

Central Core Design Guidelines 2nd Edition



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Chapter 1: Introduction



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A. Introduction

The Central Core, which includes the CBD, the neighborhood immediately south of the Capitol and Capitol Mall, and a portion of Alkali Flat and Mansion Flats to the north, represents most of the historic core of Sacramento's downtown. Even as the urbanization of the Central City expands northward and becomes more diverse, the Central Core will continue to have a unique position and function as the economic, governmental, and cultural hub of both the City and the region.

This Second Edition of the Central Core Design Guidelines document represents a comprehensive revision and update of the 1987 Sacramento CBD Urban Design Plan and Guidelines, and the document's consequent update in 2009. The urban design direction established in the 1987 Plan and its vision of the CBD as a viable living, working, shopping and cultural environment with a full range of day and night time activities served as the starting point for the development of these Guidelines. That said, much has changed since 1987, and new urban design guidelines were needed to address the new context, especially the new interest in developing housing in the Core.

A substantial amount of new development occurred in the CBD that was guided by the 1987 Plan particularly in the area around Cesar Chavez Plaza, where the addition of numerous office buildings, a few hotels, and the renovation of the Plaza significantly enhanced the character and vitality of the Central Core. Additional development has occurred since the issuance of the 2008 Central Core Design Guidelines, including the new Golden 1 Center and housing along J and K Streets. In addition, light rail service, which began in 1987, has continued to expand its service to and influence on the Central Core and the broader Central City area. This Second Edition anticipates the construction of the Downtown Streetcar linking the Midtown entertainment and retail district to West Sacramento and reflects the comprehensive update of the Zoning Code in 2013.

In addition to the office and commercial development envisioned by the 1987 Plan, the early 2000's saw a previously unknown demand for high density urban housing in the Central Core a use and building type for which no planning had previously been done. The integration of residential uses downtown raised a series of urban design issues that needed to be addressed in the guidelines,

Sacramento Central City, 2016

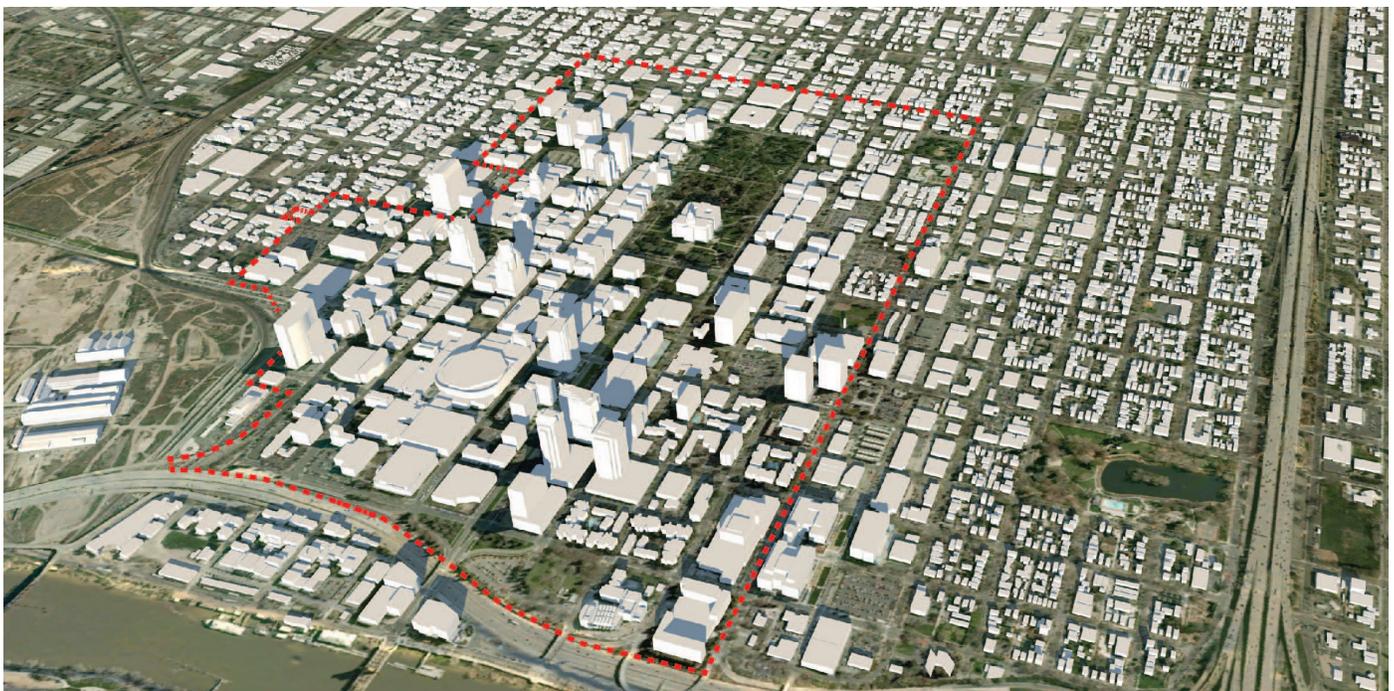


Figure 1-1. An aerial view of the general height and massing of buildings in the Central City, 2016.

including: compatible integration of residential and non-residential uses; creation of ‘complete’ neighborhoods that provide the full range of amenities and services needed to serve a residential population; and design of ‘complete’ streets that provide safe, attractive, and comfortable movement for all users, including pedestrians, bicyclists, motorists and transit users of all ages and abilities.

Finally, climate change, sustainability, and drought, topics which were not in the forefront in 1987, have become critical issues that cities must now address. This has created additional impetus to promote mixed use development in the Central Core as a means of creating more energy and water efficient and less polluting patterns of growth that result in fewer vehicle trips, greater transit usage, more walking and biking, more energy and resource efficient buildings and infrastructure.

This is the context for the Central Core Urban Design Guidelines.

B. The Intent

The Central Core District Design Guidelines sets forth a long-term vision for the physical form and character of Sacramento’s downtown and a comprehensive set of design guidelines for developing downtown Sacramento to its fullest potential. The objective of the Guidelines is to direct future growth in a manner that builds upon the existing context including the Core District’s market strengths, cultural and social amenities, historical assets, and plan direction, while also acknowledging District’s potential for dynamic and transformative growth and maturation as an urban center.

The intent is to insure that all development in the Central Core contributes to making downtown Sacramento a unique and special place, and furthers Sacramento’s aspiration to be “America’s Most Livable City.” The Guidelines seek to capitalize on the recent development momentum and ensure that proposed higher density development also provides the qualities and amenities that will create an attractive, livable downtown with a lively mix of uses, walkable streets, convenient transit, distinctive neighborhoods, and access to its riverfront.

Finally, these Guidelines are only a means to an end, a tool to assist the City in achieving its long range vision. The vision itself will only be brought to life through the persistence and cooperative efforts of all those who participate in the creative process of building Sacramento’s future.

C. Relationship to Central City Urban Design Guidelines

This document, the Central Core Design Guidelines, is one component of the larger Central City Urban Design Guidelines, which consists of a compilation of area specific guidelines that have been prepared for each of the principal districts in the Central City. In addition to the area-specific guidelines, Section 2 of the Central City guidelines document describes the context that informs the guidelines for all of the Central City districts, articulates a broad vision for the built character of the Central City, and sets forth a framework of urban design concepts that is intended to inform all decisions relating to the physical form and design of the Central City. As such, the concepts set forth in Section 2 Central City Framework are directly applicable to the Central Core and should be referred to by anyone who is involved in interpreting or implementing the design guidelines in the Central Core whether for private development or public projects.

Guidelines Document Content and Organization

The Central Core Design Guidelines is organized in four chapters:

1. **Introduction:** describes the context, intent, and structure of the Guidelines document, and the relationship to other documents for design review in the district.
2. **Urban Design Framework:** articulates the overall vision for the physical form and character of the Central Core District and describes the underlying context that informs this vision.
3. **Public Realm Design Guidelines:** addresses the design of key components such as streets, sidewalks, and parks that comprise the public realm. The Public Realm guidelines provide some guidance for private development, but their primary focus is to provide direction to City departments and decision makers who

are responsible for the design, implementation and maintenance of improvements within the City's parks and public rights-of-way.

4. **Private Realm Design Guidelines:** addresses the design of key components that comprise the private realm, including the placement of buildings, the design of buildings, and the treatment of off-street parking. The Private Realm guidelines provide direction to developers, property owners, City staff, the Planning and Design Commission, the Sacramento Housing and Redevelopment Commission, the Preservation Commission and the City Council. Used in concert with the City of Sacramento Planning and Development Code, the 2035 General Plan, and applicable building codes, this document will provide City staff, decision makers, and private interests a common basis for the evaluation of design and development issues during the design review and approval process for individual private development proposals.

Guidelines Sphere and Authority

The Central Core Design Guidelines are applicable to the area that is generally bounded by Interstate 5 on the west, Q Street on the south, 17th Street on the east; and a combination of G Street, F Street, and the Railyards on the north (see figure 1-2).

The guidelines in this document are intended to provide direction rather than prescriptive requirements. Through Site Plan and Design Review the Planning and Design Commission or Design Director shall have the authority to deviate individual guidelines for specific projects where it is found that such waiver will better achieve the design policy objectives than strict application of the guidelines.

Sacramento Central City, 2017

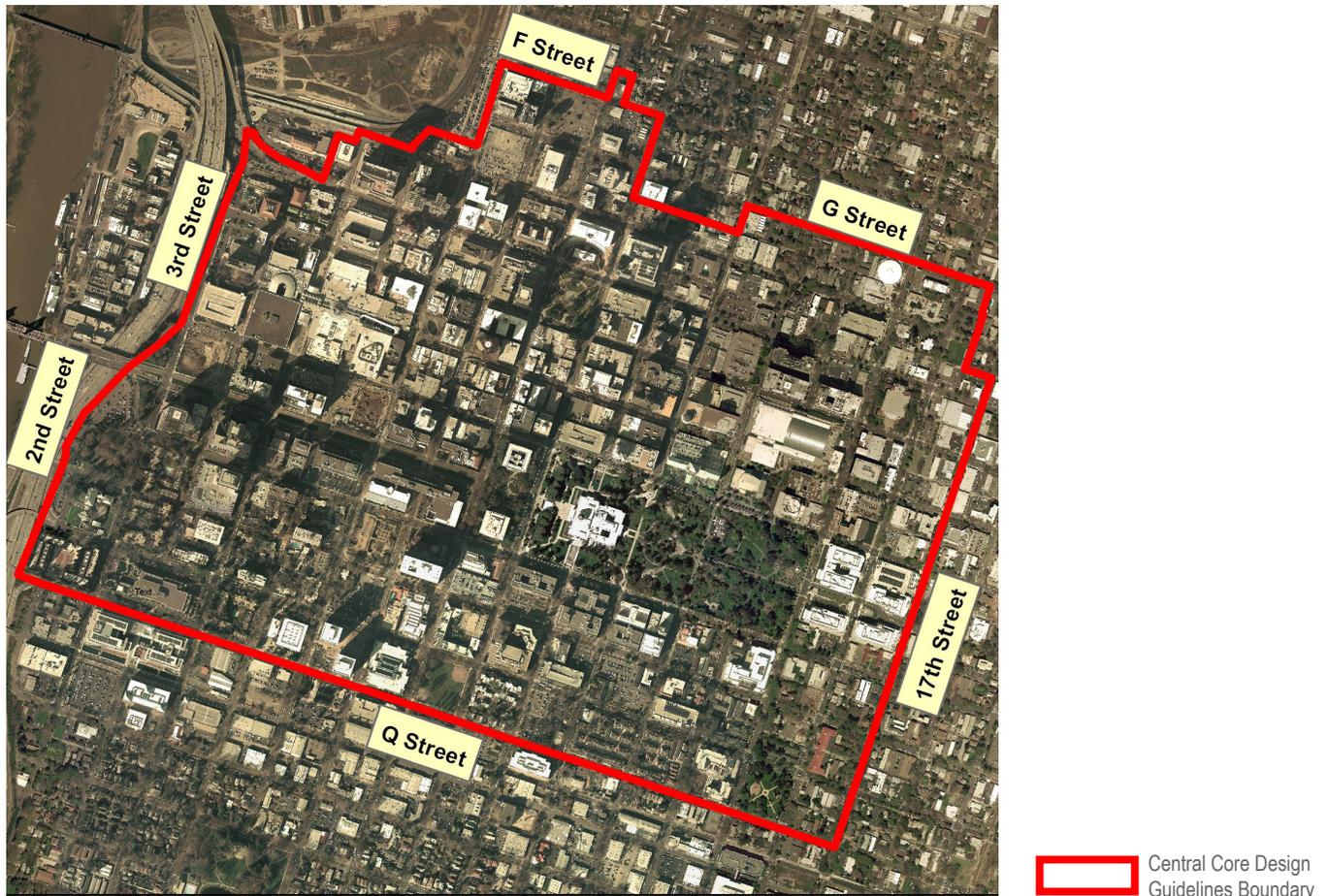


Figure 1-2. Central Core Boundary

This Guidelines document incorporates both mandates and recommendations. Where the word “shall” or “must” is used it is intended to be a mandate; and where the word “should” or “encouraged” is used, it is intended to be a recommended guideline. The mandates are treated as standards with little room for variation whereas the recommendations are subject to some interpretation and have room for minor variances.

Relevant Planning Documents

The Central Core Design Guidelines have been informed by a number of City planning documents that also have jurisdiction over and/or provide guidance related to specific areas of interest. These documents typically address their area of interest in greater depth and provide more detailed analysis and policy direction. As such, they are important references that should be consulted when applying these guidelines. These documents include:

- Preservation Standards
- Pedestrian Master Plan
- Central City Parking Master Plan
- Parks Master Plan
 - Urban Forest Management Plan and subsequent updates
 - Urban Forestry Best Management Practices
- Central City Neighborhood Design Guidelines
 - Midtown
 - Alhambra
 - CADA R Street Urban Design Guidelines
- Railyards Design Guidelines
- River District Design Guidelines
- Sacramento Riverfront Master Plan
- Grid 3.0
- Downtown Specific Plan

It is important to note that the Central City Neighborhood Design Guidelines is the governing design guidelines reference where the Central Core Design Guidelines are silent. This includes the residential neighborhoods north of the CBD and in the southeast corner neighborhood of Fremont Park.

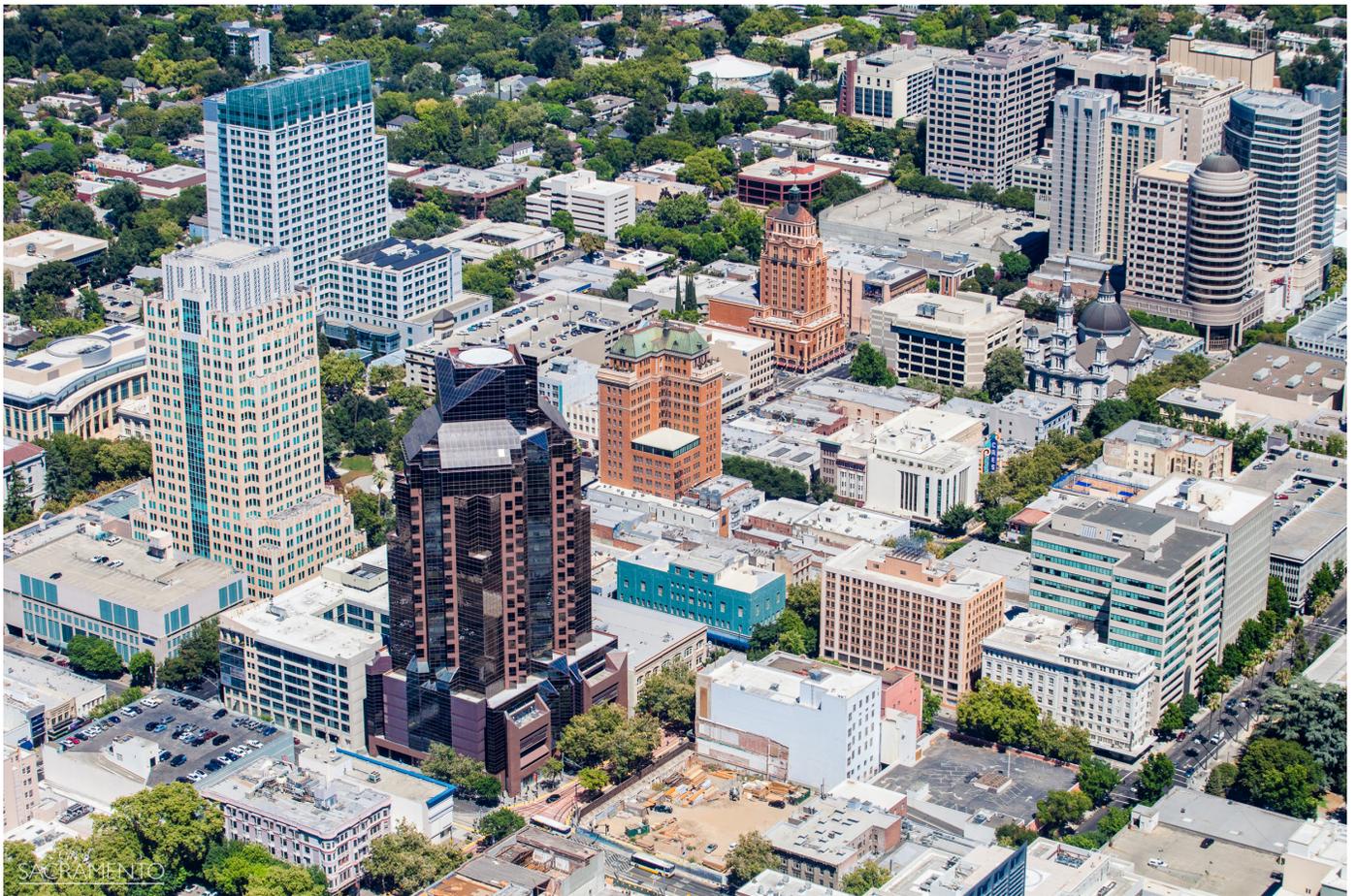
Applicability of Preservation Standards/Plans and Central Core Design Guidelines

For properties listed in the Sacramento Register of Historic Resources, either as individual Landmarks, or as properties within Historic Districts, projects on those parcels will be reviewed in accordance with adopted historic preservation standards, including the “Secretary of the Interior’s Standards for the Treatment of Historic Properties.” The City of Sacramento has also adopted two documents - “Listed Structures Plan (Residential and Non-Residential)” and “Preservation Area Plan” - which are being updated as part of the proposed “Preservation Development Standards” document (Note: as of 2001 “Listed Structures” are now referred to as “Landmarks” and “preservation Areas” are referred to as “Historic Districts”). Additionally, in the Railyards, design guidelines have been developed specifically for the Central Shops Historic District, to be used in addition to the Secretary of the Interior’s Rehabilitation Standards, and for the Transition Area around the Central Shops Historic District.

When a proposed project includes some element where the historic standards/plans may be silent, these Central City Urban Design Guidelines will govern, along with the City Code, as they may relate to that element. When there may be a conflict between the historic standards/plans and the Central Core Design Guidelines, the historic standards/plans will govern.

Design review of proposed projects involving historic properties, whether Landmarks or Historic Districts, are conducted by the Preservation Commission, Preservation Director, or Preservation Staff, per Chapter 17.604 of the City Code, as opposed to the Planning and Design Commission, Design Director, or Design Review Staff. In addition, preservation development project review requires certain additional reviews, such as review of proposed window and door repairs/replacements and proposed fencing, even if Building Permits are not required.

Chapter 2: Framework to Central Core Design Guidelines



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A. Downtown Development

Sacramento's Central Core has seen dramatic changes to its economic fortunes, housing demand, and commercial position over the last 30 years. The one constant for Sacramento's Central Core throughout the years has been its position as a center for government at the city, county and state levels. When the 1987 Urban Design Plan was prepared, Sacramento's Central Core was primarily an employment center, and one suffering from a declining share in the regional office market and increasing vacancy rates due to competition from suburban office parks. Retail activity was minimal and residential uses were limited to the historic neighborhoods surrounding the Core. As a result, the focus of the 1987 plan was on articulating strategies and guidelines that would catalyze and provide incentives for redevelopment and revitalization, particularly for office development.

Civic and Office Development

The Central Core experienced a surge in commercial office buildings in the late 1980s and '90s responding to the City's reinvestment in the area. Several high-rise office towers were built under the 1987 Plan and Guidelines, including: the 350-foot high Renaissance Tower at 8th and K Streets; the 325-foot high US Bank Plaza at 980 9th Street; and the 400-foot high Wells Fargo Tower on Capitol Mall amongst others. The 1987 CBD Framework Plan identified I Street as the CBD's primary civic corridor reflecting to the numerous City, County, and State buildings that are located along it, and subsequently this civic focus has been further enhanced with the development of several new government office buildings including the U.S. Federal Courthouse between 5th and 6th streets, the California EPA building between 10th and 11th streets, and the new City Hall between 8th and 9th streets. In addition to the government buildings along I Street, the multi-building East Capitol complex was built at 15th Street and Capitol Avenue. The Convention Center replaced an urban block at the eastern edge of the Core, adjacent to the now-thriving Midtown district. Several new hotels were built in the vicinity of the Convention Center and the Capitol, including the Hyatt Regency on L Street and the Sheraton Grand on K Street, and the retail mall on K Street was upgraded in the '90s prior to being acquired by Westfield



Figure 2-1. 621 Capitol Mall

in 1999. The most recent additions to the inventory of downtown office towers include two 25-story towers on Capitol Mall — the US Bank Building at 621 Capitol Mall and the 500 Capitol Mall building.

By and large, the majority of the downtown development over the past two decades has consisted of large floor plate (e.g. 24,000 sq. ft.) office development in mid-rise and high-rise buildings, with the tenants being primarily government-dependent or supportive uses, banks and lending institutions, or insurance companies.

Residential Development

Like many mid-sized cities on the West Coast, Sacramento has over the last few years experienced an increasing demand for inner city residential development. This is consistent with a nationwide trend towards urban living fed by demand from empty nesters, young couples, urban professionals, and gay and lesbian populations people tired of long commutes and traffic congestion and those looking for the cultural and entertainment amenities associated with urban living. Initial response to this demand is reflected in the numerous mixed-use loft projects that have been built in the Central Core, such as the Fulcrum Group development at 16th and K Street and the 800 J Street Lofts near Cesar Chavez Plaza. Prior to the collapse in the national housing market and the recession of 2008, plans had been prepared and approved for several mid- and high-rise residential towers in the Core, an area previously without any significant residential development, let alone in such high density buildings. As of 2017, none of those high-rise residential towers have been built, however a number of mid-rise projects such as Legado De Ravel at 16th and O Street, 7th & H, La Valentina at 429 12th Street, and Cannery Place at 7th and Cannery Avenue, among others have come on line to provide market rate and affordable housing. Outside of the Central Core, proposed residential development in the Docks Area and Township 9 will further expand and diversify the downtown residential market, with the introduction of mid- and high-rise riverfront housing, as will the proposed high-rise “park block” housing approved in the Railyards.



Figure 2-2. Historic Southern Pacific Depot, part of the City of Sacramento's planned Inter-modal Station



Figure 2-3. The L Street Lofts in Midtown demonstrate well-designed neighborhood retail integrated into the ground floor.

Retail and Entertainment Development

Complementing this surge in residential development has been an increase in retail, restaurant, and entertainment uses, many as ground floor uses in new mixed use buildings. Consistent with City zoning that requires ground floor retail in certain areas of the Central Core, these uses are generally concentrated along J, K, and L Streets between 3rd and 13th Streets and the numbered cross-streets between L and J Streets. Historic buildings such as the Elks Building at J and 11th Streets and the 926 J Street Building have been renovated and rehabilitated to provide ground floor restaurants and a boutique hotel (926 J Street). In addition, significant new investment and planning has been put into renovating and redeveloping the K Street Mall with a more diverse mix of retail, restaurants, entertainment, and lodging uses.

The recent opening of the Golden 1 Center, part of the larger Downtown Commons Project, has resulted in a surge of pedestrian activity in the Downtown and a renewed interest in development along K Street. Several new restaurants have opened over the last year near the Arena.

Other recent projects include mixed use development along the 700 block of K Street, medical office facilities for Kaiser, the Kimpton Sawyer Hotel, and rehabilitated office space at the Sacramento Valley Station.

These additions have enhanced the Central Core's historic role as the regional center for the arts and entertainment, complementing key existing assets such as the Convention Center, Community Theater, Crest Theater, Sacramento Theater Company, Memorial Auditorium, the Crocker Art Museum and Park and contributing to a more vibrant cultural, entertainment opportunities. Coupled with the residential and commercial additions to the Central Core, they have helped to usher in a virtuous cycle of development and renovation, resulting in increased pedestrian activity and economic vitality, prompting, in turn, ever more development and renovation.

As the Downtown economy continues to become more diverse and dynamic, the 1987 Plan's characterization of J Street as the Downtown's "main street" and K Street as the regional shopping street is probably too limiting. Instead, these corridors have become the heart of a growing retail and entertainment 'district' with breadth and depth not just linear corridors. Similarly, whereas J and K streets once included the majority of the retail and entertainment activity in the Central City, new areas, such as Midtown and R Street, have emerging retail and entertainment areas, and the eventual redevelopment of the Railyards will add a major new retail district and a cultural district to the Central City mix.

Downtown Streetcar

The next decade will see the construction of the Downtown Streetcar, connecting West Sacramento to the Downtown area. This infrastructure investment is likely to generate a positive influence for Downtown housing. A number of developers active in the Central City area have identified the Streetcar as the "game changer" likely to increase the desirability of living downtown.

From a technical point of view, the integration of the Streetcar into existing Downtown streets necessitates the update of the 2009 Central Core Design Guidelines. The addition of new street sections and guidelines related to sidewalks, street tree planting, and parking access that facilitate Streetcar-oriented development are included in this edition.

A Mature and Complete Urban Center

Together, the construction of mid-rise, high density residential buildings, the introduction of new retail and entertainment uses, and the reinvestment in historic resources are signs of the maturation of downtown Sacramento as an urban center. It also signals a diversification of uses that should add stability to the economic climate in the Central Core that will level off the market swings associated with a single-market employment center.

The introduction of several thousand new residential units will not only alter the physical form and character of the Central Core, it is anticipated to also transform the area's demographics and result in demand for new uses and services oriented to a residential population, including uses such as schools, grocery stores and urban scale parks that are needed to create 'complete' neighborhoods.

Map 1: Required Retail Frontage



Figure 2-4. to Chapter 17.216 of the City's Planning and Development Code

B. Architectural Response in the Central Core

Being “America’s most livable city” involves more than making Sacramento a place that is safe, functional, and socially and economically stable. It is also about creating a place that is visually distinctive, appealing, and memorable. Architecture plays a key role in this and in defining the identity of the Central Core. Fortunately, Sacramento has a rich architectural heritage that contributes to the unique identity of the Core. This identity is not homogeneous in character, but includes an eclectic mix of buildings that changes from street to street and block to block, reflecting the different periods of the City’s history.

A distinctive, memorable and sustainable Sacramento will preserve the best of Sacramento’s architectural heritage while facilitating creative architecture in the future. The interplay of past, present, and future in the Core District’s built environment will contribute to maintaining an identity for Sacramento’s downtown that is uniquely ‘Sacramentan’ and engenders civic pride in those who live here.

The intent of these guidelines is neither to codify the existing architectural vocabulary into a rigid pattern language, nor to stifle the creativity of future designers. The guidelines are intended to avoid generic building design and ensure that the design of new buildings provides a respectful response to surrounding buildings and physical context; demonstrate excellence in design and an understanding of place; and



Figure 2-5. Appropriate coloration, massing, scale, and horizontal banding respectfully blends new with old architecture.

contribute to the Central Core’s rich architectural vocabulary. Such consideration on the part of design professionals will ensure that downtown Sacramento continues to evolve through the thoughtful integration of new structures into the existing urban fabric.

Generally, creative re-interpretation of existing patterns and forms is the preferred design strategy, rather than having new buildings emulate existing buildings through false historicism. Employing contrast, rather than re-interpretation of existing forms and patterns, is also an acceptable design strategy. However, to be effective, this approach, by definition, should be employed sparingly. No matter which design strategy is employed, building design always should be guided by the question: “Does the design solution contribute to the Central Core’s character and function?” Exceptional design should be embraced and celebrated, but only when it enhances the function or character of its surroundings. For Sacramento to emerge as a great and distinctive city its buildings must demonstrate exceptional design.



Figure 2-6. Building on left represents traditional historic form with vertical ribbons of punched window groupings, strong base, middle and a distinctive roof top. The street wall is well defined with a hierarchy of horizontal comicing utilizing local terracotta exterior details and cladding. High rise tower in center exhibits “contrasting” architectural elements to interject visual tension to skyline. High-rise tower at right side employs creative re-interpretation of “punched” fenestration groupings. The building massing, distinctive roof top element and exterior coloration harmonize with the neighboring historic structures.

Many factors have helped shape Sacramento's architecture. Understanding these influences and the local architectural responses to them will allow contemporary architects to complement existing historic and vernacular buildings and harmoniously integrate new and old buildings. Key factors that need to be considered in the design of future buildings include: climate, topography, vegetation, street widths, block size, building type, and building materials and color.

C. Climate

Given the extremely hot summers and cold, wet winters typical to Sacramento it is important that buildings not cast perpetual shadows over City streets. While shaded streets are pleasant on a hot summer day, the opposite is true in winter. Any exposure to winter sun is most welcome at street level, particularly if there is also protection from driving rain.

In the 19th Century, columned street verandahs that supported second floor decks over the public walkways were a common feature. The verandahs allowed for solar access and provided rain cover at street level while also providing outdoor space at the second floor level from which to enjoy cooling delta breezes in the evenings. Other than in Old Sacramento, few examples of this vernacular remain in the Central Core. The implications of local climate on the quality of public life are frequently ignored in the design of new buildings, particularly those with long east-west axes that cast perpetual shadows over the streets, open spaces and buildings along their north faces. Taller thinner towers are preferred for Sacramento for a number of reasons, but particularly because they provide better solar access and produce less shading impact on surrounding uses. Although taller slender buildings cast longer shadows, the duration of the shadows on any one location is less because the shadows move more quickly with the passing sun through the course of a day. The taller slender towers also allow for better circulation of cooling Delta breezes of summer and reduce potential for adverse wind tunnel effects. Facades based on compass orientation should differ to reflect the impact of solar exposure Sacramento summer provides for long hours of hot afternoon sun on west facades and they should receive tall vertical shading devices or frit glazing. South exposures should receive long horizontal shading for high summer sun and deep penetration of winter light.



Figure 2-7. Shadow patterns of Central Core Area high-rises. Note shadow variance between slender towers and elongated towers to ground plane.



Figure 2-8. Early Sacramento vernacular style responds well to micro-climate issues.



Figure 2-9



Figure 2-10

Figure 2-9 and 2-10. Federal Courthouse with elongated east-west orientation. Tower casts broad shadows on north side.

D. Topography

Sacramento's relatively flat landscape influences architecture and the character of the Central Core in several ways. The level topography has contributed to the creation of a well defined street wall that has a consistent height along the block face, with a dominant horizontal cornice line marking the transition from the building base to the floors above. Early mercantile buildings established an average street wall height of 35-40 feet. More contemporary buildings are establishing streetwall heights of 65-80 feet.

The level terrain also provides opportunities for views from taller buildings over the Downtown, the rivers, the City's outlying neighborhoods, and miles beyond to the surrounding valley, distant Sierras, Coastal Range, the Sutter Buttes, and Mount Lassen. Architects should consciously design new structures to take full advantage of existing view corridors while minimizing any obstructions to neighboring views by employing slender tower forms. Finally, the relatively flat landscape means that the City's skyline is highly visible from great distances, and that, unlike hilly cities like San Francisco, the shape of the skyline is dependent solely on the design of its buildings rather than its topography. As a result, designers of taller buildings need to consider the silhouette their buildings will have and their individual and cumulative effects on the City skyline.

E. Urban Forest

As the vision for the Central City's core, its riverfronts, and its redevelopment areas continues to be implemented, it is fully expected to emerge as a celebrated destination, drawing visitors from around the world to visit this beautiful, world class city. One element that is already celebrated is Sacramento's reputation as a metropolis of trees a "Treeopolis" as it were. A reputation that speaks to the much loved tree canopy that adorns the City streets, and serves as a dynamic symbol of the City's commitment to keeping Sacramento green and sustainable.

The tree canopy in the Central Core plays many roles. Most directly, it creates a beautiful and comfortable setting for public life in the Core. Given Sacramento's climate, the large canopy, deciduous shade trees that line the Central City's

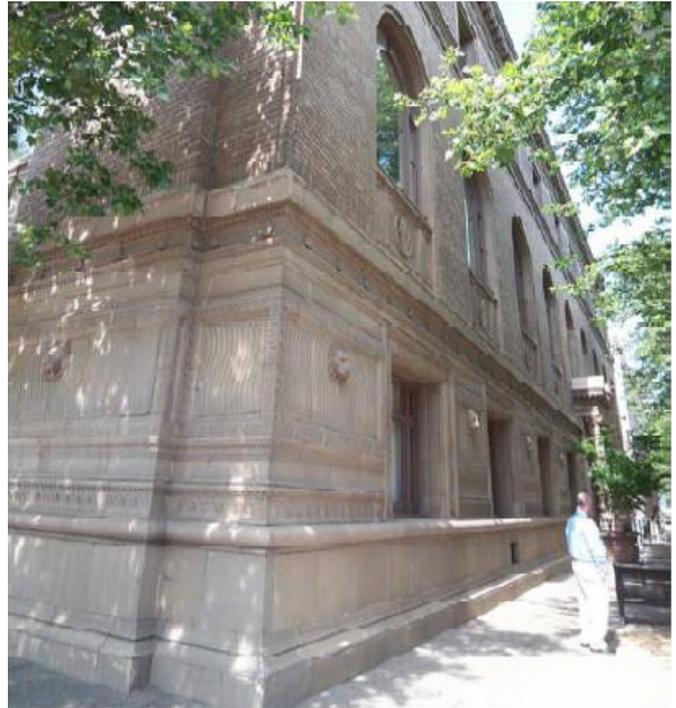


Figure 2-11. A strong horizontal base at pedestrian level with cornice dividing exterior into tripartite sectors. Light filters through the canopy onto shaded walls with terracotta detailing



Figure 2-12. Sacramento's building typologies allow for strongly defined street wall enclosures of consistent base height.

streets provide wonderful summer shade while allowing solar access during the winter. The tree canopies also help to maintain a comforting pedestrian scale to the streetscape, visually and physically linking the pedestrian realms on either side of the street. The tree canopy also introduces a natural element that visually softens and buffers the sharp lines and hardness of the urban setting. In addition, trees help remove pollutants from the air, reduce stormwater runoff and erosion, and increase property values. All told, Sacramento's trees are a distinctive and memorable element of the Central Core, and as such must be highly valued and protected.

The buildings that work best in Sacramento are those that respectfully integrate the City's urban forest. To that end, designers must be intentional in designing to accommodate both existing and future tree canopies and root zones at the earliest stages of conceptual design. Just as the architecture and built environment in the Central Core needs to contribute to the creation of a high quality public realm and a distinctive and recognizable image, so too must the urban forest provide a high quality landscape that embodies the best in thoughtful design, materials and sustainable practices and plays an active role in maintain the health of the community.

F. Street Frontages

The Central City's grid of streets was originally surveyed for blocks that could be subdivided into parcels with 40-foot wide lot frontages. In the Central Core, this gave rise to building fronts that had a natural 40-foot rhythm. Over the decades, as lots were merged or subdivided, building frontage widths became more varied, including 120 feet, 80 feet, 60 feet, 30 feet, 20 feet, and even down to an exceptional 10 feet wide storefront. The underlying rhythm



Figure 2-13. The building facade 800 J Street re-interprets traditional rhythm of street wall by suggesting different building widths and fenestration



Figure 2-14. Sacramento's wide canopy trees bathe pedestrian areas with welcoming shade during hot summers



Figure 2-15. An Infill Project exemplifying the 40-foot rhythm of Sacramento's historic block platting and subsequent building facades.

of building frontages established by the original 40-foot wide parcels is important to the Core's character, in that it maintains a pedestrian friendly scale to the streetscape and preserves subtle evidence of the Downtown's physical DNA. As such, the 40-foot frontage increment should not be lost. Even for large projects covering entire city blocks or large portions of blocks, building articulation should be incorporated into the design that preserves this pattern. See Chapter 4: Section D.4.3. - Façades - Articulation of Street Wall, for a discussion of building articulation.

G. Architectural Vocabulary

The Central Core contains a wonderful variety of architectural styles from the 19th and 20th Centuries. However, even with the diversity of architectural styles, several common elements are evident that should inform future development. Particularly important among this shared architectural vocabulary are the following:

- A vertical emphasis to recessed windows and window groupings with a hierarchy of vertical fenestration patterns;
- Facades that exhibit a very balanced proportion of solid wall surface to exterior window openings;
- Buildings that are expressive of traditional base, middle and top sections with strong horizontal bases, cornice lines and street walls; and
- Decorative building tops, particularly on many older buildings, that add distinctive silhouettes to the Sacramento skyline.

H. Materials and Colors

As the State Capitol, Sacramento has many fine buildings that incorporate a rich array of noble and enduring materials intended to convey the power, stability, and splendor associated with the seat of government of one of the nation's largest and most prosperous states. In addition to



Figure 2-16. Traditional architecture unites base, middle, and distinctive top section with vertically oriented punched openings.



Figure 2-17. Sensitive selection of colors and materials on new tower blends old and new into harmonious whole.

granite and marble, the Central Core's historic buildings include a rich tradition of finely detailed terracotta exteriors. Although there are notable examples of red brick exteriors, such as the Elks Building, the City's finest buildings are generally lighter colored in soft grays and creams which reflect the common use of materials such as granite and limestone in the construction of government and civic buildings. Buildings that substantially vary from this range of colors, such as the Renaissance Tower with its black glazing and dark red cladding, appear distinctly at odds with their surrounding context.

I. Tower Massing and Separation

When Sacramento's downtown was young and had few tall buildings their massing and separation were not significant concerns. As the downtown has matured and incorporated more and more mid-and high-rise structures, these have become important issues to address, not only in the Central Core, but also in the Railyards and River District where mid and high-rise towers are proposed. Densely packed towers can have numerous deleterious effects: decreasing solar access; increasing wind tunnel effects; creating a visually oppressive public realm; and, with the introduction of residential towers, creating privacy conflicts. In recognition of these issues, many cities are adopting the approach pioneered by Vancouver to require slenderer towers with greater separation between them, which is in character with some of Sacramento's most revered towers.

Floorplate Size

Building massing is directly related to the size of a building's floorplate. Under the assumption that most new development would be for office uses, the 1987 guidelines permitted towers with floorplates as large as 24,000 square feet for the lower tower, reducing to 22,000 square feet for the upper tower. The result is buildings that are quite bulky, and when built side by side, are visually quite oppressive.

Given the demand for development of towers in the Central Core and the introduction of more residential uses, the City envisions a building pattern that will protect and enhance views, solar access, air circulation, the quality of the public realm, and the character of the skyline. As a result, the new



Figure 2-18. Elks Building - The integration of brick with terracotta accents highlight the stepped massing and slender tower of this early 20th Century landmark.

Image Credit: rc360. "Sacramento Historic Elks Lodge." DeviantArt, Deviant Art, 1 Jan. 2000, rc360.deviantart.com/art/Sacramento-Historic-Elks-Lodge-211014598.



Figure 2-19. 926 J Street - Originally built for office use, was renovated in 2008 as the Citizen Hotel.

Image Credit: The Citizen Hotel, Autograph Collection." The Citizen Hotel, Autograph Collection, www.thecitizenhotel.com/.

guidelines mandate a two tiered approach that requires smaller floorplates for all towers, and smaller floorplates for residential towers than for office towers. This reduction still allows the large floorplates required for office buildings, but reduces the building dimensions enough to produce a slenderer appearing profile, particularly as buildings get taller. The guidelines also encourage even smaller floorplates where possible, not just for aesthetic reasons, but also to facilitate more energy efficient buildings that provide natural light and ventilation to all office space.

The design guidelines call for a much smaller maximum floorplate for residential towers to differentiate them from the bulkier commercial towers, and in order to sculpt the profile of the building to create a distinctive city skyline. For the sake of comparison, other West Coast cities have guidelines to create even more slender residential towers. San Francisco's new Rincon Hill towers are limited to a 10,000 square foot maximum floorplate, while Vancouver restricts the maximum to 7,500 square feet.

Building Stepbacks

The construction of multiple high-rise residential towers in the Central Core creates different challenges from the previous generation of commercial buildings. Whereas commercial buildings can accommodate step-backs of their upper floors withing their massing without compromising the integrity of the internal spaces, high-rise residential

units are normally stacked one above the other in similar arrangements and require a consistent depth from the Central Core resulting in an un-stepped vertical facade for the majority of the building's height. It is for this reason that the design guidelines do not require residential towers to step-back their floors above the street-wall base height, as is required for office towers (except as required by the Capitol View Protection Act). While the Elks Building has been used as a precedent for stepping back upper floors above the base, a historic precedent for the consistent vertical façades proposed for residential towers is former Cal Western Life building at 926 J Street, built in 1926 (converted in 2008 to the Citizen Hotel) opposite Cesar Chavez Park.

Tower Separation

Historically, Sacramento allowed commercial buildings to be built as close as 10 feet away from each other. However, with the proliferation of towers, greater setbacks are recommended for all the same reasons that smaller floorplates are. Future commercial and residential towers should be required to maintain at least an 80-foot setback, the width of a typical Sacramento downtown street, from adjacent towers in order to ensure protection of views and privacy. In addition to these separation requirements, the guidelines recommend that no more than 4 towers be permitted per block. Figures 2-20 and 2-21 illustrate these Tower Separation concepts.



Figure 2-20: Towers should be spaced at least 80' apart from each other, the equivalence of a street width, and vary considerably in height from those closest to it.



Figure 2-21: This hypothetical urban design study follows the tower separation guidelines. Towers are always at least 80' apart, and there are never more than the permitted four towers per block.

Height & Massing in the Central Core

Historically, the City also had no height restrictions within the CBD. However, in the early '90s, the State Legislature adopted height restrictions and setback requirements, in the form of "view protection zones," for certain areas of the Central Core located near the Capitol in recognition of its unique value as a cultural and open space resource. The State legislation established a 150-foot height limit in the half block nearest Capitol Park to the north and west, and then increases the height limit in half block increments to a maximum height of 450 feet along 7th and J streets. The one exception is along 11th Street where building heights are restricted to 250 feet between J and K streets, and increase to 350 feet north of K Street (see Figure 2-25). On the east side of Capitol Park between 15th and 17th streets, the legislation established 80-foot height limits. Beyond the Capitol view protection zones, there are currently no height limits in the surrounding CBD, or in Old Sacramento.

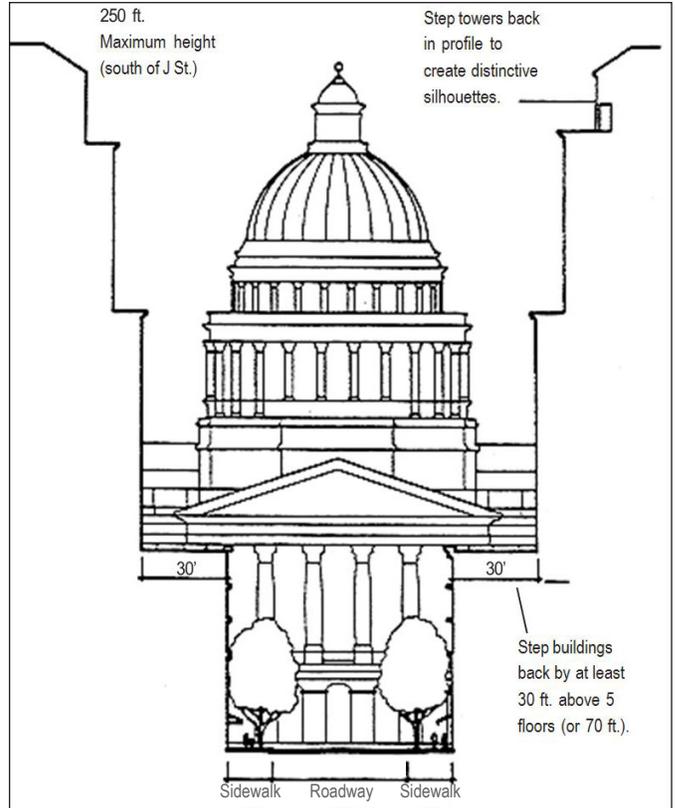


Figure 2-22 - 11th Street Corridor Setback Requirements for Capitol View Protection

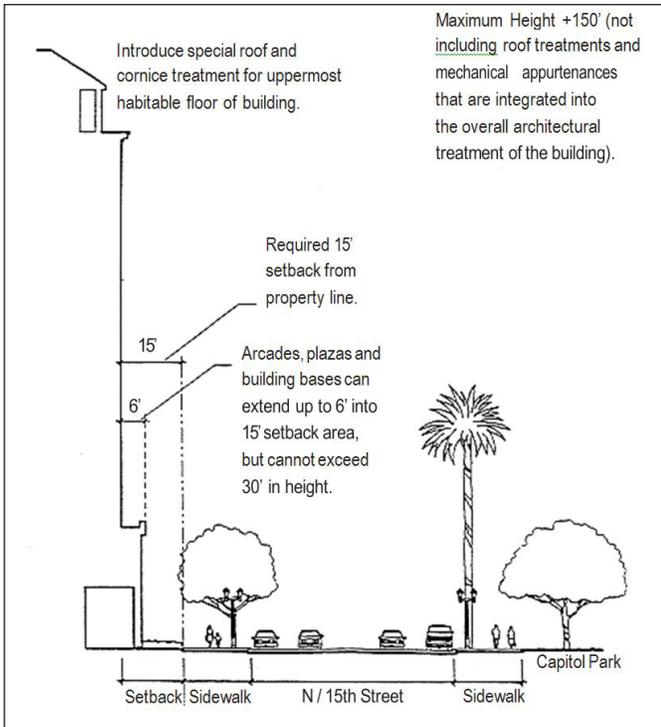


Figure 2-23 - L Street / 9th Street Park Edge Setback Requirements for Capitol View Protection

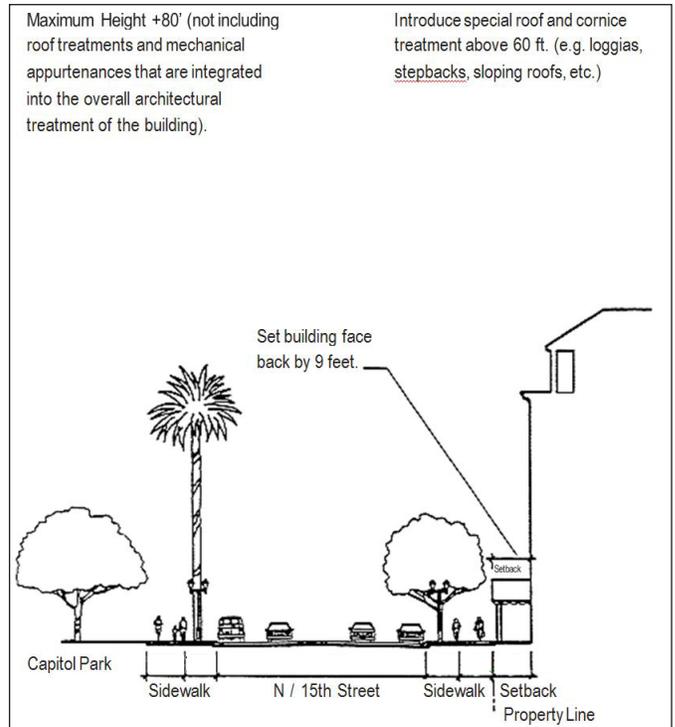


Figure 2-24 - 15th Street / N Street Park Edge Setback Requirements for Capitol View Protection

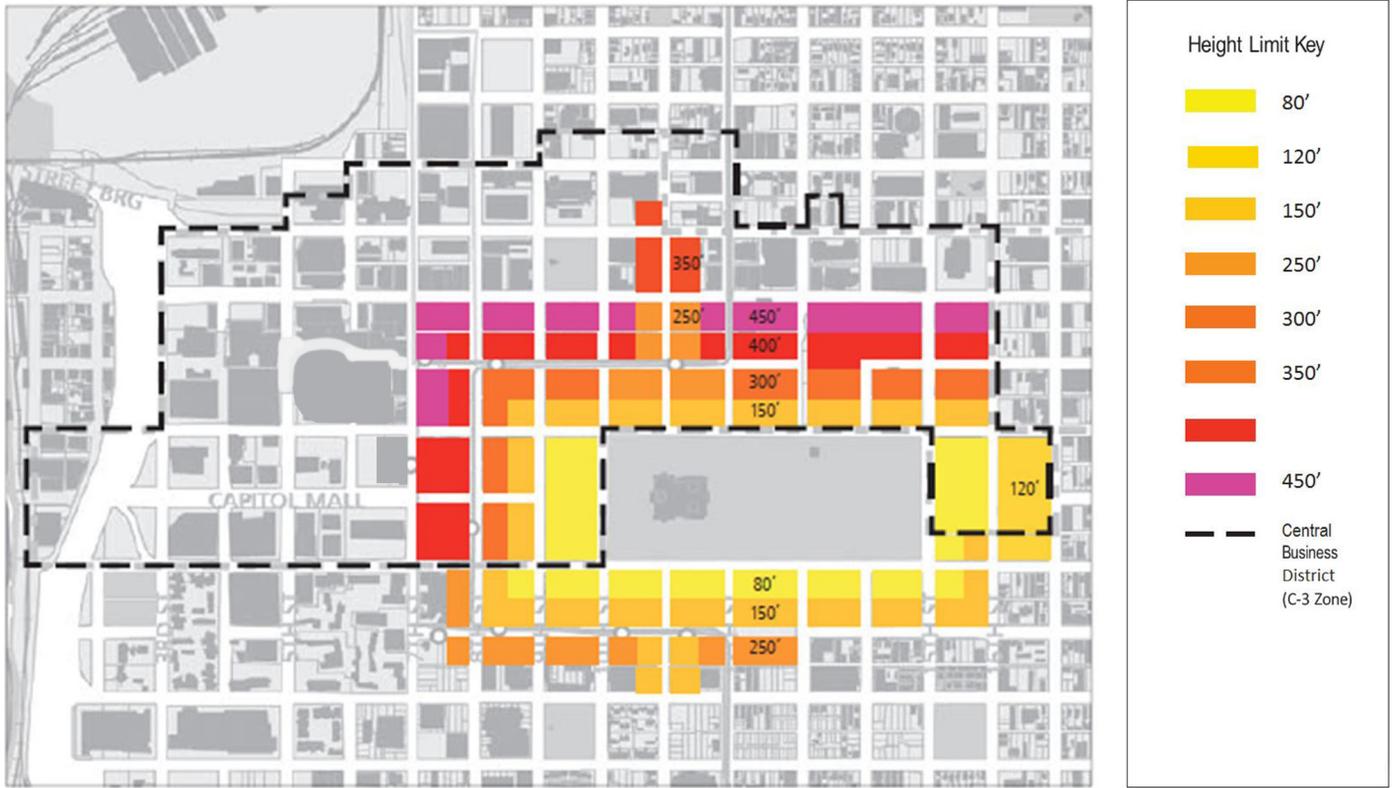


Figure 2-25. Height Limits for Capitol View Protection in the C-3 Zone

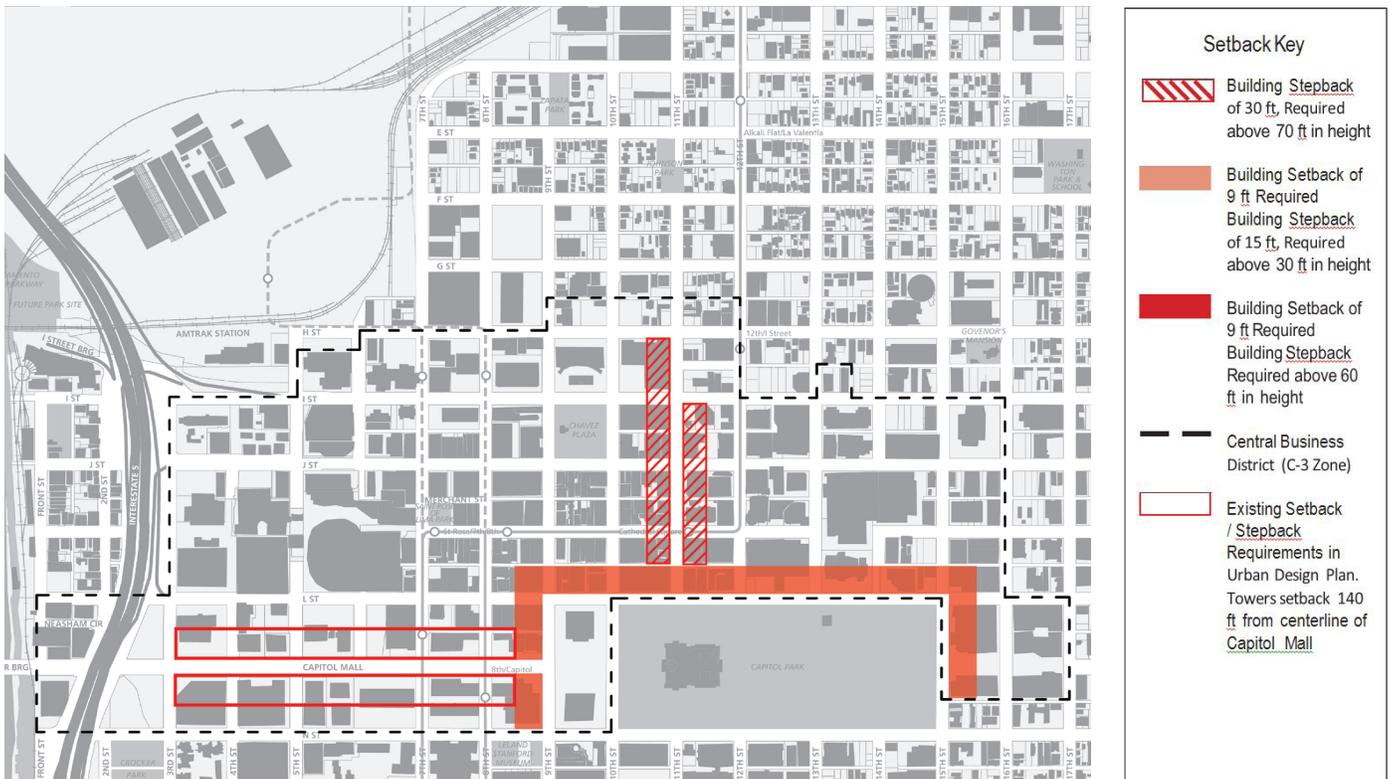


Figure 2-26. Overview of Setback Requirements for Capitol View Protection in the C-3 Zone

As illustrated in the adjoining figures, 9-foot building setbacks are required along the east side of 15th Street, and 15-foot setbacks from the north and west sides of L and 9th streets respectively. In addition, stepbacks of the upper floors are required above 70 feet along 11th Street, and above 60 feet along 15th Street (See Figures 2-22 to 2-24; and 2-26).

In the Central Core south of N Street, the State subsequently passed legislation to similarly restrict building heights adjacent to the Capitol. However, the City continues to maintain more restrictive zoning (35-45 feet maximum building heights) in this area. As a result, all private projects under the City's jurisdiction are subject to current zoning, while any State or Federal projects, beyond City jurisdiction, would be subject to the State's height zones.

Outside of the Core District building height limits of 60, 45, and 35 feet are enforced in the adjoining Alkali Flat, Mansion Flats, Midtown and Capitol Area neighborhoods.

Central Core Height and Massing: Cross Sections through the District

The two north/south cross sections (shown on the following page) are cut across the Central Core facing east towards the Capitol. The third section is cut east/west along I Street facing south.

Section 1

is taken along 9th Street from N Street through Cesar Chavez Park, City Hall to H Street and shows the existing height limits protecting the Capitol Dome including the historic 926 J Street tower and City Hall. The half block north of L Street has a 150-foot height-limit indicated by the recently constructed Marriott Hotel overlooking Capitol Park.

The next half block between the mid-block alley and K Street allows buildings up to 300 feet. North of K Street, 400 feet is permitted up to the mid-block alley and 450 feet in the half block to J Street.

The section shows the proposed 400-foot tall Metropolitan residential high-rise at the corner of J and 10th Streets, overlooking Cesar Chavez Park.

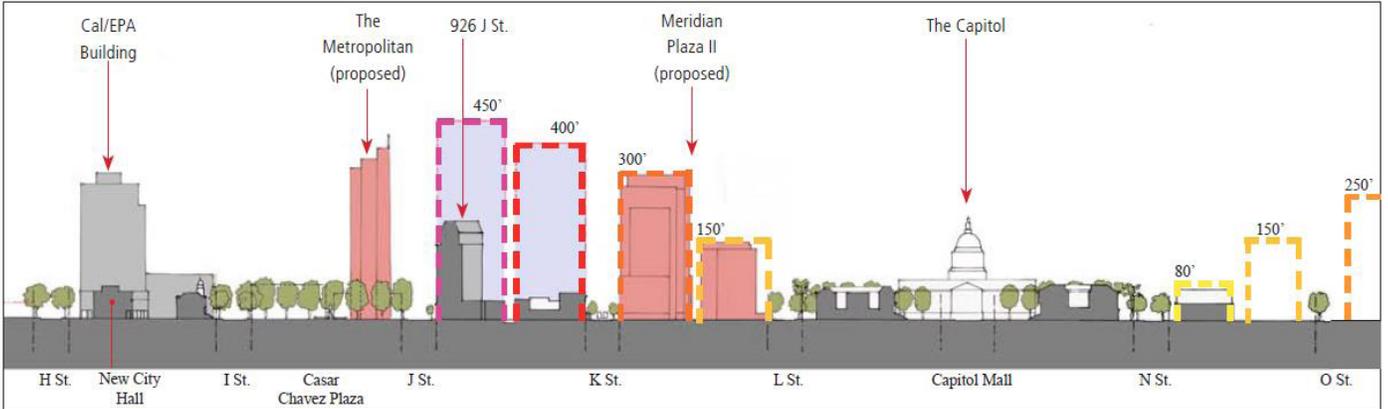
Section 2

is taken along 3rd Street from N to H Streets and shows the existing West America, Wells Fargo, and U.S. Bank towers on Capitol Mall and the Renaissance Tower, US Bank Plaza and Federal Courthouse.

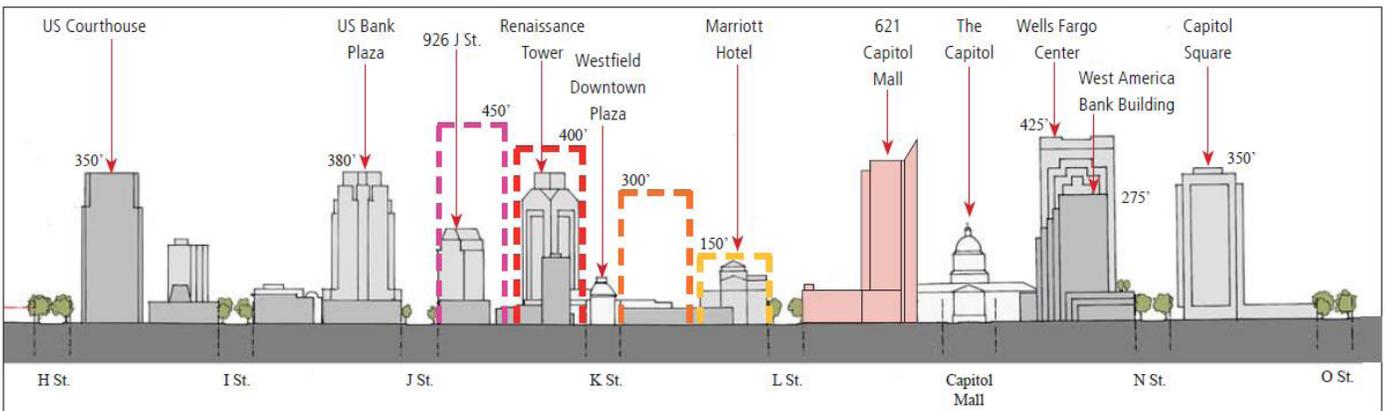
Section 3

is taken along I Street facing south. It shows the protected view corridor towards the Capitol Dome terminating 11th Street as well as historic structures such as the Elks Club and 926 J Street.

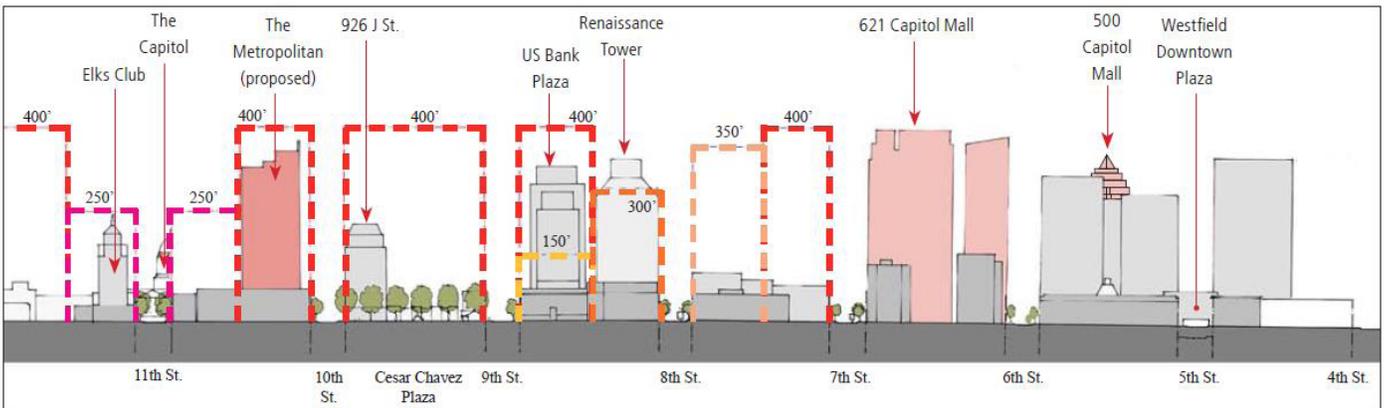
The section shows the proposed Metropolitan tower overlooking Cesar Chavez Park matching the scale and height of the existing US Bank Plaza tower as well as the planned Meridian II development.



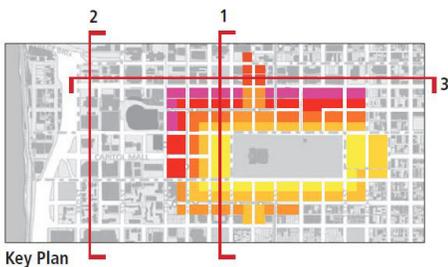
Section 1 - North / South along 9th Street, facing East



Section 2 - North / South along 3rd Street, facing East



Section 3 - East / West along I Street, facing South



J. Urban Design Framework Concepts

The following is a summary of the Urban Design Framework Concepts presented in Section 2 – Design Guidelines Framework. Framework concepts outlined below are those that pertain to the development of the private realm in particular.

The Central City Skyline

Until the 1990's the Central City skyline was dominated by a handful of landmark buildings, with the 220 foot tall Capitol Dome, the 226 foot tall (18 stories) Elks Club building, the 217 foot tall Cathedral of the Blessed Sacrament at 11th and K streets, and the 14-story 926 J Street building being the tallest and most recognizable. Beyond that, the Central City, as seen from the Yolo Causeway or from southbound I-5, had a low profile dominated by its canopy of trees with only the occasional building rising above 50 feet, including a few State office buildings south of Capitol Mall and some of the grain elevators along the railroad tracks.

Today's skyline is one that emerged largely in the 1990's. The construction, in 1989, of the 372-foot, 28 story Renaissance Tower at 8th and K Street kicked off just over a decade of development that would generate 9 of Sacramento's 10 tallest buildings. Collectively these towers substantially exceeded the historic building heights, raising the apex of the skyline by nearly 200 feet (from 226' to 423'), and in the process significantly altered the Central City's historic skyline.

In the early '90s in response to this surge in high rise towers, the State Legislature adopted height limits, in the form of "view protection zones," around the Capitol in recognition of its symbolic importance. The zones establish height limits for the blocks nearest Capitol Park. Beyond the Capitol Area height zone, there currently is no height limit in the surrounding CBD, or in Old Sacramento. Outside of the CBD 'no-limit zone' building height limits of 60, 45, and 35 feet are enforced in the adjoining Alkali Flat, Mansion Flats, Midtown and Capitol Area neighborhoods.

The first seven years of the new millennium saw a new surge in development proposals for new, taller buildings, including both high-rise buildings in the CBD and mid-rise buildings in the Midtown area. The recent surge consists of primarily residential and mixed use buildings.

Central City Gateways

The Central City has several important entry corridors that serve as gateways to the downtown. These gateways are important because they typically shape one's first impression of Sacramento. Historically, these gateways related to available bridge crossings, such as the Tower Bridge, or to key travel routes, such as the Stockton Boulevard (P Street) and Folsom Boulevard (Capitol Avenue) entries from the east and Freeport Boulevard (21st Street) from the south.

The introduction of the freeway system has obscured these historic gateways to freeway interchanges and off-ramps, and in the process has generally degraded the quality of those historic entry corridors. While the historic gateway corridors still exist they now are secondary routes into the downtown whose entry points are marked by the hulking infrastructure of the elevated freeway.

Transit Streets and Transit-Oriented Development

The Light Rail network has added an important framework element around which the Central Core has begun to restructure, while the introduction of the Streetcar line in the near future will provide additional opportunities to create a transit-friendly central city. The light rail lines and their station areas provide significant opportunities for locating higher density, transit-oriented development (TOD) that promotes transit use and walkable neighborhoods. To date the light rail system has focused on bringing people into the downtown from surrounding suburban areas, and the City is only beginning to realize the potential benefit of this resource as a magnet for development. In the historic downtown, 7th, 8th, 12th, K and R streets all offer opportunities for infill and redevelopment that is sensitively inserted into existing neighborhoods, while the zoning along the R Street corridor was amended specifically to allow more height around LRT stations to encourage higher density development.

The Downtown Streetcar provides another opportunity to catalyze development around transit in the downtown. Streetcars influence the urban built environment a little differently than light rail, because they are more commonly understood as “pedestrian accelerators” rather than regional connectors. Since streetcars operate in mixed-traffic flow and are very easy to hop on and off, they extend the distance that someone would have otherwise walked or biked. The pedestrian shed associated with streetcars is more linear along the alignment route of a streetcar, whereas the pedestrian shed generated by a light rail typically includes of the area within a ½-mile radius around each of the stations. Thus, the design of the pedestrian realm along the route of the Streetcar is critical to achieving its full benefit.

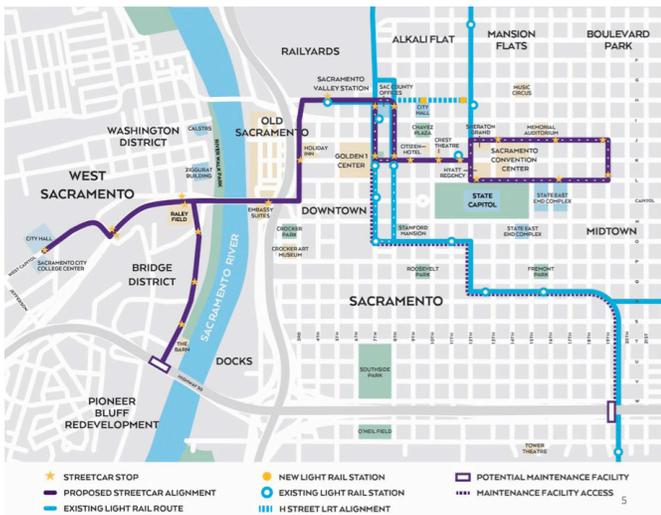


Figure 2-27. Light Rail Map

Distinctive Neighborhoods & Districts

The richness and vitality of a city is reflected in the diversity of its neighborhoods. The Central City includes a variety of distinct neighborhoods whose unique character and qualities need to be preserved even as new infill and redevelopment occur. It is critical that as the Central City expands through redevelopment, that it not lose those qualities which make it so attractive, legible, well-structured neighborhoods; distinctive civic buildings; varied architecture; lush tree lined streets; and attractive residential districts.

The principal strategy for ensuring the quality and distinctiveness of the various neighborhoods and districts is to emphasize quality design of individual buildings and of the public realm. The design of individual buildings and spaces should consider the physical, historical and cultural context in order to enhance the identity of the existing neighborhood. New development should also utilize high quality, durable materials that convey a sense of quality and permanence.

Preserving Historic Resources

Sacramento’s rich and diverse heritage is reflected in its individually-listed Landmarks and contributing resources in the many Historic Districts throughout the Central City. The preservation of these resources and their character-defining features is an important part of the city’s identity and visual vitality. The contribution of individual Landmarks and historic districts throughout the Central Core cannot be overstated. The prevalence of these resources throughout Central Core provides a rich resource base upon which to build. Historic resources add texture and character to the urban fabric that cannot be replicated by new development. While the design of future developments should honestly reflect their contemporary era, they should also take special care to ensure that their orientation, form and massing respects adjacent historic structures, districts or spaces.

The preservation of Downtown’s most important structures is an integral component of the planning process. By embracing preservation strategies and protecting Downtown’s resources, the City can successfully evolve in a way that preserves character and allows the thoughtful introduction of new buildings, open spaces, and streetscape elements that support the area’s economic development and vitality as a social center.

Parks and Open Space

Increasing the residential population in the Central Core requires a strategy for addressing the increased need for public parks and open space. The high cost and relative scarcity of land in the historic downtown will continue to present a barrier to large-scale development of active parkland in the heart of the Central Core. The City must explore new ways of acquiring and developing open space,

connecting urban populations to dispersed open space resources, and leveraging under-utilized public lands. A combination of approaches should be employed to meet the needs of future residents. The Department of Parks and Recreation has developed policies for the creation of small parks and urban plazas (Small Public Places) in higher density areas of the City and in park deficient neighborhoods where there are no large undeveloped parcels. These policies can be found in the Parks and Recreation Master Plan, and the General Plan.

Creating a Complete, Well-served Community

The development of medium and high density residential uses in the Central Core will introduce a new dynamic to the downtown. As a predominantly employment-oriented downtown, these areas currently have few of the facilities or services that will be needed to serve a residential population. A new residential population with a wide range of incomes, ages and household types will need schools, parks, community centers, and fire stations. They will also need retail and services that address their daily needs, such as grocery stores, dry cleaners, etc. While it can be assumed that the marketplace will respond to demand for the latter, the public facilities will require advance planning by the City to ensure adequate facilities and distribution are provided. Consistent with the concept of a walkable downtown, public facilities such as parks, schools, and community centers should be located within walking distance of all Central City residents.

Active Streetscapes and Sidewalk Cafes

The 1987 Downtown Plan recognized the importance of maintaining and creating active streetscapes with cafes and seating. The pedestrian sidewalk experience is to be enhanced by mandating the need for active storefronts on retail and commercial streets, avoidance of blank walls and exposed parking garages. This is especially important in Central Core and other intensive land use areas where large parking garages and service areas frequently compromise the quality and continuity of the pedestrian sidewalk experience. The guidelines mandate that above-grade structured parking garages be screened from the street with liner elements such as residential flats, townhouses, lofts, or retail and commercial space. This guideline shall be a priority for the entire Central City.

Sacramento's climate is ideal for outdoor dining, and sidewalk cafes are an excellent way of activating the streetscape and energizing the retail environment by creating an interface that bridges the public and private realms. Sidewalk cafes, like retail in general, tend to develop a synergy when clustered together. Thus, specific areas have been highlighted for such uses, not to their exclusion elsewhere, but to encourage the creation of dynamic café districts in the downtown. Similarly, guidelines are provided that identify minimum dimensional and performance requirements that ensure that café design is functionally compatible with other public realm needs, such as pedestrian flow requirements.

In addition, the guidelines define the preferred locations for both building entrances and the preference for using the alleys for garage entrances and service areas. On residential streets the guidelines establish the preference for frequent entrances and define the criteria for such elements as stoops, porches, portals and bay windows.

The Retail Environment

Retail activity is a critical component of maintaining a vibrant and active Central City. It supports the area's employment and residential function, but it also is the component that makes the Central City an interesting and exciting place to be and a destination for visitors who neither work nor live there. Continuity and diversity are important to the success of the retail environment. Too much dispersion of retail activity or too much duplication in the type of retail will undermine retail viability. It is important therefore to identify priority retail streets and districts, and to require minimum retail frontages to ensure well-defined, identifiable retail zones that establish the retail synergy that energizes the downtown and makes it special.

A Well-defined Public Realm

Sacramento's public realm consists of its streets and public places, squares, parks, courts and alleys. These in turn are defined by the buildings that surround them and the "street walls" that the buildings collectively create. The street-wall is the line of buildings along a street edge that establishes the predominant definition of the public space. Street-wall character is primarily concerned with providing guidance for the how buildings should interface with the sidewalk, and the quality of the enclosure they provide to the street and other public spaces. The placement, scale and design quality of the building's street-wall determines the nature and character of the streetscape and reinforces desired pedestrian or broader public realm objectives. Generally, a consistent street-wall contributes to a clearer public realm identity and a more comfortable pedestrian experience. Two critical issues related to street-wall character are placement and height. The responses to both will vary with the specific neighborhood context. The street-wall is generally located at the edge of the public right-of-way (typically the back edge of the public sidewalk) in higher density commercial zones such as the Central Core and along key urban corridors such as 16th, J, K, and R streets. Buildings tend to be setback a specific distance from the right-of-way in lower density residential districts, such as Alkali Flat or Boulevard Park, in order to enhance privacy or maintain the tree canopy, for example.

The height of the street-wall at the setback or build-to-line is also an important element in shaping the character of the public realm. In combination with the width of the public street right-of-way, it is a primary factor in giving scale to the public realm and ensuring a comfortable human-scaled street enclosure. In the more urban areas such as the Central Core, the street-wall height of the major historic buildings is typically 60 feet. This has established the predominant height of buildings subsequently developed and the height above which step-backs or some other architectural treatments are required to preserve a consistent scale. Above the 85-foot height, bulk controls will take affect defining the massing and configuration of towers. Refer to Chapter 4, Section D.2, "Street Wall & Building Base Height," for specific guidelines on defining the public realm.

The height of the street-wall at the setback or build-to-line is also an important element in shaping the character of the public realm. In combination with the width of the public street right-of-way, it is a primary factor in giving scale to the public realm and ensuring a comfortable human-scaled street enclosure. In the more urban areas such as the Central Core, the street-wall height of the major historic buildings is typically 60 feet. This has established the predominant height of buildings subsequently developed and the height above which step-backs or some other architectural treatments are required to preserve a consistent scale. Above the 85-foot height, bulk controls will take affect defining the massing and configuration of towers. Refer to Chapter 4, Section D.2, "Street Wall & Building Base Height," for specific guidelines on defining the public realm.

Tower Massing and Separation

When Sacramento's downtown was young and had few tall buildings their massing and separation were not significant concerns. As the downtown has matured and incorporated more and more mid and high-rise structures, these have become important issues to address. Densely packed towers can have numerous deleterious effects: decreasing solar access; increasing wind tunnel effects; creating a visually oppressive public realm; and, with the introduction of residential towers, creating privacy conflicts. In recognition of these issues, many cities are adopting the approach pioneered by Vancouver to require slenderer towers with greater separation between them. A general discussion on floor-plate size, building stepbacks, and tower separation follows below. For detailed discussion, refer to Chapter 4, Section D.3, "Bulk Controls".

Floor-plate Size

Building massing is directly related to the size of the building's floor-plates. In order to protect views, solar access, air circulation, the quality of the public realm, and the character of the skyline, the new guidelines mandate a two-tiered approach that requires smaller floorplates for all towers, and smaller floor plates for residential towers than for office towers. This reduction still allows the large floor-plates required for such buildings, but reduces the building dimensions enough to produce a slenderer appearing profile, particularly as buildings get taller. The guidelines also encourage even smaller floor-plates where possible, not just for aesthetic reasons, but also to facilitate more energy efficient buildings that provide natural light and ventilation to all office space.

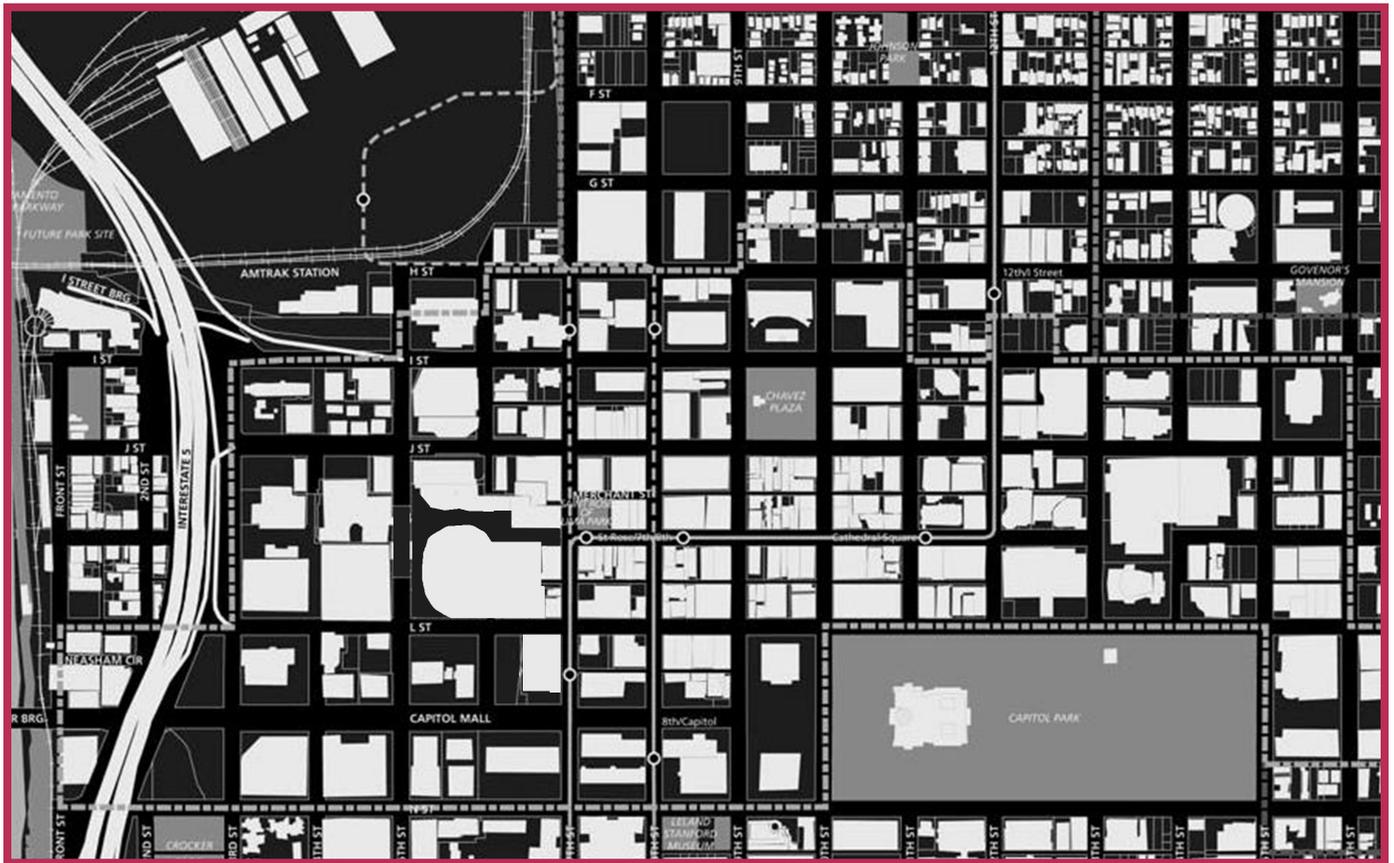
Building Stepbacks

The construction of multiple high-rise residential towers downtown creates different challenges from the previous generation of commercial buildings. Whereas commercial buildings can accommodate step-backs of their upper floors within their massing without compromising the integrity of the internal spaces, high-rise residential units are normally stacked one above the other in similar arrangements and require a consistent depth from the central core resulting in a vertical facade for the majority of the building's height. It is for this reason that the design guidelines do not require residential towers to step-back their floors above the street-wall base height, as is required for office towers.

Tower Separation

Currently commercial buildings can be built as close as 10 feet away from each other. However, with the proliferation of towers, greater setbacks are recommended for all the same reasons that smaller floor-plates are. Future commercial and residential towers have prescribed minimum distances from adjacent towers in order to ensure protection of views and privacy.

Chapter 3: Public Realm Guidelines



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A. Introduction

From an urban design perspective, the fabric of the Central Core is composed of two distinct, yet highly inter-related components: the “public” realm and the “private” realm. The “public realm” consists primarily of the publicly-owned street rights-of-way and other publicly accessible open spaces such as parks, squares, plazas, courtyards, and alleys. The “private realm,” which is addressed in Chapter 4, is the area occupied by buildings and associated improvements and is generally more limited in its accessibility to the public. Together, the public and private realms create a three-dimensional space defined by street wall heights within streets and plazas, and provide a sense of scale and place that is defined and strengthened by each realm.

Although it occupies the smaller proportion of the Central Core (35-40%), the public realm plays a critical role in the district’s function, serving several interrelated and overlapping roles, including the following elements:

Circulation and Access. The public rights-of-way provide for circulation within and through the Central Core, and access to individual buildings and sites. The public realm accommodates numerous travel modes not just automobiles, but also delivery trucks, buses, trains, street cars, bicycles, and pedestrians.

Development Framework. Using the fabric analogy, the public realm is the fabric that gives structure to the Central Core and provides the framework that contains and organizes individual developments into a cohesive whole. It also serves as the entry to the private realm, a sort of public “forecourt” to individual buildings and developments.

Public Open Space. Within the densely developed Central Core, the public realm plays an important role as public open space allowing for light, air, and landscaping and a respite from the enclosure of buildings. The public parks, plazas and streetscapes also serve as the “living room” for community life the places where the public can meet, interact, and linger.

Visual Character. While buildings are important visual elements, the design of the public realm is critical in establishing the Central Core’s visual context and overall character. The physical design and character of the public

realm contributes a great deal to its perceived unity, its quality, and its identity as a unique place.

In order to accommodate such diverse and sometimes competing functions, the public realm is generally understood to be made up of two distinct zones, each related to its primary function: the “Travelway” zone, whose primary function is to accommodate vehicular circulation, and the “Pedestrian” zone, whose primary function is to accommodate pedestrian circulation.

The Travelway zone generally includes the area of the public right-of-way within the curb-to-curb cross-section of the street that is occupied by travel lanes, bike lanes, parking lanes, and any medians, traffic circles, etc. that occur between the curbs (see diagram). The Pedestrian zone generally includes the outer portions of the right-of-way that flank the street, including sidewalks and any adjoining plazas and parks while the character and function of these two zones are inextricably connected, the guidelines in this chapter have been organized by zone to facilitate their use.

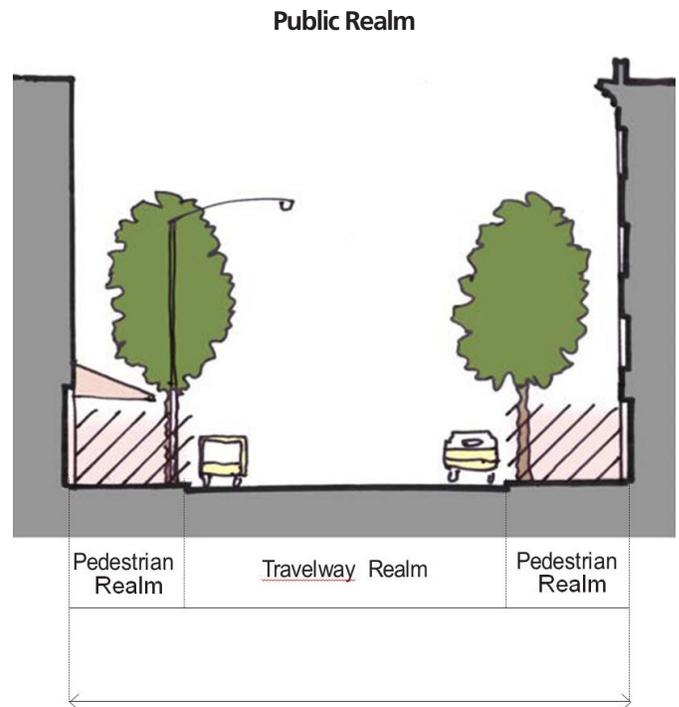


Figure 3-1. The Public Realm has two components: the Pedestrian Realm and the Travelway Realm.

B. Travelway Realm

The Travelway Realm guidelines in this document are quite focused in scope. They focus primarily on how to better and more safely integrate motor vehicles, public transit (light-rail, streetcar and buses) bicycles and pedestrians in the Central Core. The intent is not to provide a revised vehicular circulation plan for the Central Core or to address the integration of multiple travel modes within the vehicular travelway, but to provide guidelines for the design of City streets that will accommodate effective circulation of automobiles and bicycles while also promoting a more walkable downtown that is safe, convenient, and comfortable for pedestrians.

As a result, the guidelines tend to focus on how to structure aspects of the travelway to promote a better pedestrian environment, with the emphasis being on those changes that will enhance the pedestrian's sense of well-being. This includes reducing the speed of moving vehicles, creating buffers between pedestrians and moving vehicles, and clearly delineating zones that vehicles share with people.

The guidelines are intended to reduce the conflict between people, bicycles, public transit, and automobiles, while also acknowledging the functional requirements of public streets to provide access to and between destinations within the Central Core. Consistent with GRID 3.0, the guidelines recommend some restructuring of the travel way to calm traffic, accommodate the Downtown Streetcar, and to balance the area of public right-of-way committed solely to motor vehicles.

A premise underlying the guidelines is the City's commitment to making decisions and taking actions that will contribute to making Sacramento the most livable city in America. One key element in that quest will be creating a more pedestrian, bicycle and transit-oriented Central City and ensuring that this objective is reflected in the public right-of-way assigned to each of these travel modes. The following guidelines explore a number of options for restructuring the street cross-section including reducing lane widths, reducing travel lanes, widening sidewalks, adding designated streetcar lanes and stations, and necking down intersections.

Travelway Realm

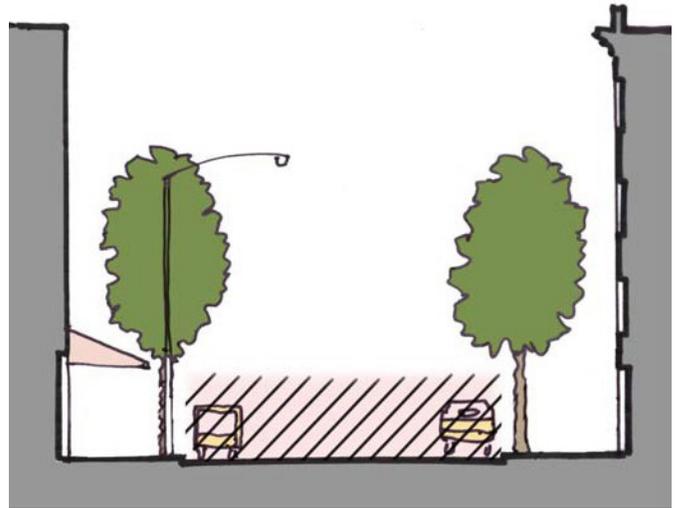


Figure 3-2. The Travelway Realm occupies the curb-to-curb street cross section within the public right-of-way.



Figure 3-3. The travelway generally occupies 60 to 65% of the public right-of-way.

B. Travelway Realm

B.1. Street Categories

.....
PRINCIPLE: The design of the public street rights-of-way shall balance vehicular circulation with all the modes of transportation to create a safe, comfortable, attractive and robust pedestrian and bicycle environment.
.....

Rationale:

The Central City street system is characterized by a grid of 80-foot wide street rights-of-way set on 400 x 420 foot centers. The function of the street system however, is clearly more varied than the design of the streets. Some streets, such as I and J, 9th and 10th, and 15th and 16th streets function as major through vehicular travel corridors that provide primary access to and from the downtown. Others serve primarily as local streets that provide access to residential neighborhoods and shopping districts and carry much lower volumes of traffic.

Sacramento’s city-wide street grid can be repetitive, whereas other cities enjoy more variety. Potential opportunities include: calming vehicular traffic, enhancing transit service, accommodating bicycle movement, managing on-street parking, improving the pedestrian zone, accommodating utility infrastructure, enhancing the urban forest, accommodating storm-water management features, and differentiating neighborhoods.

This section provides a number of possible scenarios for altering the design of street cross sections within the existing right-of-way to achieve one or more of the City’s multiple objectives for the downtown. The intent is not to comprehensively reconfigure the streets of the Central City, but to provide a menu of design options that will introduce variety to the downtown. Over time, they can be implemented incrementally as conditions warrant and circumstances permit, or provide the formal basis for more comprehensive street improvement programs in the future, including the relationship of street trees in urban streets.



Figure 3-4. Street design needs to effectively integrate light rail with vehicular traffic.



Figure 3-5. A number of one-way corridor streets serve as key arterials through the downtown.

B. Travelway Realm

B.1. Street Categories (continued)

Corridor Streets

Corridor Streets serve as the major circulation routes connecting to freeways and state highways. They allow efficient circulation in and out of the Central Business District. Corridor streets often function as one way pairs, or couplets, with three lanes of vehicular traffic and on-street parking on both sides. Examples of Corridor Street couplets in downtown Sacramento include I and J Street, P and Q Streets, 15th and 16th Streets, and 12th Street. L and N were once a couplet but N Street has been converted to 2-way traffic east of 16th Street.

Transit Streets

Transit Streets are designed to improve the speed and efficiency of transit routes in dedicated or shared lanes. They accommodate either fixed route dedicated transit service or bus transit service in downtown Sacramento. Examples of Transit Streets in downtown Sacramento include K Street, 7th Street, 8th Street, and 12th Street.

With or without dedicated right-of-way, transit should travel no faster than the posted speed limit. For buses, far side transit stops that are located immediately after passing through an intersection are generally preferred. Far side stops result in fewer conflicts for buses with turning vehicles and pedestrians and avoid visual obstruction of traffic signals and signs by buses waiting at stops. However, for streetcars, near side transit stops are generally preferred in order to be at the front of the queue after boarding.

Traffic turning movements across rail tracks from adjacent travel lanes should be prohibited where possible. At locations where such turns across the track must be allowed, special traffic signal phasing, including any appropriate special signals and signing, pavement marking, vertical delineation, and roadway geometry are often necessary to separate conflicting movements. In some cases, transit may require special traffic signals, signal heads, and/or preemption phases to control transit movements. The transit signal heads may need to be physically separated from traffic signal heads for vehicles and designed to display distinct indications that do not resemble traffic signals to prevent driver confusion. Transit-only lanes may be included on transit streets. Transit-only lanes are most efficient on corridors with frequent

service of 70 or more vehicles per hour or where vehicle delays cause significant delays to transit. Peak-only transit lanes should be considered on streets with high transit vehicle frequency and predictable transit delay due to peak motor vehicle traffic. Separated facilities for incompatible modes of travel are preferred. Where possible, left-running streetcar tracks and platforms are strongly preferred for bicyclist safety. Bike facilities crossing a street-surface rail track should occur at a minimum 60 degree angle, however 90 degrees is preferred.

Retail Streets (Downtown and Neighborhood)

Retail Streets support neighborhood retail by providing low speed access to commercial and mixed-use buildings. A good retail street is pedestrian and bicycle-friendly, with wide sidewalks, pedestrian amenities such as seating, on-street parking, bicycle parking, and a limited number of travel lanes with slow but consistent travel speed. A narrow street width creates spatial enclosure, and sidewalk bulb-outs allow short pedestrian crossing distances and higher visibility to oncoming traffic. Planting wells are preferred over planting strips in order to maximize the useful space for pedestrian traffic along the sidewalk. Several retail streets traverse downtown Sacramento but most could benefit from additional enhancements. Great examples include portions of J Street, K Street, L Street, Capitol, R Street, 15th Street, 16th Street, 19th Street, 20th Street, and 21st Street despite the fact that several of these streets also function as Corridor Street.

B. Travelway Realm

B.1. Street Categories (continued)**Residential Neighborhood Streets**

Residential Streets serve two major purposes in Sacramento's downtown neighborhoods. As arterials, residential streets balance transportation choices with land access, without sacrificing auto mobility. As collectors and local streets, residential streets are designed to emphasize walking, bicycling and land access over auto mobility. In both cases, residential streets tend to be more pedestrian oriented than corridor streets, giving a higher priority to landscaped areas, shade trees, sidewalks, on-street parking and bicycle routes versus dedicated lanes. Residential streets in the downtown generally contain two to three travel lanes in one direction. Some of these streets are planned to be converted from one-way to two-way to slow traffic and provide greater redundancy on the grid.

Bicycle Streets

Bicycle streets (streets with Class II or Class IV on-street bicycle facilities) emphasize bicycle mobility by providing dedicated bicycle lanes. These striped, protected and separated bicycle lanes form the primary bicycle circulation system, connecting to other bicycle facilities (i.e., Class I Bike Trails and Class III Bike Routes) to provide comprehensive and integrated bicycle access throughout the Central City and beyond.

Alleys

Alleys provide access to properties that is separate from the primary street system. They are not intended to accommodate through-traffic. Sacramento's alleys are valuable assets that supplement the pedestrian network in the existing vehicular realm and increase vehicular accessibility. Alleys provide access to interior parking and to the service areas of individual parcels in high density mixed-use and commercial districts, and can serve as narrow, pedestrian-scaled streets for secondary residential units.

One of the more significant recommendations of GRID 3.0 is involves the activation of some of the Central City's 38 miles of alleys, which currently fulfill a utilitarian role. These alleys serve as a home to overhead and underground utilities, trash collection containers and services, and provide access to garages and loading docks. By accommodating the service aspects of urban life, alleys help to maintain a

more aesthetically pleasing street front and experience for pedestrians and bicyclists. In addition to aesthetic benefits, alleys also assist with reducing the number of curb cuts along roadways, which enhances safety for bicyclists and pedestrians.

However, as available space in the Central City declines, efficient use of what is left becomes more important. To that end, alleys are receiving increasing attention as the Grid continues to grow. Due in part to this phenomenon, developers on the Grid have started building homes and storefronts that are accessed via alleys. This trend has started a conversation in Sacramento about how to "activate" alleys, and make them a more desirable place to travel or spend time. The importance of alleys is in the public consciousness and the enhancement of pedestrian alleys should continue as second residential units and alley adjacent commercial continues to develop in downtown. A major step in this direction included improvement of Liestal Alley and the official naming of the alleys for better emergency response as well as convenience.

B. Travelway Realm

B.1.1. One-way Corridor Street Category

PRINCIPLE: Limit the use of one-way corridor streets to corridors where they are necessary to accommodate high traffic volumes, and introduce side-walk extensions (i.e., bulb-outs) at street intersections to calm traffic, reduce pedestrian crossing distances, and increase visibility.

Historically, the Central City has included numerous one-way corridor streets. Typically these streets include three lanes of traffic, on-street parking on both sides of the street, and bicyclists often share travel lanes with automobile traffic. Some of these streets are aligned with freeway on and off ramps, such as I and J Streets and P and Q Streets. Designed to efficiently carry heavy peak hour traffic, these streets tend to be less pedestrian or bicycle friendly due to the speed and volume of traffic and street widths. While a heavy volume of commuters will continue to require access to downtown over time, these streets can be made more hospitable to pedestrians and bicyclists with improvements such as sidewalk bulb-outs at the intersections.

These one-way corridor streets are appropriate where they are critical to accommodate heavy peak hour traffic. Otherwise, it is recommended that other street designs be used that calm traffic and are more suited for bicycles and pedestrians. Many one-way corridor streets have been reconfigured over the years by introducing two-way traffic or converting a travel lane to a bicycle lane. This practice should continue.

The vehicular zone is generally flanked with street trees on both sides and generous sidewalk areas. In the Central Core, the relatively narrow sidewalks and buildings built up to the property line limit opportunities to grow street trees with large wide canopies. However, large canopy trees are used wherever adequate space exists for them.

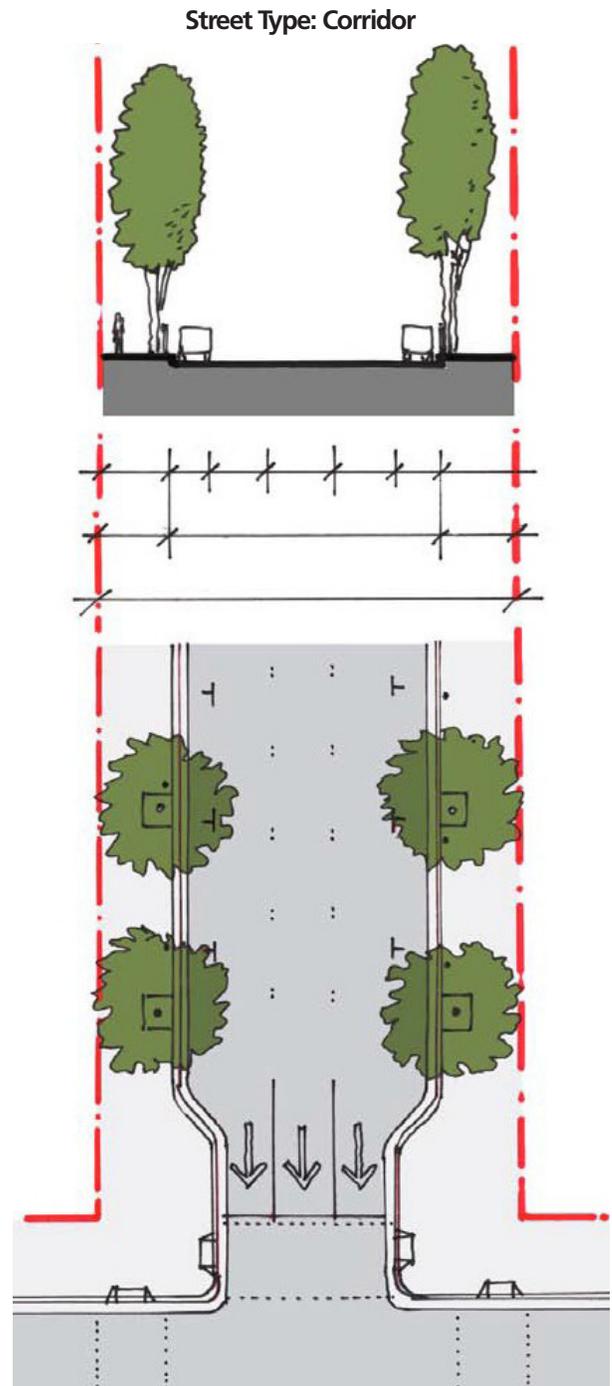


Figure 3-6.

B. Travelway Realm

B.1.2. Corridor Street with Widened Sidewalk

PRINCIPLE: Widened sidewalks should be planned for selected Central City locations to accommodate increasingly active pedestrian street life.

Wide sidewalks provide more space for passing pedestrians, and for uses such as sidewalk cafes that contribute to an active and engaging street life. The increased sidewalk width could also be used to provide additional public amenities. 9th Street opposite Cesar Chavez Park is an example of where the sidewalk has been widened by eliminating the parking lane. The existing street trees are in their current location so as not to interfere with underground utilities and services.



Figure 3-7. 9th Street between I & J Streets.

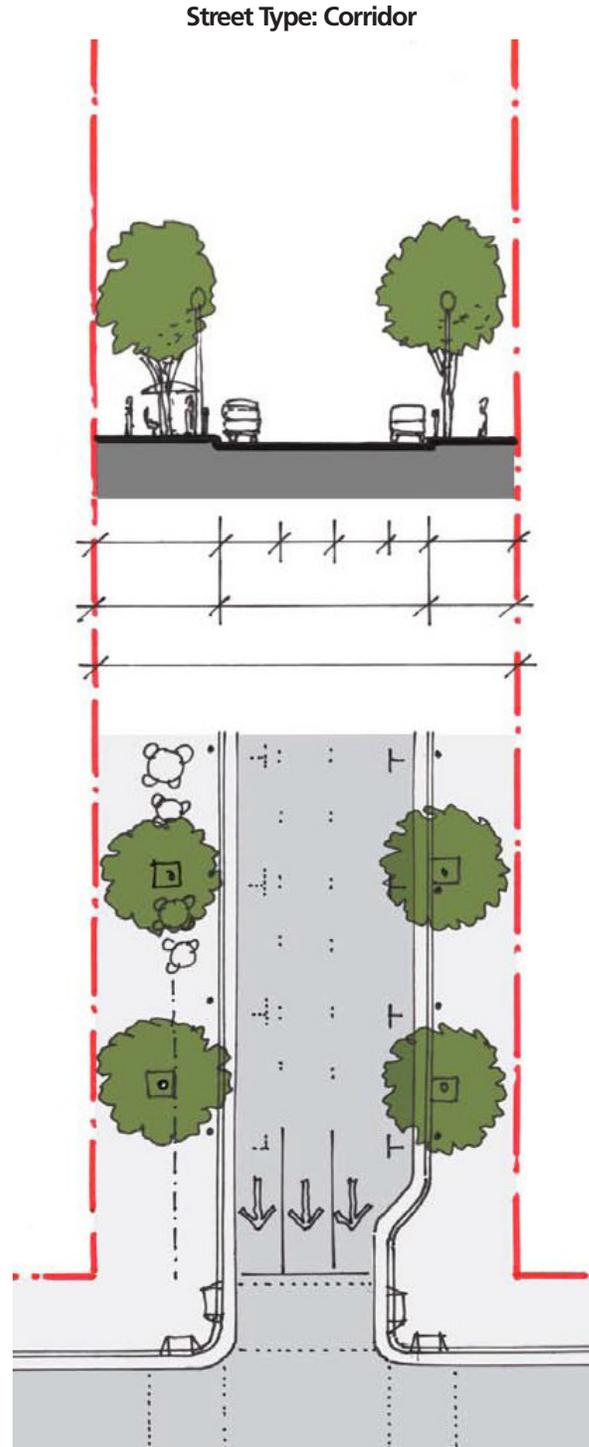


Figure 3-8.

B. Travelway Realm

B.1.3. Two-way ‘Green’ Residential Street

.....
PRINCIPLE: Manage stormwater run-off using “green streets” that incorporate rain water retention gardens or bio-swales.
.....

The central core area of Sacramento has a combined sewer system that is subject to capacity problems during winter storms. Large overflow reservoirs, such as one in the Docks Area next to Pioneer Bridge, are necessary to hold overflow water from the sewers after winter storms and on rare occasion untreated sewage has to be dumped into the Sacramento River. In order to improve water quality and reduce the amount of storm-water run-off carried in sewers, it is desirable to slow the peak flow of rain water run-off from the streets and filter pollutants through the use of bio-swales and permeable paving. These are suitable in residential neighborhoods.

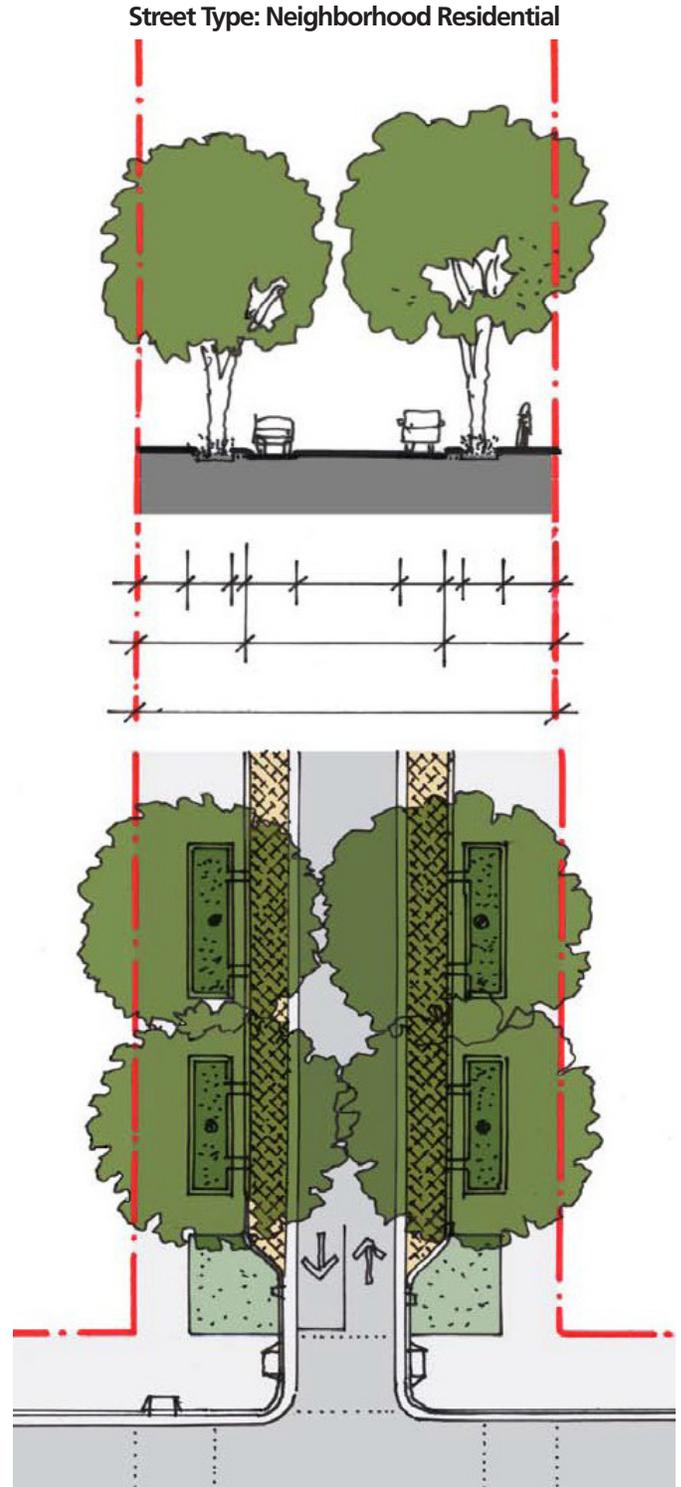


Figure 3-9.

B. Travelway Realm

B.1.4. Bicycle Street (one -way)

.....
PRINCIPLE: Introduce dedicated bicycle lanes on one-way streets consistent with Grid 3.0.
.....

The diagram shows a typical one-way neighborhood street with two travel lanes, a buffered bicycle lane and parallel on-street parking on both sides. The photo below shows a similar treatment for a two-way street.

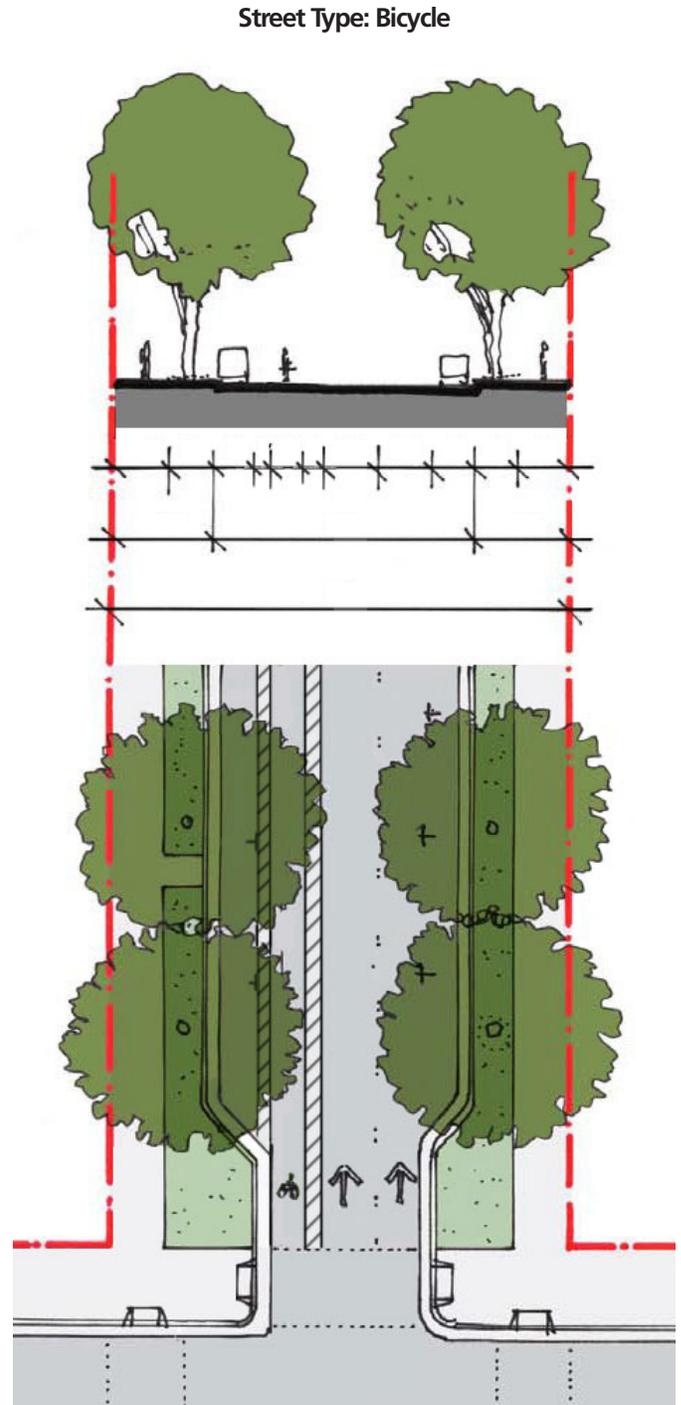


Figure 3-10.

B. Travelway Realm

B.1.5. Alleys: Commercial District Service Alleys

PRINCIPLE: In commercial districts, alleys should provide access to parking and service areas for commercial buildings to reduce street traffic and pedestrian/vehicle conflicts along the sidewalks

Alleys in commercial districts should be used to provide access to parking and service areas for commercial buildings, reducing the need for garage entrances and curb cuts along the street frontages.

The accompanying drawing shows two potential conditions for a commercial district alley. On the left is an example of a loading dock and on the right a structured parking garage.

Recommendations

1. Trash bins and skips may not intrude into the alley right-of-way (R.O.W.).
2. Where feasible, angled loading docks are recommended because the 20' width of existing alley rights-of-way is too narrow for large vehicle turning.
3. Adequate throat depth should be provided to prevent cars in the process of parking from blocking alley. Where possible, alleys should have paving strategies designed to attenuate stormwater flows, e.g. with the use of porous paving materials and retention systems.



Figure 3-11. Service alley in the Central Core

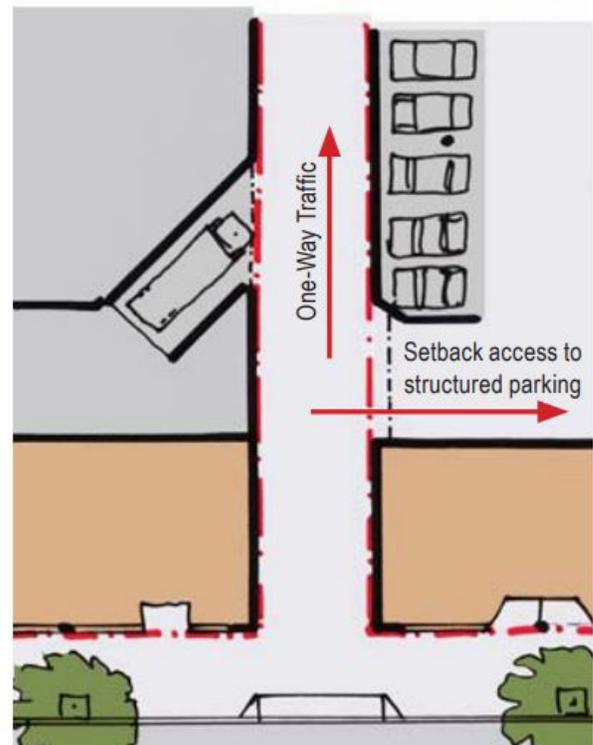
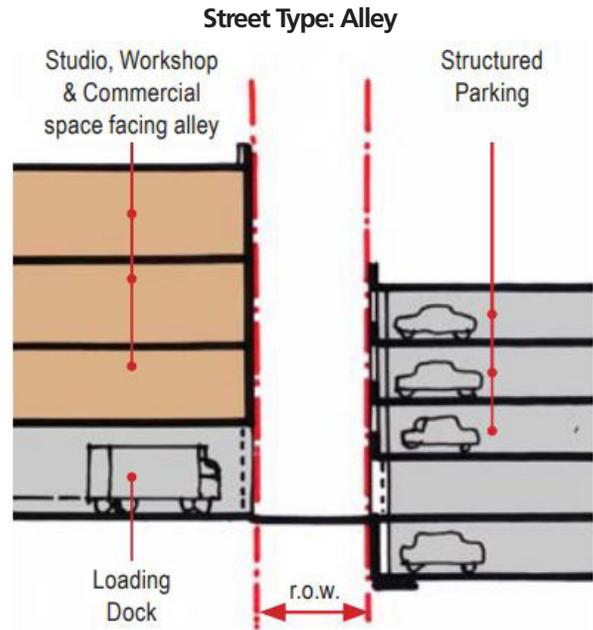


Figure 3-12.

B. Travelway Realm

B.1.6. Alleys: Shared-Use Alleys

PRINCIPLE: In certain locations, alleys can function as shared-use environments that are primarily pedestrian in character, but where cars are tolerated.

At locations in the city where urban life and intensity are high, alleys can function as shared-use environments that are more pedestrian than vehicular in character. Similar to Dutch “woonerfs,” these alleys are designed as shared environments primarily for pedestrian activity and children’s play areas, but also accommodating limited car use and access. The detailing and materials used in the alley right-of-way should clearly signify the space as more “paseo” than “street.” These shared-use alleys can accommodate outdoor cafés and vendors, possibly for limited hours of the day or evening.

The accompanying drawing shows a mid-block alley with cafes and studio spaces on either side. Removable bollards are shown to define the end of the vehicle access zone. Garage access would need to be from the rear of any buildings facing the alley, with access provided from the alley near the street.

Recommendations

1. Trash bins and skips may not intrude into the alley right of way
2. Adequate throat depth should be provided to prevent cars in the process of parking from blocking alley. Alleys should have paving materials that are conducive for both vehicular and pedestrian activity. Where possible, the paving should be designed to attenuate storm-water flows, e.g. with the use of porous paving material and retention systems.

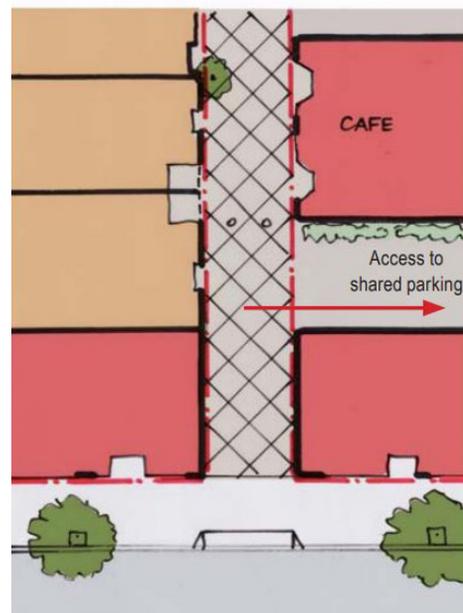
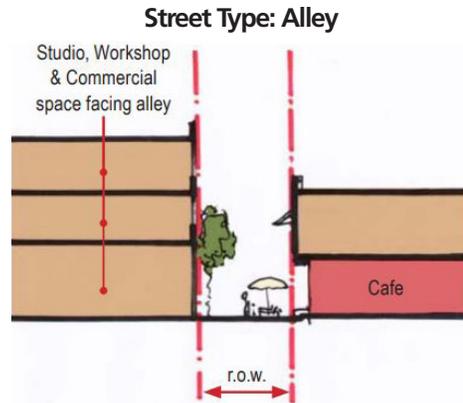


Figure 3-13.



Figure 3-14.



Figure 3-15.

Figure 3-14 and 3-15. British “home zone” shared street concept Belden Place, San Francisco



Figure 316. Dutch “woonerf”

B. Travelway Realm

B.1.7. Alleys: Commercial District Pedestrian Alleys

PRINCIPLE: Some alleys in the commercial district shall be redesigned as retail-lined passages - areas of intense pedestrian use and activity with only limited service and emergency vehicle use

In the Central Core, there is an opportunity for some alleys in the commercial district to be redeveloped as passages, suitable for pedestrian and retail activity. They should support mid-block pedestrian paths and the potential for small scale retail activity such as cafes, bars and coffee shops with outdoor seating. Limited vehicle and service activities would be allowed during off-peak hours. These alleys must provide access for emergency vehicles and not exceed ADA cross slope maximums.

The accompanying drawings at right shows two potential conditions for a commercial district pedestrian alley:

The alley is shown at a lower elevation than the adjoining street level, recognizing the historic condition found between L and I Streets due to the raising the street levels in the late 19th century.

On the left is a commercial building, with ground floor retail at the corner and a service/loading area facing the adjoining numbered-street.

On the right are commercial buildings with upper level and basement parking and the potential of a ground level retail/ bar or café space facing the alley. Garage access would need to be from the numbered streets only in order to avoid conflict with pedestrian activities on the alley. In some instances where strong North/South vehicular movement occurs, garage access from the lettered streets may be allowed.



Figure 3-17.



Figure 3-18. Existing Central Core Alley (between 10th, 11th, L & K Streets)



Figure 3-19. Hardware Lane, Melbourne. Retail uses front onto this narrow pedestrian lane, a model for redevelopment of Sacramento's alleys.

B. Travelway Realm

B.1.7. Alleys: Commercial District Pedestrian Alleys (continued)

In both cases, in order to minimize the impact of loading and service areas and garage entrances facing the street, the maximum width of opening would be limited to 24'. Three curb cuts would be the maximum allowed for the block.

The alley should be paved as a pedestrian space with unit pavers from building face to building face without curbs. Area drains should be located in the center of the alley.

Recommendations

1. All loading and service should be on-parcel, keeping the right-of-way (R.O.W.) clear
2. Sidewalks and curbs are not recommended, unless verified per current regulations.
3. Alleys should have paving materials that are conducive to both pedestrian and vehicular activity, e.g. unit pavers, from building face to building face. Where possible, the paving should be designed to attenuate storm-water flows, e.g. with the use of porous paving material and retention systems.
4. Area drains should be located in the center of the alley.
5. The alley should have retractable bollards engaged and disengaged by the City to prevent vehicular access during hours of retail/restaurant use.
6. Garbage locations and collection should be coordinated to eliminate nuisances of smell and unsightliness.



Figure 3-21. Alley in the Railyards District outside of the Central Core.



Figure 3-20.



Figure 3-22. Retail shops and cafes front onto these narrow lanes, restricted to pedestrian activity during peak / business hours.

B. Travelway Realm

B.1.8. Alleys: Residential District Alleys

PRINCIPLE: Alleys in residential districts should perform as minor streets, providing a traffic-calmed, pedestrian scaled environment providing frontage access to residential units and vehicle access to garages and service areas.

In residential districts alleys can perform the functions of a minor street, 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:

On the left of the alley is an example of front-loaded townhouses with their garages facing the alley.

On the right of the alley is an example of rear-loaded townhouses with their garages accessed from a shared garage at the rear. The townhouses face the alley with their open space on the second level above the podium level.

Recommendations

1. Alleys should have paving materials that are conducive for both vehicular and pedestrian activity. Rougher paving texture should be used to slow vehicle speeds.
2. Trash bins must may not intrude into the alley right of way.
3. Flush pavement without sidewalks should be the standard detail.

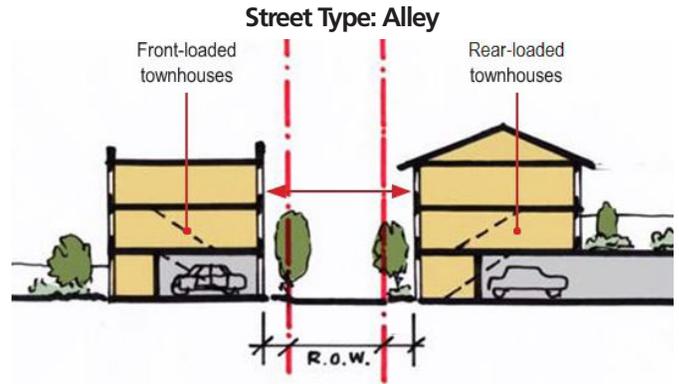


Figure 3-23.



Figure 3-24. Townhouses front alley near 10th and T Streets



Figure 3-25. Japanese "shared Street"

B. Travelway Realm

B.2. On-Street Parking

.....
PRINCIPLE: Provide on-street parking as a means of enhancing access to adjacent uses, buffering pedestrians from moving traffic, and increasing activity on the street.

Rationale:

On-street parking is an important component of a successful Central Core that offers benefits to visitors, merchants, and residents, including:

- A. Supports local economic activity of merchants by providing convenient customer access to storefronts;
- B. Supports residential neighborhoods by providing convenient guest parking;
- C. Accommodates on-street loading and unloading of delivery trucks to local commercial retail uses and residential uses;
- D. Reduces development costs for small businesses by decreasing demand for on-site parking;
- E. Enhances pedestrian comfort by providing a physical buffer between public sidewalks and moving vehicular traffic;
- F. Calms (i.e., slows) traffic by alerting motorists that driving speeds should be reduced, in response to increased street-side activity related to on-street parking (e.g., vehicle turning movements, opening car doors, etc.);
- G. Enhances pedestrian activity on the street by creating foot traffic between parked cars and commercial destinations.
- H. Accommodates electric vehicles.

On-street parking can be developed in different configurations, including parallel parking, and angled parking can assume several configurations including “head in” and “back in” type spaces. Both parallel and angled parking are good solutions in the right context. Generally, parallel parking is better for higher volume streets with faster moving traffic and limited right-of-way width. Angled parking works better on slower, lower volume streets that have ample right-of-way.

Generally, the advantage of angled parking is that it can provide more on-street parking than parallel parking can within the same length of curb. This is particularly desirable in retail areas that have “main street” type storefronts and want to generate as much street-side activity as possible. The disadvantages of angled parking are that it requires more

street width to accommodate the angled spaces (i.e., either narrower vehicular travelway or narrower pedestrian zone), it can create sight distance problems associated with cars backing out of parking spaces, creates potential conflicts with cyclists, and can slow traffic flow.

The use of back-in (reverse) angled parking can overcome the sight distance concerns, and because of this is considered a superior solution for streets with bicyclists traveling adjacent to angled parking. However, it is not a configuration that many drivers are familiar with so it requires some education and time for people to understand how it works.

Guidelines

1. **On-street Parking.** To the extent feasible, on-street parking should be provided to support adjacent uses and enhance pedestrian safety and activity.
2. **Curb Cuts.** Curb cuts should be avoided to the extent possible, and the use of alleys to access on-site parking promoted in order to maximize the curb side available for on-street parking,
3. **Transit bulb outs.** Curb extension transit stops may require the removal of some on-street parking. The location of stops and length of platforms should minimize reduction of on-street parking where possible.
4. **Intermittent Parking Zones.** Where traffic capacity needs to be balanced with on-street parking, the Public Works Director may consider using the curb lane for parking during off-peak periods and for traffic during peak periods. This strategy may allow for the narrowing of some arterial and collector street cross-sections (i.e., lane removal) where it is desirable to provide wider pedestrian zones and off-peak traffic volumes do not require three travel lanes.
5. **Parking Orientation.** On-street parking should be primarily parallel parking on high-volume arterial and collector streets.

B. Travelway Realm

B.2. On-Street Parking (continued)

6. **Bicycle Corrals.** In areas with high demand for bicycle parking, conversion of an on-street parking space to a bicycle corral should be considered by the Public Works Director. Bicycle corrals are on-street bicycle parking facilities that can accommodate more bicycles than a typical sidewalk rack, and typically take up a single vehicle parking space.
7. **Spacing.** At least 20 to 50 feet from mid-block crosswalks and at least 20 feet from the curb return of intersections (30 feet from an approach to a signalized intersection) or as required to maintain a proper sight distance triangle depending on speed and roadway geometrics.
8. **Motorcycle and Scooter Parking.** Convenient on-street motorcycle parking should be provided to encourage motorcycle and scooter use. Ample on-street motorcycle and scooter parking should be provided within the Central Core in prominent, well-lit locations as close as possible to main entrances of buildings, Motorcycle parking bays should be striped perpendicular to the sidewalk in the on-street vehicular parking zone.



Figure 3-26. Parallel parking works better on narrower streets.

B. Travelway Realm

B.3. Intersections

.....
PRINCIPLE: Design streets to accommodate safe and convenient pedestrian crossings.

Rationale

Street intersections are the places in the Central Core where the Traveled way and Pedestrian Realms overlap. As these areas are shared by pedestrian, vehicular and in many areas, bicycle traffic, intersections have the potential for conflict. In order to reduce potential conflict and ensure pedestrian safety, it is important that pedestrian crossings be designed as an integral and critical component of the street system that accommodates vehicular, bicycle and pedestrian circulation.

The design of pedestrian crossings should announce to motorists the potential presence of pedestrians in the travelway, and acknowledge their right to be there. Free movement of pedestrians from block to block is an essential element of all successful downtown areas and should be supported by the design of safe and attractive pedestrian crossings. Pedestrian crossings are sectors of the public right-of-way that are intended to be shared by vehicles and pedestrians, and need to be designed as such, not treated as unwelcome impediments to the free flow of vehicular traffic.

Numerous strategies can be employed to achieve these objectives some addressing the physical design of the street and crossing, others addressing traffic control. The appropriate mix of strategies in designing pedestrian crossings will be determined by factors such as the size of the street, the volume of traffic, and the level of pedestrian activity, with crossings of higher volume commercial streets typically requiring more design intervention than lower volume residential streets.

Strategies for creating safe, well-marked pedestrian crossings may include, but are not limited to, features such as sidewalk extensions (or “bulb-outs”) to reduce crossing distances, alternative paving materials at crosswalks, enhanced lighting, pedestrian controlled signals, advanced pavement markings, and re-timing of signals to increase crossing times. The Sacramento Pedestrian Master Plan (2006) and its appendices should be referenced for further guidance. Any crosswalk should comply with the City’s Pedestrian Safety Guidelines, Pedestrian Crossing Guidelines, and the MUTCD.

Guidelines**1. Crossing Distance**

- 1.1. Curb-to-curb Distance. Where feasible, the curb-to-curb distance that pedestrians need to cross a street should be minimized. Minimizing pedestrian exposure to traffic improves pedestrian safety and comfort while also minimizing the time traffic flow must stop to accommodate crossing pedestrians. Design strategies to reduce crossing distances include reducing the number and/or width of approach lanes to an intersection, and reducing the radius of the intersection curb returns.
- 1.2. Turn Lanes. Unless absolutely necessary to accommodate the safe flow of vehicular traffic, turn lanes are generally discouraged because they increase the width of the pedestrian crossing and increase the potential for pedestrian/vehicle conflict.



Figure 3-27. Traffic calming measures, such as crosswalk refuges, make streets more pedestrian friendly.

B. Travelway Realm

B.3. Intersections (continued)

1.3. **Curb Extensions.** Curb extensions—often called “bulb-outs” or “neckdowns”—are recommended where feasible in order to reduce the crossing distance for pedestrians, eliminate the need for transit vehicles to pull out of the travel lane, and to slow traffic speeds. Curb extensions also provide space for amenities such as covered transit stops, landscaping, lighting, water features, and street furniture while maintaining a clear travelway for pedestrians. Boarding height of transit vehicles must be considered when designing curb extensions (e.g., modern streetcars are generally low-floor vehicles, while current light rail vehicles that operate within the City are not).

- Curb extensions can also be installed at intersections as well as at mid-block crosswalks
- Curb extensions should be designed to accommodate on-street bicycle facilities
- Curb extensions may not be appropriate at intersections where there are: no on-street parking lanes, exclusive right-turn lanes adjacent to the curb, or high volumes of right-turning trucks or buses turning into narrow cross streets.

1.4. **Reduced Corner Radii.** Reducing corner radii at intersections provides the dual benefit of reducing the crossing distance for pedestrians and slowing traffic. Reducing corner radii is a particularly important strategy at intersections that do not have curb extensions, since smaller curb radii slow traffic.

- In urban areas where pedestrian activity is intensive, curb return radii should be as small as possible—typically less than 25 feet, with a 10- to 15-foot minimum radius. Refer to Pedestrian Master Plan and Appendices for further guidance.
- Smaller corner radii are appropriate where the volume of large turning vehicles (buses, trucks, etc.) is low, where the occasional turn made by large vehicles can be accommodated with slower speeds, where on-street parking and bicycle lanes provide a greater effective turning radius, and where some encroachment into the opposing traffic lanes is deemed acceptable.

2. Crossing Time

- 2.1. **Walking Speed.** Set pedestrian crossing times for walking speeds appropriate for the type of pedestrian using the intersection. Accepted timings for children and the elderly are 3.5 feet per second, which is being considered for the standard at the national level in the MUTCD (Manual on Uniform Traffic Control Devices).
- 2.2. **Pedestrian Countdown Signals.** Consider installing “countdown” pedestrian signals to all signalized intersections to improve pedestrian comfort, especially at wide intersections and those with high pedestrian volumes. Countdown pedestrian signals, indicating how many seconds remain to cross the street, are particularly valuable to the young and the elderly.
- 2.3. **Leading Pedestrian Interval.** Consider re-timing lights to dedicate a few seconds at the beginning of a green phase to pedestrians only. This gives pedestrians a head start into the intersection and makes it less likely that they will be hit by vehicles turning into the crosswalk.
- 2.4. **Short Signal Cycles and Pedestrian Recall.** Favor short traffic signal cycles that reduce pedestrian delay and allow for transit vehicles to get back to the signal progression quickly. Program traffic signals to feature pedestrian recall (automatic walk phases) on all cycles to minimize delay to pedestrians.



Figure 3-28. Curb extensions expand the pedestrian realm, slow traffic and reduce pedestrian crossing distance

B. Travelway Realm

B.3. Intersections (continued)**3. Cross Walks****3.1. Crosswalk Markings**

- High visibility markings should be used to delineate pedestrian crosswalks, both to alert drivers of the potential presence of pedestrians and to guide pedestrians to use only designated crossing points.
- Marked crosswalks should be provided for all legs of signalized intersections, and across 'STOP' sign controlled intersections where there is significant pedestrian activity.
- At unsignalized or uncontrolled crossings, high visibility materials should be used to increase visibility of pedestrian crossings. High contrast markings also are recommended to aid people with vision impairments.

3.2. Crosswalk Materials. Special paving treatments, such as brick pavers, colored stamped asphalt concrete, and thermoplastic, in conjunction with crosswalk markings, may enhance the visibility of crosswalks, improve aesthetics, and serve as a visual and tactile cue to drivers that there is pedestrian activity. Due to high maintenance costs, special paving treatments are allowed only under specific circumstances or a specific locations, and are subject to review by the Street Maintenance Division. All crosswalk materials should be durable, safe for pedestrian use, and stable enough to accommodate vehicle traffic without shifting or settling.

3.3. Crosswalk Lighting. Pedestrian-scaled lighting should be used in conjunction with traffic safety lighting at crosswalks to better illuminate pedestrians to drivers. Special lighting, such as flashing pavement markings, can be used to further enhance pedestrian visibility during evening hours.

3.4. Mid-block Crosswalks.

- Mid-block pedestrian crossings generally are not recommended, particularly in the historic core areas where intersections are relatively closely spaced. Because mid-block crossings are not generally expected by motorists, they should be used only where truly needed, there is appropriate sight distance, and crossings are appropriately signed, marked and illuminated.

- Mid-block crossings may be considered when there is significant pedestrian demand to cross a street between intersections, such as to connect two major mid-block destinations.

3.5. Accessibility. Curb ramps shall be provided at all intersections to ensure accessibility.

4. Visibility

4.1. Pedestrian-scaled lighting should be used in conjunction with traffic safety lighting at crosswalks to better illuminate pedestrians to drivers.



Figure 3-29. Provide curb ramps at all intersections.



Figure 3-30. Special paving treatments and pedestrian-activated crossing lights alert drivers to the presence of pedestrians.

B. Travelway Realm

B.4. Protected View Corridors

.....
PRINCIPLE: View corridors and spatial continuity of streets should be protected by avoiding obstructions over the public rights-of-way.
.....

Rationale

Sacramento, with its beautiful landscaping and landmark buildings, offers a variety of views and vistas. Protecting views of landmarks and the spatial continuity of streets is essential. Second level walkways, construction over streets, and lowering of roadways damage streets in a variety of ways. Besides disturbing retail continuity by not supporting street-level activities, they block views that make Sacramento unique among California cities.

Guidelines

1. Second level pedestrian bridges across public streets should not be allowed unless for very special circumstances.
2. Construction or intrusion of private or public development over public streets and rights-of-way should not be permitted.



Figure 3-31.



Figure 3-32. The pedestrian bridge at 10th and L St. blocks views and detracts from ground-floor pedestrian activity.

C. Pedestrian Realm

The Pedestrian Realm guidelines are intended to promote a more walkable downtown by improving pedestrian safety, convenience, and comfort. The guidelines build upon recent city efforts, including the City's Pedestrian-Friendly Street Design Standards (2004) and Pedestrian Master Plan (2006), that strive to make Sacramento a model pedestrian-friendly city--in short, the "Walking Capital." These guidelines enhance the recommendations of these two pedestrian documents.

The guidelines focus on improving the attractiveness and effectiveness of the pedestrian network in order to encourage walking as a realistic mode of transportation. As such, they recommend design strategies for enhancing the physical safety, comfort, and convenience of the pedestrian environment as well as the aesthetic character and quality of the pedestrian experience.

The guidelines are intended to reclaim City streets for pedestrians, creating true multi-modal transportation routes that safely and effectively balance the circulation needs of vehicular and pedestrian traffic, while also acknowledging the public streetscape's role as the "stage" or "living room" on which the life of the community plays out.

The Pedestrian Realm's principle location is the sidewalk, where it serves several functions: circulation facility, social space, and amenity zone and must accommodate numerous features and facilities to support these functions. For purposes of these guidelines, the sidewalk has been subdivided into three zones: the Pedestrian Zone, the Amenity Zone, and the Frontage Zone (see diagram). Each zone plays a slightly different role in the pedestrian realm and has different design requirements. The following discussion further describes each zone and the guidelines have been organized by zone to clarify the differences.

The three zones generally occur on both sides of the street. The Pedestrian Zone is the middle zone and primarily accommodates pedestrian circulation. The Amenity Zone generally is adjacent to the street and accommodates public facilities and street furnishings. The Frontage Zone is adjacent to building frontages and serves as a transition area between inside and outside. These zones are conceptual, and while they may be clearly represented and delineated on some streets, on other streets they may be missing or weakly defined.

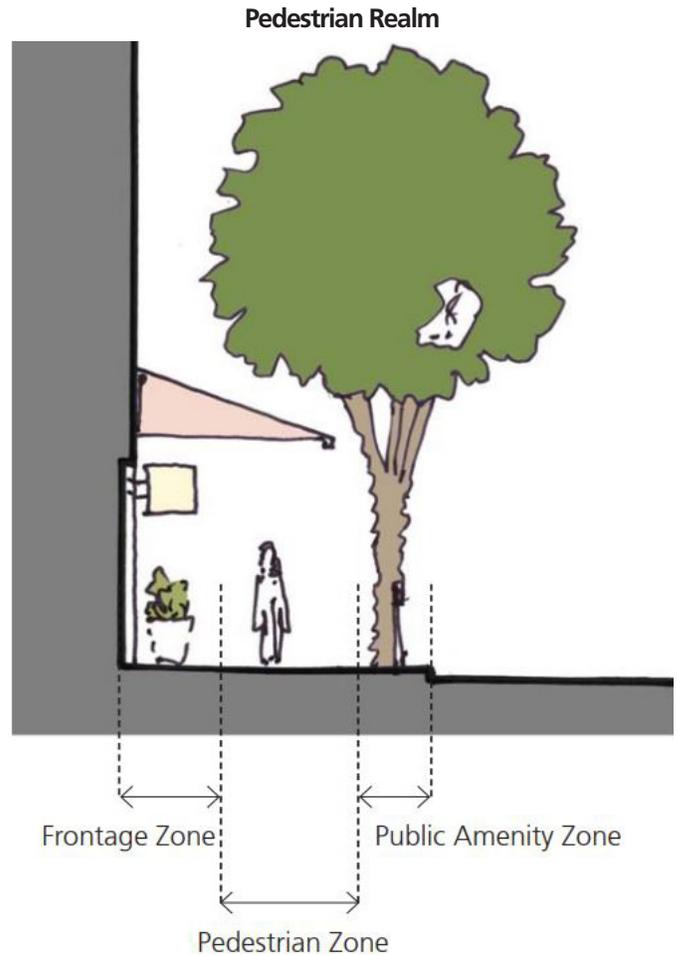


Figure 3-33.



Figure 3-34. The pedestrian realm serves several functions: circulation, social space, and public amenities.

C. Pedestrian Realm

C.1. Sidewalks

PRINCIPLE: Dedicate adequate space within the public street right-of-way to support a safe, comfortable, attractive, and robust pedestrian environment sufficient in width for the desired level of pedestrian activity.

Rationale

Sidewalks are the primary areas within the public street right-of-way that are reserved specifically for pedestrian use. They also serve as the interface between buildings and uses of the private realm and the vehicular travelway, providing both connections and buffers. As such, the design of the sidewalk and the elements within it are critical to the creation of an active, pedestrian friendly environment, which in turn is essential to establishing and maintaining the Central Core as a successful commercial and cultural center and vibrant residential neighborhood.

As part of the “public” right-of-way, sidewalk widths can be read as a statement about the relative status given to pedestrians versus automobiles in the Central Core. When the majority of the street right-of-way is given over to the automobile, and pedestrians are relegated to narrow sidewalks on either side of the travelway the implicit message, whether intentional or not, is that the pedestrian is not as important as the automobile

Generally, the space allocated to the pedestrian and the automobile needs to be balanced to reflect the City’s commitment to establishing a walkable Central Core. Safe, comfortable pedestrian environments will only occur where the design of the public realm balances the concerns for automobile efficiency with those for a high quality pedestrian environment.

Historically, the regularity of the Central City’s street grid has resulted in substantial uniformity in the design of the standard street cross-section. The typical 80-foot wide public street right-of-way in the Central Core can accommodate much more variety in design, including variation in the relative emphasis (i.e., space) given to pedestrians versus automobiles.

While not always feasible, it is desirable that sidewalk widths should be 14 feet or greater throughout the Central Core in order to provide space for pedestrian amenities, for local business activity to spill out onto the sidewalk, and for a leisurely walking pace without vehicle traffic dominating the

pedestrian realm. However, in many areas in a vibrant urban center, sidewalks may be wider to accommodate increased types and amounts of activity. This expanded dimension may be achieved with front setbacks paved with materials matching the adjacent sidewalk, creating a visually seamless space from curb to building face.



Figure 3-35. Ample sidewalk widths accommodate a diversity of uses.



Figure 3-36. The sidewalk opposite Chavez Plaza was widened specifically to encourage pedestrian activity

C. Pedestrian Realm

C.1.1. Sidewalks - Widths

Guidelines

1. **Sidewalk Widths.** Sidewalk widths shall be commensurate with the level of pedestrian activity desired for the specific street frontage. Whereas sixteen(16) feet is the typical sidewalk width in the CBD, it is desirable for high activity areas to have sidewalk widths of 20 feet or more, which is generally achieved by with the addition of a building setback. Where a sidewalk would be less than 14' if an adjacent building were to be constructed at the property line, than a setback should be considered to achieve a minimum of 14' Curb Extensions. Curb extensions at "necked-down" intersections are encouraged as a means of expanding the pedestrian zone where pedestrians are likely to congregate while waiting for transit or to cross the street.
2. **Functional Zone Priorities.** The widths of the sidewalk functional zones should vary in response to context, but sidewalk width should be distributed amongst the 3 zones according to the following priorities: pedestrian (highest), amenity (middle), frontage (lowest). See guidelines for each zone for minimum allowable widths.



Figure 3-37.



Figure 3-38. Retail streets should maintain sufficient clearance for comfortable walking.

C. Pedestrian Realm

C.1.2. Sidewalks - Paving

.....
PRINCIPLE: The pedestrian environment and the quality of the pedestrian experience shall be further enhanced, defined and made legible through the use of coordinated, attractive, and high-quality paving surfaces.

Rationale

The character and consistency of the paving of public sidewalks contributes greatly to streetscape identity and the quality of the pedestrian realm. Inconsistent use of paving materials and patterns becomes a source of visual clutter and reveals a lack of pride and clarity about the role of the public realm, and a lack of commitment to a quality pedestrian environment. A coordinated, high quality paving scheme can introduce pedestrian friendly qualities such as human scale, connectivity, and coherence to the public realm. A consistent use of paving material, color, pattern and finish, provides visual cues that help define the public realm and contribute to ease of pedestrian access and safety.

While paving can be a highly distinctive design element, the first priority should be on establishing a consistent design vocabulary that visually unifies Central City streets and establishes a pleasing and interconnected pedestrian realm. Only secondarily should paving be used to distinguish individual uses and sites, or establish a specific theme.



Figure 3-39. Sidewalk paving should be divided into a grid that fits the typical 16 foot wide sidewalk.

Guidelines

1. **Materials.** Sidewalks generally should be paved with grey Portland concrete with a broom, or light sand-blasted, finish.
2. **Dimensions.** Sacramento's Central Core has long used a 2-foot paving grid. Sidewalk paving should be divided into a grid of 2-foot squares that fits within the typical 16-foot wide sidewalk. The 2-foot dimension is nominal and can be adjusted in equal measurements either up or down.
3. **Decorative Paving -- Restrictions.** In order to maintain a consistent character to the streetscape, decorative paving for building entrances, plazas, etc., generally should be restricted to the private realm, and not extend across the public sidewalk. The pedestrian K Street is an exception.
4. **Decorative Paving -- Allowances.** Limited decorative paving or elements will be allowed within the frontage and walkway zones as long as such improvements:
 - Are less than 16 square feet in area (i.e., less than one 4' x 4' pavement module);
 - Are unique elements that contribute to the character and identity of the streetscape (e.g., private identity logos/emblems, historical plaques/ markers, public art, etc.); and
 - Have design review approval.
5. **Alternative Paving Materials.** Alternative paving materials (e.g., unit pavers, porous pavement, etc. may be allowed in the amenity zone, particularly if they reduce storm-water runoff and enhance street tree health and viability. Such materials will still be required to conform to the paving pattern established by the 2-foot grid.
6. **Special Districts.** In instances where there is a desire to establish a distinct identity for a street or district, other higher quality paving materials, such as stone pavers, may be used for the public sidewalk as long as there is consistent application for no less than the perimeter of a half block (i.e., the paving treatment should wrap around the block from alley to alley).

C. Pedestrian Realm

C.1.2. Sidewalks - Paving (continued)

7. **Accessibility and Safety.** The design and composition of sidewalk paving must maintain smooth and level surfaces that meet universal accessibility requirements, and have a non-slippery surface when wet.
8. **Sustainable Materials.** Using quality materials and installation to ensure long use and avoid frequent replacement is the most sustainable practice. Recycled and/or locally-sourced paving materials should be specified whenever feasible in order to minimize resource depletion and energy to transport. For example, using fly ash - a material that is pre-consumer recycled content as a substitute for portland cement in concrete.
9. **Storm-water Management.** The use of permeable or porous pavement in the amenity zone is encouraged whenever feasible as a means of reducing storm-water runoff rates and volumes and increasing water volume to the root zone of street trees.
10. **Granite Curbs.** Existing granite curbing shall be retained and replaced when disturbed by construction or repair work. On blocks where sections of granite curbing are missing, new granite curbs should be re-introduced in conjunction with new development or sidewalk repair to create a consistent, high-quality street edge.
11. **Coordination with Public Facility Placement.** The siting and design of public facilities such as street lights, tree wells, utility vaults, etc. should be coordinated with and responsive to the standard paving module, and not simply ignore the established ground plane pattern.
12. **Historic Sidewalks.** Historic sidewalks should be maintained (for historic and sustainability reasons). Adjacent sidewalk should match pattern and color.
13. **Hollow sidewalks.** The City is currently undertaking a historic resources survey of the downtown hollow sidewalks/raised streets area. The survey results may be used to establish protocols and guidelines for their rehabilitation, reconstruction or adaptive reuse, since they involve public right-of-way.



Figure 3-40. Decorative paving or elements are allowed within the public amenity zone, but limited within the frontage and pedestrian zones.



Figure 3-41. Hollow sidewalk features should be celebrated

C. Pedestrian Realm

C.2. Functional Zones

PRINCIPLE: The elements that occupy the public sidewalk shall be organized into three distinct zones that: facilitate safe, comfortable pedestrian movement (Pedestrian Zone); support the vitality & function of adjoining uses (Frontage Zone); and provide the amenities & facilities that promote social interaction (Public Amenity Zone).

Rationale

As the transitional zone between the vehicular travelway and developed parcels, the public sidewalk serves several functions. It provides for pedestrian circulation both parallel and perpendicular to building facades, accommodating movement from one end of the block to the other, as well as from on-street parking to storefronts. Sidewalks also serve as an important social space for the community, where people meet, stroll together, window shop, sit and chat, dine in open air cafes, and people watch. They also accommodate important public facilities such as transit stops, bicycle parking, directional signs, and street lights that support transit and bicycling as well as walking.

As a circulation facility, the public sidewalk needs to provide for ease of access and free flow of pedestrian traffic. As a public space, the sidewalk needs to also provide a comfortable and attractive setting. To effectively accommodate active pedestrian use, the design of public sidewalk areas generally should be organized into three zones relating to their primary function: the frontage zone, the pedestrian zone, and the public amenities zone.



Figure 3-42. Three functional zones of public sidewalks: Public Amenity Zone, Pedestrian Zone, and Frontage Zone.

Pedestrian Zone

The pedestrian zone is the middle section of the sidewalk, and is flanked by the frontage zone and the public amenity zone. Its primary function is to accommodate the efficient movement of pedestrians. As such, it needs to provide an unobstructed, linear sidewalk space that is free of street furniture, street trees, planters, and other vertical elements such as light poles, fire hydrants and transit facilities, and be wide enough to accommodate projected volumes of pedestrian traffic.

Public Amenity Zone

The public amenity zone is the section of sidewalk that adjoins the street and buffers pedestrians from the adjacent roadway. This zone is the appropriate location for the majority of the public facilities and streetscape amenities that enhance and serve the pedestrian zone, including features such as street trees, landscaping, street lights, transit stops and shelters, parking meters, fire hydrants, benches, news racks, and other street furniture and amenities.

Frontage Zone

The frontage zone forms the outer edge of the public right-of-way and typically is defined by a building façade, landscaping, fence, wall, plaza, or park (or, in less desirable, interim conditions, a surface parking lot). It functions as the interface between the public right-of-way and adjoining uses. As such, the design of this zone should be responsive to and support the adjoining use, which, depending on context, may mean providing a clear zone for store entrances, a “slow” zone for retail displays and window shopping, or a furnished zone for outdoor dining.

C.2. Functional Zones (continued)

Guidelines

1. **Accessibility.** Public sidewalks should provide a direct and continuous pedestrian network that connects blocks and buildings to each other, and provide access links to transit facilities with a clear, unobstructed pedestrian travelway that is designed to accommodate the needs of a broad range of users, including the elderly, those with disabilities, and young children.
2. **Amenities.** Sidewalks should be richly appointed with improvements and facilities, primarily within the amenity and frontage zones, that enhance the pedestrian experience, but should avoid clutter, obstruction, and congestion.
3. **Seating.** In addition to accommodating pedestrian circulation, public sidewalks should provide spaces for more passive or sedentary activities, where people can linger to observe or participate in public outdoor activities. Seating can be either formal (e.g., chairs and benches, such as that found at a café or a transit stop) or informal (e.g., low walls, steps, fountain edges).
4. **Landscape.** Landscaping of the public sidewalk through street trees and other vegetation is encouraged as a means of adding color and visual interest, softening the urban edges, providing shade, and assisting with air quality and stormwater management. Landscaping generally, should be located in the amenity and frontage zones and should not obstruct through pedestrian traffic or access to the street.



Figure 3-43. Sometimes the sidewalk zones are clearly and formally defined



Figure 3-44. Other times the sidewalk zones assume a more informal character.

C. Pedestrian Realm

C.2.1. Functional Zones - Pedestrian Zone

.....
PRINCIPLE: Public sidewalks shall provide adequate horizontal and vertical clearance to accommodate convenient and comfortable pedestrian circulation, with sidewalk designs proportional to pedestrian traffic levels.
.....

Rationale

Sidewalks function as critical transportation routes within the Central Core and are the one section of the public street right-of-way that is reserved for exclusively for pedestrian circulation. In addition to providing physical access to land uses and transit facilities along a corridor, the sidewalk also serves as an important social space, where people interact, stroll together, wait for transit, window shop, share a meal, grab a cup of coffee, and access adjoining uses.

As a rule, sidewalk widths should be proportional to the level of activity and pedestrian use along a street. Similarly, the width of the pedestrian zone should be proportional to the amount of pedestrian traffic it needs to accommodate. Sidewalks that maintain minimum sidewalk widths often become crowded with public utilities, transit facilities, street furnishings, and landscaping that can constrict pedestrian movement. High pedestrian activity locations such as the Central City should have wider sidewalks to ensure adequate walkway clearance and access and to allow for additional activities which support the intensity of land use.

Pedestrian Zone

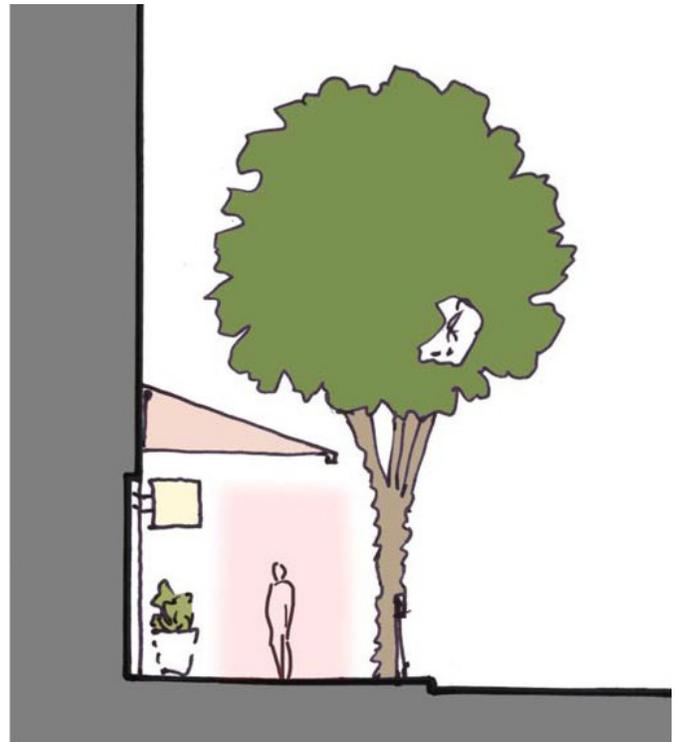


Figure 3-45.



Figure 3-46. The pedestrian zone needs to be large enough to accommodate pedestrian circulation.

C. Pedestrian Realm

C.2.1. Functional Zones - Pedestrian Zone (continued)

Guidelines

1. **Clearance.** Ensure that a minimum sidewalk width for pedestrian through traffic is not obstructed with street furniture, utility poles, traffic signs, trees, etc streetscape amenities generally should be located in the Public Amenity Zone to maintain a clear walking zone.
2. **Width Proportions.** The Pedestrian Zone shall comprise at least 50% of the sidewalk width (i.e., 8 feet for the standard 16-foot sidewalk, where feasible), but never be less than 6 feet, whichever is greater.
3. **Minimum Vertical Clearance.** The Pedestrian Zone should maintain a minimum vertical height clearance of 96" (i.e., 8'0"), clear of overhanging tree limbs, protruding fixtures such as awnings, signs, or other horizontal obstruction.
4. **Transitions.** Although dimensions of the three sidewalk zones may vary according to the Street Type and the character of the neighborhood, the dimensions of each Sidewalk Width Zone shall be designed to maximize consistency along the entire length of a block. To ensure pedestrian safety and smooth flow of traffic, transitions in the width of the Pedestrian Zone should not be abrupt and should be signaled by some sort of transitional element.

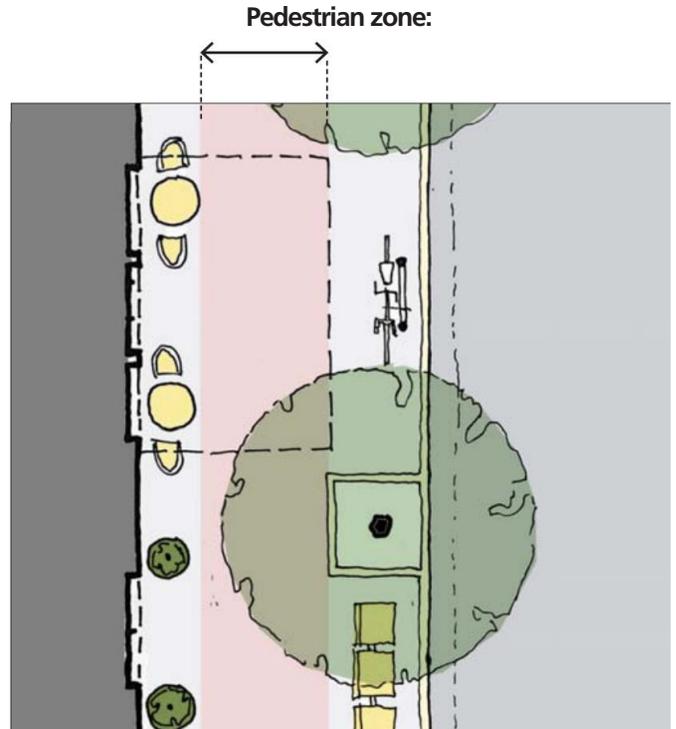


Figure 3-47. 50% of overall sidewalk width, or 6', whichever is greater



Figure 3-48. The pedestrian zone shall comprise at least 50% of the sidewalk width.



Figure 3-49. Umbrellas, awnings and trees should maintain vertical clearance above the pedestrian zone.

C. Pedestrian Realm

C.2.2. Functional Zones - Public Amenity Zone

.....
PRINCIPLE: A public amenity zone shall be provided, where sidewalk widths allow, within the pedestrian realm that provides space and amenities within the public sidewalk that contribute to pedestrian comfort, convenience, safety and interest, and support positive social interaction.
.....

Rationale

The Public Amenity Zone serves several important functions. As the section of the pedestrian realm that adjoins the street, it serves as both a transition area and buffer between pedestrian circulation and vehicular circulation. It provides both a physical and psychological buffer that contributes to pedestrian comfort and well-being, and allows those who have parked on-street to conveniently access adjoining businesses.

In addition to buffering pedestrians from vehicular traffic, amenities located in this zone provide comfort and interest for pedestrians, improve the visual appearance of the street, and add to its utility as a functional space. Streetscape amenities that enhance and serve the pedestrian zone include features such as street trees, landscaping, seating, news racks, public art, and public restrooms. Café seating may also be acceptable in the Amenity Zone, pending approval by Public Works and Planning. Additional features such as streetlights with banners, informational signage, planters, etc. add color and festivity to the street and further enhance the pedestrian experience. The Public Amenity Zone is also the appropriate location for most utilities and service facilities, such as street lights, parking meters, fire hydrants, and transit facilities.

Maintaining consistent standards for the design and placement of public amenities helps to define the identity of the Central City and enhance its function. Design and placement of public amenities such as street furniture along a corridor should be well coordinated to ensure that all improvements contribute to a coherent design treatment for a given thoroughfare and avoid conflict with other streetscape elements.

If not appropriately sited, street furniture can clutter the sidewalk, interfering with travel, and stifling, rather than supporting, active street life. Keeping street furniture, such as newspaper stands, orderly and compact helps to increase the amount of space for pedestrian movement, especially on narrower sidewalks

Pedestrian Amenity Zone:

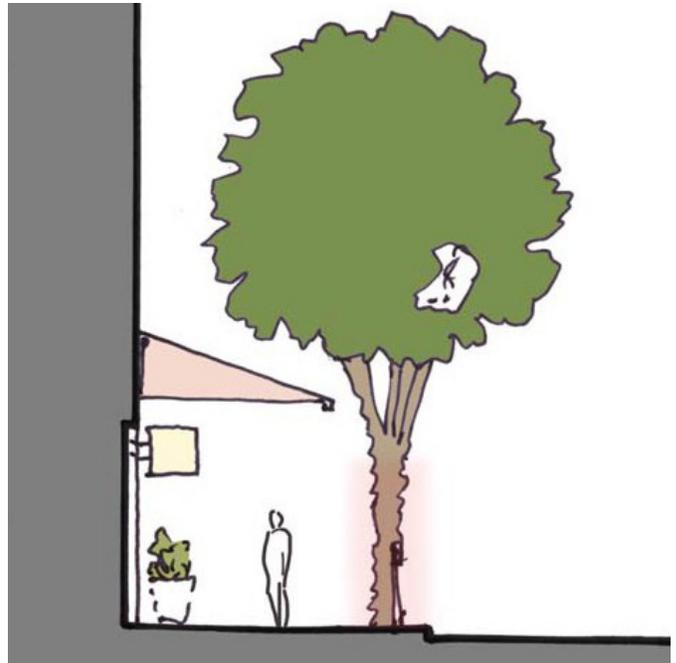


Figure 3-50.



Figure 3-51. The Amenity Zone accommodates a variety of functional and aesthetic amenities.

C. Pedestrian Realm

C.2.2. Functional Zones - Public Amenity Zone (continued)

Guidelines

1. **Location.** Public utilities and street furniture generally should be consolidated in the Public Amenities Zone to keep them from becoming obstacles in the Pedestrian Zone. This includes, but is not limited to street trees, planting strips, street furniture, bicycle parking, utility poles, signal poles, signal and electrical cabinets, signs, transit shelters, fire hydrants, etc.
 2. **Width Proportions.** The Public Amenity Zone should comprise at least 35% of the sidewalk width (i.e., 6.5 feet for the standard 16-foot sidewalk), but never be less than 30%, or 4 feet, whichever is greater.
 3. **Distribution and Concentration.** Whereas, the function of features such as light standards, street trees, and parking meters requires an even distribution along the length of a street, street furniture should generally be located in high activity areas where people can be expected to congregate, such as transit stops, major building entrances, plazas, and retail and entertainment zones.
 4. **Opportunities at Intersections.** The Public Amenity Zones at intersections, particularly where they have been expanded by necked down intersections, are ideal locations for streetscape elements that serve high levels of pedestrian traffic, such as transit shelters, informational kiosks, and news racks. Benches and seating areas should typically be located in mid-block locations where there is less potential conflict with pedestrian traffic flow.
 5. **Consolidate Parking Meters and News Racks.** In order to reduce clutter within the amenity zone, facilitate on-street parking, and increase parking revenues the City continue to install multi-space and pay-and- display parking meters that require one meter for every 3 to 4 parking spaces. Currently, such a system is used in Old Sacramento and near Cesar Chavez Park. The consolidation of newspaper racks is discussed under Street Furnishing guidance.
 6. **Setback from Curb.** To the degree feasible, elements within the Public Amenity Zone generally should be setback at least 3 feet from the face of the street curb to avoid conflict with on-street parking (e.g. car doors, passenger loading, etc.), but no less than 1.5 feet.
- 
7. **Location of Utilities.** Where practical, hand-holes, vaults, and other utility access points should be located out of the sidewalk area, and in the private parcel area. Above ground utility boxes, control panels, etc. should be discouraged or located outside of the pedestrian realm of the sidewalk zone, and should have a standardized color where possible.
 8. **Under-grounding of Utilities.** In order to reduce conflict with pedestrian movement and improve the aesthetic character of the public realm, utilities should be underground whenever feasible, particularly on major and commercial streets. Under-grounding projects should maximize space available for street tree planting.
 9. **Unified Design Identity.** Provide a continuity of streetscape features along the length of a street. At a district scale, coordinated design, type, color and material of street furniture and utility boxes contribute to a sense of community identity, and reflect and strengthen the local character.
 10. **Amenity Zone.** Where café seating is provided in the Amenity Zone, it should be directly fronting the restaurant or café of which it is a part, and be clearly delineated, with removable stanchions, fencing or similar barriers to separate it from the Pedestrian Zone. Since use of this space is discretionary, a proposal to utilize the amenity space must be approved by the Planning Director, who may revoke this permission, if the use of the space is disrupting the use of the sidewalk by pedestrians. If alcoholic beverages are to be served, appropriate demarcation of the area and approval from Alcohol Beverage Control Board is required.

Figure 3-52. Clearly defined Public Amenity Zone

C. Pedestrian Realm

C.2.2 Functional Zones - Public Amenity Zone (continued)

11. **Permeability.** New café seating shall not create new impermeable surfaces in tree planters.
12. **Storm-water Management.** The use of permeable or porous pavement and landscape designed to treat and attenuate storm-water flow in the amenity zone is encouraged whenever feasible as a means of reducing storm-water runoff rates and volumes.
13. **Clearance.** ADA Clearance at Bus and Streetcar Stops Maintain 5 ft. x 8 ft. clear areas at bus and Streetcar stops for boarding of wheelchair users.
14. **Tree Planting.** See City tree planting guidelines for additional information and guidance on street tree planting.
15. See Street Furnishings and Amenities section for additional information and guidance.



Figure 3-53. Urban storm-water management strategies such as these planters and permeable pavement attenuate and treat storm-water flow.

C. Pedestrian Realm

C.2.3. Functional Zones - Frontage Zone

.....
PRINCIPLE: A frontage zone shall be provided, where sidewalk widths allow, within the pedestrian realm that supports adjoining commercial uses by accommodating private elements, features, and activities within the public right-of-way.

Rationale

The frontage zone represents the outer edge of the public right-of-way and is typically defined by a building façade, and less frequently by landscaping, a fence, wall, a plaza or surface parking. This zone provides the interface between the circulation on the public sidewalk and the interior of adjoining buildings. As such, businesses are allowed to extend uses, displays, street furniture, and other elements into the frontage zone as a means of engaging passersby and activating the public streetscape.

In addition, pedestrians generally are less comfortable moving at a full pace directly along a building façade or wall, so the frontage zone provides some setback that allows for people to move out of the flow of traffic, to window shop, and to enter and exit buildings easily. Typically, the width of the frontage zone will vary with the nature of adjoining uses, with retail and entertainment districts having larger frontage zones than districts that have predominantly office and residential uses at the street level.

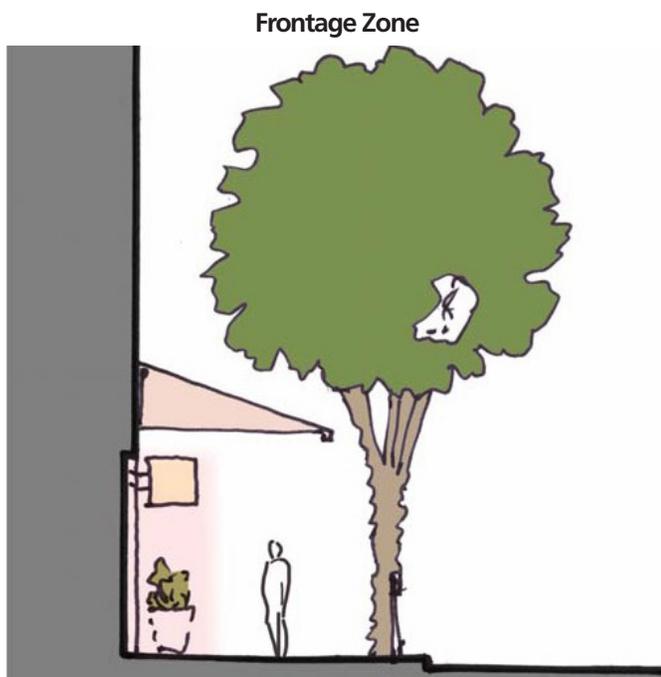


Figure 3-54.

Guidelines

1. **Private Furnishings.** Private furnishings permitted in the frontage zone may include seating and tables, merchandise displays, planters, art, and portable signage (e.g., menu stand).
2. **Decorative Elements.** On streets with commercial frontages, businesses are encouraged to provide decorative elements (e.g., landscaping, potted plants, etc) that activate the public streetscape, visually enhance the building frontage, identify building entrances, and generally engage the public realm, without constricting the flow of pedestrian traffic.
3. **Sidewalk Cafes.** Sidewalk cafes are encouraged within the frontage zone as a use that activates and energizes the public realm.
4. **Extension into Amenity Zone.** In certain situations, sidewalk cafés and other commercial activities may be allowed to extend into the amenity zone rather than the frontage zone, or where extra wide sidewalks occur in both the frontage and amenity zones. Such use will require special findings to ensure such use and facilities enhance the overall quality of the public realm and do not impede pedestrian traffic or conflict with access to on-street parking.
5. **Vertical Clearance.** Awnings, canopies, and umbrellas used within the frontage zone should provide adequate vertical clearance so they do not infringe upon the pedestrian travel zone.
6. **Delineating Sidewalk Cafes.** Sidewalk cafes that have more formal dining facilities (i.e., offer waiter service to their tables) or more than a single row of tables should provide a decorative element, such as a railing, rope divider, etc., that delineates the café from pedestrian travel zone. (This is a State requirement for serving alcohol.) Such delineation is not required for less formal eateries such as cafes, coffee shops, and sandwich shops that have a single row of chairs and tables.

C. Pedestrian Realm

C.2.3 Functional Zones - Frontage Zone (continued)

7. **Permitting.** All private use of the frontage zone should be required to obtain an encroachment permit and be maintained to established standards
8. **Width.** The minimum frontage zone width is 1.5 feet. A frontage zone is not needed if the sidewalk corridor is adjacent to a landscaped space
9. **Constrained Frontage Zones.** In the event there is insufficient right-of-way width, the frontage zone can be reduced to augment widths of the walkway and amenity zones. If there is insufficient frontage zone space to accommodate private uses such as cafes and sidewalk displays, additional area should be taken from the private realm rather than constrain the function or character of the walkway and amenity zones. In all cases, a direct path should be provided for pedestrians and the disabled.
10. **Plumbing and Mechanical Utilities of Buildings.** Buildings should be designed to minimize the occurrence and mitigate the visual impact of plumbing and mechanical utilities within the Public Realm.

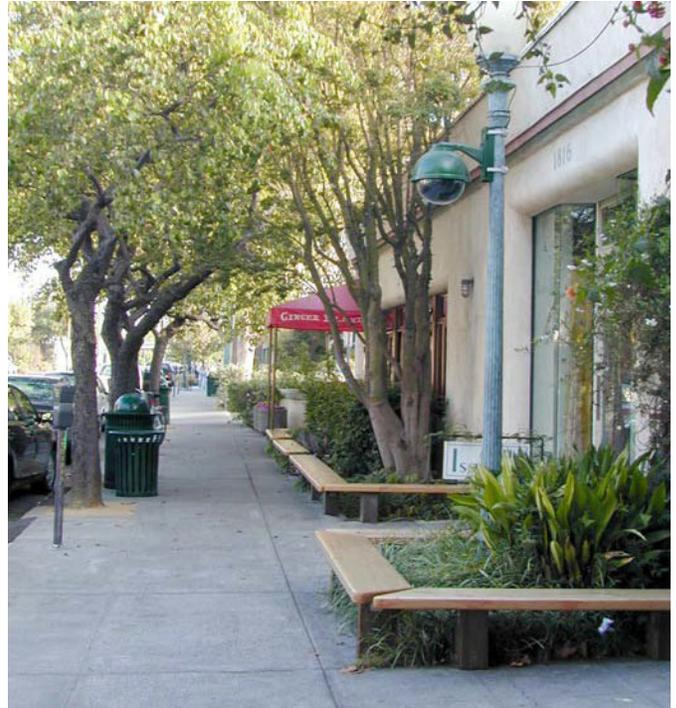


Figure 3-55. Deeper frontage zones can accommodate landscaping and seating.



Figure 3-56. In cases where tree plantings are infeasible within the public amenity zone, planters within the frontage zone can provide a landscape element to the streetscape.

C. Pedestrian Realm

C.3. Street Furnishings and Amenities

.....
PRINCIPLE: Public street life shall be supported by providing quality facilities and amenities in the public streetscape that are an attractive and comfortable environment for people to congregate.
.....

Rationale

As the “living room” for community life in the Central Core, it is important that the pedestrian realm be appropriately furnished. In order to transform the public streetscape from mere transportation facility to vibrant public open space it is important to add facilities and amenities that: allow people to stop and linger, provide services and information, and engage and delight the senses.

Streetscape amenities, such as, benches and seating areas, kiosks, news stands, news racks, drinking fountains, water features, bike racks, transit facilities, rest rooms, trash receptacles, and public art all help to animate the pedestrian realm, support public use, and contribute to the social and economic vitality of the Central Core

Streetscape furnishings also have much to do with establishing the character and identity of an area. Their quality, durability, and location all influence the perception and use of an area. Streetscape furniture also includes both public and private furnishings. The public furnishings are the elements that provide continuity and predictability from block to block, while private furnishings generally contribute variety to the streetscape with their focus being on enriching and enlivening a particular building or use.

C. Pedestrian Realm

C.3.1. Street Furnishings and Amenities - General Guidelines

.....
PRINCIPLE: The design of the public street rights-of-way shall balance vehicular circulation with all the modes of transportation to create a safe, comfortable, attractive and robust pedestrian and bicycle environment.
.....

Guidelines

1. **Variety.** Public streetscape furnishings should include a variety of amenities and selection of materials that add to the excitement and vitality of Central Core.
2. **Unified Design Identity.** Street furnishings should provide a continuity of streetscape features along the length of a street. At a district scale, coordinated design, type, color and material of street furniture contributes to a sense of community identity, and reflects and strengthens the local character of the Central Core.
3. **Context.** Street furniture should strengthen sense of place by utilizing design, materials, and colors that best complement the context of existing buildings and landscape.
4. **Accessibility.** Street furniture needs to be designed for universal access and to facilitate use by those of all ages and abilities.
5. **Seating.** As much formal and informal seating as possible should be provided to increase the number of opportunities for people to socialize and spend leisure time outdoors along public streets.
6. **Pedestrian Activity Areas.** Street furniture and other amenities such as trash receptacles, kiosks, public telephones, newsstands, should be located in conjunction with active pedestrian areas such as intersections, key building entries, public parks and plazas, bus and streetcar stops, important intersections and pedestrian streets.
7. **Public Amenity Zone.** Street furniture and other amenities will be located predominantly in the public amenity zone to unambiguously indicate public use and maintain a clear zone for walking. If public amenities are located in the frontage zone adjacent to private property, they should be designed in such a way that they do not preclude public use
8. See Public Amenity Zone section for additional information.

Location

- A. **Pedestrian Activity Areas.** Street furniture and other amenities such as trash receptacles, kiosks, public telephones, newsstands, should be located in conjunction with active pedestrian areas such as intersections, key building entries, public parks and plazas, bus and streetcar stops, important intersections and pedestrian streets.
- B. **Public Amenity Zone.** Street furniture and other amenities will be located predominantly in the public amenity zone to unambiguously indicate public use and maintain a clear zone for walking. If public amenities are located in the frontage zone adjacent to private property, they should be designed in such a way that they do not preclude public use. Street furniture should strengthen sense of place by utilizing design, materials, and colors that best complement the context of existing buildings and landscape.

C. Pedestrian Realm

C.3.2. Street Furnishings and Amenities - Bicycle Racks

Refer to the City of Sacramento Bike Rack Design and Placement Design Standards.



Figure 3-57. Expanded sidewalk with bicycle parking.



Figure 3-58. Prominently located bicycle racks on sidewalk bulb-out.



Figure 3-59. Bicycle racks can serve as an attractive design feature.



Figure 3-60. Bicycle racks as sculptural element.

C. Pedestrian Realm

C.3.3. Street Furnishings and Amenities - Transit Stops

.....
PRINCIPLE: The use of transit shall be supported by providing attractive, comfortable, and highly functional transit stops.

Rationale

In order to encourage and support community use of transit, it is imperative that transit service and facilities reflect a care and quality that conveys its importance to implementing the vision for the Central City and the City's Smart Growth and Sustainability goals. People will only leave their cars for transit if the experience is a pleasant and rewarding one.

To date, RT facilities, including transit furniture such as shelters, trash receptacles, maps and schedules, etc. do not always convey the desired character or quality envisioned. As major elements of the public streetscape there is the opportunity for transit stops to become more than just utilitarian infrastructure. Instead, they can become symbols and attractive physical manifestations of Sacramento's commitment to a more sustainable, transit-friendly future.

Guidelines:

1. **Schedule Information.** All transit stops should be prominently signed and all pertinent route and schedule information, including major connecting services, should be posted.
2. **Shelters and Seating.** Transit shelters should be provided at heavily used transit stops; all stops should provide seating and shade.
3. **Shade.** Adequate shade must be provided to protect transit user from the sun. This can be achieved with either trees or a shelter, or at heavily used stops, both.
4. **Architectural Design.** Transit shelters should be designed to provide protection from sun, wind, and rain. Transit shelters and other amenities should be distinctive through strong architectural design that reflects the character of the district.
5. **Amenities.** Amenities such as Global Positioning System (GPS)-based real-time arrival information, ticket machines, nighttime lighting, and trash receptacles should be provided.
6. **Sustainability.** Transit shelters should be designed to promote transit and carbon reduction by incorporating features such as renewable and energy efficient technologies.

7. **At-Grade Access.** Ultimately the City and RT should transition to low boarding trains and replace all of the existing ramps and raised platforms with at-grade stops. The Streetcar will contain at-grade transit stops.



Figure 3-61



Figure 3-62. Attractive transit facilities, such as comfortable shelters with posted route information, encourage transit use.

C. Pedestrian Realm

C.3.4. Street Furnishings and Amenities - Street Lighting

PRINCIPLE: Lighting shall be provided that creates a safe and attractive setting for the community's nighttime use of the public realm.

Rationale

Frequently, street lighting is designed to prevent certain adverse situations (e.g., crime, accidents, etc.) from occurring, rather than to create an attractive and inviting public environment. The tendency is for lighting design of the public realm to be influenced more by fiscal expediency and vehicular circulation issues than by a clear vision for a high quality pedestrian environment. As a result, street lighting too often consists of tall, widely spaced light standards that are out of scale with the pedestrian environment, and produce a uniform, overly bright illumination that drains the public realm of visual interest and drama. Typical of this type of lighting is the ubiquitous "cobra head" style light standard. At 28 feet 6 inches in height, these light standards indiscriminately illuminate the public realm, typically with more emphasis on lighting the street than the sidewalk.

Ideally, street lighting needs to meet multiple objectives. In addition to ensuring that public safety and security criteria are met, street lighting should be designed to create a comfortable and attractive pedestrian environment. To this end, street lighting should be scaled to the pedestrian, with light fixtures that are more closely spaced and mounted closer to the sidewalk. Such lighting contributes to a human-scaled spatial definition of the streetscape, separating pedestrians from street traffic and providing for increased security and visibility. Pedestrian-scaled lighting can act both as a functional deterrent to unwanted activity and also as a stimulus to extend the active hours of street use. The design of light fixtures and the quality of the illumination add visual interest to the streetscape and contribute to the overall character of the street.

Guidelines

1. **Unified Design Identity.** A single consistent style and size of pole and fixture should be used within a given district or street to create a unifying scheme of illumination that is appropriate to the scale of the street and the level and character of nighttime activity. Pole and fixture design should be coordinated with other street furniture and amenities to establish an attractive and unified design character.
2. **Armature for Banners and Other Features.** Light poles should include armature that allows for the hanging of banners or other amenities (e.g., hanging flower baskets, artwork, etc.) If the pole is SMUD owned then coordination of these items would be required. These fixtures are currently not allowed on SMUD owned wood poles as they pose a climbing hazard to field employees.
3. **Height of Light Fixtures.** The height of light fixtures generally should be kept low to promote a pedestrian scale to the public realm and to minimize light spill to adjoining properties. In active and more intimately scaled pedestrian zones pole-mounted fixtures should not exceed twelve (12) to fifteen (15) feet in height from grade to light source. On larger streets, at major intersections, a mounting height of up to eighteen (18) feet may be acceptable.
4. **Spacing.** Generally, shorter light standards should be more closely spaced to provide appropriate levels of illumination. Although in lower activity areas where lower lighting levels are acceptable, closer spacing may not be necessary.



Figure 3-63. Pedestrian-scaled lighting on retail streets enhances and encourages night-time street life.

C. Pedestrian Realm

C.3.4 Street Furnishing and Amenities - Street Lighting (continued)

- 5. **Location in the Amenity Zone.** Light standards should be located in the amenity zone of the sidewalk (i.e., area closest to curb) and should not interfere with pedestrian circulation.
- 6. **Energy Efficiency.** In order to conserve energy and reduce long-term costs, energy-efficient lamps with photo controls, as certified by the Design Lights Consortium, should be used for all public realm lighting, and hours of operation should be monitored and limited to avoid waste.

Levels, Direction, and Quality of Illumination

- A. **Limit Light Pollution.** Illumination generally should be focused down toward the ground, avoiding all unnecessary lighting of the night sky. In addition to standard street light poles, light sources that are mounted closer to and focus illumination directly onto the ground plane, such as bollard-mounted lighting, stair lighting, and wall- and bench-mounted down-lighting, are desirable. Light fixtures should include internal reflector caps, refractors, or shields that provide an efficient and focused distribution of light and avoid glare or reflection into upper stories of adjacent buildings.
- B. **Levels of Activity and Illumination.** Levels of illumination should be responsive to the type and level of anticipated activity, without over-illuminating the area (i.e., bright, uniform lighting of all public right-of-ways is not desirable). The level of illumination for pedestrian areas generally should range from 0.5 foot candles in lower activity areas up to 2.0 foot candles in more critical areas (A foot candle is a unit of illumination, measured at the distance of one foot from the source of light.)
- C. **Illumination of Pedestrian Realm.** Street lighting should focus on illuminating the pedestrian zone (e.g., sidewalks, paseos, plazas, alleys, transit stops), rather than the vehicular zone (i.e., the street).
- D. **Illumination of Conflict Areas.** Higher lighting levels should be provided in areas where there is potential for conflict between pedestrians and vehicles, such as intersections and crosswalks, changes of grade, and areas with high levels of nighttime activity. Thus, commercial shopping streets should have higher levels of illumination than side streets that are more residential in character and have lower levels of nighttime activity.



Figure 3-64. Light standards with banners add visual interest to the streetscape.

- E. **Color Balance.** Color-balanced lamps that provide a warm white illumination and realistic color rendition are recommended.

C. Pedestrian Realm

C.3.5. Street Furnishings and Amenities - Other

Drinking Water Fountains

1. Drinking water fountains should be “high-low” type to provide comfort and accessibility for tall people or those who have difficulty bending, as well as for children, short people, or those in wheelchairs. The city should choose one standard type if possible.
2. Consider the need to provide bollards or other detectable barriers for the blind as the ends of protruding drinking fountain arms.

News Racks

1. Consolidate newspaper racks into consistently designed newspaper boxes to reduce the physical and visual clutter of individually placed newspaper boxes.
2. Prohibit the clustering and chaining of news boxes to trees, street signs, and utility poles.
3. Newspaper racks generally should be located at intersections, and where possible, co-located with transit stops, to provide an amenity to transit riders.

Wayfinding Signage

1. The City’s existing wayfinding system should be expanded and enhanced to serve both the needs of out-of-town visitors as well as citizens of Sacramento.
2. The Central City wayfinding system should:
 - Provide directional and information signs that are attractive, clear and consistent in theme, location, and design.
 - Identify key historic, cultural, civic, and shopping destinations and facilities, e.g., public parking structures, parks and open space areas, transit routes and stops, etc.
 - Be co-located with other streetscape furniture (e.g., light standards, transit shelters) where possible to reduce visual clutter in the public realm.
 - Be expanded to cover the entire Central City, including redevelopment areas.



Figure 3-65. Consolidated newsracks provide an opportunity for adding artistic elements to the streetscape.



Figure 3-66.
Kiosk



Figure 3-67.
Wayfinding Signage

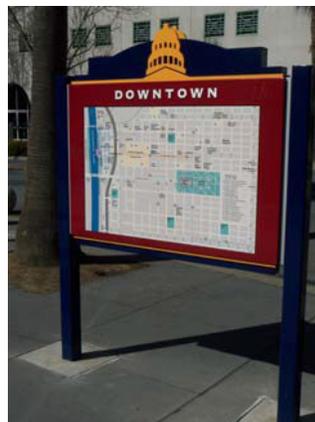


Figure 3-68.
Downtown Map



Figure 3-69.
Convention Center Map

C. Pedestrian Realm

C.3.5. Street Furnishings and Amenities - Other (continued)

Kiosks and Rest Rooms

1. Kiosks and rest rooms should be located in high activity areas such as public plazas and intersections. They should be constructed of durable materials that can be easily maintained.
2. Kiosks are places for both permanent and temporary signs. The kiosks should be designed with permanent signage in mind that ties into the wayfinding system; surfaces should be provided for taped or stapled temporary signs. Temporary signs should be removed regularly (e.g. monthly) to avoid clutter.
3. Design systems should be explored that combine rest rooms and kiosks into a single structure.



Figure 3-70.
Public Restroom

Seating

1. Benches and other forms of seating (e.g., low walls, planter edges, wide steps, etc.) should be provided throughout the Central Core, with more seating provided in areas with ground-level retail frontages and at entrances to major employers.
2. Attractively designed City benches should be provided in sidewalks, plazas, parks and other high pedestrian use areas to further promote pedestrian use. These benches should be fixed in place and constructed of durable and low-maintenance materials. Benches at bus stops should be incorporated into the design of the bus shelter.
3. Use of individual, movable chairs is encouraged where there is an organization which is willing to manage their use (e.g., secure the seats at night). Such seating provides appealing flexibility that can enhance public use.
4. The creation of seat walls, steps, and planters that can serve as informal seating areas is encouraged as a means of expanding the seating potential and providing diverse opportunities for social interaction.



Figure 3-71.
Seating Area



Figure 3-72. Expanded sidewalk creates additional space for seating and other amenities. (Examples: University Avenue, San Jose, CA and Castro Street, Mountain View, CA)

C. Pedestrian Realm

C.3.5. Street Furnishings and Amenities - Other (continued)

Trash and Recycling Receptacles

1. Separate trash and recycling receptacles should be located regularly at intersections, near major building entrances, near bus stops and light rail stations, and adjacent to outdoor seating areas.
2. Each receptacle should accommodate recycling, prevent wind and rain from entering the container, facilitate convenient access to the liner, and have the option of being anchored to the pavement.
3. The style and color of the City's trash receptacles should be coordinated with the selected bench design and be consistent throughout a district or the Central City.

Bollards

1. Where necessary, bollards with should be used to prevent vehicles from entering pedestrian zones.
2. Bollards may also be used to mark pathway entries at public-private interfaces.
3. Bollard placement and design should be coordinated with emergency vehicle access; in certain locations, removable bollards may be appropriate to balance pedestrian protection with emergency access.
4. Bollard style and color should match the selected bench and be consistent throughout a corridor or district.

Tree Grates

1. Tree grates should be used in commercial districts and areas with high pedestrian activity to protect trees and reduce safety hazards.
2. Tree grates should be used in all tree wells that are surrounded by paving, unless the wells are specifically designed for accent planting. In areas with lower levels of pedestrian activity, decomposed granite or gravel instead of tree grates may be permitted.
3. Grates that allow for integrated tree guards, are encouraged.

Parking Meters

1. The City should move toward installing pay-and-display solar powered parking meters throughout the Central City. These meters are well-designed, reduce clutter in the pedestrian realm, conserve energy, increase revenues, and are customer friendly.



Figure 3-73. Tree grate with integrated tree guards in areas with high pedestrian use.



Figure 3-74. Cafe seating

Parklets

1. Parklets are curb extensions that replace one or two parallel parking spaces in sequence. They can be temporary or permanent, and provide room for an expansion of sidewalk activity.
2. Generally, no more than one parklet (up to two contiguous parking spaces) should be permitted on any block, unless permitted by the Planning Director, or as part of a streetscape plan that identifies multiple parklets on a given block.

D. Landscape

.....
PRINCIPLE: Trees and other plant materials shall be provided as a means of enriching the pedestrian experience, enhancing downtown aesthetics, and improving the ecological function of the urban environment.
.....

Rationale

Traditionally, as core centers became denser and more urban, they also tended to eliminate or severely reduce the amount of greenery in the urban environment. While sustaining plants in an urban environment is more challenging, urban environments need not be devoid of plant materials. Growing plants are one of the most important elements in creating a humane streetscape and attractive public realm. For this reason, Sacramento’s reputation as the “City of Trees” is a key component in its desire to be America’s most livable city.

Trees and plants soften the city’s hard surfaces and sharp edges, not just by screening but also by adding organic forms, colors, textures, and movement to the urban setting. They also add scale to the Central Core environment that people can readily relate to, and, as living organisms that grow and change with the seasons, introduce a dynamic quality that mitigates the largely inanimate character of the built environment. Of course, coordinated selection and spacing of tree species and other plantings also can help to establish a distinctive identity for a corridor or district.

While creating a more attractive environment is important, it is only one of the benefits gained from maintaining a well landscaped urban area. Landscaping also contributes to creating a healthier and more sustainable environment. A diverse and healthy urban forest provides many environmental benefits, including enhanced energy efficiency, stormwater management, air quality, and wildlife habitat.

Trees provide an inexpensive form of “air-conditioning” by contributing to micro-climate control during the hot summer months. The shade provided by a mature tree canopy reduces the buildup of surface temperatures in paving and buildings (i.e., the “urban heat island effect”). This, in turn, makes streets more comfortable for pedestrians and reduces air conditioning required for buildings, both of which result in reduced energy consumption and improved air quality. A more comfortable pedestrian environment means fewer vehicle trips, less gas consumption, and fewer carbon



Figure 3-75. Street trees supplemented with additional landscaping create an inviting streetscape.



Figure 3.76. Permeable pavement and rain gardens provide stormwater management benefits (Portland, OR).

emissions. Reduced air conditioning means less electricity used and less air pollution related to power generation.

The combination of foliage cover, permeable surfaces, and evapotranspiration provided by trees and other vegetation contribute to improved stormwater management and water quality, and reduced demand on City infrastructure. The combination of foliage cover and permeable soil slows stormwater runoff and increases groundwater infiltration. By doing so, it also reduces peak storm flows that periodically contribute to exceedances in the capacity of the City’s combined sewer system and the resulting overflow of

D. Landscape (continued)

untreated water onto streets and into the river. The City's Storm-water Quality Design Manual should be consulted for planning and design guidance and requirements.

The urban forest also helps battle climate change, by removing carbon, a major contributor to the "greenhouse effect", from the atmosphere. Through the process of photosynthesis, trees remove carbon dioxide (CO₂) from the atmosphere and store it in their cellulose. Tree and other plant foliage also absorb other gaseous pollutants through their leaf surfaces and can remove up to 60% of the particulate matter from the atmosphere.

Clearly Sacramento's robust urban forest is a significant amenity and asset. The mature tree canopy that graces the Central Core streets and parks leaves an indelible impression on those who visit Sacramento and engenders great pride for Sacramentans. Maintaining and expanding that urban forest represents an ongoing challenge. There has been increasing concern about the potential implications for the health of the urban forest as taller buildings with subsurface garages are built to right-of-way lines, occupying space previously available for tree canopies and roots. With redevelopment. There is an opportunity to ensure that future development reserves the space needed for a healthy urban forest.

The very maturity of the City's urban forest raises another challenge, which is how to maintain its health as existing trees reach an age at which they naturally begin to decline. Finally, today's urban forest was planted primarily to provide shade and enhance neighborhood aesthetics. As the City embarks on an agenda to become more sustainable, a more comprehensive strategy for landscaping the urban environment is needed that more fully engages the urban forest's environmental function and optimizes its role as part of Sacramento's green infrastructure.



Figure 3-77. Seating and landscaping in a commercial plaza.



Figure 3-78. Large expanses of pavement should be broken up with landscape elements.

*The term "heat island" refers to urban air and surface temperatures that are higher than in nearby rural areas due to decreased vegetation, reduced air flow due to buildings, and waste heat from cars, air conditioners, and other forms of energy consumption. Concrete and masonry materials store heat during the day and re-radiate it at night.

D. Landscape

D.1. General Landscaping Guidelines

Guidelines

1. **Comfort and Interest.** Landscaping shall be introduced to the public realm to contribute to the quality of the pedestrian experience by adding color, texture, and form that add visual interest, and providing scale, shade, and buffering that contribute to the sense of comfort.
2. **Planters.** In order to provide variety and visual interest, public realm landscaping may include permanent above-grade planters, movable pots and planters, and hanging planters in addition to tree wells and planting strips.
3. **Location.** Typically, the Public Amenity Zone separating the sidewalk from the street will be the primary landscape zone, although landscaping can be introduced to all sidewalk zones as long as adequate clearance is maintained.
4. **Urban Context.** Plant materials should be in scale and compatible with the adjacent land uses and buildings. Plant materials and landscaped areas should be used to enhance the appearance of structures, define site functions and edges, and screen undesirable views.
5. **Local Climate and Ecology.** Plant species should be selected that are suited to climatic conditions in Sacramento, including native or naturalized species that provide potential habitat for local wildlife.
6. **Reduction of Water Consumption.** To minimize maintenance and water consumption, emphasis should be placed on the selection of native, drought-tolerant species, and all landscape areas should be irrigated with high-efficiency automatic drip and low-flow watering systems.
7. **Water Reuse.** To minimize water consumption associated with public realm landscaping, the use of rainwater harvesting and recycled water for irrigation purposes should be encouraged and expanded.
8. **Planting Conditions.** When selecting trees and planting material, consideration should be given to their compatibility with the physical conditions of the urban setting, such as limited space for roots and canopies, limited soil fertility, impervious coverage of the root zone, heat buildup, increased urban pollution, and compatibility with adjacent uses.



Figure 3-79. Raised planters create informal seating opportunities



Figure 3-80. Landscaping can be accommodated in a combination of planting strips and pots. Native drought-tolerant plants are recommended

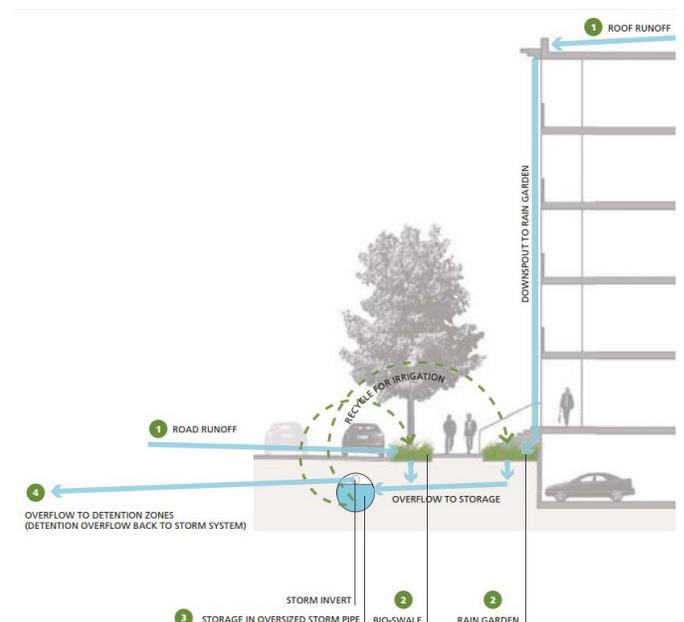


Figure 3-81. A network of stormwater management strategies should be employed in the Central Core where possible.

D. Landscape

D.1. General Landscaping Guidelines (continued)

9. **Plant Selection.** Plant species should be responsive to climate, existing species and planting patterns, although planting diversity is allowed where it complements and does not detract from a prevailing planting theme or pattern.
10. **Plant Selection for District/Corridor Identity.** Species selection should include one or two species that are repeated regularly over the length of a block) or throughout a district to provide visual continuity.
11. **Maintenance.** Landscaped areas should be properly maintained, which includes watering, removing debris and litter, modifying tree grates, and pruning and replacing plants when necessary. Adjacent private property owners are required to maintain the grounds and trees on any unpaved portion of the adjacent public street right-of-way where space is provided for a city street tree or other planting, regardless of whether the adjacent property is developed.
12. **Vertical Clearance.** To maintain proper clearance:
 - Shrubs should be trimmed to three (3) feet or less in height above the grade of the sidewalk
 - Tree canopies should be trimmed up to at least eight (8) feet over the sidewalk and fourteen (14) feet above the street
13. **Seating.** Permanent above-ground planters should be designed so that the height and width of planter walls create suitable opportunities to double as informal seating areas.
14. **Storm-water Management.** Wherever feasible, landscaped areas should incorporate permeable or unpaved surfaces to reduce the “heat island effect,” aid in storm-water management, and supply water to the root system of adjacent plants. The Stormwater Quality Design manual for Sacramento and South Placer county should be referenced for further guidance.
15. Applicable city standards for sight-lines should be consulted.



Figure 3-82. Landscaping contributes significantly to the identity of an area.



Figure 3-83. Movable landscape elements provided by businesses



Figure 3-84. Fountain and landscape elements

D. Landscape

D.2. Street Tree Guidelines

Guidelines

1. **General.** In addition to playing important aesthetic and pedestrian comfort functions, the urban forest is also a vital component of the city's sustainability strategy. Street tree issues should be coordinated with the Urban Forestry Division.
2. **Tree Protection.** Maintain and protect existing trees wherever possible, including articulating the facades of adjacent buildings or stepping back of buildings above the street wall (refer to Private Realm guidelines for more discussion of building adjustments to preexisting street trees).
3. **New Tree Plantings.** New and/or replacement street trees should conform to the predominant existing planting pattern with respect to the scale, form and habit of species, spacing, and alignment. Species may need to be changed to reflect current horticultural best practices and site conditions.
4. **Trees in New Development Areas.** Street trees represent a critical framework element and piece of green infrastructure within the public right-of-way. In newly developing and/or redeveloping areas such as the Railyards, River District, and Docks Area, street tree design, including species selection, tree spacing, and planter dimensions, should occur concurrently with the development's build-to lines & setbacks. Street tree design should occur concurrently with, and guide, the selection and placement of public facilities such as street lights and signage, rather than being treated as an afterthought.
5. **Horizontal Clearance.** Appropriate horizontal clearance is dependent upon species and subject to approval. Chapter 12 of the Municipal Code and the DOT Design and Procedures Manual should be referenced. Generally, to maintain proper clearance and sight lines, street tree centerlines should be located no closer than:
 - 10-20 feet from a building façade, depending upon tree form,
 - 25 feet from the curb line of an intersection,
 - 5 feet from a driveway or alley,
 - 5 feet from fire hydrants, underground utilities, utility poles, and parking meters
 - 4 feet from sidewalk furniture,
 - Centered within the planter strip between the curb and the sidewalk
 - 15 feet from street lights
6. **Canopy Cover.** Street tree spacing and species selection should, in general, optimize tree canopy coverage throughout the city. While the maximum sustainable level of canopy coverage for a given location is dependent on individual site conditions, trees should be selected and placed in such a way as to create the most shade possible without unreasonably impeding on utility lines and the normal and expected use of the space.
7. **Tree Spacing.** The maximum spacing for street trees should not exceed 40 feet on center. The minimum spacing for street trees is 12 feet for trees with small mature size. The optimum spacing should be responsive to species type and canopy characteristics. As a general rule, the following spacing should be used:
 - Large canopy trees: 30 to 40 feet on center
 - Medium canopy trees: 20 to 30 feet on center
 - Small canopy trees: 15 to 20 feet on center



Figure 3-84a. Sacramento is renowned for its street trees. Preserving and enhancing the existing canopy is a top priority.

D. Landscape

D.2. Street Tree Guidelines (continued)**8. New Space for Additional Trees and Plantings.**

In order to achieve the City's objectives for canopy coverage and enhance its identity as the City of Trees even as development intensifies in the Central Core become more urban, alternative tree planting configurations should be pursued that allow for more trees of all sizes to be planted, including more large canopy trees. Changes in the public right-of-way that could accommodate additional and more sustainable tree planting include: narrowing streets (i.e., removing and narrowing lanes), adding medians and bumped out planting bulbs within the parking lane, and widening sidewalks and parkways. Corner sight-lines should be taken into consideration. Such actions require reconsideration of the design of the public right-of-way, and can only be done with full consideration of the implications for the circulation function of the street (see guidelines in Section B. Travelway Realm).

9. Double Rows of Trees. Generally, the Public Amenity Zone serves as the primary location for street trees in order to keep the pedestrian thoroughfare clear and to provide maximum space for tree canopies. However, on wide sidewalks a second row of trees may be planted interior to the amenity zone as long as adequate pedestrian way clearances are maintained. Similarly, additional rows of trees can also be added within the curb-to-curb street cross-section within the parking zone or in a center median.

10. Unified Tree Planting Scheme. To optimize the beneficial effects of street trees, both aesthetic and as green infrastructure, emphasis should be placed on establishing and maintaining a consistent and well-coordinated planting scheme within a district or along a specific corridor. A formal planting scheme that uses a single, regularly spaced, dominant species (or visually similar species of the same scale, form and habit) is appropriate for street trees in the Central Core Area. This should be done intermittently on a block basis to alleviate host specific diseases. Accent species that highlight special features or uses should be interspersed with the primary species, rather than replacing it.



Figure 3-85. Where sidewalks are wide enough, a second row of trees can be added for variety.



Figure 3-86. Streets shaded by mature tree canopies are an iconic image of Sacramento. Private development should be designed in relation to this urban community asset

D. Landscape

D.2. Street Tree Guidelines (continued)

11. **Pruning.** To maintain health of tree (e.g. safety, longevity) and provide a pleasing form, existing street trees should be pruned per ANSI standards, and not be topped.
12. **Vertical Tree Clearance.** Street trees should be selected that have a branching pattern and bottom canopy height at maturity generally fourteen (14) feet or higher that will not obscure commercial signage and storefront windows or conflict with truck access. Lower branching heights may be appropriate in plazas or other open spaces.



Figure 3-87. The east entry of the cal/EPA Headquarters building was setback around the canopy of an existing street tree. As a result, the tree provides strategic shade to a highly trafficked user route



Figure 3-88. Continuous planting trenches covered with permeable pavers provide for healthier trees.

D. Landscape

D.3. Tree Planting Guidelines

1. **Planting Conditions.** The urban environment is not the ideal setting for growing trees. Thus, it is critical that efforts be made to provide the best possible conditions for proper tree growth when planting new street trees, including ample soil planting depth, subsurface preparation, aeration, root protection, irrigation, and drainage. Newly planted street trees will need supplemental irrigation until they are established.
2. **Planting Trees in-ground v. in-planters.** Primary street trees should be planted directly in the ground. The use of above-grade pots or raised planters for primary street trees is discouraged. The use of above-grade pots or raised planters may be appropriate for smaller accent trees.
3. **Tree Wells.** Trees can be planted in parkway planting strips or in individual tree wells. Tree wells are preferred in higher intensity areas with high levels of pedestrian activity, particularly cross-traffic between on-street parking and adjoining buildings (e.g., retail districts, sidewalk cafes, etc.).
4. **Tree Well Dimensions.** In order to promote tree health, tree wells should generally be 6 feet by 6 feet or larger. In constrained areas, the minimum acceptable tree well is 4 feet by 6 feet. As existing trees are replaced, existing tree wells should be expanded wherever possible.
5. **Tree Grates.** In areas with high pedestrian activity, metal tree grates and tree guards may be used on all tree wells to protect trees, and allow for aeration and surface water collection. In areas with lower pedestrian traffic, decomposed granite in addition to park strips may be used. See expanded tree grate guidelines in Street Furnishings and Amenities section.
6. **Continuous Planting Trenches.** Even where tree wells are used, continuous planting trenches parallel to the curb should be installed, where possible, to provide maximum soil area for roots to spread. Trench areas may be filled with structural soil that prevents compaction and allows for better tree health. The sections of trench between tree wells may be covered with steel grating, cantilevered concrete, or pavers to create additional space for pedestrian amenities while also allowing air and water to penetrate.

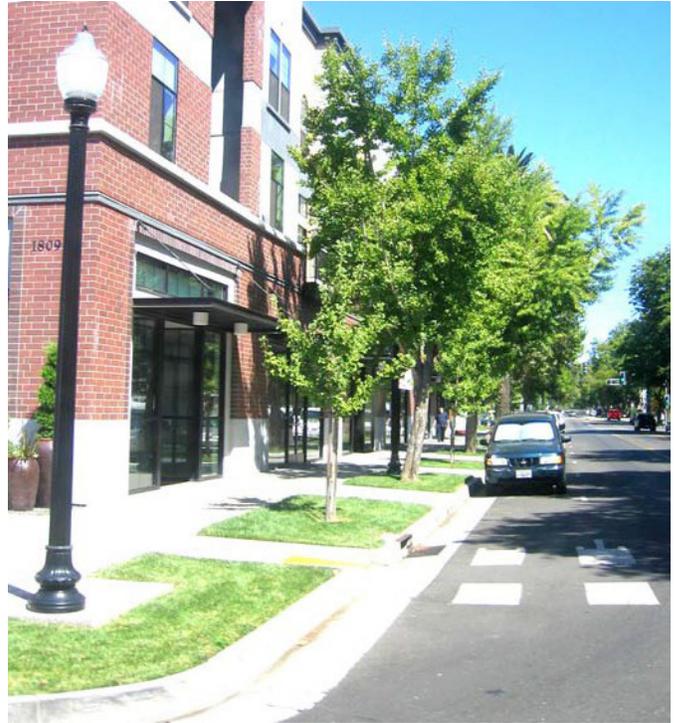


Figure 3-89. Park strips for street trees are appropriate on residential streets within the Central Core.

7. **Parkway Planting Strips.** Where appropriate, new parkway planting strips should be 8 feet wide. Where conditions are constrained, parkway planting strips may be approved at less than 8' wide by expanding the underground planting area using Silva Cells (or similar technology) and permeable pavement. In areas where sidewalk zones are widened, existing narrow parkway planting strips should be widened to 6 or 8 feet, whichever is feasible and underground planting area expanded as described above. An increased distance from building façade will maximize the space available for tree branching, canopy cover, and root zones. Ground cover in parkway planting strips should be drought tolerant and trees should be on a separate irrigation valve.
8. **Protecting Tree Roots.** In order to avoid damage to pavement, appropriate, deep-rooted trees should be selected, and root barriers should be installed as necessary.

E. Small Publicly Accessible Places

PRINCIPLE: Small Public Places shall be provided throughout the central city, supplementing the main civic-scaled park system.

Rationale

The Sutter Plan called for a large park surrounding the Capitol, and a grid of full-block parks at regular intervals. The opportunity to add large parks in the Central Core has passed. However, the provision of additional park space at the neighborhood level and scale can supplement these civic-scaled open spaces. Small Publicly Accessible Places constructed as part of private development projects can provide needed open space for surrounding residences, offices, and commercial buildings, especially when larger land parcels are not available, as is the case in most of the Central Core. Small Public Places will help fill any park deficiency gaps and help to create public gathering places that will foster a sense of community. The scale and features of these small public places should be consistent with its context.

The inclusion of small parks and plazas is also intended to provide needed relief from the hardscape and intensity of the denser land use patterns within the Central Core. Small Publicly Accessible Places will serve as visible and positive places to gather and recreate for persons living, working or visiting nearby. The intent is that Small Publicly Accessible Places will help create a sense of community and provide both passive and recreational facilities and experiences through facility alternatives less available in the past. They should be easily accessed by the surrounding neighborhood, so as to become a community meeting place and neighborhood focus at a very local level. Their central location facilitates the good casual surveillance typical of local, community-vested amenities.

Their smaller size generally limits their use to casual and passive recreation (i.e. no ball games), dog walking, etc. Their layout may include seating areas and sometimes children's play areas, often combining hardscaped and landscaped spaces with features like water fountains or raised stage areas.

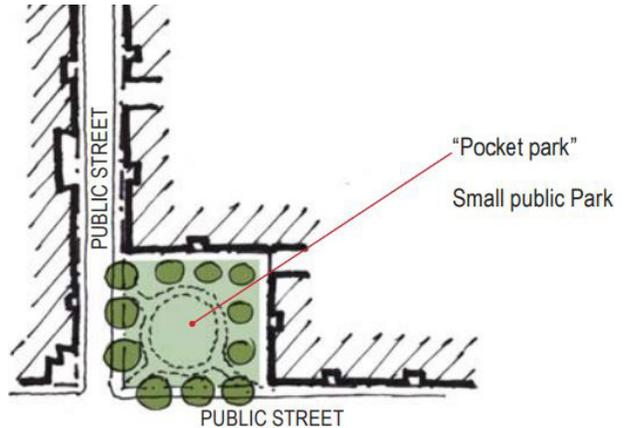


Figure 3-90. Small public places should be accessible from the public sidewalk.



Figure 3-91. Paley Park in New York City is a small, cobble urban room of just 4,200 sf (1/10 acre).



Figure 3-92. Neighborhood volunteers work to implement the Paige Booker pocket park in Indianapolis, IN.

E. Small Publicly Accessible Places (continued)

Although there is no minimum size, an example would be a small public space that fits on a single 40' x 80' lot. Small Publicly Accessible Places in many urban centers, like Paley Park (Figure 3-91) in New York City - at just 1/10 of an acre can provide valued respite from the city despite being small in size.

Small Public Places can contribute to local stormwater management strategies, serving as a storage area for runoff, with swales that may connect to larger systems, and through the provision of permeable areas.

Small Public Places may be public, private, or any form of partnership. They are often created on abandoned inner-neighborhood parcels. Many neighborhood groups provide the labor for implementation (Figure 3-92) and maintenance, while in some cases the City may want to perform this role.

Figure 3-92 is a project from Keep Indianapolis Beautiful Inc., a 30-year-old program aiming “to unite people to beautify the city, improve the environment, and foster pride in the community.”

Guidelines

1. The Parks and Recreation Master Plan should be referenced for policies and further guidelines for Small Public Places.
2. Design all new Small Public Places parks around a “purpose.” Applicants or Property Owners should identify an appropriate purpose for each of their proposed parks, preferably by meeting with the neighborhood and/or community to determine the most appropriate purpose of the future park, before it is designed. Categories of purposes could include Education; Socializing; Exercise; and Relaxation.
3. Small Public Places shall be designed to be accessible to the highest possible amount of users. They should be accessible from a public sidewalk and be inviting to the public.
4. Layout should include seating areas and central design features. The design should combine hard and soft landscape.
5. There is no minimum size for a Small Public Place, although established guidelines should be followed for a minimum size dependent upon the purpose of the park.

6. Encourage Small Public Places to contribute to local stormwater management strategies.



Figure 3-93. Aerial View & Plan of South Park, San Francisco (75' x 500'; 0.86 Ac)



Figure 3-94. Aerial View & Plan of Precita Park, San Francisco (120' x 800'; 2.2 Ac)



Figure 3-95. Panoramic view of the mini-park at 24th street in the Potrero Hill neighborhood of San Francisco

F. Public Art

PRINCIPLE: Public art shall be incorporated into the public realm to add visual interest for pedestrians and foster a distinct identity for individual districts and corridors.

Public art encourages pedestrian travel by adding visual interest to the public streetscape that enriches the pedestrian experience. Adding elements that visually and intellectually engage the community can be an effective means of encouraging pedestrian activity and fostering community identity. On a large scale, public art has the ability to enhance a district's identity, contribute to the creation of a new identity, or reinforce a design theme

Consideration should be given to the integration of public art into all aspects of the public and private realm. However, given the competition for space in the pedestrian realm, it is important to move beyond the concept of public art as discrete elements such as statues or sculpture that occupy their own space. Instead, public art should be conceived of as something that is integral to the design of the many elements that occupy the public streetscape making them more interesting, but not necessarily requiring more space. Thus, the design of all streetscape elements, including pavement treatments, street furniture, transit stops, light fixtures, etc., should consider the potential to incorporate public art.



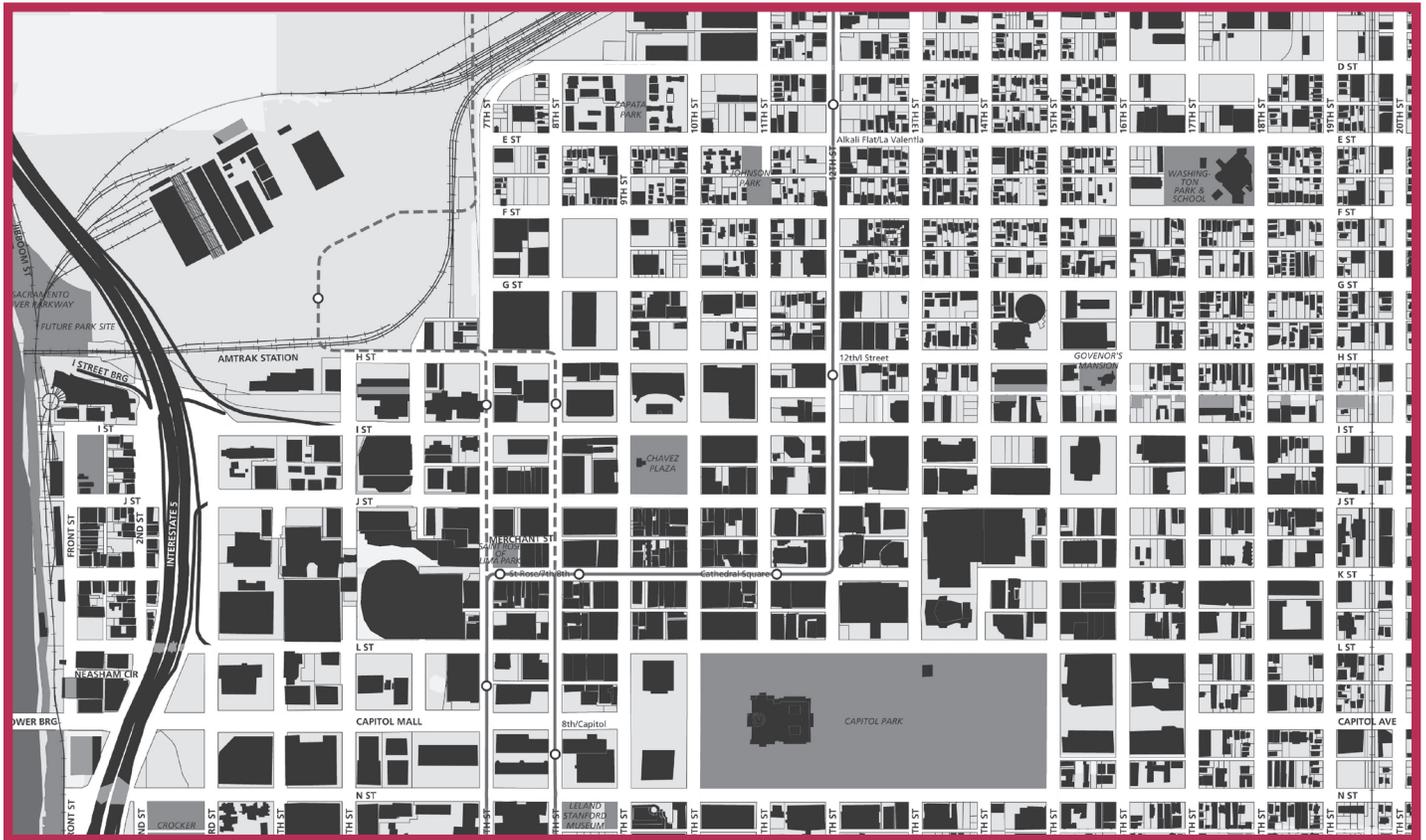
The Sacramento Metropolitan Arts Commission (SMAC) is the coordinating body for public art in the Sacramento region, and should be consulted in coordinating public art at the beginning stages of projects.

See the Public Art Chapter of the Downtown Specific Plan for Public Art Guidelines



Public art should be engaging, either through physical movement or public interaction.

Chapter 4: Private Realm Guidelines



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A. Introduction

The Private Realm

With its unique identity as an innovative and creative locale, Sacramento's Central Core Design Guidelines are intended to promote active building frontages, interesting façades, and architectural design excellence, and to create a more attractive and inviting public realm.

The Guidelines provide policy guidance to the Planning and Design Commission, Preservation Commission, and the City Council. Used in concert with the City of Sacramento Planning and Development Code and applicable building codes, this document will provide City staff and private interests a common basis for the evaluation of design and development issues during the design review and approval process.

This Guidelines document incorporates both mandates and recommendations. Where the word "shall" or "must" is used it is intended to be a mandate; and where the word "should" or "encouraged" is used, it is intended to be a recommended guideline. The mandates are treated as standards with little room for variation whereas the recommendations are subject to some interpretation and have room for minor variances.

Some key building components referred to repeatedly in this section are identified and pictured at the beginning of Part D - *Massing & Building Configuration*.

Review of Alternative Designs

The Central Core Guidelines are intended to be a framework and basis for the review of projects in a fair, consistent, transparent, and seamless fashion by the City of Sacramento. Although not all Design Principles will be met on any given project, staff will review projects for overall compliance to ensure it meets the intent of the design criteria set forth in this document.

As such, alternative designs that can be proven to achieve the design principles in some form will also be considered by City Staff. The Preferred Design will always be the recommended approach for proposed projects; however, when an Alternate Design can be proven to be appropriate, staff will be flexible and use reasonable judgment when reviewing projects.

Alternative Designs can be proven to be appropriate when the proposed design provides equal or greater amenities and benefits to compensate for areas of the project design not in compliance. Alternative Design projects should always strive to uphold the Urban Design Policies set forth in this document related to context, architectural character, project scale, pedestrian experience, exterior material quality, integration of building services, and sustainable design.

Central Core Urban Design Policies

The Design Guidelines are designed to fulfill a set of objectives outlined below that guide new development in the Central Core area to embody a high architectural and urban design standard. The guidelines that form the criteria for Private Realm architectural review are based on the following policies:

1. **Context:** Allow for creative architectural solutions that acknowledge contextual design through emulation, interpretation, or contrast in character.
2. **Character:** Complement the architectural character of existing historic building enclaves and promote harmony in the visual relationships and transitions between new and older buildings.
3. **Character:** Complement the architectural character of existing historic building enclaves and promote harmony in the visual relationships and transitions between new and older buildings.
4. **Pedestrian:** Animate building edges on the ground floor to create an inviting public realm, with frequent windows, entries, outdoor dining along the street (where appropriate), and architectural details to provide visual interest and enhance the pedestrian experience
5. **Materials:** Promote efforts to utilize high quality building materials, detailing & landscaping.
6. **Integrated Services:** Promote functional & aesthetic integration of building services, vehicular access and parking facilities.
7. **Sustainable Design:** Promote sustainability in building design, construction and operation.

B. Site Planning

The Site Planning Guidelines are intended to guide the layout and site design of a parcel. These guidelines account for the physical, regulatory and programmatic forces that help to determine the optimum building footprint and envelope on a site given that parcel's constraints and opportunities.

The site planning needs to balance forces from outside the site, e.g. traffic volumes on adjacent roads and existing trees in the public right-of-way, with internal site constraints, e.g. required setbacks, existing trees, and parking demand.

These guidelines introduce some key site planning concepts. Categories of guidelines, which are keyed in at the diagram at right, include:

1. **Setbacks & Build-to-Lines**
2. **Tree Setbacks**
3. **Lot Coverage**
4. **Open Space**
5. **Landscaping**
6. **Project Size & Building Type**
7. **Site Access, Service Areas and Utilities**

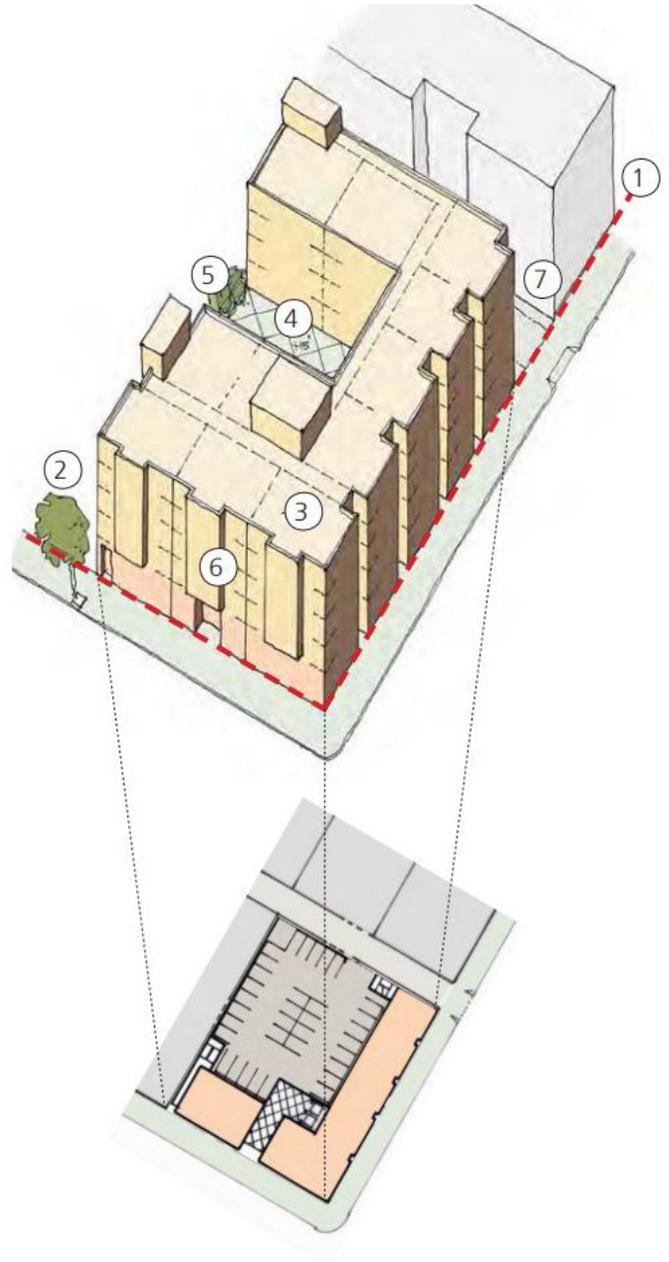


Figure 4-1

B. Site Planning

B.1. Setbacks and Build-to-Lines

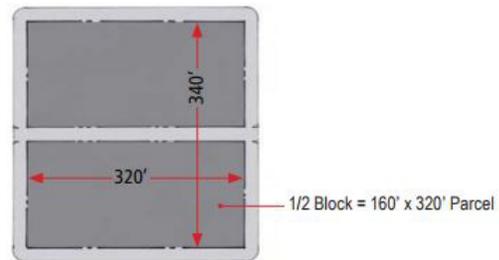
PRINCIPLE: New buildings shall have a setback appropriate to the district, typically similar to its immediately adjacent existing buildings.

Rationale

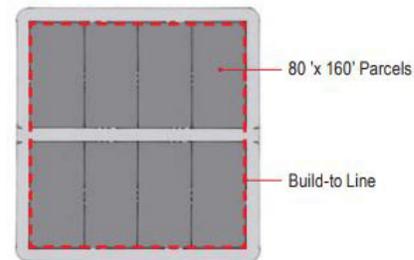
In order to create a coherent public realm throughout the city, the edge of the private realm should be established with consistently aligned building frontages. The amount of setback should be appropriate for the district. Depending on the intended character of the street, the space between the property line and the frontage line (typically referred to as the front setback) can be treated as an extension of the sidewalk, a discrete hardscaped area (e.g., with café space), or a landscaped area providing privacy for ground floor occupants. In the three-part anatomy of the sidewalk from Chapter 3, the setback area will likely constitute the “Frontage Zone” but in some cases may also contribute to the Pedestrian Zone. For example, buildings would have little or no setback in the Central Core, where the highest level of public activity occurs. In more residential areas, a wider setback is appropriate, where a landscaped zone between the building and the back edge of the sidewalk provides a privacy buffer. Build-to-Lines are established to ensure that the setback is a specific required distance rather than a minimum. The main massing of the building should be established along the Build-to-Line. In the Central Core, this will hold the consistent line of the street wall. In order to retain design flexibility, the amount of a building’s façade that must align with the Build-to Line must meet a given

percentage. The Build-to Line can be required for 100% of the building frontage in certain Central Core locations, or a minimum percentage in other locations where a public plaza, for example, might be a desirable feature.

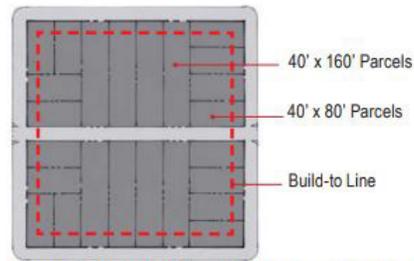
Required setbacks can permit the tree canopy of the existing mature street trees (which have been deemed healthy by a certified arborist) to remain unobstructed (See Chapter 4, Part B2).



Prototypical Sacramento urban block, with service/access alley running east/west, parallel to the lettered streets.



Typical Build-to Line in the Central Core: Building to align with edge or parcel Division of typical block into 80'X160' parcels, oriented to the lettered (east/west) streets.



Typical Build-to Line in the residential areas, like Alkaili Flats: Buildings to set back 10'-15' from the parcel edge; with subdivision of typical block in residential neighborhoods shown.

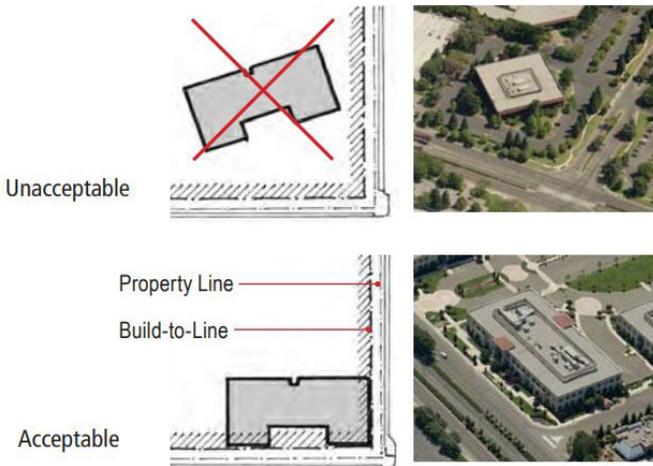


Figure 4-2. Diagrams illustrating the proper and improper placement of a building in relation to the Build-to Line.

Figure 4-3. Diagrams illustrating the prototypical placement of Build-to Lines, both in the CBD (center diagram) and in more residential areas (bottom) of the Central Core.

B. Site Planning

B.1. Setbacks and Build-to-Lines (continued)

Guidelines

1. The percentage of a building’s front façade that should be placed on the Build-to-line is dependent on its context, i.e., its adjacent buildings, and its location in the city. It should also be appropriate for its building type. The edge of the private realm is thus established with consistently aligned building frontages. For example, buildings would have little or no setback in the CBD, where the highest level of public activity occurs. In more residential areas, a wider setback is appropriate, where a landscaped zone between the building and the back edge of the sidewalk is desirable.
2. Buildings with ground floor residential uses should have landscaped buffers within the setback area. Where sidewalk dimensions permit, this landscaped zone may merge with any Frontage Zone of the sidewalk for a continuous frontage zone in front of the building. Front porches or terraces may encroach within this landscape zone.
3. Building with ground floor retail, restaurant or café uses should have hardscape surfaces within any setback area, resulting from the distance between the Frontage Line and the property line. This hardscape can be

- indistinguishable and seamless with the Frontage zone of the adjoining sidewalk.
4. Building with ground office, lobby, and/or community gathering space may have hardscape surfaces or landscape within any setback area and may be treated with the Frontage Zone of the adjoining sidewalk.

The Zoning Code provides precise setback requirements

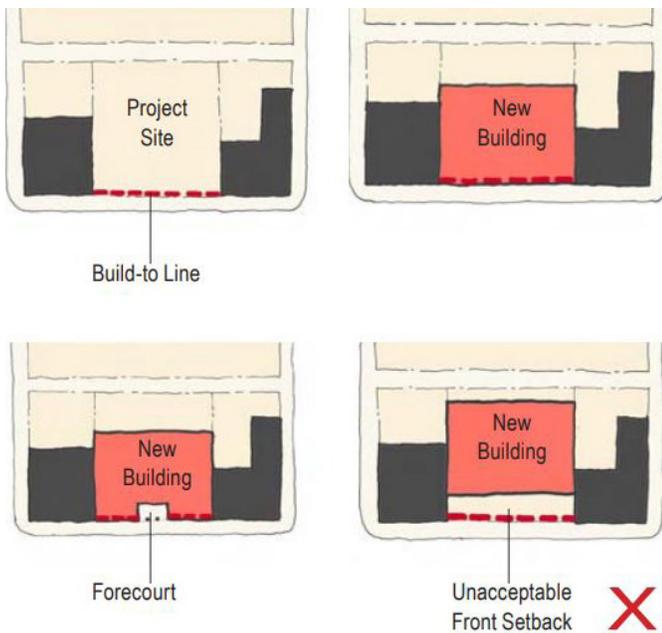
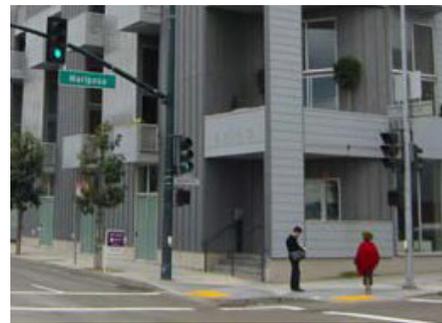


Figure 4-4. Diagrams illustrating the placement of a building in relation to the Build-to Line.



0' Setback. Stacked loft apartment building.



3' Setback. Multifamily residential development.



12' Setback. Duplex residential development.

Figure 4-5.

B. Site Planning

B.2. Building Setbacks From Trees

PRINCIPLE: New buildings shall set back and/or step back appropriately in relation to existing mature trees and planned trees.

Rationale

Sacramento is the City of trees, a capitol renowned for its streets shaded by mature street canopies. The city’s urban forest is an invaluable amenity for the public realm, but can often cause a conflict in the area of private realm development. Urban forest guidelines issued by the City of Sacramento’s Urban Forest Services Division, contain guidance for balancing development with a healthy urban forest.

The aim of this guideline is to give clear guidance to all parties regarding development strategies related to all kinds of trees - existing and planned, young and mature.

Guidelines

The root area of a tree is usually understood to be approximately equal to its leaf canopy. As such, new development should not disturb this area. Effort must be made to minimize the impact to existing trees, including their canopies and root systems, and to keep the surface area above the tree’s root systems permeable.

1. Public Realm Street Trees. New buildings should not be placed under the canopy of existing or planned public realm street trees; nor should any underground excavation occur under the canopy, except:
 - Single-story exterior porches.
 - Fencing/walls lining a property’s boundary, and their requisite foundations.
2. Consult existing urban forest guidelines to determine the average canopy spread of young trees adjacent to the parcel to be developed, and set back accordingly.
3. Refer to the Public Realm Guidelines for guidance on new development which includes new public realm street trees.

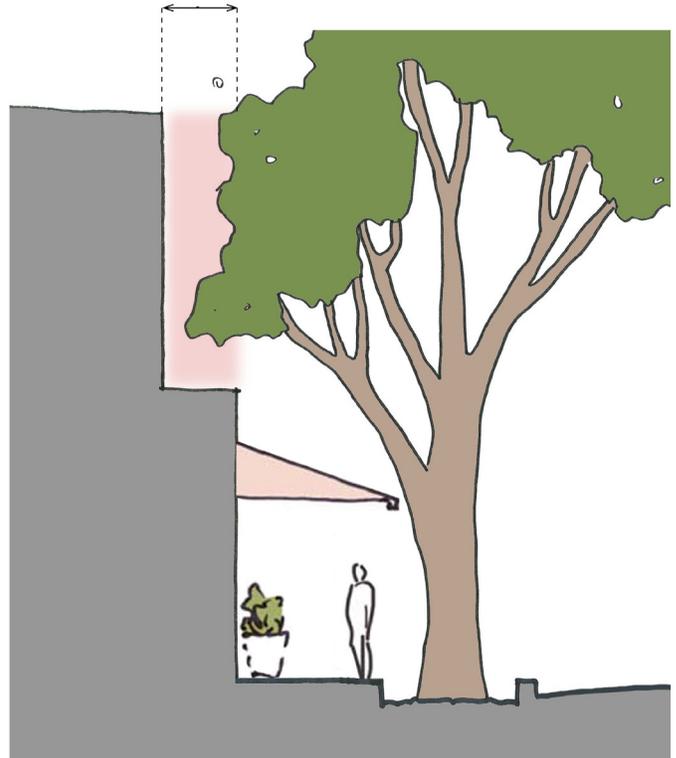


Figure 4-6. Use of a building step-back to allow space for canopy of large existing trees.

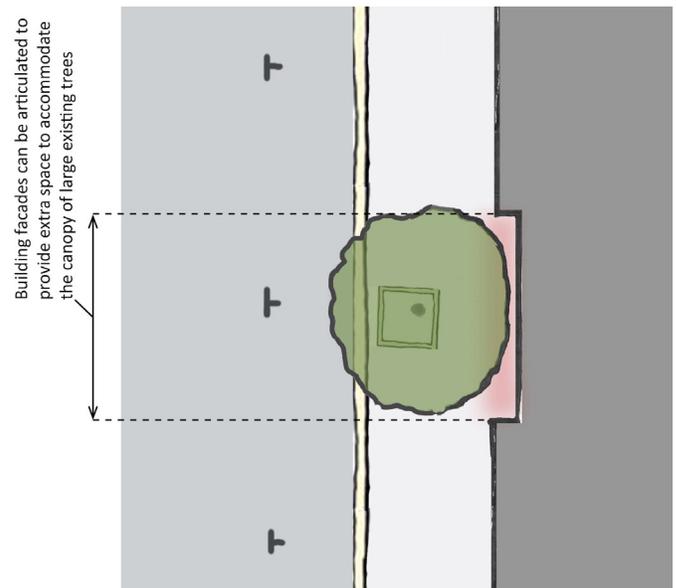


Figure 4-7. Building facades can be articulated to provide extra space to accommodate the canopy of large existing trees.

B. Site Planning

B.2. Building Setbacks From Trees (continued)

4. Private Realm Trees

While trees are undoubtedly a public and private amenity, they can have challenging maintenance requirements for some home-owners, due to their potential for causing storm-related damage.

- 4.1. New buildings should be appropriately placed in relation to existing private realm street trees.
- 4.2. New development should endeavor to save and/or relocate within the parcel all existing trees that are deemed by a certified arborist to be of good health.

- 4.3. Redevelopment and new development should endeavor not to hazardously infringe upon the canopy of a tree on an adjacent parcel.
- 4.4. New development should include new trees in the private realm wherever possible, thereby increasing the health and density of the city's urban forest. See Figures 4-9 to 4-12.

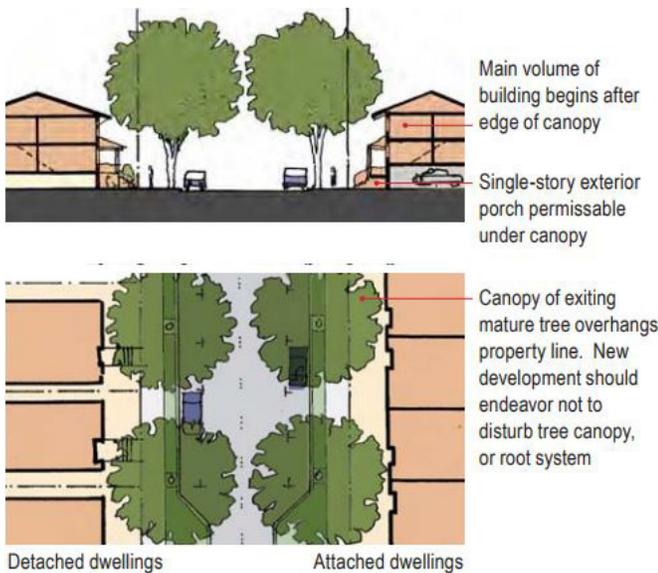


Figure 4-8. Prototypical street section and plan showing the relationship of street trees to property lines, parking and building volume.



Figure 4-9. Figures 4-9 to 4-12. Even where front, side and rear setbacks are narrow, new development should seek to include trees in the private realm to complement the city's urban forest of street trees, as shown in these examples from Sacramento's streets and alleys.



Figure 4-10.



Figure 4-11.



Figure 4-12.

B. Site Planning

B.3. Open Space

PRINCIPLE: Open space is an essential and shall be provided on-site for new developments, in a range of public, common and private open space types.

Rationale

This covers the amount of public, common and/or private open space required per dwelling unit of residential development.

Open space which is well-designed, local and accessible is a key component of any livable city, and a public benefit signaling the quality of downtown. Apart from the centrally located Capitol Mall, Cesar Chavez Park and St. Rose of Lima Park, the City of Sacramento’s Central Core area has an open space deficit. In accordance with the city’s Parks Masterplan and Small Public Spaces guidance, new development should provide a range of open space types for its users and visitors, on-site.

Guidelines

Public, Common and Private Open Space should be provided as follows:

1. **Public open space**
 - 1.1. Must be open to the street or public right-of-way and accessible to all citizens.
 - 1.2. This element should be provided either as a dedicated courtyard or plaza.
 - 1.3. Public open space should include hard and soft landscaping, areas for sun and shade, benches and water features, where appropriate.
 - 1.4. It must be accessible and meet ADA requirements.
 - 1.5. See also Chapter 4, Part B.4. - Open Space - Small Public Places.
2. **Common/Private Open Space.**
 Belongs to the residents and is either in the form of a secure garden or roof-deck above the base of the building, or in the form of private balconies attached to each unit.
3. **Open Space Quantities.**
 Open space amounts should comply with City of Sacramento Parks Department’s Quimby requirements.

Open Space Types



Figure 4-13. Public open space - forecourt in front of Park Plaza Tower, Sacramento.



Figure 4-14. Figure 4-15. Figures 4-14 and 4-15. Examples of common or shared open space - two secure residential courtyards in, Portland, OR (left) and San Jose, CA (right).

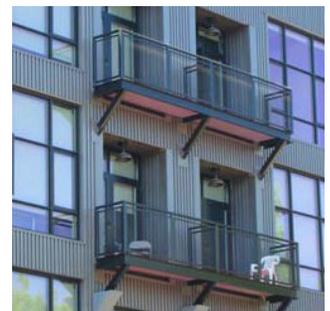


Figure 4-16. Figure 4-17. Figures 4-16 and 4-17. Private open space-balconies outside apartments, Sacramento.

B. Site Planning

B.4. Small Public Open Spaces

.....
PRINCIPLE: Encourage the provision of new Small Public Open Spaces

Rationale

Small public spaces are a key component of the open space network in the Central Core. Small Public Places may be public, private, or any form of partnership. Given that larger land parcels are not available, as is the case in most of the Central Core, privately owned public open spaces will become an important strategy for strengthening the public realm in the future.

Small Public Places can provide needed open space for surrounding residences, offices, and commercial buildings, and serve as visible and positive places to gather and recreate for persons living, working or visiting nearby. The inclusion of publicly accessible small parks and plazas is intended to provide a complement to taller buildings and needed relief from the hardscape and intensity of the denser land use patterns within the Central Core. Small Public Places will help create a more liveable city.

Guidelines

1. **Purpose.** Design all new Small Public Places parks around a “purpose.” Applicants or property owners should identify an appropriate purpose for each of their proposed parks before it is designed, preferably by meeting with the neighborhood and/or community to determine the most appropriate purpose of the future park. Categories of purposes could include education; socializing; exercise; and relaxation. They should not be limited to addressing the needs of office workers and patrons of downtown commercial buildings, but should permit other kinds of space that meet a demonstrable need, such as children’s playgrounds, workout space for tai chi and active sports facilities.
2. **Site design.** Layout should include seating areas and central design features. Flexible seating arrangements are encouraged. The design should have adequate access to sunlight, and combine hard and soft landscape.
3. **Size.** There is no minimum size for a Small Public Place, although established guidelines should be followed for a minimum size dependent upon the purpose of the park.
4. **Ecological Design.** Privately owned public open spaces should provide enhanced landscaping and ecological functionality, and contribute to local storm-water management strategies. Plazas, particularly because they are open expanses of paved material, should be designed to capture, filter and recycle rainwater from adjacent buildings and streets.
5. **Accessibility.** Small Public Places shall be designed to be accessible to the highest possible amount of users. They should be accessible from a public sidewalk and be inviting to the public.
6. **Signage.** Provide signage of adequate size and location to inform the public. The sign should include the name of the owner of the building; the name, address and phone number of the person designated to maintain the open space; and a statement that complaints regarding the open space may be addressed to named city agencies.
7. The Parks and Recreation Master Plan should be referenced for policies and further guidelines for Small Public Places.



Figure 4-18.



Figure 4-19.



Figure 4-20.

Figures 4-18 to 4-20. Small public spaces in Sacramento’s Central City: The plaza of the CalEPA building, St. Rose of Lima Park, the Freemont Community Garden.

B. Site Planning

B.5. Landscaping

PRINCIPLE: On-site open space shall be landscaped to make the space comfortable, attractive, and complimentary with the surrounding architecture.

Rationale

The quality of an open space on a parcel is only as good as its design and landscaping. Landscaping has a significant impact on the experience, texture, and temperature of an open space. The landscaping component needs to be included and implemented as part of any new development. Landscaping needs to be appropriate to the intended use of the space.

Guidelines

1. Landscaping should be used to activate building facades, soften building contours, highlight important architectural features, screen less attractive elements, add color, texture, and visual interest, and provide shade.
2. Landscape materials should be of high quality and suitable for the central valley climate. Given the general lack of precipitation, naturalized and low-water use plant species are preferred.
3. The creation of semi-public outdoor spaces such as on-site plazas, patios, courtyards, paseos, terraces and gardens that support pedestrian activity and community interaction is strongly encouraged, particularly in larger projects.
4. To promote user comfort, plazas and courtyards should be well defined by buildings and landscaping, comfortably scaled, landscaped for shade and ornament, furnished with areas for sitting, and lighted for evening use.
5. Planting and finishes should be selected appropriate to the type and volume of use. Durability of the landscaping is a key component how the space will be used and maintained long after implementation.

Hardscape Paving

1. Decorative paving treatment, texture and color of surfaces under arcades, colonnades, or within courtyards and plazas should complement the architectural character and materials of the project.
2. Well designed utility grills or vents in conjunction with decorative surface materials are encouraged.
3. On-site paving material should have non-slippery surface when wet.
4. Paving treatment and material may extend into the public sidewalk ROW. Public realm paving alterations to sidewalks and streets are discussed in the Public Realm chapter of these guidelines. See Chapter 3.

Landscaping



Figure 4-21. Appropriately scaled planting defines mid-block pedestrian alley.



Figure 4-22. Planting helps screen utilities.

B. Site Planning

B.6. Project Size and Building Type

PRINCIPLE: The areas of the Central Core with the highest density shall be developed with a rich mix of parcel sizes, land uses, massing and architectural variety.

Rationale

While minimum lot sizes are a standard feature of many cities, including the residential districts of Sacramento, consideration should be given to establishing a maximum project size as well. Projects that approach the size of an entire block or more can often be repetitive and monotonous, inserting potentially homogeneous design, land uses and their related mono-cultures into a city neighborhood.

It is desirable to encourage a rich mix of both land uses and architectural variety in the city. Each urban block should include a mix of uses, building types, heights and styles. Design concepts for large scale projects more than one-half block in size should achieve a refreshing variety of style and avoid monotonous repetition of architectural form and details on multiple buildings. This situation has been achieved in some of the Little Italy blocks in San Diego and the proposed four city block development of Laguna Hill on the site of the former UC Berkeley extension in San Francisco

Guidelines

1. Projects that propose the elimination of any city street or alley should be discouraged. If the elimination of a street or alley is proposed, the publicly accessible right-of-way or easement should be kept in its place.
2. If a project is more than 2.5 acres, it should be subdivided with an appropriate number of public streets.
3. Any development site greater than one quarter of a city block should include at least 2 buildings types, and roof heights which include at least a 15' variance across the project. See Figure 4-25.

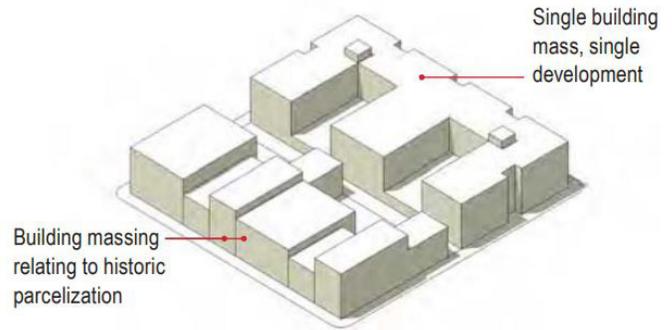


Figure 4-23: This diagram shows two scenarios. To the left, buildings relating to the historic block parcelization. To the right, a single building mass which occupies numerous lots developed in aggregate.



Figure 4-24: A mid-block link established: the plaza between the old and new City Halls.



Figure 4-25: This apartment building development includes two building types in close proximity: mid-rise stacked flats (in red brick) and low-rise, wood frame residential building (cream colored).

B. Site Planning

B.7. Site Access, Service Areas and Utilities

PRINCIPLE: To minimize the functional and visual impact of site access areas, service areas and utilities connections, they shall be carefully designed, and located generally, off of alleys, or along the least-trafficked edges of the parcel.

Rationale

Vehicular access areas, service areas and utilities connections need to be optimally located so that they are both visible yet secondary to the building’s key features, typically the main entrance or public areas and do not impact negatively impact the pedestrian experience.

Guidelines

1. **Vehicle Access Location.** If a project site has an alley adjacency, all vehicular access should be from the alley (primary access). If there is no alley adjacency, access is preferred to come from the numbered streets (secondary access). Only if there is no other alternative available should vehicular access be given from a lettered street (tertiary access).
2. **Permitted Service Access.** New access to a site is not permitted off of any street along the route of the Downtown Streetcar unless approved by the City Traffic Engineer.
3. **Servicing.** If a project site has an alley adjacency, all vehicular access should be from the alley (primary access). If there is no alley adjacency, access is preferred to come from the numbered streets (secondary access). Only if there is no other alternative available should vehicular access be given from a lettered street (tertiary access). Under no circumstances will access to a site be available off of any street along the route of the Downtown Streetcar.

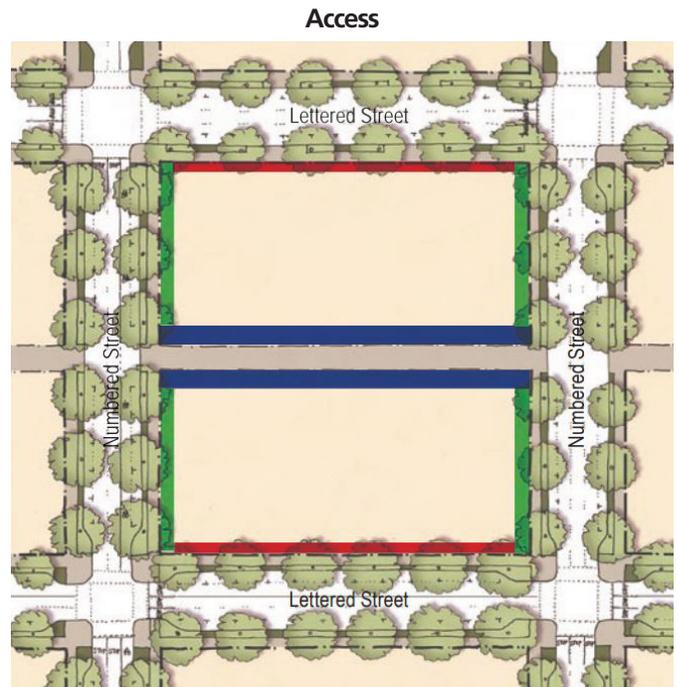


Figure 4-26.

- Primary Access
- Secondary Access
- Tertiary Access



Figure 4-27. Mechanical equipment attractively screened at the rear of the building and vented to Alley.

B. Site Planning

B.7. Site Access, Service Areas and Utilities (continued)**4. Trash & Removal of Trash**

- 4.1. The trash pickup route should be located along alleys, where possible. Where alleys are designated as pedestrian routes, additional requirements may apply.
- 4.2. Retractable bollards on shared-use alleys and pedestrian alleys shall limit trash pick-up times to off-peak hours.
- 4.3. Trash storage areas shall not be in the 20' public right-of-way of the alley, but rather be recessed into the private parcel. The trash area should be protected from rain, and secured behind a locked door or gate.
- 4.4. Where it is physically infeasible to provide waste storage facility within the developments' interior space, the outdoor trash storage facility should be designed as follows:
 - The walls of the trash enclosure shall be constructed to be compatible with the main building.
 - The structure shall have lockable, decorative, heavy gauge, solid metal gates and be designed with cane bolts to secure the gates when in open position.
 - The height of wall shall be minimum six feet and contain a decorative roof to screen bin from view.
 - The perimeter of the facility shall be landscaped with climbing vines and/or shrubs.

5. Utility Connections

- 5.1. Utilities connections to buildings should be designed to minimize their occurrence and mitigate their visual impact.
- 5.2. Where possible, connections should be made on the private parcel, in a manner that is integrated with the building design. (See Figure 4-27).
- 5.3. Back flow and fire standpipes, along with utility box transformers should be screened with plantings (see Figure 4-26), not be left floating and exposed in setback zones (see Figures 4-28 to 4-30).

6. Mechanical Equipment

- 6.1. Mechanical equipment should vent to an Alley wherever possible. (See Figure 4-27).



Figure 4-28. Utilities connections should be accessible but screened with plantings



Figure 4-29. Utilities connections should be carefully located and integrated into the rhythm of the design



Figure 4-30. Decorative enclosure built into building façade can screen transformers and other utilities in a decorative manner.

B. Site Planning

B.8. Crime Prevention Through Environmental Design

.....
PRINCIPLE: Building and Site Design can play a significant role in reducing the opportunity for criminal activity and enhancing the feeling of safety by residents and visitors to the city.

Rationale

The basis of Crime Prevention Through Environmental Design (CPTED) is that proper design of the built environment can reduce the incidence and fear of crime. This in turn leads to improvements in the quality of life. In contrast to the approach of addressing crime concerns by implementing visually affronting security or target hardening measure such as hard barriers, security gates, security patrols, and the like, CPTED promotes high quality and visually pleasing solutions that enhance the legitimate use of space while minimizing opportunities for crime. CPTED is easy to apply and can be economical to implement if it is taken into consideration at the early planning and design stages of a project.

Principles

The four principles of CPTED are:

- **Natural Surveillance;**
- **Natural Access Control**
- **Territorial Reinforcement; and**
- **Maintenance and Management**

There are overlaps and synergies among these four CPTED principles. While they have been identified separately for convenience and clarity of understanding, in practice, they represent different facets of a single technique for dealing with the security of the physical environment. In respect to the first two principles, the term 'natural' refers to deriving surveillance and access control results as a by-product of normal and routine use of the environment.

A. Natural Surveillance.

The fundamental premise is that criminals do not wish to be observed. Surveillance or the placing of legitimate 'eyes on the street' (or plaza or park) increases the perceived risk to offenders. This may also increase the actual risk to offenders if those observing are willing to act when potentially threatening situations develop. So the primary aim of surveillance is not to keep intruders out (although it may have that effect) but rather, to keep intruders under observation. Natural surveillance can be achieved by a number of techniques. The flow

of activities can be channeled to put more people (observers) near a potential crime area. Frequently spaced entry doors, encourage pedestrian activity, windows allow observation from within adjacent buildings, lighting and the removal of obstructions can be placed to improve sight lines from within buildings.

B. Natural Access Control.

Properly located entrances, exits, fencing, landscaping and lighting, can subtly direct both foot and vehicular traffic in ways that decreases criminal opportunities. For example, locating, small 'liner' retail along what would otherwise be blank walls enclosing theaters or large format retailers allows for more pedestrian activity moving into and out of the area, Non-physical or 'psychological' barriers can also be used to achieve the objective access control. These barriers may appear in the form of signs, paving textures, landscape, or anything that announces the integrity and uniqueness of an area. The idea behind a 'psychological' barrier is that if a target seems strange or difficult, it may also be unattractive to potential criminals.



Figure 4-31.

B. Site Planning**Crime Prevention Through Environmental Design (continued)**

C. Territorial Enforcement.

People naturally protect a territory that they feel is their own, and have a certain respect for the territory of others. Clear boundaries between public and private areas achieved by using physical elements such as pavement treatment, art, signage, landscaping, and on occasion, fences or low walls, are ways to express ownership. Identifying intruders is much easier in such well defined spaces. Territorial reinforcement can be seen to work when a space by its clear legibility, transparency, and directness, discourages potential offenders because of users' familiarity with each other and the surroundings.

D. Maintenance and Management.

This is related to the neighborhood's sense of 'pride of place and territorial reinforcement. The maintenance and the 'image' of an area can have a major impact on whether it will become targeted. Maintenance and management need to be considered at the design state as the selection of materials and finishes will impact on the types of maintenance regimes that can be sustained over time. For example plant material should be selected for its size at maturity to avoid blocking sight lines.

Guidelines

CPTED involves the design of the physical space in the context of the normal and expected use of that space as well as the predictable behavior of people around the space. Conceptually, the four CPTED principles are applied through a "three D" approach, i.e, Designation, Definition, and Design.

1. Designation

- What is the designated purpose of this space (its program)?
- How does the design of the space support the program?

2. Definition

- How is the space defined?
- Is there a clear sense of 'ownership'?
- Are the borders understandable?
- Are there social or cultural definitions that will affect how the space will be used?
- Are there signs?

3. Design

- How well does the physical design support the program?
- How well does the physical design support the desired or accepted behaviors?
- Are there conflicts between the intended use(s) of the space the physical design?

C. Building Types

Background & Introduction

An understanding of building types is essential for all parties who are involved with developing, designing, reviewing and approving projects which are located in urban and transitional areas. Understanding building types allows for the informed assessment of a project's ability to provide sensible commercial, retail, residential, recreational and parking configurations on a given site, relative to its urban and economic context.

Sacramento's Central Core has developed with several key building types. Historically, the city began with mixed-use, low-rise and masonry buildings, and quickly expanded to include detached single family buildings. As the city flourished in the early 20th century, mid-rise masonry buildings (with iron/steel skeletons) rose in what is now the CBD area. Following the insertion of the interstate highway system, high-rise office and apartment buildings grew, with the latest group of office towers, from the last 20 years, giving Sacramento its skyline today.

High land values in the Central Core force redevelopment projects to carefully weigh the construction costs and returns of each building type. Low-rise construction is less expensive to build, per square foot, than high rise construction, allowing the Central Core to remain economically diverse with the delivery of workforce oriented housing units. Redevelopment in the Central Core has recently focused on a few key building types: low, mid and high-rise residential buildings, and low and high-rise commercial buildings.

This section discusses building types, including general urban design guideline recommendations for each type.

Building types in Sacramento



Figure 4-32.



Figure 4-33.



Figure 4-34.



Figure 4-35.



Figure 4-36.



Figure 4-37.

Figures 4-32 to 4-37. The evolution of building types in Sacramento: From (top) low-rise, mixed-use timber and masonry buildings and detached single family buildings, to (middle) mid-rise masonry buildings (with iron/steel skeletons), to (bottom) mid- and high-rise office and apartment towers.

C. Building Types

C.1.1. Residential - Low-Rise

PRINCIPLE: Low-rise residential development shall be included as a viable strategy for infill housing in established residential and transition zones.

Rationale

This section covers single family detached houses, semi-detached houses (duplexes), rowhouses and townhouses, and multifamily buildings. This category generally ranges from 1-1/2 story buildings to 5-story buildings, up to 50', and is typically built in Type V (typically wood frame) construction.

For single family parcels within the Central Core Design Review District, refer also to the Central City Neighborhood Design Guidelines for further guidance.

The following guidelines are recommended parameters for this category.

Guidelines

1. Site planning

- 1.1. Location: As allowed by Zoning Code.
- 1.2. Build-to Lines, Setbacks: 5'-15'. Should be consistent with adjacent buildings and Zoning Code
- 1.3. Side and Rear Setbacks: Consult Zoning Code
- 1.4. Public Open Space Requirement: Coordinate with City Parks Department for Requirements.
- 1.5. Landscaping: Required in front setback. Paved front yards are not permitted.
- 1.6. Trash storage area must be on site.
- 1.7. Parking access: Alley preferred or side street. Curb cuts from primary streets not permitted.

2. Massing and Building Controls:

- 2.1. Height Limits, to plate line: Generally 35' for single family houses, 55' for all other low-rise development.
- 2.2. Massing and bulk controls: Massing should generally be similar in scale to existing adjacent buildings. See also Chapter 4, Part D - Massing & Building Configuration.
- 2.3. Facades:
 - Ground level uses: Should be residential or mixed.
 - Transparency: Any nonresidential ground floor use should have walls 75% transparent, but never less than 60% transparent.

- Articulation of street-wall: Articulations should be spaced no further than 26' o.c. A lot up to 40' wide should have at least 2 articulations.
- Lighting: Nighttime lighting should be limited and discreet, with light-levels similar to adjacent properties.
- Facades facing the street should clearly present a front face of the building, not its side.

Low-Rise Residential Massing Diagrams

Figure 4-38.

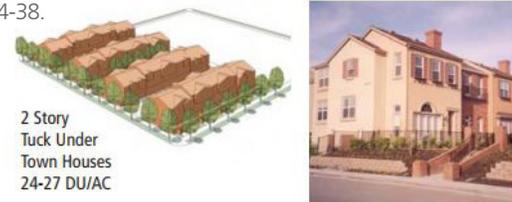


Figure 4-39.

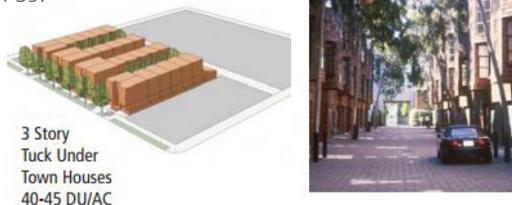


Figure 4-40.

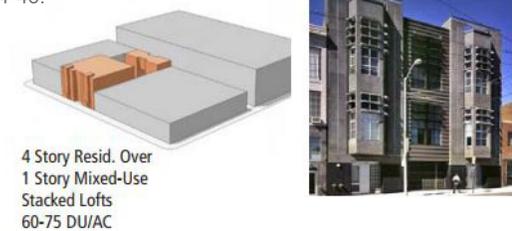
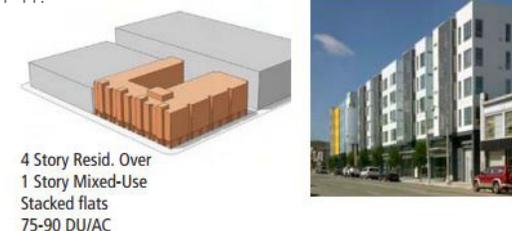


Figure 4-41.



Figures 4-38 to 3-41. Low-rise residential building types can be used to achieve urban-level densities, less expensive construction costs associated with Type V building, and massing that is compatible with single-family neighborhoods and historic districts.

C. Building Types

C.1.1. Residential - Low-Rise (continued)

- Entries: Entry locations should be obvious, easy to find, clearly visible facing the sidewalk, and safe. Non-corridor/elevator buildings should have Individual entries for each unit. Recessed entries are discouraged.
- 2.4. Fenestration & Windows: See Chapter 4, Section D.4.e.
 - 2.5. Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume. See Chapter 4, Part D.3.5 - Rooftops & Mechanical Penthouse Enclosures.
3. **Parking**
 - 3.1. Ratios: The number of parking spaces provided shall not exceed the minimum allowable by code by more than 10%.
 - 3.2. Location: Parking shall not be located on the front 1/4 of the lot (unless the lot has only alley frontage). Lots with access via a vehicular alley should locate access to all parking and garages off the alley. Where there is no alley access, parking should be at the back of the lot, accessed by a max. 10' wide drive. Lots narrower than 40' may have a street facing garage as a set back, subsidiary part of the house massing.
 - 3.3. Vehicle Access: Should be from alley. Only when alley access is not possible, will access from a numbered side street be considered.
 - 3.4. Screening of Parking: Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses on all floors where possible, If site conditions prohibit wrapped parking, then the ground floor of parking garage should have at least a 20' liner of habitable space ,and the parking structure shall be designed with articulation and fenestration patterns consistent with the overall project. See Chapter 4, Part E.1.
 4. **Sustainability**

Development should meet the criteria listed below for each project type, and be consistent with the City's sustainability policies:

 - 4.1. Single-family houses: LEED for Homes Certified performance level, an Ecohomes Very Good rating, or equivalent.
 - 4.2. Multifamily: Enterprise Green Communities criteria, or according to the Green Multi-family Design Guidelines by the California Integrated Waste Management Board, or LEED Certified performance level
 5. **Historic Neighborhoods**
 - 5.1. New residential buildings in Historic Districts should be designed in a manner sensitive to the dominant characteristics of the surrounding Historic District. This requires coordination with Preservation staff.

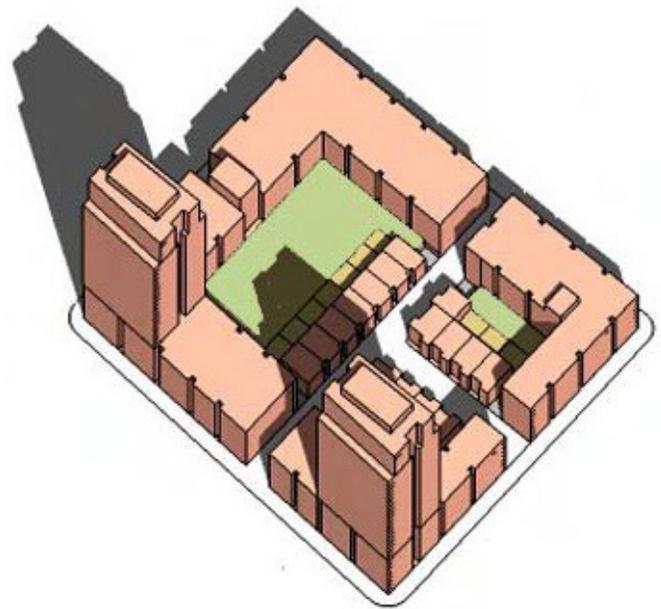


Figure 4-42. In the Central Core, a mix of residential building types, within the same block, is both typical and appropriate. This block depicts mid/high-rise towers and low-rise multi-family buildings, with mews and townhouses lining the alleys.

C. Building Types

C.1.2. Residential - Mid-Rise

PRINCIPLE: Mid-rise residential development shall provide both effective densities and local service amenities in their ground floor mixed-use areas.

Rationale

This section covers projects which range from 50-100' in height, and are primarily residential though it is preferable that they have a mixed-use component on the lower levels. Mid-rise residential buildings typically include stacked flats, stacked lofts, and various combinations of the two. This category generally ranges from 6-story buildings to 8-story buildings, where the top floor is no more than 75' above finished sidewalk level, and is typically built in Type IIIA (up to 5 stories of wood frame over 2 stories of concreted) or Type I or II (typically concrete/steel or steel/metal stud respectively) construction. The following guidelines are recommended for this category.

Guidelines

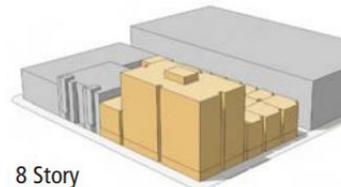
1. Site planning

- 1.1. Location: As allowed by Zoning Code.
- 1.2. Setbacks: Should be consistent with adjacent buildings and Zoning Code. Otherwise:
 - Front: 0'-6'
 - Side: zero setback allowed
 - Back: 6' from alley at garage entry/exit; otherwise zero setback allowed
- 1.3. Public Open Space: Coordinate with City Parks Department for Requirements
- 1.4. Landscaping or Hardscaping: Frontage Zone should be landscaped if ground floor is residential. Where ground floor is something other than residential it may be hardscaped.

2. Massing & Building Configuration

- 2.1. Height Limits to plate line: Generally 75' to top of highest occupied floor; 100' max overall.
- 2.2. Bulk controls: See Chapter 4, Part D.3.
- 2.3. Facades:
 - Ground level uses: Should be residential or mixed.
 - Transparency: Any nonresidential ground floor use (except parking and servicing) shall have walls at least 60% transparent.
 - Articulation of street-wall: Articulations should be spaced no further than 20' o.c.

Mid-Rise Residential Massing Diagrams

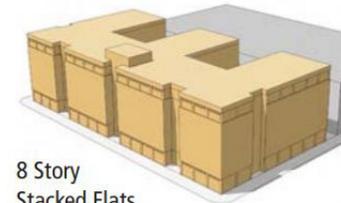


8 Story
Stacked Flats with
Town Houses
75 DU/AC

Figure 4-43.



Figure 4-44.



8 Story
Stacked Flats
100 DU/AC

Figure 4-45.



Figure 4-46.

Figures 4-43 and 4-44. Mid-rise residential building types can be used to achieve higher density levels than low-rise, but require more expensive Type I, II, or III construction

- Lighting: Should be appropriate to the ground floor uses, and respectful of adjacent property uses.
 - Entries: Entry locations should be obvious, easy to find, clearly visible from the sidewalk, and safe.
 - Recessed entries are discouraged.
- 2.4. Fenestration & Windows: See Chapter 4, Part D.4.e.
 - 2.5. Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume. Reference Chapter 4, Part D.3.5. - Rooftops & Mechanical Penthouse Enclosures for further elaboration of the subject.

C. Building Types

C.1.2. Residential - Mid-Rise (continued)

3. **Parking**

- 3.1. Ratios: The number of parking spaces provided shall not exceed the minimum allowable by code by more than 10%.
- 3.2. Location: Parking shall not be located on the front 1/4 of the lot. Lots with alley access should locate access to all parking and garages off the alley
- 3.3. Vehicle Access: Should be from alley. Only when alley access is not possible, access from a numbered side street will be allowed
- 3.4. Screening of Parking: Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses on all floors up to 60' in height where possible, if site conditions prohibit wrapped parking, then the ground floor of parking garage should have at least a 20' liner of habitable space and the parking structure shall be designed with articulation and fenestration patterns consistent with the overall project. See Chapter 4, Section E1.

4. **Sustainability**

- 4.1. Development should meet the criteria required for LEED certification (or another appropriate rating system) at a minimum.

5. **Historic Neighborhoods**

- 5.1. New mid-rise buildings in Historic Districts should be designed in a manner sensitive to the dominant characteristics of the surrounding Historic District. This requires coordination with Preservation staff.
- 5.2. Well-designed mid-rise buildings can be complementary to the character of an historic neighborhood, although they may be significantly taller than many or most of their surroundings. Many historic neighborhoods in the city have historic buildings which exceed 100', yet still clearly contribute to the character of the district. Height alone should not be cause for denial of a project, but rather design quality. The City of Sacramento's Historic Preservation director shall be consulted on an acceptable solution for this building type in an Historic District.

C. Building Types

C.1.3. Residential - High Rise

.....
PRINCIPLE: High-rise residential development shall be a desirable strategy to achieve high densities with minimal land consumption, best utilizing investments in public transit, open space & services, including family supportive uses.

Rationale

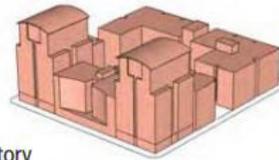
This section covers projects which are in excess of 8 stories, typically over 100’ high. High-rise residential towers will often have one or several floors of non-residential uses on the lower levels, included structured parking. They may also be combined with other lower-rise building types as part of the development. This category requires Type I construction, in steel or concrete frame. The following guidelines are recommended for this category.

Guidelines

1. Site planning

- 1.1. Location: As allowed by Zoning Code and/or General Plan.
- 1.2. Setbacks: Should be consistent with adjacent buildings and Zoning Code. Otherwise:
 - For building base:
 - Front: 0’
 - Side: 0’
 - Back: 6’ from alley at garage entry/exit; otherwise zero setback allowed
 - For tower component:
 - Side: zero setback allowed for blank wall; 15’ for wall with windows; minimum 80’ between adjacent tower sides
 - Back: 80’ between adjacent tower sides; otherwise 6’ from alley
- 1.3. Public Open Space: Coordinate with City Parks Department for Requirements
- 1.4. Landscaping: Required in all open spaces.

High-Rise Residential Massing Diagrams



**12-16 Story
Stacked Flats
125 DU/AC**

Figure 4-47.



Figure 4-48.

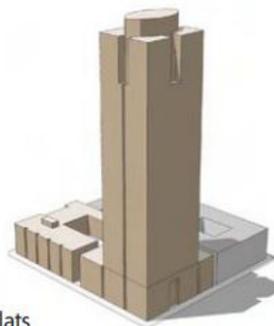


**30 Story
Stacked Flats
250 DU/AC**

Figure 4-49.



Figure 4-50.



**45 Story
Stacked Flats
450 DU/AC**

Figure 4-51.



Figure 4-52.

Figures 4-47 to 4-52. High-rise residential building types can be used to achieve very high density levels, and require Type I construction, which typically results in units tailored exclusively to higher income occupants.

C. Building Types

C.1.3. Residential - High-Rise (continued)

2. Massing & Building Configuration

- 2.1. Height Limits: As allowed by Zoning Code.
- 2.2. Bulk controls: above the street-wall height of 60', bulk controls apply, related to tower heights as follows (refer also to Chapter 4, Section D.3 - Bulk Controls for massing diagrams):
 - Up to 240' height
 - Maximum average tower floor plate: 7,500 sq ft
 - Maximum plan dimension: 90'
 - Maximum diagonal dimension: 120'
 - Up to 300' height
 - Maximum average tower floor plate: 8,500 sq ft
 - Maximum plan dimension: 100'
 - Maximum diagonal dimension: 125'
 - Up to 350' height
 - Maximum average tower floor plate: 9,000 sq ft
 - Maximum plan dimension: 115'
 - Maximum diagonal dimension: 145'
 - Up to +/-550' height
 - Maximum average tower floor plate: 10,000 sq ft
 - Maximum plan dimension: 120'
 - Maximum diagonal dimension: 150'
 - All Residential/Residential Mixed-Use High-Rise towers:
 - 10% bulk reduction required for the top 20% of the tower height, measured from grade.
- 2.3. Facades:
 - Ground level uses: Should be residential or mixed.
 - Transparency: Any nonresidential ground floor use (except parking and servicing) shall have walls at least 60% transparent.
 - Articulation of street-wall: Articulations should be spaced no further than 40' o.c.

- Lighting: Should be appropriate to the ground floor uses, and respectful of adjacent property uses. The lighting design should focus light on the building and avoid light pollution. See the IESNA's Recommended Practice RP-33-99: "Lighting for Exterior Environments", Section 5.1.
- Entries: Entry locations should be obvious, easy to find, clearly visible from the sidewalk, and safe. Main entry should be scaled relative to amount of users. Double/triple height entries encouraged in CBD.

- 2.4. Fenestration & Windows: See Chapter 4, Section D.4.5.
- 2.5. Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume. Reference Chapter 4, Section D.5 Rooftops & Mechanical Penthouse Enclosures for further elaboration of the subject.

3. Parking

- 3.1. Ratios: The number of parking spaces provided shall not exceed the minimum allowable by code by more than 10%.
- 3.2. Location: Parking should not be located on the front 1/4 of the lot. Lots with alley access should locate access to all parking and garages off the alley.
- 3.3. Screening of Parking: Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses. on all floors up to 60' in height where possible. If site conditions prohibit wrapped parking, then the ground floor of parking garage should have at least a 20' liner of habitable space and the parking structure shall be designed with articulation and fenestration patterns consistent with the overall project. See Chapter 4, Section E.1.
- 3.4. Vehicle Access: Should be from alley. Only when alley access is not possible, will access from a numbered side street be allowed.

4. Sustainability

- 4.1. Development should meet the criteria required for LEED certification (or another appropriate rating system) at a minimum.

C. Building Types

C.1.3. Residential - High-Rise (continued)

5. **Historic Neighborhoods**

- 5.1. New high-rise buildings in Historic Districts should be designed at street level in a manner sensitive to the architectural character of the surrounding Historic District. This requires coordination with Preservation staff.
- 5.2. If well-designed, high-rise buildings can be complimentary to and enhance the character of Historic Districts, although significantly taller than their surroundings. Many historic neighborhoods in the city have historic high-rise buildings which exceed 100', which are often considered some of the city's defining buildings, e.g. 926 J Street and the Elks Club building at 921 11th Street. Height alone should not be cause for denial of a project, but rather design quality. The City of Sacramento's Historic Preservation director shall be consulted on proposals for this building type in an historic district.

C. Building Types

C.2.1. Commercial - Low/Mid Rise

PRINCIPLE: Low-rise commercial development shall be included as a viable strategy that contributes to the sustainability of neighborhoods, providing employment centers and daytime activity.

Rationale

This section covers low-rise commercial buildings, to a maximum height of 85'. These building type ranges from speculative office space to highly tailored, custom designed green buildings for specific tenants. These buildings typically have a single use as commercial office space, although other supporting uses may be accommodated on the ground floor, like retail or food services, if the building is located in a busy district. To meet the parking requirements currently 1 parking spaces per 400-600 s.f. of space, parking is usually either located in a structured facility behind the office building, or beneath the building footprint. This category requires Type I construction, with construction in steel or concrete frame. The following guidelines are recommended for this category.

Guidelines

1. Site planning

- 1.1. Location: As allowed by Zoning Code and/or General Plan.
- 1.2. B. Setbacks: Should be consistent with adjacent buildings and Zoning Code. Otherwise:
 - In residential areas:
 - Front: 5'-15'
 - Side: 5'-15'
 - Back: 10'
 - In mixed-use & commercial areas:
 - Front: 0'-10'
 - Side: zero setback allowed
 - Back: zero setback allowed
- 1.3. Public Open Space: Not required, but preferable
- 1.4. Landscaping: Required in all open spaces.

2. Massing & Building Configuration

- 2.1. Massing & Building Configuration
- 2.2. Bulk controls: See Chapter 4, Part D.3.
- 2.3. Facades:
 - Ground level uses: Any retail uses within the building should open to the street, rather than to an internal atrium.
 - Transparency: At least 40% transparent.

Low-Rise Commercial Massing Diagrams

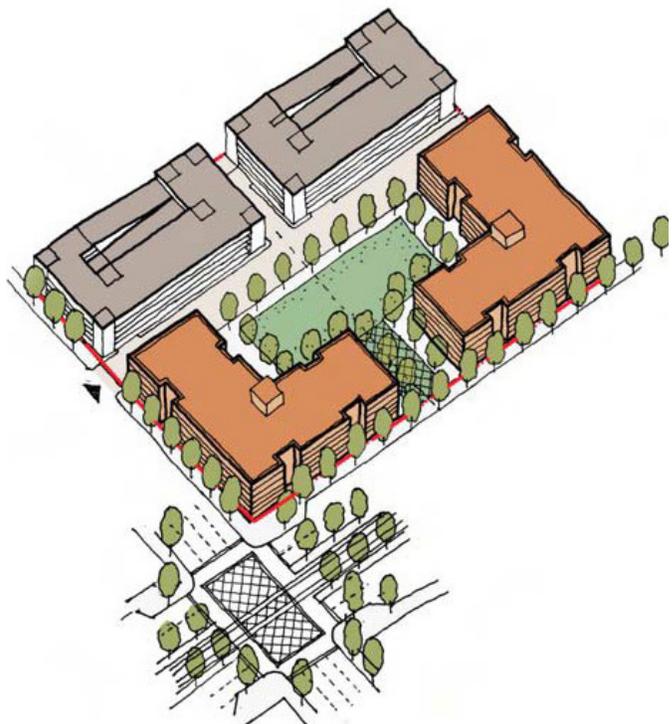


Figure 4-53. Low-rise commercial buildings should be placed along the Build-to line, with little setback required. Their massing should form figural (shaped like a "figure" or volume) open spaces. High parking ratios require structured parking, often almost equivalent in gross square feet to the office space that it serves.

- Articulation of street-wall: Articulations should be spaced no further than 40' o.c.
- Lighting: Should be appropriate to the ground floor uses, and respectful of adjacent property uses. Paths to/from parking shall be well-lit.
- Entries: Entry locations should be obvious, easy to find, clearly visible from the sidewalk, and safe. Double height entries encouraged. Main entry should be scaled relative to amount of users.

C. Building Types

C.2.1. Commercial - Low/Mid Rise (continued)

- 2.4. Fenestration & Windows: See Chapter 4, Section D.4.e.
- 2.5. Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume. Reference Chapter 4, Part D.3.e - Rooftops & Mechanical Penthouse Enclosures for further elaboration of the subject.
3. **Parking**
 - 3.1. Ratios: The number of parking spaces provided shall not exceed the minimum allowable by code by more than 10%.
 - 3.2. Location: Parking should not be located at or above grade level on the front 1/4 of the lot. Lots with alley access should locate access to all parking and garages off the alley.
 - 3.3. Screening of Parking: Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses on all floors up to 60' in height where possible. If site conditions prohibit wrapped parking, then the ground floor of parking garage should have at least a 20' linear of habitable space and the parking structure shall be designed with articulation and fenestration patterns consistent with the overall project. See Chapter 4, Part E.1.
 - 3.4. Vehicle Access: Should be from alley. Only when alley access is not possible, will access from a numbered side street be allowed
4. **Sustainability**

Development should meet the criteria required for LEED certification (or another appropriate rating system) at a minimum.
5. **Historic Buildings and Neighborhoods**
 - 5.1. New low/mid-rise commercial buildings in Historic Districts should be designed at street level in a manner sensitive to the architectural character of the surrounding Historic District. This requires coordination with Preservation staff.
 - 5.2. If well-designed, low/mid-rise commercial buildings can be complimentary to and enhance the character of historic districts, although significantly taller than their surroundings. Many historic neighborhoods in the city have historic mid-rise buildings in the 50' - 100' range of exceptional quality and character. Height alone should not be cause for denial of a project, but rather design quality. The City of Sacramento's Historic Preservation director shall be consulted on proposals for this building type in an Historic District.

C. Building Types

C.2.2. Commercial High-Rise

PRINCIPLE: High-rise commercial development shall be provided as a preferred strategy in dense employment centers, and shall contribute to a strong pedestrian environment and a distinctive metropolitan skyline.

Rationale

This section covers projects which are in excess of 8 stories, typically 250'-500' high or taller. High rise commercial office towers may often have a limited number of lower floors of non-offices, such as ground floor retail and structured parking. They may also be combined with other lower-rise building types as part of the development. This category requires Type I construction, in steel or concrete frame. The following guidelines are meant to serve as a brief introduction to the recommended parameters for this category.

Guidelines

1. Site planning

- 1.1. As allowed by Zoning Code and/or General Plan.
- 1.2. Setbacks: Should be consistent with adjacent buildings and Zoning Code. Otherwise:
 - For building base (up to 85'):
 - Front: 0'
 - Side: zero setback allowed
 - Back: zero setback allowed
 - For tower component (above 85'):
 - Front: zero setback allowed
 - Side: zero setback allowed; 5' min. if windows in wall
 - Back: zero setback allowed
 - 80' min. setback between towers

- 1.3. Open Space: Not required.
- 1.4. Public Open Space: Not required.

2. Massing & Building Configuration

- 2.1. Height Limits: As allowed by Zoning Code and/or General Plan
- 2.2. Bulk controls: See Chapter 4, Part D.3. Generally, above the street-wall height of 80', bulk controls apply, related to tower heights as follows:
 - Mid-rise (Up to 85' / Life-safety limit height)
 - No bulk reduction required (see Facade Articulation)
 - No stepback from street required

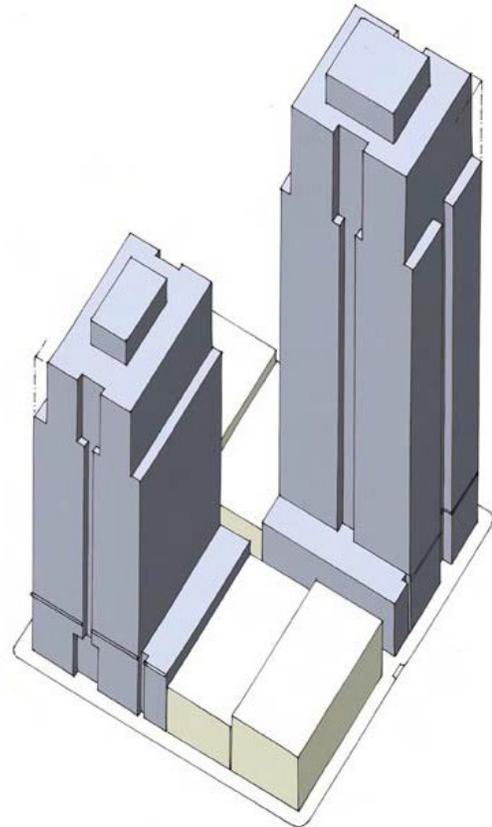


Figure 4-54. These diagrams illustrate the building volume used by a commercial office building in Sacramento. The left and right towers each start as a 1/4 block (25,600 sf) parcel; and completely fill the site to the base height of 85'. From there, each steps back to a maximum 20,000 sf floorplate, which rises until the top 20% of the building, where a 10% bulk reduction is required.



Figure 4-55.

Figure 4-56.

Figures 4-55 and 4-56. Urban commercial office buildings generally require larger floor plates. A well articulated form can produce a more elegant and graceful solution for the Sacramento skyline.

C. Building Types

C.2.2. Commercial High-Rise (continued)

- Above 85' height
 - Maximum average tower floor plate: 20,000 sq ft
 - Maximum plan dimension: 160'
 - Maximum diagonal dimension: 200'
 - 10% bulk reduction required for the top 20% of the tower height, measured from grade.
 - No setback from street required

2.3. Facades:

- Ground level uses: Shall be retail or other active commercial uses along primary (east/west) streets and other streets designated to have at least 50% retail requirement.
- Transparency: Any active ground floor use shall have walls at least 60% transparent, with 75% preferred. Articulation of street wall: Articulations should be spaced no further than 40' o.c.
- Lighting: Should be appropriate to the ground floor uses, and respectful of adjacent property uses.
- Entries: Entry locations should be obvious, easy to find, clearly visible from the sidewalk, and safe. Main entry should be scaled relative to the overall mass that it is set within, its location in the city, and the amount of users. Entries lobbies of 30'-50' or more are encouraged.

2.4. Fenestration & Windows: See Chapter 4, Part D.4.e.

2.5. Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume. Reference Chapter 4, Part D.3.5.
- Rooftops & Mechanical Penthouse Enclosures for further elaboration of the subject.

3. Parking

- 3.1. Ratios: The number of parking spaces provided should not exceed the minimum allowable by code by more than 10%.
- 3.2. Location: Parking should not be located on the front 40' of the lot. Lots with alley access should locate access to all parking and garages off the alley.

3.3. Screening of Parking: Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses on all floors up to 60' in height where possible. If site conditions prohibit wrapped parking, then the ground floor of parking garage should have at least a 20' liner of habitable space and the parking structure shall be designed with articulation and fenestration patterns consistent with the overall project. See Chapter 4, Section E.1.

3.4. Vehicle Access: Where alley access is not possible up to 30' of curb-cut on secondary (numbered street) may be considered.

4. Sustainability

4.1. Development should meet the criteria required for LEED certification (or another appropriate rating system) at a minimum.

5. Historic Buildings and Neighborhoods

5.1. New high-rise buildings in Historic Districts should be designed at street level in a manner sensitive to the architectural character of the surrounding Historic District. This requires coordination with Preservation staff.

5.2. If well-designed, high-rise buildings can be complimentary to and enhance the character of Historic Districts, although significantly taller than their surroundings. Many historic neighborhoods in the city have historic high-rise buildings which exceed 100', which are often considered some of the city's defining buildings, e.g. 926 J Street and the Elks Club building at 921 11th Street. Height alone should not be cause for denial of a project, but rather design quality. The City of Sacramento's Historic Preservation director shall be consulted on proposals for this building type in an historic district.

C. Building Types

C.2.3. Special Building Types - Large Format Urban Commercial Development

PRINCIPLE: Large format urban commercial development shall strengthen the pedestrian environment and contribute to the sustainability of neighborhoods, providing employment centers and daytime activity.

Rationale

A large format building defined by its simple rectangle, "L" or "U" shape allows for large scale retail, office, or entertainment uses of at least 40,000 square feet per floor for a single tenant, like a grocery or department store. For a quality pedestrian realm, parking is accommodated below ground or is integrated into the building above the ground floor; Unlike "Big Boxes" in more suburban areas, these typically have storefronts, that create a pedestrian scaled environment, and they may have other uses above, like office or residential.

Guidelines

1. Site planning

- 1.1. Location: As allowed by Zoning Code
- 1.2. Setbacks Side and Rear: As mandated by Zoning Ordinance
- 1.3. Height:
 - Minimum Height: 25'
 - Maximum Height: per Zoning Ordinance or General Plan.

2. Massing & Building Configuration

- 2.1. Facades:
 - Ensure a high quality pedestrian environment by adequately framing the streets and other public spaces with sufficient building enclosure, particularly on the first two floors.
 - Maintain visual interest by avoiding blank, windowless or opaque glazing and display cases that are divided from the store interior (like department store windows). No more than 30% of the primary façade shall be blank.
 - Entrances to upper floors shall be accessed through an interior lobby directly via a public sidewalk or publicly accessible open space to animate the ground floor.
 - If ground floor residential units or office tenant spaces are part of the project, they shall be accessed directly from the sidewalk in order to animate the building edges along the ground floor.

- Ground level Transparency: At least 40% transparent.
- Articulation of street wall: Articulations should be spaced no further than 40' o.c.
- Lighting: Should be appropriate to the ground floor uses, and respectful of adjacent property uses. Paths to/from parking shall be well lit.

2.2. Fenestration & Windows: See Chapter 4, Section D.4.5.

2.3. Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume. Reference Chapter 4, Part D.3.5. - Rooftops & Mechanical Penthouse Enclosures for further elaboration of the subject.

Large Format Urban Retail



Figure 4-57

C. Building Types

C.2.3. Special Building Types - Large Format Urban Commercial Development (continued)

3. Parking

- 3.1. Parking and service shall reduce pedestrian conflicts by minimizing curb cuts and façade breaks for garage entries for pedestrian safety. Parking shall be located in a below grade garage or above the ground level in a garage or on the roof, or integrated into the building so as to be not visible from the street.
- 3.2. The driveway opening of public parking for the retail may be off of a side (numbered street) Such driveway shall be 24' or less, subject to circulation review.
- 3.3. When separate garage entries are provided for other uses, they shall be off of an alley.
- 3.4. Service access shall be from an existing alley or access driveway. Truck docks shall be screened from public view.



Figure 4-58.



Figure 4-59.

Figure 4-58. and 4-59. Examples of freestanding grocery, on second floor, with ground floor liner retail and parking

C. Building Types

C.3.1. Special Building Types – Urban Theater

PRINCIPLE: As well as providing entertainment, urban theaters shall enhance the pedestrian environment and provide the city with unique amenities.

Rationale

This is a single or multi-story building that allows for a set of auditorium spaces of differing sizes, with a large floor to ceiling height and common lobby areas. Transparency is rarely provided beyond the main theater entrance, though secondary lobbies above the first floor may provide some. Loading is typically accommodated off an alley. Unlike suburban-style multiplexes, Urban Theaters shall be lined with storefronts of other retailers to avoid blank walls. While this building type is defined by its internal volumes and primary uses, it is possible to have other uses connected to it or within it, including restaurants and cafes. Retail may be accommodated below the theater and office and residential may be accommodated above.

Guidelines

1. Site planning

- 1.1. Location: As allowed by Zoning Code
- 1.2. Frontage Line: Consult Frontage Width Map
- 1.3. Setbacks Side and Rear: As mandated by Zoning Ordinance:
- 1.4. Height:
 - Minimum Height: 25'
 - Maximum Height: per Zoning Ordinance or General Plan.

2. Facades:

- 2.1. Ensure a high quality pedestrian environment by adequately framing the streets and other public spaces with sufficient building enclosure particularly on the first two floors.
- 2.2. In order to maintain visual interest and avoid blank, windowless walls, the predominate theater volume should be setback at least 20' from the primary building frontage so as to allow for liner retail and/ or café space.
- 2.3. Primary façades shall preferably have a theater marquee.



Figure 4-60.
Primary theater mass should be set back at least 20' from primary frontage to allow liner shops or cafes.

- 2.4. Entrances to upper floors shall be accessed through an interior lobby directly via a public sidewalk or publicly accessible open space to animate the ground floor.
- 2.5. If ground floor residential units or office tenant spaces are part of the project, they shall be accessed directly from the sidewalk in order to animate the building edges along the ground floor.
- 2.6. Ground Level:
 - Transparency: At least 40% transparent..
 - Display cases, like for movie posters, are appropriate for blank frontages particularly along secondary frontages like side streets.
 - At least one entrance per primary frontage shall be provided directly from the public sidewalk.
 - Access to accessory retail tenant spaces shall also be provided directly from the public sidewalk to animate the building edges along the ground floor.
- 2.7. Fenestration & Windows: See Chapter 4, Section D.4.5.

C. Building Types

C.3.1. Special Building Types – Urban Theater (continued)

- 2.8. Roofs and mechanical penthouse enclosures:
Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume. Reference Chapter 4, Part D.3.5 - Rooftops & Mechanical Penthouse Enclosures for further elaboration of the subject.
- 2.9. Service access shall be from an existing alley or access driveway.



Figure 4-61. Urban Cinema

C. Building Types

C.3.2. Special Building Types – Public Parking Garage

PRINCIPLE: Public parking garages shall provide necessary parking in the city as well as contribute to the success of the pedestrian environment.

Rationale

Public Parking Garage is an above-ground structure for built to accommodate parking needs for a variety of sites. It may be part of a park-once strategy and, as such, it accommodates shared public parking.

Guidelines

1. Site planning

- 1.1. Location: As allowed by Zoning Code
- 1.2. Frontage Line: Consult Frontage Width Map
- 1.3. Setbacks Side and Rear: As mandated by Zoning Ordinance:
- 1.4. Height: Not regulated
- 1.5. Facades:
 - The ground floor should be lined with retail or office uses having their own entry from the sidewalk. Primary entries to ground floor tenant spaces should occur a maximum interval of 60 feet in order to animate the ground floor.
 - Minimize the number of facades with visible parking on the upper floors.
 - Where upper floor parking is visible it should have architectural/green screening.
 - Where possible, parking levels above the ground floor should be set back at least 10' so they become secondary. This provides room for planters and/or other screening devices.
- 1.6. Access: Vehicular entrances/exits shall be no more than three lanes or 30' wide at the sidewalk. They are best located off alleys where adequate, or off of secondary streets (numbered street). Vehicular access off of streets that are part of a Light Rail or Street Car route is prohibited.
- 1.7. Ticket and payment machines should be recessed to allow significant stacking room within the structure.



Figure 4-62.

D. Massing and Building Configuration

The Massing & Building Configuration Guidelines are intended to give guidance to the development of the buildings, and cover a range of topics from the height, massing and setbacks of the buildings to its articulation and materials. The goal of the guidelines is to establish a framework for dialogue between city departments, developers and their designers regarding appropriate architectural solutions for the Central Core.

Categories of guidelines include:

1. **Building Component & Term Illustrations**
2. **Street Wall & Building Base Height**
3. **Massing & Bulk Controls**
4. **Façades**
5. **Rooftops & Mechanical Penthouse Enclosures**
6. **Development along Alleys**
7. **Sustainability**
8. **Public Art in the Private Realm**

Massing & Building Configuration discusses seven categories of building design which together allow individual buildings to create and define the public realm as envisioned according to the Vision and Framework for the Central Core. The Categories, taken together, will work to deliver architecture and urban design in line with both City policies and best practices as witnessed in the downtown cores of other thriving and successful cities.

Street Wall & Building Base Height

Sacramento's public realm is defined by the buildings that surround it and the "street-walls" that the buildings collectively create. The street-wall is the line of buildings along a street edge that establishes the predominant definition of the public space. The placement, scale and design quality of the building's street wall determines the nature and character of the streetscape and reinforces desired pedestrian or broader public realm objectives. Generally, a consistent street-wall contributes to a clearer public realm identity and a more comfortable pedestrian experience. The older historic commercial buildings in the Central Core generally create well defined street walls and visually accessible ground floor uses. Buildings that do not hold the street wall detract from the definition and quality of the public realm. The height of the street wall at the setback or build-to-line is also an important element in shaping the

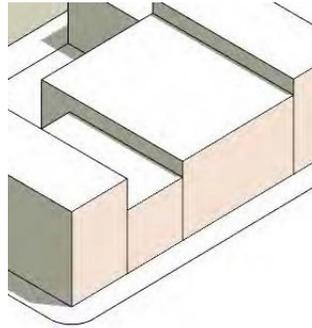


Figure 4-63. Building Component and Term Illustration



Figure 4-64. Street Wall & Building Base Height

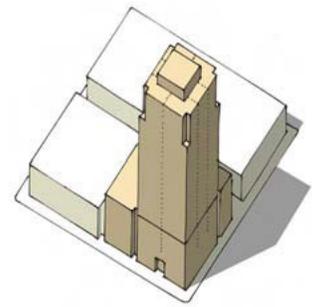


Figure 4-65. Massing & Bulk



Figure 4-66. Façades



Figure 4-67. Rooftops & Mechanical Penthouse Enclosures



Figure 4-68. Development along Alleys



Figure 4-69. Sustainability



Figure 4-70. Public Art in the Private Realm

D. Massing and Building Configuration (continued)

character of the public realm. In combination with the width of the public street right-of-way, it is a primary factor in giving scale to the public realm and ensuring a comfortable human-scaled street enclosure.

Massing & Bulk Controls

As Sacramento's downtown has matured and incorporated more and more mid and high-rise structures, the massing, bulk, and separation these have buildings become important issues to address. Densely packed towers can have numerous deleterious effects: decreasing solar access; increasing wind tunnel effects; creating a visually oppressive public realm; and, with the introduction of residential towers, creating privacy conflicts. In recognition of these issues, many cities are adopting the approach pioneered by Vancouver to require slenderer towers with greater separation between them. In order to protect views, solar access, air circulation, the quality of the public realm, and the character of the skyline, the new guidelines mandate a two-tiered approach that requires smaller floorplates for all towers, and smaller floor plates for residential towers than for office towers.

Façades

After Massing & Bulk Controls, Façade design will have the most impact on a city's urban and architectural character. Categories in this section to address a range of issues materials, uses, articulation, fenestration & transparency, projections that will ultimately give the building its look and feel. Criteria in this section offer a range of possibilities for designers to consider during the review and decision making process, as a basis for what are some expected minimum outcomes of their proposals. This section, more than any other, should be considered a guide to minimum expectations rather than as limitations or prescriptive requirements.

Rooftops & Mechanical Penthouse Enclosures

The skyline of the Central Core is defined the rooftops of its buildings. Rooftop design should be integrated into the overall design scheme of the building, especially for buildings which exceed the height of the City's tree canopy. In addition to the desire to design a form that will be a distinctive & memorable contribution to the city skyline, rooftop design

balances and integrates other competing demands, including servicing and life safety requirements and open space possibilities.

Development along Alleys

As a city-wide resource, Sacramento's alleys provide a literal network of development opportunity. If properly utilized and enhanced, they can become the location for residential, commercial and retail development of a different yet complementary character to that of the existing Central Core. Smaller scaled and intimate in contrast with the width and scale of the regular 80' wide streets and urban frontage, the alley system can offer the city a nuanced urban experience, unique to Sacramento.

D. Massing and Building Configuration (continued)

Sustainability

As the center of the city and the region, and the State's Capitol, Sacramento should be the main stage for demonstrating how to create a sustainable city. The amount of development projected for the Central Core provides a unique opportunity to promote more energy and resource efficient buildings, support greater recycling and waste reduction, and create greater biodiversity within the urban setting. A Sustainable Central Core should achieve measurable goals in terms of the performance of its buildings. New development should take a comprehensive and measurable approach to sustainability. All development should meet the criteria required for LEED certification (or another appropriate rating system) at a minimum.

The Sustainable Design of buildings requires an evolving palette of design tools. Some tools require the application of common sense and best practices for the region. Others require designers to incorporate the latest technologies for mechanical systems and material use.

Public Art in the Private Realm

Artwork provides a building with an enhanced opportunity to contribute to the decoration of the City, to enhance the public and private realms. Whether required as part of a Public Art program or not, an art component should be incorporated into the architecture of the building, in a complimentary way. These integrated strategies including sculptural relief panels, architectural ornaments, murals and mosaic ensure that the initial investment can contribute to the long term civic art program for the City.

D. Massing and Building Configuration

D.1. Building Component and Term Illustrations

Rationale

Some terms discussed in this section are illustrated and identified below, and clarify architectural, urban design, and planning terminology.

Building Components & Terms

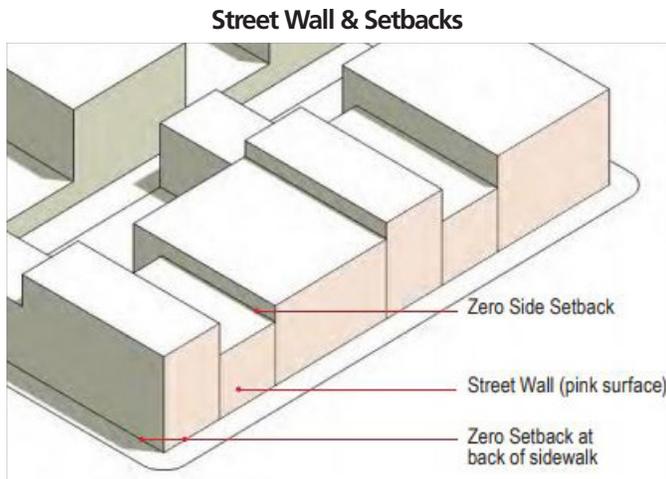
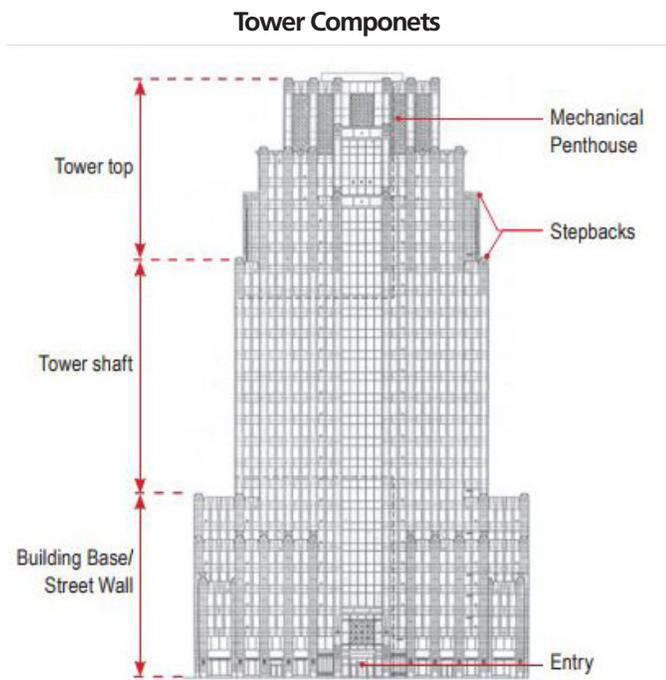


Figure 4-71.



Elevation view of Park Plaza Tower

Figure 4-72.

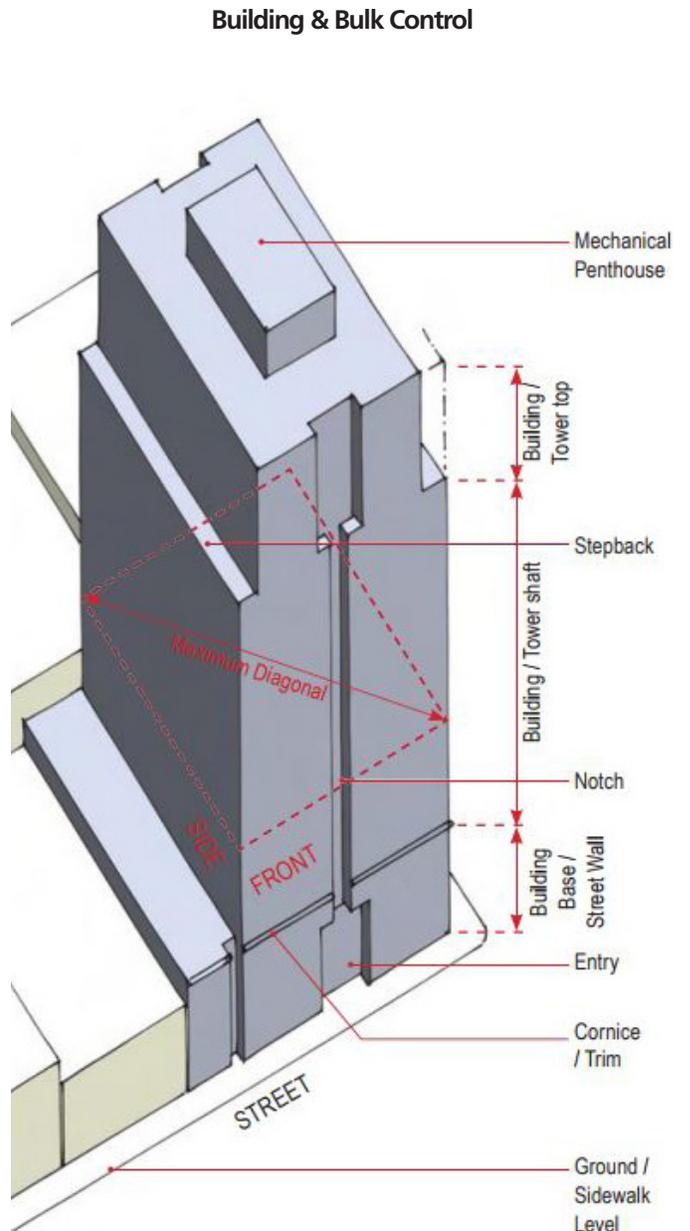


Figure 4-73.

D. Massing and Building Configuration

D.2. Street Wall and Building Base Height

PRINCIPLE: The public space of the street shall be defined on both sides by buildings forming a street wall of a consistent height end defined articulation.

Rationale

The public space of the street is defined by the buildings and, in Sacramento’s residential areas, by tree canopies. The Central Core has a fairly consistent street wall, with a building base height established at approximately 60’, matching the predominant height of many existing low-rise downtown buildings. This produces a street section with 3:4 proportions, given the typical 80’ public street R.O.W. (see Figure 4-75).

Guidelines

1. In order to support a pedestrian-oriented public realm, retail and commercial streets should be framed by buildings uniformly placed at the sidewalk with no setback. In other areas that are more residential or institutional in character, street-wall setbacks should reflect the predominant historic development pattern.
2. The height of the street-wall is an important element in shaping the character of the public realm. Buildings which are taller than the preferred street wall height in their particular corridor should be articulated at the top of the street wall height, or stepped back, in such a way as to ensure the visual primacy of the street wall’s building base height. Above the building base height, bulk controls apply. See Part D.3 - Bulk Controls. [See additions to this section on next page]
3. Breaks in the street walls within a development block or site, should employ plantings, walls, archways, fences, or other features to maintain the spatial definition of the street edge.
4. Bulk controls, setbacks and stepbacks are mandated along the Capitol Mall and Capitol Park in accordance with the Capitol View Protection Act (California Code, Section 8162.5 - 8162.9), as discussed in Section 2 - Framework.
5. A building may have multiple horizontal course articulations in order to pick up the articulations or heights of adjacent buildings. (See Figure 4-76).

Building Base Height



Figure 4-74. Consistent building wall defining the space of the street, as seen along J Street.

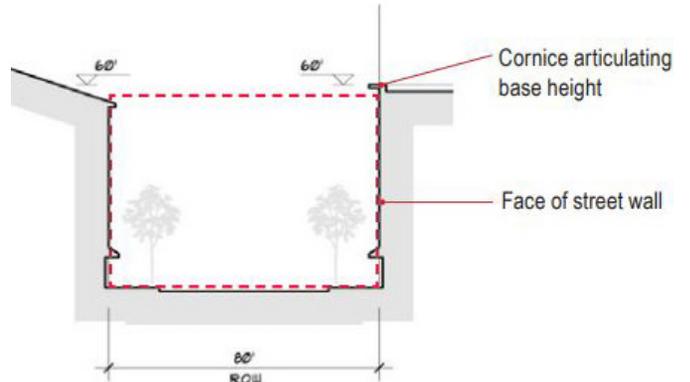


Figure 4-75. Street section with 3:4 proportions, with cornice articulation defining building base height.



Figure 4-76. Building base of 926 J Street marked with multiple protruding string course articulations.

D. Massing and Building Configuration

D.2. Street Wall and Building Base Height (continued)

6. Building height zones should be directly related to building types because building heights directly affect the type of construction required and the cost of construction, which in turn have implications for development feasibility. As a reference, the following describes the relationship between building heights, building codes and construction types:

- 6.1. 70 feet, relates to the maximum height permitted in Type V-A Construction, wood-frame building. These buildings can be a maximum of six-stories tall (e.g., four levels of residential over a two-story parking podium, with retail).
- 6.2. 85 feet relates to the maximum allowed in a Type IIIA Construction, wood-frame or metal stud building. These buildings can be a maximum of seven-stories tall (e.g., five levels of residential over a two-story parking podium, with retail).
- 6.3. 85 feet is the maximum allowed with a 'Below Life-Safety Limit' building consisting of stacked flats where 75 feet above grade is the height, reached by fire-truck ladder, to the top floor. Above this height, the building type would need to be a Type I or II Construction in concrete or steel.
- 6.4. 100 feet is the approximate maximum allowed for a 'Below Life-Safety Limit' building consisting of stacked lofts where 75' above grade is the height, reached by fire-truck ladder, to the lower level of the top unit. Above this height, the building type would also need to be a Type I or II Construction in concrete or steel.

Above the Life-Safety Limit, all buildings require specific fire-fighting and rescue features such as ventilated stair vestibules, elevator recall systems and other Building Code requirements.

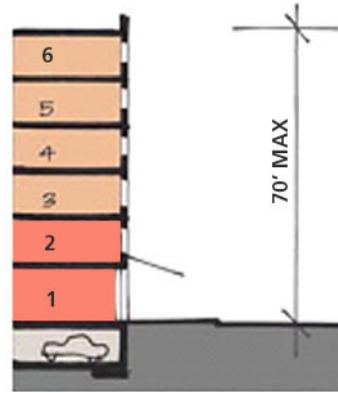


Figure 4-77. TYPE V 760' max. wood frame construction

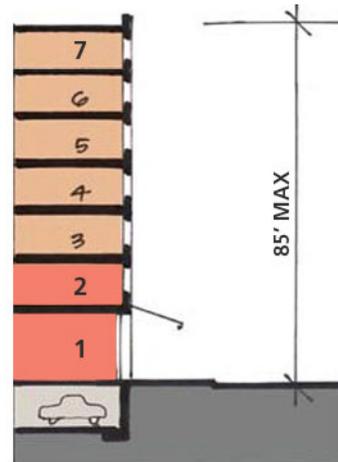


Figure 4-78. TYPE IIIA 85' max. wood frame construction

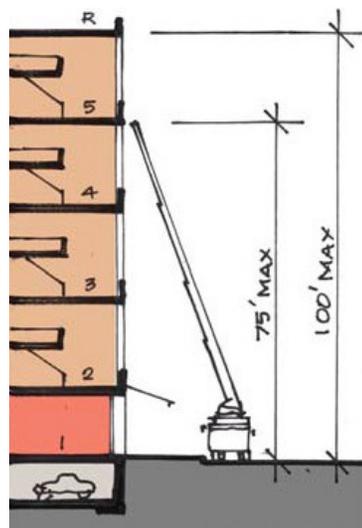


Figure 4-79. TYPE I or II Below life-safety stacked flats 85' max.

D. Massing and Building Configuration

D.3. Bulk Controls

.....
PRINCIPLE: Bulk controls shall be implemented to foster a distinctive and metropolitan city skyline with buildings of varied shapes, sizes, and articulated tops.
.....

Rationale

As Sacramento's downtown has matured and incorporated more and more mid and high-rise structures, their massing and separation have become important issues to address. Densely packed towers can have numerous deleterious effects: decreasing solar access; increasing wind tunnel effects; creating a visually oppressive public realm. Two recent buildings stand out the EPA headquarters and the Courthouse. Though they are fine pieces of architecture, their towers' east-west slab configurations create severe shadow impacts on the adjacent neighborhoods to the north. And with the introduction of residential towers, privacy conflicts are created. In recognition of these issues, many cities are adopting the approach pioneered by Vancouver to require slenderer towers with greater separation between them.

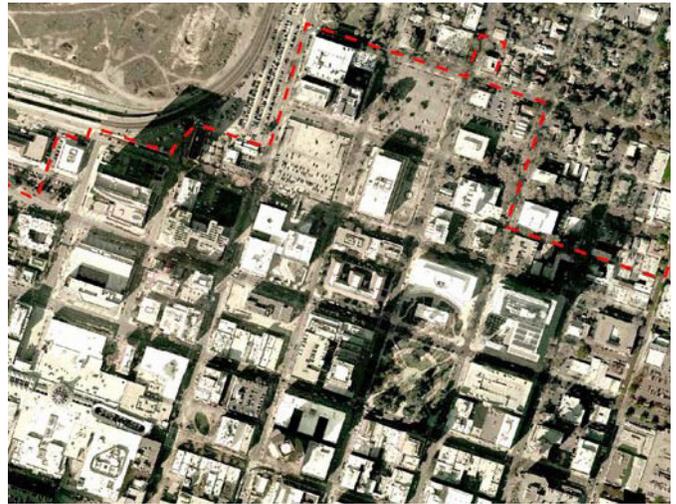


Figure 4-80. Aerial view of the Central Core, focusing on Cesar Chavez Plaza. This picture emphasizes the dramatic shadows cast by wide floorplate buildings.



Figure 4-81. Vancouver, BC, requires slenderer towers with greater separation between them.



Figure 4-82. Portland, OR, has small urban blocks. The more recent high-rise residential and office buildings have transitioned away from the full-block model and towards narrower, more elegant, and more articulated designs.

D. Massing and Building Configuration

D.3. Bulk Controls (continued)**Guidelines****1. Floor-plate Size.**

In order to protect views, solar access, air circulation, the quality of the public realm, and the character of the skyline, these guidelines requires high-rise buildings use smaller to medium sized floorplates. This reduction still allows the generous floorplates required for certain buildings, but reduces the building dimensions enough to produce a slenderer appearing profile, particularly as buildings get taller. The guidelines also encourage even smaller floor-plates where possible, not just for aesthetic reasons, but also to facilitate more energy efficient buildings that provide better natural lighting and ventilation possibilities. Massing and building configuration are directly related to the size of the building's floor-plates, and the ability of those floorplates to repeat as they rise up. That ability is different for commercial office and residential buildings. See Section D.3 - Bulk Controls for their respective guidelines.

2. Building Stepbacks

The requirements for stepbacks should acknowledge the differences between building programs. The construction of multiple high-rise residential towers downtown creates different challenges from the previous generation of commercial buildings. Whereas commercial buildings can accommodate step-backs of their upper floors within their massing without compromising the integrity of the internal spaces, high-rise residential floor plans are normally stacked one above the other in similar arrangement. The depth of residential floor plans rarely has the ability to vary from floor to floor. This integral consistency results in a vertical facade for the majority of the building's height. It is for this reason that the design guidelines do not require residential towers to stepback their floors above the street-wall base height. An unfortunate drawback of requiring stepbacks is that stepbacks permit, and by default encourage, above-grade parking levels to occupy the levels up to the base height limit and expose the parking levels to the street-wall. This creates the undesirable condition where there are no windows or occupied spaces from ground level to where the occupied floors start, resulting in a dead street wall as



Figure 4-83. View of the Central Core, from the top of the Empire Building, looking west. These buildings employ a variety of stepback strategies, ranging from stepbacks only at the top to frequent stepbacks applied at various stages of as the buildings rise.



Figure 4-84. High-rise residential buildings- shown here in downtown San Diego- typically have minimal ability to accommodate stepback recommendations, due to the requirements for residential units to "stack" in a repetitive fashion. Massing articulations are often found in balcony and terrace configurations.

seen from the sidewalk. (This parking location issue is addressed in Chapter 4, Section E - Parking & Vehicle Access.) In principle, stepbacks, the process of stepping back a building's bulk at designated height thresholds are not required from the street-wall (except as required in the Zoning Code and the Capitol View protection Act). This condition exists with the historic 926 J Street building, where the street wall/base condition is acknowledge with a horizontal string course, rather than a stepback, marking the division between base and shaft of a tall building. However, bulk reduction stepbacks are required at the top 20% of high-rise buildings.

D. Massing and Building Configuration

D.3. Bulk Controls (continued)**3. Tower Separation**

As the Central Core becomes a district with a higher concentration of high-rise buildings, greater setbacks are recommended for all the same reasons that smaller floor-plates are. Future commercial and residential towers should be required to maintain at least an 80-foot setback from adjacent towers, the width of a typical Sacramento downtown street, in order to ensure protection of views and privacy. See Part D.3.3. - Bulk Controls - Tower Separation & Height Differentiation.

4. Tower Proportion

Tower proportion is the relationship of floor plate width to height. These guidelines are set according to building type and height. Residential high-rises generally range in proportion from about 2.6:1 for 240' high buildings to 4.5:1 or more for building above 550' high. A series of given height thresholds are set, each with maximum floorplate dimensions (plan and diagonal) and illustrated in the following section, 3.a - Bulk Controls for Residential and Commercial Buildings. These proportions and maximum floorplate dimensions ensure the avoidance of stocky or bulky buildings that block views and cast overwhelming shadows on the streets and sidewalks.

5. Wind Tunnel Testing

Wind can have a significant impact on the design of taller buildings, including structural design, cladding design, mechanical systems and occupant comfort, as well as creating an adverse wind environment in surrounding streets and public areas. To ensure that a development considers the impact of wind on the building as well as the impact of the building on generating a windy environment, wind tunnel testing should be part of the environmental review process for taller buildings.

6. Alternative Designs & Flexibility Regarding Bulk Controls

The Bulk Control Guidelines are intended to be a framework and basis for the review of projects by the City of Sacramento. Staff will review a project for overall compliance to ensure it meets the intent of the design criteria set forth in this document. As such, alternative designs that can be proven to achieve the

design principles in some form will also be considered by City Staff. Alternative Designs can be proven to be appropriate when the proposed design provides equal or greater amenities and benefits to compensate for areas of the project design not in compliance. Projects that do not adhere to the Bulk Control criteria set forth in this document should ensure, at a minimum, that tower designs take into consideration shadow casting, heat island effect, solar orientation, wind tunnel effects, prevailing winds, as well as view sheds.



Figure 4-85.

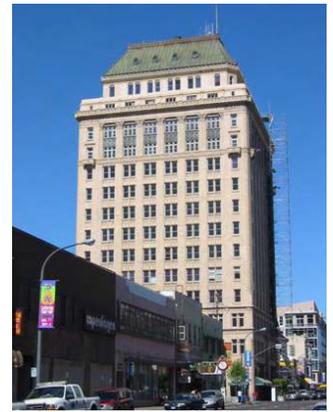


Figure 4-86.

Figures 4-85 and 4-86: Two approaches to setbacks are illustrated by two of Sacramento's signature historic buildings, the Elks Club and 926 J Street (now the Citizen Hotel). Both designs delineate the base, tower shaft, and top, but whereas the Elks club uses stepbacks at each location, 926 J Street uses cornices and string course to articulate its massing.



Figure 4-87.



Figure 4-88.

Figures 4-87 and 4-88. Two views of a new 25-story high-rise residential tower in London. The floorplates have no setbacks until the top eight stories, where the "bundled" vertical masses successively end, creating terraces for the upper floors.

D.3. Bulk Controls (continued)

Bulk Control Comparisons

Several West Coast cities have strict bulk limits for residential towers in order to create tall slender buildings. Vancouver's towers typically have very small floor-plates varying from 3,500-6,500 sq ft maximum (see image, previous page). San Francisco's Rincon Hill design guidelines permit towers an array of floor plates related to height ranging from 7,500 sq ft for a 300' high tower to 10,000 sq ft for a 500' high tower. The current generation of Sacramento's downtown residential towers has a range of much larger floor-plates, generally in the 12,500 sq ft - 15,000 sq ft range.

The three examples on this page compare design parameters for a 300'-high residential tower.

Case Studies

Sacramento

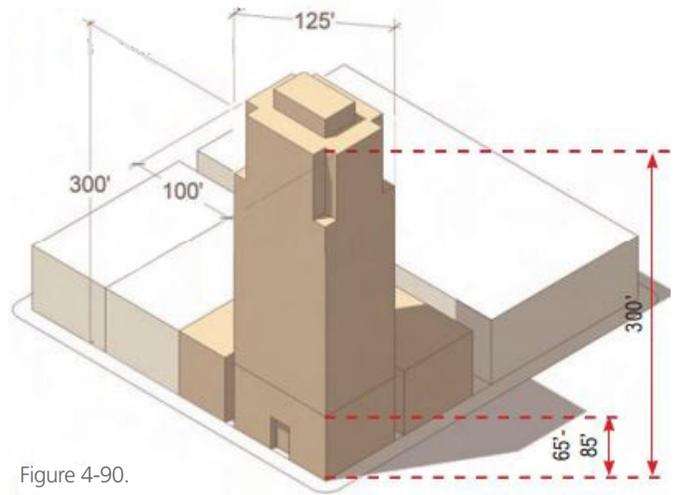


Figure 4-90.

- Max. tower floor plate: 10,000 sq ft (typically 6-8 units per floor)
- Parking above grade
- Building base height: 65'-85'
- Max 4 towers per block

Vancouver

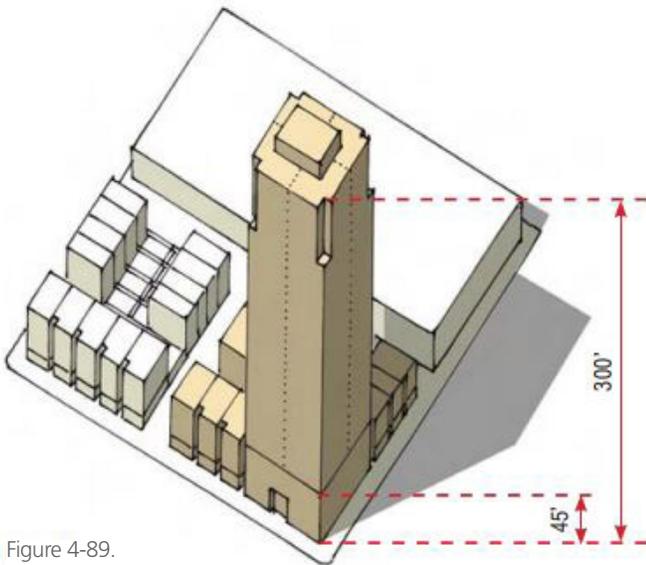


Figure 4-89.

- Max. tower floorplate: 7,500 sq ft (typically 4 units per floor)
- Max base building height: 45 ft
- All parking below grade
- 4 story row houses fill remainder of site
- Max. 2 towers per block

Rincon Hill, San Francisco

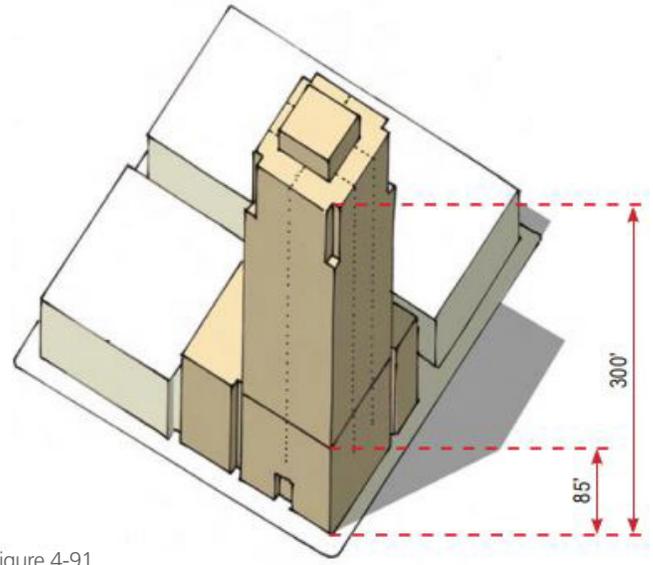


Figure 4-91.

- Max. tower floorplate: 10,000 sq ft (typically 6-8 units per floor)
- Max. base building height: 85 ft
- Parking above grade
- Max. 2 towers per block

D. Massing and Building Configuration

D.3.1. Bulk Controls - Residential and Residential/Mixed-Use Buildings

Residential Bulk Control

The allowable bulk of residential development varies by project height. The urban role of low rise buildings is primarily to hold the street wall, while high-rise buildings should be tall, slender, and well proportioned. The design of high-rise buildings should establish or continue the urban street-wall as well as contribute a significant form to the city skyline. Bulk controls thus specifically govern floorplate area, maximum plan dimensions and bulk reductions relative to height.



Figure 4-92.



Figure 4-93.



Figure 4-94.



Figure 4-95.

Figure 4-92 to 4-95. Various bulk reduction strategies employed on residential developments in San Diego, CA.

1. Low & Mid-Rise (Up to 85' / Life-safety limit height):

- 1.1. No bulk reduction required
- 1.2. No stepback from street required

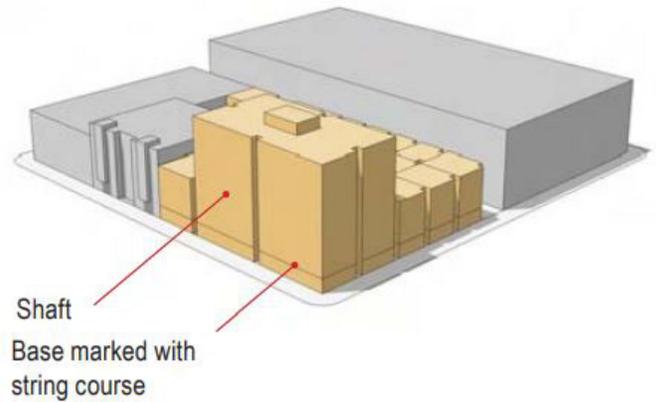


Figure 4-96.

2. Up to 240' height

- 2.1. Maximum average tower floor plate: 7,500 sq ft
- 2.2. Maximum plan dimension: 90'
- 2.3. Maximum diagonal dimension: 120'
- 2.4. 10% bulk reduction required for the top 20% of the tower height, measured from grade. (Bulk reductions need not be at corners, as pictured)
- 2.5. No stepback from street required at street wall base height

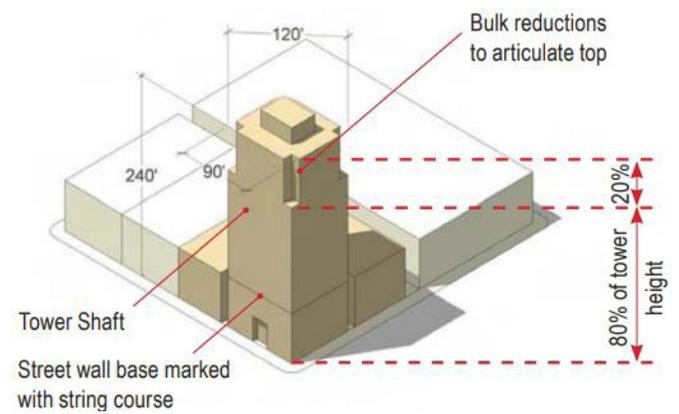


Figure 4-97.

D. Massing and Building Configuration

D.3.1. Bulk Controls - Residential and Residential/Mixed-Use Buildings (continued)

3. Up to 300' height

- 3.1. Maximum average tower floor plate: 8,500 sq ft
- 3.2. Maximum plan dimension: 100'
- 3.3. Maximum diagonal dimension: 125'
- 3.4. 10% bulk reduction required for the top 20% of the tower height, measured from grade. (Bulk reductions need not be at corners, as pictured)
- 3.5. No stepback from street required at street wall base height

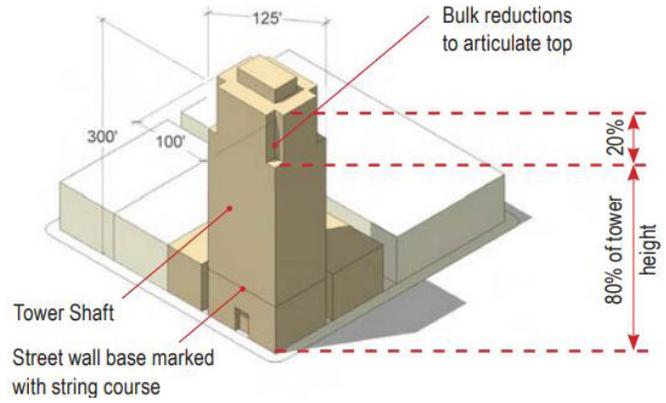


Figure 4-98.

4. Up to 350' height

- 4.1. Maximum average tower floor plate: 9,000 sq ft
- 4.2. Maximum plan dimension: 115'
- 4.3. Maximum diagonal dimension: 145'
- 4.4. 10% bulk reduction required for the top 20% of the tower height, measured from grade. (Bulk reductions need not be at corners, as pictured)
- 4.5. No stepback from street required at street wall base height

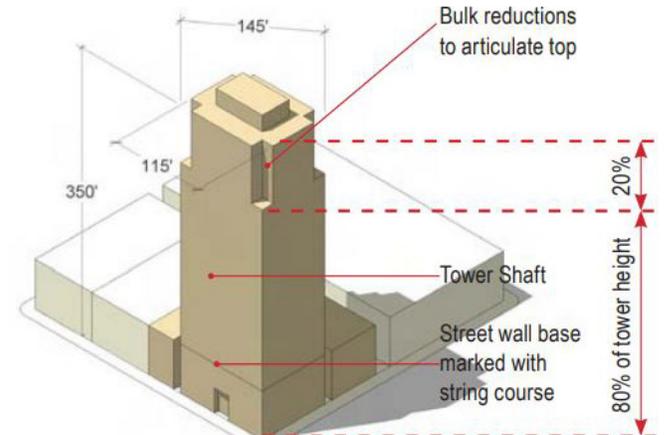


Figure 4-99.

5. Up to +/-550' height

- 5.1. Maximum average tower floor plate: 10,000 sq ft
- 5.2. Maximum plan dimension: 120'
- 5.3. Maximum diagonal dimension: 150'
- 5.4. 10% bulk reduction required for the top 20% of the tower height, measured from grade. (Bulk reductions need not be at corners, as pictured)
- 5.5. No stepback from street required at street wall base height

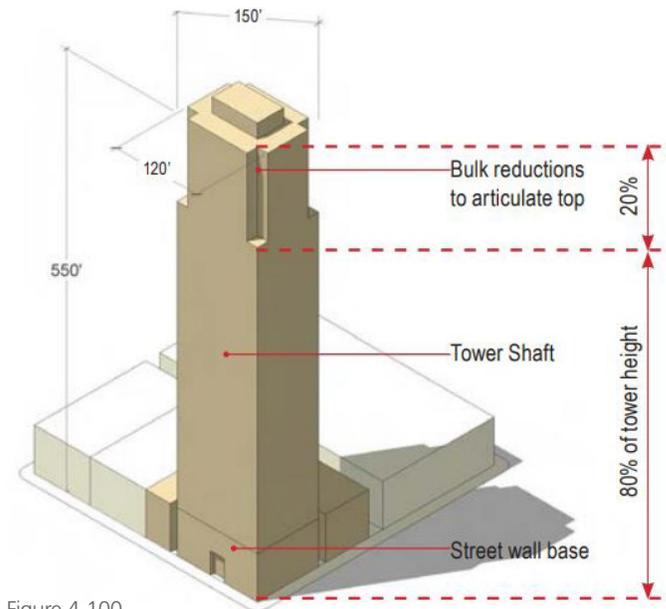


Figure 4-100.

D. Massing and Building Configuration

D.3.2. Bulk Controls - Commercial/Mixed-Use Buildings and Hotels

Commercial & Commercial/Mixed-Use Buildings

1. **Low-rise (Up to 50' height)**
 - 1.1. No bulk reduction required
 - 1.2. No setback from street required
2. **Mid-rise (Up to 85' / Life-safety limit height)**
 - 2.1. No bulk reduction required
 - 2.2. No setback from street required
3. **High Rise - Above 85' height**
 - 3.1. Maximum average tower floor plate: 20,000 sq ft
 - 3.2. Maximum plan dimension: 160'
 - 3.3. Maximum diagonal dimension: 200'
 - 3.4. 10% bulk reduction required for the top 20% of the tower height, measured from grade. No setback from street required

Bulk Controls for Commercial Office/ Mixed-Use Buildings, and Hotel

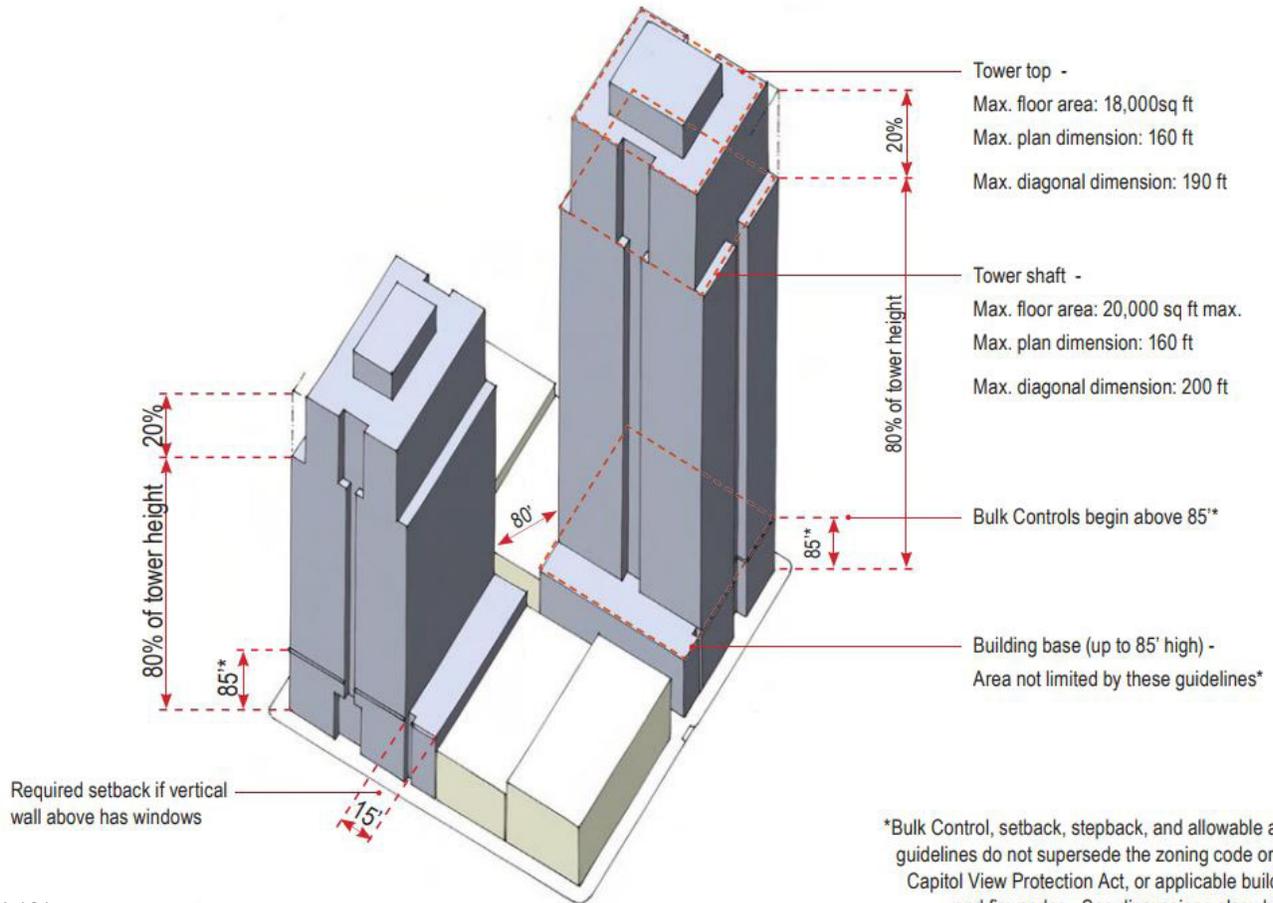


Figure 4-101.

D. Massing and Building Configuration

D.3.3. Bulk Controls - Tower Separation and Height Differentiation

PRINCIPLE: The spatial separation of any two towers on the same block - and the related qualities of solar access, shadows, views, and privacy - shall be no more restrictive or constricting than if they were on opposite sides of the street; and a tower shall be distinct in size/scale from those adjacent to it.

Rationale

One of the benefits of towers is to have unobstructed views for the upper floors. This is particularly important in narrow lots in a multi-parceled block, as is common in the commercial zone of the Central Core. It is thus appropriate to control how closely towers can be located.

Cities such as San Francisco have controls to establish minimum distances between towers, generally the same dimension as a typical street. This ensures that the spatial separation of any two towers on the same block and the related qualities of solar access, shadows, views, and privacy - would be no more onerous or constricting than if they were on opposite side of the street.

Guidelines

1. **Tower Spacing & Separation**

A minimum separation of 80' in all directions is required between residential towers. (See Figure 4-102). This implicitly limits the number of towers per block to four. This applies to existing and new residential towers, including where multiple towers are part of the same design scheme / development.

The street right-of-ways in Sacramento's Central Core are all at least 80' wide. This dimension shall establish the minimum dimension between towers in all cases. (See Figure 4-104). After a first tower is built on a narrow parcel in a multi-parcel block, subsequent towers on the same block would have to adhere to this rule. This will help ensure the avoidance of view blockage and preserve sky exposure at street level.

2. **Height Differentiation**

Any new high rise should be at least 50' shorter or taller than the two towers closest to it (measured in plan as a radius from the center of the diagonal). Thus, in Figure 4-104, if towers B, C and D are existing, new tower A should be approximately 50' shorter or taller than both tower B and tower D.

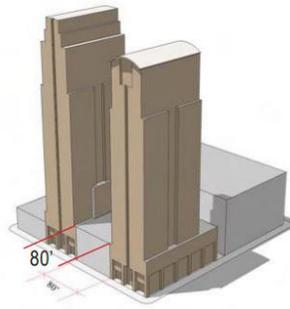
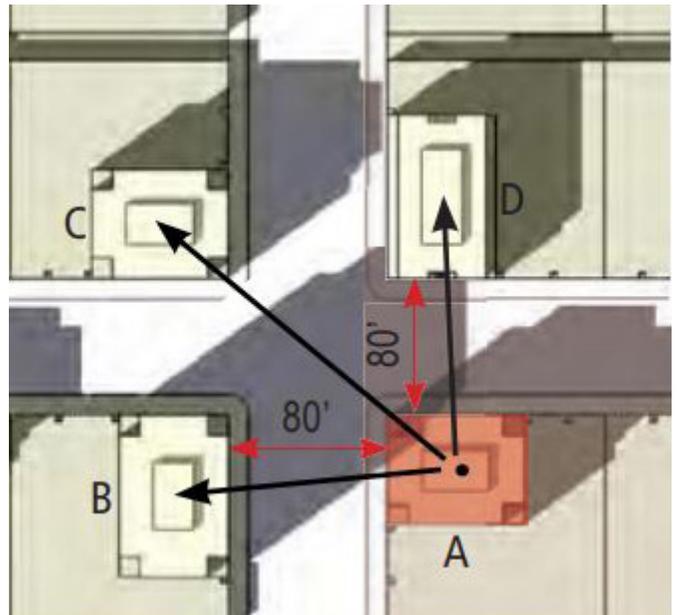


Figure 4-102: Permitted tower spacing



Figure 4-103: Residential tower spacing in downtown San Diego, CA.



- Tower Spacing: 80' away from any other tower, which limits each block to no more than 4 towers
- Height Differentiation, to maximize views and individual tower identity: at least 50' different than the two closest towers. In the diagram above, the height of tower A should be at least 50' different than both towers B and D.

Figure 4-104: Towers should be spaced at least 80' apart from each other the equivalence of a street width and vary considerably in height from those closest to it.

D. Massing and Building Configuration

D.3.4. Bulk Controls - A Distinctive Top

.....
PRINCIPLE: PRINCIPLE: Buildings shall terminate with a distinctive top, to contribute to an architecturally dynamic city skyline.
.....

Rationale

There is a well established architectural tradition of high-rise buildings having a distinctive top terminating the shaft of the tower when seen in silhouette against the sky. Sacramento has many fine examples of this design strategy, from the historic Elks Lodge of 1926 to 621 Capitol Mall, completed in 2008.

Guidelines

1. To achieve a distinctive top, a 10% bulk reduction for the top 20% of the building height is required. This helps define an upper / penthouse zone at the top of the building and reduces the apparent bulk of the tower as seen against the sky.
2. Mechanical penthouses should be screened and integrated into the form of the building. Consideration should be given to various ways of handling this design element without compromising safety or creating a monotonous skyline. (See Photos, this page)
3. Designs should avoid flat topped profiles, which make a building look stocky and top-heavy.

Tower tops



Figure 4-105.



Figure 4-106.



Figure 4-107.



Figure 4-108.

Figures 4-105 to 4-108. Bulk reductions and integrated mechanical penthouses contribute to the distinctive tops of these Sacramento towers

D. Massing and Building Configuration

D.3.5. Bulk Controls - Rooftops and Mechanical Penthouse Enclosures

.....
PRINCIPLE: Rooftop design shall be integrated into the overall design scheme of the building, including mechanical penthouse enclosures and green design elements.

Rationale

The roof levels of a building need to accommodate servicing and life-safety requirements, while retaining a form that will be a distinctive & memorable contribution to the city skyline. A key issue of rooftop design is balancing the integration of building services, like mechanical and drainage systems, with building amenities, like potential rooftop open space and natural cooling strategies, storm-water management and, where require; and designing the rooftop to reduce heat-island effect and facilitate

Guidelines

1. Mechanical Penthouses

Mechanical penthouses should be screened and integrated into the formal design of the building. (See Figures 4-109 to 4-112).

2. Roof Surfaces

To reduce heat island effects, follow one of these strategies:

- 2.1. Specify roofing materials that have high solar reflectivity and high emissivity of the life of the material. Materials should achieve a solar reflectance index (as per LBNL Cool Roofing Materials database) of at least 78 for low- sloped roofs and 29 for high sloped roofs.
- 2.2. Use green roofs, planted with any of the following: vegetated surfaces, plants, shrubs, small trees, etc. Green roofs should be installed on at least 75% or the roof area, not including helicopter landing pads and occupiable roof terraces (in residential buildings only).
- 2.3. Install photo voltaic panel arrays on at least 50% of roof areas.

3. Open Space

Roofs offer an excellent opportunity to provide users with common open space, in the form of roof decks or gardens (where the roofs are not already planted for storm-water management purposes). If roofs are flat, designers should endeavor to make roofscapes occupiable by users. Publicly accessible roofs may help meet park requirements.

Rooftops



Figure 4-109.



Figure 4-110



Figure 4-111



Figure 4-112

Figures 4-109 to 4-112. Mechanical penthouses at roof level integrated into the overall design of the building's massing and "distinctive top".



Figure 4-113. Green roof on an urban high-rise residential building.

D. Massing and Building Configuration

D.4.1. Façades - 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.

Rationale

In order to have a lively mixed-use downtown retail, commercial and community uses are encouraged at sidewalk level, ensuring the maximum transparency and permeability of the street facade. Since the downtown’s population of workers, residents and visitors can support only a limited amount of retail, provision for ground floor live/work loft space should be considered where retail is not feasible.

Guidelines

1. **Location.**

In the Central Core area, ground floor uses should be retail, commercial, community or live/work. Ground floor retail location requirements are specified in the Section 17.96.070 of the Zoning Code, as depicted on the map in Figure 4-114.

2. **Ground Floor Heights.**

- 2.1. Development with retail, commercial, community or public uses on the ground floor should have a floor-to-floor height of at least 13’. Where mechanical venting is required, facade vents should be either at least 9’ above the sidewalk level, or placed on a side elevation, away from pedestrian traffic.
- 2.2. Consider 21’ floor-to-floor ground level height for retail use along primary frontages. This allows for two-levels of parking to be accommodated behind the retail to the same height.
- 2.3. The ground floor elevation is preferable located at sidewalk, and should in no case be more than 2’ above the adjacent sidewalk, and maintain handicap access.
- 2.4. Main entrances, for each use, should be accessible from sidewalk level. (See Figure 4-115).

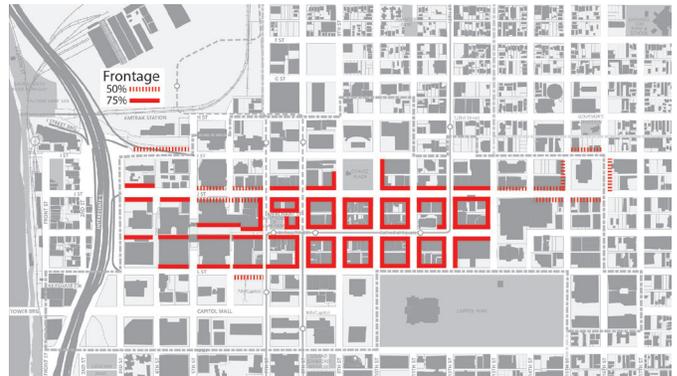


Figure 4-114. Map of ground floor retail locations required in the Zoning Code. (Attachment #9 to Chapter 17.96 of the City’s Zoning Code)

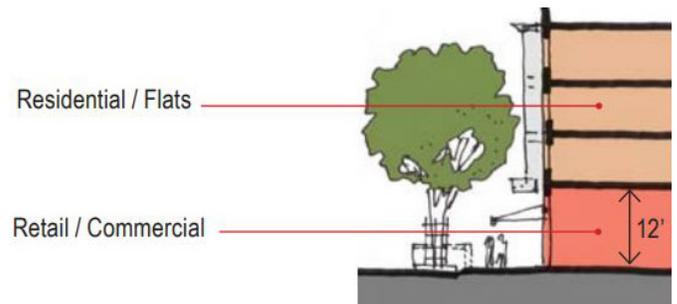


Figure 4-115. Ground floor mixed uses along retail

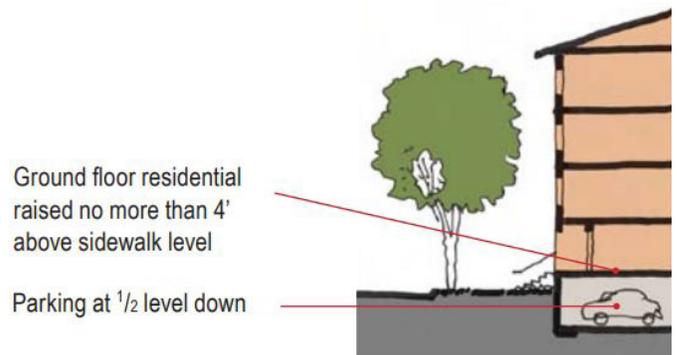


Figure 4-116. Residential

D. Massing and Building Configuration

D.4.1. Façades - Ground Level Uses (continued)

3. **Residential Uses.**

Residential ground floor uses in multi-family buildings should be no more than 4' above the public sidewalk grade, if setback is 15' or less. (See Figure 4-116).

4. **Blank Walls Due to Screening of Parking.**

Blank walls due to grade-level parking or service spaces are to be avoided. Parking shall be screened with an active use (residential, etc.) or depressed by a half or full level. (See Figures 4-116 & 4-117). See also Chapter 4, Section E- Parking & Vehicle Access.

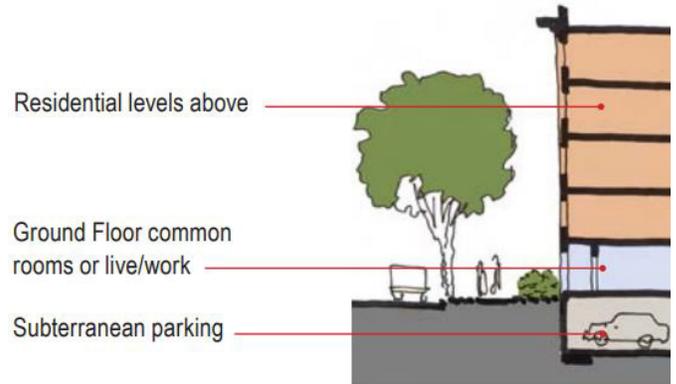


Figure 4-117. Residential street subterranean parking

D. Massing and Building Configuration

D.4.2. Façades - 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.

Rationale

Where retail, commercial, community or other active uses occur, it is imperative that they are visible from the street, to both pedestrians and motorists. The facade thus needs to have a high level of transparency in order for these uses to get the amount of visibility required for their healthy business operation (See Figures 4-118 & 4-119). These facades should also have a high degree of permeability (through doors and entryways).

Guidelines

1. Where retail, commercial, community or other active uses occur, the retail level facade should be 60%-75% transparent. See 4.1. - Façades - Ground Level Uses for required locations per the retail frontage map
2. Opaque and translucent glass do not qualify as transparent.
3. A facade need not be all glass, nor must it be built out of a storefront system.
4. The qualifying area of a facade is from top of finished sidewalk to top of finished floor level of first non-retail (e.g. residential or commercial office, etc.) level.
5. Doors should be spaced no more than 40' apart to ensure a high degree of permeability.
6. Blank walls, more than 12' in length are discouraged. If they can not be avoided, one of these strategies should be used:
 - 6.1. Set the wall back behind a planting strip of at least 18". The planting strip may be recessed within the column grid.
 - 6.2. The wall should be either articulated or decorated with artwork, or both.

Ground Level Transparency



Figure 4-118.

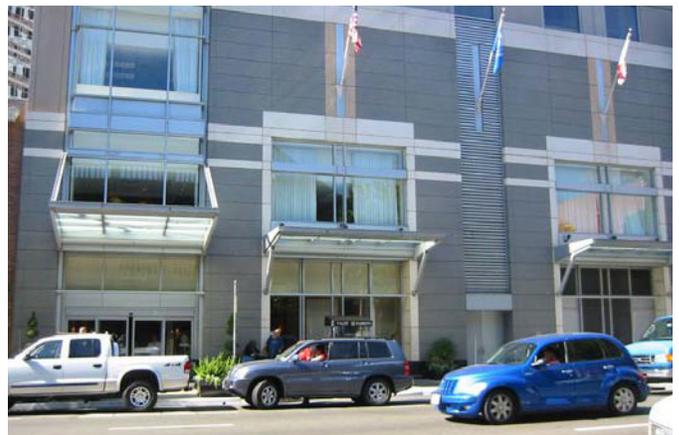


Figure 4-119.

Figures 4-118 & 4-119: Appropriate levels of transparency need not require all-glass buildings. These two buildings - one an historic brick building, the other a contemporary hotel - both have appropriate and successful levels of ground floor transparency.

D. Massing and Building Configuration

D.4.3. Façades - 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.

Rationale

Sacramento’s urban blocks are historically divided into 40’ and 80’ wide lot increments. The blocks in the Central Core are typically 320’ long in their east/west direction, subdivided into multiples of 40’ wide lots. This gives the urban blocks their predominant rhythm and variety and creates a fine grained pattern to the urban fabric. In order to avoid block-long, unbroken facades, unarticulated façade planes should be limited to an in order to create visual variety and interest.

Guidelines

1. **Vertical Articulation.**

Facade articulation elements should include notched setbacks, projecting bays, balconies, etc. Articulations should begin at the 2nd or 3rd floor. Ground level articulations, in the form of recesses, should be limited as they create dark and unsafe areas.

- 1.1. The maximum unbroken length of the facade of a commercial building should be limited to 100’.
- 1.2. Articulation of residential buildings should respond to multiples of 40’, in response to the typical historic graining of the lot patterns.
- 1.3. Articulation between facade sections should be at least 5’ deep and at least 10’ wide.

2. **Repetition of Articulation.**

A project should not repeat the same wall surface design

- 2.1. Horizontally, across more than 1/3 of a block
- 2.2. Vertically, over more than 50% of its floors

Articulation of street-wall

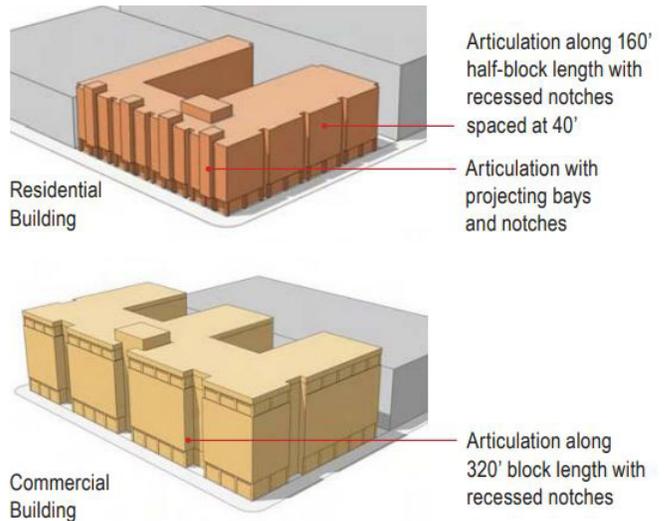


Figure 4-120: Projections & notches articulating the street



Figure 4-121 A wide street frontage is articulated with bay windows, projecting balconies, and recessed zones. The major massing articulations begin above the 2nd floor.



Figure 4-122. The facade of 621 capitol Mall has horizontal articulation every three floors, and a notch running vertically from top to bottom.

Illustrates how design strategies like rhythm and notching can be used to design large buildings where expansive and potentially repetitive facades can be challenging.

D. Massing and Building Configuration

D.4.4. Façades - Building Corners

PRINCIPLE: Building corners are a placemaking element that should be designed to accentuate the unique location of the urban corner.

Rationale

Building projects within the Central Core located on corner lots present an excellent opportunity to accentuate the unique location of the corner across the width and length of the urban block. Some urban corner design strategies include articulated corners, projecting and receding balconies, and accentuating features at various scales. (See Figures 4-123 to 4-130).

Guidelines

Building projects located on corner lots should accentuate the corner's unique location on the urban block. Buildings should use one or more of the following design strategies:

1. **Articulated corners**

Chamfered or rounded corners allow for a seamless transition from one street facade to the next. This is an especially good strategy where a corner entrance is used. Chamfered corners are illustrated in Figures 4-125, 4-126 and 4-129; rounded corners in Figures 4-127 and 4-130.

2. **Projecting and recessed balconies and entrances**

Projecting and recessed balconies and entrances allow for the corner to capture a volumetric expression distinct from the typically repeating elements of a facade. (See Figures 4-123, 4-127, 4-129 and 4-130).

3. **Accentuating features at various scales**

Buildings may incorporate accentuating features at the building corner. These can be designed at various scales, from embellished doorways (see Figures 4-125 and 4-126), to material and volumetric manipulations (see Figures 4-123 and 4-128) to circular drums (see Figures 4-127 and 4-130). In some cases the entire building massing may transform to become a corner pavilion feature (see Figures 4-124 and 4-127).

4. **Other Strategies**

Other innovative design strategies which accentuate the corner may also be submitted for review.



Figure 4-123.



Figure 4-124.



Figure 4-125.



Figure 4-126.



Figure 4-127.



Figure 4-128.



Figure 4-129.

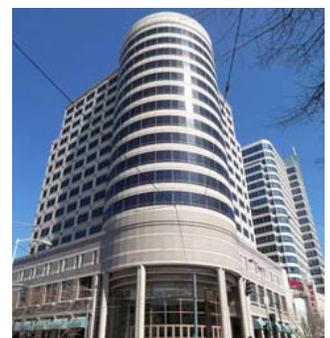


Figure 4-130.

These Sacramento buildings illustrate a variety of corner design strategies, including rounded and chamfered corners and accentuating features at various scales.

D. Massing and Building Configuration

D.4.5. Façades - Window and 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.

Rationale

From the outside, windows give human scale to buildings, and animate facades with their varying sizes, patterns, arrangements and treatments. From the inside, they provide for natural light and views. Operable windows also provide for natural ventilation, and are sensible in many types of projects.

Fenestration is the arrangement, proportioning and design of windows. Window types and patterns include: horizontal banding, punched, grouped, recessed, glass curtain wall, etc. Windows should be used as an element which helps to articulate the character of a facade, and designed to reveal the thickness/depth of the facade wall. Windows should be well-proportioned, and operable where appropriate.

Window design is inherently related to the facade system employed. Windows are traditionally referred to as “punched openings” in masonry walls, whereas in curtain walls they are not treated as a separate element from the façade system. Curtain wall systems can also incorporate sun shading systems which are discussed in Section 4.7 - Canopies, Awnings & Sunshades. Further, many buildings use a hybrid of systems, for example where a curtain wall system sits within a larger punched opening of a masonry wall. Thus, the following guidelines and illustrations should be considered to illustrate a range of possible solutions, but is not inclusive of all sound combinations and scenarios.

Guidelines

1. Windows within solid walls (walls not designed as glass curtain wall systems) should not sit in the same plane as the wall surface. They should be recessed at least 4”, with the wall material turning the corner at the window jambs, in order to demonstrate materiality of the wall thickness. (See Figures 4-131, 4-132 & 4-134).
2. Windows should have design and scale appropriate to the spaces behind them. (See Figure 4-131).

Window Types in Sacramento’s Building Stock



Figure 4-131.



Figure 4-132.



Figure 4-133.



Figure 4-134.

Figure 4-131 to 4-134. Sacramento’s downtown buildings feature a range of window types, including curtain wall / storefront systems within punched openings (top), glass block windows (above left), and monumental windows into special rooms (above right).

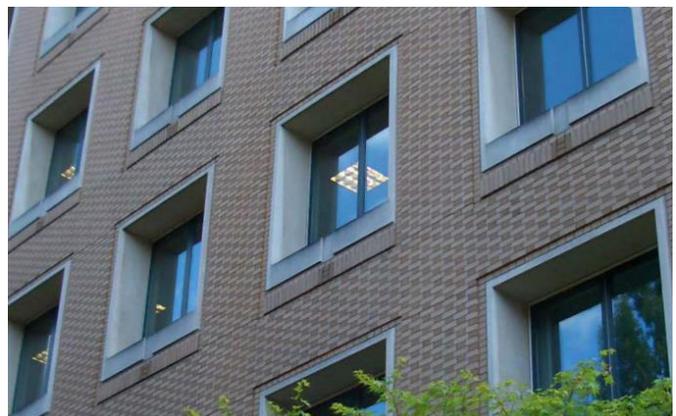


Figure 4-135. The windows in this brick wall are surrounded by both special brick courses and a continuous cast stone frame, whose depth makes the exterior wall appear thick, massive and carved.

D. Massing and Building Configuration

D.4.5.. Façades - Window and Facade Systems and Patterns (continued)

3. Windows should be grouped to establish rhythms across the façade and hierarchies at important places on the façade. (See Figure 4-137).
4. Curtain wall systems should be designed with projecting vertical and/or horizontal mullions (see Figure 4-138), or other modulating features. See Figure 4-140).
5. The location of the glass line should be varied across the façade, to create depth and shadow effects. (See Figures 4-136, 4-137 & 4-139).



Figure 4-136. This building also combines curtain wall window systems with solid punched-opening walls. The wall is given a visual thickness by the varying placement of the glass line.



Figure 4-137. This university building in Cambridge, MA, has a repeating double window bay module which sets a rhythm across the façade, which is then interrupted by special conditions at the corner and above the entry.



Figure 4-138. This office building at 560 Mission Street in San Francisco has a sophisticated system of projecting mullions and framing members, establishing an intricate dialogue between structure, skin and appendage.

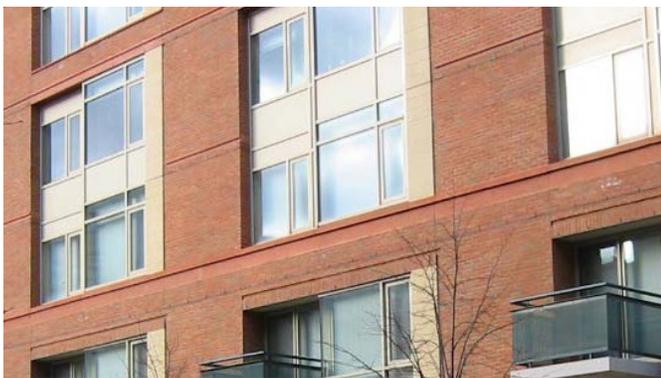


Figure 4-139. This project inserts a curtain wall system within a punched opening. The red brick wall turns to reveal the wall's thickness, and the curtain wall is placed at varying depths within the apparent thickness of the brick wall opening.



Figure 4-140. This curtain wall, on an apartment building in Portland, is modulated by the strong horizontal lines of the concrete floors and a rhythm of alternating metal panels which establish private and public zones within the building.

D. Massing and Building Configuration

D.4.6. Façades - 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.

Rationale

It is important that entrances to buildings, both commercial and residential, be located in the best possible place. They need to be special features in the design of the building, with a size and scale appropriate to the amount of use. They should be easy to locate from the street for both drivers and pedestrians. Entrances are an ideal location for the incorporation of public/private art which can be integrated with the building.

Guidelines

1. Entrances should:

- 1.1. Be given prominence on the street frontage.
- 1.2. Be located to achieve the highest amount of visibility on the site.
- 1.3. Be sized and scaled appropriately for the amount of use and/or prominence of function.
- 1.4. Incorporate craft work and/or public/private art.
- 1.5. Have a change in material and/or wall plane.
- 1.6. Be appropriately lit, for safety and legibility of signage and inscriptions.
- 1.7. Have double height lobbies for buildings with more than 30 dwelling units or 4 floors of commercial space
- 1.8. Be individual, with steps, porches or stoops when facing streets, green-ways or courts, for ground floor residential units.

2. Entrances should not:

- 2.1. Employ excessive storefront systems.
- 2.2. Employ projecting storefront cubicle pavilions.

Entrances



Figure 4-141. Vertical elements and canopy mark the entrance to the Department of Transportation building, Sacramento



Figure 4-142. This vertical drum punctuates the entry from the street, recessed beneath an archway.



Figure 4-143. Entrances to individual units should orient to the street & be characterized by stoops, porches etc.



Figure 4-144. A monumental entrance to a California State office building marked by the official seal.



Figure 4-145. Entrance to the city library, appropriately designed and decorated.



Figure 4-146. New library entrance, designed with a simple storefront glazing system.

D. Massing and Building Configuration

D.4.7. Façades - 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.

Guidelines

Of the many elements of facade design, canopies, awnings and sunshades have a combined role of providing shade for both human activity and for the building itself. Entrance canopies provide cover from sun or rain. Awnings, likewise, provide similar protective cover for the retail activity at ground level. Sunshade, in the form of vertical or horizontal fins, operable louvers or other types of brise-soleil keep the direct sunlight from entering, or hitting the facade of a building, thereby keeping it cool and ensuring more comfortable interior environment.

Taken as a group, these elements play a significant role in the appearance and function of a building. And due to Sacramento's climate, they are a welcome addition to any building in the city.

Guidelines

1. **Canopies**

Canopies should be generous in height. They may cantilever over the right of way, or rest on columns, like a portico projected over a sidewalk. (See Figure 4-147).

2. **Sunshades**

The use of sun shading elements is recommended on all projects, especially on their south & west faces. They may be an integrated part of the facade system, or act as applied or detached elements. (See Figure 4-148).

3. **Awnings**

In busy pedestrian areas, awnings may encroach the public right-of-way by up to 75% of its width, with 8' minimum clearance above the finished sidewalk level. (See Figures 4-149 & 4.-150).

4. **Quality of Materials**

Designers should select durable materials for all shading elements, avoiding the use of vinyl, shiny & flimsy fabrics.

5. **Encroachments**

- 5.1. All removable awnings, canopies, and sunshades require the issuance of a revocable encroachment permit.
- 5.2. All permanent overhead fixtures such as awnings or overhangs (part of the building structure) which

Canopies



Figure 4-147. Entrance canopy to a residential apartment building on a downtown street.

Sunshades



Figure 4-148. Applied sun shading elements on a building at Stanford University, Palo Alto, CA.

Awnings



Figure 4-149. Awnings projecting over the right-of-way at ground-level retail.

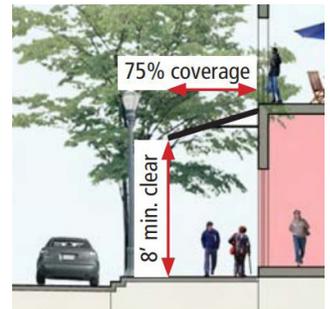


Figure 4-150. Awning section with minimum clear height above sidewalk & desired coverage.

- 5.3. Infringe into the City ROW require the execution of an encroachment agreement, to be handled on a case by case basis.
- 5.4. At any time that any part of the actual building infringes into the City ROW the execution of an encroachment, agreement is required.

D. Massing and Building Configuration

D.4.8. Façades - 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.

Guidelines

Façade projections, such as bay windows on residential buildings, are a desirable feature and are part of California’s architectural vocabulary. They add visual variety and interest while enhancing the connection between public & private realms. Because they usually either encroach into the public right-of-way or beyond an established setback, regulating dimensions are required to maintain an appropriate limit on the amount of encroachment. For example, San Francisco permits bay windows a 3’ encroachment with a maximum 9’ length horizontally and either angled or squared-off returns.

The inclusion of ground floor arcades also can enhance the connection of public and private realms, provided that their design, context and frontage uses are carefully considered.

Guidelines

1. Bay Windows

Bay Windows may encroach no more than 3’ with a maximum 8’ length horizontally and either squared off or angled returns. (The angled return is in addition to the 8’ length.) At least 6’ should separate bay windows horizontally. Projections should allow at least 12’ clear from top of sidewalk to underside of projection. (See Figures 4-151 to 4-153).

2. Balconies

- 2.1. Facades may be articulated with balconies.
- 2.2. Balconies may encroach no more than 3’ over the public R.O.W., and up to a 12’ encroachment over a setback line, permitted that the balcony does not cross into the public R.O.W. Balconies should have a maximum 12’ length horizontally. At least 10’ should separate balconies horizontally. Grouped balconies should employ integrated screens or other privacy measures. Balconies should allow at least 12’ clear from top of sidewalk to underside of balcony if projecting over sidewalk; otherwise, a balcony at the ground floor is considered a porch and requires no clearance above grade. (See Figures 4-154 & 4-155). Consult the Zoning Code for governing regulations.

Bay Windows

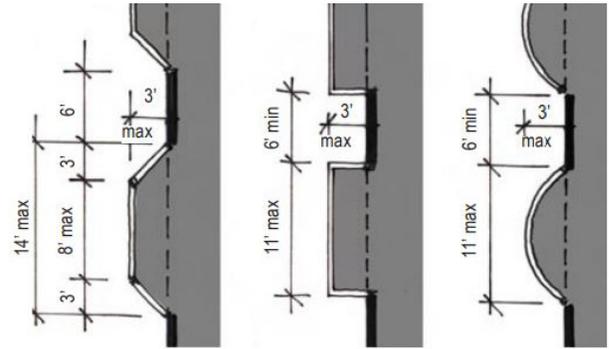


Figure 4-151. Bay Windows (plan views), left to right: segmented, square, and curved.

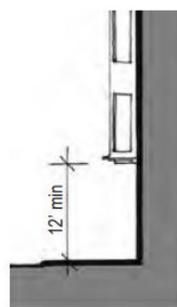


Figure 4-152. Bay Windows - minimum clear height above finished sidewalk

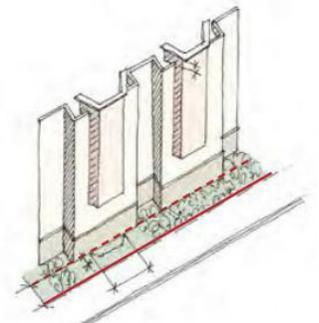


Figure 4-153. Bay Windows protecting over the setback line. They should be at least 6’ apart.

Balconies



Figure 4-154. Stacked balconies on an apartment building



Figure 4-155. French balcony covering windows & operable doors

D. Massing and Building Configuration

D.4.8. Façades - Projecting Elements and Encroachments (continued)

2.3. Some portion of the glazing behind a French Balcony must be operable. French Balconies are not permitted in front of solid wall surfaces.

3. **Porches and Stoops**

Elements such as porches and stoops are allowed to encroach (within a required setback) from the public right-of-way/ property line up to 12'. Though they cannot go beyond the parcel line. (See Figure 4-156).

4. **Cornices**

Projecting cornices are encouraged to help form a distinct profile to the building's top edge. They may project up to 5' over the right-of-way. (See Figure 4-158).

5. **Arcades**

5.1. Arcades are encouraged, especially when facing south or west. They may project over the public right-of-way, and should have active uses in the ground floor space facing onto them. (See Figures 4-159 to 4-161).

5.2. Arcades are encouraged, especially when facing south or west. They may project over the public right-of-way, and should have active uses in the ground floor space facing onto them. (See Figures 4-159 to 4-161).

5.3. Arcades should not be placed in the private parcel as this leads to redundant sidewalk conditions, and the arcaded area becomes dead and problematic.

5.4. Arcades should be vertical in proportion, in both height & depth, at a ratio of at least 1.25:1.

5.5. Arcades, though an historic element in Old Sacramento and parts of the commercial core, are not required to replicate their historic design and detailing.

6. **Encroachment Agreements**

6.1. All permanent overhead fixtures such as awnings or overhangs (part of the building structure) which infringe into the City ROW require the execution of an encroachment agreement, to be handled on a case by case basis.

6.2. At any time that any part of the actual building infringes into the City ROW the execution of an

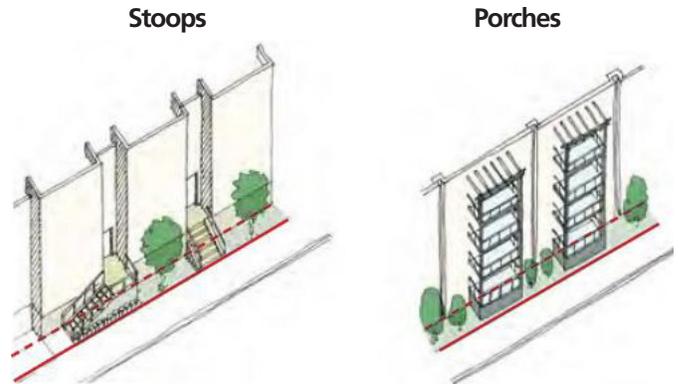


Figure 4-156. Stoops and porches are permitted to cross the setback line (red dotted) into the landscaped setback zone, permitted that they do not cross the property line (red).



Figure 4-157. Stoops projecting beyond the frontage line



Figure 4-158. Generous projecting cornice atop mixed-use loft development in Sacramento

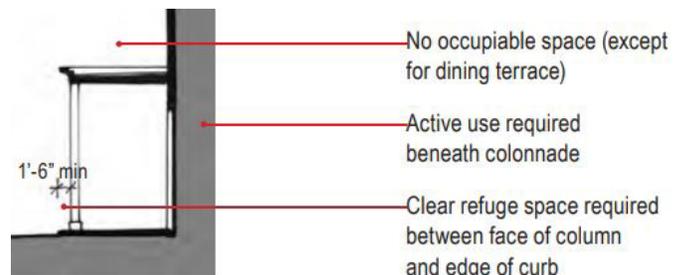


Figure 4-159. Projecting Arcade



Figures 4-160 and 4-161. Projecting arcade (colonnade) over retail sidewalk with dining terrace above, Pike Place Market, Seattle, WA

D. Massing and Building Configuration

D.4.9. Façade - Materials

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

Rationale

Sacramento has a significant historic building stock which is constructed from a wide variety of building materials. The city's tree lined residential areas and Old Sacramento are built primarily out of timber. The Central Core has fine quality urban buildings of local stone, stucco, and numerous brick colors. And the recent generations of buildings in the Central Business District include well designed wall surfaces of imported stone, glass and metal. Although Sacramento has a growing handful of signature buildings the Elks Club, 900 J Street, Park Plaza Tower it is clear that there is no single or particular material which signifies a building as being of Sacramento, and therefore no specific building material should be required on new developments. However some recent trends in construction practice have produced built environments with awkward and unusual situations related to the selection and configuration of finish materials, resulting in the need to regulate how materials are used, and to restrict the location and use of certain materials which detract from the urban environment.

Guidelines

Buildings should be built out of quality, natural materials, as they tend to last longer, be more durable, look better, and age better than artificial and simulated materials. Materials and colors should be related to masses and volumes, with changes in material/color following changes in mass (see Figures 4-166 and 4-167).

1. Material Uses

- 1.1. New developments should respond in a compatible manner to the existing color, texture and materials used on surrounding significant buildings
- 1.2. Projects should utilize compatible materials on all four sides of the building.

Material Variety in Sacramento's Central Core



Figure 4-162
Painted Stucco



Figure 4-163
Orange Brick and Terracotta



Figure 4-164
Stone & Cream Brick



Figure 4-165
Glazed Masonry

Change in wall-plane / volume at change in material



Figures 4-166 and 4-167. Different materials and colors should be separated with a change in plane.

D. Massing and Building Configuration

D.4.9. Façade - Materials (continued)

- 1.3. Durable, quality natural materials should be used on the street level portion at least the bottom 20', from finished grade of all new developments. Examples of these materials include stone (e.g. granite, marble), terracotta or tile, brick, transparent glass, metal (e.g. bronze, brass, chrome, baked enamel) when used judiciously, etc.
 - 1.4. More than two colors and materials should be incorporated in a design. Intense colors, if used, should be accents. Monochromatic schemes are discouraged.
 - 1.5. On a wall surface, a change in material or color should be designed with a change in wall-plane of at least 4 inches. Thus, a reveal channel would not be an acceptable way to transition from one material/color to another.
 - 1.6. Materials should wrap corners and continue for at least 12 inches before a material change.
 - 1.7. Graffiti resistant coating should be applied on the lower portions of alley elevations.
- 2. Material Restrictions**
- 2.1. Extensive use of nondurable materials should be avoided on all projects, but especially on buildings over three stories.
 - 2.2. The uses of reflective glass, mirrored glass and dark colored glass should be avoided.
 - 2.3. The use of exposed concrete at ground level should be minimized.
 - 2.4. The use of vinyl as an exterior building material shall be avoided.
 - 2.5. No material should simulate another material.
 - 2.6. If plaster is used, it should have a smooth finish.
 - 2.7. Imitation plaster should not be used on the bottom 30' of any building.
 - 2.8. Material Restrictions do not apply to building surfaces fronting onto alleys, unless required by ordinance.
 - 2.9. Fiber cement board should not have imitation textures.
 - 2.10. In walls finished in concrete block, the mortar color should not be darker than the block color.
- 3. Sustainable Practices**
- 3.1. Projects should be designed and developed using the best green practices, and seek to use materials that are mined/ grown/harvested/assembled locally.

D. Massing and Building Configuration

D.4.10. Façades - Lighting

PRINCIPLE: Building facades shall have illumination appropriate to their use and location, with light fixture design selected to best complement the architectural design of the project.

Rationale

Façade lighting should be designed to enhance the massing and vertical surfaces of the project. Building facades should have illumination levels appropriate to their use and location. The design needs to carefully balance the need to provide appropriate, often robust, lighting levels while avoiding light-trespass and facilitating night-sky access.

1. Lighting Goals for the Central Core

- 1.1. To purposefully employ lighting strategies as an urban art form and a key element in after-dark place-making of the highest quality.
- 1.2. To create a vital, world class urban night image for the Sacramento Central Core which is sustainable and highly creative.
- 1.3. To facilitate after-hour tourism and vital urban life for residents and visitors alike.
- 1.4. To rediscover the Central Core at night by creating safe and enticing paths of travel for pedestrians and cyclists.
- 1.5. To create a distinctive evening character for the Central Core by showcasing Sacramento's rich architectural history, landmark structures and monuments.
- 1.6. To enhance public safety through lighting clarity and recognition for pedestrians, cyclists and motorists.

Guidelines

1. Lighting Design Goals for New Buildings

- 1.1. New buildings present dramatic opportunities to implement innovative lighting approaches using color, fiber optics, and neon to create distinctive character which can also be recognizable as public art forms. Color change effects should reinforce a distinctive Central Core identity.
- 1.2. The use of color washes should be integrated into the architecture of a structure. Care must always be taken to control light spillage and to protect the amenity of adjacent buildings and not to cause nuisance to residential buildings



Figure 4-168. Lighting along K Street in the Central Core combines public and private realm design opportunities.



Figure 4-169. Exterior Lighting on Memorial Auditorium highlights the architectural features of the historic building.



Figure 4-170. Lighting design can be used for dramatic effect in the open spaces, fountains and street furnishings of the of the central Core, as shown here.

D. Massing and Building Configuration

D.4.10. Façades - Lighting (continued)

- 1.3. Lighting designers should be purposeful in the design and selection of luminaries and electrical equipment to conceal actual light sources and ensure unobtrusive installations without clutter. Bulky over sized fittings are not appropriate and should never conflict with architectural detailing.
2. **Lighting Design Goals for Historic Buildings**
 - 2.1. Use carefully concealed lighting to complement the inherent architectural quality of historic buildings. Select light sources to accent architectural details. Lighting color and temperature should be carefully selected to reinforce existing hues and coloration of exterior materials. Color should not be used for its own sake on historic buildings.
 - 2.2. Lighting designers should be purposeful in the design and selection of luminaries and electrical equipment to conceal actual light sources and ensure unobtrusive installations without clutter.
 - 2.3. Avoid fixings that may stain the exterior building fabric
 3. **Levels, Direction, and Quality of Illumination**
 - 3.1. Levels of illumination should be responsive to the type and level of anticipated activity, without under- or over- illuminating. Higher lighting levels should be provided on buildings or in areas with high levels of nighttime activity. Thus, commercial shopping buildings should have higher levels of illumination than residential buildings with lower levels of nighttime activity.
 - 3.2. Facade lighting should focus on illuminating the building's surfaces. Light fixtures should include internal reflector caps, refractors, or shields that provide an efficient and focused distribution of light and avoid glare or reflection across property edges or onto adjacent buildings. Illumination design should avoid lighting of the night sky.
 - 3.3. For the lighting of open spaces within the private realm, refer also to Chapter 3, Section C.3.4 Street Furnishings and Amenities - Street Lighting.
 - 3.4. Provide lighting at appropriate scales for the component being illuminated, including accent lighting where appropriate.
 - 3.5. Fixture design should complement the architecture, and be integrated into the whole of the building design. On historic buildings, fixtures should be concealed within the building's ornaments and articulations as much as possible.
 - 3.6. Comply with both Title 24 and the IESNA's Recommended Practice RP-33-99: "Lighting for Exterior Environments", Section 5.1



Figure 4-171. Exterior Lighting on 621 Capitol Mall highlights the building's massing and articulations.



Figure 4-172. The Esquire Building's lighting design includes a dramatic illuminated corner.



Figure 4-173. Lighting needs to be appropriate to a building's use and location. It should be integrated into the facade design, as seen here in the Fine Arts building along Shattuck Avenue in Berkeley.

D. Massing and Building Configuration

D.4.11. Façades - Signage

.....
PRINCIPLE: All signage on the exterior, or visible from the exterior, of a structure shall be designed to carefully integrate with the structure's architecture, and should enhance the appearance of the structure as well as contribute to the overall character of the streetscape.

Rationale

Attractive, artistic, well-proportioned, and carefully located signs of quality materials can enhance the character of commercial districts. Signage should be used for information, direction, and wayfinding.

Guidelines

1. General

- 1.1. 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.
- 1.2. Ensure clear legibility for universal accessibility that meets or exceeds ADA standards for signage, including type size, type style, contrast, messaging and locations. Avoid hard to read and intricate type faces.
- 1.3. All commercial signage is subject to a City sign permit. Contact the Sign Permits Coordinator of the City Development Services Department for more information.
- 1.4. Buildings with multiple tenants should have a common signage program and include a multiple directory.
- 1.5. Projects involving new building construction or major rehabilitation must submit a conceptual signage program with the building elevation plans for design review and approval before individual signs will be reviewed. 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.



Figure 4-174. Architecturally integrated neon signage appropriately scaled to fit



Figure 4-175. New exposed neon blade signs wrap the corner of an historic building.

2. Location and Size

- 2.1. Location and size shall preserve sight lines and enhance visual corridors to foster wayfinding and circulation. Blade signs along pedestrian corridors will foster circulation through the Central Business District. Note, blade or other projecting signs that project over the Public Right-Of-Way require an Encroachment agreement.
- 2.2. All signs should relate proportionately in placement and size to other building elements, and sign style, materials and color should complement the building façade.
- 2.3. Signs shall respect architectural features such as vertical piers and trim work. Signage should be placed in accordance with façade rhythm, scale and proportion, including windows, storefronts and entries.

D. Massing and Building Configuration

D.4.11. Façades - Signage (continued)

2.4. Wall mounted signs and their support brackets shall maintain vertical clearance above the finished floor to prevent any physical contact with pedestrians.

Orient all signage to the pedestrian:

- Signage should be oriented to the pedestrian with less orientation toward 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.

3. Type

3.1. The types of signage listed below are recommended

- Flat or stud mounted wall signs with routed out copy
- Individual letters (individual channel or reverse pan channel)
- Wall plaques
- Logos
- Projecting signs or blade signs with urban level detail.
- Flush mounted, three dimensional, individual letters are encouraged over flat can signs.
- Innovative or interesting signage (exposed neon highly encouraged)

3.2. The types of signage listed below shall be prohibited.

- Illuminated unarticulated acrylic sign boxes or cabinet signs.
- Illuminated canopies or awnings with inferior quality materials, i.e. vinyl.
- Signs with exposed conduit, junction boxes, transformers, visible lamps, tubing, or neon crossovers of any type.
- Back lighted can signs with a single translucent lens with multiple images or letters should not be used.
- Pole signs and other signs with exposed structural supports not intended as a design element, except for code-required signs and signs that reconstruct or rehabilitate an historic sign.
- Balloons and inflatable signs.



Figure 4-176. New block letter signage wrapping the corner of the Cathedral Building.



Figure 4-177. New bronze and neon sign, corner-mounted to a brick building in the Central Core.

4. Text

- 4.1. Sign message should be simple and clear.
- 4.2. The wording of signs should be limited to the tenant's trade names and/or company logo. The sign shall not include advertising slogans, services rendered, or merchandise offered for sale. Words describing the type of commercial use are permitted.
- 4.3. 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. Address numbers should not exceed 12 inches, nor be smaller than 4 inches.
- 4.4. Elements that are discouraged include the following:
 - Phone numbers or words describing products sold, prices or other types of advertising except as part of the tenant's trade name or logo.
 - Window signs of any type except those identifying a business that is the only sign for the business.

5. Materials and Color

- 5.1. All signs shall be composed of high-quality materials that enhance the character of the Central Business District. All fascia signage shall be integrated into the architecture, such as mounted to architectural canopies or painted or mounted directly onto building surfaces without a back plate.

D. Massing and Building Configuration

D.4.11. Façades - Signage (continued)

- 5.2. The signage material will be weather proof and fade resistant. High quality materials and finishes are required. Appropriate materials should be used for all elements of signs including: all text, exposed edges, and surfaces.
 - 5.3. 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.
 - 5.4. Appropriate materials may include the following: Metal, Wood (except chip board, plywood, etc.), Plexiglas or Hard Plastic, Neon, stone, cast & engraved metals, fired ceramics, Screen Print on Canvas Awnings, and Painted Graphics (durable paints) on Building Surface.
 - 5.5. 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, or flexible/rigid PVC board
 - 5.6. A project proposed with inappropriate materials may apply for special constructions if:
 - The proposed material, in the particular application will blend well with the existing or new material;
 - Other materials would not achieve the same desired theme of the proposed use; or
 - The overall architectural design and detailing is of such quality as to justify its use.
 - 5.7. Conduit, tubing, raceways, conductors, transformers, mounting hardware, and other equipment shall be concealed.
6. **Illumination**
- Illumination should be consistent with the type of use/ tenant, such as office, retail, restaurants, and entertainment or residential. Signage and lighting should be integrated. External lighting should avoid glare and be unobtrusive, attractive and in character with the architecture of the building. See also Chapter 4, Part D.4.10 - Façades - Lighting.



Figure 4-178. Creative signage that complements existing historic building fabric.



Figure 4-179. Sign programs for multi-tenant spaces allow for synergy & relationship to building design, while allowing



Figure 4-180. New blade sign with classic exposed neon further defines building details.



Figure 4-181. Rehabilitated historic exposed neon signage is

D. Massing and Building Configuration

D.4.11. Façades - Signage (continued)

7. **Special Signage**

Retail businesses and facilities that are entertainment or culturally oriented and contribute to the active nightlife of the CBD-SPD are allowed creative signage that may exceed the requirements of the SPD sign ordinance. Special signs that do not strictly adhere to the sign criteria are allowed subject to the review and approval of the Planning Director, if otherwise allowed by the City Code.

Examples of special signs include but are not limited to the following: exposed neon tubing, flashing, or traveling lights on theater marquees or nightclubs, etc.

8. **Historic Properties**

Signs proposed for historic properties are subject to Preservation review and shall comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Signs proposed for historic properties should be designed to complement the design, scale and materials of the structure.

Signage on historic structures shall be installed in a manner that avoids impacts on historic materials, character-defining features and the integrity of the structure

D. Massing and Building Configuration

D.4.12. Façades - Temporary Construction Screening

PRINCIPLE: Temporary construction screening should have a strong graphic appearance in addition to providing for safe pedestrian routes along exposed sides of a construction site.

Rationale

Temporary construction fencing / screening has many required functions, but also design possibilities. While the screening must of course provide for safe pedestrian access around a project, it may be thought of as a temporary urban-scaled art installation. The screening may be treated as “public art, with an expiration date”. Owners and designers should take advantage of this opportunity and use the screening to promote the neighborhood, the local history and culture, etc.

Guidelines

1. Temporary construction fencing / screening should be treated as a temporary urban scaled art installation. It should have a strong graphic appearance.
2. Screening should visually screen construction sites by means of solid opaque screening enclosures, including along all pedestrian routes. Screening should be maintained in a true vertical condition at all times. Where necessary, screening should have a protective cover over the top of the walk. All enclosed walkways shall be lit 24 hours a day.
3. Screen walls should have view portals into construction site.
4. Chain link fencing should not be used.
5. Provide a Project Sign for all construction sites. (Renovation or remodeling entirely within a building is excepted.) Information to include: an artist's conception of the proposed project, project name, principal occupant or use, owner, project architect and consultants, general contractor, and a project start and end date.



Figure 4-182. Temporary construction fencing on a project in



Figure 4-183: This temporary construction fencing titled “Oakland Gems” depicts twenty-five of Oakland’s architectural historic treasures. This screening, specially commissioned by the Oakland Department of Public Works, is by Bay Area muralist Dan Fontes.



Figure 4-184: The temporary construction screening for the new City of Cardiff (Wales) Library depicts giant book spines.

D. Massing and Building Configuration

D.5. Development along Alleys

PRINCIPLE: Protect and enhance existing alleys by utilizing them as frontage for housing, parking, commercial activity and open space.

Rationale

Sacramento's alleys are a city-wide resource which should be fully utilized and enhanced, rather than remain as primarily service ways, especially in the commercial areas of the Central Core, because of their narrow 20' width. There are, however, locations where small scale residential buildings and courts open onto the alleys, creating a contrast with the width and scale of the regular 80' wide streets and providing a respite from the repetitive urban framework of identically sized blocks. Beyond the Central Core, alleys typically provide primary or secondary vehicular access to residential properties, and occasionally support residential, commercial or industrial uses.

The 20' alley right-of-way width is just wide enough for one-way vehicular traffic without either sidewalks or curbs. This width, with structures built at zero-lot line, is insufficient for proper head-in turning into a garage.

Guidelines

1. For new development fronting the alley a minimum 4' setback is recommended for turn-in garage access.
2. New buildings facing the alley should be scaled appropriately, to permit light and air relative to the width of the alley itself and the uses it supports.
3. Alley surfaces should be designed as shared surface spaces. The continuous horizontal surface should be uninterrupted from the public alley right-of-way to the private parcel R.O.W. The parcel line may be marked with a strip in distinct paving. Curbs and truncated domes should be avoided.
4. Refer to the discussion of alleys and their development potential in Chapter 3, Part B, including Commercial District Alleys, Shared Use Alleys, Residential District Alleys, and Commercial District Pedestrian Alleys.



Figure 4-185. Redevelopment along Kondos Alley, Sacramento, with raised porches, stairs, and vehicular and pedestrian access.



Figure 4-186. Redevelopment along both sides of Natoma Street, one of the narrow alley-like streets that subdivides the giant blocks South-of-Market in San Francisco. The right of way is just 35', but still wide enough for sidewalks, one-way traffic and on- street parking.



Figure 4-187. Fulton Grove, San Francisco, is an example of a residential alley with dwellings fronting the right-of-way. Unit pavers, front doors and no curbs make this a pedestrian friendly environment.

D. Massing and Building Configuration

D.6. Bridges and Portals

PRINCIPLE: Bridges and portals should be designed to reinforce the continuation of the street wall, and further define the more intimate alleys and shared court areas within a block.

Rationale

Building projects within the Central Core will typically require vehicular access. Bridges and portals are design elements which both reinforce and continue the street wall, while allowing for vehicular access into alleys and other shared surface spaces within the perimeter of the project and block. Bridges and portals allow blocks to be permeable and accessible to pedestrians and cars, while signaling to the driver that the space is shared.

Guidelines

- 1. Bridges over pedestrian / vehicle access routes**
Building projects within the Central Core should use bridges and portals to span over vehicular and/or pedestrian access routes from the public realm into the private, for example when a project includes parcels on both sides of an alley, or at car access to a parking court (Figure 4-191). Spanning elements may be enclosed (Figures 4-190 and 4-192) or exterior (Figures 4-189 and 4-191) space. Encroachment agreements are required where portals span a public right-of-way, like an alley.
- 2. Bridges over streets**
Pedestrian bridges over streets should be avoided (see Figure 4-188), as they remove pedestrian activity from the street and do not foster the street-life envisioned for the complete, integrated urban neighborhoods that the City is seeking to foster.



Figure 4-188. Pedestrian bridges over streets should be avoided as they remove pedestrian activity from the street.

Portal and Bridge Examples



Figure 4-189



Figure 4-190



Figure 4-191



Figure 4-192
These buildings illustrate a variety of bridge and portal design strategies, showing access to private garages, parking courts, and cross-block alleyways.

D. Massing and Building Configuration

D.7. Sustainability

PRINCIPLE: New buildings shall be designed for optimum sustainability, especially with respect to energy performance and resource conservation.

Rationale

The City of Sacramento recognizes the threat that climate change poses to the community's quality of life. Therefore, the Sacramento 2035 General Plan promotes compact development patterns, mixed use, and higher development intensities that use land efficiently, reduce pollution and automobile dependence, and facilitate walking, bicycling, and transit use. As the center of the city and the region, the Central Core is the main stage for demonstrating how to create a sustainable city. There are already a number of LEED buildings in the Central City, and it is the City's policy that new City-owned buildings be certified LEED Silver. The amount of development projected for the Central Core provides a unique opportunity to promote more energy and resource efficient buildings, support greater recycling and waste reduction, and create greater biodiversity within the urban setting. A Sustainable Central City should achieve measurable goals in terms of the performance of its buildings.

California has set goals to require all new single family and low-rise multifamily buildings will be zero net energy for electricity (ZNE) by 2020 and new commercial buildings will be ZNE by 2030. This is expected to be implemented by the next update to the California Building Standards Code.

The City of Sacramento encourages new buildings and renovations to consider other aspects of green building design beyond energy, such as the sustainability of building materials



Figure 4-193. NASA fly-over photograph of Sacramento, July 1998 (left), Thermally sensed image of Sacramento (right).

Guidelines

1. Rating Systems

New development should take a comprehensive and measurable approach to sustainability. The City of Sacramento encourages new development to meet the minimum criteria listed below for each project type:

- 1.1. Retail & Commercial Buildings and Hotels
LEED Certified minimum rating, Build It Green, or equivalent.
- 1.2. Multifamily
LEED Certified minimum rating, Build It Green, Enterprise Green Communities criteria, or equivalent; or according to the Green Multi-family Design Guidelines by the California Integrated Waste Management Board.
- 1.3. Single-Family Houses
LEED for Homes Certified minimum rating, Build It Green, or equivalent.
- 1.4. All other project types
LEED Certified minimum rating, Build It Green, or equivalent.

2. Alternate Measures

If an owner, designer or developer feels that the above rating systems are not appropriate for their project, they are welcome to propose an alternate rating system, or clearly illustrate how their project is holistically equal or more sustainable than as measured using one of the above strategies. Acceptance of this strategy would be at the discretion of the planning reviewer, and should not be presumed.



Figure 4-194. The LEED-certified CalPERS Building incorporates many sustainable design features that significantly impact the formal design of the building, including light shelves and abundant

D. Massing and Building Configuration

D.7. Sustainability (continued)

3. Sustainability Targets

Building designers, owners and operators should consult the City of Sacramento Waste Management Standards and Sacramento 2035 General Plan. With regard to waste reduction, the State of California requires 100% landfill diversion by 2040, while the City's 2035 General Plan has a goal of 75% diversion from the waste stream over 2005 levels by 2020

4. Sustainable Design Features

The Sustainable Design of buildings requires an evolving palette of design tools. Some tools, like proper solar orientation, require the application of common sense and best practices for the region. Other tools require designers to incorporate the latest technologies for mechanical systems and material use. The following items describe and picture a few suggestions from the expanding tool palette which can significantly impact the form of a building.

5. Shading Strategies

- 5.1. Sunshades, canopies and light shelves.
Shading helps to keep the walls and thus the inside of a building cool, which is particularly an issue for commercial buildings, which tend to have mostly glass skins. Shading can be in the form of applied horizontal or vertical fins, or as large scale canopied, projecting well above and/or beyond the building envelope. See also Chapter 4, Section D4.7. - Façades - Canopies, Sunshades, Awnings.
- 5.2. Natural Daylighting
Natural daylighting allows for lower energy consumption and a more productive workplace. In addition to narrow floorplates, daylighting can be enhanced by interior covered atria, and light shelves, both inside and outside of the building's envelope.
- 5.3. Narrow Floorplates
Narrow floorplates are a key building design & layout strategy that facilitates other sustainability goals, like daylighting a maximum amount of interior space, efficient HVAC systems including natural ventilation, and optimum building orientation.

Sunshading



Figure 4-195. Giant canopy applied to a commercial office building, Chiswick Park, London,



Figure 4-196. Giant sun-control canopy overing a the courtyard of a science building on the Stanford University campus

Natural Daylighting



Figures 4-197 and 4-198. Internal sky-lit atria, allowing daylight light to penetrate to a maximum amount of internal space, at all floors

Light Shelves



Figure 4-199. Internal light shelves bounce daylight deeper into the space.



Figure 4-200. The CalPERS building, with horizontal sunshades and light shelves.

D.7. Sustainability (continued)

5.4. Natural Ventilation

Like daylighting, natural ventilation allows for lower energy consumption and a more productive workplace. Operable windows should be standard on all new construction, except for those few spaces where exact temperature and humidity control is required.

5.5. Thermal Chimneys

Thermal chimneys can be used to passively regulate temperature and natural air ventilation, allowing warm air to exhaust through a vertical space connecting multiple levels. Thermal chimneys are often created with stairwells and atrium spaces.

5.6. Green & Solar Roofs

The roof of a building provides several opportunities for green design. Green roofs allow for lower energy consumption by keeping a building cooler. They also facilitate storm-water management, enabling its on-site recycling. Green roofs can also be used as open space for occupants. See also Chapter 4, Section D.5. - Rooftops & Mechanical Penthouse Enclosures. Roofs are also a smart location for generously scaled arrays of PV or other solar panels (see below, and Figure 4-205).

5.7. Building Integrated Photo Voltaic (BIPV) Panels

Building Integrated Photo Voltaic Panels are typically integrated into the building's vertical surfaces as a facade material, or "cladding element". BIPVs can cover vast areas of building walls, turning the building into an energy producing element. See Figures 4-205, 4-207 and 4-208. They can also be used as a sunshading element, as shown in Figures 4-206 and 4-207.



Figure 4-203. Building diagrams comparing the "giant" floorplates of conventional suburban commercial office development with the narrow floorplates of more sustainable buildings, which perform better in terms of energy consumption, daylighting, and ventilation.



Figure 4-204. Cross section of an office building showing integrated ventilation and daylighting strategies

Green Roofs



Figures 4-201 and 4-202. Green roofs can also be used as open space, can facilitate stormwater management, and reduce energy consumption by keeping a building cooler.

PVs



Figures 4-205 and 4-206. Photo Voltaic panel arrays, used to cover vast

BIPVs



Figures 4-207 and 4-208. Building Integrate Photo Voltaic Panels. An integrated cladding element.

D. Massing and Building Configuration

D.8. Public Art in the Private Realm

PRINCIPLE: Art shall be used to enhance the public and private realms, and is best incorporated into the building’s design in a way that complements the architecture of the building.

Rationale

Sacramento has a wealth of public art, including the integrated ornamentation schemes which embellish many of the historic buildings in the Central Core. Until the early part of the 20th century public art related directly to, and was incorporated within, the architecture of the building. The City of Sacramento and its buildings benefited from their close proximity to the famous terracotta manufacturer Gladding, McBean. The city’s civic buildings beloved local icons such as the U.S. Post Office at 801 I Street, the Sacramento Public Library, 926 J Street, the Elks Building at 921 11th Street, and the Masonic Temple at 1123 J Street - hold a special place in Sacramento for just this integrated detail-oriented approach. (See the collection of examples in Figure 4-209).

While many later twentieth century “public art” pieces have been distinct and detached from their accompanying development projects, recent years have seen a new integration of artwork into building designs. Public art has transformed from the scaleless abstract sculptures of the 60’s and 70’s to site-specific works that are created with the building, the city, and the users in mind.

Two excellent Sacramento examples of integrated public art are the old and new US Bank Towers. At the old US Bank tower on Cesar Chavez plaza, the public art component consisted of four specially commissioned allegorical paintings (Figure 4-217) depicting the history of Sacramento, and a pair of sculptures framing the building’s main entrance forecourt (Figure 4-218). At the new US Bank tower at 621 Capitol Mall, the LED sculpture “Rapids” (Figure 4-220) by Michael Hayden is a beacon dramatically activating the lobby and plaza



Figure 4-209



Figure 4-210



Figure 4-211



Figure 4-212



Figure 4-213



Figure 4-214

Figures 4-209 and 4-214. Examples of integrated building art in Sacramento’s civic buildings, including City Hall, the Public Library, the Elks Building, and the Masonic Temple.



Figure 4-215



Figure 4-216

Figures 4-215 and 4-216. Sacramento’s Central Core is a like a vast outdoor art gallery. These figural sculptures contribute art to the city’s public realm, animating its civic spaces

D. Massing and Building Configuration

D.8. Public Art in the Private Realm (continued)

Guidelines

1. The art component of a project should be incorporated into the architecture of the building, in a complimentary way. Suggested strategies include sculptural relief panels, integrated architectural ornaments, signage, lighting/light sculpture, entablatures, wall paintings or mosaics, ornamental ironwork and artistic floor work.
2. New projects that contain art components should locate them in the most public areas of the building(s), including on the building's exterior, in the main lobbies, in forecourts or courtyards, etc.
3. Source content for the artwork should be the history of the state or city, notable local historical figures, etc.
4. Artwork may be stand alone, with appropriate scale & placement.
5. Paving patterns should not fulfill the art component, unless they are pictorially representing an image, map, etc.



Figure 4-217. US Bank Tower lobby murals by artist Richard



Figure 4-218. A pair of lounging jaguars frame the main entrance forecourt to old US Bank Tower.



Figure 4-219. Giant inscriptions on the inner courtyard wall at the Secretary of the State of California building.



Figure 4-220. The LED sculpture "Rapids" dramatically activates the monumental entrance lobby and plaza approach at 621 Capitol Mall.



Figure 4-221. Ornamental window screen at Reagan National Airport, Washington, DC, 1997.



Figures 4-222 and 4-223. Foliated scroll decorative panels, Nashville Public Library, 1998. Scroll in context, above, and detail, below.



Figure 4-224 and 4-225. Sculptural fountain and family group adorn Sacramento's outdoor plazas, at City Hall and the Convention Center respectively.

E. Parking and Vehicle Access

Like many other American urban centers, Sacramento’s Central Core has more than its share of parking structures and surface parking lots. And like in those other cities, Sacramento has begun a process of land reclamation, realizing that its downtown land is too valuable to save for the housing of cars.

Creative parking solutions are essential for allowing Sacramento to continue to foster residential and commercial redevelopment in its downtown and transition zones.

New development must balance the need for automobile parking with the requirements of an active urban environment, which is often at odds with generous vehicular provisions. Large reservoirs of surface parking have detrimental effect on street life, as it produces a void in the street wall and subsequently no activity.

The design of commercial and residential buildings can sufficiently accommodate required parking while still contributing good urban design to the city. Adequate parking provision need not produce a dead public realm of sidewalks lined with parking garages.

Commercial and retail parking requirements should utilize creative parking solutions such as, but not limited to, shared parking with other uses, mechanical parking lifts, attendant or valet parking, and off-site parking in public or private garages.

VS.

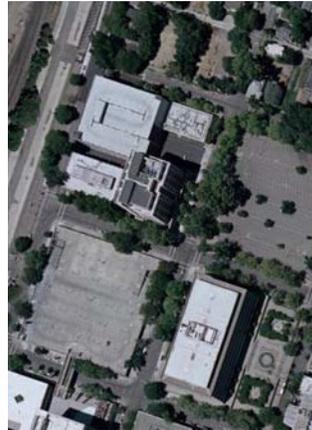


Figure 4-226. Accommodating all of the cars



Figure 4-227. Places to live, work and park



Figure 4-228. Vehicle access to the parking area is integrated into the massing of this mixed use building in building San Francisco. The parking is “wrapped” on all sides, with retail at ground level and residential uses above. The parking entry is recessed into a notch and kept narrow.

E. Parking and Vehicle Access

E.1. Location and Configuration

PRINCIPLE: New development shall balance the need for automobile parking with the requirements of an active urban environment, employing creative parking solutions.

Rationale

The design of commercial and residential buildings can sufficiently accommodate required parking demands while still contributing a well-designed public realm to the city.

Guidelines

1. Parking location & Access

- 1.1. Ground floor parking should not be exposed to the street. It should always be wrapped with an active street front uses. (See figures 4-229 to 4-232).
- 1.2. Avoiding exposed parking levels above street level. Any parking above street level should be wrapped with other uses (unless constrained by parcel), as in Figure 4-232. Since Sacramento has a high water table level, basements beyond one level can be financially prohibitive, however, they should not be rejected out of hand. The relatively high required parking ratios typically produce the need for multiple parking levels above grade. When wrapped with residential or other uses, such as in the 800 J Street Loft building, this is both an attractive and a practical solution. It is significantly less desirable when parking levels are exposed to the street, such as occurs on multiple office buildings in downtown.
- 1.3. For single-family dwellings and half-plexes, refer to the Central City Neighborhood Design Guidelines for Design Guidance.
- 1.4. Residential parking requirements should be accommodated on-site, and should be unbundled from the units themselves, which is to say rented or purchased separately from the unit.
- 1.5. Surface parking lots should be avoided as a land use in the central core.

Frontage to Street

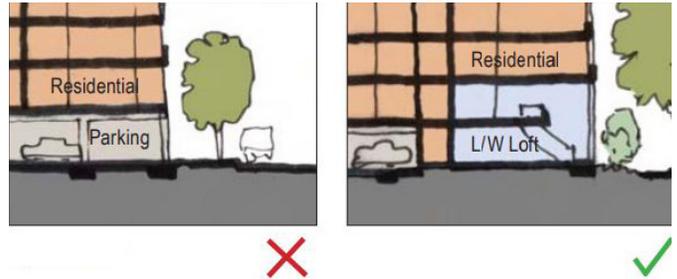


Figure 4-229.

Figure 4-230.

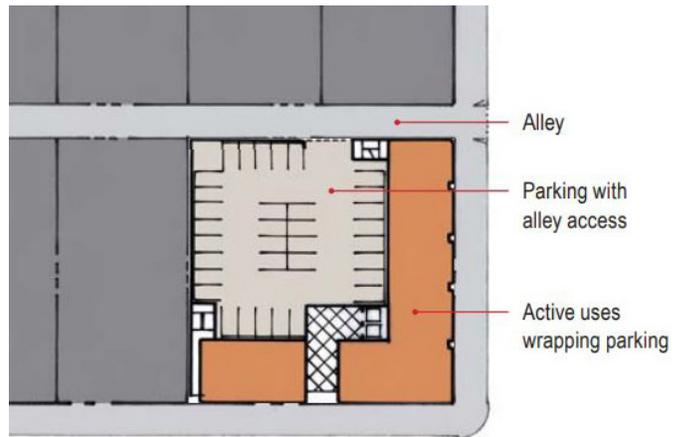


Figure 4-231. Parking not exposed to street, but wrapped with active

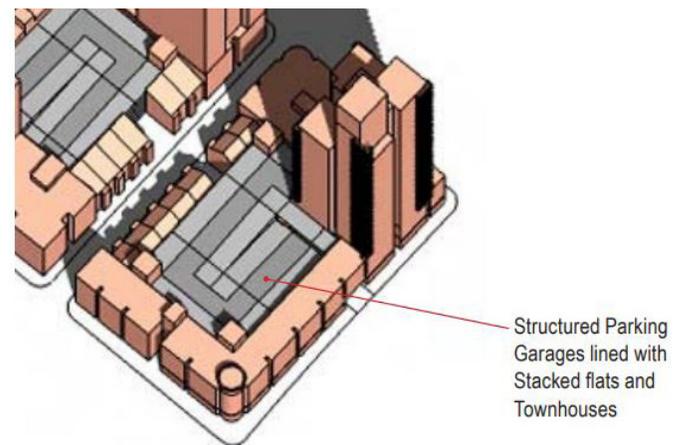
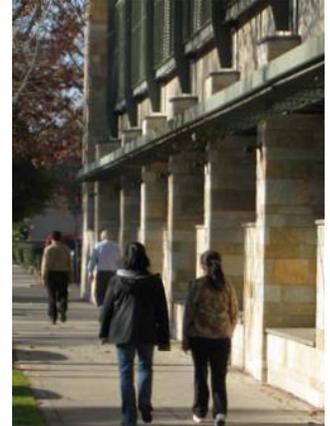


Figure 4-232. Even the high parking volumes accommodated with structured parking can be wrapped with narrow buildings to hold the street wall and allow the public realm to be defined with active uses, like commercial offices or residential uses.

E. Parking and Vehicle Access

E.1. Location and Configuration (continued)

- 1.6. If the site conditions are so restricted that exposed parking is unavoidable:
- The parking structure shall be designed with articulation and fenestration patterns consistent with the overall project. (See Figures 4-233, 4-235, and 4-238).
 - If the parking structure is a stand-alone development project, it shall be designed with articulation and fenestration patterns consistent with predominant patterns in area. (See Figures 4-234, 4-237, 4-238, 4-239, and 4-238).
 - It is preferable to have parking levels exposed on the east or west elevations of the ‘numbered streets’, as is the current pattern with several large commercial buildings, and to avoid this condition on the north or south facades of the ‘lettered streets’.
- 1.7. Garage night lighting should not be directly visible from the street. (See Figures 4-239, and 4-240).



Figures 4-236 and 4-237. Parking structure at 13th & P Streets, Sacramento. Designed like a good urban building rather than a parking structure, this multi-level parking garage uses quality materials, facade articulation, and “green screens” to make a urbane contribution to the public realm.



Figure 4-233. The Hyatt parking garage is lined with active uses at the sidewalk level.



Figure 4-238. The Hyatt parking garage, where the facades are designed in manner consistent with the overall project. The street-facing facade is articulated with a rhythm of archways ending in a notched entry corner.



Figure 4-234. Parking structure, Portland, Oregon. Facade emulates neighborhood character.



Figure 4-35. Parking structure at 621 Capitol Mall, with mixed uses lining the street-level spaces.



Figures 4-239 and 4-240. Parking structure at City Hall in San Jose, CA, uses horizontal metal louvers (left) and perforated metal panels (right) to control the glare produced by night lighting.



E. Parking and Vehicle Access

E.1.1. Parking Location and Configuration - Structured Parking

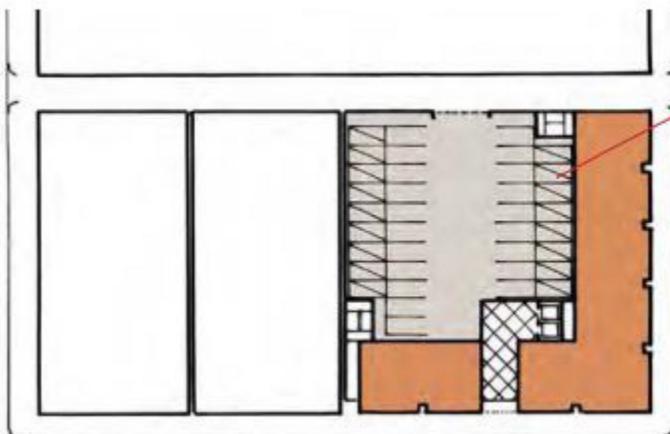
.....
PRINCIPLE: Creative parking solutions include structured parking, provided to achieve parking requirements on site while maintaining active-use development along the edge of a parcel.
.....

Structured Parking

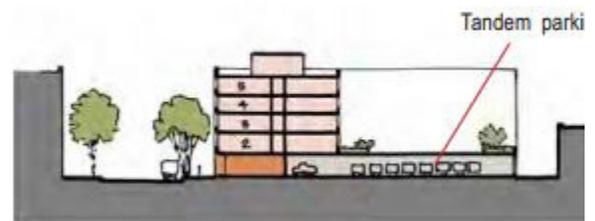
Following are a series of parking solutions for medium to high density urban development. These solutions are based on the key design parameters of new development in downtown Sacramento: a limited amount of below grade parking; a typical parcel depth of 160'; available vehicular access from a rear alley; and the desire to park a large number of cars on the parcel, rather than in remote garages.



Figure 4-241. One-Level Podium Parking (Corner Parcel)



Tandem parking



Tandem parki

Figure 4-242. Tandem/Valet Parking (Corner Parcel)

E. Parking and Vehicle Access

E.1.1. Parking Location and Configuration - Structured Parking (continued)

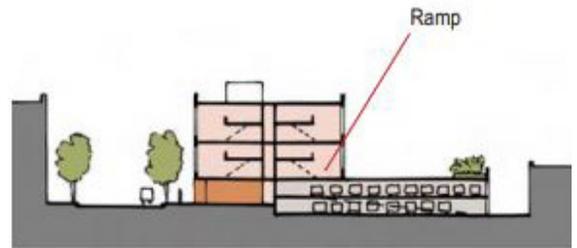
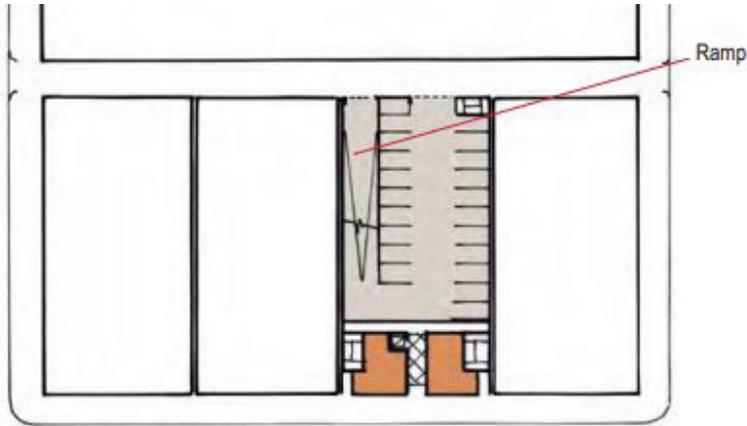


Figure 4-243. Two-Level Podium Parking with Ramp (Mid-Block Parcel)

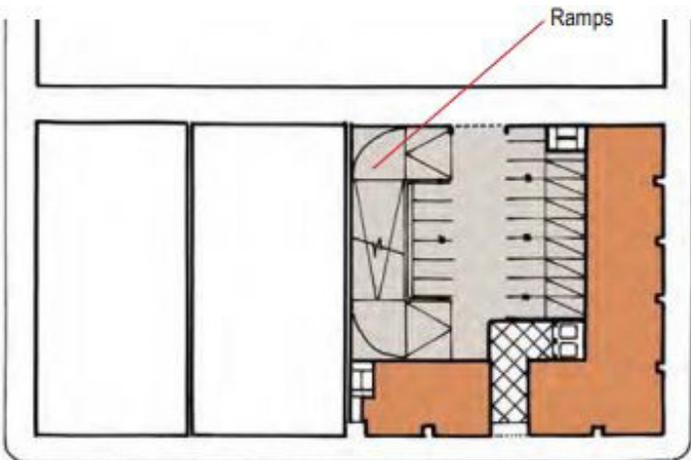


Figure 4-244. Four-Level Podium Parking with Ramped Decks (Corner Parcel)

E. Parking and Vehicle Access

E.1.1. Parking Location and Configuration - Structured Parking (continued)

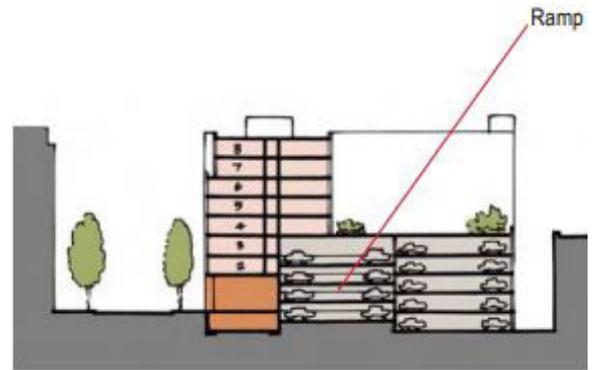
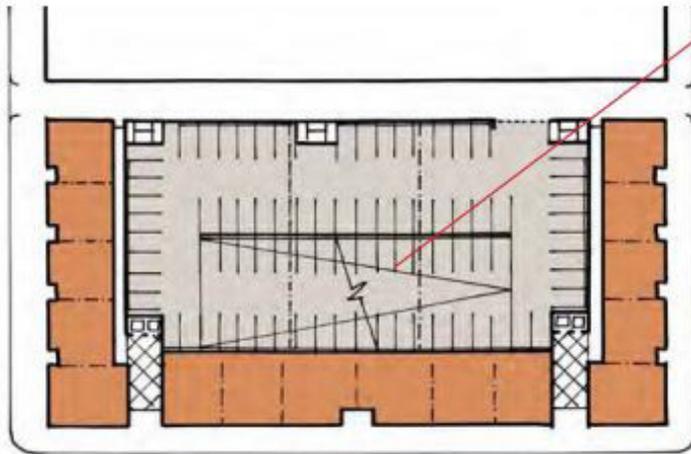


Figure 4-245. Multi Level Podium Parking with Ramps (Half-Block Parcel)

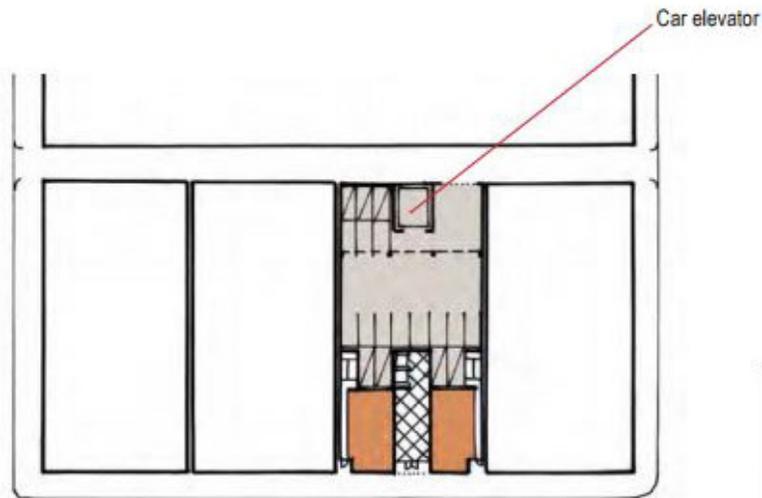


Figure 4-246. Multi Level Garage with Parking Elevator (Eighth-Block Parcel)

E. Parking and Vehicle Access

E.1.2. Location and Configuration - Surface Parking

.....
PRINCIPLE: Surface parking shall be located on the side of, or behind, any use, and should be designed with sustainability measures to mitigate its environmental impacts.
.....

Rationale

Surface parking on private parcels is not an efficient land use in the Central Core, and inherently accelerates storm-water runoff and raises temperatures in the city. In the rare occasion that surface parking may be deemed an acceptable and appropriate parking solution such as in very low intensity use areas of the city, measures should be taken to minimize its environmental impact.

Guidelines

1. Surface parking areas should be landscaped with trees, shrubs and planting. In the rare locations where parking areas are exposed to the sidewalk they should be separated from the public right-of-way by a landscaped strip or hedge. (See Figure 4-247).
2. Chain link fencing is not permitted as boundary screens for parking or secure areas.
3. Parking areas should be designed with sustainable storm water management practice. This can include draining to bio-swales and rain-gardens (See Figure 4-248); or permeable paving materials allowing rainwater to filter directly into the ground. On-site retention and filtering strategies are encouraged. Retention ponds are discourages in urban areas.
4. Service areas should be screened from view with landscaping or screen walls.
5. Surface parking areas should incorporate canopies of photo-voltaic panel arrays over the parking areas. (See Figure 4-249).



Figure 4-247. Parking area should be screened with low wall and landscaping.



Figure 4-248. Sustainable storm-water management: parking area drains to bioswale rain garden.



Figure 4-249. Canopies of photo-voltaic panel arrays covering the parking areas.

F. Central Core Infill with Respect to Historic Resources

Rationale

Infill development in Central Core historic districts is encouraged to enhance the value, vibrancy and character of those districts, keeping them functioning and relevant for future generations. Through the ups, downs, and changes that have characterized Downtown Sacramento's history, it has achieved an impressive economic, social and architectural vitality compared with many cities of similar size. An integral part of that vitality can be attributed to the continued marriage of old and new design, blending over time with new additions, some of which have become remarkable in their own right. Downtown has also seen a significant number of existing buildings that have been successfully adaptively reused with new purposes, consistent with the City's General Plan historic preservation policies. The section is intended to guide new housing development that will be compatible with existing historic resources. These design approaches are intended to support infill development and accommodate streetcar-related infrastructure and design improvements while preserving Sacramento's historic character.

Sacramento's rich and diverse heritage is reflected in its individually listed Landmarks and in the many Historic Districts throughout the Central Core and Central City. The preservation of these resources and their character-defining features is an important part of the city's identity and vitality. The contribution of individual Landmarks, such as the Tower Bridge, Sacramento Memorial Auditorium, the Elks Building, the Sacramento Valley Station (Depot), Cesar Chavez Plaza Park, and Globe Mills, to name a few of the most well known, as well as the variety of historic districts throughout the Central City, including those along the new streetcar alignment such as the Capitol, Cathedral Square, Memorial Auditorium, Merchant Street, Plaza Park/ Central Business District Historic Districts; residential historic districts such as the Boulevard Park Historic District; and the industrial R Street Historic District, cannot be overstated. The prevalence of these resources throughout the Central Core and Central City provides a rich resource base upon which to build. Historic resources provide value, and add texture and character to the urban fabric that cannot be replicated by new development. The design of future developments, while they should honestly reflect their contemporary era,

should also take special care to ensure that their orientation, form and massing acknowledges adjacent historic structures, districts or spaces. While primarily intended to guide new development adjoining historic districts or individual historic resources also address rehabilitation and adaptive reuse of historical resources within those districts in a limited number of instances where an underutilized or vacant historic property has been proposed for adaptive reuse and rehabilitation. More detailed historic context and background information on the Plan Area is contained in the DSP Cultural Resources Survey and Inventory Report (2017) as well as the Sacramento Register of Historic & Cultural Resources (2015).

The intent of these historic design guidelines is to accommodate dense new infill development that is sympathetic to and compatible with, yet differentiated from, adjacent historic resource(s). For example, new development on vacant land (majority of cases) adjoining an historic district or resource. In those limited instances where the adaptive reuse of and/or additions to historic properties are contemplated this guidance is intended to ensure preservation of the character-defining features of significant historical resources throughout the Downtown Specific Plan Area while also accommodating streetcar related infrastructure and design improvements.

F.1. Historic District Resources

Following is the list of Standards for Rehabilitation. When repair and replacement of deteriorated features are necessary; when alterations or additions to the property are planned for a new or continued use; and when its depiction at a particular period of time is not appropriate, Rehabilitation may be considered as a treatment. All work involving existing structures within a Historic District, including changes, repairs, rehabilitation, or adaptive reuse should follow these Standards. Additionally, design should be guided by the “Listed Structures Plan (Residential and Non-Residential)” and “Preservation Area Plan.” Where any conflict arises between the Standards and other guidelines in this document, the Standards generally apply.

For further information when infill development within historic district is being considered, it also may be helpful to read Preservation Brief # 17: “Architectural Character: Identifying the Visual Aspects of Historic Buildings” (Technical Preservation Services Division of the National Park Service (<https://www.nps.gov/tps/how-to-preserve/briefs.htm>)).

Standards for Rehabilitation

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

F.1. Historic Districts (continued)

Rehabilitation is only one of four potential treatment approaches that can be utilized in executing design work involving historic resources. In order of restrictiveness, these include: restoration, reconstruction, preservation and rehabilitation. The standards discuss appropriate design approaches for each treatment category.

The proposed streetcar route alignment passes through or is adjacent to five historic districts within the DSP area. Additionally, sites that can provide opportunity for residential development are also located within the survey area for the R Street Historic District. These six districts are described below, including their narrative descriptions from their original 1985 certification (Ordinance No. 850976), when the City officially adopted them as historic districts for inclusion on the Sacramento Register. The boundaries of those districts, a list of contributing buildings, and architecturally distinct components. A more detailed map for each of the districts are included as part of each individual district related subsection.”

1. **Reconstruction**

The act or process of reproducing, by using new construction, the exact form and detail of a vanished building, structure or object, at a specific period of time (based on careful historic research and authentication)

2. **Restoration**

The act or process of recovering the form and details of a property and its setting as it appeared at a particular period of time (this usually calls for the removal of later work or replacement of missing earlier work)

3. **Preservation**

The act or process of sustaining the existing form, integrity and materials of a building or structure, form and landscape features

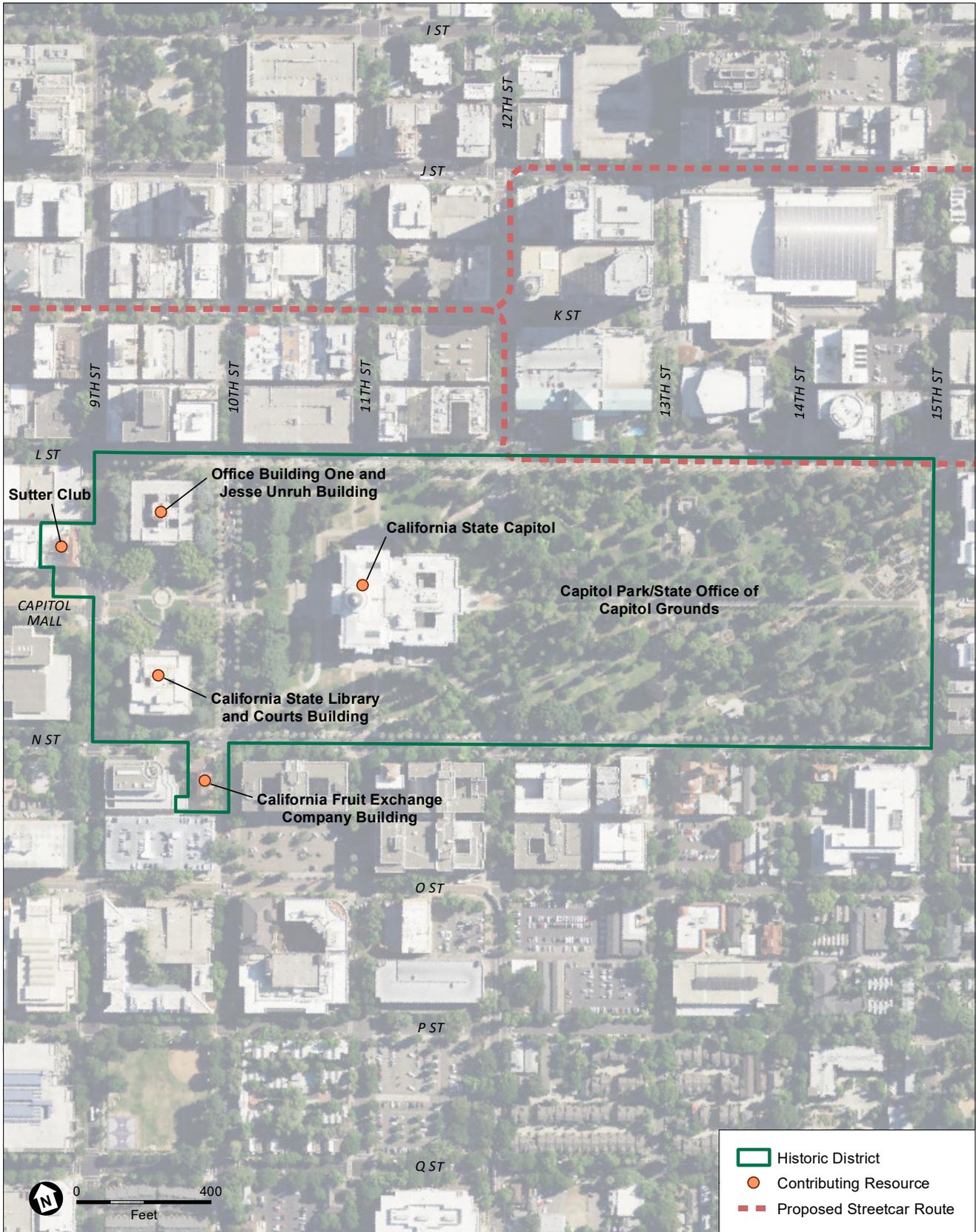
4. **Rehabilitation**

The act or process of returning a property and its setting to a state of utility through repair and alteration which accommodates new contemporary uses while preserving those features that are significant in historical or design terms.

5. **Contributing Building.**

A contributing building is any building, object, or structure which adds to the historical integrity or architectural qualities that make the historic district, listed locally or federally, significant.

F.1.1. Capitol Historic District



F. Central Core Infill with Respect to Historic Resources

F.1.1. Capitol Historic District (continued)

A variety of building types, styles, and materials exist within the six identified historic districts. While sites that can provide opportunities for housing have been identified, specific locations and projects for the near term development within each of the districts has not yet been identified, therefore site specific guidance cannot be provided at present. The Standards and existing City design review policies will continue to govern the integration of new development as well as the rehabilitation and adaptive reuse of historic properties. Existing guidance can be found in the Central City Neighborhood Design Guidelines and the Central Core Design Guidelines.

Capitol Historic District

The focal point of the Capitol Historic District, in design and preservation terms, is on the State Capitol building, as well as the visual prominence of multiple civic and government buildings located within its boundaries. Dating from the mid-nineteenth to early twentieth centuries, these buildings are predominantly characterized by their role as the physical representation of state government. Resources generally date from the period stretching from 1874 through 1932. Even the Sutter Club, a privately held building, has a long history as a meeting place of civic and political figures who played important roles in Californian and Sacramento history. The form of these buildings evokes the function of a grand and large scale government and shape the design setting of the district as a whole.

The Capitol Historic District is strongly influenced by the presence of the California State Capitol built between 1860 and 1874 in the Classical Revival Style, its domed presence serving as a dramatic 247-foot tall architectural focal point within the district setting (Figure 4-250). The State Capitol is located at the western end of the 34-acre Capitol Park. The Park also holds the Insectary Building built in the Craftsman Style which is now used as the State Office of Capitol Grounds. To the northwest of the Capitol is Office Building One. This five-story Neo-Classical Style structure was constructed in 1925. An almost identical five-story structure is found to the south of Office Building One. This is the Library and Courts Building built in 1928, also a Neo-Classical design. Both buildings flank a circular landscaped fountain located within a traffic roundabout. These three prominent buildings and the roundabout are key elements to the Historic District. Located to the south of the Capitol Building and the Park are other private and government buildings. These include the eight story Lewis Apartment building, as well as other government structures ranging in style from the State Printing Office (1922) in the Utilitarian Style with Classical influences to the Moderne lines of the State Department of Consumer Affairs Building (1940), the Franchise Tax Building, Moderne with Gothic Revival influences (1927), and the simple Moderne detailing of the Department of Transportation Buildings and the Department of Food and Agriculture Buildings.



Figure 4-250. California State Capitol Building



Figure 4-251. 1400 10th Street

F. Central Core Infill with Respect to Historic Resources

F.1.1. Capitol Historic District (continued)

The District is bounded to the north by the multi-story commercial buildings located on the north side of L Street; by 9th Street on the west with its private and Federal buildings; and by 15th Street to the east of Capitol Park with parking lots and the Capitol Area Development Authority apartment structures. The southern boundary is less well

The theme of the District is governmental. The buildings, which represent government use, are from different eras and of varied styles, but the visual boundary is quite clear between the area and the buildings to the north, west and east. This is due as much to the type and design of the area structures as it is to the landscaped open spaces between the District and the adjacent streets. The demolition of adjacent buildings and their replacement with surface parking lots clearly defines the southern boundary.



Figure 4-252. Office Building One and Jesse Unruh Building

Contributing Buildings

- California State Capitol Building (Figure 4-250, 10th Street between L and N Streets, an 1874 Classical Revival civic landmark, individually listed in Sacramento Register)
- Capitol Park/State Office of Capitol Grounds (ca 1874, spanning 10 city blocks and 34 acres, individually listed in Sacramento Register)
- Sutter Club (1220 9th Street, a 4-story 1930 Mediterranean Revival building, individually listed in Sacramento Register)

- California Fruit Exchange Company Building (Figure 4-251, 1400 10th Street, a two story 1932 Mediterranean Revival building, individually listed in Sacramento Register)
- California State Library and Courts Building (914 Capitol Mall, a 5-story 1928 Neoclassical building, individually listed in Sacramento Register)
- Office Building One and Jesse Unruh Building (Figure 4-252, 915 Capitol Mall, a 5-story 1925 Neoclassical building, individually listed in Sacramento Register)

Significant Stylistic and Architectural Features

- Neoclassical/Classical Revival and Mediterranean Revival architectural styles
 - Neoclassical/Classical Revival: Columns, archways, colonnades, symmetrical design, pediments, entry porches, detailed cornice, roofline balustrade
 - Mediterranean Revival: low pitched red tile roofs, stucco, symmetrical design, archways, wrought iron balconies and window grilles.

Building materials

- Neoclassical/Classical Revival: concrete and granite
- Mediterranean Revival: concrete and stucco

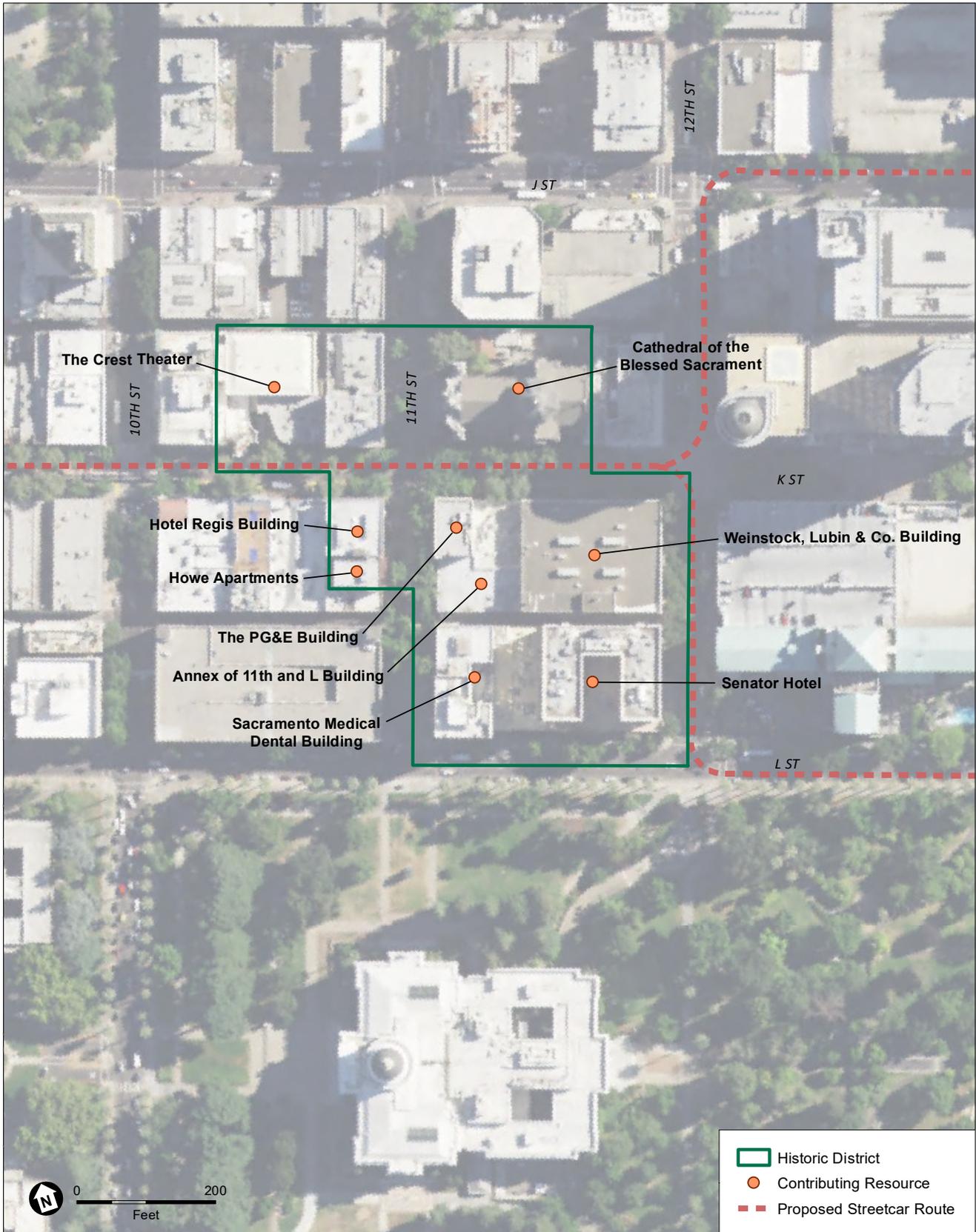
Massing

- Multi-level (up to 5 stories tall), roughly rectangular, large-scale predominantly civic architecture

Summary

Owing to the essential absence of vacant parcels within its boundaries, opportunities for infill are essentially precluded within the district. The City's focus in this district would center on the repair, rehabilitation and restoration of existing buildings. The iconic character of the historic buildings would call for a high level of design review and the context appropriate integration of potential streetcar infrastructure. Close consultation with City Planning Staff would be mandatory and would in all probability involve the State Capitol Historic Commission. All work would follow the Standards in this design context.

F.1.2. Cathedral Square Historic District



F. Central Core Infill with Respect to Historic Resources

F.1.2. Cathedral Square Historic District (continued)

Cathedral Square Historic District

Cathedral Square Historic District is centered upon the Cathedral of the Blessed Sacramento and its adjacent public plaza, as well as other late nineteenth to early twentieth century buildings in its vicinity. These buildings include commercial, residential, and hotel buildings, and echo similar decorative architectural themes, including the Beaux-Arts Classicism, Art Deco and Renaissance Revival styles. The district resources date approximately from the period stretching from 1887 through 1928. Their ornate detailing and substantial massing unify the district that spans nearly two square blocks.



Figure 4-253. Cathedral of the Blessed Sacramento

The strongest theme in this District is reflected by the Cathedral of the Blessed Sacrament built in 1887 (Figure 4-253). This structure dominates the view from 11th, 12th, and K Streets. The retail and hotel structure facing the Cathedral, even though its use has been changed, still supports the architectural feel of the area.



Figure 4-254. Senator Hotel

The buildings on 11th and L Streets, and the Senator Hotel Building (Figure 4-254), even though a block away from the Cathedral, continue the same architectural quality of the District. This architectural elegance reflects to some degree the association of the area to the adjacent Capitol to the south. Although the District is only separated from the Capitol by L Street, it is the heavy landscaping of the Capitol grounds as well as the dramatic change of use that provides the southern boundary. The Historic District is generally bounded by the K Street alleyway to the north between 10th and 12th Streets, and L Street to the south.

Contributing Buildings

- The Crest Theater (Figure 4-255, 1015 K St, a 1912 Art Deco Theater significantly remodeled in 1949, individually listed in Sacramento Register)
- The PG&E Building (1100 K, a 5-story 1912 building, individually listed in Sacramento Register)
- Hotel Regis Building (1106 11th Street, a 5-story 1912 hotel building, individually listed in Sacramento Register)
- Howe Apartments (1110 11th St, a 5-story Renaissance Revival apartment building, individually listed in Sacramento Register)
- Cathedral of the Blessed Sacramento (Figure 4-253, 1017-1025 11th Street, an 1887 Renaissance Revival religious building, individually listed in Sacramento Register)

F.1.2. Cathedral Square Historic District (continued)



Figure 4-255. Crest Theater

- Weinstock, Lubin & Co. Building (1130 K/1111 12th Street, a 4-story 1924 Beaux-Arts Classical building, individually listed in Sacramento Register)
- Senator Hotel (Figure 4-254, 1121 L, U-shaped 1924 Renaissance Revival building, individually listed in Sacramento Register)
- Sacramento Medical Dental Building (1127-1131 11th Street, a 1928 Art Deco high-rise, individually listed in Sacramento Register)
- Annex of 11th and L Building (1117 11th Street, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)

Significant Stylistic and Architectural Features

- Renaissance Revival: flat roof, classical details (columns, arches, balustrades), symmetrical design, pediment windows, pilasters

- Beaux-Arts Classicism: Much like the Renaissance Revival style, it is symmetrically organized, with Greek/Roman classical architectural features. A three-part organization of the principal building façades is typical (a strongly detailed lower floor, a less ornamented mid-section, with a strongly detailed upper story and cornice line)
- Art Deco: geometric shapes (chevrons and zigzags), rich embellishment, flat roofs with accentuating projections, decorative banding, horizontal emphasis, monolithic appearance.

Building materials

- Renaissance Revival: concrete and stone
- Art Deco: concrete, stucco, smooth stone, glass, metal

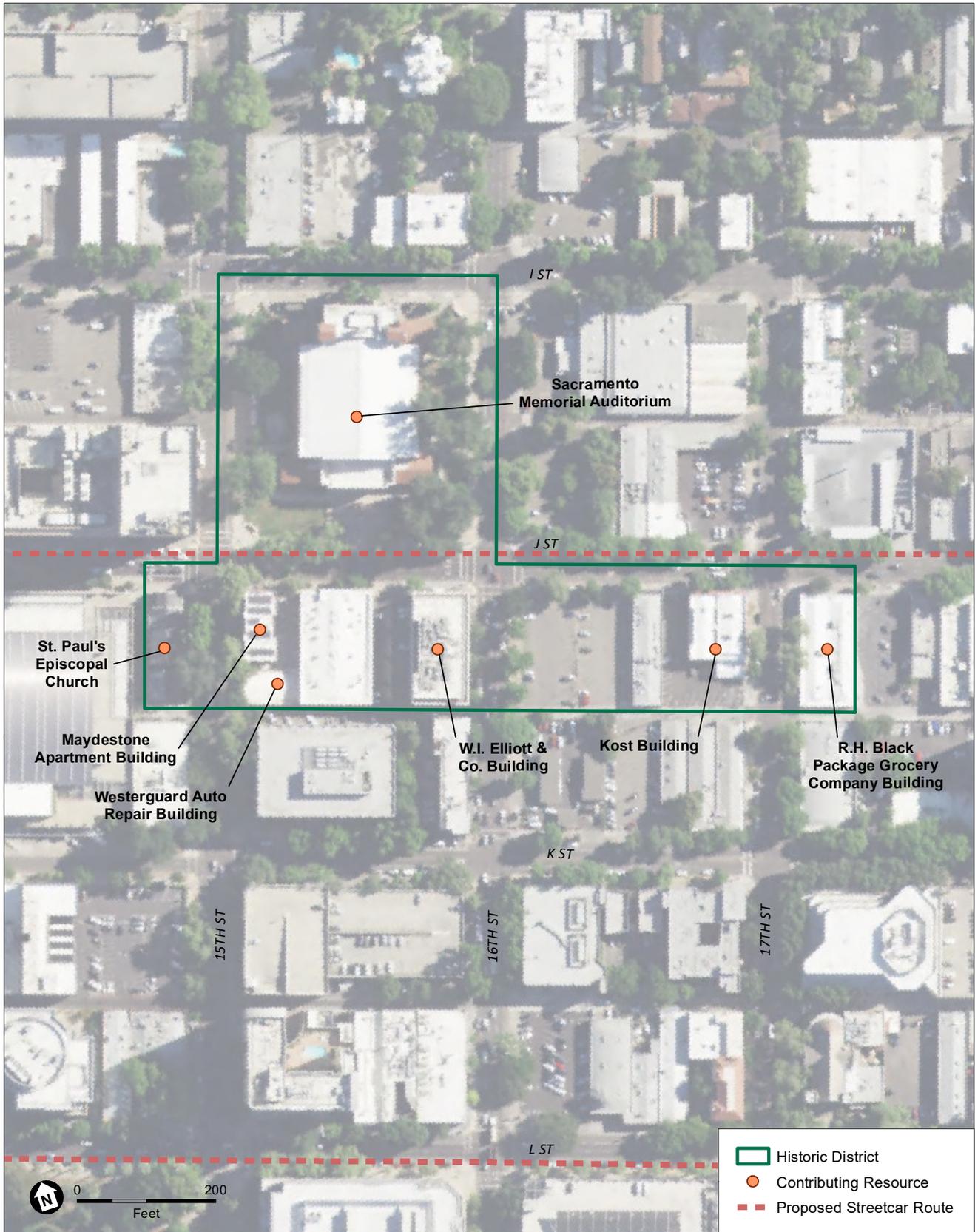
Massing

- Multi-level (up to 5 stories tall), large scale/imposing (Renaissance Revival), horizontal massing with tower elements (Art Deco)

Summary

The overall design character of the Cathedral Square Historic District includes dense development with little to no vacant land. The district is overwhelmingly characterized by multistory commercial buildings predominantly dating from the early twentieth century. The buildings consist of a range of low, medium and high-rise commercial and residential buildings, with almost no vacant land present. The predominant architectural style is Classical Revival (1111 12th Street) with strong horizontal delineations separating the ground floor, mid-section and top floor, and pronounced cornice lines. It should be noted that while the Crest Theater and an unusual Prairie Style influenced commercial building at 1029 K Street (May-Ransohoff's-May Building) are part of the district's design context and are standouts in architectural terms, they are not representative of the district as a whole in architectural terms. Design decisions concerning a particular property should be guided by the Standards and should consider the design character of immediately proximate structures as well as the district as a whole.

F.1.3. Memorial Auditorium Historic District



F. Central Core Infill with Respect to Historic Resources

F.1.3 Memorial Auditorium Historic District (continued)

Memorial Auditorium Historic District

Memorial Auditorium Historic District centers on the 1927 Memorial Auditorium and open grass plaza encircling the auditorium. The surrounding contributors date from 1903 through 1928, and reflect the commercial development of Sacramento during the period. The use of brick and classical elements tie the various contributing elements together within the district.



Figure 4-256. Memorial Auditorium

This District essentially constitutes the Memorial Auditorium, the block face opposite the Auditorium, to the south, and the half block to the east on the south side of J Street (Figure 4-256). The scale and materials of some of the structures strongly contribute to the Auditorium. Some portions of the streetscape are minimally intact but the District could be increasingly supportive of the Memorial Auditorium if it were rehabilitated sensitively in the future. The boundaries are defined by new construction, parking lots and non-contributory older buildings

Contributing Buildings

- Sacramento Memorial Auditorium (Figure 4-256, 1515 J Street; 1927, Northern Italian Romanesque Revival/Early Renaissance Revival individually listed in Sacramento Register)
- St. Paul's Episcopal Church (1012 15th Street, a 1903 Gothic Revival church, individually listed in Sacramento Register)

- Maydestone Apartment building (1001-1005 15th Street, a Mission-style 1915 apartment building, individually listed in the National Register and Sacramento Register) A.C.
- Westerguard Auto Repair Building (1015 15th Street, a 1928 brick/industrial auto garage building, individually listed in Sacramento Register)
- W.I. Elliott & Co. Building (Figure 4-257, 1530 J Street, a 3-story 1922 brick commercial building, Eclectic Architectural Style with Classical and Bauhaus[Q: not Chicago School Commercial?] influences, individually listed in Sacramento Register)
- Kost Building (1624-1630 J Street, a two-story 1910 commercial building, Eclectic Style, individually listed in Sacramento Register)
- R.H. Black Package Grocery Company Building (1700 J Street, a 1926 brick commercial building, individually listed in Sacramento Register)



Figure 4-257. W.I. Elliott and Company Building

Significant Stylistic and Architectural Features

- Romanesque Revival/Early Renaissance Revival: flat/low pitch roof, classical details (columns, arches, balustrades), symmetrical, horizontal emphasis
- Mission Revival: broad unadorned surfaces, flat or low pitched roofs with projecting eaves, clay tile, arches, bell gables, towers
- Classical Revival: formal/monumental design, flat or low pitch gabled roof with pediment, columns

F. Central Core Infill with Respect to Historic Resources

F.1.3. Memorial Auditorium Historic District (continued)

Building materials

- Romanesque Revival/Early Renaissance Revival: brick, stone, terracotta
- Mission: concrete and stucco, red tile
- Classical Revival: brick, stone, terracotta

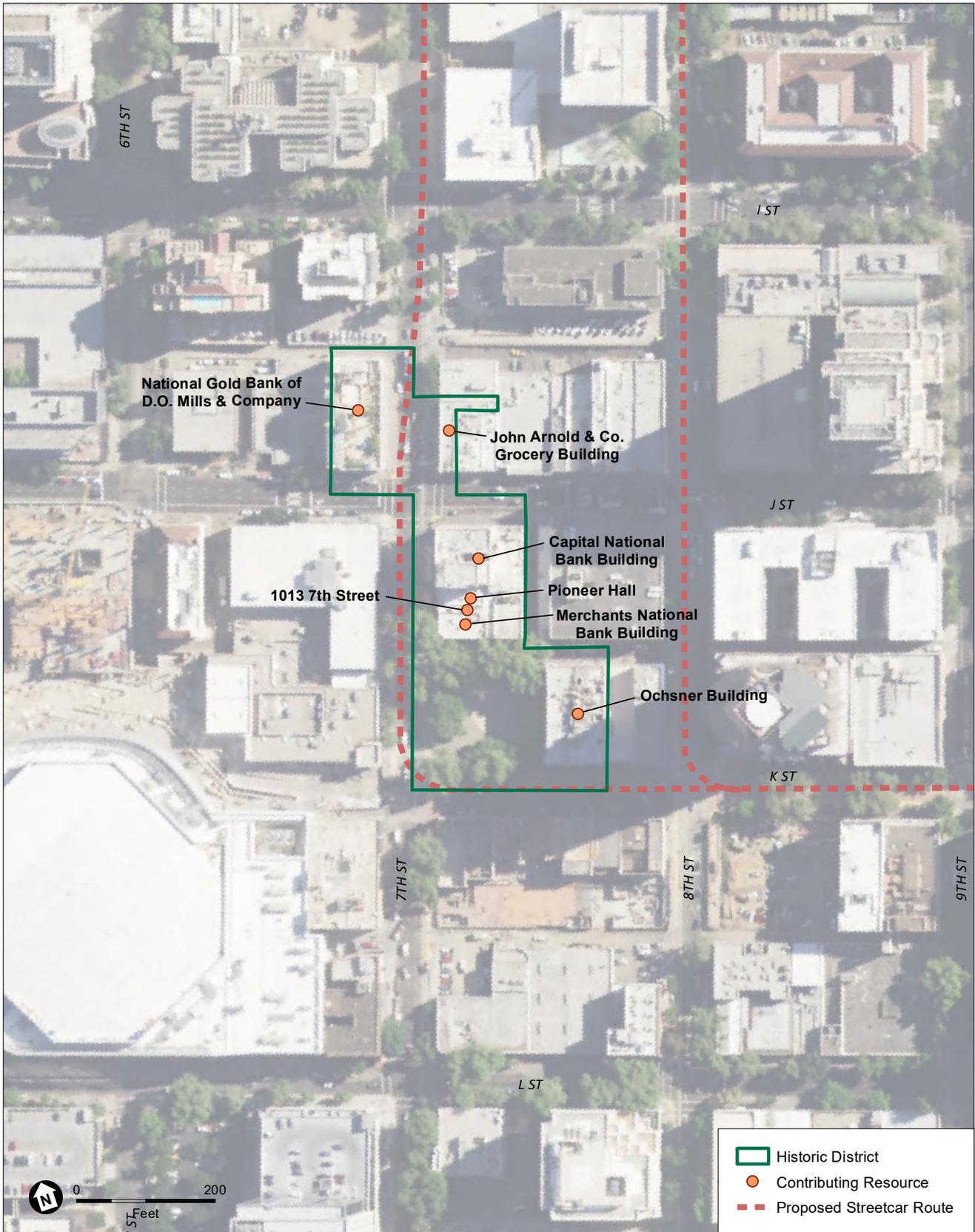
Massing

- Multi-level (up to 3 stories tall), rectangular, large scale/imposing

Summary

The Memorial Auditorium Historic District includes a range of land uses, property types, and architectural styles, as well as large surface parking lots. Northern Italian Romanesque Revival/Early Renaissance Revival Memorial Auditorium and its park-like grounds form a key, anchoring design resource within the district of diverse design styles. There is a greater presence of undeveloped land in this district than in other Downtown districts. This includes a large surface parking lot at the southeast corner of 16th and J Streets accommodating opportunities for thoughtful, compatible new infill development as well as adaptive reuse, repair and rehabilitation approaches utilizing existing buildings, consistent with the Standards.

F.1.4. Merchant Street Historic District



F. Central Core Infill with Respect to Historic Resources

F.1.4. Merchant Street Historic District (continued)

Merchant Street Historic District

The Merchant Street Historic District includes several early twentieth century bank buildings, reflecting the magnitude and prominence of these institutions in Sacramento during that period. The district resources date approximately from the period stretching from 1858 through 1921. The district also includes two mid nineteenth century structures, similar to the later structures with their strong classical influence in design.

The Merchant Street Historic District is significant as the site of Sacramento’s early 20th century banking center. The District also has the distinction of including Pioneer Hall (Figure 4-259), an early structure which retains a high degree of design integrity and has strong historical associations. The time span for the District ranges from 1868 for Pioneer Hall, to 1921 for the Merchant’s National Bank Building. The District includes three banks, which relate in use, building material and classical detailing. The grouping of mature visually cohesive trees along 7th Street is an important feature of the area.

The District comprises a specific and distinct environment in scale, time frame, and general elegance of building style. All structures show strong classical influence in their architectural design. The structures exhibit deeply molded decorative detailing and surfaces of granite, concrete, terracotta, and brick. These materials and classical detailing contrast sharply with the surrounding modern structures.



Figure 4-259. Pioneer Hall



Figure 4-258. National Gold Bank of D.O. Mills & Company

F. Central Core Infill with Respect to Historic Resources

F.1.4. Merchant Street Historic District (continued)

Contributing Buildings

- Ochsner Building (715-723 K Street, a 5-story 1904 Queen Anne commercial building, individually listed in Sacramento Register)
- Capital National Bank Building (700 J/1007 7th Street, a 1916 Art Deco building, individually listed in Sacramento Register)
- Pioneer Hall (Figure 4-259, 1009-1011 7th Street, a 2-story 1868 commercial Italianate building, individually listed in Sacramento Register)
- 1013 7th Street (a narrow two-story brick commercial building, not listed in the Sacramento Register, but listed in the 1985 ordinance establishing the district)
- Merchants National Bank Building (1015 7th Street, a two-story 1921 Beaux-Arts building, individually listed in Sacramento Register)
- John Arnold & Co. Grocery Building (923 7th Street, a two-story 1858 Queen Anne building, individually listed in Sacramento Register)
- National Gold Bank of D.O. Mills & Company (Figure 4-258, 629-631 J Street, a 1912 Greek Revival building, individually listed in Sacramento Register)

Significant Stylistic and Architectural Features

- Italianate/Greek Revival: flat/low pitch roof, classical details (columns, arches, balustrades), pediments, cornices, friezes, symmetrical, towers, decorative brackets
- Queen Anne: irregular roof shapes, bay windows, picturesque massing, towers, eclectic and decorative details
- Beaux-Arts: symmetrical facades, balustrades, pilaster, columns, sculpture and relief art work.

Building materials

- Italianate/ Greek Revival: stone, concrete,
- Queen Anne: wood frame, stucco, concrete
- Beaux Arts: stone, concrete, stucco

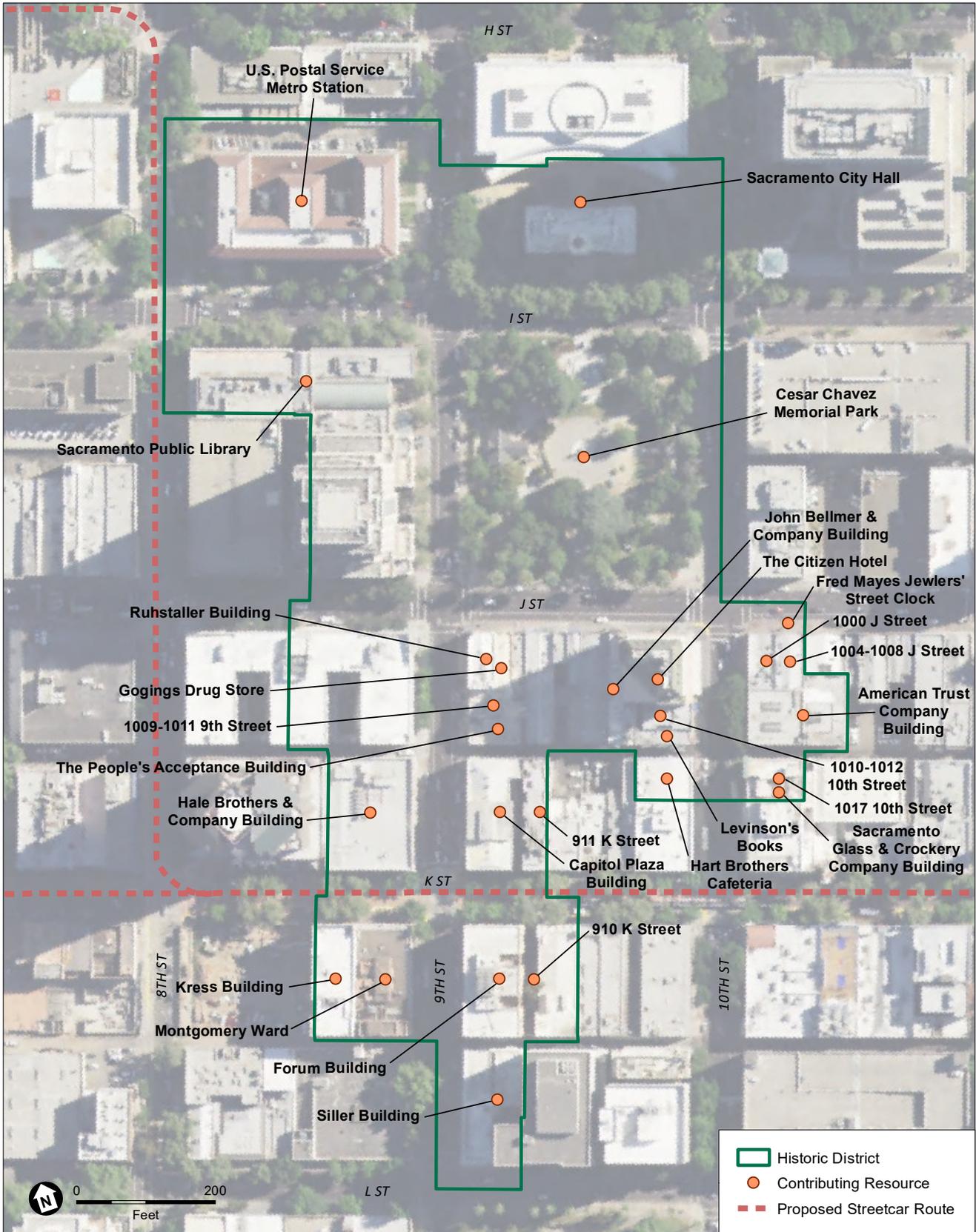
Massing

- Multi-level (up to 3 stories tall), rectangular, large scale/imposing

Summary

For the Merchant Street Historic District, the character-defining features of contributing buildings include, but are not limited to, their scale and massing, Italianate/Greek Revival and Queen Anne architectural details and design, and stone and concrete materials.

F.1.5. (Cesar Chavez Memorial) Plaza Park/Central Business District Historic District



F. Central Core Infill with Respect to Historic Resources

F.1.5. (Cesar Chavez Memorial) Plaza Park/Central Business District Historic District (continued)

[Cesar Chavez Memorial] Plaza Park/ Central Business District Historic District

The Plaza Park/Central Business Historic District displays a wide range of commercial and business properties dating to the early twentieth century, centering on the Old City Plaza (Now Cesar Chavez Memorial Park). Building scale and style vary, and reflect the dynamic growth of the City's business core during the period from 1910 through 1930.

The Plaza Park/Central Business Historic District represents the core of Sacramento's business district with a particular focus on the era between 1910 and 1930. Of additional importance is the age of some of the structures which date back to very early commercial development of the City, when J Street was one of the major transportation routes to the northern gold fields. Basements and sidewalk beneath many of the buildings along J Street is evidence, in the form of empty space, of the original structures built prior to the raising of the streets. Many alleys in this area still retain their cobblestone paving. A number of the sidewalks in the area have their original curbstones.



Figure 4-260. Hale Brothers & Company Building

Contributing Buildings

- U.S. Postal Service Metro Station (801 I Street, a 1933 Greek revival civic landmark, individually listed in Sacramento Register)
- Sacramento Public Library (828 I Street, a 1918 public library building, including the old and new buildings, individually listed in Sacramento Register)
- Sacramento City Hall (915 I Street, a 1911 Beaux-Arts civic building, individually listed in Sacramento Register)
- Ruhstaller Building (Figure 4-261, 900 J Street, a 3-story 1898 Queen Anne style commercial building, individually listed in Sacramento Register)
- Gogings Drug Store (904 J Street, a 2-story 1856 commercial building, individually listed in Sacramento Register)
- John Bellmer & Company Building (920 J Street, a 3-story 1872 commercial building, individually listed in Sacramento Register)
- The Citizen Hotel (926 J Street, a 14-story 1924 Renaissance Revival hotel building, individually listed in Sacramento Register)
- 1000 J Street /1009 10th Street (a two-story commercial building, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)
- 1004-1008 J Street (a two-story commercial building, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)
- Fred Mayes Jewelers' Street Clock (1008 J Street, an object on sidewalk, individually listed in Sacramento Register)
- Kress Building (818 K Street, a 5-story 1931 Art Deco commercial building, individually listed in Sacramento Register)
- Hale Brothers & Company Building (Figure 4-260, 825-831 K Street, a 3-story 1881 commercial building, individually listed in Sacramento Register)
- Montgomery Ward (830 K Street, a 4+ story 1936 commercial building, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)
- Cesar Chavez Memorial Park (includes 1888 A.J. Stevens Statue and the 1926 Coleman Memorial, but not the park itself; the statues are both individually listed in Sacramento Register)

F. Central Core Infill with Respect to Historic Resources

F.1.5. (Cesar Chavez Memorial) Plaza Park/Central Business District Historic District (continued)

- 910 K Street (a 3-story commercial building, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)
- 911 K Street (a 6-story brick commercial building, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)
- 1009-1011 9th Street (a two-story commercial building, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)
- The People's Acceptance Building (1013-15 9th Street, a two-story 1879 commercial building, individually listed in Sacramento Register)
- Capitol Plaza Building (1017-1031 9th Street/901-905 K Street, a 5-story 1870 I.O.O.F. Temple, individually listed in Sacramento Register)
- Forum Building (1107 9th/900-902 K Street, a 10-story 1911 office building, individually listed in Sacramento Register)
- Siller Building (1117-1131 9th Street, an 8-story 1913 commercial building, individually listed in Sacramento Register)
- 1010-1012 10th Street (a 3+ story 1913 brick commercial building, individually listed in Sacramento Register)
- American Trust Company Building (1011 10th Street, a two-story 1938 Art Deco commercial/office building, individually listed in Sacramento Register)
- Levinson's Books (1014 10th Street, a 3-story 1925 commercial building, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)
- Hart Brothers Cafeteria (1016-1020 10th Street, a two-story 1925 Classical commercial building, individually listed in Sacramento Register)
- 1017 10th Street (a 6-story 1912 commercial building, individually listed in Sacramento Register)
- Sacramento Glass & Crockery Company Building (1019-1021 10th Street, a 5-story 1910 Victorian/Renaissance Revival commercial building, individually listed in Sacramento Register)



Figure 4-261. Ruhstaller Building

Significant Stylistic and Architectural Features

- Greek Revival: flat/low pitch roof, classical details (columns, arches, balustrades), pediments, cornices, friezes, symmetrical, towers, decorative brackets
- Queen Anne: irregular roof shapes, bay windows, picturesque massing, towers, eclectic and decorative details
- Beaux-Arts: elaborate details, Greek/Roman forms, classical details (columns, arches, balustrades, pilasters)
- Renaissance Revival: flat roof, classical details (columns, arches, balustrades), symmetrical design, pediment windows, pilasters
- Art Deco: geometric shapes (chevrons and zigzags), rich embellishment, flat roofs with accentuating projections, decorative banding, horizontal emphasis, monolithic appearance

F. Central Core Infill with Respect to Historic Resources

F.1.5. (Cesar Chavez Memorial) Plaza Park/Central Business District Historic District (continued)

Building materials

- Concrete, stone, tile, glass, brick

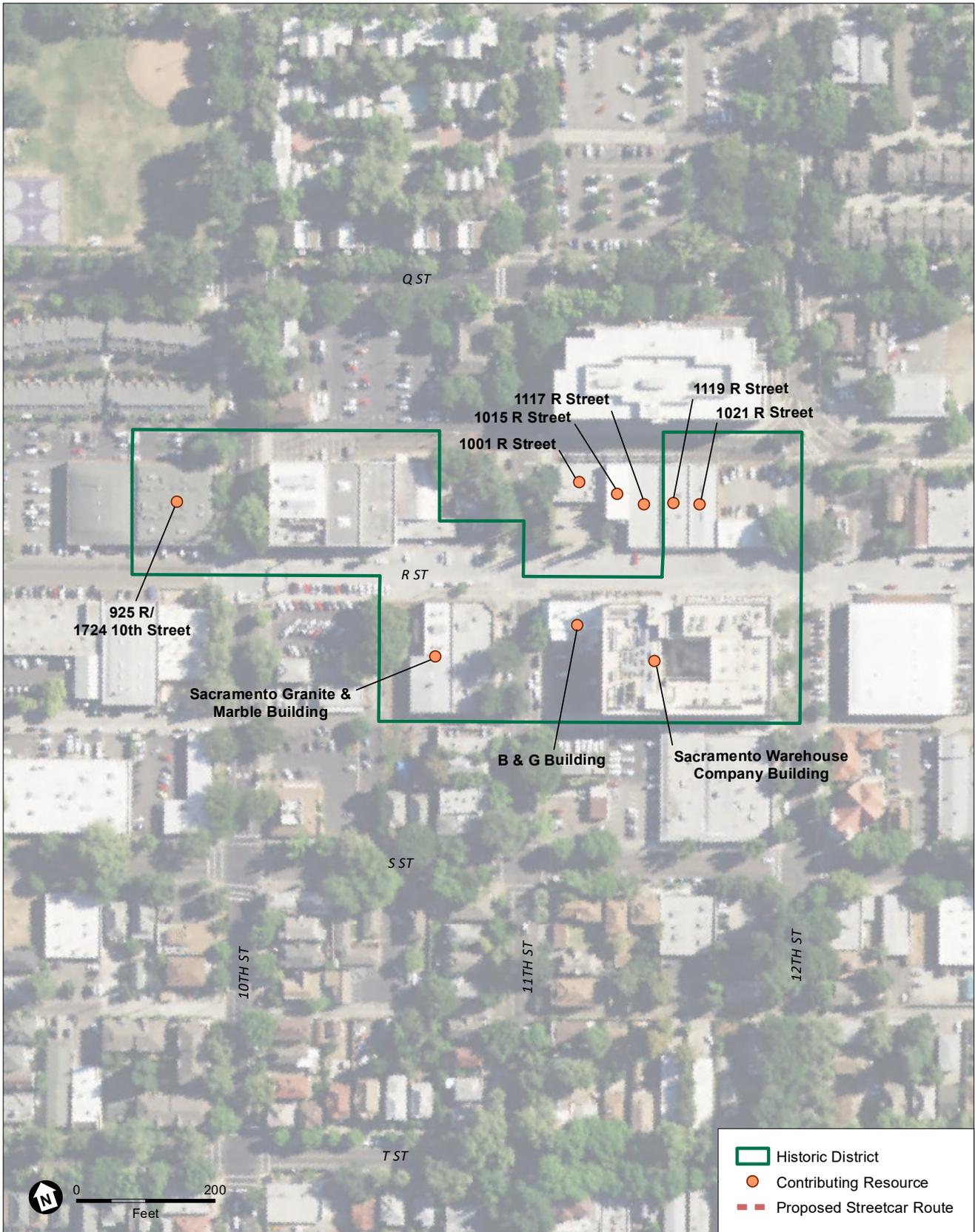
Massing

- Multi-level (from 2-6 stories, to as many as 14 stories tall), rectangular. Heights of 3 to 5 stories are typical of the district as a whole.

Summary

The Plaza Park/Central Business Historic District includes a wide range of commercial buildings dating to the early twentieth century, and covering a variety of sizes, uses, and styles. The character-defining features of the district's contributing structures include, but are not limited to, their scale and massing, a wide range of architectural styles, details, and design (including Italianate, Greek Revival, Queen Anne, Beaux-Arts, Renaissance Revival, Art Deco), and stone, concrete, glass, and brick building materials.

F.1.6. R Street Historic District



F. Central Core Infill with Respect to Historic Resources

F.1.6. R Street Historic District (continued)

R Street Historic District

The R Street Historic District consists of a collection of industrial buildings centering along the historic rail corridor that at one time spanned the length of the Central City. The district reflects numerous brick and concrete industrial buildings, from single to multi-story properties, all reflecting a predominantly utilitarian design and functionality. The district resources date approximately from the period stretching from 1910 through 1930.



Figure 4-262. 1001 R Street

The R Street Corridor has recently been surveyed and resources evaluated to determine if there are any additional buildings that could contribute to the R Street Historic District. ESA has recommended that the boundary of the district be modified to include two additional buildings.

The buildings within this District face "R" Street from 10th Street running east to 12th Street. The construction dates run from 1910 to 1930 with the use concentrated in warehousing, commercial distribution and light industrial. Inasmuch as Sacramento's early development was so closely tied to the evolution of the railroads, those structures still remaining along the R Street tracks are of particular importance in reflecting this connection. Remaining railroad related enclaves of structures are rare along the tracks. This grouping whose uses were related to railroad access and transportation needs reflect that important relationship. The boundaries are well defined by a change in building styles to the north and south and newer construction to the west and east.



Figure 4-263. Sacramento Warehouse Company Building



Figure 4-264. 1119 R Street

F. Central Core Infill with Respect to Historic Resources

F.1.6. R Street Historic District (continued)

Contributing Buildings

- Railroad tracks running along Quill Alley between 10th and 12th streets
- 925 R/1724 10th Street (1920, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)
- Sacramento Granite & Marble Building (Figure 4-266, 1026 R Street/1800 11th Street, a 1920 brick commercial building, individually listed in Sacramento Register)
- B & G Building (1100 R Street/1801 11th Street (a 3-story 1908 brick commercial building, individually listed in Sacramento Register)
- 1119 R Street (Figure 4-264, group of two adjacent brick industrial buildings, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)
- 1117 R Street (a brick industrial building, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)
- Sacramento Warehouse Company Building (Figure 4-263, 1108 R Street, a 6-story 1915 brick industrial building, individually listed in Sacramento Register)
- 1021 R Street (a 2-story brick industrial building, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)
- 1015 R Street (a 2-story brick industrial building, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)
- 1001 R Street (Figure 4-262, a 2-story brick industrial building, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)



Figure 4-265. 1409 R Street



Figure 4-266. 1026 R Street

Significant Stylistic and Architectural Features

- Brick industrial: unadorned, some decorative brick coursework or features, metal sash multi-pane windows, flat roof (with or without pediment)

Building materials

- Brick, concrete, metal

Massing

- Varies from single to multi-story (up to 6 stories tall), rectangular, oriented towards historic railroad alignment.

Summary

The R Street Historic District includes adaptively re-purposed industrial and commercial buildings dating to the early twentieth century railroad and agricultural industries. Buildings range from small, one story simple commercial operations, to large scale industrial warehouses re-purposed into commercial space for multiple business and residential tenants. The character-defining features of the district's contributing structures include, but are not limited to, their scale and massing, orientation towards the historic railroad line, and the brick industrial architectural style.

F.2. Historic Building Considerations

Building Types

Most kinds of development, including residential, mixed use, and commercial have the potential to contribute to an Historic District, or be an urbane and civil neighbor to and landmark building. As long as the use is permitted by zoning, the appropriateness of the project should be dependent on the design (form, massing, scale, character, etc.) rather than on the density or building type. If well-designed, building types ranging from mid-rise commercial to high-rise residential buildings can often work within Central Core areas, although they may be significantly taller than many or most of the surroundings. Several historic landmarks in the Central Core exceed 100', and clearly contribute to the character of the district.

The City of Sacramento's Planning Division preservation staff should be consulted on acceptable solutions where a building's height or program may at first seem incongruent with its context.

Context

Infill projects in historic districts, and adjacent to landmark parcels are always unique cases. No single solution will be appropriate for all occurrences. Thus, the key guidance is that new development should be responsive to context, ensuring that the scale, form and materials used relate positively to adjacent historic buildings and characteristics of the district. Shown here are such examples.

Review Process

See Chapter 1 - Applicability of Preservation Standards/ Plans and Urban Design Guidelines for a description of the Preservation Review process.



Figure 4-267. On Cesar Chavez Plaza, newer buildings mix with Sacramento's landmark civic buildings



Figure 4-268. Senator Hotel arcade.



Figure 4-269. The extension, at left, to the Sacramento Hall of Justice, on 6th Street, a good example of a contemporary addition to a Landmark building.



Figure 4-270. On Sacramento's J Street, the Sheraton Grand hotel is designed with a similar rhythm and transparency at ground level as its

