RESOLUTION NO. 2011-086

Adopted by the Sacramento City Council

February 15, 2011

ADOPTING THE RIVER DISTRICT DESIGN GUIDELINES FOR THE RIVER DISTRICT DESIGN REVIEW DISTRICT

BACKGROUND

A. The River District Design Guidelines were prepared in conjunction with the River District Specific Plan. A noticed public hearing was held to review the River District Design Guidelines and establishment of the River District Design Review District to accept public comments and to recommend approval of the new design review district and adoption of the design guidelines by the Design Commission.

B. The River District Design Guidelines contain architectural and streetscape design standards to be applied to projects located within the River District Design Review District and Specific Plan boundaries.

C. The River District Design Guidelines provide design guidance for private and public projects within the River District Design Review District in a manner that will allow for transit-oriented and mixed use development while preserving and enhancing the qualities that would contribute to a vibrant, economically robust and pedestrian- and transit- friendly urban area.

D. The River District Design Guidelines include both design principles and guidelines that distinguish between mandatory and advisory provisions that will be used by city staff and the Design Commission, Preservation Commission and Planning Commission in determining the appropriateness of any proposed building or structure, or the alteration of an existing building or structure located within the River District Design Review District and the North 16th Street Historic District.

E. The River District Design Guidelines are consistent with the River District Specific Plan, the Central City Community Plan and the 2030 General Plan.

F. On January 12, 2011, the Design Commission conducted a public hearing for which notice was given pursuant Sacramento City Code Section 17.132.170 and forwarded to the City Council a recommendation to approve the River District Design Guidelines for application within the River District Design Review District.

G. On February 15, 2011, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.132.170, and received and considered evidence concerning adoption of the River District Design Guidelines.

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 hearing held on February 15, 2011, the City Council hereby adopts the River District Design Guidelines attached as Exhibit A for application within the River District Design Review District.

Table of Contents:
Exhibit A - River District Design Guidelines

Adopted by the City of Sacramento City Council on February 15, 2011 by the following vote:

Ayes: Councilmembers Ashby, Cohn, D Fong, R Fong, McCarty, Pannell, Schenirer, Sheedy.

Noes: None.

Abstain: None.

Absent: Mayor Johnson.

Bonnie Pannell

Bonnie Pannell, Vice-Mayor

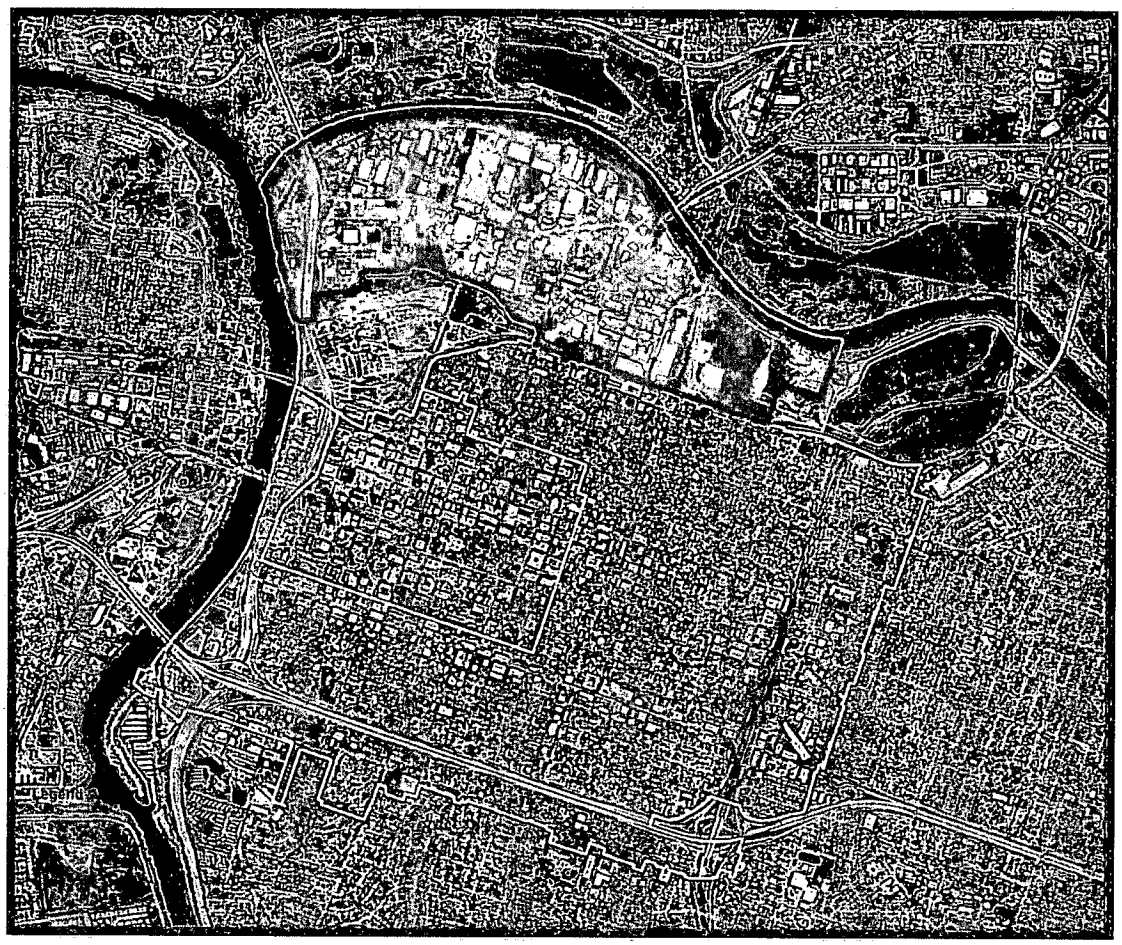
Attest:

Shirley Concolino

Shirley Concolino, City Clerk

SECTION 6

River District Design Guidelines



City of Sacramento

Urban Design Group

Community Development

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Acknowledgements

The City Council

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Sandy Sheedy, District 2
Steve Cohn, District 3
Robert King Fong, District 4
Jay Schenirer, District 5
Kevin McCarty, District 6
Darrel Fong, District 7
Bonnie Pannell, District 8

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Steve Ayers
Al Esquivel
Ernie Gallardo
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David Nybo
Todd Rudd

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Preservation Commission

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Brent Mueller, GIS Specialist
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Mark Polhemus, Student Intern

Consultants:
Dan Burden, Gladding, Jackson, Kercher, Anglin / Walkable Communities
Consultation on pedestrian-friendly design principles.

Note: Chapters 3 & 4 were adapted, in part, from the Central Core Guidelines, Section 1 of the Central City Urban Design Guidelines produced by WRT Solomon-ETC, Inc.

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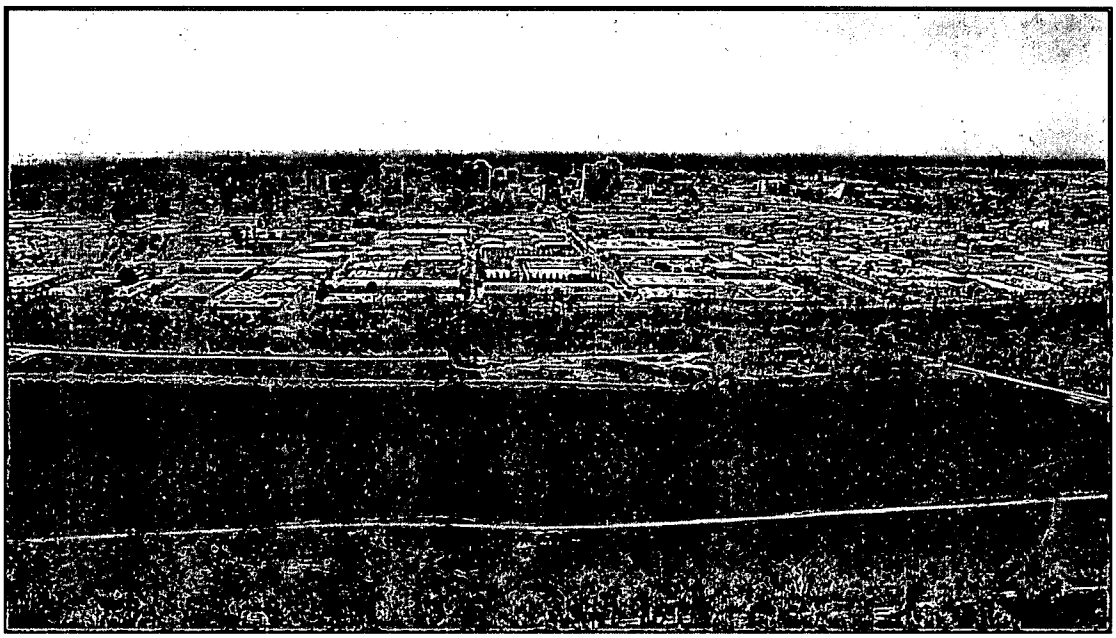
Chapter 1: Introduction



Section 6 - Chapter 1 Table of Contents

1. Introduction

The vision for the River District is to transform a light industrial and warehouse area into an urban community of diverse uses exhibiting an eclectic architectural character that celebrates its unique place in the city at the confluence of the American and Sacramento Rivers.

The Central City Urban Design Guidelines consist of the following sections:

Section 1 – Introduction
Section 2 – Central City Framework
Section 3 – Central Core Design Guidelines
Section 4 – Central City Neighborhood Design Guidelines
Section 5 – Railyards Design Guidelines
Section 6 – River District Design Guidelines

The River District Design Guidelines provide urban design and architectural guidelines for the River District Design Review District. They supersede the design guidelines of the 1994 Richards Boulevard Area Plan (RBAP).

These guidelines have been developed in coordination with the River District Specific Plan (2010) and as a part of the newly compiled Central City Urban Design Guidelines (2009). The River District Design Guidelines relate to two significant sets of architectural guidelines - the newly established Central Core Design Guidelines (2009) and the Railyards Design Guidelines (2007), that along with the Central City Neighborhood Design Guidelines, cover 90 percent of the Central City.

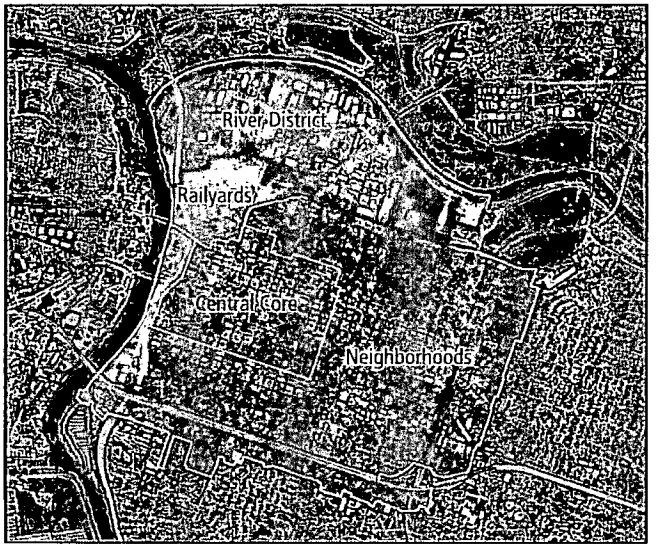


Figure 1.1 River District Design Review District shown in green with areas of other Central City design review districts.

Guiding Principles of River District Specific Plan (RDSP)

- The River District's unique character and design will provide a sense of place.
- The River District will be comprised of distinct neighborhoods with unique personalities.
- The River District's desirable location will support its diverse and robust economy.
- The River District will maximize connectivity – north/south and east/west – and support all transportation modes.
- The River District will be a model for sustainable development.
- The River District Specific Plan will support strategies to improve safety and social conditions.
- The scenic environment and livability of the River District will be enhanced through the development of public parks, open space, trails and outstanding community facilities and amenities.

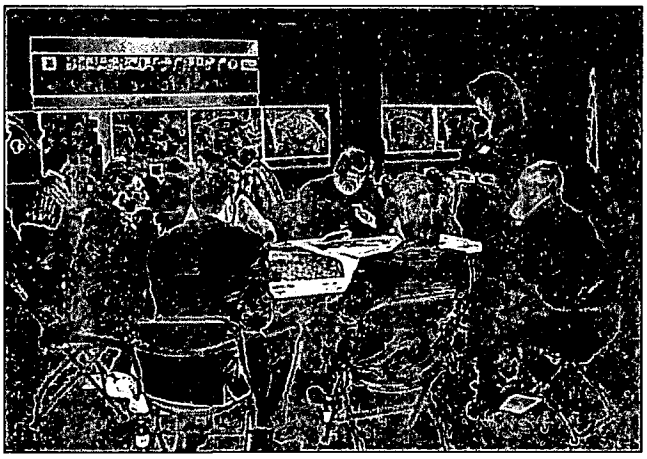


Figure 1.2 Working session of public workshops held in February and March of 2008.

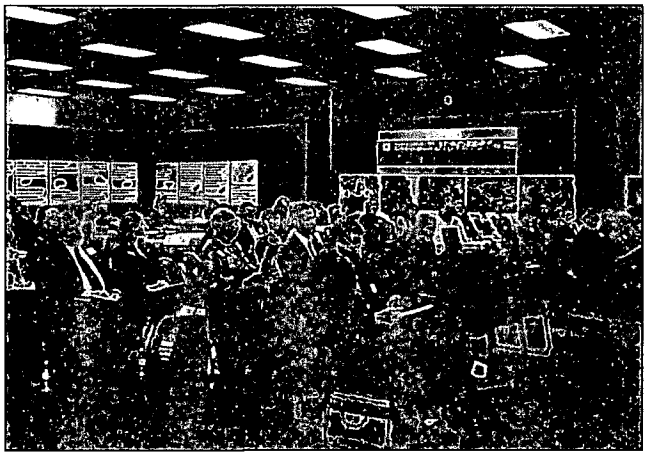


Figure 1.3 The 2008 Visioning Public Workshops were well attended and urban design concepts were presented with early Guiding Principals.

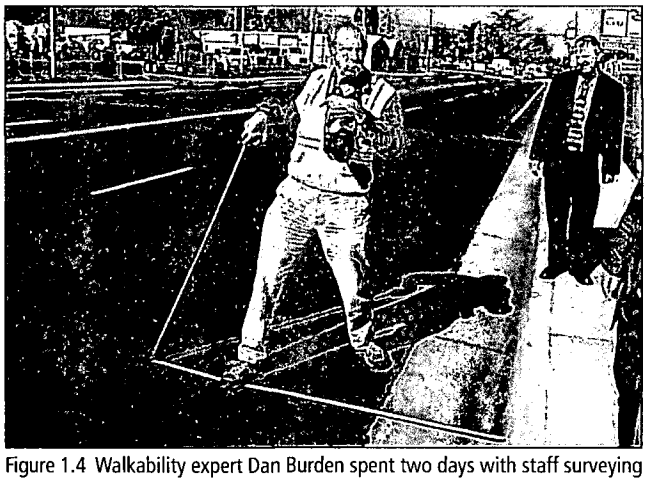


Figure 1.4 Walkability expert Dan Burden spent two days with staff surveying and advising staff and stakeholders on pedestrian-friendly street design.

Background

In February, 2008, two workshops were held to gather public input on Urban Design and Land Use, Circulation and Infrastructure within the District. The Project Team brought walkability expert Dan Burden to the River District to work with staff over a two-day period to advise on principles for walkable streets and complete neighborhoods. The culmination of this work was presented to the public in March 2008 with a statement of principles and concepts. This formed the basis of the urban design element of the River District Specific Plan and has been refined into this document.

Discussion of Principles

The major urban design concepts continued to be refined until the street grid and land use assumptions were finalized in late 2009. An area of over 1,100 acres including long established businesses and business districts, the River District Design Review Area embraces the diverse character and carries forward the notion that distinctive areas could evolve into unique sub-districts or neighborhoods within the District (See Sidebar previous page).

The Intention of this Document

This document is written to inspire great design within a vision framework for creating an exciting and eclectic district of neighborhoods and vibrant streets. It sets forth the major urban design concepts for the district and the vision for each of seven character-defined areas. Chapter 2, Framework, seeks to establish a vision for creating one of the most unique and energetic areas of the city. Attention to detail and vision at the outset of the redevelopment effort is of paramount importance to the future investment and expectations for the quality of life that can unfold as the district transforms. Good design through

recognition of context, thoughtful site planning, careful articulation of mass and form, and care in the detailing of systems and finishes will protect careful, well informed investment.

For the public realm, quality standards of streetscape design, parks and open space, landscape and quality transit facilities are investments in public dollars which will contribute to the value of private investments. The synergy between the private realm and public realm are essential in creating a great place to live, work, play, and invest.

Urban Character

The existing urban character of the area is mixed with many post WWII warehouse buildings, framed with expansive wood trusses, and earlier 20th century masonry structures along with many recent tilt-up concrete structures.

The eclectic, unplanned nature in the district has an uniqueness in contrast to other areas of the Central City. There are several buildings that qualify as historic and many others that while not historic, hold great opportunity for reuse creating unique Sacramento places.

The opportunity exists to create diverse, family-friendly districts with high design standards that builds on the qualities of the existing district, such as:

- Its location at the confluence of two major northern California rivers,
- Easy access to two Interstate highways
- Two light rail lines connecting the district to the region and key transit hubs (i.e. Sacramento Valley Intermodal Facility and Sacramento International Airport),
- An existing public school,
- Desirable employment locations, and
- Two Rivers Trail and other cultural amenities.

How to Use these Guidelines

The River District Design Guidelines (RDDG) govern the design and planning of both the Public Realm and the Private Realm of the River District Design Review District, which includes the 2010 River District Specific Plan area. The organization of the Guidelines follows that of the Central Core and the Railyards Design Guidelines.

The urban design concepts and goals are covered in Chapter 2, Urban Design Framework, of these guidelines. Chapter 3 provides design guidelines for the Public Realm and Chapter 4 is specific to the Private Realm. Together these guidelines are intended to provide design criteria to city staff, property owners, design professionals, commissioners, council members, and the general public. They set-forth a framework of design intentions, recommendations and design standards for the various areas of the River District in coordination with the Policies and Goals of the Specific Plan. Specific policies include:

- High priority for pedestrian, bike and transit mobility in balance with the vehicular demands passing through the district,
- Land use classifications that will allow and encourage a diverse mixture of uses,
- Place-making concepts that will guide the development of a distinctive district,
- Parks and open space priorities which are linked and sequenced through the district
- Streetscape design that emphasizes pedestrian and bicycle mobility with comfort and safety

Governing Design Guideline Documents

The River District Design Guidelines have been developed in coordination with the 2010 River District Specific Plan process.

Township 9, a Planned Unit Development (PUD) in the cen-

ter of the RDSP is governed by Design Guidelines adopted for this area on September 7, 2007 and any further amendments approved since the original approval. The Township 9 PUD Design Guidelines reference the Central City Design Guidelines of which this document is a part. Therefore, where the Township 9 Guidelines are silent, this document shall preside. Other existing PUDs in the District such as Continental Plaza and others shall preside. Future PUDs shall be established within the framework of this document.

The River District Design Review District boundary. These guidelines therefore contain general "best-practice" guidance for the entire area, and also extend particular design guidance for areas contained in the RDSP.

Any amendments to these guidelines shall be made with the recommendation of the Design Commission and be adopted by resolution of the City Council as a subset of the Central City Urban Design Guidelines.

Chapter 4 - The Private Realm

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

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

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

Review of Alternative Designs

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

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

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

River District Design Review District Authority

The Design Commission and Preservation Commission have review and approval authority for deviation from required height, yard, and step back standards.

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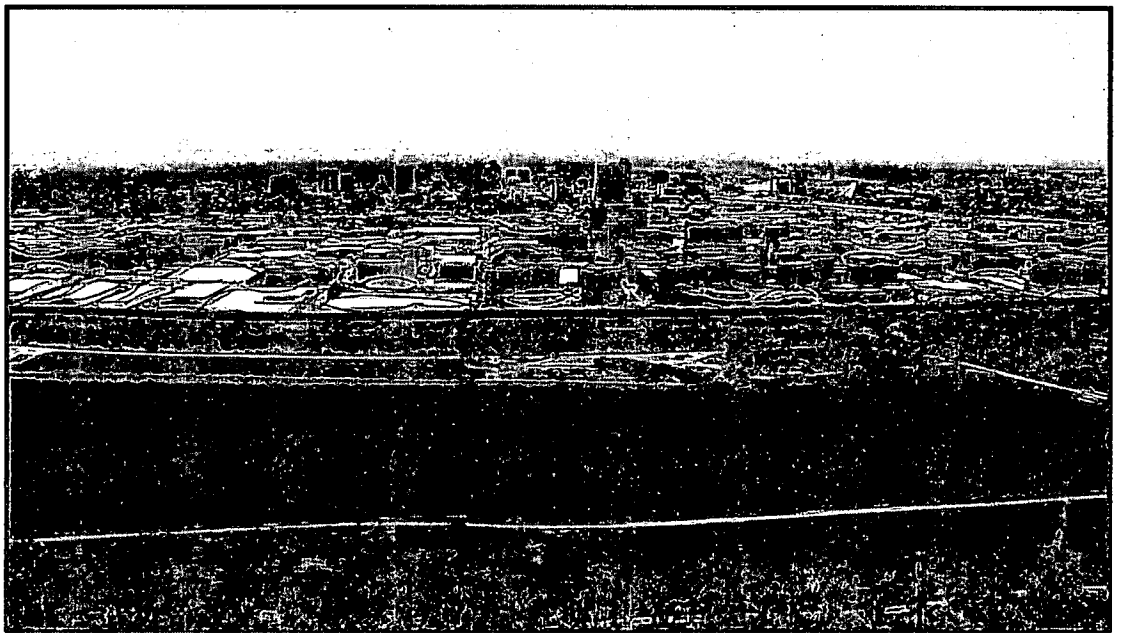
Chapter 2: Framework



Section 6 - Chapter 2 Table of Contents

"A good city is like a good party - people stay for much longer than really necessary, because they are enjoying themselves."

Jan Gehl
Professor of Urban Design, School of Architecture, Copenhagen, Denmark

A. Urban Design Vision

Vision

The vision for the River District is to transform a light industrial and warehouse area into an urban community of diverse uses exhibiting an architectural character that celebrates its unique place in the city at the confluence of the American and Sacramento Rivers. The District has tremendous potential for urban waterfront development emphasizing pedestrian and cycle friendly streets to provide access to more than 2.5 miles of riverfront. This is an unique opportunity to guide development of the area with a strong circulation plan and urban character that will evolve and capitalize on the opportunity to expand its downtown to the banks of two major California rivers. Few inland cities in the United States can offer transit-oriented, dense urban development directly adjacent to nearly three miles of waterfront in a central city area and within a mile of the Downtown Center and State Capitol (See Figure 2.1).

The River District Design Review Area comprises approximately 1,500 acres of which the 770 acres is planned in the River District Specific Plan (RDSP). As a comparison of scale to a city known for strong pedestrian-transit supportive system and defined waterfront linkages, inner city Portland, Oregon equates to the area of River District Specific Plan, from the north end of the Pearl District to University Place at the southern end of dowtown (See Figure 2.2). Understanding the scale of area allows us to consider a vision for the River District which is diverse and responsive to its urban and natural geography and its unique urban potential, which will evolve for decades to come, for an exciting infill expansion of the Central City.

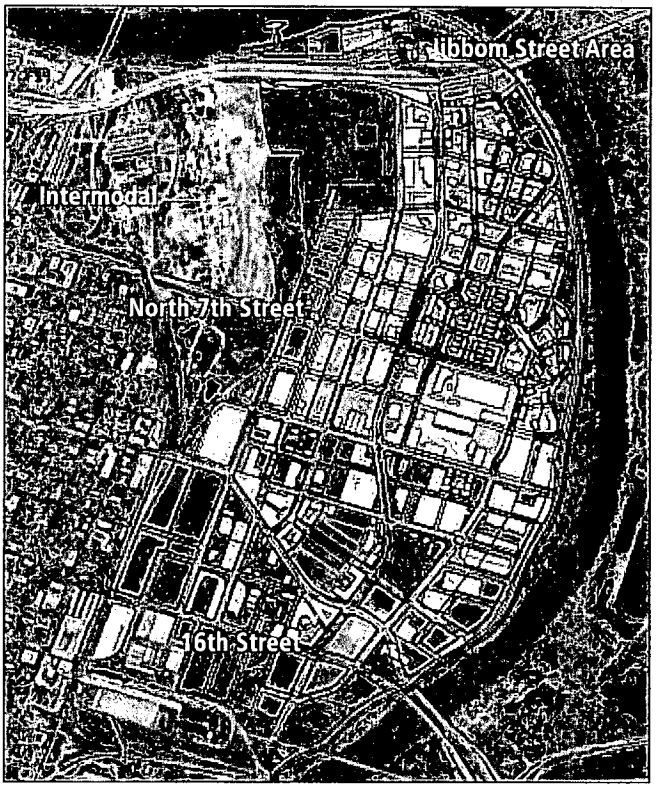


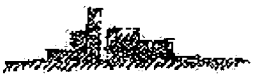
Figure 2.1. River District Specific Plan block height envelopes deliniate overall form and scale of district blocks. See Height Map in Chapter 4 for specific height detail.

The River District lies at the mouth of the American River Parkway, one of the nation's important urban greenways west of the Mississippi. The strong juxtaposition between dense urban developments alongside scenic natural systems provides the River District the opportunity to evolve as a rich urban waterfront community over the next several decades.

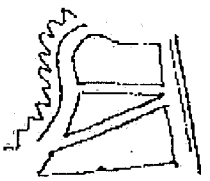
Figure 2.2. Outline of River District Block Plan overlaid on aerial map of Downtown Portland, Oregon, provides scale comparision. (Map source: Google Earth).

B. Urban Design Concepts and Goals

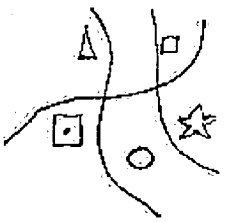
Four fundamental concepts of urban analysis address the key urban design issues in the River District: Form, Edges, Orientation, and Places. These four concepts serve to organize design intentions for the district and address the basic issues facing the district's transformation into a series of livable and distinctive places which are well connected to the Central City. The overall Concepts and Goals outlined in this section are applied specifically for each area of the plan in the Urban Design Framework and carry forward into the specific guidelines found in Chapter 3 – The Public Realm, and Chapter 4 – The Private Realm.



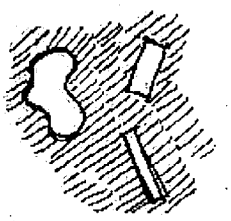
FORM The form of the urban skyline will express the desired balance of competing expectations placed on the land from the market-driven economic value, the scale and context of the surrounding built and natural environments, and the functional response to factors such as climate and human comfort.



EDGES Edges may exist as abrupt divisions in the urban realm but can also provide a contrasting interface to highlight exceptional circumstances that can create unique and positive opportunities.



ORIENTATION The ability to recognize one's precise physical position in a city helps ensure comfort and security through identifiable landmarks that help humanize the scale of the city into discernible segments.



PLACES Places are identifiable as neighborhoods, streetscapes, parks and plazas, that evoke positive human emotions and feelings of comfort arising from positive interactions with the built environment and natural landscape which serve to be retained in memory.

FORM

A DISTRICT WHERE THE BUILT FORM SHALL RESPECT AND ACCENTUATE ITS SURROUNDING CONTEXT

As the northern boundary of the Central City, the River District will absorb moderate to high densities and maintain a modest skyline with some buildings of more dramatic height. Form and massing will respect the context of natural areas and established neighborhoods with a street pattern that transitions from an industrial scale to a neighborhood, pedestrian-serving circulation pattern.

Goal 1.1: Implement pedestrian-scaled Central City sized blocks.

The City Plan of 1873 (Figure 2.3) illustrated a desire of the City to extend the Sutter Grid north through today's River District. The recent Railyards street grid carries that vision forward to the southern boundary of the District with streets which closely approximate the historic Sutter grid (Figure 2.4).

The RDSP street network has sought to maintain the scale of the downtown grid while responding to recently approved plans and built conditions and embodying a pedestrian scaled network. Development pressures to abandon rights-of-way and expand block size should be reviewed in recognition of the Guiding Principles of the 2010 RDSP.

Prior land consolidations in the district may prevent through streets in some areas, however, future opportunities should be sought to subdivide large parcels and facilitate connectivity of pedestrian and vehicular movement throughout the district and move closer to the realization of the urban grid plan.

Goal 1.2 Implement urban form and pattern that contribute to a healthy community environment.

Behavioral science has found that the form and patterns of a city can have a direct bearing on the health of individuals. Neighborhoods and business districts which have street and land use patterns to promote walkability, along with quality physical environments that are safe and invit-

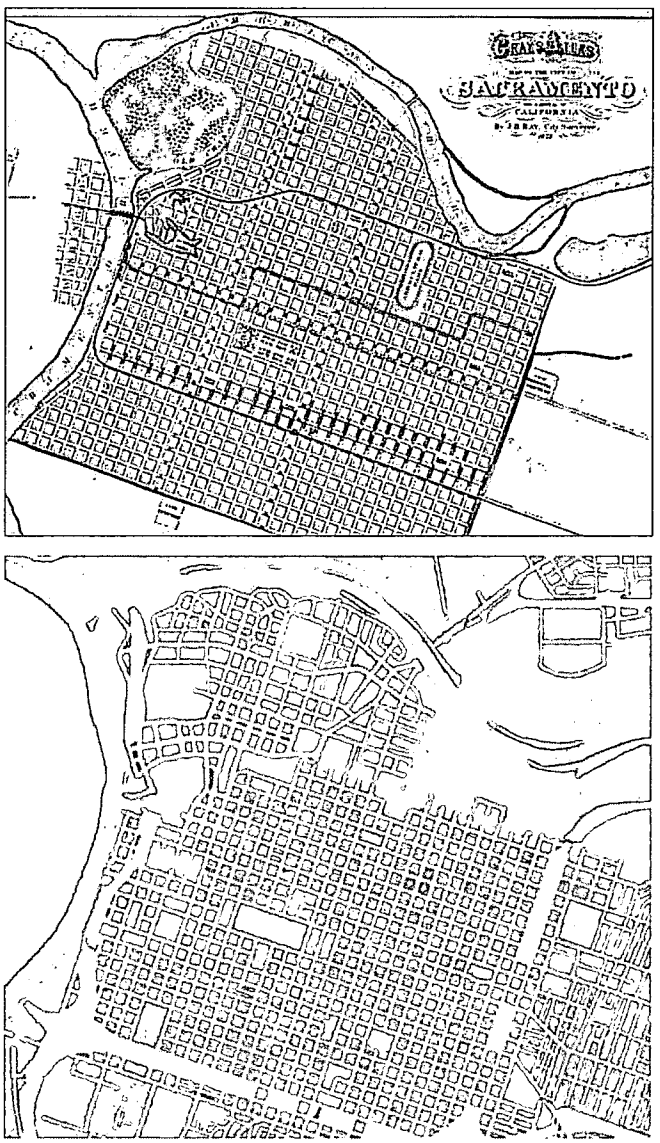


Figure 2.3 (top). 1873 City Plan shows Sutter's street grid extending north to American River.
Figure 2.4 (bottom) Street grid of RDSP and Railyards to connect to river.

ing, promote more healthy activities. The form and pattern of blocks and open space will influence the environment for walking, biking and general recreation which will benefit everyone living in the River District, and Central City.

Goal 1.3: Building Form at Riverfront will balance urban and natural environments.

As determined during the public process of the River District Specific Plan (RDSP), the public and stakeholders supported a concept of a transition in development form from a vertical massing along Sacramento River to a moderate edge progressing eastward along the American River Parkway.

General consensus concluded that the eastern bank of the Sacramento River should offer opportunities for high-rise development in concurrence with adopted plans for the Railyards Plan and Docks Area Plan, which both allow for buildings of 30 floors and above. The recognition of the Sacramento River as a true urban waterfront warrants intensity of development to satisfy the demand for spectacular river views for hotel and residential suites. Therefore, tall buildings are encouraged along the Sacramento River and at the mouth of the American River, however, they shall not form a visual barrier to the interior blocks of the district.

To respect the transition from urban riverfront to the more natural scenic qualities upriver along the American River, the RDSP sets a transition of building height and massing. Desirable views south to Downtown and north to the American River may entice broad building flanks with an

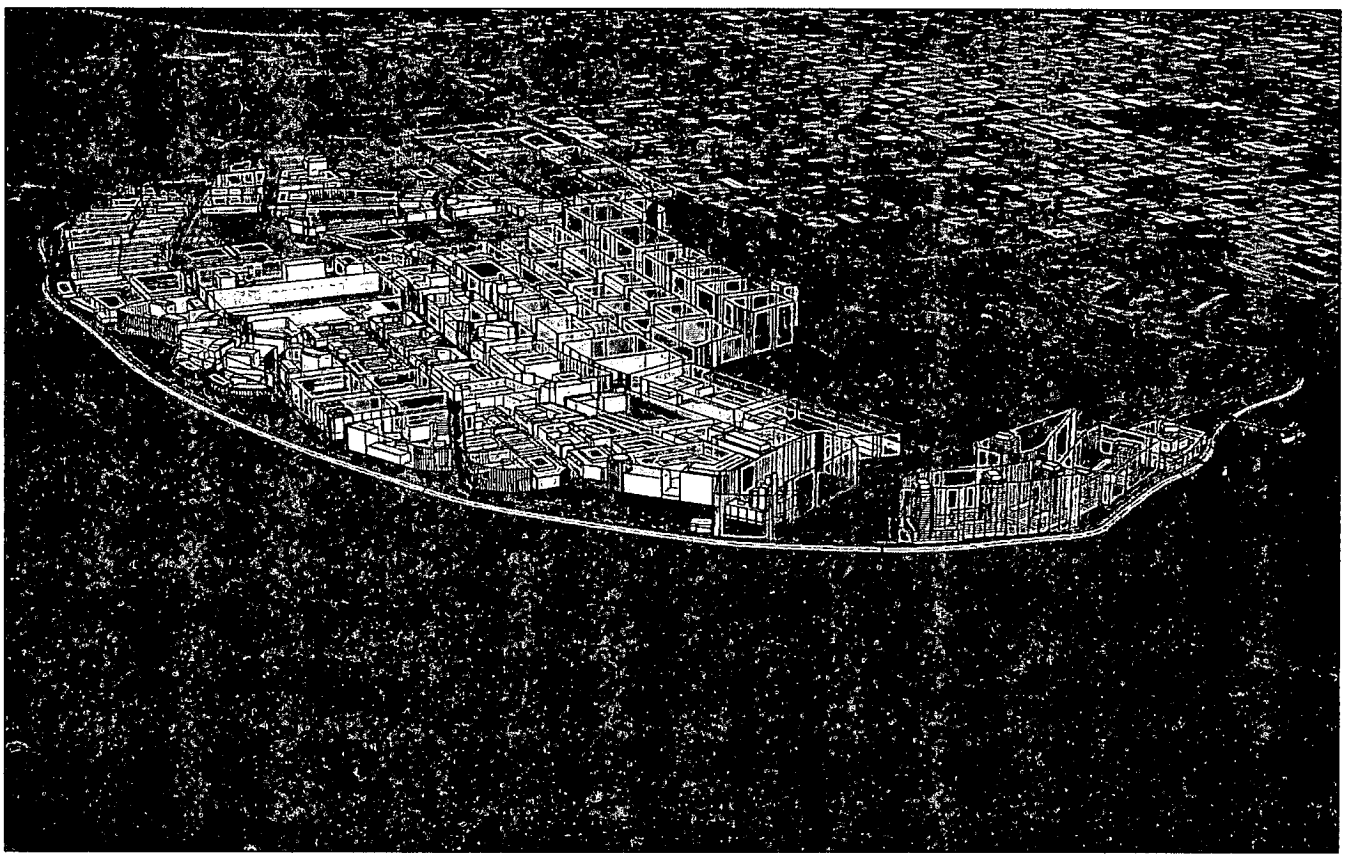


Figure 2.5. Allowable height diagram of RDSP blocks illustrates 250 ft height envelope (orange) at confluence of Sacramento and American Rivers, and lower height envelopes along American River Parkway.

east-west axis. Therefore, along each riverbank, the design of high rise towers will follow slender massing principles to maintain view apertures from buildings and the public trail and to reduce ground shadows on adjoining parks and public spaces.

Goal 1.4: Maintain vistas along riverbanks.

Vistas across both the Sacramento and American Rivers should be maintained by orienting the major axis of buildings perpendicular to riverbanks and a slender profile on the minor axis. This orientation is consistent with the major view line facing south towards the bridge crossings and downtown skyline.

At the pedestrian level, the base of highrise building should be reduced in floor area and story height in order to maintain the open view lines from the levee trail. Good site planning that results in towers offset to one another, whenever possible, will increase the potential for view lines (See Figure 2.6).

Goal 1.5: Height and bulk of buildings will transition between sub areas.

Height transitions within the District shall balance the need for density along major corridors and transit-oriented developments with the form and character of adjacent neighborhoods. Transitions in height designations serve to define the character of each sub area by the types of uses anticipated (See Area Character in the second half of this chapter).

Goal 1.6: Maintain variety of block sizes to accommodate diversity of land uses.

The transformation of the River District to a more mixed-use, pedestrian-scaled district relies on smaller block sizes than currently exist. The RDSP street grid accommodates existing large scale light industrial and warehouse business operators and provides some of the largest parcels in the Central City while maintaining an overall pedestrian-scaled district (See Figure 2.7).

Goal 1.7 Each block should have a variety of scale and massing

Development that accommodates a variety of building types and forms within a block creates a rich living environment and provides a greater economic mix of businesses and residential opportunities.

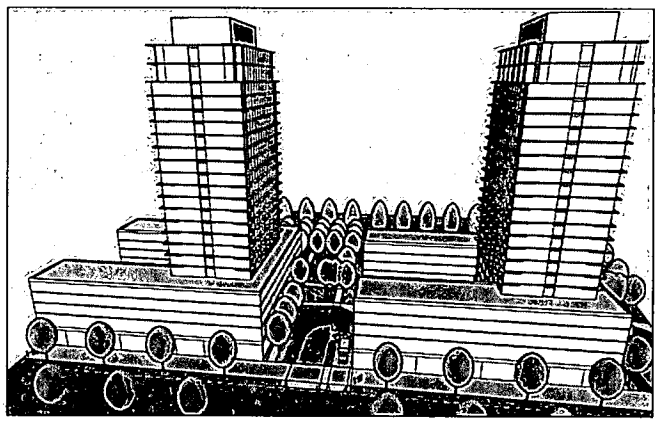


Figure 2.6. Orientation of tower elements along the river should maintain open aperature to river and distant views.

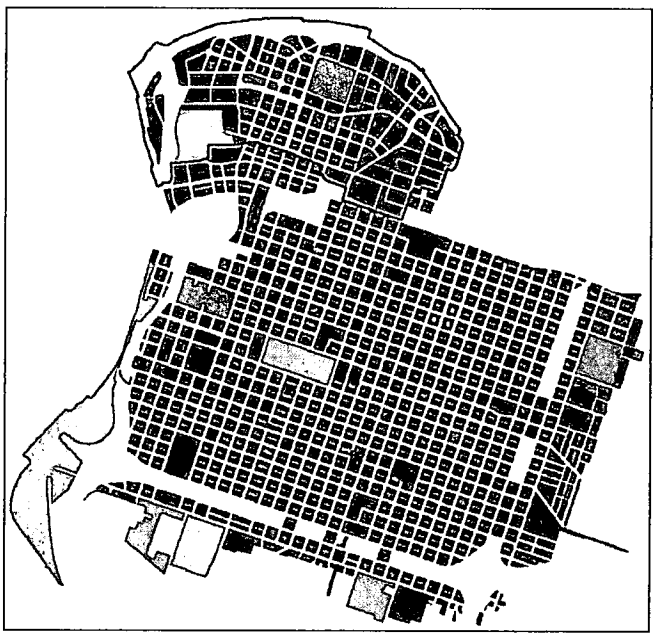


Figure 2.7. Color code of block size. Dark blue represents smallest block area while briht green indicates the largest area

Goal 1.8: Maximize opportunities for Green Energy generation

RDSP grid is oriented with the original Sutter Grid of the Downtown. This grid is approximately 18 ½ degrees west of true north-south. This orientation for solar technologies, particularly solar photovoltaic peak power generation in summer months. While the blocks west of 5th Street provide optimal true north-south orientation.

Existing large blocks and large floor plate buildings serve as excellent opportunities for capturing solar energy (Figures 2.8 to 2.11). To ensure proper solar access, vertical heights for new buildings should be designed to allow proper solar penetration onto existing rooftops to be utilized for power generation.

Goal 1.9 Facilitate the implementation of Green Roofs

Green roofs provide opportunities for elevated open space, gardens and recreation while providing the environmental benefits of reducing heat-gain from roofs, and reduced stormwater surges into the municipal drainage system in heavy rain events. Existing warehouse buildings in the District provide opportunities for Green Roof retrofits.

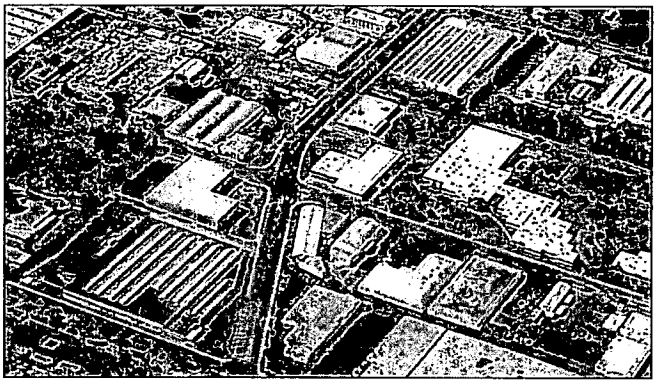


Figure 2.9 The existing warehouses in the River District, exhibiting good orientation and large unobscured roof areas, present a great opportunity for investments in solar energy generation.

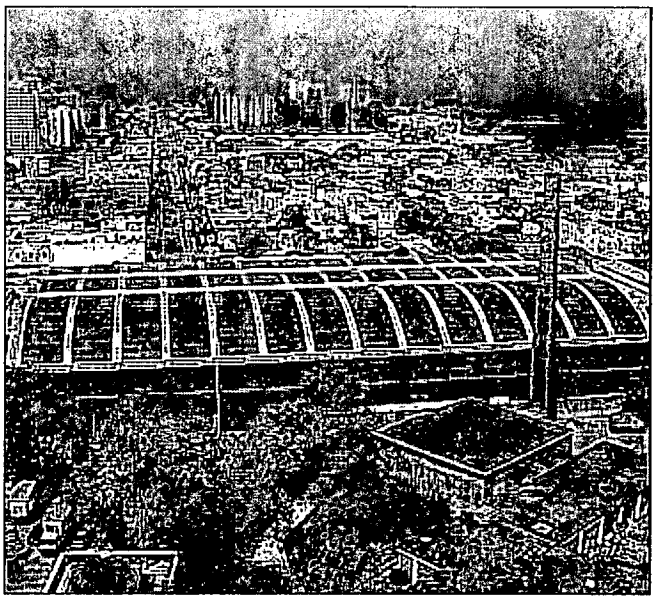


Figure 2.10. Solar photovoltaic panels cover the roof of a transit station in New York City is similar in profile to some warehouses in the River District.

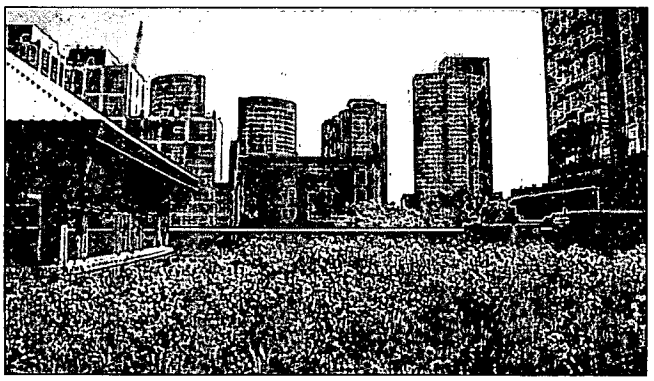


Figure 2.8. Roof gardens in dense urban areas provide visual relief while decreasing roof heat loads, filter run-off and abate storm water surcharges.

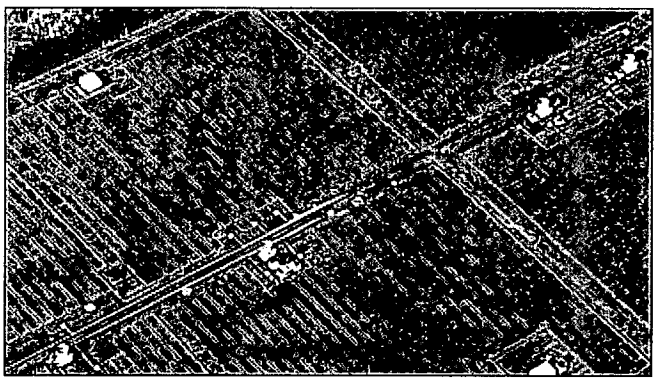


Figure 2.11. Solar photovoltaic panels cover the roof of a warehouse with accessways for roof-mounted mechanical equipment.

EDGES

A DISTRICT WHERE EXISTING BARRIERS DISSOLVE AND NEW OPPORTUNITIES ARE EMBRACED

The River District historically has been walled in by levees on all sides. The lowering of the railroad levee embankment and the engagement of buildings along the river levees will open exciting opportunities for the District and the City of Sacramento.

Goal 2.1: Develop an active and accessible riverfront

While development adjacent to the levees is highly desirable, visual and physical public access to the levee trails and riverfront must be maintained by each development plan along these edges. When building next to a levee trail, the active elements should be viewable from the trail and major program areas should be visually linked to connecting streets and to the interior grid.

Every opportunity shall be taken to increase access to the river's edge, including creatively providing accessible compliant access to the river banks inside the levees.

Goal 2.2 Extend internal streets to river trails

Street connections to the Two Rivers Trail are limited. North Fifth and North10th Streets and the extension of Jibboom Street at Tiscornia Park provide the only public access to the River Trail. The extension of North 7th Street to the river will be a welcome celebration of the linkage from Downtown to the river. The RDSP street network provides for additional opportunities to create strong connection with Two Rivers Trail and the river.

Goal 2.3 Provide transitional landform from street elevation to levee

The approved development plan for Township 9 takes advantage of the elevation difference between the street level and the desired views from atop the river levee by grading the ground form gradually up to Riverfront Drive, allowing for parking to be tucked under the new grade level. Wherever possible, development should seek to minimize the abrupt transition which occurs at the levee embankment and provide accessible paths (Figures 2.12 and 2.13). Parking garages may serve as podiums to raise pedestrian building access at new grade levels behind levees.

Figure 2.12. New Orleans Washington Artillary Park steps leading to levee embankment of the Mississippi River.

Figure 2.13. Public event at Washington Artillary Park, New Orleans.

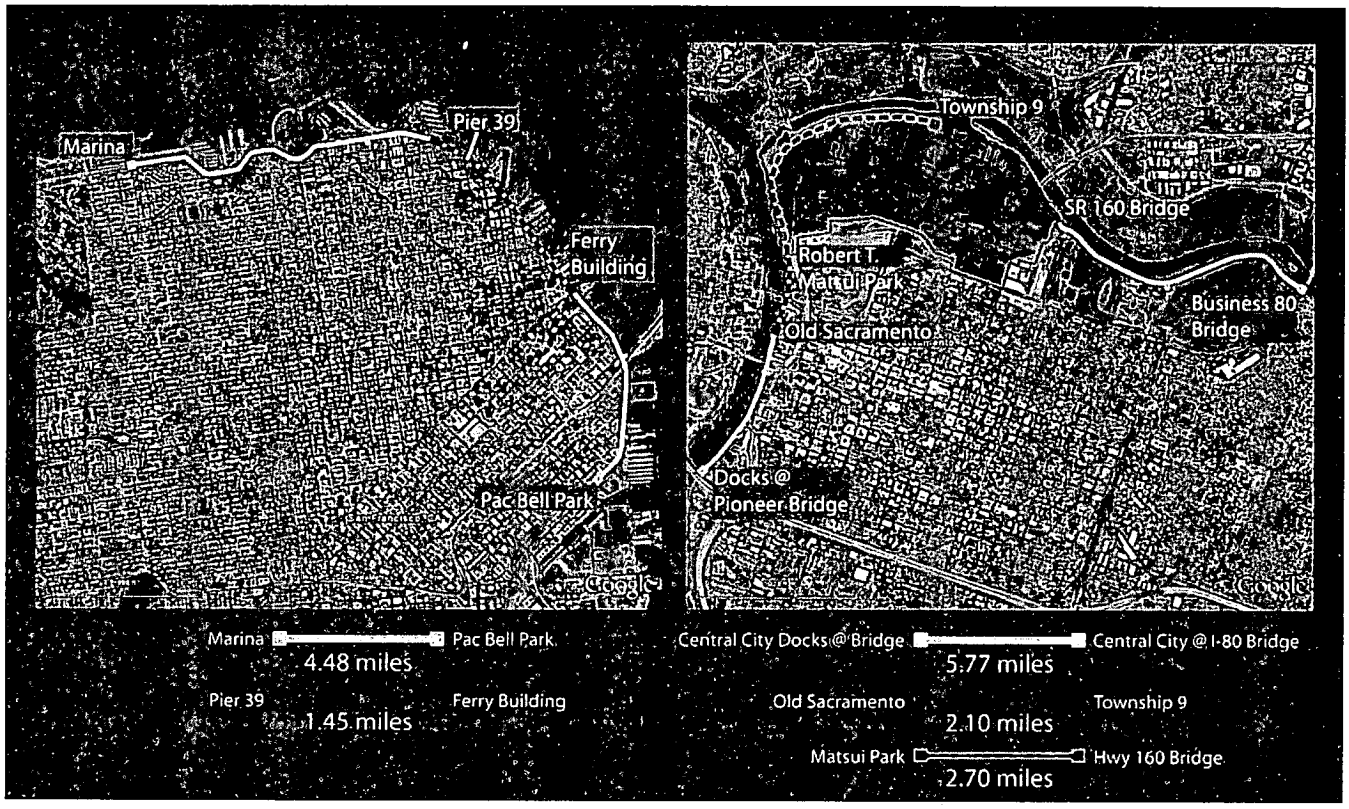


Figure 2.14. Waterfront opportunity comparisions between San Francisco's waterfront (left) with the riverfront length of Sacramento's two bounding rivers.

Goal 2.4 Provide public access to the river

Public access to the river is a high priority of the RDSP and all development shall strive to incorporate attractive and secure passage from pubic streets to the Two Rivers Trail. Public access easements, or "Riverways", for pedestrian and cycling access to the river provide other opportunities to activate the riverfront. All site design and architectural design shall maximize the visibility of the public river trails with consideration for pedestrian safety, way-finding and high quality material treatment of walkways and landscape elements.

Goal 2.5: Create opportunities for a variety of conditions for unique linear pathway experiences

With limited recreational use of the riverfront, the extent of river frontage in Sacramento is little understood. The 2.7 miles of river frontage in the RDSP alone is nearly double the length of San Francisco's Embarcadero from the Ferry Building to Pier 39. (See Figure 2.14) Such a significant opportunity to connect the community to two vast riverfronts, the RDSP has identified as a central concept the development of active and passive points of interest along the American and Sacramento Rivers. (See Figure 2.30) These uses would be spaced an approximate walking interval of five to ten minutes. New riverfront developments, such as the Powerhouse Science Center, will be encouraged to incorporate programming that will establish relationships with the river and the natural environment.

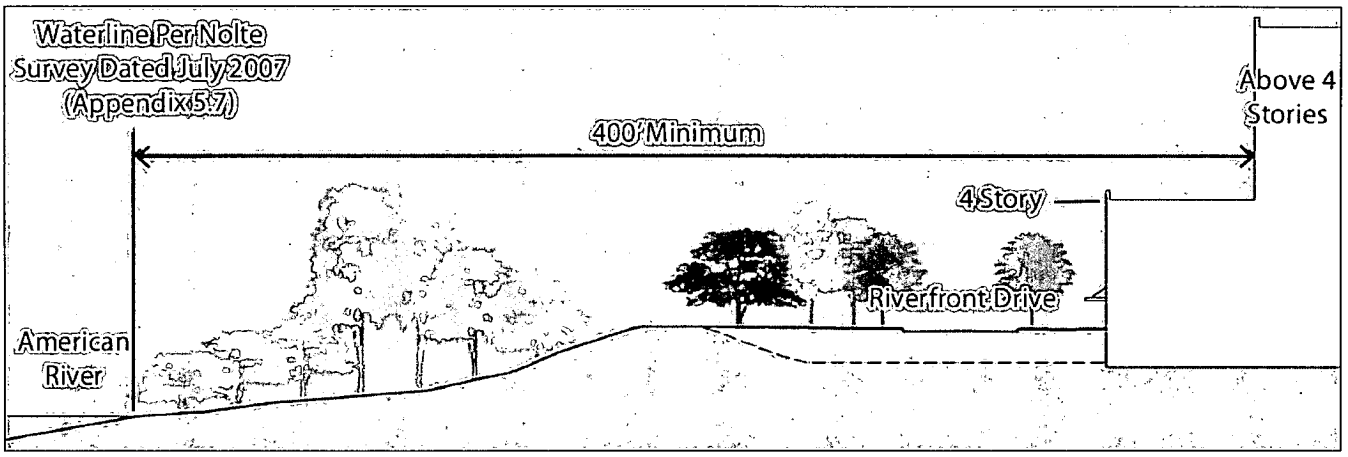


Figure 2.15. Township 9 levee condition at Riverfront Drive. (Carter Burgess).

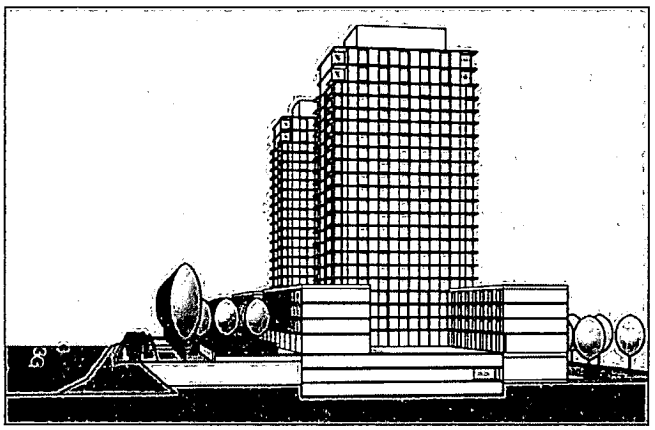


Figure 2.16. Riverfront promenade extension along Sacramento River.

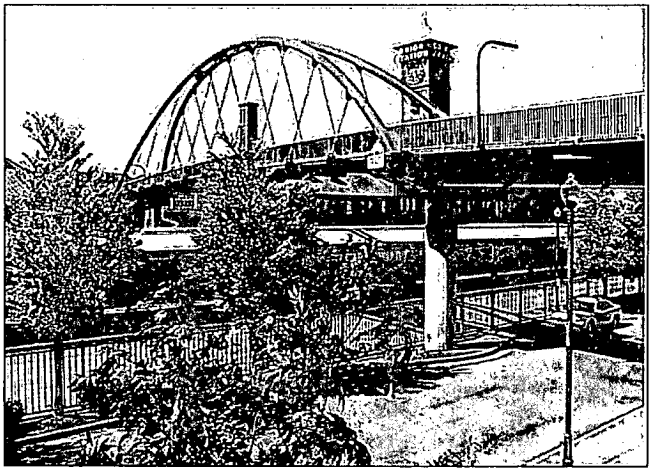


Figure 2.17. Open-air pedestrian bridge at Portland Union Station creates a viewable environment for pedestrians to cross over rail facilities.

Goal 2.6: Provide safe and activated pedestrian linkages across railroad facilities.

Grade separated undercrossings are typically perceived as unsafe environments for pedestrians and bicyclists. Throughways should be well lighted and free of obstructions to allow a clear line of sight before entering and while in these passageways. Active uses should be developed at each end to integrate undercrossings with frequent users and avoid isolated situations.

Goal 2.7 Implement a bikeway along the Union Pacific Railroad

Linkage to the East Industrial Area and future Sutter's Landing Park is desirable along the track rights-of-way owned by Union Pacific Railroad. With the removal of secondary tracks which once served the railyard shops, the excess right-of-way may present opportunities for an east-west trail north of the railroad mainline deck facilities over 12th and 16th Streets. The RDSP has identified this area as a potential easement for Class I bicycle trail and pedestrian facilities which would link the Railyards Park Blocks, through the River District and the Blue Diamond properties to the bike trail from C Street and onto the future development to the east.

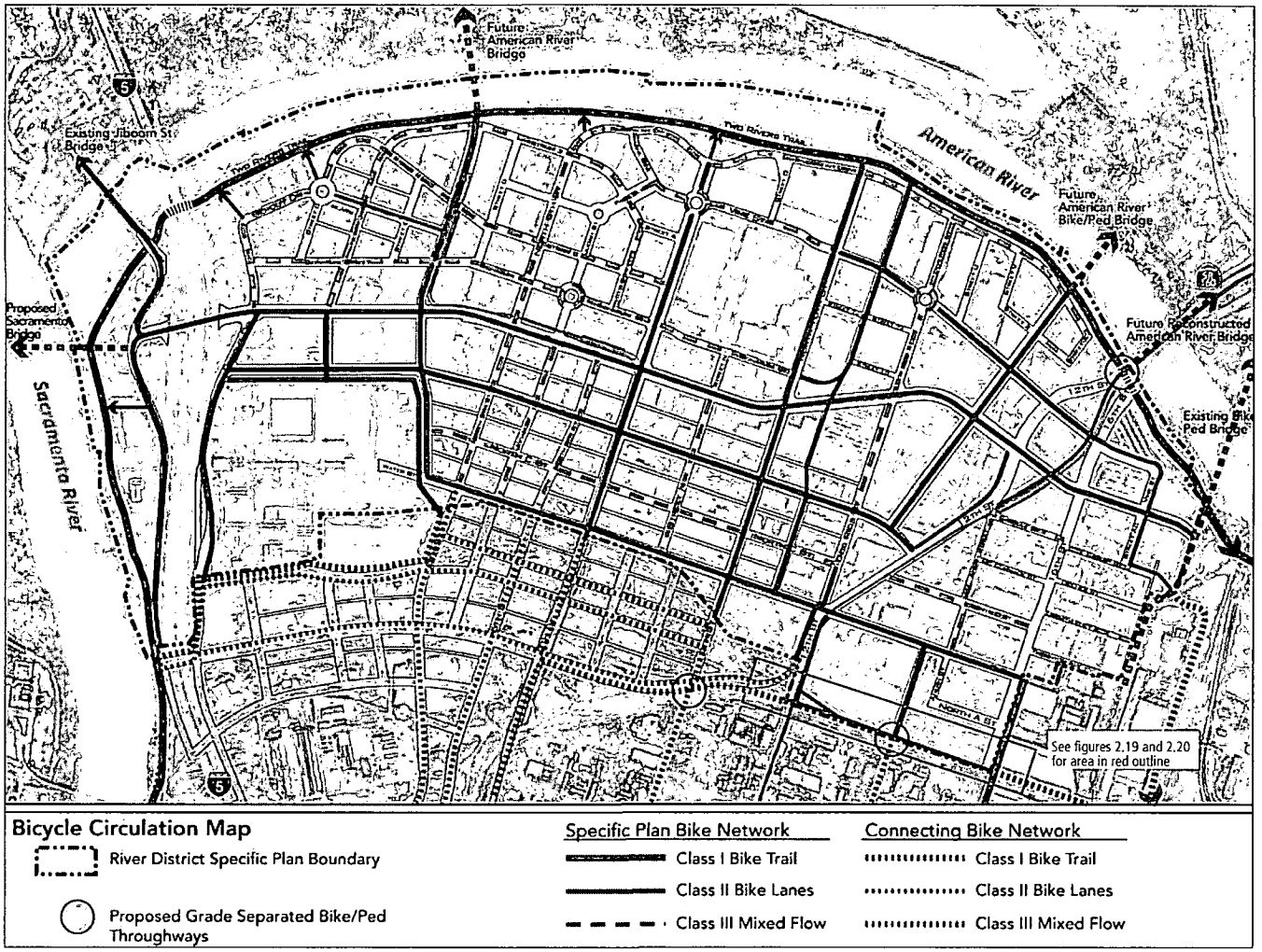


Figure 2.18. Bikeway Plan illustrating proposed Class I bike facilities along north boundary UPRR mainline tracks. Also see Specific Plan

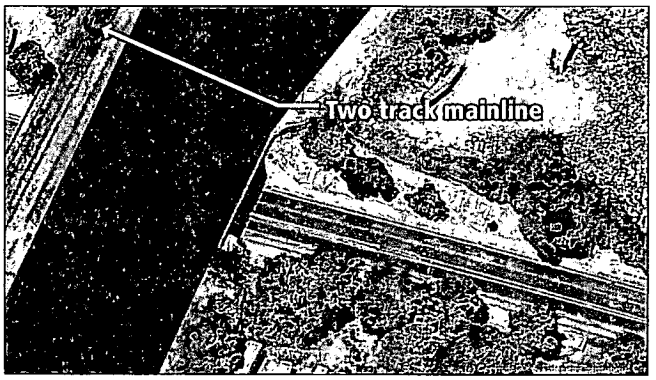


Figure 2.19. UPRR bridge over 12th Street showing future surplus track area in red. Siding track at right to be removed with future Railyards development.

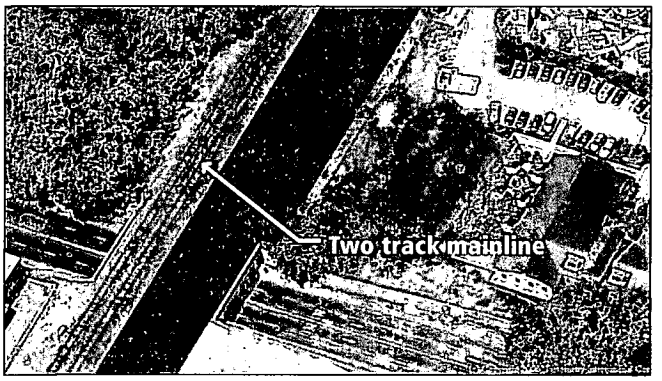


Figure 2.20. UPRR bridge over 16th Street showing future surplus track area and embankment in red.

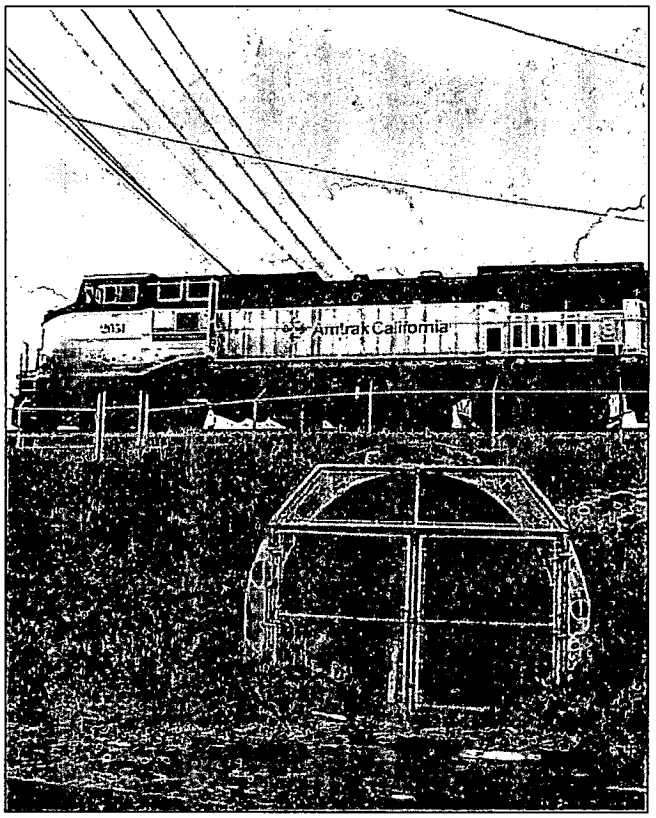


Figure 2.21. The 14th Street tunnel was closed soon after opening. When sufficient development occurs around this crossing, significant re-design will be needed to ensure better security and usability for pedestrians and cyclists.

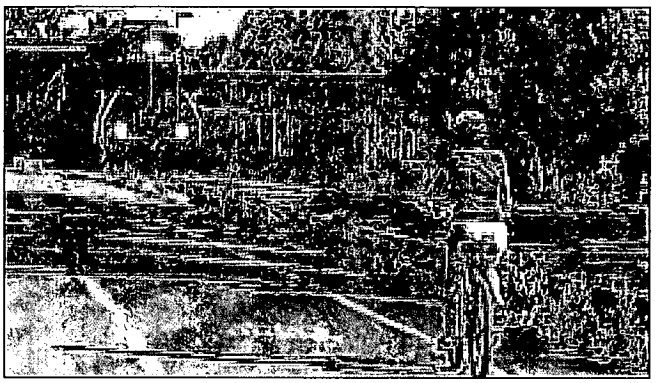


Figure 2.22. Bikeway along rail line.

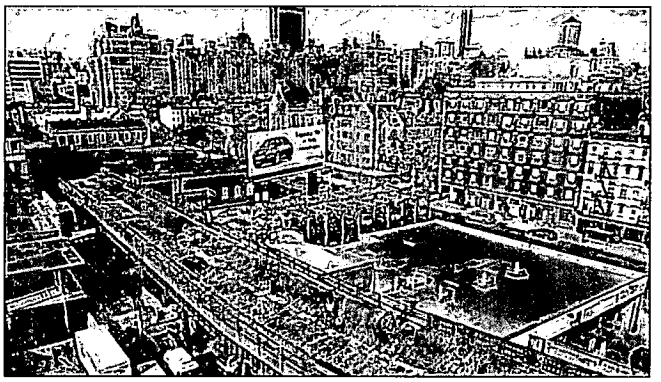


Figure 2.23. New York's new elevated parkway along abandoned subway line.

ORIENTATION

A DISTRICT OF VIEWS, VISTAS & GATEWAYS

The sensory experiences of visual connections, destinations, and sense of entry and departure within a city serve to locate us in an environment and mark our experience with heightened meaning and importance of place.

Goal 3.1: Implement streets which integrate the inner grid to the Riverfront

The street network of the RDSP carefully weaves together the intention of the historic Sutter Grid with new networks such as the approved plan for Township 9, and the desire for a strong transit centered plan at Sequoia Station.

The RDSP plan seeks to develop streets that circulate the grid to the river and provide numerous opportunities to reach the river without relying on the rigid framework of

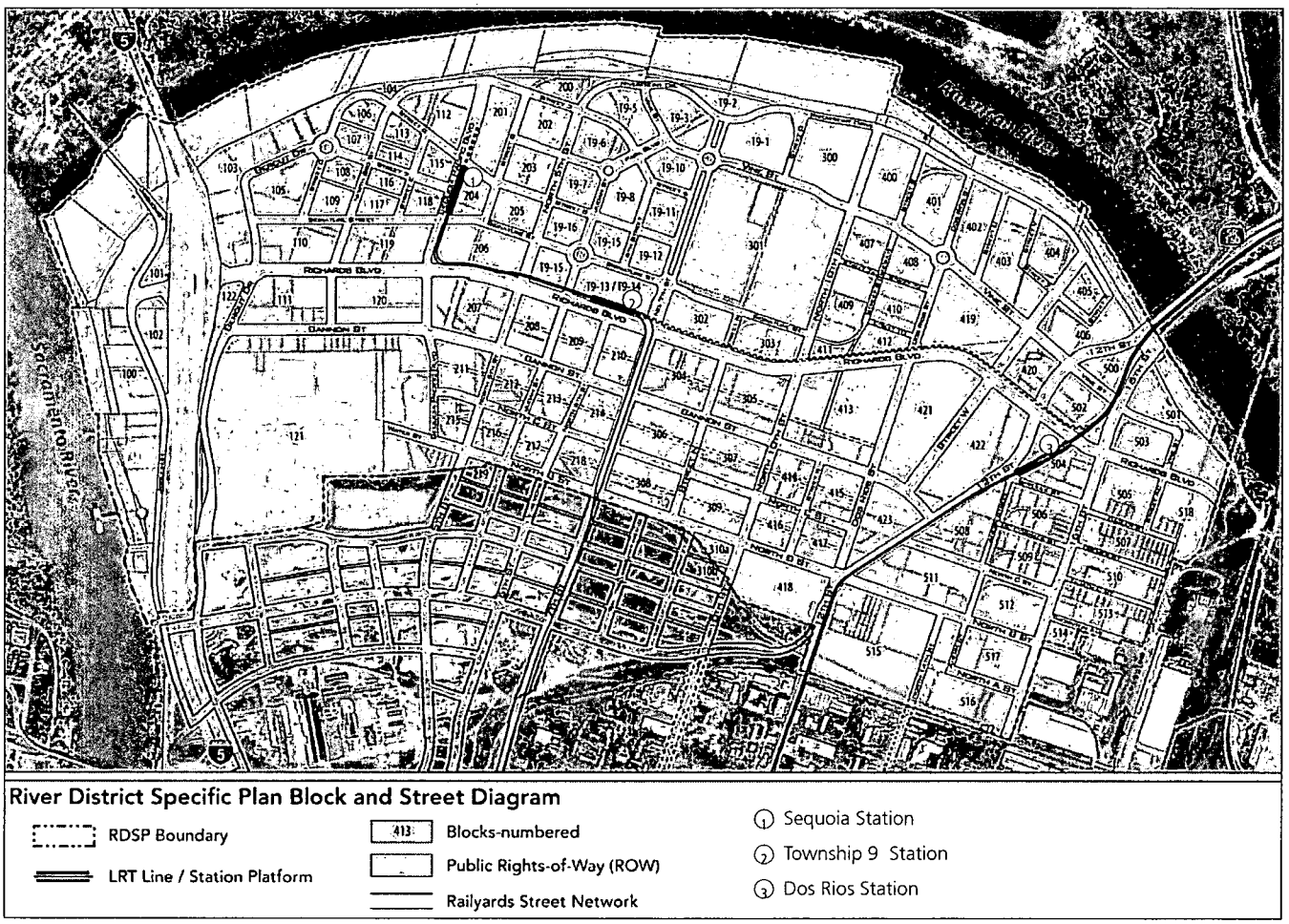


Figure 2.24. Park linkages from the downtown and the Railyards and future development to the parks of the River District and surrounding areas.

the rectangular grid. This is a particularly unique urban design strategy for Sacramento. These streets will be articulated to convey that they are primary "River Routes" connecting the district street network with a ribbon of parks along the river edges.

Goal 3.2: Accentuate Gateways

The sense of arrival and departure heightens the significance of a place, and is an important to understanding one's place in a locale and celebrating the transitions between places in a city. Physical edges, whether natural or contrived, are often more psychologically important than admistrative boundaries that exist solely on a map. The River District is an area distinctly defined by natural edges (the rivers) and man-made edges (the railroad and highways). These features pose design opportunities for highlighting the River District as an unique place within the Central City Community Plan Area.

With the development of the Railyards, the removal of the railroad levee along North B Street and the flood gates at 7th Street will open the street grid connecting these two districts.[1] New crossings of the railroad proposed in this plan provide for points of entry/departure that can be artfully celebrated. Tenth Street and Fourteenth Street undercrossings can serve as important linkages between Alkali Flat, the River District and the Railyards. These connection points can be designed as more than circulation links; they can be treated as a vibrant part of the street experience.

Currently, two bridges at the east and west ends of the District cross the American River. The Interstate 5 and Highway 160 bridges carry high vehicular demand along the edges of the district each day. The addition of notable features could distinguish these sections of roadway as gateways to the River District and the Central City and provide more significant river experiences.

The first gateway feature for the District will be installed in

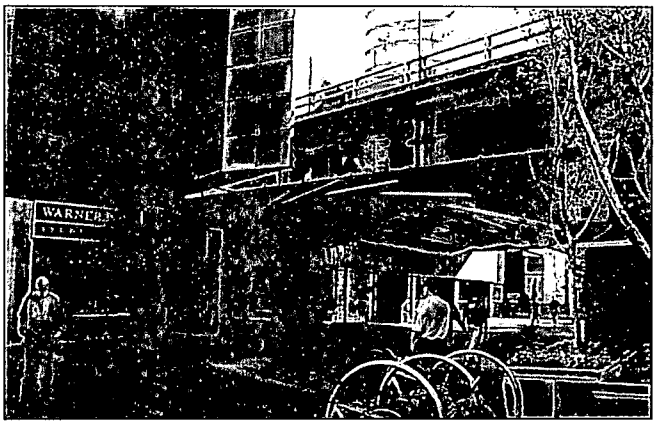


Figure 2.25. Pedestrian promenade, populated with major retailers and restaurants, passing under highway bridge with architectural treatment along the Yarra River, Melbourne, Australia.

Figure 2.26. An example of street continuity under major infrastructure elements in Berlin, Germany. Each example illustrates open ground level expanse with storefronts integrated with the infrastructure and directly adjacent.

[1] The levee, known as the Secondary Levee, will be taken down in this location and re-graded to a finish grade within the Railyards Plan area that will provide the same elevation protection as currently exists.

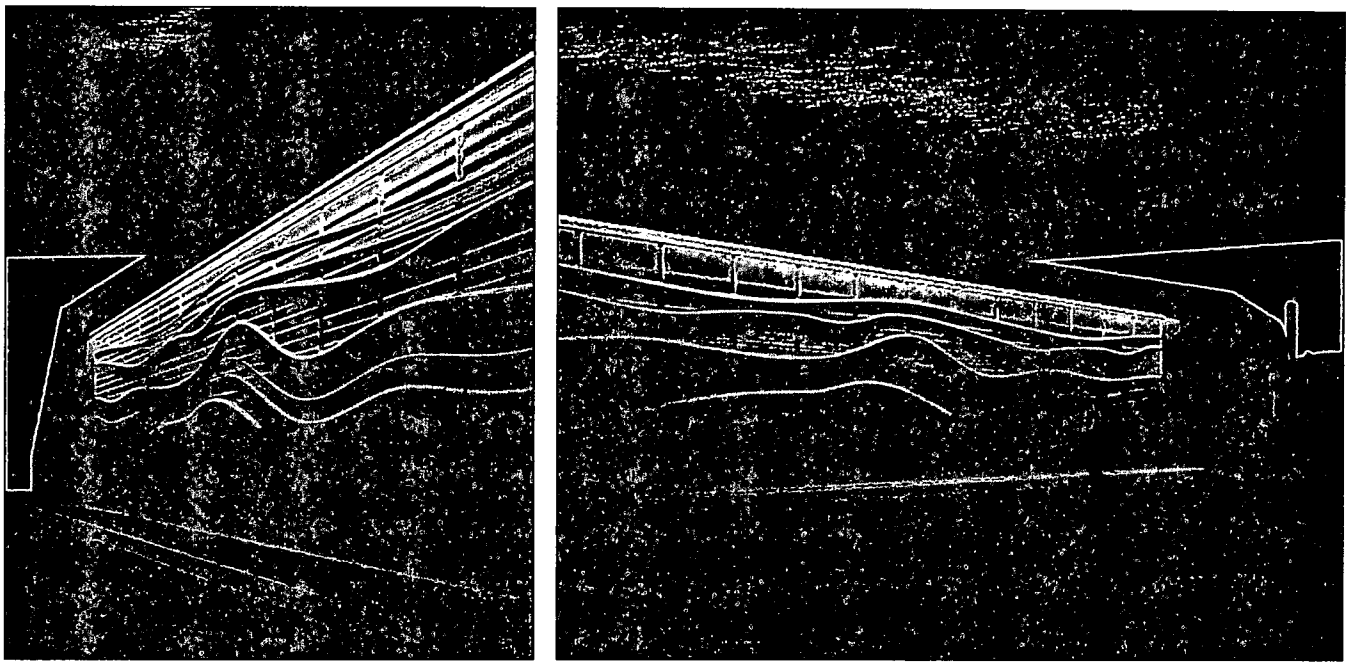


Figure 2.27. Wall art and lighting design for Richards Blvd undercrossing at Interstate 5 (City of Sacramento-Urban Design Group).

the segment of Richards Boulevard under the Interstate 5 overpass. The lighted graphic will announce to motorists and pedestrians the District's connection to the rivers (See Figure 2.17).

The proposed future multi-modal bridge (not a part of the RDSP), connecting Sequoia Street and Truxel Avenue as it crosses the American River Parkway, should take advantage of scenic vistas to the City and the design should celebrate this important crossing.

Goal 3.3: Celebrate vistas and view lines

Views to prominent landmarks within a city serve to orient and provide reference for people moving through the city. With the exception of Capitol Mall aligned to the State Capitol, the gridiron plan of Sacramento's downtown leaves little opportunity to capture terminal vistas. In contrast, the RDSP street plan provides many opportunities for an architectural response to terminal street views, or significant corners where diagonal streets intersect with the orthagonal grid. The elevated levee system and elevated Vista Park in the Railyards also provide unique opportunities for vistas and distingushing landmarks.

These short distance terminal view lines serve the pedestrian and motorist alike in the orientation of the city and provide perceptual markers for way finding. The architectural response of individual buildings should celebrate and accentuate form, signature architectural elements, and lighting to enhance the expression of place.

The boulevard plan for North 7th Street as it terminates at

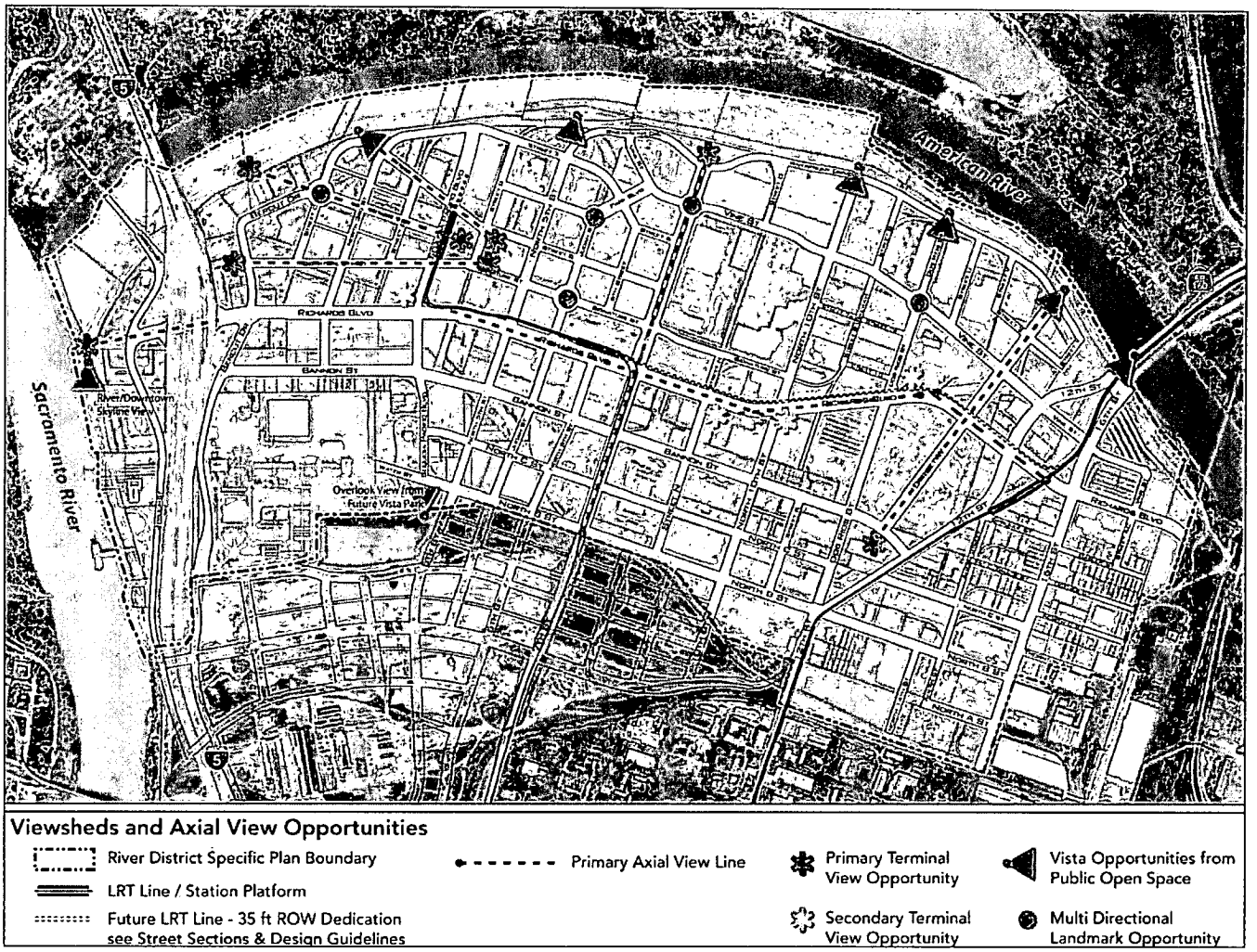


Figure 2.28. Visual orientation in the River District Specific Plan area.

Riverfront Park will artfully signify this strong street-river connection. As development occurs in the District, other opportunities should be utilized to visually connect destination points within the District.

Many view opportunities exist along the Two Rivers Trail, from the eastern gateway of Highway 160, to the axial alignment of 7th Street, and onto the vantages from the Sacramento River. Opportunities to capture select views must be of high priority to designers engaged in future projects.

Streets that terminate to the river – describe from Central City context (e.g. 5th Street that travels from Broadway's warehouse district, through the Railyards overlook of the Central Shops and the new Intermodal to edge Vista Park to terminate into Riverfront Drive.

PLACE

A DISTRICT OF ECLECTIC EXPERIENCES AND MEMORABLE PLACES

Unlike most other precincts in the Central City, the River District has unparalleled opportunities, manifest by location and time, to create unique places of distinctive character.

Goal 4.1: Maintain Scale of Sutter's Grid

The historic blocks of the Central City have a distinctive scale and orthagonal pattern. Measuring approximatley 320 feet on a side, these blocks have had few changes, other than consolidation with street closures, provide a vary uniform spatial experiance and sense of place defining the Central City. The Railyards street grid is largely patterned upon this historic grid, maintaining the distinct pedestrian character, but will have nuiances unique to its development pattern. The River District will evolve to a pattern of streets in proportion to the historic grid, and the Railyards, providing a more common pedestrian experience akin to the Central City as a whole.

Goal 4.2: Bring the river into the grid

Creating memorable urban places necessitates capturing the unique natural elements of a place including the native flora and fauna. The inclusion of plant types native to the river shed will anchor the public realm spaces to this unique area. Landscape design in both the public realm as well as private open space shall seek to incorporate appropiate native plants on the parkway and attract native species of fauna into the developed areas.

Goal 4.3: Establish the riverfront as a destination experience for the Sacramento region

The Sacramento and American Rivers are regional amenities, actively used for water-related activities centered on limited number of public access locations. The development of the desired active promenade with strong connec-

Figure 2.29. Transformation of circulation network in the Central City.

Top: Figure ground diagram of existing blocks in the Central City. The paucity of streets in the River District is evident in this illustration, with only 7th Street linking the downtown with the River District.

Bottom: Figure ground diagram of the Central City with the street grids as planned in the Railyards Specific Plan and the River District Specific Plan.

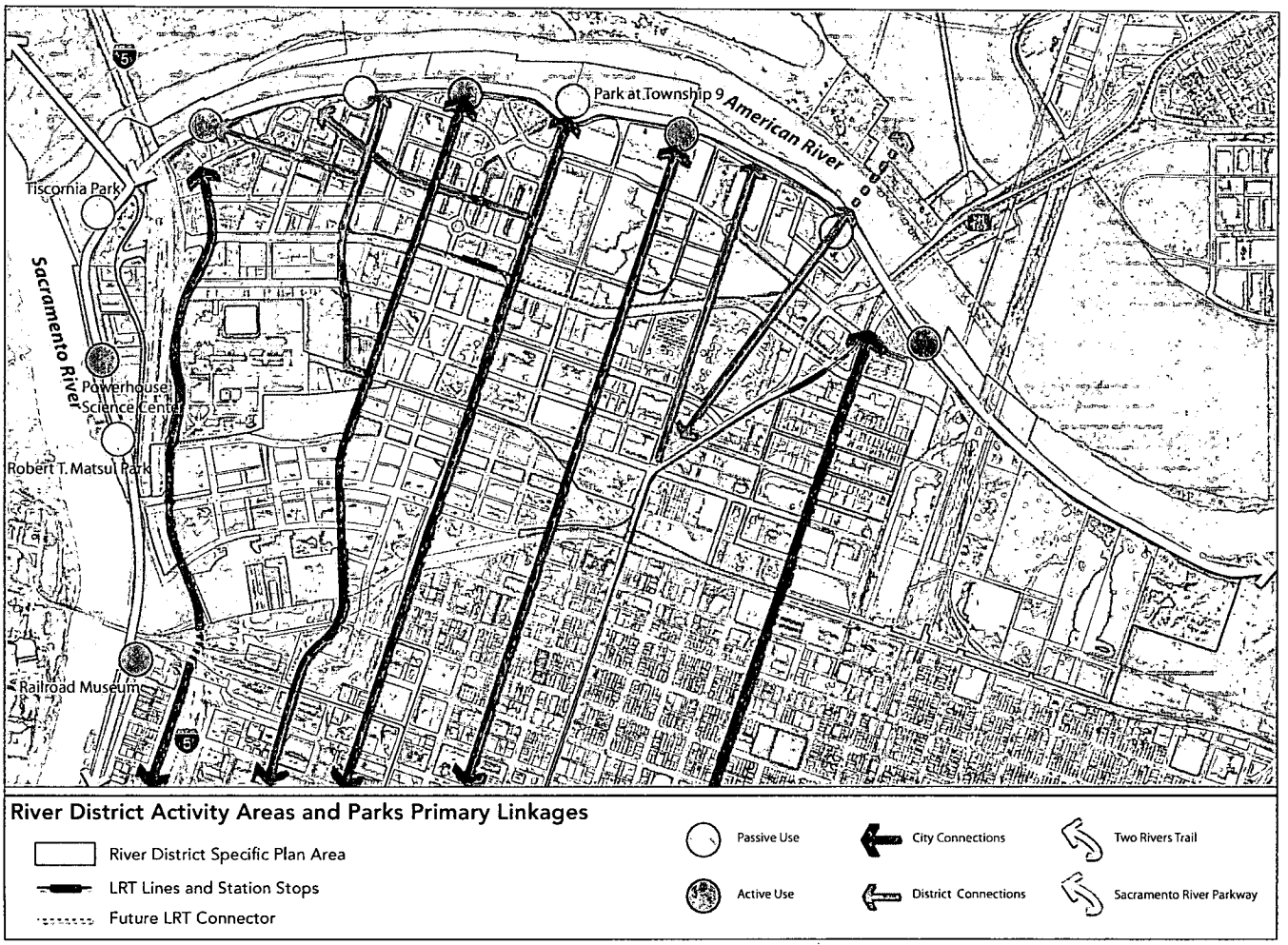


Figure 2.30. Primary linkages within the District and from Downtown which pass through the Railyards and along 16th Street that coincide with activity nodes along the river edge. Also see Specific Plan.

tions from the grid will promote active and passive uses and will serve to reconnect Sacramento to its riverfronts.

Goal 4.4: Develop active street edges

A high quality pedestrian street experience relies heavily on the quality of the building frontage directly adjacent to the pedestrian path. The principles of street design and building articulation are outlined in Chapter 3, and guide the establishment of active retail and service commercial uses at the street level that will help ensure an vibrant pedestrian street environment.

Goal 4.5: Preserve eclectic character and image

The RDSP identifies areas which should be maintained and enhanced by the design of streetscapes and the integration of new buildings with existing buildings in a manner that preserves and reinforces the character and image of the area.

Goal 4.6: Preserve buildings of distinctive character & promote adaptive reuse

Many older buildings in the district have distinctive characteristics that create a 'sense of place' within the district. Not all are historically significant, but they add to a distinctive character that enhances the sense of uniqueness in the District and should be retained and adaptively reused wherever possible (See Figure 2.31).

Goal 4.7 Create Complete Communities and complete streets

Business districts and residential neighborhoods will be served with streets which provide for multiple modes of mobility and contain a mixture of active frontages with a diversity of destinations, ranging from neighborhood to regional. Neighborhoods which support local shopping needs as well as larger regional needs create a healthy mix of economic activity and community cohesion along public streets.

Goal 4.8 Create excitement around transit hubs

Light Rail provides the River District access to Downtown, employment centers, and regional connections. The density of people locating and interacting around transit stations provides the opportunity for intensive small retail outlets as well as quality public gathering spaces for people watching, interacting, and gathering.

Creating strong centers of activity at transit hubs with a diverse mix of retail, entertainment, housing, and office mixes will attract users to transit hubs and feed the District

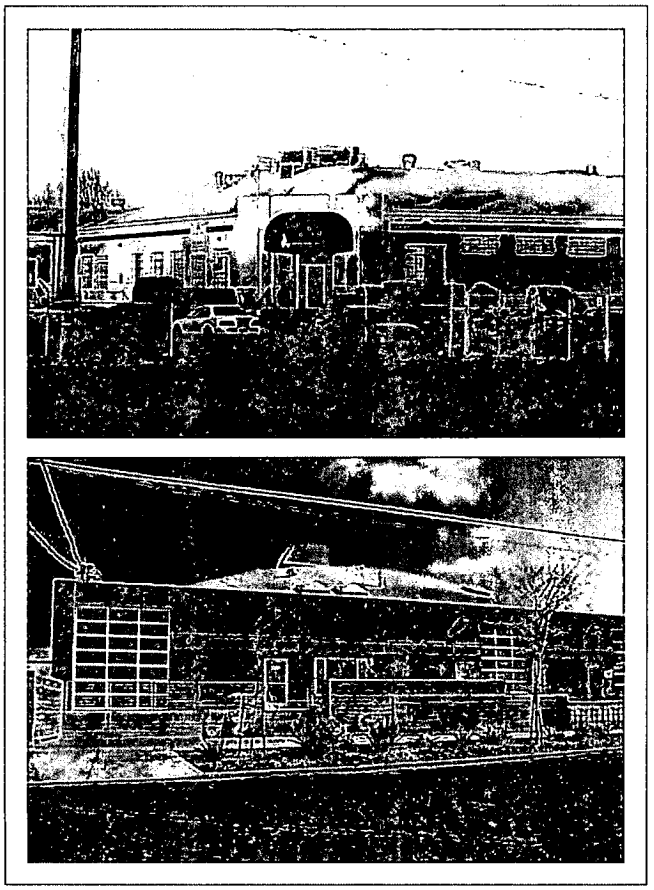


Figure 2.31. An industrial building on North 10th Street (top) and a similar building type in Berkeley, CA adapted for a contemporary office use (bottom).

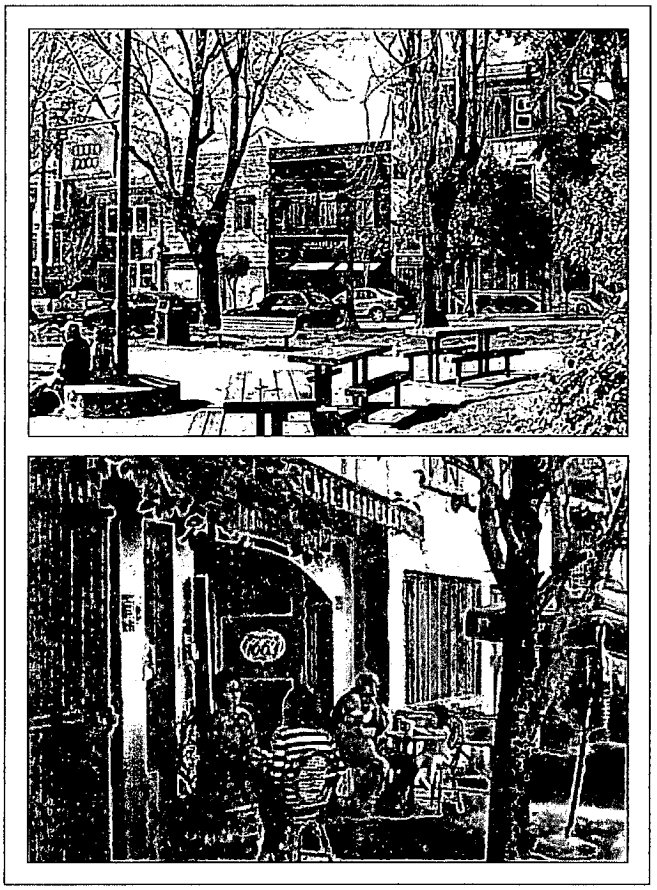


Figure 2.32. San Francisco's South Park, once a location for small industrial business, has transformed to a central place of mixed uses around the park.

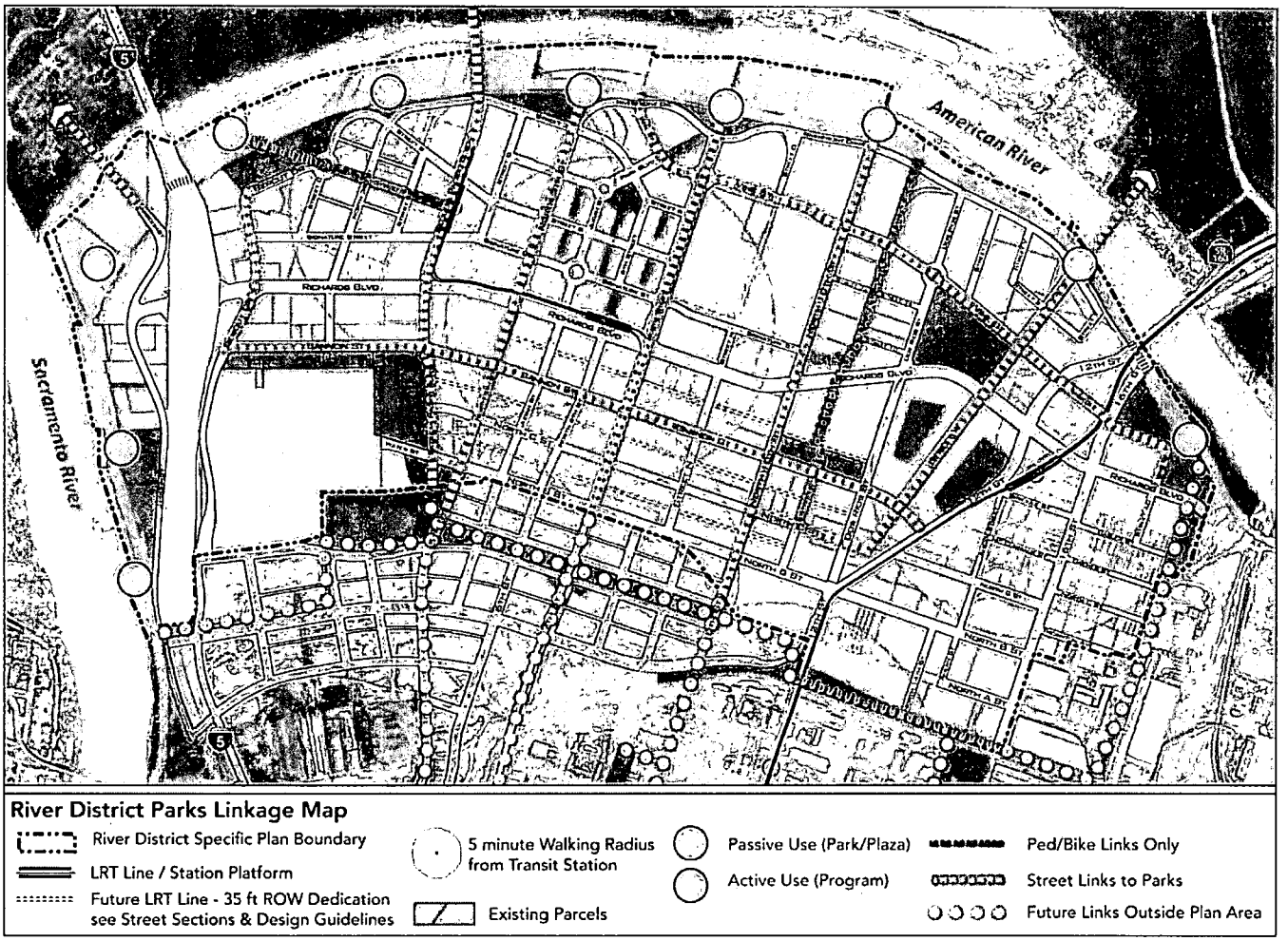


Figure 2.33. A variety of links to parks within the street grid and links from the street grid to the surrounding river edge parks with anticipated program uses. This diagram shows potential links which are not a part of the River District Specific Plan but which may be considered with other planning endeavors.

with excitement and a place to experience a sense of community.

Goal 4.9 Create visually appealing places

It is in the economic interest of the River District to invest in well designed and executed places that will provide a comfortable and enriching environment for people to live, work, and play.

The creation of visually appealing places relies on investments from both the private and public sectors to create urban environments which add value through the design of spaces and buildings, the provision of streetscape amenities, and the selection of durable materials that add contribute to the expression of the area and will endure over time.

The early investment in planning and execution of quality in the Public Realm will generate economic value for subsequent Private Realm investments.

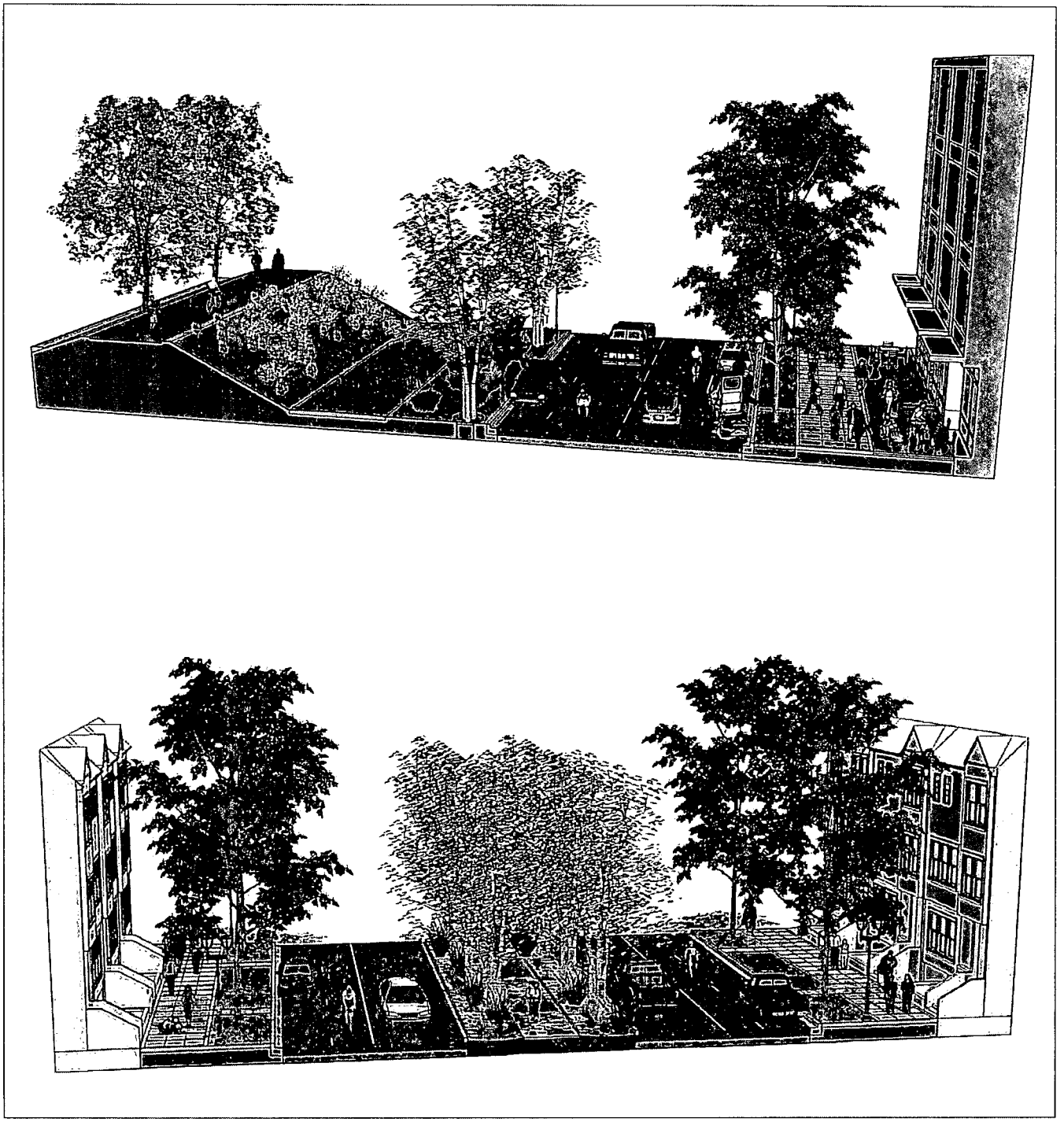


Figure 2.34. Street section examples that bring open space of the river into the street grid in the Twin Rivers Community which creates a public promenade for jogging and walking and bicycling which links the inner street grid to the American River (lower image) and along Riverfront Drive and the American River embankment (upper image).

C. Urban Character Areas

The urban character within the RDSP is intended to be varied and eclectic. For an area of over 700 acres, which is comparable in size to many west-coast downtowns, the expectation for a variety of areas which will evolve over time into distinct neighborhoods or commercial districts.

This chapter will highlight the existing character of seven identified areas within the River District and the unique area of the south bank of the American River and its unique and special place in the overall planning of the River District as a whole.

How the pattern of urban redevelopment may evolve through the goals and vision of this plan is the focus of this section to begin a broad discussion of urban design vision that with time will evolve with future development and public investment. In the first section of Chapter 3, Public Realm, specific highlights for place-making opportunities are discussed for further inspiration to desginers,

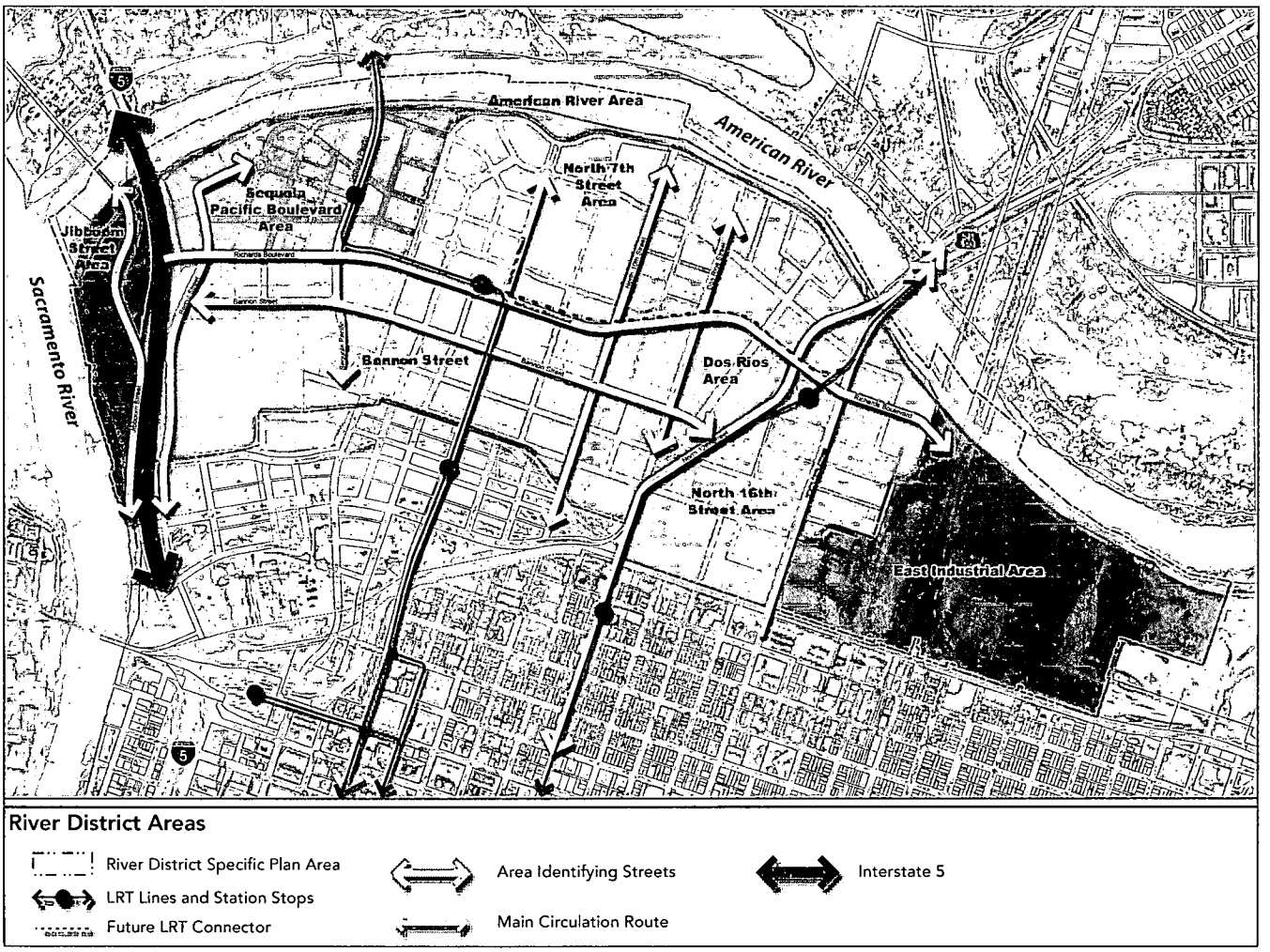


Figure 2.35. Map of identifiable Areas in the River District which may evolve unique urban character as development matures.

developers and the public-at-large.

The River District is foreseen to develop in a density pattern that requires modest highrise development. The desire for office is accomodated around the North 7th Street and Richards Boulevard corridors. Rather, the overall form is seen to be modest in height to support a diversity of uses and transit infrastructure in the range of 45 feet to 90 feet as the typical range. The Jibboom Street area does seek to capitalize on its location and encourage highrise hotel developement at the edge of the Sacramento River with spectacular views of the river and downtown. Blocks along North B Street are set for heights comparable to anitic-pated highrise residential in the Railyards East End District.

Height allowances in the remainder of the district have been set in respect to a variety of factors including existing context, relationship to transit stations and the American River Parkway.

For specific land-use regulatory criteria, consult the River District Specific Plan and Special Planning District (SPD).

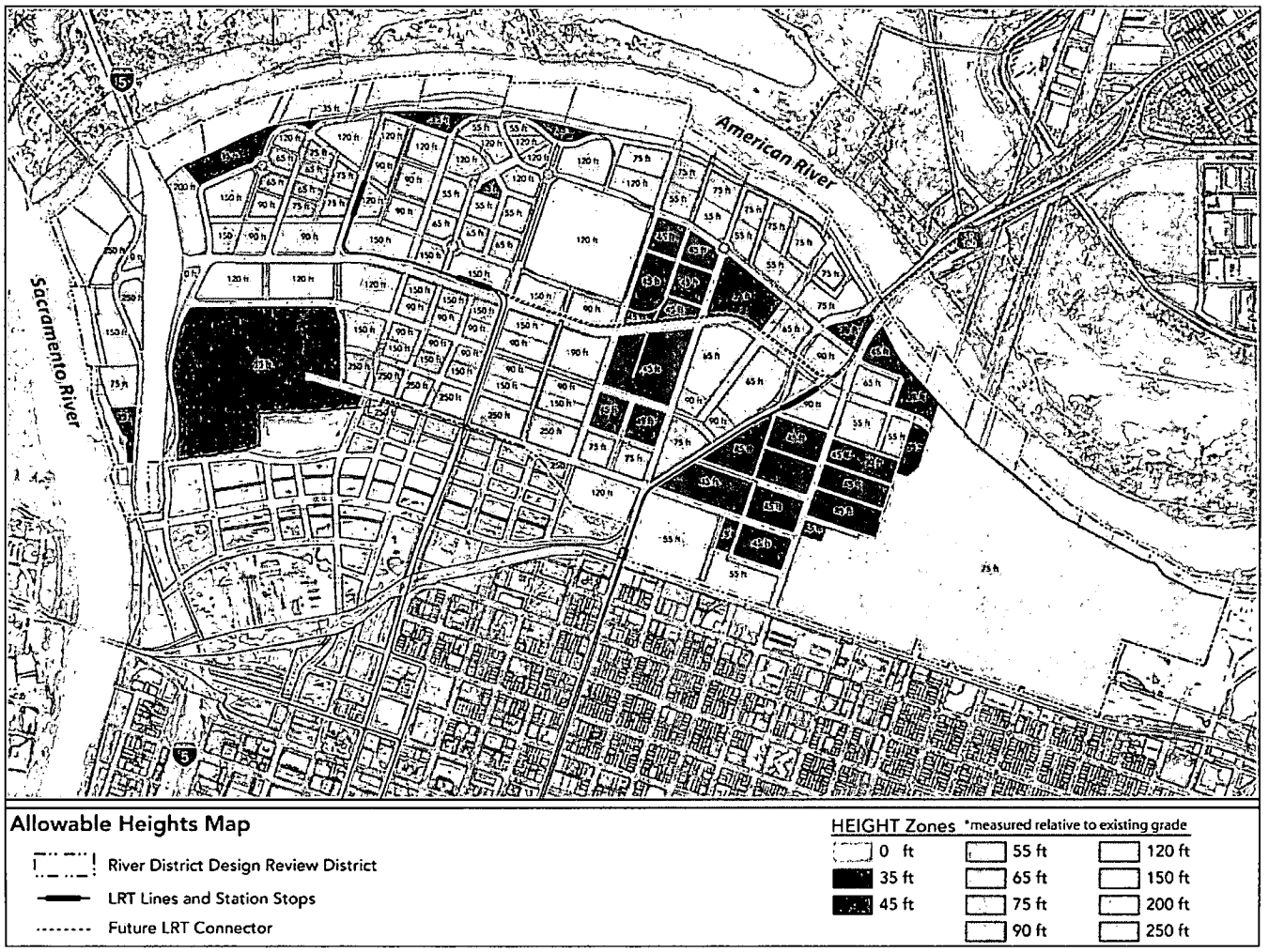


Figure 2.36. Map of allowable building height within the River District Design Guildelines Area and Specfic Plan Area.

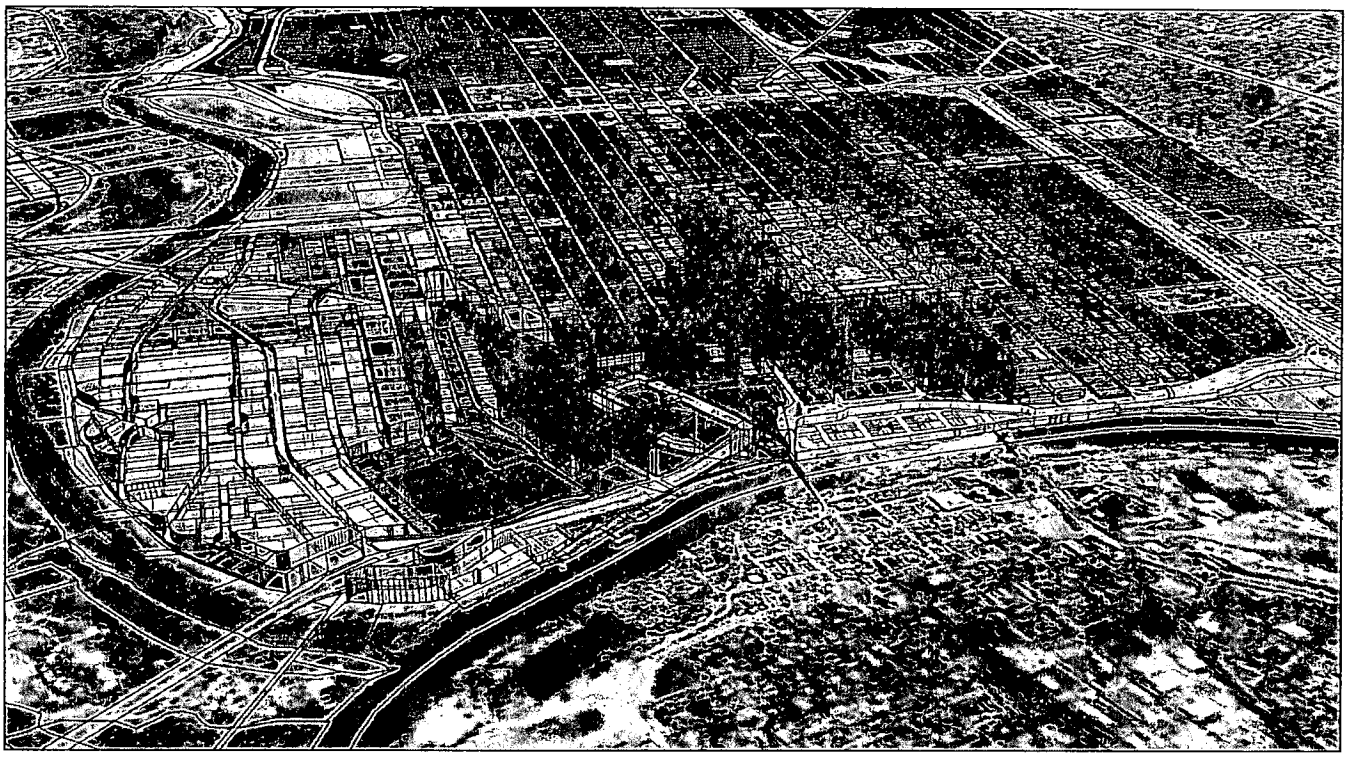


Figure 2.37. Three-dimensional view of the allowable heights in the Central City. The lowest allowable height, 35 feet (purple) to unlimited (red). The River District area (left side) exhibits a mid-height range between 90 feet to 150 feet that is unique in the Central City.

C.1 American River Area

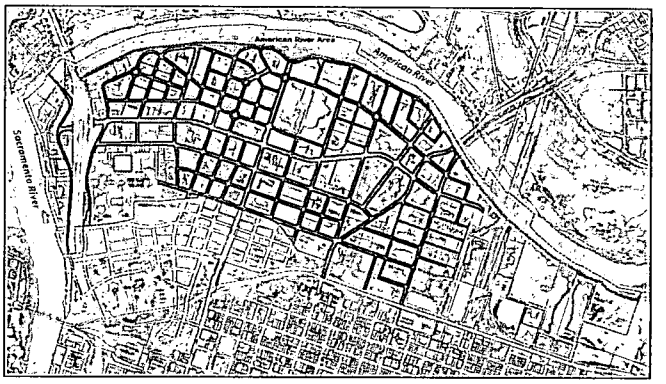
Existing Character

The existing levee embankment in this area provides flood protection from high water events and supports a riparian habitat area along the southern bank of the lower portion of the American River. A paved bike trail on the levee crest, known as the Two Rivers Trail, begins at the entry to Tiscornia Park just west of Interstate 5 at the mouth of the American River, and extends eastward to eventually reach the proposed Sutter's Landing Park, and later, onto the H Street Bridge at the California State University Campus upriver. The Two Rivers Trail intersects with the Sacramento River Parkway Trail at the Jibboom Street Bridge (see the Jibboom Street Area section for futher discussion of the Sacramento River Parkway).

The levee embankment on both the American and Sacramento Rivers is a critical piece of flood prevention infrastructure that shields the city but has also limited the ability for people to acces the rivers. A large portion of this riverfront was constructed in Existing development along the levee embankment turns away from the river with the exception of the vacant former Rusty Duck Restaurant elevated above the levee crest (See Figure 2.37). No designated pathways to the water exist and access to the bike trail is limited to specific trailheads from various streets in the district (Robert T. Matsui Park, Tscornia Park, termini of North 5th and North 10th Streets).

Pedestrian safety and connectivity are in need of improvement. The Interstate 5 bridge passing over the trail creates a perceptual barrier. Connectivity of the Two Rivers Trail to the east is also lacking, ending at the intersection with the Highway 160 bridge and resuming east of this span.

Any design intervention needs to conform to various governing agency regulations and standards.



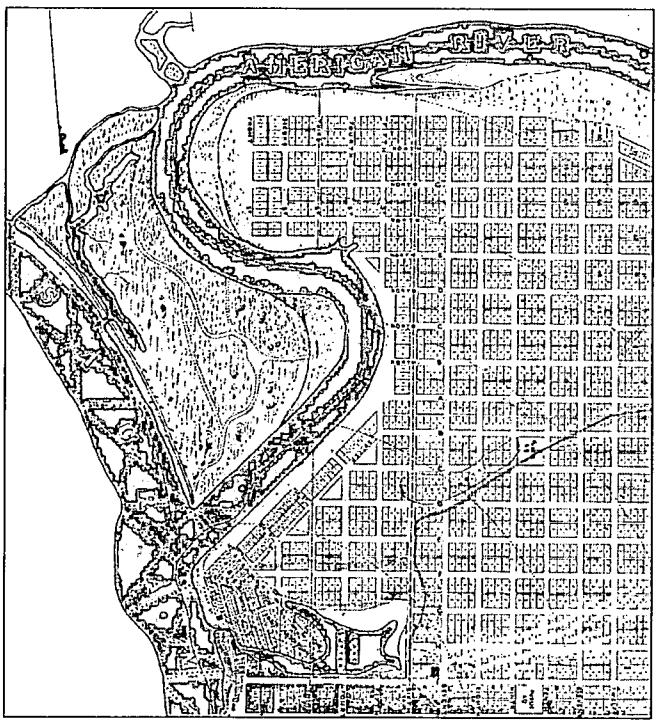


Figure 2.38. Diagram showing anticipated activity nodes along the Two River Trail and the major city linkages to the rivers

Figure 2.39. This former restaurant is the only structure along the American river to take advantage of the views to the American River Parkway.

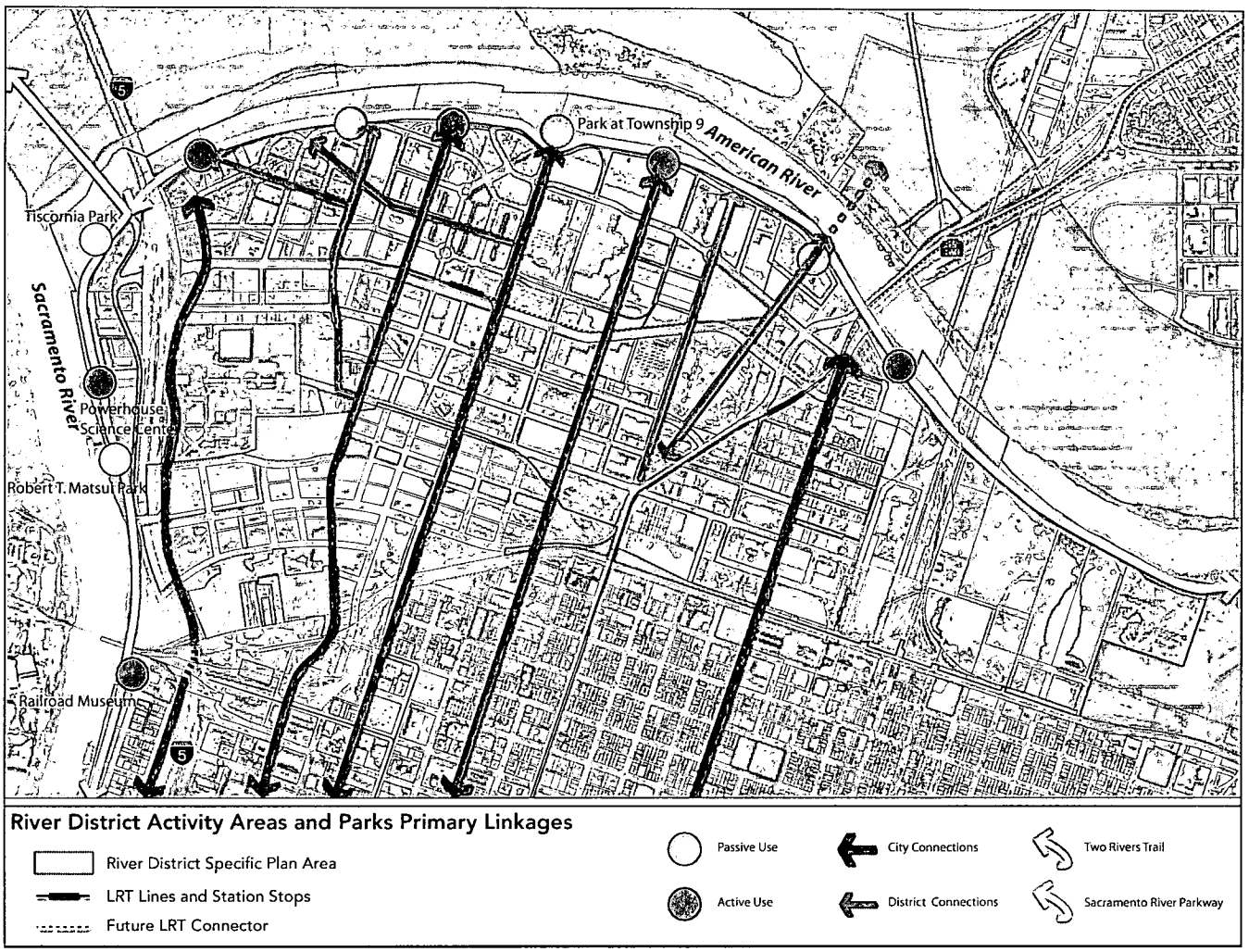


Figure 2.40. Diagram showing anticipated activity nodes along the Two River Trail and the major city linkages to the rivers

Vision for Area

A signature feature of the River District Specific Plan is the development of the Two Rivers Trail into a regionally recognized urban cycling and walking promenade which celebrates the two rivers with a variety of activity locations along the 2.7 mile Sacramento and American River frontage located in the River District Specific Plan Area. This crescent shaped promenade will be a significant amenity for the District and the City as it engages and promotes development and recreational opportunities along its length.

Vision for the Trail

Together, these two trails form the existing armature of what is envisioned as a regional riverfront recreation destination of parks and cultural program locations.

The RDSP envisions a series of passive and active destination activities, such as parks and destination uses, spaced apart within a five-minute walk from one another and coinciding with the terminus of major streets. Linkages between the inner street network and the promenade are a critical feature of this plan (refer to Figure 2.39 and Chapter 3 Public Realm-Streets).

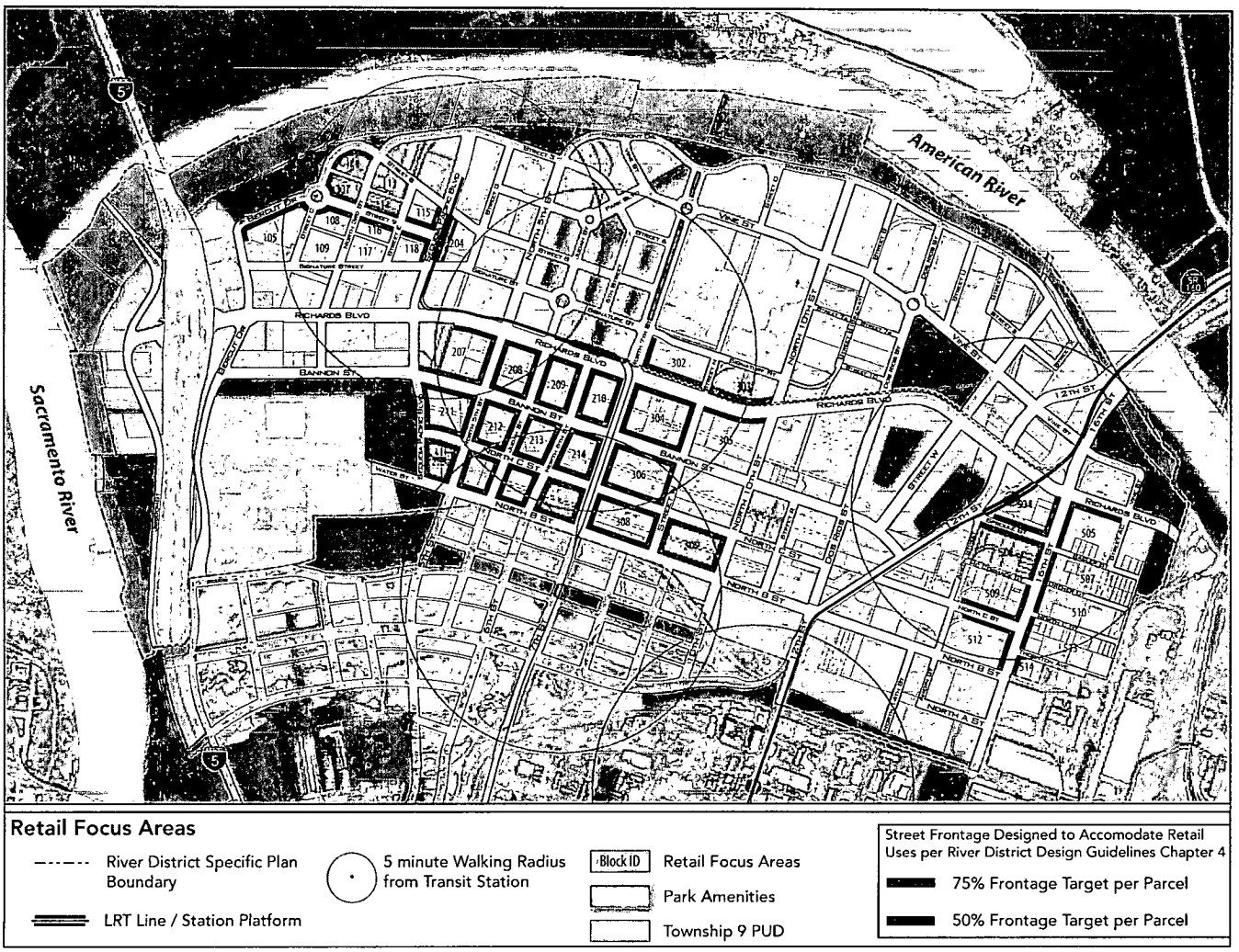


Figure 2.41. Diagram showing anticipated retail areas in the district and their relationship to amenities such as transit stations and parks.

As development occurs along Riverfront Drive and neighborhood retail centers around transit nodes support a permanent population base the Two Rivers Trail will benefit from these activity and amenity centers (see Figure 2.40), With the implementation of the Sequoia Station and redevelopment in the Sequoia Area, Two Rivers Trail will be a primary link between the Jibboom Street area and the radial street linkages to the Sequoia Area and its transit station. Quality improvements for the pedestrian experience under the freeway are important to increase public safety and activity through this area. The trail in this area can become a true riverfront walk with light standards, seating and café kiosks necessary to establish a strong pedestrian promenade (See Figure 2.45). The Dos Rios Station will bring connectivity to the eastern end of the Trail. New trail connections outside the RDSP planning area can further complete a series of loop connections between interior parks and the Two Rivers Trail as well as connection goals outlined earlier in this Chapter for crossing railroad infrastructure.

New crossings planned for the American River provide an excellent opportunity to celebrate the goals of access to the river from north and south in a way that empha-

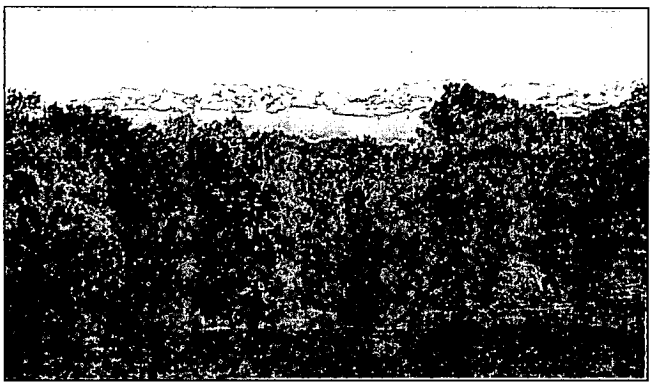


Figure 2.42. Views to the Sierra Mountains are often enjoyed under clear skies from the American River. (Luis Alvarado Photo)

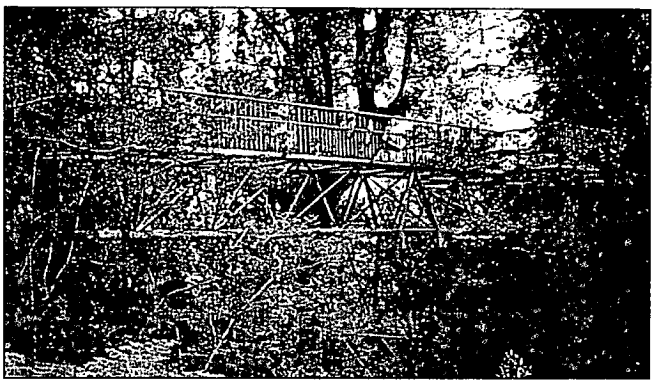


Figure 2.43. Lightweight spaceframe structure provides access into the rainforest jungle in southern Australia. The structure is supported from a single column support.

sizes pedestrian priorities in artful structrures within the American River Parkway. Three crossings are contemplated: The Truxel Bridge, the Pedestrian Bridge identified in the American River Parkway Plan, and the future replacement of the Highway 160 Bridge. With the replacement of the existing Highway 160 bridge, provisions can be made to include a grade separated undercrossing for the Two Rivers Trail to maintain safe and uninterrupted east-west flow for pedestrians and cyclists. This facility may also extend bike lanes along a reconstucted bridge alignment.

Accessibility

Making the riverside of the American River levee accessible is an important design consideration when planning trails and pathways from the promenade to the banks of the river.

Pathways will be required to meet requirements under the American with Disabilities Act (ADA) and will require review for impact to sensitive habitats along the American River Parkway.

In sensitive habitat areas, access must be carefully designed through well defined trails which lead to the river's edge while protecting the surrounding fauna. Opportunities for education with informational signage and observation areas could be one of the many opportuniites to further

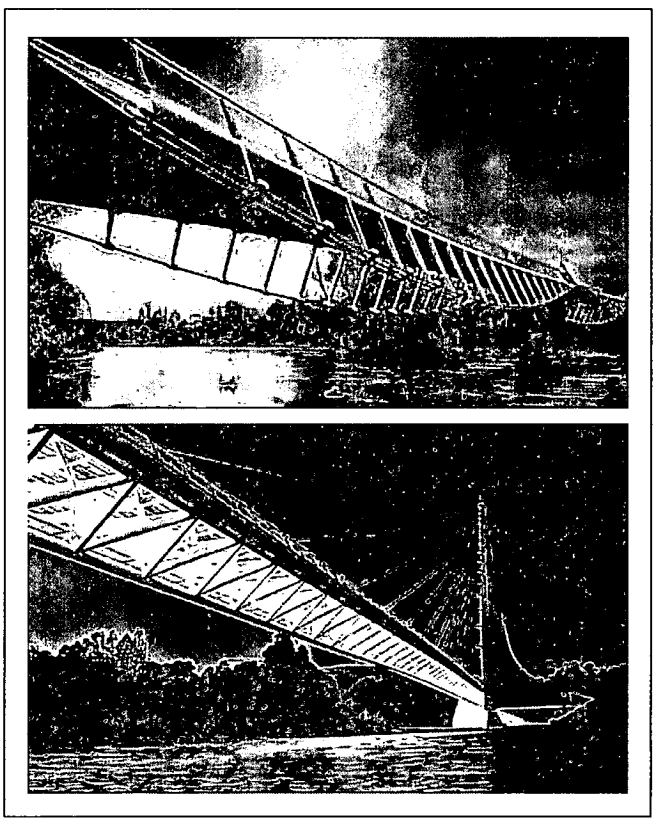


Figure 2.44. Artful bridges can give identity to a place or region while respecting the natural environment. The Living Bridge on the River Shannon, Ireland (above) and the Sundial Bridge in Redding, California illustrate how structure and light can used to move beyond simple utilitarian infrastructure where the natural beatty of the surrounding should be complimented.

engage in the river's history and ecology. elevated walkways may be implemented with very light connection to the ground, and minimal disruption to habitat allowing users to capture the scenic views to the Sierras (See Figure 2.40) and other distant landmarks not viewable from the ground within the city grid. Such structures can provide a unique vantage point above the ground and provide views through the tree canopies even during flooded conditions (See Figure 2.41).

Program Uses for the Two Rivers Trail

The transformation of the Two Rivers Trail to a linear esplanade of civic and cultural amenities will be dependent upon the type of amenities which are identified and implemented along the 2.7 mile crescent within the RDSP boundary and future eastward expansion. The concept foresees a mixture of passive uses, such as parks and plazas integrated with active uses such as museums, nature centers or other cultural activity uses.

Adaptive Reuse

The existing historic water intake structure in the Sacramento River should be reused perhaps as a pedestrian access viewing point of the river, and remain as a cultural education resource.

Building Heights

Builiding structures are not permitted in this area under the RDSP.

Massing and Scale

Any structures in areas ajacent to the American River Area will be respectful of view lines and designed to minimize the impacts to views and shadow casting to the immediate surroundings onto this area.

Transitions

Not applicable.

Step backs

Not applicable.

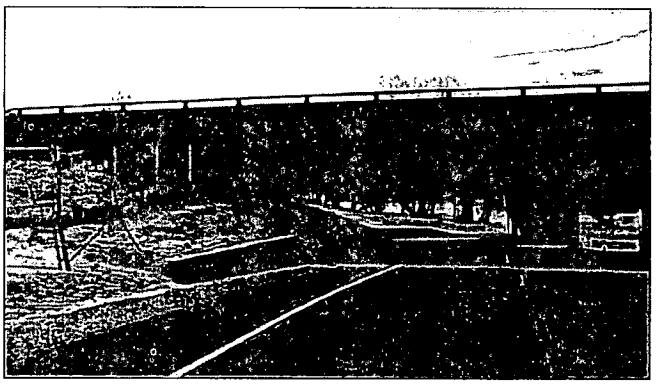


Figure 2.445 Two Rivers Trail as it passes under Interstate 5. Tiscornia park is viewable beyond. This area can benefit from attractive active program uses.

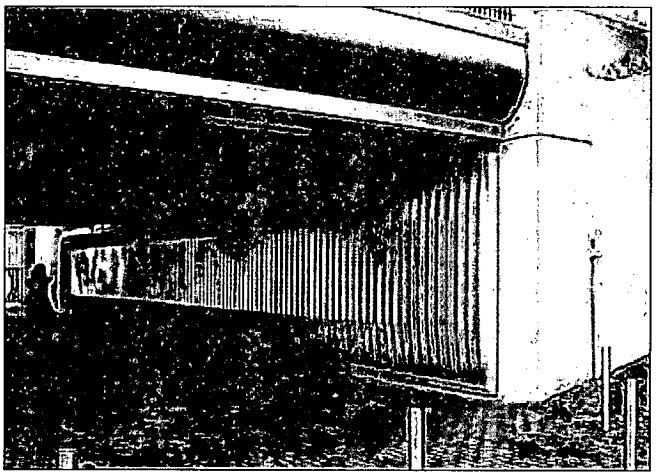


Figure 2.46. Pedestrian undercrossings can be enhanced with lighting and texture as well as activated program uses sited adjacent to the passageways to populate with users to improve security.

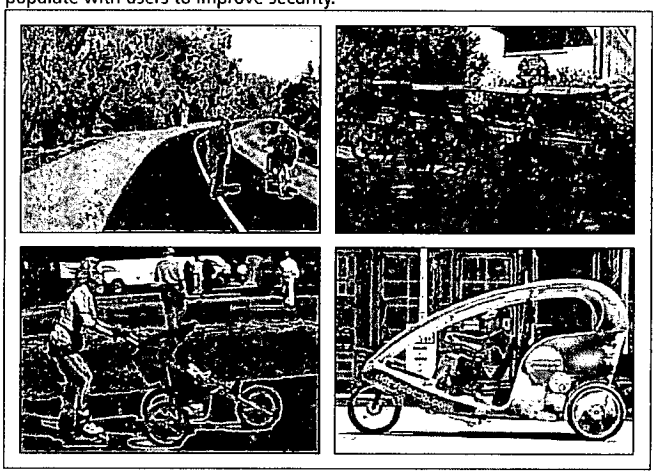


Figure 2.47. A variety of human-powered modes of travel can be accomodated on and along theTwo Rivers Trail. Clockwise from top left: Bicycles and skateboards; peddle cart rentals; rollarblading and strollers; and servicing streets connecting to the Two River Trail pedestrian network, pedi-cabs for Riverfront Drive and other streets leading to the trailheads within the district.

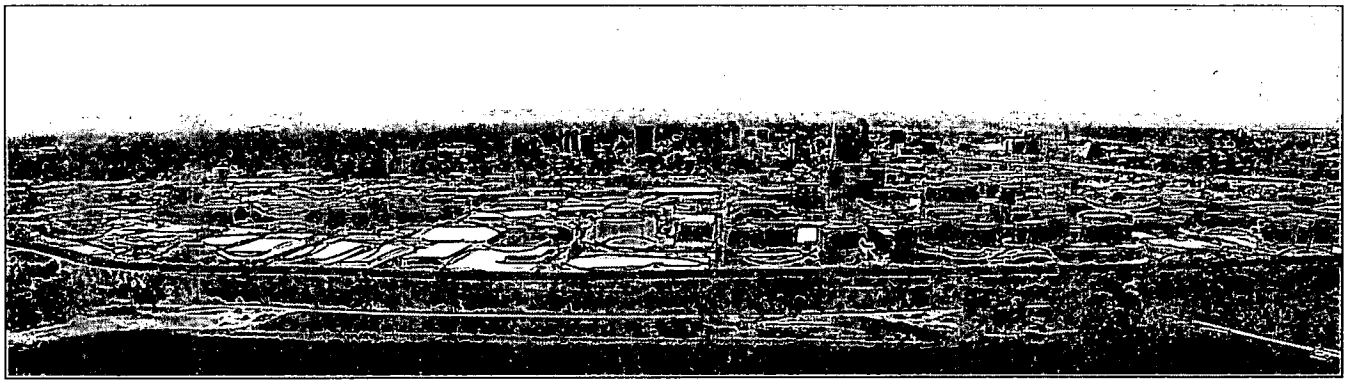


Figure 2.48. Aerial conceptual illustration of the future buildout of the River District Specific Plan Area as seen from the north bank of the American River. Note: the Railyards development is not shown in this illustration.

Landmarks and Vistas

The park at 7th Street and Riverfront Drive has been identified as a site for a structure which may serve as a terminal viewline element.

The development of the Two Rivers Trail relies on passive and active destination nodes spaced at 5 to 10 minute walking intervals and which correspond with the terminus of streets to the levee. As Figure 2.47 illustrates, these locations should be reserved for a viewshed to be clearly indentifiable from both the levee and street vantages (See also Figure 2.28).

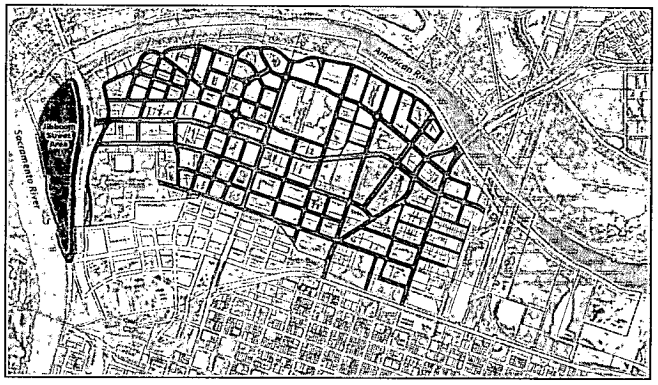
C.2 Jibboom Area

Existing Conditions

The Jibboom Street Area consists of typical highway commercial uses such as low-rise motels, gas stations and restaurants, all surrounded by parking lots. Many of the existing motels are approaching 40 years and are primarily open balcony type, a configuration that is less desirable by most contemporary hotel standards. Only the upper floors of existing motels enjoy the possibility of river views (See Figure 2.48).

The streetscape responds to the automobile, with only limited pedestrian facilities provided with minimal sidewalks and bicycle lanes. This area has a very weak pedestrian connection to sections of the District east of the Interstate 5 overpass (See Figure 2.49) and is only connected to Old Sacramento via the Two Rivers Bike Trail.

Park facilities along the Sacramento River are great attractions. At the southern end of the Jibboom Street Area, the water intake facility at Robert T. Matsui Waterfront Park is a very popular destination for those seeking a spectacular view of the river or to cool in the summer heat with the interactive fountain at the entry plaza. At the confluence of the Sacramento and American Rivers, Tiscornia Park



is a regional destination for boaters, swimmers, and sun bathers particularly in the hot summer months (See Figure 2.49).

The westerly bend in the Sacramento River provides the eastern riverfront with the ability to view the entire length of the Sacramento River to Miller Park along with views of Downtown and the growing West Sacramento waterfront. [Need photo]

Vision for Area

The Jibboom Street Area will serve as the northern end of a riverfront esplanade along the Sacramento River providing a transition to the more passive beauty of the American River Parkway.

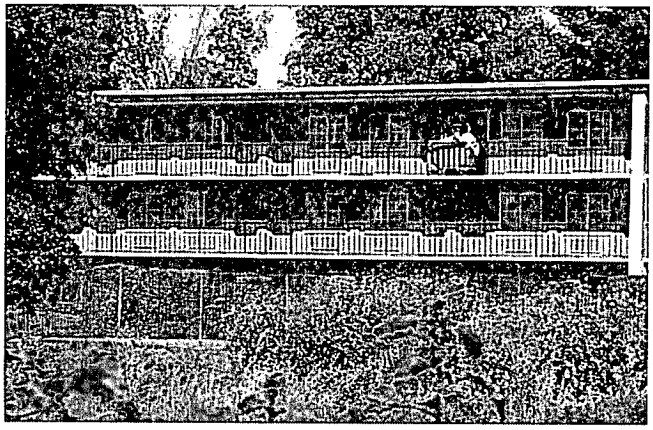


Figure 2.49. 1970's era motels along the Sacramento River do not take full advantage of the river views or the opportunity to create a riverfront hospitality destination. (Luis Alvarado Photo)

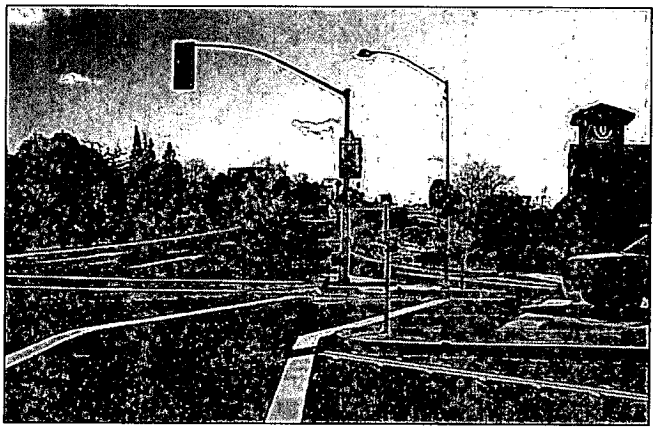


Figure 2.50. Freeway access at Interstate 5 and the lack of pedestrian facilities design results in the isolation of the Jibboom Street Area from the remainder of the district.

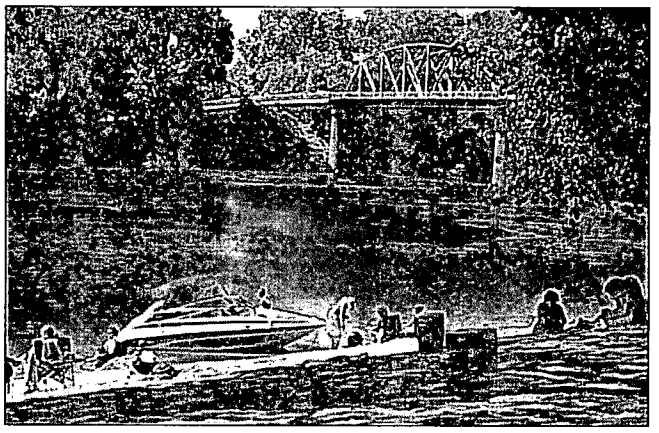


Figure 2.51. Tiscornia Park at the confluence of the American and Sacramento Rivers is a favorite destination for water activies.

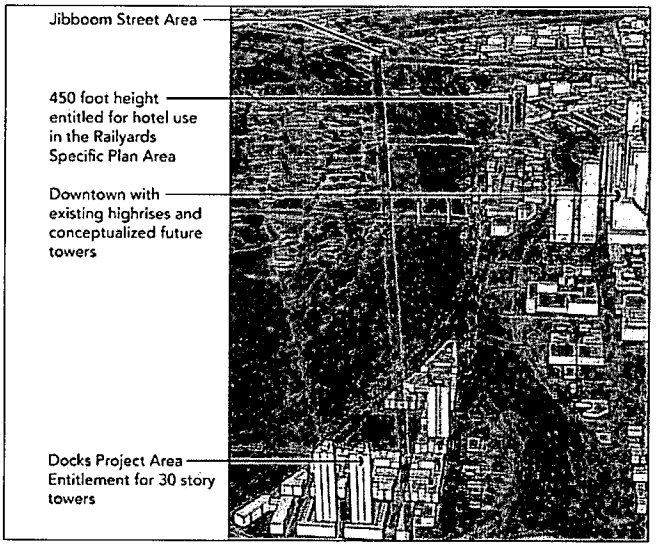


Figure 2.52. Viewshed from Jibboom Street District overlaid in blue illustrates the view down the Sacramento River and the Downtown Business District.

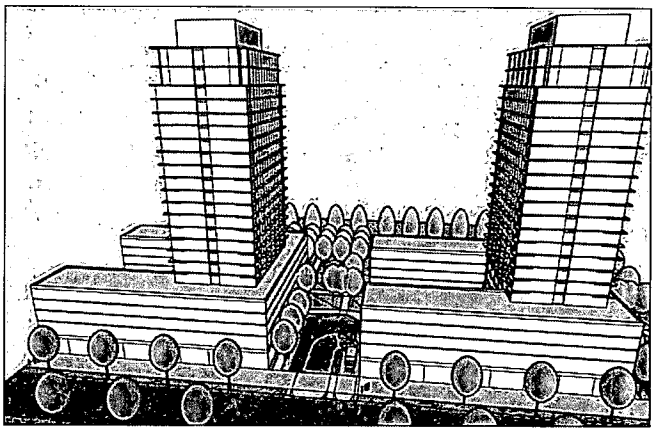


Figure 2.53. New hotels fronting the river should maximize the separation of towers and provide public access to the river as per policies in the River District Specific Plan and Chapter 4 of these design guidelines.

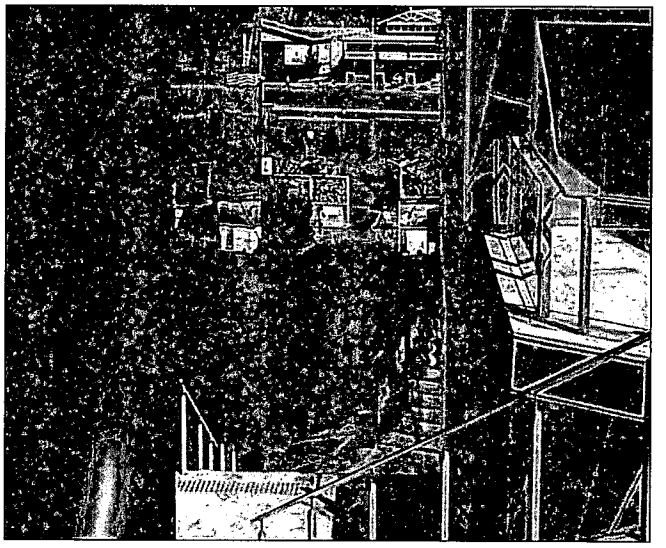


Figure 2.54. Pedestrian easement to waterfronts are necessary in connecting people to the rivers from the public street.

The Sacramento Promenade will traverse the river's eastern bank reaching down to the Docks project area and eventually to Miller Park, below the Interstate 80/State Highway 50 Pioneer Bridge. This riverfront linkage will connect various projects planned for the eastern bank of the Sacramento River. As envisioned in the River Front Master Plan, new connections will be made to the West Sacramento Waterfront. With improved access opportunities in the development of the Railyards and the conversion of the old railroad overcrossing at R Street to a pedestrian and bikeway, many more opportunities to access the waterfront from urban focal points will allow mobility from the southern Central City to the Jibboom Street Area. The area will build upon its current hotel establishments and redevelop with greater attention and capitalization of its prominent siting for exceptional views and recreational opportunities.

High rise hotel and residential development proposals have been approved south of the District that will set the stage for more intensive development along the northern end promenade. The Docks project, at the southwestern cor-

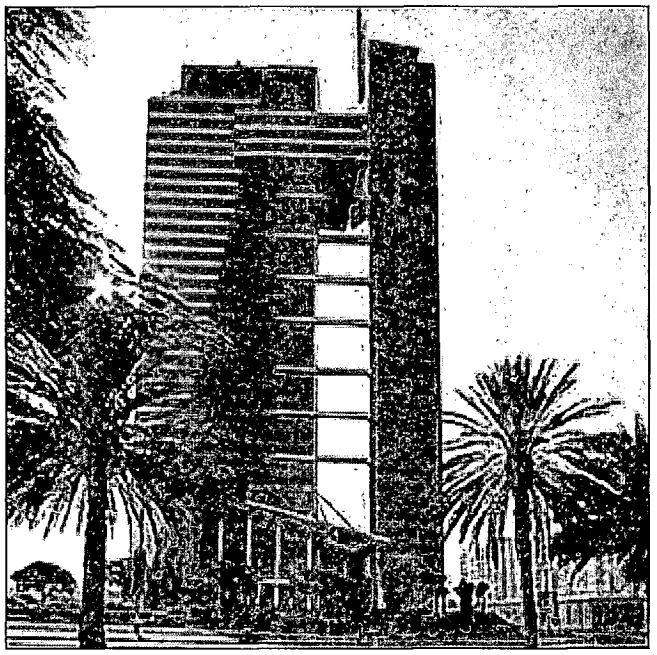
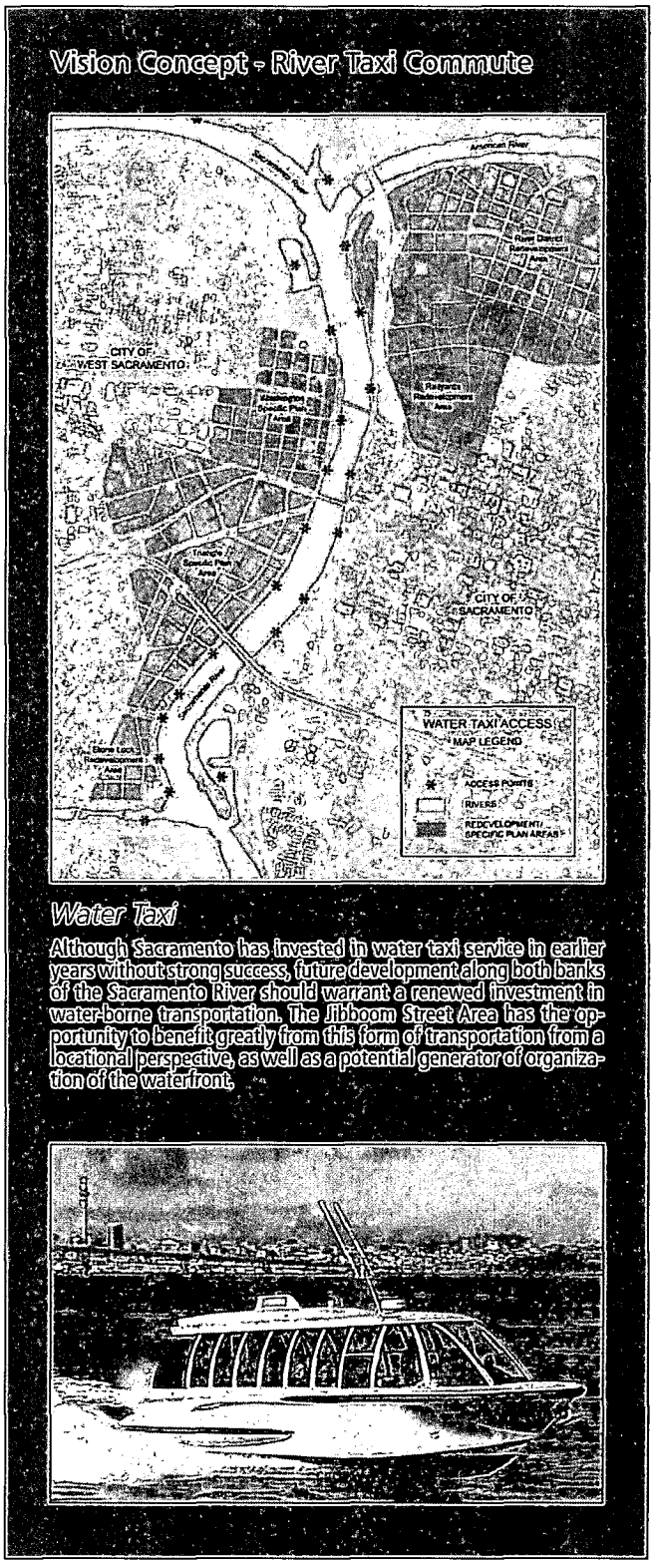


Figure 2.55. An particular example of an opening views. A hotel tower punctured by open slot which retains more open vista and makes a dramatic statement on the skyline and expression of restaurant with dramatic views...

ner of the Central City has approval for 30-story residential towers. The Railyards project will include three towers with a 450 foot hotel just north of the rail line and west of the Central Shops.

A major anchor for the District and a regional destination and resource for Northern California, the Powerhouse Science Center at the site of the former Pacific Gas & Electric Power Plant building will be a premier science and space center for children and families. This major regional destination, will be a complement to the world-renowned State Railroad Museum in Old Sacramento, and the Museum's upcoming expansion into the Shops Buildings in the Railyards. It is the first cultural amenity within the River District Specific Plan area, and north of Old Sacramento and the State Railroad Museum, to proceed with design and funding.

These three program elements present tremendous opportunities for interlinkages surrounding education and technology that will in turn energize the riverfront. In addition,



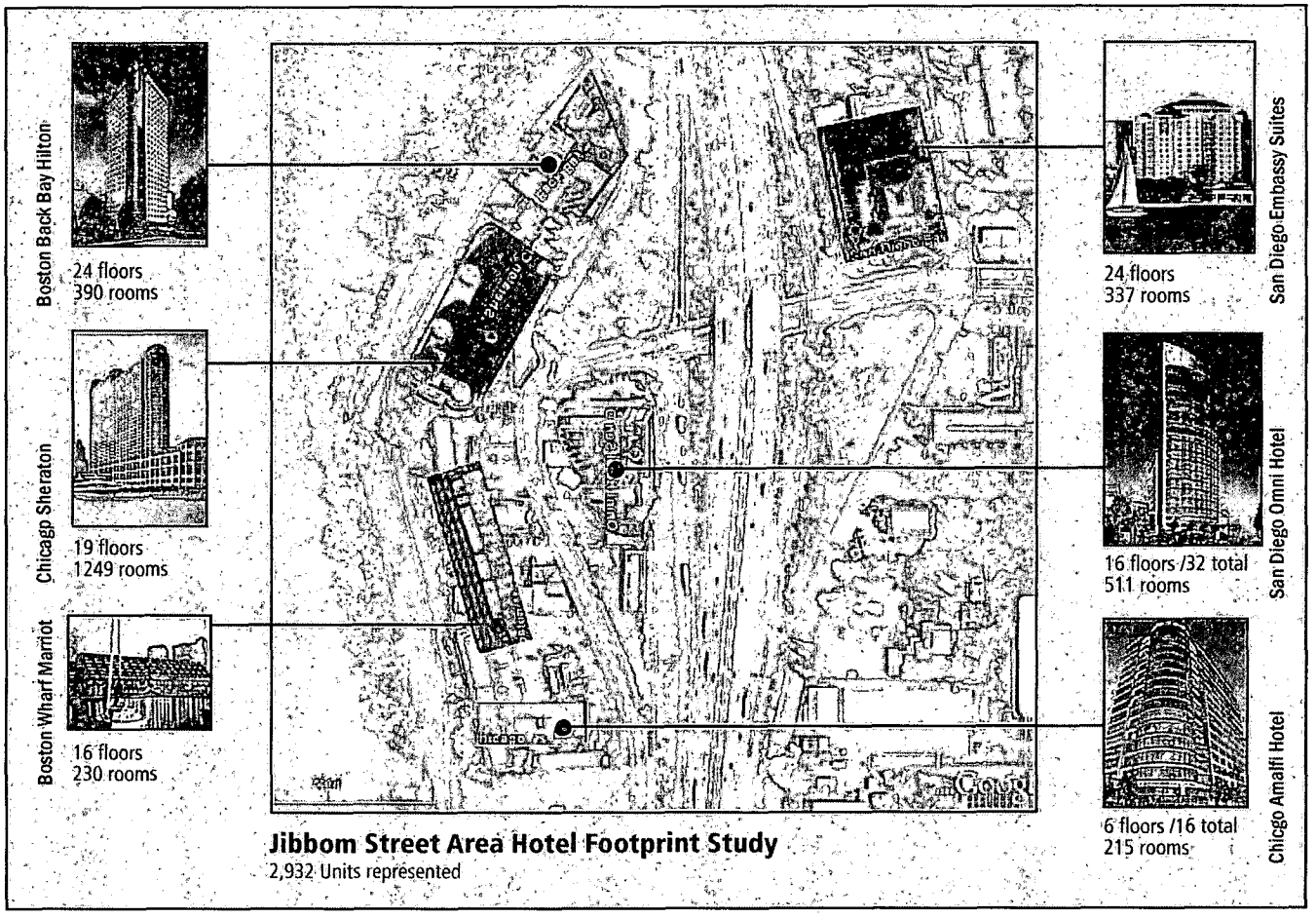
the newly expanded Crocker Art Museum, two blocks east of the Promenade, will draw tourists from the Bay Area and beyond who can arrive by train or by light rail at the Sacramento Intermodal facility, just four blocks from the Riverfront Promenade.

Building on these regional and nationally significant institutions and the scenic beauty of the area, the RDSP envisions the Jibboom Street Area to expand the existing motel and restaurant uses to a higher intensity. Hotels rising from 15 to 25 stories with restaurants and night clubs will offer dramatic panoramic views of downtown, the two rivers, and the waterfront development planned for the Sacramento River's western shore.

The Jibboom Street Area is also the hinge point for access to the American River Parkway at Tiscornia Park and its cross river linkage to Discovery Park and the Garden Highway. Tiscornia Park is a popular recreational destination for swimmers and water sport enthusiasts, who would benefit from additional facilities for seasonal water activities.

Tourists from the area hotels will enjoy the amenities of trails and other mobility assets, such as pedi-cabs, bicycle rentals, and a potential for water transportation on the river (see sidebar: Vision Concept River Taxi Commute).

Capacity improvements to Interstate 5 at the Richards Boulevard interchange will provide easy access into the area for regional visitors and tourists with shuttle connections to the airport. For local, recreational and commuter



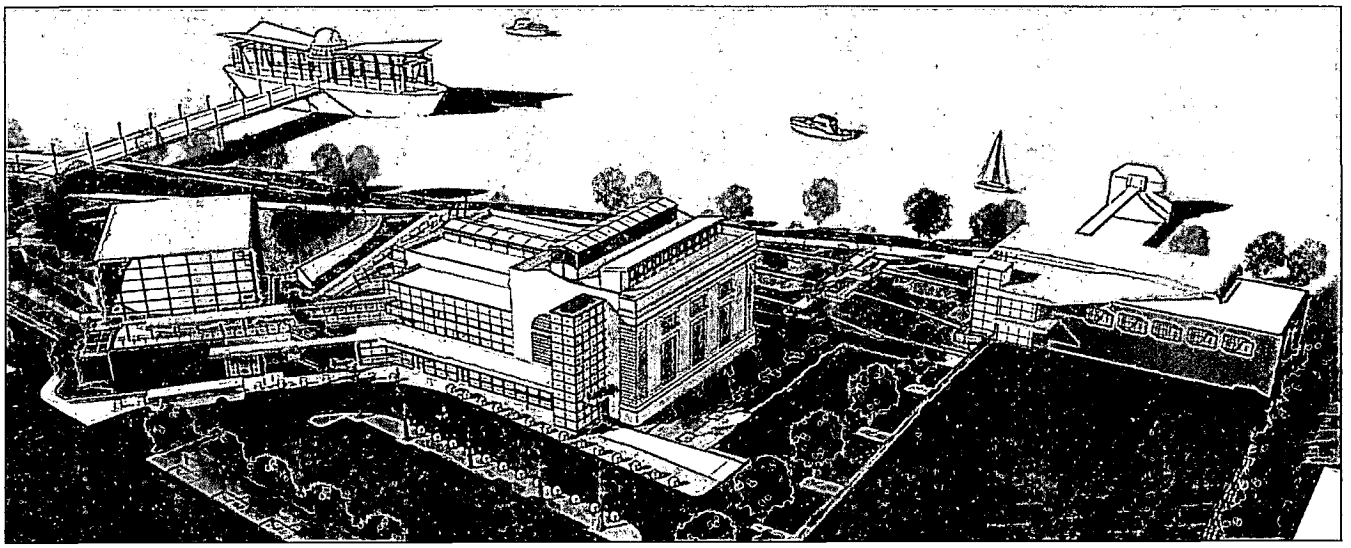


Figure 2.56. Conceptual rendering of the Powerhouse Science Center, at the north edge or Robert T. Matsui Park, will be the first 'Active Use' program element on the River District's planned activity nodes along the Sacramento River Parkway and the Two Rivers Trail. (Dreyfuss & Blackford Architects)

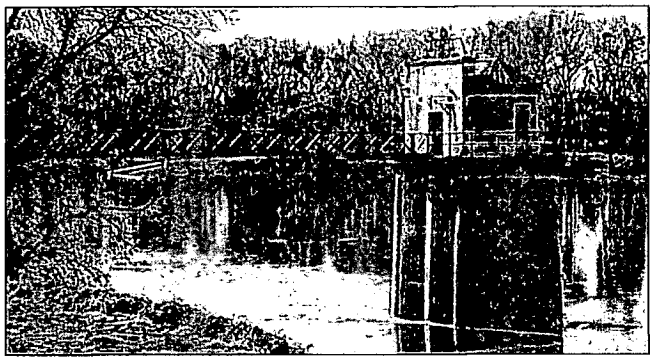


Figure 2.57. An example of civic infrastructure in the grand tradition, the City of Sacramento Water Intake Facility provides exceptional public viewing of the Sacramento River along its perimeter balcony.

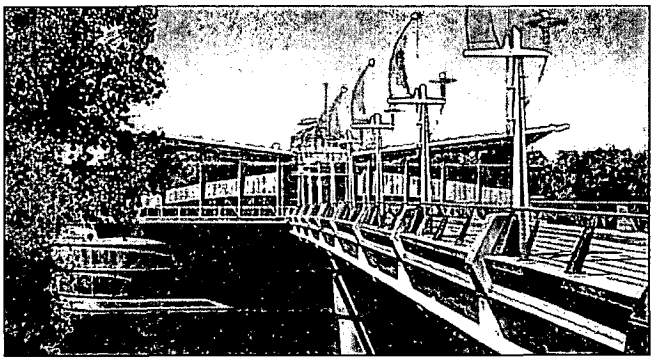


Figure 2.58. An example of civic infrastructure in the grand tradition, the City of Sacramento Water Intake Facility provides exceptional public viewing of the Sacramento River along its perimeter balcony.

connections, the Two-Rivers Trail surrounds the District and provides direct bicycle access from Downtown and eastward under the Interstate 5 bridge to follow the levee and the trail along the scenic watershed of the American River.

With high rise hotel development that will require extensive parking, careful design can place parking at grade with the levee elevation coinciding with public walks and plazas. The planning of this infrastructure to create interesting public stair and ramp ways between developments can serve as "river alleyways" connecting Jibboom Street to the levee (Goal 2.2 and See Chapter 4).

Adaptive Reuse

The former Pacific Gas & Electric Powerstation, currently proposed for the Powerhouse Science Center, is the predominate structure in the area that warrents adaptive reuse.

Building Heights

Building heights in the Jibboom Street Area and parcels east of Interstate 5 to Bercut Street may be developed for high rise towers. Building heights are allowed to 250 ft in this area with public benefit provisions to allow additional height (See Figure 2.35 for Allowable Height Map).

Massing and Scale

Heights and form of towers in the Jibboom Street area and east of Interstate 5 shall be of slender proportion to preserve views through to surrounding areas See Chapter 4, section D.

Structures in this area shall be respectful of view lines and designed to minimize the impacts to views and shadows to immediate surroundings while allowing for penetration of Delta breezes along the river.

Transitions

Highrise towers along the levee trail area will step down to a maximum of 4 story podium along the levee embankment.

Street Frontages

Hotels and other buildings in this area should be designed to maximize the potential for good streetscape principals and provide visually interesting program uses, wall treatments and active storefront entrances to enhance the pedestrian character of the district. Care shall be taken to place hotel valet and drop-off areas away from the main public street (See Figure 2.52 and Chapter 4). Curb cuts shall be minimized.

Set Backs and Step Backs

Buildings located between the levee trail and the public way (Jibboom Street) shall provide Setbacks on a minimum of one side yard to provide a public access from the public street to the levee trail. (See Chapter 4).

Buildings towers above the fourth floor shall be spaced a minimum of 200 ft apart to allow view corridors and privacy for hotel and resident uses (See Chapter 4).

Landmarks and Vistas

Highrise hotels in this area should locate towers to maximize views to the rivers and also be of high architectural quality to serve as gateway markers to the Central City and landmarks of distinction for this area of the city (See Figures 2.28 and 2.51). Public observation areas, capturing scenic views are encouuaged in this area.

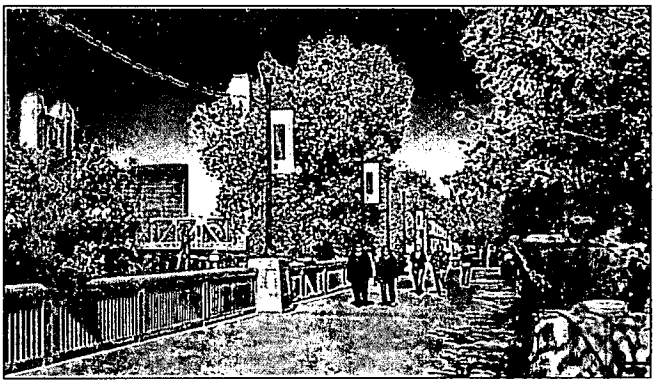


Figure 2.59. The Sacramento River Parkway Promenade south of Old Sacramento. This promenade is to be extended further south to the Docks Area.

Figure 2.60. The Sacramento River Parkway at Tiscornia Park. The hotel behind the redwoods fails to connect to the river. The extension of the Promenade along this area will connect future hotels to the waterfront.

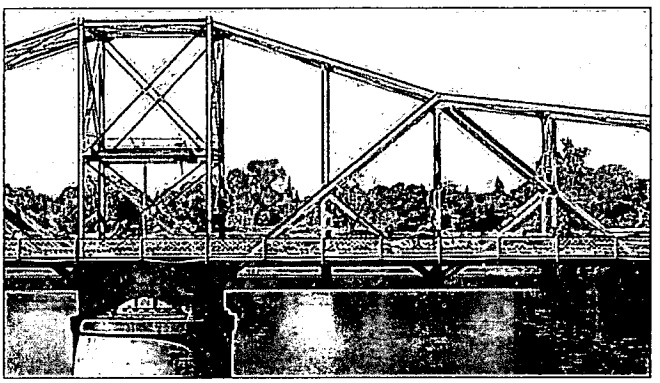


Figure 2.61. Jibboom Street Bridge is a gateway to boaters and currently the only bike connector to Discovery Park and Natomas at the confluence of the American and Sacramento Rivers. (Luis Alvarado Photo)

C.3 Sequoia Pacific Boulevard Area

Existing Character

The Sequoia Area comprises approximately 75 acres and is populated with many single-story tilt-up concrete warehouses and commercial buildings. The existing circulation pattern consists of a large loop pattern formed by Bercut Street/ North 3rd Street and Sequoia Pacific which terminates in a cul-de-sac. Large warehouse uses are situated between Sequoia Street and 5th Street and many commercial office uses are housed in single-story buildings with surrounding parking lots. Only a few buildings address the street with direct access from the public way.

With the exception of the former Rusty Duck Restaurant facility on Bercut Street, the existing buildings have no orientation to the river.

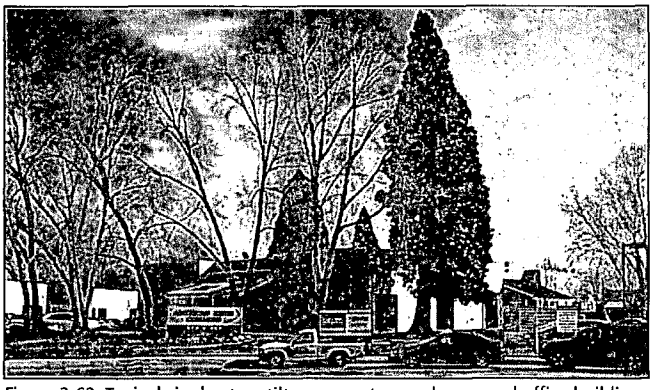


Figure 2.62. Typical single-story tiltup concrete warehouse and office buildings that dominate the Sequoia Area.

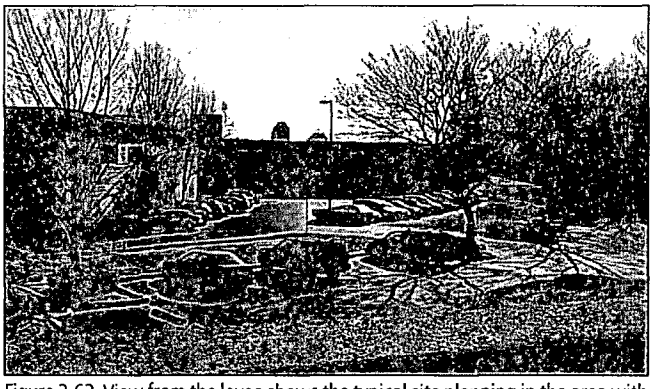
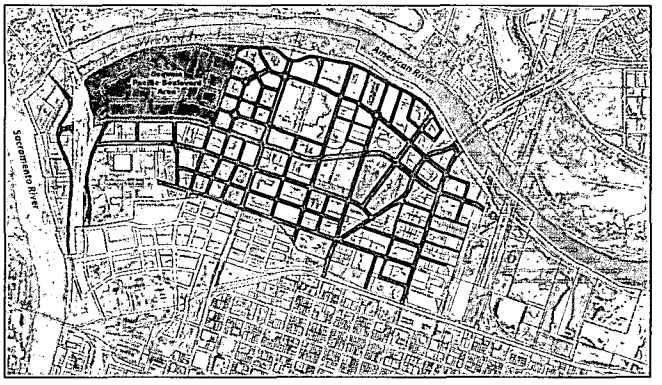


Figure 2.63. View from the levee shows the typical site planning in the area with parking and storage areas adjacent to levees and buildings facing inward.



The buildings facing Richards Boulevard set back from the street with parking in the frontage area and large warehouse facilities such as the Fed-Ex distribution center have loading facility access from the Boulevard. Regional Transit's Green Line will extend west from Township 9 and take frontage area along these properties up to Sequoia Pacific Boulevard, where the line will turn north along it's street alignment.

Street circulation in this area is minimal. The inner loop circulation pattern of Bercut street makes future connections to a continuous street grid pattern difficult.

Vision for Area

The vision for the Sequoia Area is for a large scale redevelopment of the existing streets and infrastructure that will

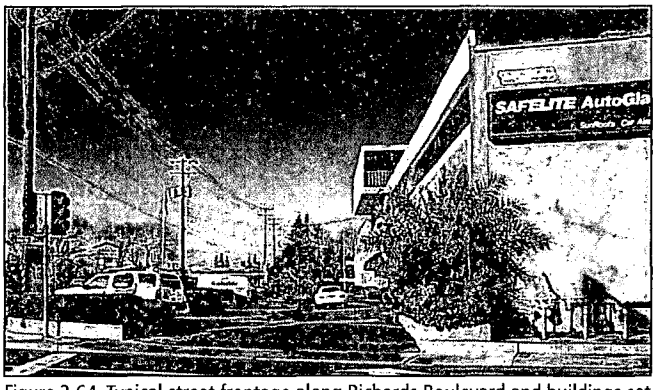


Figure 2.64. Typical street frontage along Richards Boulevard and buildings set back from street with front parking.

evolve into a transit oriented area centered around a new light rail station with pedestrian linkage to the riverfront. This area will be a gateway for travelers on the future connection to the airport.

Connecting this area to the larger street network requires a comprehensive replanning of the area as set forth in the River Distric Specific Plan. As this area exists in a corner of the District, the street pattern needs to provide strong connectivity to surrounding development, and ensure the street network does not create dead-end conditions at the riverfront.

The Sequoia Area will become the urban foyer of the Central City for those connecting to Natomas and the Airport when riding the Green Line from the Intermodal Station as well as Natomas residents crossing the American River by foot, bicycle, bus or automobile. The character of the Sequoia Area will be evident through this gateway neighborhood with priority given to pedestrian friendly street design and a pedestrian Promenade serving as the spine of the neighborhood and connecting the transit station axially to the riverfront and Parkway. It's street pattern will flow to Township 9, resulting in a 75 acre mixed-use, housing intensive neighborhood.

Adaptive Reuse

No buildings have been identified for adaptive reuse in this area under the RDSP plan.

Building Heights

The heights in the Sequoia Area vary in response to a variety of urban circumstances. Heights along the American River will transition from high-rise along Interstate 5 to mid-rise heights at North 5th Street. The later in keeping with the heights established by Township 9. The overarching urban design intent is to create a pedestrian scaled area formed around a central axial spline connecting the future transit station and a future gateway to the riverfront and future park. A diverse mix of uses is intended for this area for dwelling and tourism with small boutique hotels and restaurants. The character of the area should

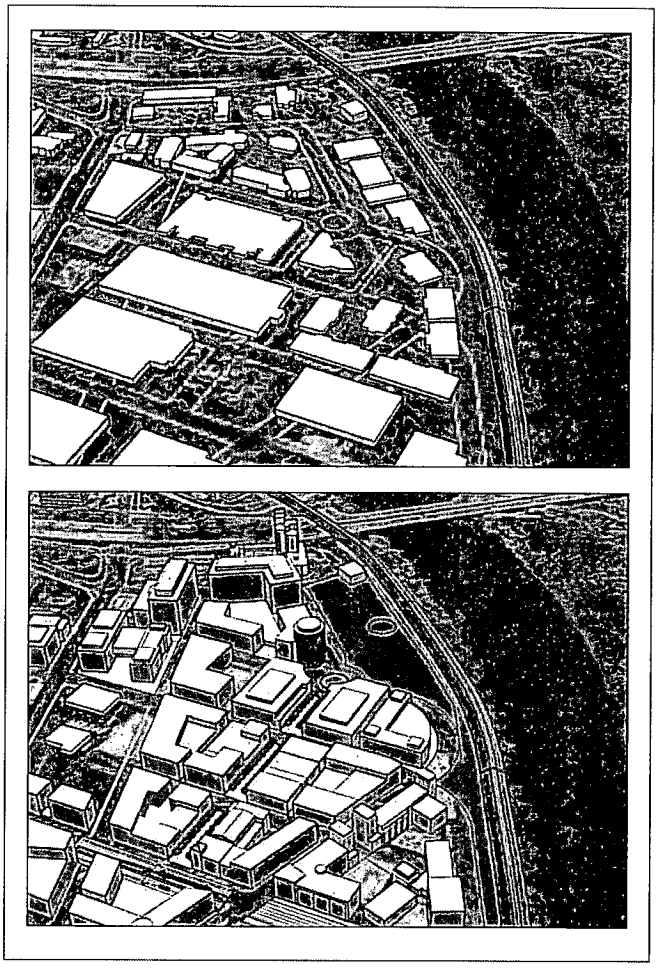


Figure 2.65. Aerial view of massing model showing existing building mass and conceptual development massing of the Sequoia Station Area. The axial pedestrain street connecting the transit station to the park adjoining the Two Rivers Trail is deliniated with the line of trees.

Figure 2.66. The transit-centered village of Orenco Station, Oregon exemplifies that scale and street character anticipated for the Sequoia Pacific Boulevard Area.

be supported with numerous neighborhood-focused amenities including grocers, cleaners, and other family oriented service retail. With these uses, the streetscapes should be developed in an intimate and inviting manner, with public seating and small outdoor courts and gardens within private developments and the adjoining public way.

Set Backs and Stepbacks

The Sequoia Area is visioned as an urban village with buildings having ground floor retail uses with residential uses on the second floor and above. Buildings in the central core of the areas should meet the front property line, except where an entry court or corner entry is desired to be inset.

Buildings along 5th Street and Street 3, facing the Parkway, should be setback 10 feet from the front property line and be well landscaped and ample walkways for pedestrians (See Street Sections in Chapter 3). Entry gateway elements, stairs and raised porch elements may project into this setback area.

Towers in the 200 foot allowable height zone should be spaced a minimum of 80 ft apart to allow for privacy for hotel and resident uses (See Chapter 4).

Landmarks and Vistas

Programmatic river element: Water events and other Sacramento/lower American River events [elaborate]

Figure 2.67. Church Street, Burlington, Vermont is a successful pedestrian street with strong ground floor retail uses supported by a large resident population.

Figure 2.68. Illustration of the pedestrian street as it terminates to Sequoia Pacific Station Plaza.

Massing and Scale

See Chapter 4 - Private Realm Guidelines

Transitions

The area is bordered on two sides by intensive circulation arteries, Interstate 5 to the west, and Richards Boulevard on the south. Building heights have been set high along these two edges to shield the inner, lower-scaled neighborhood from noise. The heart of the Sequoia Area is the pedestrian spine terminating at the transit station plaza and the park leading to the Two Rivers Trail, where building heights are set at four to five stories, creating a pleasant pedestrian scale streetwall and allowing higher transition set back from the edge.

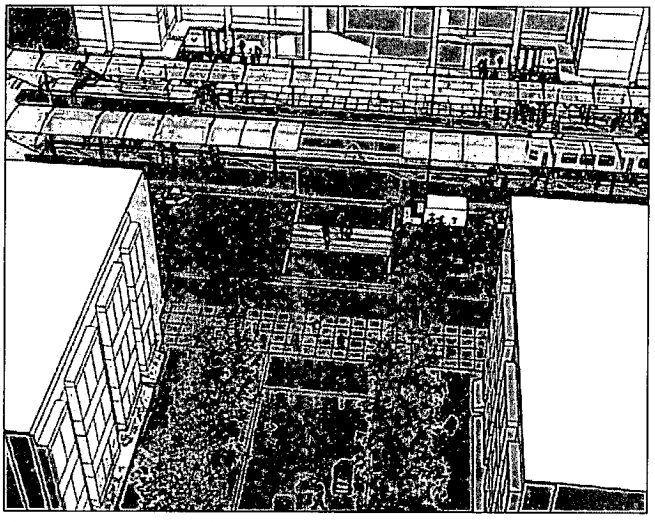


Figure 2.69. Sequoia Pacific Station Plaza and pedestrian street, aerial view.

Figure 2.70. Cady's Alley, Georgetown, D.C. exemplies scale and mixture of uses desired in Sequoia Pacific neighbohood alleys. Photo credit: Citta-Vita

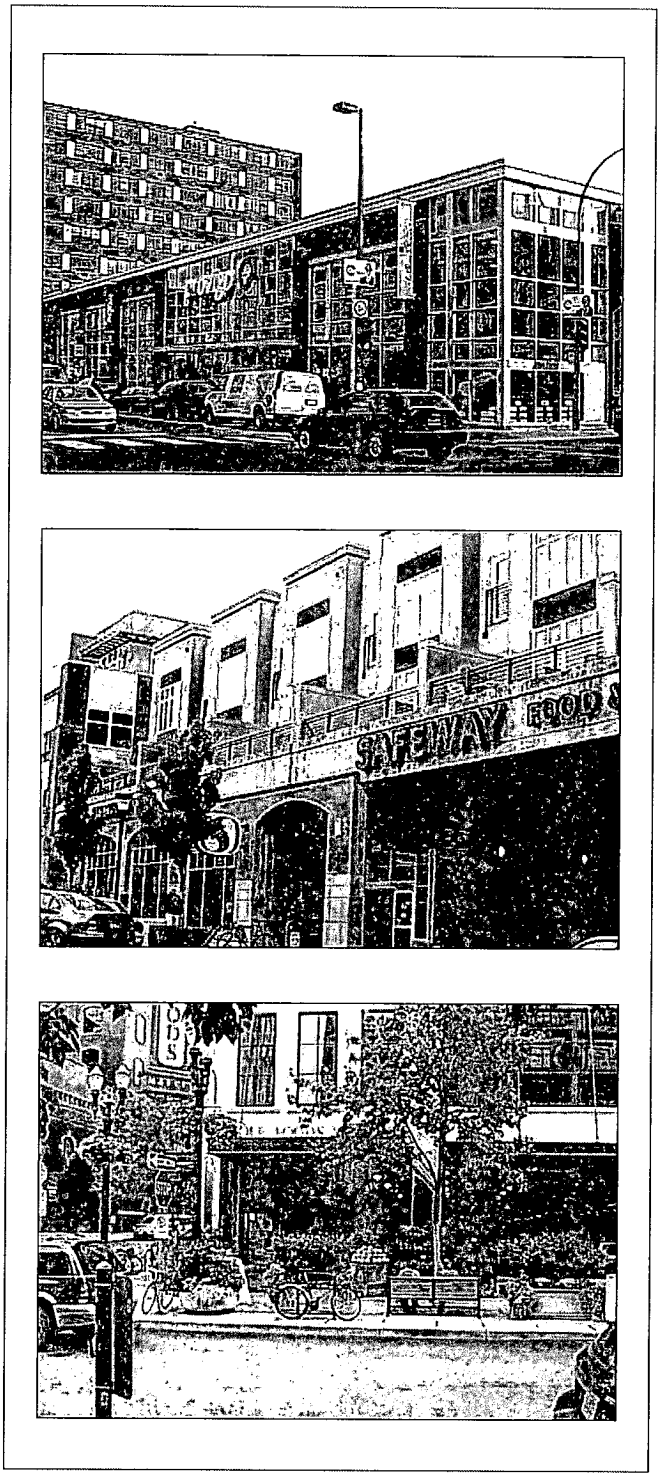


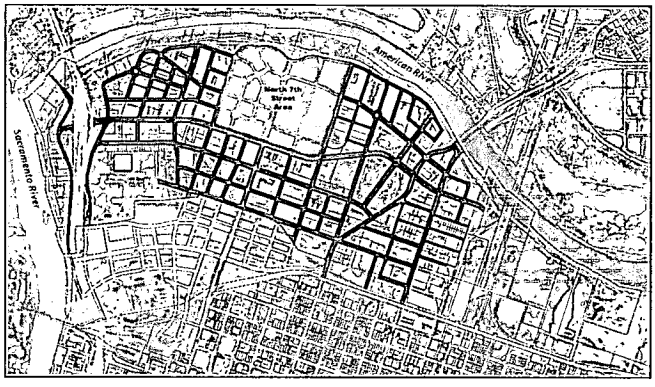
Figure 2.71. Three urban grocery store examples which illustrating mixed use integration and urban standalone markets which engage the streetscape. Top to Bottom: Provigo, Quebec, Canada; Safeway, Seattle, WA; Whole Foods, San Francisco, CA

C.4 North 7th Street Area

Existing Character

The North 7th Street Area was the historic cannery center built with predominately large open warehouses that are currently under transition. The old Richards-Bercut cannery site, west of 7th Street has begun transformation under approved plans for Township 9 development as a mixed-use residential neighborhood with pedestrian prioritized streets and plazas. Continental Plaza is the new home for the California Highway Patrol, and this existing single story complex has been renovated to provide a stronger street presence along 7th Street. The Township 9 Light Rail Station will incorporate elements from the old cannery into the station design and will draw on the brick structures of the historic buildings.

Development plans are underway for other significant projects in the area, including Phase IV of Continental Plaza, a mid-rise office project, and the new California State Lottery Headquarters which has risen on the south edge of Vine Street, filling a large site from Richards Blvd north to Vine Street with frontage along North10th Street. Continental Plaza and the State Lottery preclude local street throughways at this time.



Vision for Area

The urban design vision for this area has largely been set in the approved plans for Township 9. These plans follow the River District Specific Plan Principles and Goals for a walkable neighborhood with strong access to the American River Parkway. Township 9 seeks active uses and transparency at the street level which will characterize the streetscape for the 7th Street area, including frontages along Richards Boulevard and at the intersection of 7th and Richards Boulevard (see UD Goal 1.5).

Adaptive Reuse

Township 9 has razed the former cannery site, utilizing some structures and components for the light rail station

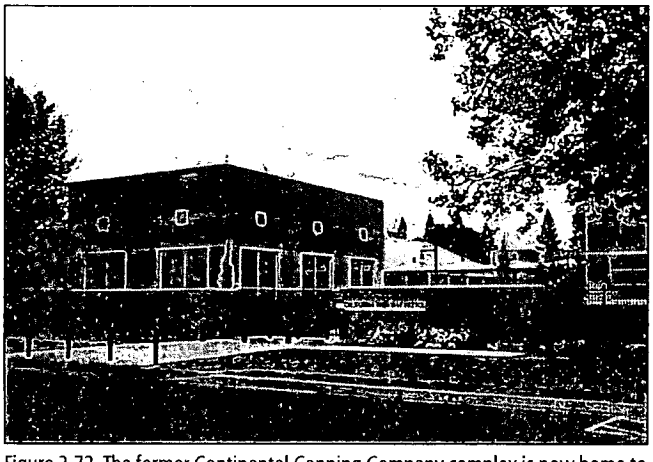


Figure 2.72. The former Continental Canning Company complex is now home to the California Highway Patrol. A recent renovation utilizes masonry and cementious materials in a contemporary blend with the existing building.

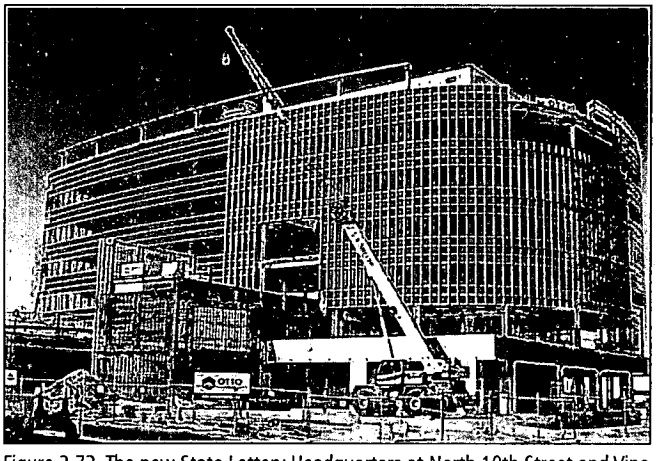


Figure 2.73. The new State Lottery Headquarters at North 10th Street and Vine Streets is the first expressive building form in the District and is the first high rise structure.

which will convey a sense of the site's history in this public gateway.

Building Heights

Heights in this area have, in large part, been determined by the approval of Township 9, and are set in relationship to the American River Parkway. Township 9 height parameters allow building heights above four stories up to twelve stories when more than 400 from the water line of the river. This has been determined to be the mid-point of building heights along the American River. Township 9 allows heights along Richards Boulevard to 150 feet to accommodate office development (See height diagram Figure 2.35).

Massing and Scale

See Chapter 4 - Private Realm Guidelines

Transitions

See Chapter 4 - Private Realm Guidelines

Stepbacks

See Chapter 4 - Private Realm Guidelines

Landmarks and Vistas

The park located at the terminus of North 7th Street with Riverfront Drive provides a rare opportunity for landmark terminus in the Central City grid and should receive careful attention in its design. The plan of Township 9 has been conceived to celebrate terminal views within its street grid.

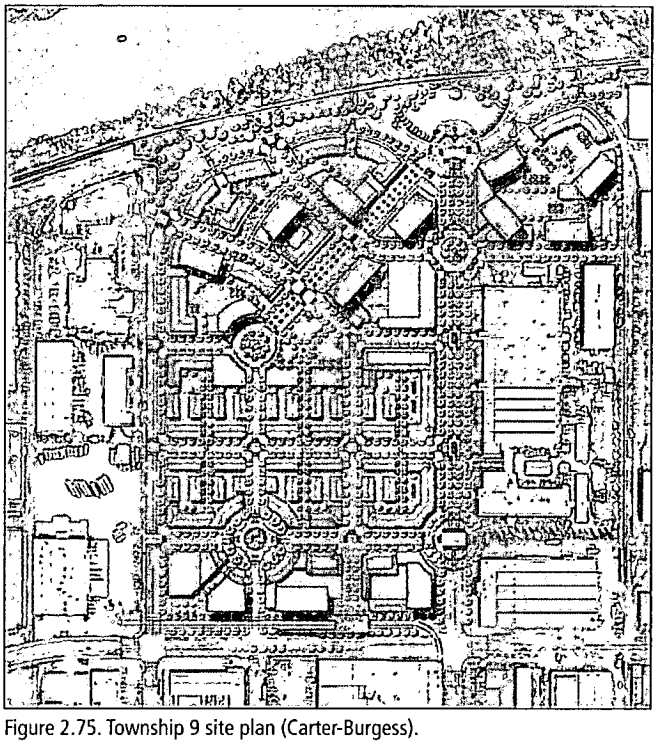


Figure 2.75. Township 9 site plan (Carter-Burgess).

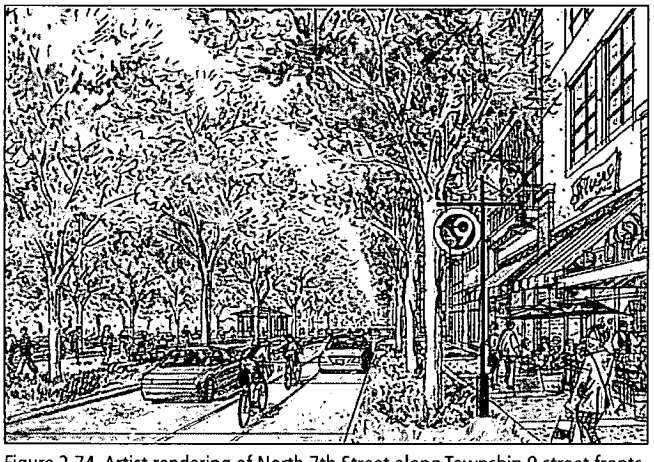


Figure 2.74. Artist rendering of North 7th Street along Township 9 street fronts. (Carter-Burgess)

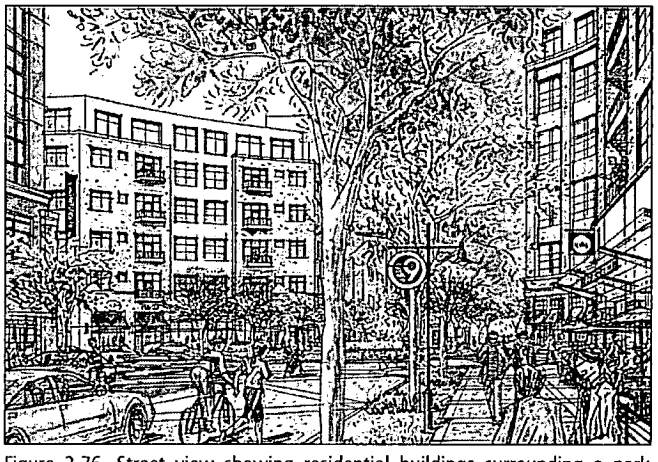
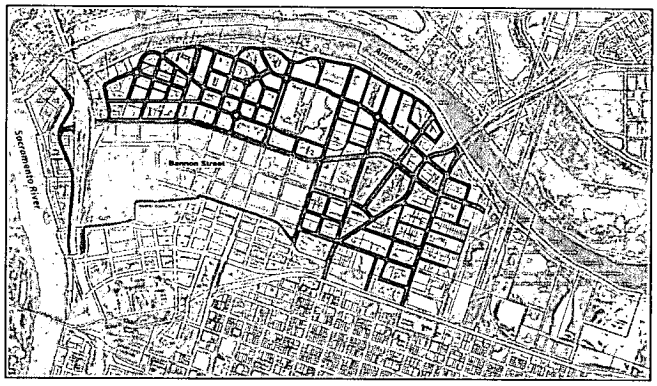


Figure 2.76. Street view showing residential buildings surrounding a park (Carter-Burgess).

C.5 Bannon Street Area



Existing Character

The Bannon Street Area is largely comprised of scattered large warehouses and under-utilized vacant parcels. The State of California Printing Plant occupies a large segment on the southwest corner of Richards Boulevard and North 7th Street and the City of Sacramento has a large land holding with the tallest building in the area at 3-stories.

The city's water treatment facility in the southwest corner of the Area will remain as the primary water facility for Central City. This Area holds some significant early 20th century concrete and masonry buildings which provide beautiful axial views from North B Street and the rivers.

The Bannon Street Area, at North B Street, is the juncture of River District with the northern edge of the Railyards Plan Area known as the East End. The East End is planned for high density residential without limitations to height. This residential neighborhood isorganized around a lin-

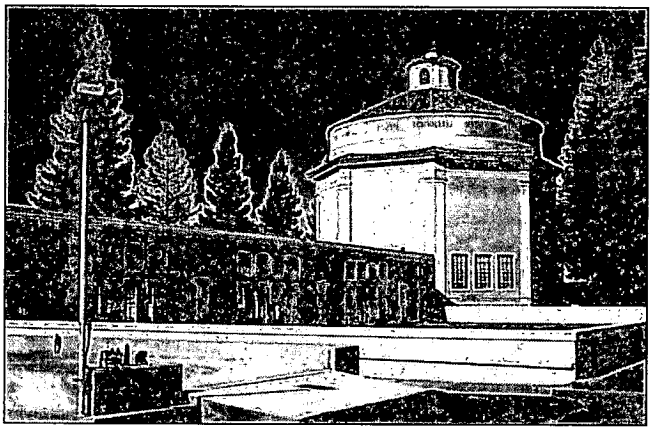


Figure 2.77. The Beaux-Arts inspired buildings of the Water Intake Facility.

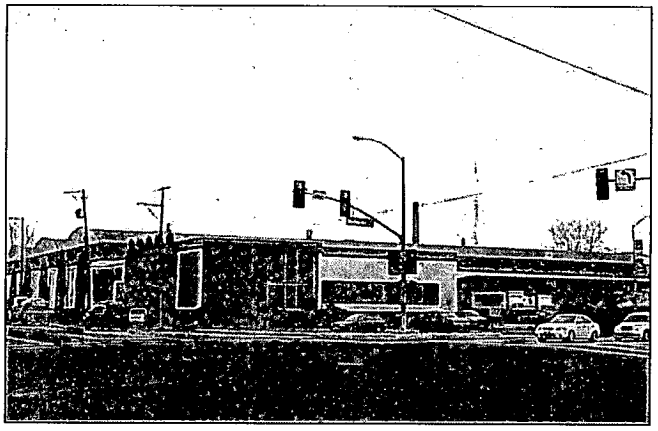


Figure 2.79. The Sacramento Theatrical Company building at Richards Boulevard and 10th Street is an impressive long span curved-truss building.

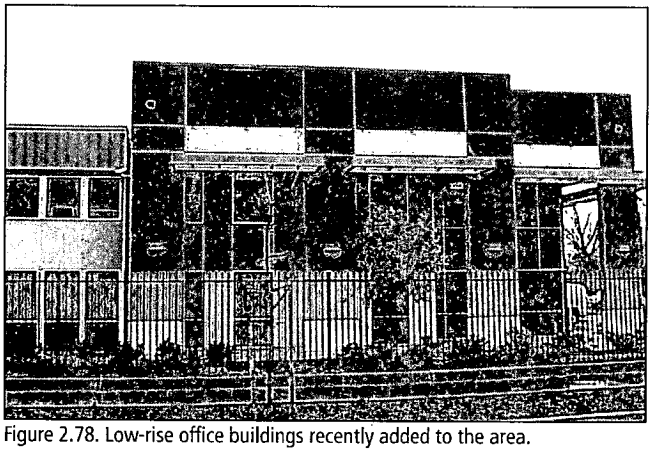


Figure 2.78. Low-rise office buildings recently added to the area.

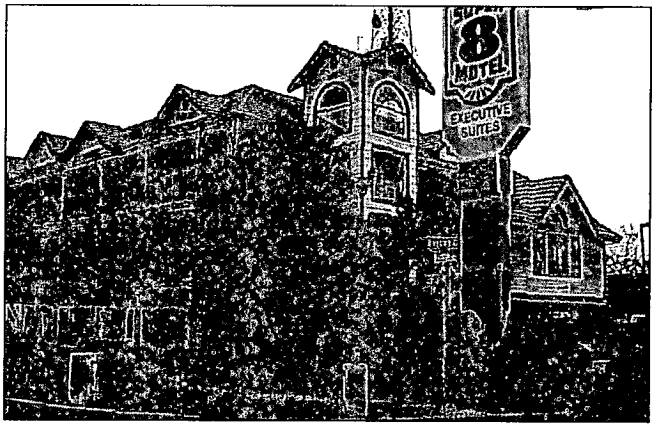


Figure 2.80. Typical scale of motel buildings in the Bannon Street Area.

ear series of neighbrohood park blocks which have a western terminus at Vista Park, a 10-acre park elevated 30 feet above the surrounding ground plane.

Vision for Area

The Bannon Street Area is the primary grid connector from Downtown into the River District. It is in this area that the continuity of the 1873 street grid is most realized together with the adjacent street pattern in the Railyards East End residential area. The area will serve as a north-south connector to Richards Boulevard with six new through streets to be added abreast of North 7th Street. In the east-west direction, Bannon Street, North C Street, and North B Street all connect to a new 10 acre park in the River District Specific Plan. With the Railyards Vista Park, a combined 20-acres of park will surround the City's Water Intake Facility at the western edge of the Bannon Street Area and be a significant public amenity for the areas mix of office and residential uses.

Pedestrian Network

While Richards Boulevard is a major east-west connector, Bannon Street is envisioned as a local street and is anticipated to be the main east-west pedestrian street connection to the new park. Bannon Street is viewed as a principal retail street in this Area, providing an attractive streetscape for small shops and restaurant cafes with sidewalk dining.

The grid network of streets aligned north-south are of smaller rights-of-way (69 feet wide) allowing two lanes of traffic with parallel parking. These streets will be more intimate in scale and will facilitate the flow of pedestrian traffic to Bannon Street.

Alleys

The Specific Plan calls for mid-block service alleys in the grid of blocks in this area and also for a pedestrian network with active uses fronting those alleys. Activated alleys are to be part of the new private development and therefore building designs shall take care to include alley fronted uses in the architectural program to develop a

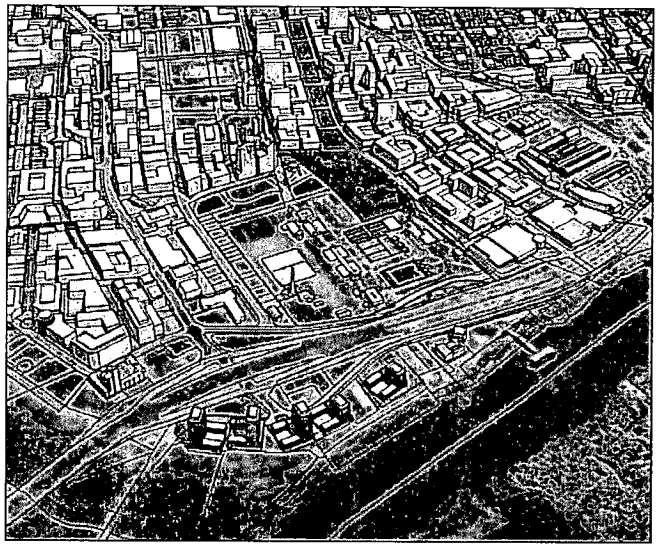


Figure 2.81. The new 10 acre area in the RDSP dedicated to park will connect to Vista Park in the Railyards, creating an amenity for surrounding development.

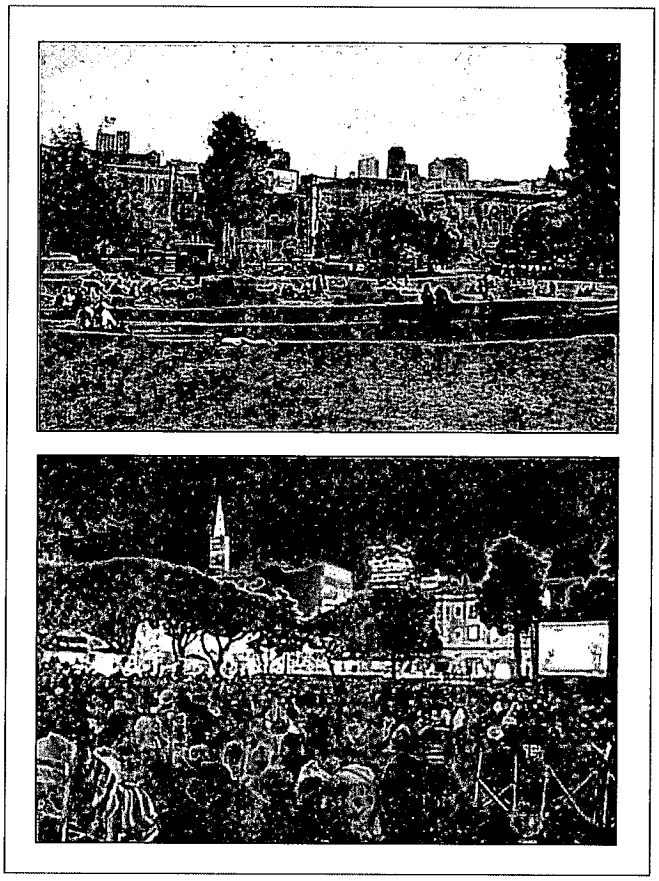


Figure 2.82. Two views of Washington Square Park in San Francisco's North Beach District illustrate the flexibility and diversity of urban park uses.

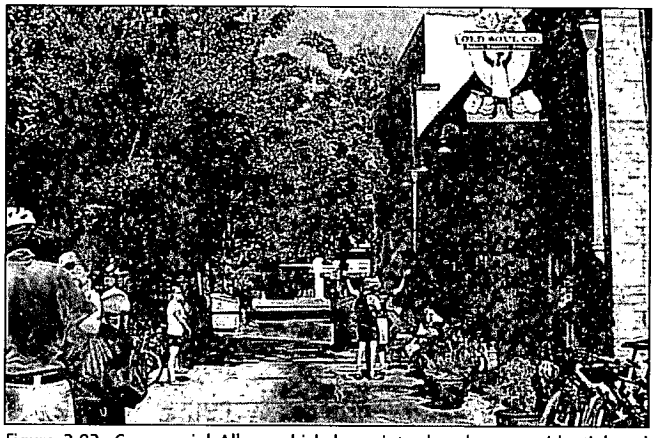


Figure 2.83. Commercial Alleys which have introduced new residential and small commercial uses are encouraged in the Bannon Street Area.

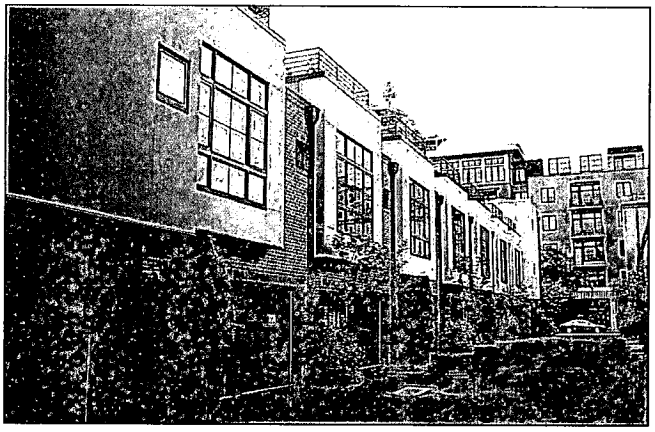


Figure 2.84. Residential uses which back onto alleys can mediate the utilitarian purpose and enhance security with landscaping and strong visual connection to the alley.

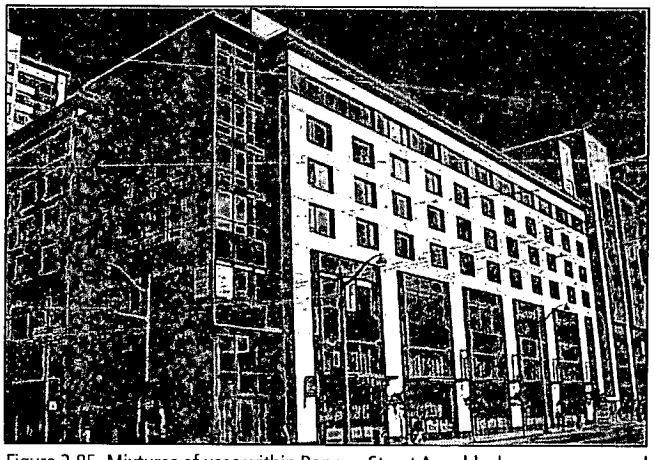


Figure 2.85. Mixtures of uses within Bannon Street Area blocks are encouraged to include neighborhood supportive amenities such as grocery stores. This example integrates the urban grocery shamelessly into the building and provides strong ground floor activation with windows along the entire facade.

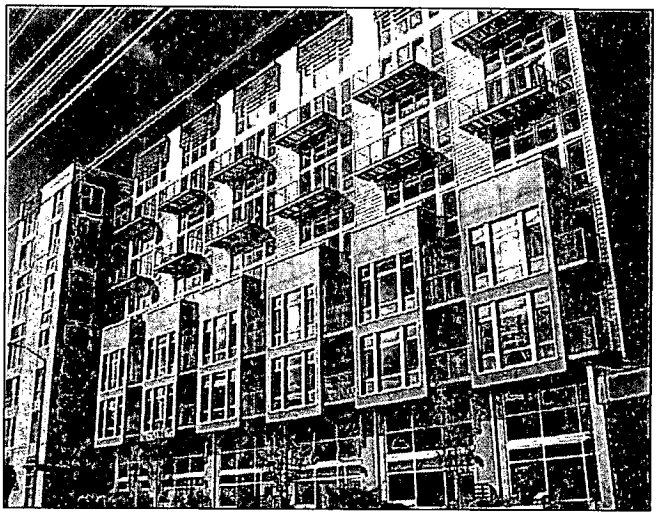


Figure 2.86. VEER Lofts, Seattle, WA is an example of scale, massing and materials,which would integrate well into the eastern end of Bannon Street Area where light-industrial uses may be retained.

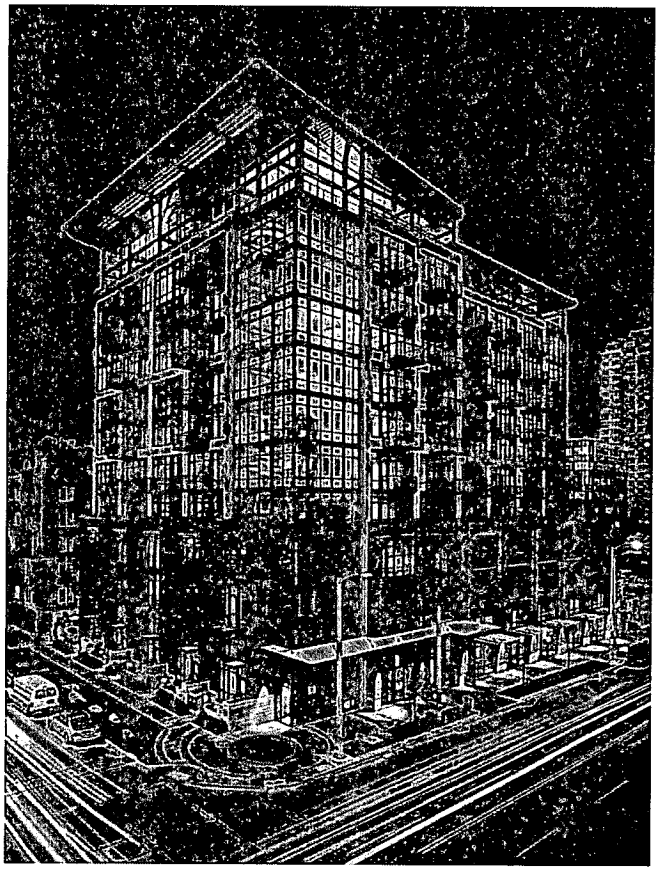


Figure 2.87. Mid rise residential which delineates a strong base and streetwall with would be well integrated into a mixture of office and residential uses. Strong continuity of ground floor retail in all building types is encouraged.

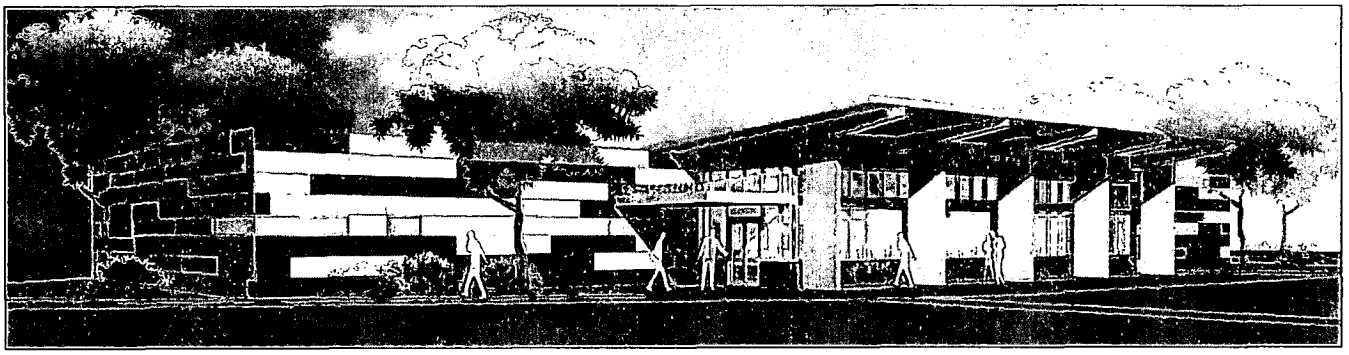


Figure 2.88. The new interim Greyhound Station at the corner of Richards Boulevard and Sequoia Pacific Boulevard expresses light and movement in a contemporary architectural vocabulary.

comprehensive streetscape plan, coordinating driveway access. (See Chapter 3-Alleys).

Transportation Connections

A new Greyhound terminal is located on the east side of Sequoia Pacific Boulevard between Bannon Street and Richards Boulevard. The location of the facility will benefit from close proximity to the new Township 9 Station and future Sequoia Station. This interim facility will eventually move to the Intermodal Station in the Railyards with a future adaptive re-use of the building.

Adaptive Reuse

There are many opportunities in the area for warehouse conversions as interum or permanent uses.

Building Heights & Transitions

Heights vary within this area from the 250 foot high blocks at North B Street, stepping down to a more pedestrian scale of 90 feet along Bannon Street. North of the alleys separated Bannon Street and Richards Boulevard, the heights step back up to 150 feet where they front Richards Boulevard. Blocks surrounding the proposed 10 acre park retain heights from 120 feet to 250 feet (See height diagram Figure 2.35).

Massing and Scale

See Chapter 4 - Private Realm Guidelines

Step backs

No Step Backs

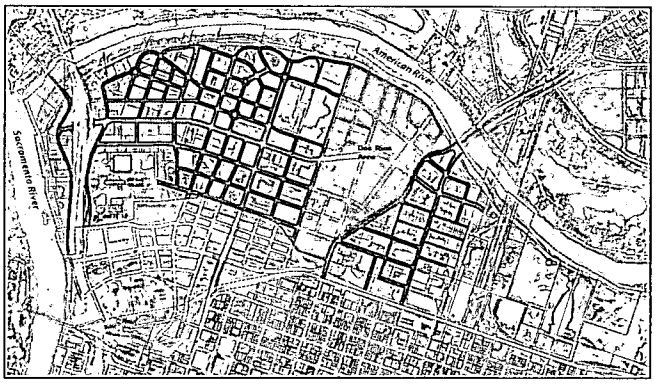
Landmarks and Vistas

See Figure 2.28.

C.6 Dos Rios Street Area

Existing Character

The Dos Rios Street Area is eclectic in its existing uses and mixture of building sizes, ranging from two-unit dwellings in a suburban setting, to large warehouses and trucking companies requiring large paved surfaces for deliveries of goods. The Area is bisected by Richards Boulevard, which forms an edge between the residential neighborhood and the school. The American River Parkway Plan anticipates a pedestrian/bike bridge over the American River which would intersect Two Rivers Trail not far from the school. There are several remnant railroad rights-of-way to be reclaimed.



Vision for Area

The vision for the Dos Rios Area is to maintain and enhance the eclectic character of uses and building stock. Examples of transitional warehouse/industrial areas exist in the Bay Area, such as west Berkeley and South of Market Street in San Francisco. (Sidebar Case Study from

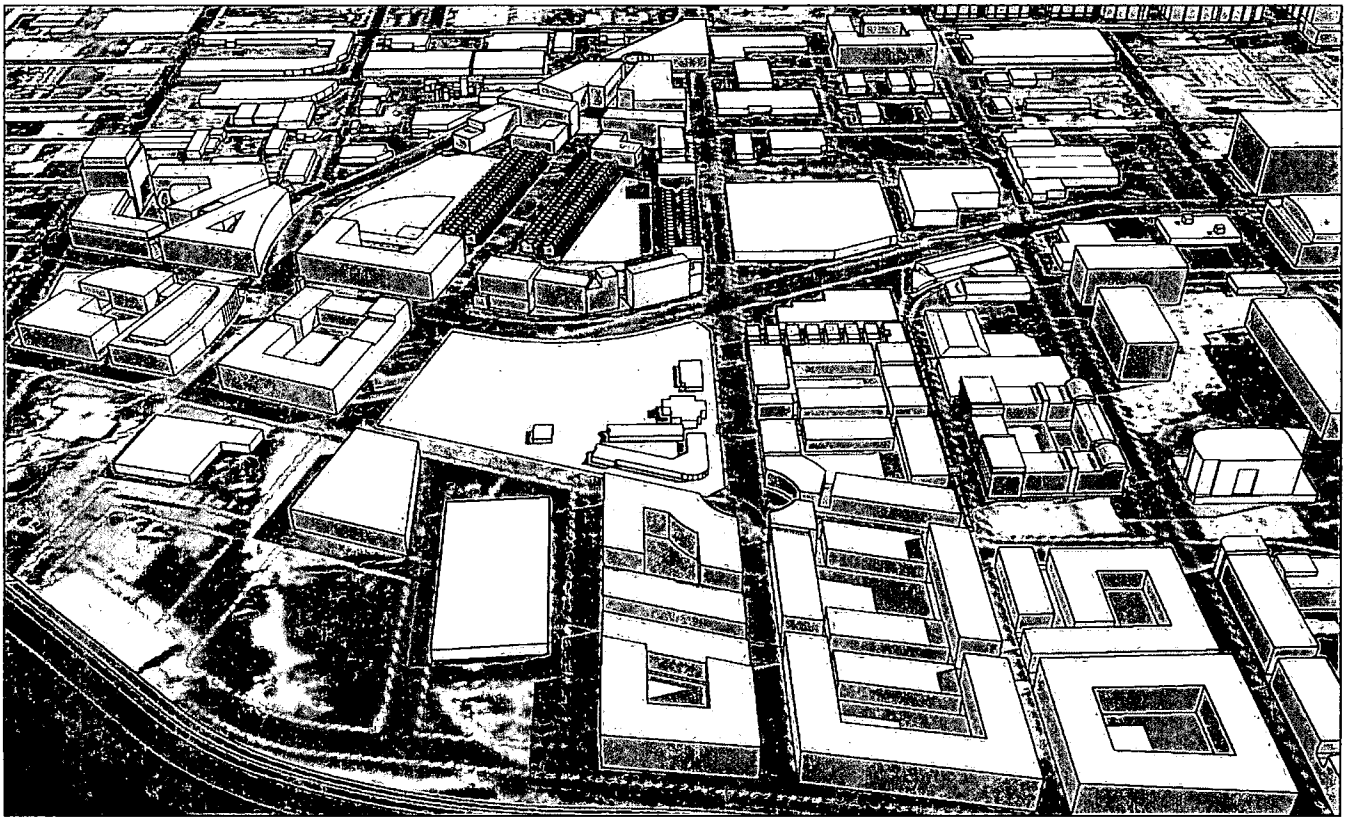


Figure 2.89. A conceptual massing illustration of he Dos Rios Street Area showing a mix of existing buildings (white) and new buildings (tan). The spline of the Bicycle Boulevard can be see to the right of center. The park in the middle of the image is the school grounds, enlarged by the relocation of Richards Boulevard in the RDSP. The Twin River Community is shown reconfigured with units clustered in mid rise buildings and row houses, providing park area and recreational grounds.

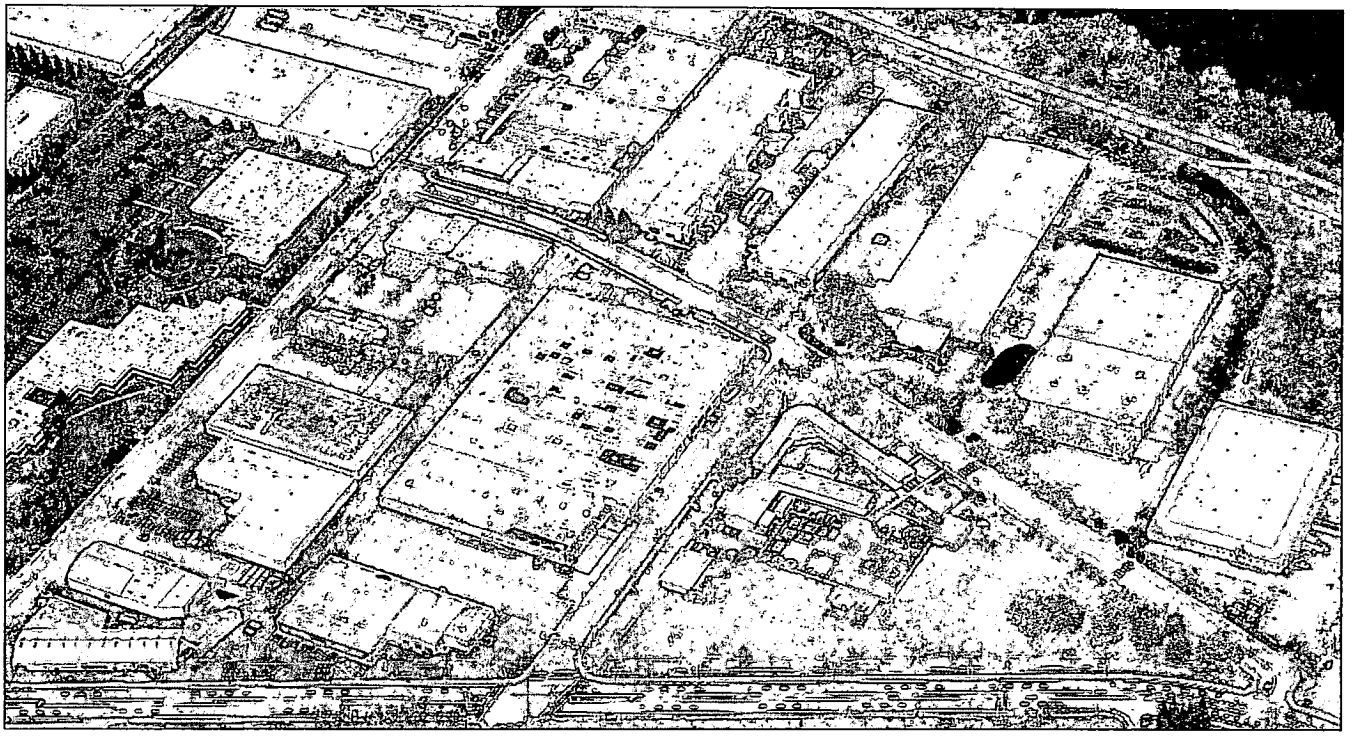


Figure 2.90 Existing cluster of warehouse and light-industrial buildings surrounding the Smythe Academy Elementary School.

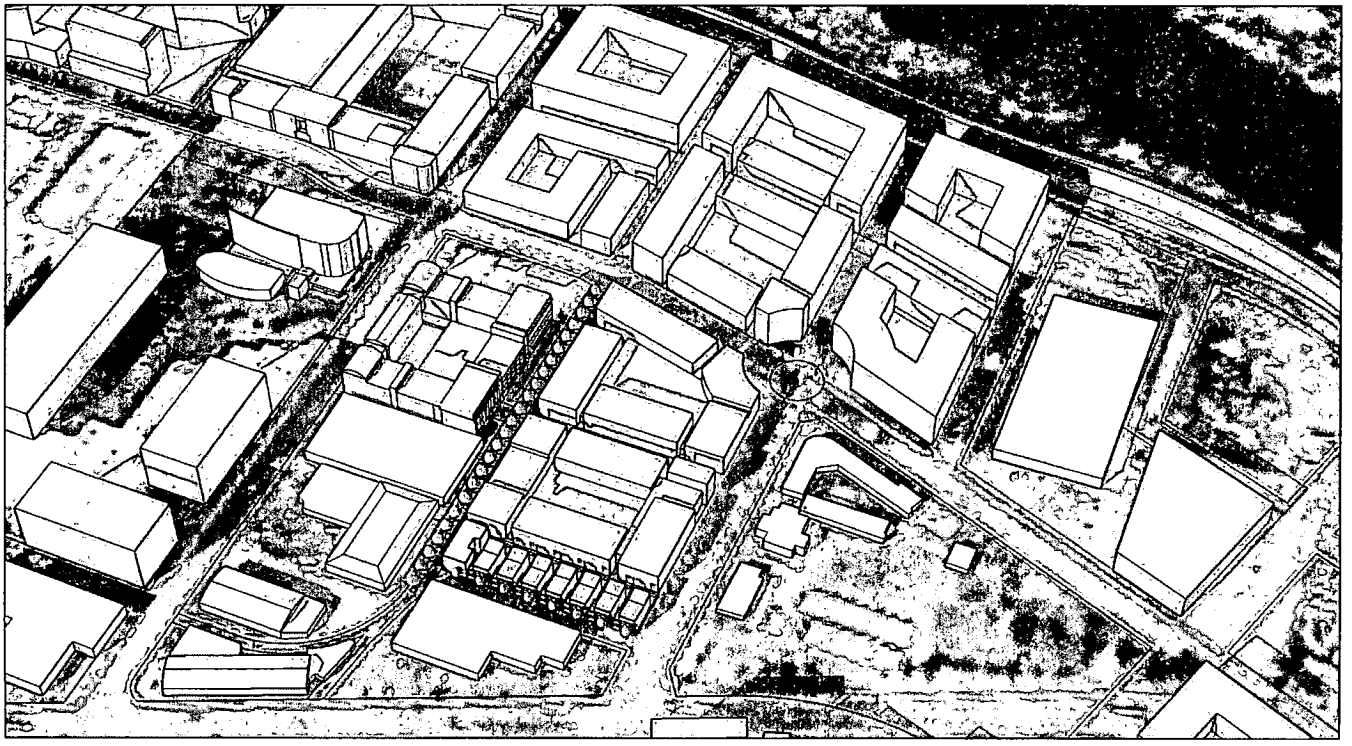


Figure 2.91 Conceptual massing showing new buildings (tan) interspersed with existing buildings (white). The bikeway is recognizable with the line of trees.

Workshop Presentation). North of Richards and south of Bannon Streets, the industrial character of the area should remain predominant without streetscape improvements.

Redevelopment Opportunities

A proposed redevelopment of the Sacramento Housing and Redevelopment Agency's (SHRA) Twin Rivers Housing Project will see a significant change in character from the existing development.

The plan for the area anticipates the future redesign of the SHRA housing community around a pedestrian boulevard extending to the river. Small community parks within the residential area are anticipated for the residential community and neighborhood serving retail to integrate within the new development.

Mobility Opportunities

Central to the vision of this area is the development of two linear corridors of diverse character.

Biking and pedestrian opportunities are a critical component of this area with a proposed "bicycle boulevard" following some abandoned railroad spur lines. Opportunities exist to create retail and small incubator spaces in old warehouse buildings and a parkway boulevard linking the internal streets with the river.

The transformation of the existing rail spur easements into a pedestrian scaled "bicycle boulevard" is a priority of the RDSP. This corridor could serve as a primary commute and recreation route from downtown to Two Rivers Trail and the future American River pedestrian/bike bridge cited in the American River Parkway Plan 2008. There is a unique opportunity for this corridor to provide for the development of shops and restaurants to face onto this corridor and provide a urban place for people watching. The plan calls for small streets to feed into this area.

The second corridor, Street W, is conceived as a pedestrian boulevard which links a small commercial/retail area

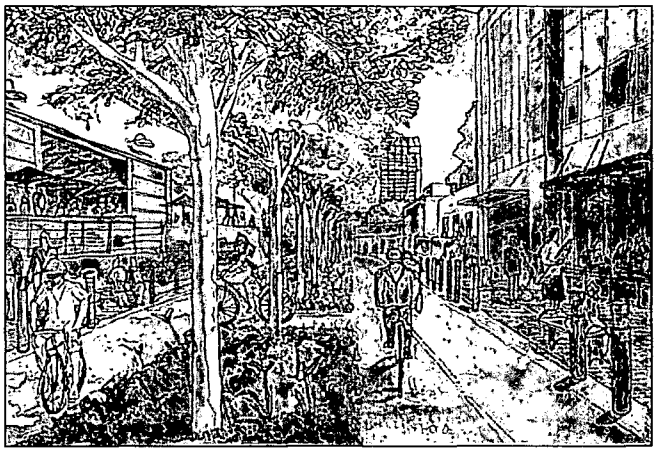


Figure 2.92 Rendering of the Bicycle Boulevard with existing and new development fronting the linear pedestrian and bicycle connector.

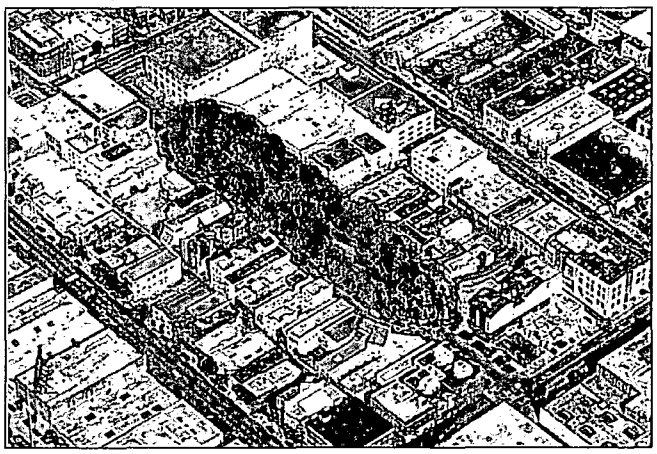


Figure 2.93. Southpark, San Francisco sits within a light industrial mixed-use district. An internalized park with business and housing ringing its perimeter it could be a development model for the Dos Rios Area.

Figure 2.94. The deconstuction of a former steel-framed warehouse serves as a parking lot for the renovated masonry building housing the primary use.

through a residential area and school to the future crossing of the American River.

The warehouses existing north of Vine Street are anticipated to redevelop in the future, and the streets plotted in the RDSP indicate how improvements could occur with the retention of some buildings. It is assumed that this entire area north of Vine Street could be redeveloped and that another street plat may be implemented. Nonetheless, the axial linkage of Street W to the river, should be maintained.

This plan seeks to retain viable light industrial and warehouse uses, while allowing the infill of new urban housing and retail uses. With this transitional land use mix, streetscape improvements would be largely developer initiated and probably inapplicable in many areas.

Adaptive Reuse

From an architectural character viewpoint, many of the mid-20th century brick warehouse buildings east of North 10th Street provide interesting opportunities for adaptive reuse, primarily those buildings backing onto the rail spur lines (see diagram).

Building Heights

Building heights in this area are modest and should be maintained to expand the emerging neighborhood character. Heights inside the levee are modest for waterfront development but coincide with the RDSP policy to transition heights downward easterly from the approved heights of Township 9. The general heights in this area correspond to other transitional areas in the Central City, such as the R Street corridor and support higher density near transit stations.

Massing and Scale

See Chapter 4 - Private Realm Guidelines

Transitions

See Chapter 4 - Private Realm Guidelines

Set Backs

In-progress

Landmarks and Vistas

There are several opportunities in this area to support urban design goals of providing orientation through new landmarks and iconic architectural markers. The reconfiguration of Richards Boulevard and Street W provide occasion to capture viewpoints along these circulation routes. The non-orthogonal street network in this area will allow particular architectural attention to acute-angle corners (See Viewshed diagram, Figure 2.28).

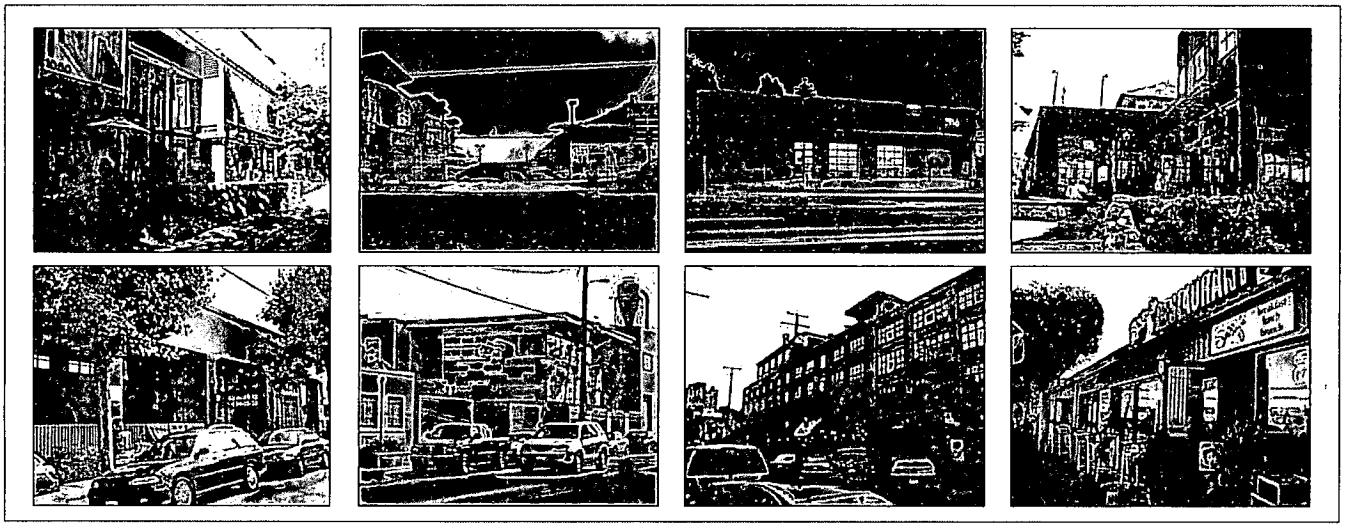


Figure 2.95 Reuse of warehouse buildings in the Dos Rios Street Area should explore creative solutions and celebrate eclectic design integration.

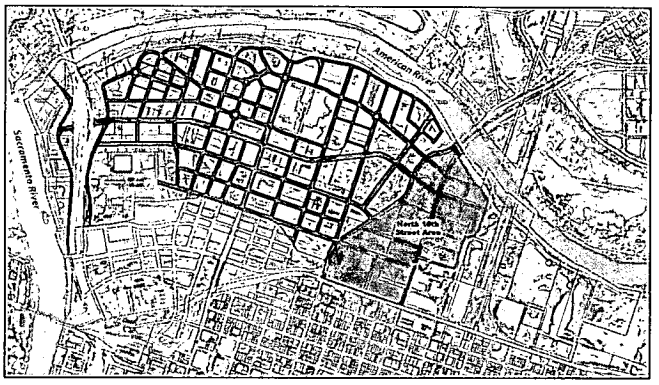
C.7 North 16th Street Area

Existing Character

The area between North 12th Street and North 16th Street, is identified in the River District Specific Plan as the "North 16th Street Area." This Area has a robust stock of existing masonry and concrete structures fronting on small scaled streets.

The North16th Street Area is characterized by diverse building patterns, varying from low massed warehouses, some with second floor offices, to large lots servicing auto sales and truck deliveries, to well defined single-family neighborhoods with pleasantly scaled streets.

The North 16th Street Area, also serves as a "Gateway District," with many compelling opportunities for transformation as a destination. Impacts from traffic and other programmatic constraints have hampered new development in the area, which will be mitigated as street connectivity improves. These two streets convey large volumes of vehicles on alternating times relative to commute hours and become barriers to effective pedestrian movement through the area.



East of North 16th Street, Dreyer-Basler is a small, defined neighborhood which seeks to retain the scale of its single-family homes. Its direct adjacency to the Blue Diamond Almond property, a large area outside of the RDSP boundary, which, when developed in the future, should present future opportunities to benefit the neighborhood and the entire area.

Vision for Area

The vision for the North 16th Street Area is for it to flourish with interesting places to draw people to the area. Because this Area has strong edge-defining streets conveying high traffic volumes, the space between these arteries can become refuges for slow streets filled with people.

Figure 2.96. North 16th Street has many buildings fronting the old highway that would be enhanced with streetscape improvements.

Figure 2.97. The upper (north) end of North 16th Street finds more buildings which are sited back from the street frontage in a typical suburban pattern.

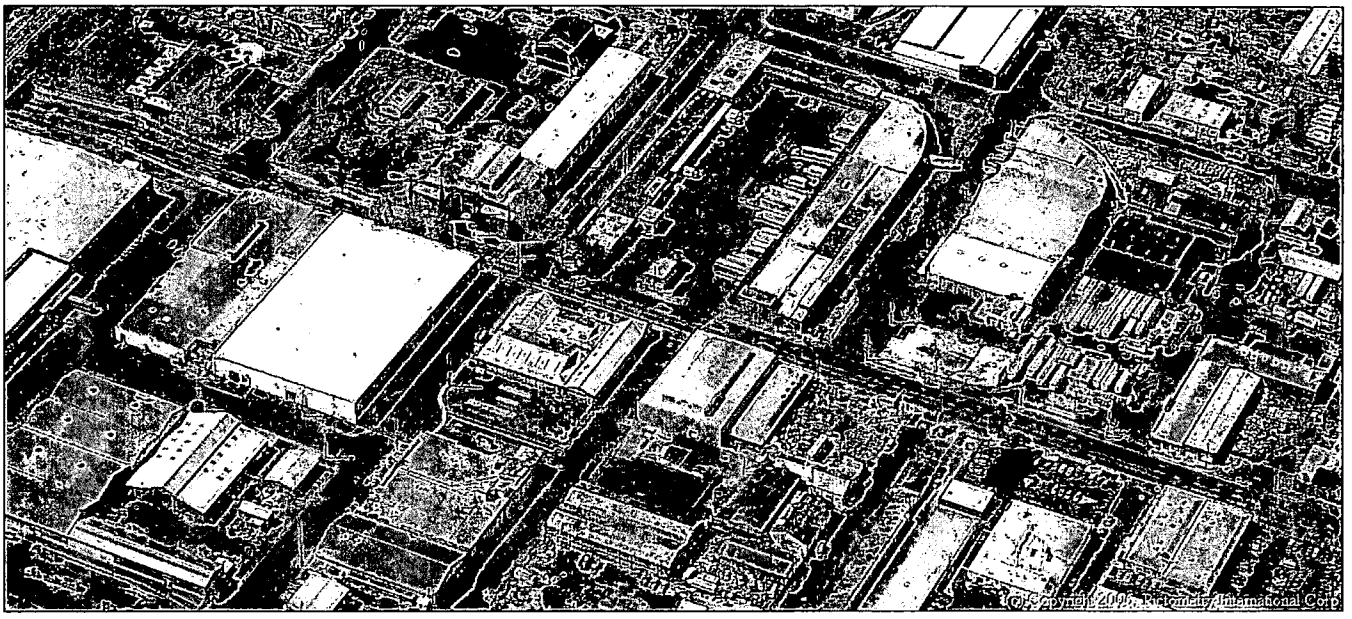


Figure 2.98. This aerial view of North 16th Street and the surrounding area illustrates the unique building form and the potential for infill development and adaptive reuse of many existing buildings.

Figure 2.99. General Produce Company hosts a large interior lot .

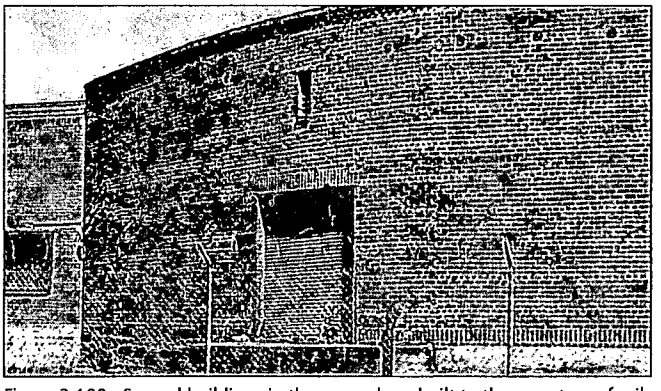


Figure 2.100. Several buildings in the area where built to the curvature of railroad spur lines that give the area a distinctive architectural character.

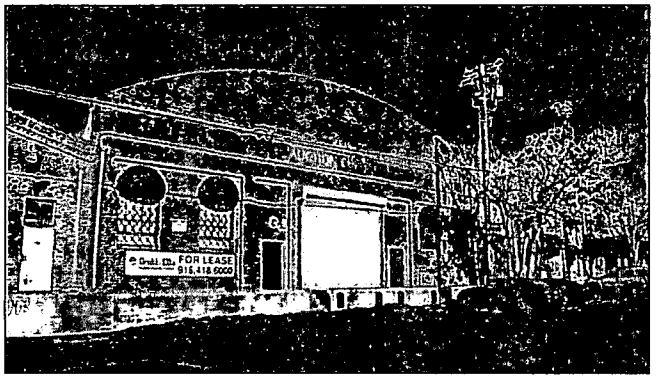


Figure 2.101 The brick masonry buildings along North C Street are distinctive and unique in form.

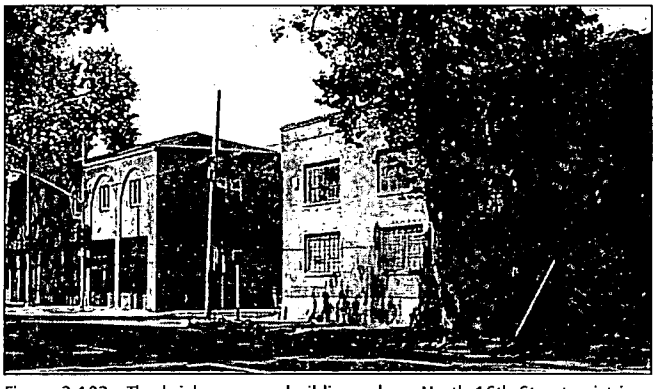


Figure 2.102. The brick masonry buildings along North 16th Street exist in a corridor that can be enhanced with new streetscape and street parking.

(sketch diagram-refuge). The opportunities in this Area will generate exciting pedestrian friendly linkages and spaces.

At the center of the North 16th Street Area lies arguably Sacramento's finest cluster of brick warehouse buildings which will be incorporated into the North 16th Street Historic District (see map at in Ch. 4 subsection F). This small area contains untapped potential for a vibrant live-work and retail district that can build on the history of these many interesting structures. As well, there are many exciting opportunities for interesting outdoor plazas and pedestrian prioritized streets and alleyways in what is an area of strong pedestrian character.

The area contains an established residential neighborhood serving as a nucleus for further small infill residential development. There are many opportunities to expand retail, including small neighborhood grocery stores, which could also serve outbound commuters leaving downtown via North16th Street.

Adaptive Reuse

Many opportunities for warehouse conversion exist in this area. Historic guidelines shall be consulted for projects within the North 16th Street Historic District.

Building Heights & Transitions

See Chapter 4 - Private Realm Guidelines

Massing and Scale

See Chapter 4 - Private Realm Guidelines

Landmarks and Vistas

See Figure 2.28 at the begining of this chapter.

Figure 2.103 The park area proposed at the northeast edge of the North 16th Area will have a spectacular view of the downtown skyline, viewable from the levee embankment. Dolores Park in San Francisco, shown here, serves a local neighborhood, and like the future Dos Rios Station, is accessible citywide with transit lines.

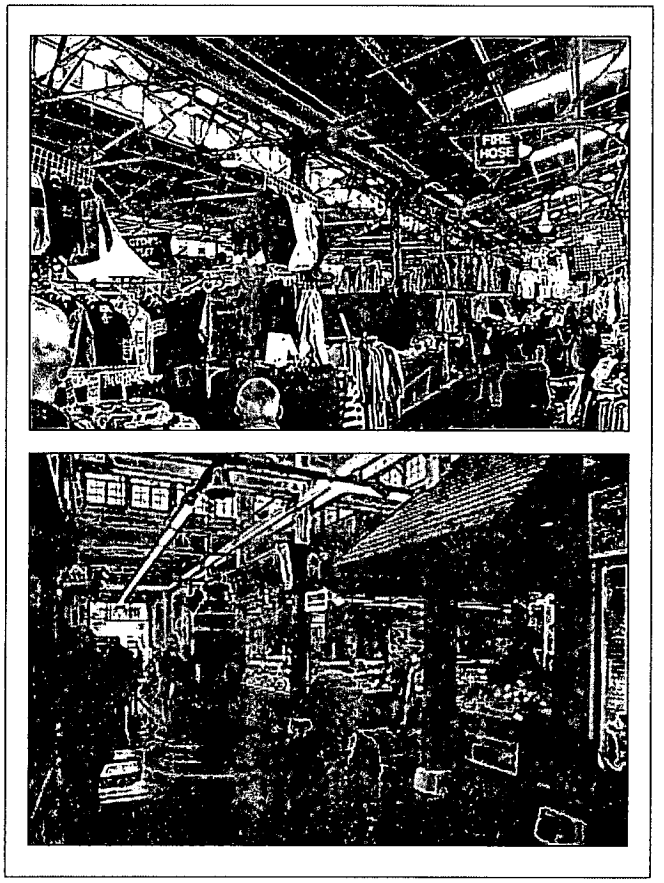


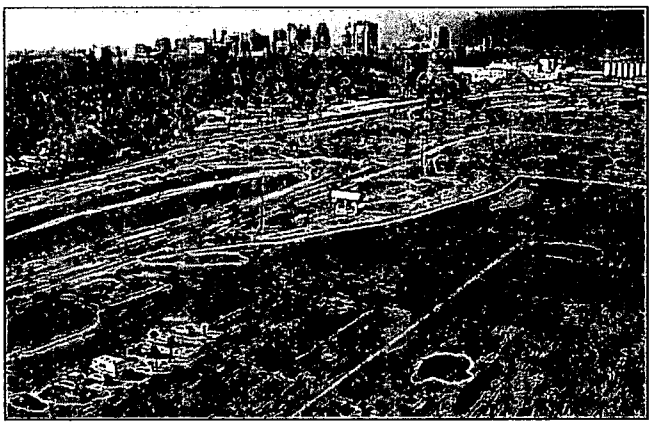
Figure 2.104. The North 16th Street Area has the physical attributes with many desirable buildings to host a variety of retail endeavors, including a public market with indoor and outdoor vending. The examples above are characteristic of many warehouse interiors in this area.

C.8 East Industrial Area

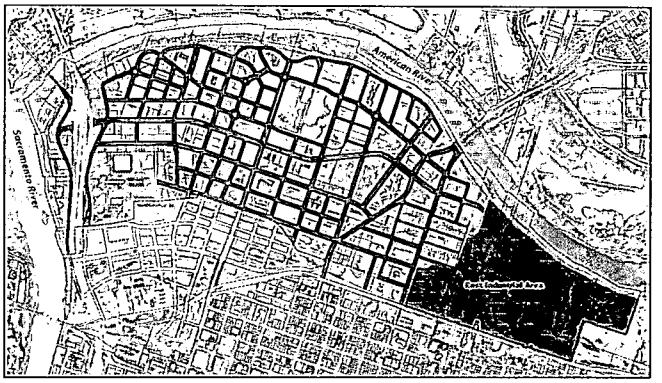
Existing Character

The East Industrial Area consists of the Blue Diamond Almond Growers complex and several vacant large land holdings; it abuts the area identified for a new regional park on the site of a former landfill.

The southern edge is bounded by the east-west main-line of the Union Pacific Railroad (UPRR). Running perpendicular at 20th Street is the north-south Union Pacific line which crosses the American River. To the west of the UPRR bridge is the old Sacramento Northern bridge which has been converted to a pedestrian/bike bridge for the trail linking the midtown neighborhoods at 20th and C Streets.A first stage implementation of Sutter's Landing Park has begun on the eastern edge of the East Industrial Area.



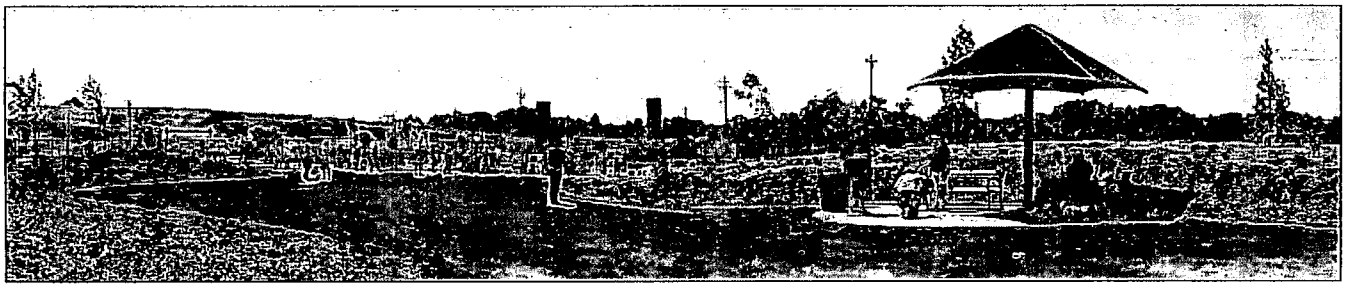
Figures 2.105 (top) and 2.106 (bottom) in the area of the future Sutter's Landing Park. Passive recreational activities and a popular Dog Park have begun to bring people into the eastern end of the East Industrial Area.



Vision for Area

Blue Diamond has done preliminary planning for vacant parcels it controls north of its active facility. The regional park known as Sutter's Landing Park has been included in some early plans for minor improvements. A comprehensive plan for this Area has not been developed, nor was a street plan considered under the 1994 Richards Boulevard Area Plan (RBAP). Street circulation was not considered in the prior RBAP nor in the RDSP. Further east, preliminary studies have looked at a future interchange at Interstate Business 80 near the Union Pacific Railroad bridge, which could provide a future east-west connection into the District.

Any new development should reference the surrounding character of the North 16th Street Historic District and the patterns found in the Blue Diamond complex.



Adaptive Reuse

Many buildings in the 20th and C Street neighborhood provide excellent opportunities for adaptive reuse.

Building Heights

Current zoning in the area is M-2 Industrial which allows building heights to 75 feet.

Massing and Scale

Refer to North 16th Street Character Area

Transitions

Refer to North 16th Street Character Area

Set Backs

Refer to North 16th Street Character Area

Landmarks and Vistas

The existing north-south bike and rail corridors provide opportunities for visual linkages. The future extension of Richards Boulevard east of North 16th Street should also be planned with attention to orientation and vistas.

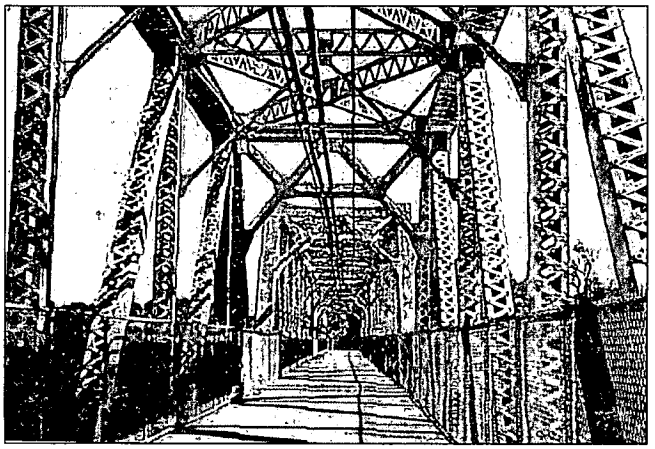
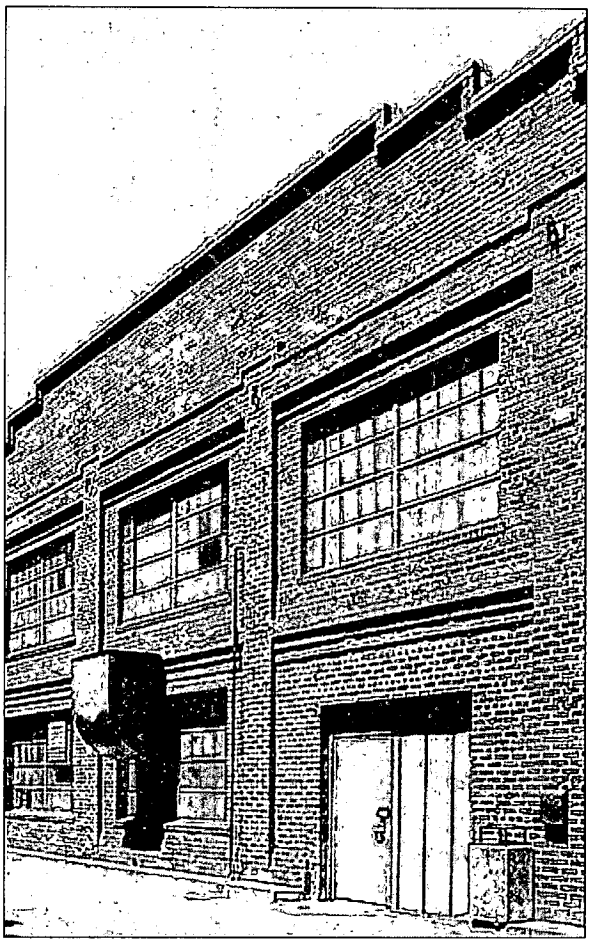


Figure 2.107. The bridge of the former Sacramento Northern Railroad once carried electrified passenger and freight service as far north as Chico, spans the river on the border of the RDSP, and is now a pedestrian-bike bridge.



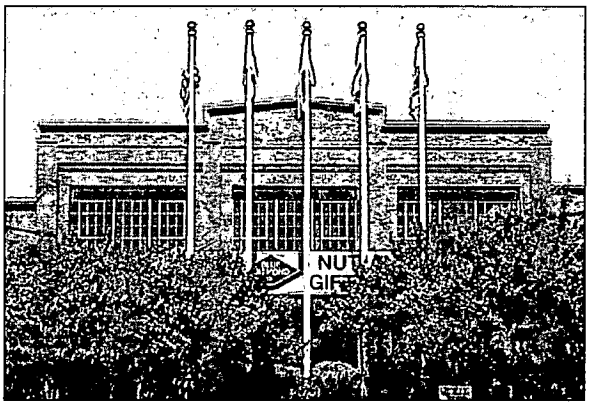
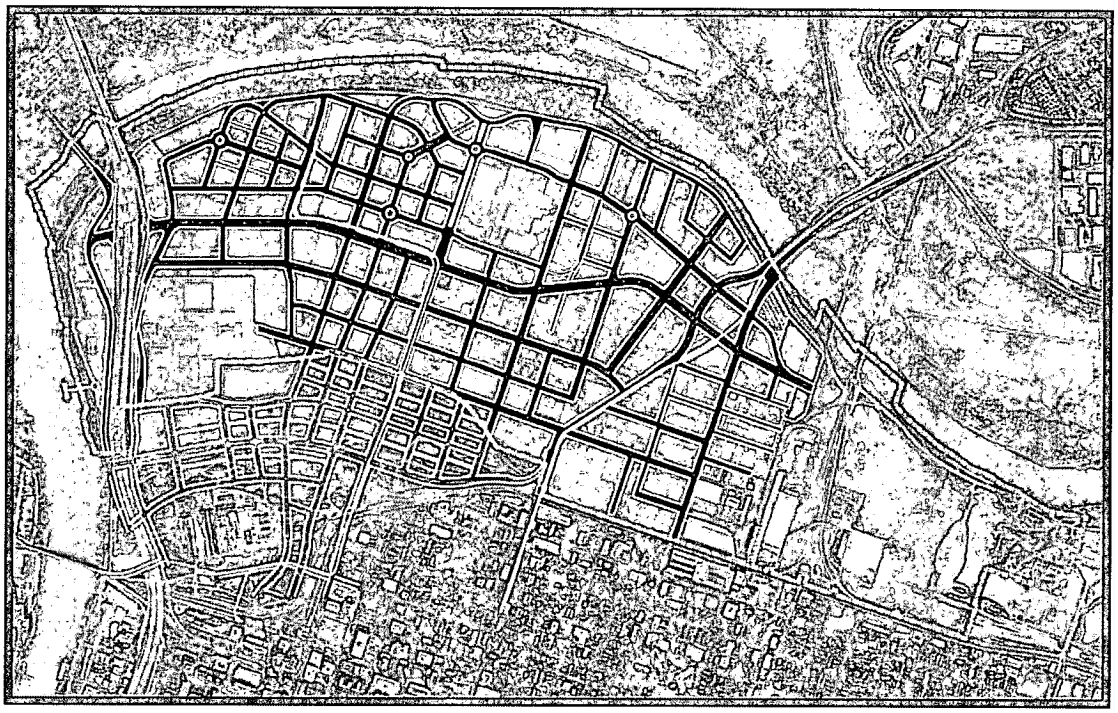


Figure 2.108. Two examples of the vintage buildings found in the large Blue Diamond Almond Growers campus of buildings in the western edge of the East Industrial Area.

Chapter 3: Public Realm Guidelines



Section 6 - Chapter 3 Table of Contents

Section 6 - Chapter 3 Table of Contents (continued)

A. Introduction

The Public Realm includes publicly-owned street rights-of-way, alleys, plazas, squares, courtyards, parks, trails and bikeways. The quality and success of the private realm to facilitate safe and enjoyable people places requires a commitment to a vision for vibrant public spaces. The urban design guidance for the Public Realm is complemented with the more architectural guidelines in Chapter 4: The Private Realm. These two chapters work together and contribute to the Framework and Concepts in Chapter 2 for the transformation of River District into a mix of live, work and play environments in a unique area of the Central City.

In the past, little attention has been given to public facilities beyond utilitarian service to light industrial uses in the River District. Township 9 was the first adopted plan in the district to focus on high standards for public facilities which serve to create a quality public realm experience. The intent of the Public Realm Guidelines is to support the implementation of the Principles shared by both the River District Specific Plan and Township 9 for a strong pedestrian based circulation network that balances the vehicular capacity needs, yet insures that streets and public ways are conducive to a strong pedestrian environment.

The public realm plays a critical role in the district's function, serving several inter-related and overlapping roles, described below.

Circulation and Access. The public rights-of-way provide for circulation within and through the River District, and access to individual buildings, businesses and sites. The public realm accommodates various travel modes including automobiles, delivery trucks, buses, taxis, trains, street cars, motorcycle, bicycles, and pedestrians.

The River District Specific Plan and these Guidelines plan for a robust network of pedestrian and bicycle routes that will connect a network of parks and open spaces within the street grid. Visual navigation from the interior streets to the riverfront will be accomplished through specific paving, native landscaping, and signage.

Development Framework. The Public Realm is the forum were the value attributed to civic engagement is expressed. In this manner, it is the foyer, or entry to the private realm, of individual buildings and developments.

Public Open Space. The River District presents a great asset with its proximity to vast resources of public open space along the American and Sacramento Rivers. The American River Parkway is a regional treasure of nature trails, bikeways and boating opportunities in a scenic watershed. The River District Specific Plan builds upon these assets with plans to link the riverfront with the Central City's urban parks and new parks identified in the River District and the Railyards. The River District Specific Plan proposes a number of public parks, plazas and "green streets" to foster community life in the places where the public meet, interact, and linger.

Visual Character. While buildings provide important visual elements, the design of the public realm is critical in establishing the River District's visual context and overall character. The physical design and character of the public realm contribute a great deal to its identity and perceptual qualities of the area.

To accommodate diverse and sometimes competing functions, the public realm is generally understood to be made up of two distinct components: the "Travelway Realm" which accommodates vehicular circulation, and the "Pedestrian Realm" which accommodates 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 occupied by travel lanes, parking lanes, and any medians, traffic circles, etc. that occur between the curbs (See Figure 3.1). 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. For more detailed discussion of the "Travelway" zone and the "Pedestrian" zone, please consult the Central Core Design Guidelines Chapter 3, Public Realm for further elaboration.

Chapter 3 sets for a series of principles and guidelines that

follow from the urban design goals and vision presented in Chapter 2-Framework of the River District. Chapter 3 will guides development of the Public Realm that will be implemented by both the private developer, through off-site improvements, and various City departments that improve and maintain the various components of the public realm as outlined in this chapter.

The focus of this chapter is too provide guidance to implementation of urban design, landscape architecture, and transportation facilities in a manner that creates a distinctive environment for the River District and create places that will remain in the consciousness of all who pass through the River District and be recognizable and identified as a unique place in the City and the greater region.

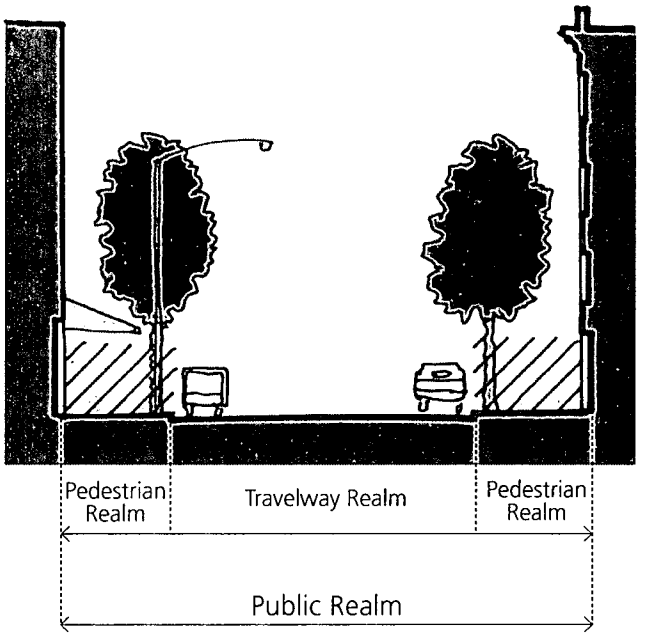


Figure 3.1. The Public Realm has two components: the Pedestrian Realm and the Travelway Realm.

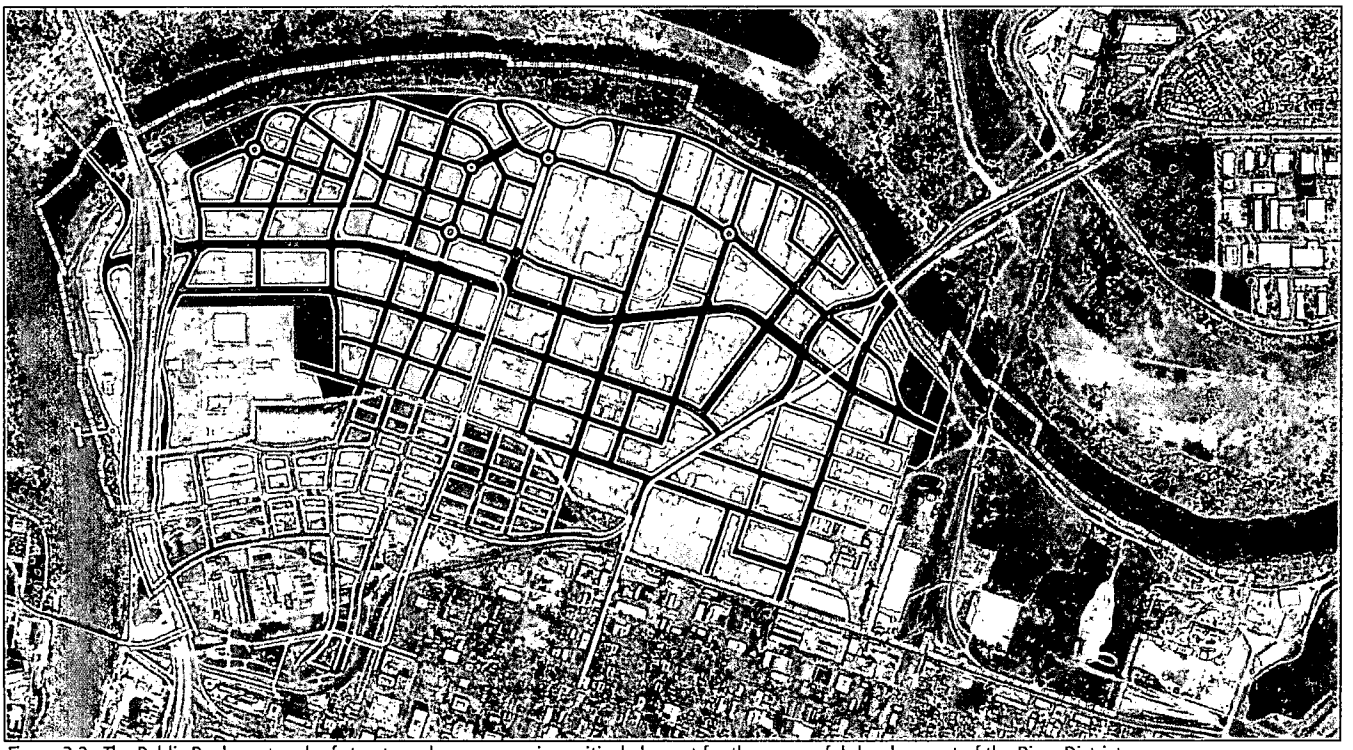


Figure 3.2. The Public Realm network of streets and open space is a critical element for the successful development of the River District.

B. Place Making

Place making is the art of making places for people where human activity, safety, comfort and sensory enjoyment are the priorities for the design of the built environment. Placemaking is informed by characteristics which build on the context of a particular place, its climate, its ecology, its history, and its cultural traditions. These essential characteristics shape the design responses to a particular locale, within a larger context of a city or region.

The River District has many characteristics that will inspire the creation of meaningful and intriguing Place Making. A unique factor that sets it apart from the remainder of the Central City is the expansive river edges that are never more than a 20 minute walk from any point in the district. Existing spatial characteristics define distinct areas and neighborhoods within the District (see Chapter 2 for descriptions) which will serve to shape the designer's response in the creation of buildings, plazas, and parks, that further reinforce the distinctiveness of the area.

Street sections in this chapter set a framework for a majority of the public realm in the District. Identity can be created through the use of smaller street cross sections for local interior streets and by the identification of river connecting streets with landscaping, signage and markings. The use of round-abouts to control traffic in areas of the District will also create small civic gestures in the street rights-of-way and enhance the public experience.

The following section highlights areas which attention to Place Making can make a distinctive influence on the livable qualities of the District.

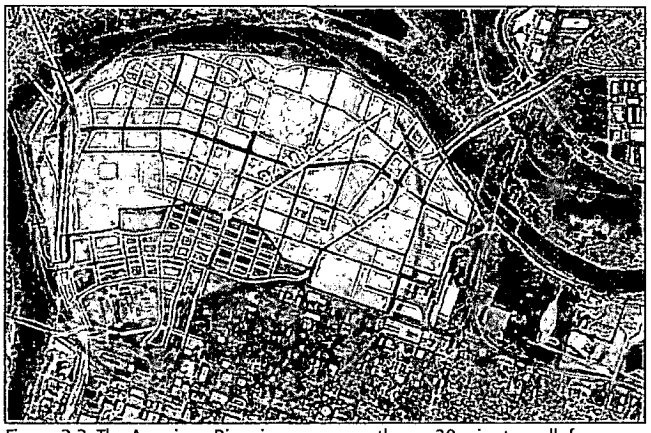


Figure 3.3 The American River is never more than a 20 minute walk from any point in the District.

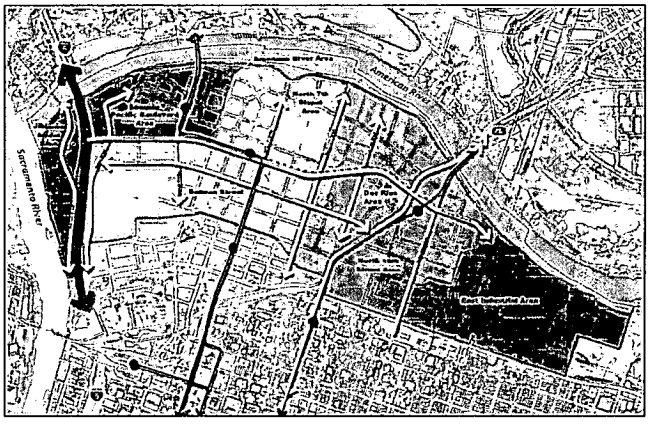


Figure 3.4. The River District enjoys areas of particular form and expression which should be exploited for individual character and neighborhood identity.

B.1. Rivers Trails

Principle: The Sacramento and American Rivers shall be accessible throughout the District and designed to attract a diversity uses complimentary to each specific place in the District.

Sacramento enjoys a unique naturally occurring confluence of the American and Sacramento Rivers, two major California waterways forming the northern and western edge of the River District. Due to the need for flood protection, the levee embankments are a barrier to the full enjoyment of these rivers. The few existing public access points to view and engage the rivers are very popular destinations for boating and swimming and demonstrate a public desire for increased access to the water's edge.

The first stage implementation of the Two Rivers Trail, a public bicycle and jogging trail, is planned to mature into a signature element identifying the River District. The River District Specific Plan is a vision for the riverfront to provide destinations for parks, open space and public activities along the riverfront at 5-10 minute walking intervals located to correspond with streets terminating at Riverfront Drive. This combination of parks and natural areas with complimentary program elements will create a multi-dimensional experience along the river edges for outdoor enjoyment and recreation.

Along the length of the trail, its character will transition from an active urban waterfront promenade along the Sacramento River to a bikeway and defined walking path

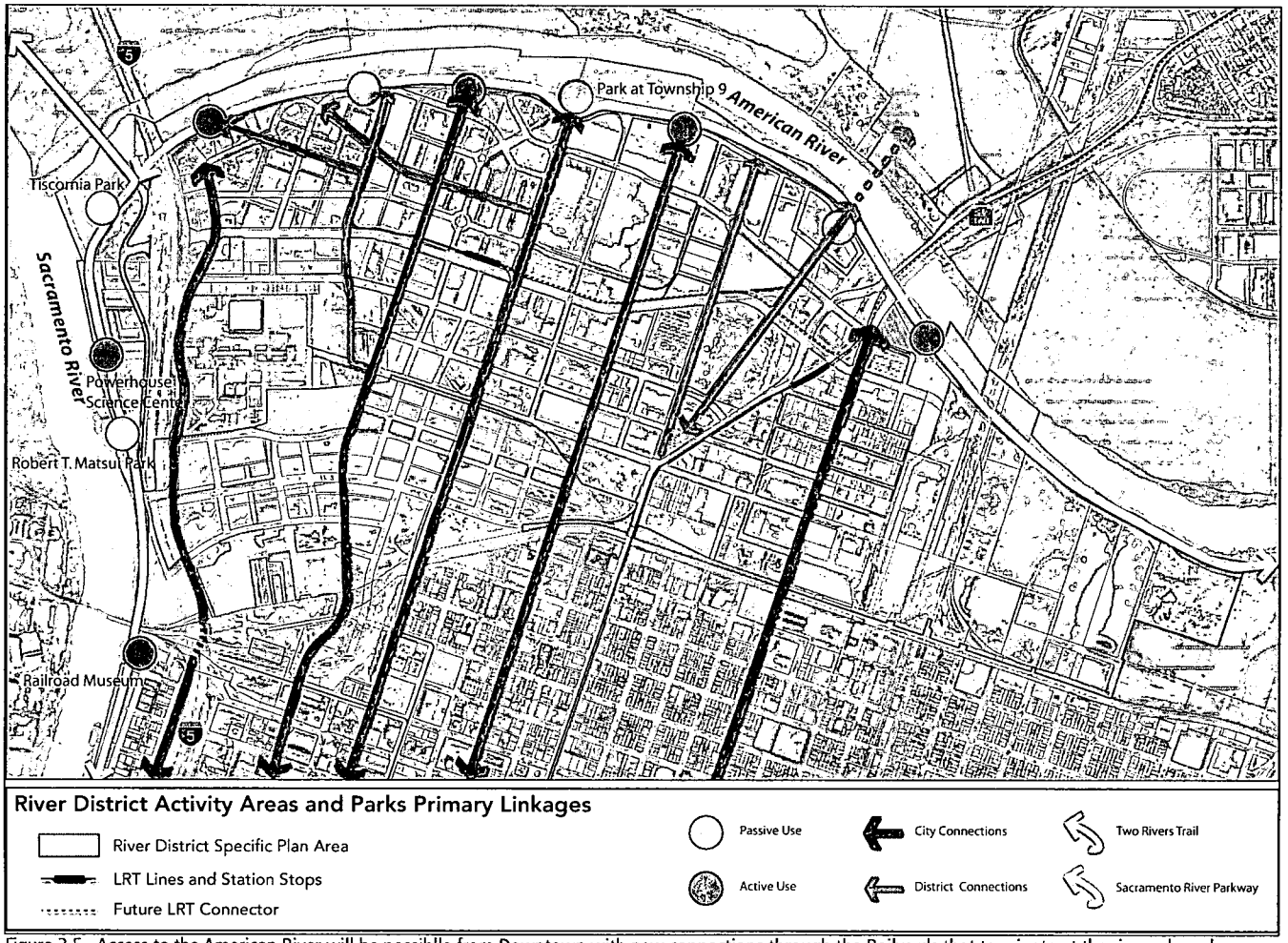


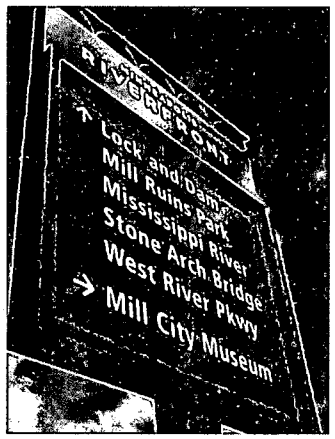
Figure 3.5. Access to the American River will be possiblle from Downtown with new connections through the Railyards that terminate at the river edge where future uses which are spaced at 10-minute walking intervals along the trail.

B.1. Rivers Trails (continued)

as it turns and progresses eastward along the scenic area of the American River Parkway.

Possible program elements for active uses along the Two Rivers Trail include a boathouse for rental of human-powered water craft, bicycle rentals, a nature center, aquarium and other cultural institutions which have a relationship to Sacramento's river history.

Creating an identifiable place for this waterfront trail will require particular attention to construction materials and detailing, including way-finding and signage on and off trail. While a consistent theme is desirable, variation of architectural elements should be encouraged to work in concert with the particular locations in the district and the programming of the site.



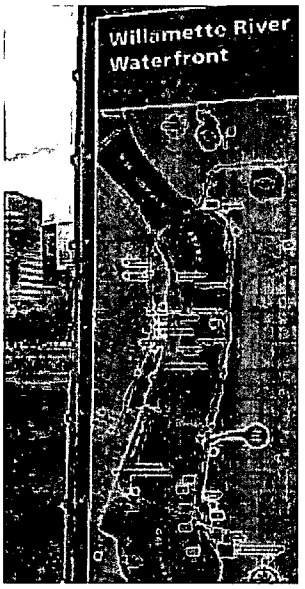


Figure 3.6. Signage is a critical element in creating an identifiable place and providing clear communication of surrounding context and mobility choices.

Figure 3.7 Boathouse on the Harlem River, New York. Floating facilities bridged from the levee crown can offer paddle-craft opportunities for exploring the river.

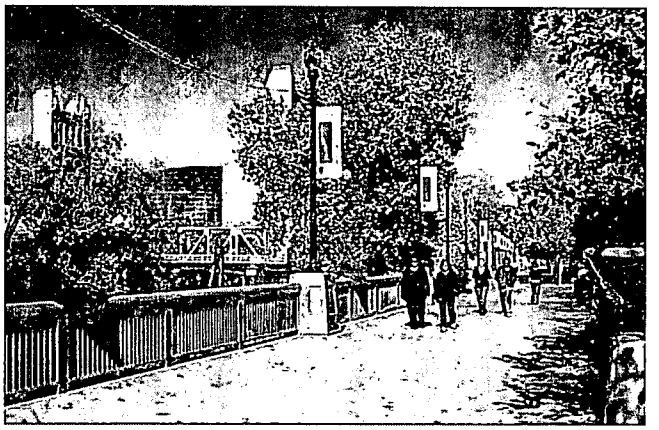


Figure 3.8. Riverfront Promenade south of the Tower Bridge provides a pleasant urban waterfront pedestrian experience in the downtown extending to the Docks Area. Extension of the Riverfront Promenade to Jibbom Street Bridge will complete the urban waterfront experience.

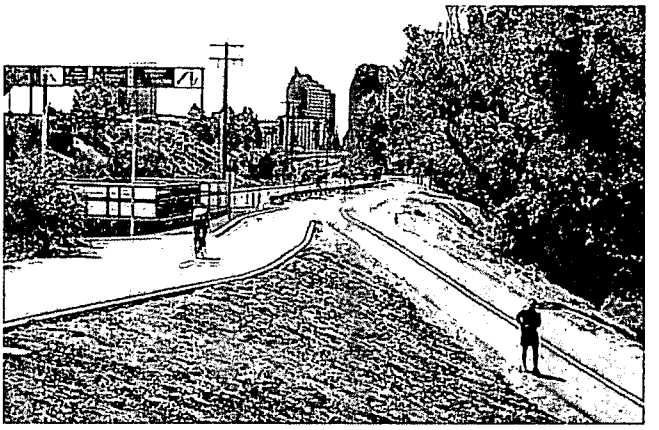


Figure 3.9. Two Rivers Trail along the Sacramento River in the District. This area will receive increased traffic with the development of the Powerhouse Science Center.

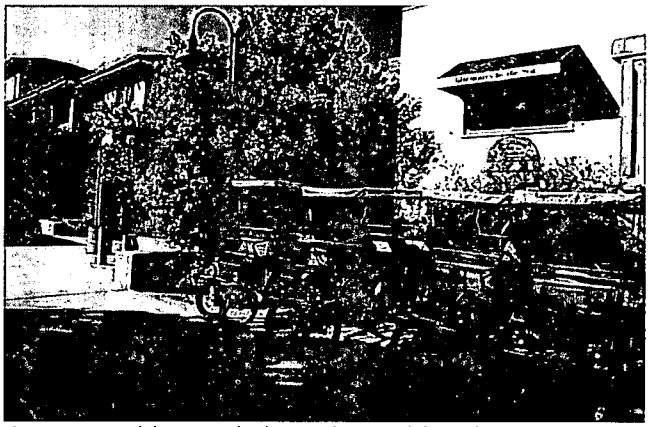


Figure 3.10. Pedal car rentals along pedestraian bike trail in Monterey, CA serve as an example of creative alternative mobility choices for experiencing our riverfronts.

B.2. North 7th Street and Richards Boulevard

Principle: Buildings on the four corners of Richards Boulevard and North 7th Street shall reflect the importance of this prominent junction with public plazas and distinctive architectural forms.

The intersection of the two principle streets in the River District, North 7th Street and Richards Boulevard, occurs at the center of the district and directly north from the main artery linking the American River to Downtown through the Railyards. This important crossing is deserving of great architecture and vibrant public streetscapes.

The future development of highrise office and mixed-use projects at this intersection should strive to create a sense of distinctiveness and place. Formal design responses which should mark the skyline and distinguish it as the center of the district and create a vibrant intersection for people despite the expected intensity of vehicular and transit traffic.

To create spatial distinction for the intersection, buildings shall recede from the corner with distinct public plazas set at the corners of each block of the 7th and Richards intersection. The plazas should be a minimum of 6,000 sf to satisfy the open space requirement for office buildings under the Zoning Code (see Office open space requirements in the River District SPD).

The massing at the four corners should accentuate height adjacent to each entry plaza and be of high architectural distinction. The use of quality masonry materials that relate to the former buildings in the immediate area are preferred. Building systems and form should be designed appropriately for the importance of this location.

The Township 9 Light Rail Station design adheres to the

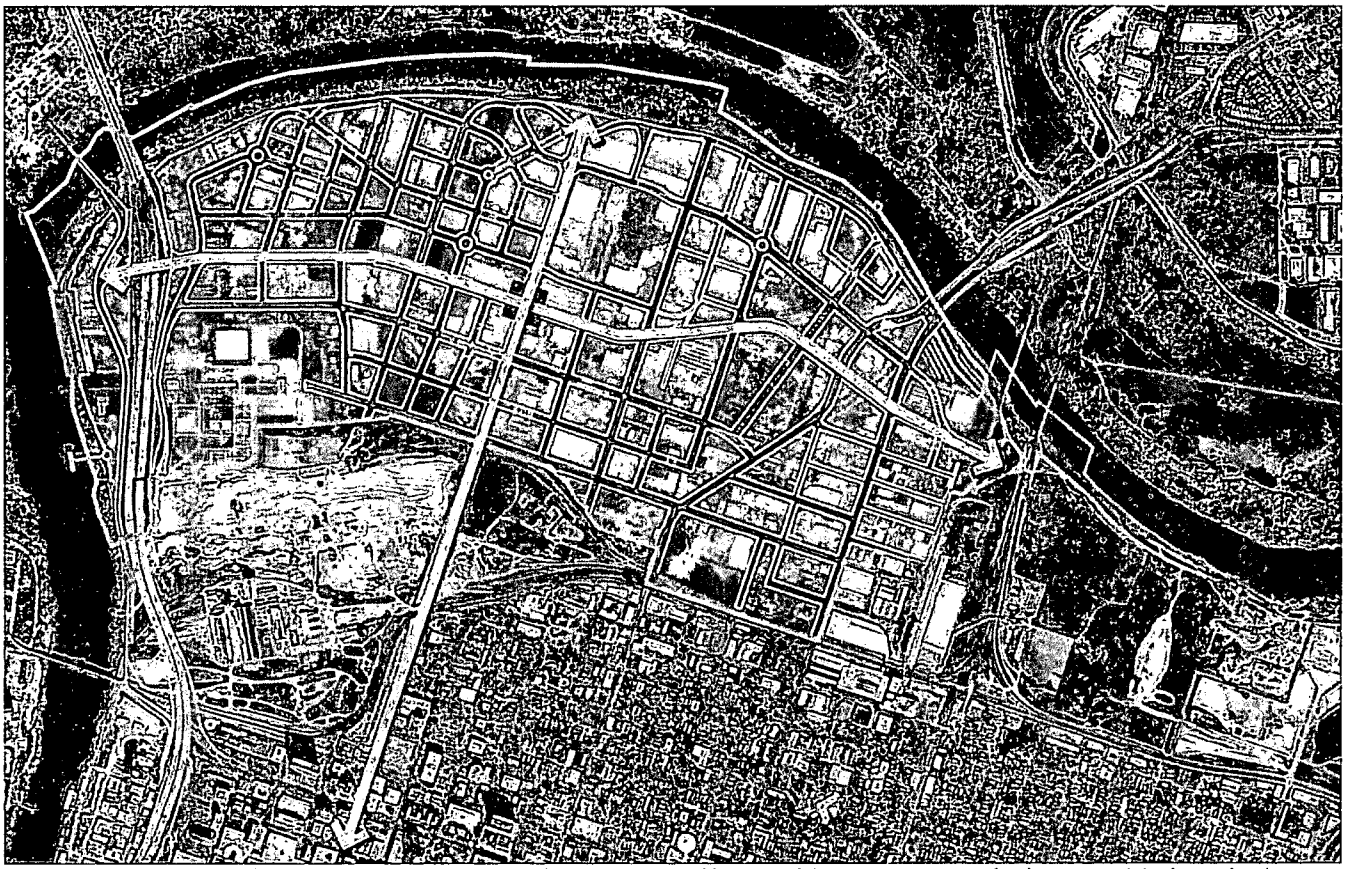


Figure 3.11. The Intersection of North 7th Street and Richards Boulevard is the central location of the River District Specific Plan Area and the focus of early redevelopment efforts. The importance of this intersection should be distinctive in urban design and architectural character.

B.2. North 7th Street and Richards Boulevard (continued)

open corner on the northwest block with future development set back from the corner. This first transit stop in the River District provides a strong precedent for how these four corners can evolve. The Township 9 station design is of its place: historically referenced form and articulation which will dignify the history and significance of the former Bercut-Richards Cannery.

Plaza spaces are of little benefit if they are not designed for creating active places for people to congregate, relax, and conduct daily business. Plazas shall be fronted with retail and convenience uses under the guidelines set forth under Chapter 4 -Private Realm Street wall articulation and Small Public Spaces.

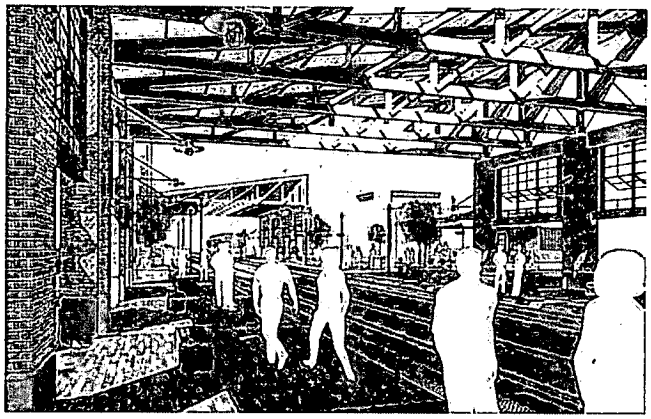


Figure 3.12. Township 9 Station Interior (Vrilakas Architects)

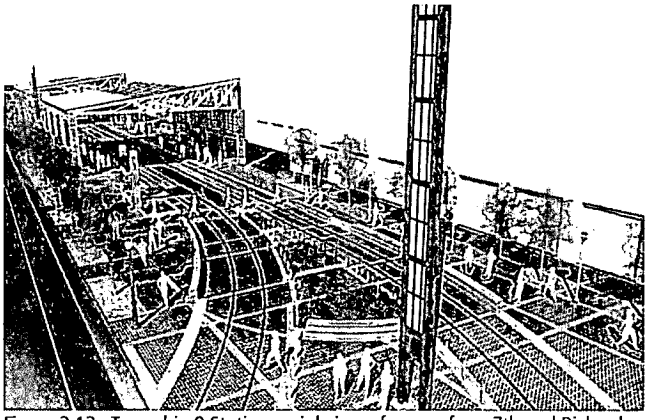


Figure 3.13. Township 9 Station aerial view of corner from 7th and Richards (Vrilakas Architects)

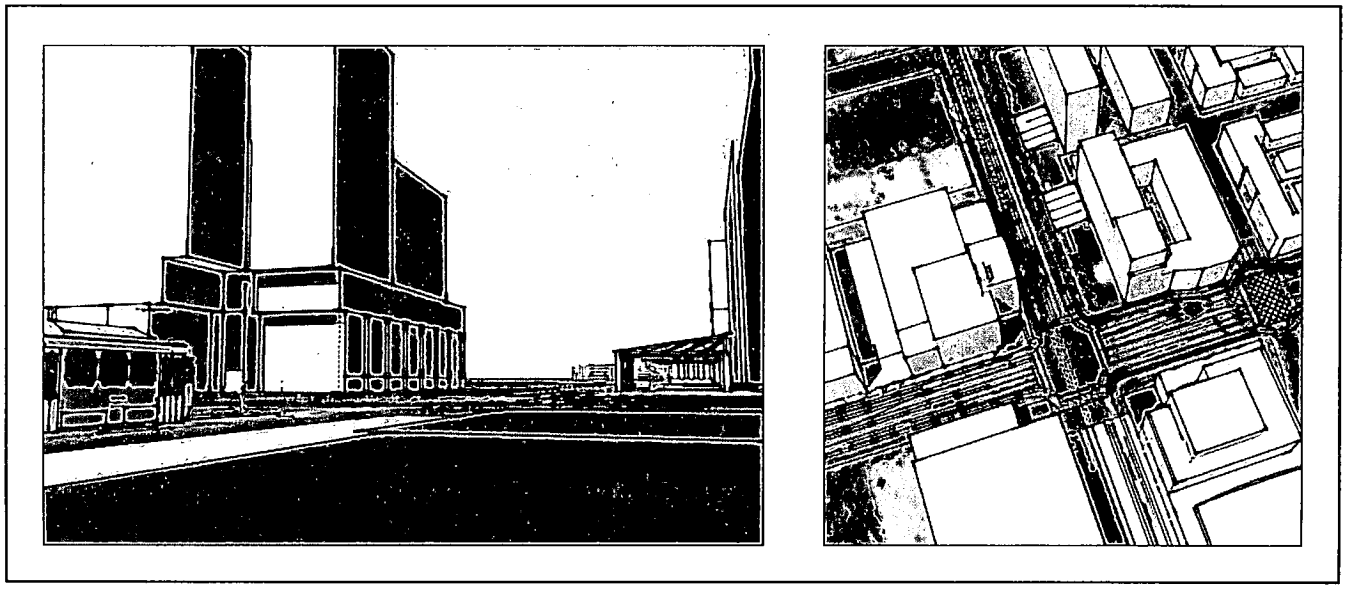


Figure 3.14. Three-dimensional studies of Four Corners (City of Sacramento Urban Desgin Group)

B.3. Sequoia Promenade

Principle: The Sequoia Pedestrian Promenade shall be the principal street for transit-oriented mobility between the Sequoia Transit Station, and the American River Parkway and Two Rivers Trail.

Anchored by the Sequoia Transit Station and plaza on the west end, and an anticipated regional active program facility, such as a combination boating rowing facility and bike rental facility along the parkway at the west end, the pedestrian Promenade will be developed as a pedestrian oriented street in the classic tradition with ground floor frontage consisting of small retail shop fronts and restaurant and café uses comprising the ground floor street frontage.

Pedestrian streets are successful when there is a high resident population on and surrounding the streets and are at the center of a populated area with many access points to the street. Therefore, the location of the Sequoia Promenade in the center of the Sequoia Pacific Boulevard Area, it will be the focal point. The buildings which front the street will require upper floors to consist primarily of residential uses with some office space and small boutique hotel rooms with views onto the street. Residential units should provide operable windows and private balconies which overlook the street, providing 'eyes on the street' at all times.

The requirement for a high percentage of residential use will be a strong contributor for the success of this Sequoia Promenade to maintain an active pedestrian character into the night hours. The anchor of the light rail station at the terminus of the promenade will connect this neighborhood to Downtown and can become a vibrant destination center.

Servicing and drop-offs to the Sequoia Promenade will be facilitated by the north-south through streets that connect to Signature Street and through to Richards Boulevard. With two blocks of mixed use development on either side of the Promenade axis, pedestrian movement will flow though and channel along the pedestrian street.

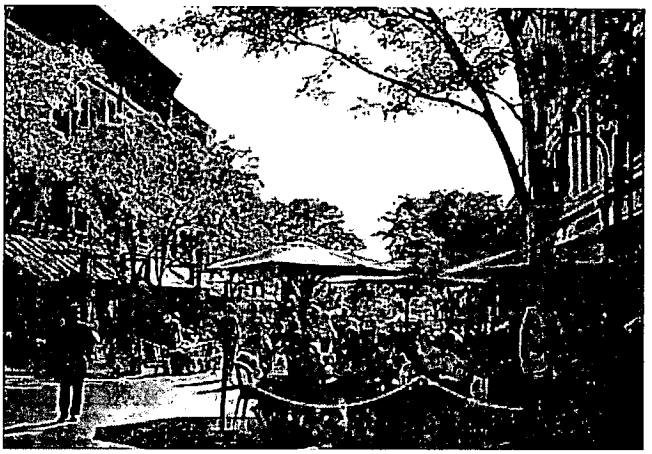


Figure 3.15. Church Street, Burlington, Vermont is successful as a pedestrian street with through traffic and the intersecting streets (Cooltown Studios).

Figure 3.16. New York City Department of Transportation has initiated a program to make the city's streets more pedestrian friendly. Times Square has been established as a pedestrain only.

Figure 3.17. As part of a city initiative to create pedestrian only plazas and pedestrian streets, the street at the San Francisco Mint is now a successful pedestrian plaza.

B.3. Sequoia Promenade (continued)

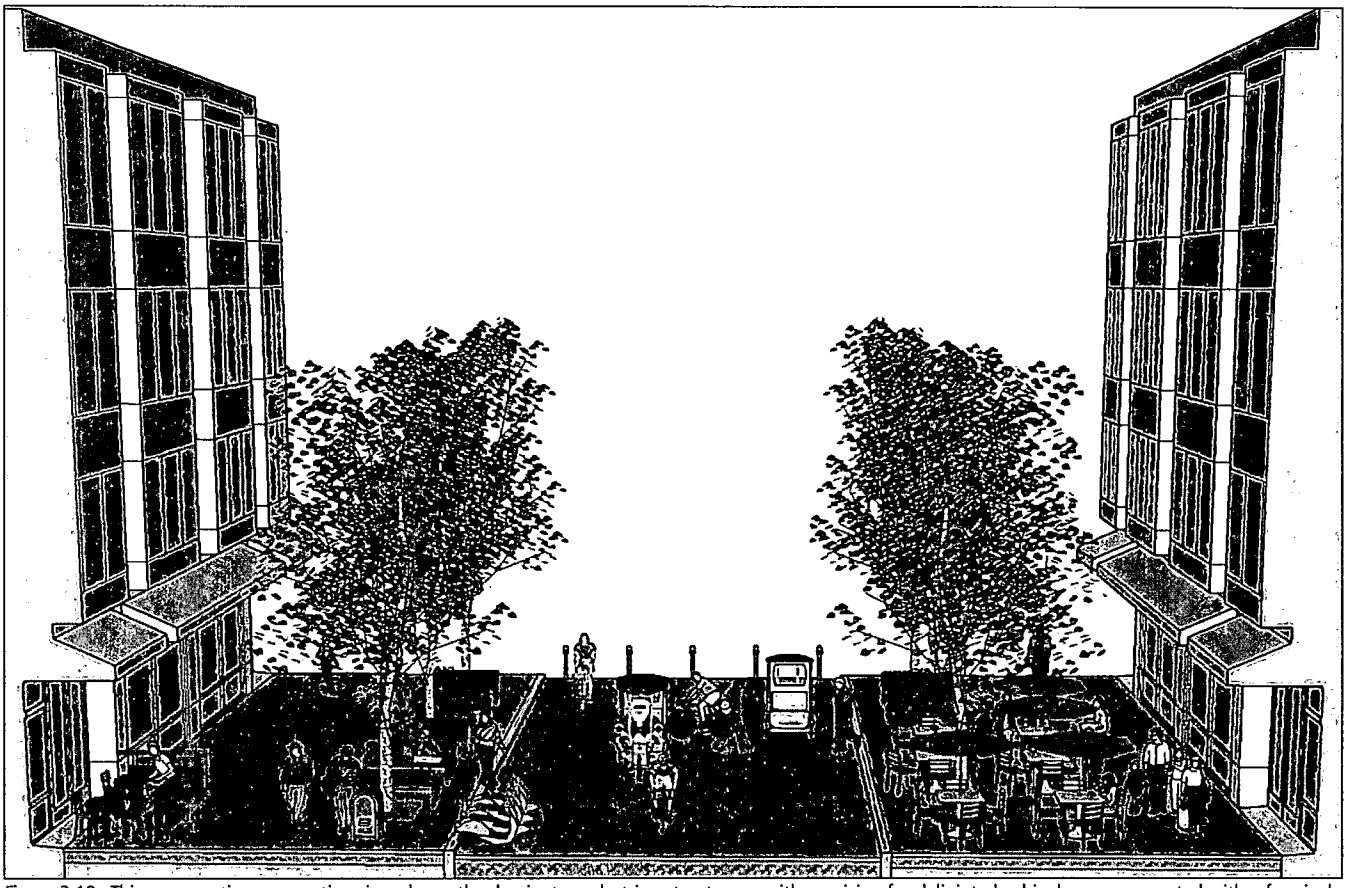


Figure 3.18. This cross section perspective view shows the dominate pedestrian streetscape with provision for deliniated vehicular way seperated with a four inch high curb for cyclists, peddle cabs, and other light vehicles that can mix with crossing pedestian movements. These design elements will contribute to a unique and identifiable urban place which can support community venues and local festivals.

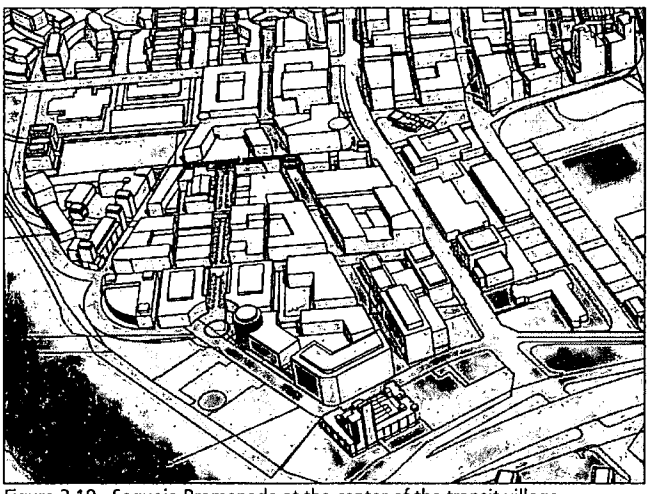


Figure 3.19. Sequoia Promenade at the center of the transit village neighborhood area surrounded by the American River Parkway and offices fronting Richards Boulevard.

B.4. Bikeway Boulevard

Principle: The Bikeway Boulevard shall be a destination place in the River District that forms a central pedestrian scaled space for the Dos Rios Area.

Bikeway Boulevard results from a commitment to create unique opportunities for non-vehicular mobility that can enrich the culture and character of the River District in the Central City.

An abandoned rail spur between North 10th and Dos Rios Streets will form the main link of the Bikeway. The route will connect Alkali and Mansion Flats neighborhoods through a 10th Street undercrossing at the east end of the Railyards Parks Blocks, an area designed for highrise residential towers. This bicycle and pedestrian route will link to the Two Rivers Trail midway between Riverfront Park at the end of North 7th Street and the future pedestrian-bike bridge extending from new Street W planned through the redeveloped Twin Rivers Housing development.

The Bikeway Boulevard section is a non-vehicular route in an area defined by an eclectic mix of vacant land and warehouse uses that provide great opportunity for start-up businesses and residential infill. The Boulevard will allow large floor plate warehouses the ability to create shopfronts and restaurants fronting a tree-lined parkway with small streets feeding into the Boulevard for servicing and drop off.

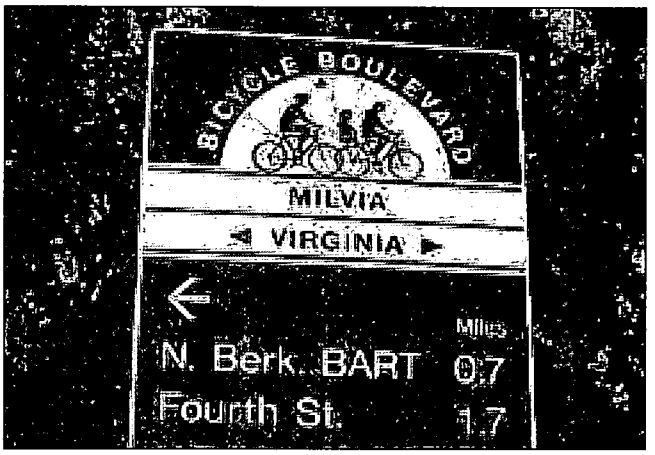


Figure 3.20. Locational signage that directs cyclists to transit hubs and destinations are important to identify the Bikeway in the urban landscape and encourage recreational and communter use as a means of navigating the city. .

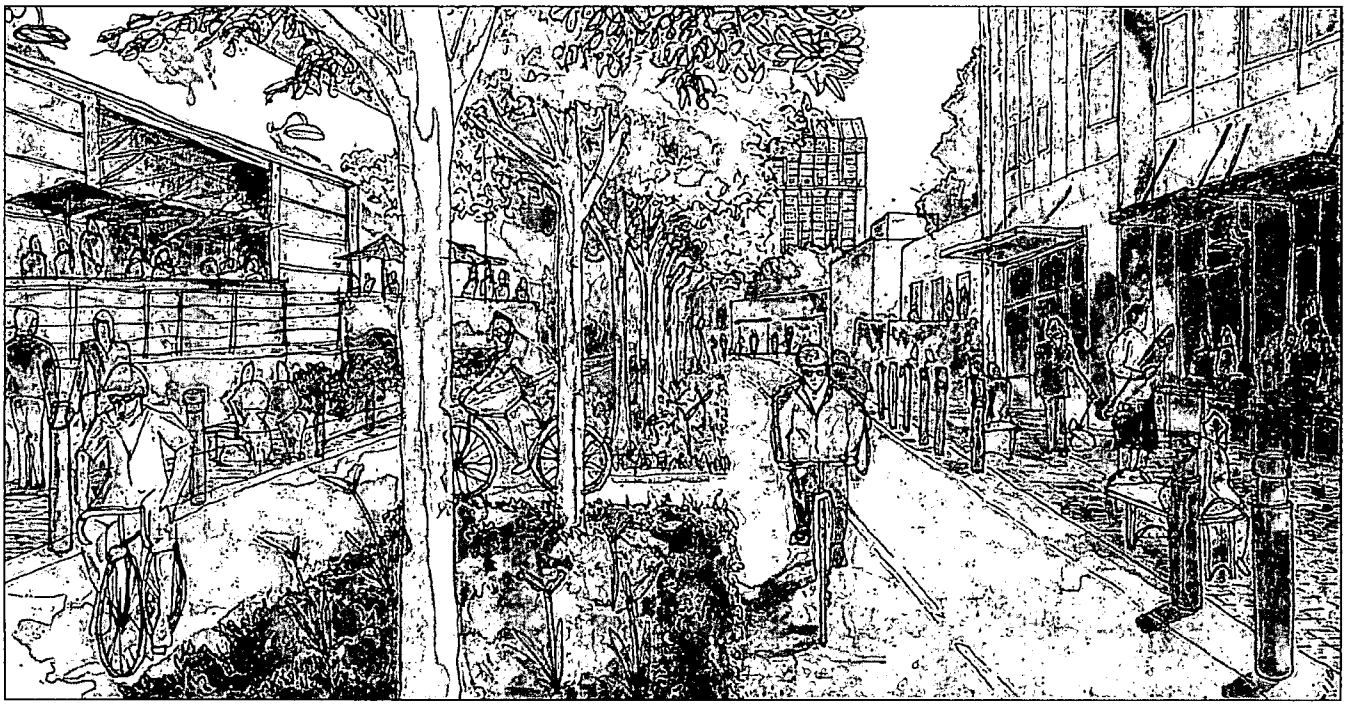


Figure 3.21. Concept Rendering Bikeway Boulevard (City of Sacramento Urban Desgin Group)

B.5. Transit Centers

Principle: Transit Centers shall be designed for efficient movement of people in and around the station with quality public space amenities which create an inviting place for shopping, leisure, and dining.

The River District has been designated for significant improvements in non-vehicular transit facilities that will create a backbone network of rail and bus service for the district with regional connections. Investment in the expansion of light rail transit and future bus route improvements have been anticipated in the structure of the RDSP. Transit oriented development centered around light rail stations and transit corridors along principal bus routes are a hallmark of this plan for creating sustainable and complete neighborhoods.

Pedestrian movement is of paramount concern around transit stations. Passengers accessing trains or transferring between transport modes require a pedestrian circulation system and streetscape elements design that facilitates efficient movement of pedestrians. Streets and sidewalks shall be designed to anticipate high pedestrian volumes at peak hours in these locations.

Urban Design strategies for transit corridors will promote the highest level of pedestrian design for streetscapes with generous sidewalk widths and the minimization of encroachments and barriers to the safe and comfortable flow of people.

Signage for way-finding and transit modal transfers shall be prominent and clearly identifiable for the transit user.

Public plazas at transit stations are a desirable amenity for transit users and serve as public meeting areas and destinations for shopping, dining, and leisure.

Retail and service use storefronts shall be transparent and provide multiple entryways wherever possible (see Chapter 4, Private Realm).

Township 9 Light Rail Station

The Township 9 Station has been designed for two-way light rail service with accommodation for bus transfer and vehicular drop-off. The open design with reuse of roof trusses from the Richards-Bercut Cannery, that formerly occupied the site, and use of masonary columns with industrial sash window screens work together in creating a distinctive station and memorable public place.

Figure 3.22. Township 9 Station from 7th Street. (Vrilakas Architects)

Sequoia Light Rail Station and Plaza

The Sequoia Light Rail Station is centered on a 400 feet long block between two flanking streets. The center of the Sequoia Station presents a view from Street 9 (Pedestrian Promenade) and the Two Rivers Trail. Therefore it will enjoy strong visual presence from three streets aligning to the station and be the gateway station in the District along the Green Line to the Airport. The block fronting the station is designated to contain a large public plaza with retail frontage surrounding the plaza and the transit station closing the western edge of the plaza (see

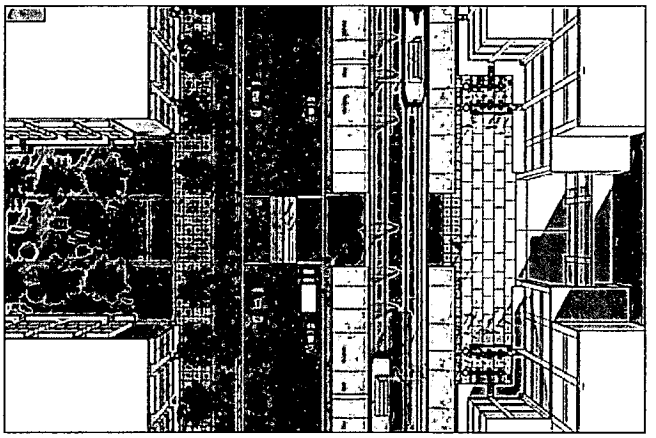


Figure 3.23. Aerial view of Sequoia Station at the intersection with Sequoia Promenade. The axis of the promenade should continue through the station with the architecture creating a defined public space (City of Sacramento Urban Design Group).

Figure 3.23). This plaza will enjoy sun access, but allowable building heights and step backs will provide shade opportunities for summer sun. The Sequoia Station Plaza shall be designed for security, comfort, and public interaction, to create a vibrant outdoor space.

Dos Rios Light Rail Station

The Dos Rios Light Rail Station will be a central hub for the eastern portion of the plan area and serve both the Dos Rios and North 16th Street Areas. The location of the station within the block grid affords an opportunity for an intensive transit development integrated into surrounding mixed use development.

This block should contain significant programmatic uses to serve transit users, nearby residents and those using the station to access the riverfront trails and the North 16th Street Historic District.

San Diego's American Plaza is a good model for how the site could be organized to make it a meaningful public place and viable economically. With the realignment of North 12th Street as proposed in the Specific Plan and the location of the LRT line, the resulting irregularly shaped site will be advantageous for an integrated program of uses combining private and public resources into a significant gateway project along the Blue Line for the District and the Central City.

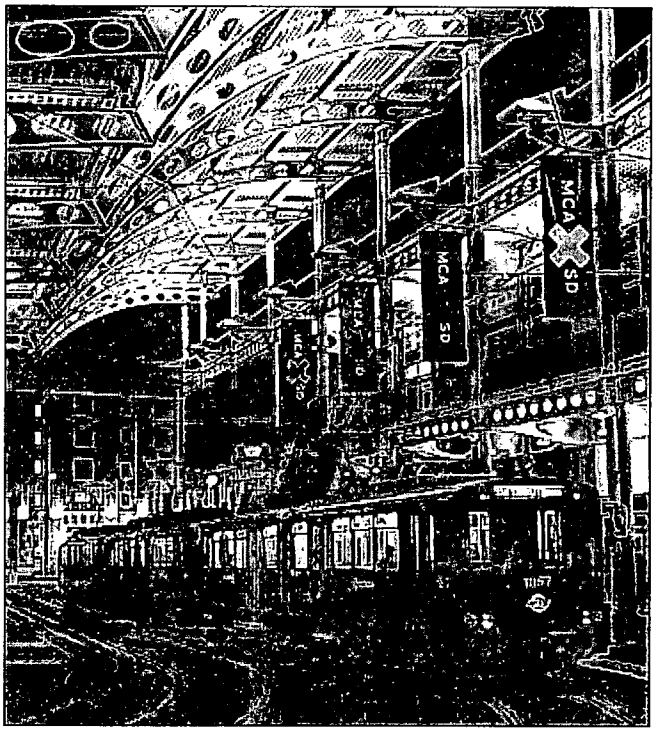


Figure 3.25. San Diego American Plaza Trolley Station integrates public light rail system into the privately developed 34-story highrise and the San Diego Museum of Contemporary Art. The museum is a focal point of the transit station.

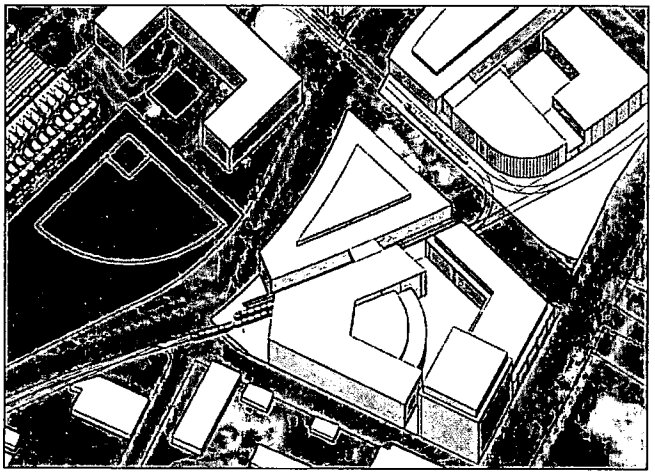


Figure 3.24. The irregular site at the future Dos Rios Light Rail Station is an opportunity for an integrated progam of public and private development which can serve the local community and be a regional destination and gateway project in the northeast area (see Figures 3.25 and 3.25).

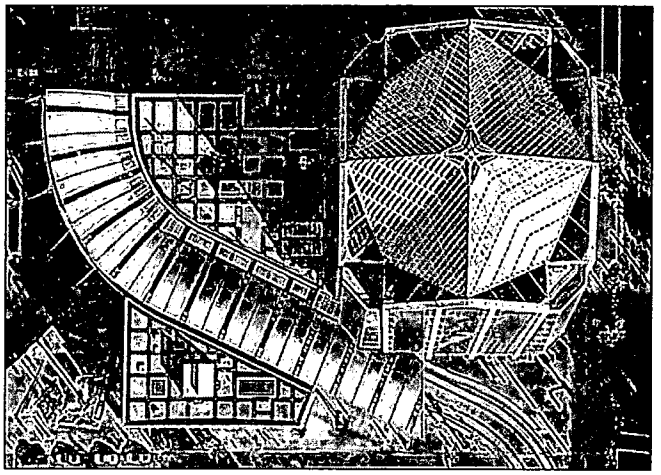


Figure 3.26. Aerial view of American Plaza (San Diego, CA) illustrates the unique integration of the light rail station and the architectural program on the site. A large public plaza connects the tower entrance and the light rail station.

C. River District Streets

Whereas the historic Sutter Grid platted a consistant 80 foot wide grid for the majority of the Central City subsequent street infrastructure has taken more liberty by varying street widths to accomodate specific needs. Most recently, the Railyards Specific Plan and Township 9 in the River District each adopted a variety of street sections which provided unique spatial characteristics to sub-districts within their respective plan areas. The River District Specific Plan carries forward this spatially driven philosophy and couples design with the pragmatics of integrating with an existing street network and infrastructure while transitioning to the streets of these two development areas.

The River District Specific Plan has strived to integrate a modulated grid to tie Township 9 into the larger Central City network building on the pattern of streets that sweep to the levee and back to the interior grid. These connections will also facilitate pedestrian commuters to and from the new California Highway Patrol Headquarters at Continental Plaza and other State government projects nearby.

The street grid of the Railyards sets the grid spacing at North B Street for streets west of North 7th Street. Their is a discontinuity of the grid in the blocks east of North 7th Street with Street N in the River District Plan following the abandoned rail spur line which continues north of Richards Boulevard, to Signature Street.

As outlined in Chapter 2 - Framework, the Guiding Principles for the RDSP and the Goals and Concepts for urban design set a priority for pedestrian mobility and bicycle connectivity in a district that carries significant regional vehicular capacity. To accomplishing these goals and principles under such demand, the River District Specific Plan created a robust network of alleys, local streets and integrated arterials that service a variety of needs.

Also the priority given to maximizing the accessiblity to the river trails and the overall bike network, many streets are designed for on-street bike lanes as well as many of street trails, including an abandoned rail spur that will serve as a Bicycle Boulevard for safe and convenient access for commuters and recreational riders in the distict (See Figure 3-27 for the Bicycle Circulation routes).

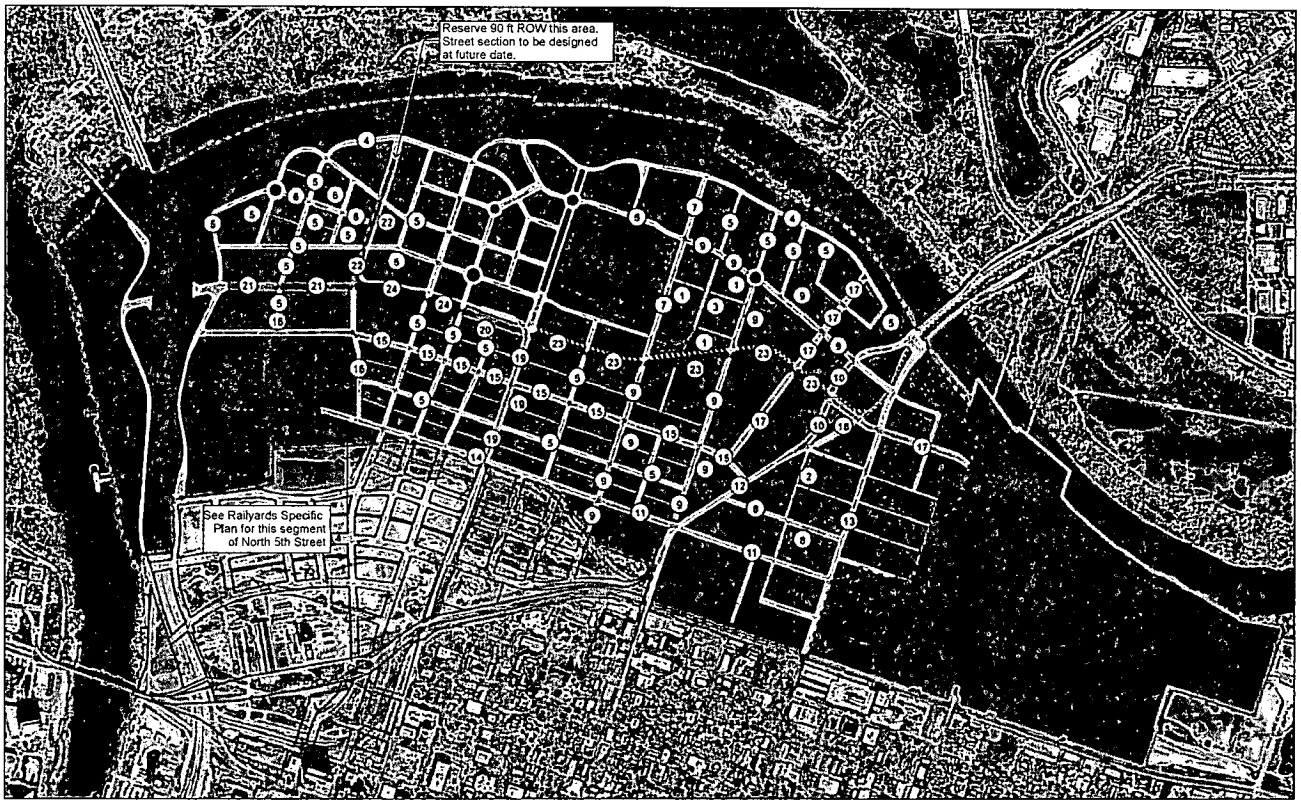
Futhermore, Green Street principles for rainwater capture and filtering are integrated into streets which have the added benefit of aestetic enhancement the streetscape, even where traffic volume is high. These Low-Impact Devleopment measures (LID) which are pending State requirements for point-source treatment of water runoff and have been integrated into the utilities drainage models for the River District Specific Plan.

The twenty-four street sections that are illustrated in this document are organized below under the following divisions:

- Pedestrian Priority Streets
- Balanced Streets
- Vehicle Intensive Streets
- Green Street
- Transit Integrated Streets

A numeric key to all the street sections is provided on the following page.

C. River District Streets



Section 1: 40 Foot Mews (Streets 7a, 7b, Street 10)

Section 2: Ahern Street

Section 3: Bicycle Boulevard (Street S)

Section 4: Riverfront Drive and Street 3 (west of N. 5th St)

Section 5: Standard 2-lane Local Street

Section 6: Sequoia Promenade (Street 9)

Section 7: North 10th Street (north of Richards Boulevard)

Section 8: North C Street (N. 12th St to N. 16th St)

Section 9: Dos Rios, North 10th Street (south of Richards), Vine Street (N. 10th St to N. 12th St)

Section 10: North 12th Street (Vine Street to Sproule Street)

Section 11: North B Street (N. 10th Street to N. 16th Street)

Section 12: North 12th Street (south of Sproule Street)

Section 13: North 16th Street (North B Street to Sproule Street)

Section 14: North B Street (Bannon St to N. 10th St)

Section 15: Bannon Street (Sequoia Pacific Boulevard to N. 12th Street)

Section 16: Bannon Street (West of Sequoia Pacific) / Sequoia Pacific Blvd (North B Street to Bannon Street)

Section 17: Street W & Richards Boulevard East of 16th Street (similar)

Section 18: Richards Boulevard (N. 12th - N. 16th)

Section 19: North 7th Street (North B Street to Richards Boulevard)

Section 20: Richards Boulevard (at Township 9 Transit Station)

Section 21: Richards Boulevard (Sequoia Pacific to Bercut Street)

Section 22: Sequoia Pacific Boulevard (at transit station)

Section 23: Richards Boulevard (North 7th Street to North 12th Street)

Section 24: Richards Boulevard (Sequoia Pacific to Judah Street)

For large format drawings, refer to the River District Specific Plan

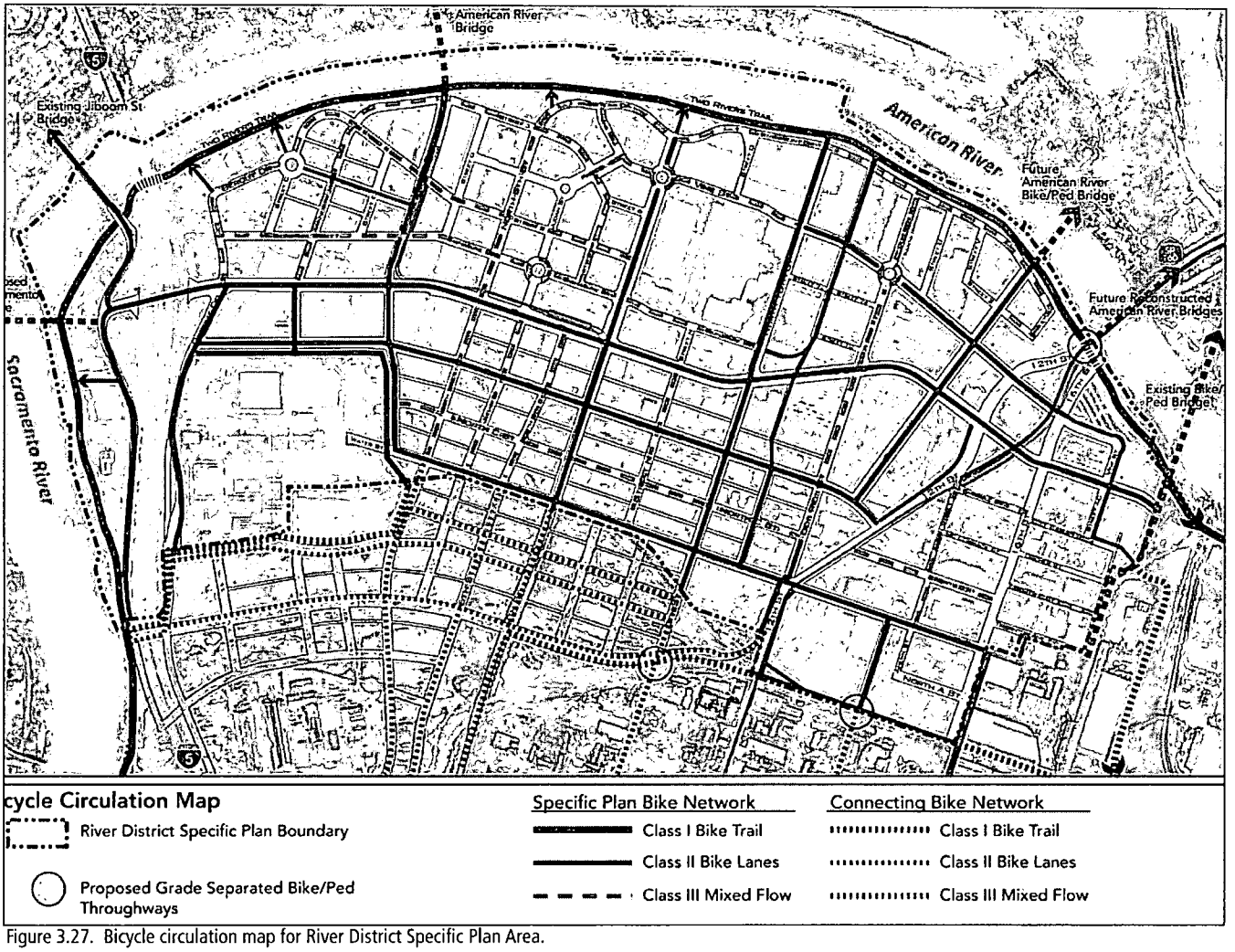


Figure 3.27. Bicycle circulation map for River District Specific Plan Area.

Pedestrian Priority Streets

Pedestrian Priority Streets are characterized by a predominant Pedestrian Realm or where the Travelway is designed to slow vehicular movement.

Section 1: 40 Foot Mews (Streets 7a, 7b, Street 10)

The narrowist street section in the district, the 40 Foot Mews is a non-through street for vehicular access to properties fronting the street. The Mews are designed to terminate at the Boulevard with removable bollards to allow service and emergency vehilce access a throughway to the Bicycle BoulevardThese linkages service the adjacent buildings but should be considered opportunities to create unique places in the District (See Figure 3.28).

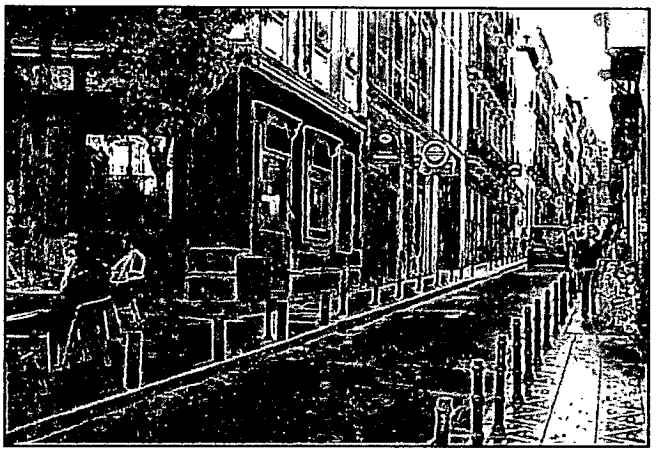


Figure 3.28. Example of limited vehicular street with bike lanes which could exemplify the travelway and pedestrian way separation of the 40 foot Mews street section. Note the small cafe plaza on the left.

This street section type offers many opportunities to create non-vehicular linkages from Dos Rios Street into the Bicycle Boulevard with an eclectic blend of circulation alternatives and street program and vending opportunities.

Material choices of street pavers or will enhance the pedestrian nature of the street.

Section 2: Ahern Street

Ahern Street is the principle north-south street in the North 16th Street Area and provides a slow traffic environment in contrast with the heavily impacted North 16th Street. The existing narrow and un-improved rights-of-way are to be modestly expanded to accomodate minimal sidewalk facilities and a single side parking aisle. With narrow travel lanes, on-street parking and mixed flow bicycle use allowed, Ahern will be a slow speed street for vehicles, servicing local businesses to and from North 12th Street.

Material choices of street pavers or will enhance the pedestrian nature of the street and compliment the adjacent historic district.

Section 3: Bicycle Boulevard (Street S)

The Bicycle Boulevard will be a unique linear space in the Central City extending connection to the American

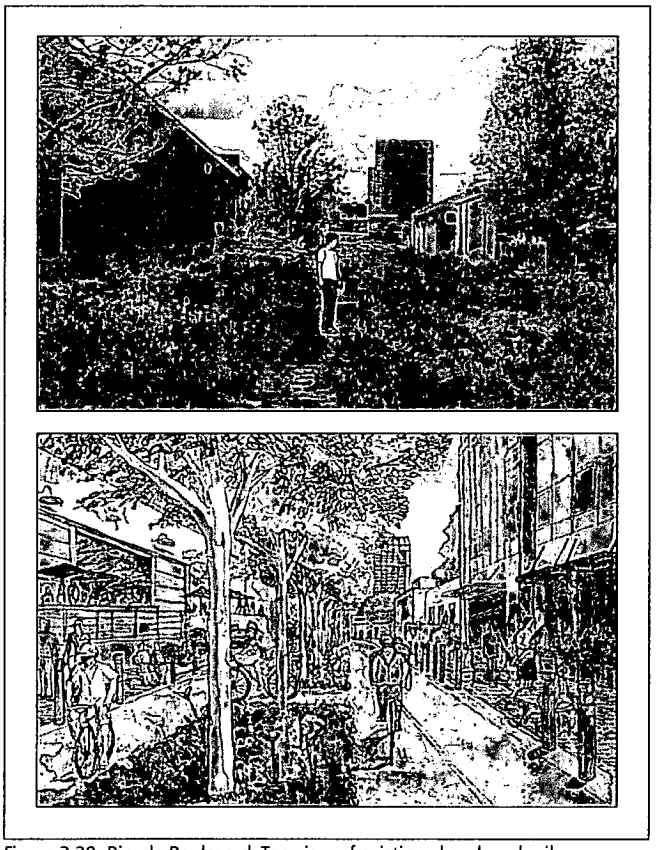


Figure 3.29. Bicycle Boulevard. Top view of existing abandoned rail spur, bottom rendering of boulevard concept.

River. With connection to North 10th Street which will extend south through the Railyards and into Downtown passing the civic core, K Street, R Street and terminating at Broadway, the Bicycle Boulevard will act as a unique gateway to the Two Rivers bike trail. With its alignment inbound one block from two major streets accessible from the Mews, development of an interior focused streetscape fronting the boulevard will create an urban destination for retail and shops in a non-vehicular environment.

Material choices of street pavers for the pedestrian pathway with recycled rubber-tire asphalt for the bikeway will help define and demarcate the bikeway from the pedestrian.

Section 4: Riverfront Drive

Township 9 will implement the first phase of Riverfront Drive along the levee. The cross section for the Riverfront Drive in the Township 9 development is designed with a ground plane raised to meet the height of the levee (See Figure 3.30). Township 9's large development area will utilize on-site fill to create the extensive berm to the levee crown. Other development along the river levee may not be able to feasibly berm to the levee crest, but whenever possible, this strategy should be encouraged.

The RDSP extends Riverfront Drive westerly and easterly along the levee. The cross-sections for these new areas does not make elevation of the Drive mandatory. Nevertheless, the raising of the road is encouraged where feasible. Designers shall note that where Riverfront Drive is implemented at existing grade, without fill, particular restrictions will apply and requirements should be verified for current standards from all governing agencies.

Section 5: Standard 2-lane Local Street

The standard local street section in the River District is 68 feet wide with two vehicular lanes and two aisles of parking. Standard 16 foot sidewalks flank the limited travelway providing ample pedestrian movement along these neighborhood streets.

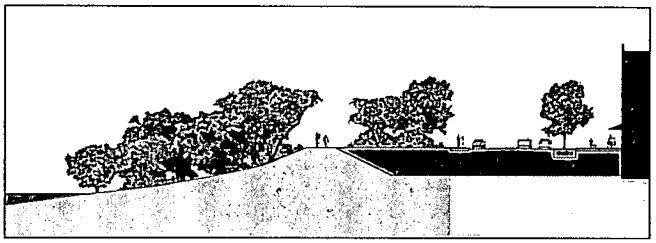


Figure 3.30. Berming behind levee at Township 9, allows parking garages built on existing grade with new fill graded to surround parking with elevated ground plane.

Figure 3.31.Riverfront Drive is a prime festival street with its proximity to the lriver encouraging the staging of special events and street closures for skating and other activities.

Section 6: Sequoia Promenade (Street 9)

The Sequoia Promenade is designed as a pedestrian and bike only street with a four inch curb which defines a travelway in the center for limited vehicular occupancy and as the primary route for cyclists and pedi-cabs. The generous sidewalk areas cater to street cafes and other street furnishings while providing groups of pedestrians ample space to stroll without constraint.

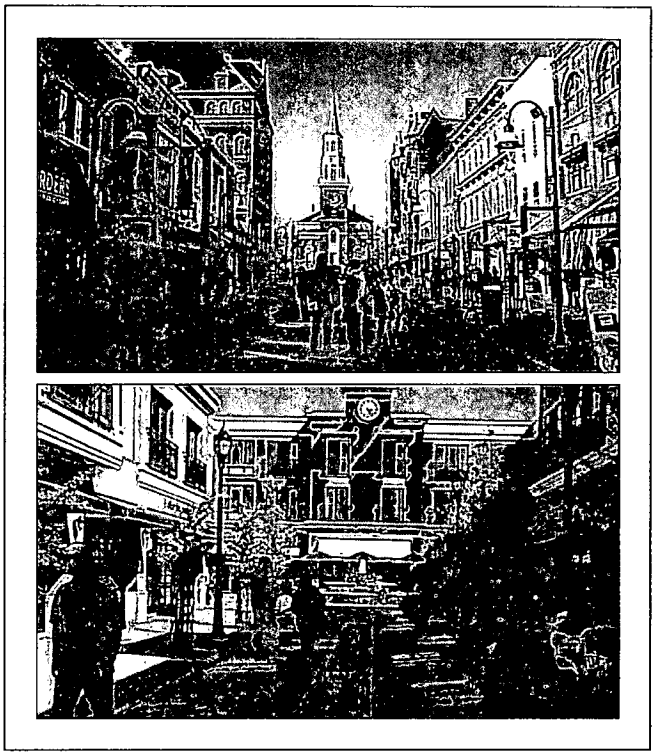
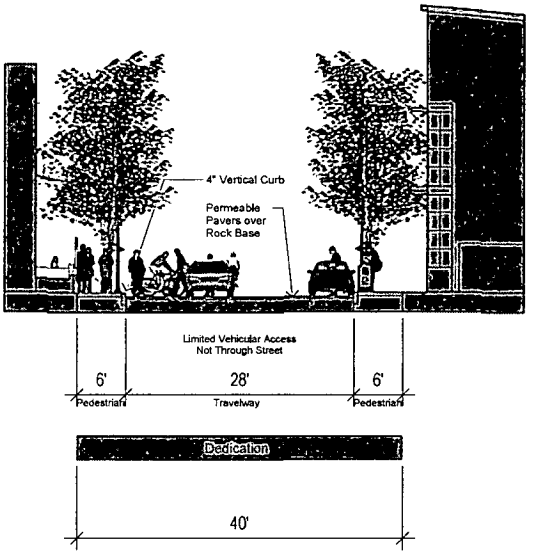
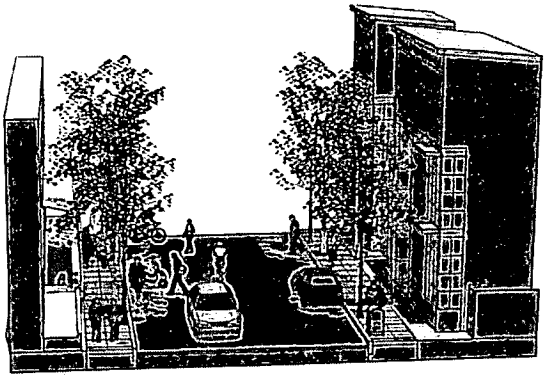


Figure 3.32.Pedestrian Streets, old and new. Top: Burlington, Vermont. Bottom: Petaluma, California.

C. River District Streets



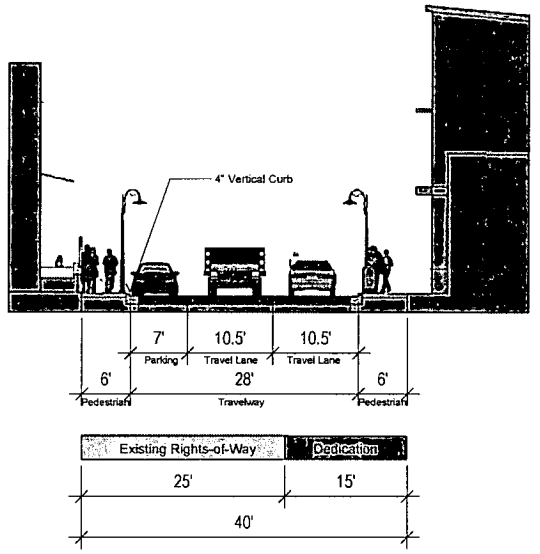


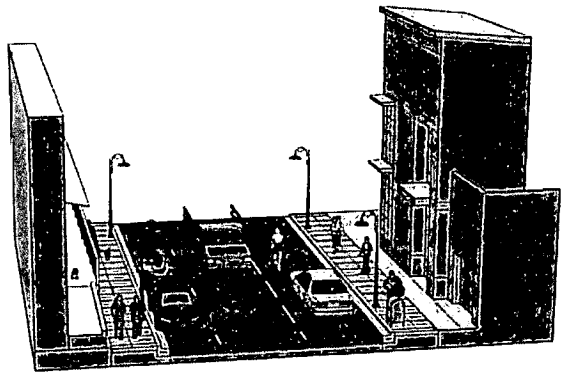
Section 1: 40 Foot Mews (Streets 7a, 7b, Street 10)

Looking West

For large format drawings, refer to the River District Specific Plan

C. River District Streets

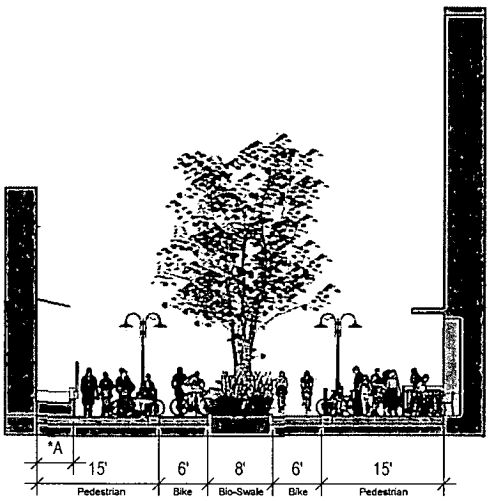


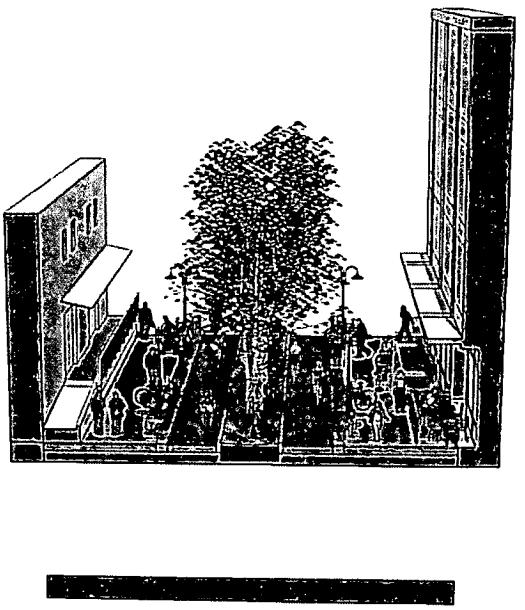


Section 2: Ahern Street
Looking North

For large format drawings, refer to the River District Specific Plan

C. River District Streets



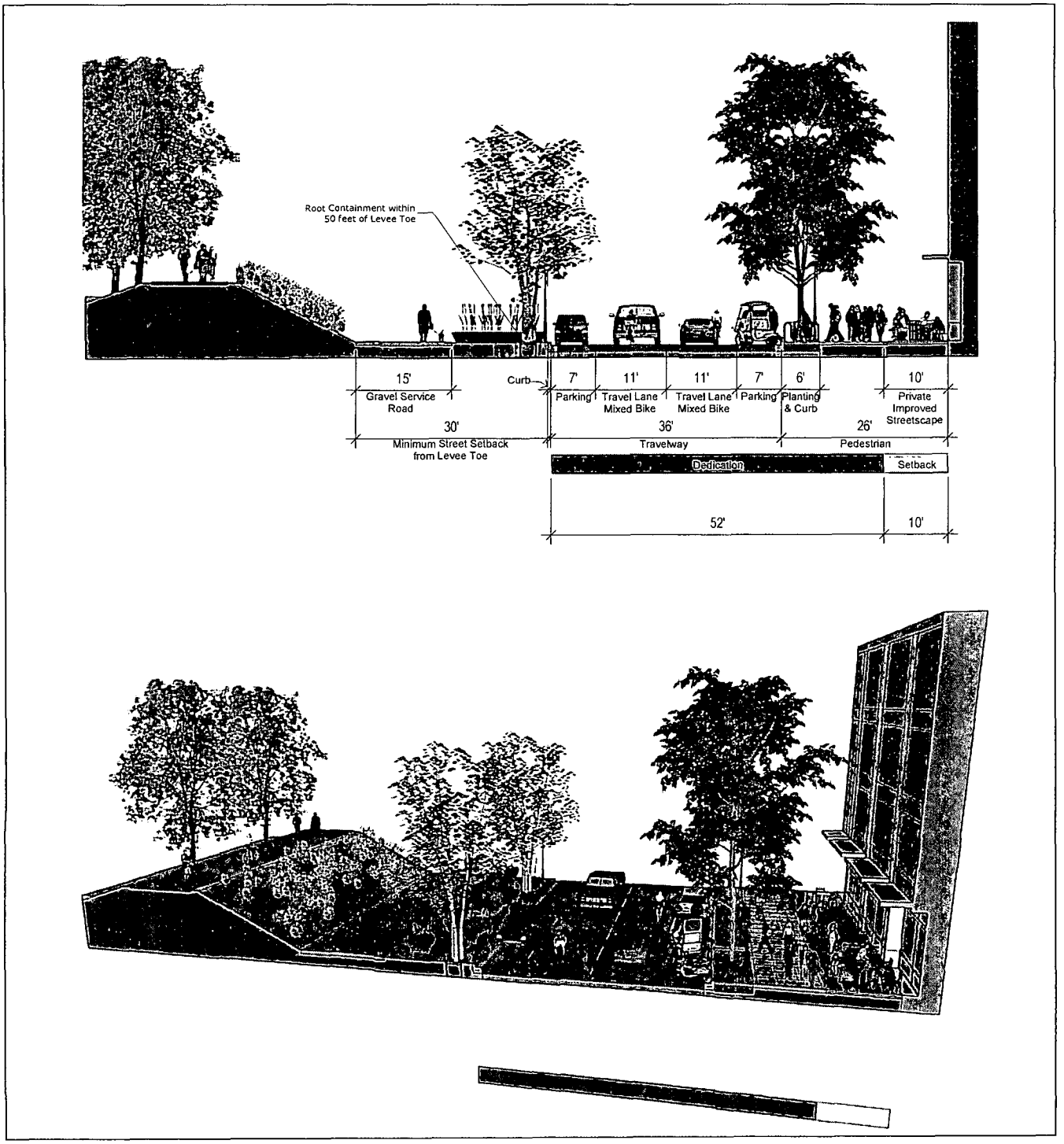


Section 3: Bicycle Boulevard (Street S)

Looking South

For large format drawings, refer to the River District Specific Plan

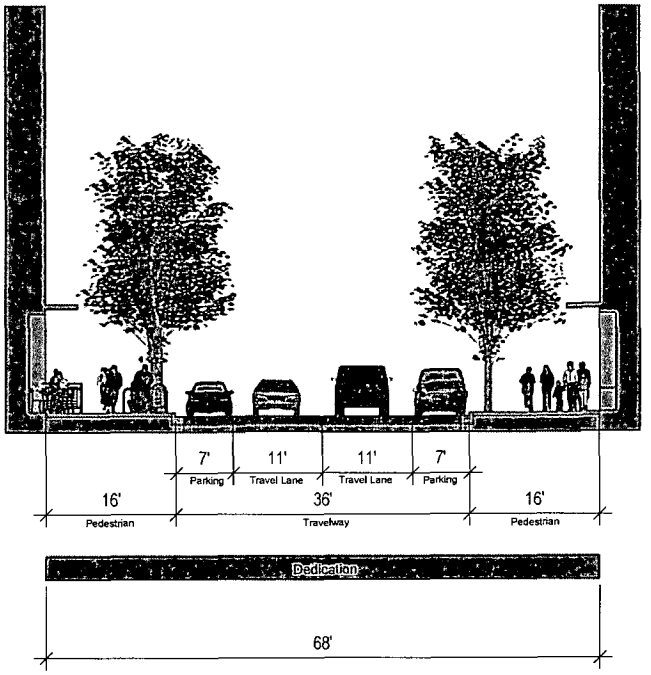
C. River District Streets

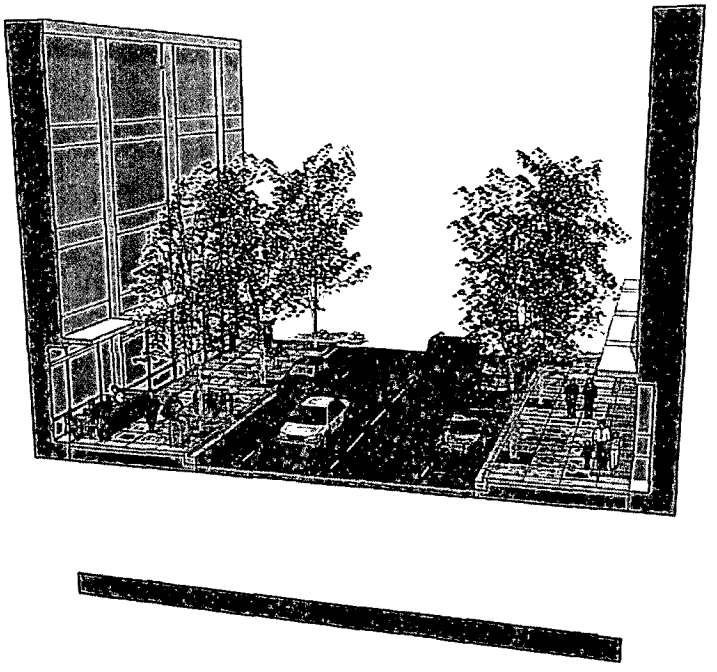


Section 4: Riverfront Drive
Looking East

For large format drawings, refer to the River District Specific Plan

C. River District Streets



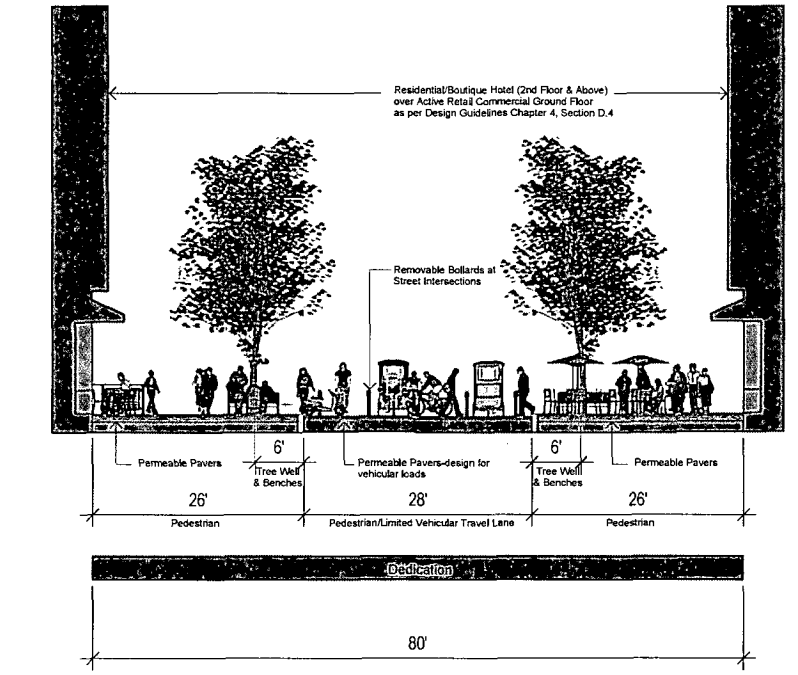


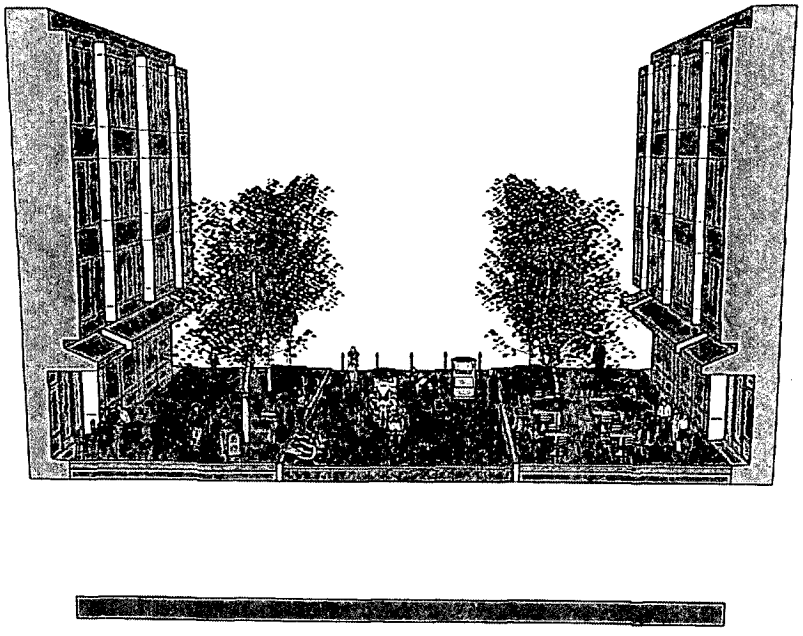
Section 5: Standard 2-lane Local Street

Non-Directional

For large format drawings, refer to the River District Specific Plan

C. River District Streets





Section 6: Sequoia Promenade (Street 9)

Non-Directional

For large format drawings, refer to the River District Specific Plan

Balanced Streets

Balanced Streets are typically the standard 80 feet wide rights-of-way typical of the historic street grid. They provide pedestrian sidewalks from 12 to 16 feet wide with parking and bicycle lanes as a rule. They provide a balance of travelway requirements for moving modest traffic volumes while providing a comfortable non-auto mobility network.

Section 7: North 10th Street (north of Richards Boulevard)

This section of North 10th Street largely services both the State Lottery site on its western edge, and scattered large single story warehouses on the east with average front setbacks of 25 feet that are used for vehicle parking and commercial loading. As the area transitions and more infill projects build to the front property line, a need for on-street parking will require improvements in the public way, Back-in diagonal parking on the east side will maximize street parking and provide visibility to cyclists in the bike lane.

Section 8: North C Street (Ahern to 16th Street)

North C Street, west of Ahern, is within the North 16th Street Historic District and is characterized by elevated loading docks and sparse treet canopies. Improvements proposed to the Public Realm shall in this section shall need to consider the defining features of the district before making specific recommendations, including the placement of trees.

Section 9: Dos Rios, North 10th Street (south of Richards), Vine Street

This street section will front a variety of uses, some more defined and others transitional. As implemented for Dos Rios Street, the center median is preferred along the frontage of the Twin Rivers Community to enhance the residential character of the street and can serve as a bioswale LID for runoff collection. Where this section is implemented at North 10th Street and at Vine Street, the center median may be in conflict with truck movements servicing loading areas.

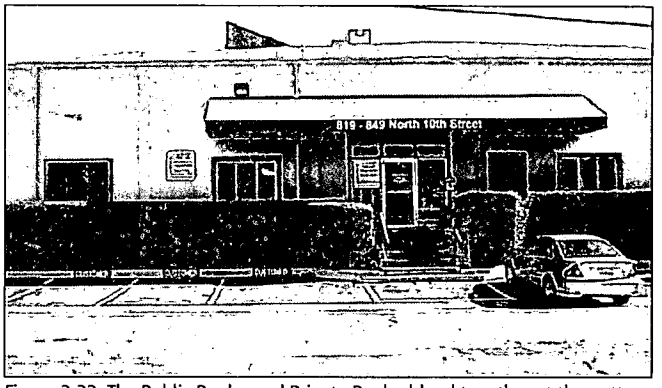


Figure 3.33. The Public Realm and Private Realm blend together at the gutter line along the east side of North 10th Street. Re-zoning of properties in this area allows buildings to build to the front property line which will require street improvements to accomodate additional parking demand.

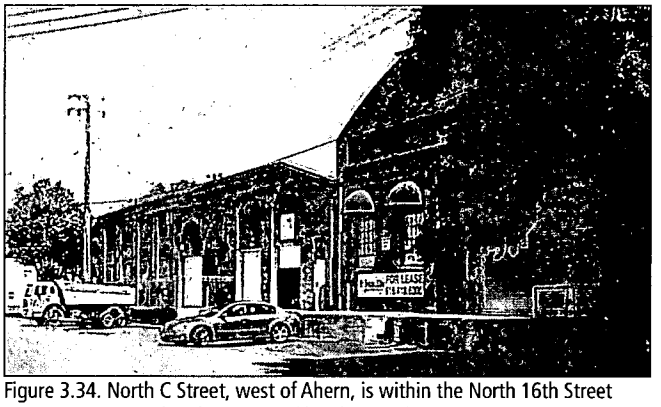


Figure 3.34. North C Street, west of Ahern, is within the North 16th Street Historic District and is characterized by elevated loading docks and sparse tree canopies.

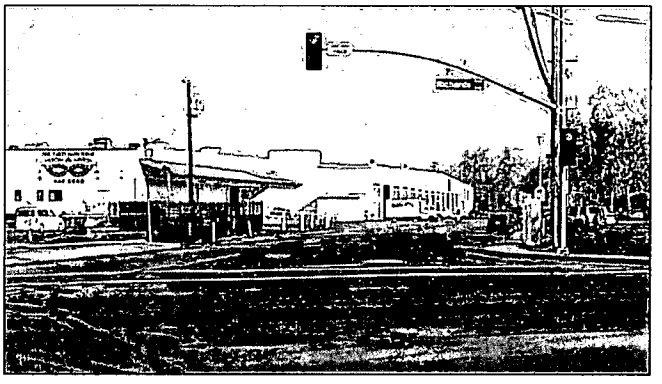


Figure 3.35. Active warehouse facilities may conflict with center median improvements for Street Section 9, requiring phased improvements or the elimination of the median, depending on the needs of the surrounding uses.

Section 10: North 12th Street (Vine Street to Sproule Street)

North 12th Street is a one-way, multi-lane street entering the River District and the along the alignment of State Route 160 which has become a Sacramento Street upon entering the Central City. The view of Downtown from this vantage point is dramatic, and opportunities to signal a gateway into the River District and Central City should be implemented.

The River District Specific Plan calls for the realignment of North 12th and Richards Boulevard to spread the heavy traffic load into a couplet of streets and avoid the congestion of the existing intersection. In this section of North 12th Street can accomodate standard 16 foot sidewalks along the new blocks created by this realignment, however, the traffic load prohibit bike lanes and street parking in this section.

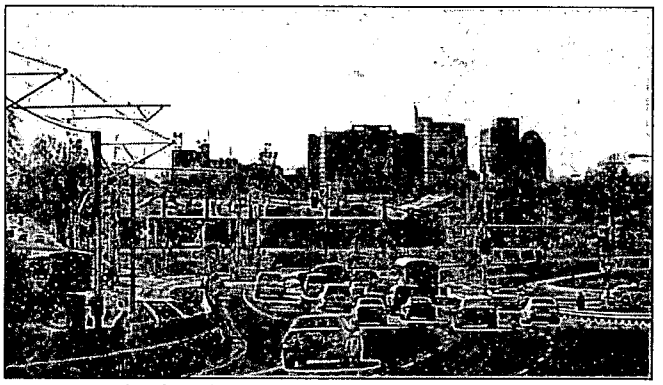


Figure 3.36. Taken from the Highway 160 bridge, this photo shows the dramatic skyline view to downtown. The realignment of North 12th Street will improve vehicular and pedestrian movement in this area.

Section 11: North B Street (North 10th Street to North 16th Street)

North B Street between North 10th Street and North 16th Street is a primary east-west artery with long block fronts and few intersections. The 80 foot rights-of-way must accomodate four traffic lanes and allow for bike lanes to connect through through the southern edge of the district. Many older warehouses exist in this area and encroachments of loading docks may occur. It is desirable to maintain loading docks and provide accessible means to buildings in the historic district. Therefore, the 13 foot sidewalks outlined in this section may have existing encroachments that will narrow the pedestrian way. Where sidewalks are reduced, a minimum of 6 foot standard clearance shall be maintained.

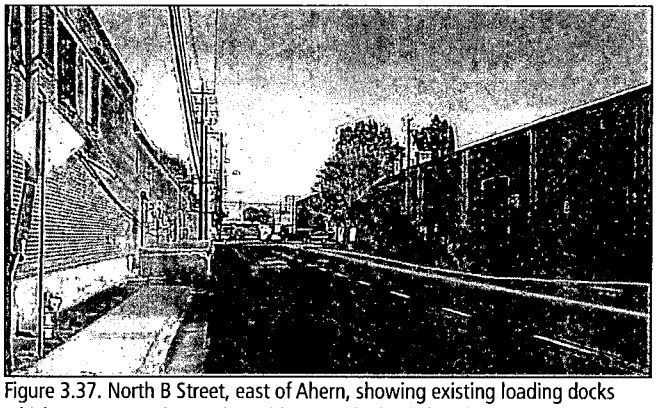
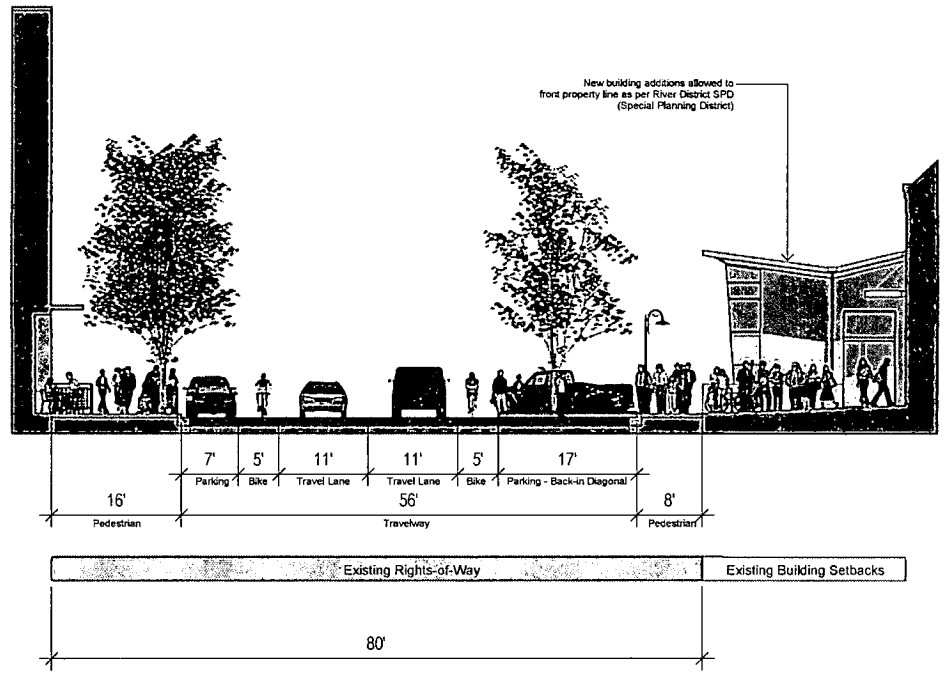
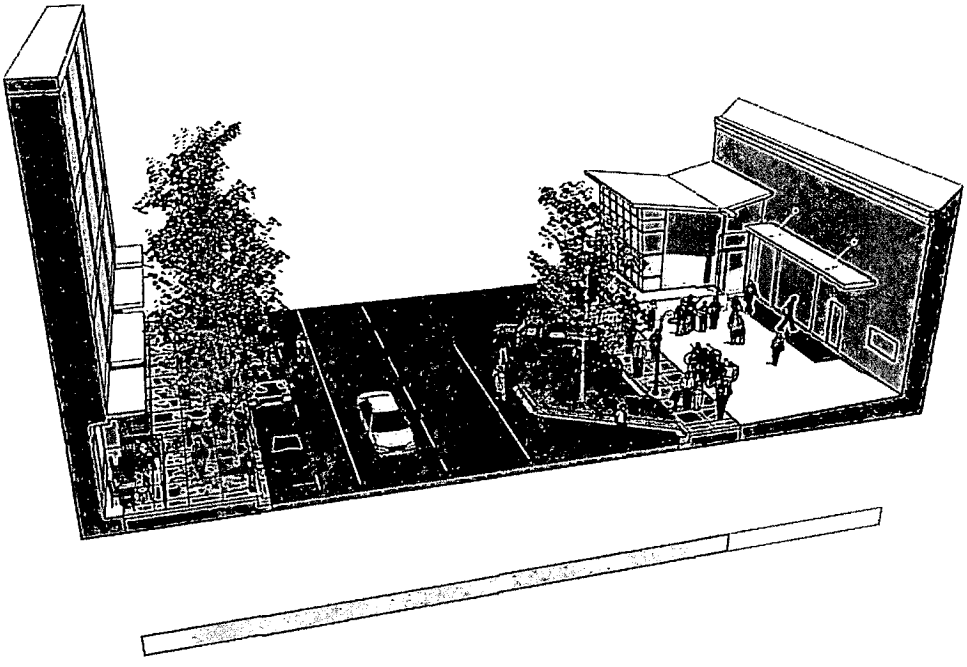


Figure 3.37. North B Street, east of Ahern, showing existing loading docks which may encroach into the public way. The brick facade of the General Produce building is within the North 16th Street Historic District.

C. River District Streets



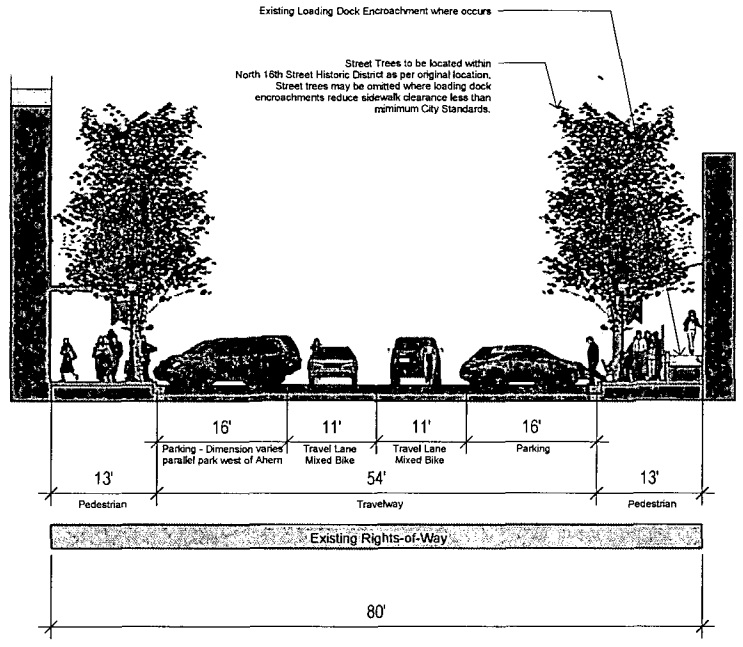


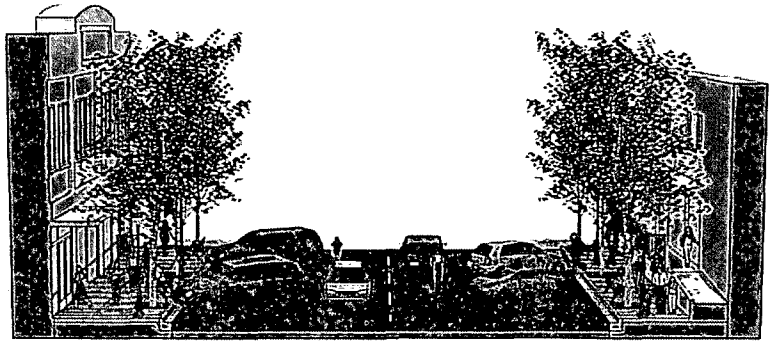
Section 7: North 10th Street (north of Richards Boulevard)

Looking North

For large format drawings, refer to the River District Specific Plan

C. River District Streets



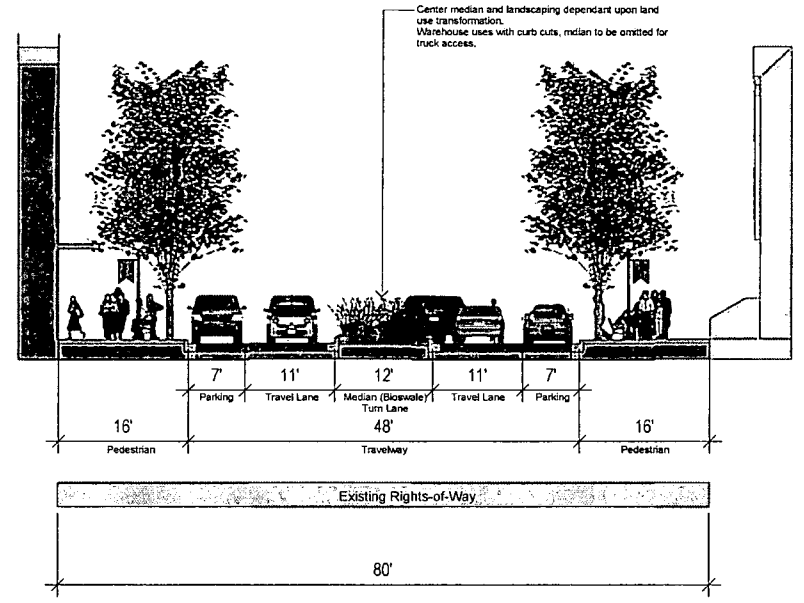


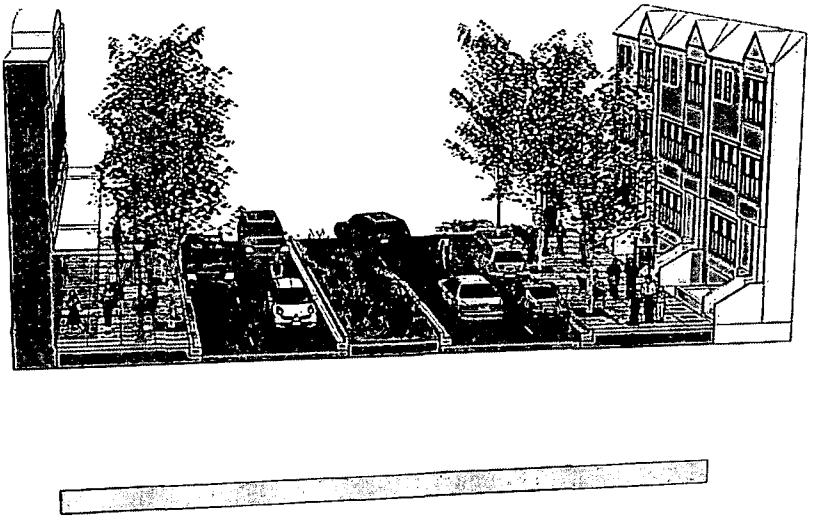
Section 8: North C Street (Ahern to 16th Street)

Looking West

For large format drawings, refer to the River District Specific Plan

C. River District Streets



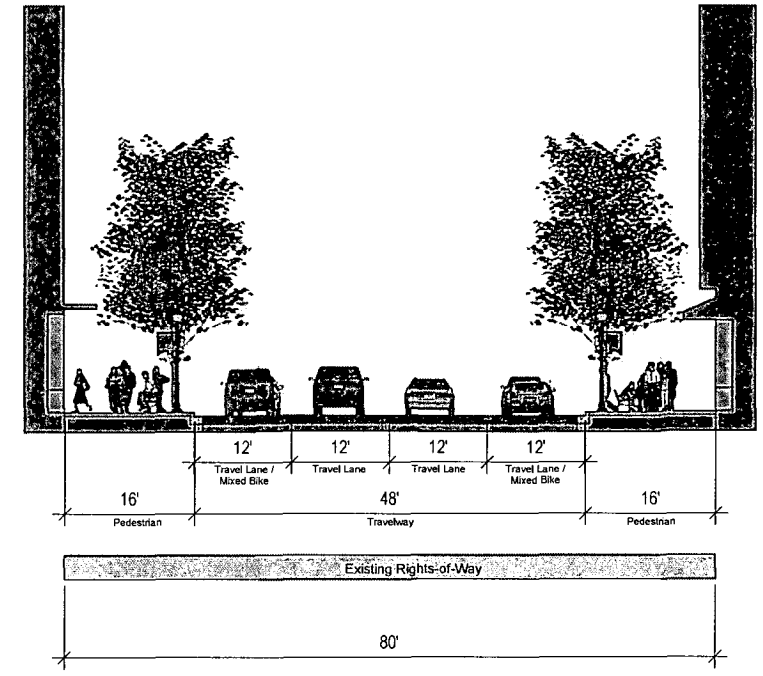


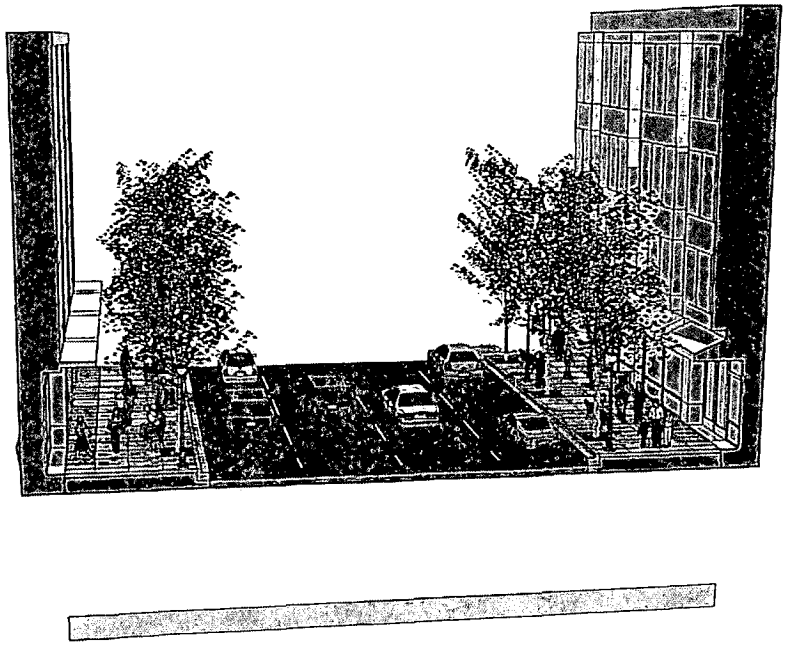
Section 9: Dos Rios, North 10th Street (south of Richards), Vine Street

Looking North

For large format drawings, refer to the River District Specific Plan

C. River District Streets



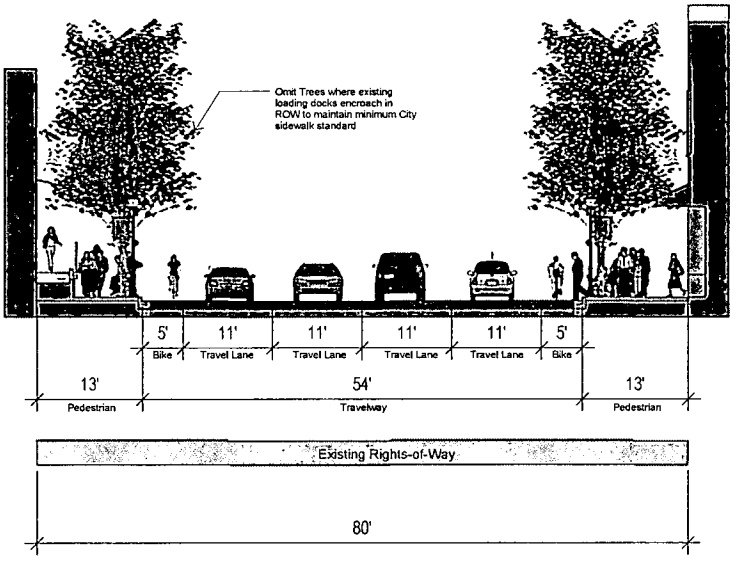


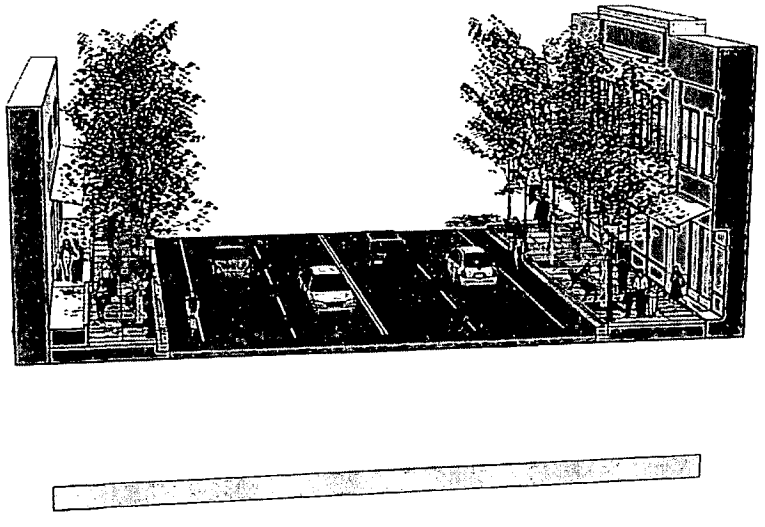
Section 10: 12th Street (Vine Street to Sproule Street)

Non-Directional

For large format drawings, refer to the River District Specific Plan

C. River District Streets





Section 11: North B Street (10th Street to 16th Street)

Looking East

For large format drawings, refer to the River District Specific Plan

Vehicle Intensive Streets

Vehicle Intensive Streets have rights-of-way 80 feet and wider, carrying large volumes of traffic where conditions and clearances require either the elimination of transportation modes, or the aquisition of rights-of-way to accomodate multiple facilities and thereby adhere to the Guiding Principles of the Specific Plan and Urban Design Goals by providing a balance between vehicular and pedestrain movement.

Section 12: North 12th Street (south of Sproule Street)

This section of North 12th Street will remain in it's present alignment. Light rail is in mixed flow lanes on the east and, without station stops, trains travel at vehicular speed limits in this area. Pedestrian facilities between the rail tracks and existing building fronts are severly impacted by utility infrastructure and utility boxes. Relocation of facilities in this section would improve pedestrian mobility.

Section 13: North 16th Street (North B Street to Sproule Street)

North 16th Street was once a smaill corridor of street fronting businesses along the former State Highway. Few walk-in businesses survive in this area with poor parking facilities and uninviting streetscape. Reconstruction of the pedestrian sidewalks and drainage facilities will enhance the streetscape for pedestrian-oriented retail. Critical to the success of walk-in business will be the implementation of parallel street parking. New street trees with smaller canopies appropriate for the sidewalk, installed with tree grates, will benefit the pedestrian environment.

Section 14: North B Street (Bannon St to North 10th St)

As the westerly section of North B Street is predicted to carry robust traffic volumes. As a street that is anticipated to see highrise residential development flanking both sides of North B Street, the street section will require addtional width to provide adequate sidewalk widths for pedestrian comfort. Improvements along the south side of North B Street will require the removal of the existing levee

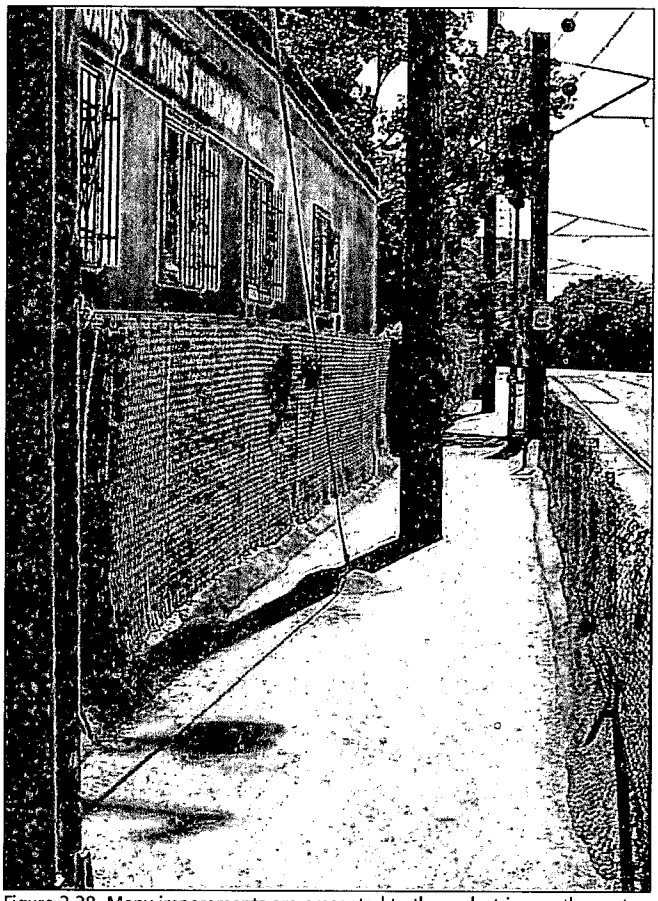


Figure 3.38. Many imparements are presented to the pedestrian on the east side of North 12th Street.

Figure 3.39. Light rail train passes through the future Dos Rios Station area.

embankment that encroaches into North B Street and prohibits north-south streets connecting to North B Street from the Railyards.

Section 15: Bannon Street (Sequoia Pacific Boulevard to 12th Street)

Bannon Street is predicted to convey moderate to high volumes of east-west traffic as an alternate route to Richards Boulevard. Zoning in this area can accomodate ground floor retail and the segment between Sequoia Pacific Boulevard and North 7th Street is anticipated to be a local serving retail corridor within the mixture of uses targeted in this 12 block area.

Section 16: Bannon Street (West of Sequoia Pacific) / Sequoia Pacific Blvd (North B Street to Bannon Street)

Bannon Street and Sequoia Pacific Boulevard each form the perimeter of a proposed 10-acre park in this area. This 3-lane street section will convey significant traffic volumes in each direction and will also serve pedestrian and bike movement along the park and conveying people to a proposed future bridge across the American River. Each alignment will require additional rights-of-way to provide for bike lanes and sidewalks. Bannon Street in this area could see additional traffic volume and require additional lanes, pending the re-design of the Richards/Interstate 5 interchange.

Figure 3.40. Sidewalks along North 16th Street have uneven surfaces and under-utilized laneways which could be converted to parking uses with the reconstruction of sidewalks.

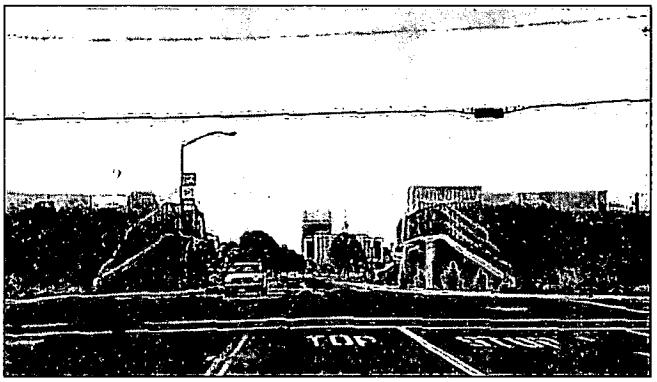
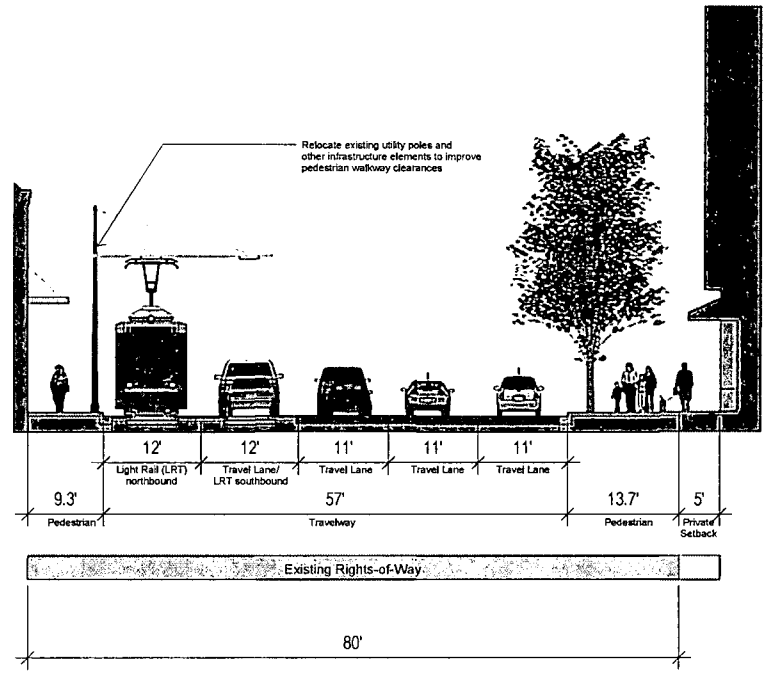
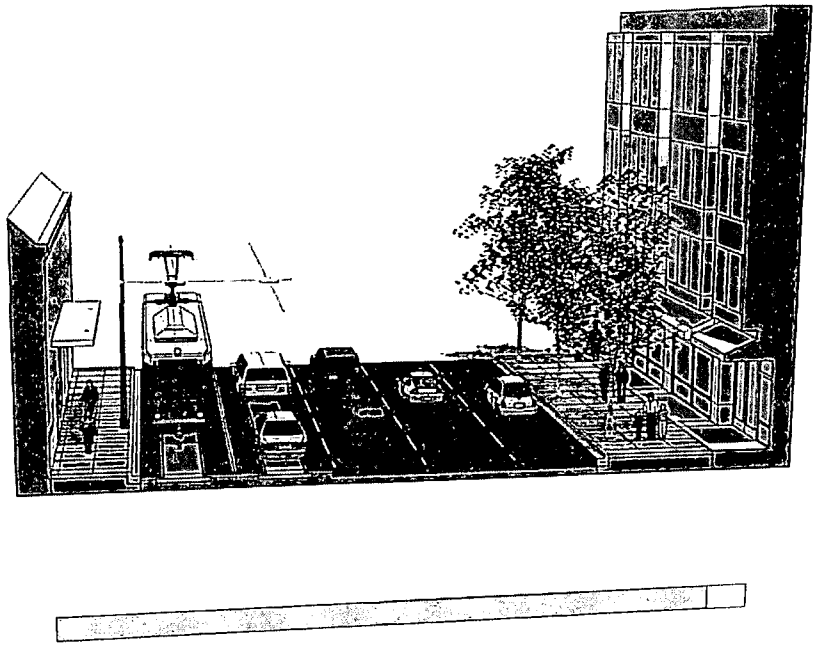


Figure 3.41. The secondary levee as seen from North 7th Street with flood gates installed in the embankment. This levee infrastructure is planned for future replacement with new grading in the Railyards plan area. With the removal of the levee that encroaches into North B Street, multiple north-south streets will connect the Railyards to the River District.

C. River District Streets



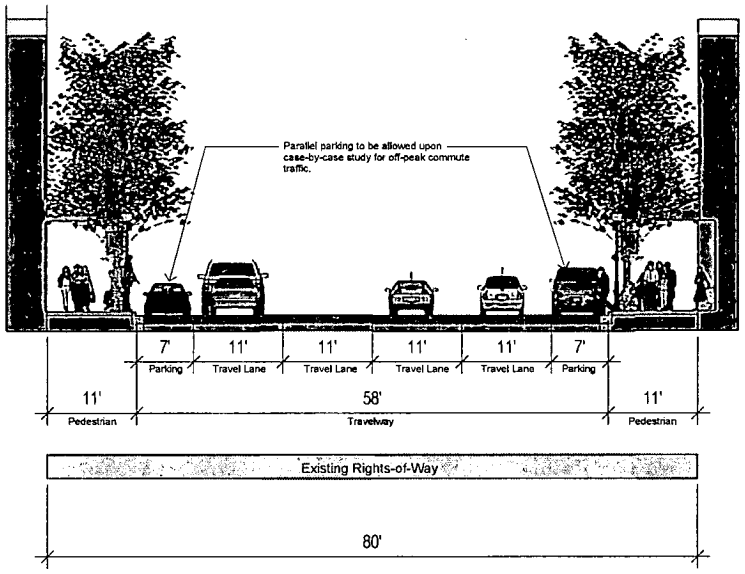


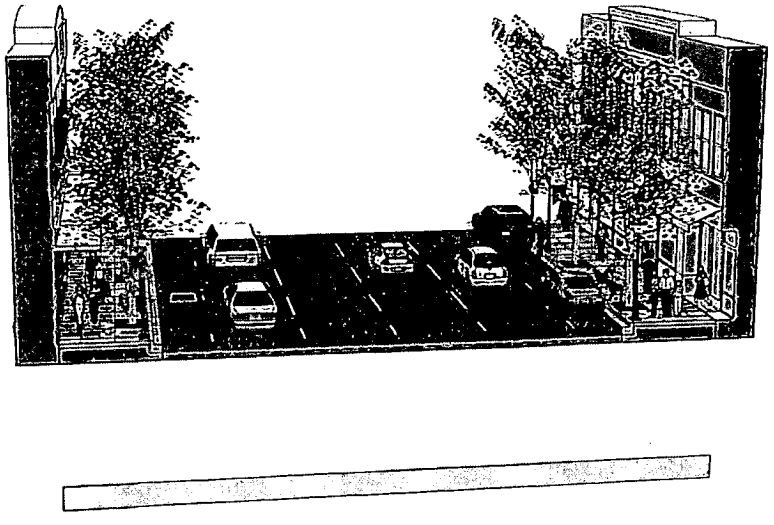
Section 12: 12th Street (south of Sproule Street)

Looking South

For large format drawings, refer to the River District Specific Plan

C. River District Streets



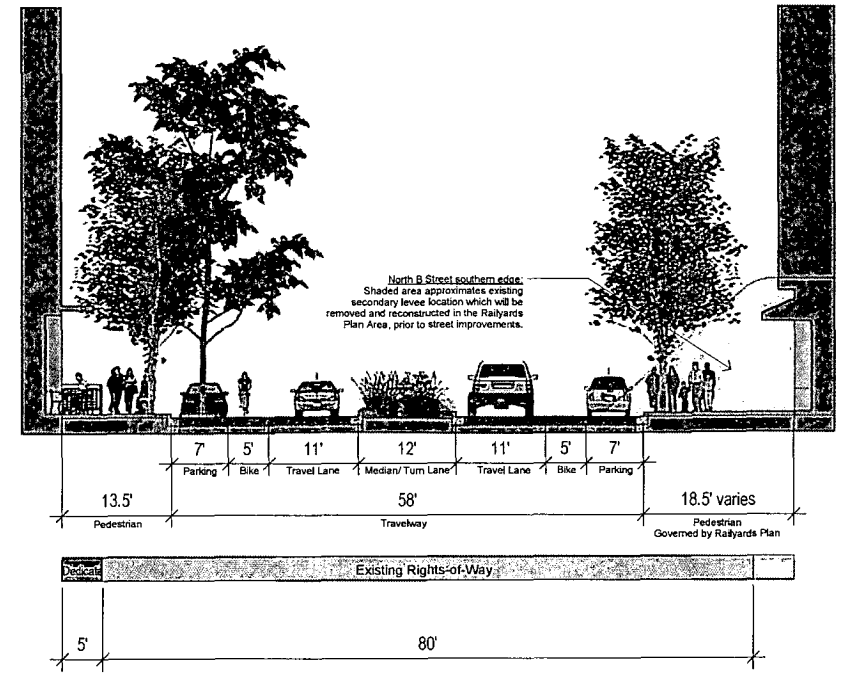


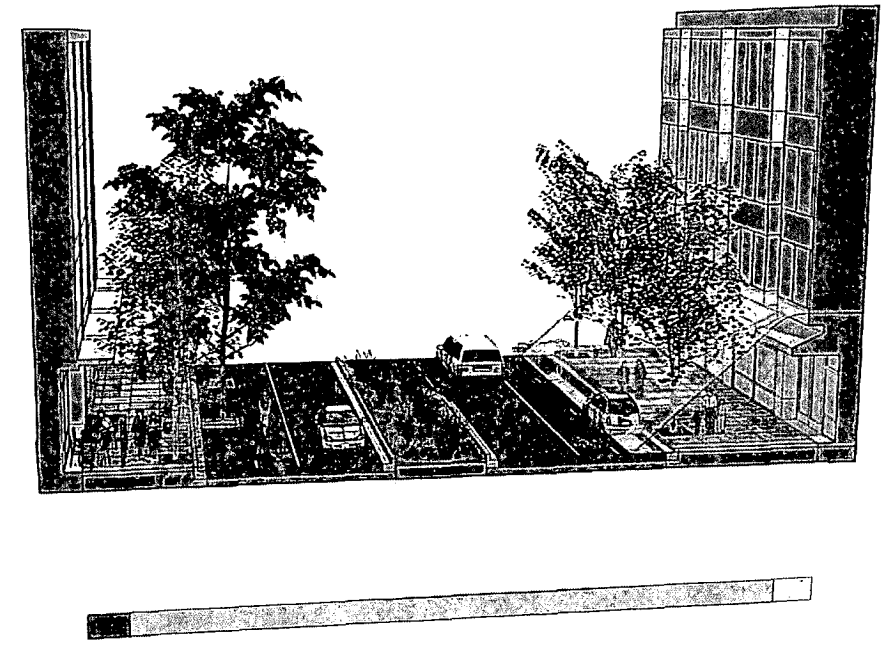
Section 13: 16th Street (North B Street to Sproule Street)

Looking North

For large format drawings, refer to the River District Specific Plan

C. River District Streets



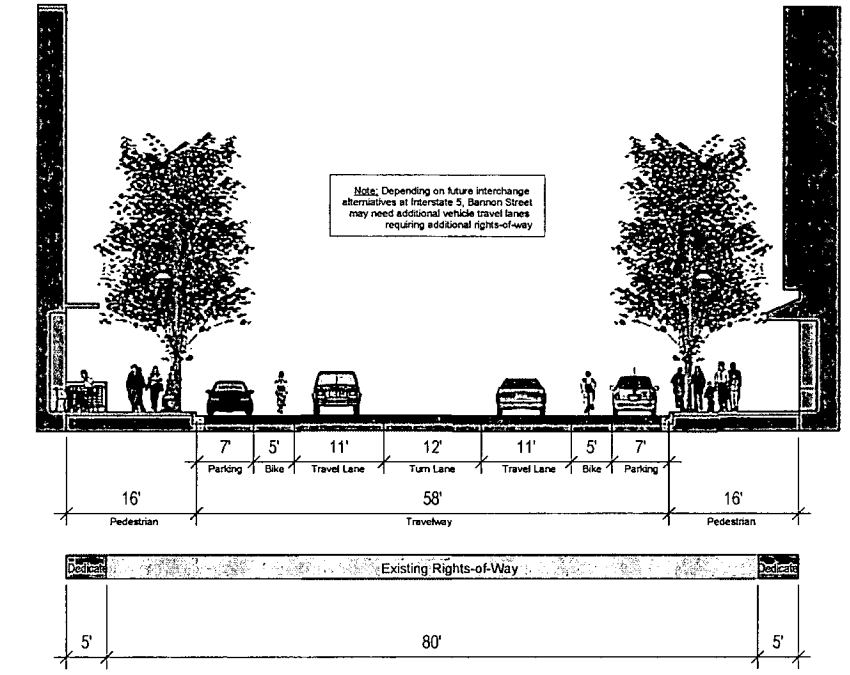


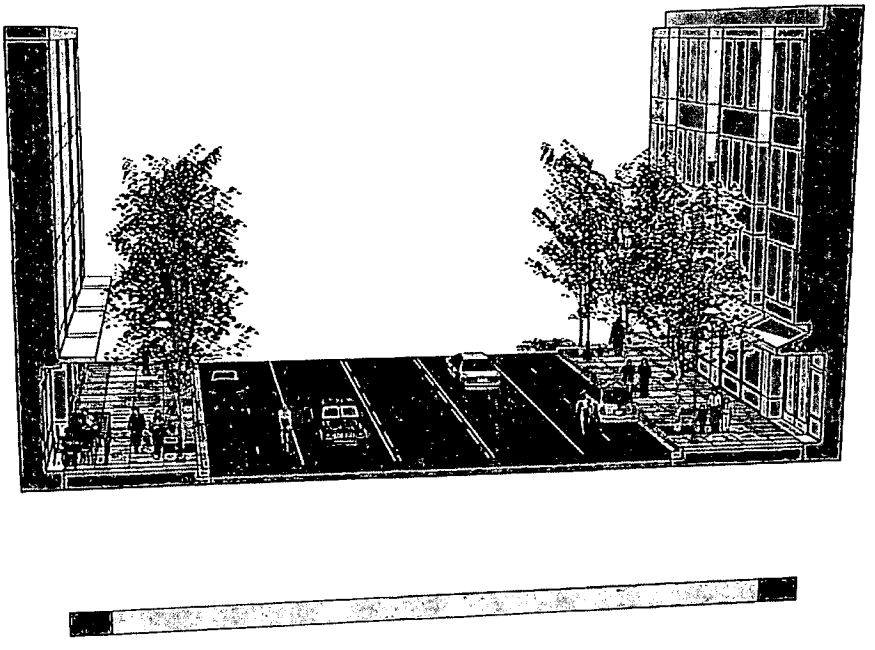
Section 14: North B Street (Bannon St to 10th St)

Looking West at North B Street

For large format drawings, refer to the River District Specific Plan

C. River District Streets



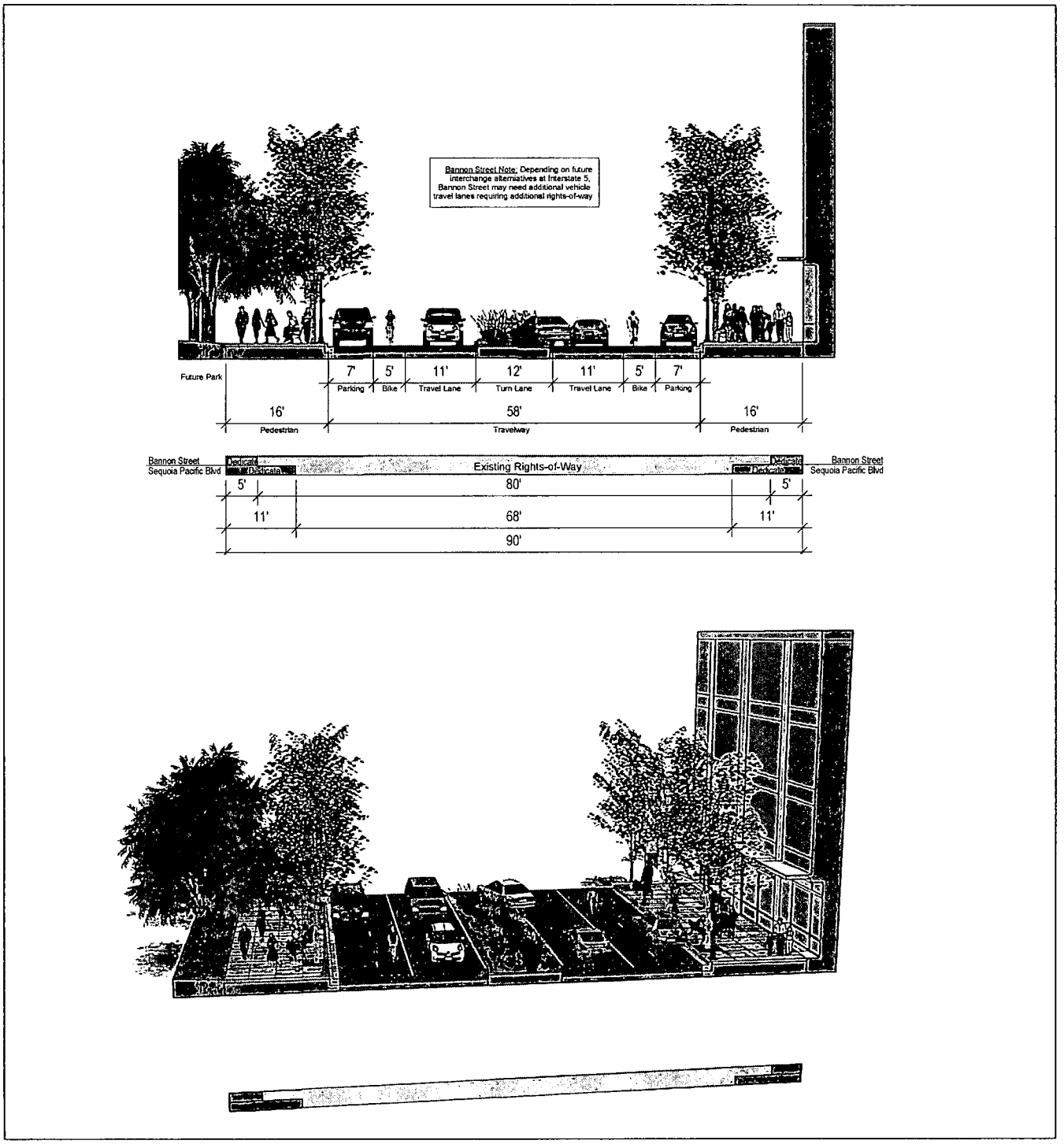


Section 15: Bannon Street (Sequoia Pacific Street to 12th Street)

Non-Directional

For large format drawings, refer to the River District Specific Plan

C. River District Streets



Section 16: Bannon Street (West of Sequoia Pacific) / Sequoia Pacific Blvd (North B Street to Bannon Street)

Looking West / Looking North

For large format drawings, refer to the River District Specific Plan

Greenway Street

Section 17: Street W & Richards Boulevard East of 16th Street (similar)

This street section is designed as a gateway promenade street exhibiting a greenway that filters runoff and provides a central path for joggers and power-walkers. The design of Street W, promenade will be from the future pedestrian/bicycle bridge crossing the American River to a future extension of Bannon Street. The future redevelopment of the Twin Rivers housing community to a more urban housing typology anticipates raised residential rowhouse units lining the street, set back from the sidewalk with front steps to individual units. This will encourage strong activation and visual presence to the street.

This street section is also planned for the eastern segment of Richards Boulevard and could be extended eastward with future development into the East Industrial Area.

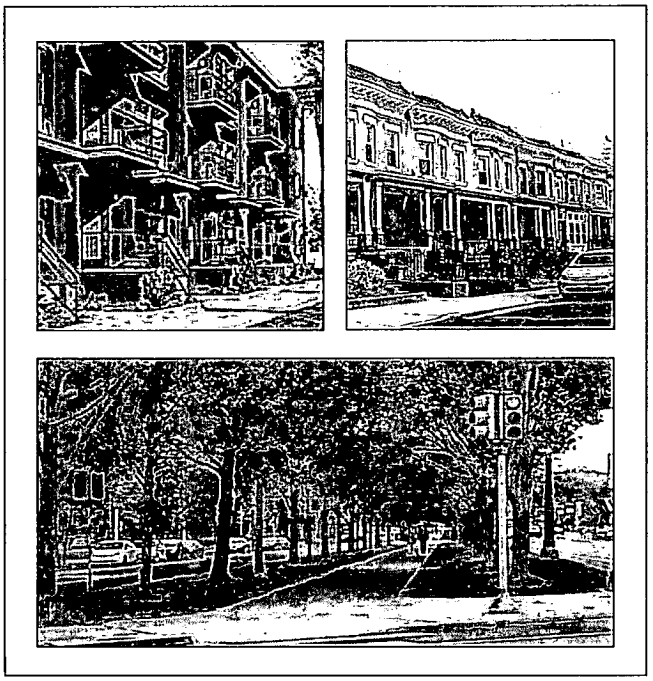
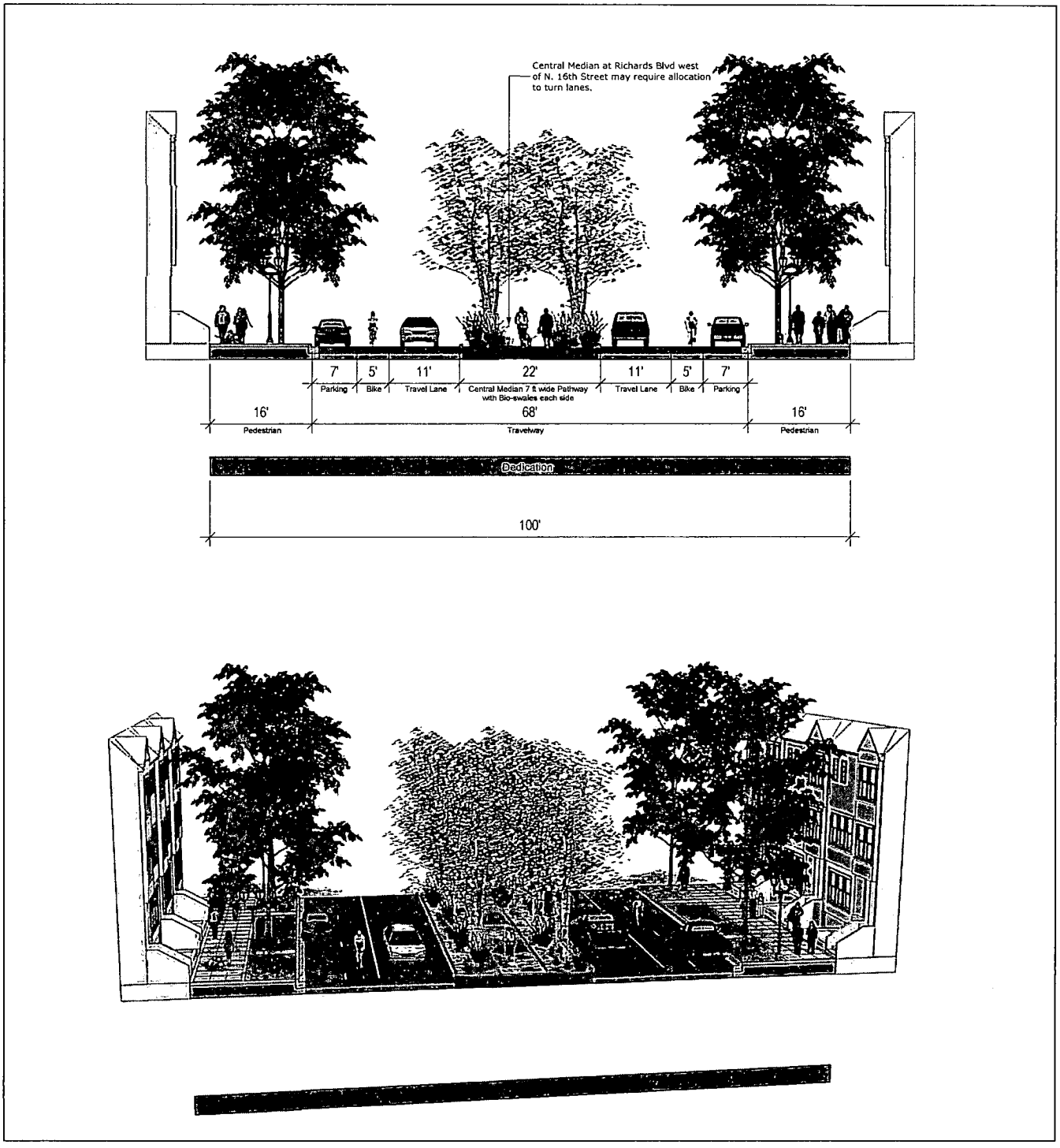


Figure 3.42. Top photos illustrate rowhouse type housing with front porches and steps fronting the street. Lower photo example of central median pedestrian promenade in Philadelphia, PA.

Figure 3.43. The existing low-density Twin Rivers Community will see future redevelopment that replaces the single family and two story townhomes with aggregated units and additional common park space centered on a new promenade street.

Figure 3.44. Bioswales provide valuable function to filter runoff and and mitigate surges of runoff in peak rain events. They also provide aestetic enhancement to the public way.

C. River District Streets



Section 17: Street W & Richards Boulevard East of 16th Street (similar)

Looking North

For large format drawings, refer to the River District Specific Plan

Transit Integrated Streets

This series of street sections are specific to Richards Boulevard and the segments of North 7th Street between North B Street and Richards Boulevard and Sequoia Pacific Boulevard at the proposed Sequoia Station on the Green Line. Richards Boulevard, as the main east-west conveyor of vehicular traffic through the District, will undergo a transformation from a predominantly single-use roadway to a more complete street for pedestrians, cyclists, and walk-in storefronts. With the future extension of Richards Boulevard east of 16th Street and close to the river, Richards Boulevard becomes a north cross link through the District. Addtionally, Richards will see a future connecting line between the Blue Line on 12th Street to the Green Line at 7th and Richards.

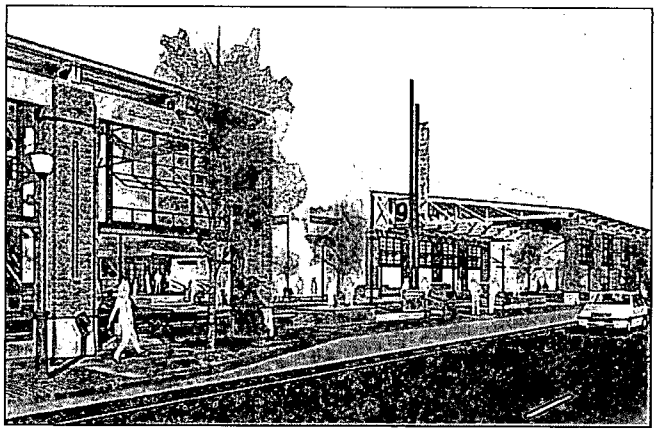


Figure 3.45. The Township 9 Station on the north side of Richards Boulevard will accomodate drop-off and pick-up in a turnout lane at the center of the station (Vrilakas Architects).

Section 18: Richards Boulevard (12th - 16th)

This cross section of Richards Boulevard must accomodate large commute traffic volumes in the transition to Highway 160 between the two one-way couplets that connect Richards Boulevard. City Standard sidewalks of 16 feet for the Central City will provide sufficient width for pedestrian mobility in these segments, however, the intersection requirements will create wide street crossing distances and multiple dedicated turn lanes will be required to transition traffic.

Section 19: North 7th Street (North B Street to Richards Boulevard)

The segment of North 7th Street in this document has had travelway improvements put in place for light rail facilities and bike lanes; however, subsequent implementation of sidewalk improvements will require additional rights-of-way to accomodate adequate sidewalk widths. Where possible, central landscape medians are encouraged.

Section 20: Richards Boulevard (at Township 9 Transit Station)

Sited between North 5th Street and Judah Street, this street segment will comprise a multitude of transit modes and facilities. Flanking the north side of Richards Blvd, the Regional Transit Township 9 light rail station will reserve a

drop-off lane for passengers to the station along with bike lanes on both sides of the boulevard.

The south side of Richards Boulevard improvements will implement parallel parking and bike lanes with sidewalks scaled for pedestrian retail and support service pedestrian needs.

The central median shall be designed for water quality filtration media and planted with high-crown trees. Turn pockets will be kept to minimum lengths in order to maximize the median lengths.

Section 21: Richards Boulevard (Sequoia Pacific to Bercut Street)

The segment between Richards Boulevard interchange and Sequoia Pacific is subject to the anticipated roadway improvements for the interchange at Interstate 5 to accommodate future needs. The intention is to maximize pedestrian connectivity through the interchange to connect pedestrians and cyclists in the Jibboom Area with improved sidewalks and lighting and Class II bike lanes. A minimum of seven lanes are planned for this segment, requiring the consideration of a pedestrian refuge island in the central median when improvements are designed.

Section 22: Sequoia Pacific Boulevard (at transit station)

This segment of Sequoia Pacific Boulevard is designed in anticipation of a future multimodal bridge spanning the American River as modeled in the SACOG (Sacramento Area Council of Goverments) Metropolitan Transportation Plan 2035, adopted in 2008. This street section contains a 400 foot long transit station situated between two flanking streets. The station is designed for outboard boarding where one platform is contiguous with the public sidewallk and the west platform is screened from the travelway with pedestrian connections at each end and from a midway axial alignment with the Sequoia Promenade (Section 6). Two-way Class I bike lanes are aligned and separated on the west side of the street segment. Section B.5 of this Chapter outlines the desirability of a large open plaza to be incorporated in future private developement

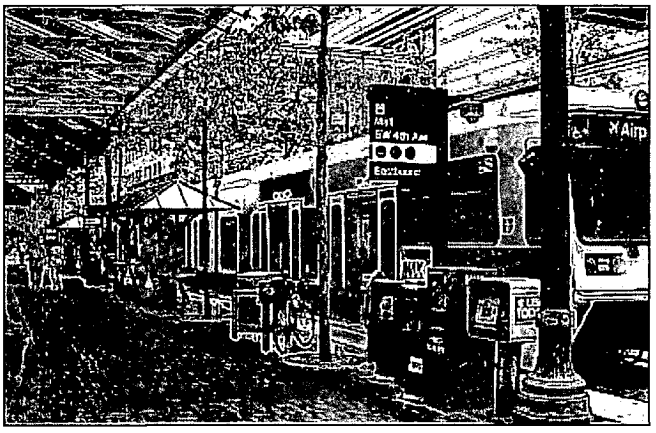


Figure 3.46. Light rail curb-side stations in downtown Portland, Oregon provide passenger amenities with generous sidewalk widths for passenger waiting and pedestrian throughway. Note projecting awnings from buildintgs that provide additional shelter for passengers.

on the east side of the station to establish a strong retail and pedestrain environment serving as a destination space.

Section 23: Richards Boulevard (North 7th Street to North 12th Street)

The future light rail line connector from North 12th Street to the Township 9 Station will flank the north side of the Richards travelway, leaving a 14 foot sidewalk to access storefronts along this artery. Bike lanes and a single aisle of parking on the south side of the street will transform Richards to a multi-modal street and facilitate new infill develoopment fronting the boulevard.

Section 24: Richards Boulevard (Sequoia Pacific to Judah Street)

This segment is a transition from Section 20 at the Township 9 Light Rail Station. This section reserves additional rights-of-way for light rail facilities west of the station and implements storm runoff drainage area as required by the City Department of Utilities drainage model. This draingage area is design to also provide a pedestrian way for joggers and visually contains the scale of the overall street section with an alle` of redwood trees that are common in the Sequoia Boulevard Area.

On the south edge of Richards Boulevard, beginning with the first parcel east of the Greyhound site, the south face of the boulevard will be widened to implement parallel parking lanes and the Central City standard width sidewalks to activate the street frontage as far east as Dos Rios Street.

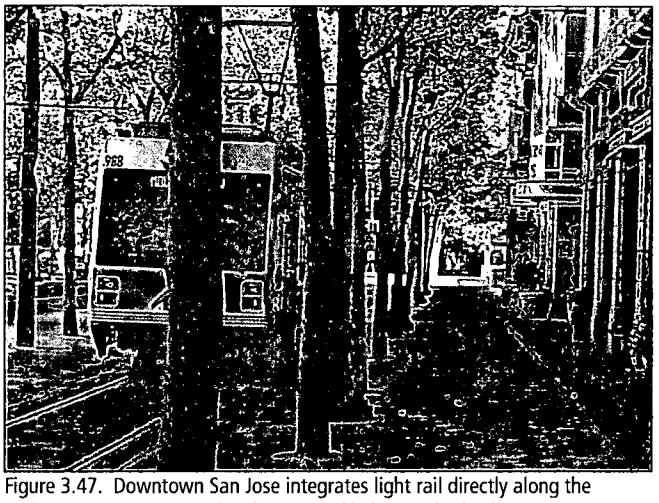
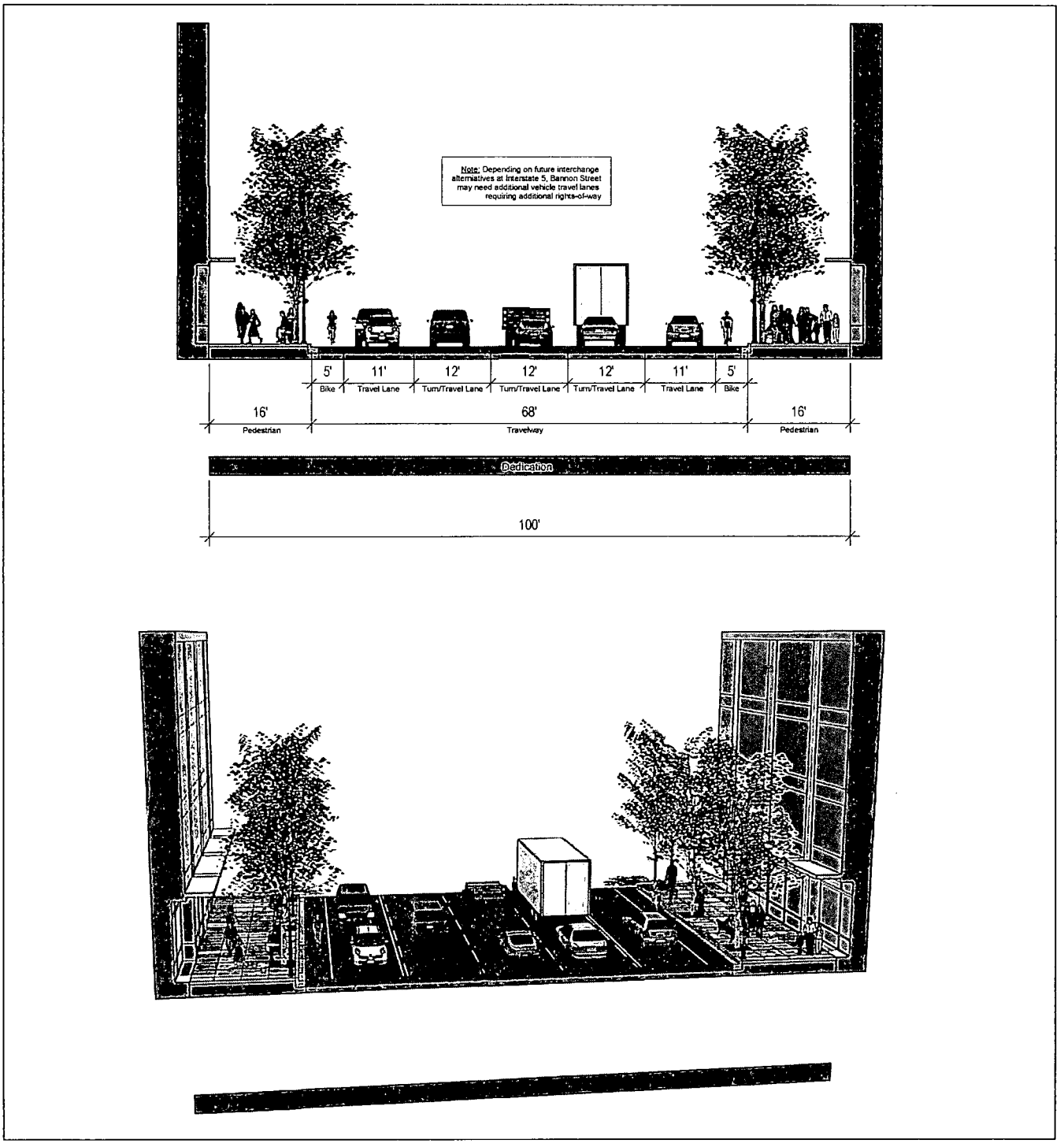


Figure 3.47. Downtown San Jose integrates light rail directly along the pedestrian way, separated with trees and light standards. This condition is similar to the Richards Boulevard section between North 7th Street and North 12th Street.

C. River District Streets

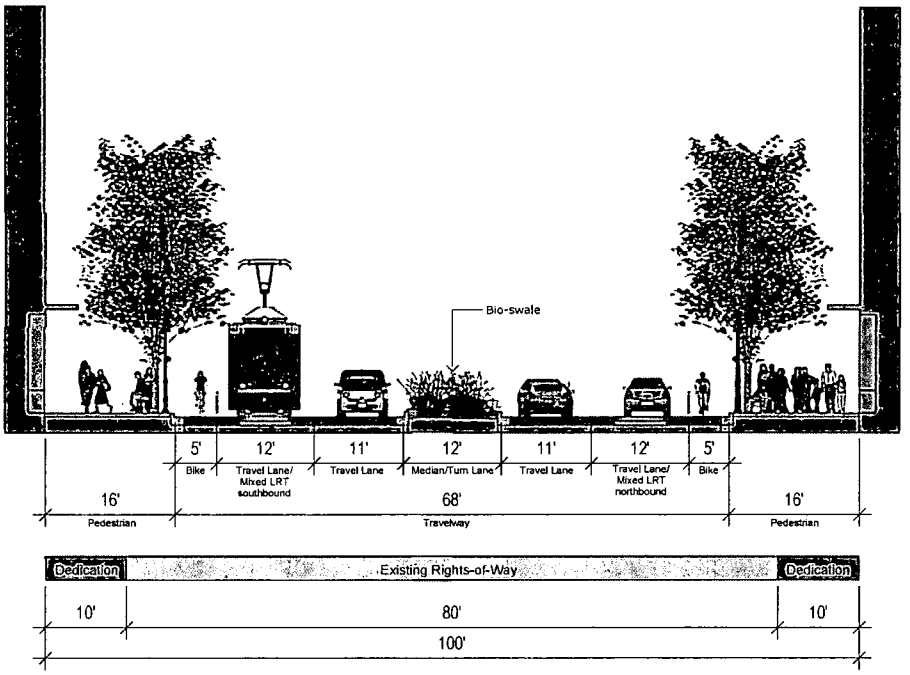


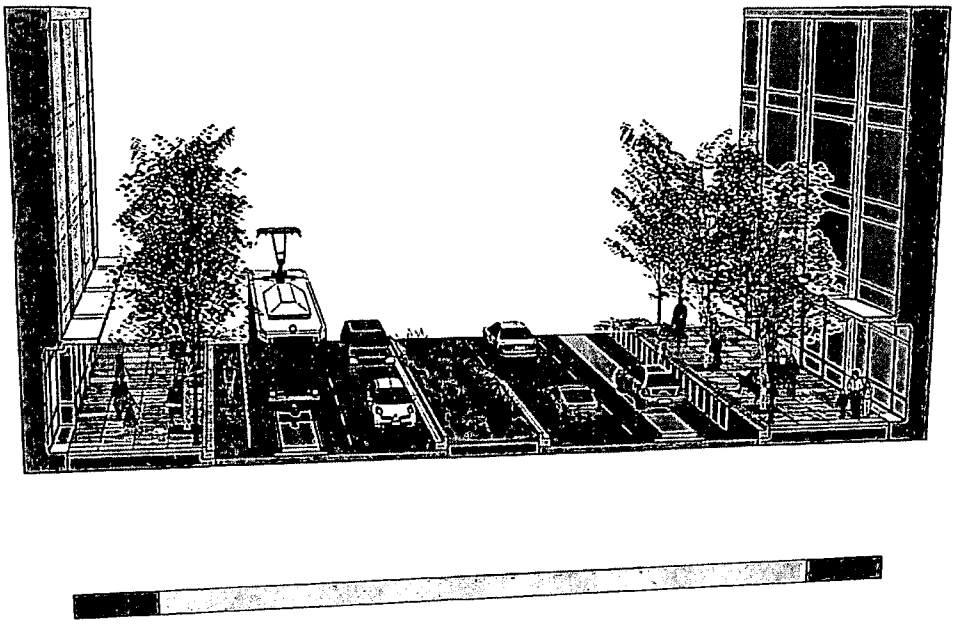
Section 18: Richards Boulevard (12th - 16th)

Non-Directional

For large format drawings, refer to the River District Specific Plan

C. River District Streets



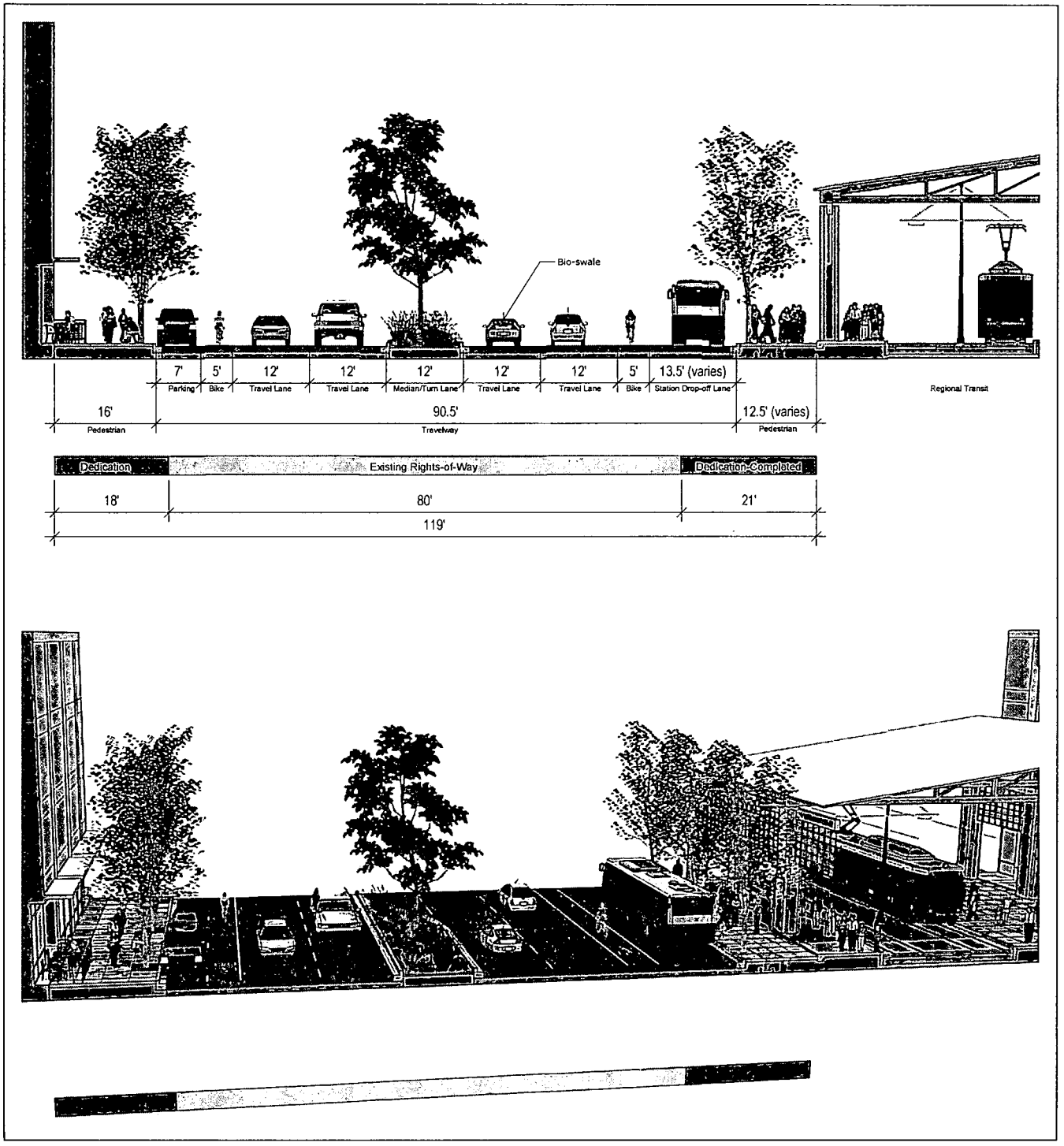


Section 19: North 7th Street (North B Street to Richards Boulevard)

Looking North

For large format drawings, refer to the River District Specific Plan

C. River District Streets

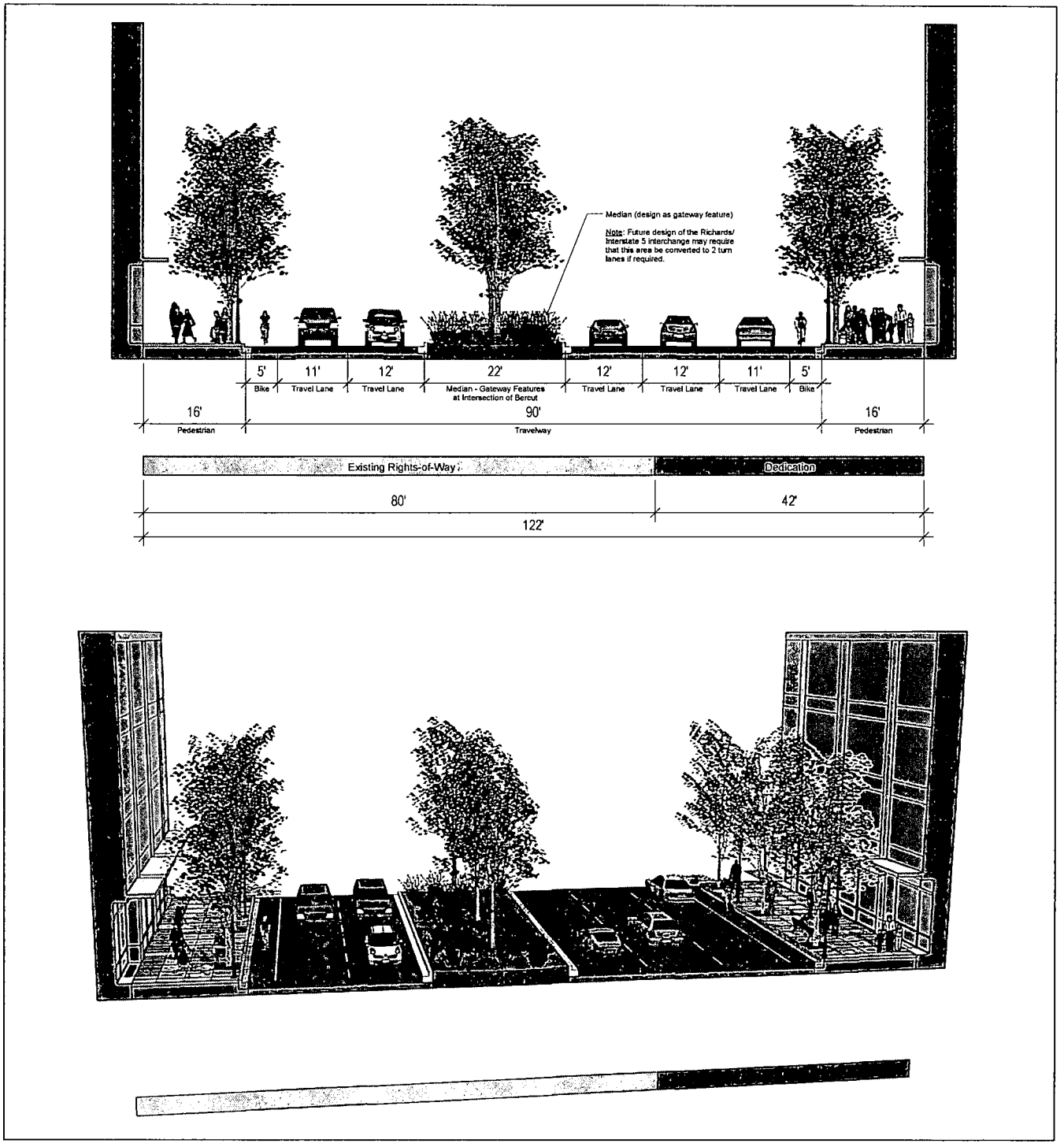


Section 20: Richards Boulevard (at Township 9 Transit Station)

Looking West

For large format drawings, refer to the River District Specific Plan

C. River District Streets

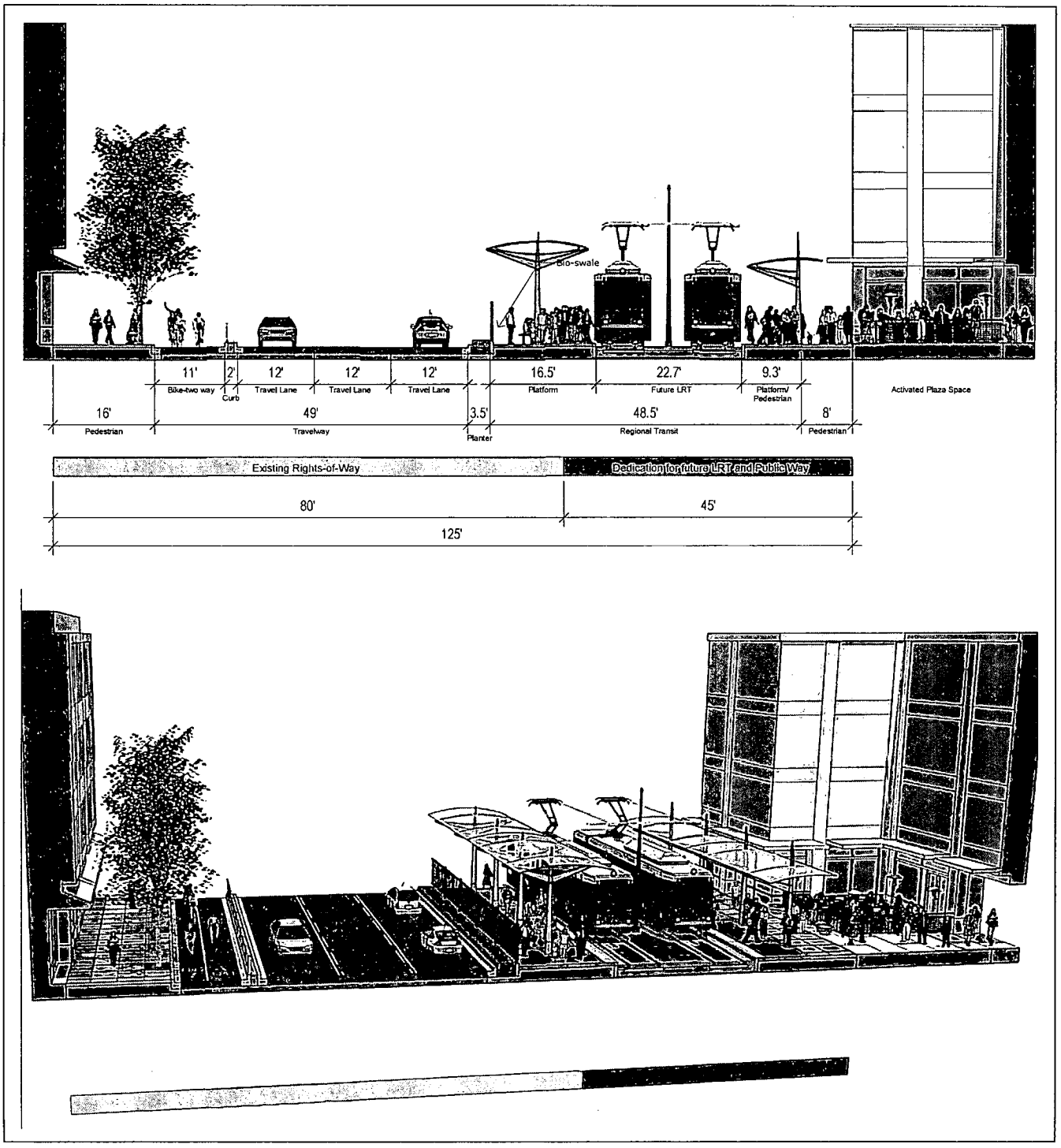


Section 21: Richards Boulevard (Sequoia Pacific to Bercut Street)

Looking West

For large format drawings, refer to the River District Specific Plan

C. River District Streets

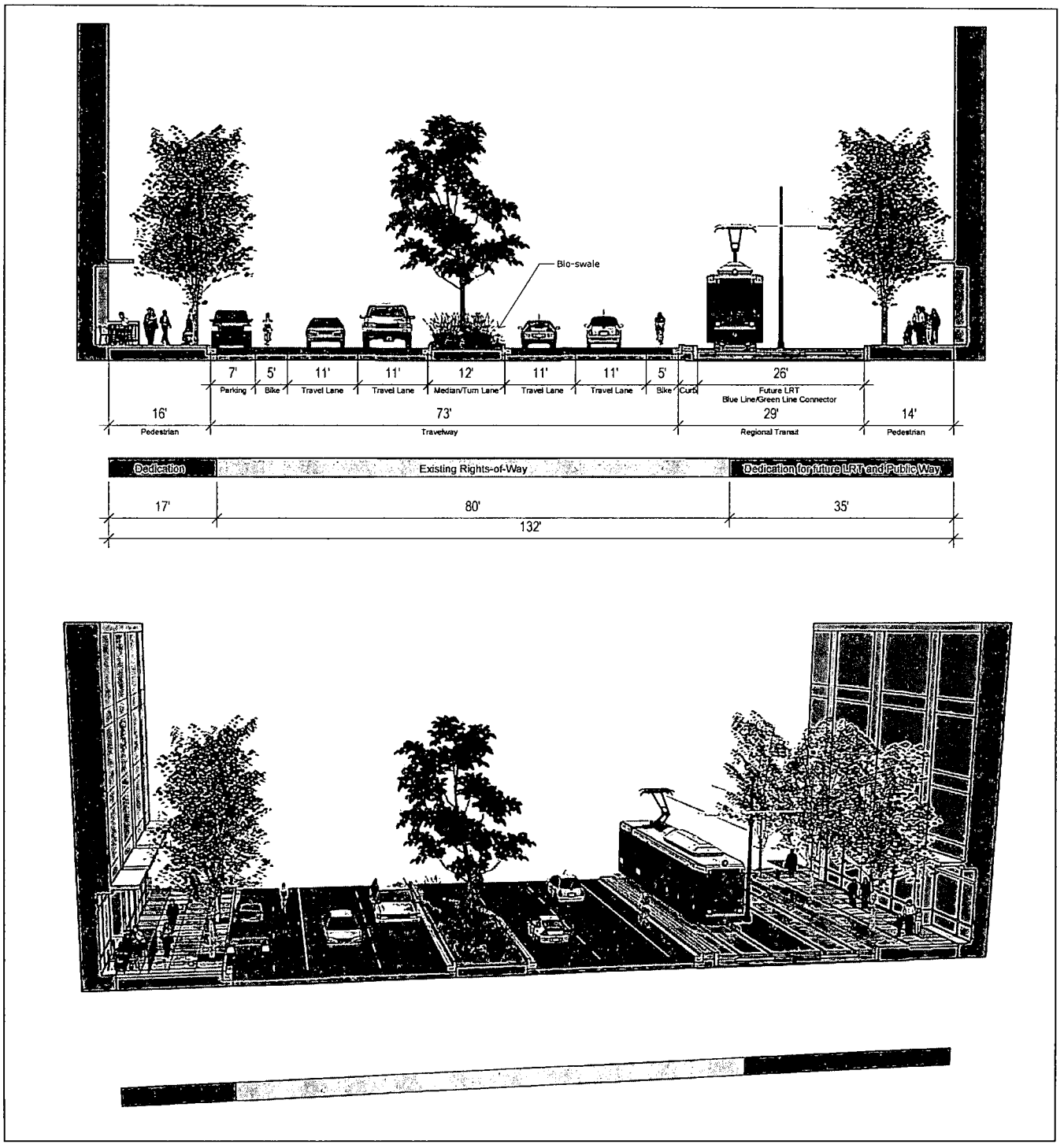


Section 22: Sequoia Pacific Boulevard (at transit station)

Looking North

For large format drawings, refer to the River District Specific Plan

C. River District Streets

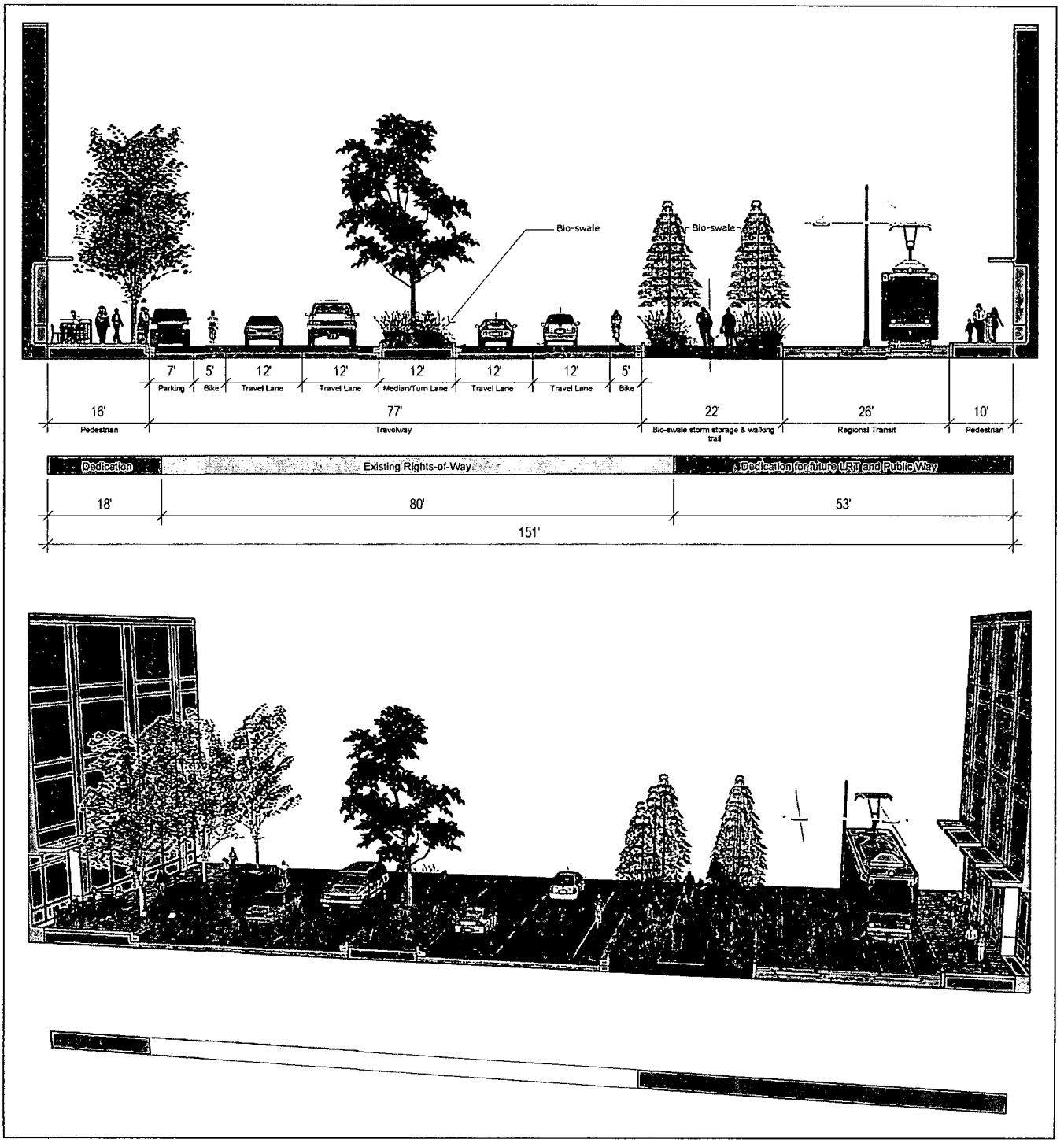


Section 23: Richards Boulevard (North 7th Street to North 12th Street)

Looking West

For large format drawings, refer to the River District Specific Plan

C. River District Streets



Section 24: Richards Boulevard (Sequoia Pacific to Judah Street)

Looking West

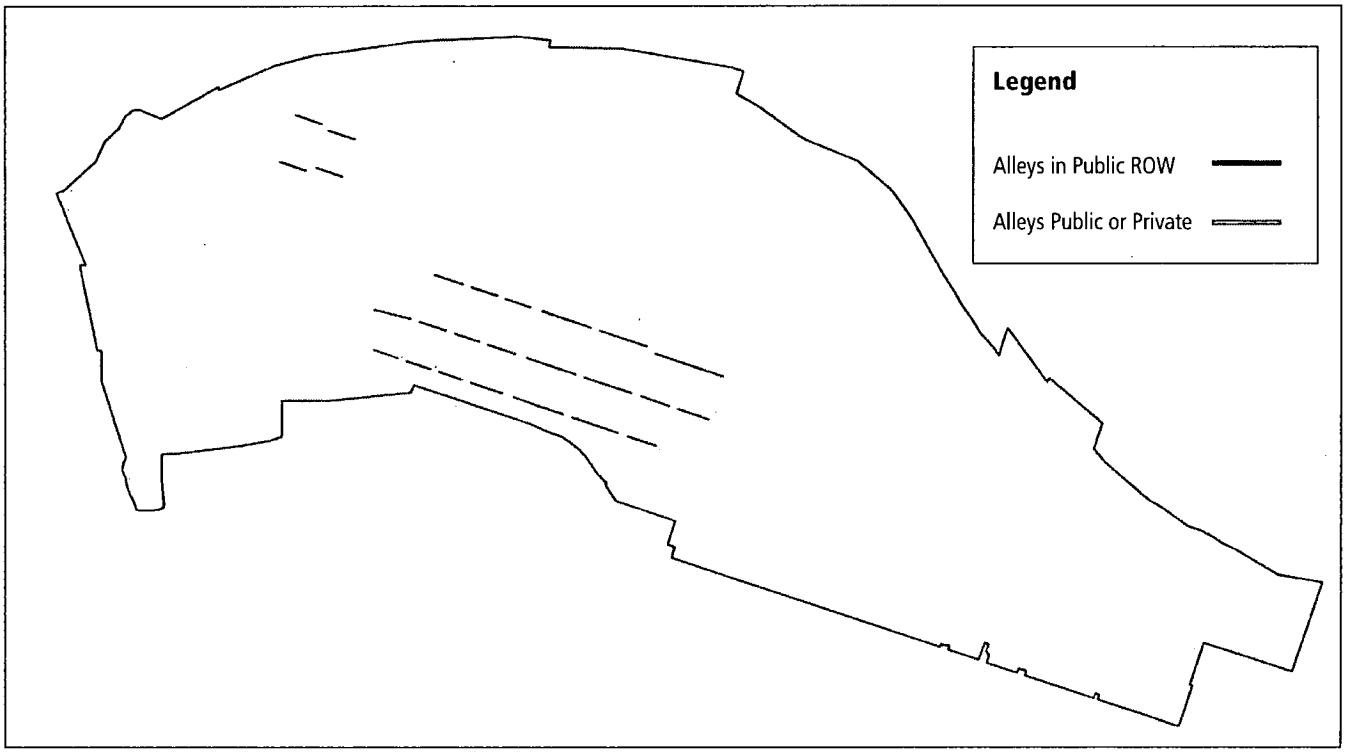
For large format drawings, refer to the River District Specific Plan

Alleys

Sacramento's Central City has experienced an awakening to the economic and social value for multi-functioning alleys. The urban design plan for the River District holds the first opportunity to construct new alleys which can be designed for multiple functions, both as the needed commercial vehicular service ways and pedestrian public access accommodations to make these new alleys social and economic resources for the District.

Other areas in the Central City are constrained with existing buildout to the 20 foot rear alley easement and little accommodation for waste disposal onsite of the private realm, resulting in noxious trash dumpsters in the public way.

The River District has the opportunity with new constructed alleys to allow more flexibility in the use and requirements for multi-modal access. The ability to construct alleys with new development areas allows the ability to underground all electrical and communication utilities, thereby eliminating the need for setbacks for utility clearances along transmission lines and new development can accommodate waste and recycling facilities on-site.



Alleys: Commerical Service Alleys

PRINCIPLE: Commercial service alleys in the River District shall be designed for shared use as building service and vehicular access with accomodation for pedestrian-oriented uses.

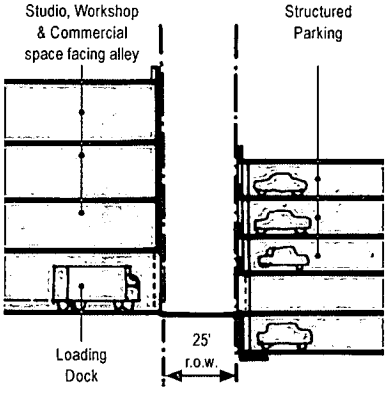
Alleys in commercial districts should be used to provide access to parking and service areas for commercial buildings, reducing the need for garage entrances and curb cuts along street frontages.

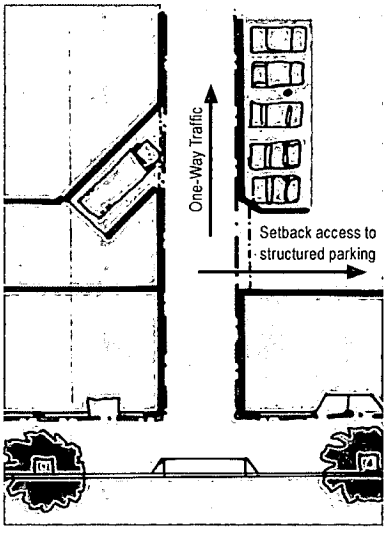
The accompanying drawings show two potential conditions for a commercial alley. The left side is an example of a loading dock and on the right a structured parking garage.

Recommendations

1. All loading and service areas must be screened and gated for security, and should be on-parcel, keeping the right-of-way (r.o.w.) clear.
2. Trash bins and skips shall be screened from view at all times and may not intrude into the alley rights-of-way (r.o.w.).
3. Angled loading docks are recommended for large vehicle turning.
4. Alleys should have one-way vehicle circulation.
5. Sidewalks are not required in alleys.
6. Pedestrian oriented uses should wrap from the street frontage onto the alley whenever feasible.

Street Type: Alley





Alley in Central Core provides multi-use opportunities

Alleys: Shared-Use Alleys

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

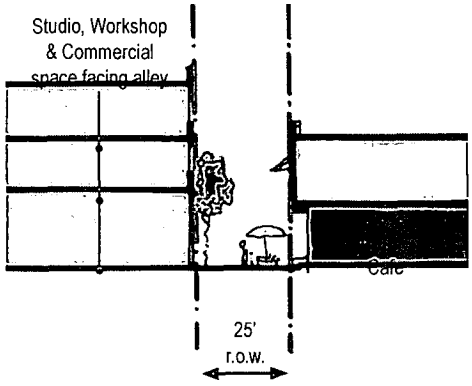
At locations in the River District where urban life and intensity are high, alleys can function as shared-use environments that are more pedestrian than vehicular in character. Similar to Dutch "woonerfs," these alleys are designed as shared environments—primarily for pedestrian activity and children's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

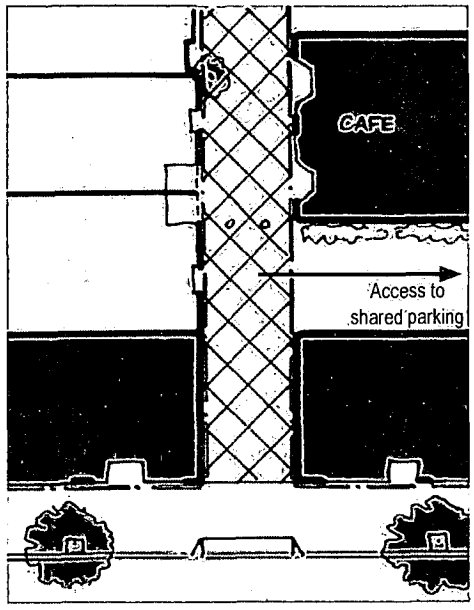
The accompanying drawings show a mid-block alley with cafes and studio spaces on either side. Removable bollards define the end of the vehicle access zone. Garage access would need to be from the rear of any buildings facing the alley.

Recommendations

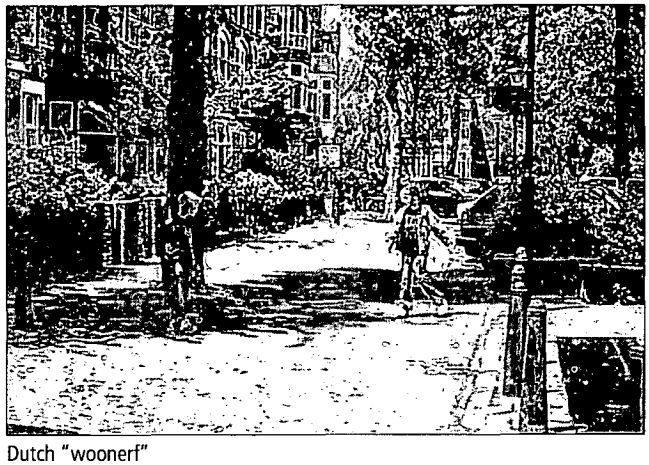
1. Trash bins and skips must be screened from view at all times and may not intrude into the alley right of way.
2. Alleys should have one-way vehicle circulation.
3. Alleys should have paving materials that are conducive for both vehicular and pedestrian activity. Where possible, the paving should be designed to attenuate stormwater flows, e.g. with the use of porous paving material and retention systems.

Street Type: Alley





Alleys provide an unique scale and visual interest to the street network



Dutch "woonerf"

Alleys: Commercial District Pedestrian Alleys

Street Type: Alley

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

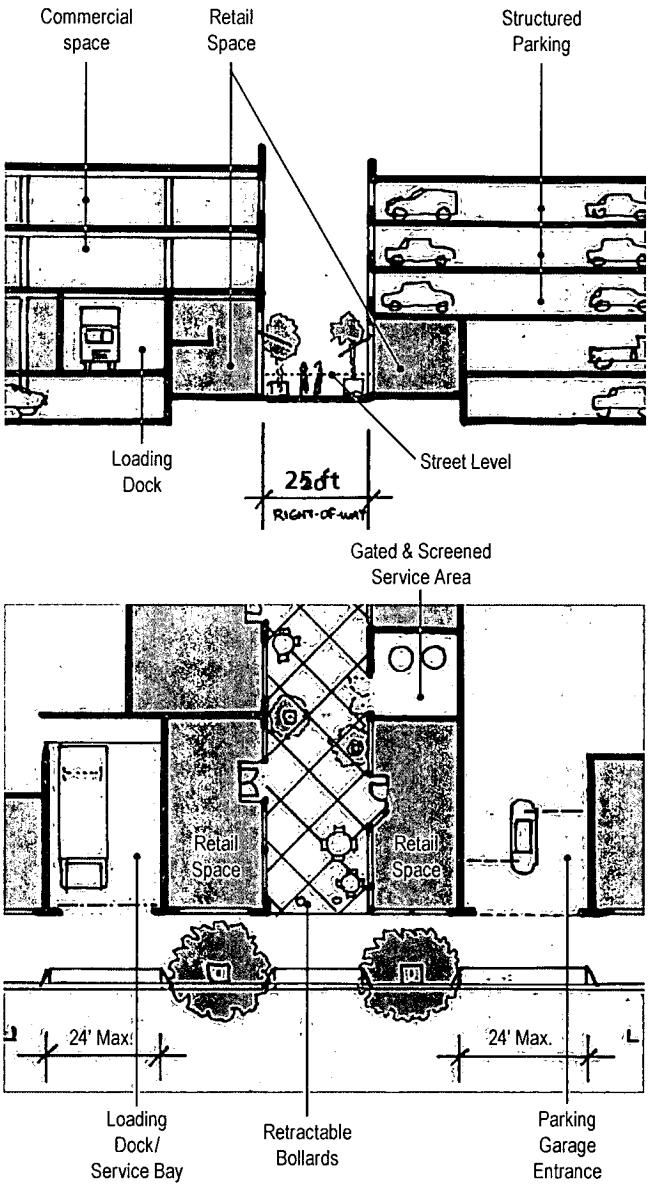
In the River District, there is an opportunity for some alleys in the commercial district to be developed as pedestrian passages, suitable for retail activity. They should support mid-block pedestrian paths and the potential for small-scale retail activity such as cafes, bars and coffee shops with outdoor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

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

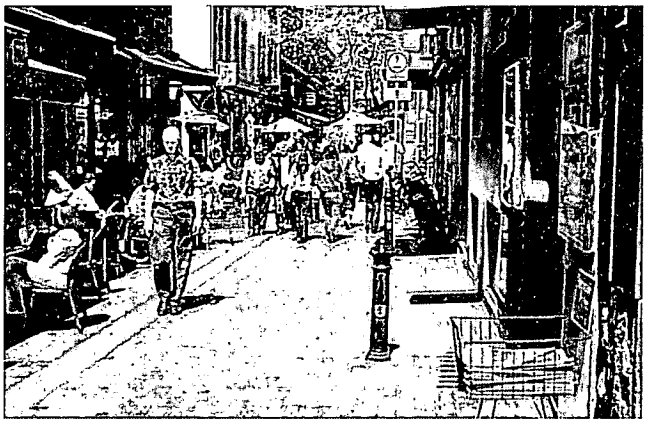
The left side of the drawings illustrate a commercial building, with ground floor retail at the corner and a service/ loading area facing the adjoining numbered-street.

The right side of the drawings illustrate commercial buildings with upper level and basement parking and the potential of a ground level retail/bar or café space facing the alley. Unlike commercail service alleys, garage access would need to be from the north-south streets only in order to avoid conflict with pedestrian activities on the alley. In some instances where strong north/ south vehicular movement occurs, garage access from the east-west streets may be allowed.

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 feet. Three curb cuts would be the maximum allowed per



Chicago's commercial district alley with permeable paving.



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

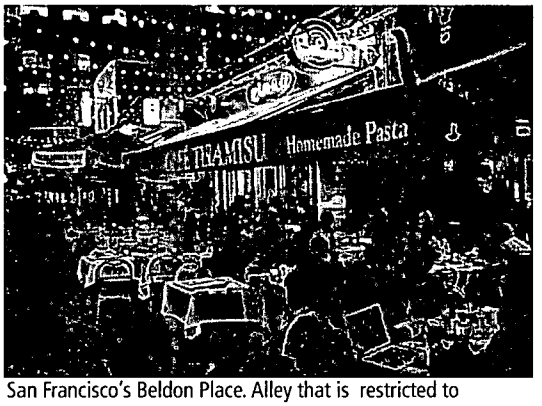
Alleys: Commercial District Pedestrian Alleys (continued)

side of block.

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

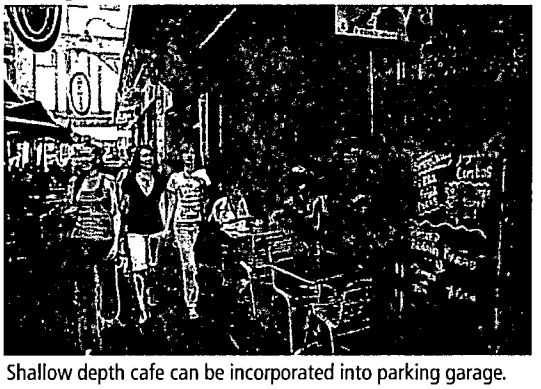
Recommendations

1. All loading and service areas must be screened and gated for security, and should be on-parcel, keeping the right-of-way (r.o.w.) clear.
2. Sidewalks and curbs are not recommended, unless verified per current regulations.
3. Alleys should have paving materials that are conducive to both pedestrian and vehicular activity, e.g. unit pavers, from building face to building face. Where possible, the paving should be designed to attenuate 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 alley/street should be limited to 24 feet, 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.
7. Cross-slopes of paving should be ADA compliant
8. Garbage locations and collection should be coordinated to eliminate nuisances of smell and unsightliness.
9. Trash bins must be screened from view at all times and may not intrude into the alley throughway.



San Francisco's Beldon Place. Alley that is restricted to pedestrian activity during peak / business hours.

Residential and commercial office enjoy alley access with pedestrian amenities. Note light bridge connection to parking in background.



Shallow depth cafe can be incorporated into parking garage.

Alleys: Residential District Alleys

Street Type: Alley

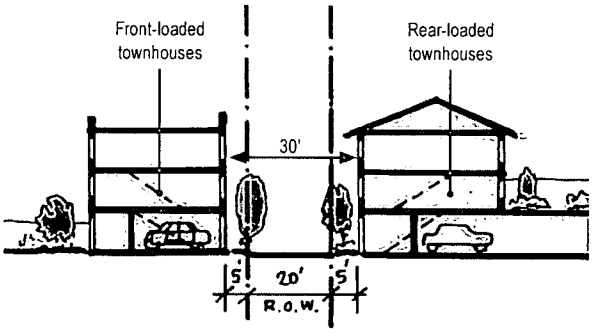
PRINCIPLE: Alleys in residential districts should perform as minor streets, providing a traffic-calmed, pedestrian scaled environment providing frontage access to residential units and/or vehicle access to garages and service areas.

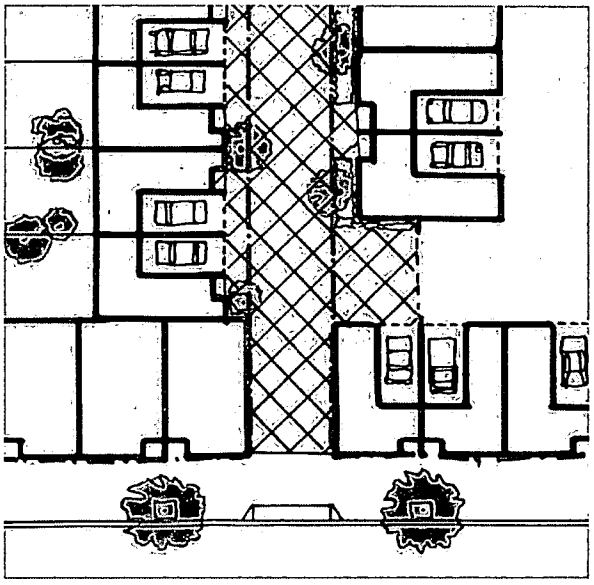
In residential districts, alleys can perform the functions of a minor street, providing a pedestrian scaled environment for both secondary residential units and mid-block facing units. In addition, alleys can provide a traffic-calmed environment for vehicle access to garages and service areas.

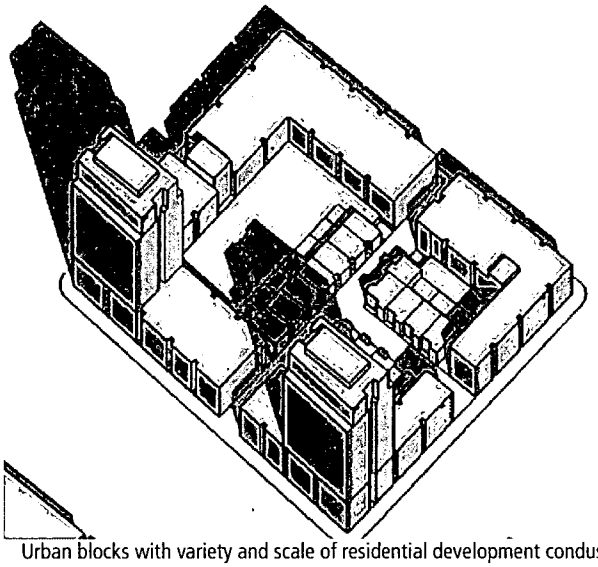
The accompanying drawings show two potential conditions for a residential alley:

The left side of the drawings illustrate front-loaded townhouses with their garages facing the alley. The townhouses are required to be set back 5 feet from the alley right-of-way in order to permit adequate maneuvering space for vehicles entering individual garages.

The right side of the drawings illustrate rear-loaded townhouses with their garages accessed from a shared alley. Townhouses may also face the alley with their open space on the second level above the podium level. They require a 5 foot setback in order to allow adequate daylighting to both sides of the alley and to allow a planting zone in the setback.





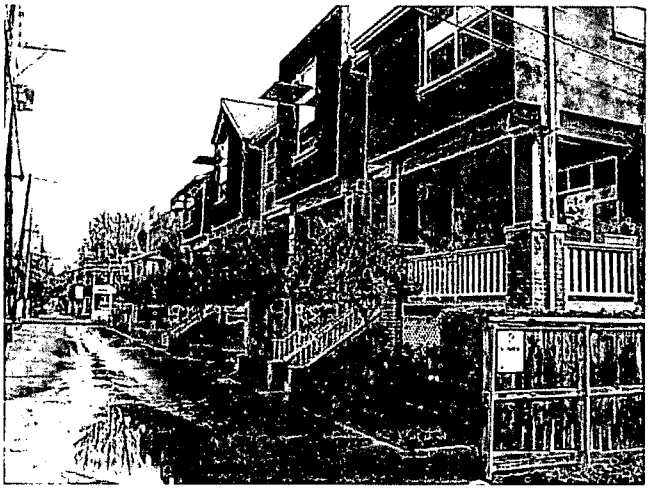


Urban blocks with variety and scale of residential development condusive to shared use alleys.

Alleys: Residential District Alleys (continued)

Recommendations

1. Residential development along alleys should be set back 5' from the r.o.w., to facilitate the provision of adequate daylighting, landscaping, and privacy.
2. Alleys should have paving materials that are conducive for both vehicular and pedestrian activity. Rougher paving texture should be used to slow vehicle speeds. Where possible, the paving should be designed to attenuate stormwater flows, e.g. with the use of porous paving material and retention systems.
3. Trash bins must be screened from view and may not intrude into the alley right of way.
4. Sidewalks are not necessary. However, a 4-inch curb can be used to delineate the pedestrian realm.
5. Cross-slopes of paving and surface finishes should be ADA compliant.
6. Irrigated landscape elements should be encouraged within private property adjacent to alley right-of-way.
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.



Townhouses front alley near 10th and T Streets

Japanese "shared street"

As a component of residential alleys, etractable bollards can limit vehicular access to alleys with electronic coding

2. On-Street Parking

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

Rationale:

On-street parking is an important component of a successful River District that offers benefits to visitors, merchants, and residents, because it:

A. Supports local economic activity of merchants by providing convenient customer access to storefronts;

B. Supports residential neighborhoods by providing convenient guest parking;

C. Accommodates on-street loading and unloading of delivery trucks to local commercial retail uses and residential uses;

D. Reduces development costs for small businesses by decreasing demand for onsite parking;

E. Enhances pedestrian comfort by providing a physical buffer between public sidewalks and moving vehicular traffic;

F. Calms (i.e., slows) traffic by alerting motorists that driving speeds should be reduced, in response to increased street-side activity related to on-street parking (e.g., vehicle turning movements, opening car doors, etc.);

G. Enhances pedestrian activity on the street by creating foot traffic between parked cars and commercial destinations.

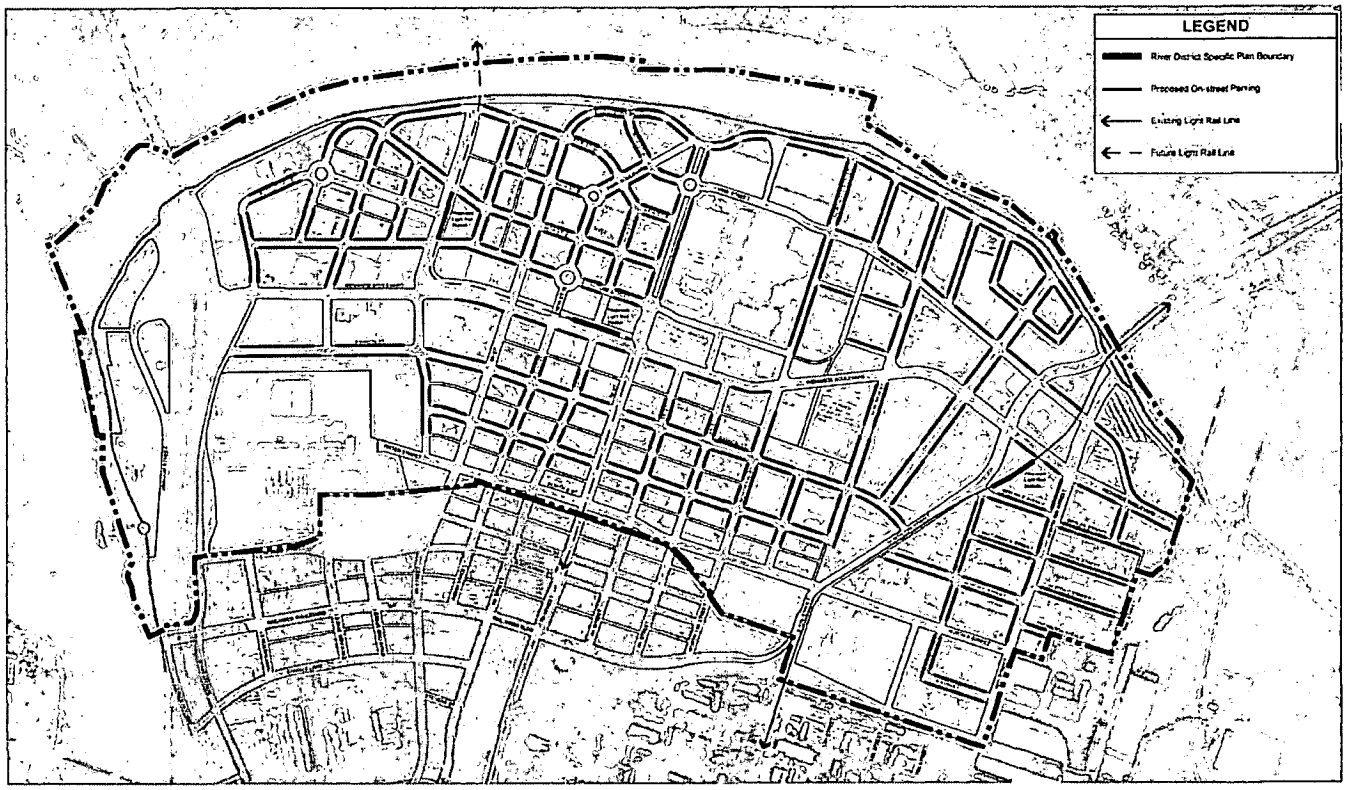


Diagram of anticipated street parking within the River District Specific Plan.

2. On-Street Parking (continued)

Guidelines

1. On-street Parking. To the extent feasible, on-street parking should be provided on streets to support adjacent uses and enhance pedestrian safety and activity.

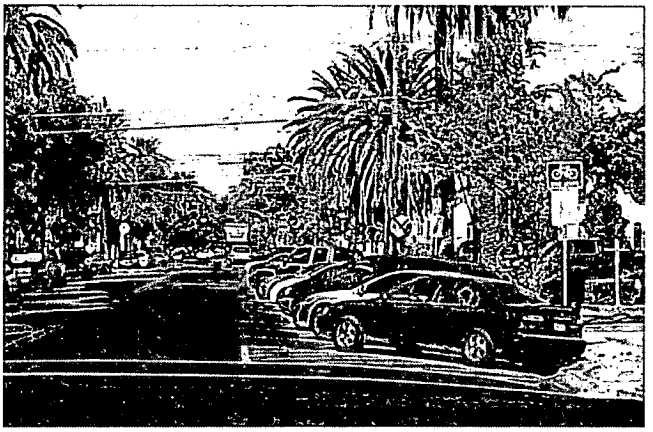
2. Curb Cuts. Curb cuts should be avoided to the extent possible. The use of alleys to access on-site parking should be promoted where not in conflict with activated pedestrian alleys,in order to maximize the curb side available for on-street parking, For options,see Chapter 3. B. Travelway Realm, Alleys: Commercial District pedestrian Alleys.

3. Intermittent Parking Zones. Where traffic capacity needs to be balanced with on-street parking, consider using the curb lane for parking during off-peak periods and for traffic during peak periods. This strategy may allow for the narrowing of some arterial and collector street cross-sections (i.e., lane removal) where it is desirable to provide wider pedestrian zones and off-peak traffic volumes do not require three travel lanes.

4. Parking Orientation. On-street parking should be primarily parallel parking on high-volume arterial and collector streets. Angled parking may be used on lower-speed and lower-volume commercially-oriented collector and local streets, particularly on retail main streets.

5. Back-in Angled Parking. Back-in angled parking is generally more favorable for bicyclists, easier for loading of packages, and can provide a traffic-calming effect. Reverse (back-in) angled parking requires a wider edge zone in the roadside due to the longer overhang at the rear of most vehicles. This extra width can be compensated by the narrow travel lane needed adjacent to parking for maneuvering.

6. Bicycles and Angled Parking. Avoid marking bicycle lanes in conjunction with front-in angled parking. Rather, provide a striped area, without bike lane markings, six feet in width between angled parking and the travel lane on streets heavily used by bicyclists. Bicycle lane markings may be used in conjunction with back-in angled parking



Back-in angled parking provides for convenient loading and unloading and is safer for bicyclists (28th St. between R St. and U St.)

Parallel parking works better on narrower streets.

7. Metered Parking. Use metered parking to provide reasonable short-term parking for retail customers and visitors while discouraging long-term resident and employee parking.

8. Parking Space Widths. Parking space widths should be dependent on the land use context and thoroughfare type, and the anticipated frequency of parking turnover. The preferred width of a parallel on-street parking lane is 7 feet.

9. Taxi-Cab Stands. Locate taxi-cab curb space in strategic high-use areas (e.g. hotels, convention center, Greyhound Station). Taxi queue areas should have

synergy with transit services, wherever possibles.

10. Motorcycle and Scooter Parking. Convenient on-street motorcycle parking should be provided to encourage motorcycle and scooter use. Ample on-street motorcycle and scooter parking should be provided within the River District in prominent, well-lit locations as close as possible to main entrances of buildings, Motorcycle parking bays should be striped perpendicular to the sidewalk in the on-street vehicular parking zone.

3. Intersections

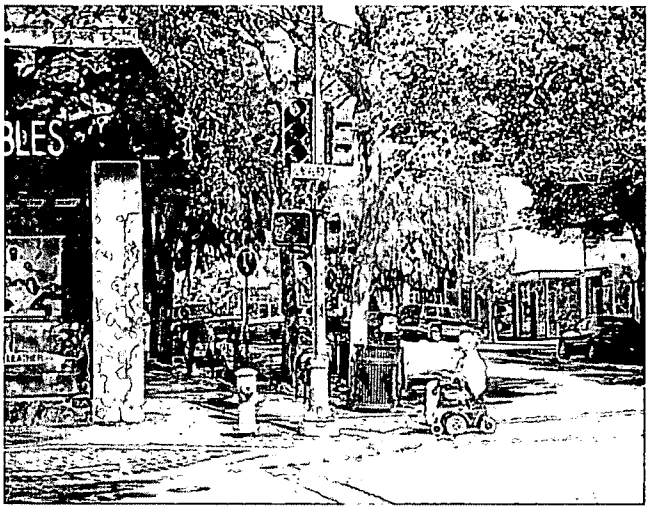
PRINCIPLE: Design streets to accommodate safe and convenient pedestrian crossings.

Rationale

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

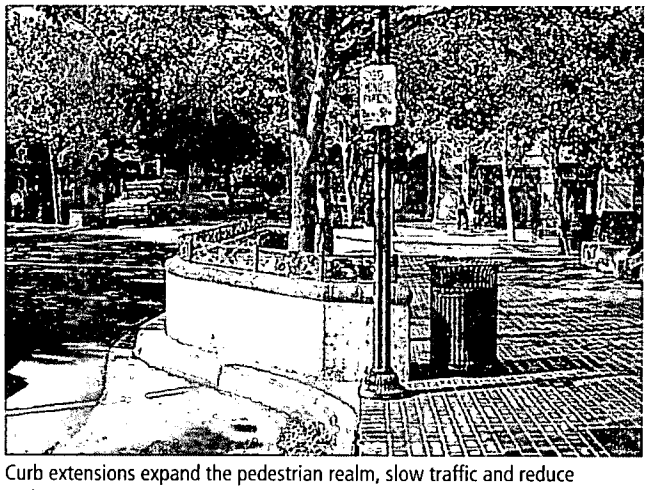
The design of pedestrian crossings should announce to motorists the potential presence of pedestrians in the travelway. Free movement of pedestrians from block to block is an essential element of all successful urban areas and should be supported by the design of safe and attractive pedestrian crossings. Pedestrian crossings are sectors of the public right-of-way that are intended to be shared by vehicles and pedestrians, and need to be designed as such.

Refer also to Central City Urban Design Guidelines, Section 3, Central Core, and the Sacramento Pedestrian Master Plan (2006) and its appendices for further guidance. Any crosswalk application should comply with the City's Pedestrian Safety Guidelines.

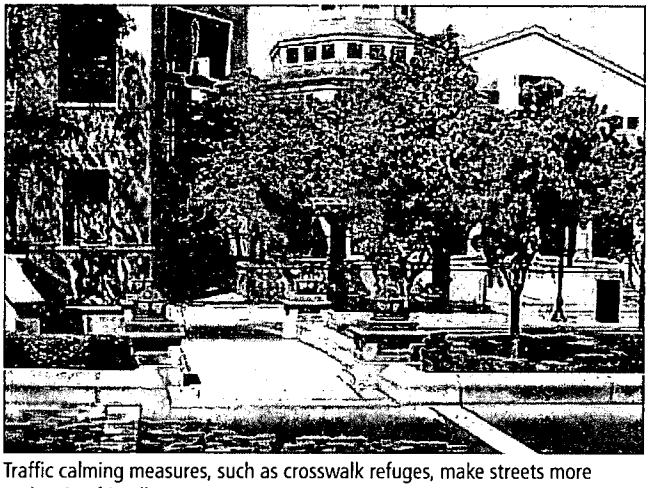


Provide curb ramps at all intersections.

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



Curb extensions expand the pedestrian realm, slow traffic and reduce pedestrian crossing distances.



Traffic calming measures, such as crosswalk refuges, make streets more pedestrian friendly.

3. Protected View Corridors

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

Rationale

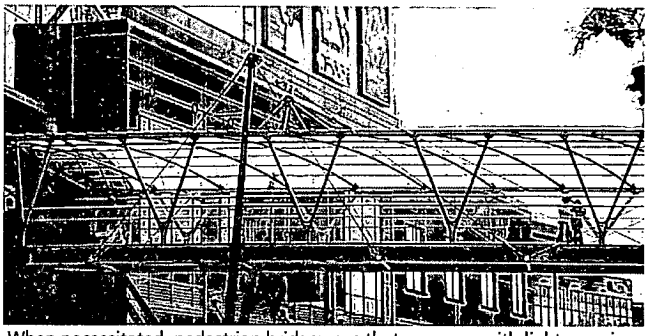
Sacramento, with its beautiful landscaping and landmark buildings, offers a variety of views and vistas. Protecting views of landmarks and the spatial continuity of streets is essential. Second level walkways, construction over streets, and lowering of roadways damage streets in a variety of ways. Besides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

Guidelines

1. Second level pedestrian bridges across public streets should not be allowed unless for special circumstances where high pedestrian use can be demonstrated to be in conflict with the traffic flow patterns that would endanger public safety.

2. With the exception of public alleys, construction or intrusion of private or public development over public streets and rights-of-way should not be permitted.

3. Development over public alleys shall be limited to 15 percent of the length of the alley.



When necessitated, pedestrian bridgeways that are open with light covering allow through views and help maintain openness of the public realm are preferable solutions for overhead crossings.

An example of an enclosed pedestrian bridge over a public plaza that has a high ratio of glass and fits into the architectural compositions of adjacent buildings.

D. Pedestrian Realm

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

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

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

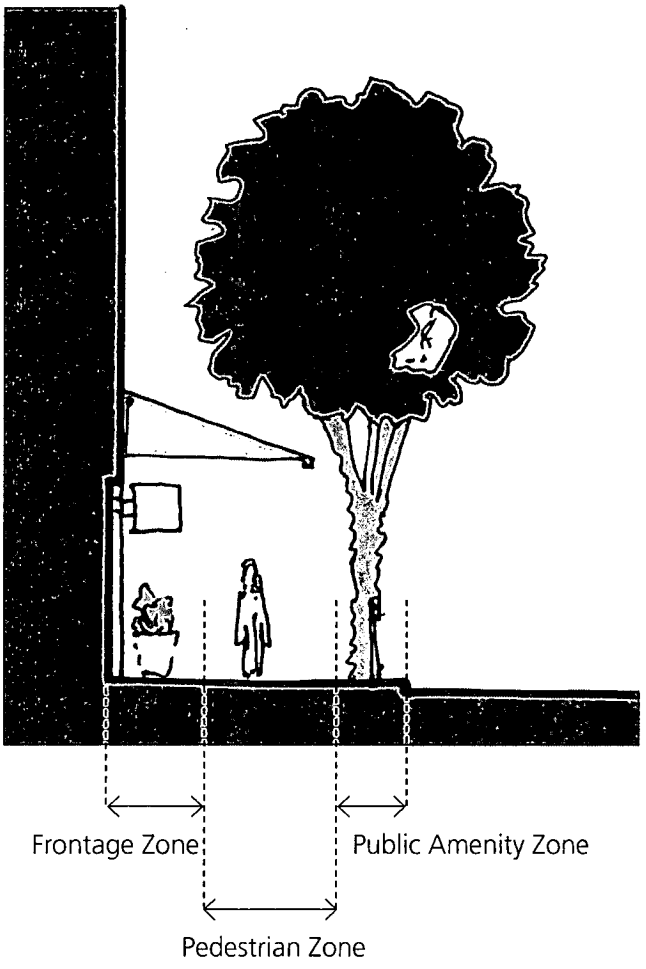
The pedestrian realm serves several functions—circulation facility, social space, and amenity zone—and must accommodate numerous features and facilities to support these functions. For purposes of these guidelines, the pedestrian realm has been subdivided into three zones: the pedestrian zone, the amenity 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.

The three zones generally occur on both sides of the street and consist of the following:

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

Pedestrian Realm



The pedestrian realm serves several functions: circulation, social space, and public amenities.

D. Pedestrian Realm - (continued)

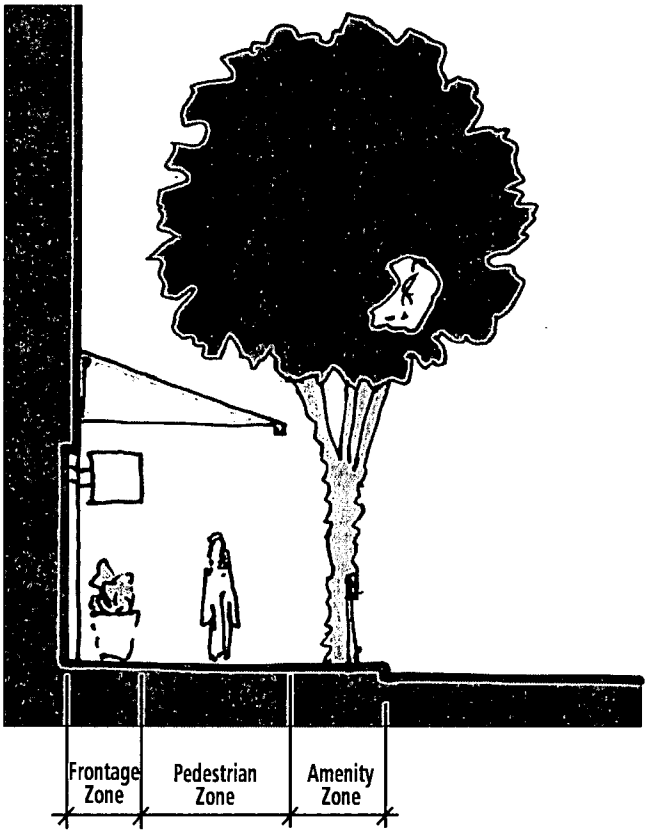
elements such as light poles, fire hydrants and transit facilities, and be wide enough to accommodate projected volumes of pedestrian traffic.

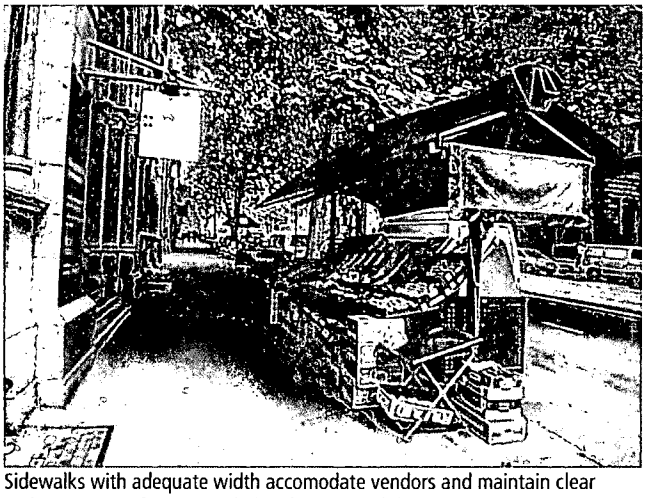
Public Amenity Zone

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.

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.





Sidewalks with adequate width accomodate vendors and maintain clear pedestrian zone for unimpeded pedestrian mobility.

Functional Zones are clearly deliniated in this new sidewalk installation.

D.1. Sidewalks

PRINCIPLE: Dedicate adequate space within the public street right-of-way to allow the sidewalk to be organized into three distinct zones that: facilitate safe, comfortable pedestrian movement (Pedestrian Zone); support the vitality & function of adjoining uses (Frontage Zone); and provide the amenities & facilities that promote social interaction (Public Amenity Zone).

Rationale

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

Guidelines

General Functional Requirements

1. Sidewalk Widths. Sidewalk widths shall be commensurate with the level of pedestrian activity desired for the specific street frontage. Whereas sixteen (16) feet is the typical sidewalk width in the Central City, high activity areas (such as transit stops) should have sidewalk widths of 20 feet or more. Sidewalk widths in the River District should not be less than 8 feet unless existing right-of-way preclude them.

2. Clearance. Ensure that a minimum sidewalk width for pedestrian through-traffic is not obstructed with street furniture, utility poles, traffic signs, trees, etc. Streetscape amenities generally should be located in the Public Amenity Zone to maintain a clear walking zone.

3. Width Proportions. The Pedestrian Zone should comprise at least 50% of the sidewalk width (i.e., 8 feet for the standard 16-foot sidewalk), but never be less than 6 feet, whichever is greater.

Pedestrian Zone

1. Minimum Vertical Clearance. The Pedestrian Zone should maintain a minimum vertical height clearance of 96" (i.e., 8'0"), clear of overhanging tree limbs, protruding fixtures such as awnings, signs, or other horizontal obstruction.

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 sidewalk width should be distributed amongst the 3 zones according to the following priorities: pedestrian (highest), amenity (middle), frontage (lowest). See guidelines for each zone for minimum allowable widths.

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.

Frontage Zone

1. Private Furnishings. Private furnishings permitted in the frontage zone may include seating and tables,

The sidewalk opposite Chavez Plaza was widened specifically to encourage pedestrian activity.

D.1. Sidewalks (continued)

merchandise displays, planters, art, and portable signage as allowed under the City's Sign Ordinance (e.g., menu stand).

2. Decorative Elements. On streets with commercial frontages, businesses are encouraged to provide decorative elements (e.g., landscaping, potted plants, etc.) that activate the public streetscape, visually enhance the building frontage, identify building entrances, and generally engage the public realm, without constricting the flow of pedestrian traffic.

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

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

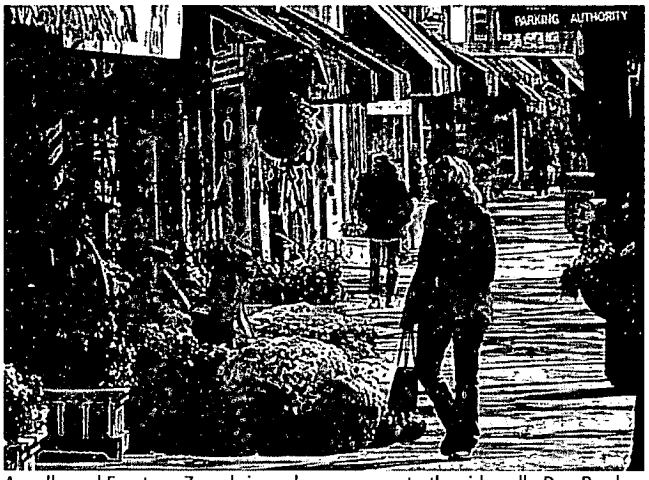
6. Delineating Sidewalk Cafes. Sidewalk cafes that have more formal dining facilities (i.e., offer waiter service to their tables) or more than a single row of tables should provide a decorative element, such as a railing, rope divider, etc., that delineates the café from pedestrian travel zone, a state requirement for serving alcohol. Such delineation is not required for less formal eateries such as cafes, coffee shops, and sandwich shops that have a single row of chairs and tables.

7. Permitting. All private use of the frontage zone should be required to obtain an encroachment permit and be maintained to established standards.

8. Width. The minimum frontage zone width is 1.5 feet. A frontage zone is not needed if the sidewalk corridor is adjacent to a landscaped space.

9. Constrained Frontage Zones. In the event there is insufficient right-of-way width, the frontage zone can be reduced to augment widths of the walkway and amenity zones. If there is insufficient frontage zone space to accommodate private uses such as cafes and sidewalk displays, additional area should be taken from the private realm rather than constrain the function or character of the walkway and amenity zones. In all cases, a direct path should be provided for pedestrians and the disabled.

10. Plumbing and Mechanical Utilities of Buildings. Buildings should be designed to minimize the occurrence and mitigate the visual impact of plumbing and mechanical utilities within the Public Realm.



A well-used Frontage Zone brings shop wares onto the sidewalk. Dan Burden photo.

Amenity Zone

1. Location. Public utilities and street furniture generally should be consolidated in the Public Amenities Zone to keep them from becoming obstacles in the Pedestrian Zone. This includes, but is not limited to street trees, planting strips, street furniture, bicycle parking, utility poles, signal poles, signal and electrical cabinets, signs, fire hydrants, etc.

2. Width Proportions. The Public Amenity Zone should comprise at least 35% of the sidewalk width (i.e., 6.5 feet for the standard 16-foot sidewalk), but never be less than 30%, or 4 feet, whichever is greater.

3. Distribution and Concentration. Whereas the function

D.1. Sidewalks (continued)

of features such as light standards, street trees, and parking meters requires an even distribution along the length of a street, street furniture should generally be located in high activity areas where people can be expected to congregate, such as transit stops, major building entrances, plazas, and retail and entertainment zones.

4. Opportunities at Intersections. The Public Amenity Zones at intersections, particularly where they have been expanded by necked down intersections, are ideal locations for streetscape elements that serve high levels of pedestrian traffic, such as transit shelters, informational kiosks, and news racks. Benches and seating areas should typically be located in mid-block locations where there is less potential conflict with pedestrian traffic flow.

5. Consolidate Parking Meters and News Racks. In order to reduce clutter within the amenity zone, facilitate on-street parking, the City may install multi-space and pay-and-display parking meters.

6. Setback from Curb. To the degree feasible, elements within the Public Amenity Zone should be setback at least 3 feet from the face of the street curb to avoid conflict with on-street parking (e.g. car doors, passenger loading, etc.), but no less that 1.5 feet.

7. Location of Utilities. Where practical, handholes, vaults, and other utility access points should be located out of the sidewalk area, and in the private parcel area. Above ground utility boxes, control panels, etc. should be discouraged or located outside of the pedestrian realm of the sidewalk zone, and should have a standardized color where possible.

8. Undergrounding of Utilities. In order to reduce conflict with pedestrian movement and improve the aesthetic character of the public realm, utilities should be undergrounded whenever feasible, particularly on major and commercial streets. Undergrounding projects should maximize space available for street tree planting.

9. Unified Design Identity. Provide a continuity of streetscape features along the length of a street. At a district scale, coordinated design, type, color and material of street furniture and utility boxes contribute to a sense of community identity, and reflect and strengthen the local character.

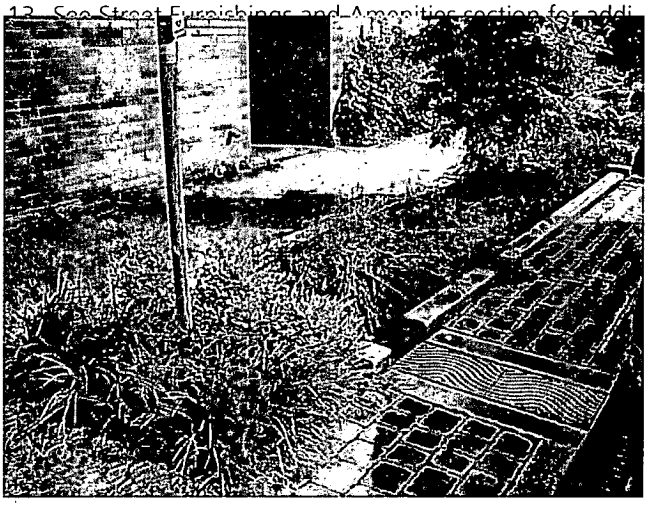
10. Stormwater Management. The use of permeable or porous pavement and landscape designed to treat and attenuate stormwater flow in the amenity zone is encouraged whenever feasible as a means of reducing stormwater runoff rates and volumes.

11. ADA Clearance at Bus Stops. Maintain 5 foot. x 8 foot. clear areas at bus stops for boarding of wheelchair users.

12. Tree Planting. See City tree planting guidelines for additional information and guidance on street tree planting.

Amenites such as comfortable benches, trees and planting compliment the shopping experience. Dan Burden photo.

13. See Street Furnishings and Amenities section for addi



Urban stormwater management, in Amenity Zone, such as these planters and permeable pavement attenuate and treat stormwater flow.

D.2. Sidewalk Paving

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

Rationale

The character and consistency of the paving of public sidewalks contributes greatly to streetscape identity and the quality of the pedestrian realm. Inconsistent use of paving materials and patterns becomes a source of visual clutter and appears as 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 River District 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, as highlighted herin.

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

Guidelines

1. Materials. Sidewalks generally should be paved with grey Portland concrete with a broom, salt etched or light sand-blasted, finish.

2. Decorative Paving -- Restrictions. In order to maintain a consistent character to the streetscape, decorative paving for building entrances, plazas, etc., generally should be restricted to the private realm, and not extend across the public sidewalk. The Pedestrian Street in the Sequoia Area is an exception.

3. Decorative Paving -- Allowances. Limited decorative paving or elements will be allowed within the frontage and walkway zones as long as such improvements:

    » Are less than 16 square feet in area (i.e., less than one 4' x 4' pavement module);
    » Are unique elements that contribute to the character and identity of the streetscape (e.g., private identity logos/emblems, historical plaques/markers, public art, etc.); and
    » Have design review approval.

4. 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 2-foot grid.

5. 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).

6. 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.

7. Sustainable Materials. Using quality materials and installation to ensure long use and avoid fre-

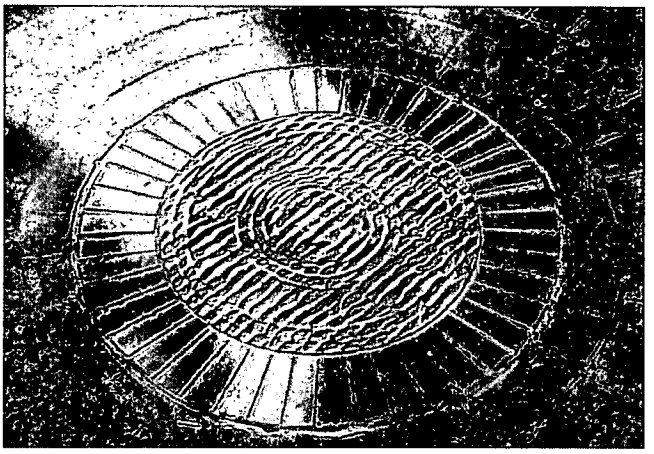
D.2. Sidewalk Paving (continued)

quent replacement is the most sustainable practice. Recycled and/or locally-sourced paving materials should be specified whenever feasible in order to minimize resource depletion and energy to transport. For example, using fly ash - a material that is pre-consumer recycled content - as a substitute for portland cement in concrete.

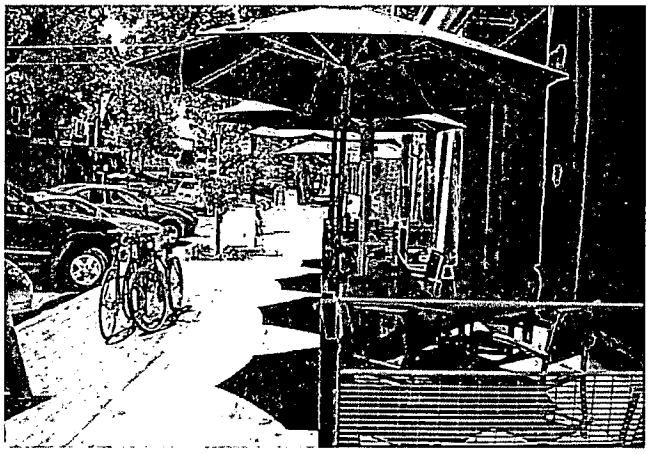
8. Stormwater Management. The use of permeable or porous pavement in the amenity zone is encouraged whenever feasible as a means of reducing stormwater runoff rates and volumes and increasing water volume to the root zone of street trees.

9. Park Circute Streets. The River District Specific Plan designates particular streets which form a circuit of park linkages connecting parks in the River District and the Railyards. These streets should be denoted with graphic indicators which indicate a particular pathway. (See examples on this page).

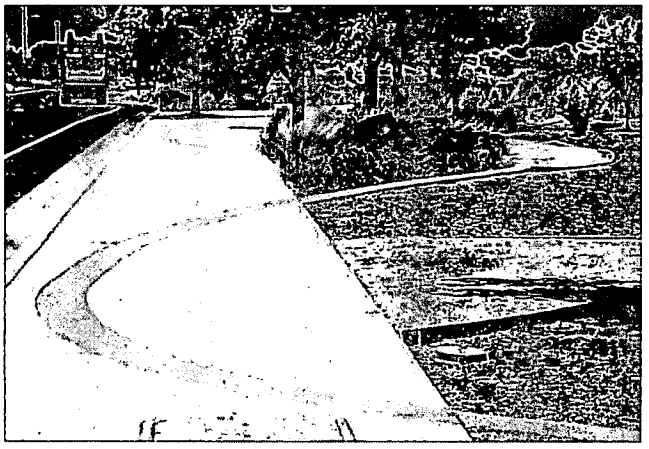
10. River Streets. Similar to the Park Loop Streets, directional indicators for streets which lead directly to the river should be incorporated into the sidewalk patterning. See diagram in B. - River District Streets.



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



Sometimes the sidewalk zones are clearly and formally defined.



Sidewalk graphic form along West El Camino in South Natomas.

The Freedom Trail in Boston is demarcated in the paving with a line of brick pavers. A similar paving system can be implemented to denote routes for Park Links and River Streets

D.3.a Street Furnishings and Amenities - General Guidelines

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

Rationale

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

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

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

1. General Guidelines

A. Variety. Public streetscape furnishings should include a variety of amenities and selection of materials that add to the excitement and vitality of River District.

B. 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 River District.

C. Context. Street furniture should strengthen sense of place by utilizing design, materials, and colors that best complement the context of existing buildings and landscape.

D. Accessibility. Street furniture needs to be designed for universal access and to facilitate use by those of all ages and abilities.

E. Seating. As much formal and informal seating as possible should be provided to increase the number of opportunities for people to socialize and spend leisure time outdoors along public streets.

F. See Public Amenity Zone section for additional information.

2. Location

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

B. Public Amenity Zone. Street furniture and other amenities will be located predominantly in the public amenity zone to unambiguously indicate public use and maintain a clear zone for walking. If public amenities are located in the frontage zone adjacent to private property, they should be designed in such a way that they do not preclude public use.

D.3.b - Street Furnishings and Amenities - Bicycle Racks

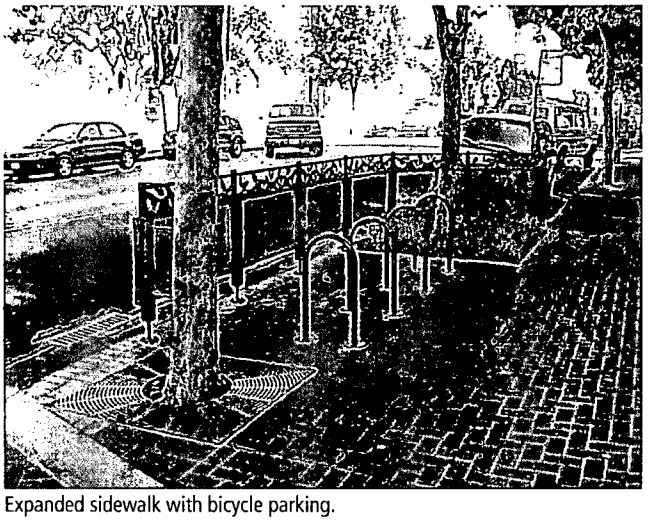
PRINCIPLE: Bicycle use shall be supported by providing ample bicycle parking that is both secure and conveniently located.

Rationale

Bicycle use is a convenient, non-polluting means of transportation that can play a significant role in creating a less automobile-dependent River District. The flatness of Sacramento's terrain and the highly inter-connected 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 should 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 aisle of the street, in most instances bicycle parking should be located within the public amenity zone of the sidewalk.



Expanded sidewalk with bicycle parking.

Bicycles racks, 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 generally should 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 should 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 24' to 30' 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. Weather Protection. Shelters should be considered for larger parking areas where long-term bicycle parking is expected (e.g. light rail stations). If more than 10 short-term spaces are required, at least 50% should be covered.

5. Visibility. Bicycle racks should be located in prominent locations within the public amenity zone that

D.3.b- Street Furnishings and Amenities - Bicycle Racks (continued)

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.

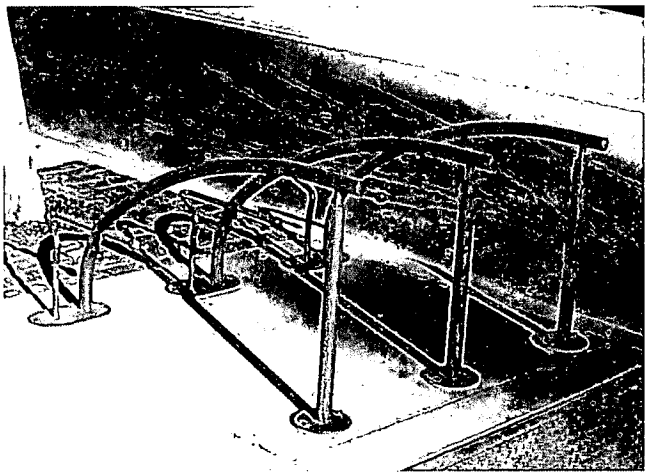
6. Traffic Calming. Due to the space required for bicycle parking, curb extensions are good locations to site bicycle racks, as long as the facilities do not interfere with pedestrian circulation. Providing space for bicycle parking should be considered a design criterion when designing curb extensions.

7. 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.

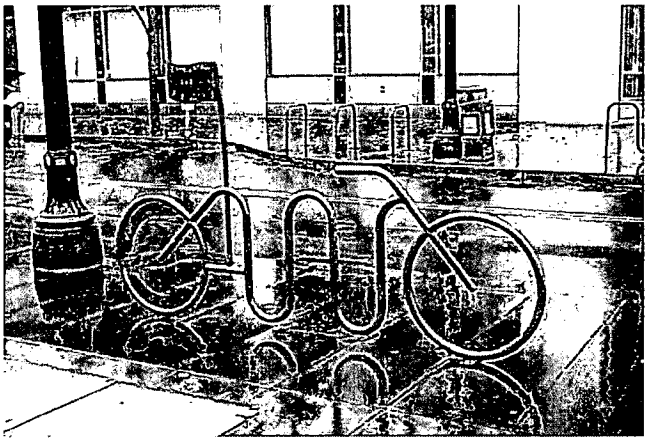
8. Secure Rack Design. Bike racks should be designed to allow the bicyclist to secure the bicycle frame to the device at two points of contact. Appropriate bicycle rack designs include the inverted U, the ribbon type rack, or the corkscrew.

9. Bicycle Cargo. At destinations where people may anticipate carrying more items, such as public libraries, grocery stores and train stations, consider space needs for recumbent bicycles and bikes with trailers.

Prominently located bicycle racks on sidewalk bulb-out.



Bicycle racks can serve as an attractive design feature.



Bicycle racks as sculptural element.

D.3.c Street Furnishings and Amenities - Transit Stops

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

Rationale

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

Transit facilities, including shelters, trash receptacles, maps and schedules, etc. should convey a high quality character. As major elements of the public streetscape there is the opportunity for transit stops to become more than just utilitarian infrastructure. Instead, they can become symbols and attractive physical manifestations of Sacramento's commitment to a more sustainable, transit-friendly future.

Guidelines:

1. Schedule Information. All transit stops should be prominently signed and all pertinent route and schedule information, including major connecting services, should be posted.

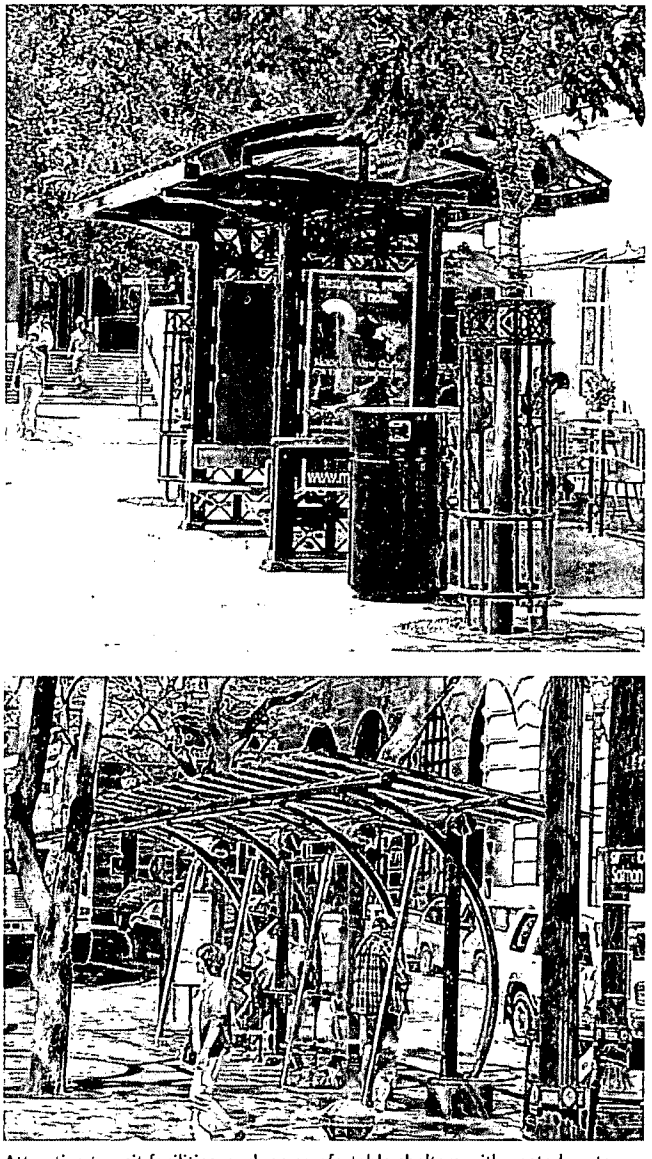
2. Shelters and Seating. Transit shelters should be provided at heavily used transit stops; all stops should provide seating and shade.

3. Shade. Adequate shade must be provided to protect transit user from the sun. This can be achieved with either trees or a shelter, or at heavily used stops, both.

4. Architectural Design. Transit shelters should be designed to provide protection from sun, wind, and rain. Transit shelters and other amenities should be distinctive through strong architectural design that reflects the character of the district.

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

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



Attractive transit facilities, such as comfortable shelters with posted route information, encourage transit use.

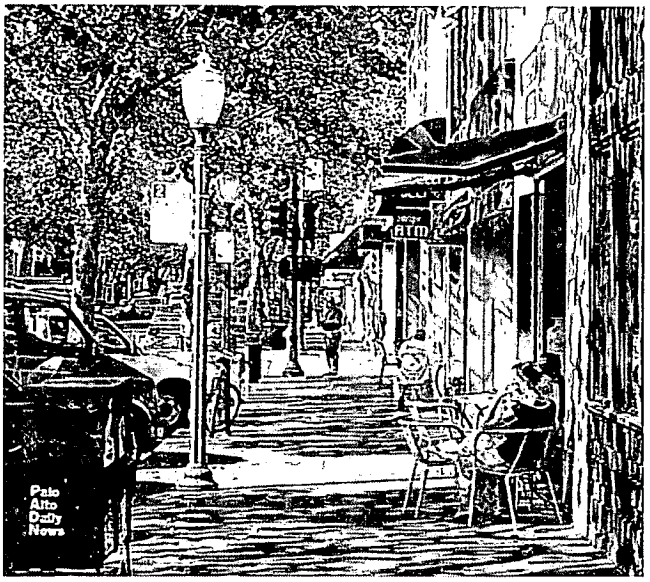
D.3.d Street Furnishings and Amenities - Street Lighting

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

Rationale

Frequently, street lighting is designed with the sole purpose to prevent certain adverse situations (e.g., crime, accidents, etc.) from occurring, rather than also 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 "cobra head" style light standard. At 28 feet – 6 inches in height, these light standards indiscriminately illuminate the public realm, typically with more emphasis on lighting the street than the sidewalk.

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



Pedestrian-scaled lighting on retail streets enhances and encourages nighttime street life.

Guidelines

1. Light Standards/Poles and Fixtures

A. 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.

B. 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.)

C. 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.

D. Spacing. Generally, shorter light standards should be more closely spaced to provide appropriate levels of illumination. In lower activity areas where lower lighting levels are acceptable, closer spacing may not be necessary.

E. Location in the Amenity Zone. Light standards should

D.3.d Street Furnishings and Amenities - Street Lighting (continued)

be located in the amenity zone of the sidewalk (i.e., area closest to curb) and should not interfere with pedestrian circulation.

2. Levels, Direction, and Quality of Illumination

A. Limit Light Pollution. Illumination generally should be focused down toward the ground, avoiding all unnecessary lighting of the night sky. In addition to standard street light poles, light sources that are mounted closer to and focus illumination directly onto the ground plane, such as bollard-mounted lighting, stair lighting, and wall- and bench-mounted down-lighting, are desirable. Light fixtures should include internal reflector caps, refractors, or shields that provide an efficient and focused distribution of light and avoid glare or reflection into upper stories of adjacent buildings.

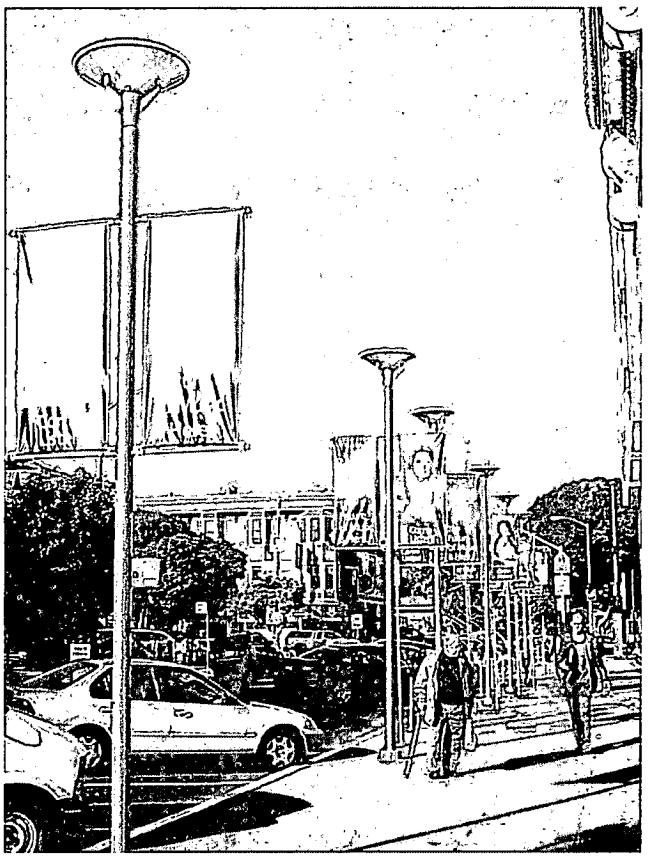
B. Levels of Activity and Illumination. Levels of illumination should be responsive to the type and level of anticipated activity, without over-illuminating the area (i.e., bright, uniform lighting of all public right-of-ways is not desirable). The level of illumination for pedestrian areas generally should range from 0.5 foot candles in lower activity areas up to 2.0 foot candles in more critical areas (A foot candle is a unit of illumination, measured at the distance of one foot from the source of light.)

C. Illumination of Pedestrian Realm. Street lighting should focus on illuminating the pedestrian zone (e.g., sidewalks, paseos, plazas, alleys, transit stops), rather than the vehicular zone (i.e., the street). Provisions for festive tree lighting should be available in retail districts and other suitable areas.

D. Illumination of Conflict Areas. Higher lighting levels should be provided in areas where there is potential for conflict between pedestrians and vehicles, such as intersections and crosswalks, changes of grade, and areas with high levels of nighttime activity. Thus, commercial shopping streets should have higher levels of illumination than side streets that are more residential in character and have lower levels of nighttime activity.

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

F. 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.



Light standards with banners add visual interest to the streetscape.

D.3.e Street Furnishings and Amenities - Other

1. Drinking Water Fountains

A. Drinking water fountains should be "high-low" type to provide comfort and accessibility for tall people or those who have difficulty bending, as well as for children, short people, or those in wheelchairs.

B. Consider the need to provide bollards or other detectable barriers for the blind as the ends of protruding drinking fountain arms.

2. News Racks

A. Consolidate newspaper racks into consistently designed newspaper boxes to reduce the physical and visual clutter of individually placed newspaper boxes.

B. Prohibit the clustering and chaining of news boxes to trees, street signs, and utility poles.

C. Newspaper racks generally should be located at intersections, and where possible, co-located with transit stops, to provide an amenity to transit riders.

3. Wayfinding Signage

A. The City's existing wayfinding system should be expanded and enhanced to serve the needs of out-of-town visitors as well as citizens of Sacramento who circulate in the District.

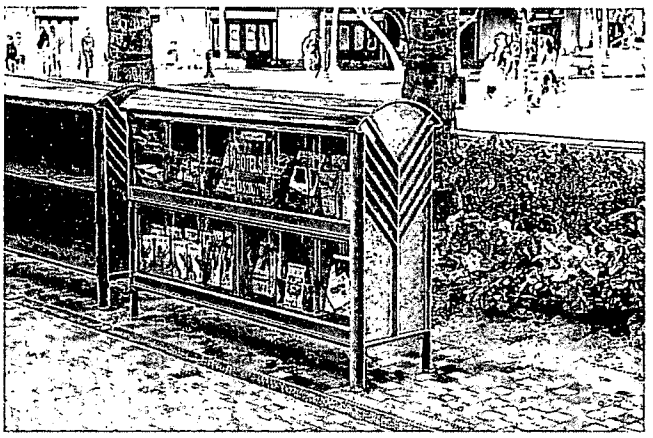
B. A River District wayfinding system should:

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

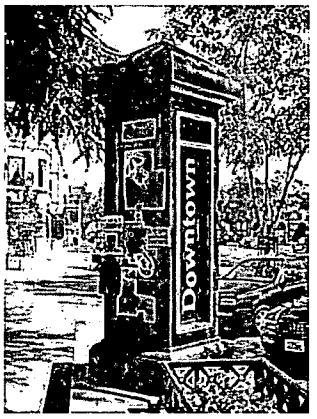
II. Identify key historic, cultural, civic, and shopping destinations and facilities, e.g., public parking structures, parks and open space areas, transit routes and stops, etc.

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

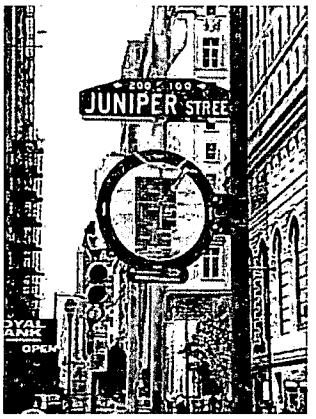
IV. Be incorporated to cover the entire River District with constant, yet distinct and defined graphics.



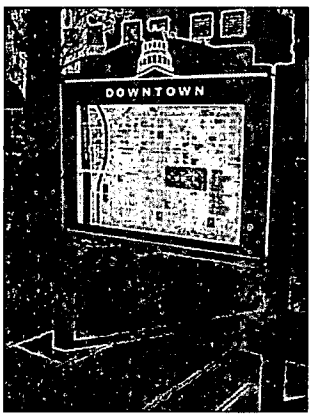
Consolidated newsracks provide an opportunity for adding artistic elements to the streetscape.



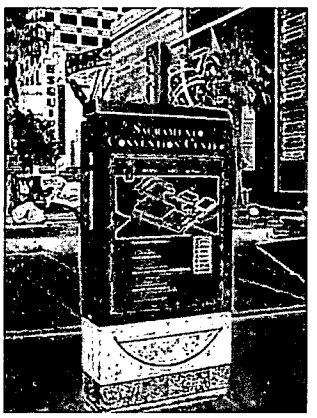
Kiosk



Wayfinding Signage



Downtown Map



Convention Center Map

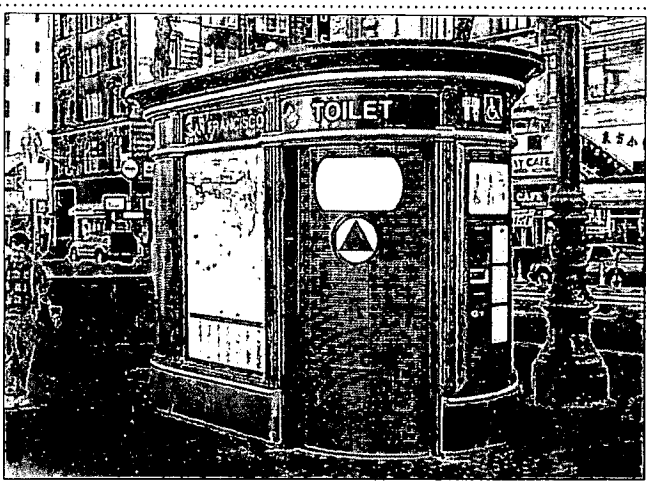
D.3.e Street Furnishings and Amenities - Other (continued)

4. Kiosks and Rest Rooms

A. Kiosks and rest rooms should be located in high-activity areas such as public plazas and intersections. They should be constructed of durable materials that can be easily maintained.

B. 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.

C. Design systems should be explored that combine rest rooms and kiosks into a single structure.



Public Restroom

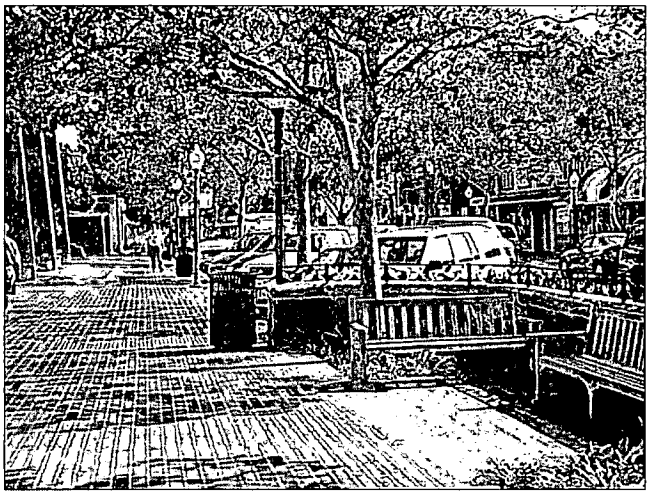
5. Seating

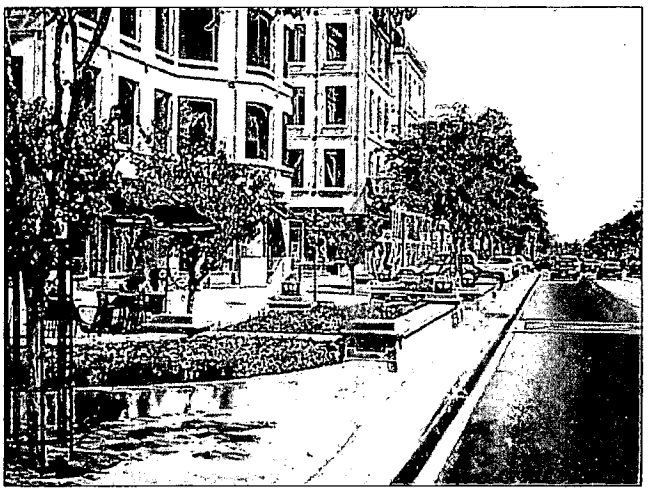
A. Benches and other forms of seating (e.g., low walls, planter edges, wide steps, etc.) should be provided throughout the River District, with more seating provided in areas with ground-level retail frontages and at entrances to major employers.

B. Attractively designed City benches should be provided in sidewalks, plazas, parks and other high pedestrian use areas to further promote pedestrian use. These benches should be fixed in place and constructed of durable and low-maintenance materials. Benches at bus stops should be incorporated into the design of the bus shelter, where appropriate.

C. 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.

D. 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 provid-





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

D.3.e Street Furnishings and Amenities - Other (continued)

ing diverse opportunities for social interaction.

6. Trash and Recycling Receptacles

A. Separate trash and recycling receptacles should be located regularly at intersections, near major building entrances, near bus stops and light rail stations, and adjacent to outdoor seating areas.

B. 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.

C. The style and color of the City's trash receptacles should be coordinated with the selected bench design and be consistent throughout the District or the Central City.

7. Bollards

A. Where necessary, bollards can be used to prevent vehicles from entering pedestrian zones.

B. Bollards may also be used to mark pathway entries at public-private interfaces.

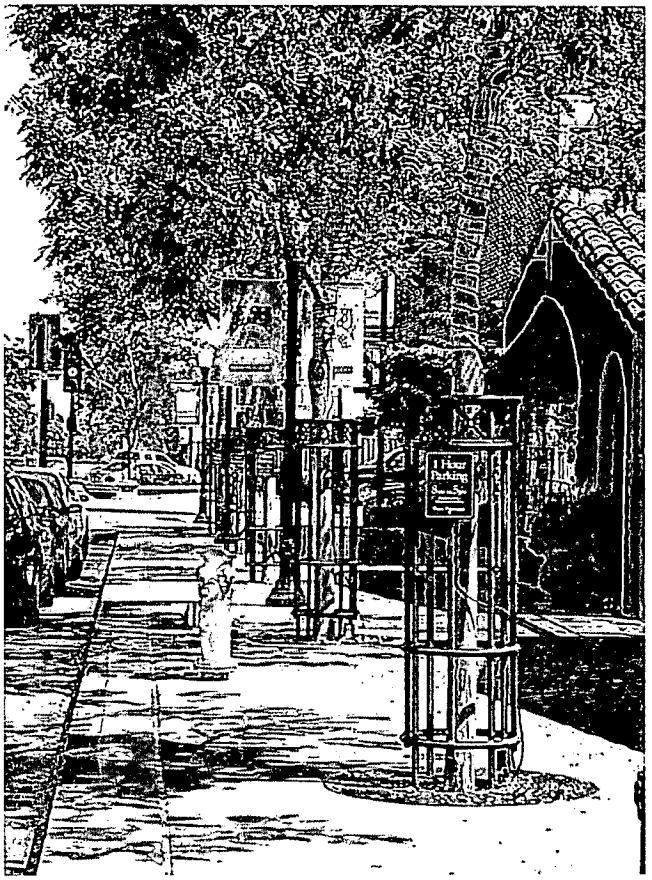
C. Bollard placement and design should be coordinated with emergency vehicle access; in certain locations, removable bollards may be appropriate to balance pedestrian protection with emergency access.

D. Bollard style and color should match the selected bench and be consistent throughout a corridor or district.

8. Tree Grates

A. Tree grates should be used in commercial districts and areas with high pedestrian activity to protect trees and reduce safety hazards.

B. 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.



Tree grate with integrated tree guards in areas with high pedestrian use.

C. Grates that allow for integrated tree guards, decorative lighting, electrical fixtures and auxiliary power (for special events, holiday lighting, or maintenance) are encouraged.

9. Parking Meters

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

D.4 Riverfront Promenades, Trails and Bikeways

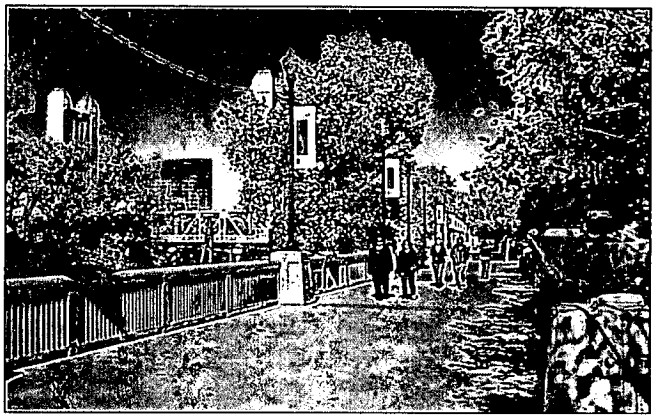
PRINCIPLE: Pedestrian and bike facilities should be a source of creative inspiration for accessing the riverfronts of the District and shall maximize the opportunities for public access to the rivers.

Rationale

The River District is bounded by over 2.7 miles of riverfront that is a part of two trail systems. However, despite this impressive length of shoreline, few opportunities exist to access the the levee trails or the riparian environment.

Recommendations

1. Extend the Sacramento River Promenade north from Old Sacramento to the entrance of Tiscornia Park.
2. Provide well defined trails to selected areas of the river's edge, discouraging off-trail use in areas of sensitive habitat.
3. In context with the view opportunities provided by the public viewing platform of the City Water Intake Facility, delicate platform structures should be considered for access into sensitive areas along the American River Parkway. Such structures provide accessible access from the trail and provide an unique vantage point to the immediate flora of the riparian area, as well as special views to the city and parkway.



Sacramento River Promenade south of Old Sacramento. Planned southward xtensions should be complimented with similar facilities to the River District.

Examples of lightweight structures for pedestrian access into sensitive habitat areas.

E. Landscape

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

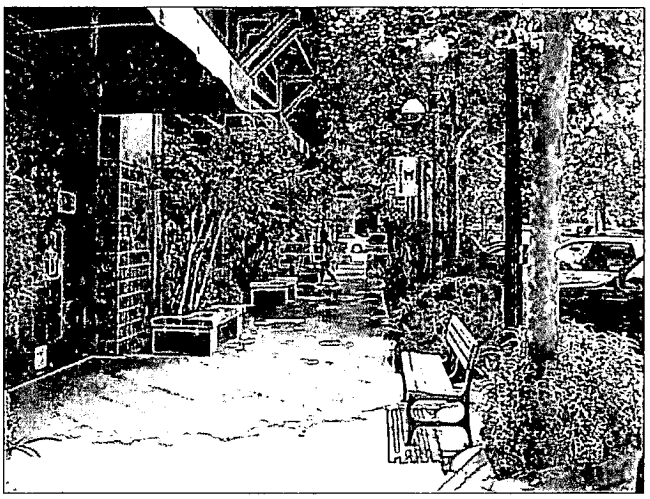
Rationale

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

Trees and plants soften the city's hard surfaces and sharp edges, not just by screening but also by adding organic forms, colors, textures, and movement to the urban setting. They also add scale to the River District 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. Coordinated selection and spacing of tree species and other plantings can help to establish a distinctive identity for a corridor or district.

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

Trees provide an inexpensive form of "air-conditioning" by contributing to micro-climate control during the hot summer months. The shade provided by a mature tree canopy reduces the 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,



Street trees supplemented with additional landscaping create an inviting streetscape.

Landscaped median adds visual interest.

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

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

also slows stormwater runoff and increases groundwater infiltration. By reducing peak storm flows that periodically contribute to exceeding capacity of the City's combined sewer system. The City's Stormwater Quality Design Manual should be consulted for planning, design guidance and requirements.

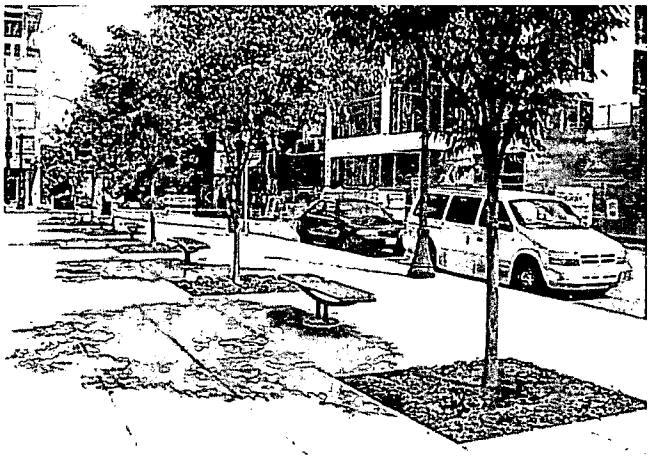
The urban forest also helps battle climate change, by removing carbon, a major contributor to the "greenhouse effect", from the atmosphere. Through the process of photosynthesis, trees remove carbon dioxide (CO2) from the atmosphere and store it in their cellulose. Tree and other plant foliage also absorb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

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

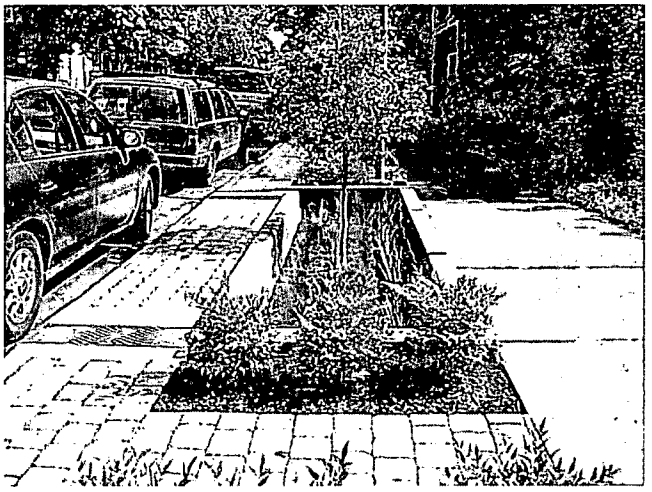
The maturity of the City's urban forest raises another challenge, which is how to maintain its health as existing trees reach an age at which they naturally begin to decline. As the City embarks on an agenda to become more sustainable, comprehensive strategy for landscaping the urban environment is needed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

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

A. Comfort and Interest. Landscaping shall be introduced to the public realm to contribute to the quality



Large expanses of pavement should be broken up with landscape elements.



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

E.1. General Landscaping Guidelines

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.

B. 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.

C. 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.

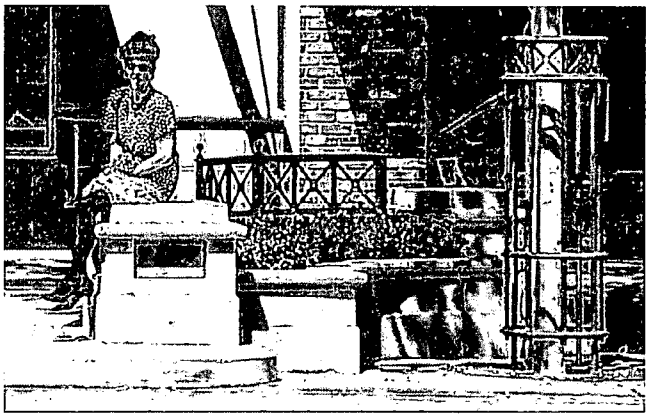
D. Urban Context. Plant materials should be in scale and compatible with the adjacent land uses and buildings. Plant materials and landscaped areas should be used to enhance the appearance of structures, define site functions and edges, and screen undesirable views.

E. 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.

F. 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.

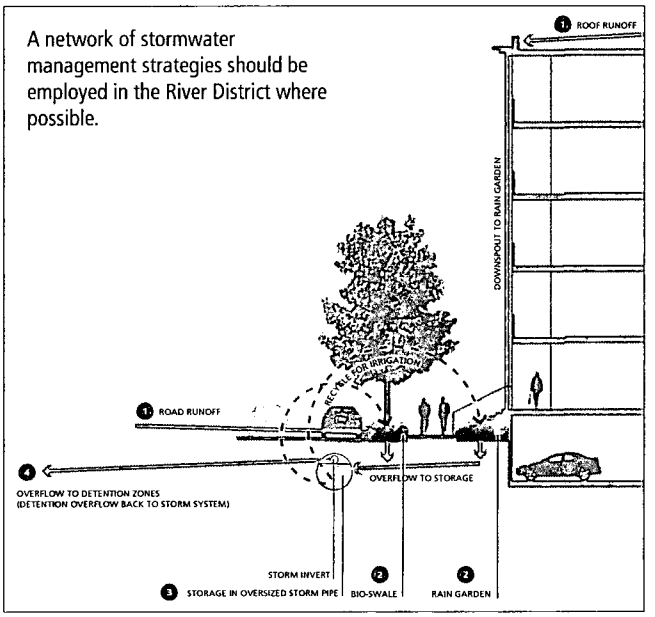
G. Water Reuse. To minimize water consumption associated with public realm landscaping, the use of rainwater harvesting and recycled water for irrigation purposes should be encouraged and expanded.

H. 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.



Raised planters create informal seating opportunities.

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



E.1. General Landscaping Guidelines (continued)

I. Plant Selection. Plant species should be responsive to climate, existing species and planting patterns, although planting diversity is allowed where it complements and does not detract from a prevailing planting theme or pattern.

J. Plant Selection for District/Corridor Identity. Species selection should include one or two species that are repeated regularly over the length of a block or throughout a district, to provide visual continuity.

K. Maintenance. Landscaped areas should be properly maintained, which includes watering, removing debris, weeds and litter, modifying tree grates, and pruning and replacing plants when necessary. Adjacent private property owners are required to maintain the grounds and trees on any unpaved portion of the adjacent public street right-of-way where space is provided for a city street tree or other planting, regardless of whether the adjacent property is developed.

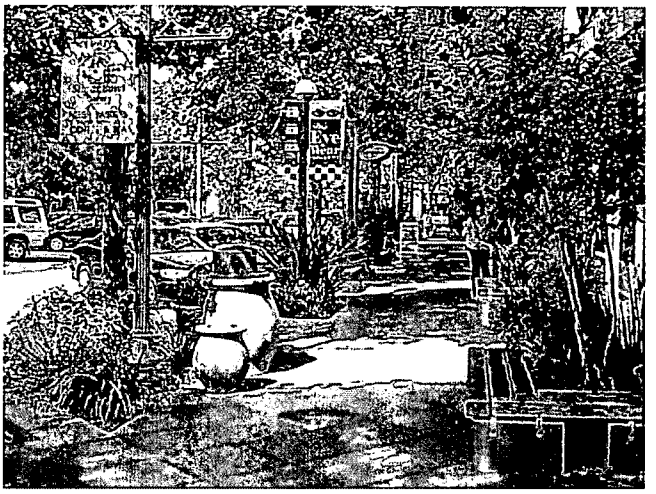
L. Vertical Clearance. To maintain proper clearance:

- 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.

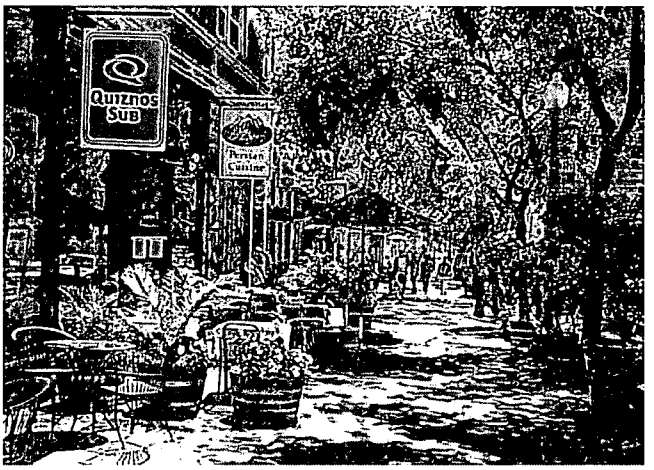
M. Seating. Permanent above-ground planters should be designed so that the height and width of planter walls create suitable opportunities to double as informal seating areas.

N. Stormwater Management. Wherever feasible, landscaped areas should incorporate permeable or unpaved surfaces to reduce the "heat island effect," aid in stormwater management, and supply water to the root system of adjacent plants. The Stormwater Quality Design manual for Sacramento and South Placer county should be referenced for further guidance.

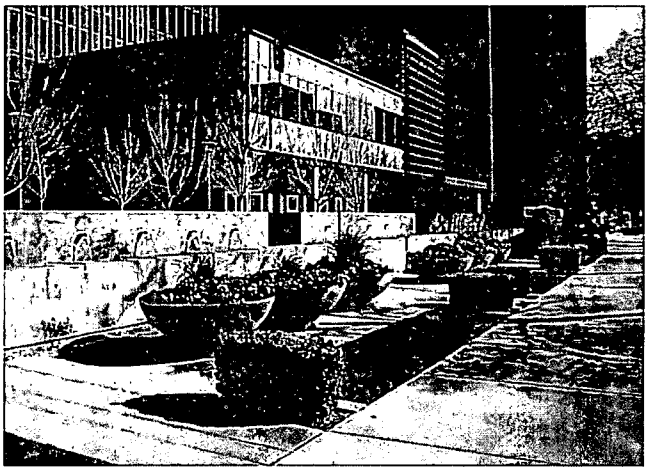
O. Applicable city standards for sightlines should be consulted.



Landscaping can contribute significantly to the identity of an area.



Movable landscape elements provided by businesses



Fountain and landscape elements

E.2. Street Tree Guidelines

A. General. In addition to playing important aesthetic and pedestrian comfort functions, the urban forest is also a vital component of the city's sustainability strategy. Street tree issues should be coordinated with the Urban Forest Manager.

B. Tree Protection. Maintain and protect existing mature trees wherever possible, including notching or stepping back of buildings where trees are deemed to be of significance (refer to Private Realm guidelines for more discussion of building adjustments to pre-existing street trees).

C. New Tree Plantings. New and/or replacement street trees should conform to the predominant existing planting pattern with respect to species, spacing, and alignment. Species may need to be changed to reflect current horticultural best practices and site conditions.

D. Trees in New Development Areas. Street trees represent a critical framework element and piece of green infrastructure within the public right-of-way. In newly developing and/or redeveloping areas such as the Railyards, River District, and Docks Area, street tree design, including species selection, tree spacing, and planter dimensions, should occur concurrently with the development's build-to lines & setbacks. Street tree design should occur concurrently with, and guide, the selection and placement of public facilities such as street lights and signage, rather than being treated as an afterthought.

E. Horizontal Clearance. Appropriate horizontal clearance is dependant upon species and subject to approval. Chapter 12 of the Municipal Code and the DOT Design and Procedures Manual should be referenced. Generally, to maintain proper clearance and sight lines, street tree centerlines should be located no closer than:

I. 10-20 feet from a building façade, depending upon tree form,
II. 25 feet from the curb line of an intersection ,
III. 5 feet from a driveway or alley,
IV. 5 feet from fire hydrants, underground utilities, utility poles, and parking meters
V. 3 feet from sidewalk furniture,
VI. 3 feet from curb adjacent to parallel parking; 4 feet from curb for perpendicular and diagonal parking,
VII. 15 feet from street lights.

F. Canopy Cover. Street tree spacing should support the City goal of achieving at least 50% shade coverage of streets and paved areas. While canopy coverage will be less in higher-intensity, urban areas, the level of canopy coverage of the public realm (i.e., public rights-of-way, parks, and plazas) in the River District suggest that the following guidelines should be used:

I. 35% coverage in commercial streets,
II. 50% coverage in neighborhood streets.

G. Tree Spacing. The maximum spacing for street trees should not exceed 40 feet on center. The minimum spacing for street trees is 12 feet for trees with small mature size. The optimum spacing should be responsive to species type and canopy characteristics. As a general rule, the following spacing should be used:

I. Large canopy trees: 30 to 40 feet on center
II. Medium canopy trees: 20 to 30 feet on center
III. Small canopy trees: 15 to 20 feet on center.

H. 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 River District become more urban, alternative tree planting configurations

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

E.2. Street Tree Guidelines (continued)

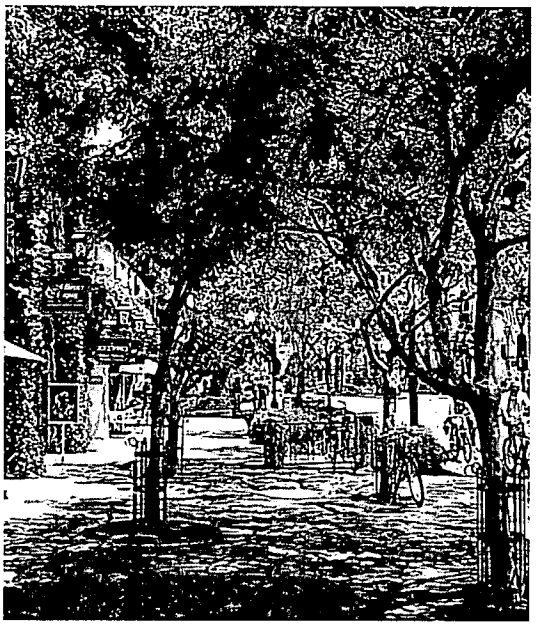
should be pursued that allow for more trees of all sizes to be planted, including more large canopy trees. Changes in the public right-of-way that could accommodate additional and more sustainable tree planting include: narrowing streets (i.e., removing and narrowing lanes), adding medians and bumped out planting bulbs within the parking lane, and widening sidewalks and parkways. Corner sightlines should be taken into consideration. Such actions require reconsideration of the design of the public right-of-way, and can only be done with full consideration of the implications for the circulation function of the street (see guidelines in Section B. Travelway Realm).

I. 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.

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

K. Pruning. To maintain health of tree (e.g. safety, longevity) and provide a pleasing form, existing street trees should be pruned per ANSI standards, and not be topped.

L. Vertical Tree Clearance. Street trees should be selected that have a branching pattern and bottom canopy height at maturity—generally fourteen (14) feet or higher—that will not obscure commercial signage and storefront windows or conflict with truck access. Lower branching heights may be appropriate in plazas or other open spaces.



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

Continuous planting trenches covered with permeable pavers provide for healthier trees.

E.3. Tree Planting Guidelines

A. 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.

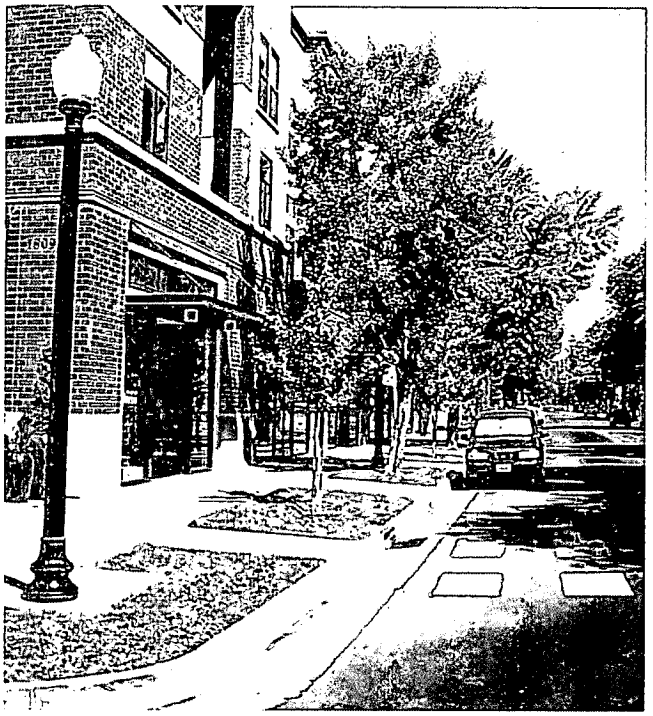
B. Planting Trees in-ground v. in planters. Primary street trees should be planted directly in the ground. The use of above-grade pots or raised planters for primary street trees is discouraged, but may be appropriate for smaller accent trees.

C. 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.).

D. Tree Well Dimensions. In order to promote tree health, tree wells should generally be 6 feet by 6 feet or larger. In constrained areas, the minimum acceptable tree well is 4 feet by 6 feet. As existing trees are replaced, existing tree wells should be expanded wherever possible.

E. Tree Grates. In areas with high pedestrian activity, metal tree grates and tree guards may be used on all tree wells to protect trees, and allow for aeration and surface water collection. In areas with lower pedestrian traffic, decomposed granite in addition to park strips may be used. See expanded tree grate guidelines in Street Furnishings and Amenities section.

F. Continuous Planting Trenches. Even where tree wells are used, continuous planting trenches parallel to the curb should be installed, where possible, to provide maximum soil area for roots to spread. Trench areas should be filled with structural soil that prevents compaction and allows for better tree health, and is recommended for any tree planted in a sidewalk or hardscape plaza. The sections of trench between tree wells may be covered with steel grating, cantilevered concrete, or pavers to create additional space for pedestrian amenities while also allowing air and water to penetrate.



Park strips for street trees are appropriate on residential streets within the River District.

G. Parkway Planting Strips. Where appropriate, new parkway planting strips ideally should be 8 feet wide, and a minimum of 6 feet wide. Planting strip widths of 4 to 5 feet are acceptable in very constrained conditions, but are the absolute minimum width needed for most trees to survive. In areas where sidewalk zones are widened, existing narrow parkway planting strips should be widened to 6 or 8 feet, whichever is feasible. An increased distance from building façade will maximize the space available for tree branching, canopy cover, and root zones.

H. Protecting Tree Roots. In order to avoid damage to pavement, appropriate, deep-rooted trees should be selected, and root barriers should be installed as necessary.

F. Small Public Places

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

Rationale

Small Public Places can provide needed open space for surrounding residences, offices, and commercial buildings, especially when larger land parcels are not available. Small Public Places will help fill any park deficiency gaps and help to create public gathering places that will foster a sense of community. The scale and features of these small public places should be consistent with its context.

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

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

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

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

Small Public Places may be public, private, or any form of partnership. They are often created on abandoned inner-

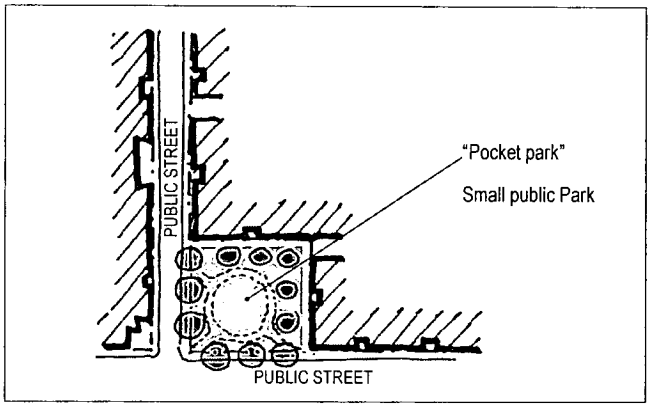


Figure 1. Small public places should be accessible from the public sidewalk.

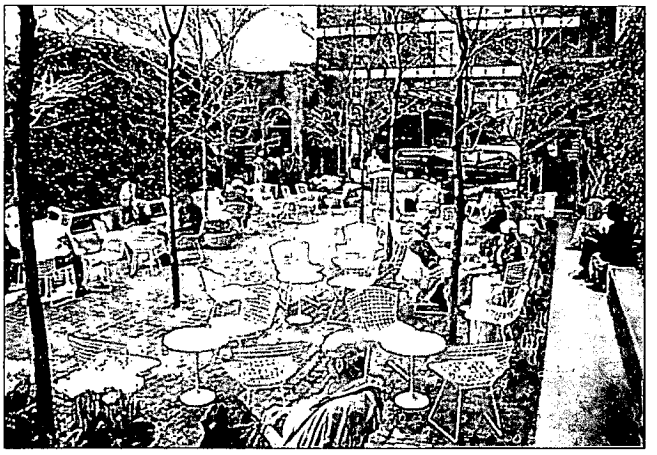


Figure 2. Paley Park in New York City is a small, cobbled urban room of just 4,200 sf (1/10 acre).

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

neighborhood parcels. Many neighborhood groups provide the labor for implementation (Figure 3) and maintenance, while in some cases the City may want to perform this role.

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

Guidelines

1. The Parks and Recreation Master Plan should be referenced for policies and further guidelines for Small Public Places.

2. Design all new Small Public Places parks around a "purpose." Applicants or Property Owners should identify an appropriate purpose for each of their proposed parks, preferably by meeting with the neighborhood and/or community to determine the most appropriate purpose of the future park, before it is designed. Categories of purposes could include Education; Socializing; Exercise; and Relaxation.

3. Small Public Places shall be designed to be accessible to the highest possible number of users. They should be accessible from a public sidewalk and be inviting to the public.

4. Layout should include seating areas and central design features. The design should combine hard and soft landscape.

5. There is no minimum size for a Small Public Place, although established guidelines should be followed for a minimum size dependent upon the purpose of the park.

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

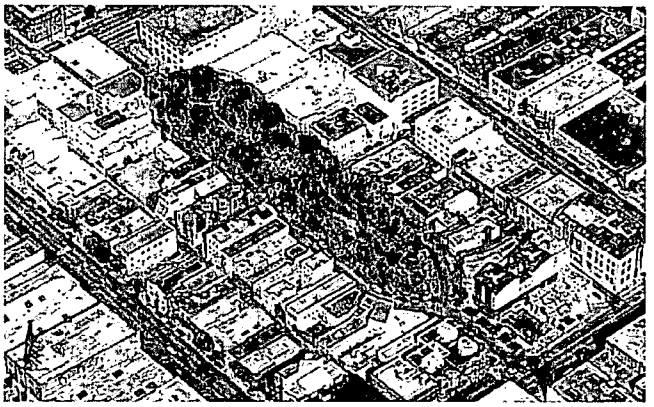


Figure 4. Aerial View & Plan of South Park, San Francisco (75' x 500'; 0.86 Ac)

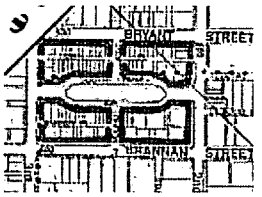
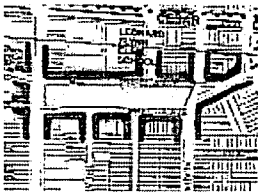


Figure 5. Aerial View & Plan of Precita Park, San Francisco (120' x 800'; 2.2 Ac)



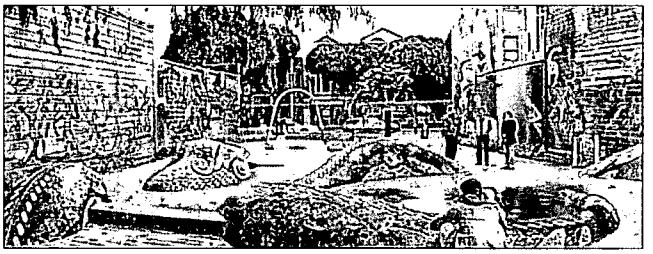


Figure 6. Panoramic view of the mini-park at 24th street in the Potrero Hill neighborhood of San Francisco

G. Public Art

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

Rationale

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

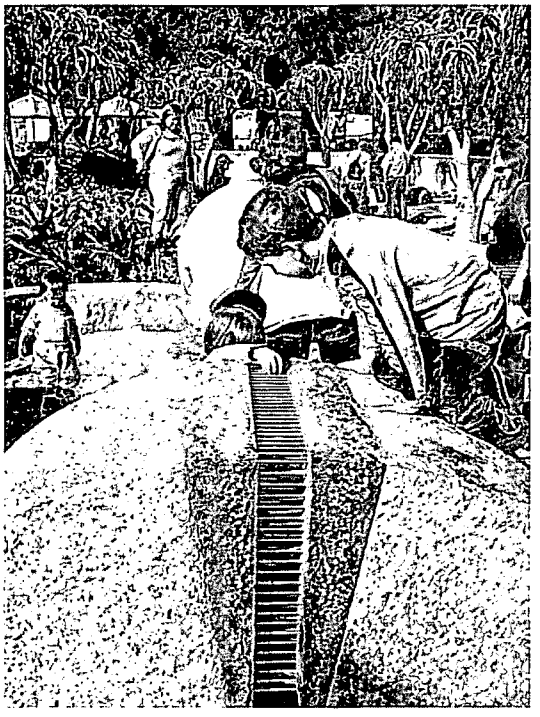
Consideration should be given to the integration of public art into all aspects of the public and private realm. Given the competition for space in the pedestrian realm, it is important to move beyond the concept of public art as discrete elements such as statues or sculpture that occupy their own space.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

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

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 be engaging, either through physical movement or public interaction.

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

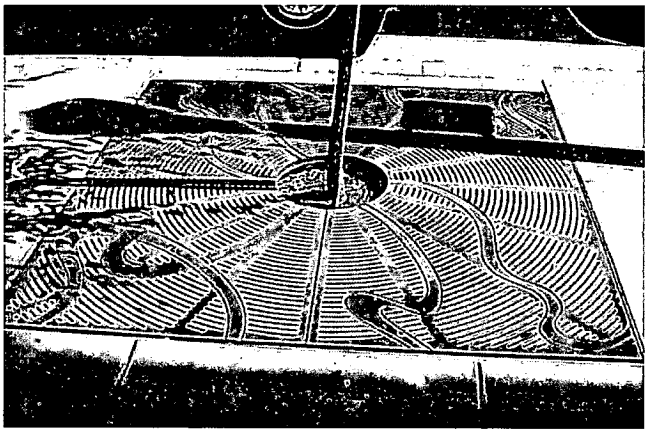
4. Interactive Art. Interactive art is encouraged; examples include pieces that either invite user participation or provide sensory stimulation through touch, movement, or sound.

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.

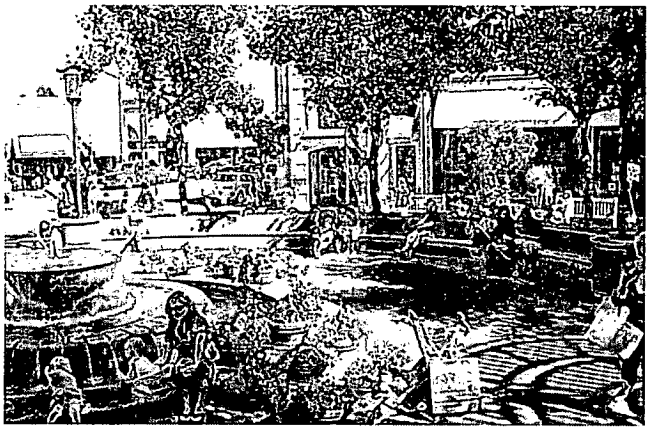
6. Permanent and Temporary. Public art may consist of both permanent and temporary installations.

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.

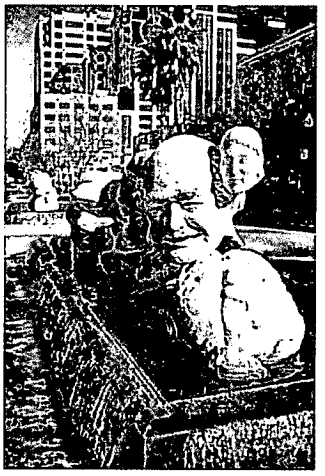


Tree grates with artistic flourishes add visual interest to the streetscape.



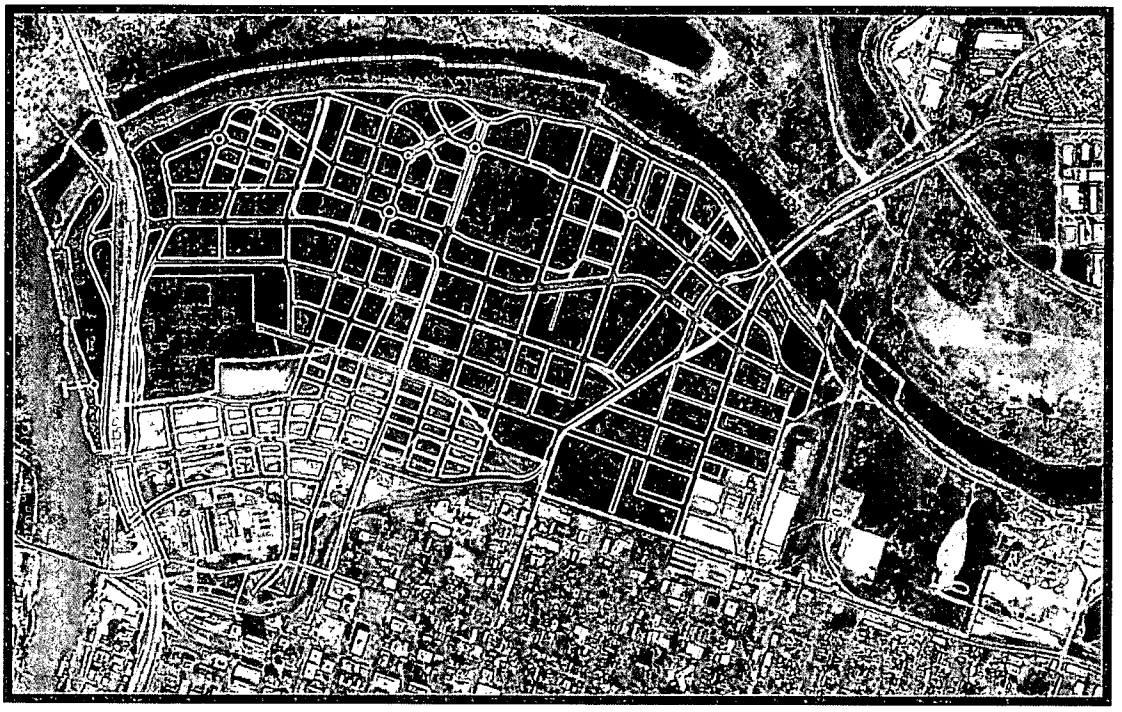
Sculptural elements can double as seating.

Water fountains provide relief during Sacramento summers



Prominently located public sculpture by R. Arneson is enjoyed by many.

Chapter 4: Private Realm Guidelines



Section 6 - Chapter 4: Table of Contents

Section 6 - Chapter 4: Table of Contents (continued)

A. Introduction

Chapter 4 - The Private Realm

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

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

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

Review of Alternative Designs

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

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

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

1. River District Urban Design Policies

The guidelines that form the criteria for Private Realm architectural review are based on the following policies:

A. Context: Allow for creative architectural solutions that acknowledge contextual design through emulation, interpretation, or contrast in character.

B. Character: Complement the architectural character of existing historic building enclaves and promote harmony in the visual relationships and transitions between new and older buildings.

C. Scale: Relate the bulk of new buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

D. Pedestrian: Enhance the pedestrian experience.

E. Materials: Promote efforts to utilize high quality building materials, detailing & landscaping.

F. Integrated Services: Promote functional & aesthetic integration of building services, vehicular access and parking facilities.

G. Sustainable Design: Promote sustainability in building design, construction and operation

2. Private Realm Design Guidelines

Design guidelines in the chapter are grouped into these categories:

A. Introduction (this page)

B. Site Planning

C. Building Types

D. Massing & Building Configuration, including Sustainability at the Building Scale

E. Parking & Vehicle Access

F. River District Infill with Respect to Historic Resources

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H. Site Planning

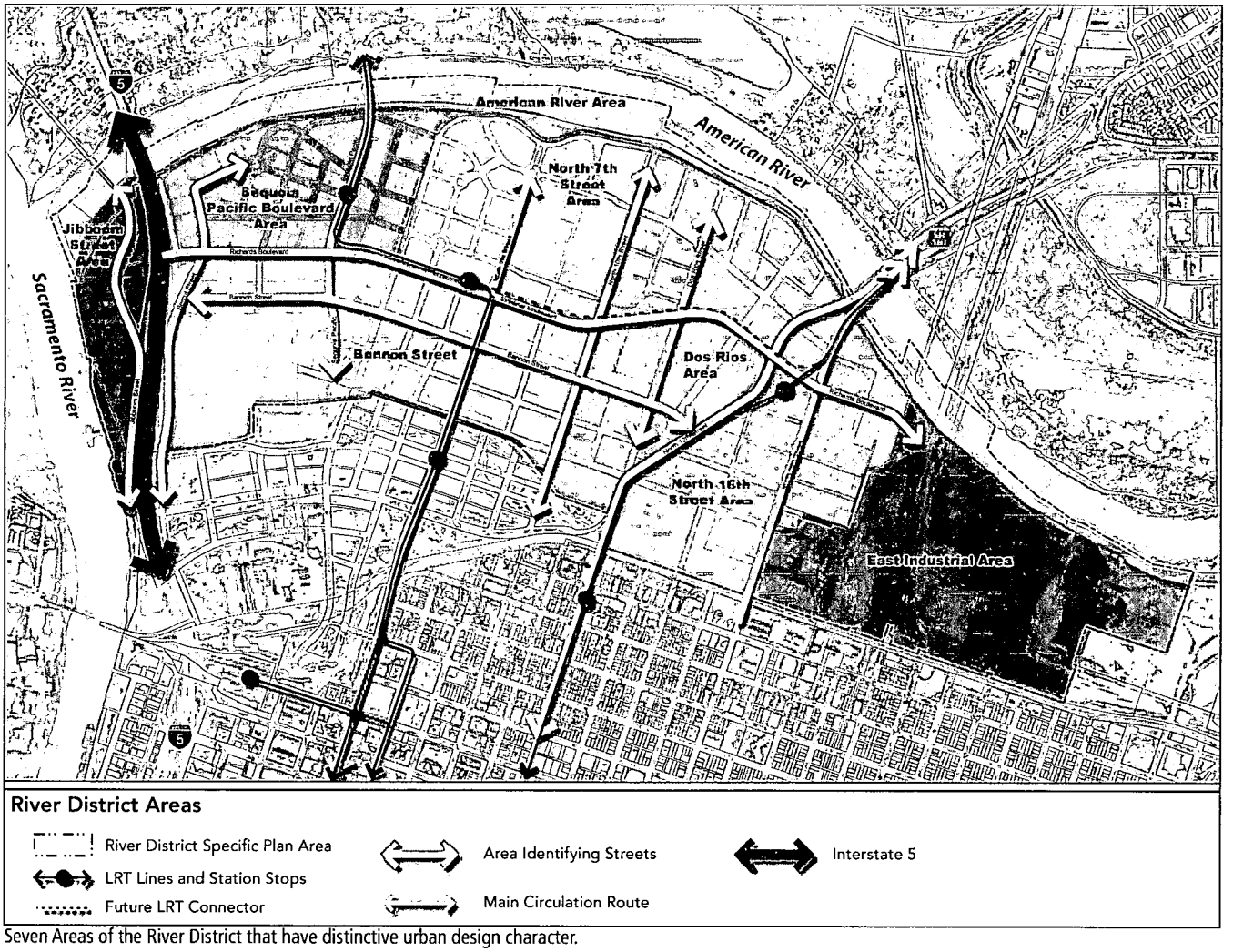
I. Building Types

J. Massing & Building Configuration, including Sustainability at the Building Scale

K. Parking & Vehicle Access

L. River District Infill with Respect to Historic Resources

A. Introduction



Seven Areas of the River District that have distinctive urban design character.

B. Site Planning

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

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

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

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

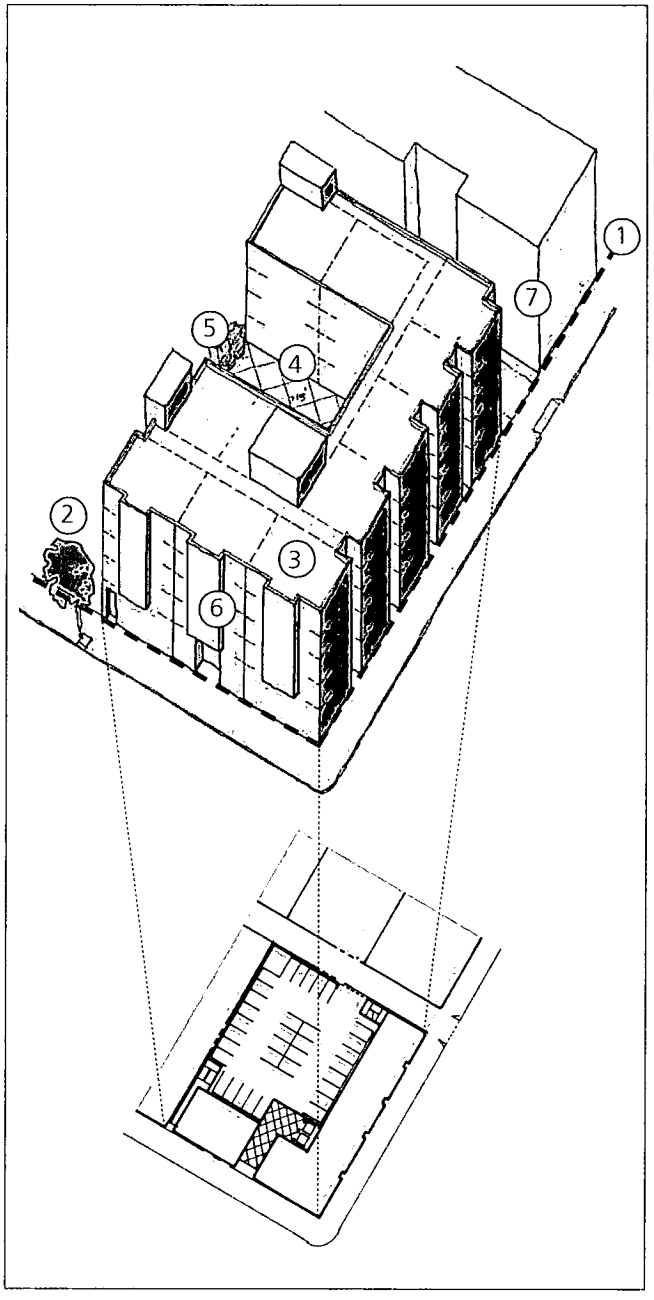


Figure 1

1. Setbacks and Build-to-Lines

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

Rationale

In order to transform the public realm throughout the River District, the edge of the private realm should be established with consistently aligned building frontages. The amount of setback should be appropriate for the individual district areas. For example, buildings would have little or no setback in the commercial areas of the District, where the highest level of public activity occurs. In more residential areas, a wider setback is appropriate, where a landscaped zone between the building and the back edge of the sidewalk provides a privacy buffer. Build-to-Lines are established to ensure that the setback is a specific required distance rather than a minimum. The main massing of the building should be established along the Built-to-Line. In the River District commercial areas, this will hold the consistent line of the street-wall. In order to retain design flexibility, the amount of a building's façade that must align with the Build-to Line must meet a given percentage. The Build-to Line can be required for 100% of the building frontage in certain River District locations, or a minimum percentage in other locations, where a public plaza, for example might be a desirable feature, such as at North 7th Street and Richards Boulevard (see Chapter 3).

Required setbacks can permit the tree canopy of the existing mature street trees to remain unobstructed.

Guidelines

Build-to Line Examples

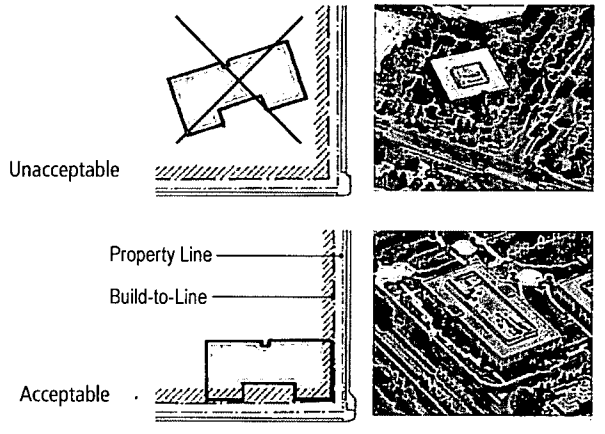


Figure 1. Diagrams illustrating the proper and improper placement of a building in relation to the Build-to Line.

Block Pattern Diagrams

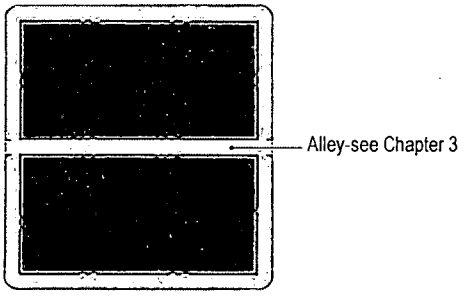


Figure 2. Prototypical Central City block, with service/access alley running east/west, parallel to the lettered streets. Note: many River District blocks are not orthogonal, however these set-back principles apply.

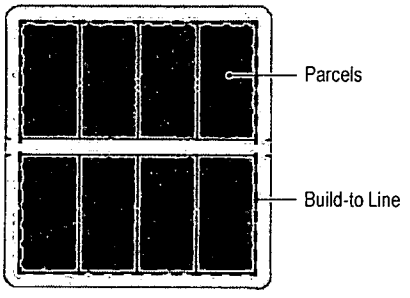


Figure 3. Typical Build-to Line in the River District: Buildings to align with edge or parcel Division of typical block.

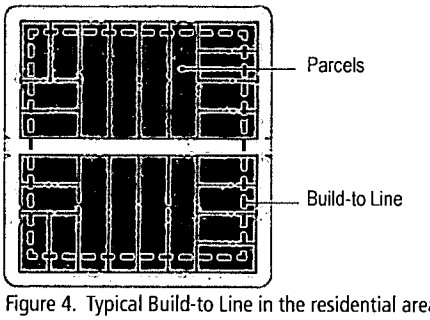


Figure 4. Typical Build-to Line in the residential areas, like Alkaili Flats: Buildings to set back 10'-15' from the parcel edge; with subdivision of typical block in residential neighborhoods shown

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

1. Build-to-Lines & Setbacks (cont.)

1. Setbacks

A building's setback should be appropriate for its building type, its adjacent buildings, and its location in the city. The edge of the private realm is thus established with consistently aligned building frontages. For example, buildings would have little or no setback in the Sequoia and Bannon Street Areas, where the highest level of public activity occurs. In more residential areas, a wider setback is appropriate for a landscaped zone between the building and the back edge of the sidewalk is desirable.

A. Residential buildings should be setback generally 0'-15'; or be consistent with existing buildings.

B. Commercial buildings should have zero setback; or be consistent with existing buildings.

C. Retail, Mixed-Use, and buildings along transit corridors should not be setback unless accommodating seating which in such instance a portion of the building should be set back 5' to 10'.

Appropriate setbacks are listed with each building type in Chapter 4, Part C, and the River District Special Planing District (SPD) provides precise setback requirements.

2. Open Space Provision

Setbacks described above shall 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

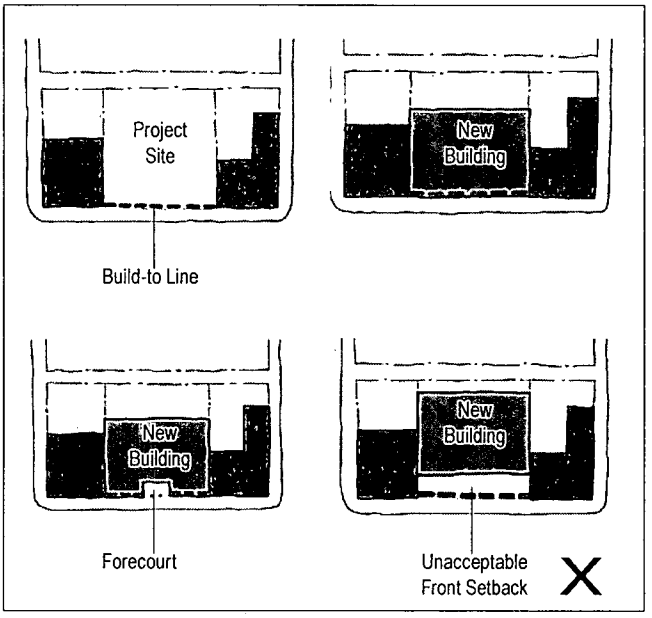
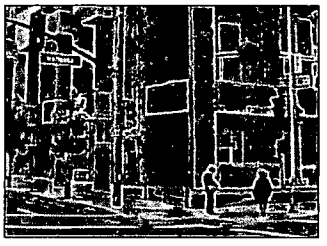
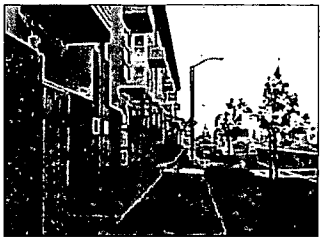


Figure 1. Diagrams illustrating the placement of a building in relation to the Build-to Line.

Setback Examples



0' Setback
Stacked loft apartment building



3' Setback
Multifamily residential development

12' Setback
Duplex residential development

2. Lot Coverage-Building Footprint

PRINCIPLE: Lot coverage shall be used to control the scale and massing of a building by limiting the building footprint to the ensure that a given parcel, and its adjacent parcels, have suitable access to light and air.

Rationale

A building which completely fills up its lot and repeats that floorplate to maximum height, allowing no air or light access to its occupants, can seem overbearing to its neighbors. Limiting the amount of lot coverage can remedy this problem. Lot Coverage Guidelines are often combined with requirements to address holding the street-wall and defining the street frontage. Penetration of air and light into the interior of the lot is also a prime concern.

Typically lot coverage may be maximized on the ground floor, where retail, common, and garage spaces are likely to occur, and be 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. Consult the Zoning Code for allowable lot coverage for the parcel.

2. On lower levels (no more than 25% of the total number of floor levels): Coverage by the building footprint may be up to 100%.

3. On upper levels: Coverage by the building footprint should not exceed 75% of the overall lot area. See Figure 1.

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

Lot Coverage Diagrams

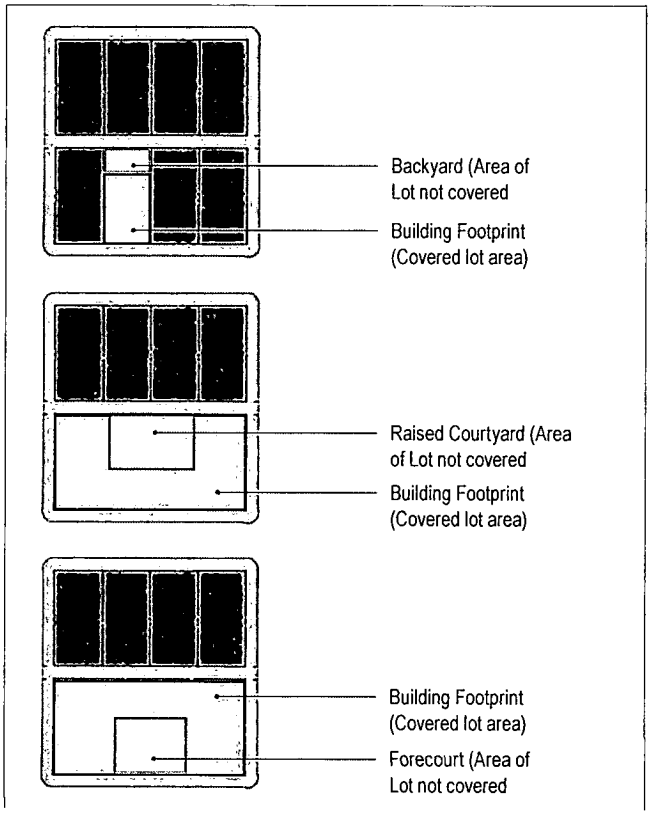


Figure 1. These site diagrams illustrate building footprint options which do not exceed 75% of the parcel area. The remaining open area on the parcel can be designed as a private, semi-public, or public open space.

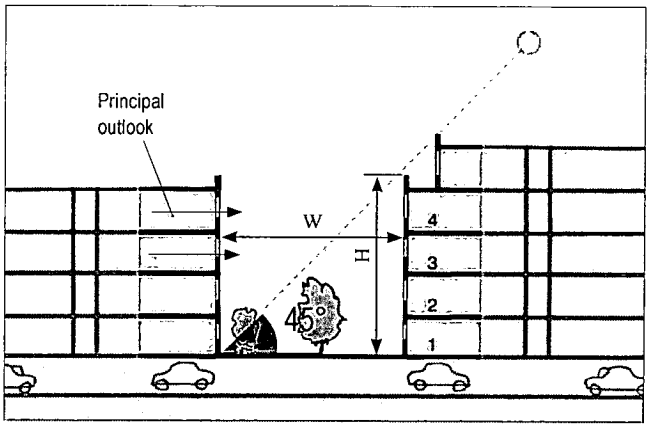


Figure 2. Open space separation between residential buildings.

3. Open Space

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

Rationale

Open space which is well-designed, local and accessible is a key component of any livable city, and a public benefit to the residents of the River District. In accordance with the City's Parks Masterplan and Small Public Spaces guidance, new development should provide a range of open space types for its users and visitors, on-site.

Guidelines

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

1. Public Open Space

A. Must be open to the street or public right-of-way and accessible to all citizens.

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

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

D. Public Open Space must be accessible and meet ADA requirements.

E. See also *Chapter 4, Part B.4. - Open Space - Small Public Places.*

2. Common/Private Open Space

Private and common open space belongs to the residents and is either in the form of a secure shared garden or roof-deck above the base of the building, or in the form of private balconies attached to each unit.

3. Open Space Quantities

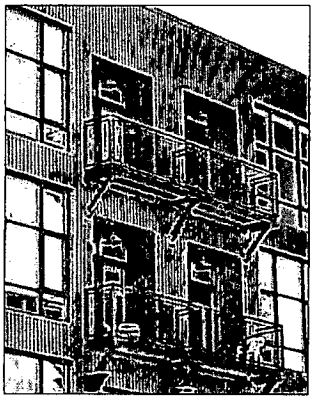
Open space area quantities should comply with City of Sacramento Parks Department's Quimby requirements.

4. Area Specific Requirements: Jibboom Area

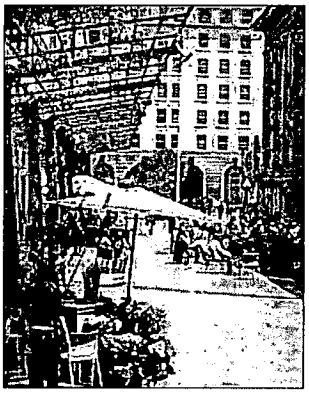
A. Development fronting onto the river levee shall provide 15'-0" wide open space connections for access to the river.

B. Access to the rivers shall be provide at a minimum interval of 400 feet, where public street parallel the river.

Open Space Types



Figures 1 and 2. Private open space- balconies outside apartments, Amsterdam (left), Sacramento. (right)



Figures 3 and 4. Examples of common or shared open space. Public: San Francisco Mint Plaza (left); Semi-public San Jose (right).

Figures 5. Example of public access to public facilities. (Federation Square, Melborne, Au)

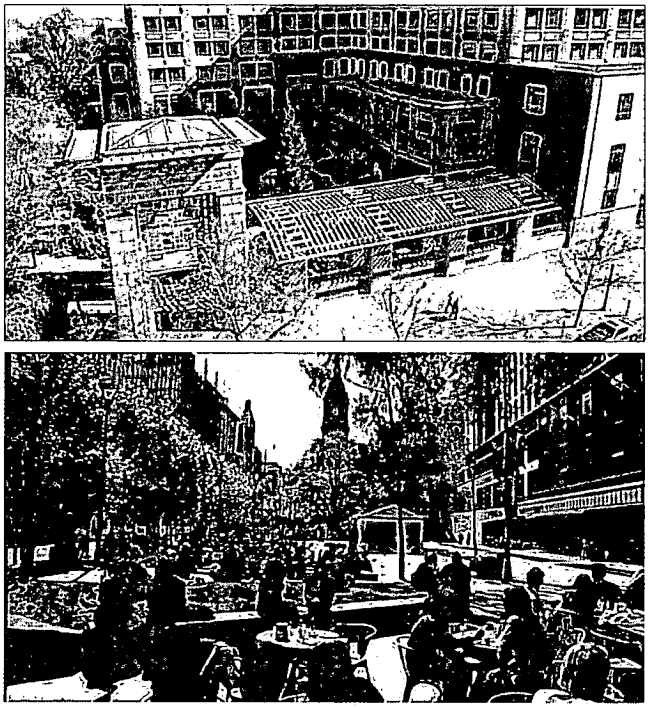
4. Open Space - Small Public Places

PRINCIPLE: Encourage the provision of new Small Public Open Spaces

Rationale

Small public spaces will be a key component of the open space network in the River District. Small Public Places may be public, private, or any combined form.

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



Figures 1 and 2. Examples of Small public spaces: The plaza of the CalEPA building, an example of a corner plaza appropriate for public spaces at 7th Street and Richards Boulevard. Below: Raised plaza and green space along public sidewalk, Swanston Street, Melbourne Australia.

Guidelines

1. Purpose. Design Small Public Places parks around a "purpose." Applicants or property owners should identify an appropriate purpose for each proposed park before it is designed, preferably by meeting with the neighborhood and/or community to determine the most appropriate purpose of the future park. Categories of purposes could include education; socializing; exercise; and relaxation. They should not be limited to addressing only the needs of office workers and patrons of commercial buildings, but should permit other kinds of space that meet other demonstrable need, such as children's playgrounds, workout space for tai chi or active sports facilities.

2. Site design. Layout should include seating areas and central design features. Flexible seating arrangements are encouraged. The design should have adequate access to sunlight, and combine hard and soft landscape.

3. Size. There is no minimum size for a Small Public Place, although established guidelines should be followed for a minimum size dependent upon the purpose of the park. (See Table 19 Guidelines for Small Public Spaces, Parks and Recreation Master Plan 2005-2010)

4. Ecological Design. Privately owned public open spaces shall provide enhanced landscaping and ecological functionality, and contribute to local stormwater management strategies. Plazas, particularly because they are open expanses of paved material, shall be designed to capture, filter and recycle rainwater from adjacent buildings and streets.

5. Accessibility. Small Public Places shall be designed to be accessible to the highest possible number of users. They should be accessible from a public sidewalk and be inviting to the public.

6. Signage. Provide signage of adequate size and location. The sign should include the name of the owner of the building; the name, address and phone number of the person designated to maintain the open space; and a statement that complaints regarding the open space may be addressed to named city agencies.

7. The Parks and Recreation Master Plan should be referenced for policies and further guidelines for Small Public Places.

5. Landscaping

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

Rationale

The quality of an open space is only as good as its design and landscaping. Quality 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 seasonal lack of precipitation, naturalized and low-water tolerant 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. Plazas and courtyards should be well-defined by buildings and landscaping, comfortably scaled, with shade and ornament, furnished with areas for sitting, and lighted for evening use.

5. Planting and finishes selected should be appropriate to the type and volume of use. Durability of the landscaping is a key component to how the space will be used and maintained long after implementation.

6. Landscaping along "River Walk" streets shall incorporate indigenous riparian plant materials into the landscape.

7. On-site landscaping shall incorporate Low-Impact-development measures such as bioswales for water quality treatment. See Sustainability section.

Landscaping

Figure 1. Appropriately scaled planting defines mid-block pedestrian alley

Figure 2.Color and water elements create a soothing environment in commercial districts.

Hardscape Paving

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

6. Project Size and Building Type

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

Rationale

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

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

Guidelines

1. New blocks shall be maintained at the size allotment of the River District Specific Plan unless a civic program use requires an increase in block size. Where large blocks exist, new development shall seek to subdivide the large block into smaller block sizes.

2. Projects that propose the elimination of any city street or alley should be discouraged. If the elimination of a street or alley is proposed, the publicly-accessible right-of-way or easement should be kept in its place.

3. If a project is more than 2.5 acres, it should be subdivided with an appropriate number of public streets.

4. Any development site greater than one quarter of a city block should include at least two distinct building mass articulation and roof heights which include at least a 15' variance across the project. See Figure 3.

A Variety of Parcel Sizes

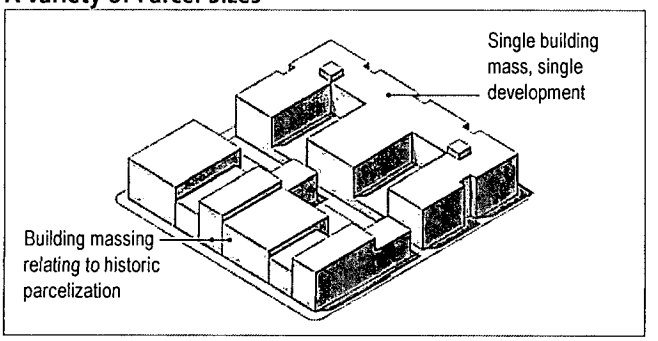


Figure 1: This diagram shows two scenarios. To the left, buildings relating to the historic block parcelization. To the right, a single building mass which occupies numerous lots developed in aggregate.

Non-Ortagonal Blocks

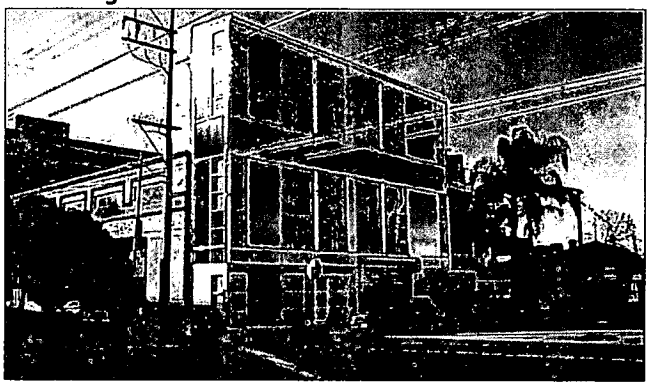


Figure 2: Irregular block shapes produce interesting juxtapositions and architectural solutions such as this loft housing in the Protrero Hill Distict of San Francisco..

A Variety of Building Types & Scale

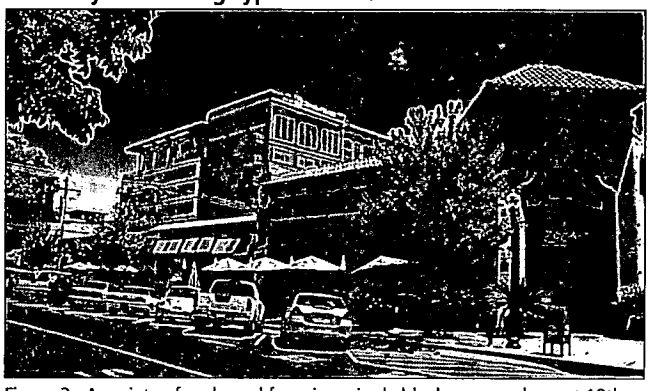


Figure 3: A variety of scale and form in a single block, as seen here at 18th and Capitol Streets, provides diversity of retail and living opportunities while retaining original historic resources .

7. Site Access, Service Areas and Utilities

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

Rationale

Vehicular access areas, service areas and utilities connections need to be optimally located so that they are both visible yet secondary to the building's key features, typically the main entrance or public areas.

Guidelines

1. Vehicle Access Location

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

2. Servicing

A. For major projects, trash storage facilities, loading docks, mail rooms and other service related functions should be located within the interior space.

B. For major projects, truck parking for pick-up and deliveries should be located on-parcel

C. Access into service facility should be located on the alley not on a public street. For multi-use alleys, vehicle access should be limited to 100 ft from back of sidewalk (see diagram).

D. The facade around the service opening should be treated in a decorative manner, consistent with the character of the main building.

3. Curb Cuts: Maximum allowable curb cuts:

A. Single-family residential: One curb cut, up to 10' wide

B. Attached residential and multifamily residential (up to 20 units): One curb cut, up to 12' wide

C. Multifamily residential (more than 20 units): One curb cut, up to 24' wide

D. Commercial up to 75,000 gross floor area: One curb cut, up to 24' wide

Access

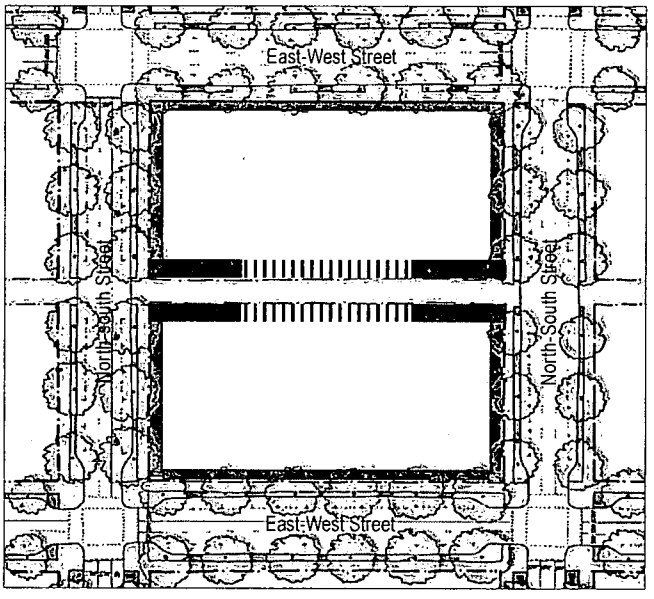


Figure 1

E. Commercial greater than 75,000 gross floor area: Two curb cuts, up to 24' wide each

4. Maximum Parking Garage Opening

A. single lane access: 12' wide

B. double lane access: 24' wide

5. Trash & Trash Removal

A. The trash pickup route should be located along alleys, where possible. Where alleys are designated as pedestrian routes, additional requirements may apply.

B. Retractable bollards on shared-use alleys and pedestrian alleys shall limit trash pick-up times to off-peak hours.

C. Trash storage areas shall not be in the 20' public right-of-way of the alley, but rather be recessed into the private parcel. The trash area should be protected from rain, and secured behind a lockage door or gate.

7. Site Access, Service Areas and Utilities (cont.)

D. Where it is physically infeasible to provide a waste storage facility within the interior space of the development, the outdoor trash storage facility should be designed as follows:

   1. The walls of the trash enclosure shall be constructed of solid masonry material with decorative exterior surface finish compatible to the main building.

   2. The structure shall have lockable, decorative, heavy gauge, solid metal gates and be designed with cane bolts to secure the gates when in open position.

   3. The height of wall shall be minimum six feet and contain a decorative roof to screen bin from view. (See Zoning ordinance for additional requirements).

   4. The perimeter of the facility shall be landscaped with climbing vines and/or shrubs.

6. Utility Connections

A. Utilities connections to buildings should be designed to minimize their occurrence and mitigate their visual impact.

B. Where possible, connections should be made on the private parcel, in a manner that is integrated with the building design. See Figure 2.

C. Utilities connections should be screened with plantings (see Figure 1), not be left floating and exposed in setback zones (see Figures 3 and 4).

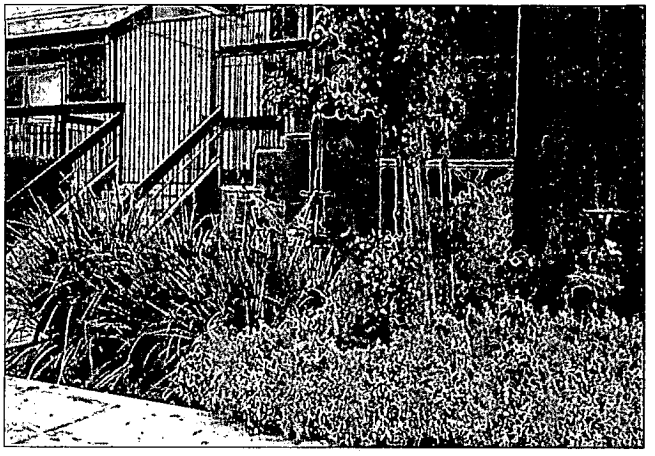


Figure 1: Utilities connections should be accessible but screened with plantings.

Figure 2: Utilities connections should be carefully located and integrated into the rhythm of the design.

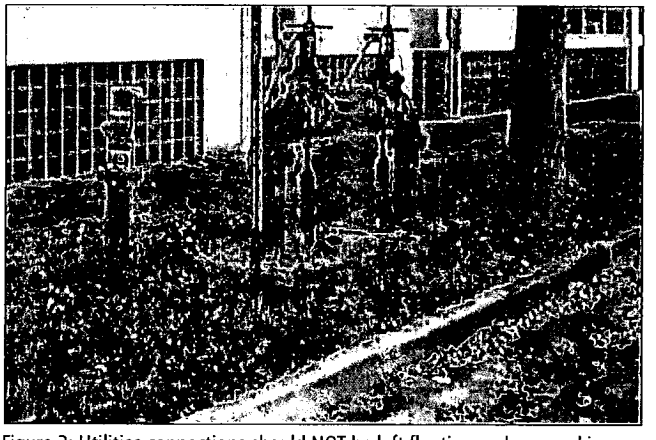


Figure 3: Utilities connections should NOT be left floating and exposed in a sidewalk's park strip.

C. Building Types

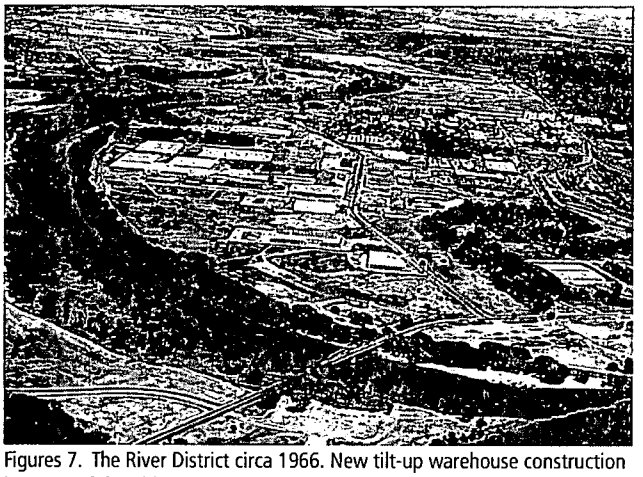
Background & Introduction

An understanding of building types is essential for all parties who are involved with developing, designing, reviewing and approving projects which are located in urban and transitional areas of the River District. 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.

The River District is fairly uniform in the range of building types. The first building developed with large floorplate canneries and packing warehouses. Other were low-rise and masonry buildings with wood truss framework for large span floor areas. Smaller commercial masonry buildings were located near the old highway between 12th and 16th Streets. After Interstate 5 opened regional access on the western end of the district, tilt-up concrete warehouses began to spring up with close proximity to downtown and the regional transportation system.

With the loss of the canning industry, several large cannery sites have undergone recent transformation. The Continental Canning Company has been redeveloped as the headquarters campus for the California Highway Patrol. The site of the former Richards-Bercut Cannery is undergoing a complete transformation to a mixed-use village with a variety of housing types and mixed-use office.

This section discusses a variety of building appropriate types for the River District, including general urban design guideline recommendations for each type.

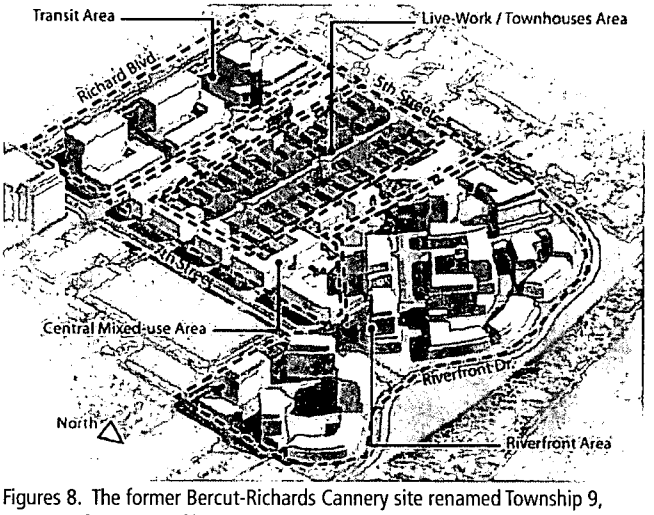


Figures 7. The River District circa 1966. New tilt-up warehouse construction just east of the Jibboom Street bridge in anticipation of the construction of the new Interstate. Bercut-Richards and Continental Cannery in the upper left middle of the photo.

Existing Building types in the River District

Figures 1-6, clockwise from top left: 1940's warehouse; two-story office retail, typical of 16th Street; masonry entry, 16th Street; loading dock warehouse, Vine Street; Beaux-Arts water treatment facilities; brick warehouse North C Street.

Township 9 sets a new precedent future building typology



Figures 8. The former Bercut-Richards Cannery site renamed Township 9, consists of a variety of housing typologies and mid-height urban office.

1.a - Residential Low-Rise

PRINCIPLE: Low-rise residential development shall be included as a viable building type in the River District for infill housing in established residential and transition zones.

Rationale

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

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

The following guidelines are recommended parameters for this category.

Guidelines

1. Site planning

A. Location: As allowed by Zoning Code.

B. Build-to Lines, Setbacks: 5'-15'. Should be consistent with adjacent buildings and Zoning Code.

C. Lot Coverage (above parking): See *Chapter 4, Part B.3 Lot Coverage* and the Zoning code.

D. Private Open Space: Either option listed below:

   i. Private Open Space: As per Zoning Code; otherwise 50 sf per DU
   ii. Common Open Space: As per Zoning Code; otherwise 80 sf per DU

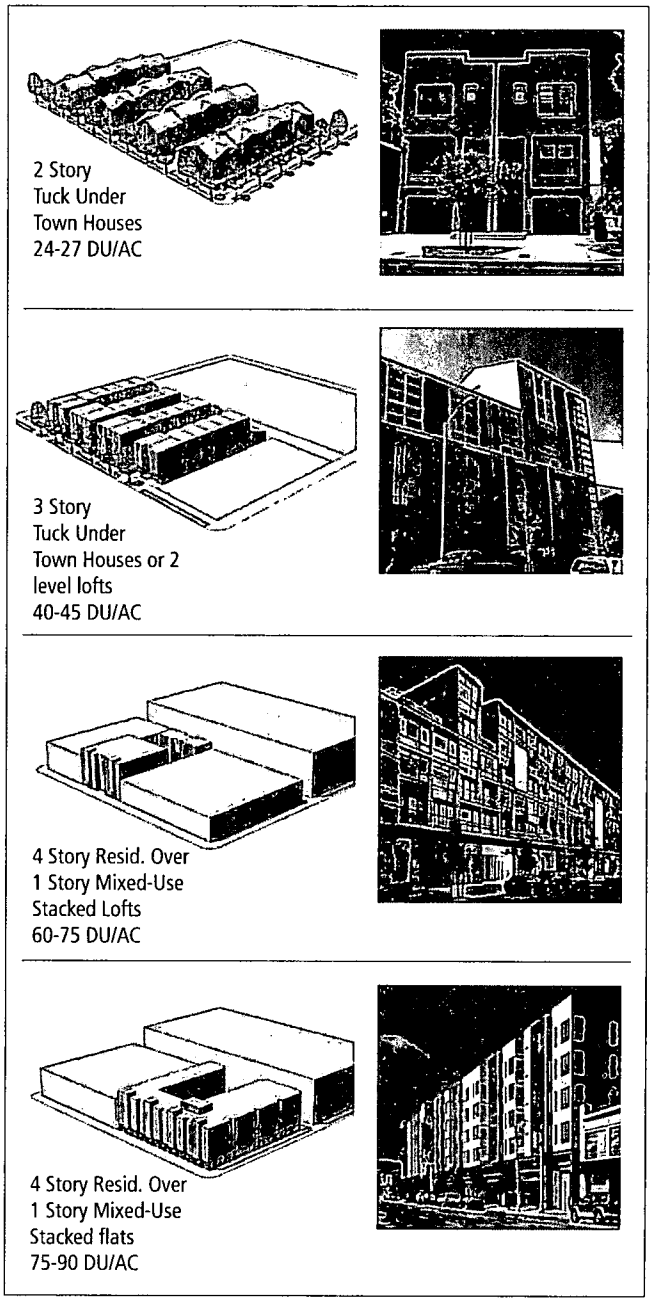
E. Public Open Space Requirement: Coordinate with City Parks Department for Requirements

F. Landscaping: Required in front setback. Paved front yards are not permitted.

G. Trash storage area must be on site.

H. Parking access: Alley preferred or side street. Curb cuts should be minimized.

Low-Rise Residential Massing Diagrams



Figures 1, 2, 3, and 4. 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.

1.a - Residential Low-Rise (cont.)

2. Massing & Building Configuration

A. Height Limits, to plate line: Generally 35' for single family houses, 55' for all other low-rise development.

B. Massing and bulk controls: Massing should generally be similar in scale to existing adjacent buildings. See also *Chapter 4, Part D - Massing & Building Configuration*.

C. Facades:

i. Ground level uses: Should be residential or mixed.
ii. Transparency: Any nonresidential ground floor use should have walls 75% transparent, but never less than 60% transparent.
iii. Articulation of street-wall: Articulations should be spaced no further than 26' o.c. A lot up to 40' wide should have at least 2 articulations.
iv. Lighting: Nighttime lighting should be limited and discreet, with light-levels similar to adjacent properties.
v. Facades facing the street should clearly present a front face of the building, not its side.
vi. 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.

D. Fenestration & Windows: See *Chapter 4, Section D.4.e*.

E. Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume. See Chapter 4, Part D.3.e - Rooftops & Mechanical Penthouse Enclosures.

3. Parking

A. Ratios: The number of parking spaces provided should not exceed the minimum allowable by code by more than 10%.

B. Location: Parking shall not be located on the front 1/4 of the lot (unless the lot has only alley frontage). Lots with access via a vehicular alley should locate access to all parking and garages off the alley. Where there is no alley access, parking should be at the back of the lot, accessed by a max. 10' wide drive. Lots narrower than 40' may have a street-facing garage as a set back, subsidiary part of the house massing.

C. Vehicle Access: Should be from alley. Otherwise: 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.

D. Double-wide garage doors are discouraged.

E. 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, Part E.1*.

4. Sustainability

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

A. Single-family houses: LEED for Homes Certified performance level, an Ecohomes Very Good rating, or equivalent.

B. Multifamily: Enterprise Green Communities criteria, or according to the Green Multi-family Design Guidelines by the California Integrated Waste Management Board, or LEED Certified performance level or equivalent.

5. Historic Neighborhoods

New residential buildings in Historic Districts should be designed in a manner sensitive to the dominant characteristics of the surrounding Historic District. This requires coordination with Preservation staff.

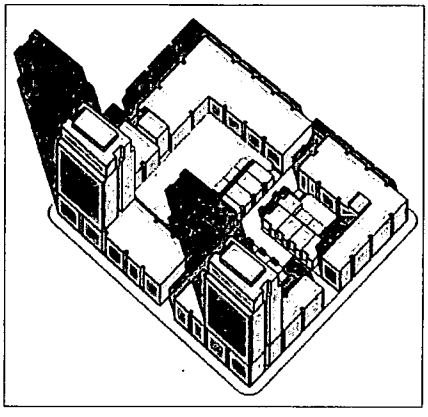


Figure 1. In the River District, a mix of residential building types, within the same block, is both typical and appropriate. This block depicts mid/high- rise towers and low-rise multi-family buildings, with mews townhouses lining the alleys.

1.b - Residential Mid-Rise

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

Rationale

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

Guidelines

1. Site planning

A. Location: As allowed by Zoning Code.

B. Setbacks: Should be consistent with adjacent buildings and Zoning Code. Otherwise:

   i. Front: 0'-6'
   ii. Side: zero setback allowed
   iii. Back: 6' from alley at garage entry/exit; otherwise zero setback allowed

C. Lot Coverage (above parking): See *Chapter 4, Part B.2 Lot Coverage* and Zoning code.

D. Private Open Space: Either option listed below:

   i. Private Open Space: As per Zoning Code; otherwise 50 sf per DU
   ii. Common Open Space: As per Zoning Code; otherwise 80 sf per DU

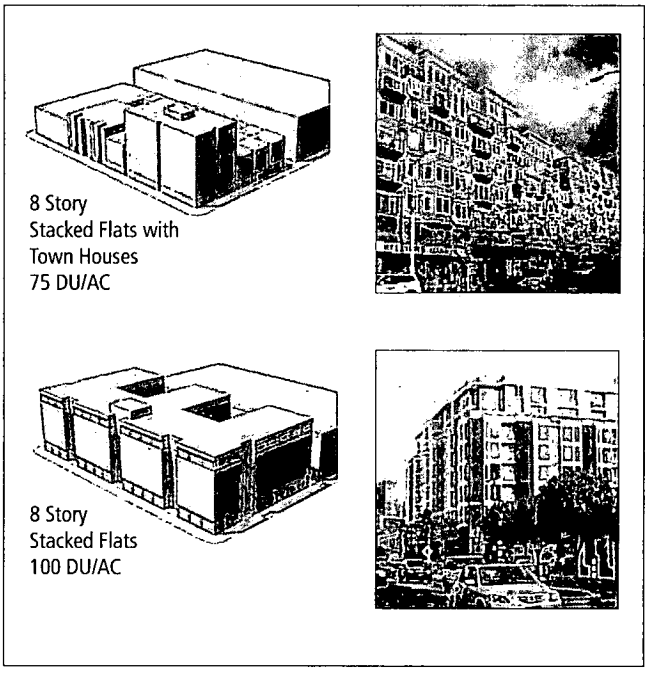
E. Public Open Space: Coordinate with City Parks Department for Requirements

F. Landscaping: Required in all setback areas. Design to CPTED standards.

2. Massing & Building Configuration

A. Height Limits to plate line: Generally 75' to top of highest occupied floor; 100' max overall. See illustrations page 4-16.

Mid-Rise Residential Massing Diagrams



Figures 1 and 2. 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.

B. Bulk controls: See *Chapter 4, Part D.3*.

C. Facades:

   i. Ground level uses: Should be residential or mixed.
   ii. Transparency: Any nonresidential ground floor use (except parking and servicing) shall have walls at least 60% transparent.
   iii. Articulation of street-wall: Articulations should be spaced no further than 20' o.c.
   iv. Lighting: Should be appropriate to the ground floor uses, and respectful of adjacent property uses, and designed to CPTED standards.
   v. Entries: Entry locations should be obvious, easy to find, clearly visible from the sidewalk, and safe. Double height entries are encouraged. Recessed entries are discouraged.

1.b - Residential Mid-Rise (cont.)

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

E. Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume. Reference *Chapter 4, Part D.3.e - Rooftops & Mechanical Penthouse Enclosures* for further elaboration of the subject.

3. Parking

A. Ratios: The number of parking spaces provided should not exceed the minimum allowable by code by more than 10%.

B. 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.

C. Vehicle Access: Should be from alley. Otherwise: 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.

D. Double-wide garage doors are discouraged.

E. 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, Part E1.*

4. Sustainability

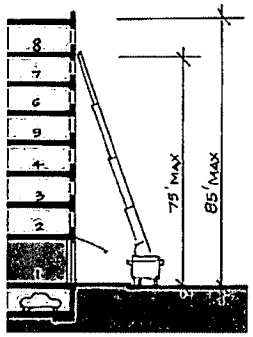
Development should meet the criteria required for LEED certification (or another appropriate rating system) at a minimum.

5. Historic Neighborhoods

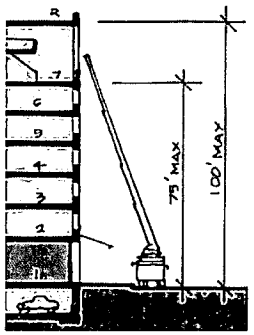
A. New mid-rise buildings in Historic Districts should be designed in a manner sensitive to the dominant characteristics of the surrounding Historic District. This requires coordination with Preservation staff.

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

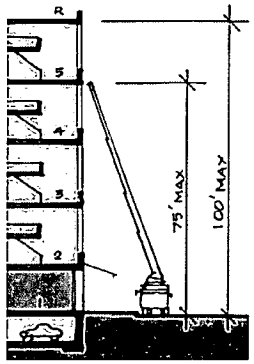
Mid-Rise Residential Building Types & Height Limits



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.

Figures 1, 2, and 3. 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.

1.c - Residential High Rise

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

Rationale

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

Guidelines

1. Site planning

A. Location: As allowed by Zoning Code.

B. Setbacks: Should be consistent with adjacent buildings and Zoning Code. Otherwise:

I. For building base:
   a. Front: 0'
   b. Side: 0'
   c. Back: 6' from alley at garage entry/exit; otherwise zero setback allowed

II. For tower component:
   a. Front: zero setback allowed
   b. Side: zero setback allowed for blank wall; 15' for wall with windows; minimum 80' between adjacent tower sides
   c. Back: 30' between adjacent tower sides; otherwise 6' from alley

C. Lot Coverage (above parking): See *Chapter 4, Part B.2 Lot Coverage* and Zoning code.

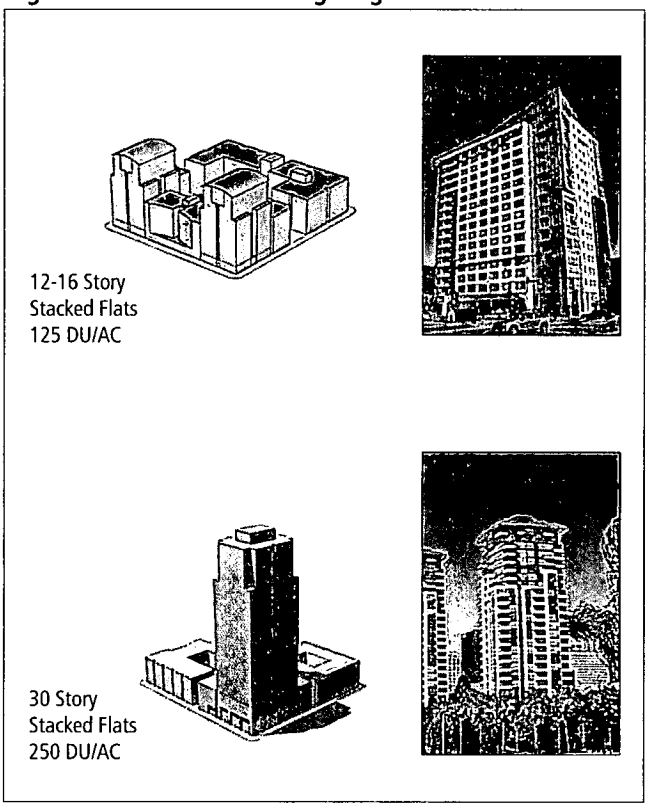
D. Private Open Space: Either option listed below:

i. Private Open Space: As per Zoning Code; otherwise 50 sf per DU
ii. Common Open Space: As per Zoning Code; otherwise 80 sf per DU

E. Public Open Space: Coordinate with City Parks Department for Requirements and designed to CPTED standards.

F. Landscaping: Required in all open spaces and designed to CPTED standards.

High-Rise Residential Massing Diagrams



Figures 1 and 2. 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.

1.c - Residential High-Rise (cont.)

2. Massing & Building Configuration

A. Height Limits: As allowed by Zoning Code.

B. Bulk controls: above the street-wall height of 60', bulk controls apply, related to tower heights as follows (refer also to *Chapter 4, Part D.3 - Bulk Controls* for massing diagrams):

I. Up to 240' height

- » Maximum average tower floor plate: 7,500 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.

C. Facades:

i. Ground level uses: Should be residential or mixed.
ii. Transparency: Any nonresidential ground floor use (except parking and servicing) shall have walls at least 60% transparent.
iii. Articulation of street-wall: Articulations should be spaced no further than 40' o.c.
iv. Lighting: Should be appropriate to the ground floor uses, and respectful of adjacent property uses. The lighting design should focus light on the building and avoid light pollution. See the IESNA's Recommended Practice RP-33-99: "Lighting for Exterior Environments", Section 5.1.
v. 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 commercial office buildings.

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

E. Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume. Reference *Chapter 4, Part 3.2 Rooftops & Mechanical Penthouse Enclosures* for further elaboration of the subject.

3. Parking

A. Ratios: The number of parking spaces provided shall not exceed the minimum allowable by code by more than 10%.

B. 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.

C. 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, Part E1.*

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

4. Sustainability

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

2.a - Commercial Low/Mid Rise

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

Rationale

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

Guidelines

1. Site planning

A. Location: As allowed by Zoning Code.

B. Setbacks: Should be consistent with adjacent buildings and Zoning Code. Otherwise:

I. In residential areas:

a. Front: 5'-15'
b. Side: 5'-15'
c. Back: 10'

II. In mixed-use & commercial areas:

a. Front: 0'-10'
b. Side: zero setback allowed
c. Back: zero setback allowed

C. Lot Coverage: As per Zoning code.

D. Open Space: May be Private / Common or Public. Should be included as a figurally shaped open space, visible from street (see Figure 1).

Low-Rise Commercial Massing Diagrams

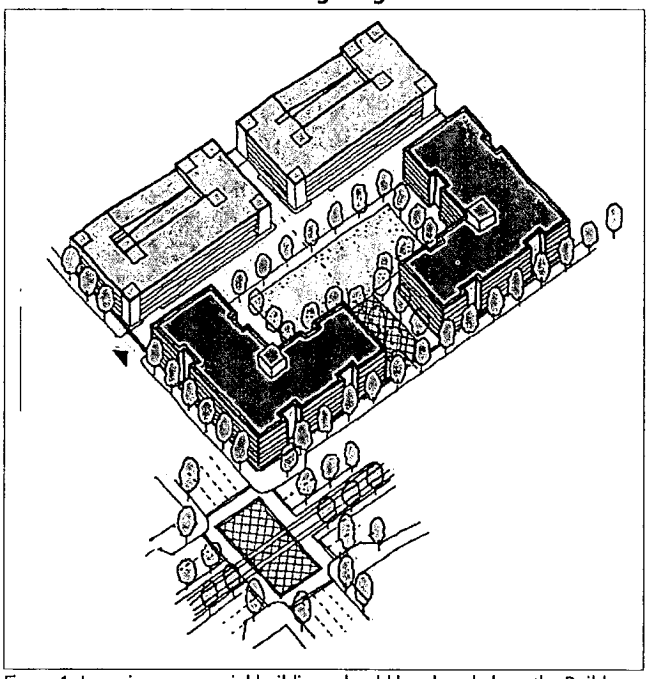


Figure 1. Low-rise commercial buildings should be placed along the Build-to line, with little setback required. Their massing should form figural (shaped like a "figure" or volume) open spaces. High parking ratios require structured parking, often almost equivalent in gross square feet to the office space that it serves.

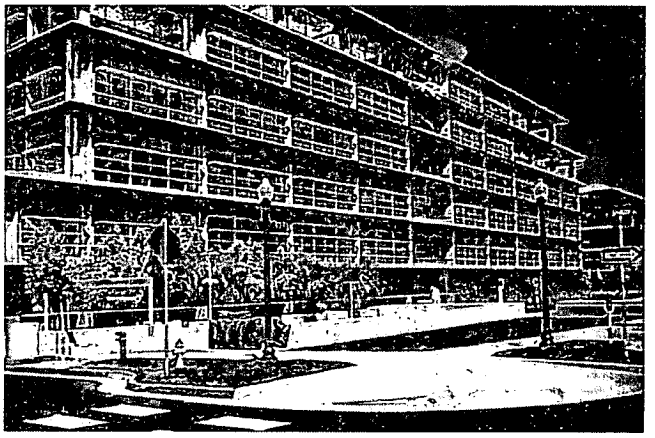


Figure 2. The CalPERS building, completed in 2006, is a group of 6-story office buildings arranged around an open, landscaped plaza.

2.a - Commercial Low/Mid-Rise (cont.)

E. Public Open Space: Required, see River District SPD.

F. Landscaping: Required in all open spaces and designed to CPTED standards.

2. Massing & Building Configuration

A. Height Limits: up to 85'

B. Bulk controls: See *Chapter 4, Part D.3.*

C. Facades:

i. i. Ground level uses: Any retail uses within the building should open to the street, rather than to an internal atrium.
ii. ii. Transparency: At least 40% transparent.
iii. iii. Articulation of street-wall: Articulations should be spaced no further than 40' o.c.
iv. iv. Lighting: Should be appropriate to the ground floor uses, and respectful of adjacent property uses. Paths to/from parking shall be well-lit.
v. v. 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.

D. Fenestration & Windows: See *Chapter 4, Section D.4.e.*

E. Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume. Reference *Chapter 4, Part D.3.e - Rooftops & Mechanical Penthouse Enclosures* for further elaboration of the subject.

3. Parking

A. Ratios: The number of parking spaces provided should not exceed the minimum allowable by code by more than 10%.

B. 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.

C. 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, Part E.1.*

D. 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.

4. Sustainability

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

5. Historic Buildings and Neighborhoods

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

B. If well-designed, low/mid-rise commercial buildings can be complimentary to and enhance the character of historic districts, although significantly taller than their surroundings. Many historic neighborhoods in the city have historic mid-rise buildings in the 50' - 100' range of exceptional quality and character. Height alone should not be cause for denial of a project, but rather design quality. The City of Sacramento's Historic Preservation director shall be consulted on proposals for this building type in an Historic District.

2.b - Commercial High-Rise

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

Rationale

This section covers projects which are in excess of 8 stories, typically 150' to 200' high in the River District. High rise commercial office towers (which include hotels) may often have a limited number of lower floors of non-offices, such as ground floor retail and structured parking. They may also be combined with other lower-rise building types as part of the development. This category requires Type I construction, in steel or concrete frame. The following guidelines are meant to serve as a brief introduction to the recommended parameters for this category.

Guidelines

1. Site planning

A. As allowed by Zoning Code.

B. Setbacks: Should be consistent with adjacent buildings and Zoning Code. Otherwise:

   I. For building base (up to 85'):
      a. Front: 0'
      b. Side: zero setback allowed
      c. Back: zero setback allowed
   II. For tower component (above 85'):
      a. Front: zero setback allowed
      b. Side: zero setback allowed; 5' min. if windows in wall
      c. Back: zero setback allowed
      d. 80' min. setback between towers

C. Lot Coverage (above parking): As per Zoning code.

D. Open Space: Not required.

E. Public Open Space: Not required.

F. Landscaping: Required in all open spaces, designed to CPTED standards.

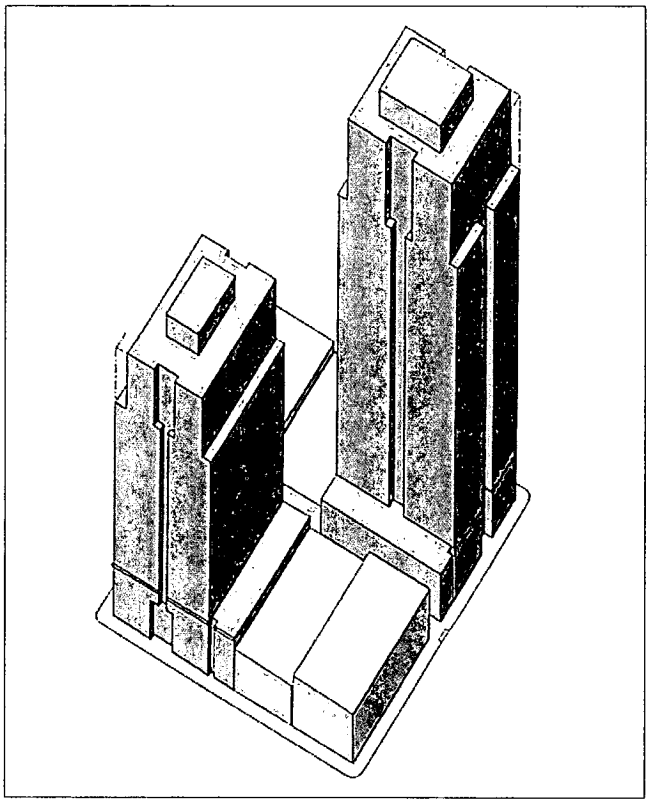


Figure 1. These diagrams illustrate the building volume used by a commercial office building in Sacramento. The left and right towers each start as a 1/4 block (25,600 sf) parcel; and completely fill the site to the base height of 85'. From there, each steps back to a maximum 20,000 sf floorplate, which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

Figures 2 and 3. 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.

2.b - Commercial High-Rise (cont.)

2. Massing & Building Configuration

A. Height Limits: As allowed by Zoning Code

B. Bulk controls: See *Chapter 4, Part D.3*. Generally, above the street-wall height of 80', bulk controls apply, related to tower heights as follows:

   I. Mid-rise (Up to 85' / Life-safety limit height
      a. No bulk reduction required (see Facade Articulation)
      b. No stepback from street required
   I. Above 85' height
      a. Maximum average tower floor plate: 20,000 sq ft
      b. Maximum plan dimension: 160'
      c. Maximum diagonal dimension: 200'
      d. 10% bulk reduction required for the top 20% of the tower height, measured from grade.
      e. No stepback from street required

C. Facades:

   I. Ground level uses: Shall be retail or other active commercial uses.
   II. Transparency: Any active ground floor use shall have walls at least 60% transparent, with 75% preferred.
   III. Articulation of street-wall: Articulations should be spaced no further than 40' o.c.
   IV. 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. The lighting design should focus light on the building and avoid light pollution. See the IESNA's Recommended Practice RP-33-99: "Lighting for Exterior Environments", Section 5.1.
   V. 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.

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

E. Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume. Reference *Chapter 4, Part D.3.e - Rooftops & Mechanical Penthouse Enclosures* for further elaboration of the subject.

3. Parking

A. Ratios: The number of parking spaces provided should not exceed the minimum allowable by code by more than 10%.

B. 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.

C. 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, Part E.1*.

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

4. Sustainability

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

5. Historic Buildings and Neighborhoods

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

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

D. Massing and Building Configuration

The Massing & Building Configuration Guidelines are intended to give guidance to the development of the buildings, and cover a range of topics from the height, massing and 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 River District.

Categories of guidelines include:

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

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

Street Wall & Building Base Height

Sacramento's public realm is defined by the buildings that surround it and the "street-walls" that the buildings collectively create. The street-wall is the line of buildings along a street edge that establishes the predominant definition of the public space. The placement, scale and design quality of the building's street-wall determines the nature and character of the streetscape and reinforces desired pedestrian or broader public realm objectives. Generally, a consistent street-wall contributes to a clearer public realm identity and a more comfortable pedestrian experience. Unlike the older historic commercial buildings in the Central Core which create well-defined street walls and visually accessible ground floor uses, the River

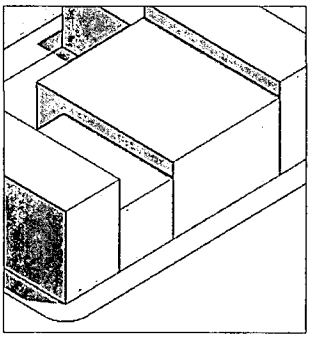


Figure 1. Building Component and Term Illustrations

Figure 2. Street Wall and Building Base Height

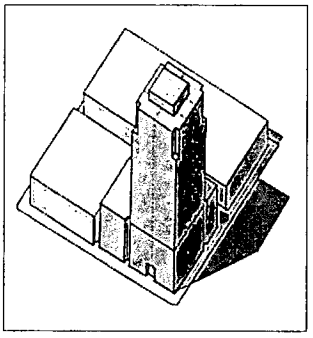


Figure 3. Massing & Bulk Controls

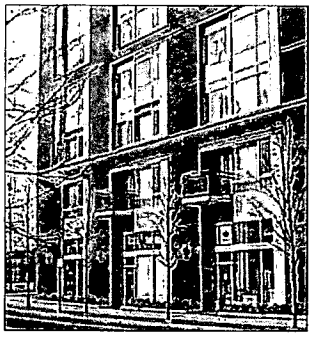


Figure 4. Façades

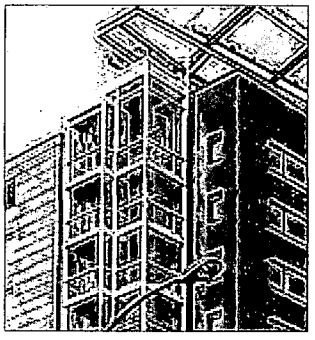


Figure 5. Rooftops and Mechanical Penthouse Enclosures

Figure 6. Development Along Alleys

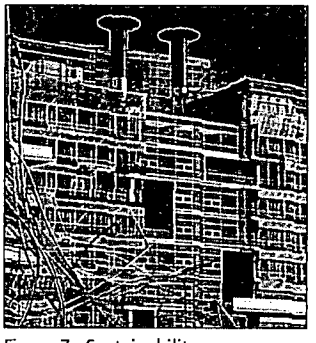


Figure 7. Sustainability

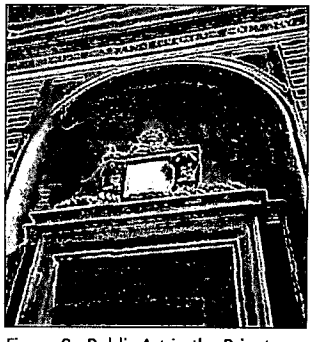


Figure 8. Public Art in the Private Realm

district will establish a streetwall appropriate for the scale of buildings and width of streets, this generally to be set at 40 feet in height. Buildings that do not hold the street wall detract from the definition and quality of the public realm. The height of the street-wall at the setback or build-to-line is also an important element in shaping the character of the public realm. In combination with the width of the public street right-of-way, it is a primary factor in giving scale to the public realm and ensuring a comfortable human-scaled street enclosure.

Massing & Bulk Controls

As the River District matures and incorporates more mid- and high-rise structures, the massing, bulk, and separation of buildings will become important. Densely packed massing can have numerous adverse effects: decreasing solar access; increasing wind tunnel effects; creating a visually oppressive public realm; and, with the introduction of residential towers, creating privacy conflicts. In order to protect views, solar access, air circulation, the quality of the public realm, and the character of the skyline, the new guidelines mandate a two-tiered approach that requires smaller floorplates for all towers, and smaller floor plates for residential towers.

Façades

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

Rooftops & Mechanical Penthouse Enclosures

Rooftop design should be integrated into the overall design scheme of the building, especially for buildings which exceed the height of the City's tree canopy. In addition to the desire to design a form that will be a distinctive & memorable contribution to the city skyline, rooftop design balances and integrates other competing demands, including servicing and life-safety requirements and open space possibilities.

Development along Alleys

As a city-wide resource, Sacramento's alleys provide a literal network of development opportunity. If properly utilized and enhanced, this can become the location for residential, commercial and retail development of a different yet complementary character to that of the existing River District. Smaller scaled and intimate in contrast with the width and scale of the primary vehicular streets and urban frontage, the alley system can offer the city a distinctive urban experience, unique to Sacramento. (See Ch 3 Alleys)

Sustainability

As the center of the city and the region, and the State's Capitol, Sacramento should be the main stage for demonstrating how to create a sustainable city. The amount of development projected for the 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 development should take a comprehensive and measurable approach to sustainability. All development should meet the criteria required for LEED certification (or another appropriate rating system) at a minimum. The Sustainable Design of buildings requires an evolving palette of design tools. Some tools require the application of common sense and best practices for the region. Others require designers to incorporate the latest technologies for mechanical systems and material use.

Public Art in the Private Realm

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

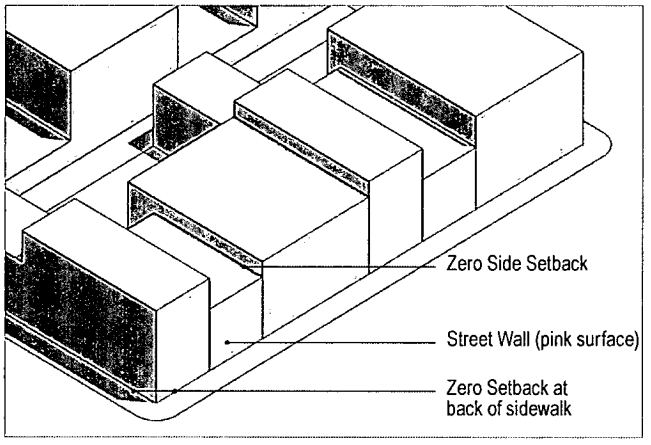
1. Building Component and Term Illustrations

Rationale

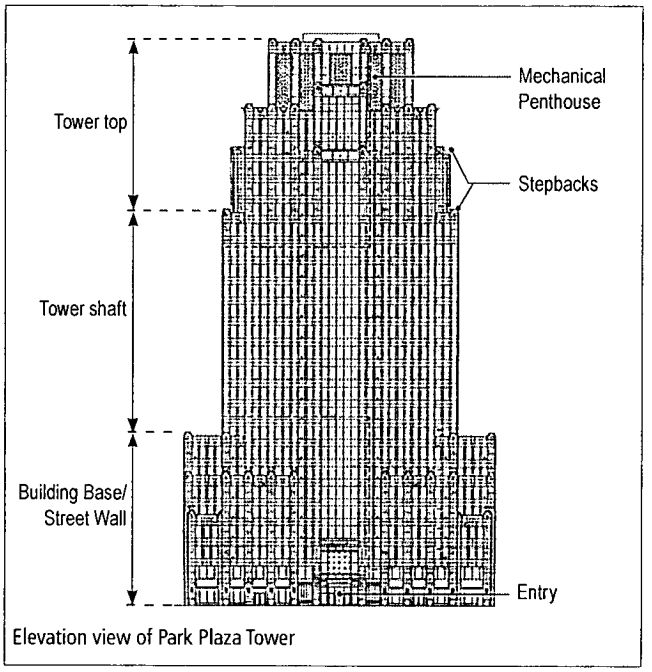
Some terms discussed in this section are illustrated and identified below, and clarify architectural, urban design, and planning terminology.

Building Components & Terms

Street Wall & Setbacks Figure 1

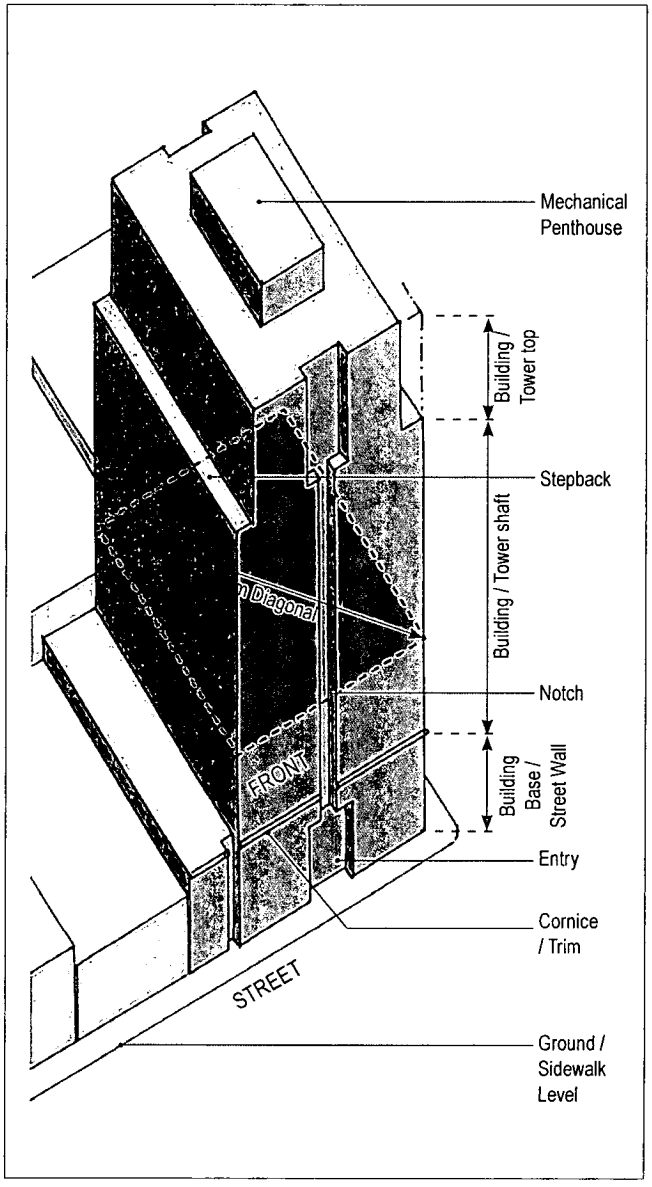


Tower Components Figure 2



Elevation view of Park Plaza Tower

Building & Bulk Control Figure 3



2. Street Wall and Building Base Height

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

Rationale

The public space of the street is defined by the buildings and, in Sacramento's residential areas, by tree canopies. The River District does have a fairly consistent building height, but only in the North 16th Street Historic District, can one discern an actual street wall in part. As the District develops, there is an opportunity to create more regular street wall heights. A building base height established at approximately 50', or 3 stories would be appropriate for much of the River District where typical local streets are 68 ft wide. This produces a street section with 3:4 proportions (see Figure 2). On streets of 80 ft the street wall shall not exceed 65 ft. On streets wider than100 ft, the street wall height shall not exceed 85 ft.

Guidelines

A. In order to support a pedestrian-oriented public realm, retail and commercial streets should be framed by buildings uniformly placed at the sidewalk with no setback. In other areas that are more residential or institutional in character, street-wall setbacks should reflect the predominant historic development pattern.

B. The height of the street-wall is an important element in shaping the character of the public realm. Buildings which are taller than the preferred street wall height in their particular corridor should be articulated at the top of the street wall height, or stepped back, in such a way as to ensure the visual primacy of the street wall's building base height. Above the building base height, bulk controls apply. See *Part D.3 - Bulk Controls*.

C. Breaks in the street walls within a development block or site should employ plantings, walls, archways, fences, or other features to maintain the spatial definition of the street edge.

D. A building may have multiple horizontal course articulations in order to pick up the articulations or heights of adjacent buildings. See Figure 3.

Building Base Height

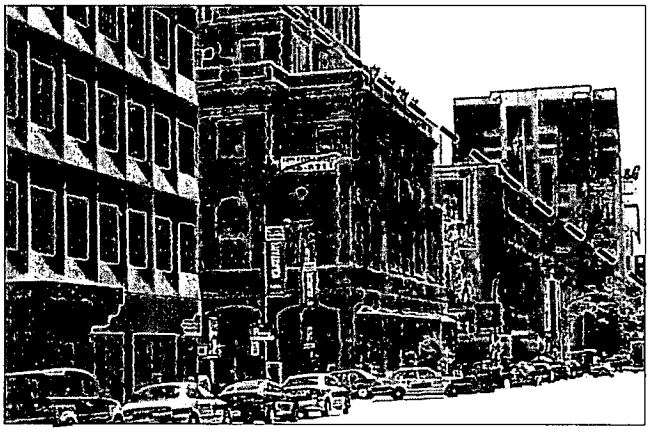


Figure 1. Consistent building wall defining the space of the street, as seen along J Street.

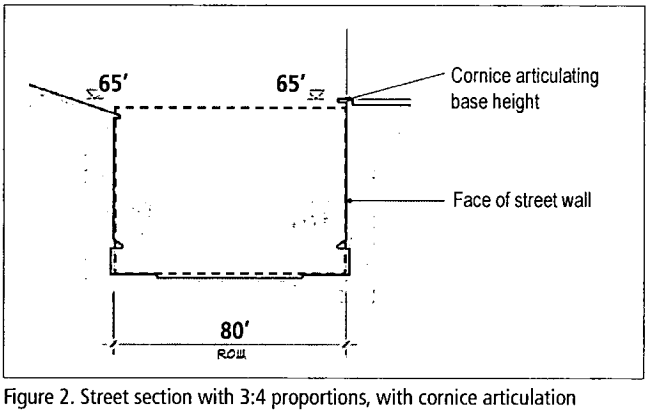


Figure 2. Street section with 3:4 proportions, with cornice articulation defining building base height.

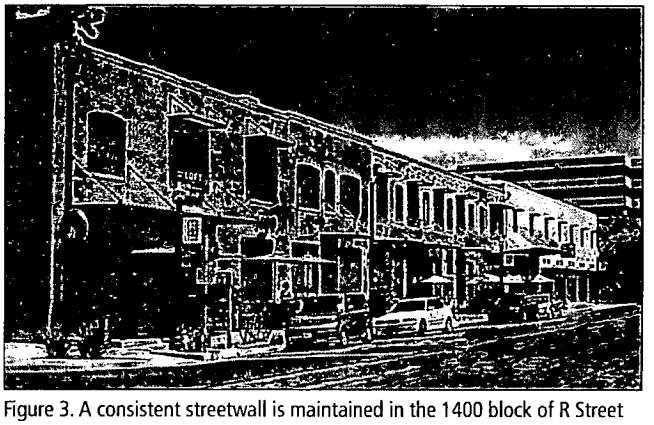


Figure 3. A consistent streetwall is maintained in the 1400 block of R Street with four individual 20th century warehouse buildings..

3. Bulk Controls

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

Rationale

As the River District matures and incorporates more and more mid- and high-rise structures, their massing and separation will become important issue to address. Densely packed towers can have numerous deleterious effects: decreasing solar access; increasing wind tunnel effects; creating a visually oppressive public realm. Two recent buildings stand out – the EPA headquarters and the Courthouse. Though they are fine pieces of architecture, their towers' east-west slab configurations create severe shadow impacts on the adjacent neighborhoods to the north. And with the introduction of residential towers, privacy conflicts are created. In recognition of these issues, many cities are adopting the approach pioneered by Vancouver to require slenderer towers with greater separation between them which will add in maintain view corridors to the rivers, Downtown, and the Sierra mountains.

Figure 1. Aerial view of the Downtown, focusing on Cesar Chavez Plaza. This picture emphasizes the dramatic shadows cast by wide-floorplate buildings.

Figure 2. Vancouver, BC, requires slenderer towers with greater separation between them.

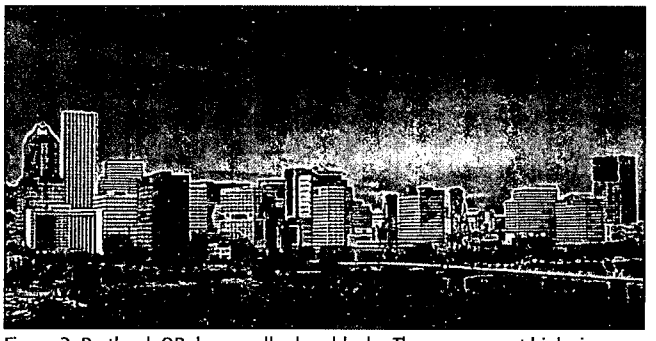


Figure 3. Portland, OR, has small urban blocks. The more recent high-rise residential and office buildings have transitioned away from the full-block model and towards narrower, more elegant, and more articulated designs.

Guidelines

Floor-plate Size

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

3. Bulk Controls (cont.)

Building Stepbacks

The requirements for stepbacks should acknowledge the differences between building programs. Commercial buildings can accommodate step-backs of their upper floors within their massing without compromising the integrity of the internal spaces. High-rise residential floor plans are normally stacked one above the other without step backs. The depth of residential floor plans rarely has the ability to vary from floor to floor. This integral consistency results in a vertical facade for the majority of the building's height. It is for this reason that the design guidelines do not require residential towers to step-back their floors above the street-wall base height.

An unfortunate drawback of requiring stepbacks is that stepbacks permit, and by default encourage, above-grade parking levels to occupy the levels up to the base height limit and expose the parking levels to the street-wall. This creates the undesirable condition where there are no windows or occupied spaces from ground level to where the occupied floors start, resulting in a dead street-wall as seen from the sidewalk. (This parking location issue is addressed in *Chapter 4, Section E - Parking & Vehicle Access*.)

In principle, stepbacks - the process of stepping back a building's bulk at designated height thresholds - are not required from the street-wall (except as required in the Zoning Code). However, bulk-reduction stepbacks are required at the top 20% of high-rise buildings

Tower Separation

As the River District becomes a district with a higher concentration of high-rise buildings, greater setbacks are recommended for all the same reasons for reducing floorplate size. Future commercial and residential towers should be required to maintain at least an 80-foot setback from adjacent towers, the width of a typical Sacramento Central City street, in order to ensure protection of views and privacy. See *Part D.3.c - Bulk Controls - Tower Separation & Height Differentiation*.

At the edge of rivers, highrise towers should be seperated a minimum of 200 feet to ensure open views and reduce shadow impacts in these areas.

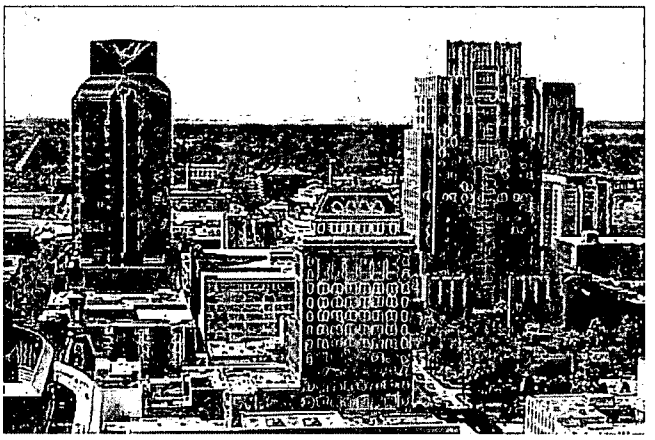


Figure 1. View of the River District, from the top of the Empire Building, looking west. These buildings employ a variety of stepback strategies, ranging from stepbacks only at the top to frequent stepbacks applied at various stages of as the buildings rise.

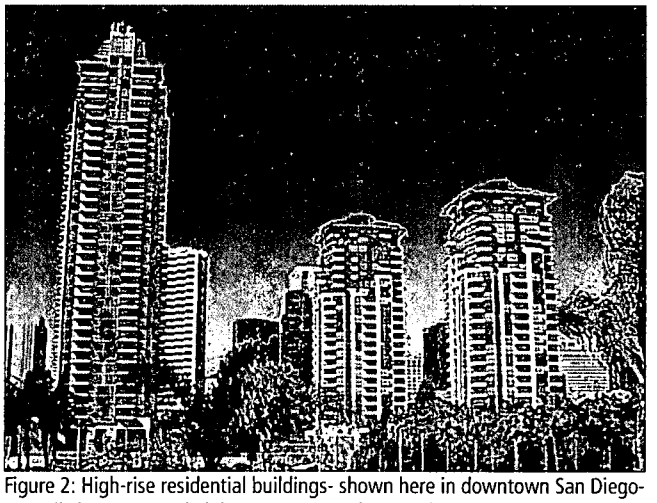


Figure 2: High-rise residential buildings- shown here in downtown San Diego- typically have minimal ability to accommodate stepback recommendations, due to the requirements for residential units to "stack" in a repetitive fashion. Massing articulations are often found in balcony and terrace configurations.

3. Bulk Controls (cont.)

Tower Proportion

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

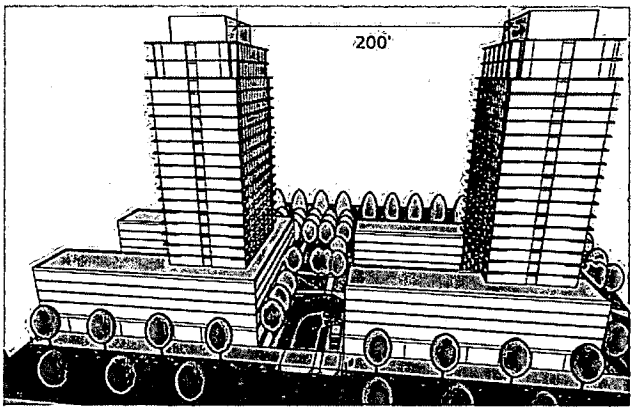
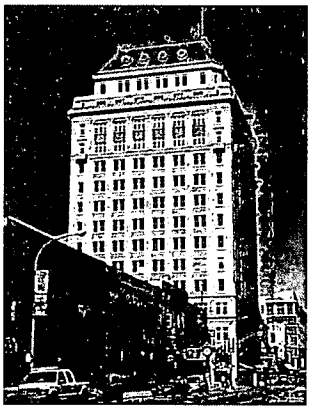


Figure 1: Tower separation at the riverfront shall be a minimum of 200 feet with separation at the base for public access to the river.

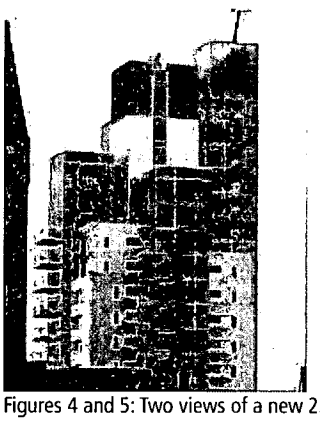
Alternative Designs & Flexibility Regarding Bulk Controls

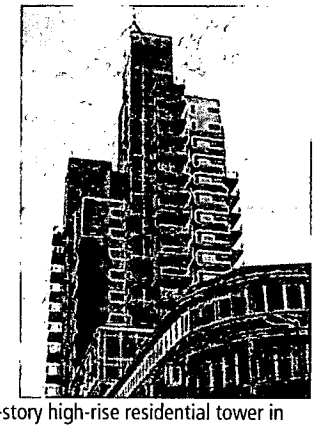
The Bulk Control Guidelines are intended to be a framework and basis for the review of projects by the City of Sacramento. Staff will review a project for overall compliance to ensure it meets the intent of the design criteria set forth in this document. As such, alternative designs that can be proven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

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



Figures 2 and 3: Two approaches to stepbacks are illustrated by two of Sacramento's signature historic buildings, the Elks Club and 926 J Street (now the Citizen Hotel). Both designs delineate the base, tower shaft, and top. Whereas the Elks club uses stepbacks at each location, 926 J Street uses cornices and string course to articulate its massing.





Figures 4 and 5: Two views of a new 25-story high-rise residential tower in London. The floorplates have no stepbacks until the top eight stories, where the "bundled" vertical masses successively end, creating terraces for the upper floors.

3.a - Bulk Controls - Residential and Residential/Mixed-Use Buildings

Residential Bulk Controls

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

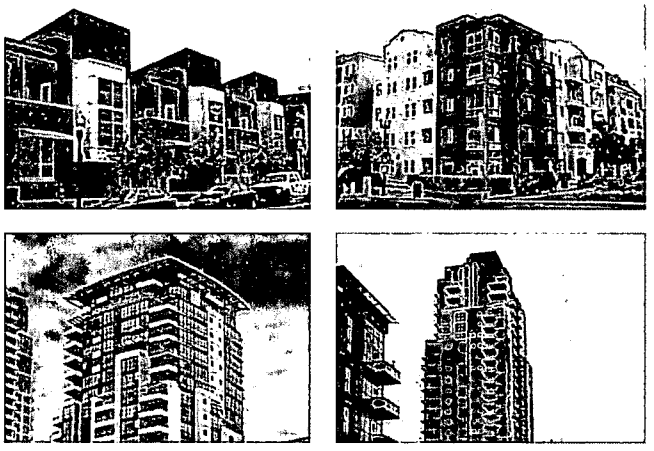
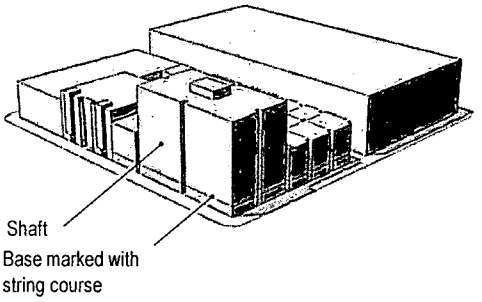


Figure 1. Various bulk reduction strategies employed on residential developments in San Diego, CA.

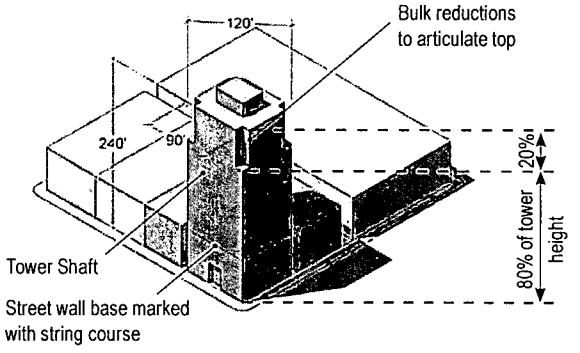
1. Low & Mid-Rise (Up to 85' / Life-safety limit height):

i. No bulk reduction required
ii. No stepback from street required



2. Up to 240' height

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



3.b - Bulk Controls - Commercial Office and Commercial Office / Mixed-Use Buildings, and Hotels

Commercial & Commercial/Mixed-Use Buildings

1. Low-rise (Up to 50' height)

i. No bulk reduction required
ii. No stepback from street required

2. Mid-rise (Up to 85' / Life-safety limit height

iii. No bulk reduction required

iv. No stepback from street required

3. High Rise - Above 85' height

v. Maximum average tower floor plate: 20,000 sq ft
vi. Maximum plan dimension: 160'
vii. Maximum diagonal dimension: 200'
viii. 10% bulk reduction required for the top 20% of the tower height, measured from grade. No step-back from street required

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

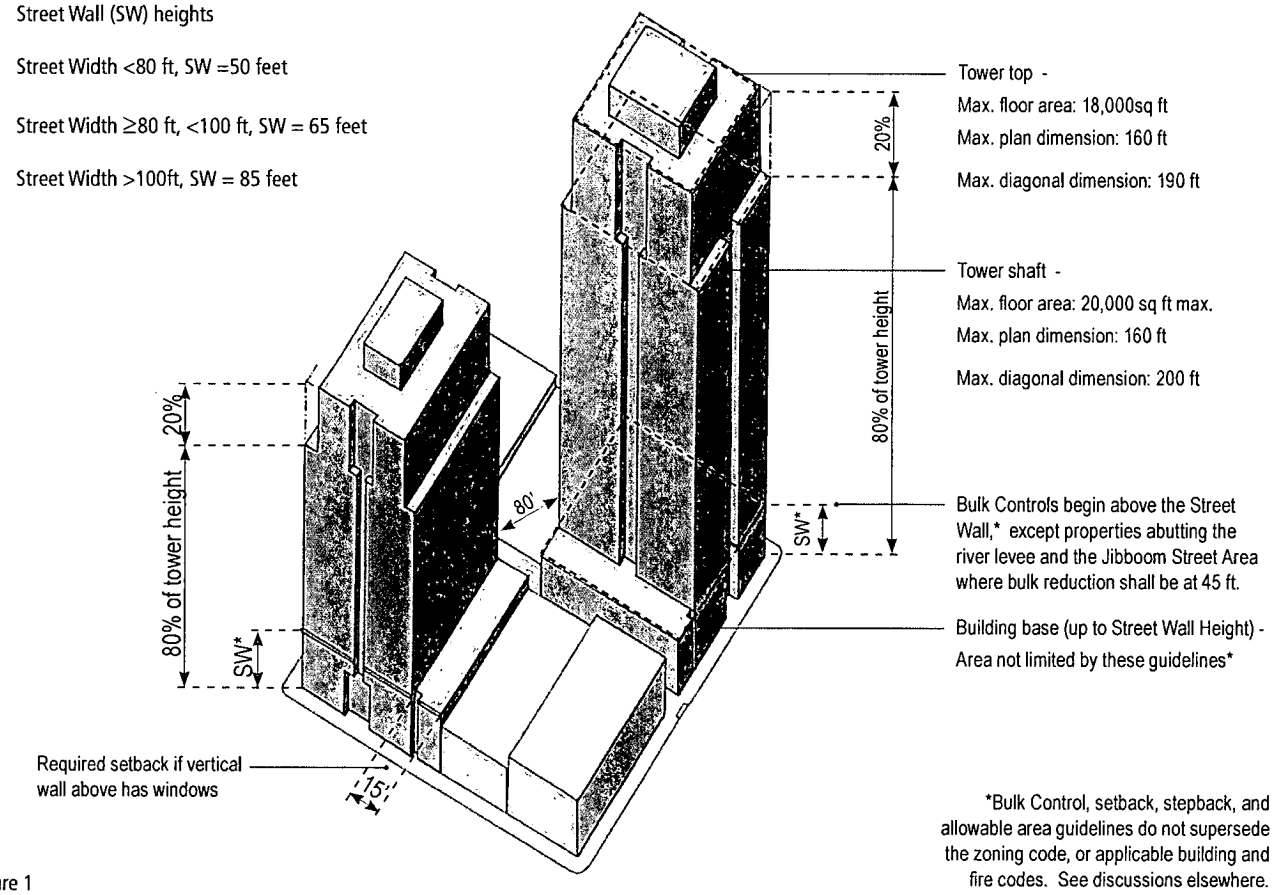


Figure 1

3.c - Bulk Controls - Tower Separation and Height Differentiation

PRINCIPLE: The spatial separation of any two towers on the same block - and the related qualities of solar access, shadows, views, and privacy - shall be no more restrictive or constricting than if they were on opposite sides of a typical 80 foot-wide street; and a tower shall be distinct in size/ scale from those adjacent to it.

Rationale

One of the benefits of towers is to have unobstructed views for the upper floors. This is particularly important in narrow lots in a multi-parceled block, as is common in the commercial zone of the River District. 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.

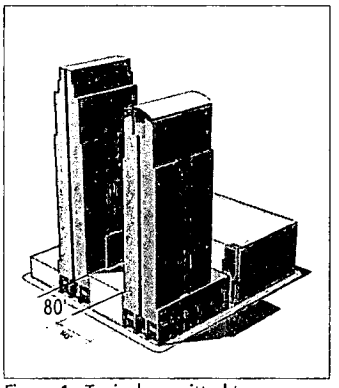


Figure 1: Typical permitted tower spacing

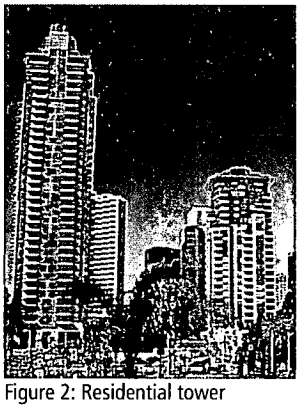


Figure 2: Residential tower spacing in downtown San Diego, CA.

Guidelines

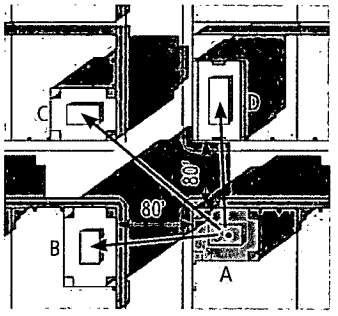
1. Tower Spacing & Separation

A minimum separation of 80' in all directions is required between residential towers (200' along the riverfront). This applies to existing and new residential towers, including where multiple towers are part of the same design scheme / development and applies to the street right-of-way in the River District which may be less than 80 feet in width.

After the 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 diminish view blockage and preserve sky exposure at street level.

2. Along the riverfront, towers should be staggered to maximize the viewshed of each tower.

The curvilinear form of the riverfront should be followed in the placement of towers to ensure that view corridors remain open



- Tower Spacing: 80' away from any other tower.
- Height Differentiation, to maximize views and individual tower identity: at least 50' different than the to closest towers. In the diagram above, the height of tower A should be at least 50' different than both towers B and D.

Figure 3: Towers should be spaced at least 80' apart form each other - the equivalence of the predominant Central City street width - and vary considerably in height from those closest to it.

3. Height Differentiation

Any new high rise should be at least 50' shorter or taller than the two towers closest to it (measured in plan as a radius from the center of the diagonal). Thus, in Figure 3, if towers B, C and D are existing, new tower A should be approximately 50' shorter or taller than both tower B and tower D.

3.d - Bulk Controls - A Distinctive Top

PRINCIPLE: River District highrise buildings shall terminate with a distinctive top, to contribute to an architecturally dynamic city skyline.

Rationale

Tower Articulation - A Distinctive Top

There is a well established architectural tradition of high-rise buildings having a distinctive top terminating the tower. Sacramento has many fine examples of this design strategy, from the historic Elks Lodge of 1926 to 621 Capitol Mall, completed in 2008 and the River District will make its own unique contribution to our City skyline.

Guidelines

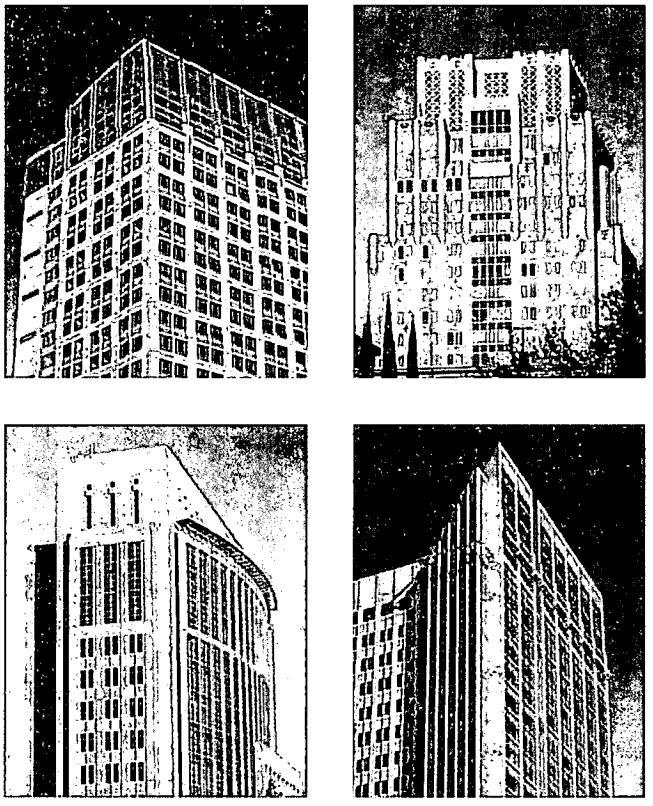
To achieve a distinctive top, a 10% bulk reduction for the top 20% of the building height is required. This helps define an upper / penthouse zone at the top of the building and reduces the apparent bulk of the tower as seen against the sky.

Mechanical penthouses should be screened and integrated into the form of the building. Consideration should be given to various ways of handling this design element without compromising safety or creating a monotonous skyline. (See Photos, this page)

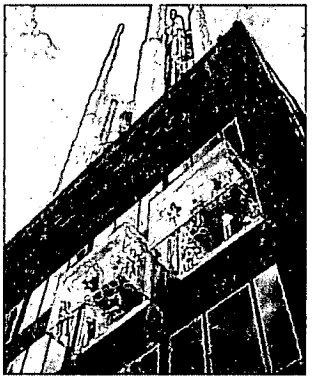
Designs should avoid flat topped profiles, which make a building look stocky and top-heavy.

Commercial hotel towers in the Jibboom Street area may receive a height incentive for providing a public observation area or viewing deck which should be distinguishable at the building's top.

Tower tops



Figures 1, 2, 3, and 4. Bulk reductions and integrated mechanical penthouses contribute to the distinctive tops of these Sacramento towers. Figure 5. Observation balconies, Chicago's Sears Tower (renamed Willis Tower).



3.e - Bulk Controls - Rooftops and Mechanical Penthouse Enclosures

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

Rationale

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

Guidelines

1. Mechanical Penthouses

Mechanical penthouses should be screened and integrated into the formal design of the building. See Figures 1-4.

2. Roof Surfaces

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

A. 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.

B. 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).

C. Install photo voltaic panel arrays on at least 50% of roof areas.

3. Open Space

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

Rooftops

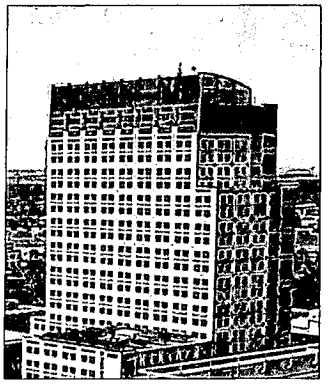


Figure 1

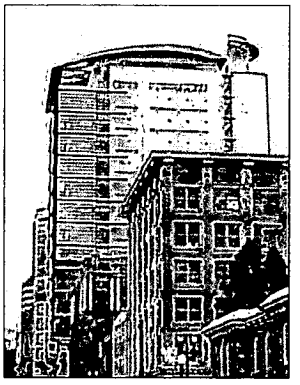


Figure 2

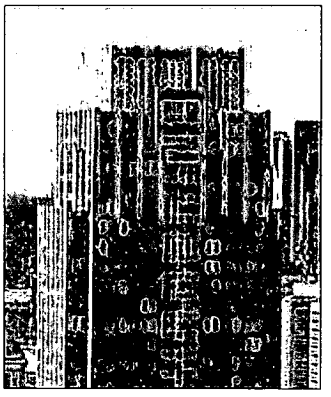


Figure 3

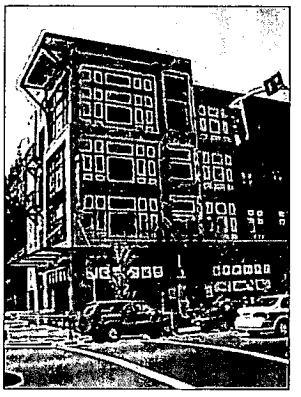
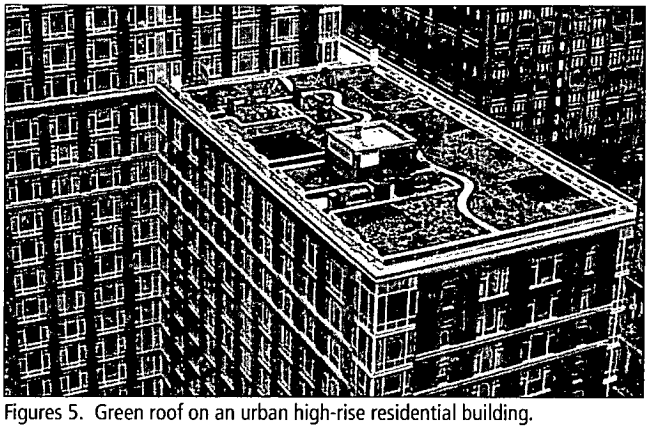


Figure 4

Figures 1, 2, 3 & 4. Mechanical penthouses at roof level integrated into the overall design of the building's massing and "distinctive top".



Figures 5. Green roof on an urban high-rise residential building.

4.a - Façades - Ground Level Uses

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

Rationale

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

Guidelines

1. Location

In the River District area, ground floor uses should be retail, commercial, community or live/work. Ground floor retail location requirements are specified in the River District Special Planning District (SPD).

2. Ground Floor Heights

A. Development with retail, commercial, community or public uses on the ground floor should have a clear floor-ceiling height of at least 12'. Where mechanical venting is required, facade vents should be either at least 9' above the sidewalk level, or placed on a side elevation, away from pedestrian traffic.

B. The ground floor elevation of a non-residential building is preferable to be flush with the sidewalk however, in no case should it be more than 2' above the adjacent sidewalk, and maintain handicap access.

C. Main entrances for each use should be accessible from sidewalk level. See Figure 2.

3. Residential Uses

Residential ground floor uses in multi-family buildings, other then accessible units, should be no more than 4' above the public sidewalk grade, if setback is 15' or less. See Figure 2.

4. Blank Walls Due to Screening of Parking

Blank walls due to grade-level parking or service spaces are to be avoided. Parking shall be screened with an active use (residential, etc.) or depressed by a half or full level. See Figures 3 & 4. See also *Chapter 4, Part E.1-Parking & Vehicle Access.*

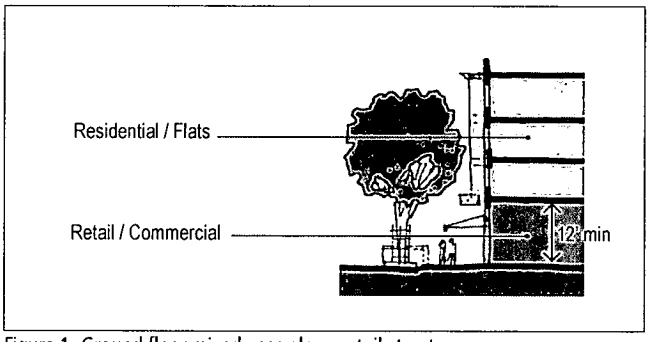


Figure 1. Ground floor mixed uses along retail street

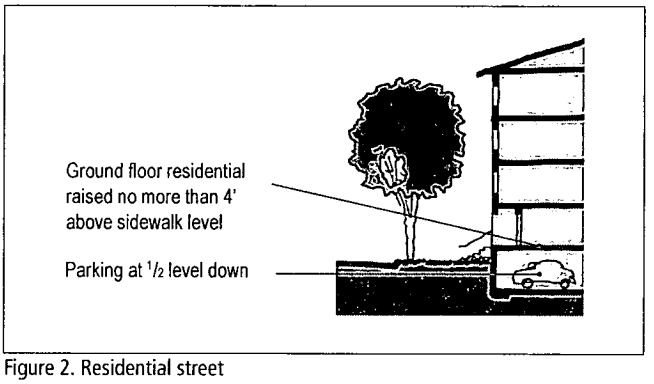


Figure 2. Residential street

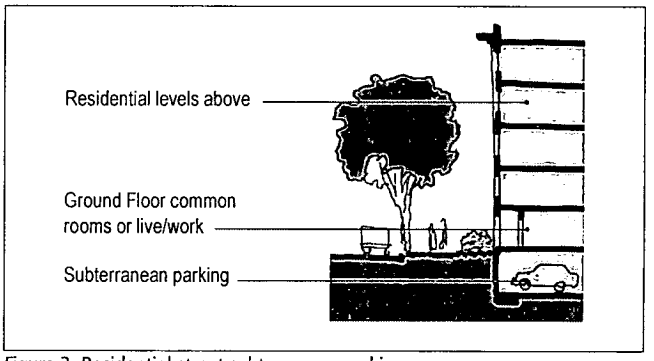


Figure 3. Residential street subterranean parking

4.b - Façades - Transparency

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

Rationale

Where retail, commercial, community or other active uses occur, it is imperative that they are visible from the street, to both pedestrians and motorists. The facade thus needs to have a high level of transparency in order for these uses to get the amount of visibility required for their healthy business operation (See Figures 1 & 2). These facades should also have a high degree of permeability (through doors and entryways).

Guidelines

1. Where retail, commercial, community or other active uses occur, the retail level facade should be 60%-75% transparent. See *4.a - Façades - Ground Level Uses* for required locations per the retail frontage map

2. Opaque and translucent glass do not qualify as transparent.

3. A facade need not be all glass, nor must it be built out of a storefront system.

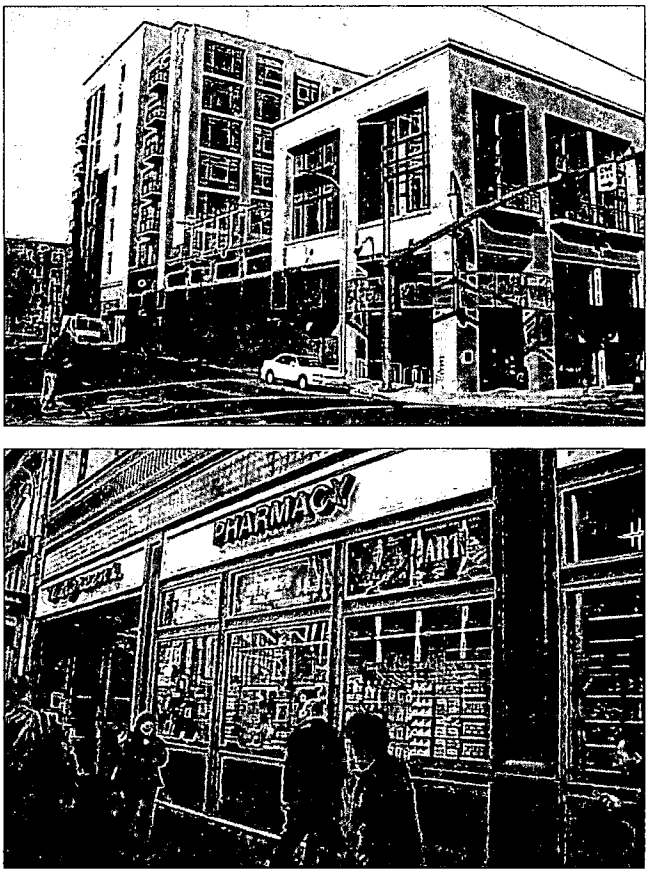
4. The qualifying area of a facade is from top of finished sidewalk to top of finished floor level of first non-retail (e.g. residential or commercial office, etc.) level.

5. Doors should be spaced no more than 40' apart to ensure a high degree of permeability.

6. Blank walls, more than 12' in length are discouraged. If they can not be avoided, one of these strategies should be used:

   I. Set the wall back behind a planting strip of at least 18". The planting strip may be recessed within the column grid.
   II. The wall should be either articulated or decorated with artwork, or both.

Ground Level Transparency



Figures 1 & 2: Appropriate levels of transparency need not require all-glass buildings. These two buildings - one an grocery store in a mixed-use development in Portland, OR, the other a retail chain store in San Francisco - both have appropriate and successful levels of ground floor transparency.

4.c - Façades - Articulation of Street-Wall

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

Rationale

Sacramento's urban blocks are historically divided into 40' and 80' wide lot increments. While the new blocks in the River District are not as uniform in size, the importance of scale and articulation of the streetwall gives the urban blocks their predominant rhythm and variety and creates a fine-grained pattern to the urban fabric. In order to avoid block-long, unbroken facades, unarticulated façade planes should be limited limit to an in order to create visual variety and interest.

Guidelines

1. Vertical Articulation

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

A. The maximum unbroken length of the facade of a commercial building should be limited to 100'.

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

C. Articulation between facade sections should be at least 5' deep and at least 10' wide.

2. Repetition of Articulation

A project should not repeat the same wall surface design:

A. Horizontally, across more than 1/3 of a block

B. Vertically, over more than 50% of its floors

Figure 1 illustrates how design strategies like rhythm and notching can be used to design large buildings where expansive and potentially repetitive facades can be challenging.

Articulation of street-wall

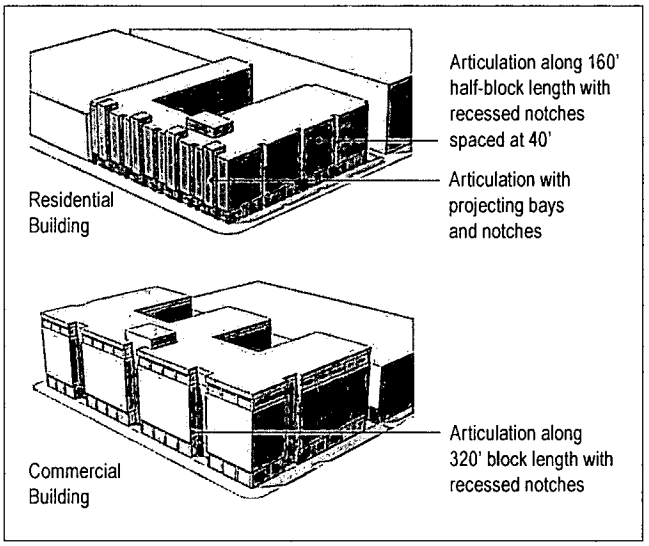
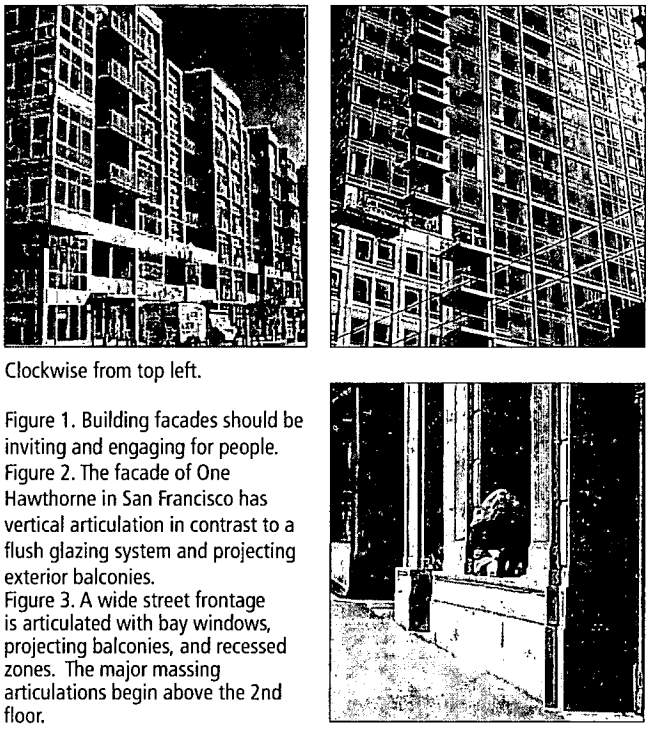


Figure 1: Projections & notches articulating the street wall.

Façade Articulation



Clockwise from top left.

Figure 1. Building facades should be inviting and engaging for people.
Figure 2. The facade of One Hawthorne in San Francisco has vertical articulation in contrast to a flush glazing system and projecting exterior balconies.
Figure 3. A wide street frontage is articulated with bay windows, projecting balconies, and recessed zones. The major massing articulations begin above the 2nd floor.

4.d - Façades - Corners

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

Rationale

Building projects within the River District located on corner lots present an excellent opportunity to accentuate the unique location of the corner across the width and length of the urban block and at terminal views on diagonal intersections. Some urban corner design strategies include articulated corners, projecting and receding balconies, and accentuating features at various scales. See Figures 1-8.

Guidelines

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

1. Articulated corners

Chamfered or rounded corners allow for a seamless transition from one street facade to the next. This is an especially good strategy where a corner entrance is used. Chamfered corners are illustrated in Figures 3, 4 and 7; rounded corners in Figures 5 and 8.

2. Projecting and recessed balconies and entrances

Projecting and recessed balconies and entrances allow for the corner to capture a volumetric expression distinct from the typically repeating elements of a facade. See Figures 1, 5, 7 and 8.

3. Accentuating features at various scales

Buildings may incorporate accentuating features at the building corner. These can be designed at various scales, from embellished doorways (see Figures 3 and 4), to material and volumetric manipulations (see Figures 1 and 6) to circular drums (see Figures 5 and 8). In some cases the entire building massing may transform to become a corner pavilion feature (see Figures 2 and 5).

4. Other Strategies

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

Corner Strategies

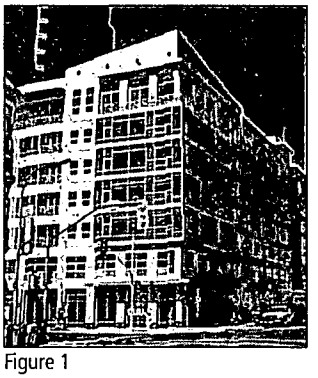


Figure 1


Figure 2

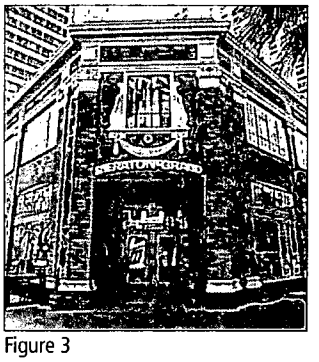


Figure 3

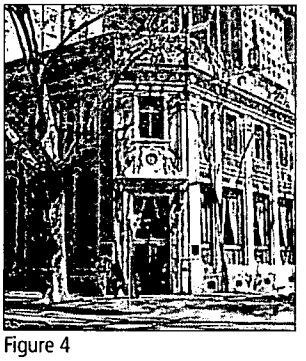


Figure 4

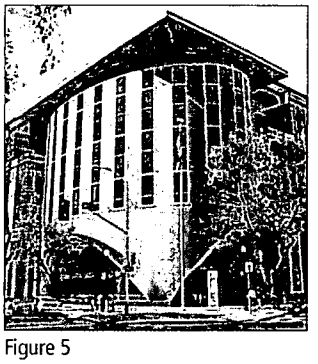


Figure 5


Figure 6

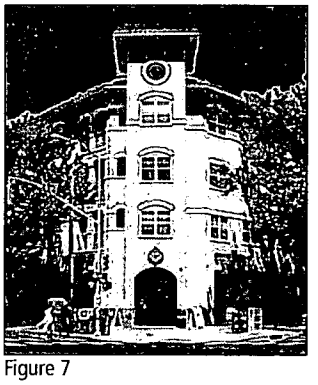


Figure 7


Figure 8

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

4.e - Façades - 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.

Rationale

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

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

Window design is inherently related to the facade system employed. Windows are traditionally referred to as "punched openings" in masonry walls, whereas in curtain walls they are not treated as a separate element from the façade system. Curtain wall systems can also incorporate sunshading systems which are discussed in *Part 4.g - Canopies, Awnings & Sunshades*. Further, many buildings use a hybrid of systems, for example where a curtain wall system sits within a larger punched opening of a masonry wall. Thus, the following guidelines and illustrations should be considered to illustrate a range of possible solutions, but is not inclusive of all sound combinations and scenarios.

Guidelines

1. Windows within solid walls (walls not designed as glass curtain wall systems) should not sit in the same plane as the wall surface. They should be recessed at least 4", with the wall material turning the corner at the window jambs, in order to demonstrate materiality of the wall thickness. See Figures 1, 2 & 4.

2. Windows should have design and scale appropriate to the spaces behind them.

3. Windows should be grouped to establish rhythms across the façade and hierarchies at important places on the façade. See Figure 3.

Window Types for the River District

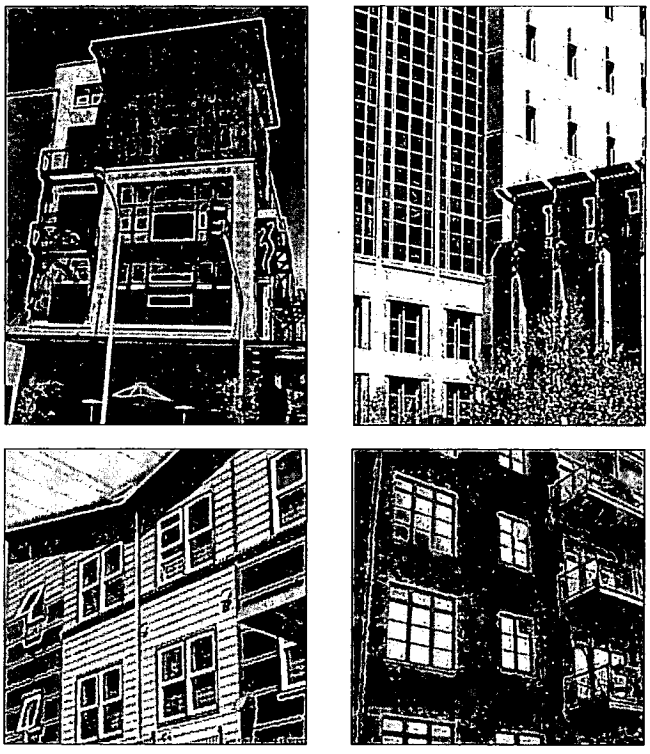


Figure 1 to 4. The River District will have a variety of window types consistent with the variety of building types throughout the District, including curtain wall / storefront systems within punched openings (top), operable sash windows residential windows and door systems (above left and right).

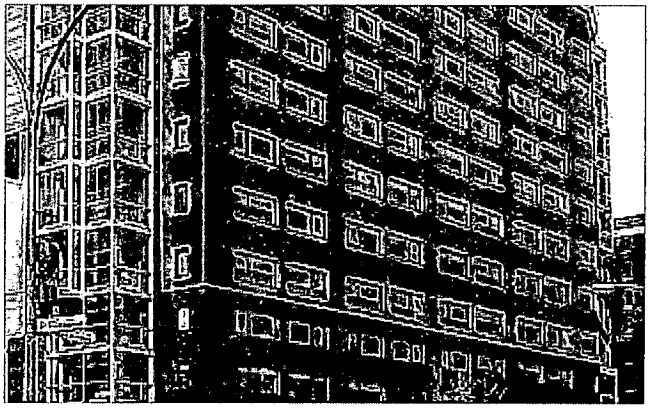


Figure 5. The windows in this mid-rise building provide operable window systems, which in the River District would be advantageous to collect delta breezes for occupant comfort.

4.e - Façades - Fenestration: Window & Facade Systems & Patterns (cont.)

4. Curtain wall systems should be designed with projecting vertical and/or horizontal mullions (see Figure 3), or other modulating features.

5. The location of the glass line should be varied across the façade, to create depth and shadow effects. See Figures 3, 4 & 5.

Figure 1. This building also combines curtain wall window systems with solid punched-opening walls. The wall is given a visual thickness by the varying placement of the glass line.

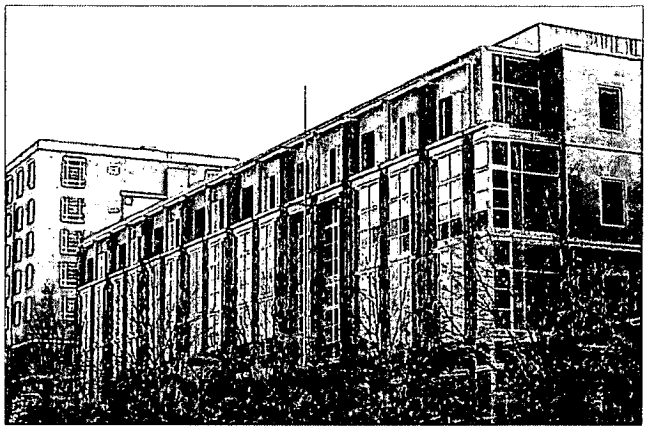


Figure 2. This university building in Cambridge, MA, has a repeating double window bay module which sets a rhythm across the facade, which is then interrupted by special conditions at the corner and above the entry.

Figure 3. This office building at 560 Mission Street in San Francisco has a sophisticated system of projecting mullions and framing members, establishing an intricate dialogue between structure, skin and appendage.

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

Figure 5. 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.

4.f - Façades - Entrances

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

Rationale

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

Guidelines

1. Entrances should:

A. Be given prominence on the street frontage.

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

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

D. Incorporate craftwork and/or public/private art.

E. Have a change in material and/or wall plane.

F. Be appropriately lit, for safety and legibility of signage and inscriptions.

G. Have double height lobbies for buildings with more than 30 dwelling units or 4 floors of commercial space

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

2. Entrances should not:

A. Employ excessive storefront systems.

B. Employ projecting storefront cubicle pavilions.

Entrances

Figure 1. Vertical elements and canopy mark the entrance to the Department of Transportation building, Sacramento

Figure 2. This vertical drum punctuates the entry from the street, recessed beneath an archway.

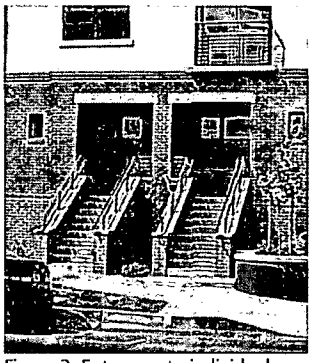


Figure 3. Entrances to individual units should orient to the street & be characterized by stoops, porches etc.

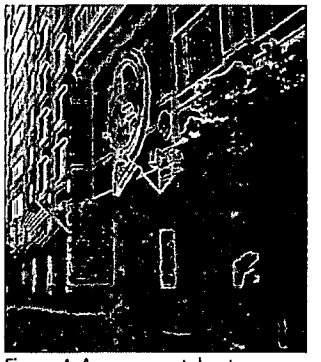


Figure 4. A monumental entrance to a California State office building marked by the official seal

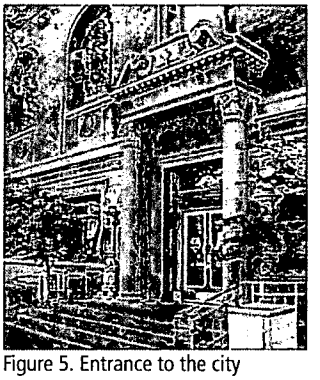


Figure 5. Entrance to the city library, appropriately designed and decorated.

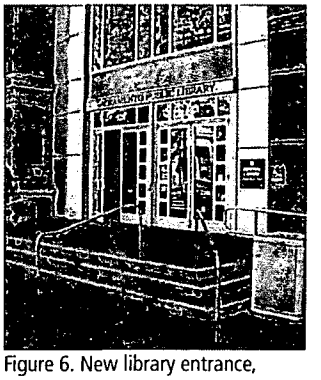


Figure 6. New library entrance, designed with a simple storefront glazing system.

4.g - Façades - Canopies, Awnings, Sunshades

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

Rationale

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.

Canopies

Figure 1. Entrance canopy to a residential apartment building on a downtown street.

Sunshades

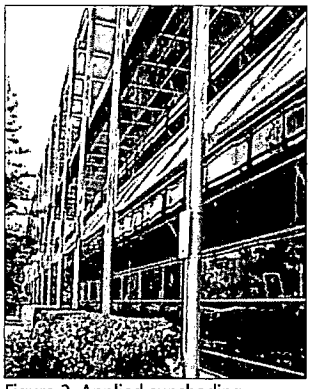


Figure 2. Applied sunshading elements on a building at Stanford University, Palo Alto, CA.

Awnings

Figure 3. Awnings projecting over the right-of-way at ground-level retail.

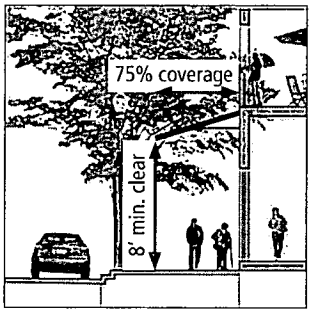


Figure 4. Awning section with minimum clear height above sidewalk & desired coverage.

Guidelines

1. Canopies

Canopies should be generous in height. They may cantilever over the right of way, or rest on columns, like a portico projected over a sidewalk. See Figure 1.

2. Sunshades

The use of sunshading elements is recommended on all projects, especially on their south & west faces. They may be an integrated part of the facade system, or act as applied or detached elements. See Figure 2.

3. Awnings

In busy pedestrian areas, awnings may encroach the public right-of-way by up to 75% of its width, with 8' minimum clearance above the finished sidewalk level. See Figures 3 & 4.

4. Quality of Materials

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

5. Encroachments

A. All removable awnings, canopies, and sunshades require the issuance of a revocable encroachment permit.

B. 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.

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

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

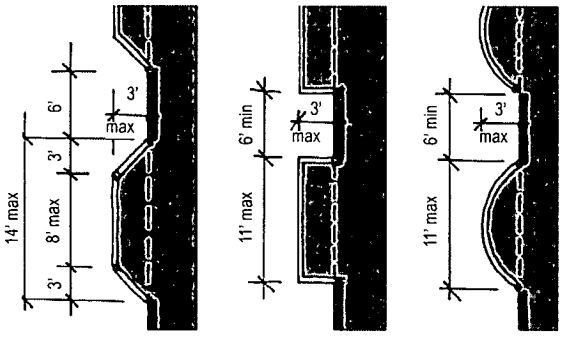


Figure 1. Bay Windows (plan views), left to right: segmented, square, and curved

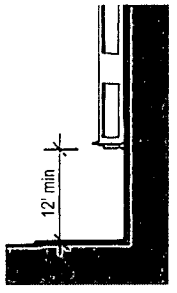


Figure 2. Bay Window - minimum clear height above finished sidewalk

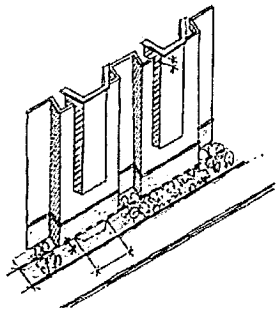


Figure 3. Bay Windows projecting over the setback line. They should be at least 6' apart.

Balconies

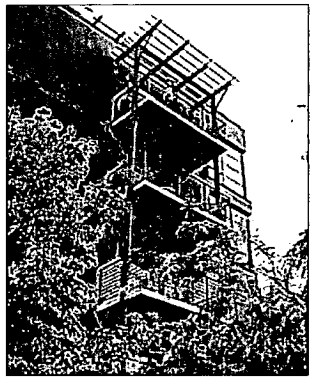


Figure 4. Stacked balconies on an apartment building

Figure 5. French balcony covering windows & operable doors

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.

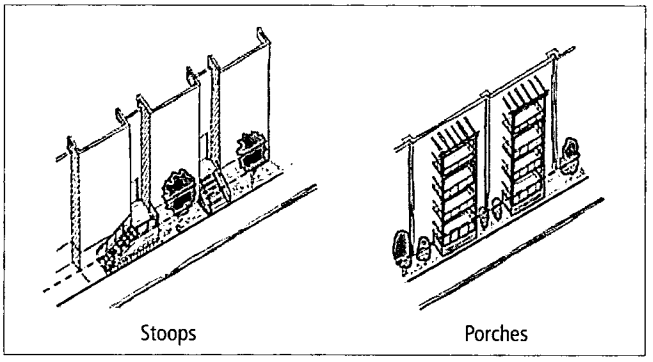


Figure 6. Stoops and porches are permitted to cross the setback line (red dotted) into the landscaped setback zone, permitted that they do not cross the property line (red).

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.

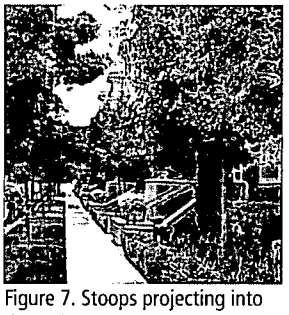


Figure 7. Stoops projecting into the setback zone

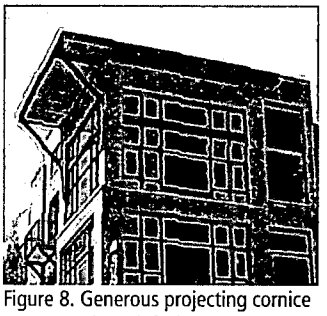


Figure 8. Generous projecting cornice atop mixed-use loft development in Sacramento

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 side-walk.

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.

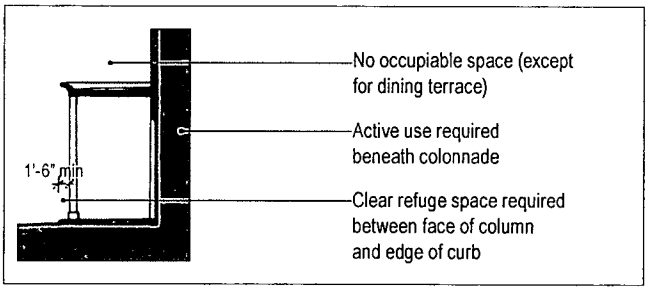
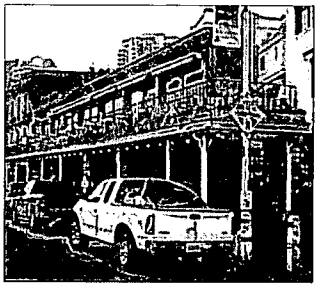


Figure 9. Projecting Arcade Diagram

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.



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

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

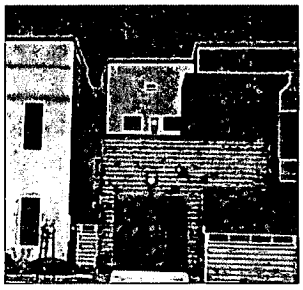


Figure 1. Painted Stucco and Wood Siding

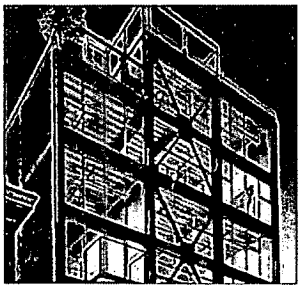


Figure 2. Exposed Structural Frame

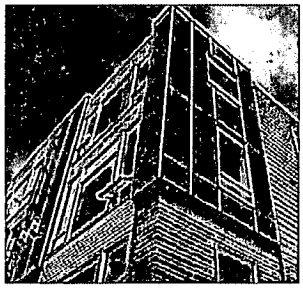


Figure 3. Exterior wood panels

Figure 4. Cement panels

Figure 5. Industrial metal siding

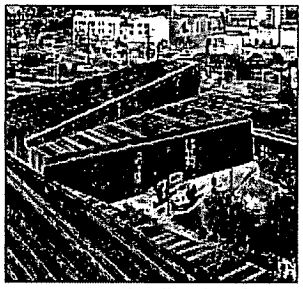
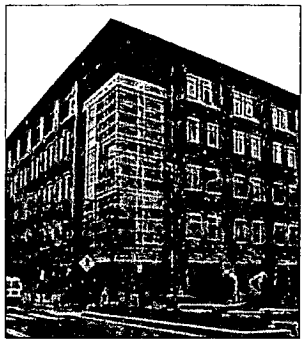
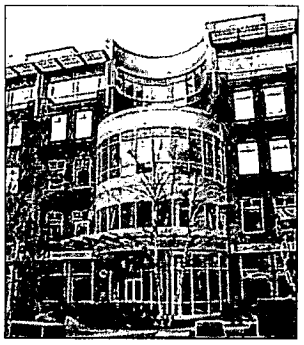


Figure 6. Metal wall and roof panels

Change in wall-plane / volume at change in material





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

4.i - Façade Materials

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.

4.j - Façades - Lighting

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

Rationale

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

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.

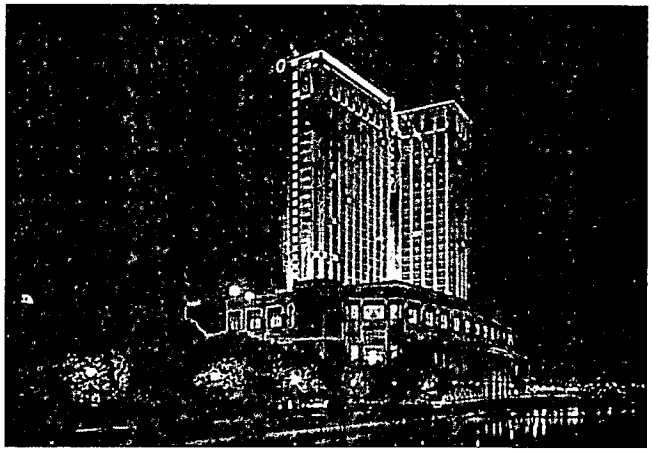


Figure 2.Building facades in the Jibboom Street Area and western Sequoia Area should be lit to dramatize the area on the skyline.

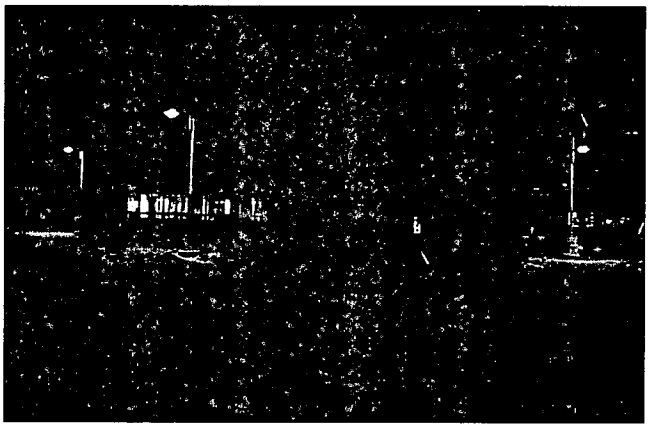


Figure 3. Lighting design along the American River should be sensitive to the natural environment using Dark Sky lighting design or other standards such as LEED exterior lighting criteria.

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 over sized fixturess 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*.

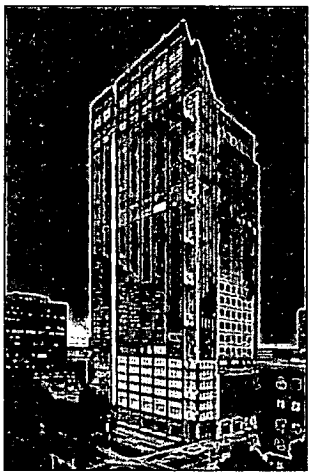


Figure 4. Exterior Lighting on 621 Capitol Mall highlights the massing and articulations of the building.

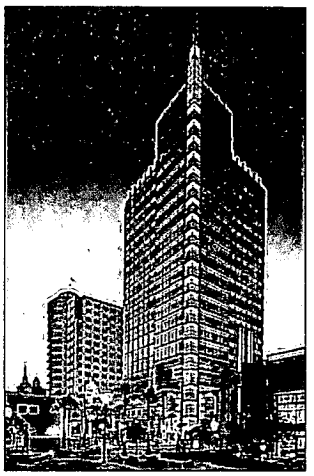


Figure 5. The Esquire Building's lighting design includes a dramatic illuminated corner.

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.

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.

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

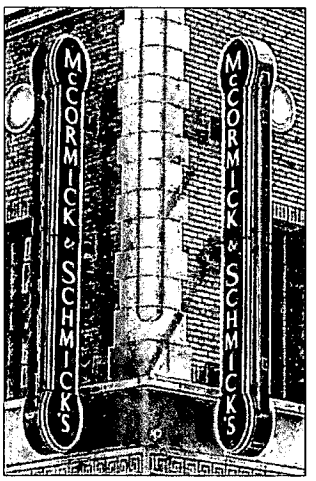


Figure 2. New exposed neon blade signs wrap the corner of an historic building.

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 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

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.

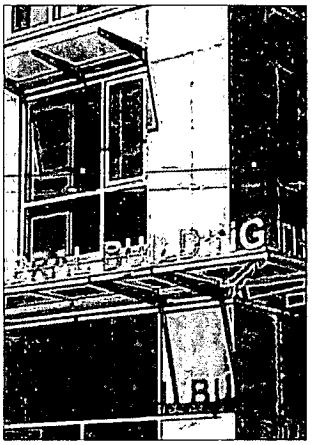


Figure 1. New block letter signage wrapping the corner of the Cathedral Building.

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-

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.

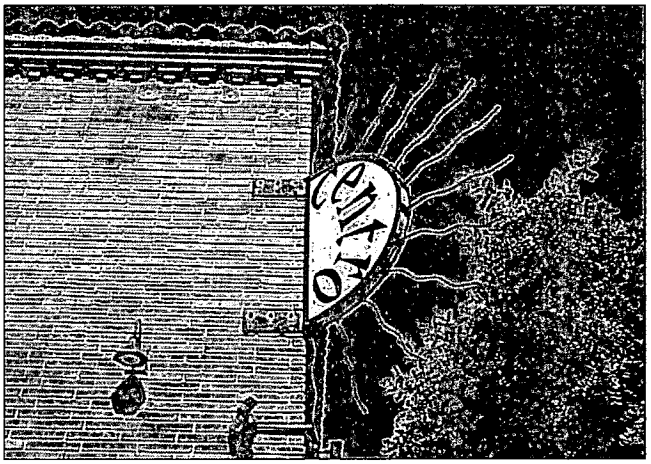


Figure 1. Creative signage that complements existing historic building fabric.

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*.

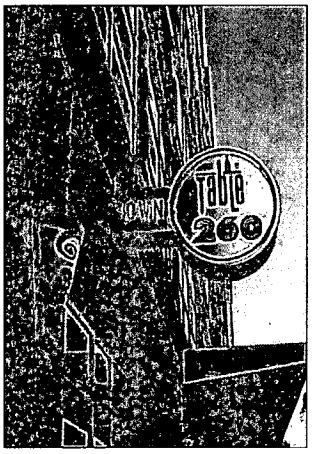


Figure 2. Sign programs for multi-tenant spaces allow for synergy & relationship to building design, while allowing individuality.

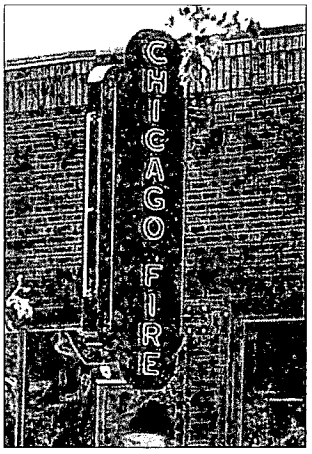


Figure 3. New blade sign with classic exposed neon further defines building details.

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.

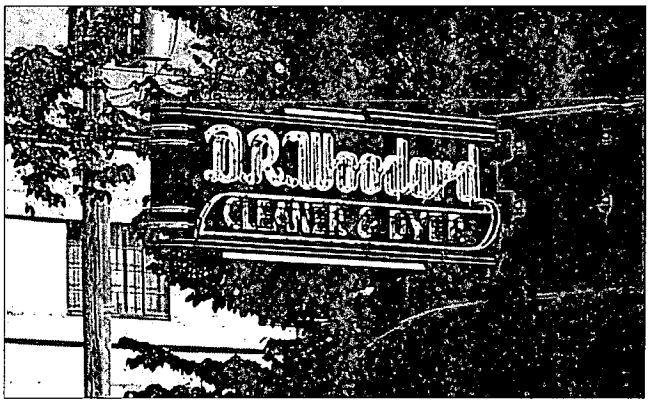


Figure 4. Rehabilitated historic exposed neon signage is encouraged.

4.I - 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.

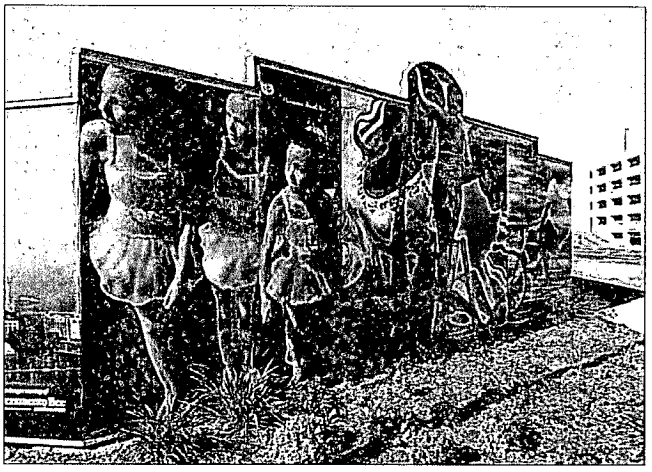


Figure 1. Temporary construction fencing on a project in Sacramento.

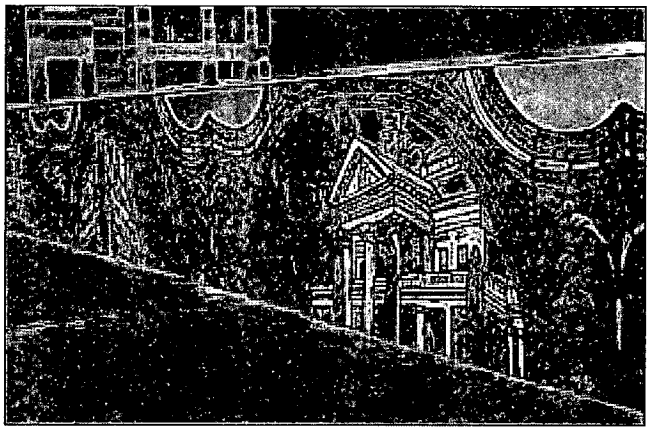


Figure 2: This temporary construction fencing titled "Oakland Gems" depicts twenty-five of Oakland's architectural historic treasures. This screening, specially commissioned by the Oakland Department of Public Works, is by Bay Area muralist Dan Fontes.

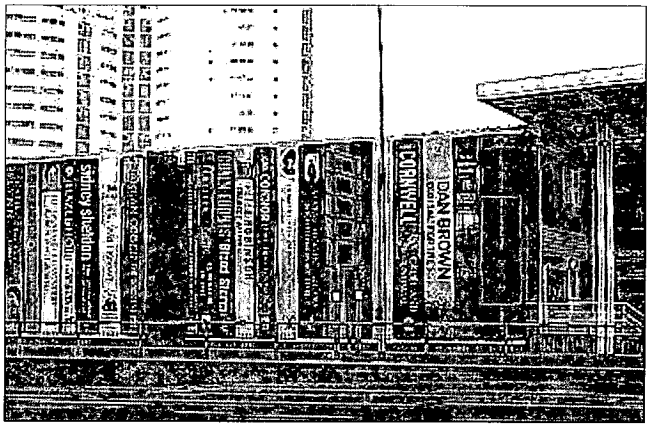


Figure 3: The temporary construction screening for the new City of Cardiff (Wales) Library depicts giant book spines.

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.

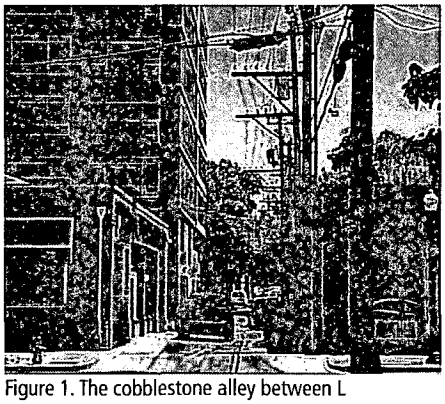


Figure 1. The cobblestone alley between L and Capitol Streets at 18th services midrise condominium in background, provides entry to existing and future loft units.

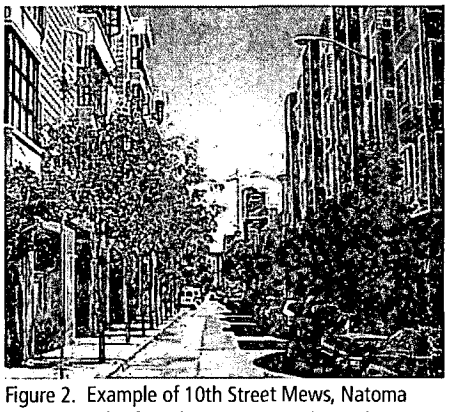


Figure 2. Example of 10th Street Mews, Natoma Street, South-of-Market in San Francisco. The right of way is just 35', but still wide enough for sidewalks, one-way traffic and on-street parking.

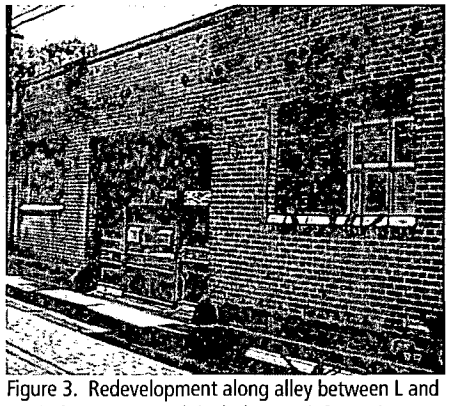


Figure 3. Redevelopment along alley between L and Capitol Streets at 18th includes two loft unit in a courtyard common fronting the alley.

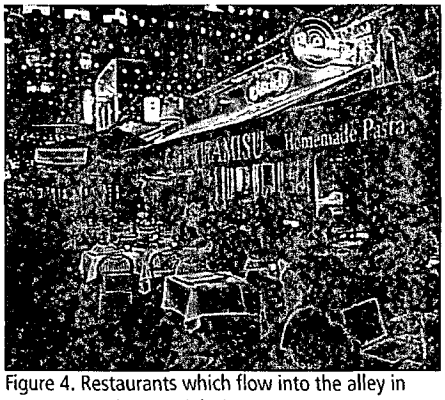


Figure 4. Restaurants which flow into the alley in San Francisco's Financial District

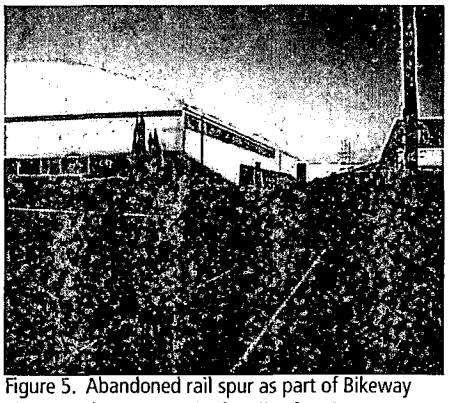


Figure 5. Abandoned rail spur as part of Bikeway also provides opportunity for alley fronting development.

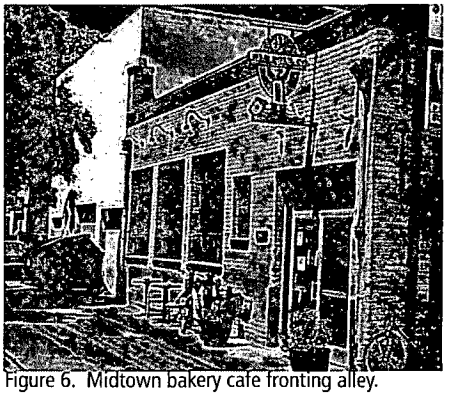


Figure 6. Midtown bakery cafe fronting alley.

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

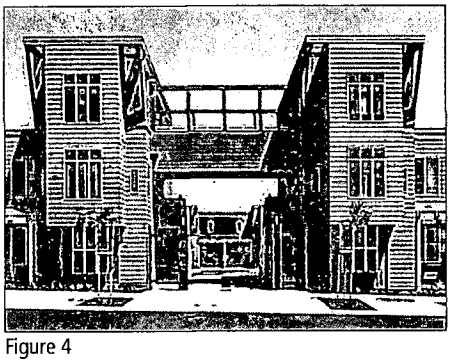


Figure 4

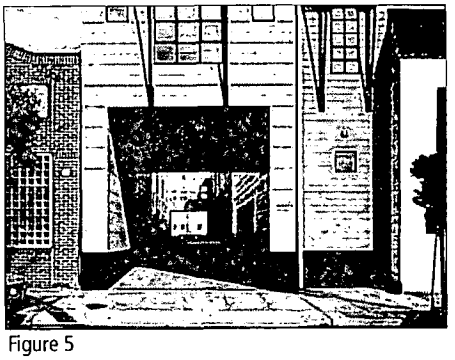


Figure 5

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

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_2 emissions, and achieve high energy performance.

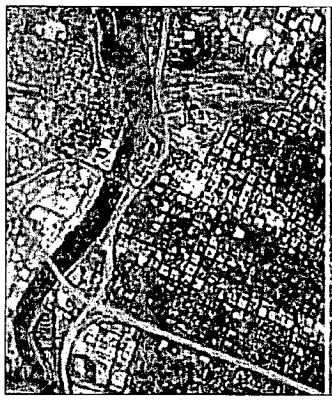


Figure 1. NASA fly-over photograph of Sacramento, July 1998

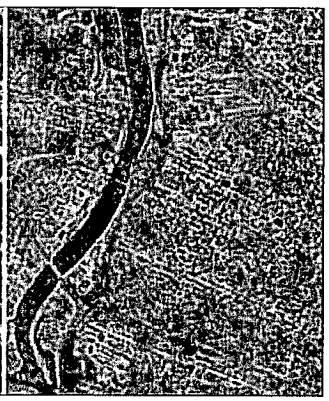


Figure 2. Thermally sensed image of Sacramento

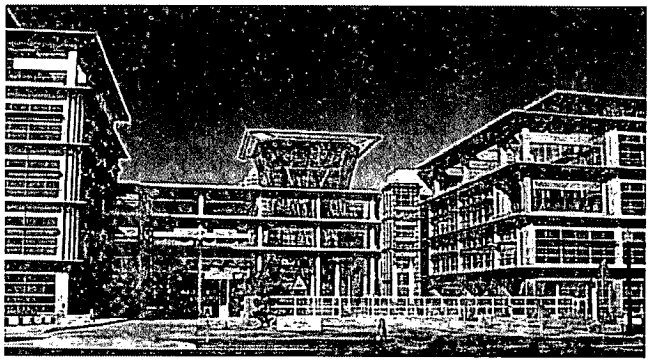


Figure 3. The LEED-certified CalPERS Building incorporates many sustainable design features that significantly impact the formal design of the building, including light shelves and abundant daylighting.

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.

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

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

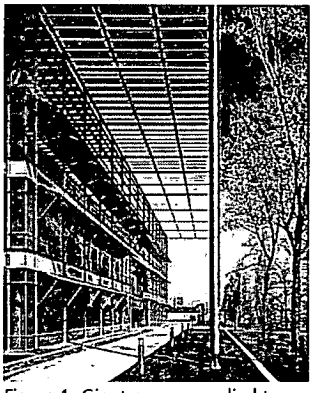


Figure 1. Giant canopy applied to a commercial office building, Chiswick Park, London, UK.

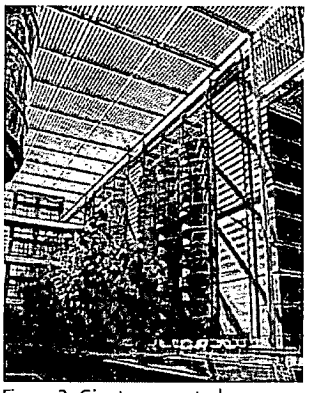


Figure 2. Giant sun-control canopy overing a the courtyard of a science building on the Stanford University campus.

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.

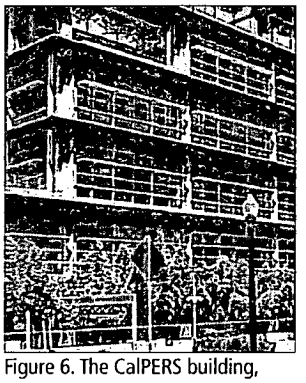


Figure 6. The CalPERS building, with horizontal sunshades and light shelves.

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

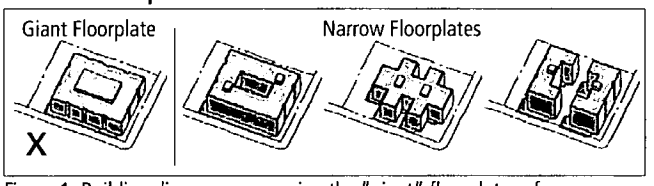


Figure 1. Building diagrams comparing the "giant" floorplates of conventional suburban commercial office development with the narrow floorplates of more sustainable buildings, which perform better in terms of energy consumption, daylighting, and ventilation.

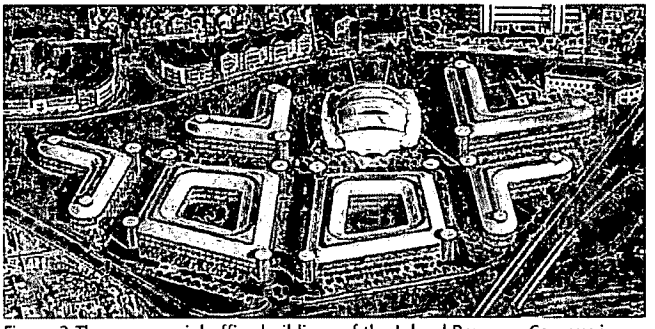


Figure 2.The commercial office buildings of the Inland Revenue Campus in Nottingham, England, utilizes narrow floorplates, allowing the buildings to passively regulate temperature and natural air ventilation whilst conserving energy.

Thermal Chimneys

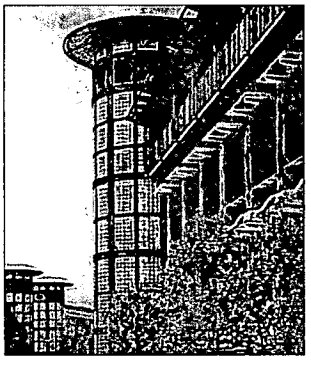


Figure 3. Inland Revenue Center, UK. The building passively regulates temperature and natural air ventilation, allowing warm air to exhaust through the stairwells.

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

Integrated Systems

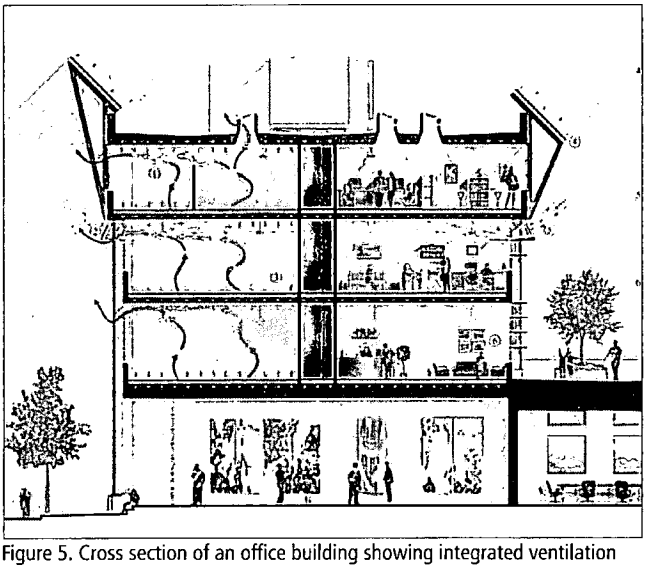


Figure 5. Cross section of an office building showing integrated ventilation and daylighting strategies.

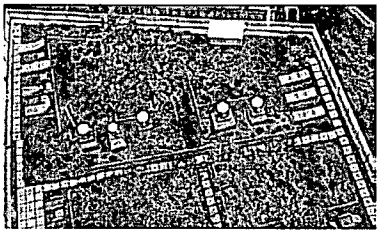
7. Sustainability (cont.)

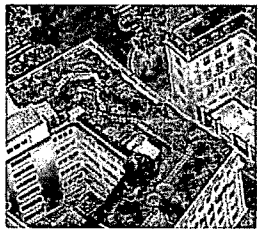
location for generously scaled arrays of PV or other solar panels (see below, and Figure 3).

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.

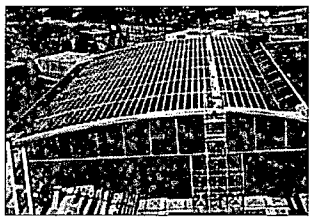
Green roofs

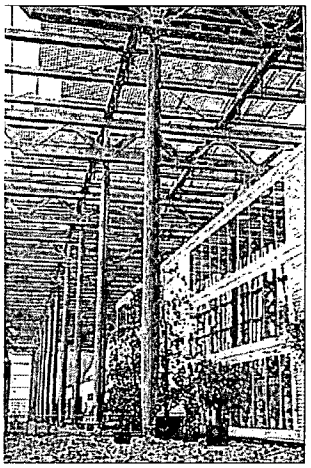




Figures 1 and 2. Green roofs can also be used as open space, can facilitate stormwater management, and reduce energy consumption by keeping a building cooler.

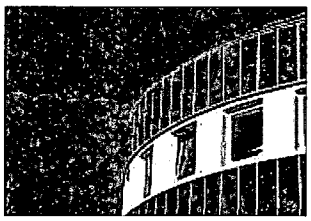
PVs

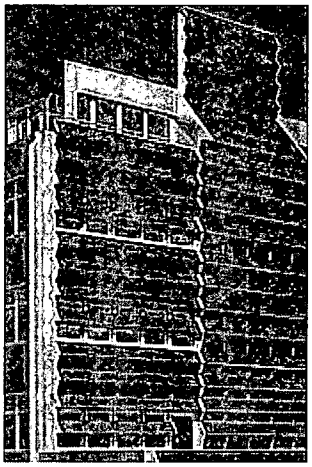




Figures 3 and 4. Photo Voltaic panel arrays, used to cover vast areas over a building roof (above) or mounted on a giant trellis (below), where they also function as a sunshading element.

BIPVs





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

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 benefitted 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.

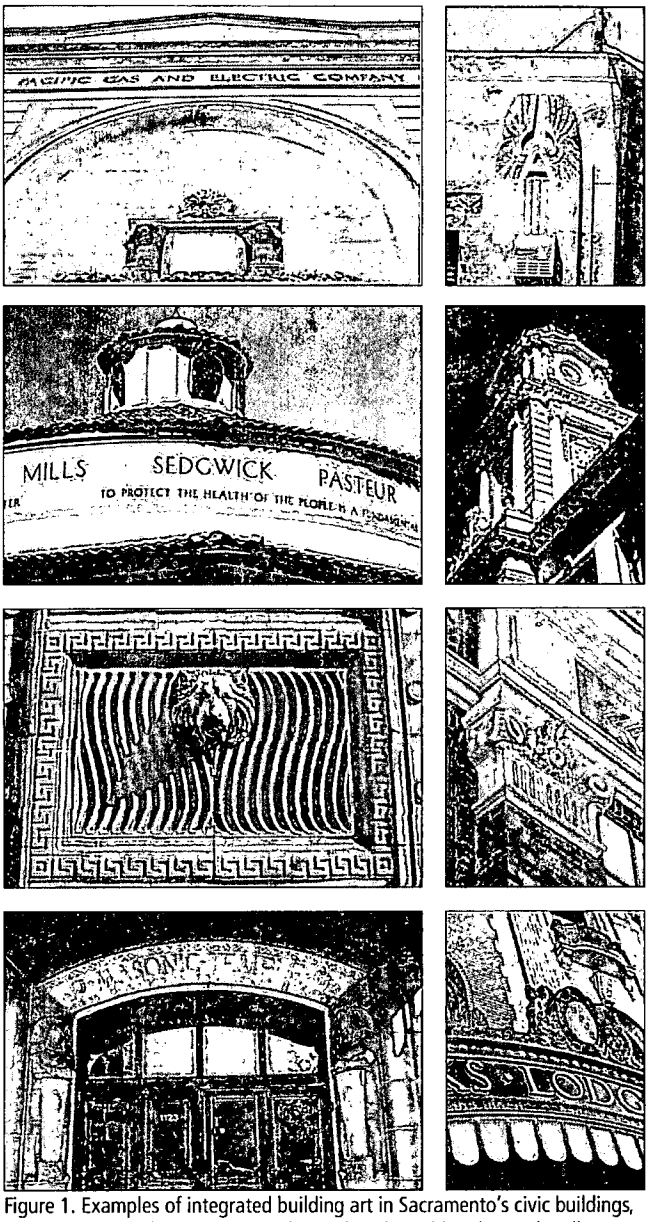
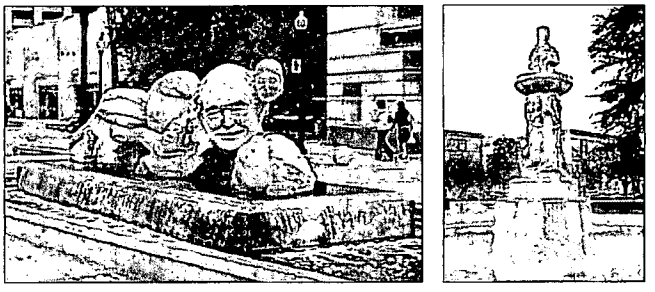


Figure 1. Examples of integrated building art in Sacramento's civic buildings, including City Hall, City Water Intake Facility, the Public Library, the Elks Building, and the PG&E Powerhouse.



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.

Guidelines

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

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.

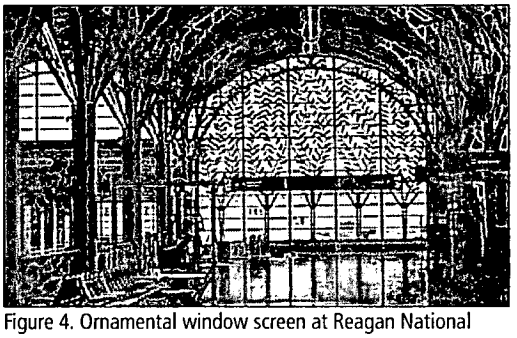


Figure 4. Ornamental window screen at Reagan National Airport, Washington, DC, 1997.

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

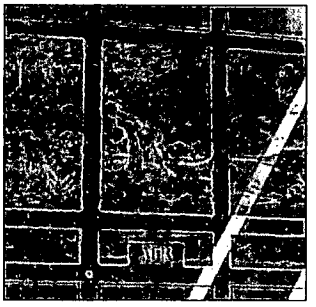


Figure 7. US Bank Tower lobby murals by artist Richard Piccolo.

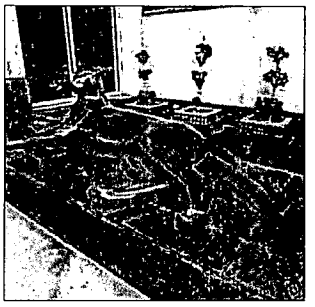


Figure 8. A pair of lounging jaguars frame the main entrance forecourt to old US Bank Tower.

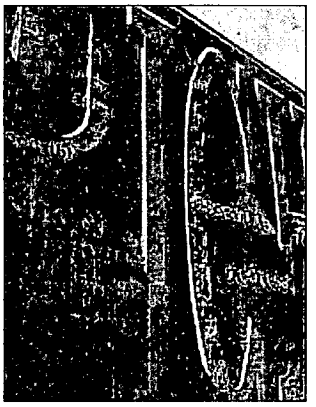


Figure 9. Giant inscriptions on the inner courtyard wall at the Secretary of the State of California building.

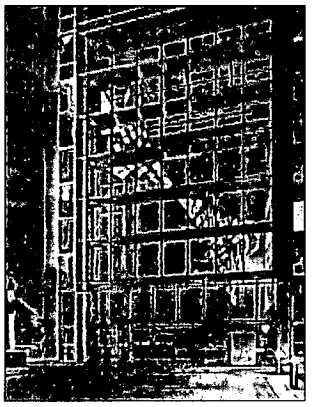
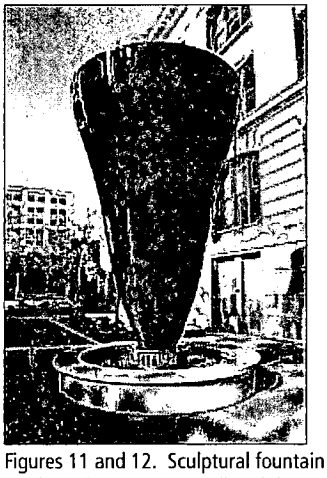
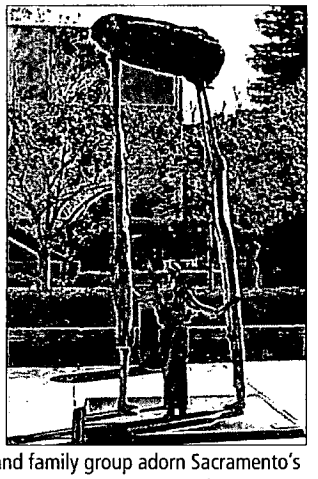


Figure 10. The LED sculpture "Rapids" dramatically activates the monumental entrance lobby and plaza approach at 621 Capitol Mall.





Figures 11 and 12. Sculptural fountain and family group adorn Sacramento's outdoor plazas, at City Hall and the Convention Center respectively.

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-sire 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.

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.

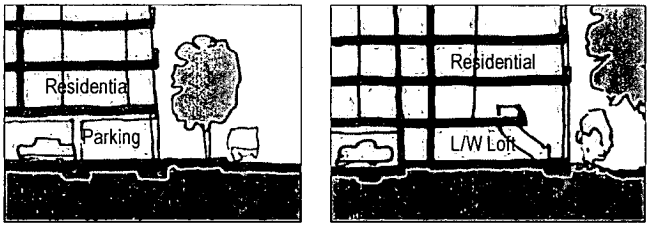
4. Residential parking requirements should be accommodated on-site.

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

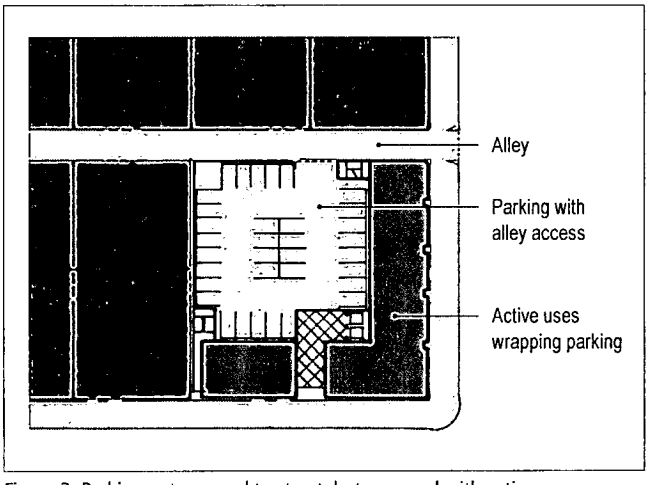


Figure 3. Parking not exposed to street, but wrapped with active uses

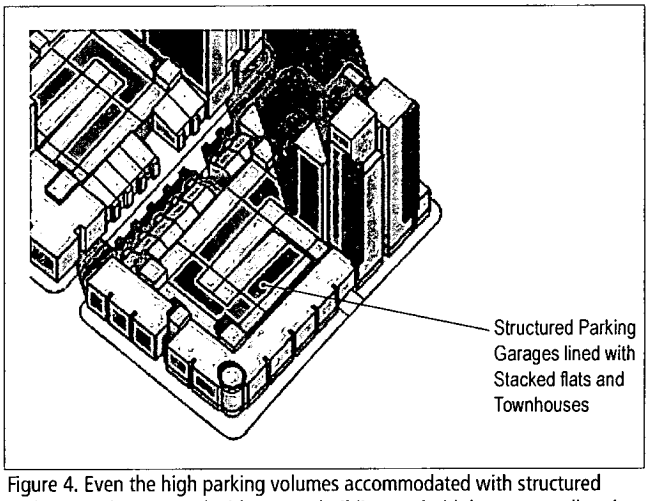


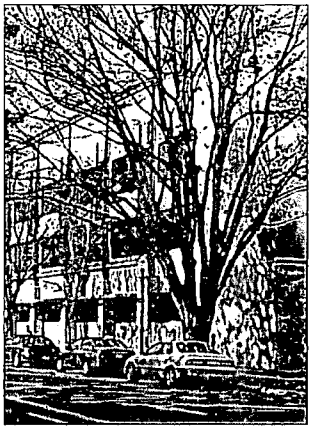
Figure 4. Even the high parking volumes accommodated with structured parking can be wrapped with narrow buildings to hold the street wall and allow the public realm to be defined with active uses, like commercial offices or residential uses.

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.

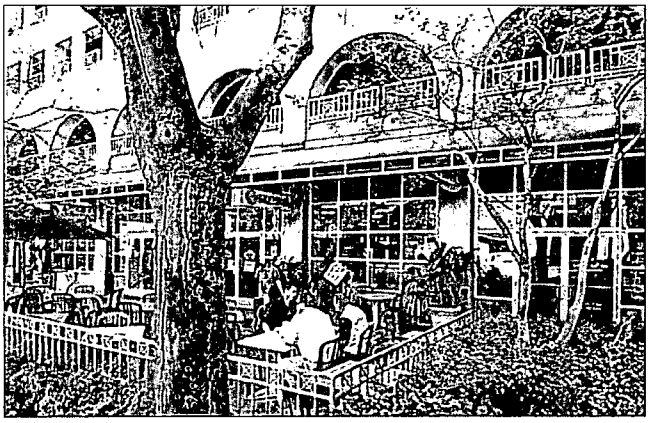


Figure 10. The Hyatt parking garage is lined with active uses at the sidewalk level.

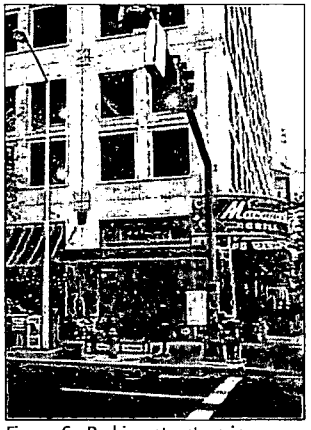


Figure 6. Parking structure in downtown Portland, Oregon, where the facades designs emulate the character of the neighborhood.

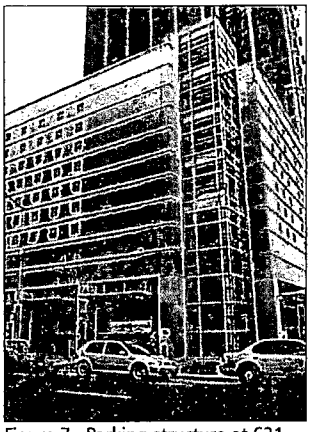
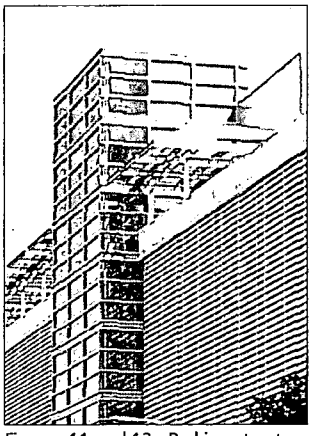
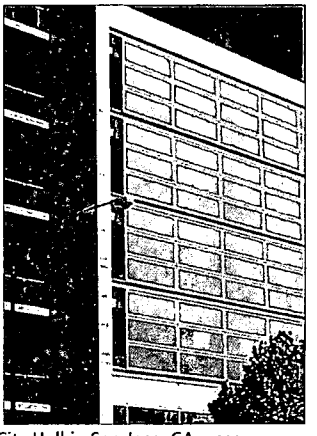


Figure 7. Parking structure at 621 Capitol Mall, with mixed uses lining the street-level spaces.





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.

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)

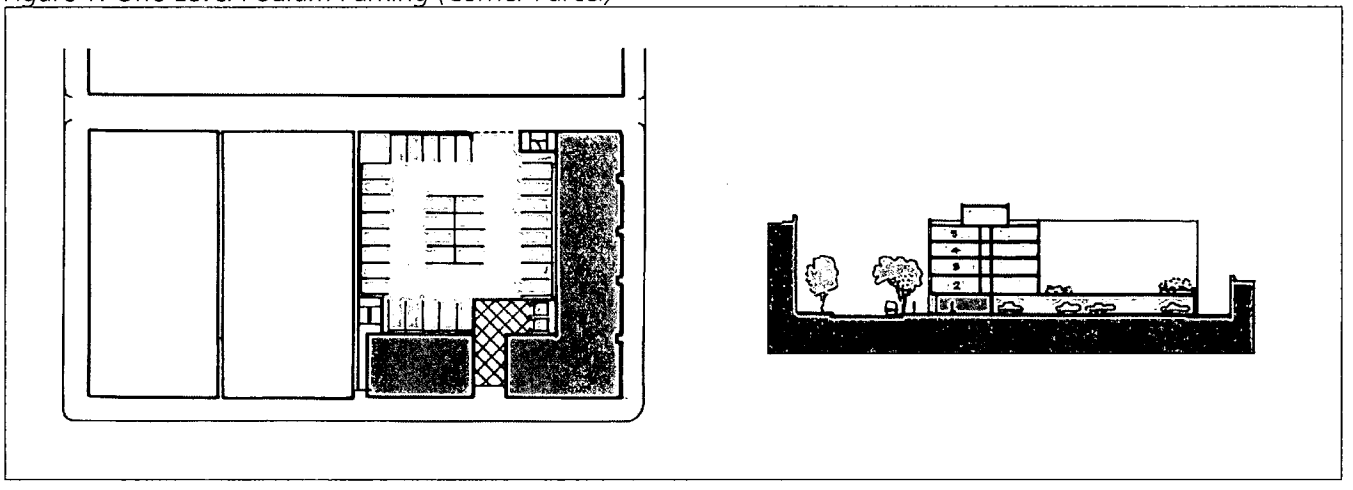
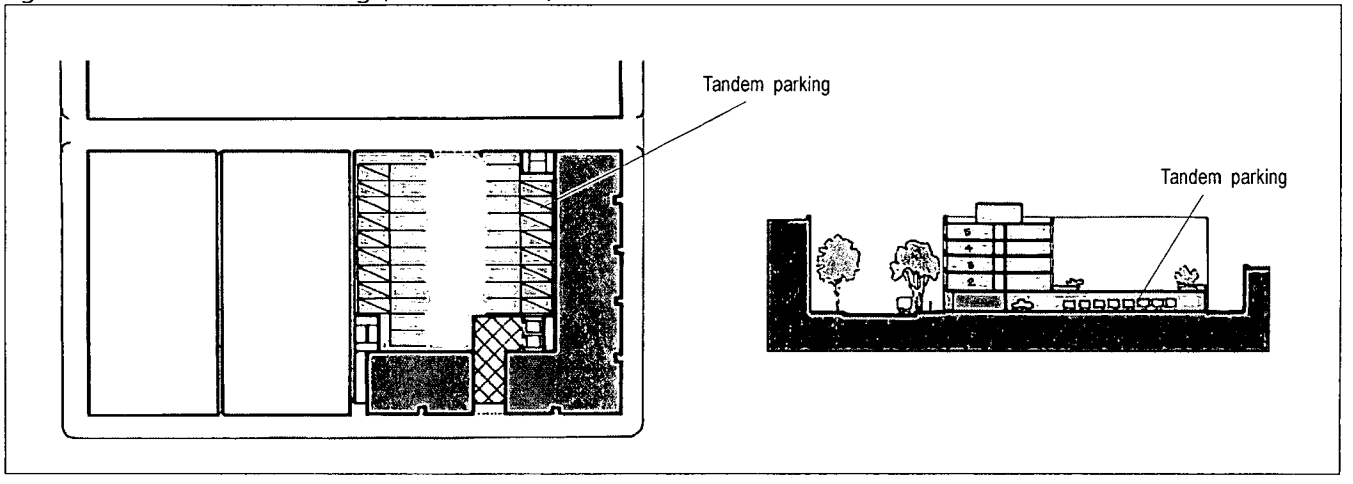


Figure 2. Tandem/Valet Parking (Corner Parcel)



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

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

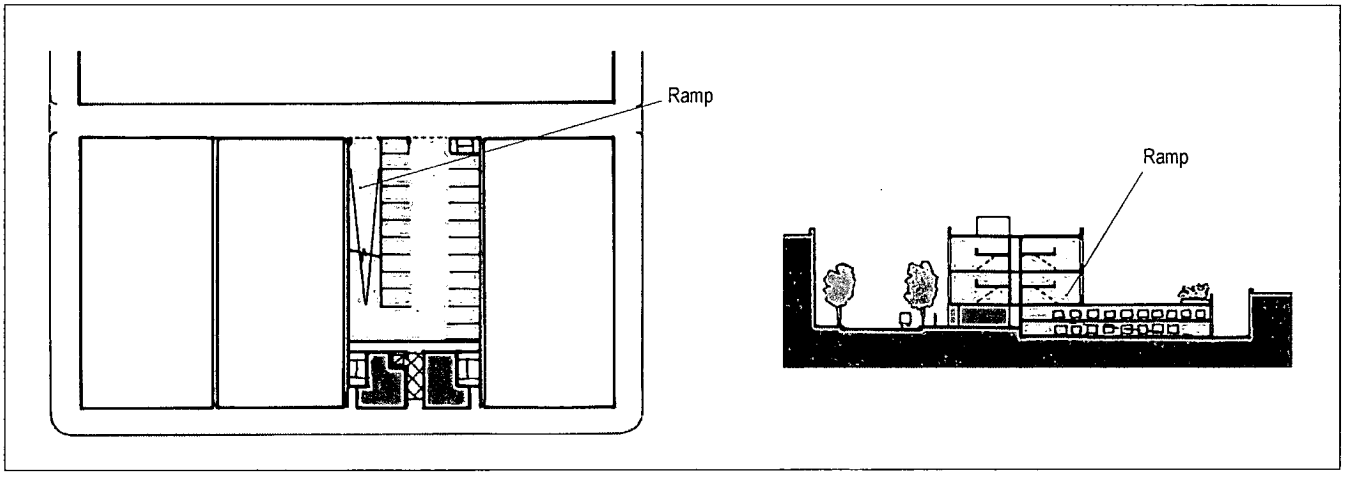
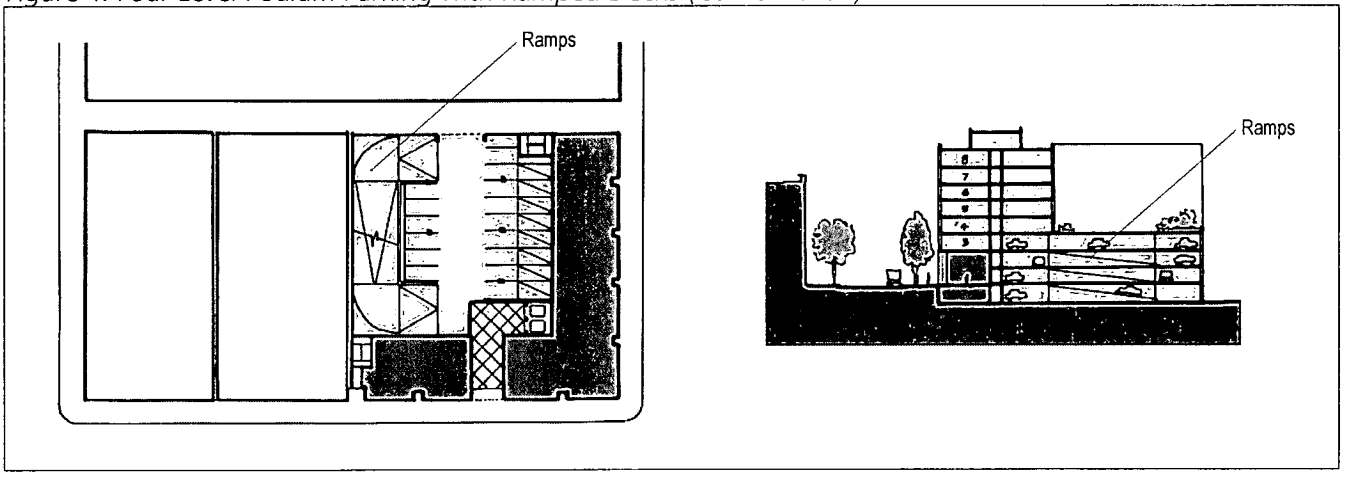


Figure 4. Four-Level Podium Parking with Ramped Decks (Corner Parcel)



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

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

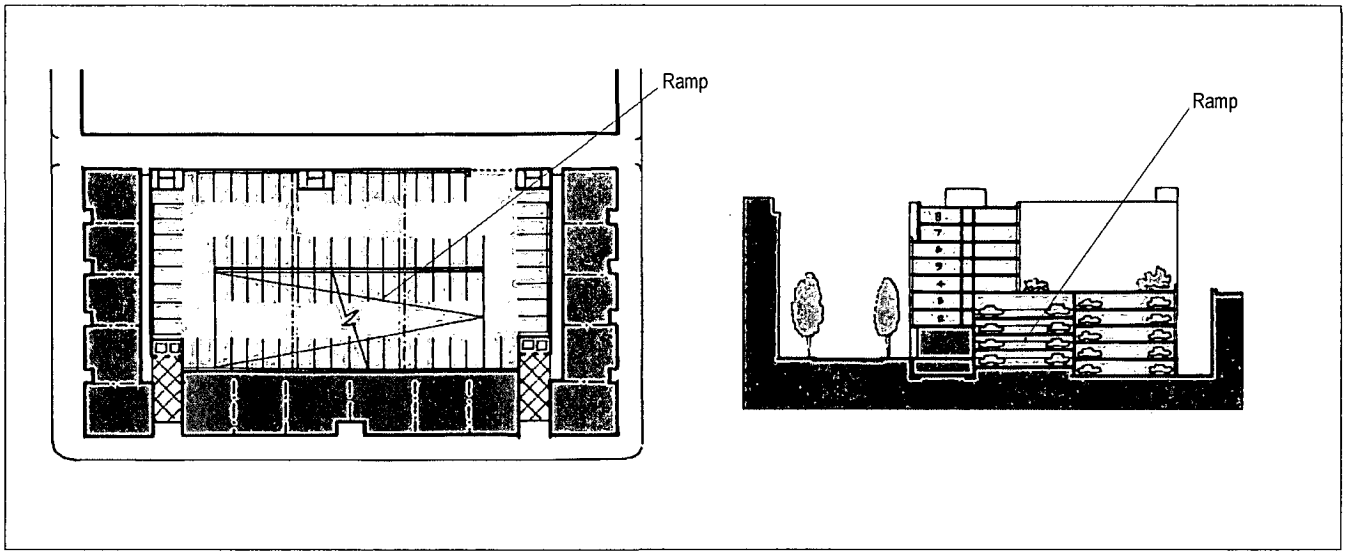
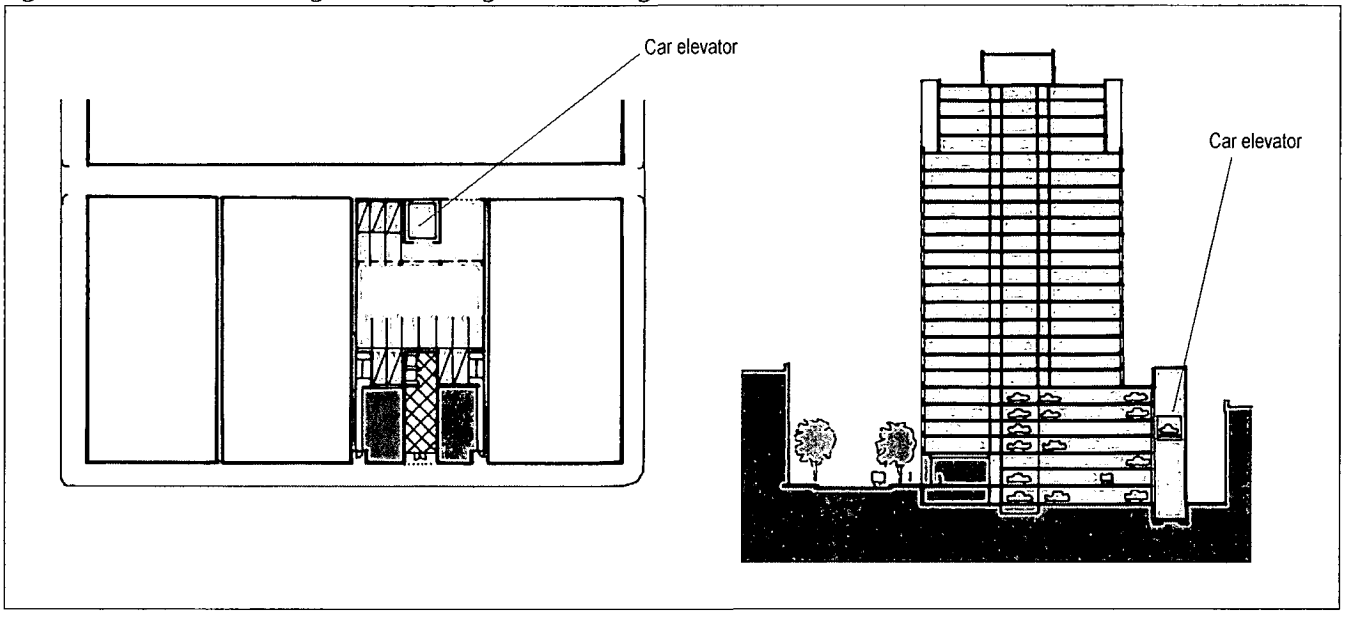


Figure 6. Multi Level Garage with Parking Elevator (Eigth-Block Parcel)



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 land-scaped 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 cano-pies of photo-voltaic panel arrays over the parking areas. See Figure 3.

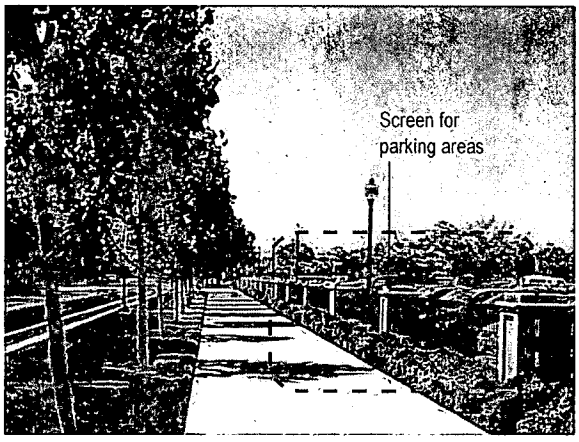


Figure 1. Parking area should be screened with low wall and landscaping

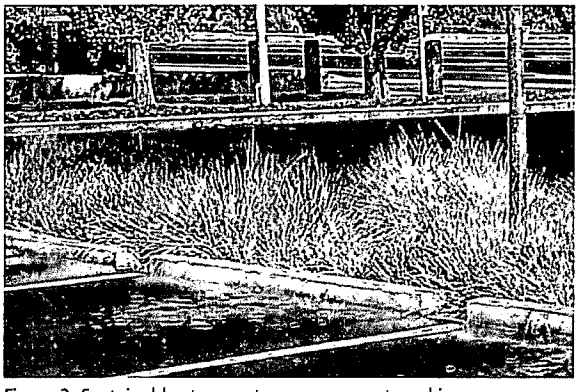


Figure 2. Sustainable stormwater management: parking area drains to bioswale rain-garden

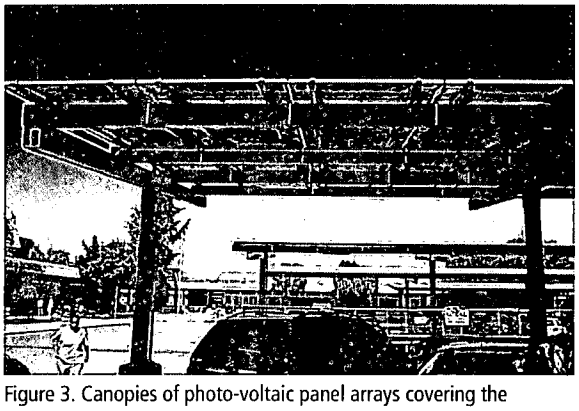


Figure 3. Canopies of photo-voltaic panel arrays covering the parking areas.

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.

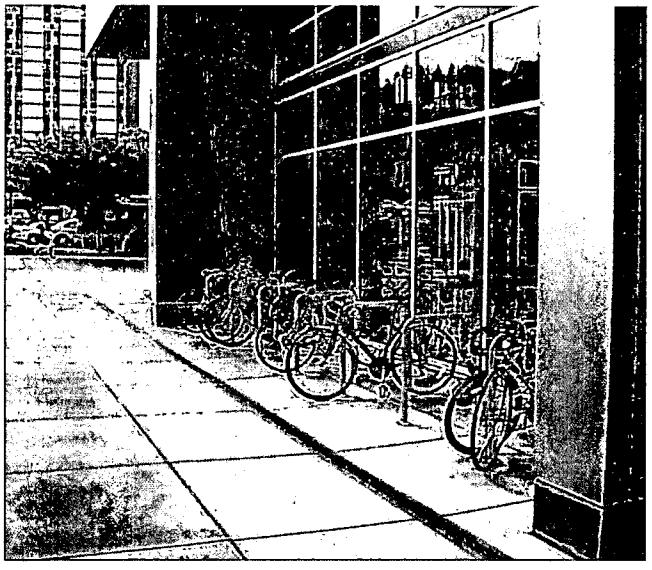


Figure 1. Bicycle parking area in public open space of parcel

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 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.

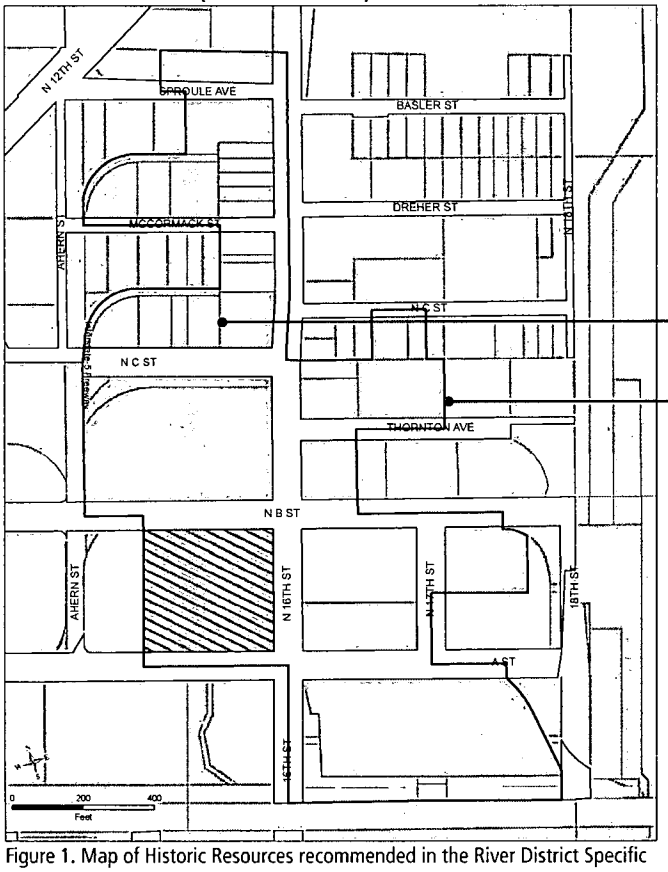
1. Historic Districts

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



Contributing Resources in orange

Boundary of Historic District Area in blue

See River District Specific Plan for current map.

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

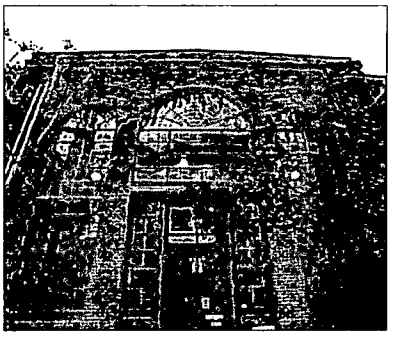


Figure 2. The masonry brick building containing Pipeworks is an iconic building at the entry of North 16th Street.

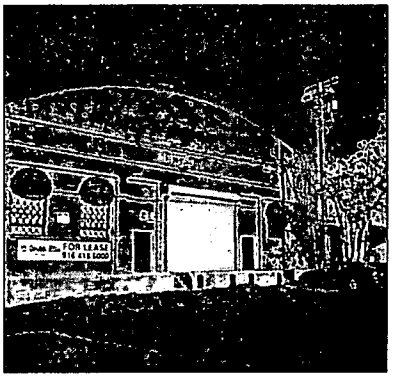


Figure 3. 1501 North C Street.

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.

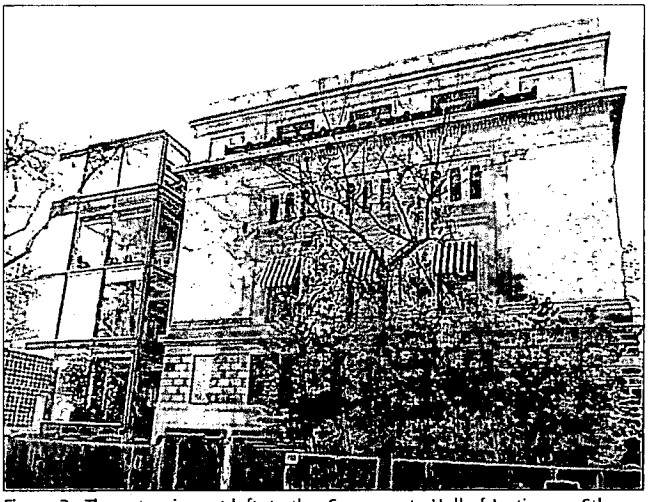


Figure 3. The extension, at left, to the Sacramento Hall of Justice, on 6th Street, a good example of a contemporary addition to a Landmark building.