

**D. Massing & Building Configuration**

**4.h - Façades - Projecting Elements and Encroachments**

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

**Rationale**

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

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

**Guidelines**

*1. Bay Windows*

Bay Windows may encroach no more than 3’ with a maximum 8’ length horizontally and either squared-off or angled returns. (The angled return is in addition to the 8’ length.) At least 6’ should separate bay windows horizontally. Projections should allow at least 12’ clear from top of sidewalk to underside of projection. See Figures 1-3.

*2. Balconies*

- A. Facades may be articulated with balconies.
- B. Balconies may encroach no more than 3’ over the public r.o.w., and up to a 12’ encroachment over a setback line, permitted that the balcony does not cross into the public r.o.w. Balconies should have a maximum 12’ length horizontally. At least 10’ should separate balconies horizontally. Grouped balconies should employ integrated screens or other privacy measures. Balconies should allow at least 12’ clear from top of sidewalk to underside of balcony if projecting over sidewalk; otherwise, a balcony at the ground floor is considered a porch and requires no clearance above grade. See Figures 1 and 2. Consult the Zoning Code for governing regulations.

**Bay Windows**

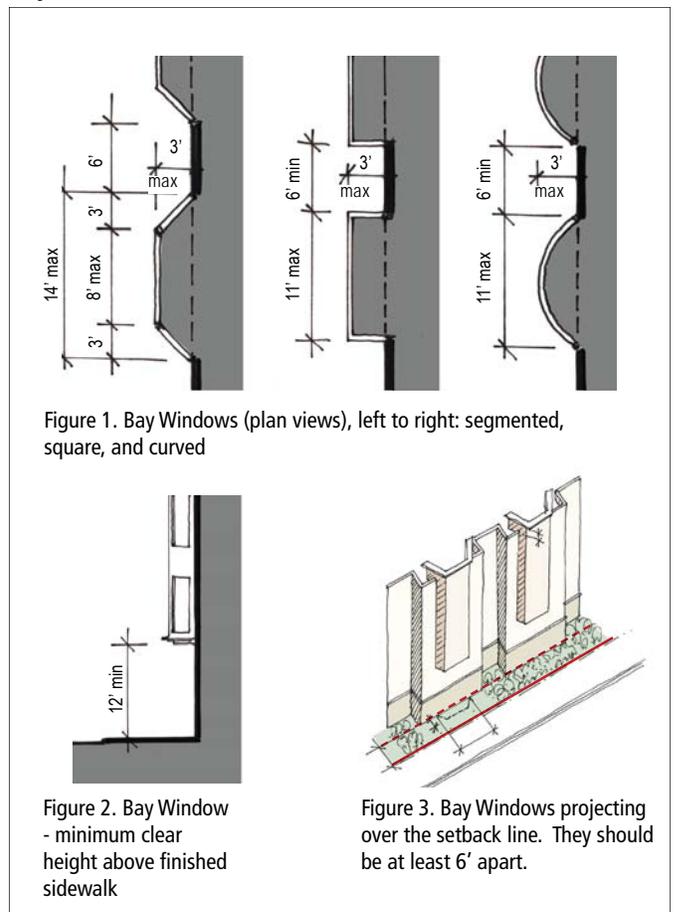


Figure 1. Bay Windows (plan views), left to right: segmented, square, and curved

Figure 2. Bay Window - minimum clear height above finished sidewalk

Figure 3. Bay Windows projecting over the setback line. They should be at least 6’ apart.

**Balconies**



Figure 4. Stacked balconies on an apartment building



Figure 5. French balcony covering windows & operable doors

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**4.h - Façades - Projecting Elements & Encroachments (cont.)**

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

*4. Porches and Stoops*

Elements such as porches and stoops are allowed to encroach within a required setback from the public right-of-way/property line up to 12'. Though they cannot go beyond the parcel line. See Figure 6.

*5. Cornices*

Projecting cornices are encouraged to help form a distinct profile to the building's top edge. They may project up to 5' over the right-of-way. See Figure 8.

*6. Arcades*

A. Arcades are encouraged, especially when facing south or west. They may project over the public right-of-way, and should have active uses in the ground floor space facing onto them. See Figures 9-11.

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

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

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

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

F. Arcades should only be used where active uses occupy the frontage zones of a building. Otherwise they become dead, problematic spaces.

*6. Encroachment Agreements*

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

H. At any time that any part of the actual building infringes into the City ROW the execution of an encroachment agreement is required.

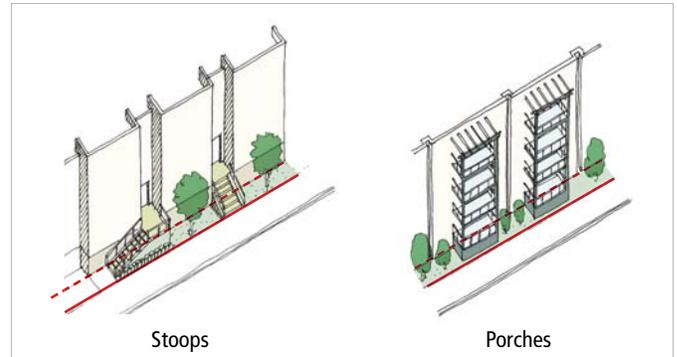


Figure 6. Stoops and porches are permitted to cross the setback line (red dotted) into the landscaped setback zone, permitted that they do not cross the property line (red).



Figure 7. Stoops projecting into the setback zone



Figure 8. Generous projecting cornice atop mixed-use loft development in Sacramento

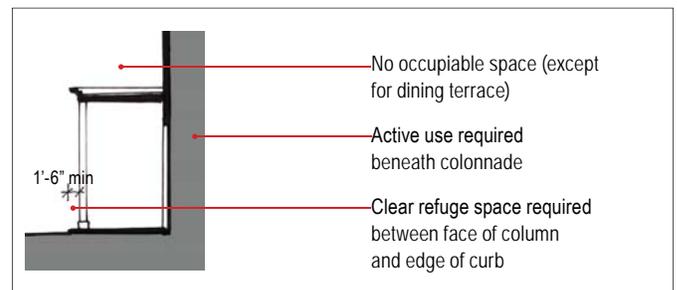


Figure 9. Projecting Arcade Diagram



Figures 10 and 11. Projecting arcade (colonnade) over retail sidewalk with dining terrace above, Pike Place Market, Seattle, WA

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**4.i - Façade Materials**

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

**Rationale**

Early buildings in the River District were typically built from unreinforced brick masonry or reinforced concrete. Subsequent construction varied little until recently when exterior stucco for smaller commercial developments were incorporated. Since a predominant palette of materials is absent, buildings in the District can be more eclectic in the use of materials.

**Guidelines**

Buildings should be constructed of quality, natural materials, as they tend to last longer, be more durable, look better, and age better than artificial and simulated materials. Materials and colors should be related to masses and volumes, with changes in material/color following changes in mass.

*1. Material Uses*

- A. New developments should respond in a compatible manner to the existing color, texture and materials used on surrounding buildings by emulation or contrast.
- B. Projects should utilize compatible materials on all four sides of the building to create a coherent vocabulary of form and material.
- C. 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.
- D. More than two colors and materials should be incorporated in a design. Intense colors, are welcome as an essential expression of the design. Mono-chromatic schemes are also acceptable.
- E. On a wall surface, a change in material or color should be designed with a change in wall-plane of at

**New Material Variety in Sacramento's River District**

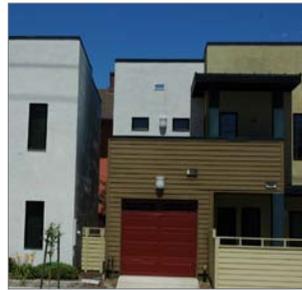


Figure 1. Painted Stucco and Wood Siding



Figure 2. Exposed Structural Frame



Figure 3. Exterior wood panels



Figure 4. Cement panels



Figure 5. Industrial metal siding



Figure 6. Metal wall and roof panels

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



Figures 7 & 8. Different materials and colors should be separated with a change in plane.

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### 4.i - Façade Materials

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least 4 inches. Thus, a reveal channel would not be a desirable way to transition from one material/color to another.

- F. Materials should wrap corners and continue for at least 12 inches before a material change.
- G. Graffiti resistant coating should be applied on the lower portions of alley elevations and side elevation where exposed.

#### 2. Material Restrictions

- A. Extensive use of non-durable materials should be avoided on all projects, but especially on buildings over three stories.
- B. The uses of reflective glass, mirrored glass and dark colored glass should be avoided.
- C. The use of vinyl as an exterior building material shall be avoided.
- D. No material should simulate another material.
- E. If plaster is used, it should have a smooth finish.
- F. Imitation plaster should not be used on the bottom 30' of any building.
- G. Fiber cement board should not have imitation textures.

#### 3. Sustainable Practices

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

**D. Massing & Building Configuration**

**4.j - Façades - Lighting**

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

**Rationale**

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

*Lighting Goals for the River District*

- Employ lighting strategies as an urban art form and a key element in after-dark place-making of the highest quality.
- Create a vibrant night image for the River District which is sustainable and highly creative.
- Facilitate after-hour tourism and vital urban life for residents and visitors alike.
- Create safe and enticing paths of travel for pedestrians and cyclists.
- Create a distinctive evening character for the River District by show-casing it's unique destinations.
- Enhance public safety through lighting clarity and recognition for pedestrians, cyclists and motorists.
- Reinforce path edging along river walkways, while minimizing extraneous light to sensitive habitat areas.

**Guidelines**

*1. Lighting Design Goals for New Buildings*

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



Figure 1. Retail lighting should be vibrant and inviting in the commercial districts.



Figure 2. Building façades in the Jibboom Street Area and western Sequoia Area should be lit to dramatize the area on the skyline.



Figure 3. Lighting design along the American River should be sensitive to the natural environment using Dark Sky lighting design or other standards such as LEED exterior lighting criteria.

**D. Massing & Building Configuration****4.j - Façades - Lighting (cont.)**

- C. Lighting designers should be purposeful in the design and selection of luminaries and electrical equipment to conceal actual light sources and ensure unobtrusive installations without clutter. Bulky oversized fixtures are not appropriate and should never conflict with architectural detailing.

*2. Lighting Design Goals for Historic Buildings*

- A. Use carefully concealed lighting to complement the inherent architectural quality of historic buildings. Select light sources to accent architectural details. Lighting color and temperature should be carefully selected to reinforce existing hues and coloration of exterior materials. Color should not be used for its own sake on historic buildings.
- B. Lighting designers should be purposeful in the design and selection of luminaries and electrical equipment to conceal actual light sources and ensure unobtrusive installations without clutter, and respect historic standards.
- C. Avoid fixtures that may stain the exterior building fabric.

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

- A. Levels of illumination should be responsive to the type and level of anticipated activity, without under- or over-illuminating. Higher lighting levels should be provided on buildings or in areas with high levels of nighttime activity. Thus, commercial shopping buildings should have higher levels of illumination than residential buildings with lower levels of nighttime activity. Buildings adjacent to the American River shall reduce light pollution with Dark Sky lighting design.
- B. Facade lighting should focus on illuminating the building's surfaces. Light fixtures should include internal reflector caps, refractors, or shields that provide an efficient and focused distribution of light and avoid glare or reflection across property edges or onto adjacent buildings. Illumination design should avoid lighting of the night sky.
- C. For the lighting of open spaces within the private realm, refer also to *Chapter 3, Section C.3.d Street Furnishings and Amenities - Street Lighting*.



Figure 4. Exterior Lighting on 621 Capitol Mall highlights the massing and articulations of the building.



Figure 5. The Esquire Building's lighting design includes a dramatic illuminated corner.



Figure 6. Lighting needs to be appropriate to a building's use and location. It should be integrated into the facade design, as seen here in the Fine Arts building along Shattuck Avenue in Berkeley.

- D. Provide lighting at appropriate scales for the component being illuminated, including accent lighting where appropriate.
- E. Fixture design should complement the architecture, and be integrated into the whole of the building design. On historic buildings, fixtures should be concealed within the building's ornaments and articulations as much as possible.
- F. Comply with both Title 24 and the IESNA's Recommended Practice RP-33-99: "Lighting for Exterior Environments", Section 5.1.

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**4.k - Façades - Signage**

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

**Rationale**

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

**Guidelines**

*1. General*

- A. 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.
- B. 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.
- C. All commercial signage is subject to a City sign permit. Contact the Sign Permits Coordinator of the City Community Development Department for more information.
- D. Buildings with multiple tenants should have a common signage program and include a multiple directory.
- E. Projects involving new building construction or major rehabilitation must submit a conceptual signage program with the building elevation plans for design review and approval before individual signs will be reviewed. The sign program shall address:
  - i. Proposed location of signage;
  - i. General dimensions of signage area; and
  - ii. Design & materials guidelines, including colors, letter size, use of logos/graphics, illumination method, etc.

*2. Location and Size*

- A. Location and size shall preserve sight lines and enhance visual corridors to foster wayfinding and circulation. Blade signs along pedestrian corridors will



Figure 1. Architecturally integrated neon signage appropriately scaled to fit tis location.



Figure 2. New exposed neon blade signs wrap the corner of an historic building.

foster circulation through the retail/ commercial areas in the District. Note, blade or other projecting signs that project over the Public Right-Of-Way require an Encroachment agreement.

- B. All signs should relate proportionately in placement and size to other building elements, and sign style, materials and color should complement the building façade.
- C. Signs shall respect architectural features such as vertical piers and trim work. Signage should be placed in accordance with façade rhythm, scale and proportion, including windows, storefronts and entries.
- D. Wall mounted signs and their support brackets shall maintain vertical clearance above the finished floor to prevent any physical contact with pedestrians..
- E. Orient all signage to the pedestrian
  - iii. i. Signage should be oriented to the pedestrian with less orientation toward vehicular activity.
  - iv. ii. Signs should generally not exceed 20'-0" above the ground or be higher than the building cornice line or street wall height.
  - v. iii. See the City Sign Ordinance for additional requirements.

*3. Type*

- A. The types of signage listed below are recommended

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**4.k - Façades - Signage (cont.)**

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

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

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

*4. Text*

- A Sign message should be simple and clear.
- B. The wording of signs should be limited to the tenant's trade names and/or company logo. The sign should not include advertising slogans, services rendered, or merchandise offered for sale. Words describing the type of commercial use are permitted.
- C. All residential or commercial properties should have addresses that are clearly readable from the street and illuminated. Buildings with a single entry and a range of addresses should identify the range associated with the entry. Address numbers should not exceed 12 inches, nor be smaller than 4 inches.
- D. Elements that are discouraged include the following:
- vi. Phone numbers or words describing products sold, prices or other types of advertising except as part of the tenant's trade name or logo.



Figure 1. New block letter signage wrapping the corner of the Cathedral Building.



Figure 2. New bronze and neon sign, corner-mounted to a brick building such as typical to the River District.

- vii. Window signs of any type except those identifying a business that is the only sign for the business.

*5. Materials and Color*

- A. All signs shall be composed of high-quality materials that enhance the character of the area it is located within the River District. All fascia signage shall be integrated into the architecture, such as mounted to architectural canopies or painted or mounted directly onto building surfaces without a back plate.
- B. The signage material will be weather proof and fade resistant. High quality materials and finishes are required. Appropriate materials should be used for all elements of signs including: all text, exposed edges, and surfaces.
- C. 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.
- D. Appropriate materials may include the following: Metal, Wood (except chip board, plywood, etc.), Plexiglas or Hard Plastic, Neon, stone, cast & engraved metals, fired ceramics, Screen Print on Canvas Awnings, and Painted Graphics (durable paints) on Building Surface.
- E. Inappropriate materials may include the following: Paper, Stucco, and porous material, i.e. Styrofoam, simulated materials, i.e. wood grained plastic lami-

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**4.k - Façades - Signage (cont.)**

- nate, wall covering, paper, cardboard or foam, or flexible/rigid PVC board
- F. A project proposed with inappropriate materials may apply for special constructions if:
- i. The proposed materials, in the particular application will blend well with the existing or new material;
  - ii. Other materials would not achieve the same desired theme of the proposed use; or
  - iii. The overall architectural design and detailing is of such quality as to justify its use.
- G. Conduit, tubing, raceways, conductors, transformers, mounting hardware, and other equipment shall be concealed.

*6. Illumination*

Illumination should be consistent with the type of use/tenant, such as office, retail, restaurants, and entertainment or residential. Signage and lighting should be integrated. External lighting should avoid glare and be unobtrusive, attractive and in character with the architecture of the building. See also *Chapter 4, Part D.4.j - Façades - Lighting*.

*7. Special Signage*

Special signs that do not strictly adhere to the sign criteria are allowed subject to the review and approval of the Planning Director, if otherwise allowed by the City Code.

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

*8. Historic Properties*

Signs proposed for historic properties are subject to Preservation review and shall comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties. (See City Community Development Department website-Preservation Standards).

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

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



Figure 1. Creative signage that complements existing historic building fabric.



Figure 2. Sign programs for multi-tenant spaces allow for synergy & relationship to building design, while allowing individuality.



Figure 3. New blade sign with classic exposed neon further defines building details.



Figure 4. Rehabilitated historic exposed neon signage is encouraged.

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**4.1 - Façades - Temporary Construction Screening**

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

**Rationale**

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

**Guidelines**

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



Figure 1. Temporary construction fencing on a project in Sacramento.



Figure 2: This temporary construction fencing titled “Oakland Gems” depicts twenty-five of Oakland’s architectural historic treasures. This screening, specially commissioned by the Oakland Department of Public Works, is by Bay Area muralist Dan Fontes.

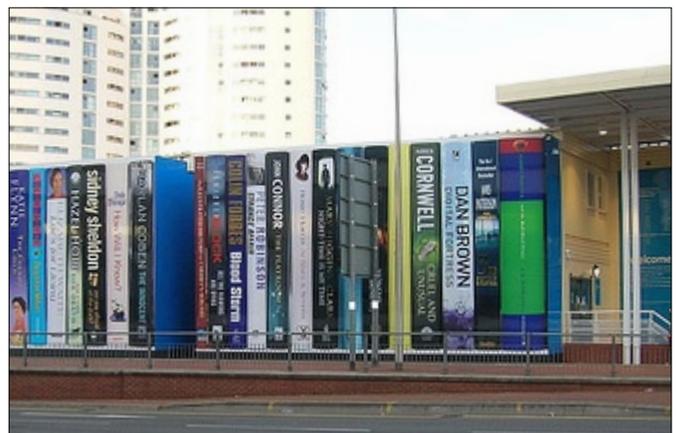


Figure 3: The temporary construction screening for the new City of Cardiff (Wales) Library depicts giant book spines.

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**5. Development along Alleys**

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

**Rationale**

Sacramento’s alleys are emerging as a city-wide resource. Existing rail spur line right-of-ways and new alleys built in the District should be fully utilized and enhanced, rather than remain as primarily service ways, especially in the commercial areas of the River District. There are, however, opportunities where small scale residential buildings and courts open onto the alleys, creating a contrast with the width and scale of the regular. Beyond the River District, alleys typically provide primary or secondary vehicular access to residential properties, and occasionally support residential, commercial or industrial uses.

The 25’ alley right-of-way minimum in the River District width is wide enough for one-way vehicular traffic without either sidewalks or curbs. This width, with structures built at zero-lot line, is insufficient for proper head-in turning into a garage.

**Guidelines**

1. 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.
2. Alley surfaces should be designed as shared surface spaces. The continuous horizontal surface should be uninterrupted from the public alley right-of-way to the private parcel r.o.w. The parcel line may be marked with a strip in distinct paving. Curbs and truncated domes should be avoided.
3. Refer to the discussion of alleys and their development potential in *Chapter 3, Part B*, including Commercial District Alleys, Shared Use Alleys, Residential District Alleys, and Commercial District Pedestrian Alleys.



Figure 1. The cobblestone alley between L and Capitol Streets at 18th services midrise condominium in background, provides entry to existing and future loft units.



Figure 2. Example of 10th Street Mews, Natoma Street, South-of-Market in San Francisco. The right of way is just 35’, but still wide enough for sidewalks, one-way traffic and on-street parking.



Figure 3. Redevelopment along alley between L and Capitol Streets at 18th includes two loft unit in a courtyard common fronting the alley.



Figure 4. Restaurants which flow into the alley in San Francisco’s Financial District



Figure 5. Abandoned rail spur as part of Bikeway also provides opportunity for alley fronting development.



Figure 6. Midtown bakery cafe fronting alley.

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### 6. Bridges and Portals

**PRINCIPLE:** Bridges and portals should be designed to reinforce the continuation of the street wall, and further define the more intimate alleys and shared court areas within a block.

#### Rationale

Building projects within the River District will typically require vehicular access. Bridges and portals are design elements which both reinforce and continue the street wall, while allowing for vehicular access into alleys and other shared surface spaces within the perimeter of the project and block. Bridges and portals allow blocks to be permeable and accessible to pedestrians and cars, while signaling to the driver that the space is shared.

#### Guidelines

##### 1. Bridges over pedestrian / vehicle access routes

Building projects within the River District should use bridges and portals to span over vehicular and/or pedestrian access routes from the public realm into the private, for example when a project includes parcels on both sides of an alley, or at car access to a parking court (Figure 3). Spanning elements may be enclosed (Figures 2 and 4) or exterior (Figures 1 and 3) space. Encroachment agreements are required where portals span a public right-of-way, like an alley.

##### 2. Bridges over streets

Pedestrian bridges over streets should be avoided (see Figure 1), as they remove pedestrian activity from the street and do not foster the street-life envisioned for the complete, integrated urban neighborhoods that the City is seeking to foster.



Figure 1

Pedestrian bridges over streets should be avoided as they remove pedestrian activity from the street.

#### Portal and Bridge Examples



Figure 2



Figure 3



Figure 4



Figure 5

These buildings illustrate a variety of bridge and portal design strategies, showing access to private garages, parking courts, and cross-block alleyways.

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# 7. Sustainability

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

### Rationale

Sacramento's Sustainability Master Plan—Creating a Sustainable City—was developed in recognition of the threats that climate change and global warming pose to the community's quality of life. As part of the center of the city and the region, the River District should set the stage for demonstrating how to create a sustainable city. The City of Sacramento already requires that new city buildings be certified LEED Silver, at minimum. The amount of development projected for the River District provides a unique opportunity to promote more energy and resource efficient buildings, support greater recycling and waste reduction, and create greater biodiversity within the urban setting. A Sustainable River District should achieve measurable goals in terms of the performance of its buildings.

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. Building design, construction and operation should clearly attempt to reduce CO<sub>2</sub> emissions, and achieve high energy performance.

### Guidelines

#### 1. Rating Systems

New development should take a comprehensive and measurable approach to sustainability. All development should meet the minimum criteria listed below for each project type:

##### A. Retail & Commercial Buildings and Hotels

LEED Certified minimum rating, Build It Green, or equivalent.

##### B. Multifamily

LEED Certified minimum rating, Build It Green, Enterprise Green Communities criteria, or equivalent; or according to the Green Multi-family Design Guidelines by the California Integrated Waste Management Board.



Figure 1. NASA fly-over photograph of Sacramento, July 1998

Figure 2. Thermally sensed image of Sacramento



Figure 3. The LEED-certified CalPERS Building incorporates many sustainable design features that significantly impact the formal design of the building, including light shelves and abundant daylighting.

##### C. Single-family houses

LEED for Homes Certified minimum rating, Build It Green, or equivalent.

##### D. All other project types:

LEED Certified minimum rating, Build It Green, or equivalent.

#### 2. Alternate Measures

If an owner, designer or developer feels that the above rating systems are not appropriate for their project, they

## D. Massing & Building Configuration

### 7. Sustainability (cont.)

are welcome to propose an alternate rating system, or clearly illustrate how their project is holistically equal or more sustainable than as measured using one of the above strategies. Acceptance of this strategy would be at the discretion of the planning reviewer, and should not be presumed.

#### 3. Sustainability Targets

Building designers, owners and operators should consult the City of Sacramento Waste Management Standards and Sustainability Masterplan. With regard to waste reduction in buildings, the State of California requires 50% landfill diversion, while the City's Sustainability Masterplan calls for 70%.

#### 4. Sustainable Design Features

The Sustainable Design of buildings requires an evolving palette of design tools. Some tools, like proper solar orientation, require the application of common sense and best practices for the region. Other tools require designers to incorporate the latest technologies for mechanical systems and material use. The following items describe and picture a few suggestions from the expanding tool palette which can significantly impact the form of a building.

#### 5. Shading Strategies: Sunshades, canopies and light shelves

Shading helps to keep the walls - and thus the inside - of a building cool, which is particularly an issue for commercial buildings, which tend to have mostly glass skins. Shading can be in the form of applied horizontal or vertical fins, or as large scale canopied, projecting well above and/or beyond the building envelope. See also *Chapter 4, Section D4.g - Façades - Canopies, Sunshades, Awnings.*

#### 6. Natural Daylighting

Natural daylighting allows for lower energy consumption and a more productive workplace. In addition to narrow floorplates, daylighting can be enhanced by interior covered atria, and light shelves, both inside and outside of the building's envelope.

#### 7. Narrow Floor-plates

Narrow floorplates are a key building design & layout strategy that facilitates other sustainability goals, like daylighting a maximum amount of interior space, efficient HVAC systems including natural ventilation, and optimum building orientation.

#### Sunshading



Figure 1. Giant canopy applied to a commercial office building, Chiswick Park, London, UK.



Figure 2. Giant sun-control canopy covering a the courtyard of a science building on the Stanford University campus.

#### Natural Daylighting



Figures 3 and 4. Internal sky-lit atria, allowing daylight light to penetrate to a maximum amount of internal space, at all floors

#### Light Shelves



Figure 5. Internal light shelves bounce daylight deeper into the space.



Figure 6. The CalPERS building, with horizontal sunshades and light shelves.

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**7. Sustainability (cont.)**

*8. Natural Ventilation*

Like daylighting, natural ventilation allows for lower energy consumption and a more productive workplace. Operable windows should be standard on all new construction, except for those few spaces where exact temperature and humidity control is required.

*9. Thermal Chimneys*

Thermal chimneys can be used to passively regulate temperature and natural air ventilation, allowing warm air to exhaust through a vertical space connecting multiple levels the stairwells. Thermal chimneys are often created with stairwells and atrium spaces.

*10. Green & Solar Roofs*

The roof of a building provides several opportunities for green design. Green roofs allow for lower energy consumption by keeping a building cooler. The also facilitate stormwater management, enabling its on-site recycling. Green roofs can also be used as open space for occupants. See also *Chapter 4, Section D5 - Rooftops & Mechanical Penthouse Enclosures*. Roofs are also a smart

**Narrow Floorplates**

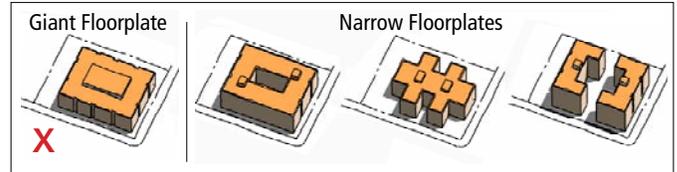


Figure 1. Building diagrams comparing the “giant” floorplates of conventional suburban commercial office development with the narrow floorplates of more sustainable buildings, which perform better in terms of energy consumption, daylighting, and ventilation.



Figure 2. The commercial office buildings of the Inland Revenue Campus in Nottingham, England, utilizes narrow floorplates, allowing the buildings to passively regulate temperature and natural air ventilation whilst conserving energy.

**Thermal Chimneys**



Figure 3. Inland Revenue Center, UK. The building passively regulates temperature and natural air ventilation, allowing warm air to exhaust through the stairwells.



Figure 4. The CalPERS Building, Sacramento, CA. The building regulates air ventilation by channelling warm air up and out through the glass atrium.

**Integrated Systems**



Figure 5. Cross section of an office building showing integrated ventilation and daylighting strategies.

**D. Massing & Building Configuration**

**7. Sustainability (cont.)**

location for generously scaled arrays of PV or other solar panels (see below, and Figure 3).

*11. Building Integrated Photo Voltaic (BIPV) Panels*

Building Integrated Photo Voltaic Panels are typically integrated into the building’s vertical surfaces as a facade material, or “cladding element”. BIPVs can cover vast areas of building walls, turning the building into an energy producing element. See Figures 5 and 6. They can also be used as a sunshading element, as shown in Figures 4 and 6.

**Green roofs**



Figures 1 and 2. Green roofs can also be used as open space, can facilitate stormwater management, and reduce energy consumption by keeping a building cooler.

**PVs**



Figures 3 and 4. Photo Voltaic panel arrays, used to cover vast areas over a building roof (above) or mounted on a giant trellis (below), where they also function as a sunshading element.

**BIPVs**



Figures 5 and 6. Building Integrate Photo Voltaic Panels, used as an integrated cladding element as well as for sunshading.

**D. Massing & Building Configuration**

**8. Public Art in the Private Realm**

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

**Rationale**

Sacramento has a wealth of public art, including the integrated ornamentation schemes which embellish many of the historic buildings in the River District. Until the early part of the 20th century public art related directly to, and was incorporated within, the architecture of the building. The City of Sacramento and its buildings benefited from their close proximity to the famous terra cotta manufacturer Gladding, McBean. The city's civic buildings —beloved local icons such as the U.S. Post Office at 801 I Street, the Sacramento Public Library, 926 J Street, the Elks Building at 921 11th Street, and the Masonic Temple at 1123 J Street - hold a special place in Sacramento for just this integrated detail-oriented approach. (See the collection of examples in Figure 1)

While many later twentieth century “public art” pieces have been distinct and detached from their accompanying development projects, recent years have seen a new integration of artwork into building designs. Public art has transformed from the scaleless abstract sculptures of the 60's and 70's to site-specific works that are created with the building, the city, and the users in mind.

Two excellent Sacramento examples of integrated public art are the old and new US Bank Towers. At the old US Bank tower on Cesar Chavez plaza, the public art component consists of four specially commissioned allegorical paintings (Figure 7) depicting the history of Sacramento, and a pair of sculptures framing the building's main entrance forecourt (Figure 8). At the new US Bank tower at 621 Capitol Mall, the LED sculpture “Rapids” (Figure 10) by Michael Hayden is a beacon dramatically activating the lobby and plaza approach.

**Guidelines**

1. The art component of a project should be incor-

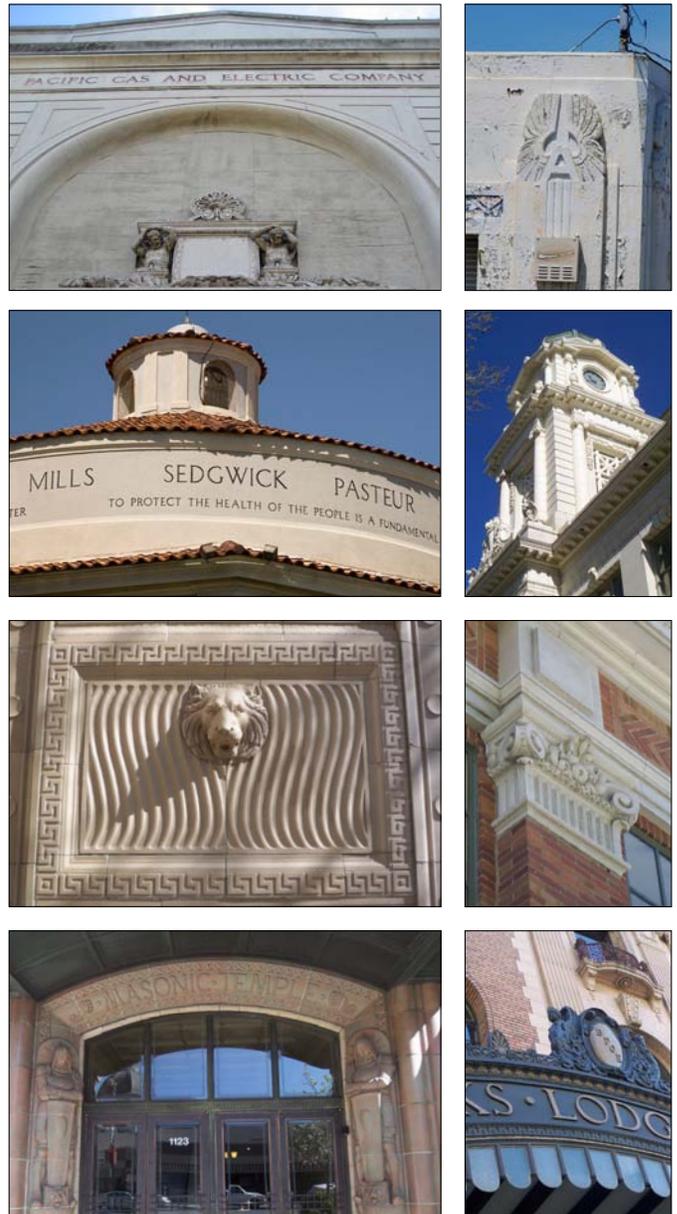
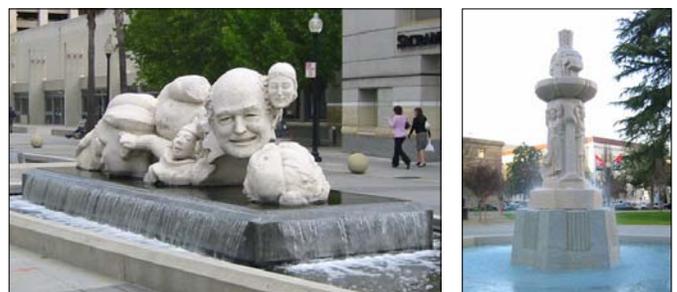


Figure 1. Examples of integrated building art in Sacramento's civic buildings, including City Hall, City Water Intake Facility, the Public Library, the Elks Building, and the PG&E Powerhouse.



Figures 2 and 3. These figural sculptures contribute art to the city's public realm, animating its civic spaces, and inform the viewer with history or provocative text.

**D. Massing & Building Configuration**

**8. Public Art in the Private Realm (cont.)**

porated into the architecture of the building, in a complimentary way. Suggested strategies include sculptural relief panels, integrated architectural ornaments, signage, lighting/light sculpture, entablatures, wall paintings or mosaics, ornamental ironwork and artistic floorwork.

2. New projects that contain art components should locate them in the most public areas of the building(s), including on the building's exterior, in the main lobbies, in forecourts or courtyards, etc.
3. Source content for the artwork may include the history of the state or city, notable local historical figures, and reference to local culture.
4. Artwork may be stand-alone, with appropriate scale & placement.
5. Paving patterns should not fulfill the art component, unless they are pictorially representing an image, map, etc.



Figure 4. Ornamental window screen at Reagan National Airport, Washington, DC, 1997.



Figures 5 and 6. Foliated scroll decorative panels, Nashville Public Library, 1998. Scroll in context, above, and detail, below.



Figure 7. US Bank Tower lobby murals by artist Richard Piccolo.



Figure 8. A pair of lounging jaguars frame the main entrance forecourt to old US Bank Tower.



Figure 9. Giant inscriptions on the inner courtyard wall at the Secretary of the State of California building.



Figure 10. The LED sculpture "Rapids" dramatically activates the monumental entrance lobby and plaza approach at 621 Capitol Mall.



Figure 11. Sculptural fountain at City Hall.



Figure 12. Family group sculpture at the Convention Center.

## E. Parking and Vehicle Access

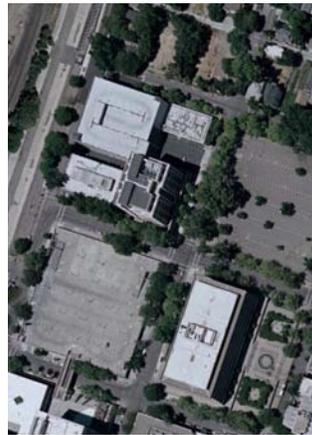
Creative parking solutions are essential for allowing Sacramento to continue to foster residential and commercial redevelopment in the River District.

New development must balance the need for automobile parking with the requirements of an active urban environment, which is often at odds with generous vehicular provisions. Large reservoirs of surface parking have detrimental effect on street life, as it produces a void in the street wall and subsequently no activity.

The design of commercial and residential buildings can sufficiently accommodate required parking while still contributing good urban design to the city. Adequate parking provision need not produce a dead public realm of sidewalks lined with parking garages.

Commercial and retail parking requirements should utilize creative parking solutions such as, but not limited to, shared parking with other uses, mechanical parking lifts, attendant or valet parking, and off-site parking in public or private garages.

With the DOT's updated Parking Masterplan, the City will be looking to promote car-share programs, reduced minimum parking requirements, in-lieu fees and other options. As parking options become linked to transit services, reduced parking will become more viable as the City's multi-model transit systems are strengthened.



Accommodating all of the cars



VS. Places to live, work and park



Figure 1: Vehicle access to the parking area is integrated into the massing of this mixed use building in building San Francisco. The parking is "wrapped" on all sides, with retail at ground level and residential uses above. The parking entry is recessed into a notch and kept narrow.

**E. Parking & Vehicle Access**

**1. Location and Configuration**

**PRINCIPLE: New development shall balance the need for automobile parking with the requirements of an active urban environment, employing creative parking solutions**

**Rationale**

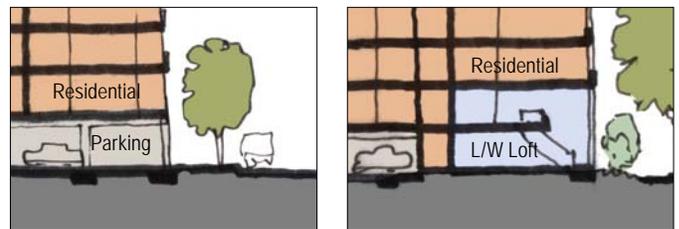
The design of commercial and residential buildings can sufficiently accommodate required parking demands while still contributing a well-designed public realm to the city.

**Guidelines**

*Parking location & Access*

1. Ground floor parking should not be exposed to the street. It should always be wrapped with an active street front uses. See figures 1, 2, 3 & 4.
2. Avoiding exposed parking levels above street level. Any parking above street level should be wrapped with other uses (unless constrained by parcel), as in Figure 4. 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.
3. For single-family dwellings and half-plexes, refer to the Central City Neighborhood Design Guidelines for Design Guidance.
4. Residential parking requirements should be accommodated on-site.
5. Surface parking lots should be avoided as a land use in the River District.
6. If the site conditions are so restricted that exposed parking is unavoidable:
  - a. The parking structure shall be designed with articulation and fenestration patterns consistent with the overall project. See Figures 5, 7 and 10.
  - b. If the parking structure is a stand-alone development project, it shall be designed with articulation and fenestration patterns consistent with

**Frontage to Street**



Figures 1 & 2

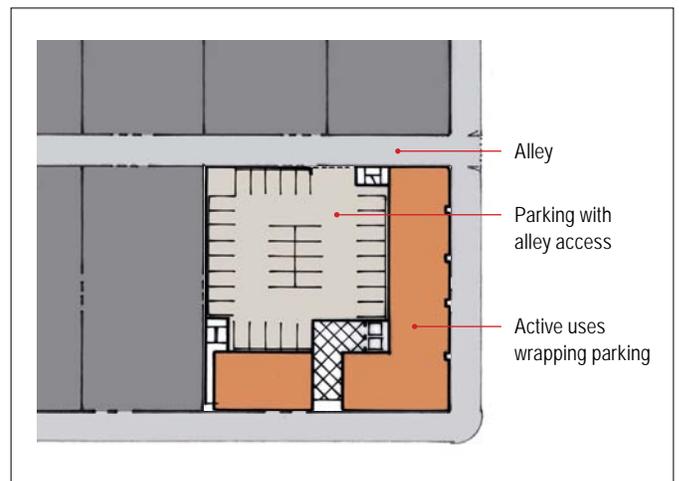


Figure 3. Parking not exposed to street, but wrapped with active uses

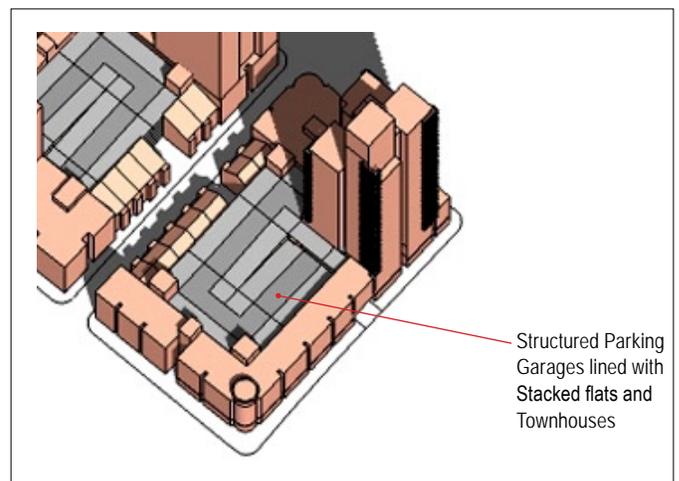


Figure 4. Even the high parking volumes accommodated with structured parking can be wrapped with narrow buildings to hold the street wall and allow the public realm to be defined with active uses, like commercial offices or residential uses.

E. Parking & Vehicle Access

1. Location and Configuration (cont.)

- predominant patterns in area. See Figures 6, 8, 9, 11 and 12.
- c. It is preferable to have parking levels exposed on the east or west elevations of the buildings as is the current pattern in downtown with several large commercial buildings, and to avoid this condition on the north or south facades.
7. Garage night lighting should not be directly visible from the street. See Figures 11 and 12.



Figures 8 and 9. Parking structure at 13th & P Streets, Sacramento. Designed like a good urban building rather than a parking structure, this multi-level parking garage uses quality materials, facade articulation, and “green screens” to make a urbane contribution to the public realm.



Figure 5. The Hyatt parking garage, where the facades are designed in manner consistent with the overall project. The street-facing facade is articulated with a rhythm of archways ending in a notched entry corner.



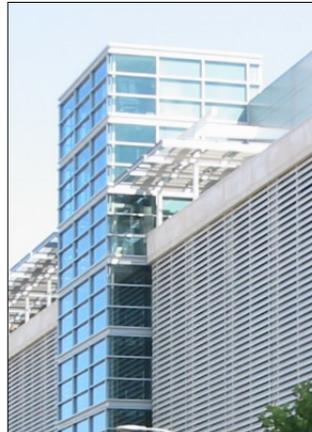
Figure 10. The Hyatt parking garage is lined with active uses at the sidewalk level.



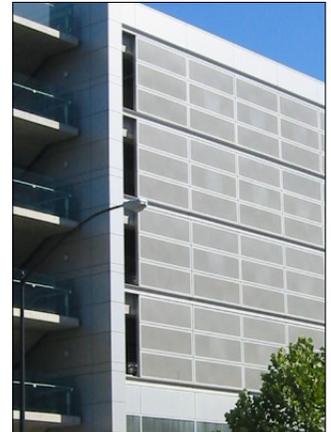
Figure 6. Parking structure in downtown Portland, Oregon, where the facades designs emulate the character of the neighborhood.



Figure 7. Parking structure at 621 Capitol Mall, with mixed uses lining the street-level spaces.



Figures 11 and 12. Parking structure at City Hall in San Jose, CA, uses horizontal metal louvers (left) and perforated metal panels (right) to control the glare produced by night lighting.



E. Parking & Vehicle Access

### 1.a - Parking Location and Configuration - Structured Parking

**PRINCIPLE: Creative parking solutions include structured parking, provided to achieve parking requirements on site while maintaining active-use development along the edge of a parcel.**

#### Structured Parking

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

Figure 1. One-Level Podium Parking (Corner Parcel)

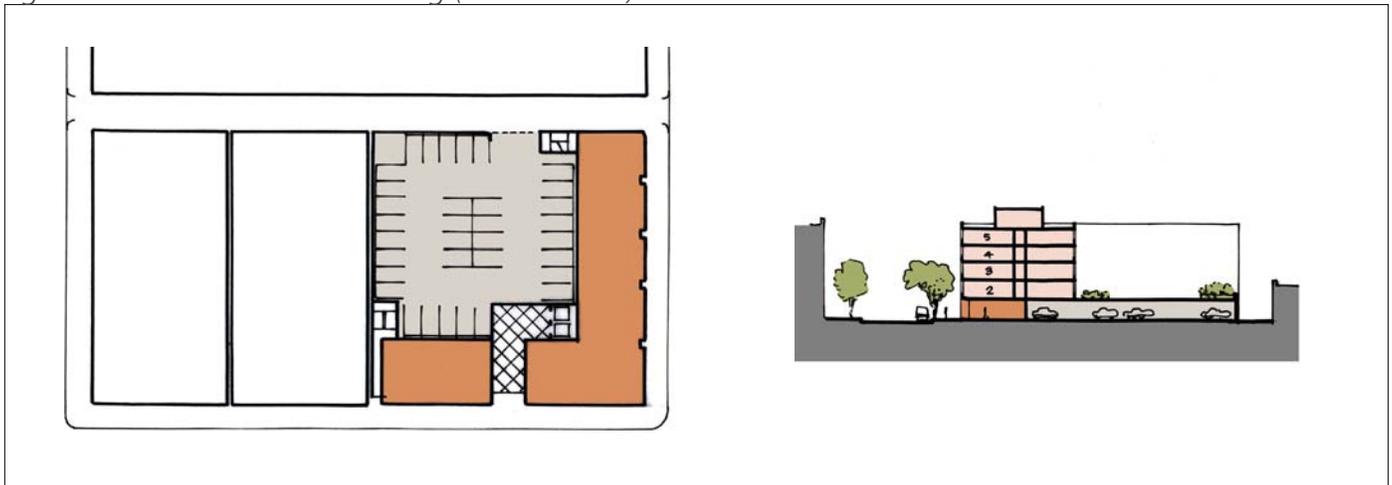
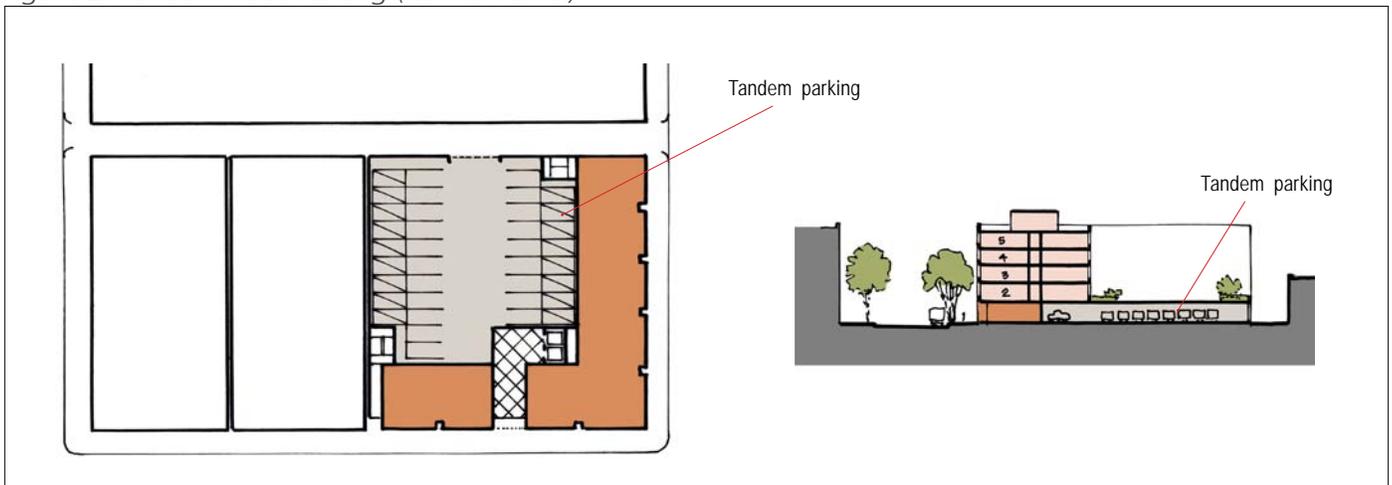


Figure 2. Tandem/Valet Parking (Corner Parcel)



E. Parking & Vehicle Access

1.a - Parking Location and Configuration - Structured Parking (cont.)

Figure 3. Two-Level Podium Parking with Ramp (Mid-Block Parcel)

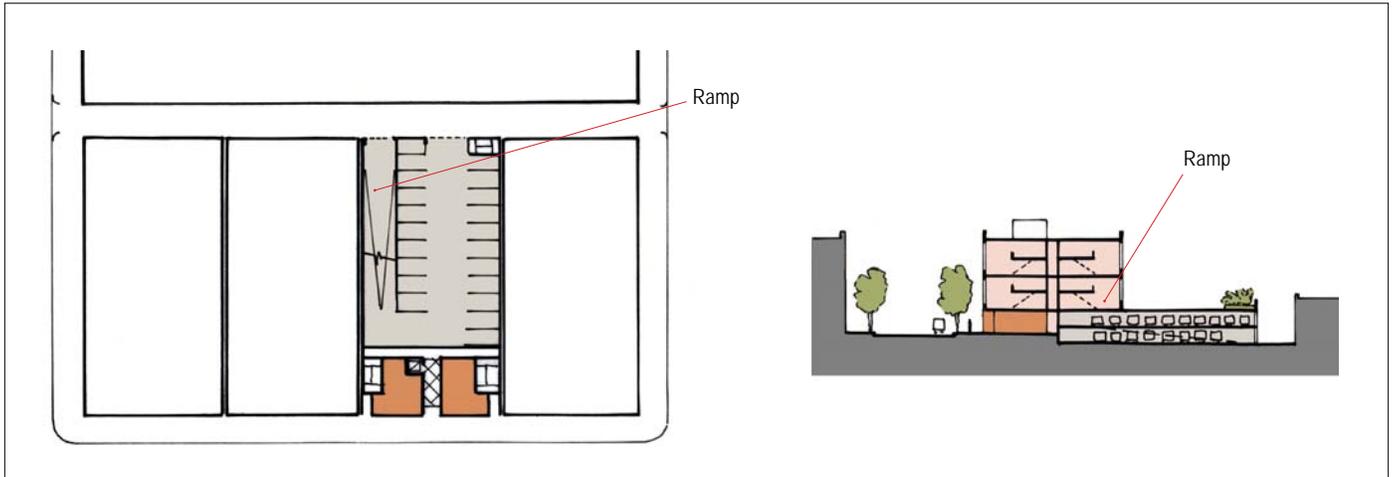
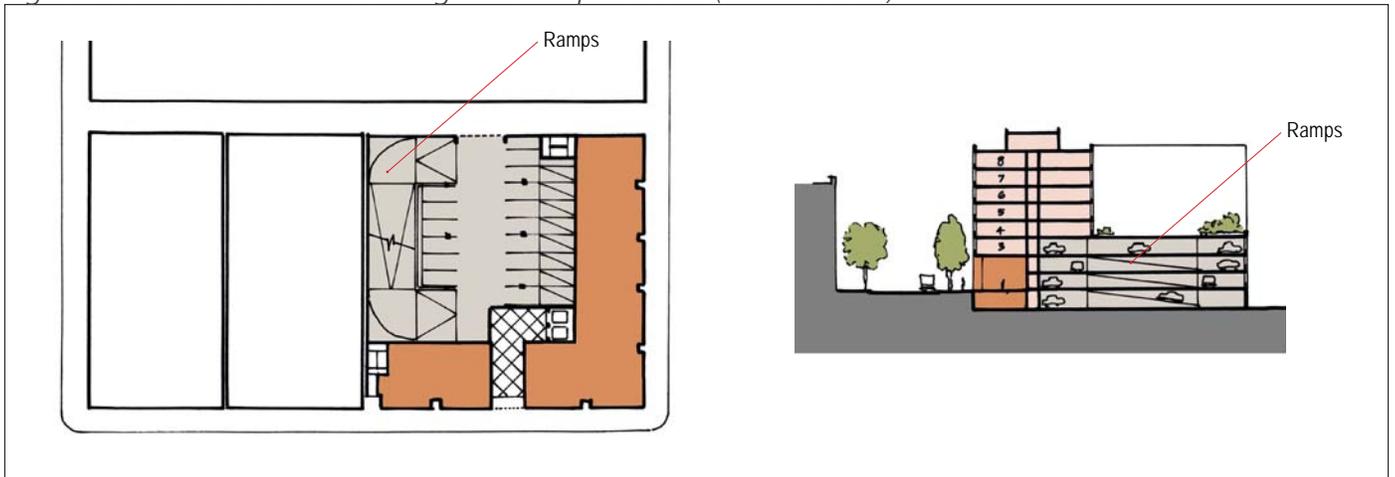


Figure 4. Four-Level Podium Parking with Ramped Decks (Corner Parcel)



E. Parking & Vehicle Access

1.a - Parking Location and Configuration - Structured Parking (cont.)

Figure 5. Multi Level Podium Parking with Ramps (Half-Block Parcel)

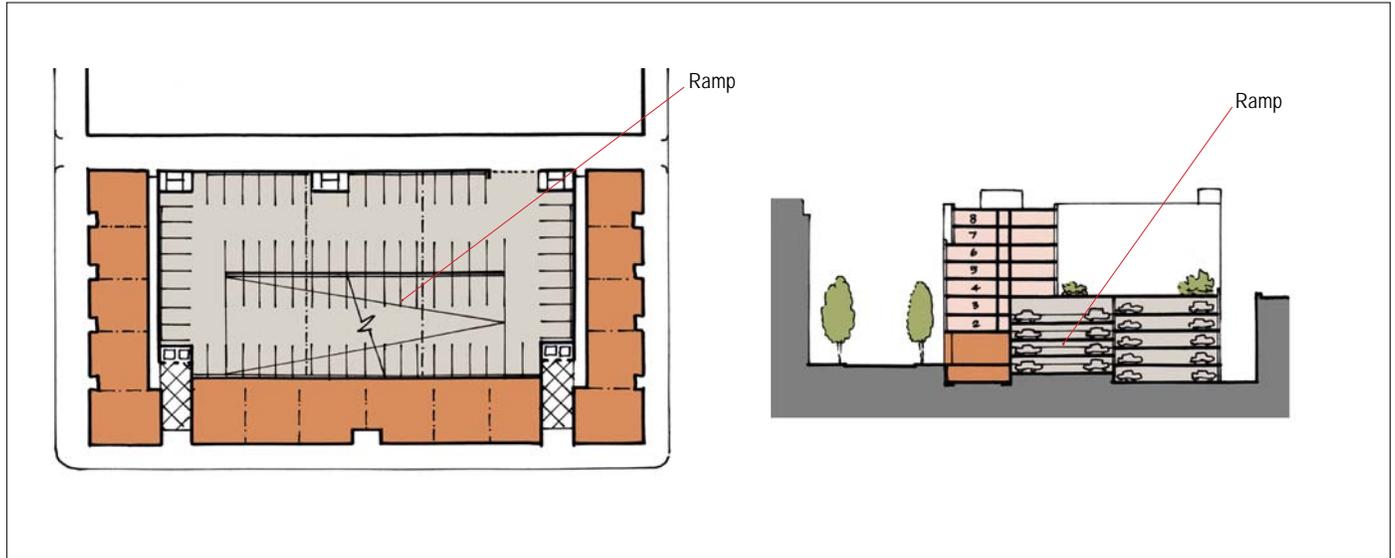
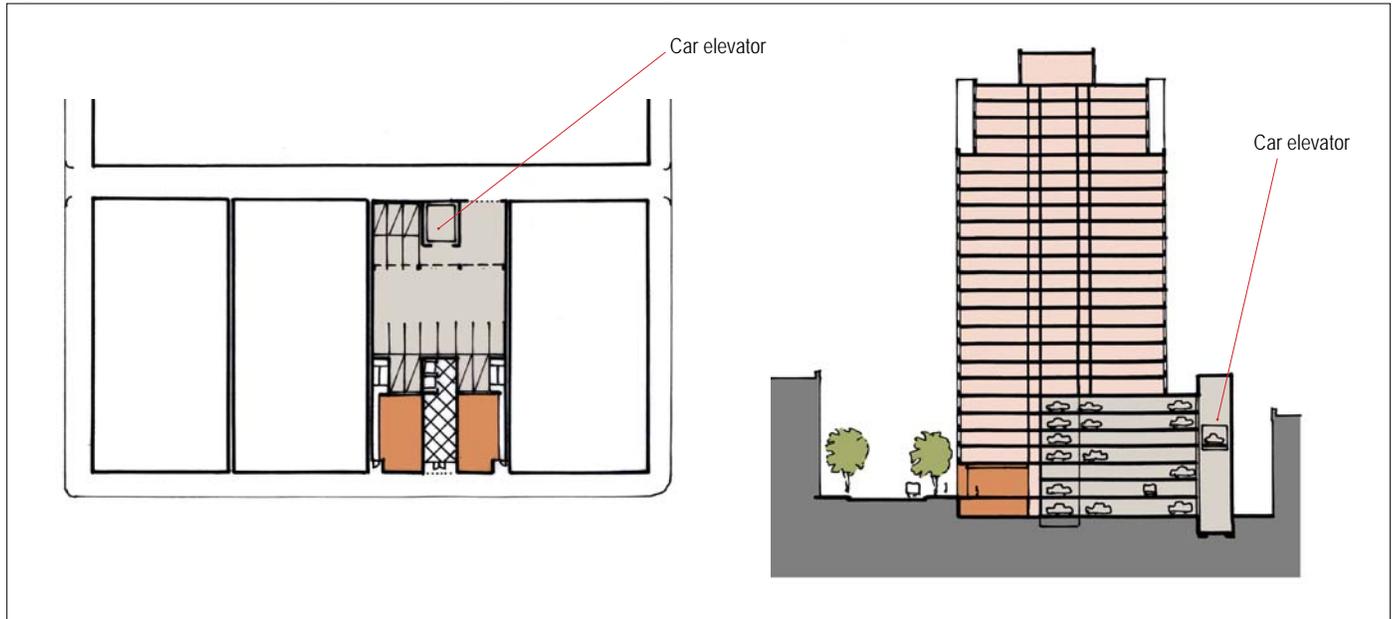


Figure 6. Multi Level Garage with Parking Elevator (Eighth-Block Parcel)



**E. Parking & Vehicle Access**

**1.b. - Location and Configuration - Surface Parking**

.....  
**PRINCIPLE: Surface parking shall be located on the side of, or behind, any use, and should be designed with sustainability measures to mitigate its environmental impacts.**  
 .....

**Rationale**

Surface parking on private parcels is not an efficient land use in the River District, and inherently accelerates storm-water runoff and raises temperatures in the city. In the rare occasion that surface parking may be deemed an acceptable and appropriate parking solution - such as in very low-intensity use areas of the city, measures should be taken to minimize its environmental impact.

**Guidelines**

1. Surface parking areas should be landscaped with trees, shrubs and planting. In the rare locations where parking areas are exposed to the sidewalk they should be separated from the public right-of-way by a landscaped strip or hedge. (See Figure 1)
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 2); or permeable paving materials allowing rainwater to filter directly into the ground. On-site retention and filtering strategies are encouraged. Retention ponds are discourages in urban areas.
4. Service areas should be screened from view with landscaping or screen walls.
5. Surface parking areas should incorporate canopies of photo-voltaic panel arrays over the parking areas. See Figure 3.



Figure 1. Parking area should be screened with low wall and landscaping



Figure 2. Sustainable stormwater management: parking area drains to bioswale rain-garden



Figure 3. Canopies of photo-voltaic panel arrays covering the parking areas.

## E. Parking & Vehicle Access

### 2. Bicycle Parking

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

#### Rationale

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.

#### Guidelines

##### 1. Bicycle Parking: Amount

All new development projects should provide adequate bicycle parking, storage and shower/changing rooms as part of the development, as follows:

##### A. For non-residential uses

- I. Parking for 7.5% or more of all building users, measured at peak periods.
- II. Shower/changing facilities for 0.5% full-time equivalent occupants.

##### B. For residential uses

- I. Covered bicycle storage facilities for 15% or more of building occupants.
- II. No shower/changing facilities required.

##### 2. Bicycle Parking: Location

- A. Avoid locating bicycle parking in hidden areas, dark locations, or garage recesses.
- B. Bicycle parking should be located close to the building entrance to help prevent vandalism.
- C. Include bicycle lockers in all parking garages. Lockers should be located in areas visible to the parking attendants and/or providing easy access to bicycle uses. Monthly key lockers may be preferable to the coin operated varieties in some locations since they discourage vandalism.
- D. 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



Figure 1. Bicycle parking area in public open space of parcel

become a problem.

##### 3. Regional Policies

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

## F. River District Infill With Respect To Historic Resources

### Rationale

Infill development in River District Historic District is encouraged to enhance the value, vibrancy and character of the district, keeping it functioning and relevant for future generations.

Sacramento's rich and diverse heritage is reflected in its individually-listed Landmarks and the many Historic Districts throughout the City. The preservation of these resources and their character-defining features is an important part of the city's identity and vitality. The contribution of individual industrial use Landmarks, such as the Globe Mills just to the south of the River District, as well as the variety of historic districts such as the industrial R Street Historic District, cannot be overstated. The prevalence of these resources provides a rich resource base upon which to build. Historic resources add texture and character to the urban fabric that cannot be replicated by new development. For future development adjacent to or

involving historic resources, the new design should honestly reflect its' contemporary era, as well as take special care to ensure that orientation, form, massing and materials respects the historic structures, features or spaces.

#### 1. Historic Districts

New buildings in Historic Districts should be designed in a manner consistent with the dominant characteristics of the surrounding Historic District, especially related to scale, orientation, form, materials, and setbacks.

#### 2. Building Types

Most kinds of development, including residential, mixed use, and commercial have the potential to contribute to an Historic District, and be an urbane and civil neighbor to a landmark building. As long as the use is permitted by zoning, the appropriateness of the project should be dependent on the design (form, massing, scale, character,

North 16th Street (Recommended) Historic District



Figure 1. Map of Historic Resources recommended in the River District Specific Plan for inclusion in the North 16th Street Historic District.



Figure 2. The masonry brick building containing Pipeworks is an iconic building at the entry of North 16th Street.



Figure 3. 1501 North C Street.

## F. River District Infill With Respect To Historic Resources

etc.) rather than on the density or building type. If well-designed, building types ranging from mid-rise commercial to high-rise residential buildings can often work within River District areas, although they may be significantly taller than many or most of the surroundings. Several historic landmarks in the River District exceed 100', and clearly contribute to the character of the district.

The City of Sacramento's Preservation Staff should be consulted on appropriate solutions to ensure a new building's height or program can be accommodated within its' context.

### 3. Context

In-fill projects in historic districts, and adjacent to landmark parcels are always unique cases. No single solution will be appropriate for all occurrences. Thus, the key guidance is that new development should be responsive to context, ensuring that the scale, form and materials used relate positively to the historic resources and character defining features of the district. Shown here are such examples.

### 4. Review Process:

See *Chapter 1 - Applicability of Preservation Standards/ Plans and Urban Design Guidelines* for a description of the Preservation Review process.



Figure 1. The new building on the left maintains the scale and proportion of mass and fenestration in keeping with the historic building on the right.



Figure 2. On Sacramento's J Street, the Sheraton Grand hotel is designed with a similar rhythm and transparency at ground level as its historic neighbor.



Figure 3. The extension, at left, to the Sacramento Hall of Justice, on 6th Street, a good example of a contemporary addition to a Landmark building.

**RESOLUTION NO. 2011-**

Adopted by the Sacramento City Council

**AMENDING THE RAILYARDS SPECIFIC PLAN TO CHANGE THE PLANNED FUTURE OPERATION OF 5<sup>TH</sup> AND 7<sup>TH</sup> STREETS (RIVER DISTRICT SPECIFIC PLAN M09-003)**

**BACKGROUND**

A. On December 11, 2007, the City Council adopted the Railyards Specific Plan, which provided for the conversion of 5<sup>th</sup> Street and 7<sup>th</sup> Street from two way operation to one way operation after completion of the initial phase of development based on the traffic study that was contained in the Environmental Impact Report for the Railyards Specific Plan (Resolution No. 2007-903).

B. Also on December 11, 2007, the City Council adopted a resolution directing staff to proceed in updating the Facility Element and the Richards Boulevard Area Plan, so that the future operation of 5<sup>th</sup> Street and 7<sup>th</sup> Street could be further studied (Resolution No. 2007-915).

C. The River District Specific Plan and Environmental Impact Report, which is to be adopted concurrently with this resolution, is a comprehensive update of the Richards Boulevard Area Plan and Facility Element. The traffic study that is contained in the Environmental Impact Report for the River District Specific Plan analyzed the change in the street system which connects the Railyards and the River District specific plan areas, including the continued operation of 5<sup>th</sup> Street and 7<sup>th</sup> Street as two way streets in the future.

D. On April 9, 2009 and August 12, 2010, the City Planning Commission held public meetings on the River District Specific Plan.

E. On January 13, 2011, the City Planning Commission held a noticed public hearing on the River District Specific Plan in accordance with Government Code Section 65353 and 65453, received and considered evidence, and forwarded to the City Council a recommendation to approve adoption of the River District Specific Plan and amending the Railyards Specific Plan to change the future operation of 5<sup>th</sup> and 7<sup>th</sup> Streets so that they remain as two way streets within the Railyards plan area to provide a better circulation system to serve both plan areas.

F. On February 15, 2011, the City Council conducted a noticed public hearing in accordance with Government Code Sections 65355 and 65453, and received and

considered evidence concerning the River District Specific Plan and the proposed amendment to the Railyards Specific Plan.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

Section 1. The Railyards Specific Plan is hereby amended so that the operation of 5<sup>th</sup> Street and 7<sup>th</sup> Street shall remain as two way (two lane) streets after the initial phase of development and shall not be converted into one way (three lane) operations. The roadway right of way widths as set forth in the Railyards Specific Plan and tentative map shall remain unchanged to accommodate medians and turn lanes along each street and the light rail tracks along 7<sup>th</sup> Street as shown in the street sections in Exhibit A-E.

Section 2. Exhibit A-E is part of this resolution.

Exhibit A: Updated Street Sections for 5<sup>th</sup> and 7<sup>th</sup> Streets

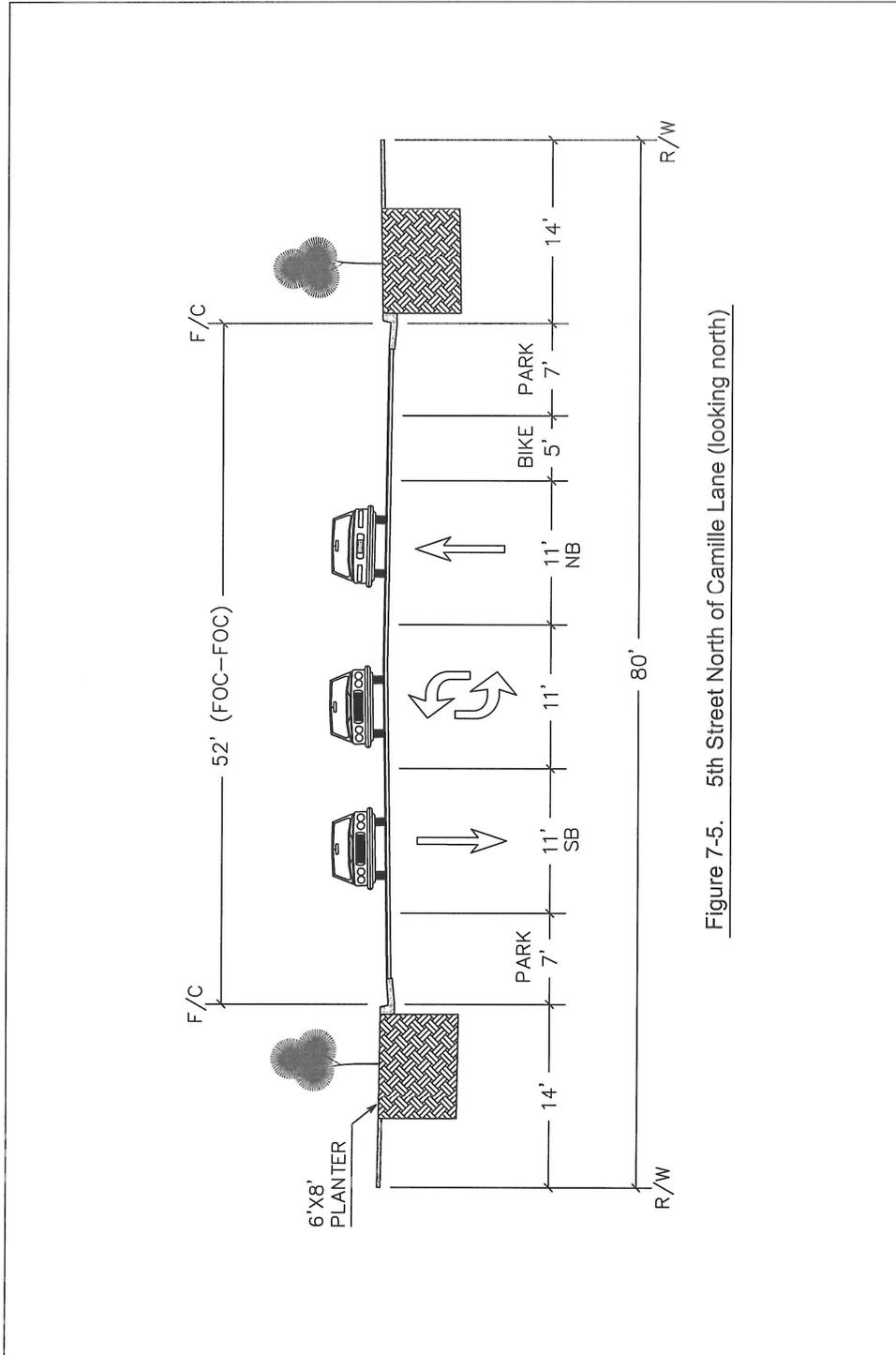


Figure 7-5. 5th Street North of Camille Lane (looking north)

**THE RAILYARDS**  
 TYPICAL STREET CROSS-SECTIONS  
 5TH STREET (NORTH OF CAMILLE LANE)

Figure 7-5

Date: Dec. 28, 2010 2:50 pm  
 By: P. Sanchez


  
 Department of  
**TRANSPORTATION**  
 City of Sacramento

Exhibit B: Updated Street Sections for 5<sup>th</sup> and 7<sup>th</sup> Streets

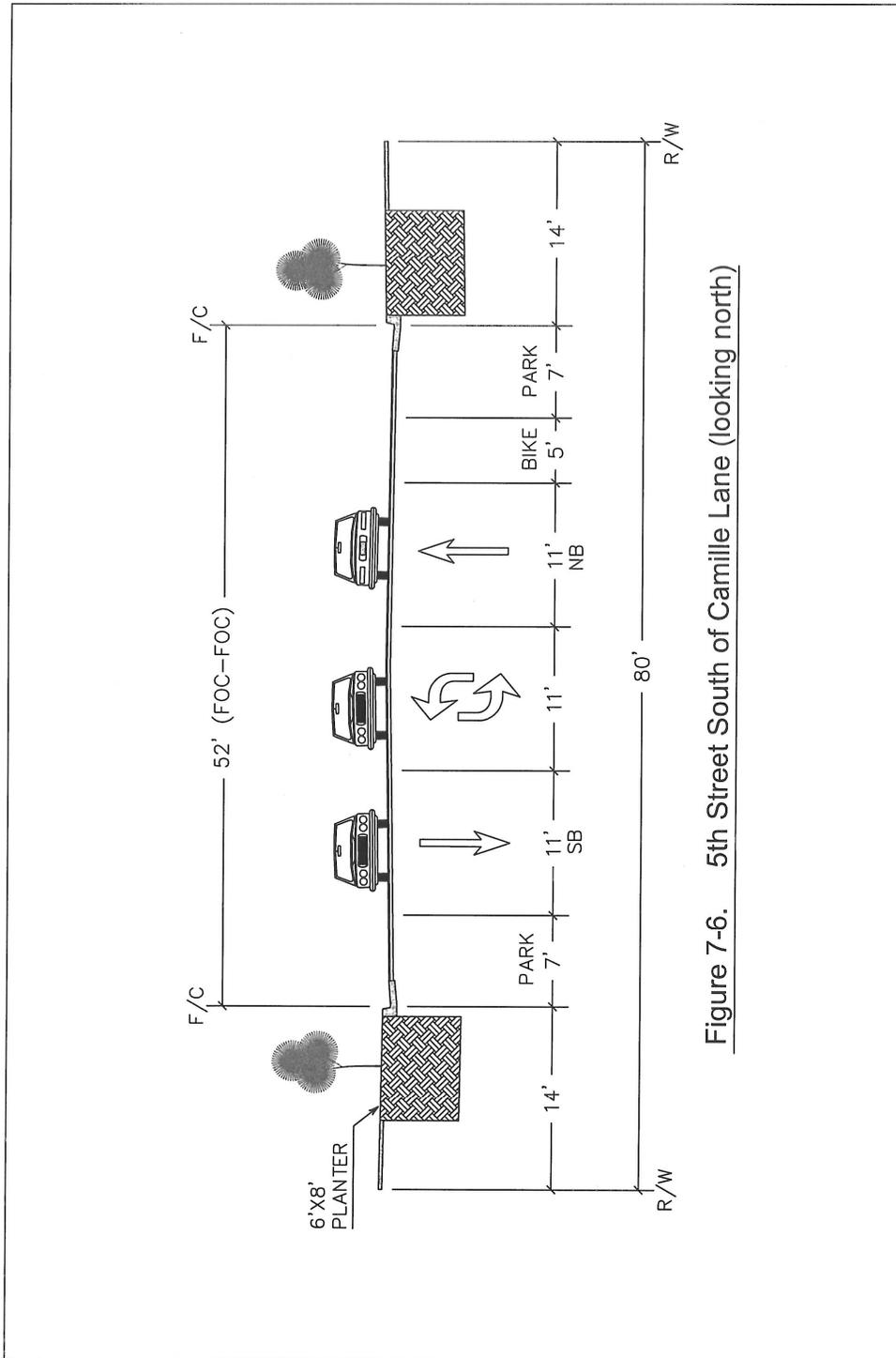


Figure 7-6. 5th Street South of Camille Lane (looking north)

Exhibit C: Updated Street Sections for 5<sup>th</sup> and 7<sup>th</sup> Streets

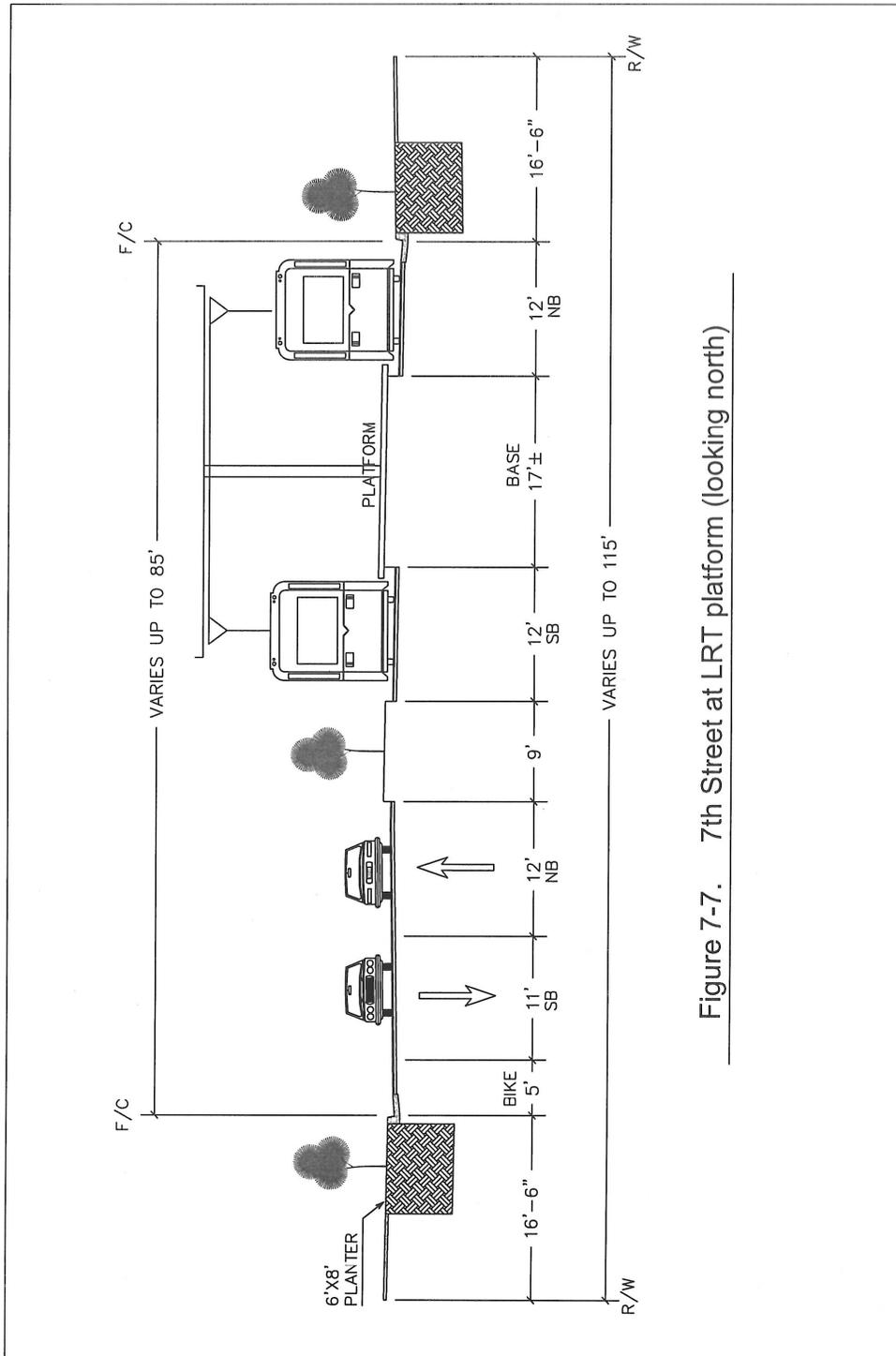


Figure 7-7. 7th Street at LRT platform (looking north)

THE RAILYARDS  
 TYPICAL STREET CROSS-SECTIONS  
 7TH STREET (AT LRT PLATFORM)



Date: Dec. 28, 2010 2:52 pm By: P.Sanchez

Figure 7-7

Exhibit D: Updated Street Sections for 5<sup>th</sup> and 7<sup>th</sup> Streets

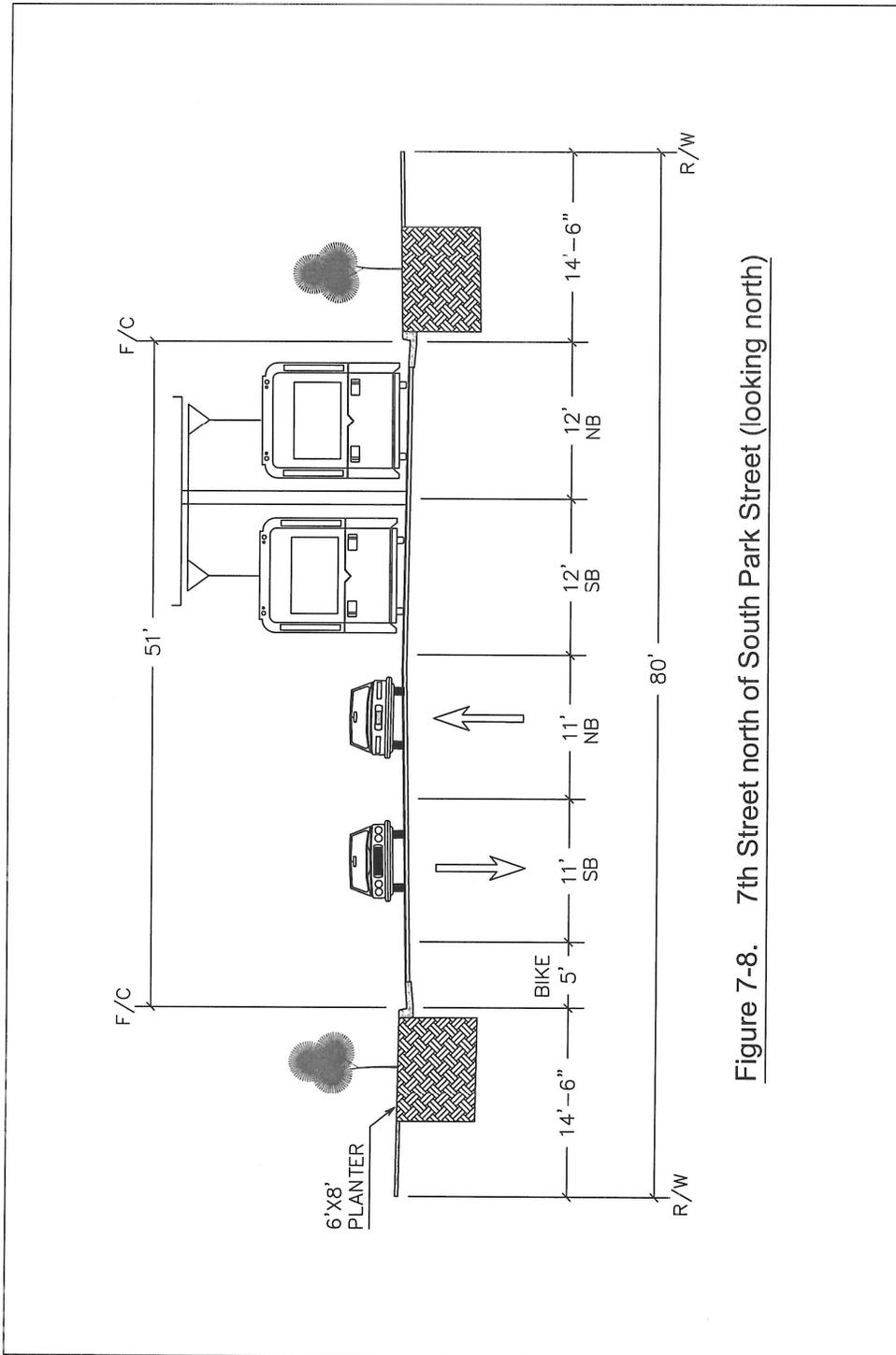
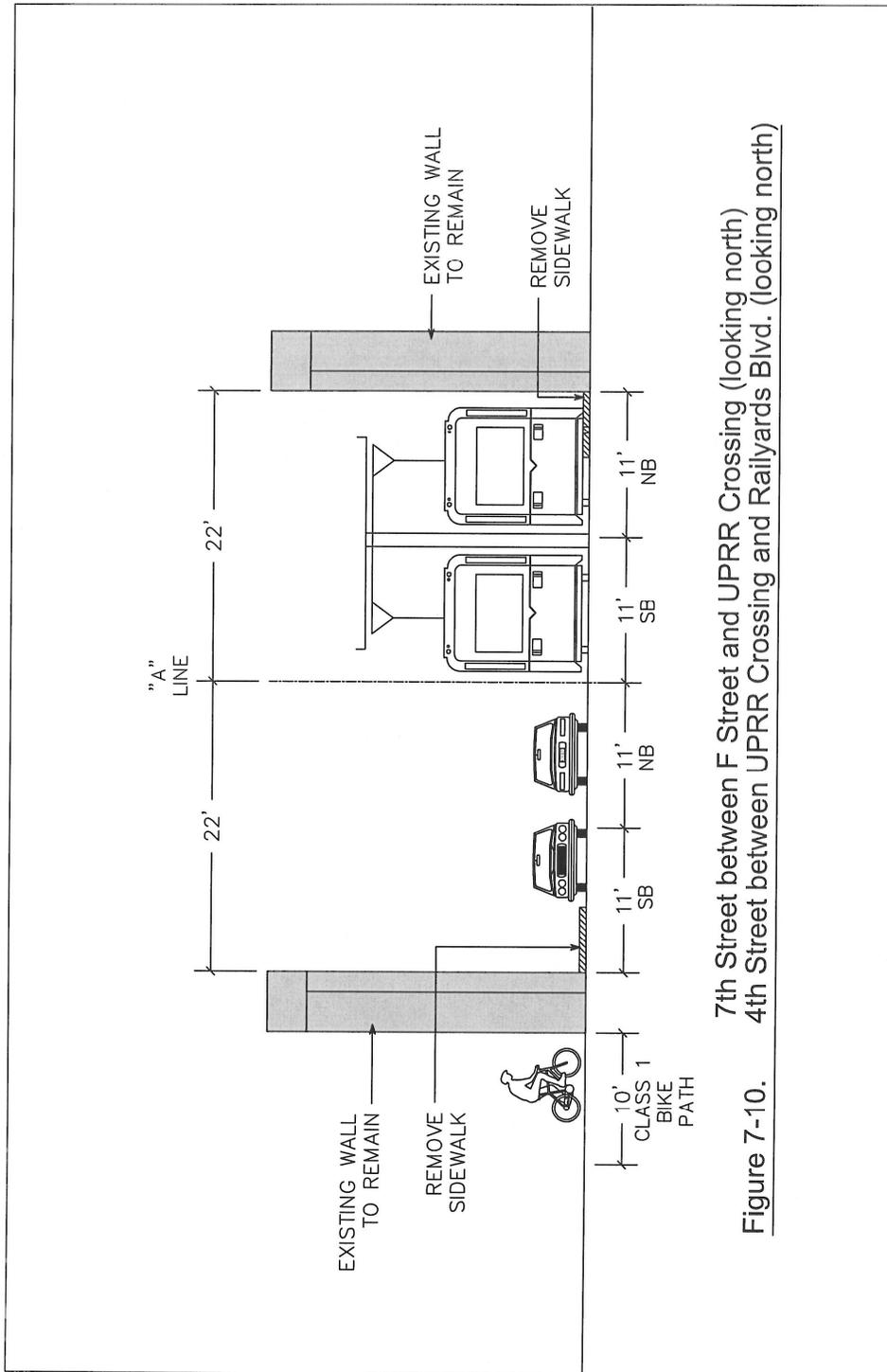


Figure 7-8. 7th Street north of South Park Street (looking north)

Exhibit E: Updated Street Sections for 5<sup>th</sup> and 7<sup>th</sup> Streets



7th Street between F Street and UPRR Crossing (looking north)  
 4th Street between UPRR Crossing and Railyards Blvd. (looking north)

Figure 7-10.

**THE RAILYARDS**  
 TYPICAL STREET CROSS-SECTIONS  
 7TH STREET BETWEEN F ST AND UPRR CROSSING  
 4TH STREET BETWEEN UPRR CROSSING AND RAILYARDS BL.

Figure 7-10



Date: Dec. 28, 2010 4:13 pm  
 By: P. Sanchez

**RESOLUTION NO. 2011-**

Adopted by the Sacramento City Council

**AMENDING THE CITY'S BIKEWAY MASTER PLAN TO INCORPORATE THE  
BIKEWAY NETWORK IN THE SACRAMENTO RIVER DISTRICT SPECIFIC PLAN.  
(M09-003)**

**BACKGROUND**

- A. On April 9, 2009 and August 12, 2010, the City Planning Commission conducted public meetings on the River District Specific Plan.
- B. On January 13, 2011, the City Planning Commission held a public hearing in accordance with Government Code Sections 65355 and 65453 on the River District Specific Plan, and received and considered evidence, and forwarded to the City Council a recommendation to approve the River District Specific Plan.
- E. On February 15, 2011, the City Council conducted a noticed public hearing in accordance with Government Code Sections 65355 and 65453, and received and considered evidence regarding the adoption of the River District Specific Plan, which includes changes to the City's Bikeway Master Plan.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL  
RESOLVES AS FOLLOWS:**

Section 1. Based on the verbal and documentary evidence received at the hearings on the River District Specific Plan, the City Council finds that amending the City Bikeway Master Plan to modify the bikeway network in the River District is consistent with the City's General Plan goals to:

1. Create and maintain a safe, comprehensive, and integrated bicycle system and support facilities throughout the city that encourages bicycling that is accessible to all.
2. Promote bicycling as a feasible transportation alternative which conserves energy, improves air quality, reduces traffic congestion, and improves public health.

Section 2. The Environmental Impact Report and Mitigation Monitoring Program for the River District Specific Plan, which included the proposed changes to the City's Bikeway Master Plan, have been adopted by resolution as of the same date set out above.

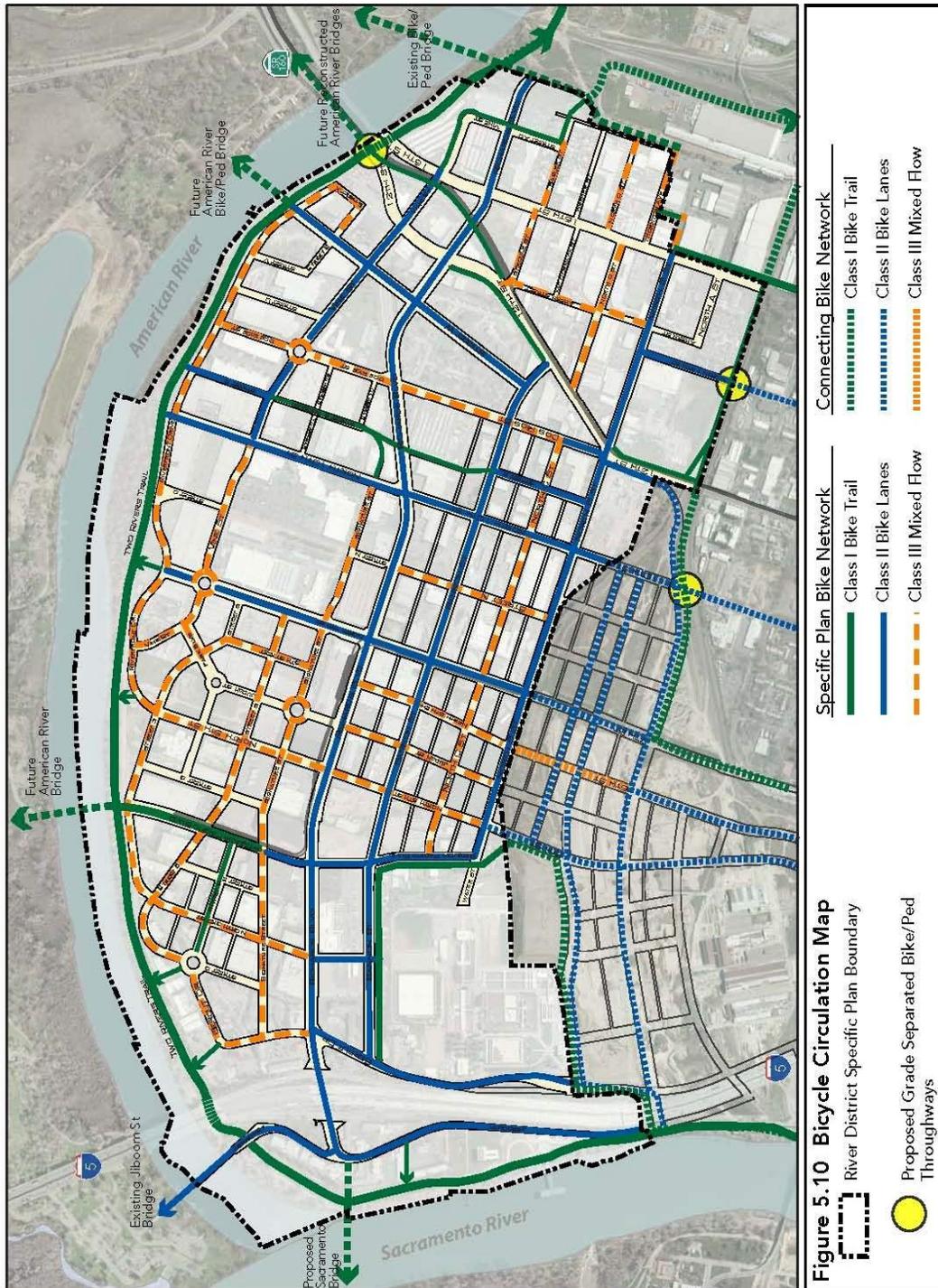
Section 3. City Council hereby amends the City's Bikeway Master Plan to modify the River District bikeway network as shown in Exhibit A.

Section 4. Exhibit A is a part of this Resolution.

Table of Contents:

Exhibit A –River District Bikeway Plan

Exhibit A –River District Bikeway Plan



**RESOLUTION NO. 2011-**

Adopted by the Sacramento City Council

**APPROVING THE WATER SUPPLY ASSESSMENT REPORT FOR THE RIVER DISTRICT SPECIFIC PLAN PROJECT (M09-003)**

**BACKGROUND**

A. State law requires a water supply and demand analysis (Water Supply Assessment) for development projects of a certain size or type, which would include the River District Plan, based on the City's Urban Water Management Plan.

B. The Water Supply Assessment evaluates projected water supplies, determined to be available by the City for the project during normal, single dry and multiple dry years over a 20 year period. The City prepared the Water Supply Assessment for the River District Plan in July of 2010, which was set out as Appendix F of the River District Specific Plan Draft Environmental Impact Report dated July of 2010.

C. On January 13, 2011, the City Planning Commission held a noticed public hearing on the River District Specific Plan in accordance with Government Code Section 65353 and 65453, received and considered evidence, and forwarded to the City Council a recommendation to adopt the River District Specific Plan and Infrastructure and Public Facilities Financing Plan.

E. On February 15, 2011, the City Council conducted a noticed public hearing in accordance with Government Code Sections 65355 and 65453, and received and considered evidence concerning the River District Specific Plan and Infrastructure and Public Facilities Financing Plan.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

Section 1. The Environmental Impact Report and Mitigation Monitoring Program for the River District Specific Plan Project, which includes all of the impacts associated with the adoption and implementation of the proposed Specific Plan, have been adopted by resolution as of the same date set out above.

Section 2. Based on the verbal and documentary evidence received at the hearings on the River District Specific Plan, Environmental Impact Report, and the River District Project, the City Council approves the Water Supply Assessment Report for the River

District Project and approves the SB 210/SB 221 Water Supply Assessment and Certification Form attached as Exhibit A.

Section 3. Exhibit A is a part of this Resolution.

Table of Contents:

Exhibit A –River District Project Water Supply Assessment and Certification Form – 3 pages

# Exhibit A: Water Supply Assessment and Certification Form

## City of Sacramento SB 610/SB 221 Water Supply Assessment and Certification Form

This form may be used to complete water supply assessments for projects located in an area covered by the City's most recent Urban Water Management Plan.

Note: Please do not use this form if the projected water demand for your project area was not included in the City's latest Urban Water Management Plan. To review the City's Urban Water Management Plan, please visit:  
<http://www.cityofsacramento.org/utilities/urbanwater/index.html>

**Project:** River District

**Date:** 6/11/2010

**Project Applicant (Name of Company):** City of Sacramento

**Applicant Contact (Name of Individual):** Greg Bitter

**Phone Number:** (916) 808-7816

**E-mail:** [gbitter@cityofsacramento.org](mailto:gbitter@cityofsacramento.org)

**Address:** 300 Richards Blvd, Sacramento, CA 95811

### Project Applicant to fill in the following:

1. Does the project include:

Type of Development	Yes	No
A proposed residential development of 500 or more dwelling units	X	
A shopping Center employing more than 1,000 persons or having more than 500,000 square feet?		X
A Commercial Office building employing more than 1,000 persons or having more than 250,000 square feet?	X	
A proposed hotel or motel, or both, having more than 500 rooms	X	
A proposed industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area		X
A mixed use project that includes one or more of the projects specified above		X
A project that would demand an amount of water equivalent to, or greater than, the water required by a 500 dwelling unit project	X	

If the answer is no to all of the above, a water supply assessment is not required for the project.

2. Is the projected water demand for the project location included in the City's 2005 Urban Water Management Plan, adopted November 14, 2006?

Yes:  X

No: \_\_\_\_\_

If the answer is no, you cannot use this form. Please refer to the requirements of SB 610 for preparing a water supply assessment.

3. Please fill in the project demands below:

Type of Development	Demand Factor (acre feet per acre)	Proposed Development		Current Zoning	
		Acres	Total Demand	Acres	Total Demand
Residential - Low and Medium Density	3.60	5.00	18	4.50	16.2
Residential - High Density	4.00	139.00	556	2.34	9.36
Commercial/Retail	3.00	10.33	30.99	5.74	17.22
Office	3.00	16.58	49.74	19.51	58.53
Warehouse/Industrial	4.00	0	0	114.78	459.12
Hotels	4.00	22.86	91.44	12.08	48.32
Parks and Recreation	4.20	31.0	130.2	16	67.2
<b>Subtotal</b>			<b>876.37</b>		<b>675.95</b>
Losses - 7.5% of subtotal			65.73		50.70
<b>Total Demand</b>			<b>942.10</b>		<b>726.65</b>

4. Required Elements of Water Supply Assessment (Government Code § 10910)

A. Water supply entitlements, water rights or water service contracts (Gov't Code § 10910(d)):

The City's water supply entitlements, water rights and water service contract are identified and discussed in the Urban Water Management Plan, Chapters 4, 5 and 6.

All infrastructure necessary to deliver a water supply to the project is in place, excepting any distribution facilities required to be constructed and financed by the project applicant: Yes: \_\_\_\_\_ No:  X

B. Identification of other sources of water supply if no water has been received under City's existing entitlements, water rights or water service contracts (Gov't Code § 10910(e)):

Not applicable.

C. Information and analysis pertaining to groundwater supply (Gov't Code § 10910(f)):

Addressed by Urban Water Management Plan, Chapters 4, 5 and 6.

**Verification of Water Supply**  
(for residential development of more than 500 dwelling units)

Based on the City's most recent Urban Water Management Plan, are there sufficient water supplies for the project during normal, single dry and multiple dry years over a 20 year period?

Yes:

No:

By: Jim Peifer

Title: Senior Engineer

Date: 8/1/2010

**This box to be filled in by the City**

Distribution:

Applicant

Development Services Department (Org: 4913) – Assigned Planner: \_\_\_\_\_

Utilities Department (Org: 3334) - Development Review (Robert Thuang)

Utilities Department (Org: 3332) - Capital Improvements (Jim Peifer)

**RESOLUTION NO. 2011-**

Adopted by the Sacramento City Council

**RESCINDING THE DISCOVERY CENTRE PLANNED UNIT DEVELOPMENT  
GUIDELINES (RIVER DISTRICT SPECIFIC PLAN M09-003)**

**BACKGROUND**

- A. On November 5, 1998, the City Council adopted the Discovery Center PUD Guidelines and Schematic Plan. (Resolution 98-544)
- B. On January 13, 2011, the City Planning Commission held a noticed public hearing on the River District Specific Plan in accordance with Government Code Section 65353 and 65453, received and considered evidence, and forwarded to the City Council a recommendation to approve rescinding the Discovery Centre PUD Guidelines and Schematic Plan.
- C. On February 15, 2011, the City Council conducted a noticed public hearing in accordance with Government Code Sections 65355 and 65453, and received and considered evidence for rescinding the Discovery Centre PUD Guidelines and Schematic Plan.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL  
RESOLVES AS FOLLOWS:**

Section 1. Based on the verbal and documentary evidence received at the hearings on the River District Specific Plan, the City Council finds that rescinding the Discovery Centre PUD Guidelines and Schematic Plan in the River District is consistent with the City's General Plan goals to:

- 1. Strive to ensure that the City-owned buildings, sites, and infrastructure are designed to be compatible in scale, mass, character, and architecture with the district or neighborhood in which they are located. (LU 8.1.6)
- 2. Encourage public/private partnerships when developing surplus City properties to enhance the surrounding community and provide a source of revenue to fund improvements to city service or facilities. (LU 8.1.11)

Section 2. The Environmental Impact Report and Mitigation Monitoring Program for the River District Specific Plan, which included the rescinding of the Discovery Centre PUD Guidelines and Schematic Plan, have been adopted by resolution as of the same date set out above.

Section 3. City Council hereby rescinds the Discovery Centre PUD Guidelines and Schematic Plan.

**ORDINANCE NO. 2011- \_\_\_\_**

Adopted by the Sacramento City Council

**ESTABLISHING THE RIVER DISTRICT DESIGN REVIEW DISTRICT**

**BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:**

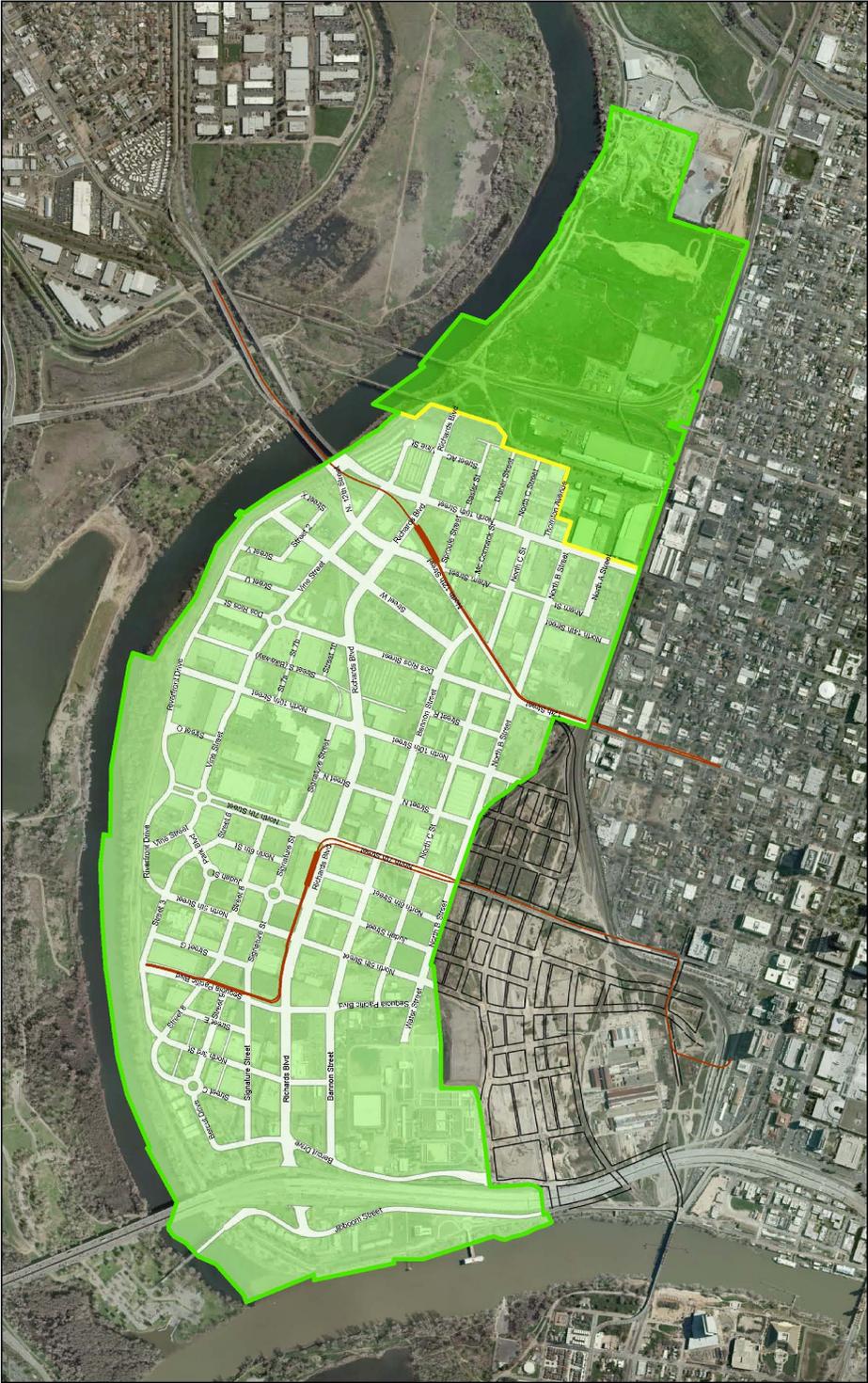
Section 1.

The River District Design Review District is hereby established pursuant to section 17.132.160 of Title 17 of the Sacramento City Code (the Zoning Code). The boundaries of the River District Design Review District are depicted in Exhibit A, which the exhibit is attached and incorporated herein by this reference. The design guidelines applicable to the River District Design Review District are set out in the River District Design Guidelines, which are a part of the River District Specific Plan and are to be adopted by resolution concurrently with the adoption of this ordinance, and as they may be amended from time to time.

**Table of Contents:**

Exhibit A – River District Design Review District Boundaries

# Exhibit A: River District Design Review Map



\*Light green indicates the site is located in both the Design Review District and the Special Planning District. The dark green indicates the site is located in the Design Review District only.

**ORDINANCE NO.**

Adopted by the Sacramento City Council

Date Adopted

**AN ORDINANCE REPEALING AND ADDING CHAPTER 17.120 TO, AND AMENDING SECTIONS 17.20.030, 17.24.050, AND 17.134.430 OF, TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) RELATING TO THE RIVER DISTRICT SPECIAL PLANNING DISTRICT (M09-003)**

**BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:**

**SECTION 1.** Chapter 17.120 of Title 17 of the Sacramento City Code (the Zoning Code) is repealed.

**SECTION 2.** Chapter 17.120 is added to Title 17 of the Sacramento City Code (the Zoning Code) to read as follows:

**Chapter 17.120 River District Special Planning District**

**17.120.010 Purpose and intent.**

A. The River District Special Planning District (SPD) establishes procedures to implement the policies and development standards of the River District Specific Plan. The River District Specific Plan designates the land uses within the boundaries of the River District Specific Plan area and is the primary policy and regulatory document used to guide development of the properties within the River District Specific Plan area.

B. The goals of the River District SPD are as follows:

1. Establish a greater mix of land uses and intensities to attract private investment;

2. Provide the opportunity for reuse and rehabilitation of heavy commercial and industrial uses to take advantage of the light rail facilities in the area and to reduce the number of obsolete and underutilized buildings and sites;

3. Allow for the retention and continued operation of industrial and service oriented uses;
4. Provide for improved circulation, infrastructure, and community facilities that will serve existing and future needs within the area;
5. Provide for the future creation of a significant residential population within the River District area, as industrial uses relocate or are replaced, to achieve the housing objectives of the General Plan and Central City Community Plan and provide a jobs/housing balance for future office growth;
6. Provide for the intensification of commercial and office uses within close proximity to the planned and existing light rail stations and Interstate 5;
7. Discourage uses that contribute to visual or economic blight;
8. Encourage the preservation of historic structures; and
9. Promote aesthetic improvements to the area by implementing development standards and design guidelines.

**17.120.020 River District SPD boundaries.**

River District SPD consists of approximately 748 acres of land within the River District Specific Plan area and is generally bounded by the Sacramento River on the west, the American River on the north, the Sacramento Railyards on the south, and 18th Street on the east. The map in Exhibit A at the end of this chapter shows the boundaries of the River District SPD.

**17.120.030 River District special regulations.**

Development in the River District SPD shall be subject to the regulations and development standards set forth in this chapter in addition to the regulations of this title and code. If a conflict between the provisions of this chapter and other provisions of this title and code occurs, the provisions of this chapter shall prevail.

**17.120.040 Uses and development standards—General.**

- A. Allowed Uses and Development Standards.

The allowed uses and specific development standards for each land use zone in the River District SPD are set forth in this chapter.

- B. Notice of Industrial Uses.