Sacramento Railyards Design Guidelines

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Sacramento Railyards Design Guidelines

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DESIGN, COMMUNITY & ENVIRONMENT

WRT | SOLOMON E.T.C.

The guidelines in this document are based on text, graphics, and images prepared by WRT | Solomon E.T.C. for the draft Central City Urban Design Guidelines and Plan, Volume 1, *but have been modified and amended for the Railyards without input from WRT | Solomon E.T.C. As a result, WRT | Solomon E.T.C. accepts no responsibility for the interpretation or application in this document of materials prepared by WRT | Solomon E.T.C., nor does their use represent an endorsement of the Railyards project.*

Introduction 1

Redevelopment of the Railyards area, a 244-acre brownfield site immediately north of Downtown Sacramento, presents an opportunity to create a vibrant, transit-oriented mixed-use district with destinations of regional importance. It also presents the opportunity to reinforce and expand the role of the Central City as Sacramento's regional center for business, commerce, government, entertainment, housing, education and culture.

A. Intent of the Guidelines

This Railyards Design Guidelines document is a policy document that provides design guidance in written and graphic form for private and public projects undertaken in the Railyards. It aims to promote the improved aesthetic and functional quality of the Railyards community. It works together with three other documents that provide specific guidance on matters relating to the project framework, development regulations and permitting: the *Sacramento Railyards Specific Plan*, the *Railyards Special Planning District* (SPD) and the *Central Shops Historic District*. The *Sacramento Railyards Specific Plan* is the overarching policy document that guides development within the Plan Area. The purpose of the SPD, adopted as Chapter 17.124 of the Sacramento City Code, is to implement the planning principles, goals and policies of the Specific Plan by establishing necessary procedures and provisions, including zoning regulations. The *Central Shops Historic District* will identify contributing resources and character-defining features and utilize development standards pursuant to Chapter 17.134 of the Sacramento City Code. In the interest of making these documents as concise as possible, there is very little overlap among them. As such, parties who are interested in developing properties within the Plan Area must consult each of these four documents prior to construction. The Railyards Design Guidelines are adopted under the provisions of Chapter 17.132 of the Sacramento City Code for the Railyards Design Review District.

B. Relationship of Railyards Guidelines to the CCUDGP

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

Source: WRT|Solomon E.T.C.

The organization and format of these guidelines is derived directly from the CCUDGP, and relevant guidelines from the CCUDGP have been incorporated into this document. The intention is that, at a later date, the Sacramento Railyards Design Guidelines will be incorporated into the CCUDGP, and the provisions of the CCUDGP that are not addressed in these guidelines, and do not conflict with these guidelines may be adopted into to the Railyards. The authors of the Railyards Design Guidelines wish to thank the City and its consultant, WRT Solomon E.T.C., for permission to use written and graphic materials from the CCUDGP in this document.

C. Plan Area

The 244-acre Railyards Plan Area is located immediately north of the Central Business District, east of the Sacramento River, south of North B Street and west of the federal courthouse and the Alkali Flat neighborhood. Figure 1-1 shows the Plan Area governed by these guidelines.

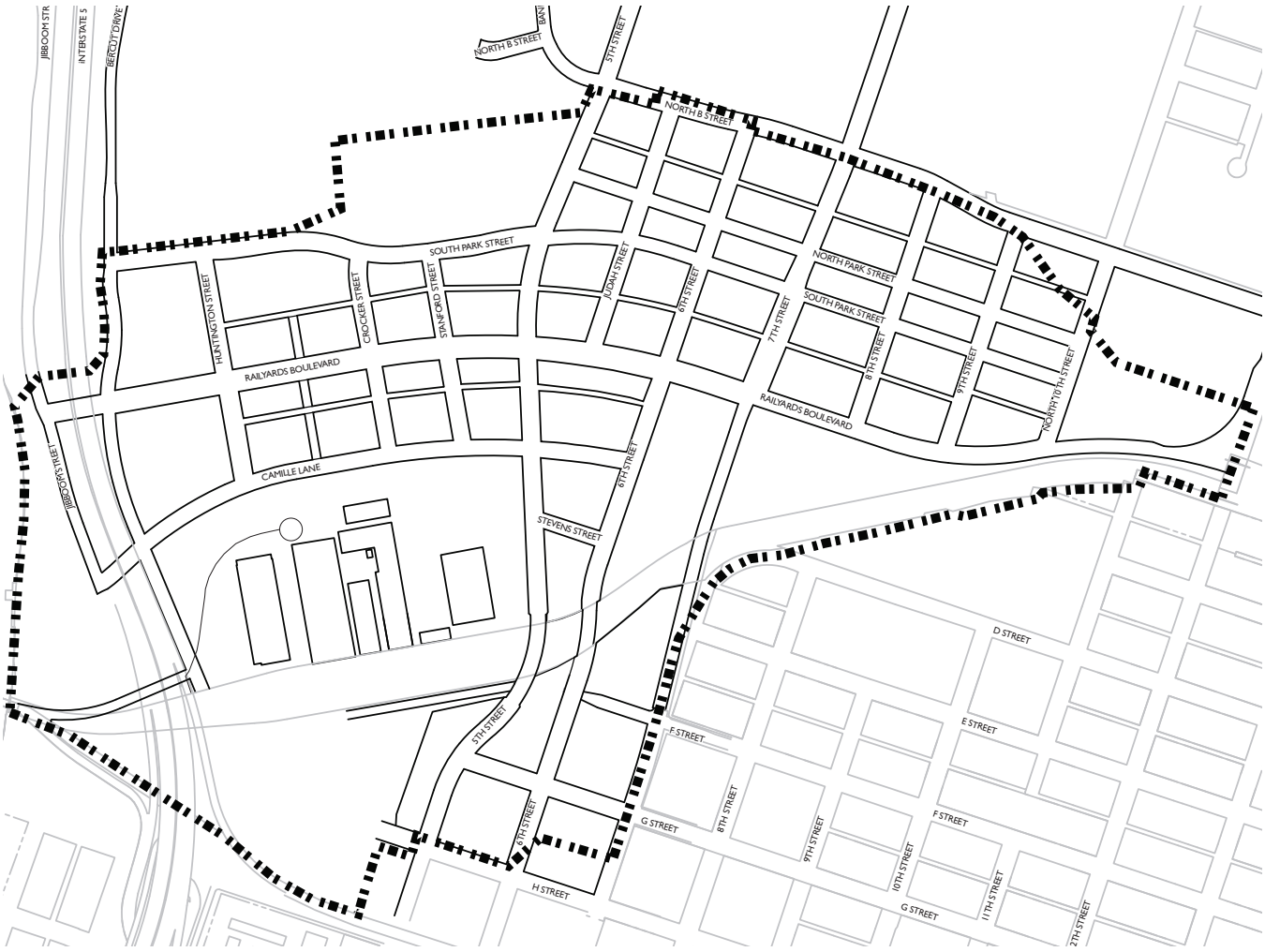


Figure 1-1. Sacramento Railyards Plan Area

D. Guidelines Structure

The Railyards Design Guidelines are organized in five primary chapters:

- Railyards Framework. This chapter articulates the overall vision for the physical form and character of the Railyards area and the five districts that make up this area.
- Public Realm. These guidelines address the design of key components such as streets, sidewalks, and parks that comprise the public realm.
- Private Realm. These guidelines address 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.
- Historic Resources. This chapter provides guidance for proceeding with rehabilitation of existing historic buildings and resources, as well as new construction adjacent to these historic resources.
- Signage. This chapter addresses all signage in the Railyards, from public realm signage such as wayfinding and street signage to private realm signage such as storefront signage and tenant signage.

The guidelines in this document are intended to provide direction rather than prescriptive requirements. As part of the SPD process, the Design Director or Preservation Director will provide recommendations to the Planning Director regarding compliance with the Guidelines for specific projects and the Planning Director will have the authority for interpretation of these Guidelines and to condition approval of the project's design to ensure compliance.

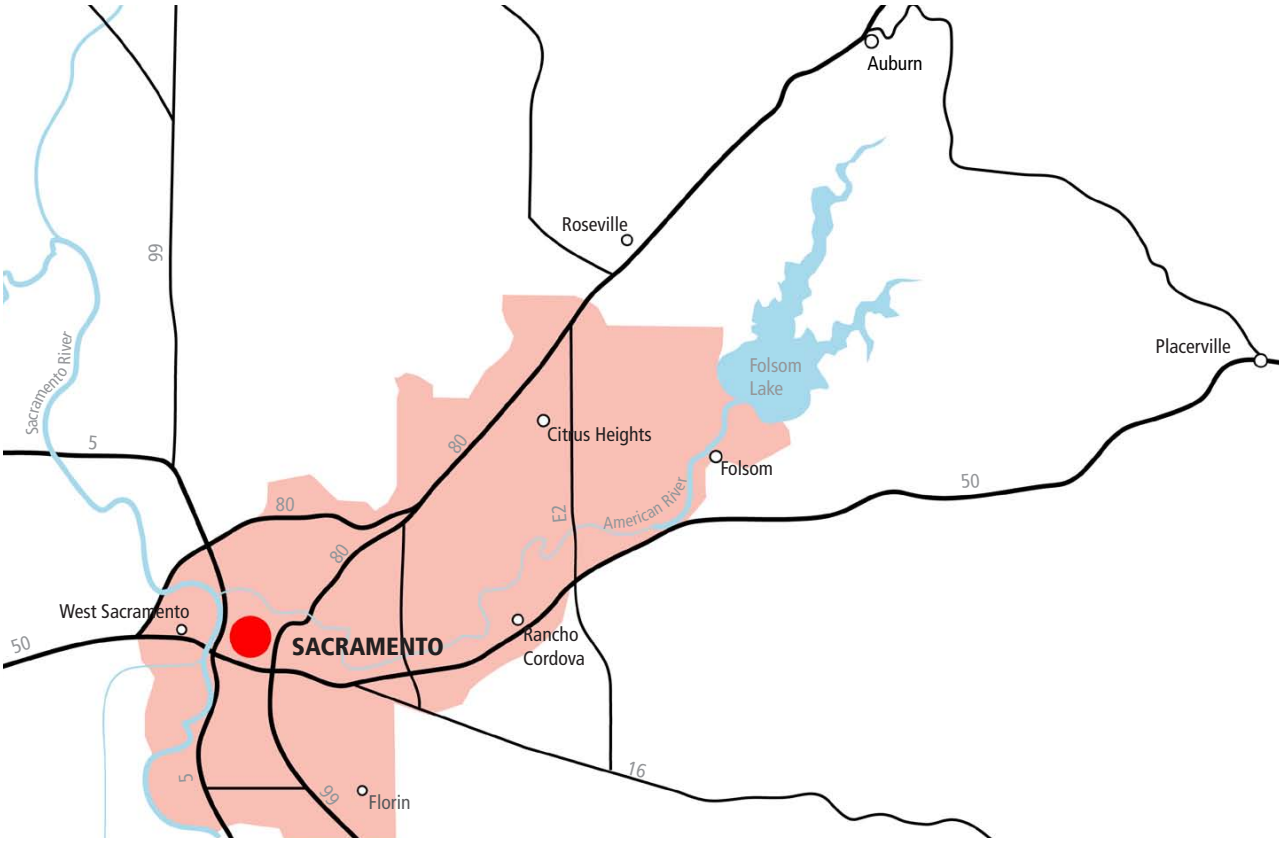
RAILYARDS FRAMEWORK 2

A. INTRODUCTION

As the City of Sacramento plans its future, the Railyards will play an important role in helping the city to achieve its stated vision of becoming the most livable city in America. The General Plan Update, currently underway, calls for the creation of transit-oriented and walkable neighborhoods, a vibrant downtown, expanded transportation choices and sustainable new development. In order to achieve these ambitious goals, the General Plan seeks to promote new development that accommodates projected growth and higher densities while ensuring attractive community character and attractive built form. As a large, mostly undeveloped site located adjacent to the Central Business District, the Railyards holds considerable potential to help the City to achieve these goals.

The *Sacramento Railyards Specific Plan*, described in Chapter 1, envisions the Railyards as a vibrant, transit-oriented mixed-use neighborhood, which serves as an extension of the Central Business District. This chapter of the Railyards Design Guidelines sets a framework for ensuring that the Railyards is developed according to this vision and according to the goals set forth in the General Plan.

The Central City Urban Design Guidelines and Plan (CCUDGP) presents a number of guiding themes, which underlie the vision for future public and private development in the entire Central City of Sacramento. As a future extension of the Central City, the concepts and guidelines outlined in the CCUDGP apply to future development in the Railyards. These themes are described below.



Source: WRT|Solomon E.T.C.

Sacramento Regional Context.

B. Guiding Themes for the Vision

1. A Destination and a Center – City, Region, State

Downtown Sacramento combines many roles: it is the State capital and county seat, the center of California's fourth largest metropolitan region and home to a young, but maturing, urban center. The Central City is also a major tourist destination with numerous cultural amenities. In order to maintain and enhance its position as the region's pre-eminent center for commerce, government, tourism and culture, it must build on its historic, cultural, and physical assets, both natural and man-made.

Source: WRT|Solomon E.T.C.

Capitol Building.

2. A Vibrant, Around-the-Clock Downtown

As the downtown for the region, the Central City has only recently begun to overcome its historic 9-to-5 business orientation where life in the downtown comes to a halt at the end of the business day. The key to creating a more vibrant downtown that is active during the day and night is to achieve a better balance between residential, retail, and employment. In particular, more residences need to be created in the Central City, a significant portion of which will be built in the Railyards. New residents will contribute to a lively street life and create demand for new retail, restaurants, entertainment and service uses. These non-residential uses will, in turn, attract more nighttime visitors to downtown, which will then attract more entertainment and cultural activities. Thus, through this incremental process, a truly livable city with a rich mix of uses and activities will be created.

Source: WRT|Solomon E.T.C.

Downtown residential uses contribute to a more vibrant nigh-life.

3. A City of Distinct Neighborhoods

The city is a district made up of several distinct neighborhoods such as the CBD, Old Sacramento, Alkali Flat, Mansion Flats, Midtown, and the Capitol area. It also includes numerous emerging or transitioning areas such as the River District, J-K-L Street Corridor Docks Area, Railyards, and R Street Corridor whose character is still being formed. Each district or neighborhood should play its part within downtown. The differences in identity, character and scale of the various neighborhoods compliment each other, contribute to the richness of the urban experience and should be preserved and enhanced.

Source: WRT|Solomon E.T.C.

Old Sacramento-veranda arcades were a response to local climate.

4. A Sustainable Downtown

Sacramento's Sustainability Master Plan—Creating a Sustainable City—was developed in recognition of the threat that climate change and global warming have for the community's quality of life. As the center of the city and the region, the Central City should be the main stage for demonstrating how to create a sustainable city. The amount of development projected for the Central City, and the Railyards in particular, provides a unique opportunity to advance the sustainability agenda by implementing a walk- and transit first agenda that reduces automobile dependence, promoting more energy and resource efficient buildings and infrastructure, supporting greater recycling and waste reduction, and promoting greater biodiversity within the urban setting. A Sustainable Downtown should achieve measurable goals in terms of the performance of its buildings and infrastructure.

Source: WRTISolomon E.T.C.

The LEED-rated CALPERS Building is a contemporary response to Central Valley summers and fog-shrouded winters.

5. A Transit-Oriented Downtown with Transportation Choices

A Railyards with broad access to transit and viable choices in transportation will have less traffic congestion, cleaner air, and more pedestrian activity. Continuing to expand transit service in the Central City and focusing higher intensity development near light rail stations will provide the community with greater independence from automobile use. Increasing coordination of bus service with light rail, enhancing intermodal connections for both local and regional transit, and introducing technologies and equipment that increase transit efficiency, will broaden the appeal, convenience, and thereby ridership on city transit. Other transportation alternatives that reduce automobile dependence, such as bicycle facilities, street cars, and car share, should also be supported as a means of providing citizens with additional viable transportation choices.

Source: WRTISolomon E.T.C.

K Street Light Rail.

6. Vibrant Pedestrian-Friendly Streets and Urban Spaces

To become the vibrant urban center envisioned, the Railyards needs to provide a safe and attractive pedestrian environment. This will include a network of streets that calm traffic and cater to pedestrians and bicyclists. Wide sidewalks, bulb-outs at intersections, enhanced pedestrian crossings, traffic circles, and on-street parking are all features that can enhance pedestrian safety and produce traffic calming. Although the dimensions of the street grid are quite uniform, a range of street types can be accommodated whose design is more responsive to their specific location, context, and function. These include corridor streets that lead to and from the freeways, transit streets, bicycle streets, retail streets and various categories of residential streets.

Source: WRT|Solomon E.T.C.

Sidewalk activity on 18th and Capital Streets.

7. 'The City of Trees' – a Healthy Urban Forest

One of Sacramento's most attractive and distinctive features is its mature urban forest, which is composed both of street trees and trees in the city's parks and open spaces. As new streets are built, this urban forest should be extended throughout the Railyards. In addition to playing an important aesthetic role, the urban forest provides numerous other benefits, including reducing heat island effects, improving air quality, reducing stormwater runoff, and enhancing biodiversity. As such, the urban forest is an important component of the City's sustainability agenda. These magnificent trees were planted over a 150 year period since the City's founding and their survival now requires careful attention. Urban development and public street trees need to be planned and implemented together to ensure compatibility and long-term health of the urban forest. Appropriate building guidelines and tree selection guidelines are needed to protect tree canopies and roots from being compromised and ensure long-term compatibility.

Source: WRT|Solomon E.T.C.

Sacramento is renowned for its mature urban forest.

8. A Downtown Re-connected to its Rivers

The Sacramento and American Rivers are major features and potential amenities that frame the Central City, yet they remain largely hidden from view. This is due in part to the levees that rise high above the grade of the downtown to protect it from flooding. It is also a product of historic land use and infrastructure decisions that resulted in the siting of utilities, such as the sewage treatment plant and PG&E facilities, transportation infrastructure such as freeways and railroads, and industrial uses in a manner that obstructs access to the River. In the Railyards, creating new paths and improved connections to the Sacramento River, both from the Railyards and other parts of the Central City, and enhancement of the river edge with the continuation of the riverfront promenade will help to overcome existing obstacles and open up this important amenity to the community.

Source: WRTSolomon E.T.C.

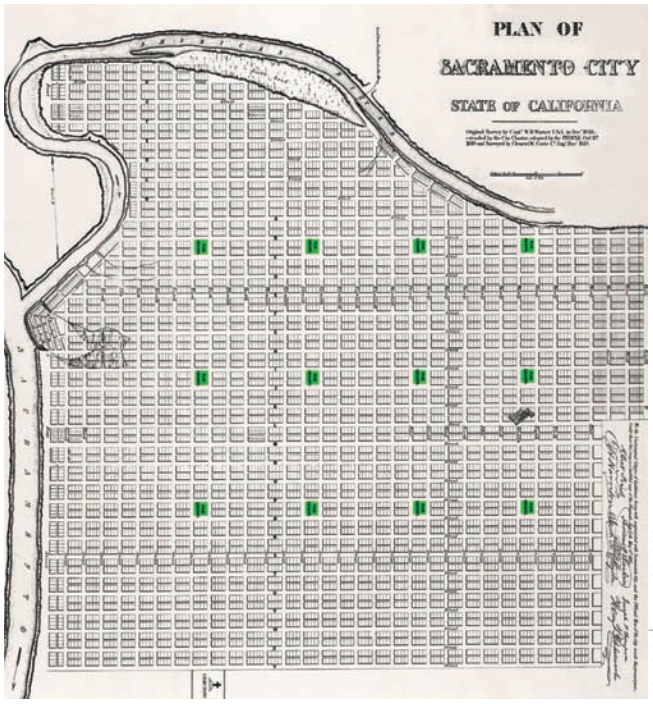
The riverfront promenade allows people to enjoy Sacramento's primary natural feature.

9. Celebrating the City's Rail Heritage and Historic Resources

The *Sacramento Railyards Specific Plan* builds toward the future in part on the imagery associated with Sacramento's history by strengthening the visual and physical connections between the Railyards and Old Sacramento. Clearly designated routes between the Railyards and Old Sacramento will facilitate movement of visitors and residents. Where appropriate, development will be encouraged that emphasizes the city's history as a center of rail transport. Promoting development that will celebrate the historic significance of the Railyards site and capitalize on the existing assets of the Central Shops will help create a vibrant urban center that celebrates the old and the new buildings.

C. Railyards Urban Design Framework Concepts

The framework concepts described below outline the planning concepts that inform the development of the Railyards. These concepts serve to create a new city district that functions as an extension of the existing context of the Central City while creating a new and unique place within the larger context. The major framework concepts include the Railyards Street Pattern, the Railyards Districts and Key Sites.



Source: WRTSolomon

Historic Sacramento Street Pattern.

Railyards Street Pattern.

1. The Railyards Street Pattern

The Railyards Area will be a unique place within the fabric of the Central City of Sacramento, and the street pattern will reinforce this. The streets continue and connect to the original Sutter street grid, and the size of the blocks will be similar to blocks in the existing grid, yet this is a part of the city where the street grid bends and rises to accommodate special physical conditions. One of these special conditions is the presence of the historic Central Shops where Camille Lane and Railyards Boulevard bend around the historic buildings as if they are exerting a gravitational pull. A second special condition impacting the street grid is the presence of the railroad tracks where 5th Street and 6th Street rise gently over and back down to grade providing views and experiences unique within the central city grid. A third special condition is the Sacramento River, where the connection of the city to the river via Railyards Boulevard and Camille Lane is unparalleled within downtown Sacramento. A fourth special condition impacting the street grid in the Railyards is the creation of Box Car Parks, a linear network of mid-block open spaces providing a unique and dynamic set of linked parks. All of these features help to create the Railyards as a new part of the city which is authentically grounded in the specific conditions found there.

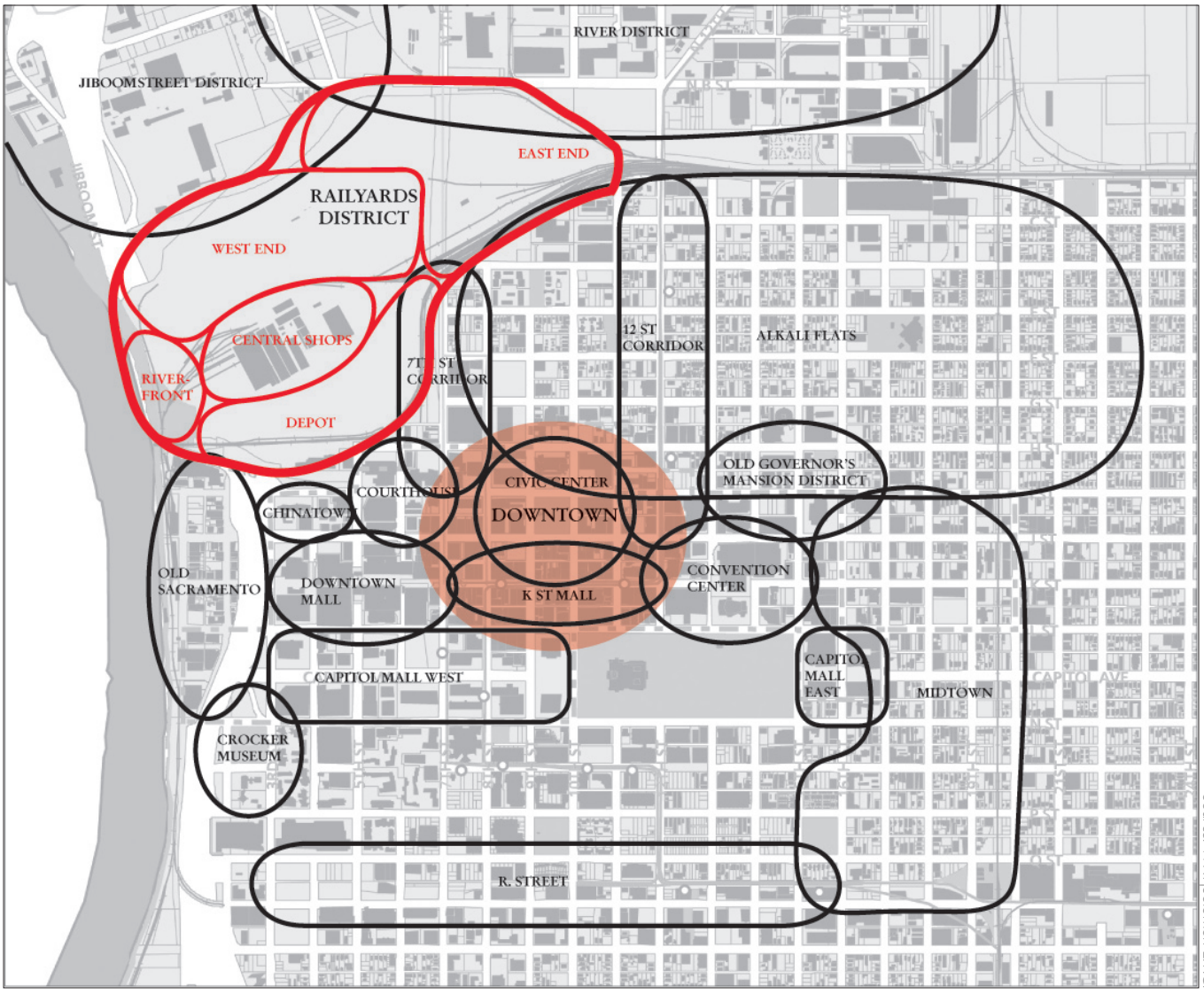
Source: WRTSolomon E.T.C.

Street character on the downtown grid in Sacramento.

2. Railyards Districts

The scale and location of the Railyards area provides the City of Sacramento with an unprecedented opportunity to create a vibrant and iconic urban environment within its historic core that offers a wide range of activities to meet the needs of residents and visitors alike. Similar to the distinct neighborhoods and districts contained within Sacramento's Central City, the Railyards will include a variety of uses across five districts, each with its own identity and character. The Railyards districts will reflect the existing context of each area, compliment adjacent neighborhood uses and scale, integrate key historic elements and accommodate new activities that are appropriate to the site. Together the districts form an exciting urban environment and a unique place to live, work, shop and play within Sacramento. Specific guidelines regarding the design, scale and physical qualities of each district are provided in greater detail in Chapter 4, Private Realm.

The following section provides a brief description of the distinctive characteristics and vision for each district.

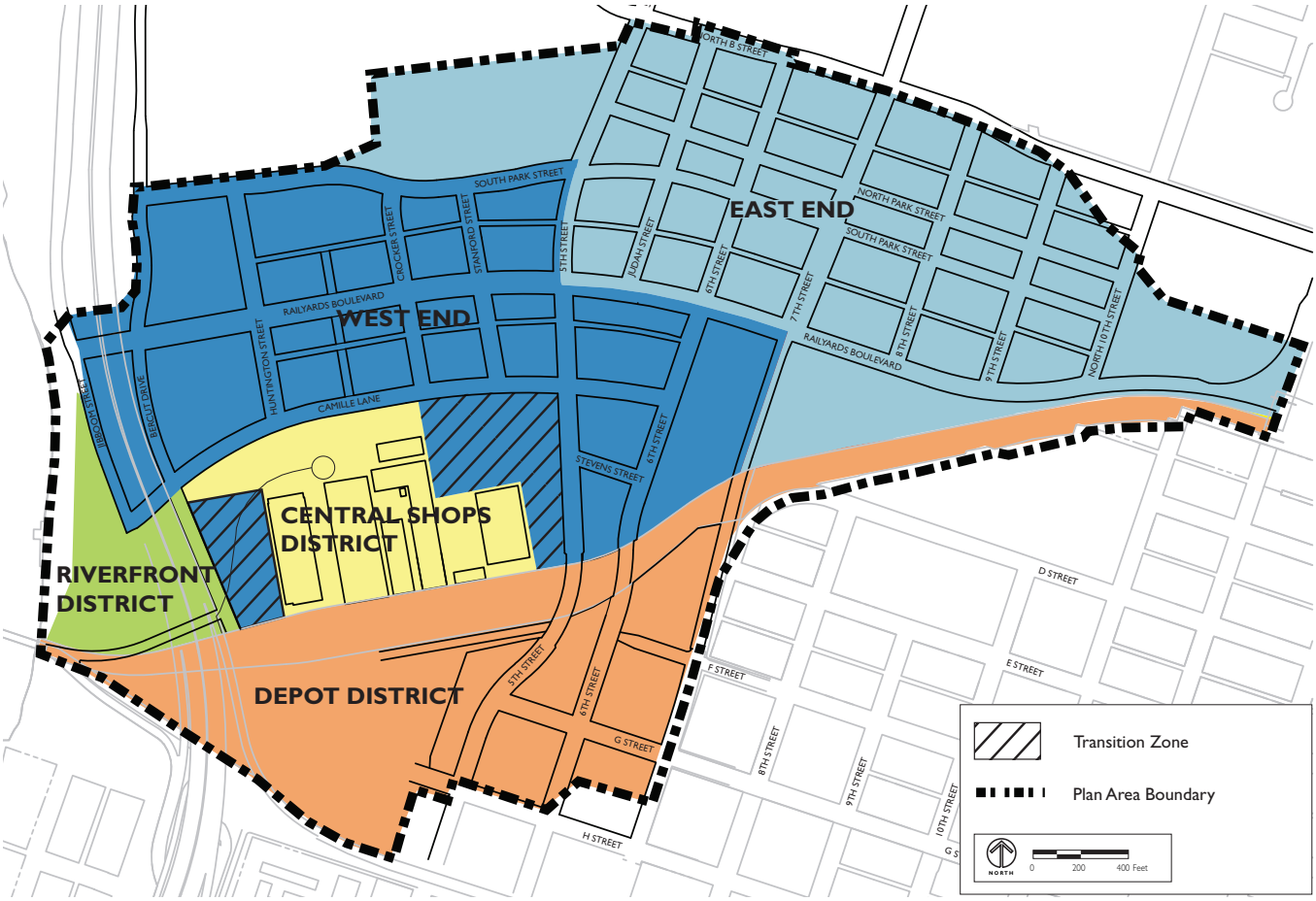


Central City neighborhood districts highlighting Railyards Plan Area. Source: CCUDGP

Depot District

Encompassing Sacramento's primary transit hub, the Depot District will form a vibrant mixed-use, transit-oriented district. The planned Sacramento Intermodal Transportation Facility (SITF) will be the centerpiece of the Depot District, and the historic Southern Pacific Railroad Sacramento Depot building will serve as its focal point. The Depot District is strategically positioned to provide a crucial intermodal connection point to the rest of the City and region for Old Sacramento, Chinatown, Downtown, the Alkali Flat neighborhood and the Railyards area.

The district will include a wide variety of transit-supportive uses and activities, with a complimentary mix of ground floor retail uses and upper level office and residential uses that are easily accessible from the SITF. In terms of its built form, the district will be densely developed and will include continuous building frontages that have an engaging presence at street level. It will also allow for the extension of the downtown grid. Redevelopment of the Depot District will thus help connect the Railyards, both physically and visually, to downtown Sacramento and foster a synergy with established portions of the Central City.



Railyards districts.

Central Shops District

Serving as the primary destination for the Railyards, the Central Shops District will include a mixture of shops, museums, music clubs, galleries, theaters, restaurants and a farmers' market within the area's historic center. The adaptive reuse of eight historic railyard buildings from the original Central Pacific Railroad Yard, included within the Central Shops District, will provide the city with an opportunity to reclaim and celebrate its history as a rail epicenter. The unique plazas and open hardscaped areas surrounding these historic structures will provide unique and memorable venues for open air markets, museums and cafés. Improvements within the area surrounding the Central Shops Historic District, referred to as the Transition Zone, will be done in ways that relate to the vocabulary of existing historic buildings.

The Central Shops District will enhance and promote pedestrian connectivity between the Railyards, Old Sacramento, the Central Business District, Alkali Flat and the Sacramento River and create an exciting retail and cultural destination within the heart of the Railyards.

West End District

Extending the city's existing urban fabric along 5th and 6th Streets, the West End District will be the most mixed-use of all districts in the Railyards, offering a range of housing choices to residents in addition to regional retail and entertainment venues. The West End District will establish a critical link across the entire Railyards project to the Sacramento River and include a pedestrian-oriented network of entertainment, cultural, and retail activities and uses.

The district will feature a series of interconnected plazas, alleys and sidewalks with attractive landscaping elements and pedestrian amenities. This network will provide access to shops, hotels, and other retail venues to create a 24-hour urban environment throughout the district. Along Camille Lane, the Railyards' Main Street, new buildings will relate architecturally to existing historic structures in the Central Shops District in terms of style, scale and materials.

Adaptive re-use of San Francisco Ferry Building.

Pedestrian retail lane in Melbourne, Australia.

East End District

The East End District will extend the pedestrian-scaled downtown grid to establish a new residential neighborhood that reflects Sacramento's traditional open space-oriented neighborhoods. The East End District will offer a transit-oriented, pedestrian-friendly community with a mix of local corner shops and open spaces.

Anchoring the district, a linear urban park will run the length of the neighborhood and provide a central open space corridor for residents and visitors. Ground floor neighborhood-serving businesses and services that face onto the park will enliven its edges. Fine-grained and diverse residential building frontages will add visual interest to the district.

Riverfront District

The Riverfront District will open the Railyards Area to the Sacramento River and provide the city with an exciting opportunity to reclaim a part of its geographical history. Development of the Riverfront District will revitalize the city's underutilized waterfront through the creation of beautifully designed parks, residences, restaurants, hotels and other uses. Although this district includes several land uses in addition to open space, its natural elements will serve as its defining feature. As such, the bases surrounding the buildings will be carefully designed and landscaped to maintain the park-like quality of their surroundings.

The Riverfront District will feature spectacular views while ensuring visual and physical access to the waterfront for the surrounding area. The Riverfront District will establish enhanced accessibility to one of Sacramento's most precious amenities and will enable the community to utilize the waterfront for recreation and entertainment, as well as offer visitors a unique and memorable experience in the heart of Sacramento.

Linear park in Back Bay, Boston.

Waterfront development in Battery Park City, New York.

3. Key Sites

Within the Sutter grid of the Central City, blocks typically do not terminate at buildings or parks, with the exception of the Capitol Mall. However, because the streets in the Railyards are bounded by edges such as the railroad tracks and destinations such as Vista Park, there are numerous opportunities to terminate views in aesthetically interesting ways. Notable buildings or open spaces at the end of blocks will help anchor visitors and provide orientation. These buildings or open spaces should acknowledge the special position they occupy by being carefully designed to end the view axis. Special roof treatments, fenestration, and large scale entry elements visible from a distance can all help to provide interest from a distance. Where there are parks or open spaces, gateways, entries and stairs provide opportunities to stimulate visual interest. Figure 2-1 shows key sites in the Railyards.

Another opportunity to provide orientation and a sense of place within the Railyards is at primary intersections. Buildings on corners of these intersections should acknowledge the special position they occupy by being carefully designed and detailed. At identified intersections buildings should set back to provide public open space. Major building entries should be oriented to the corner and ground floor retail shall be provided.

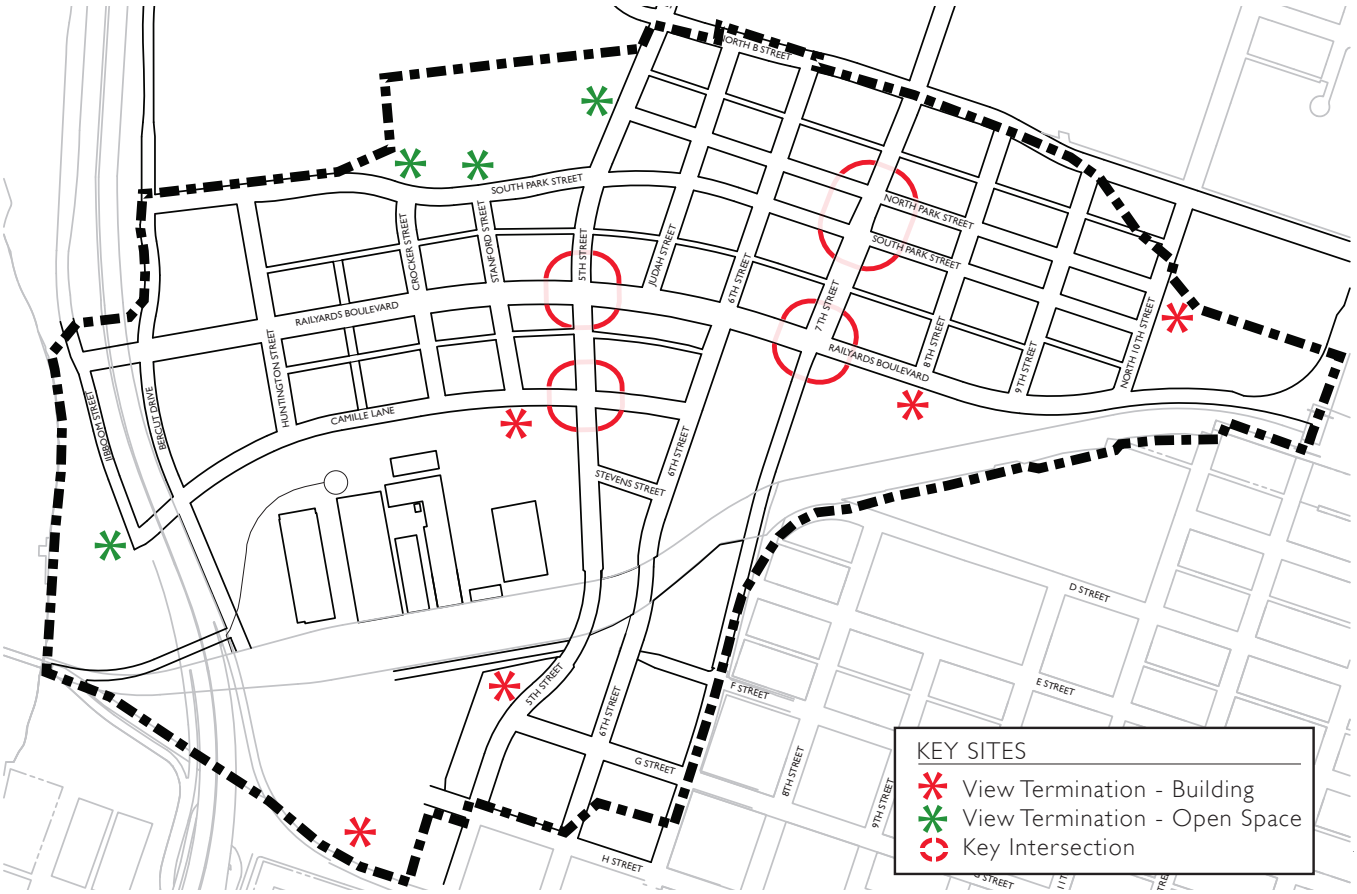


Figure 2-1. Key Sites

D. Sustainability

Sustainable development has become an important measure of innovative city planning and land development in recent years. The Railyards provides the City of Sacramento with an excellent opportunity to follow sustainability principles in developing what will become a key component of the Central City and one of the largest new urban development projects in the country. Ensuring that sustainability is a key priority of this project will also help to propel the City toward achieving its goal of being a national leader in sustainable development. This document will serve as a primary tool to ensure that sustainable practices are followed by providing a clear design framework to assist in the review of development proposals and in creating specific strategies for public open spaces and infrastructure. This section briefly describes the sustainability principles on which these design guidelines are based and points the reader to the sections of this and other documents that reflect each principle.

1. High Density Development

High density development facilitates the efficient use of land, curbs sprawl and dependence on greenfield sites and outlying agricultural land, and supports transit use. High density development also promotes walkability for residents and visitors by ensuring that goods, services and recreation are easily accessible. The principles of high density development drive the entire design for the Railyards and are ubiquitous in every associated document. More information about the recommended density of development, including building heights, lot coverage and site planning can be found in Chapter 4 of this document. More detailed information about the allowed densities in the Railyards can be found in the Sacramento Railyards Specific Plan and SPD.

2. Urban Infill

Like density, urban infill promotes the efficient use of land. Infill development also ensures that large undeveloped areas and parking lots do not front on streets, and that discontinuity in the urban landscape does not exist. Infill development facilitates solid building edges along streets, which encourage pedestrian activity and provide a safer and more interesting walking experience. Another component of infill development involves the appropriate placement of parking areas. Parking areas should be enclosed in garages or set behind buildings and minimized to the extent feasible to ensure a comfortable and safe pedestrian and bicycle environment. More information about site planning strategies and infill, including build-to-lines, setbacks and building massing, can be found in Sections C and D in Chapter 4 of this document. Detailed parking guidelines and recommendations can be found in Section F in Chapter 4 of this document.

Higher densities promote the efficient use of land.

3. Transit Options

Transit options are integral to the facilitation of sustainable development. By providing transit options, dependence on the car will be reduced. Transit will help to prevent traffic congestion, encourage walking and help to limit harmful emissions into the air, thus reducing the ecological footprint of the Railyards project. More information about design recommendations for transit-related features can be found in Section C-3 in Chapter 3 of this document. The new SITF planned for the Depot District and other transit-related topics are also discussed in Section D in Chapter 7 of the Sacramento Railyards Specific Plan.

4. Pedestrian and Bicycle Transportation

The facilitation of pedestrian and bicycle activity also promotes sustainability by reducing dependence on the automobile and reducing harmful emissions into the air. This is promoted in the Railyards by ensuring a safe pedestrian and bicycle environment, adequate sidewalks and bike lanes, and pedestrian connections between districts and over/under vehicular and transit facilities via tunnels and bridges. The building siting, land use patterns and density proposed for the Railyards will also promote walkability. Bicycle usage is also encouraged by recommending the provision of adequate bicycle parking facilities. More information about pedestrian facilities can be found in Section C in Chapter 3 of this document. Bicycle parking facilities are discussed in Section F in Chapter 4 of this document. Pedestrian and bicycle circulation are also discussed in Section C in Chapter 7 of the Sacramento Railyards Specific Plan.

Source: WRT|Solomon E.T.C.

Transit options relieve auto-dependence.

Source: WRT|Solomon E.T.C.

Provision at bicycle and pedestrian facilities.

5. Energy Conservation

Energy conservation is a primary component of sustainable development. In the context of the Railyards, energy conservation methods consist of strategies to reduce the amount of fossil fuels required for a building to function. This can be done by passive techniques, such as strategically siting and designing buildings to take advantage of natural sunlight, reducing the need to use artificial light. Additionally, energy can be conserved by mechanisms, such as green roofs, energy-efficient windows, automatic lighting, the use of solar energy and energy-efficient appliances. All of these methods will result in the preservation of limited energy resources. Further information about energy conservation and "green buildings" can be found in Section E in Chapter 4 of this document.

6. Protecting the Natural Environment

A major component of being a sustainable city is providing protection for natural resources, particularly water and air. Sacramento's most prominent natural resource is the Sacramento River. This and other rivers and streams in the area should be preserved and protected by utilizing sustainable practices, such as controlling stormwater runoff. The most effective combatant of stormwater runoff is the presence of vegetation and innovative drainage solutions. Bioswales, green roofs and permeable paving are all techniques that will help prevent stormwater containing harmful pollutants from flowing into rivers, streams and other water resources. These and other techniques are discussed in further detail in Sections C-1 and C-4 in Chapter 3 of this document.

Source: WRT|Solomon E.T.C.

Green building.

Sacramento River.

7. Reusing and Recycling

Re-use and recycling are practices central to sustainable development. Buildings can be adaptively reused, preventing unnecessary generation of solid waste and also preserving valuable historic resources, as is the case with the Central Shops in the Railyards. Incorporating recycled materials into interiors and exteriors of new construction projects is another reuse technique that facilitates sustainability. Recycled materials can also be utilized in the construction of pavement and children's play areas. Water can also be reused through mechanisms, such as "greywater" capture systems that allow some of the water used in buildings for watering landscaped areas and lawns on-site. Re-use and recycling techniques are discussed in Chapter 4 or the Sacramento Railyards Specific Plan and Section C in Chapter 3 of this document. The reuse of existing historic structures is discussed in Chapter 5 of this document.

Historic structure in the Railyards.

8. Open Spaces and Public Gathering Areas

The provision of public open spaces and gathering areas is another essential component of sustainable development. These spaces encourage pedestrian activity and provide refuge areas, reducing dependence on the automobile. The series of public open spaces proposed throughout the Railyards are intended to provide connections for pedestrians throughout the site. When thoughtfully designed, public open spaces also serve as important gathering places, prime areas for holding events and important areas of civic interaction. Public open spaces, plazas and parks are discussed extensively in Chapter 3 of this document.

Source: WRTSolomon E.T.C.

Lively public spaces promote vitality in cities.

9. Extensive Vegetation and a Rich Tree Canopy

The provision of a rich tree canopy in the Railyards will build on the precedent set by Sacramento's other urban neighborhoods, which are well-known for their urban forests. Additionally, ensuring that trees are planted extensively throughout the Railyards will contribute to the project's sustainability. Trees help create comfortable microclimates for pedestrians. Street trees also create a feeling of safety for pedestrians by providing a buffer from automobiles on the street. Trees and other forms of vegetation also help to protect local environmental resources by mitigating stormwater runoff. More specific information about trees can be found in Section C-4 in Chapter 3 of this document.

Extensive tree cover will provide shade and curb stormwater runoff.

Public Realm 3

A. INTRODUCTION

The following Design Guidelines for the Public Realm incorporate portions of the Sacramento Central City Urban Design Guidelines and Plan (CCUDGP) to ensure consistency across documents and to simplify the review process. From an urban design perspective, the fabric of the Railyards will be 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, encompasses the largest portion of new development within the Railyards Area, consisting of all privately-developed buildings and associated improvements, and is generally more limited in its accessibility to the public.

Although it will occupy a smaller proportion of the downtown (35- 40%), the public realm will play a critical role in the function of the Railyards, serving several inter-related and overlapping roles, including:

Circulation and Access. The public rights-of-way provide for circulation within and through the downtown, 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, motorcycles, scooters, bicycles, and pedestrians.

Development Framework. Following the fabric analogy, the public realm is the warp and weft that gives structure to the downtown 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 downtown, 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 in the downtown—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 visual context and overall character of the downtown. The physical design and character of the public realm contributes a great deal to the perceived unity of the downtown, its quality, and its identity as a unique place.

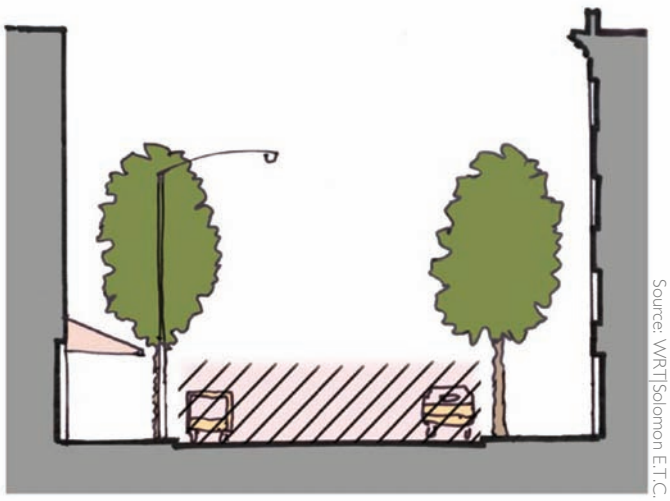
In order to accommodate such diverse and sometimes competing functions, the public realm is generally understood to be made up of two distinct zones, each related to its primary function: the "Travelway" zone, whose primary function is to accommodate vehicular circulation, and the "Pedestrian" zone,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

B. Travelway Realm

The Travelway Realm guidelines in this document are quite focused in scope. The intent is to provide guidelines for the design of City streets that will accommodate effective circulation of automobiles and bicycles within the Railyards while also promoting a more walkable downtown that is safe, convenient, and comfortable for pedestrians.

As a result, the guidelines 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.



Source: WRT|Solomon E.T.C.

Travelway Realm.

The guidelines are intended to reduce the conflict between people and cars, while also acknowledging the functional requirements of public streets to provide access to and between downtown destinations. The guidelines recommend structuring the travelway both to calm traffic 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 today that will make Sacramento the most livable city in America. Thus, in order to ensure the success of the Railyards redevelopment, the public rights-of-way need to appropriately reflect the intended pedestrian- and transit-oriented uses. The following guidelines set out a number of different street cross-sections that reflect the multiple purposes that streets in the Railyards Area need to play.

Some notable features that these streets possess include reduced lane widths, wide sidewalks, medians and "necked-down" intersections. Development of all streets within the Plan Area will conform to the City of Sacramento's Traffic Calming Guidelines and Pedestrian Friendly Street Standards.

1. Street Typology

PRINCIPLE: Design the public street right-of-way to balance the need for effective vehicular circulation with the desire for a safe, comfortable, attractive, and robust pedestrian environment.

Background and Intent

Whereas the street system within the Central City is characterized by a grid of streets with 80-foot-wide rights-of-way set on 400 x 420-foot centers, there will be a greater variety of street types within the Railyards. There are five categories of streets planned for the Railyards Area: Boulevards, Major Streets, Main Streets Minor Streets and Alleys.

Primary street and streetscape goals for the Railyards include the following:

- To facilitate connectivity to the adjacent Central City and surrounding neighborhoods.
- To promote a clear and harmonious character for streets by employing streetscape treatments, including plantings, pavement, lighting and signs, which are internally consistent within the Railyards, and also consistent in design to those used in the Central City.
- To enhance the pedestrian environment by developing streets at a scale that is conducive to pedestrian and bicycle use.
- To reduce barriers created by the rail tracks–both visual and psychological–and to connect the Central City north to the Richards District and the American River, and west to the Sacramento River.

General Guidelines

There are a number of strategies and design features that can be employed on streets that will enable them to serve the needs of the numerous people who use them. This includes: calming vehicular traffic, enhancing transit service, accommodating bicycle movement, increasing on-street parking, expanding the pedestrian zone, enhancing the urban forest, accommodating stormwater management features, and differentiating neighborhoods.

Street Types

Street types within the Railyards include the following:

- Boulevard
- Major Street (similar to CCUDGP Corridor Street)
- Main Street (similar to CCUDGP Retail Street)
- Minor Street (similar to CCUDGP Residential Street)
- Alley

Source: WRT|Solomon E.T.C.

One-way Corridor Street.

2. Streets in the Railyards

a. Boulevard: Railyards Boulevard

Description

Railyards Boulevard is the primary east/west street in the Plan Area, which connects Jibboom Street at the western edge of the Plan Area to 12th Street on the eastern edge of the Plan Area. Railyards Boulevard will exhibit typical urban boulevard qualities, including a generous right-of-way of approximately 100 feet, 15-foot-wide sidewalks, large canopy trees, distinctive-looking street lamps, parallel parking and dedicated bike lanes. Though Railyards Boulevard is designed to accommodate large volumes of vehicle traffic, it will be designed in ways that make it a comfortable place for pedestrians and bicyclists as well.

Guidelines

1) Street trees, paving, site furnishings and lighting shall be consistent for the entire length of the street and shall be reflective of standards for the Central City, as specified in this chapter.

2) Large canopy trees shall be used in conformance with the guidelines set forth in this chapter.

3) A continuous understory should be used along planting strips using a limited selection of plants.

4) Where appropriate, special accent paving should be used along sidewalks for consistency with the guidelines set forth in this chapter.

5) Site furnishings, including benches, trash receptacles and bicycle racks, shall be provided, in conformance with the guidelines set forth in this chapter.

6) Street lighting shall include light poles oriented both toward vehicles and pedestrians and shall be selected and placed according to the guidelines set for in this chapter.

7) Design features such as crossing refuges, signalized intersections, and special paving treatments should be used in order to facilitate the movement of pedestrians across the boulevard in conformance with the guidelines set forth in this chapter.

b. Major Streets

Description

Major streets in the Railyards serve as primary corridors for vehicles, pedestrians and bikes across the Plan Area. These roadways will also serve as important gateways that carry people into the Railyards and as unifying threads that lend a cohesive character to the Plan Area as a whole. Although they are designed to accommodate significant volumes of vehicle traffic, these streets will also include pedestrian amenities that will make walking attractive, including wide sidewalks and large canopy trees.

Major Street Guidelines

In addition to meeting the Boulevard guidelines above, Major Streets would also have the following:

1) A common design language that runs the entire length of these streets.

2) Paving materials and site furnishings should lend a distinctive character complement the grand scale of the street.

3) Decorative lighting, in keeping with the character of the buildings that line the street, is encouraged. The design of this lighting shall be consistent for the entire length of the street.

5th Street

Description

5th Street, a three-lane, one-way, northbound transportation artery, will be the primary circulation route for vehicles traveling northbound across the Plan Area. It will form a major roadway couplet with 7th Street, which will carry vehicles southbound. 5th Street will exhibit similar design characteristics to many other grand, high-capacity streets that currently exist in the downtown area.

Guidelines

In addition to meeting the Boulevard and Major Street guidelines above, 5th Street would also have the following:

1) A gradual slope shall be used in order to facilitate pedestrian and vehicle movement up and over the rail tracks.

2) Wide sidewalks should provide sufficient space for tree planting and pedestrian movement, and there would be 30-foot-wide viewing platforms on each side of the street above the railroad tracks.

3) Street trees, paving, site furnishings and lighting shall be consistent for the entire length of the street, except at the 5th Street Steps.

4) Parallel street parking shall be provided on both sides of the street. In the direction of traffic flow, a dedicated bicycle lane shall also be provided.

5) Where appropriate, tree grates should be used in order to facilitate pedestrian movement.

7th Street

Description

7th Street is envisioned both as the primary travel route across the Railyards, between the American River Parkway and Downtown Sacramento, and as the future alignment of the DNA Light Rail Line, which will carry passengers from Downtown to the Sacramento International Airport. 7th Street is also the southbound component of a major roadway couplet, with 5th Street being the northbound component.

7th Street will primarily be a vehicular- and transit-oriented corridor, but it will have a more urban pedestrian character at the light rail stop. At that juncture, the street will widen to accommodate three traffic lanes, two-way light rail tracks, two station platforms, as well as integrated bicycle lanes and sidewalks.

The portion of 7th Street between Railyards Boulevard and Box Cars Park will be an important nexus of pedestrian activity, with a steady flow of passengers embarking and disembarking from the trains.

As part of the light rail station, a custom-designed, covered structure will be provided at the light rail stop, both to create a comfortable space for transit patrons as they wait for their trains, and to distinguish the stop as a neighborhood landmark. The City shall coordinate the design of this station with Regional Transit.

Guidelines

In addition to meeting the Boulevard and Major Street guidelines above, 7th Street would also have the following:

1) A different tree species should be used along the light rail platforms. The species of tree selected shall provide adequate shade and grow tall enough to clear the electrified lines.

2) Paving on the sidewalks and, where applicable, on the transit median should be different but complementary.

6th Street

Description
While 5th and 7th Streets will serve as the primary north/south conduits for traffic moving north and south across the Plan Area, 6th Street will be a two-way, slower-moving, more pedestrian- and bicycle-friendly alternative route. South of Railyards Boulevard, 6th Street has a right-of-way of 80 feet, which includes two travel lanes, a center turning lane, as well as bicycle lanes, parking lanes and sidewalks with planting strips on both sides of the street. North of Railyards Boulevard, 6th Street becomes a Minor Street, a street type which is described below.

Guidelines
In addition to meeting the Boulevard and Major Street guidelines above, 6th Street would also have the following:

1) A gradual slope shall be used in order to facilitate pedestrian and vehicle movement up and over the rail tracks.

2) Bicycle lanes shall be provided for the portion of 6th Street south of Railyards Boulevard.

3) Trees shall be planted along the entire length of the street, even along elevated portions. Along elevated portions, street trees with shallow rooting should be used. Where appropriate, tree grates should be used in order to facilitate pedestrian movement.

c. Main Street: Camille Lane

Description
Camille Lane is the Plan Area's "Main Street." It will be active and pedestrian-focused, with wide sidewalks that create opportunities for cafés and other retail uses to spill out onto sidewalks and open spaces. The street will be lined with a high concentration of shops and entertainment venues on the ground level and loft housing, office space or other uses on the upper stories.

Guidelines
In addition to meeting the Boulevard and Major Street guidelines above, Camille Lane would also have the following:

1) Right-of-way of 80 feet, which includes two travel lanes that, although wide, will include traffic calming features that will ensure slow vehicle travel.

2) Camille Lane will also be a designated bicycle route, with bicycles sharing the travel lane with vehicles.

3) A common design language shall run the length of the street, serving as a unifying element for the Depot, Central Shops Historic and the West End Districts.

4) Street trees, paving, site furnishings and lighting shall be the same the entire length of the street, with the exception of the transition zone in the Depot District.

5) The street should have generous 22-foot-wide sidewalks to accommodate high volumes of pedestrian traffic.

6) A distinctive paving pattern should be used in order to set this special street apart from other streets.

7) The street should be designed so as to incorporate design features that commemorate the historic track alignment into the street pavement, street furniture, signage or streetwalls.

d. Minor Street

Description

The character of minor streets within the Plan Area will vary according to the street's role, location and district.

Guidelines

Minor Streets would have the following:

1) Street trees, paving, site furnishings and lighting shall be consistent for the entire length of the street.

2) Street trees shall be selected that are properly scaled to the street width.

3) Paving materials shall be selected to be in keeping with the character of the district and appropriate for the uses proposed for the parcels fronting on the street.

4) Pedestrian-scaled street lights shall be provided.

5) The street should have generous 16.5-foot-wide sidewalks to accommodate pedestrian traffic in accordance with the Specific Plan.

e. Alleys

Description

Sacramento's alleys are valuable assets—they supplement the pedestrian network in the existing vehicular realm and increase vehicular accessibility. Alleys provide access to the service areas of individual parcels in high density mixed-use and commercial districts, and serve as a pedestrian scaled narrow street for secondary residential units.

The character of alleyways in the Plan Area varies by district: in the West End, alleys are primarily pedestrian- and retail-oriented, whereas alleys in the East End serve primarily to provide access to buildings for service vehicles and to and parking garages for personal vehicles.

Alleys in the West End are pedestrian-oriented and lined with shops and restaurants.

i Alleys: Commercial District Service Alleys

PRINCIPLE: In commercial districts alleys should provide access to parking and service areas for commercial buildings, reducing street traffic and conflicts along the sidewalks.

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

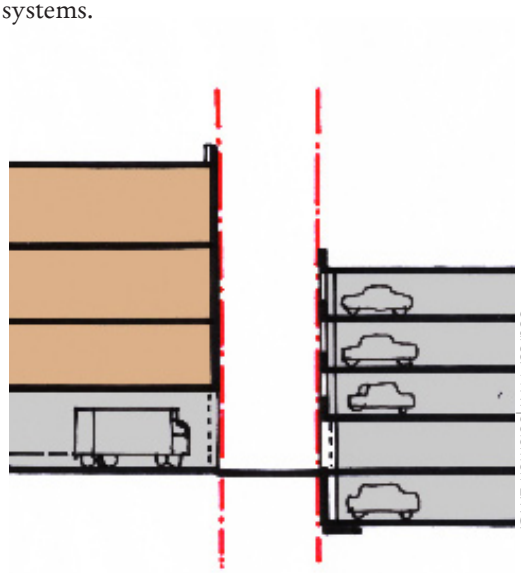
The accompanying drawing shows two potential conditions for a commercial district alley. On the left is an example of a loading dock and on the right a structured parking garage.

Guidelines

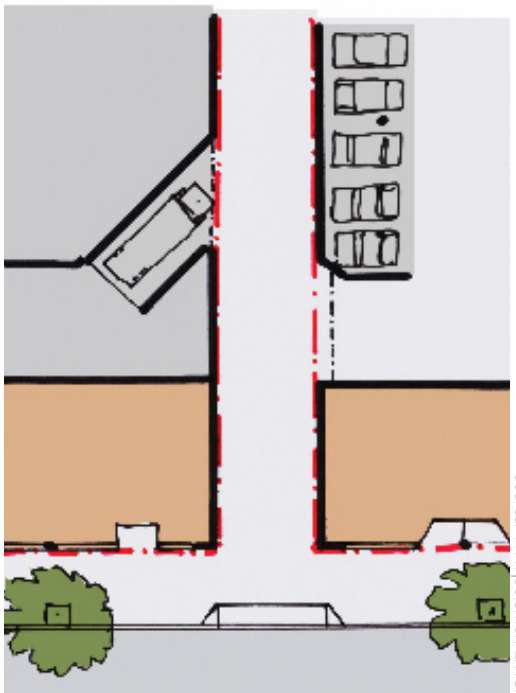
1) All loading and service areas must be gated or otherwise secured, and should be on-parcel, keeping the right-of-way clear.
2) Trash bins and skips must be screened from view at all times and may not intrude into the alley right-of-way.
3) Angled loading docks are recommended because the 20' width of the existing alley right-of-way is too narrow for large vehicle turning.
4) Alleys should have one-way vehicle circulation.
5) Sidewalks are not necessary.
6) In the case of a new parking access, a 5' setback from the property line is required to provide clearance for vehicle turning.
7) Where possible, alleys should have paving strategies designed to attenuate stormwater flows, e.g. with the use of porous paving materials and retention systems.

Source: WRT|Solomon E.T.C.

Service alley in the CBD.



Source: WRT|Solomon E.T.C.



Source: WRT|Solomon E.T.C.

ii Alleys: Commercial District Pedestrian Alleys

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

In the central city, there is an opportunity for some alleys in the commercial district to be redeveloped as passages, suitable for pedestrian and retail activity. They should encourage 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 are allowed during off-peak hours.

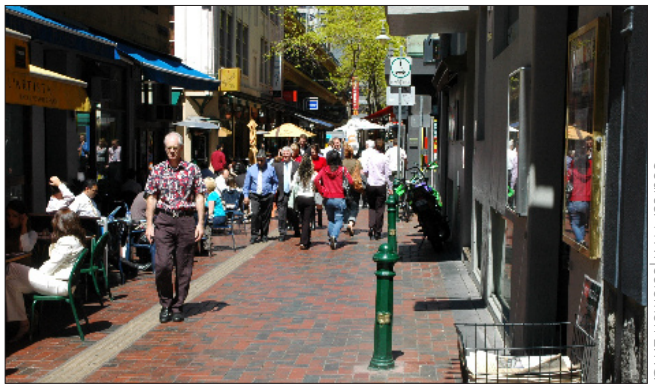
The accompanying drawing at right shows two potential conditions for a commercial district pedestrian alley:

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-street only in order to avoid conflict with pedestrian activities on the alley.

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.



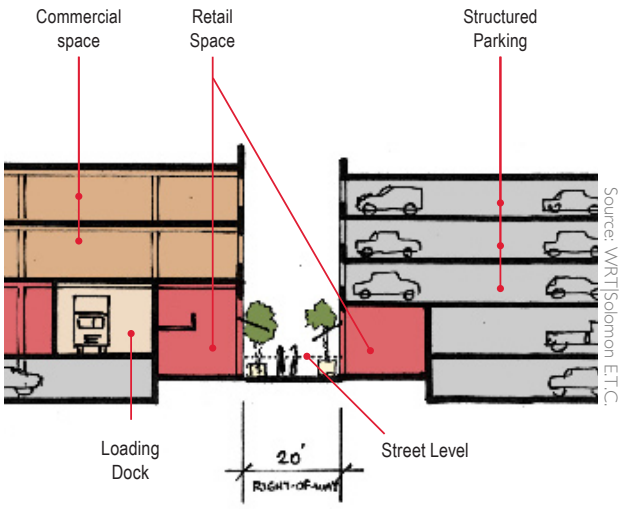
Source: WRT|Solomon E.T.C.

Hardware Lane, Melbourne. Retail uses front onto this narrow pedestrian lane, a model for the redevelopment of Sacramento's center city alleys.

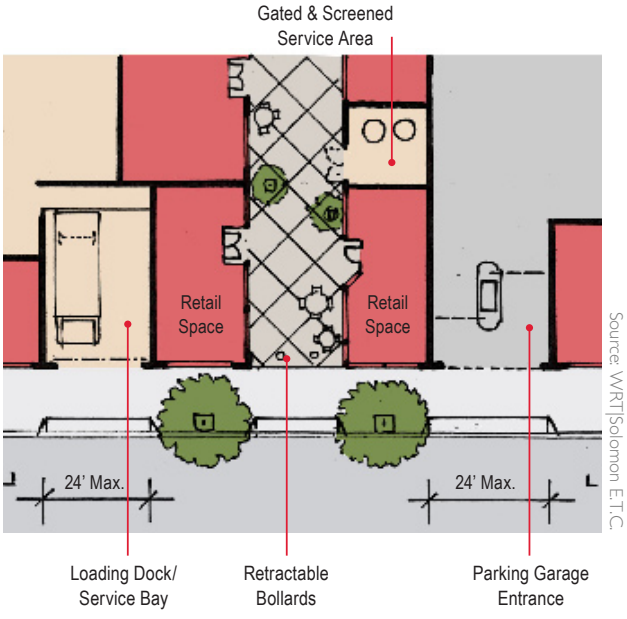
The alley should have retractable bollards to prevent service vehicle access during hours of retail/restaurant use. Service areas accessed from the alley would need to be screened and gated.

Where possible, 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.



Source: WRT|Solomon E.T.C.



Source: WRT|Solomon E.T.C.

Guidelines

1) All loading and service areas must be gated or otherwise secured, and should be on-parcel, keeping the right-of-way clear.

2) Sidewalks and cubs are not necessary.

3) Alleys shall 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 stormwater 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 maximum width of opening of loading/service areas and garage entrances facing the street should be limited to 24', with a maximum of three curb cuts per side of block.

6) The alley should have retractable bollards to prevent service vehicle access during hours of retail/restaurant use.

Source: WRT|Solomon E.T.C.

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

Source: WRT|Solomon E.T.C.

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

On the right 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. They too require a 5' setback in order to allow adequate daylighting to both sides of the alley and to allow a planting zone in the setback.

Guidelines

1) Residential development along alleys should be set back 5' from the right-of-way, to facilitate the provision of adequate daylighting, landscaping, and privacy.

2) Trash bins must be screened from view and may not intrude into the alley right-of-way.

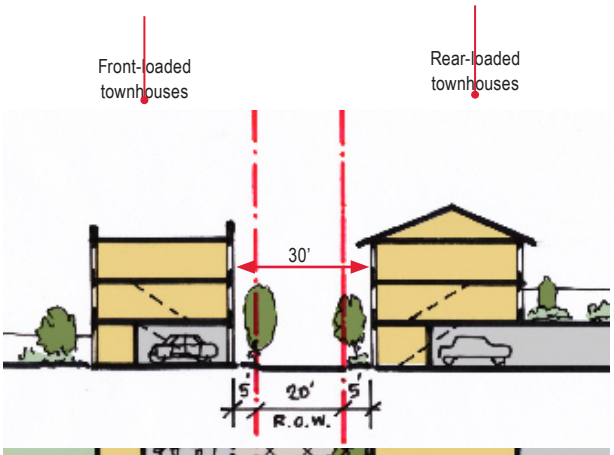
3) Alleys should have one-way vehicle circulation.

4) Sidewalks are not necessary.

5) In the case of a new parking access, a 5' setback from the property line is required to provide clearance for vehicle turning.

6) Alleys shall have paving materials that are conducive for both vehicular and pedestrian activity. Where possible, the paving should be designed to attenuate stormwater flows, e.g. with the use of porous paving material and retention systems.

7) Parcels with units extending from street to alley should have their vehicular access from the alley, in order to minimize the number of curb-cuts along the street and reduce conflicts in the pedestrian zone.



Source: WRT|Solomon E.T.C.

Source: WRT|Solomon E.T.C.

Japanese "shared street".

Source: WRT|Solomon E.T.C.

Fulton Grove, San Francisco, an alley with tuck-under townhouses fronting the right-of-way.

iv Alleys: Shared-Use Alleys

PRINCIPLE: In certain locations alleys can function as shared-use environments that are primarily pedestrian in character, detailing and materials, 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 primarily pedestrian 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 of the right-of-way clearly signify the space as more "paseo" than "street". These locations could encourage outdoor café seating etc, 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.

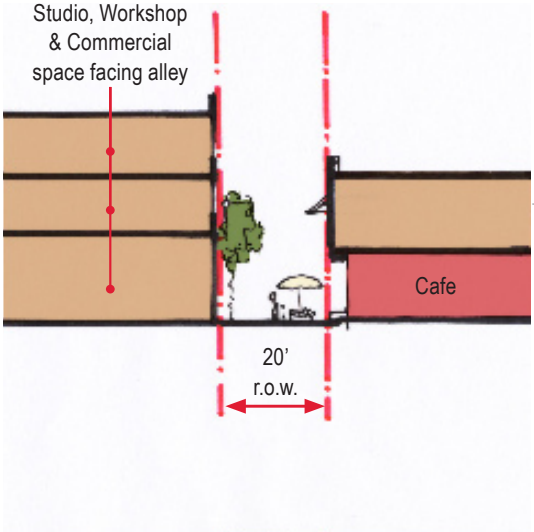
Guidelines

1) Trash bins and skips must be screened from view at all times and may not intrude into the alley right-of-way.

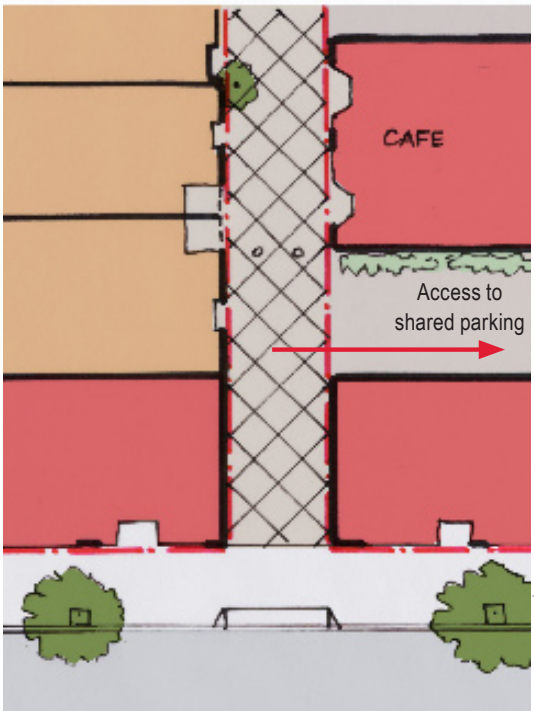
2) Alleys should have one-way vehicle circulation, due to their narrow right-of-way width.

3) In the case of a new parking access, a 5' setback from the property line is required to provide clearance for vehicle turning.

4) Where possible, alleys should have paving materials that are conducive for both vehicular and pedestrian activity. Where possible, the paving should be designed to attenuate stormwater flows, e.g. with the use of porous paving material and retention systems.



Source: WRT|Solomon E.T.C.



Source: WRT|Solomon E.T.C.

British "home zone" shared street concept.

Belden Place, San Francisco.

Source: WRT|Solomon E.T.C.

C. PEDESTRIAN REALM

The Pedestrian Realm guidelines are intended to promote a walkable Plan Area by improving pedestrian safety convenience, and comfort. The guidelines presented here 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".

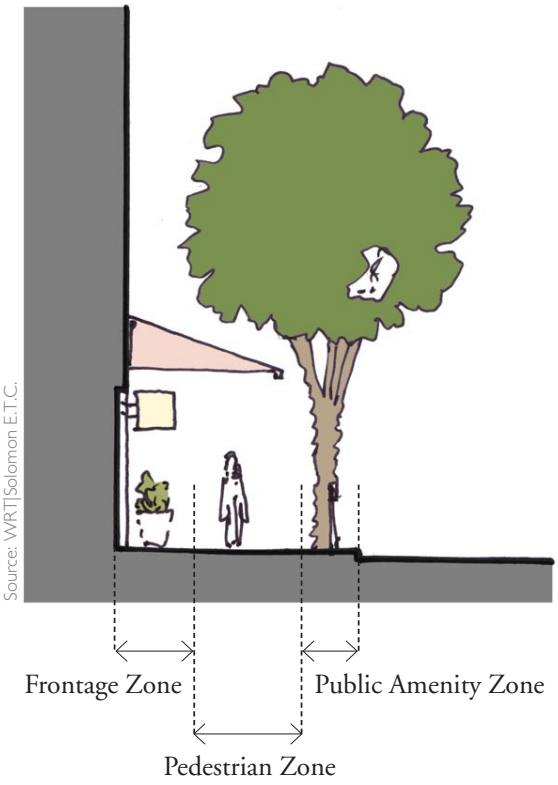
The guidelines focus on improving the attractiveness and effectiveness of the pedestrian network in order to encourage walking as an attractive and effective mode of transportation. As such, they recommend design strategies for enhancing the physical safety, comfort, and convenience of the pedestrian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

The guidelines are intended to create 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 serves several functions, including circulation facility, social space, and amenity zone, and must accommodate numerous features and facilities to support these functions. For the purposes of these guidelines, the pedestrian realm 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.

As shown in the diagram, 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. 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.

Pedestrian Realm



Source: WRT|Solomon E.T.C.

Source: WRT|Solomon E.T.C.

1. Public Sidewalks

a. Sidewalk Widths

PRINCIPLE: Dedicate adequate space within the public street right-of-way to support a safe, comfortable, attractive, and robust pedestrian environment.

Background and Intent

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 the 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 the Railyards 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 Railyards. 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 better balanced to reflect the City's commitment to establishing and walkable neighborhoods. This is not to say that vehicular and pedestrian zones necessarily need to be equal in area, but that 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 downtown can accommodate much more variety in design, including variation in the relative emphasis (i.e. space) given to pedestrians versus automobiles.

Source: WRT|Solomon E.T.C.

Guidelines

1) **Sidewalk Widths.** Sidewalk widths should 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, high activity areas should have sidewalk widths of 20 feet or more. Sidewalk widths in the Railyards shall not be less than 14 feet.

2) **Curb Extensions**. Curb extensions at "necked-downed" 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.

3) **Functional Zone Priorities**. The widths of the sidewalk functional zones should vary in response to context, but the width of any given sidewalk shall be divided amongst the three zones according to the following priorities: pedestrian (highest), frontage (middle), amenity (lowest). See guidelines for each zone for minimum allowable widths.

Source: WRT|Solomon E.T.C.

Source: WRT|Solomon E.T.C.

b. Functional Zones

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

Background and Intent

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 shall be organized into three zones relating to their primary function: the frontage zone, the pedestrian zone, and the public amenities zone.

Source: WRT|Solomon E.T.C.

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.

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, parking meters, fire hydrants, benches, news racks, and other street furniture and amenities.

Guidelines

1) **Accessibility**. Public sidewalks shall provide a direct and continuous pedestrian network that connects blocks and buildings to each other 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 that enhance the pedestrian experience, but should avoid clutter 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 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 shall be located in the amenity and frontage zones and should not obstruct through pedestrian traffic or access to the street.

Source: WRT|Solomon E.T.C.

Source: WRT|Solomon E.T.C.

c. Pedestrian Zone

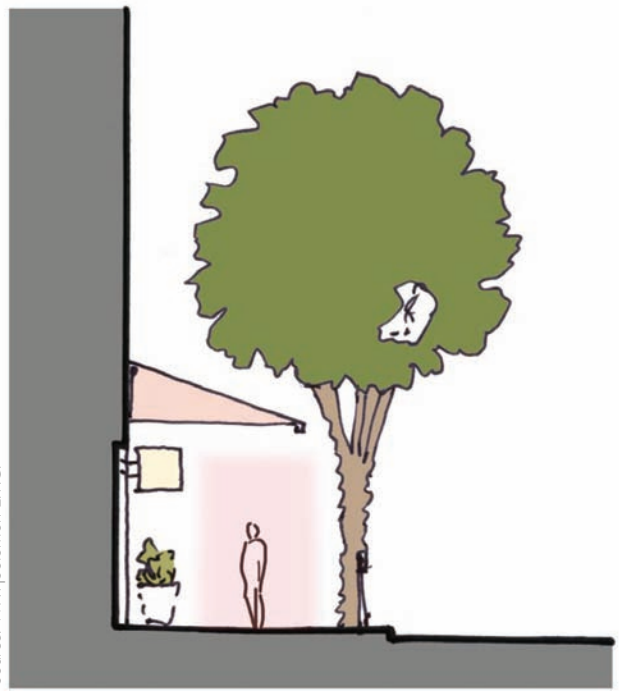
PRINCIPLE: Public sidewalks shall provide adequate horizontal and vertical clearance to accommodate convenient and comfortable pedestrian circulation.

Background and Intent

Sidewalks function as critical transportation routes within the downtown 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 shall 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 Shops Historic District should have wider sidewalks to ensure adequate walkway clearance and access and to allow for additional activities which support the intensity of land use.

Sidewalk widths of 14 feet or greater generally 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.



Source: WRT|Solomon E.T.C.

Source: WRT|Solomon E.T.C.

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 shall 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).

3) **Minimum Vertical Clearance**. The Pedestrian Zone shall maintain a minimum vertical height clearance of 8 feet, clear of overhanging tree limbs, protruding fixtures such as awnings, signs, or other horizontal obstruction.

4) **Transitions**. 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.

Source: WRT|Solomon E.T.C.

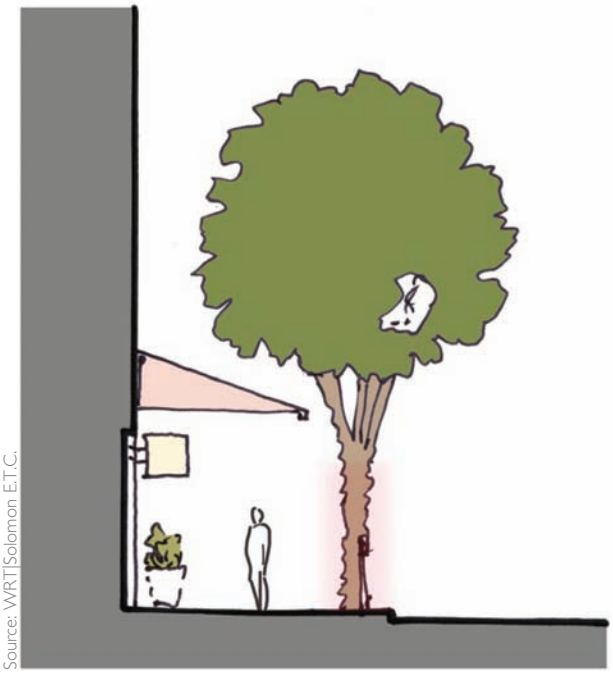
Source: WRT|Solomon E.T.C.

d. Public Amenity Zone

PRINCIPLE: A Public Amenity Zone shall be provided where public sidewalks widths can allow for such zones, to provide space for amenities that contribute to pedestrian comfort, convenience, safety and interest, and support positive social interaction.

Background and Intent

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.



Source: WRT|Solomon E.T.C.

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. Additional features such as streetlight 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 Railyards Area 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.

Source: WRT|Solomon E.T.C.

Guidelines

1) **Location**. Public utilities and street furniture shall 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, fire hydrants, etc.

2) **Width Proportions**. The Public Amenity Zone should comprise at least 20-35% of the sidewalk width (i.e., 3.2 to 5.6 feet for the standard 16-foot sidewalk).

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**. In order to reduce clutter within the amenity zone, facilitate on-street parking, and increase parking revenues, the City should 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.

6) **Setback from Curb**. To the degree feasible, elements within the Public Amenity Zone generally should be set back from the face of the street curb to avoid conflict with on-street parking (e.g. car doors, passenger loading, etc.).

7) **Location of Utilities**. Where practical, handholes, vaults, and other utility access points should be located out of the sidewalk area. Above ground utility boxes, control panels, etc. should be discouraged or located outside of the sidewalk zone.

8) **Undergrounding of Utilities**. In order to reduce conflict with pedestrian movement and improve the aesthetic character of the public realm, utilities shall be undergrounded whenever feasible, particularly on major and commercial streets.

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 contribute to a sense of community identity, and reflect and strengthen the local character.

See Street Furnishings and Amenities section for additional information and guidance.

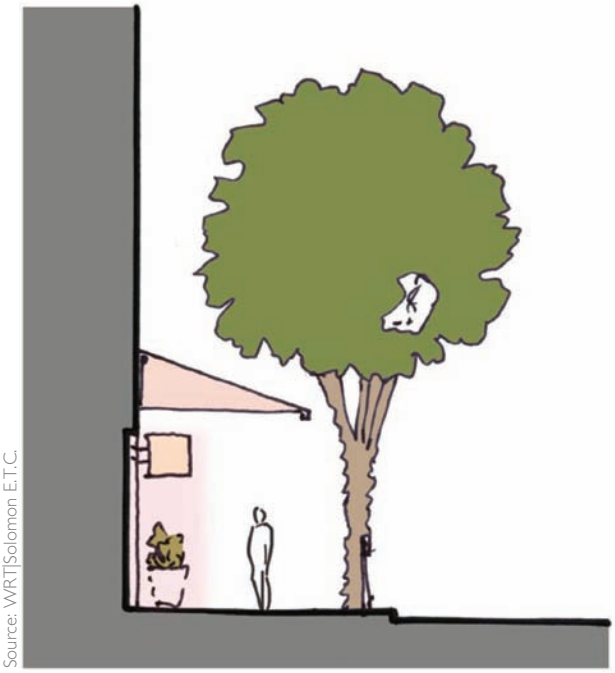
Source: WRT|Solomon E.T.C.

e. Frontage Zone

PRINCIPLE: A Frontage Zone shall be provided where public sidewalks widths can allow for such zones, to support adjoining commercial uses by accommodating private elements, features, and activities within the public right-of-way.

Background and Intent

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.



Source: WRT|Solomon E.T.C.

In addition, pedestrians are generally less comfortable moving at a full pace when walking directly alongside 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.

Guidelines

1) **Private Furnishings**. Private furnishings which may be permitted in the frontage zone include seating and tables, merchandise displays, planters, and art.

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 Cafés**. Sidewalk cafes are encouraged within the frontage zone as a use that activates and energizes the public realm.

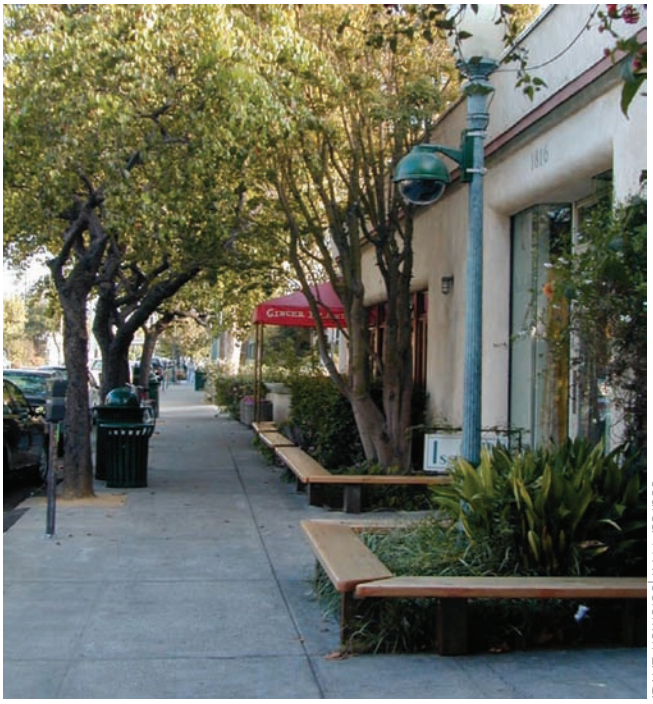
Source: WRT|Solomon E.T.C.

4) **Extension into Amenity Zone**. In certain situations sidewalk cafes 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 shall provide adequate vertical clearance so they do not infringe upon the pedestrian travel zone.

6) **Delineating Sidewalk Cafés**. 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 that separates the café space from the pedestrian travel zone. Possible elements include railings or rope dividers. (Establishments that serve alcohol are required by State law to do this.) Such delineation is not required for less formal eateries such as cafés, coffee shops, and sandwich shops that have a single row of chairs and tables.

7) **Permitting**. All private use of the frontage zone shall be required to obtain an encroachment permit.



Source: WRT|Solomon E.T.C.

f. Paving

PRINCIPLE: The pedestrian environment and the quality of the pedestrian experience shall be enhanced with definition and legibility through the use of coordinated, attractive, and high-quality paving surfaces.

Background and Intent

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 Railyards Area 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.

Source: WRT|Solomon E.T.C.

Guidelines

1) **Materials**. Sidewalks shall be paved with Portland concrete with a broom, or light sand-blasted, finish.

2) **Color and Heat Absorption**. In order to reduce heat absorption and heat island effects and enhance pedestrian comfort, sidewalk paving should be light grey in color rather than continuing the practice of adding lampblack to match historic sidewalks.

3) **Dimensions**. Sidewalk paving shall be divided into a grid of 4-foot squares that fits within the typical 16-foot wide sidewalk. The 4-foot dimension is nominal and can be adjusted in equal measurements either up or down. For instance, if a 52-inch tree grate is used, the grid system should be adjusted to accommodate that dimension.

4) **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.

5) **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 pavement module); and
- 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.).

6) **Alternative Paving Materials**. Alternative paving materials (e.g. unit pavers, porous pavement, etc.) may be allowed in the amenity zone, particularly if they reduce stormwater runoff and enhance street tree health and viability. Such materials will still be required to conform to the paving pattern established by the 4-foot grid.

7) **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).

8) **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.

9) **Sustainable Materials**. Recycled and/or locally-sourced paving materials shall be specified whenever feasible in order to minimize resource depletion and energy to transport.

10) **Stormwater Management**. The use of permeable or porous pavement in the amenity zone is encouraged whenever feasible as a means of reducing stormwater runoff rates and volumes.

11) **Coordination with Public Facility Placement**. The siting and design of public facilities such as street lights, tree wells, utility vaults, etc. shall be coordinated with and responsive to the standard paving module, and not simply ignore the established ground plane pattern.

Source: WRTSolomon E.T.C.

Source: WRTSolomon E.T.C.

g. Pedestrian Tunnels

PRINCIPLE: Provide pedestrian tunnels to link parts of the Railyards that are otherwise separated by rail lines and other transportation features, and ensure that these tunnels are safe, well-lit and aesthetically pleasing.

Background and Intent

The Sacramento Railyards Specific Plan foresees two pedestrian tunnels that will go under the rail line and/or other major transportation to link neighborhoods that would otherwise be separated from each other. While these tunnels will provide important pedestrian linkages, they also present potential liabilities in that they could feel uncomfortable or unsafe if they are not properly designed. The following design guidelines are intended to address these concerns and ensure that the Railyards' pedestrian tunnels are safe, well-lit and aesthetically pleasing. Photos of some concepts for these tunnels are shown below.

Guidelines

1) Pedestrian tunnels should have specially-designed and articulated floors, walls and ceilings, and should be surfaced with high-quality materials such as stone, terrazzo, brick, and high-end modular ceiling systems.

2) Tunnel designs and finishes may follow any number of design styles, ranging from historical to contemporary. Tunnel design styles should be selected depending on tunnel location and the types of areas being connected.

3) Tunnel lighting should be installed for illumination primarily from above, to mimic natural sun conditions, and should include both recessed, deflected lights as well as direct downward lighting.

4) Tunnel lighting should be designed to be artistic as well as functional, and might include colored light displays for visual interest.

5) If possible, tunnels should also feature openings up to the outdoors in mid-tunnel areas.

6) Well-designed advertising and/or public art should be included on the walls of tunnels to provide visual interest.

7) Retail uses are encouraged within tunnels, where feasible.






All photos by WRT|Solomon E.T.C.

2. Street Furnishings and Amenities

a. General Guidelines

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.

Background and Intent

As the "living room" for community life in the Railyards, 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, restrooms, 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 downtown.

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 are generally contribute variety to the streetscape with their focus being on enriching and enlivening a particular building or use.

Guidelines

1) **Variety**. Public streetscape furnishings should include a variety of amenities and selection of materials that add to the excitement and vitality of downtown.

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 Railyards Area.

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 shall be provided to increase the number of opportunities for people to socialize and spend leisure time outdoors along public streets.

See Public Amenity Zone section for additional information.

Location

1) **Pedestrian Activity Areas**. Street furniture and other amenities such as trash receptacles, kiosks, public telephones, newsstands, shall be located in conjunction with active pedestrian areas such as intersections, key building entries, public parks and plazas, bus stops, important intersections and pedestrian streets.

2) **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.

b. Miscellaneous

Newsracks

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.

Source: WRT|Solomon E.T.C.

Wayfinding Signage

1) The City's existing wayfinding system should be extended into the Railyards and enhanced to serve both the needs of out-of-town visitors as well as citizens of Sacramento.

The Railyards wayfinding system should:

2) Provide directional and information signs that are attractive, clear and consistent in theme, location, and design.

3) 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.

4) Be co-located with other streetscape furniture (e.g. light standards, transit shelters) where possible to reduce visual clutter in the public realm.

5) Be expanded to cover the entire Railyards Area.

Source: WRT|Solomon E.T.C.

Kiosks

1) Kiosks 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.

Source: WRT|Solomon E.T.C.

Seating

1) Benches and other forms of seating (e.g. low walls, planter edges, wide steps, etc.) shall be provided throughout the Railyards, with more seating provided in areas with ground-level retail frontages and at entrances to major employers.

2) Attractively designed benches should be provided in sidewalks, plazas, and parks to promote pedestrian use. These benches shall 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.

Source: WRTISolomon E.T.C.

Source: WRTISolomon E.T.C.

Trash and Recycling Receptacles

1) Trash receptacles shall be located regularly at intersections, near major building entrances, 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 Railyards Area.

Bollards

1) Where necessary, bollards 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 shall 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, decorative lighting, electrical fixtures and auxiliary power (for special events, holiday lighting, or maintenance) are encouraged.
4) As an alternative, flush-filled decomposed granite may be used instead of tree grates.

Parking Meters

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

c. Bicycle Racks

PRINCIPLE: Bicycle use in the Railyards shall be supported by providing ample bicycle parking that is both secure and conveniently located.

Background and Intent

Bicycle use is a convenient, non-polluting means of transportation that can play a significant role in ensuring that the Railyards is less automobile-dependent than conventionally developed Sacramento neighborhoods. The flatness of Sacramento's terrain and the highly interconnected street system both support cycling as a viable way to move around the city.

However, bicycles, like cars and people, need to have facilities that support them if they are going to be widely used. Such facilities include travelway realm facilities such as bike lanes, pedestrian realm facilities such as bicycle parking, and private realm facilities such as indoor showers and changing rooms. Of the three, provision of secure bicycle parking may be the most critical factor in supporting bicycle travel. Once cyclists reach their destination, they must be able to leave their bicycles without fear of theft. Similarly, bicycle parking needs to be convenient to cyclists' destinations or it will discourage use.

While a good percentage of parking for regular bicycle commuters shall be provided in buildings and parking structures (see Private Realm parking guidelines), it is also important to provide short-term bicycle parking in the public right-of-way. The design of the public realm should consider bicycle parking a fundamental design element that needs to be integrated with those needed for pedestrians, cars, and transit. While in some instances it may be appropriate to locate bicycle parking in the parking lane of the street, in most instances bicycle parking shall be located within the public amenity zone of the sidewalk.

Bicycles, however, by their nature, are somewhat awkward elements, physically and visually, to integrate into the limited space provided in the public amenity zone. If poorly located, bicycle parking can interfere with pedestrians, clutter the sidewalk, detract visually, or simply not be used.

Guidelines

1) **Distribution**. Bicycle parking within the public sidewalk should generally be accommodated with a number of smaller racks distributed along the length of a block, rather than one or two large concentrations of bike racks.

2) **Adequate Clearance**. Bicycle racks shall be located so that parked bicycles do not block the travel path of pedestrians or infringe upon seating areas. In addition, racks should be located at least three feet from the curb to accommodate ingress and egress to parked vehicles.

3) **Convenience**. Ideally, short-term bicycle parking should be located within 50 feet of building entrances. Where a building has more than one main entrance, the parking must be distributed to serve all buildings or main entrances.

4) **Visibility**. Bicycle racks shall be located in prominent locations within the public amenity zone that are clearly visible to cyclists from the street and from adjoining buildings and public spaces. Placement in view of doors and windows will ensure adequate surveillance from building occupants and visitors. Avoid locating bicycle parking in isolated areas, dark locations, or garage recesses.

5) **Traffic Calming**. Due to the space required for bicycle parking, curb extensions are good locations to site bicycle racks, as long as the facilities do not interfere with pedestrian circulation. Providing space for bicycle parking shall be considered a design criterion when designing curb extensions.

6) **On-Street Parking**. As cycling popularity increases in the future, on-street vehicle parking spaces may be converted to bicycle parking in locations where space in the public amenity/furnishings zone of the sidewalk is crowded or insufficient to meet demand.

7) **Secure Rack Design**. Bike racks shall be designed to allow the bicyclist to secure the bicycle frame to the device at two points of contact. Appropriate bicycle rack designs include the inverted U, the ribbon type rack, or the corkscrew.

Source: WRTJSolomon E.T.C.

Source: WRTJSolomon E.T.C.

Source: WRTJSolomon E.T.C.

3. Transit

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

Background and Intent

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 Railyards 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.

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.

Source: WRT|Solomon E.T.C.

Source: WRT|Solomon E.T.C.

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.

3) **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.

4) **Amenities**. Amenities such as Global Positioning System (GPS)-based real-time arrival information, ticket machines, nighttime lighting, and trash receptacles should be provided.

5) **Sustainability**. Transit shelters should be designed to promote transit and energy efficiency by incorporating features such as solar panels, LED lights, etc.

4. 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.

Background and Intent

Traditionally, as central city neighborhoods 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 represent 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 downtown 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 well-landscaped urban neighborhoods; landscaping also contributes to making these neighborhoods healthier and more sustainable. 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 build up 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 emissions. Reduced air conditioning means less electricity used and less air pollution related to power generation.

Source: WRT|Solomon E.T.C.

Source: WRT|Solomon E.T.C.

The combination of foliage cover, pervious 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 pervious 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 untreated water into the river.

Source: WRT|Solomon E.T.C.

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 downtown streets and parks leaves an indelible impression on those who visit Sacramento and engenders great pride for Sacramentans. Maintaining and expanding that urban forest as the Railyards becomes a new part of the Central City 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 the Central City expanding into redevelopment areas such as the Railyards, River District, and Docks Area, there is an opportunity to ensure that future development reserves the space needed for a healthy urban forest.

Source: WRT|Solomon E.T.C.

*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.

General Landscaping Guidelines

1) **Comfort and Interest**. Landscaping should 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.

Source: WRT|Solomon E.T.C.

Source: WRT|Solomon E.T.C.

Source: WRT|Solomon E.T.C.

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 build up, increased urban pollution, and compatibility with adjacent uses.

9) **Plant Selection**. Plant species should be responsive to 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(s) or throughout a district to provide visual continuity.

11) **Maintenance**. Landscaped areas should be properly maintained, which includes watering, removing debris and litter, 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) **Stormwater Management**. Wherever feasible, landscaped areas should incorporate pervious or unpaved surfaces to aid in stormwater management and reduce the "heat island effect."

Source: WRT|Solomon E.T.C.


Source: WRT|Solomon E.T.C.

Street Tree Guidelines

1) **New Tree Plantings**. New and/or replacement street trees should conform to the predominant existing planting pattern with respect to species, spacing and alignment.

2) **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, and guide, the selection and placement of public facilities such as street lights and signage, rather than being treated as an afterthought.

3) **Horizontal Clearance**. To maintain proper clearance and sight lines, street trees generally should be located no closer than:

- 10 feet from a building façade,
- 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,
- 3 feet from sidewalk furniture,
- 3 feet from curb adjacent to parallel parking; 4 feet from curb for perpendicular and diagonal parking,
- 15 feet from street lights.

4) **Canopy Cover**. Street tree spacing should support the City goal of achieving at least 50% shade coverage of streets and paved areas. The percentage of canopy coverage should be as follows for these districts:

- 35% for West End and Depot
- 50% for East End and Riverfront

5) **Tree Spacing**. Maintain the average number of trees per street side per block as the existing Central Business District. While plantings now range from zero to nine trees per side per block, an average of five to seven trees provides adequate coverage on blocks that are 300 to 350 feet in length.

6) **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 intensities in the Central City 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. 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).

Source: WRT|Solomon E.T.C.

7) **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.

8) **Unified Tree Planting Scheme**. To optimize the beneficial effects of street trees, both in terms of aesthetics and as environmental quality, 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 is appropriate for street trees in the Railyards Area. Accent species that highlight special features or uses should be interspersed with the primary street, rather than replacing it.

9) **Pruning**. Existing street trees should be pruned, per standard practice, to provide a pleasing form, and not be topped.

10) **Vertical Tree Clearance**. Street trees should be selected that have a branching pattern and 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.

Source: WRT|Solomon E.T.C.

Source: WRT|Solomon E.T.C.

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 whenever feasible. 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 8 feet. In constrained areas, the minimum acceptable tree well is 6 feet by 6 feet.

5) **Tree Grates**. Metal tree grates and tree guards should be used on all tree wells to protect trees, and allow for aeration and surface water collection. In certain areas, decomposed granite or gravel instead of tree grates may be permitted.

6) **Parkway Planting Strips**. New parkway planting strips ideally should be 8 feet wide, and a minimum of 6 feet wide. Planting strip widths of four to five feet are acceptable in very constrained conditions, but are the absolute minimum width needed for most trees to survive.

7) **Areas of the Planting Strip between Trees**. Where planting strips are provided, areas of the planting strip between trees generally should be planted with live landscape material and not be paved with hard surfaces, except in areas that are to be specifically used for café dining. Any paving of the planting strip should provide structural support to prevent compaction of the soil and allow for percolation of stormwater.

8) **Protecting Tree Roots**. In order to avoid damage to pavement, root barriers should be installed and appropriate, deep-rooted trees, selected.

Source: WRT|Solomon E.T.C.

5. Street Lighting

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

Background and Intent

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 28.5 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 and Light Standards for Poles and Fixtures

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.)

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.

Source: WRT|Solomon E.T.C.

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.

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) **Levels, Direction, and Quality of Illumination 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.

7) **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.)

8) **Illumination of Pedestrian Realm**. Street lighting should focus on illuminating the pedestrian zone (e.g. sidewalks, paseos, plazas, alleys, etc.), rather than the vehicular zone (i.e. the street).

9) **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.

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

11) **Energy Efficiency**. In order to conserve energy and reduce long-term costs, energy-efficient, Energy Star-certified lamps should be used for all public realm lighting, and hours of operation should be monitored and limited to avoid waste.

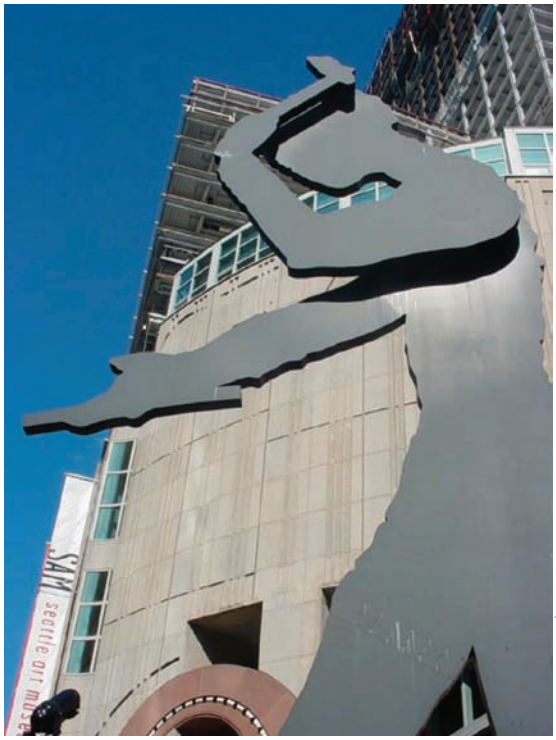
Source: WRT|Solomon E.T.C.

6. Public Art

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

Background and Intent

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.



Source: WRT|Solomon E.T.C.

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.

Source: WRT|Solomon E.T.C.

Guidelines

1) **Capital Improvements and Development Projects**. All capital improvement and development projects, should explore the integration of public art into the design of public streetscape elements (e.g. paving, street furniture, transit shelters, lighting, etc.).

2) **Location**. Public art should be located where it can be enjoyed by a large number of people, including sidewalks, intersections, plazas, and medians. Public art should also be included on buildings, whether as part of the façade, windows, door fixtures, or other.

3) **Enhance Challenging Pedestrian Areas**. Public art should be incorporated into difficult pedestrian transition zones, such as the connections over and under the rail lines to the Downtown and below the freeway to the River, to facilitate pedestrian use by enhancing and animating these spaces.

4) **Interactive Art**. Interactive art is encouraged; examples include pieces that either invite user participation or provide sensory stimulation through touch, movement, or sound.

5) **Educative and Interpretive Art**. Public art should be used as a means of enhancing community understanding of Sacramento's history and unique cultural assets and appreciation for local artists.

6) **Permanent and Temporary**. Public art may consist of both permanent and temporary installations.

7) **Unified Design Identity**. The design and placement of public art should enhance and be coordinated with other streetscape improvements to ensure a coherent character for a given district or corridor.

8) **Driver Safety**. Placement of public art and monuments should not obstruct drivers' view of traffic control devices, be a distraction, or be located in a manner that could create a roadside hazard to motorists.

Source: WRT|Solomon E.T.C.

Source: WRT|Solomon E.T.C.

Source: WRT|Solomon E.T.C.

D. Parks and Open Space

This chapter describes the general qualities and character of the open spaces in the Railyards. All drawings and photographic images represent an illustrative concept of open space on the site. Open spaces create a framework for linking the different districts within the Railyards. Varying in size and character, from small, primarily hardscaped urban plazas to a large parks with and open recreational areas, the open space framework is an organizational thread that links the site internally to its immediate context and to the region. These vital aspects of the urban environment increase the livability and enticement of the Districts. The comprehensive and diverse network of open spaces within the Plan Area is shown in Figure 3-2.

For the purposes of this document, "open space" is a broad term that refers to all spaces within the Railyards that are not occupied by buildings and are intended to serve a variety of recreational uses. The two primary types of open spaces within the Railyards include parks and plazas. The term "park" refers to landscaped areas that allow for passive and active recreational activities. Parks may include a variety of elements, including designated areas for specific sports or playing areas for children. All of the parks described in this Plan are publicly accessible. A "plaza" is another type of open space that is typically located in areas that are more intensely developed than parks. While they may include plants, trees, and shrubs, some surfaces within plazas are made of hard, non-living materials such as stone, brick or concrete. Plazas can be bounded by buildings on at least one side, some of which may contain active ground floor uses such as shops or restaurants.

Figure 3-2. Parks and Open Space Diagram.

1. Roundhouse Plaza

Design Intent

The design intent for Roundhouse Plaza is to create an attractive, active and large urban park centered in the Railyards for residents, visitors and workers to enjoy. The plaza interprets the original structure and use of the Roundhouse that once stood in this area of the property by honoring the historic nature of the site. The plaza is an active space with frequent movement among adjacent uses.

Guidelines

1) The plaza should use the footprint and form of the original Roundhouse building to create a space that physically and visually connects the West End District with the Central Shops District. The original layout of the Roundhouse should be preserved and considered as inspiration for design. The potential for future reconstruction of the roundhouse should not be precluded in any plaza design or construction.

2) Groundplane patterning and structures should take inspiration from the location and form of the historic Roundhouse.

3) Human-scale elements that help create a more comfortable public space should be incorporated as part of the redesign of the site; however, these should not mask or otherwise compromise the character-defining features of the building, including its structural members.

4) The rail track and the rail car should be considered as modules when thinking of patterning for landscaping and paving.

5) The paving, site furniture and light fixtures should honor the history and character of the Central Shops District. Materials similar to those used in the District's historic structures should be used.

6) In the interest of preserving sightlines to the turntable, which is situated at the center of this plaza, as well as to historic buildings and structures on adjacent sites, tree planting in the plaza may be limited. In many cases, the use of shade structures may be more appropriate.

7) Seating should be arranged so as to facilitate congregating.

8) The area east of the Roundhouse, adjacent to the Erecting Shop, is an important connection point between districts, both visually and physically. This area shall be kept open and views to the shops should be maintained.

9) New development, including building design, shall integrate and complement Roundhouse Plaza.

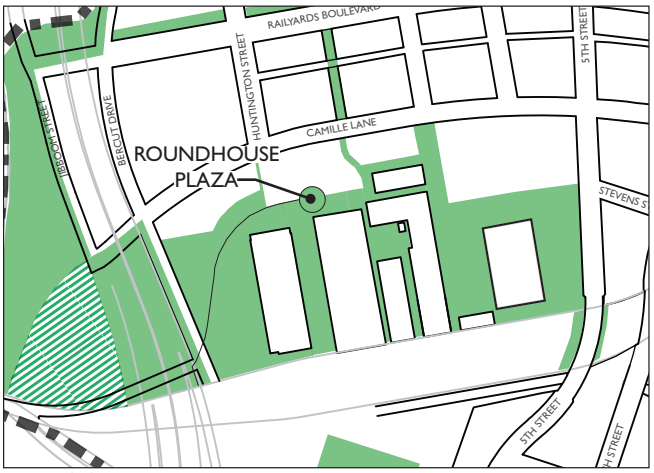


Figure 3-3. Roundhouse Plaza.

2. Powerhouse Court

Design Intent

This plaza is surrounded on all four sides by historic shops buildings. The plaza shall reflect this historic context and shall remain open and unobstructed, in keeping with its historic features and to facilitate circulation through these spaces. Any renovation or redesign of the site shall not compromise its character-defining features and shall be done in conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Guidelines

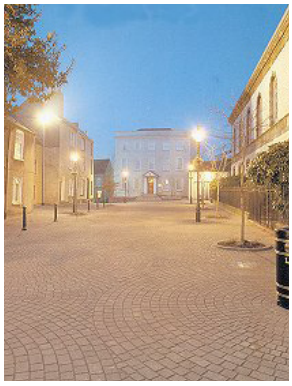
1) The plaza shall address the pedestrian connection that will be established through the former Car Shop.

2) Placing a monument in this location is appropriate.

3) While paving and site furnishings should match those used throughout the Central Shops District, Powerhouse Court should establish a unique identity.

4) Lighting should be consolidated onto existing power/light poles as much as possible to avoid introducing visual clutter of new poles into open spaces.

5) Light fixtures shall work with the Central Shops Historic District vocabulary and should provide adequate light for night use.



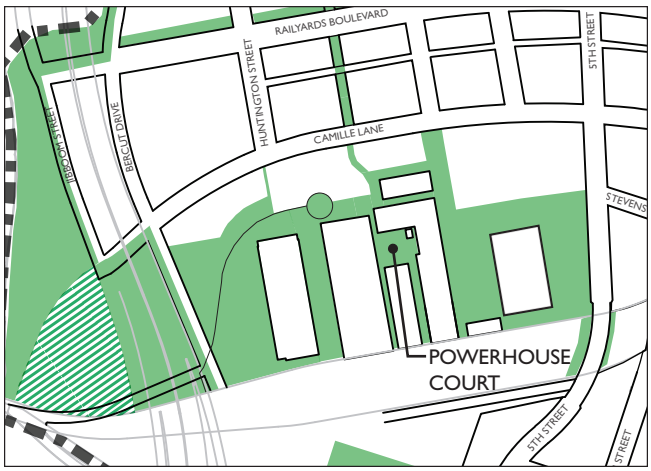


Figure 3-4. Powerhouse Court.

3. Market Plaza

Design Intent

Market Plaza is inspired by its historic context, shaped to encourage movement and visibility between structures. The plaza is active, with pedestrian traffic from food market users, museum attendees and other visitors.

Figure 3-5. Market Plaza.

Guidelines

1) Market Plaza should consider historic use, layout, and design of the rail car transfer table as inspiration for design.

2) Site furnishings should honor the industrial context and work with the overall vocabulary of the Central Shops. Furnishings should include benches, tables, shade structures, chairs, bike racks and trash receptacles.

3) Light fixture selection shall not damage historic resources, shall honor the historic context and should provide ample lighting for safe night use.

4) Market Plaza should have space that allows for both small informal performances and large organized events.

5) Views between structures should be considered.

6) Materials should celebrate the historic industrial character of the surrounding context. Applied history shall not be allowed. Materials that are in keeping with the historical use and character of Market Plaza should be used, including corrugated metal, wood, concrete and brick.

4. Museum Park

Design Intent

This park provides a connection to the Central Shops area, with the principle being to minimize the perception of the Interstate 5 overpass as a barrier and activate the space as much as possible. The portion of the park east of the curving rail line will be similar in character to the Central Shops open space. The area west of the curving rail will be the transition zone between the shops and the river. This will be a playful, inviting area that will encourage circulation through these spaces and will maintain visibility to the river.

Guidelines

1) The park shall celebrate the history of the site.

2) Look to historic and existing track patterns for design inspiration.

3) The park shall allow for large gatherings and functions associated with the State Railroad Museum.

4) Trees and shade structures shall be planted strategically to provide maximum shade while preserving views.

5) The park shall have a playful and interactive dimension to engage the children who will be visiting the Railroad Technology museum.

6) Site furniture, lighting and materials should work with the palette of the Central Shops, but can be unique to this location.

7) The park shall leave views open to the river.

8) The passage under Interstate 5 should be designed to be a unique amenity that, on its own, serves as a one-of-a kind attraction while also providing a safe, appealing, and interesting passage between the Shops and the Riverfront. To this end, public artwork should be incorporated in this portion of the park, as discussed in the Section C.6 earlier in this chapter. Artwork including lighting or lit elements is encouraged.

9) Where feasible, ivy, small shrubs and trees should be planted along the edges of the freeway overpass. This will help muffle noise from vehicles passing overhead and will help create a more attractive-looking space. However, these landscaping features need to be properly maintained so as to avoid the creation of dark and potentially dangerous places.

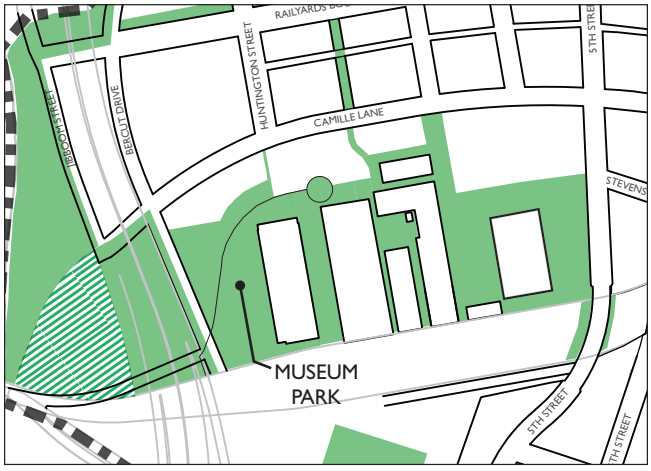


Figure 3-6. Museum Park.

5. Riverfront Park

Design Intent

Riverfront Park is a linear park that combines riparian planting with recreational uses, water access and smaller gathering spaces. The park allows for a mix of uses that will draw users from all districts and from around the city.

Figure 3-7. Riverfront Park.

Guidelines

1) The park shall have a dedicated pedestrian path that is continuous and located as close to the river's edge as possible.

2) The park shall have a dedicated bike path parallel to the pedestrian path.

3) The park shall have a strong connection to the water with access points for boat users, stairs to the water and overlooks.

4) Planting should be riparian. Native species should be used when possible.

5) Site furnishings should include benches, tables and chairs, bike racks and trash receptacles.

6) Lighting shall be sufficient for safe night use.

7) The park should make a strong physical connection to the hotel and residences adjacent to the park.

8) The park should maintain sightlines to and from the Central Shops Historic District.

6. The 5th Street Steps

Design Intent

The 5th Street Steps is a series of spaces that create a strong design vocabulary linking the Depot District to the entire Railyards project. The plazas, like 5th Street, are pedestrian-oriented. The area located immediately north of the relocated rail corridor is the southern-most green space within the 5th Street Steps.

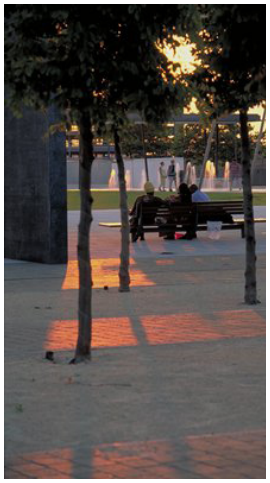
Figure 3-8. The 5th Street Steps.

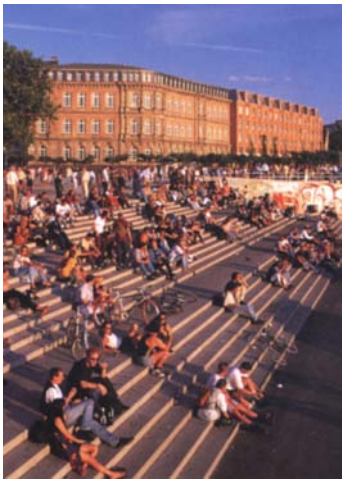
Guidelines

1) The 5th Street Steps should use the paving, planting and site furnishings used along the entire length of 5th Street.

2) The 5th Street Steps should merge the paving and planting from the 5th Street palette with the materials from the surrounding streetscape to create a visual transition into the Central Shops and the larger Railyards project.

3) The 5th Street Steps are intended to provide a gradual transition in grade for pedestrians descending from the 5th Street Bridge into the Central Shops.





7. Hopkins Walk

Design Intent

Hopkins Walk is a continuous pedestrian and bicycle connection running from the Roundhouse Plaza up Huntington Street, along Railyards Boulevard, up Crocker Street and terminating at Vista Park. The corridor will use a consistent design vocabulary to create a strong link between the districts.

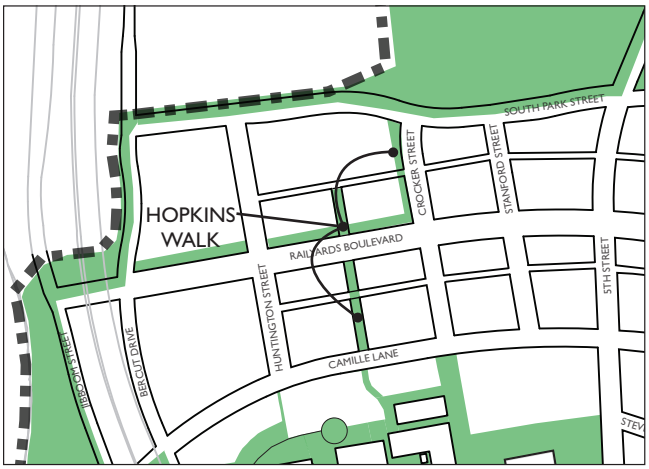


Figure 3-9. Hopkins Walk.

Guidelines

1) The corridor should use a consistent planting and materials palette, as well as consistent site furniture, along its entire length to strengthen the connection between the districts.

2) The corridor should have a series of water, art and/or vertical features that serve as a connective element between its different portions.

3) Tree planting should act as markers that guide visitors across districts.

4) Understory planting should underscore the geometry of the tree planting.

5) The paving and planting should be decorative and designed to stand up to high volumes of pedestrian traffic.

8. Vista Park

Design Intent

Vista Park responds to existing grades with sculptural landforms that shape functional spaces. The highest portions of the park will provide stunning views of Downtown, the Sacramento River and other nearby neighborhoods. An informal playing area and performance venue nestle into the edges of the landform, creating space for performances and play. The design, materials and planting palette should highlight the landform as the central physical feature in the park. A key feature would be to provide the height necessary to view the Sacramento River and the surrounding area.

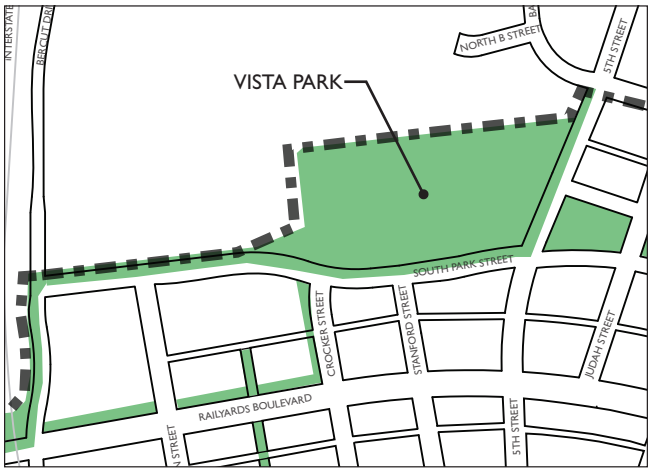


Figure 3-10. Vista Park.

Guidelines

1) The park should provide an amphitheater that is configured so that spectators are facing east or southeast. This will enable it to afford views of the downtown skyline during evening performance hours and facing away from brilliant setting sun.

2) The amphitheater should have a sculpted form that responds to the existing grades and the overall site design.

3) The park should provide an informal play area.

4) The park should provide a bike and pedestrian path.

5) The park should provide seating nodes, shade and areas for small gatherings and areas to for children to play.

6) Landscaping and shade structures should be strategically placed so as not to interfere with views toward the Sacramento River and Downtown.

7) Site furnishings, lighting and materials will be unique to the park, but similar in character to those used throughout the West End District.

8) The Park should be designed in conjunction with the Box Cars Park blocks to provide a cohesive connection between the two. Special attention needs to be paid to the way in which Vista Park terminates the views from the Box Cars Park blocks and from the Central Shops.

9. Box Cars Station

Design Intent

Box Cars Station will be an active plaza and expanded streetscape in the center of the East End District. It will serve users from the nearby light rail train stop, local residents, city residents and other visitors. Box Cars Station will be a gathering space with small areas for outdoor dining, informal performances and other lively activity.

Figure 3-11. Box Cars Station.

Guidelines

1) At the intersection of South Park Street and 7th Street, the plaza should be generously sized to create space for small gatherings, seating, shade, planting and pedestrian circulation.

2) On both sides of the street between South Park Street and the alley to the south, the sidewalk should be expanded to create a corridor from Box Car Parks to the Box Cars Station plaza. Together, this corridor and the plaza will create Box Cars Station.

3) Hardscape materials should be unified to create a strong connection from the light rail stop to the plaza.

4) Planting should be minimal. Planting should be used to help create a sense of arrival and to soften the extent of hardscape that will likely be needed.

5) Planting should work with the palette used along Box Cars Park, which is described below.

6) Streetscape planting should match the palette established for 7th Street.

7) Site furniture should include benches, shade structures, tables and chairs for outdoor dining and trash receptacles.

10. Box Car Parks

Design Intent

Box Car Parks is a central spine greenway that primarily serves the residents in the East End District. Box Car Parks provides a variety of spaces for seating, walking, children's play areas, recreational activities. It will also have several water features, large canopy trees and a full assortment of plantings that will help to create a cool and relaxing environment.

Figure 3-12. Box Car Parks.

Guidelines

1) Box Car Parks should provide a continuous paved pedestrian sidewalk adjacent to the residential and retail uses.

2) Large canopy trees should be planted along the corridor.

3) Stepped seatwalls should be used to create seating nodes and gathering opportunities.

4) Site furnishings should include seating, shade structures, bike racks and trash receptacles.

5) In the interest of minimizing shadowing, buildings fronting onto North Park and South Park Streets will have a streetwall height that is limited to 60 feet by the SPD. More specific information regarding building massing is provided in Chapter 4.

6) Box Car Parks shall be designed in conjunction with the Box Car Parks blocks to provide a cohesive connection between the two. Special attention needs to be paid to the way in which Vista Park terminates the views from the Box Car Parks blocks.

11. Interpretive Walk

Design Intent

A final open space component proposed is an interpretive walk connecting historic points and other key places of interest between Alkali Flat, the Railyards, the Riverfront and Old Sacramento. The pedestrian walk will celebrate the history of Sacramento and enrich the pedestrian experience by providing historical information, photographs and artifacts in multiple locations in various open spaces and along sidewalks. These displays may also be coordinated with displays and information that may placed on the interior of public areas in the Central Shops. The specific location and route of the interpretive walk has not yet been determined, but it will follow the historic Transcontinental railroad alignment to the extent feasible. The historical information used in these exhibits and displays shall be derived from a reliable source, such as the exhibit jointly prepared for the Railroad Museum in 2002 by the Historic American Engineering Record (HAER), a project of the National Park Service.

Guidelines

1) The greatest concentration of exhibits will be located in the Central Shops, but the interpretive walk will also connect to historic points in other parts of the Railyards, including Old Sacramento, Alkali Flat and the Sacramento Riverfront.

2) Common natural landscaping elements should be used to help guide pedestrians on the walk.

3) Creative and consistent signage should be utilized along the interpretive walk.

4) Street lighting and street furniture should be chosen that will reflect the history being interpreted and set the walk apart from other pedestrian routes, giving this path its own unique character. Rest stops with benches in shady areas will be provided along the route.

12. The 5th Street Bridge Overlook

Design Intent

An elevated structure is envisioned for the 5th Street railroad overpass, which will help connect the Railyards to Downtown. This overlook will have 30-foot-wide viewing platforms on either side of the street where it is elevated above the UPRR tracks, which will provide ample space for passersby to linger on the bridge while taking in dramatic views of Downtown, the Sacramento River and the Railyards.

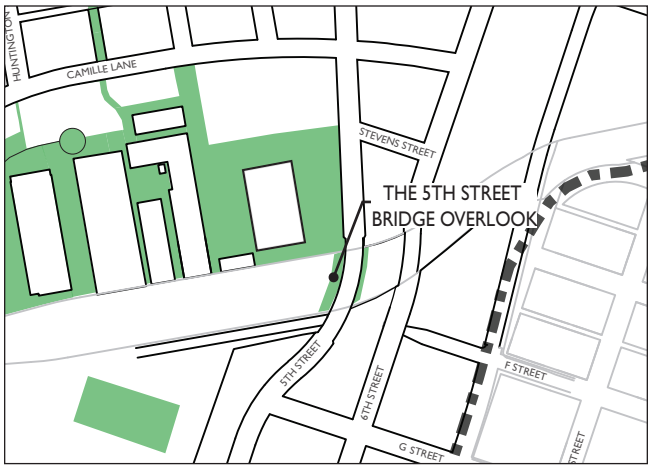
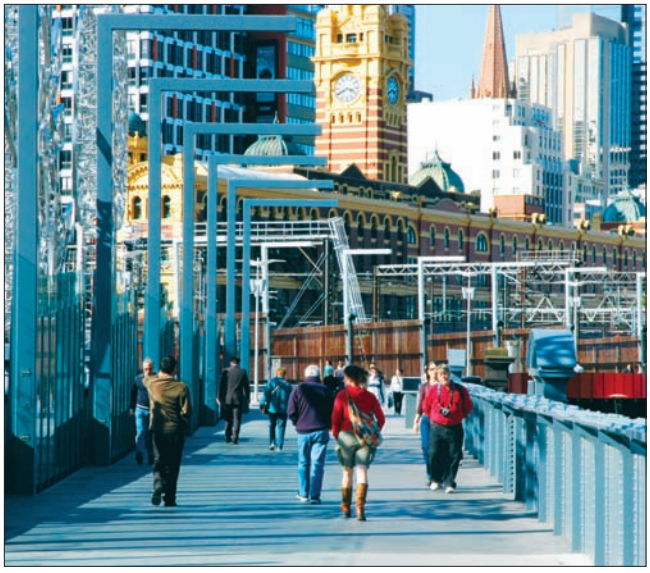


Figure 3-13. The 5th Street Bridge Overlook.



Guidelines

1) The overlook shall include grate materials that afford views through the overpass to the tracks.

2) The edges of the overlook will include custom benches that are designed and oriented to offer the best possible views of Downtown and the Sacramento River.

3) In the interest of extending the continuous tree canopy that is envisioned for non-elevated portions of 5th Street, trees should be planted on the bridge structure, albeit sparingly. The obstruction of views toward Downtown and the Sacramento River should be avoided. Shallow-rooted trees that are suitable for an elevated bridge structure should be used.

4) The overpass should include special paving and landscaping.

5) Given the considerable expense of the bridge structure and the pivotal role that the bridge will play in linking the Railyards to Downtown, this overlook merits particular design attention. A design competition should be organized to help determine its ultimate design.

13. Chinese Garden

Design Intent

Chinese immigrants and Chinese Americans were an integral part of Sacramento's history, and also played a crucial role in constructing the Transcontinental Railroad that traverses the Railyards. Sacramento's original Chinatown was on I Street between 2nd and 6th Streets, which is now inside the Railyards Specific Plan Area and under the land occupied by the Depot. Given Chinese importance in this area, it is appropriate that a Chinese Garden be included in the design of the parks and open spaces that are described in this chapter. The exact location of this feature has not yet been determined.

This garden can include a monument to the Chinese contribution to Sacramento and the Transcontinental Railroad and serve as both a reminder of Sacramento's past and of Chinese Americans' on-going contributions to the community.

Guidelines

1) A Chinese Garden shall be included as a component within one of the parks or open spaces within the Plan Area.

2) The Chinese Garden should include features typically found in other such gardens, including water features, decorative stones, a pavilion, a "moon gate," an Asian plant palette, and a pond, as illustrated on this page.

3) The Chinese Garden shall also include a monument or statue commemorating Sacramento's Chinatown and Chinese contributions to Sacramento and the Transcontinental Railroad.

Private Realm 4

A. INTRODUCTION

The Railyards Design Guidelines provide policy guidance to the Design Commission, Sacramento Housing and Redevelopment Commission, Planning Commission, and the City Council. Used in concert with the City of Sacramento Zoning and Preservation Ordinance 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.

These guidelines are to be used to give direction rather than prescriptive requirements. The Design Commission shall have the authority to waive 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.

As discussed in Chapter 1, the Design Guidelines incorporate significant portions of the Sacramento Central City Urban Design Guidelines and Plan (CCUDGP) to ensure consistency across documents and to simplify the review process. The design guidelines prescribed in this document apply to private development within the entire Railyards Plan Area, with the exception of those guidelines that have been specifically identified to address particular uses or conditions within an individual district. District- and use-specific guidelines are provided only in those instances where the area-wide guidelines require additions or modifications to reflect the unique character of a district or the intent of a particular use.

Due to the historic character of the entire Central Shops Historic District, all new development within it will require the rehabilitation and adaptive reuse of existing historic structures. As such, the Central Shops Historic District is not included in this chapter and instead will be addressed in Chapter 5.

1. Urban Design Policies

The intent of the Design Guidelines is to insure that all development in the Sacramento Railyards Specific Plan Area contributes the creation of a unique and special place. The guidelines that form the criteria for the private realm/architectural review are based on the following policies:

1) **Context:** allow for creative architectural solutions that acknowledge contextual design issues.

2) **Character:** Where possible and appropriate, complement the architectural character of existing historic building enclaves and promote harmony in the visual relationships and transitions between new and older buildings. In areas that lack existing or historic structures, projects should reflect the intended character of the district in which it is located.

3) **Scale:** Relate the bulk of new buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction. In areas that lack existing development, projects should respect view corridors of nonadjacent uses and reflect the intended scale of the district in which it is located.

4) **Pedestrian:** Enhance the pedestrian experience.

5) **Materials:** Promote efforts to utilize high quality building materials, detailing and landscaping.

6) **Integrated Services:** Promote functional and aesthetic integration of building services, vehicular access and parking facilities.

7) **Sustainable Design:** Promote sustainability in building design, construction and operation.

2. Private Realm Design Guidelines

The following design guidelines in this chapter, Private Realm, pertain to:

- Key Sites
- Railyards Districts
- Building Types
- Site Planning
- Massing and Building Configuration
- Parking and Vehicle Access

B. Key Sites

PRINCIPLE: Buildings located on key sites should be carefully designed to terminate views from streets, parks or open space; reinforce prominent corner locations; and serve as landmarks within the urban fabric of the Railyards.

Background and Intent

Buildings located at key sites should embody the identity of the district in which they are located. Special architectural consideration should be given to all development located on these sites to that enhance their position within the district and ensure the creation of landmarks within the Railyards Plan Area.

Guidelines

1) Buildings should include large-scale fenestration on all visible frontages.

2) Buildings should have a prominent roofline.

3) All buildings should include highly-visible features and architectural detail.

4) The ground floor of buildings should have prominent design features and pedestrian-oriented articulation.

5) Buildings should serve as iconic representation of its district's character.

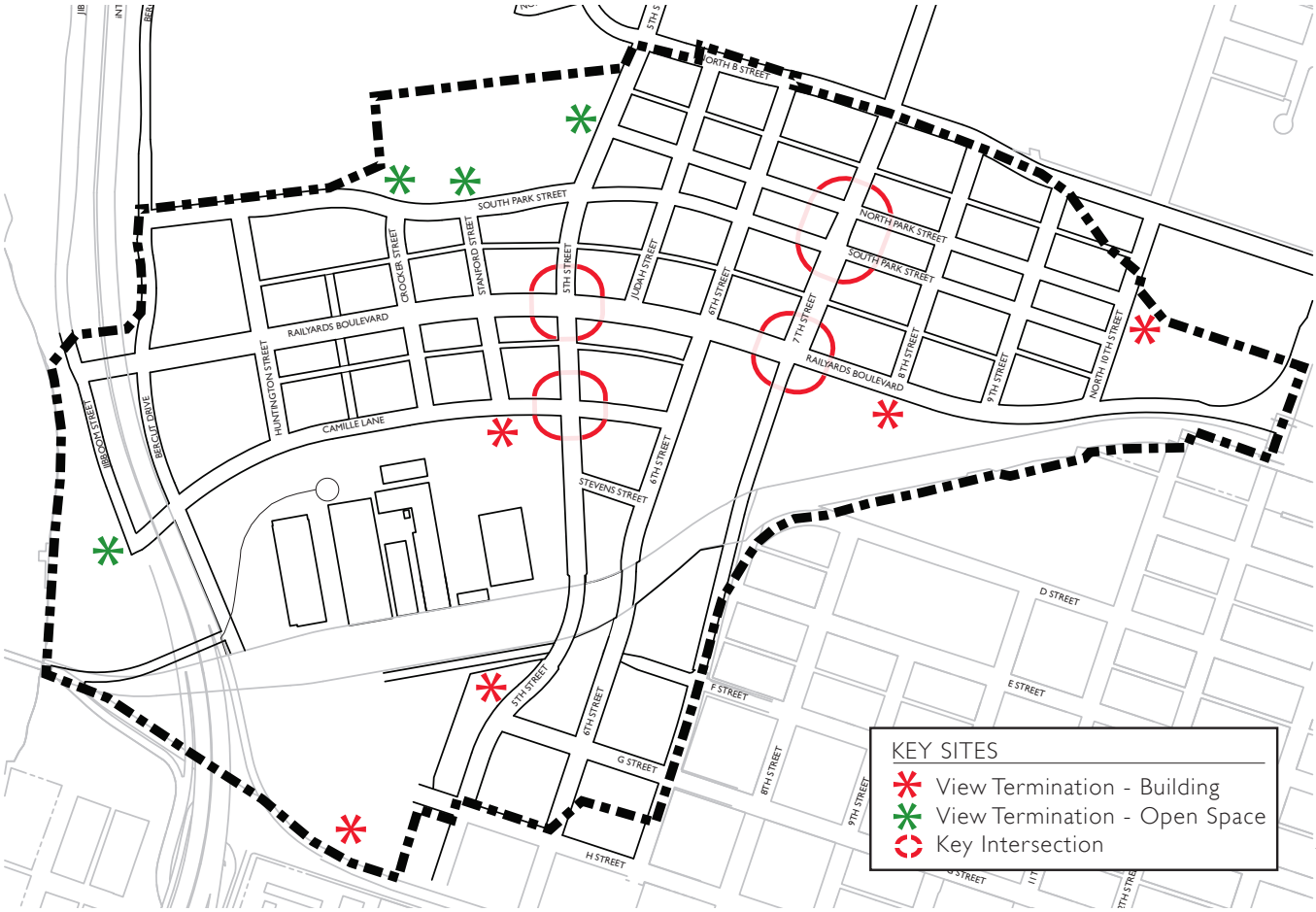
i. Corner Sites at Primary Intersections

1) Buildings should be oriented to specifically address the corner and intersection.

2) Primary entry should be oriented towards the corner and visible from the intersection.

ii. Terminated View Corridors

1) Primary entry should be oriented towards and visible from the main view corridor.

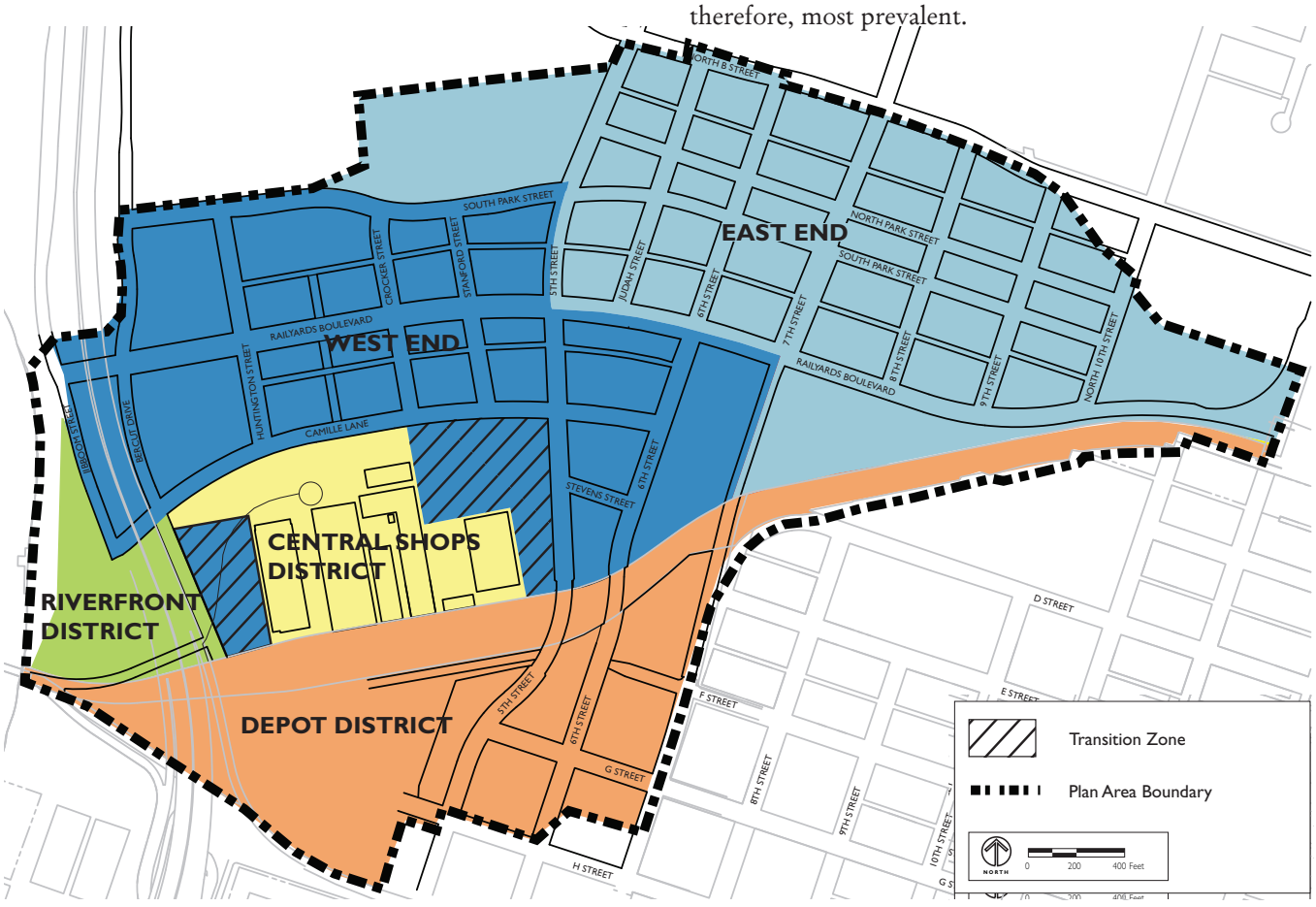


C. RAILYARDS DISTRICTS

As discussed in Chapter 2, due to the scale, prominence, history and physical context of the area, the Railyards site has been divided into five mixed-use districts, each with distinct identities and activities. A clear understanding of the character and identity of the particular district in which a project is located is essential for all parties involved in developing, designing, reviewing and approving projects located within the Railyards Area. While each of the five districts will be unique, a wide variety of uses is encouraged throughout all of the districts to foster the creation of lively, context-sensitive and authentic neighborhoods across the Railyards. Understanding the differences between the districts and determining the appropriate building types within each will allow 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.

The Railyards Plan Area encompasses several historic structures and resources, and all new development occurring adjacent to these resources should be developed in a manner that is consistent with the design, scale and identity of the surrounding historic context. Buildings should complement the character of the existing neighborhood and clearly contribute to the overall character of the district. Specific guidelines for the preservation and rehabilitation of historic structures, as well as the creation of new buildings within an historic district, are provided in Chapter 5 of this document.

The following section provides a description of each district's context and intent, physical character and primary building types. More information regarding building types can be found in Section D of this chapter. Although no building type is specifically prohibited from occurring within a particular district, the following guidelines indicate the district in which they are most appropriate and, therefore, most prevalent.



1. Depot District

Background and Intent

The Depot District will feature a bustling transit center in the historic depot building and serve as the primary connection point between the Railyards and Sacramento's downtown area. The new Sacramento Intermodal Transit Facility (SITF) and its accompanying transit-supportive uses will create a vibrant, mixed-use gateway into the Railyards Area and connect to the heart of Sacramento.

Within the Railyards Plan Area, the Depot District has the most adjacencies to the area's existing urban context, and therefore, has the greatest opportunity to connect to and integrate with Sacramento's neighborhood and district fabric. The Old Sacramento and Downtown areas are located directly south of the Depot District and form Sacramento's high-density Central Business District. The residential Alkali Flats neighborhood is located directly east of the district, and the historic Central Shops are positioned immediately north of the Depot.

i. Character

This section outlines the vision for the overall physical character of the Depot District. The urban design goals are as follows:

1) Create a dense urban fabric with continuous building frontages along street edges and an engaging presence at the street level;

2) Extend the street grid and block pattern existing in Old Sacramento and the Alkali Flat Neighborhood;

3) Relate to the existing scale and character of the neighboring Alkali Flat Neighborhood, notably the Alkali blocks bounded by 7th, 8th, F and D Streets, and adjoining Central City.

4) Accentuate the experience of arrival to the Railyards for train passengers with broad sidewalks and clear signage.

ii. Building Types

This section outlines the primary building types contained within the Depot District and provides a brief description of the location and use of each type within the district.

1) Residential/Commercial Mixed-Use, Mid-Rise:
- Includes a mix of residential and office uses with ground floor retail and is primarily located along 7th Street to respect the historic scale of the Central Shops, as well as the existing residential character in the Alkali Flat neighborhood.

2) Residential/Commercial Mixed-Use, High-Rise:
- Includes a mix of residential and transit-oriented retail uses, as well as food stores and food and beverage establishments. These buildings types will primarily be located along 5th and 6th Streets to provide accessibility to the SITF and to reflect the existing scale of Old Sacramento and Downtown areas.

3) Commercial Mixed-Use, High-Rise:
- Includes a mix of commercial and lower level transit-oriented retail uses and is primarily located along 5th and 6th Streets to provide SITF accessibility and to reflect the existing scale of the Old Sacramento and Downtown areas.

2. West End District

Background and Intent

The West End District will feature an extensive network of pedestrian-oriented plazas, alleys and pathways that link together various entertainment, cultural, and retail activities. The West End District will contain a range amenities and services for residents, as well as visitors, to create a 24-hour urban environment and a regional draw to the Railyards Area.

The West End District is centrally located within the Plan Area and shares at least one border with each of the districts within the Railyards. As such, it is not directly adjacent to any of the existing neighborhoods or development surrounding the Railyards Area. The Riverfront District and Sacramento River are located immediately west of the district, with Interstate 5 forming a barrier along its western edge. The East End District borders the district to the east and north, and the historic Central Shops Historic District and Depot District are to the south.

i. Character

This section outlines the vision for the overall physical character of the West End District. The urban design goals are as follows:

1) Connect the core of the Railyards Area to the City of Sacramento and create a critical link to the Sacramento River with pedestrian-oriented streetscapes.

2) Establish Railyards Boulevard and an extension of 5th Street as the primary threads stitching the district, Plan Area and surrounding context together.

3) Create a clear and attractive network of plazas, alleys and sidewalks with features such as plantings and fountains to provide access to shops, hotels, residences, and other retail venues.

4) Line the streets with continuous building frontages along street edges to create an engaging presence at the street level.

5) Enhance connectivity to transit with pedestrian-oriented development, as well as to the existing bike path network with new cross district paths.

ii. Building Types

Below is a list of the primary building types contained within the West End District with a brief description of each type's location and use within the district.

1) Residential/Commercial Mixed-Use, Low-Rise:
- Includes residential with ground floor retail uses and is primarily located along Camille Lane to respect the historic scale of the Central Shops, as well as a portion of 7th Street to respect the residential character in the Alkali Flats neighborhood.

2) Residential/Commercial Mixed-Use, Mid-Rise:
- Includes a mix of residential and office uses with ground floor retail.

3) Residential/Commercial Mixed-Use, High-Rise:
- Includes a mix of residential and lower level entertainment-focused uses, such as restaurants, bars and retail, and is primarily located along 5th and 6th Streets to provide SITF accessibility and to reflect the existing scale of the Old Sacramento and Downtown areas.

4) Commercial Mixed-Use, Low-Rise:
- Includes large scale retail uses and is primarily located the western edge of the site to utilize the Interstate 5 corridor as a buffer.

5) Commercial Mixed-Use, High-Rise:
- Includes a mix of hotel and retail uses, as well as some structured parking facilities, and is primarily located along the northern edge of the district, as well as along 5th Street to provide SITF accessibility.

3. East End District

Background and Intent

The East End District will feature a new residential neighborhood with neighborhood-serving retail and a linear urban park forming its backbone. The East End District will reflect the spirit of the city's traditional open space-oriented neighborhoods and create a unique and desirable place to live within the Railyards Area.

The East End District is located immediately north and east of the West End District and is bordered by the railroad tracks to the south, 12th Street to the east and North B Street to the north.

i. Character

This section outlines the vision for the overall physical character of the East End District. The urban design goals are as follows:

- ♦ Extend the traditional street grid to create mid-block alleys running east and west through the district to reflect existing residential block patterns.
- ♦ Create a finely-grained residential neighborhood and urban context with diverse housing frontages and pedestrian-scaled proportions.
- ♦ Feature a prominent linear open space that reflects the City's traditional open space oriented neighborhoods.
- ♦ Design buildings to step down in height adjacent to the park to provide sunlight and view corridors along the open space corridor.

ii. Building Types

Below is a list of the primary building types contained within the East End District with a brief description of each type's location and use within the district.

1) Residential Mixed-Use, Low-Rise:
- Includes residential uses with ground floor corner-shops and other neighborhood-retail uses and is primarily located adjacent to the park corridor to maximize sunlight and visibility.

2) Residential Mixed-Use, Mid-Rise:
- Includes residential with ground floor retail uses and is primarily located along the outer portions of the park corridor.

3) Residential Mixed-Use, High-Rise:
- Includes a mix of residential and lower-level commercial uses and is primarily located along the northern and southern edges of the district.

4. Riverfront District

Background and Intent

The Riverfront District will feature a publicly-accessible and active waterfront and enable the City of Sacramento to reclaim a unique and underutilized natural amenity. The district will include restaurants, a hotel, housing, parks and open space and will provide residents and visitors with spectacular views, waterfront access and a special place for public events.

The Riverfront District is located immediately east of the Sacramento River and will provide an essential link between the City and its waterfront. The Riverfront District is bordered by the railroad tracks to the south and Interstate 5 to the east.

i. Character

This section outlines the vision for the overall physical character of the Riverfront District. The urban design goals are as follows:

1) Enhance the connection between the Railyards and the waterfront with clear and accessible linkages for vehicles, pedestrians and bicycles.

2) Design open spaces and parks to fully utilize the waterfront and create an important regional open space for Sacramento.

3) Include visual cues and public amenities to encourage pedestrian and bicycle access through the district.

4) Complement the Riverfront Master Plan.

5) Create a national monument to recognize the City's railroad and cultural history.

6) Activate plazas and open space adjacent to buildings with pedestrian-oriented design elements on the ground floor. New development should contribute to the visual quality and beauty of its setting.

7) Views from the tall buildings towards the Sacramento River, Central City and the rest of the Railyards should be preserved for as many users as possible.

8) Careful attention should be paid to the impact of the composition of buildings with regard to Sacramento River corridor views from the rest of the Railyards Area and the city.

9) Tall and slender buildings that maximize views of the Sacramento River corridor are strongly recommended.

ii. Building Types

Below is a list of the primary building types contained within the Riverfront District with a brief description of each type's location and use within the district.

1) Residential Mixed-Use, High-Rise:
- Includes residential uses with lower-level retail uses.

2) Commercial Mixed-Use, High-Rise:
- Includes hotel, restaurant and retail uses.

iii. Development Guidelines

Any new development in the Riverfront area shall meet the following guidelines, which are illustrated below:

1) All development should give highest priority to maintenance and enhancement of visual and physical access from the east side of the Interstate 5 freeway to the Riverfront.

2) Development shall include a Riverfront Promenade directly along the Sacramento River itself.

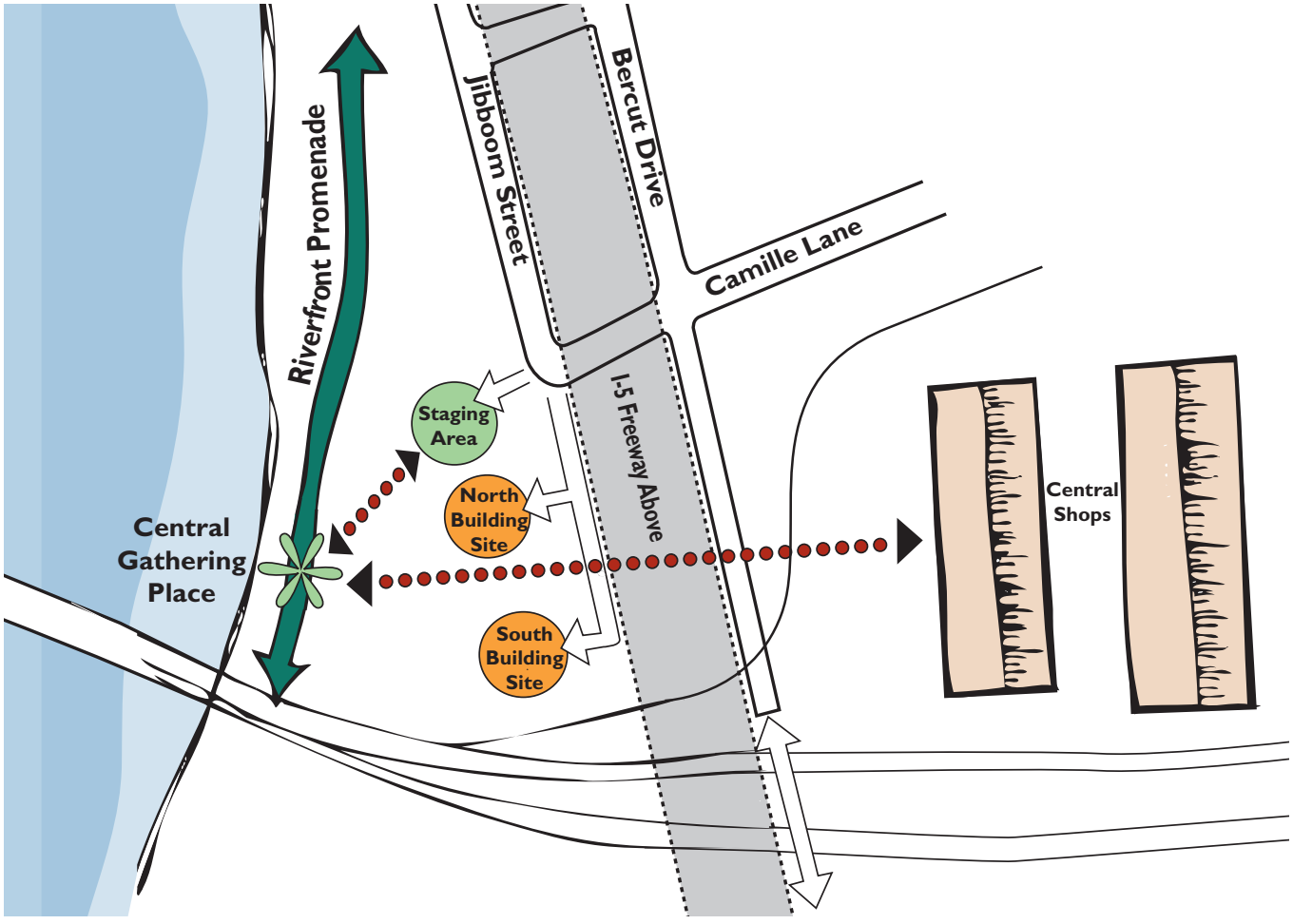
3) Development shall include pedestrian access ways under the Freeway from both the Central Shops and Camille Lane.

4) The intersection of Camille Lane and Jiboom Street should provide a pedestrian and vehicular Staging Area to the Riverfront.

5) A central gathering place, which might include a water feature, scultpture, ampitheather or other landmark feature, shall be constructed at the junction of the Riverfont Promenade and the pedestrian access ways from the Central Shops and Camille Lane.

6) Two towers may be constructed on Building Sites located both north and south of the pedestrian access way leading to the Riverfront from the Central Shops. These towers will provide shelter to Riverfront users from the noise and visual clutter of the railroad and the Interstate 5 freeway. Access to these buildings should occur on a new street extending south from Jiboom Street under the freeway.

7) Towers should be slender on their upper stories so as to preserve visual access to the River for Interstate 5 motorists.



D. INTRODUCTION TO BUILDING TYPES

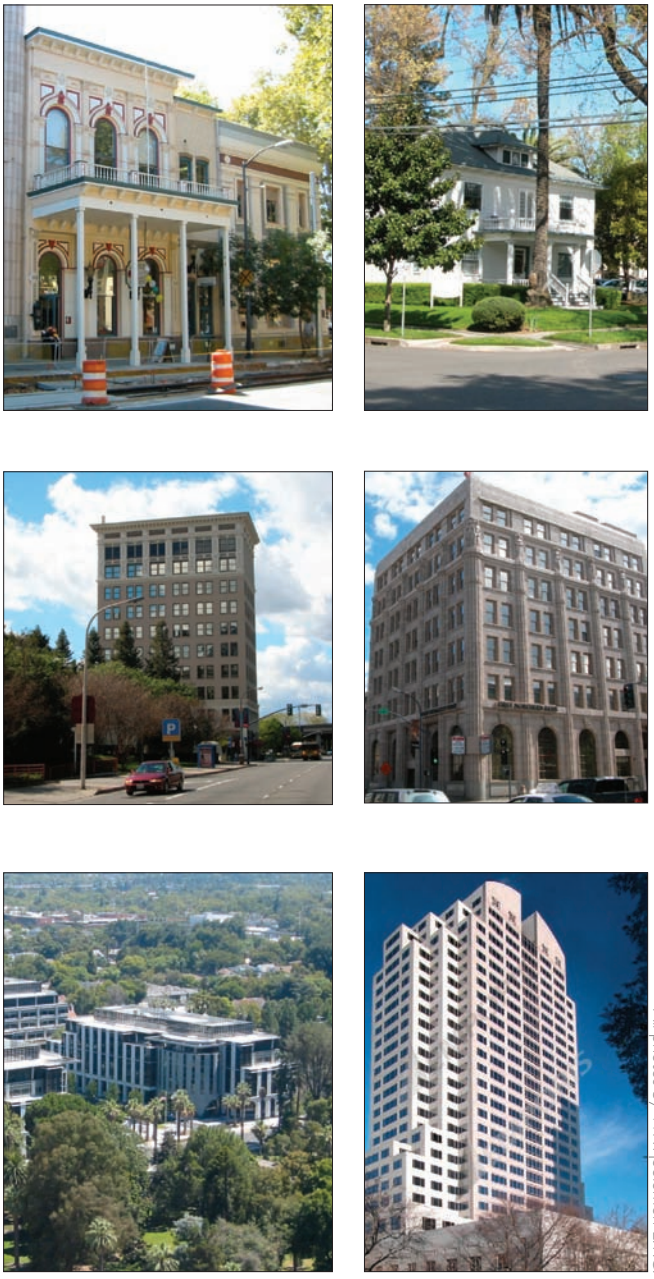
Background

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 projects 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 city has developed with a few 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, highrise 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 center city force redevelopment projects to carefully weigh the construction costs and returns of each building type. Redevelopment in the center city has recently focused on a few key building types: low, mid and high rise residential buildings, and low and high-rise commercial buildings.

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



All photos by WRT|Solomon E.T.C.

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

1. Residential

a. Low-Rise

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

Background and Intent

This covers rowhouses and townhouses, and multifamily buildings with parking podiums. This category generally ranges from 1-1/2 story buildings to 5-story buildings, up to 50', and is typically built in Type V construction. The following guidelines are meant to serve as a brief introduction to the recommended parameters for this category.

Guidelines

i. Site planning

1) Location: Refer to the Sacramento Railyards SPD (hereinafter "SPD")

2) Build-to Lines: Refer to SPD

3) Lot Coverage: Refer to SPD

4) Private Open Space: Refer to SPD

5) Landscaping: Required in front setback.

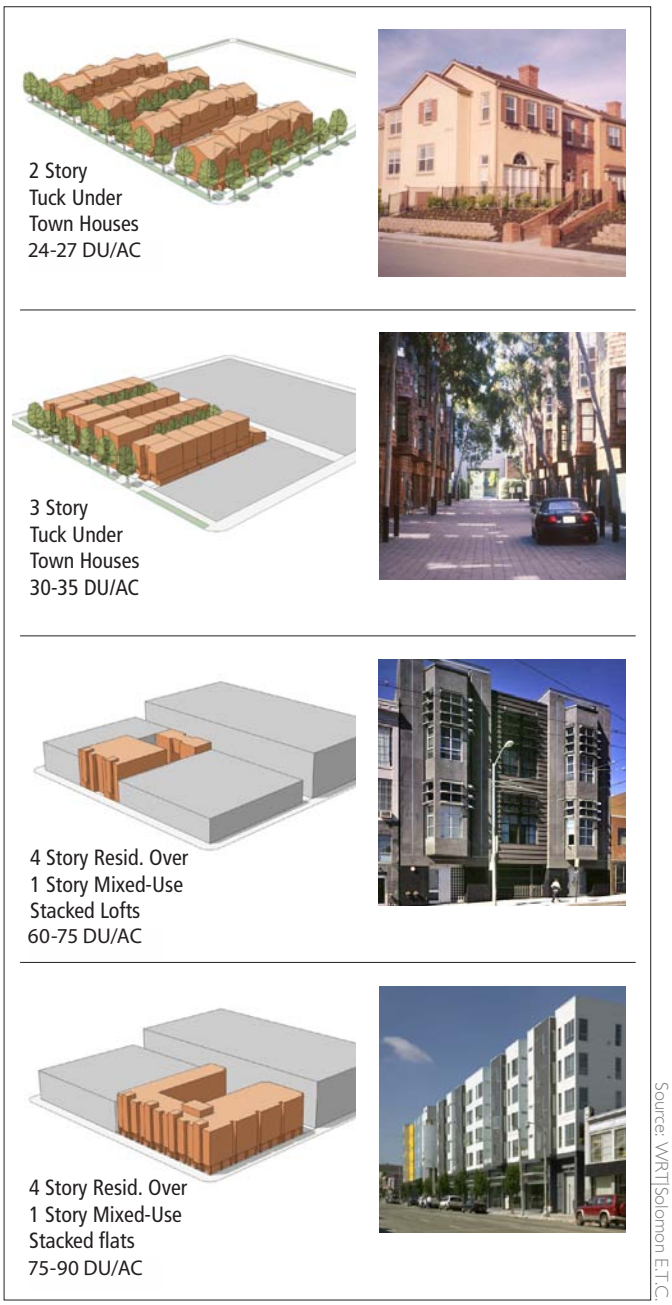
6) Trash storage area must be on-site.

7) Parking access: Alley preferred or side street.

ii. Massing and Building Configuration

1) Height Limits: Refer to SPD.

2) Massing and bulk controls: Massing should generally be similar in scale to existing adjacent buildings. Also refer to Section F of this chapter for additional information on massing, building configuration and bulk controls.



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.

3) Facades:

- Ground level uses: Should be 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' on center (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.
- 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.

4) Fenestration and Windows: See Chapter 4, Section F3.d.

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.

iii. Parking

1) Ratios: Refer to SPD

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's no alley access, parking should be at the back for the lot, accessed by a maximum 10' wide drive. Lots narrower than 40' may have a street-facing garage as a set back, subsidiary part of the house massing.

3) Vehicle Access: Facing street: One 10' curb cut per lot. If lot is 80' wide or greater, two 10' curb cuts permissible. Access/Curb lots should come from numbered or side streets, unless demonstrated to be impossible.

4) Double-wide garage doors are discouraged.

5) Screening of Parking: Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses. If site conditions prohibit wrapped parking, the parking structure shall be designed with articulation and fenestration patterns consistent with the overall project. See Chapter 4, Section G1.b of this chapter.

iv. Sustainability

1) Development should meet the criteria listed below for each project type:

2) Single-family houses: LEED for Homes certification, or an Ecohomes Very Good rating or other recognized certification.

3) Multi-family: Enterprise Green Communities criteria, or according to the Green Multi-family Design Guidelines by the California Integrated Waste Management Board, or LEED or other recognized certification

b. Mid-Rise

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

Background and Intent

This covers projects which range from 50-100' in height, and are primarily residential, though they should 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 I or II construction. The following guidelines are meant to serve as a brief introduction to the recommended parameters for this category.

Mid-Rise Residential Massing Diagrams.

Source: WRT|Solomon E.T.C.

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, and are therefore targeted to middle-higher income occupants.

Guidelines

i. Site planning

1) Location: Refer to SPD
2) Setbacks: Refer to Section E2, District-Specific Setback Requirements.
3) Lot Coverage (above parking): 75% max.
4) Private Open Space: Refer to SPD
5) Landscaping: Required in all setback areas.

ii. Massing and Building Configuration

1) Height Limits to plate line: Generally 75' to top of highest occupied floor; 100' maximum overall. See illustrations on next page
2) Bulk controls: See Chapter 4, Section F2.
3) Facades:
   - Ground level uses: Should be residential or mixed.
   - Transparency: Any nonresidential ground floor use (except parking and servicing) should have walls at least 60% transparent.
   - Articulation of street-wall: Articulations should be spaced no further than 20' 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. Double height entries encouraged. Recessed entries are discouraged.

4) Fenestration and Windows: See Chapter 4, Section F3.d.

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.

iii. Parking

1) Ratios: Refer to SPD

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) Vehicle Access: Facing street: One 10' curb cut per lot. If lot is 80' wide or greater, two 10' curb cuts permissible. Access/Curb cuts should come from numbered or side streets, unless demonstrated to be impossible.

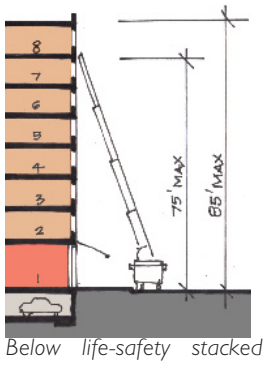
4) Double-wide garage doors are discouraged.

5) Screening of Parking: Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses. If site conditions prohibit wrapped parking, the parking structure shall be designed with articulation and fenestration patterns consistent with the overall project. See Chapter 4, Section G1.a.

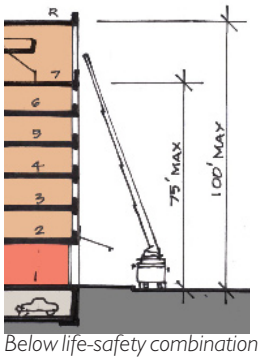
iv. Sustainability

Development should achieve LEED Silver certification.

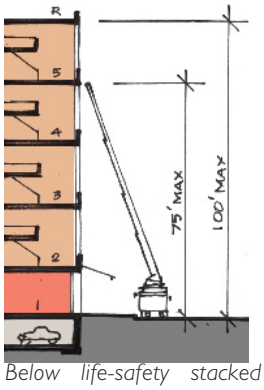
Mid-Rise Residential Building Types & Height Limits.



Below life-safety stacked flats
85' max.



Below life-safety combination stacked flats with lofts at top level
100'max.



Below life-safety stacked lofts
100'max.

The limits of mid-rise residential building types are set by their more expensive Type I or II construction types and height - "below life-safety limit", i.e. emergency rescue can be performed by a fire-truck ladder. This usually sets a height limit of 75' to the floor level of the highest units.

Source: WRTJSolomon E.T.C.

c. 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 and services, including family supportive uses.

Background and Intent

This covers projects which are in excess of eight stories, typically over 100' high. High-rise residential towers will often have 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 meant to serve as a brief introduction to the recommended parameters for this category.

Guidelines

i. Site Planning

1) Location: Refer to SPD

2) Setbacks: Refer to Refer to Section E2, District-Specific Setback Requirements.

3) Setbacks for Building Base
- Front: 0'
- Side: 0'
- Back: 6' from alley at garage entry/exit: otherwise zero setback allowed

4) Setbacks for Tower Component
- Front: zero setback allowed
- Side: zero setback allowed, as long as min. 30' between adjacent tower sides
- Back: 30' between adjacent tower sides; otherwise 6' from alley

5) Lot Coverage: Refer to SPD

6) Private Open Space: Refer to SPD

7) Landscaping: Required in all open spaces.

High-Rise Residential Massing Diagrams.

Source: WRT|Solomon E.T.C.

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.

ii. Massing and Building Configuration

1) Height Limits: Refer to SPD

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 F2- Bulk Controls for massing diagrams):

- ♦ Up to 240' height:
  - Maximum average tower floor plate: 7,500 sq ft
  - Maximum average tower floor plate for parcels bordering Box Car Parks and subject to height restriction of 120': 8,000 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: 115'
  - Maximum diagonal dimension: 145'
- ♦ All Residential / Residential Mixed-Use High Rise towers:
  - 10% bulk reduction required for the top 20% of the tower height, measured from grade.

3) Facades:

- Ground level uses: Should be residential or mixed.
- Transparency: Any nonresidential ground floor use (except parking and servicing) should 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.
- 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.

iii. Fenestration and Windows

See Chapter 4, Section F3.d.

iv. Roofs and Mechanical Penthouse Enclosures

Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume.

v. Parking

1) Ratios: Refer to SPD

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) Screening of Parking: Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses. If site conditions prohibit wrapped parking, the parking structure shall be designed with articulation and fenestration patterns consistent with the overall project. See Chapter 4, Section G1.

4) Vehicle Access: Facing street: One 20' curb cut per lot, other than alley access.

vi. Sustainability

Development should achieve LEED Silver certification.

2. Commercial

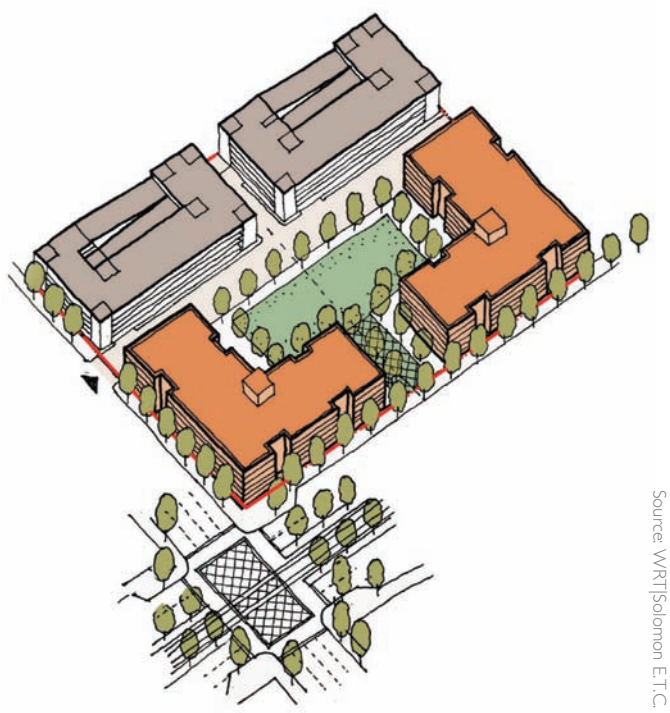
a. Low-Rise

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.

Background and Intent

This section covers low-rise commercial buildings, to a maximum height of 65'. These building type ranges from custom green building projects to speculative office space. These are typically single use buildings, although some other uses may find ground floor space if the building is located in a busy district. To meet parking requirements, parking is usually either located in a structured facility behind the office building, or beneath the building footprint. 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.

Low-Rise Commercial Massing Diagram.



Source: WRT|Solomon E.T.C.

Low-Rise commercial buildings should be placed along the Build-to line, with little setback required. Their massing should form figural open spaces. High parking ratios require structured parking, often almost equivalent in gross square feet to the office space that it serves

Guidelines

i. Site Planning

1) Location: Refer to SPD

2) Setbacks: Refer to Chapter 4, Section E2, District-Specific Requirements.

3) Lot Coverage: Refer to SPD

4) Landscaping: Required in all open spaces.

ii. Massing and Building Configuration

1) Height Limits: as allowed by Heights Plan, up to 65'

Source: WRT|Solomon E.T.C.

The CalPERS building, completed in 2006, is a group of 6-story office buildings arranged around an open, landscaped plaza.

2) Bulk controls: See Chapter 4, Section F2.

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.
- 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 should 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.

4) Fenestration and Windows
- See Chapter 4, Section F3.d.

5) Roofs and Mechanical Penthouse Enclosures
- Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume.

iii. Parking

1) Ratios: Refer to SPD

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) Screening of Parking: Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses. If site conditions prohibit wrapped parking, the parking structure shall be designed with articulation and fenestration patterns consistent with the overall project. See Chapter 4, Section G1.

4) Vehicle Access: Facing street: One 20' curb cut per lot, other than alley access. Access curb cuts shall come from numbered or side streets, unless demonstrated to be impossible.

iv. Sustainability

Development should achieve LEED Silver certification.

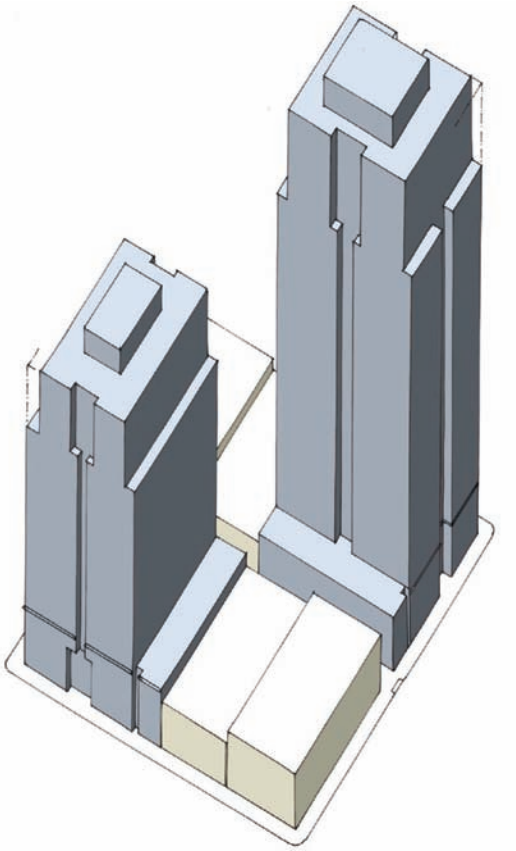
b. High-Rise

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.

Background and Intent

This 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.

High-Rise Commercial Massing Diagram.



Source: WRT|Solomon E.T.C.

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 60'. 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.

Guidelines

i. Site Planning

1) Location: Refer to SPD

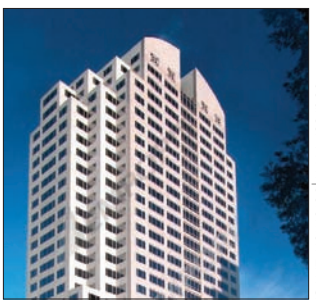
2) Setbacks

- 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: 30' between adjacent tower sides; otherwise 6' from alley
  - 80' min. setback between towers

3) Lot Coverage: Refer to SPD.

4) Open Space: Refer to SPD.

5) Landscaping: Required in all open spaces.



Source: WRT|Solomon E.T.C.

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.

ii. Massing and Building Configuration

1) Height Limits: Refer to SPD

2) Bulk controls: See Chapter 4, Section F2. Generally, above the street-wall height of 60', 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
- ♦ 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 stepback from street required

3) Facades:

- Ground level uses: Shall be retail or other active commercial uses.
- 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. Feature elements of the facade/massing should be lit, including the top.
- 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.

4) Fenestration and Windows: See Chaper 4, Section F3.d.

5) Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design.

iii. Parking

1) Ratios: Refer to SPD

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) Screening of Parking: Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses. If site conditions prohibit wrapped parking, the parking structure shall be designed with articulation and fenestration patterns consistent with the overall project. See Chapter 4, Section G1.

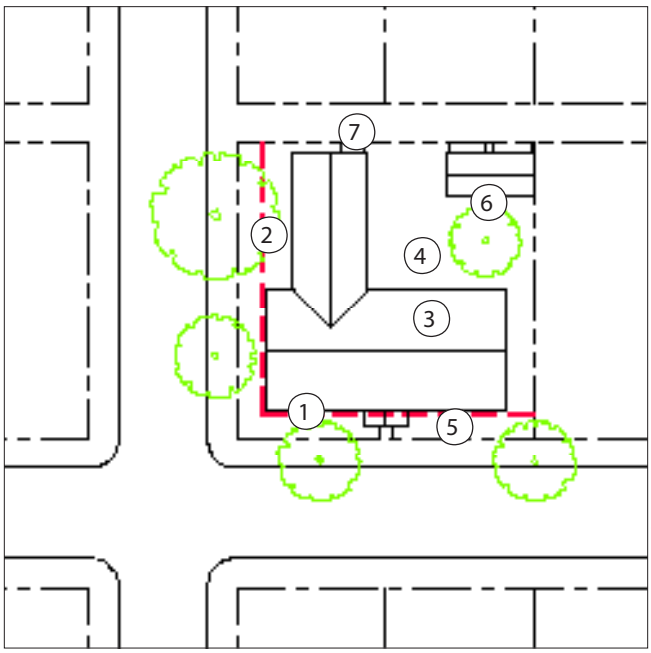
4) Vehicle Access: Facing street: One 20' curb cut per 25,000 gsf of parcel area, other than alley access.

iv. Sustainability

Development should achieve LEED Silver certification.

E. Site Planning

The Site Planning Guidelines are intended to give guidance to the way that a parcel should be laid out, from the point of view of the forces that determine where the building massing best occurs, and how the remaining parcel is treated. This would include physical, regulatory and programmatic elements, like existing trees, required setbacks, and parking demand respectively, as well as forces from outside the site, like traffic volumes on adjacent roads and existing trees in the public right-of-way. Categories of guidelines, which are keyed in at the diagram at right, include:



Source: WRT|Solomon E.T.C.

- Build-to-Lines and Setbacks
- District-Specific Setback Requirements
- Tree Setbacks
- Lot Coverage
- Open Space
- Landscaping
- Project Size and Building Type
- Service Areas and Access

1. Build-to-Lines and Setbacks

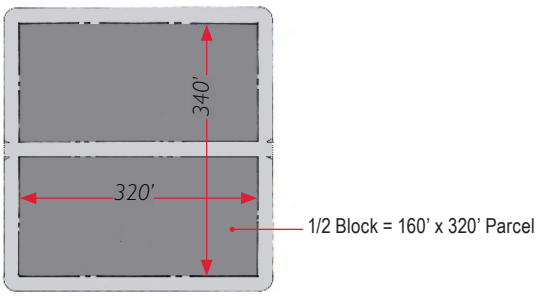
PRINCIPLE: New buildings shall have a setback appropriate to the district, typically similar to its immediately adjacent existing buildings.

Background and Intent

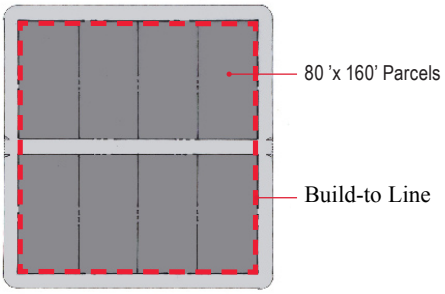
In order to create a coherent public realm throughout the city, the edge of the private realm should be established with consistently aligned building frontages. The amount of setback should be appropriate for the district. For example, buildings in the Depot District would have little or no setback, 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. Build-to-Lines are established to ensure that the setback is not a minimum setback, but rather a specific required distance. The massing of the building must be to a "Built-to-Line", hold the consistent line of the street-wall, or a setback by a certain distance from the public right-of-way. 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 Downtown 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 to remain unobstructed (See Chapter 4, Section E3).

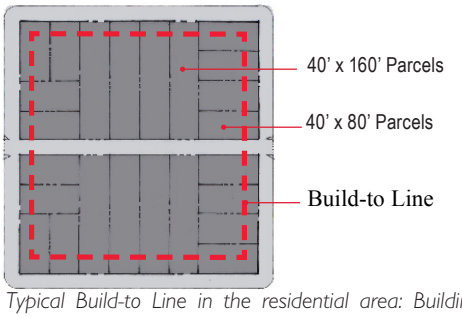
Block Pattern Diagrams.



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



Typical Build-to Line in the CBD: Buildings to align with edge or parcel Division of typical block into 80' x 160' parcels, oriented to the lettered (east-west) streets.



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

Source: WRTSolomon E.T.C.

Diagrams illustrating the prototypical placement of Build-to Lines, in both in the CBD (center) and in more residential areas (bottom).

Guidelines

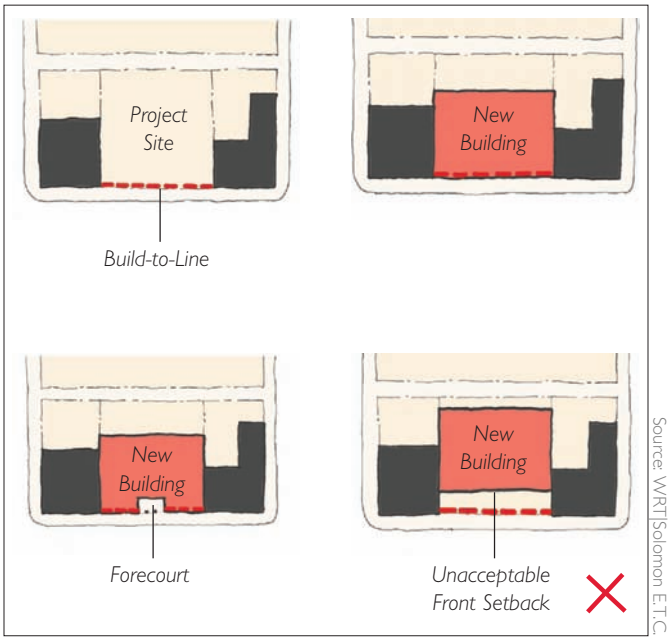
i. Setbacks

Refer to SPD.

ii. Open Space Provision

Setbacks above to be followed, except when providing public and semi-public spaces, e.g. plazas, entry courts, sidewalk cafes, tree protection setbacks, etc.

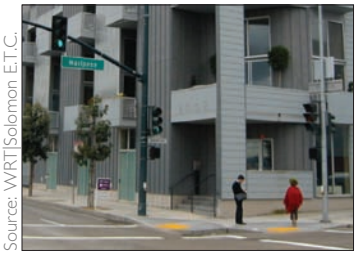
Build-to-Line Examples.



Source: WRT|Solomon E.T.C.

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

Setback Examples



Source: WRT|Solomon E.T.C.

0' Setback
Stacked loft apartment building, San Francisco

Source: WRT|Solomon E.T.C.

3' Setback
Multifamily residential development, Oakland

Source: WRT|Solomon E.T.C.

12' Setback
Duplex residential development, Oakland

2. District-Specific Setback Requirements

Background and Intent

The setback districts plan coordinates the appropriate setback of a building type related to its location in the city. The edge of the private realm is thus established with consistently aligned building frontages.

The amount of setback should be appropriate for the district. For example, buildings would have little or no setback in the RCMU, 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.

Each building type (Section B) is listed with setbacks appropriate for each of the districts on this map.

Guidelines

Buildings shall be placed on the site to align with Build-to-Lines (within +/- 2'), as follows:

i. Depot District

Buildings should have zero setback or be consistent with existing buildings, or if they are staggered, it should average their setbacks. Minimum 95 percent of building frontage to be along Build-to-Line.

ii. West End District

1) Buildings setback should be 0 feet to 10 feet, or consistent with existing adjacent buildings; or if they are staggered, it should average their setbacks. Minimum 70 percent of building frontage to be along Build-to Line.

2) Setbacks above to be followed, except when providing public and semi-public spaces, e.g. plazas, entry courts, sidewalk cafes, tree protection setbacks, etc.

iii. East End District

Buildings should be setback generally 10 feet to 15 feet; or be consistent with existing buildings; or if they are staggered, it should average their setbacks. Minimum 60 percent of building frontage to be along Build-to-Line.

iv. Riverfront District

1) Buildings may not have direct street frontage due to the unique character of the district and the desire to provide fill public access to the waterfront, therefore there are no requirements for street setback or building frontage.

2) Projects in the Riverfront District should be sited to maximize, to the extent possible, views from the Railyards to the Sacramento River, as well as physical connections through the district to the river.

3) The building development should provide permeability at plaza level to facilitate movement between the Riverfront District and the adjacent Dis-tricts.

4) Setbacks from the waterfront: Buildings should be setback 80 feet from the parcel line adjacent to the waterfront. Refer to Section F1, Streetwall and Building Base Height, for a diagram of setbacks in the Riverfront District.

3. Tree Setbacks

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

Background and Intent

Sacramento is the City of trees, a capitol renowned for its streets shaded by mature street canopies. The city's urban forest is a priceless amenity for the public realm, but can often cause a conflict in the area of private realm development. The Street Tree Planting Guide, issued by the City of Sacramento's Urban Forest Services Division, contains Developer Guidelines for City Street Trees. Private realm development must balance the Street Tree Guidance with the Urban Design Guidelines and building codes, which are not all in harmony as a group of documents.

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.

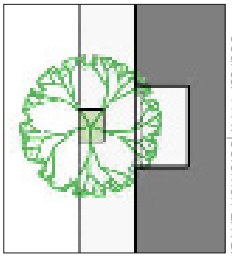
Source: WRT|Solomon E.T.C.

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

Source: WRT|Solomon E.T.C.

Tree-lined streets in the Alkali Flats neighborhood, showing the E and F Street blocks form 12th to 16th Streets. While the residential areas of the city typically are liens with mature tree canopies, many areas of the CBD are more urban, with different, usually smaller, types of trees.

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 (plan view below).



Source: WRT|Solomon E.T.C.

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. Acknowledging the requirements of underground utilities, effort must be made to minimize the impact to existing trees, including their canopies and root systems, and to keep the surface area above roots systems permeable.

i. Public Realm Street Trees

1) New buildings should not be placed under the canopy of existing or 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 the Street Tree Planting Guide to determine the average canopy spread of young trees adjacent to the parcel to be developed, and set back accordingly.

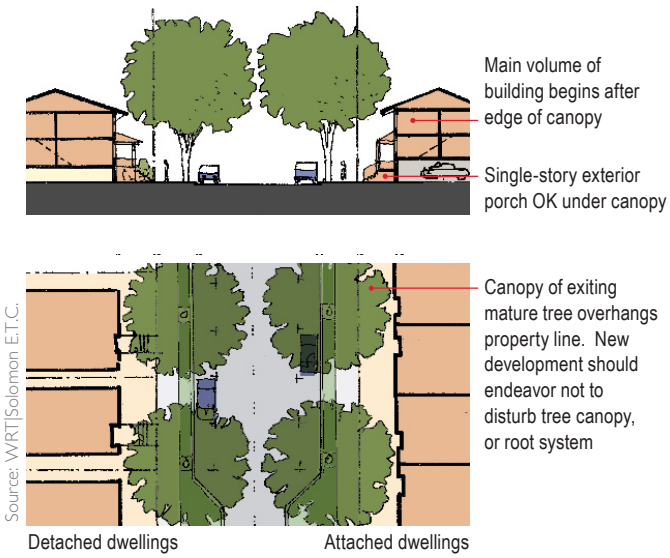
3) Refer to the Public Ream Guidelines for guidance on new development which includes new public realm street trees.

ii. Private realm trees

While trees are undoubtedly a public amenity, they can also be a liability for some homeowners, due to their maintenance requirements and potential for causing storm-related damage.

1) New buildings should be appropriately placed in relation to existing private realm street trees.

2) New development should endeavor to save and/or relocate, within the parcel, all existing trees that are deemed to be of good health.



4. Lot Coverage

PRINCIPLE: the scale and massing of a building by limiting the amount of lot coverage and ensuring that a given parcel, and its adjacent parcels, have suitable access to light and air.

Background and Intent

A building which completely fills up its lot, and repeats that floorplate to maximum height, allows no air or light access to its occupants, and can seem overbearing to its neighbors. Limiting the amount of lot coverage can remedy this problem.

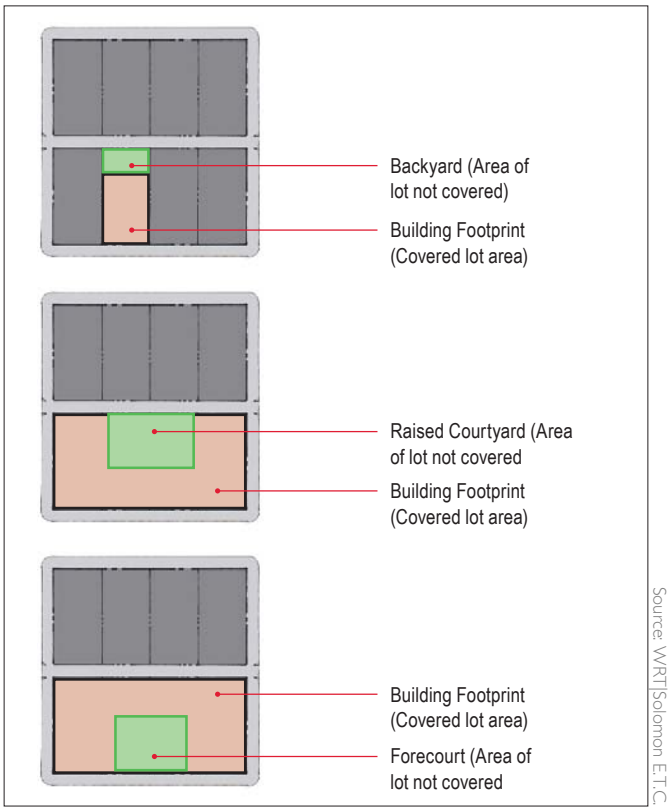
For residential buildings, this defines the amount of a lot that can be occupied by the residential portion of a proposed building. This element is often combined with requirements to address holding the street-wall and helps define both the street frontage as well as allowing air and light into the interior of the lot. Typically lot coverage may be maximized on ground floor, where retail, common, and garage spaces are likely to occur, and reduced at the first single-use (residential or commercial) floors above. The required open space may serve as an occupiable terrace or courtyard, and allow natural light and ventilation deep within a building.

Guidelines

1) Lot coverage may not exceed 75% on upper levels with only residential or commercial uses, i.e. the area of the building footprint of the upper levels may not exceed 75% of the overall lot area.

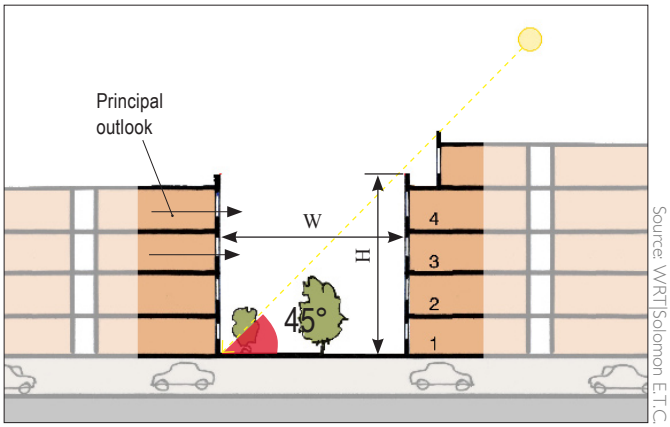
2) Where the principal outlook for a living room is oriented to the open space, e.g. a light court, it should have a width (W) to height (H) ratio of at least 1:1, i.e. W greater than or equal to H (see diagram).

Lot Coverage Diagrams.



Source: WRT|Solomon E.T.C.

These site diagrams illustrate building footprint options which do not exceed 75% of the parcel area. The remaining open area on the parcel can be designed as a private, semi-public, or public open space.



Source: WRT|Solomon E.T.C.

Open space separation between residential buildings.

5. 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.

Background and Intent

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, the City of Sacramento's central area has an open space deficit. New development should provide a range of open space types for its users and visitors, on-site.

Guidelines

i. Public Open Space

1) Must be open to the street or public right-of-way and accessible to the average citizen.

2) This element should be provided either as a dedicated courtyard or plaza.

3) Public open space should include hard and soft landscaping, areas for sun and shade, benches and water features, where appropriate.

4) It must be accessible and meet ADA requirements.

ii. 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.

iii. Open Space Quantities

Refer to SPD.

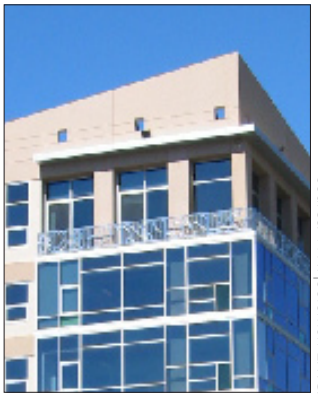
Open Space Types

Source: WRT|Solomon E.T.C.

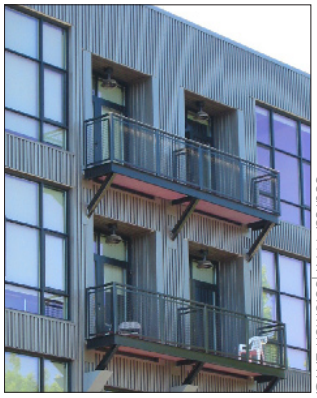
Public open space - forecourt in front of Park Plaza Tower, Sacramento.

Source: WRT|Solomon E.T.C.

Common / shared open space- a courtyard, Portland, OR.



Source: WRT|Solomon E.T.C.



Source: WRT|Solomon E.T.C.

Private open space - balconies outside apartments, Sacramento.

a. Pocket Parks

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

Background and Intent

The Sutter Plan called for a large park surrounding the Capitol, and a grid of full-block parks at regular intervals. However, the provision of additional park space at the neighborhood level and scale can supplement these civic-scaled open spaces. Pocket parks 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 center city.

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.

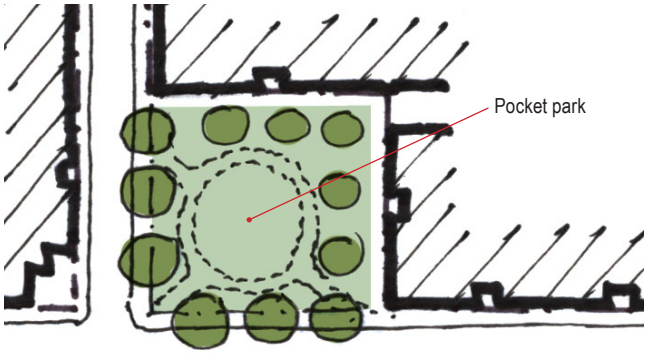
Pocket parks, also called vest-pocket parks, are typically very small. Their smaller size generally limits their use to casual and passive recreation (no ball-games), dog walking, etc. Their layout usually includes seating areas and sometimes children's play areas, often combining hardscaped and landscaped spaces with features like water fountains or raised stage areas.

Although there is no minimum size, an example would be a pocket park that fits on a single 40' x 80' lot. Pocket parks in many urban centers, like Paley Park (Figure 4-2) in New York City—at just 1/10 of an acre—can provide valued respite from the city despite being small in size.

Pocket parks can contribute to local stormwater management strategies, serving as a storage area for run-off, with swales that may connect to larger systems.

Pocket parks 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 4-3) and maintenance, while in some cases the City may want to perform this role.

Examples illustrated here (Figures 4-3—4-6) include projects 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."



Source: WRT|Solomon E.T.C.

Figure 4-1. Pocket parks should be accessible from the public sidewalk.

Source: WRT|Solomon E.T.C.

Figure 4-2. Paley Park in New York City is a small, cobbled urban room of just 4,200 sf.

Source: WRT|Solomon E.T.C.

Figure 4-3. Neighborhood volunteers work to implement the Paige Booker pocket park in Indianapolis, IN.

Guidelines

1) Design all new pocket parks around a "purpose". Developers 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.

2) Plan pocket parks to be accessible to the highest possible amount of users. They should be accessible from a public sidewalk.

3) Their layout should include seating areas and central design features. The design should combine hard and soft landscape.

4) There is no minimum size for a pocket park.

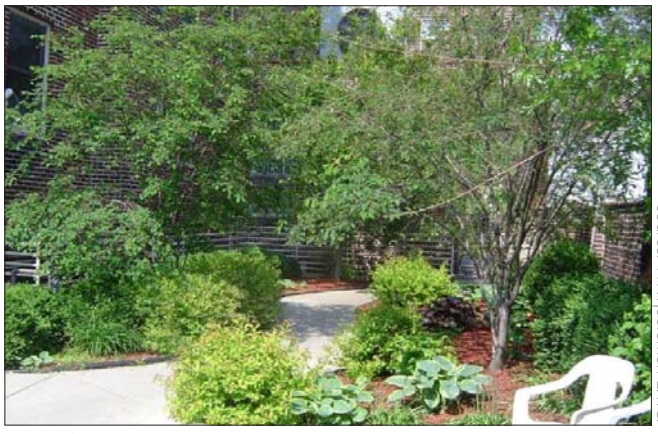
5) Allow pocket parks to contribute to local stormwater management strategies.

Source: WRT|Solomon E.T.C.

Figure 4-4. Pocket park at 1300 West Roche Street, Indianapolis, IN.

Source: WRT|Solomon E.T.C.

Figure 4-5. Moon Block Park, Rural & Tenth Streets, Indianapolis, IN.



Source: WRT|Solomon E.T.C.

Figure 4-6. Blur Triangle pocket park, Indianapolis, IN.

Source: WRT|Solomon E.T.C.

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

6. Landscaping

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

Background and Intent

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.

Landscaping Examples.

Source: WRT|Solomon E.T.C.

Planting helps screen fire hydrants.

Source: WRT|Solomon E.T.C.

Appropriately scaled planting defines mid-block pedestrian alley.

7. Project Size and Building Type

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

Background and Intent

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. The enormous development footprint of Westfield Mall, along with its elimination of city streets, represents a mistake in urban design and planning, which should not be repeated. At the same time, projects that approach the size of an entire block can often be repetitive and monotonous, inserting a potentially homogenous land use and design into the city.

It is desirable to encourage a rich mix of both land uses and architectural variety in the city. Policies should be established to avoid this mix of uses being destroyed by each block only having a single use, building type, or design. This can be achieved by limiting the maximum size of a development, or requiring that it include a variety of building types, heights and uses. Ideally a development that is more than one-half block in size would employ two or more separate architects to design the various buildings. This latter 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.

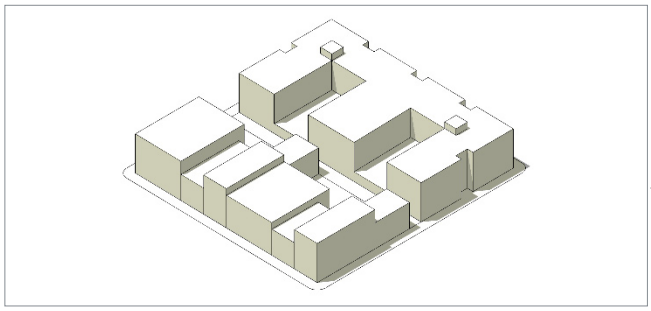
Guidelines

1) No project should propose the elimination of any city street or alley. 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 shall 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 two buildings types, and roof heights which include at least a 15' variance across the project.

A Variety of Parcel Sizes



Source: WRT|Solomon E.T.C.

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.

Source: WRT|Solomon E.T.C.

Greenway between old and new City Hall.

Source: WRT|Solomon E.T.C.

Sacramento Docks Area. This planned development includes several building types in close proximity: stacked flats, liner town houses, high-rise residential towers, and commercial space.

8. Service Areas and Access

PRINCIPLE: To minimize the functional and visual impact of service and access areas, they shall be carefully designed, and located along the least-trafficked edges of the parcel.

Background and Intent

Service areas and vehicular access 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.

Guidelines

i. Vehicle Access Location

If a project site has an alley adjacency, all vehicular access should be from the alley (primary access route). If there is no alley adjacency, access is preferred to come from the numbered streets (secondary access route). Only if there is no other alternative available should vehicular access be given from a lettered street (tertiary access route).

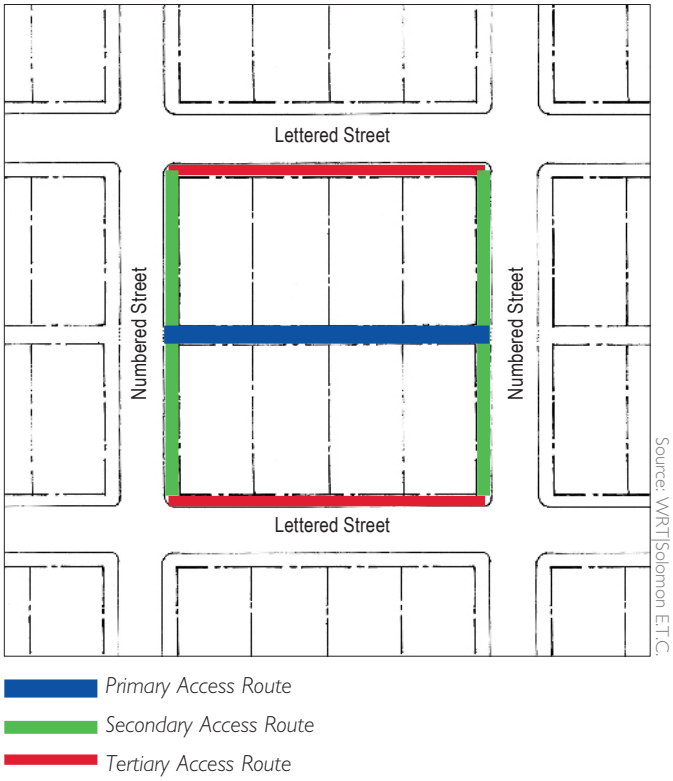
ii. Curb Cuts: Maximum allowable curb cuts:

1) Attached residential and multi-family residential (up to 20 units): One curb cut, up to 12' wide
2) Multi-family residential (more than 20 units): One curb cut, up to 24' wide
3) Commercial up to 75,000 gross floor area: One curb cut, up to 24' wide
4) Commercial greater than 75,000 gross floor area: Two curb cuts, up to 24' wide each

iii. Maximum parking garage opening

1) Single lane access: 12' wide
2) Double lane access: 24' wide

Access



iv. Trash and Trash Removal

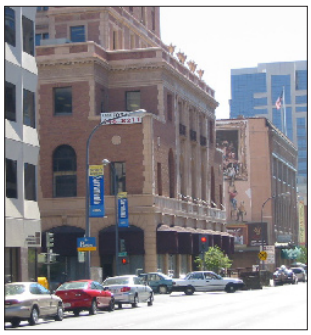
1) The trash pickup route should be located along alleys, where possible.
2) Trash storage areas shall not be in the 20' public right-of-way of the alley, but rather be recessed into the private route parcel. The trash area should be protected from rain, and secured behind a lockage door or gate.
3) Retractable bollards on shared-use alleys and pedestrian alleys shall, limit trash pick-up times on those alleys to off-peak hours.

F. MASSING AND BUILDING CONFIGURATION

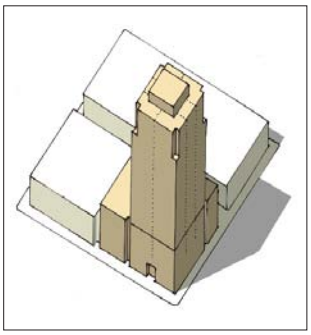
The Massing and Building Configuration Guidelines are intended to give guidance to the development of the buildings, and cover a range of topics from the height, massing and stepbacks of the buildings to its articulation and materials. The goal of the guidelines is to establish a framework for dialogue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

Categories of guidelines include:

- Street Wall and Building Base Height
- Massing and Bulk Controls
- Façades
- Rooftops and Mechanical Penthouse Enclosures
- Development along Alleys
- Sustainability
- Public/Private Art



Street Wall & Building Base Height.

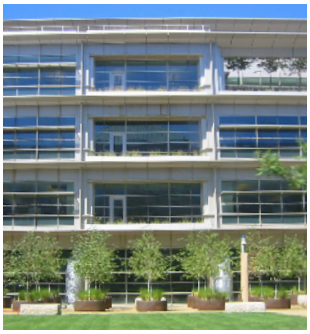


Massing & Bulk Controls.

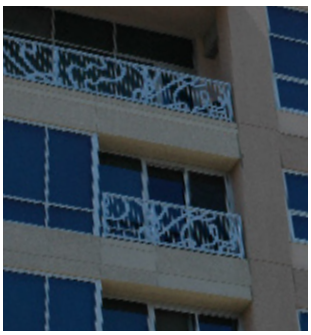
Façades.

Rooftops & Mechanical Penthouse Enclosures.

Development Along Alleys.



Sustainability.



Public / Private Art.

All photos by WRT|Solomon E.T.C.

1. 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.

Background and Intent

The public space of the street is defined by the buildings and, in Sacramento's residential areas, by tree canopies. The CBD has a fairly consistent street wall, with a building base height established at approximately 60', matching the predominant height of most existing low-rise downtown buildings. This produces a street section with 3:4 proportions, given the typical 80' public street right-of-way (see Figure 2).

Above the building base height, bulk controls and mandated setbacks apply (see Sections E and F of this chapter).

Guidelines

The building base height defining the street wall should be as follows, in each of the districts

i. Depot District

- In the Depot District, street walls shall be no more than 85 feet. The street wall height of buildings fronting onto 7th Street between F Street and the railroad tracks shall not exceed 35 feet. There shall be a step back of 30 feet from 7th Street above the street wall. Building height behind this step back shall not exceed 85 feet, except towers following bulk controls if they are set back an additional 30 feet (total 60 feet) from 7th Street.

ii. West End District

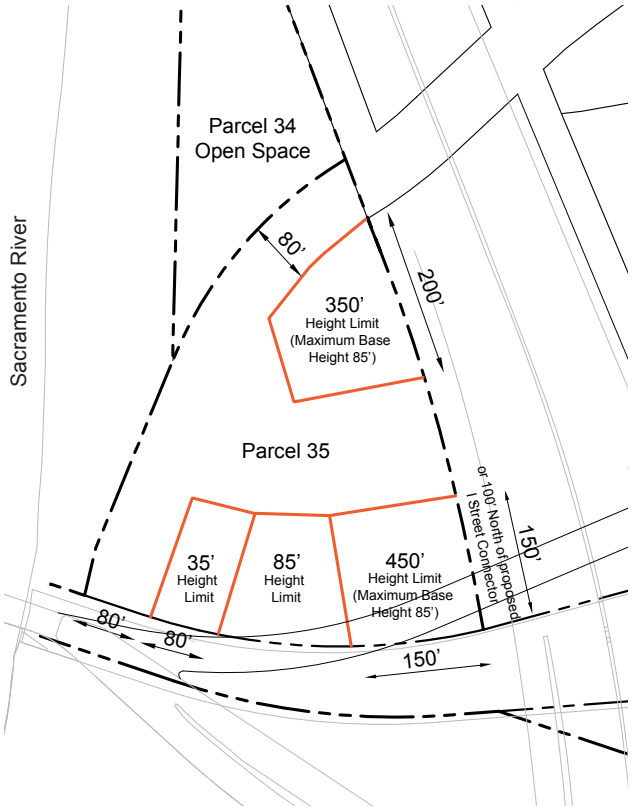
- In the West End District, street walls shall be no more than 85 feet. Street walls along Camille Lane should be no more than 60 feet. Information on street walls in the Central Shops Transition Zone can be found in Chapter 5, Historic Resources.

iii. East End District

- In the East End District, street walls shall be no more than 85 feet. Street walls facing Box Car Parks shall be no more than 60 feet.

iv. Riverfront District

- In the Riverfront District, buildings will be set in a park like setting rather than built up to street frontages. Maximum height of the base (that is, the part of the building with no bulk limit) should be no more than 85 feet. The maximum height of buildings in the Riverfront District steps down towards the River (see diagram). These towers shall follow bulk controls as discussed in the following section.



Riverfront District height diagram.

2. 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.

Background and Intent

The Bulk Control and Stepback recommendations from the 1987 CBD Architectural Design Guidelines are primarily inspired by one of Sacramento's signature buildings, the Elks Club. The stepback envelope, illustrated on this page, requires a 15' stepback from the street-wall above 60' up to 150' and a further 5' above that height. This is acceptable for commercial office buildings but less practical for high-rise residential buildings, where there is less flexibility in the manipulation of stacked program elements. (Residential buildings typically prefer a standard dimension from the core to the perimeter in order to stack like above like units.) One of the unfortunate drawbacks of the in-place stepback strategy is that it permits, and by default encourages, 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 seen from the sidewalk (This parking location issue is addressed in Section G).

It is appropriate to consider zero stepbacks for residential towers, as exists with the historic 926 J Street building—the other key source for the 1987 CBD Design Guidelines—and acknowledge the street-wall/base condition with a horizontal string course marking the division between base and shaft of a tall building, as in 926 J Street.

Bulk limits currently permit large floor-plates with a 220' maximum diagonal for the building above 60' height and a 200' maximum diagonal above a 150' height. This results in large 24,000 sq ft and 20,000 sq ft floor-plates respectively. These could be acceptable for office buildings, but are very large for residential towers.

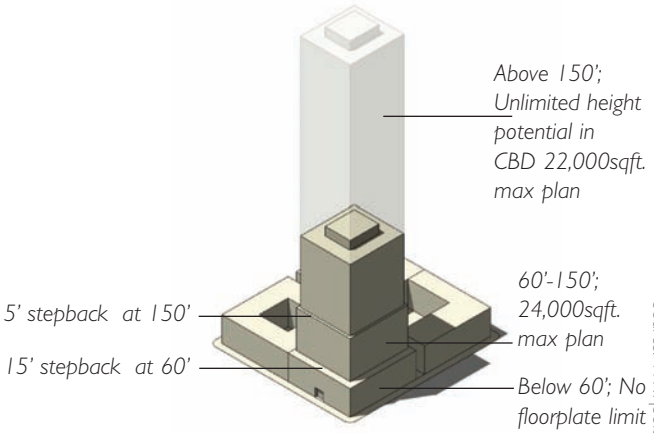
i. Tower Proportion

Tower proportion—the relationship of floor plate dimensions to height—is governed by building type and height. For a series of given height thresholds, a set of maximum floor-plate dimensions (plan and diagonal) are given and illustrated. This ensures the avoidance of stocky or bulky buildings that block views and cast overwhelming shadows on the streets and sidewalks. See Sections 2a and 2b for details.

Source: WRTSolomon E.T.C.

The 1987 CBD Architectural Design Guidelines take inspiration from two of Sacramento's signature buildings, the Elks Club and 926 J Street. The Bulk Control and Stepback recommendations are modeled on their massing strategies, with clear design distinctions of base, tower shaft, and top.

The Previous Bulk Control Envelope.



Source: WRTSolomon E.T.C.

The Bulk Control and Stepback recommendations envelope from the 1987 CBD Architectural Design Guidelines

ii. Stepbacks

In principle, stepbacks—the process of stepping back a building's bulk a designated height thresholds—are not required from the street-wall.

iii. Wind Tunnel Testing

In Wind can have a significant impact on the deign of taller buildings, including the 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.

Residential high-rises.

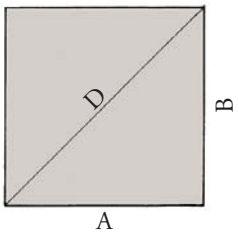
Source: WRT|Solomon E.T.C.

Recent residential high rises in Vancouver, Canada.

A note on the Bulk Control Guidelines:

The massing envelope for each building type contains the following:

- a maximum average tower floor plate (A x B) in square feet (sq ft)
- a maximum plan dimension (B) in feet (ft)
- a maximum diagonal dimension (D) in feet (ft)



To provide maximum design flexibility, these are the extreme ends of each measure; they cannot all be reached and still be in accordance with the controls.

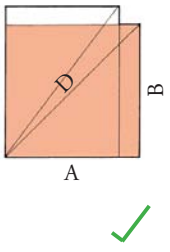
The following examples are based on the bulk controls for a high-rise commercial office building, which at 300' tall has the following criteria:

- Maximum average tower floor plate: 20,000 sq ft
- Maximum plan dimension: 160'
- Maximum diagonal dimension: 200'

Example Test Cases:

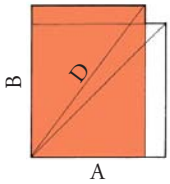
1. To achieve the max. floorplate, with minimum envelope:

Take the square root of max. floorplate area (20,000 sq ft) to get sides of 141'5" (A) x 141'5" (B). Verify diagonal (200') conforms.



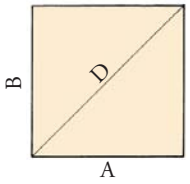
2. To achieve the longest possible building:

Set the max. plan dimension 160' (B) with the maximum diagonal of 200' (D) to get the resulting plan dimension of 120' (A) and floorplate area (19,200).



3. Using both extremes of floorplate (20,000 sf ft) and plan dimension (160'):

The resulting plan dimension (20,000 sq ft div. by 160' = 125') generates a diagonal which exceeds the maximum (203'), making this an unacceptable design.



Source: WRT|Solomon E.T.C.

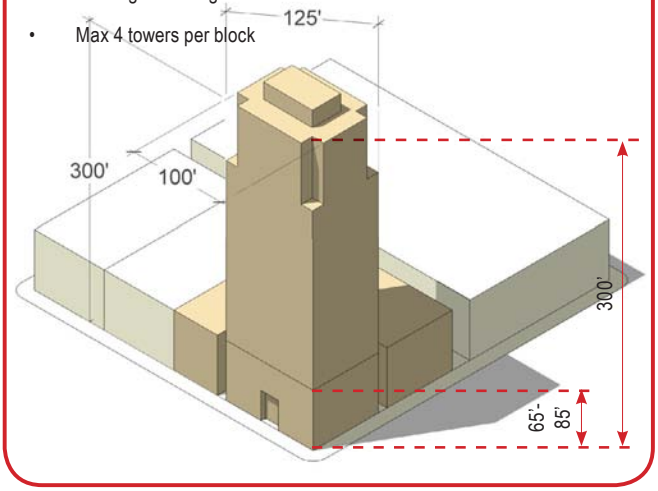
Bulk Control Comparisons: Case Studies

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.

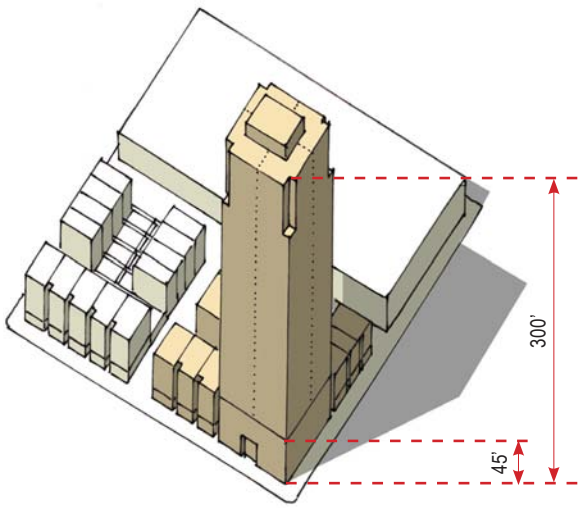
Sacramento bulk control

- 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



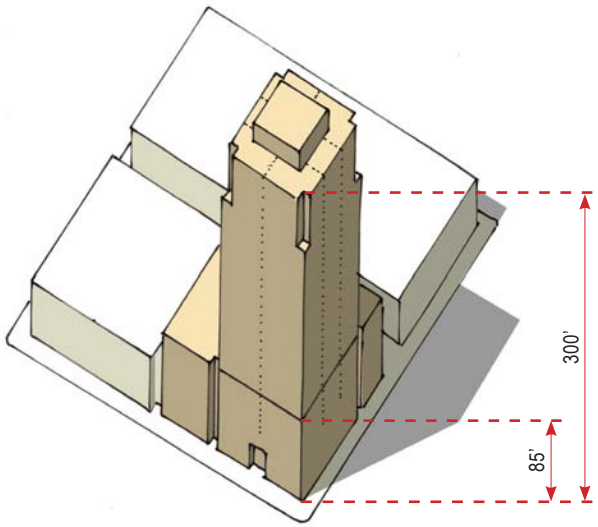
Vancouver bulk control

- Max. tower floor plate: 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 bulk control

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



Source: WRT|Solomon E.T.C.

a. Residential and Residential/Mixed-Use Buildings

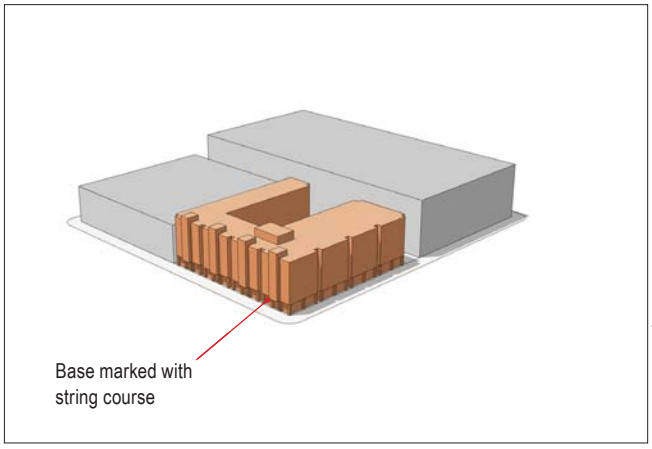
The bulk of residential development varies by development type. The urban role of low-rise buildings is primarily to hold the street-wall, while high-rise buildings should be tall, slender, and well-proportioned. Their design should establish or continue the urban street-wall as well as contribute a significant form to the city skyline. Bulk controls thus govern both the stepbacks proportions of a tower and the articulation of its top.

1) Up to 55'
- Up to a height of 55', (or the prevailing height of the majority of existing buildings on the block), 100% lot coverage is permitted. This allows for parking levels and ground floor retail. (See separate sections on both these items)

2) Low-rise (Up to 65' height)
- No bulk reduction required
- No stepback from street required

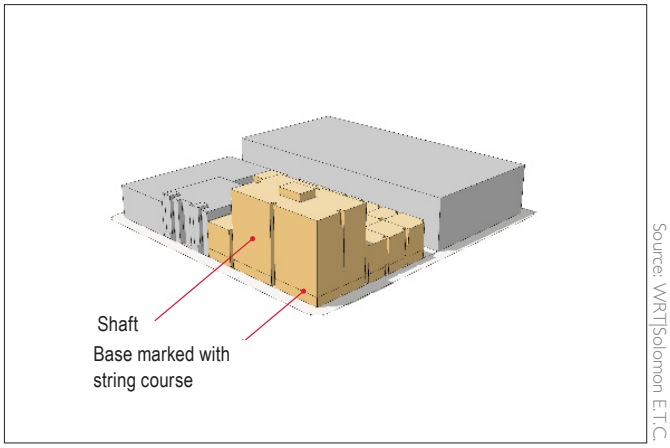
3) Mid-rise (Up to 85' / Life-safety limit height)
- No bulk reduction required
- No stepback from street required

4) Up to 240' height
- Maximum average tower floor plate: 7,500 sq ft
- Maximum average tower floor plate for parcels bordering Box Car Parks and subject height restriction of 120': 8,000 sq ft
- Maximum plan dimension: 90'
- Maximum diagonal dimension: 120'
- 10% bulk reduction required for the top 20% of the tower height, measured from grade. (Bulk reductions need not be at corners, as pictured)
- No stepback from street required



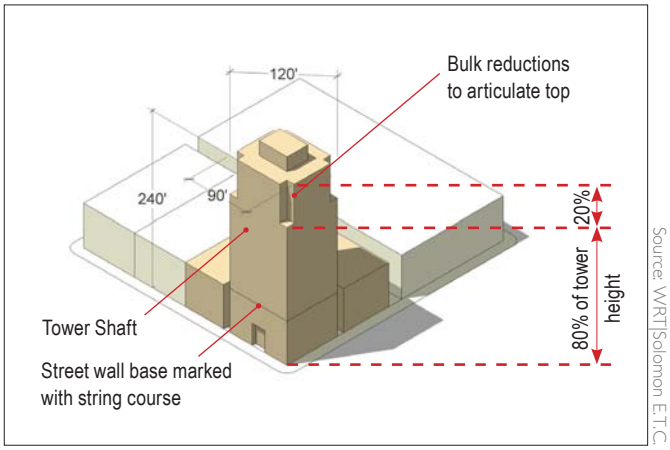
Source: WRT|Solomon E.T.C.

Up to 55'



Source: WRT|Solomon E.T.C.

Up to 85'



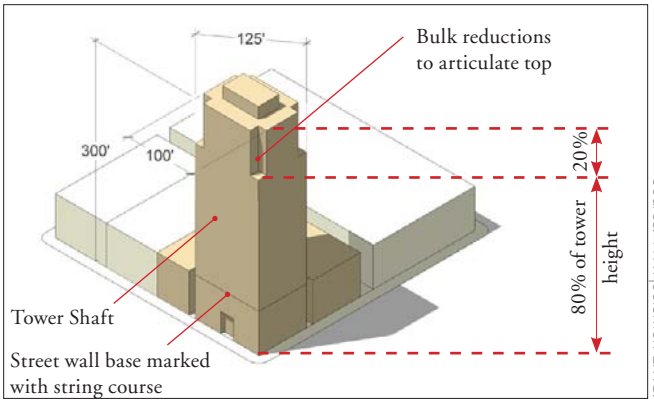
Source: WRT|Solomon E.T.C.

Up to 240'

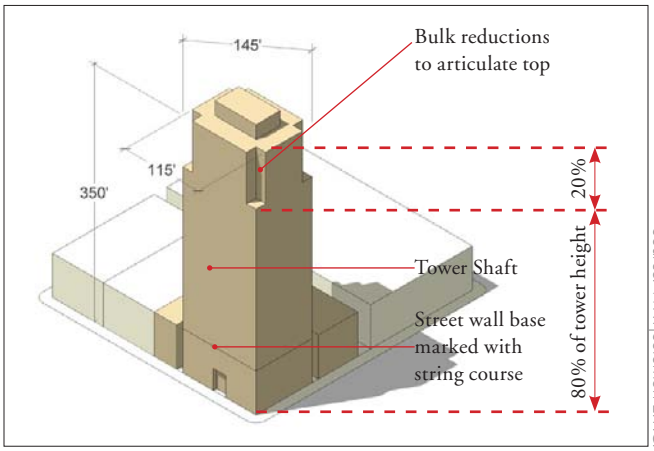
5) Up to 300' height
- Maximum average tower floor plate: 8,500 sq ft
- Maximum plan dimension: 100'
- Maximum diagonal dimension: 125'
- 10% bulk reduction required for the top 20% of the tower height, measured from grade. (Bulk reductions need not be at corners, as pictured)
- No stepback from street required

6) Up to 350' height
- Maximum average tower floor plate: 9,000 sq ft
- Maximum plan dimension: 115'
- Maximum diagonal dimension: 145'
- 10% bulk reduction required for the top 20% of the tower height, measured from grade. (Bulk reductions need not be at corners, as pictured)
- No stepback from street required

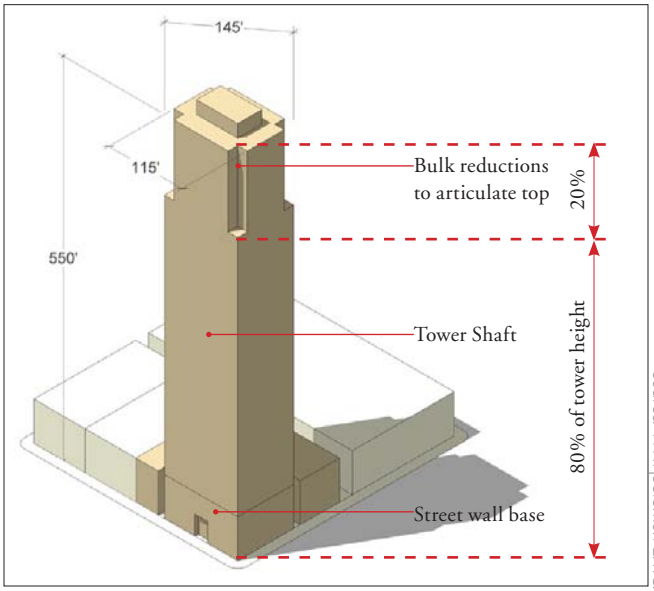
7) Up to +/-550' height
- Maximum average tower floor plate: 10,000 sq ft
- Maximum plan dimension: 120'
- Maximum diagonal dimension: 150'
- 10% bulk reduction required for the top 20% of the tower height, measured from grade (Bulk reductions need not be at corners, as pictured).
- No stepback from street required



Up to 300'



Up to 350'



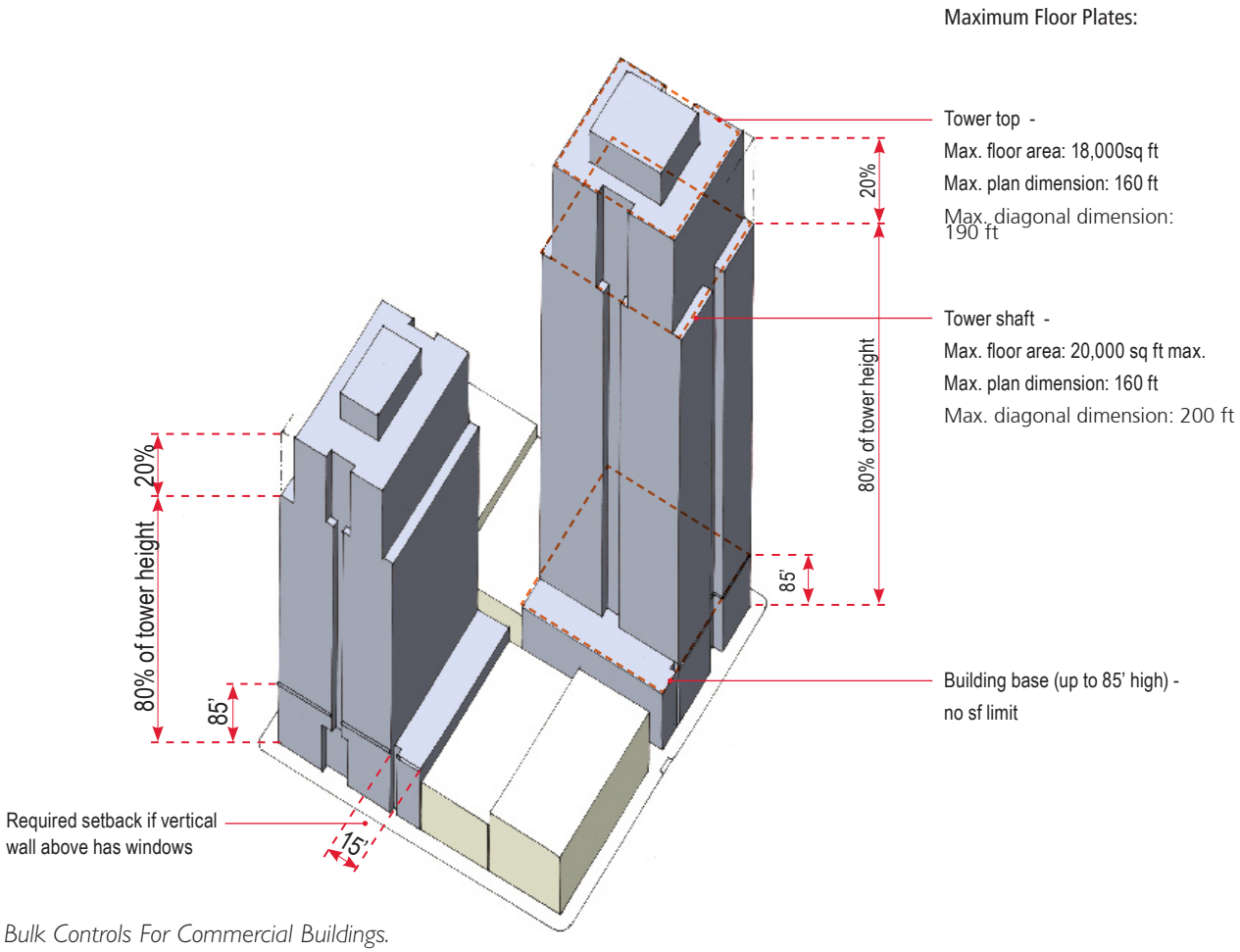
Up to 550'

b. Commercial and Commercial/Mixed-Use Buildings

1) Low-rise (Up to 50' height)
- No bulk reduction required
- No stepback from street required

2) Mid-rise (Up to 85' / Life-safety limit height
- No bulk reduction required
- No stepback from street required

3) 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 step-back from street required



Bulk Controls For Commercial Buildings.

Source: WRT|Solomon E.T.C.

c. 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.

Background and Intent

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 CBD. 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.

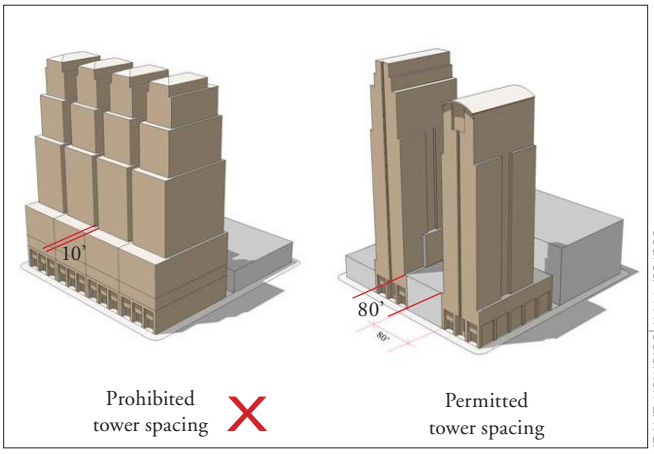


Figure 4-7

Guidelines

i. Tower Spacing and Separation

A minimum separation of 80' in all directions is required between residential towers. This implicitly limits the number of towers per block to four. For projects with multiple towers, the tower spacing distance shall be at the discretion of City staff.

Since the streets in Sacramento's CBD are all at least 80' wide, it is sensible to establish this as the minimum dimension between towers. 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 (see Figure 4-7).

ii. Height Differentiation

Any new high rise should be at least 50' shorter or taller than the two towers closest two it (measured in plan as a radius from the center of the diagonal). Thus, in Figure 4-8, if towers B, C and D are existing, new tower A must be 50' shorter or taller that both tower B and tower D.

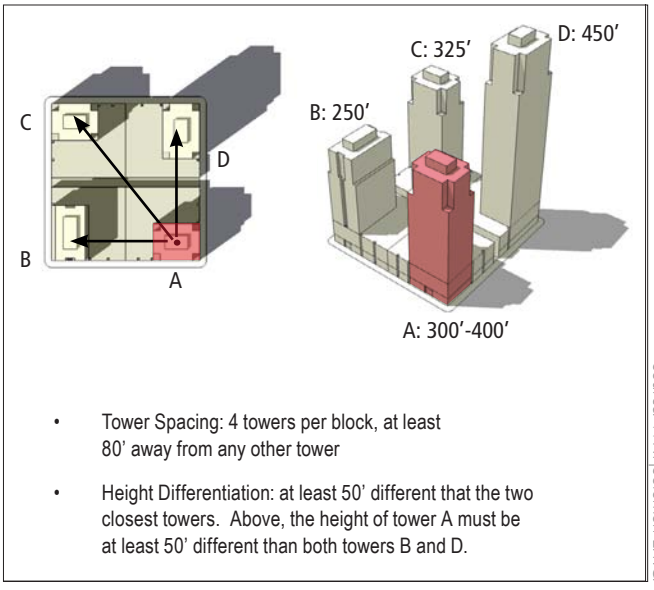


Figure 4-8

d. Distinctive Top

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

Tower Articulation—A Distinctive Top

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. To achieve this aim, a 10% bulk reduction for the top 20% of the building height is required. This helps define a penthouse zone at the top of the building and reduces the apparent bulk of the tower as seen against the sky.

Mechanical penthouses should be screened and integrated into the form of the building. Sacramento, unlike many cities requires a helicopter landing platform on the roof for emergency evacuation purposes. This tends to create flat topped profiles. Consideration should be given to various ways of handling this design element without compromising safety or creating a monotonous skyline (see diagrams and photos).

Tower tops.

All photos by WRT|Solomon E.T.C.

Bulk reductions and integrated mechanical penthouses contribute to the distinctive tops of these Sacramento towers.

3. Façades

a. 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.

Background and Intent

In order to have a lively mixed-use downtown it is desirable to encourage retail, commercial and community uses at sidewalk level, and to avoid blank street-walls which typically mask parking areas.

Guidelines

i. Location

Ground floor uses should be retail, commercial, cultural, entertainment or community space.

ii. Ground floor heights

1) Development with retail, commercial, community or public uses on the ground floor should have a clear floor-ceiling height of at least 12'.

2) They should be no more than 2' above the adjacent sidewalk.

3) Main entrances, for each use, should be accessible from sidewalk level (see Figure 4-9).

iii. 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 4-10).

iv. 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 Figure 4-11). (See also Chapter 4, Section G1)

Ground Level Uses

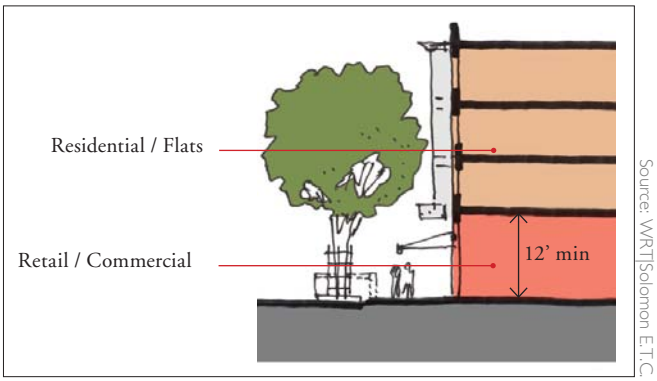


Figure 4-9. Ground floor mixed uses along retail street.

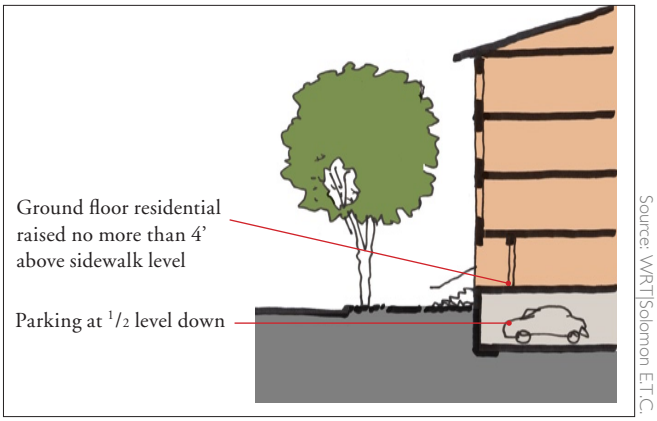


Figure 4-10. Residential street.

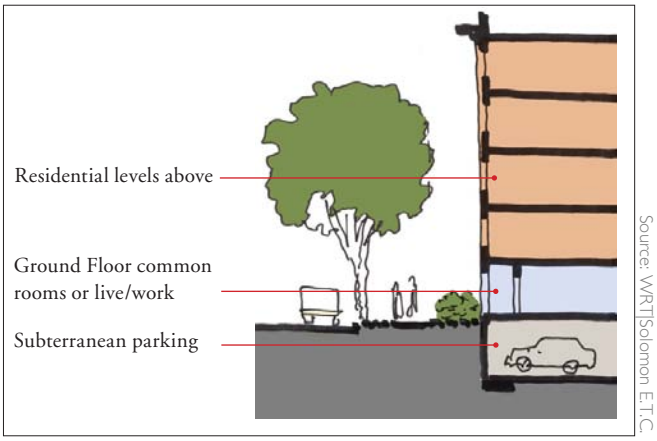


Figure 4-11. Residential street subterranean parking.

b. 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.

Background and Intent

Where retail, commercial, community or other active uses occur, it is imperative that they are visible form 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 4-12 and 4-13).

Guidelines

1) Where retail, commercial, community or other active uses occur, the retail level facade should be 75% transparent, but never less than 60% transparent.

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 (commercial, etc.) level.

5) Blank walls, more than 12' in length are discouraged. If they can not be avoided, one of these strategies should be used:
   - Set the wall back behind a planting strip of at least 18". The planting strip may be recessed within the column grid (see Figure 4-14).
   - The wall should be either articulated or decorated with artwork, or both.

Ground Level Transparency.

Source: WRT|Solomon E.T.C.

Source: WRT|Solomon E.T.C.

Figures 4-12 & 4-13: 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.

Source: WRT|Solomon E.T.C.

Figure 4-14: Narrow planting strip adjacent to wall.

c. 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.

Background and Intent

Sacramento's urban blocks are historically divided into 40' and 80' wide lot increments. The blocks in the CBD 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, it is desirable to require a limit to an unarticulated façade plane, to create visual variety and interest.

Guidelines

i. Vertical Articulation

1) Facades 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.

2) The maximum unbroken length of the facade of a commercial building should be limited to 1/3 of a block (100').

3) Articulation of residential buildings should respond to multiples of 40', in response to the typical historic graining of the lot patterns.

4) Articulation between facade sections should be at least 2' deep and at least 2' wide.

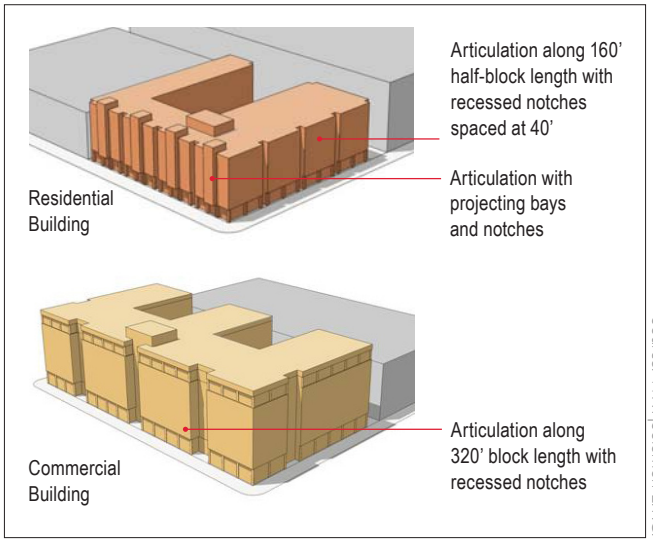
ii. Repetition of Articulation

A project should not repeat the same wall surface design:

1) Horizontally, across more than 1/3 of a block

2) Vertically, over more than 50% of its floors

Articulation of street-wall.



Source: WRT|Solomon E.T.C.

Façade Articulation.

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

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

Source: WRT|Solomon E.T.C.

Source: WRT|Solomon E.T.C.

Block-long, flat, unarticulated facades should be avoided. The repetition without rhythm or variation leads to a scale-less building, without differentiated top, bottom, middle, or ends.

d. Fenestration: 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.

Background and Intent

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 nearly all 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 sunshading systems which are discussed in Section F3.f of this chapter. 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.

Windows Types in Sacramento's Building Stock.

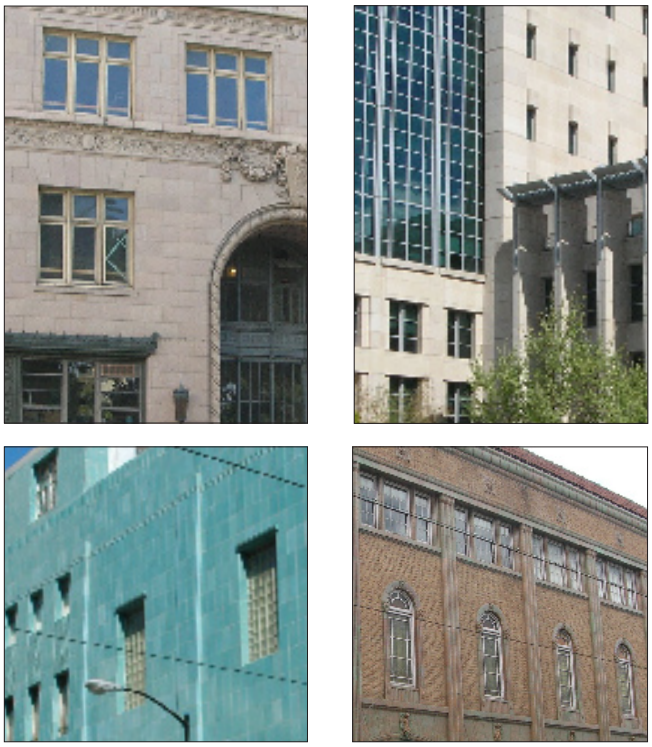


Figure 4-15. Sacramento's downtown buildings feature a range of window types, including curtain wall / storefront systems within punched openings (top), glass block windows (above left), and monumental windows into special rooms (above right).

All photos by WRT|Solomon E.T.C.

Figure 4-16. 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.

Guidelines

1) Windows within solid walls (walls not designed as glass and stick curtain wall systems) should not sit in the same plane as the wall surface. They should be recessed at least 4 inches, with the wall material turning the corner at the window jambs, in order to demonstrate materiality of the wall thickness (see Figures 4-15, 4-16 and 4-18).

2) Windows should have design and scale appropriate to the spaces behind them (see Figure 4-15).

3) Windows should be grouped to establish rhythms across the façade and hierarchies at important places on the façade (see Figure 4-17).

4) Curtain wall systems should be designed with projecting vertical and/or horizontal mullions (see Figure 4-20), or other modulating features (see Figure 4-21).

5) The location of the glass line should be varied across the façade, to create depth and shadow effects (see Figures 4-17, 4-18 and 4-19).

Source: WRT|Solomon E.T.C.

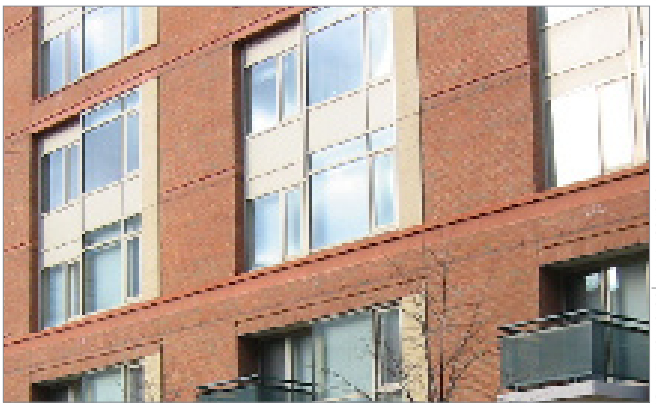
Figure 4-19. This building also combines curtain wall window systems with solid punched-opening walls. The wall is given a visual thickness by the varying placement of the glass line.

Source: WRT|Solomon E.T.C.

Figure 4-17. This university building in Cambridge, MA, designed by Koetter Kim has a repeating double window bay module which sets a rhythm across the facade, which is then interrupted by special conditions at the corner and above the entry.

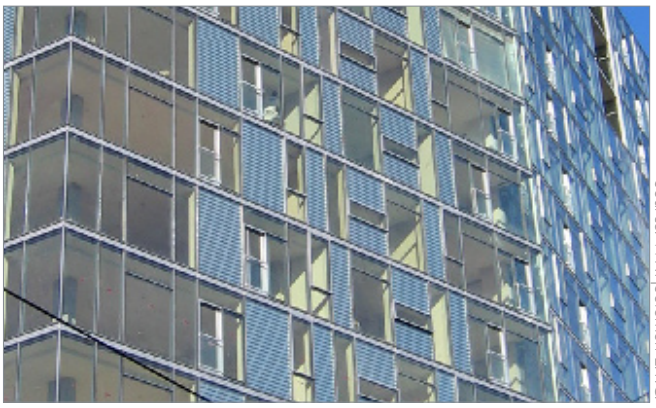
Source: WRT|Solomon E.T.C.

Figure 4-20. This office building designed by Caesar Pelli, 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.



Source: WRT|Solomon E.T.C.

Figure 4-18. 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.



Source: WRT|Solomon E.T.C.

Figure 4-21. 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.

e. 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.

Background and Intent

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

i. Entrances should:

1) Be given prominence on the street frontage.

2) Be located to achieve the highest amount of visibility on the site.

3) Be sized and scaled appropriately for the amount of use and/or prominence of function.

4) Incorporate craftwork and/or public/private art.

5) Have a change in material and/or wall plane.

6) Be appropriately lit, for safety and legibility of signage/inscriptions.

7) Have double height lobbies for buildings with more than 30 dwelling units or four floors of commercial space.

8) Be individual, with steps, porches or stoops when facing streets, greenways or courts, for ground floor residential units.

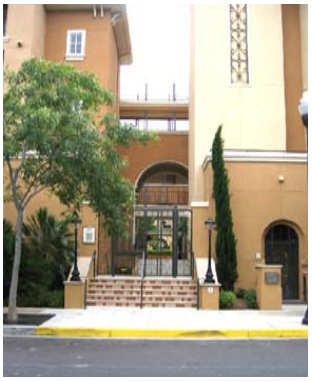
ii. Entrances should not:

1) Employ excessive storefront systems.

2) Employ projecting storefront cubicle pavilions.

Entrances

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



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

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

A monumental entrance to a California State office building marked by the official seal.

Entrance to the city library, appropriately designed and decorated.

New library entrance, designed simply with a storefront glazing system.

All photos by WRT|Solomon E.T.C.

f. 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.

Background and Intent

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

i. 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.

ii. Awnings

In busy pedestrian areas, awnings may encroach the public right-of-way by up to 75% of its width, with 8' min. clearance above the finished sidewalk level (see Figures 4-24 and 4-25).

iii. Sunshades

The use of sunshading elements is recommended on all projects, especially on their south and west faces. They may be an integrated part of the facade system (as in Figure 4-26), or act as applied or detached elements (as in Figures 4-23 and 4-27).

iv. Encroachments

With the exception of ground floor retail awnings and entrance canopies, all canopies, awnings, and sunshading should project beyond the property line by no more than three feet.

v. Quality of Materials

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

Canopies

Figure 4-22. Entrance canopy to a residential apartment building on a downtown street.

Figure 4-23. Giant canopy applied to a commercial office building, Chiswick Park, London, UK.

Awnings

Figure 4-24. Awnings projecting over the right-of-way at ground-level retail.

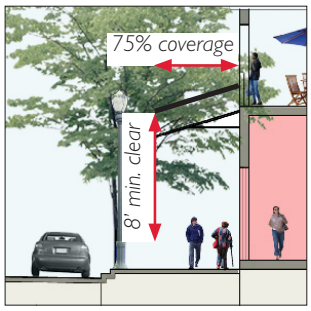


Figure 4-25. Awning section with minimum clear height above sidewalk & desired coverage.

Sunshades

Figure 4-26. The CalPERS building, with horizontal sunshades and light shelves.

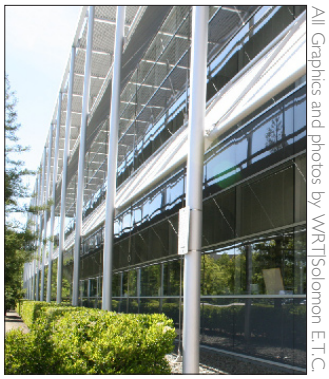


Figure 4-27. Applied sunshading elements on a building designed by Norman Foster at Stanford University, Palo Alto, CA.

g. Projecting Elements and Encroachments

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

Background and Intent

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 and 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.

Guidelines

i. Bay Windows

Bay Windows should be permitted a 3' encroachment 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 4-28 – 4-30).

ii. Balconies

1) Facades may be articulated with balconies.

2) Balconies should be permitted a 3' encroachment over the public right-of-way, or up to a 12' encroachment over a setback line, permitted that the balcony does not cross into the public right-of-way. 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 4-31 and 4-33).

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

Bay Windows

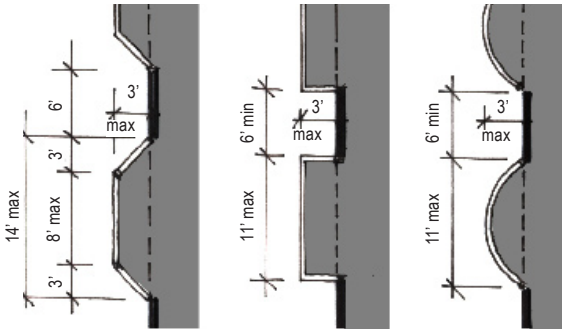


Figure 4-28. Bay Windows (plan views), left to right: segmented, square, and curved.

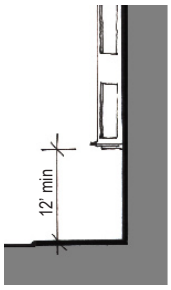


Figure 4-29. Bay Window - minimum clear height above finished sidewalk.

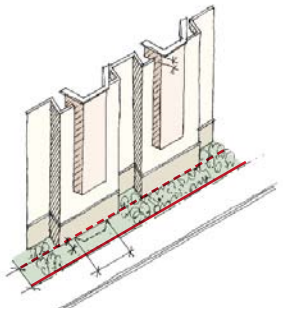


Figure 4-30. Bay Windows projecting over the setback line. They should be at least 6' apart.

Source: WRT|Solomon E.T.C.

Balconies

Figure 4-31. Stacked balconies on an apartment building.

Figure 4-32. French balcony covering windows & operable doors.

Source: WRT|Solomon E.T.C.

iii. Porches and Stoops

Elements such as porches and stoops should be permitted to encroach within the required setback from the public right-of-way/property line up to 12' (though they should not go beyond the parcel line) (see Figure 4-33).

iv. 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 Figures 4-34 and 4-35).

v. Colonnades and Arcades

1) Colonnades 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 4-36 and 4-37).

2) If placed in the private parcel, free access should be given throughout the colonnade to the adjoining sidewalk.

3) Colonnades should be vertical in proportion, in both height and depth, at a ratio of at least 1.25:1.

4) If projecting over the public right-of-way, they should not have occupied space above, except for restaurant dining terraces.

5) Arcades, though an historic element in Old Sacramento and parts of Downtown, are not required to replicate their historic design and detailing.

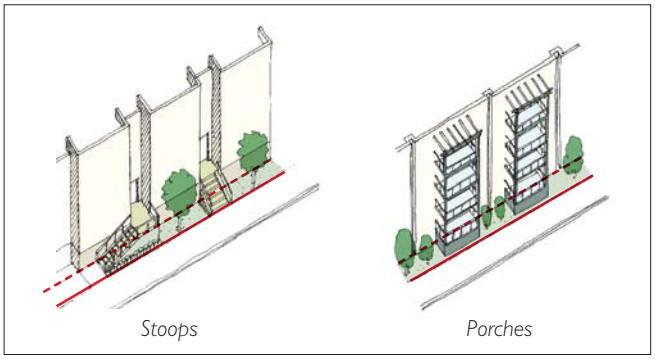


Figure 4-33. Stoops and porches are permitted to cross the setback line (red dotted) into the landscaped setback zone, permitted that they do not cross the property line (red).

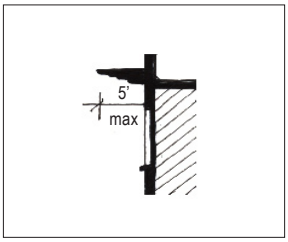


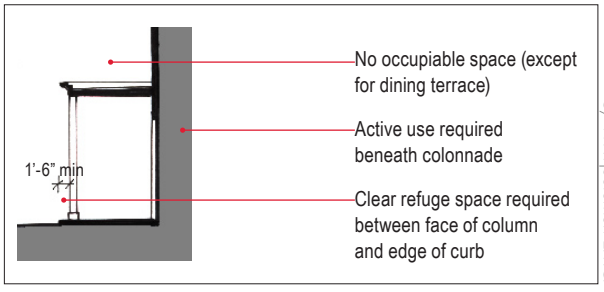
Figure 4-34. Projecting Cornices.

Figure 4-35. Generous projecting cornice atop mixed-use loft development in Sacramento.

Stoops projecting into the setback zone.

Projecting colonnade over sidewalk at Sacramento's Federal Courthouse.

Figures 4-36 & 4-37. Projecting colonnade over retail sidewalk with dining terrace above, Pike Place Market, Seattle, WA.



Projecting Colonnade Diagram.

All graphics and photos by WRT|Solomon E.T.C.

h. 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.

Background and Intent

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 City 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, and two needs clearly arise: 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 fake and simulated materials. Materials and colors should be related to masses and volumes, with changes in material/color following changes in mass (see Figures 4-38 and 4-39).

i. Material Uses

1) New developments should respond in a compatible manner to the existing color, texture and materials used on surrounding significant buildings.

2) All major projects should utilize compatible materials on all four sides of the building.

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), terra cotta or tile, brick, transparent glass, metal (e.g. bronze, brass, chrome, baked enamel) when used judiciously, etc.

Material Variety in Sacramento's Central City.

Painted stucco.

Orange brick and terracotta.

Stone.

Glazed masonry.

All photos by WRT|Solomon E.T.C.

Change in wall-plane / volume at change in material.

All photos by WRT|Solomon E.T.C.

Figures 4-38 & 4-39. Different materials and colors should be separated with a change in plane.

4) More than two colors and materials should be incorporated in a design. Intense colors, if used, should be accents. Mono-chromatic schemes are discouraged.

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.

6) Materials should wrap corners and continue for at least 12 inches before a material change.

7) Graffiti resistant coating should be applied on the lower portions of alley elevations.

ii. Material Restrictions

1) Extensive use of non-durable materials should be avoided on all projects, but especially on buildings over three stories.

2) The uses of reflective glass, mirrored glass and dark colored glass should be avoided.

3) The use of metal should be minimized on buildings which are primarily residential.

4) The use of exposed concrete at ground level should be minimized.

5) The use of vinyl as an exterior building material shall be avoided.

6) No material should simulate another material.

7) If plaster is used, it should have a smooth finish.

8) Imitation plaster should not be used on the bottom 30' of any building.

9) Material Restrictions do not apply to building surfaces fronting onto alleys.

10) Fiber cement board should not have imitation textures.

11) In walls finished in concrete block, the mortar color should not be darker than the block color.

iii. Sustainable Practices

Projects should be deigned and developed using green practices, and seek to use materials that are mined/grown/harvested/assembled locally.

i. 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.

Background and Intent

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 both avoiding light-trespass and facilitating night-sky access.

Guidelines

i. Levels, Direction, and Quality of Illumination

1) Levels of illumination should be responsive to the type and level of anticipated activity, without under- or over-illuminating.

2) 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) 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, onto adjacent buildings.

4) Illumination should avoid all unnecessary lighting of the night sky.

5) For the lighting of open spaces within the private realm, refer to the Pedestrian Realm: Street Lighting guidelines.

6) Provide lighting at appropriate scales for the component being illuminated, including accent lighting where appropriate.

7) Fixture design should complement the architecture, and be integrated into the whole of the building design.

8) Comply with both Title 24 and IES/ILDA recommendations.

Lighting.

Source: WRTSolomon E.T.C.

Source: WRTSolomon E.T.C.

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.

4. Rooftops and Mechanical Penthouse Enclosures

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

Background and Intent

The roof levels of a building need to accommodate servicing and life-safety requirements, while retaining a form that will be a distinctive and memorable contribution to the city skyline. The key issues in rooftop design are integrating into the design of mechanical penthouses and, where required, a helicopter landing platforms; and designing the rooftop to reduce heat-island effect and facilitate stormwater management.

Guidelines

i. Mechanical Penthouses

Mechanical penthouses should be screened and integrated into the formal design of the building (See Figures 4-40 – 4-42).

ii. Helicopter Landing Platforms

Sacramento, unlike many cities requires a helicopter landing platform on the roof for emergency evacuation purposes. This tends to create flat topped profiles. Consideration should be given to various ways of handling this design element without compromising safety or creating a monotonous skyline.

iii. Roof Surfaces

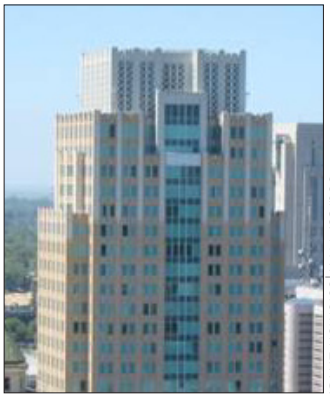
To reduce heat island effects, follow one of these strategies:

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) 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).

3) Install PV arrays on at least 50% of roof areas.

Rooftops.

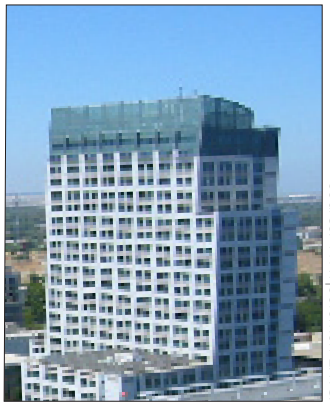


Source: WRT|Solomon E.T.C.

Figure 4-40

Source: WRT|Solomon E.T.C.

Figure 4-41



Source: WRT|Solomon E.T.C.

Figure 4-42

Figures 4-40 - 4-42. Mechanical penthouses at roof level integrated into the overall design of the building's massing.

5. Development along Alleys

PRINCIPLE: Protect and enhance existing alleys by utilizing them as frontage for housing, parking, commercial activity and open space.

Background and Intent

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 CBD, 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 CBD, 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.

Source: WRT|Solomon E.T.C.

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.

Source: WRT|Solomon E.T.C.

Redevelopment along both sides of Natoma Street, on 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.

Guidelines

1) For new development fronting the alley a minimum 5' 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. Height limit guidelines for the Railyards are specified in the SPD.

3) Refer to the discussion of alleys and their development potential in Chapter 3, Section 2E of this document, including commercial District Alleys, Shared Use Alleys, Residential District Alleys, and Commercial District Pedestrian Alleys.

6. Sustainability

PRINCIPLE: New buildings shall be designed for optimum sustainability, especially with respect to energy performance and resource conservation.

Background and Intent

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

Guidelines

i. Rating Systems

Rather than including specific green design features - like planted roofs, wind turbines, solar collectors and PV panels—new development should take a more comprehensive and measurable approach. All development should meet the criteria listed below for each project type:

1) Retail and Commercial Buildings and Hotels
   - LEED certification.
2) Multifamily
   - Enterprise Green Communities criteria, or according to the Green Multi-family Design Guidelines by the California Integrated Waste Management Board.
3) Single-family houses
   - LEED for Homes certification, or an Ecohomes Very Good rating.
4) All other development types
   - LEED certification.

ii. Alternate Measures

If a project team feels that the above rating systems are not appropriate for their development project, they are welcome to propose an alternate rating system, or clearly illustrate how their project is holistically either equally or more sustainable than if using one of the above strategies. Acceptance of this strategy would be at the discretion of the planning reviewer, and should not be presumed.

Access.

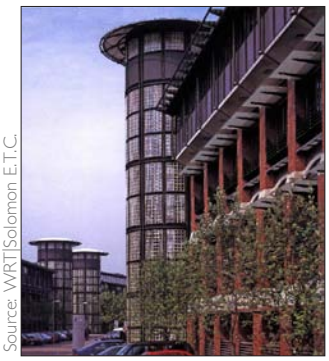
Source: WRT|Solomon E.T.C.

NASA flyover photograph of Sacramento, July 1998.

Thermally sensed image of Sacramento.

Source: WRT|Solomon E.T.C.

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



Source: WRT|Solomon E.T.C.

Inland Revenue Center, UK. The building passively regulates temperature and natural air ventilation whilst conserving energy.

7. Public Art

PRINCIPLE: Public Art shall be used to enhance the public realm, and is best incorporated into the building's design, in a way that complements the architecture of the building.

Background and Intent

Many public art projects, in Sacramento and across the county, have the lasting effect of an afterthought, a project which is singular and detached from the development project that paid for it. Recent decades have seen public art pieces transform from the scaleless abstract sculptures of the 60's and 70's to unobtrusive, marginal pieces of indistinction resulting from community driven processes. The desire for maintenance-free, politically correct pieces has driven projects to follow a path of least resistance towards paving patterns and in-lieu fees.

An alternate path in this process would be to locate the public-art component within the private realm; on the building, which was the case historically, prior to the conception of public art as a required byproduct of the development process. A good local example of integrated public art is the US Bank tower on Cesar Chavez plaza. Here, the public art component consisted of four specially commission allegorical paintings depicting the history of Sacramento, and a pair of sculptures framing the building's main entrance forecourt.

Ornamental window screen at Reagan National Airport, Washington, DC (1997).

Entrance to Clinton School, New Haven, CT (2003-5).

Foliated Scroll Decorative Panels, Nashville public library, (1998).

Guidelines

The public 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, entablatures, wall paintings or mosaics, ornamental ironwork and artistic floorwork.

1) Paving patterns—unless they are pictorially representing an image, map, etc.—should not fulfill the art component.

2) Source content for the artwork should be the history of the state or city, notable local historical figures, etc.

3) Artwork may be stand-alone, with appropriate scale and placement.

Entrance to the Jesse H. Jones Graduate School of Management, Rice University (2002).

US Bank tower lobby paintings.

All photos by WRT|Solomon E.T.C.

G. PARKING AND VEHICLE ACCESS

Like many other American urban center's, the CBD 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.

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.

Accommodating all of the cars.

Source: WRT|Solomon E.T.C.

VS.

Source: WRT|Solomon E.T.C.

Places to live, work and park.

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.

Background and Intent

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

i. Parking Location and Access

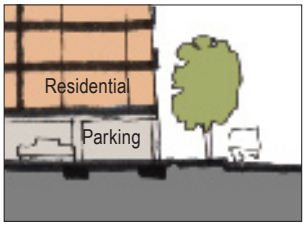
1) Ground floor parking should not be exposed to the street. It should always be wrapped with an active street front use (see Figures 4-43, 4-44, 4-47 and 4-48).

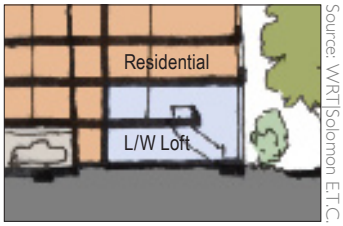
2) Avoiding exposed parking levels above street level, as in Figures 4-45 and 4-56. Any parking above street level should be wrapped with other uses (unless constrained by parcel). Since Sacramento has a high water-table level, basements beyond one level are inadvisable and can be financially prohibitive. 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.

3) Residential parking requirements should be accommodated on-site.

4) Surface parking lots should be avoided as a land use in the Railyards (See Figure 4-49).

Frontage to Street.





Source: WRT|Solomon E.T.C.

Figures 4-43 & 4-44

Source: WRT|Solomon E.T.C.

Figures 4-45 & 4-46: Exposed parking above street level.

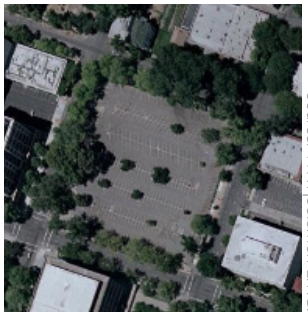
Source: WRT|Solomon E.T.C.

Figure 4-47. Parking not exposed to street, but wrapped with active uses.

5) 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 Figure 4-50).
   - 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'.
   - Garage night lighting should not be directly visible form the street.

Source: WRT|Solomon E.T.C.

Figure 4-48: Narrow entry to podium parking, between ground floor liner retail uses with residential above, San Francisco.



Source: WRT|Solomon E.T.C.

Figures 4-49: Surface parking lots should be avoided as a land use in the downtown.

Source: WRT|Solomon E.T.C.

Figure 4-50. Parking structure in downtown Denver, where the facades are designed with articulation and fenestration patterns consistent with the overall project.

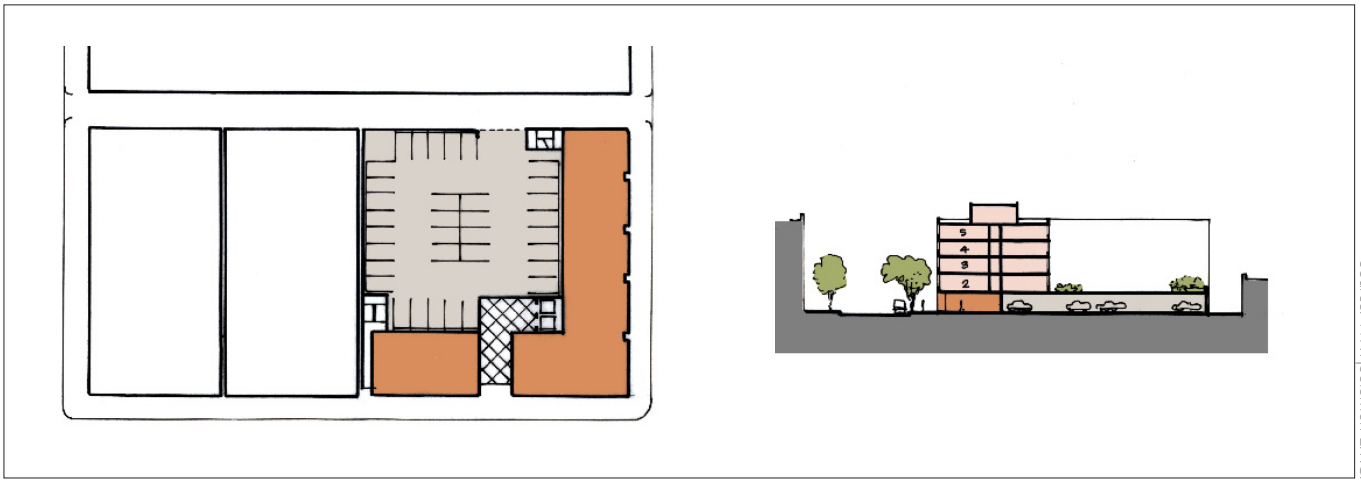
a. Structured Parking

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.

i. Structured Parking

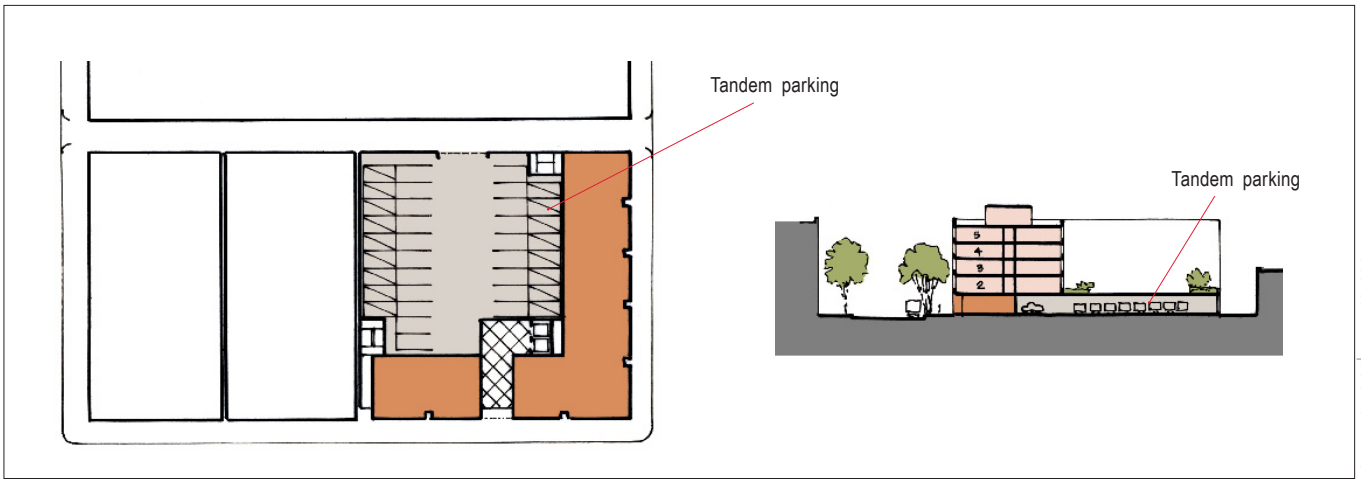
Following are a series of parking solutions for medium to high density urban development. These solutions are based on the key design parameters of new development in downtown Sacramento: a limited amount of below grade parking; a typical parcel depth of 160'; available vehicular access from a rear alley; and the desire to park a large number of cars on the parcel, rather than in remote garages.

One-Level Podium Parking (Corner Parcel)



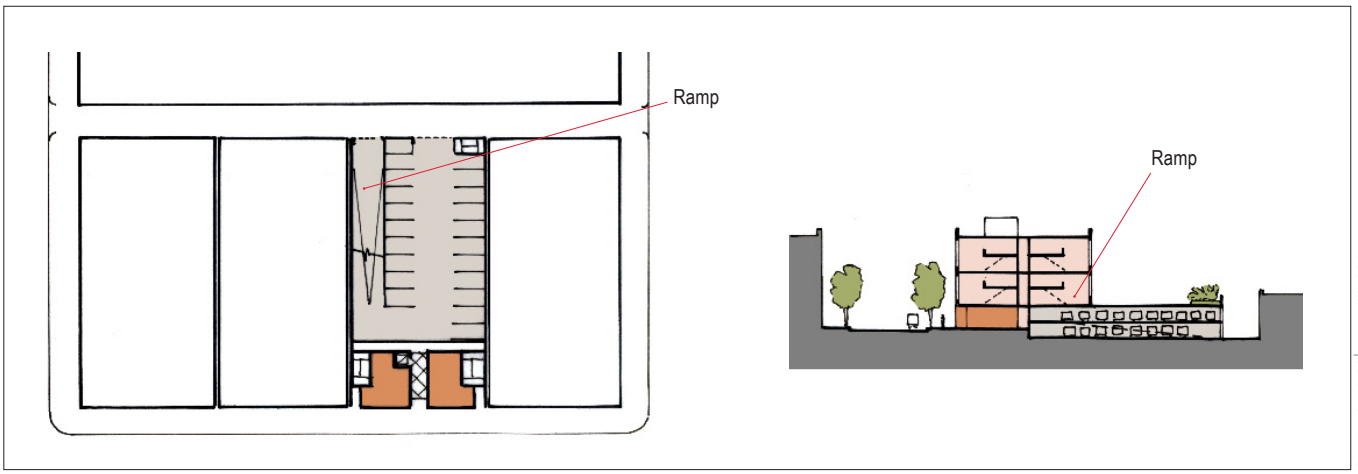
Source: WRT|Solomon E.T.C.

Tandem/Valet Parking (Corner Parcel)



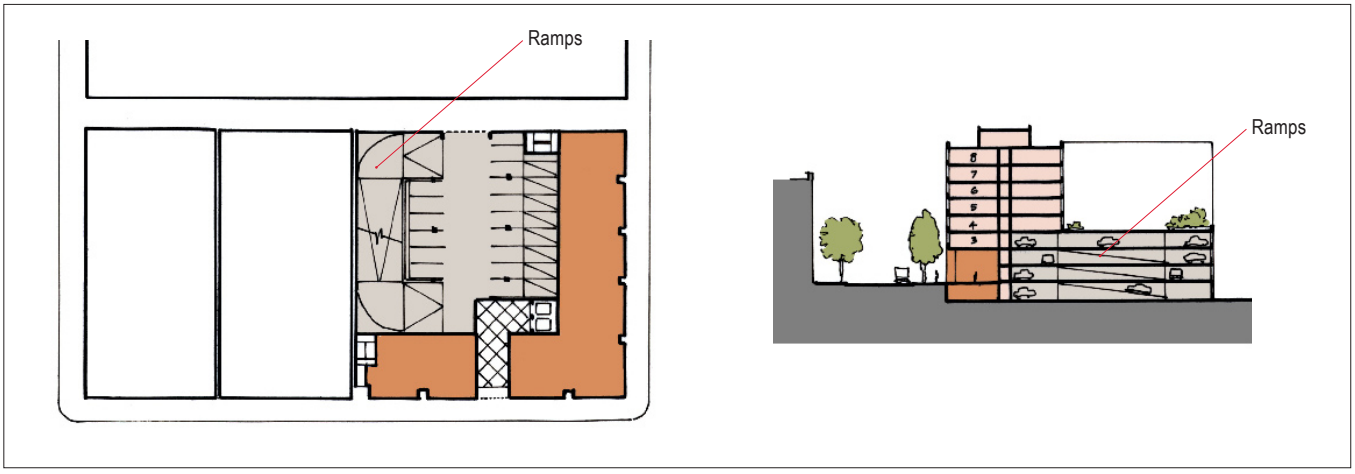
Source: WRT|Solomon E.T.C.

Two-Level Podium Parking with Ramp (Mid-Block Parcel)



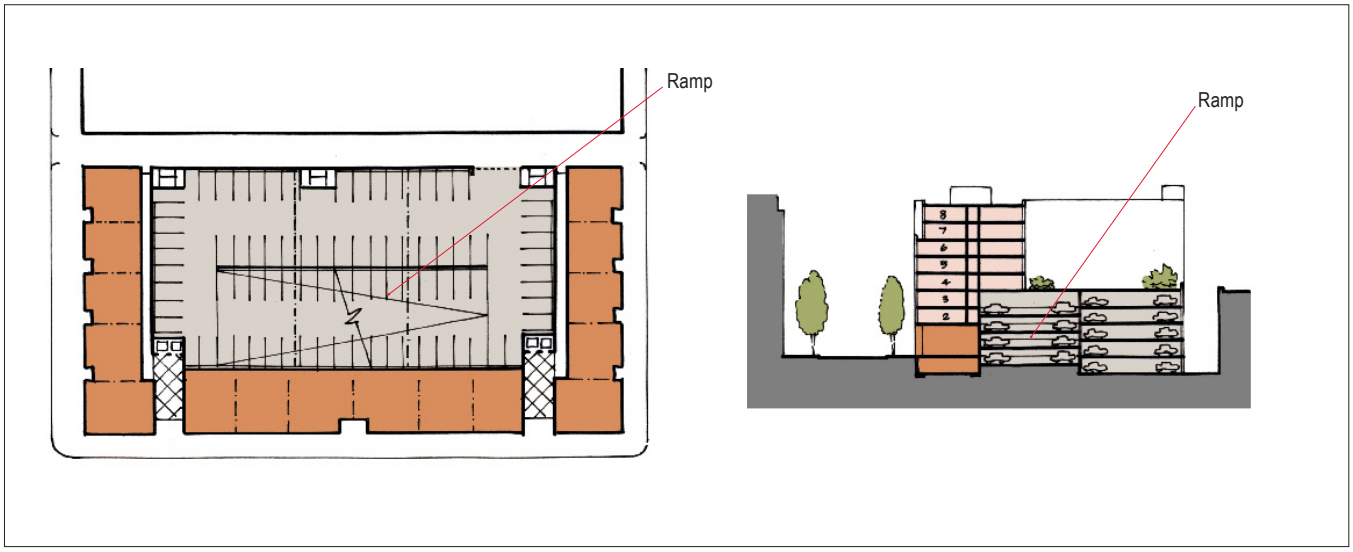
Source: WRT|Solomon E.T.C.

Four-Level Podium Parking with Ramped Decks (Corner Parcel)



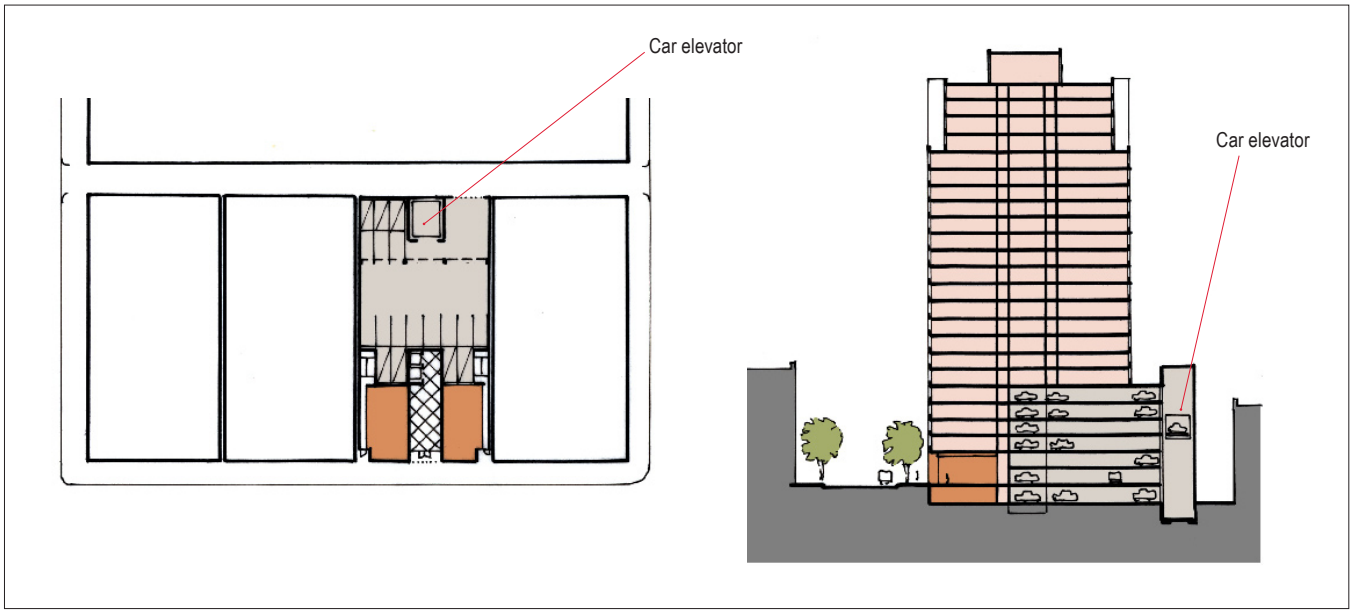
Source: WRT|Solomon E.T.C.

. Multi Level Podium Parking with Ramps (Half-Block Parcel)



Source: WRTJSolomon E.T.C.

Multi Level Garage with Parking Elevator (Eigth-Block Parcel)



Source: WRTJSolomon E.T.C.

b. 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.

Background and Intent

Surface parking, on private parcels, with the exception of temporary surface parking lots, is not an efficient land use in the central city, and inherently accelerates stormwater 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 4-51).

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 4-52); 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.

Source: WRT|Solomon E.T.C.

Figure 4-51. Parking area should be screened with low wall and landscaping.

Source: WRT|Solomon E.T.C.

Figure 4-52. Sustainable stormwater management: parking area drains to rain-garden.

2. Bicycle Parking

PRINCIPLE: Development projects shall foster Sacramento's long term sustainability strategy by providing ample well-designed bicycle parking on-site.

Background and Intent

Sacramento is an ideal city and region for bicycle ridership. The climate and topography provide excellent commuting and recreational opportunities for cyclists. On-site bicycle parking ensures that cycling is a viable alternative to driving.

Source: WRT|Solomon E.T.C.

Bicycle parking area in public open space of parcel.

Guidelines

i. Bicycle Parking: Amount

All new development projects should provide adequate bicycle parking, storage and shower/changing rooms as part of the development. The specific number of parking spaces for each type of development project is specified in the SPD.

ii. Bicycle Parking: Location

1) Avoid locating bicycle parking in hidden areas, dark locations, or garage recesses.

2) Include bicycle parking in all parking garages. Bicycle parking should be located in areas visible to the parking attendants and/or providing easy access to bicycle uses.

3) Separate bicycle parking from vehicle access areas to reduce the ability of vehicles to be used in theft. Provide bicycle lockers in areas where theft may become a problem.

4) Projects should be consistent with and supportive of the policies of the SACOG Regional Bicycle, Pedestrian, and Trails Master Plan (May 2007 Amendment).

Historic Resources 5

This chapter provides a summary of the historic resources found within the Railyards Plan Area and addresses rehabilitation and adaptive reuse of those resources. It also addresses guidelines for new development adjacent to these resources. Historic context and background information on these resources in the Plan Area are contained in the Sacramento Railyards Specific Plan.

A. INTRODUCTION

The City recognizes the aesthetic and cultural importance of its historic resources and the contributions they make to Sacramento's character, identity and economic vitality. Therefore, all projects involving historic resources identified below shall comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties. The City's Historic Preservation Chapter, 17.134 of the City Code, and the California Environmental Quality Act, as well as federal agencies, have adopted these Standards for use involving review of projects involving historic and cultural resources.

There are two major groups of historic resources on the Railyards site: the Central Shops Historic District and the Sacramento Southern Pacific Railroad Depot. The Sacramento Railyards Specific Plan discusses additional historic resources. This chapter of the Railyards Design Guidelines focuses on existing historic resources identified as being preserved as part of the Specific Plan.

There are two goals concerning historic resources at the Railyards site: to ensure that the adaptive reuse of historic resources is done in an appropriate and sensitive manner, and to ensure that the scale, massing and character of new construction near to historic resources will not adversely affect the historic resources. To this end, the Specific Plan delineates two special districts in the vicinity of the Central Shops: the Central Shops Historic District, and the Transition Zone. The Depot building is not located in either of these areas, and it has a separate set of guidelines for its preservation and for new construction adjacent to it. Figure 5-1 shows the location of the Central Shops Historic District, the Transition Zone and the Depot building.

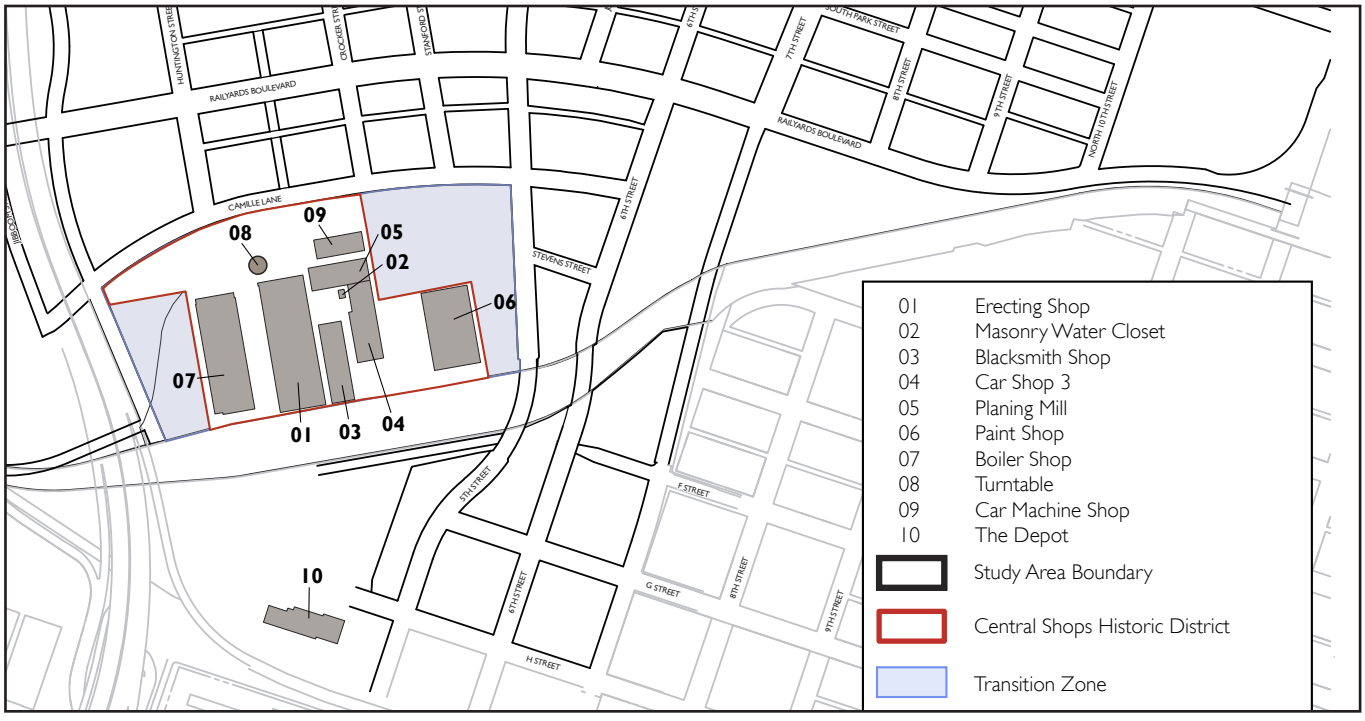


Figure 5-1

1. Central Shops Historic District

PRINCIPLE: Preservation and adaptive reuse of any historic resource within the Historic District shall follow the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Background and Intent

The proposed boundary of the Central Shops Historic District is shown in Figure 5-1. This boundary includes all of the buildings and significant historic resources associated with the Central Shops. The creation of this district and associated guidelines will ensure preservation of the character-defining features of this extremely significant resource. Following is the list of Standards for Rehabilitation from the Secretary of the Interior's Standards for the Treatment of Historic Properties. All work involving existing structures within the Historic District, including changes, repairs, rehabilitation or adaptive reuse, shall follow these Standards. Additionally, new construction within the boundaries of the Historic District shall comply with the Transition Zone Principles and Guidelines. Where any conflict arises between the Secretary of the Interior Standards and other guidelines in this document, the Standards shall apply.

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) Archeological 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.

Guideline

1) New construction within the boundaries of the Historic District shall comply with the building height restrictions set forth in Chapter 5 of the Sacramento Railyards Specific Plan. New development, including building design, shall integrate and complement Roundhouse Plaza.

2. Transition Zone

PRINCIPLE: Ensure that new construction, landscaping, and additions, alterations, or other improvements adjacent to the Historic District complement the Central Shops historic resources.

Background and Intent

The boundary for the Transition Zone is shown in Figure 5-1. Guidelines for this zone apply to new construction. In order to ensure that the character-defining elements of the historic Central Shops are preserved, it is important that new construction adjacent to and nearby the historic resources is designed with sensitivity to context, scale, materials and expression. Where any conflict arises between the Secretary of the Interior Standards and other guidelines in this document, the Standards shall apply.

New development that is designed in a manner that is respectful of an adjacent historic structure.

Guidelines

1) New buildings shall respect the fabric of historic buildings by being placed a minimum of 20 feet from any historic building.

2) The height of historic buildings shall be respected by setting neighboring buildings height at the same level, by establishing an upper floor setback, or with other design treatments.

3) The massing of neighboring buildings shall be compatible with the scale and delineation of the massing of the historic buildings, and elevations should respect the datum lines of architectural elements of adjacent historic buildings. New structures on parcels adjacent to the historic Central Shops shall refer to the historic buildings for guidance on massing and composition.

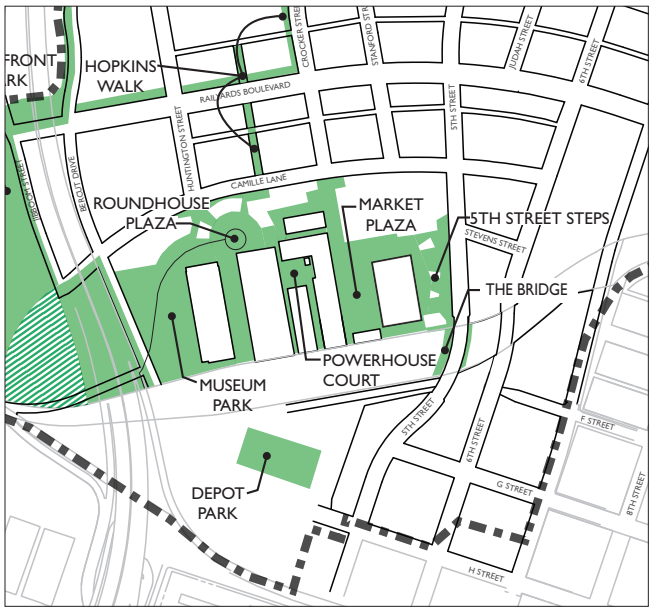
4) New buildings, streetscape and plaza designs should incorporate contemporary versions of elements used on historic resources, such as window detailing, materials, building ornament, paving, furniture, signs and lighting. New features should be distinguishable from historic structures and features and should not create a false sense of historical or architectural authenticity.

New development retains the floor heights of older adjacent buildings.

5) Open spaces in the Transition Area shall be designed following the specific design guidance found on pages 3-45 through 3-57 of these Design Guidelines. A map of the areas delineated on these pages is to the right.

6) New buildings in the Transition Zone shall be designed to be slender or modulated to allow intermittent views into the Central Shops Area from the Interstate 5 freeway, Camille Lane and Fifth Street.

7) Windows and balconies on new buildings in the Transition Zone shall allow views to the Central Shops Area.



3. Sacramento Depot Building

PRINCIPLE: Preservation and adaptive reuse of the Sacramento Depot building and contributing resources shall follow the Secretary of the Interior's Standards for the Treatment of Historic Properties, and new construction near the Depot shall respect the character-defining features of the Depot building listing.

Background and Intent

The location of the Sacramento Depot is shown in Figure 5-1. The Sacramento Depot building was built in 1925 and it was listed in the National Register of Historic Places in 1975. The Depot building and the nearby Railway Express Agency (REA) building are both listed on the Sacramento Register. The future of the Depot building is subject to City plans to create the Sacramento Intermodal Transportation Facility (SITF), which could involve relocating the Depot building. The REA building is outside the Specific Plan Area and these guidelines do not apply to the REA building. However, both of these structures have a strong urban design presence in massing, composition, scale of fenestration and materials, which shall influence the design of development nearby. Although the surroundings have been altered considerably since the buildings were constructed, new construction adjacent to these structures shall respect the character-defining features of both buildings. Where any conflict arises between the Secretary of the Interior Standards and other guidelines in this document, the Standards shall apply.

Guidelines

1) All work involving changes, repairs, rehabilitation or adaptive reuse of the Sacramento Depot building and contributing structures identified in the building nomination, shall use the Standards for Rehabilitation in the Secretary of the Interior's Standards for the Treatment of Historic Properties.

2) The existing historic Depot building, its character-defining features, original planting elements and surrounding public spaces shall be used for cues in designing public open spaces and plazas surrounding the building.

3) New neighboring buildings shall respect the character of the Depot building by setting back a minimum of 20 feet.

4) The height of historic buildings shall be considered and respected by setting neighboring building heights at the same level, or by establishing an upper floor setback, or with other design treatments.

5) New structures on parcels adjacent to the historic Depot shall refer to the building for guidance on massing and composition.

6) The scale, materials and details for new structures in the Depot District adjacent to the historic Depot and REA building shall respect the character-defining features of those structures.

SIGNAGE 6

Signage guidelines are intended to provide guidance for the development of all signage within the Railyards Area. They include public realm signage guidelines pertaining to street signs and parks signage, district-specific signage guidelines that set forth differences in signage among the five districts in the Railyards, and private realm signage guidelines pertaining to individual development projects.

A. PUBLIC REALM SIGNAGE GUIDELINES

Public realm signage includes all signs installed in the public right-of-way or in parks, plazas and open spaces. They include street signs, identity signage, wayfinding signage and educational or interpretive signage.

Maps at key decision making points.

Custom street sign.

1. Public Right-of-Way Signage

PRINCIPLE: Public right-of-way signage shall reinforce a unique identity for the Railyards and assist in wayfinding.

Background and Intent

The Railyards area is both an extension of the Central City and a unique district within the Central City. Graphic design of signage in the public right-of-way should relate to existing Central City signage context while providing a special identity to the Railyards.

Guidelines

1) Signage shall identify edges and entry points, either through freestanding monuments, integrated gateways or building-mounted identities. The design, materials, scale and color palette of these signs should be consistent.

2) Street signs shall be used consistently throughout the Railyards. Applications may include pole-mounted street signs which may integrate onto site light poles or other regulatory signage, street name plaques integrated into paving, and wall-mounted street name plaques.

3) Wayfinding signs reinforce circulation patterns within the Railyards district and between the Railyards and adjacent Sacramento neighborhoods, particularly Old Sacramento. Vehicular wayfinding signs direct traffic to public parking, on-site projects, public amenities and freeway access. Pedestrian wayfinding signs direct foot traffic to on-site districts and projects, public amenities, transit and back to parking. Pedestrian directionals reflect the scale of the adjacent district.

4) Maps will be located at key junctures within the Railyards and should situate locations within the site within the broader context of Sacramento. Maps may be small, pole-mounted elements or larger freestanding directories.

Wayfinding sign.

Banner signage.

2. Parking Directional Signage

PRINCIPLE: Signage leading to parking lots and garages shall be designed to be integrated with the scale of the surroundings while clearly visible to drivers.

Background and Intent

Public parking signage will need to lead drivers unfamiliar with the area to parking entries. These signs shall be easily identified from a moving vehicle, and placed in consistent locations along streets and on buildings. The signage should be visible, but not overly prominent. Signage leading to residential parking areas should be more discretely designed and integrated into building architecture.

Parking directional signs.

Guidelines

1) Parking garage entry identities, as well as other building-mounted parking signage, shall be appropriately scaled to the predominant details of the building to which they are attached. With the exception of parking garages that are accessed from secondary roadways, entry sign locations should be limited to a primary walls or fascia locations along major vehicular corridors and above vehicular entrances. These signs should project from the surfaces of the building.

2) Directional parking signs and their supports shall be used consistently throughout each district and, where appropriate, may be integrated into existing pole-mounted and auto-oriented directional signs.

3) Directional parking signs should be located to maintain sight lines along major circulation routes. Parking directional signs should include information that helps filter users by district and destination. Residential, hotel and office parking signage may differ within a district but shall remain consistent within any single development project.

4) Double-sided directional parking signs with messaging and directional arrows on both sides of sign are strongly encouraged.

5) Parking directional signage (with the exception of residential signage) shall be well-illuminated for visual clarity and safety.

3. Interpretive and Educational Graphics

PRINCIPLE: Well designed and creative graphics interpreting cultural and natural history shall, where occurring, be integrated into the pedestrian network of the Railyards.

Background and Intent

Interpretive and educational signs will reflect the historical significance of the site and can help link open spaces and streetscapes together. Possible topics include educational exhibits on native and cultural resources, natural history, railroad industry, and the role of the river. The quality and diversity of these graphics will enhance the pedestrian realm.

Guidelines

1) Unique and engaging approaches to educational and interpretive graphics that work for multiple age levels are strongly encouraged.

2) Educational and interpretive graphics programs should be developed in concert with the open space, parks and pedestrian circulation design plans for the Railyards.

3) Interpretive/educational specialty graphics should be located along major pedestrian circulation corridors and in open spaces to enhance the experience of guests on foot.

4) The development of interpretive and educational specialty graphics should combine disciplines, such as architecture, landscape, lighting, graphics and individual artist/fabricators.

5) Examples of potential applications include: cut metal grilles, metal, stone, acrylic or ceramic sculpture, freestanding monuments, flags and banners, cast metal paving medallions, wall plaques, painted murals and lighting features.

4. Parks and Open Space Signage Guidelines

PRINCIPLE: Signage and identity graphics shall be designed to best communicate the character of the space to any passerby.

Background and Intent

Open space forms a key framework system to link the Railyards' districts internally as well as to the Sacramento and American Rivers and the Central City. Within the different plazas, parks and connecting paths a variety of experiences will be available, from contemplative to actively recreational. Parks and open space signage will play an important role to help visitors orient themselves, both as part of the larger open space framework and within an individual park or open space. Park and open space signage can also play a part in communicating the character of the space to passersby.

Park identity marker.

Guidelines

1) Park identity markers should identify individual parks and open spaces in ways that are closely integrated with the landscaping, such as monument signs of complimentary materials, paving integrating signs, cut metal grilles and unique sculptural approaches to signage. These markers may vary significantly throughout the Railyards, but will express a consistent quality that is reflective of the site and its history.

2) Special events signage and promotions should be considered and given permanent locations in appropriate areas, such as banner programs, poster programs and community events flyers.

3) Interpretive and educational signage is especially significant within parks and open spaces and is strongly encouraged. Within each individual park or open space, a unified approach is recommended.

4) Specialty graphics, such as paving treatments, mosaic tiles, painted graphics and cut metal grilles are strongly encouraged.

B. District Signage Guidelines

The intention of the district signage guidelines is to help differentiate between districts within the Railyards, particularly through differences in materials, scale and illumination. The five districts are the Depot District, the Central Shops District, the West End District, the East End District and the Riverfront District.

1. Depot District Signage Guidelines

PRINCIPLE: Signage in the Depot District shall be designed to reflect its importance as a major regional transit-oriented center.

Guidelines

1) District identity markers should identify the edge of the district and are oriented towards users entering the project from the Central City and Alkali Flat.

2) Sacramento Intermodal Transportation Facility (SITF) directional signage should support connections to the city and the region through a broadly realized and consistent design approach to graphics including the following:

- Wayfinding information and structures that enhance the experience of arrival and include information relevant to visitors, including maps, information kiosks, taxi stations and connections to regional transit and parking facilities.
- Use of universal ideograms for use by multiple linguistic communities.
- Illumination used to aid wayfinding for use throughout the day and night and to clarify information hierarchies.

3) A strong unifying palette of color, type and form should define and distinguish the Depot District as transportation hub.

Lettering styles follow historic character.

2. Central Shops District Signage Guidelines

PRINCIPLE: Signage in the Central Shops District shall be designed to reflect the historical character of this area while creating a lively, vibrant entertainment district.

Guidelines

1) Tenant signage shall be either within door openings, painted on glass, or consolidated onto free standing structures/poles near main entries into buildings as part of a comprehensive signage program for each structure, as well as for the entire district.

2) Materials, illumination and size shall complement the character of the historic resources, yet be of their own time.

3) Where required, existing painted wall signs from historical uses shall be preserved.

4) The scale and lighting of signage, including large scale, roof mounted, vibrant, active and lighted signs visible from Interstate 5 and other Districts, should help create a vibrant environment with energetic public gathering and entertainment spaces.

5) An eclectic approach to illumination, as part of comprehensive building and district-wide lighting programs, is encouraged. Illumination should reflect the character of each sign's locations, its sightlines and individual tenants.

6) District identity markers shall be pedestrian-scaled and related by design, materials and location with the character-defining features of the historic district.

7) Wayfinding and alleyway signage that enlivens the pedestrian realm with clarity and consistency is vital.

8) Multi-tenant buildings should allow tenants to have an identity on an exterior wall or inside open plazas within the district. If the building is an historic structure, a separate monument sign outside the building entrance, as opposed to a sign on an exterior wall, may be required to meet the signage needs of the building.

9) A banner program may be incorporated into the site light posts, other structures or new buildings' fascia.

Existing wall signage.

3. West End District Signage Guidelines

PRINCIPLE: Signage in the West End District shall be designed to reflect the vibrant character of this area, including the use of large-scale, creative and energetic signage visible from I-5 to help attract visitors to the Railyards.

Guidelines

1) Use materials, illumination and size of signage to bridge the character of the architecture across the West End and Depot Districts.

2) Illumination should reflect the character of each sign's locations, its sightlines and individual tenants. Large-scale signs with dynamic illumination and Interstate 5 visibility are appropriate in the West End District.

3) District identity markers should be scaled for use by both pedestrian and vehicular use and integrated into the sidewalk and/or building-mounted. A neon rooftop parapet may be appropriate for the scale and use patterns of the district.

4) A banner program may be incorporated into light posts or other structures on the site.

5) On-site directories may be part of freestanding internally illuminated kiosks or pylons, mounted to walls, or integrated into site furniture.

6) On-site identification of amenities, such as restrooms, security and elevators shall use a sign family consistent within the district and reflect the character of other West End District signage.

Tenant signage.

4. East End District Signage Guidelines

PRINCIPLE: The signage in the East End District shall be designed to reflect the neighborhood character and residential focus of this area.

Guidelines

1) District identity markers should identify the edge of the District and contrast with the adjacent West End District.

2) Individual project identity will reinforce the quieter character of the East End district and may include street level monuments, building-mounted signs, entry signs and gateway signs.

3) On-site directional signage should facilitate use by residents and office towers and have a character that reinforces the site architecture. Applications include parking entries, vehicular and pedestrian directionals. External illumination should be used, and materials with integral colors are strongly encouraged.

4) Signs associated with multi-tenant buildings should be complimentary of each other. A consistent location for tenant identification is recommended.

5) External illumination of all tenant and building signage is required.

Tenant signage.

5. Riverfront District Signage Guidelines

PRINCIPLE: The signage in the Riverfront District shall be designed to reflect the waterfront character of this area.

Guidelines

1) District identity markers should identify the edge of the district and invite pedestrian traffic to cross under the Interstate from the Railyards. They should also express the water-centered nature of the District.

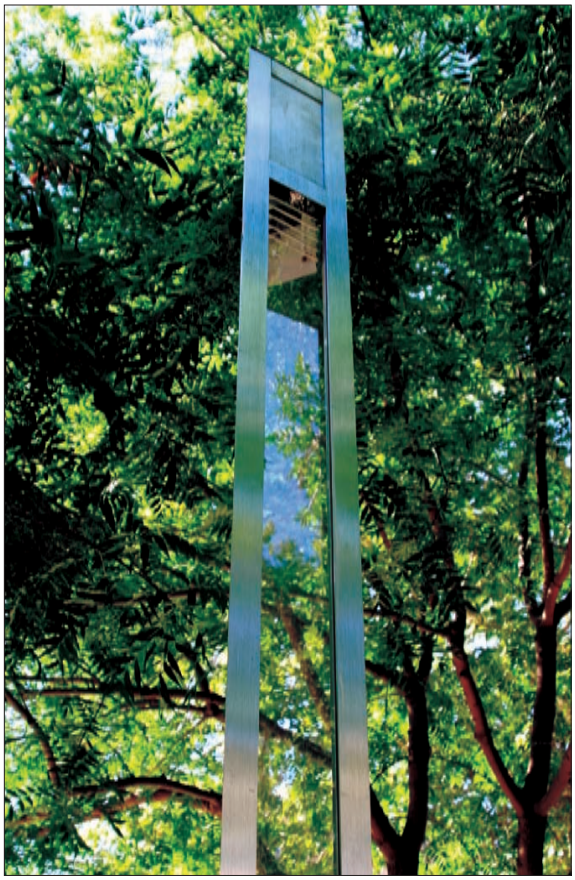
2) Unique and sculptural approaches to signage are strongly encouraged.

3) External illumination of all tenant signage is required.

4) Blade signs should read as the primary sign and emphasize pedestrian spaces at street or plaza level.

5) Specialty lighting is encouraged to reflect the connection between the Riverfront district and the whole of Sacramento's riverfront.

Tenant Signage.


Lighting integrated with landscape design.

C. Private Realm Signage Guidelines

This section governs signage for private development projects in the Railyards area. Project designers should also review the City's Sign Code and relevant District guidelines in this chapter for the district in which the project is located.

1. Private Realm Signage Design

PRINCIPLE: All signage provided as part of private development in the Railyards shall be designed to carefully integrate with the architecture, streetscape and District where it is located, and to enhance the perception of quality of the Railyards as a whole.

Guidelines

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.

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.

3) Wall- or pole-mounted signs and their support brackets shall maintain vertical clearance above the finished floor to prevent any physical contact with pedestrians.

4) Size guidelines reflect the scale of the district and respond to the distinct needs of vehicular and pedestrian circulation. Type height and total square foot guidelines will vary by district.

5) Sign message should be simple and clear.

6) Signs shall be composed of durable materials and shall be built so as to be able to withstand local weather conditions and vandalism.

7) All signs shall be composed of high-quality materials that reinforce the character of the district's architecture, landscape and historic resources. 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 backplate. Signage on historic buildings shall be installed in a manner that minimizes impact on historic materials and if removed in the future, the essential form and integrity of the building is unimpaired.

8) Fonts with unique lettering styles that reflect the historic character of the Railyards are encouraged.

9) Signs shall respect architectural features such as vertical piers and trim work. Signage should be placed in accordance with façade rhythm, scale and proportion. Signs on historic buildings shall not obscure the character-defining features of those buildings.

10) 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.

11) Illumination should be consistent with the district and the type of use/tenant, such as office, retail, restaurants, entertainment or residential. Signage and lighting should be integrated. External lighting should be unobtrusive, attractive and in character with the architecture of the building.

12) Location and size will preserve sight lines and enhance visual corridors to foster wayfinding and circulation. Blade signs along pedestrian corridors will foster circulation through and between districts.

13) Signage visible from the freeway will be the primary identities for large anchor tenants adjacent to the freeway, the museum, the Central Shops District, the West End District and the Sacramento Intermodal Transportation Facility (SITF).

14) Signage will reinforce desired circulation patterns and encourage connectivity with the City of Sacramento by providing directional signage, maps, lighting elements and other specialty graphics. Special corridors to be enhanced through signage include:

- The routes between the Railyards, Downtown and Old Sacramento to make the Railyards a seamless extension of the downtown.
- The identity of the waterfront parks as an element of the wider regional Riverfront Master Plan of bike and walking trails.

15) Temporary residential or commercial signs, such as signs pertaining to new development projects, may be permitted. Such signs will be externally illuminated and must be approved before installation.

16) The types of signage listed below shall be prohibited.

- Illuminated acrylic sign boxes.
- Illuminated canopies or awnings with inferior quality materials.
- Signs with exposed conduit, junction boxes, transformers, visible lamps, tubing, or neon crossovers of any type.
- Pole signs and other signs with exposed structural supports not intended as a design element except for code-required signs or signs in the Central Shops District.
- Signs attached, painted on, or otherwise affixed to trees or other vegetation.
- Balloons and inflatable signs.
- Signs which emit sound, odor or visible matter.
- Fluorescent or reflective sign colors.
- Simulated materials, i.e. wood grained plastic laminate, wall covering, paper, cardboard or foam, or Sentra.
- Signs with acrylic face internally illuminated channel letters with visible trim caps.

Tenant signage.

Unobtrusive and attractive lighting..

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Russ Fehr, Finance Director, City Treasurer
David Harzoff, Economic Development Manager

William Thomas, Development Services Director
David Kwong, Planning Manager
Gregory Bitter, Principal Planner
Lezley Buford, Environmental Services Manager
William Crouch, Urban Design Manager
Nedzlene Ferrario, Senior Planner
Roberta Deering, Senior Planner Historic Preservation
Gregory Taylor, Senior Urban Designer
Jesse Gothan, Associate Engineer
Kathleen Forrest, Associate Planner
Scott Johnson, Associate Planner

Jerry Way, Director of Transportation
Fran Halbakken, Operations Manager
Ed Cox, Alternative Modes Coordinator
Hinda Chandler, Associate Architect
Ted Davini, Senior Engineer
Howard Chan, Parking Services Manager

Jim Combs, Director of Parks and Recreation
JP Tindell, Park Planning Manager
Teresa Haenggi, Parks and Recreation Planner

Gary Reents, Director of Utilities
David Schamber, Supervising Engineer
Tony Betrand, Senior Engineer

Dana Matthes, Police Captain
Eric Poerio, Police Lieutenant

Kelly Heavin, Fire Captain
Angie Shook, Program Analyst

Mark Griffin, Public Improvements Fiscal Manager

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Dennis Clift, Project Manager

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Bruce Judd, Founding Principal
Susan MacDonald, Project Manager

EDAW, Inc.
Steve Hanson, Principal Landscape Architect
Aki Omi, Landscape Architect
Jennifer Knott, Landscape Designer

The HLA Group
Jeffrey Craft, Principal Landscape Architect

Cushing, Morris, Armbruster & Montgomery, LLP
Jeffrey Montgomery, Partner
Kerri Miller, Associate

Diepenbrock Harrison
Jeffrey Dorso, Partner
Joel Erb, Partner
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Deborah Pacyna, Senior Vice President