

## **RESOLUTION NO. 2007-909**

Adopted by the Sacramento City Council

December 11, 2007

### **APPROVING THE SACRAMENTO RAILYARDS DESIGN GUIDELINES (P05-097)**

#### **BACKGROUND**

- A. On September 11, 2007, October 2, 2007 and October 22, 2007, the City Planning Commission, Design Commission and Preservation Commission participated in the joint public hearings on the Sacramento Railyards Specific Plan, the Central Shops Historic District and the Sacramento Railyards Design Guidelines.
- B. On November 7, 2007, the Preservation Commission held a noticed public hearing on the Sacramento Railyards Project, received and considered evidence, and forwarded to the City Council a recommendation to establish the Central Shops Historic District and to adopt the Sacramento Railyards Design Guidelines, which include provision for the rehabilitation and design of buildings within the Central Shops Historic District.
- C. On November 13, 2007, the City Planning Commission held a noticed public hearing on the Sacramento Railyards Project, received and considered evidence, and forwarded to the City Council a recommendation to adopt the Sacramento Railyards Specific Plan and the Sacramento Railyards Design Guidelines.
- D. On November 14, 2007, the Design Commission held a noticed public hearing on the Sacramento Railyards Project, received and considered evidence, and forwarded to the City Council a recommendation to establish the Sacramento Railyards Design Review District and to adopt the Sacramento Railyards Design Guidelines for that District.
- E. On November 20, December 4, and December 11, 2007, the City Council conducted noticed public hearings in accordance with Government Code Sections 65355 and 65453 and Sacramento City Code sections 17.132.160 and 170, and received and considered evidence concerning the Sacramento Railyards Specific Plan, the Central Shops Historic District, Sacramento Railyards Design Review District, and the Sacramento Railyards 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 hearings on the Sacramento Railyards Specific Plan, the Central Shops Historic District, and the Sacramento Railyards Design Review District, the City Council finds that adoption of the Sacramento Railyards Design Guidelines is consistent with Chapter 17.132 of the City Code, the Sacramento Railyards Specific Plan, and the Central City Community Plan.

Section 2. The Environmental Impact Report and Mitigation Monitoring Program for the Sacramento Railyards Specific Plan, which included all of the impacts associated with adoption and implementation of the proposed Specific Plan, establishment of the Central Shops Historic District and the Sacramento Railyards Design Review District, and adoption of the Railyards Special Planning District and the Sacramento Railyards Design Guidelines, have been adopted by resolution as of the same date set out above.

Section 3. The City Council hereby adopts the Sacramento Railyards Design Guidelines as set out in Exhibit A, which Guidelines shall apply within the Sacramento Railyards Design Review District.

**Table of Contents:**

Exhibit A: Sacramento Railyards Design Guidelines

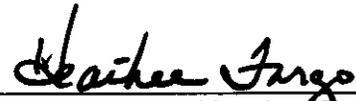
Adopted by the City of Sacramento City Council on December 11, 2007 by the following vote:

Ayes: Councilmembers Cohn, Fong, Hammond, McCarty, Pannell, Sheedy, Tretheway, Waters, and Mayor Fargo.

Noes: None.

Abstain: None.

Absent: None.

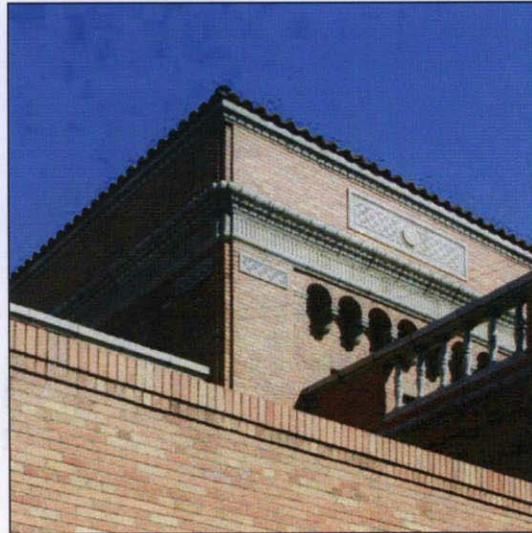
  
\_\_\_\_\_  
Mayor Heather Fargo

Attest:

  
\_\_\_\_\_  
Shirley Concolino, City Clerk

# Sacramento Railyards Design Guidelines

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Approved by the Sacramento City Council on December 11, 2007  
Resolution Number 2007-909



# Sacramento Railyards Design Guidelines

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12/11/07



DESIGN, COMMUNITY & ENVIRONMENT



SOLOMON ★ E.T.C.

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



1. CHAPTER ONE – INTRODUCTION..... 1-1  
 A. INTENT OF THE GUIDELINES..... 1-2  
 B. RELATIONSHIP OF RAILYARDS GUIDELINES TO THE CCUDGP..... 1-3  
 C. PLAN AREA..... 1-4  
 D. GUIDELINES STRUCTURE..... 1-5

2. CHAPTER TWO – RAILYARDS FRAMEWORK.....2-1  
 A. INTRODUCTION.....2-2  
 B. GUIDING THEMES FOR THE VISION.....2-3  
 C. RAILYARDS URBAN DESIGN FRAMEWORK CONCEPTS .....2-7  
 D. SUSTAINABILITY.....2-13

3. CHAPTER THREE – PUBLIC REALM .....3-1  
 A. INTRODUCTION .....3-2  
 B. TRAVELWAY REALM.....3-3  
 C. PEDESTRIAN REALM.....3-14  
 D. PARKS AND OPEN SPACE .....3-45

4. CHAPTER FOUR – PRIVATE REALM .....4-1  
 A. INTRODUCTION.....4-2  
 B. KEY SITES.....4-3  
 C. RAILYARDS DISTRICTS.....4-4  
 D. INTRODUCTION TO BUILDING TYPES.....4-10  
 E. SITE PLANNING .....4-21  
 F. MASSING AND BUILDING CONFIGURATION .....4-34  
 G. PARKING AND VEHICLE ACCESS .....4-60

5. CHAPTER FIVE – HISTORIC RESOURCES .....5-1  
 A. INTRODUCTION .....5-2

6. CHAPTER SIX – SIGNAGE.....6-1  
 A. PUBLIC REALM SIGNAGE GUIDELINES.....6-2  
 B. DISTRICT SIGNAGE GUIDELINES .....6-7  
 C. PRIVATE REALM SIGNAGE GUIDELINES.....6-13

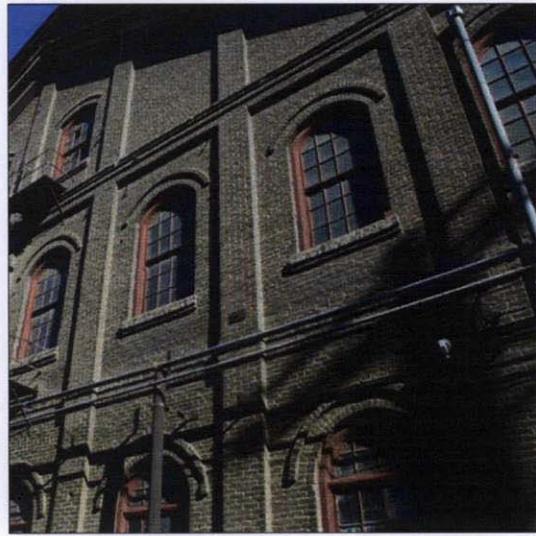
TABLE OF CONTENTS

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INTRODUCTION

1



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

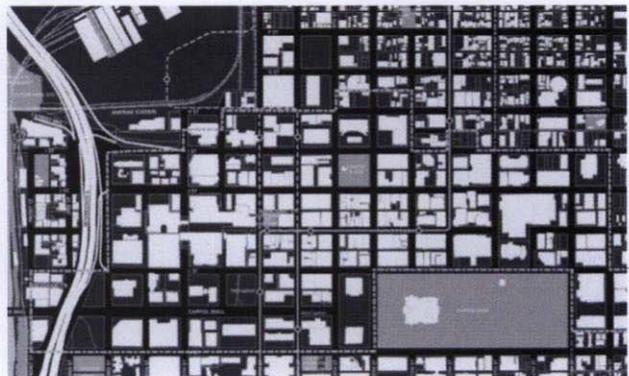
## A. Intent of the Guidelines

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

## B. Relationship of Railyards Guidelines to the CCUDGP

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

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



Source: WRT/Solomon E.T.C.

### C. Plan Area

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



Figure 1-1. Sacramento Railyards Plan Area

## D. Guidelines Structure

The Railyards Design Guidelines are organized in five primary chapters:

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

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



# RAILYARDS FRAMEWORK 2

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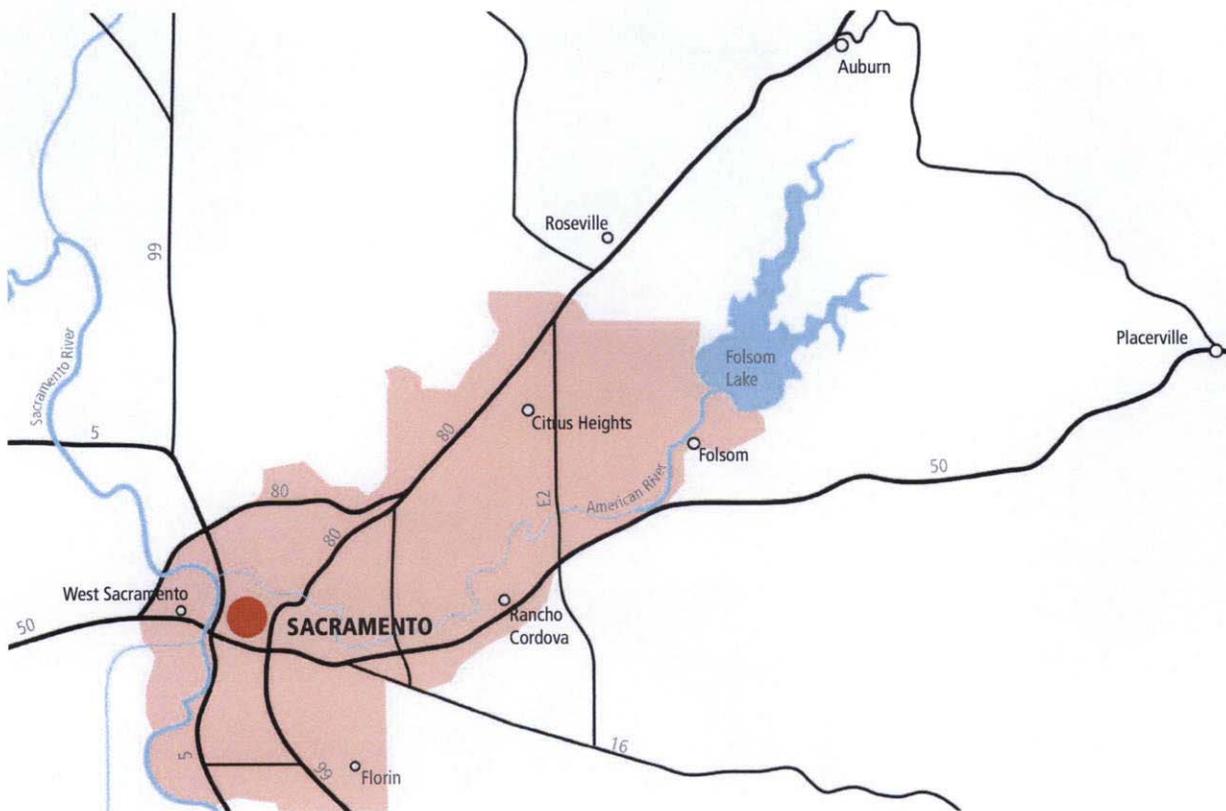


**A. INTRODUCTION**

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

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

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



Sacramento Regional Context.

Source: WRT|Solomon E.T.C.

## B. GUIDING THEMES FOR THE VISION

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

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

### 2. A Vibrant, Around-the-Clock Downtown

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

### 3. A City of Distinct Neighborhoods

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



Source: WRT|Solomon E.T.C.

Capitol Building.



Source: WRT|Solomon E.T.C.

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



Source: WRT|Solomon E.T.C.

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

#### 4. A Sustainable Downtown

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

#### 5. A Transit-Oriented Downtown with Transportation Choices

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



Source: WRT/Solomon EITC

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



Source: WRT/Solomon EITC

K Street Light Rail.

## 6. Vibrant Pedestrian-Friendly Streets and Urban Spaces

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

## 7. ‘The City of Trees’ – a Healthy Urban Forest

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



*Sidewalk activity on 18th and Capital Streets.*

Source: WRT/Solomon ETC.



*Sacramento is renowned for its mature urban forest.*

Source: WRT/Solomon ETC.

## 8. A Downtown Re-connected to its Rivers

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

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

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

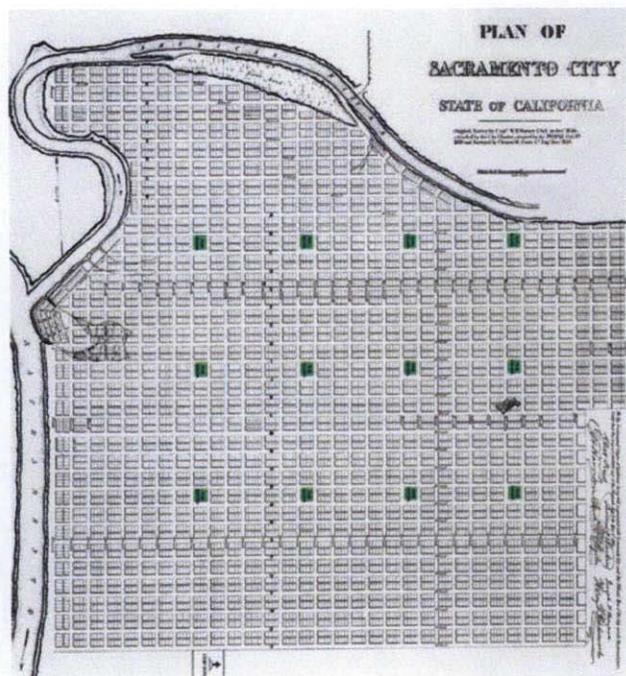


Source: WRT|Solomon ETC.

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

## C. RAILYARDS URBAN DESIGN FRAMEWORK CONCEPTS

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

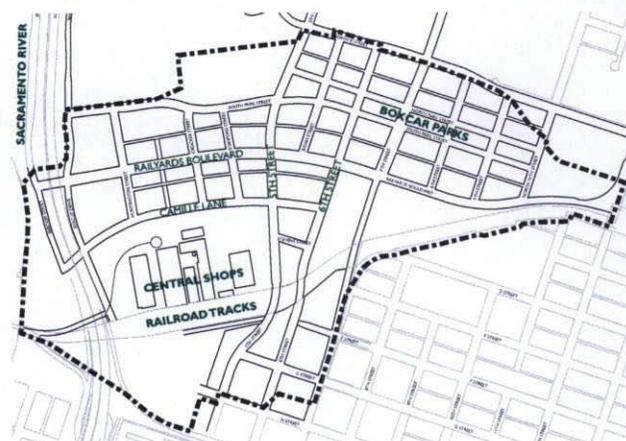


Historic Sacramento Street Pattern.

Source: WRT|Solomon

### 1. The Railyards Street Pattern

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



Railyards Street Pattern.



Street character on the downtown grid in Sacramento.

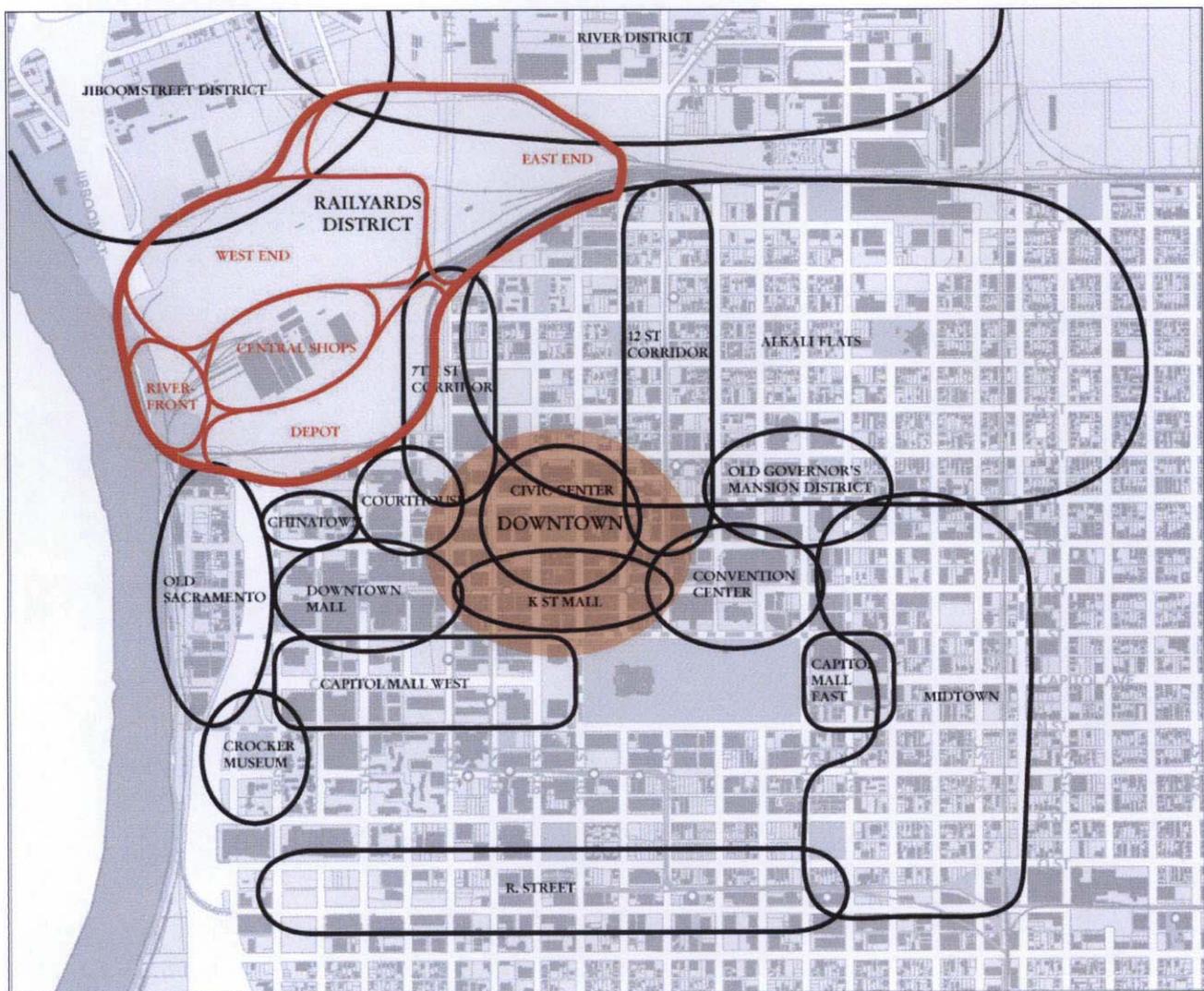
Source: WRT|Solomon E.T.C.

## 2. Railyards Districts

The scale and location of the Railyards area provides the City of Sacramento with an unprecedented opportunity to create a vibrant and iconic urban environment within its historic core that offers a wide range of activities to meet the needs of residents and visitors alike. Similar to the distinct neighborhoods and districts contained within Sacramento’s Central City, the Railyards will include a variety of uses across five districts, each with its own identity and character. The Railyards districts will reflect the existing context of each area, compliment adjacent neighborhood

uses and scale, integrate key historic elements and accommodate new activities that are appropriate to the site. Together the districts form an exciting urban environment and a unique place to live, work, shop and play within Sacramento. Specific guidelines regarding the design, scale and physical qualities of each district are provided in greater detail in Chapter 4, Private Realm.

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

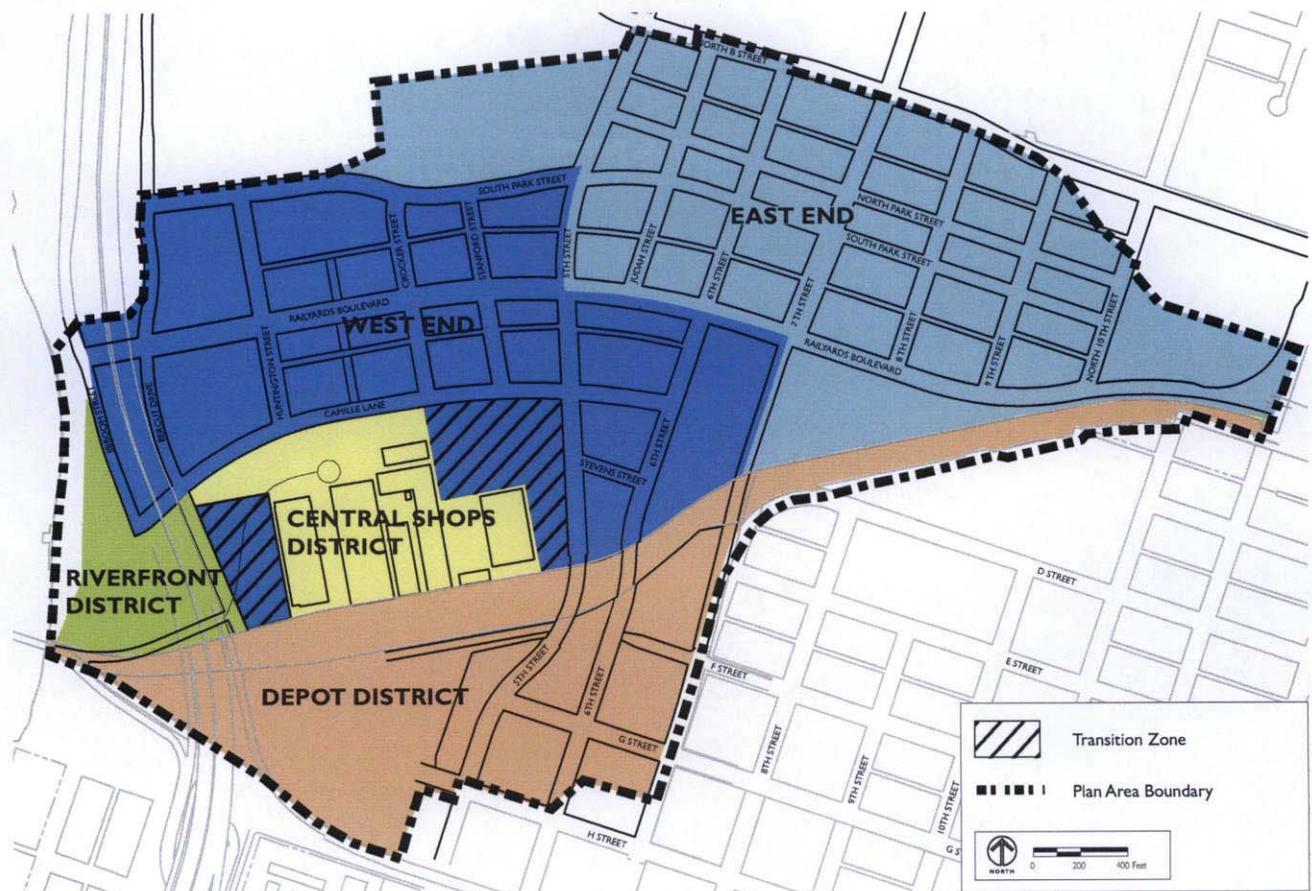


Central City neighborhood districts highlighting Railyards Plan Area.  
Source: CCUDGP

**Depot District**

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

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



Railyards districts.

### Central Shops District

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

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

### West End District

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

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



*Adaptive re-use of San Francisco Ferry Building.*



*Pedestrian retail lane in Melbourne, Australia.*

### East End District

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

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



*Linear park in Back Bay, Boston.*

### Riverfront District

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

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



*Waterfront development in Battery Park City, New York.*

### 3. Key Sites

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

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

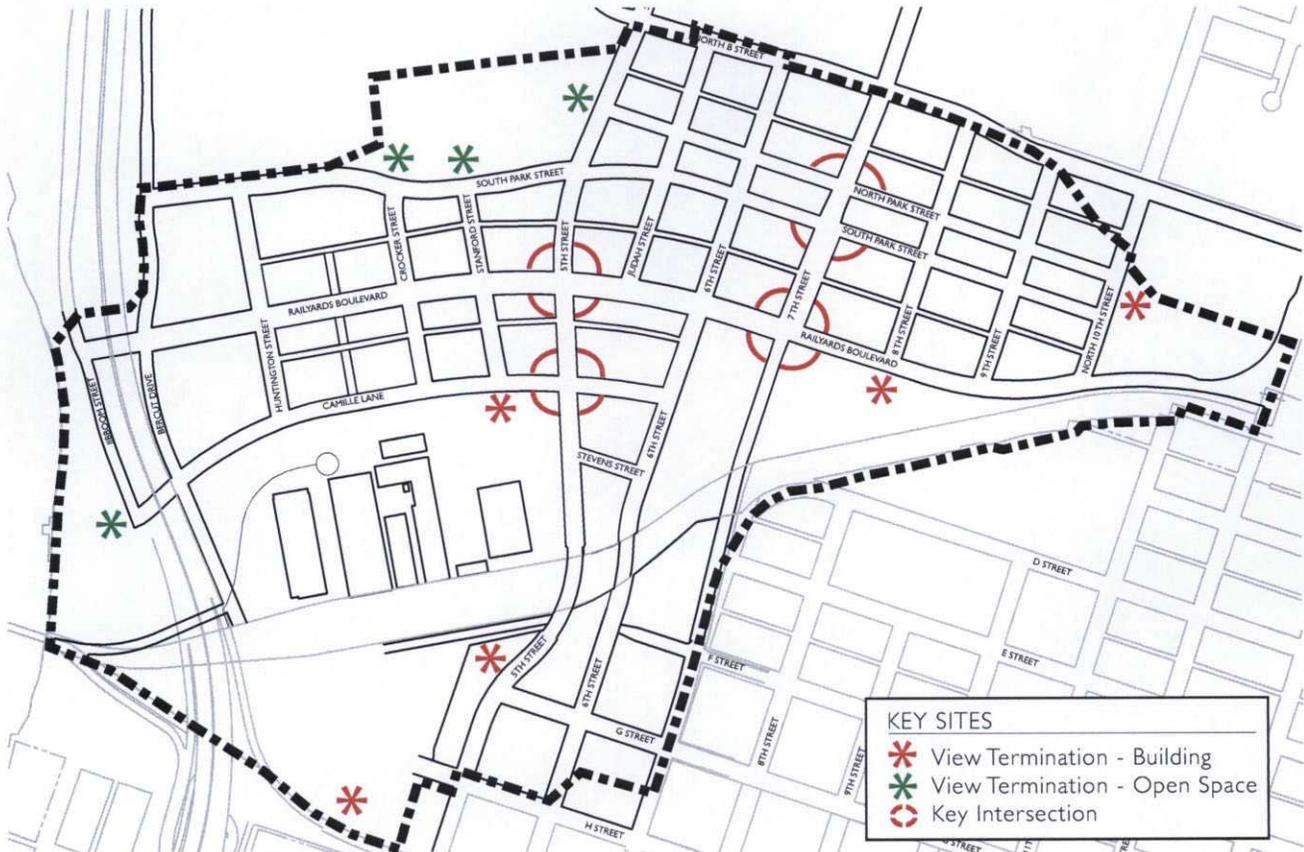


Figure 2-1. Key Sites

## D. SUSTAINABILITY

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

### 1. High Density Development

High density development facilitates the efficient use of land, curbs sprawl and dependence on greenfield sites and outlying agricultural land, and supports transit use. High density development also promotes walkability for residents and visitors by ensuring that goods, services and recreation are easily accessible. The principles of high density development drive the entire design for the Railyards and

are ubiquitous in every associated document. More information about the recommended density of development, including building heights, lot coverage and site planning can be found in Chapter 4 of this document. More detailed information about the allowed densities in the Railyards can be found in the Sacramento Railyards Specific Plan and SPD.

### 2. Urban Infill

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



*Higher densities promote the efficient use of land.*



### 3. Transit Options

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

### 4. Pedestrian and Bicycle Transportation

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



*Transit options relieve auto-dependence.*

Source: WRT/Solomon ETC



*Provision at bicycle and pedestrian facilities.*

Source: WRT/Solomon ETC

## 5. Energy Conservation

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



Green building.

Source: WRT|Solomon ETC.

## 6. Protecting the Natural Environment

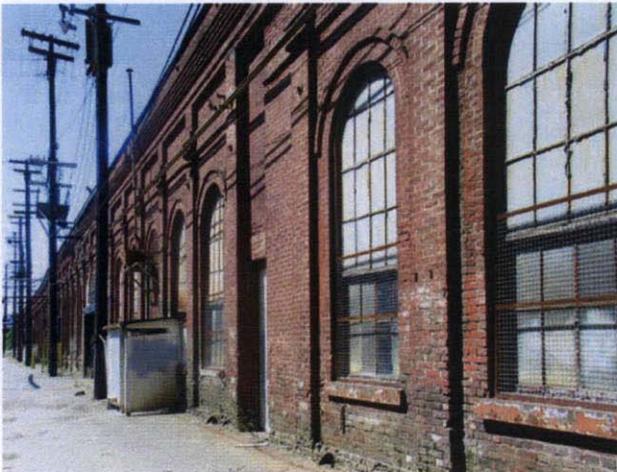
A major component of being a sustainable city is providing protection for natural resources, particularly water and air. Sacramento’s most prominent natural resource is the Sacramento River. This and other rivers and streams in the area should be preserved and protected by utilizing sustainable practices,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



Sacramento River.

## 7. Reusing and Recycling

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



Historic structure in the Railyards.

## 8. Open Spaces and Public Gathering Areas

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

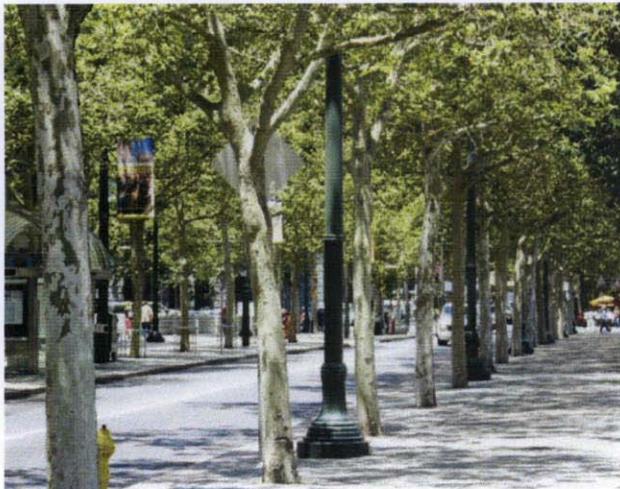


Lively public spaces promote vitality in cities.

Source: WRT|Solomon ETC.

## 9. Extensive Vegetation and a Rich Tree Canopy

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

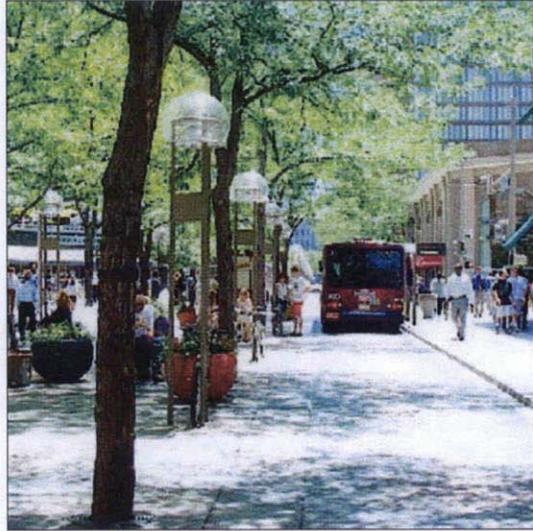


*Extensive tree cover will provide shade and curb stormwater runoff.*



PUBLIC REALM 3

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## A. INTRODUCTION

The following Design Guidelines for the Public Realm incorporate portions of the Sacramento Central City Urban Design Guidelines and Plan (CCUDGP) to ensure consistency across documents and to simplify the review process. From an urban design perspective, the fabric of the Railyards will be composed of two distinct, yet highly inter-related components: the “public” realm and the “private” realm. The “public realm” consists primarily of the publicly-owned street rights-of-way and other publicly accessible open spaces such as parks, squares, plazas, courtyards, and alleys. The “private realm,” which is addressed in Chapter 4, encompasses the largest portion of new development within the Railyards Area, consisting of all privately-developed buildings and associated improvements, and is generally more limited in its accessibility to the public.

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

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

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

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

**Visual Character.** While buildings are important visual elements, the design of the public realm is critical in establishing the visual context and overall character of the downtown. The physical design and character of the public realm contributes a great deal to the perceived unity of the downtown, its quality, and its identity as a unique place.

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

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

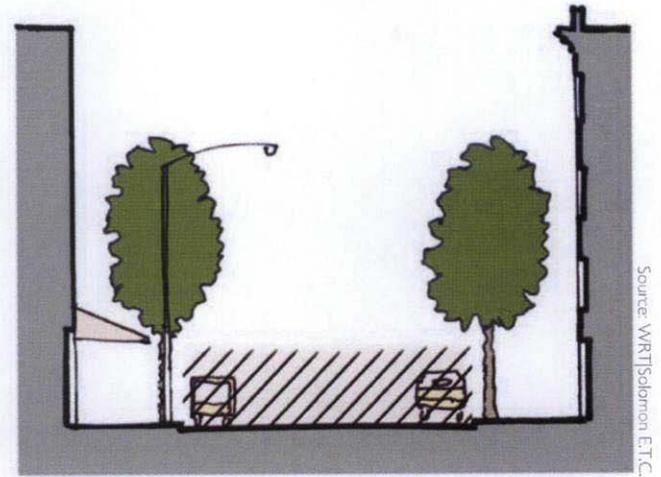
## B. TRAVELWAY REALM

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

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

The guidelines are intended to reduce the conflict between people and cars, while also acknowledging the functional requirements of public streets to provide access to and between downtown destinations. The guidelines recommend structuring the travelway both to calm traffic and to balance the area of public right-of-way committed solely to motor vehicles. A premise underlying the guidelines is the City's commitment to making decisions and taking actions today that will make Sacramento the most livable city in America. Thus, in order to ensure the success of the Railyards redevelopment, the public rights-of-way need to appropriately reflect the intended pedestrian- and transit-oriented uses. The following guidelines set out a number of different street cross-sections that reflect the multiple purposes that streets in the Railyards Area need to play.

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



*Travelway Realm.*

Source: WRT/Solomon ET.C

## 1. Street Typology

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

### Background and Intent

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

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

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

### General Guidelines

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

### Street Types

Street types within the Railyards include the following:

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



One-way Corridor Street.

Source: WRI/Solomon E.T.C.

## 2. Streets in the Railyards

### a. Boulevard: Railyards Boulevard

#### Description

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

#### Guidelines

- 1) Street trees, paving, site furnishings and lighting shall be consistent for the entire length of the street and shall be reflective of standards for the Central City, as specified in this chapter.
- 2) Large canopy trees shall be used in conformance with the guidelines set forth in this chapter.
- 3) A continuous understory should be used along planting strips using a limited selection of plants.
- 4) Where appropriate, special accent paving should be used along sidewalks for consistency with the guidelines set forth in this chapter.
- 5) Site furnishings, including benches, trash receptacles and bicycle racks, shall be provided, in conformance with the guidelines set forth in this chapter.
- 6) Street lighting shall include light poles oriented both toward vehicles and pedestrians and shall be selected and placed according to the guidelines set for in this chapter.
- 7) Design features such as crossing refuges, signalized intersections, and special paving treatments should be used in order to facilitate the movement of pedestrians across the boulevard in conformance with the guidelines set forth in this chapter.

### b. Major Streets

#### Description

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

#### Major Street Guidelines

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

- 1) A common design language that runs the entire length of these streets.
- 2) Paving materials and site furnishings should lend a distinctive character complement the grand scale of the street.
- 3) Decorative lighting, in keeping with the character of the buildings that line the street, is encouraged. The design of this lighting shall be consistent for the entire length of the street.

## 5th Street

### Description

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

### Guidelines

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

- 1) A gradual slope shall be used in order to facilitate pedestrian and vehicle movement up and over the rail tracks.
- 2) Wide sidewalks should provide sufficient space for tree planting and pedestrian movement, and there would be 30-foot-wide viewing platforms on each side of the street above the railroad tracks.
- 3) Street trees, paving, site furnishings and lighting shall be consistent for the entire length of the street, except at the 5th Street Steps.
- 4) Parallel street parking shall be provided on both sides of the street. In the direction of traffic flow, a dedicated bicycle lane shall also be provided.
- 5) Where appropriate, tree grates should be used in order to facilitate pedestrian movement.

## 7th Street

### Description

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

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

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

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

### Guidelines

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

- 1) A different tree species should be used along the light rail platforms. The species of tree selected shall provide adequate shade and grow tall enough to clear the electrified lines.
- 2) Paving on the sidewalks and, where applicable, on the transit median should be different but complementary.

## 6th Street

### Description

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

### Guidelines

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

- 1) A gradual slope shall be used in order to facilitate pedestrian and vehicle movement up and over the rail tracks.
- 2) Bicycle lanes shall be provided for the portion of 6th Street south of Railyards Boulevard.
- 3) Trees shall be planted along the entire length of the street, even along elevated portions. Along elevated portions, street trees with shallow rooting should be used. Where appropriate, tree grates should be used in order to facilitate pedestrian movement.

## c. Main Street: Camille Lane

### Description

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

### Guidelines

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

- 1) Right-of-way of 80 feet, which includes two travel lanes that, although wide, will include traffic calming features that will ensure slow vehicle travel.
- 2) Camille Lane will also be a designated bicycle route, with bicycles sharing the travel lane with vehicles.
- 3) A common design language shall run the length of the street, serving as a unifying element for the Depot, Central Shops Historic and the West End Districts.
- 4) Street trees, paving, site furnishings and lighting shall be the same the entire length of the street, with the exception of the transition zone in the Depot District.
- 5) The street should have generous 22-foot-wide sidewalks to accommodate high volumes of pedestrian traffic.
- 6) A distinctive paving pattern should be used in order to set this special street apart from other streets.
- 7) The street should be designed so as to incorporate design features that commemorate the historic track alignment into the street pavement, street furniture, signage or streetwalls.

#### d. Minor Street

##### Description

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

##### Guidelines

Minor Streets would have the following:

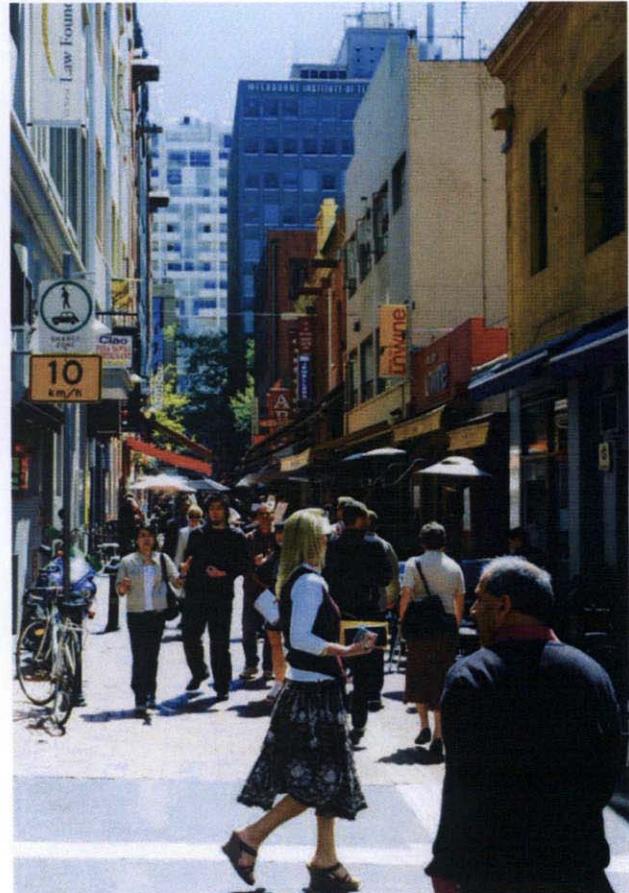
- 1) Street trees, paving, site furnishings and lighting shall be consistent for the entire length of the street.
- 2) Street trees shall be selected that are properly scaled to the street width.
- 3) Paving materials shall be selected to be in keeping with the character of the district and appropriate for the uses proposed for the parcels fronting on the street.
- 4) Pedestrian-scaled street lights shall be provided.
- 5) The street should have generous 16.5-foot-wide sidewalks to accommodate pedestrian traffic in accordance with the Specific Plan.

#### e. Alleys

##### Description

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

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



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

*i Alleys: Commercial District Service Alleys*

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

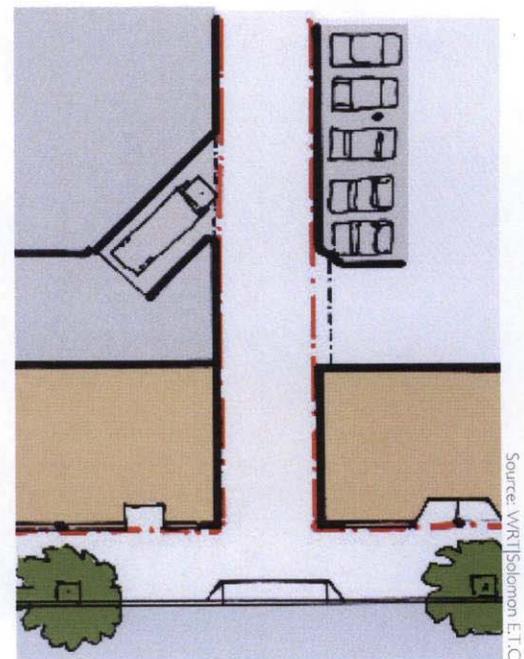
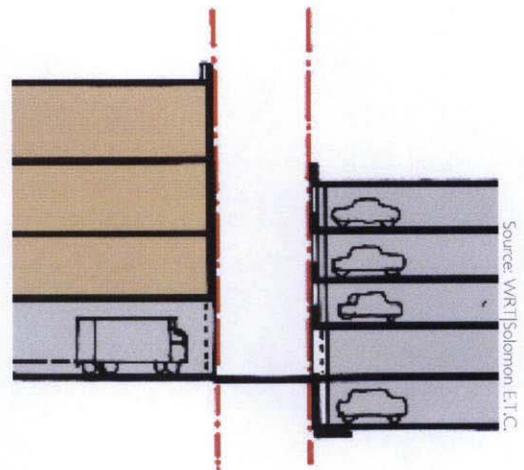
Alleys in commercial districts should provide access to parking and service areas for commercial buildings, reducing the need for garage entrances and curb cuts on the street frontages.

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

#### Guidelines

- 1) All loading and service areas must be gated or otherwise secured, and should be on-parcel, keeping the right-of-way clear.
- 2) Trash bins and skips must be screened from view at all times and may not intrude into the alley right-of-way.
- 3) Angled loading docks are recommended because the 20' width of the existing alley right-of-way is too narrow for large vehicle turning.
- 4) Alleys should have one-way vehicle circulation.
- 5) Sidewalks are not necessary.

- 6) In the case of a new parking access, a 5' setback from the property line is required to provide clearance for vehicle turning.
- 7) Where possible, alleys should have paving strategies designed to attenuate stormwater flows, e.g. with the use of porous paving materials and retention systems.



Service alley in the CBD.

ii Alleys: Commercial District Pedestrian Alleys

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

In the central city, there is an opportunity for some alleys in the commercial district to be redeveloped as passages, suitable for pedestrian and retail activity. They should encourage mid-block pedestrian paths and the potential for small-scale retail activity such as cafes, bars and coffee shops with outdoor seating. Limited vehicle and service activities are allowed during off-peak hours.

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

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

On the right are commercial buildings with upper level and basement parking and the potential of a ground level retail/bar or café space facing the alley.

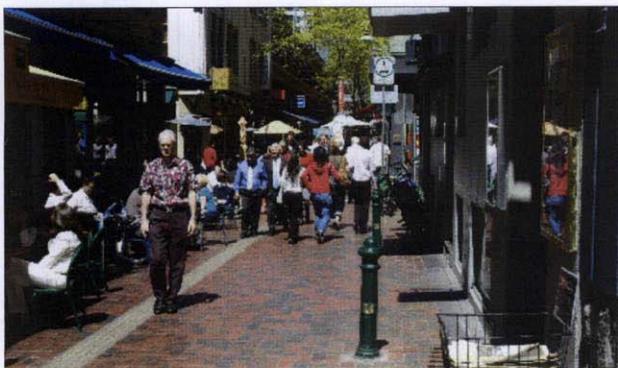
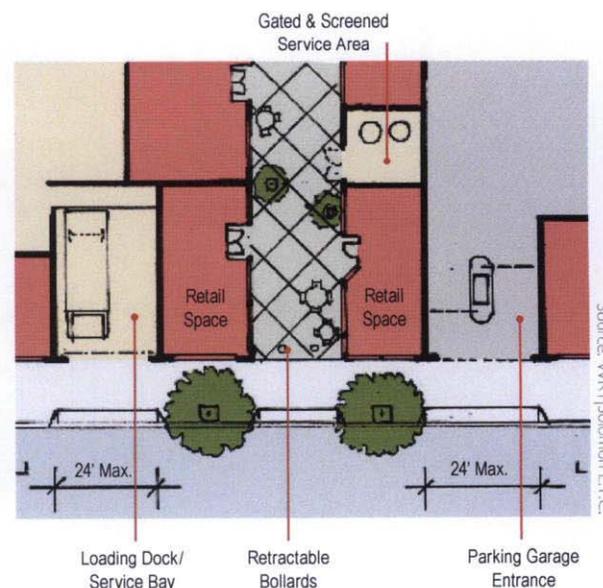
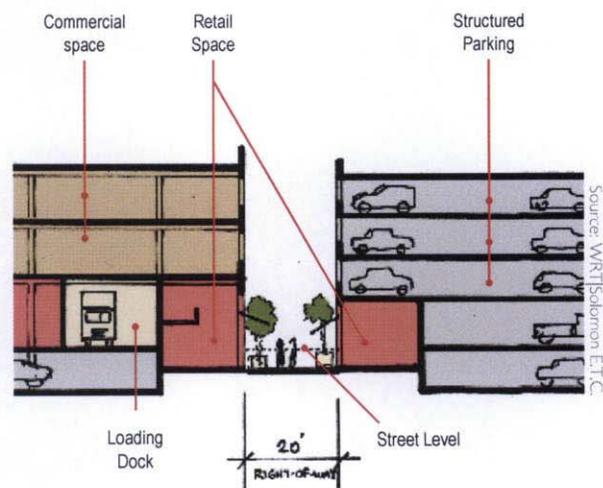
Garage access would need to be from the numbered-street only in order to avoid conflict with pedestrian activities on the alley.

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

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

Where possible, the alley should be paved as a pedestrian space with unit pavers from building face to building face without curbs.

Area drains should be located in the center of the alley.



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

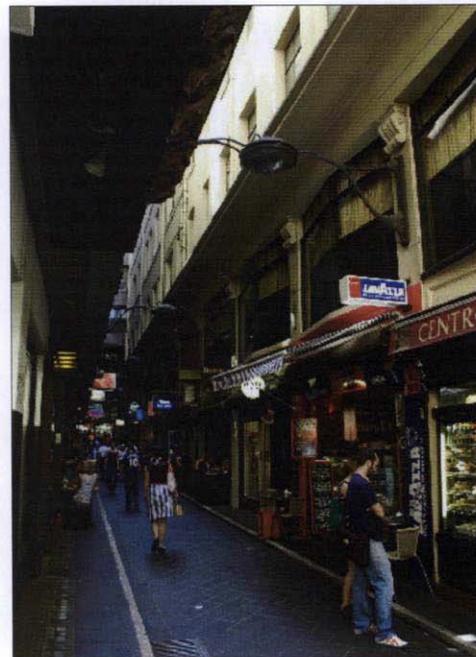
### Guidelines

- 1) All loading and service areas must be gated or otherwise secured, and should be on-parcel, keeping the right-of-way clear.
- 2) Sidewalks and curbs are not necessary.
- 3) Alleys shall have paving materials that are conducive to both pedestrian and vehicular activity, e.g. unit pavers, from building face to building face. Where possible, the paving should be designed to attenuate stormwater flows, e.g. with the use of porous paving material and retention systems.
- 4) Area drains should be located in the center of the alley.
- 5) The maximum width of opening of loading/service areas and garage entrances facing the street should be limited to 24', with a maximum of three curb cuts per side of block.
- 6) The alley should have retractable bollards to prevent service vehicle access during hours of retail/restaurant use.



Source: WRI|Solomon ETC.

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



Source: WRI|Solomon ETC.

iii Alleys: Residential District Alleys

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

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

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

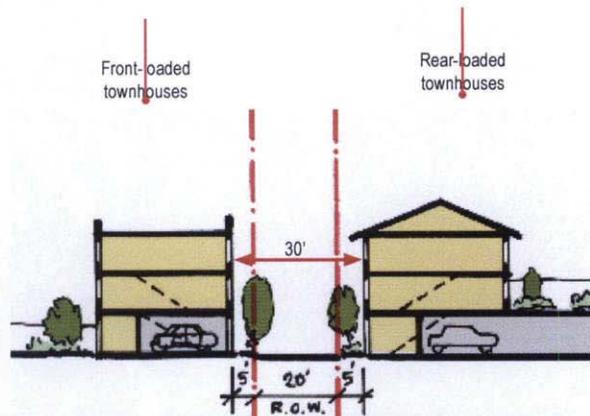
On the left is an example of front-loaded townhouses with their garages facing the alley. The townhouses are required to be set back 5' from the alley right-of-way in order to permit adequate turning space for vehicles entering the individual garages.

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

**Guidelines**

- 1) Residential development along alleys should be set back 5' from the right-of-way, to facilitate the provision of adequate daylighting, landscaping, and privacy.
- 2) Trash bins must be screened from view and may not intrude into the alley right-of-way.
- 3) Alleys should have one-way vehicle circulation.
- 4) Sidewalks are not necessary.
- 5) In the case of a new parking access, a 5' setback from the property line is required to provide clearance for vehicle turning.
- 6) Alleys shall have paving materials that are conducive for both vehicular and pedestrian activity. Where possible, the paving should be designed to attenuate stormwater flows, e.g. with the use of porous paving material and retention systems.

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



Source: WRT|Solomon E.T.C.



Source: WRT|Solomon E.T.C.



Japanese "shared street".



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

Source: WRT|Solomon E.T.C.

*iv Alleys: Shared-Use Alleys*

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

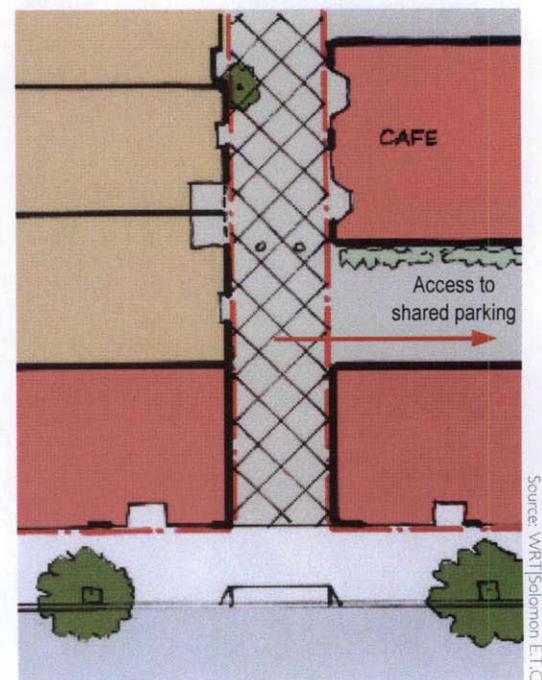
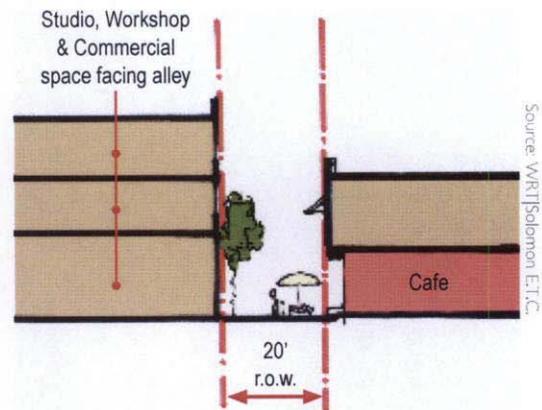
At locations in the city where urban life and intensity are high, alleys can function as shared-use environments that are primarily pedestrian in character. Similar to Dutch “woonerfs”, these alleys are designed as shared environments—primarily for pedestrian activity and children’s play areas, but also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

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

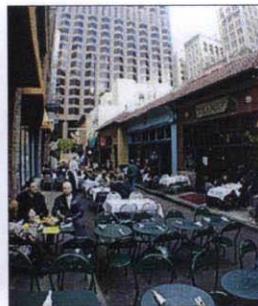
**Guidelines**

- 1) Trash bins and skips must be screened from view at all times and may not intrude into the alley right-of-way.
- 2) Alleys should have one-way vehicle circulation, due to their narrow right-of-way width.
- 3) In the case of a new parking access, a 5’ setback from the property line is required to provide clearance for vehicle turning.

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



British “home zone” shared street concept.



Belden Place, San Francisco.

## C. PEDESTRIAN REALM

The Pedestrian Realm guidelines are intended to promote a walkable Plan Area by improving pedestrian safety, convenience, and comfort. The guidelines presented here build upon recent city efforts, including the City's Pedestrian-Friendly Street Design Standards (2004) and Pedestrian Master Plan (2006), that strive to make Sacramento a model pedestrian-friendly city—in short, the “Walking Capital”.

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

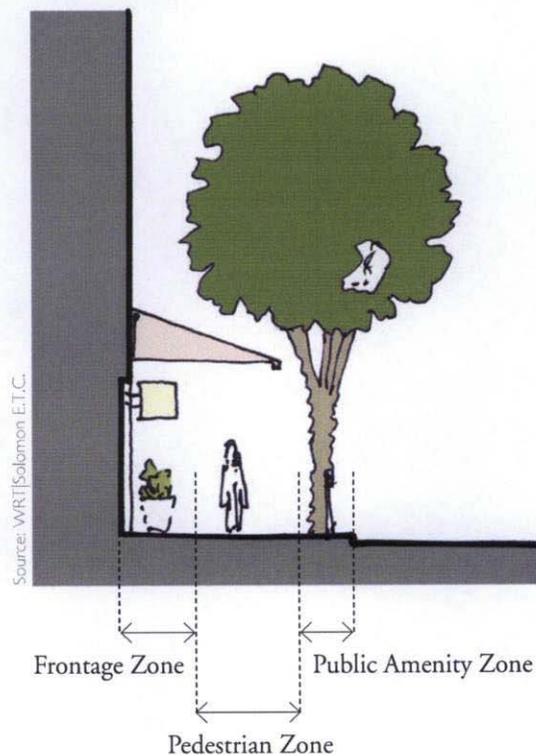
The guidelines are intended to create true multi-modal transportation routes that safely and effectively balance the circulation needs of vehicular and pedestrian traffic, while also acknowledging the public streetscape's role as the “stage” or “living room” on which the life of the community plays out.

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

As shown in the diagram, the three zones generally occur on both sides of the street. The pedestrian zone is the middle zone and primarily accommodates pedestrian circulation. The amenity zone generally is adjacent to the street and accommodates public facilities and street furnishings. The Frontage Zone is adjacent to building frontages and serves

as a transition area. These zones are conceptual, and while they may be clearly represented and delineated on some streets, on other streets they may be missing or weakly defined.

**Pedestrian Realm**



## 1. Public Sidewalks

### a. Sidewalk Widths

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

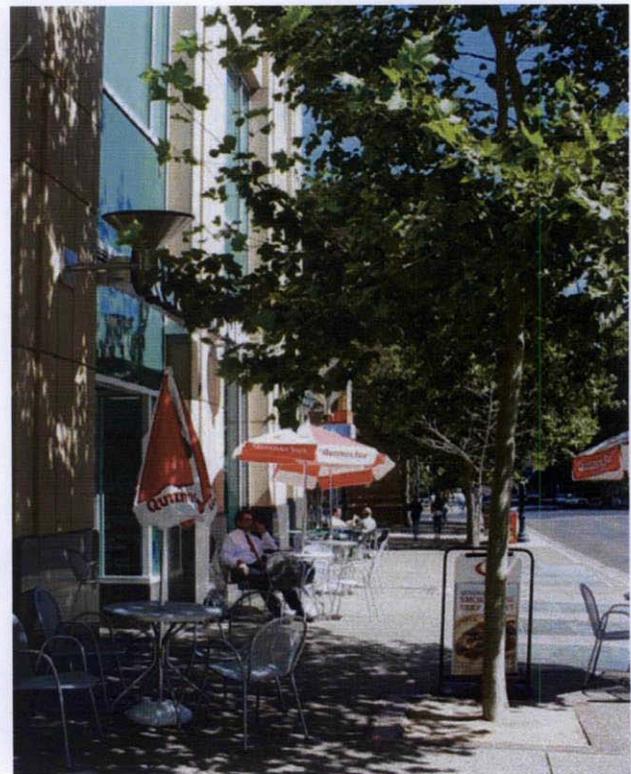
#### Background and Intent

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

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

Generally, the space allocated to the pedestrian and the automobile needs to be better balanced to reflect the City’s commitment to establishing and walkable neighborhoods. This is not to say that vehicular and pedestrian zones necessarily need to be equal in area, but that safe, comfortable pedestrian environments will only occur where the design of the public realm balances the concerns for automobile efficiency with those for a high quality pedestrian environment.

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



Source: WRT/Solomon E.T.C.

### Guidelines

- 1) **Sidewalk Widths.** Sidewalk widths should be commensurate with the level of pedestrian activity desired for the specific street frontage. Whereas sixteen (16) feet is the typical sidewalk width in the CBD, high activity areas should have sidewalk widths of 20 feet or more. Sidewalk widths in the Railyards shall not be less than 14 feet.
- 2) **Curb Extensions.** Curb extensions at “necked-down” intersections are encouraged as a means of expanding the pedestrian zone where pedestrians are likely to congregate while waiting for transit or to cross the street.
- 3) **Functional Zone Priorities.** The widths of the sidewalk functional zones should vary in response to context, but the width of any given sidewalk shall be divided amongst the three zones according to the following priorities: pedestrian (highest), frontage (middle), amenity (lowest). See guidelines for each zone for minimum allowable widths.



Source: WRT|Solomon ETC.



Source: WRT|Solomon ETC.

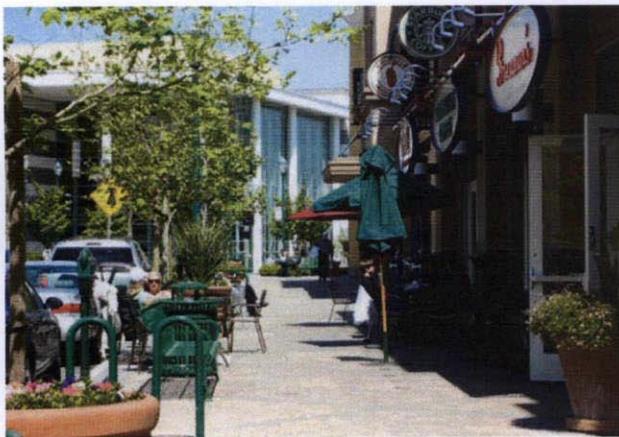
## b. Functional Zones

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

### Background and Intent

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

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



Source: WRI|Solomon ETC.

### Frontage Zone

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

### Pedestrian Zone

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

### Public Amenity Zone

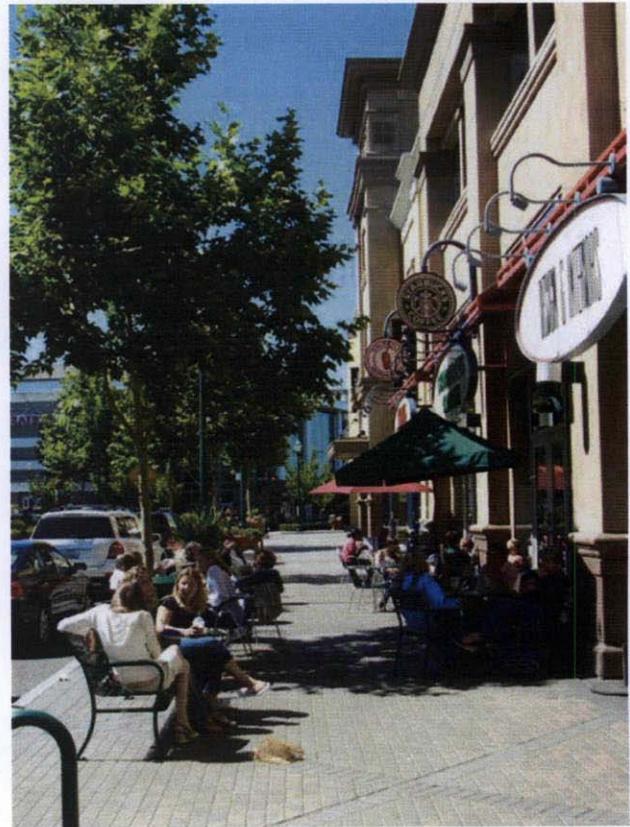
The Public Amenity Zone is the section of sidewalk that adjoins the street and buffers pedestrians from the adjacent roadway. This zone is the appropriate location for the majority of the public facilities and streetscape amenities that enhance and serve the pedestrian zone, including features such as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

### Guidelines

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



Source: WRT|Solomon E.T.C.



Source: WRT|Solomon E.T.C.

### c. Pedestrian Zone

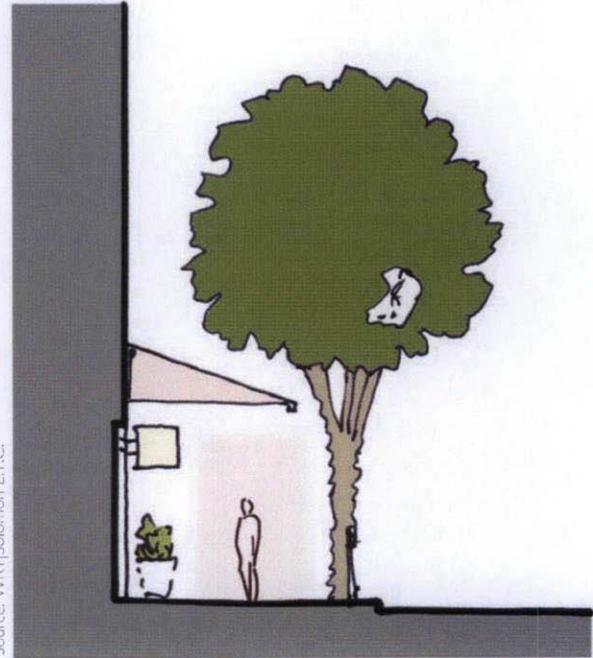
**PRINCIPLE:** Public sidewalks shall provide adequate horizontal and vertical clearance to accommodate convenient and comfortable pedestrian circulation.

#### Background and Intent

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

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

Sidewalk widths of 14 feet or greater generally provide space for pedestrian amenities, for local business activity to spill out onto the sidewalk, and for a leisurely walking pace without vehicle traffic dominating the pedestrian realm.



Source: WRT|Solomon E.T.C.



Source: WRT|Solomon E.T.C.

### Guidelines

- 1) **Clearance.** Ensure that a minimum sidewalk width for pedestrian through-traffic is not obstructed with street furniture, utility poles, traffic signs, trees, etc. Streetscape amenities generally shall be located in the Public Amenity Zone to maintain a clear walking zone.
- 2) **Width Proportions.** The Pedestrian Zone shall comprise at least 50% of the sidewalk width (i.e. 8 feet for the standard 16-foot sidewalk).
- 3) **Minimum Vertical Clearance.** The Pedestrian Zone shall maintain a minimum vertical height clearance of 8 feet, clear of overhanging tree limbs, protruding fixtures such as awnings, signs, or other horizontal obstruction.
- 4) **Transitions.** To ensure pedestrian safety and smooth flow of traffic, transitions in the width of the Pedestrian Zone should not be abrupt and should be signaled by some sort of transitional element.



Source: WRT|Solomon ETC.



Source: WRT|Solomon ETC.

#### d. Public Amenity Zone

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

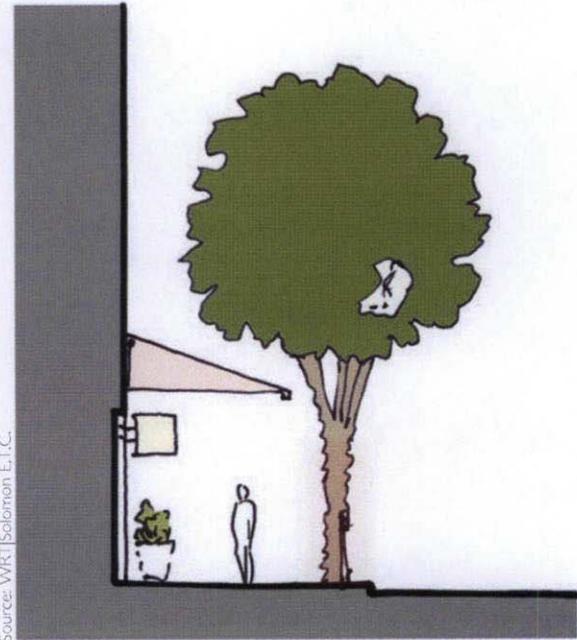
##### Background and Intent

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

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

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

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



Source: WRT|Solomon E.T.C.



Source: WRT|Solomon E.T.C.

### Guidelines

- 1) **Location.** Public utilities and street furniture shall be consolidated in the Public Amenities Zone to keep them from becoming obstacles in the Pedestrian Zone. This includes, but is not limited to street trees, planting strips, street furniture, bicycle parking, utility poles, signal poles, signal and electrical cabinets, signs, fire hydrants, etc.
- 2) **Width Proportions.** The Public Amenity Zone should comprise at least 20-35% of the sidewalk width (i.e., 3.2 to 5.6 feet for the standard 16-foot sidewalk).
- 3) **Distribution and Concentration.** Whereas the function of features such as light standards, street trees, and parking meters requires an even distribution along the length of a street, street furniture should generally be located in high activity areas where people can be expected to congregate, such as transit stops, major building entrances, plazas, and retail and entertainment zones.
- 4) **Opportunities at Intersections.** The Public Amenity Zones at intersections, particularly where they have been expanded by necked down intersections, are ideal locations for streetscape elements that serve high levels of pedestrian traffic, such as transit shelters, informational kiosks, and news racks. Benches and seating areas should typically be located in mid-block locations where there is less potential conflict with pedestrian traffic flow.
- 5) **Consolidate Parking Meters.** In order to reduce clutter within the amenity zone, facilitate on-street parking, and increase parking revenues, the City should install multi-space and pay-and-display parking meters that require one meter for every 3 to 4 parking spaces. Currently, such a system is used in Old Sacramento and near Cesar Chavez Park.
- 6) **Setback from Curb.** To the degree feasible, elements within the Public Amenity Zone generally should be set back from the face of the street curb to avoid conflict with on-street parking (e.g. car doors, passenger loading, etc.).
- 7) **Location of Utilities.** Where practical, handholes, vaults, and other utility access points should be located out of the sidewalk area. Above ground utility boxes, control panels, etc. should be discouraged or located outside of the sidewalk zone.
- 8) **Undergrounding of Utilities.** In order to reduce conflict with pedestrian movement and improve the aesthetic character of the public realm, utilities shall be undergrounded whenever feasible, particularly on major and commercial streets.
- 9) **Unified Design Identity.** Provide a continuity of streetscape features along the length of a street. At a district scale, coordinated design, type, color and material of street furniture contribute to a sense of community identity, and reflect and strengthen the local character.

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



Source: WRT|Solomon E.T.C.

### e. Frontage Zone

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

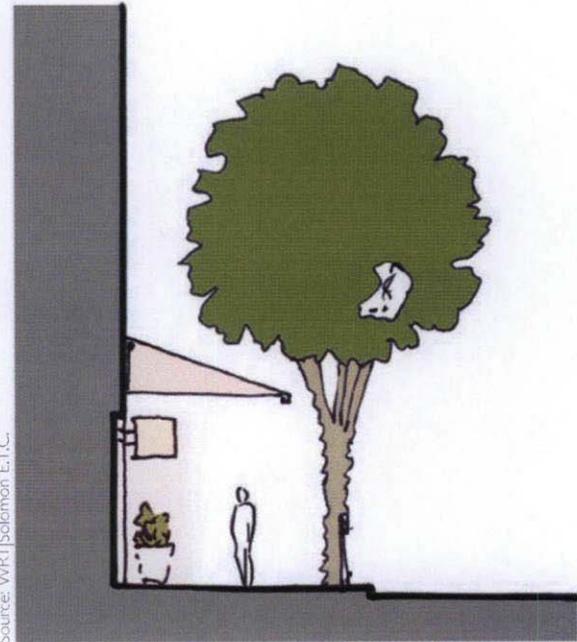
#### Background and Intent

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

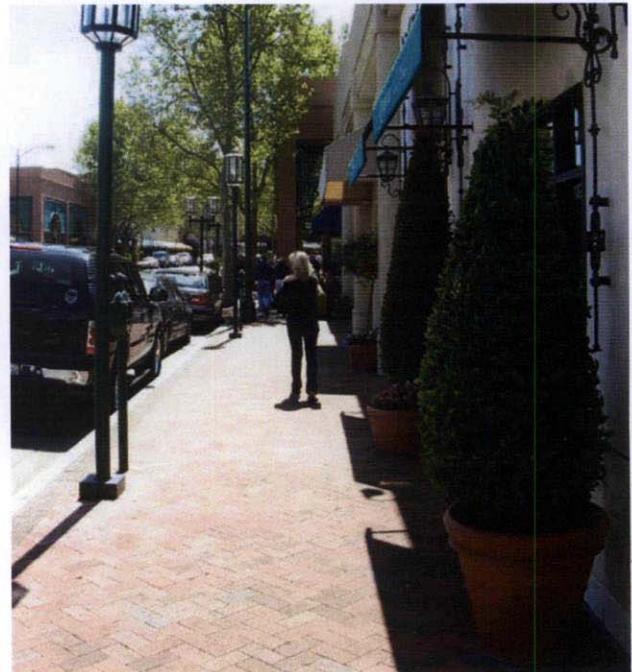
In addition, pedestrians are generally less comfortable moving at a full pace when walking directly alongside a building façade or wall, so the frontage zone provides some setback that allows for people to move out of the flow of traffic, to window shop, and to enter and exit buildings easily. Typically,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

#### Guidelines

- 1) **Private Furnishings.** Private furnishings which may be permitted in the frontage zone include seating and tables, merchandise displays, planters, and art.
- 2) **Decorative Elements.** On streets with commercial frontages, businesses are encouraged to provide decorative elements (e.g. landscaping, potted plants, etc) that activate the public streetscape, visually enhance the building frontage, identify building entrances, and generally engage the public realm, without constricting the flow of pedestrian traffic.
- 3) **Sidewalk Cafés.** Sidewalk cafes are encouraged within the frontage zone as a use that activates and energizes the public realm.



Source: WRT|Solomon E.T.C.



Source: WRT|Solomon E.T.C.

- 4) **Extension into Amenity Zone.** In certain situations sidewalk cafes and other commercial activities may be allowed to extend into the amenity zone rather than the frontage zone, or where extra wide sidewalks occur in both the frontage and amenity zones. Such use will require special findings to ensure such use and facilities enhance the overall quality of the public realm and do not impede pedestrian traffic or conflict with access to on-street parking.
- 5) **Vertical Clearance.** Awnings, canopies, and umbrellas used within the frontage zone shall provide adequate vertical clearance so they do not infringe upon the pedestrian travel zone.
- 6) **Delineating Sidewalk Cafés.** Sidewalk cafes that have more formal dining facilities (i.e. offer waiter service to their tables) or more than a single row of tables should provide a decorative element that separates the café space from the pedestrian travel zone. Possible elements include railings or rope dividers. (Establishments that serve alcohol are required by State law to do this.) Such delineation is not required for less formal eateries such as cafés, coffee shops, and sandwich shops that have a single row of chairs and tables.
- 7) **Permitting.** All private use of the frontage zone shall be required to obtain an encroachment permit.



Source: WRT/Salomon E.T.C.

## f. Paving

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

### Background and Intent

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

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

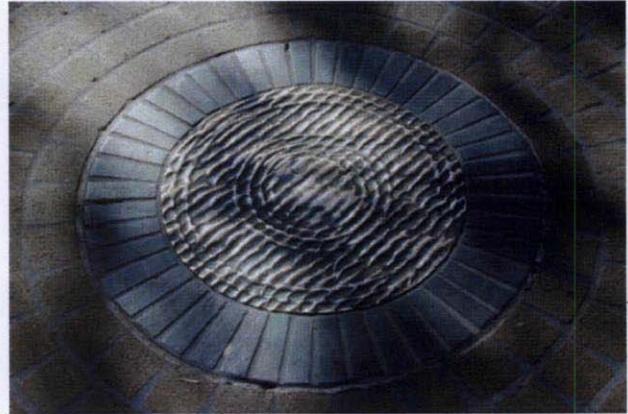


Source: WRT/Solomon ETC

### Guidelines

- 1) **Materials.** Sidewalks shall be paved with Portland concrete with a broom, or light sand-blasted, finish.
- 2) **Color and Heat Absorption.** In order to reduce heat absorption and heat island effects and enhance pedestrian comfort, sidewalk paving should be light grey in color rather than continuing the practice of adding lampblack to match historic sidewalks.
- 3) **Dimensions.** Sidewalk paving shall be divided into a grid of 4-foot squares that fits within the typical 16-foot wide sidewalk. The 4-foot dimension is nominal and can be adjusted in equal measurements either up or down. For instance, if a 52-inch tree grate is used, the grid system should be adjusted to accommodate that dimension.
- 4) **Decorative Paving—Restrictions.** In order to maintain a consistent character to the streetscape, decorative paving for building entrances, plazas, etc., generally should be restricted to the private realm, and not extend across the public sidewalk.
- 5) **Decorative Paving—Allowances.** Limited decorative paving or elements will be allowed within the frontage and walkway zones as long as such improvements:
  - Are less than 16 square feet in area (i.e. less than one pavement module); and
  - Are unique elements that contribute to the character and identity of the streetscape (e.g. private identity logos/emblems, historical plaques/markers, public art, etc.).

- 6) **Alternative Paving Materials.** Alternative paving materials (e.g. unit pavers, porous pavement, etc.) may be allowed in the amenity zone, particularly if they reduce stormwater runoff and enhance street tree health and viability. Such materials will still be required to conform to the paving pattern established by the 4-foot grid.
- 7) **Special Districts.** In instances where there is a desire to establish a distinct identity for a street or district, other higher quality paving materials, such as stone pavers, may be used for the public sidewalk as long as there is consistent application for no less than the perimeter of a half block (i.e. the paving treatment should wrap around the block from alley to alley).
- 8) **Accessibility and Safety.** The design and composition of sidewalk paving must maintain smooth and level surfaces that meet universal accessibility requirements, and have a non-slippery surface when wet.
- 9) **Sustainable Materials.** Recycled and/or locally-sourced paving materials shall be specified whenever feasible in order to minimize resource depletion and energy to transport.
- 10) **Stormwater Management.** The use of permeable or porous pavement in the amenity zone is encouraged whenever feasible as a means of reducing stormwater runoff rates and volumes.
- 11) **Coordination with Public Facility Placement.** The siting and design of public facilities such as street lights, tree wells, utility vaults, etc. shall be coordinated with and responsive to the standard paving module, and not simply ignore the established ground plane pattern.



Source: WRT|Solomon E.T.C.



Source: WRT|Solomon E.T.C.

### g. Pedestrian Tunnels

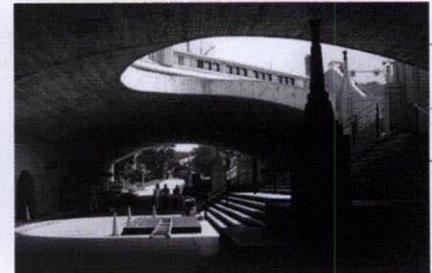
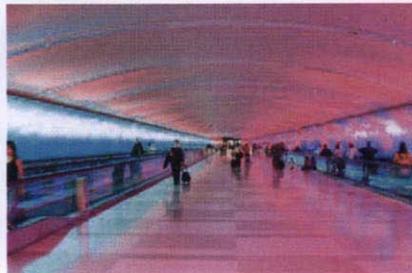
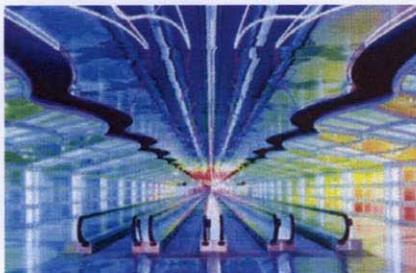
**PRINCIPLE:** Provide pedestrian tunnels to link parts of the Railyards that are otherwise separated by rail lines and other transportation features, and ensure that these tunnels are safe, well-lit and aesthetically pleasing.

#### Background and Intent

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

#### Guidelines

- 1) Pedestrian tunnels should have specially-designed and articulated floors, walls and ceilings, and should be surfaced with high-quality materials such as stone, terrazzo, brick, and high-end modular ceiling systems.
- 2) Tunnel designs and finishes may follow any number of design styles, ranging from historical to contemporary. Tunnel design styles should be selected depending on tunnel location and the types of areas being connected.
- 3) Tunnel lighting should be installed for illumination primarily from above, to mimic natural sun conditions, and should include both recessed, deflected lights as well as direct downward lighting.
- 4) Tunnel lighting should be designed to be artistic as well as functional, and might include colored light displays for visual interest.
- 5) If possible, tunnels should also feature openings up to the outdoors in mid-tunnel areas.
- 6) Well-designed advertising and/or public art should be included on the walls of tunnels to provide visual interest.
- 7) Retail uses are encouraged within tunnels, where feasible.



All photos by WRT/Solomon ETC.

## 2. Street Furnishings and Amenities

### a. General Guidelines

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

#### Background and Intent

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

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

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

#### Guidelines

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

- 2) **Unified Design Identity.** Street furnishings should provide a continuity of streetscape features along the length of a street. At a district scale, coordinated design, type, color and material of street furniture contributes to a sense of community identity, and reflects and strengthens the local character of the Railyards Area.
- 3) **Context.** Street furniture should strengthen sense of place by utilizing design, materials, and colors that best complement the context of existing buildings and landscape.
- 4) **Accessibility.** Street furniture needs to be designed for universal access and to facilitate use by those of all ages and abilities.
- 5) **Seating.** As much formal and informal seating as possible shall be provided to increase the number of opportunities for people to socialize and spend leisure time outdoors along public streets.

See Public Amenity Zone section for additional information.

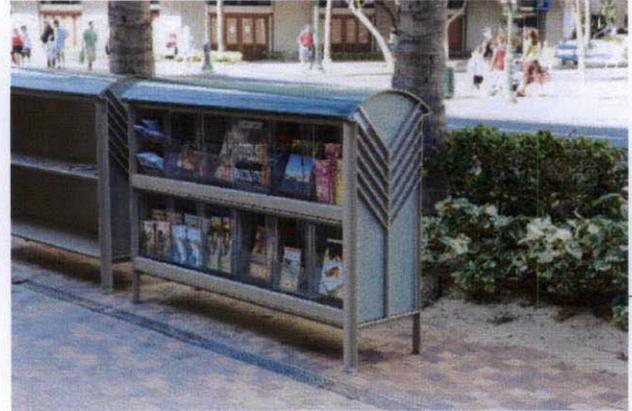
#### Location

- 1) **Pedestrian Activity Areas.** Street furniture and other amenities such as trash receptacles, kiosks, public telephones, newsstands, shall be located in conjunction with active pedestrian areas such as intersections, key building entries, public parks and plazas, bus stops, important intersections and pedestrian streets.
- 2) **Public Amenity Zone.** Street furniture and other amenities will be located predominantly in the public amenity zone to unambiguously indicate public use and maintain a clear zone for walking. If public amenities are located in the frontage zone adjacent to private property, they should be designed in such a way that they do not preclude public use.

## b. Miscellaneous

### Newsracks

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



Source: WRI|Solomon ETC.

### Wayfinding Signage

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

The Railyards wayfinding system should:

- 2) Provide directional and information signs that are attractive, clear and consistent in theme, location, and design.
- 3) Identify key historic, cultural, civic, and shopping destinations and facilities, e.g., public parking structures, parks and open space areas, transit routes and stops, etc.
- 4) Be co-located with other streetscape furniture (e.g. light standards, transit shelters) where possible to reduce visual clutter in the public realm.
- 5) Be expanded to cover the entire Railyards Area.



Source: WRI|Solomon ETC.

### Kiosks

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



Source: WRI|Solomon ETC.

## Seating

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



Source: WRT|Solomon ETC.



Source: WRT|Solomon ETC.

## Trash and Recycling Receptacles

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

**Bollards**

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

**Tree Grates**

- 1) Tree grates should be used in commercial districts and areas with high pedestrian activity to protect trees and reduce safety hazards.
- 2) Tree grates should be used in all tree wells that are surrounded by paving, unless the wells are specifically designed for accent planting. In areas with lower levels of pedestrian activity, decomposed granite or gravel instead of tree grates may be permitted.
- 3) Grates that allow for integrated tree guards, decorative lighting, electrical fixtures and auxiliary power (for special events, holiday lighting, or maintenance) are encouraged.
- 4) As an alternative, flush-filled decomposed granite may be used instead of tree grates.

**Parking Meters**

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

**c. Bicycle Racks**

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

**Background and Intent**

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

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

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

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

### Guidelines

- 1) **Distribution.** Bicycle parking within the public sidewalk should generally be accommodated with a number of smaller racks distributed along the length of a block, rather than one or two large concentrations of bike racks.
- 2) **Adequate Clearance.** Bicycle racks shall be located so that parked bicycles do not block the travel path of pedestrians or infringe upon seating areas. In addition, racks should be located at least three feet from the curb to accommodate ingress and egress to parked vehicles.
- 3) **Convenience.** Ideally, short-term bicycle parking should be located within 50 feet of building entrances. Where a building has more than one main entrance, the parking must be distributed to serve all buildings or main entrances.
- 4) **Visibility.** Bicycle racks shall be located in prominent locations within the public amenity zone that are clearly visible to cyclists from the street and from adjoining buildings and public spaces. Placement in view of doors and windows will ensure adequate surveillance from building occupants and visitors. Avoid locating bicycle parking in isolated areas, dark locations, or garage recesses.
- 5) **Traffic Calming.** Due to the space required for bicycle parking, curb extensions are good locations to site bicycle racks, as long as the facilities do not interfere with pedestrian circulation. Providing space for bicycle parking shall be considered a design criterion when designing curb extensions.
- 6) **On-Street Parking.** As cycling popularity increases in the future, on-street vehicle parking spaces may be converted to bicycle parking in locations where space in the public amenity/furnishings zone of the sidewalk is crowded or insufficient to meet demand.
- 7) **Secure Rack Design.** Bike racks shall be designed to allow the bicyclist to secure the bicycle frame to the

device at two points of contact. Appropriate bicycle rack designs include the inverted U, the ribbon type rack, or the corkscrew.



Source: WRT|Solomon ETC.



Source: WRT|Solomon ETC.



Source: WRT|Solomon ETC.

### 3. Transit

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

#### Background and Intent

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

As major elements of the public streetscape, there is the opportunity for transit stops to become more than just utilitarian infrastructure. Instead, they can become symbols and attractive physical manifestations of Sacramento's commitment to a more sustainable, transit-friendly future.

#### Guidelines

- 1) **Schedule Information.** All transit stops should be prominently signed and all pertinent route and schedule information, including major connecting services, should be posted.
- 2) **Shelters and Seating.** Transit shelters should be provided at heavily used transit stops; all stops should provide seating.
- 3) **Architectural Design.** Transit shelters should be designed to provide protection from sun, wind, and rain. Transit shelters and other amenities should be distinctive through strong architectural design that reflects the character of the district.
- 4) **Amenities.** Amenities such as Global Positioning System (GPS)-based real-time arrival information, ticket machines, nighttime lighting, and trash receptacles should be provided.
- 5) **Sustainability.** Transit shelters should be designed to promote transit and energy efficiency by incorporating features such as solar panels, LED lights, etc.



Source: WRT|Solomon E.T.C.



Source: WRT|Solomon E.T.C.

## 4. Landscape

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

### Background and Intent

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

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

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

Trees provide an inexpensive form of "air-conditioning" by contributing to micro-climate control during the hot summer months. The shade provided by a mature tree canopy reduces the build up of surface temperatures in paving and buildings (i.e. the "urban heat island effect"\*). This, in turn, makes streets more comfortable for pedestrians and reduces air conditioning required for buildings, both of

which result in reduced energy consumption and improved air quality. A more comfortable pedestrian environment means fewer vehicle trips, less gas consumption, and fewer carbon emissions. Reduced air conditioning means less electricity used and less air pollution related to power generation.



Source: WRI|Solomon E.T.C.



Source: WRI|Solomon E.T.C.

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

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 (CO<sub>2</sub>) from the atmosphere and store it in their cellulose. Tree and other plant foliage also absorb other gaseous pollutants through their leaf surfaces and can remove up to 60% of the particulate matter from the atmosphere.

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

\*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.



Source: WRT/Solomon E.T.C.



Source: WRT/Solomon E.T.C.

### General Landscaping Guidelines

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



Source: WRT|Solomon E.T.C.



Source: WRT|Solomon E.T.C.



Source: WRT|Solomon E.T.C.

- 8) **Planting Conditions.** When selecting trees and planting material, consideration should be given to their compatibility with the physical conditions of the urban setting, such as limited space for roots and canopies, limited soil fertility, impervious coverage of the root zone, heat build up, increased urban pollution, and compatibility with adjacent uses.
- 9) **Plant Selection.** Plant species should be responsive to existing species and planting patterns, although planting diversity is allowed where it complements and does not detract from a prevailing planting theme or pattern.
- 10) **Plant Selection for District/Corridor Identity.** Species selection should include one or two species that are repeated regularly over the length of a block(s) or throughout a district to provide visual continuity.
- 11) **Maintenance.** Landscaped areas should be properly maintained, which includes watering, removing debris and litter, and pruning and replacing plants when necessary. Adjacent private property owners are required to maintain the grounds and trees on any unpaved portion of the adjacent public street right-of-way where space is provided for a city street tree or other planting, regardless of whether the adjacent property is developed.
- 12) **Vertical Clearance.** To maintain proper clearance:
- Shrubs should be trimmed to three (3) feet or less in height above the grade of the sidewalk
  - Tree canopies should be trimmed up to at least eight (8) feet over the sidewalk and fourteen (14) feet above the street.
- 13) **Seating.** Permanent above-ground planters should be designed so that the height and width of planter walls create suitable opportunities to double as informal seating areas.
- 14) **Stormwater Management.** Wherever feasible, landscaped areas should incorporate pervious or unpaved surfaces to aid in stormwater management and reduce the “heat island effect.”



Source: WRT/Salomon ETC



Source: WRT/Salomon ETC

### Street Tree Guidelines

- 1) **New Tree Plantings.** New and/or replacement street trees should conform to the predominant existing planting pattern with respect to species, spacing and alignment.
- 2) **Trees in New Development Areas.** Street trees represent a critical framework element and piece of green infrastructure within the public right-of-way. In newly developing and/or redeveloping areas such as the Railyards, River District, and Docks Area, street tree design, including species selection, tree spacing, and planter dimensions, should occur concurrently with, and guide, the selection and placement of public facilities such as street lights and signage, rather than being treated as an afterthought.
- 3) **Horizontal Clearance.** To maintain proper clearance and sight lines, street trees generally should be located no closer than:
  - 10 feet from a building façade,
  - 25 feet from the curb line of an intersection,
  - 5 feet from a driveway or alley,
  - 5 feet from fire hydrants, underground utilities, utility poles, and parking meters,
  - 3 feet from sidewalk furniture,
  - 3 feet from curb adjacent to parallel parking; 4 feet from curb for perpendicular and diagonal parking,
  - 15 feet from street lights.
- 4) **Canopy Cover.** Street tree spacing should support the City goal of achieving at least 50% shade coverage of streets and paved areas. The percentage of canopy coverage should be as follows for these districts:
  - 35% for West End and Depot
  - 50% for East End and Riverfront
- 5) **Tree Spacing.** Maintain the average number of trees per street side per block as the existing Central Business District. While plantings now range from zero to nine trees per side per block, an average of five

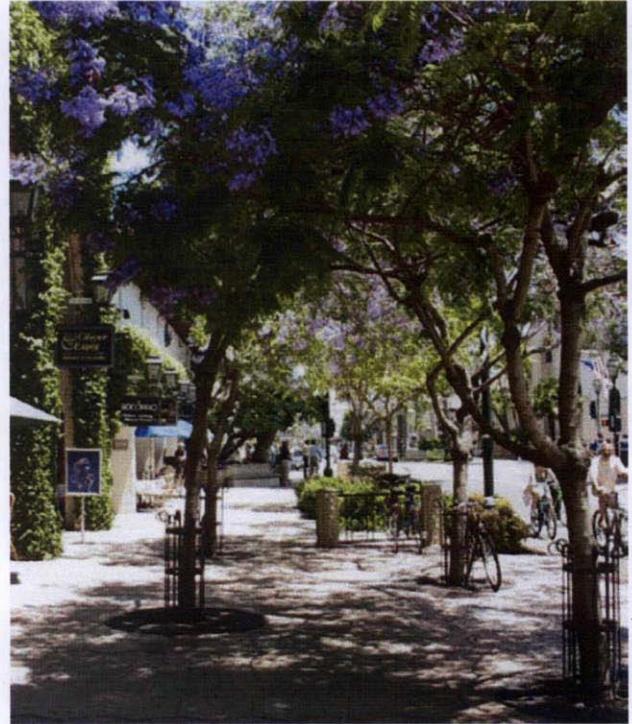
to seven trees provides adequate coverage on blocks that are 300 to 350 feet in length.

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



Source: WRT/Solomon ETC

- 7) **Double Rows of Trees.** Generally, the Public Amenity Zone serves as the primary location for street trees in order to keep the pedestrian thoroughfare clear and to provide maximum space for tree canopies. However, on wide sidewalks a second row of trees may be planted interior to the amenity zone as long as adequate pedestrian way clearances are maintained. Similarly, additional rows of trees can also be added within the curb-to-curb street cross section within the parking zone or in a center median.
- 8) **Unified Tree Planting Scheme.** To optimize the beneficial effects of street trees, both in terms of aesthetics and as environmental quality, emphasis should be placed on establishing and maintaining a consistent and well-coordinated planting scheme within a district or along a specific corridor. A formal planting scheme that uses a single, regularly spaced dominant species is appropriate for street trees in the Railyards Area. Accent species that highlight special features or uses should be interspersed with the primary street, rather than replacing it.
- 9) **Pruning.** Existing street trees should be pruned, per standard practice, to provide a pleasing form, and not be topped.
- 10) **Vertical Tree Clearance.** Street trees should be selected that have a branching pattern and canopy height at maturity—generally fourteen (14) feet or higher—that will not obscure commercial signage and storefront windows or conflict with truck access. Lower branching heights may be appropriate in plazas or other open spaces.



Source: WRT|Solomon E.T.C.



Source: WRT|Solomon E.T.C.

### Tree Planting Guidelines

- 1) **Planting Conditions.** The urban environment is not the ideal setting for growing trees. Thus, it is critical that efforts be made to provide the best possible conditions for proper tree growth when planting new street trees, including ample soil planting depth, subsurface preparation, aeration, root protection, irrigation, and drainage. Newly planted street trees will need supplemental irrigation until they are established.
- 2) **Planting Trees in-ground v. in planters.** Primary street trees should be planted directly in the ground whenever feasible. The use of above-grade pots or raised planters for primary street trees is discouraged. The use of above-grade pots or raised planters may be appropriate for smaller accent trees.
- 3) **Tree Wells.** Trees can be planted in parkway planting strips or in individual tree wells. Tree wells are preferred in higher intensity areas with high levels of pedestrian activity, particularly cross-traffic between on-street parking and adjoining buildings (e.g., retail districts, sidewalk cafes, etc.).
- 4) **Tree Well Dimensions.** In order to promote tree health, tree wells should generally be 6 feet by 8 feet. In constrained areas, the minimum acceptable tree well is 6 feet by 6 feet.
- 5) **Tree Grates.** Metal tree grates and tree guards should be used on all tree wells to protect trees, and allow for aeration and surface water collection. In certain areas, decomposed granite or gravel instead of tree grates may be permitted.
- 6) **Parkway Planting Strips.** New parkway planting strips ideally should be 8 feet wide, and a minimum of 6 feet wide. Planting strip widths of four to five feet are acceptable in very constrained conditions, but are the absolute minimum width needed for most trees to survive.

- 7) **Areas of the Planting Strip between Trees.** Where planting strips are provided, areas of the planting strip between trees generally should be planted with live landscape material and not be paved with hard surfaces, except in areas that are to be specifically used for café dining. Any paving of the planting strip should provide structural support to prevent compaction of the soil and allow for percolation of stormwater.
- 8) **Protecting Tree Roots.** In order to avoid damage to pavement, root barriers should be installed and appropriate, deep-rooted trees, selected.



Source: WRT/Solomon ETC.

## 5. Street Lighting

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

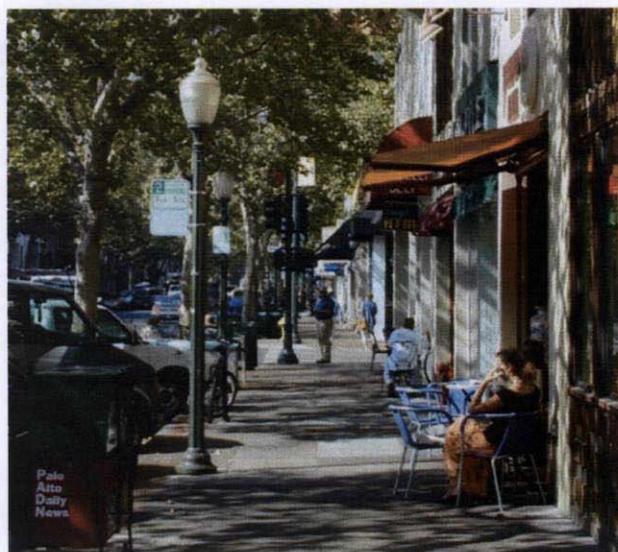
### Background and Intent

Frequently, street lighting is designed to prevent certain adverse situations (e.g. crime, accidents, etc.) from occurring, rather than to create an attractive and inviting public environment. The tendency is for lighting design of the public realm to be influenced more by fiscal expediency and vehicular circulation issues than by a clear vision for a high quality pedestrian environment. As a result, street lighting too often consists of tall, widely spaced light standards that are out of scale with the pedestrian environment, and produce a uniform, overly bright illumination that drains the public realm of visual interest and drama. Typical of this type of lighting is the ubiquitous “cobra head” style light standard. At 28.5 inches in height, these light standards indiscriminately illuminate the public realm, typically with more emphasis on lighting the street than the sidewalk.

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

### Guidelines and Light Standards for Poles and Fixtures

- 1) **Unified Design Identity.** A single consistent style and size of pole and fixture should be used within a given district or street to create a unifying scheme of illumination that is appropriate to the scale of the street and the level and character of nighttime activity. Pole and fixture design should be coordinated with other street furniture and amenities to establish an attractive and unified design character.
- 2) **Armature for Banners and Other Features.** Light poles should include armature that allows for the hanging of banners or other amenities (e.g. hanging flower baskets, artwork, etc.)
- 3) **Height of Light Fixtures.** The height of light fixtures generally should be kept low to promote a pedestrian scale to the public realm and to minimize light spill to adjoining properties. In active and more intimately scaled pedestrian zones pole-mounted fixtures should not exceed twelve (12) to fifteen (15) feet in height from grade to light source. On larger streets, at major intersections, a mounting height of up to eighteen (18) feet may be acceptable.



Source: WRT|Soleman ETC.

- 4) **Spacing.** Generally, shorter light standards should be more closely spaced to provide appropriate levels of illumination. Although in lower activity areas where lower lighting levels are acceptable, closer spacing may not be necessary.
- 5) **Location in the Amenity Zone.** Light standards should be located in the amenity zone of the sidewalk (i.e. area closest to curb) and should not interfere with pedestrian circulation.
- 6) **Levels, Direction, and Quality of Illumination Limit Light Pollution.** Illumination generally should be focused down toward the ground, avoiding all unnecessary lighting of the night sky. In addition to standard street light poles, light sources that are mounted closer to and focus illumination directly onto the ground plane, such as bollard-mounted lighting, stair lighting, and wall- and bench-mounted down-lighting, are desirable. Light fixtures should include internal reflector caps, refractors, or shields that provide an efficient and focused distribution of light and avoid glare or reflection into upper stories of adjacent buildings.
- 7) **Levels of Activity and Illumination.** Levels of illumination should be responsive to the type and level of anticipated activity, without over-illuminating the area (i.e. bright, uniform lighting of all public right-of-ways is not desirable). The level of illumination for pedestrian areas generally should range from 0.5 foot candles in lower activity areas up to 2.0 foot candles in more critical areas (A foot candle is a unit of illumination, measured at the distance of one foot from the source of light.)
- 8) **Illumination of Pedestrian Realm.** Street lighting should focus on illuminating the pedestrian zone (e.g. sidewalks, paseos, plazas, alleys, etc.), rather than the vehicular zone (i.e. the street).
- 9) **Illumination of Conflict Areas.** Higher lighting levels should be provided in areas where there is potential for conflict between pedestrians and vehicles, such as intersections and crosswalks, changes of grade, and areas with high levels of nighttime activity. Thus, commercial shopping streets should have higher levels of illumination than side streets that are more residential in character and have lower levels of nighttime activity.
- 10) **Color Balance.** Color-balanced lamps that provide a warm white illumination and realistic color rendition are recommended.
- 11) **Energy Efficiency.** In order to conserve energy and reduce long-term costs, energy-efficient, Energy Star-certified lamps should be used for all public realm lighting, and hours of operation should be monitored and limited to avoid waste.



Source: WRT/Solomon ETC.

## 6. Public Art

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

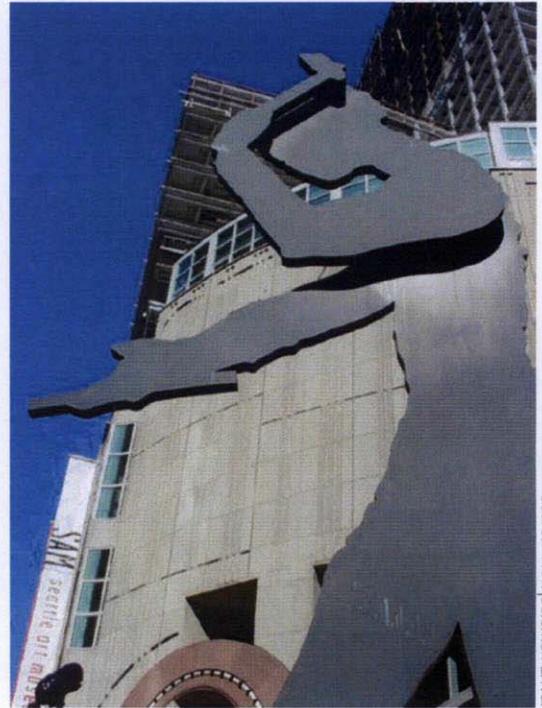
### Background and Intent

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

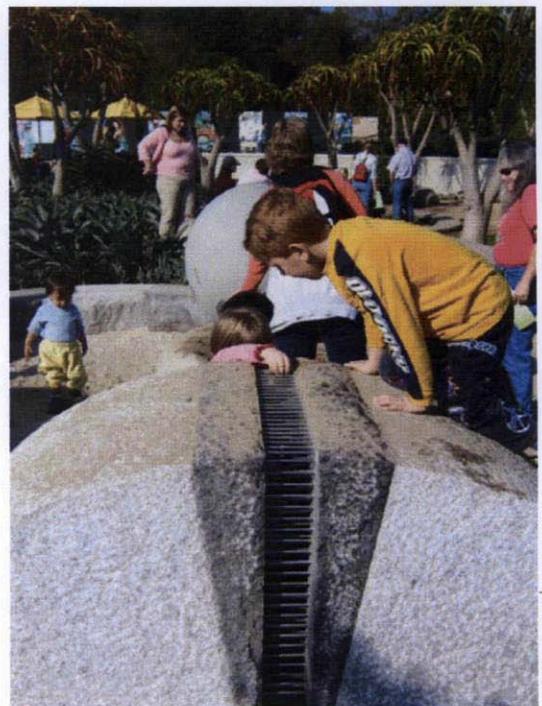
Consideration should be given to the integration of public art into all aspects of the public and private realm. However, given the competition for space in the pedestrian realm, it is important to move beyond the concept of public art as discrete elements such as statues or sculpture that occupy their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

### Guidelines

- 1) **Capital Improvements and Development Projects.** All capital improvement and development projects, should explore the integration of public art into the design of public streetscape elements (e.g. paving, street furniture, transit shelters, lighting, etc.).
- 2) **Location.** Public art should be located where it can be enjoyed by a large number of people, including sidewalks, intersections, plazas, and medians. Public art should also be included on buildings, whether as part of the façade, windows, door fixtures, or other.



Source: WRT|Solomon E.T.C.



Source: WRT|Solomon E.T.C.

- 3) **Enhance Challenging Pedestrian Areas.** Public art should be incorporated into difficult pedestrian transition zones, such as the connections over and under the rail lines to the Downtown and below the freeway to the River, to facilitate pedestrian use by enhancing and animating these spaces.
- 4) **Interactive Art.** Interactive art is encouraged; examples include pieces that either invite user participation or provide sensory stimulation through touch, movement, or sound.
- 5) **Educative and Interpretive Art.** Public art should be used as a means of enhancing community understanding of Sacramento's history and unique cultural assets and appreciation for local artists.
- 6) **Permanent and Temporary.** Public art may consist of both permanent and temporary installations.
- 7) **Unified Design Identity.** The design and placement of public art should enhance and be coordinated with other streetscape improvements to ensure a coherent character for a given district or corridor.
- 8) **Driver Safety.** Placement of public art and monuments should not obstruct drivers' view of traffic control devices, be a distraction, or be located in a manner that could create a roadside hazard to motorists.



Source: WRT|Solomon E.T.C.



Source: WRT|Solomon E.T.C.



Source: WRT|Solomon E.T.C.

### D. PARKS AND OPEN SPACE

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

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



Figure 3-2. Parks and Open Space Diagram.

## 1. Roundhouse Plaza

### Design Intent

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

### Guidelines

- 1) The plaza should use the footprint and form of the original Roundhouse building to create a space that physically and visually connects the West End District with the Central Shops District. The original layout of the Roundhouse should be preserved and considered as inspiration for design. The potential for future reconstruction of the roundhouse should not be precluded in any plaza design or construction.
  - 2) Groundplane patterning and structures should take inspiration from the location and form of the historic Roundhouse.
  - 3) Human-scale elements that help create a more comfortable public space should be incorporated as part of the redesign of the site; however, these should not mask or otherwise compromise the character-defining features of the building, including its structural members.
  - 4) The rail track and the rail car should be considered as modules when thinking of patterning for landscaping and paving.
  - 5) The paving, site furniture and light fixtures should honor the history and character of the Central Shops District. Materials similar to those used in the District's historic structures should be used.
  - 6) In the interest of preserving sightlines to the turntable, which is situated at the center of this plaza, as well as to historic buildings and structures on adjacent sites, tree planting in the plaza may be limited.
- 7) Seating should be arranged so as to facilitate congregating.
  - 8) The area east of the Roundhouse, adjacent to the Erecting Shop, is an important connection point between districts, both visually and physically. This area shall be kept open and views to the shops should be maintained.
  - 9) New development, including building design, shall integrate and complement Roundhouse Plaza.

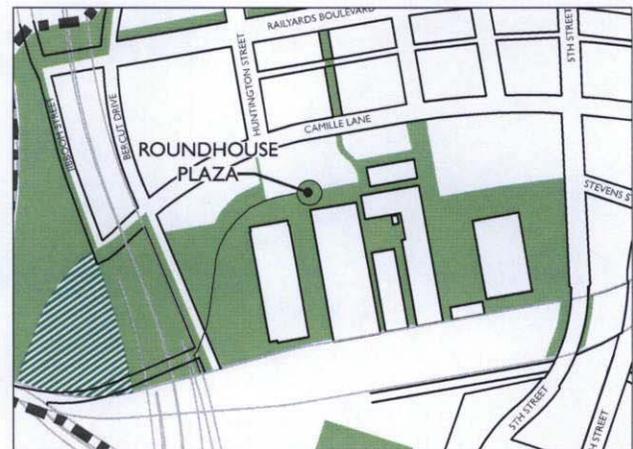


Figure 3-3. Roundhouse Plaza.



## 2. Powerhouse Court

### Design Intent

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

### Guidelines

- 1) The plaza shall address the pedestrian connection that will be established through the former Car Shop.
- 2) Placing a monument in this location is appropriate.
- 3) While paving and site furnishings should match those used throughout the Central Shops District, Powerhouse Court should establish a unique identity.
- 4) Lighting should be consolidated onto existing power/light poles as much as possible to avoid introducing visual clutter of new poles into open spaces.
- 5) Light fixtures shall work with the Central Shops Historic District vocabulary and should provide adequate light for night use.

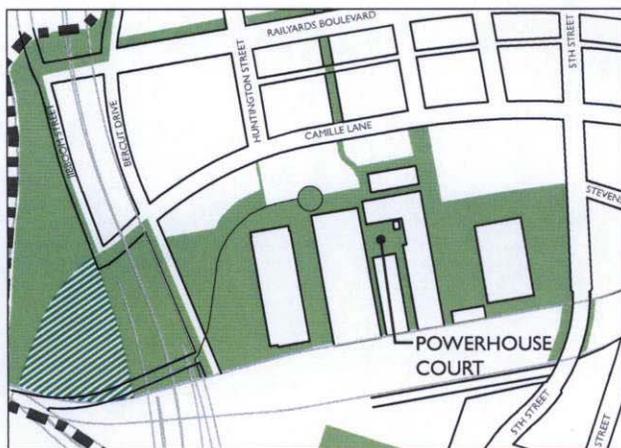


Figure 3-4. Powerhouse Court.

### 3. Market Plaza

#### Design Intent

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

#### Guidelines

- 1) Market Plaza should consider historic use, layout, and design of the rail car transfer table as inspiration for design.
- 2) Site furnishings should honor the industrial context and work with the overall vocabulary of the Central Shops. Furnishings should include benches, tables, shade structures, chairs, bike racks and trash receptacles.
- 3) Light fixture selection shall not damage historic resources, shall honor the historic context and should provide ample lighting for safe night use.
- 4) Market Plaza should have space that allows for both small informal performances and large organized events.
- 5) Views between structures should be considered.
- 6) Materials should celebrate the historic industrial character of the surrounding context. Applied history shall not be allowed. Materials that are in keeping with the historical use and character of Market Plaza should be used, including corrugated metal, wood, concrete and brick.



Figure 3-5. Market Plaza.



## 4. Museum Park

### Design Intent

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

### Guidelines

- 1) The park shall celebrate the history of the site.
- 2) Look to historic and existing track patterns for design inspiration.
- 3) The park shall allow for large gatherings and functions associated with the State Railroad Museum.
- 4) Trees and shade structures shall be planted strategically to provide maximum shade while preserving views.
- 5) The park shall have a playful and interactive dimension to engage the children who will be visiting the Railroad Technology museum.
- 6) Site furniture, lighting and materials should work with the palette of the Central Shops, but can be unique to this location.
- 7) The park shall leave views open to the river.
- 8) The passage under Interstate 5 should be designed to be a unique amenity that, on its own, serves as a one-of-a-kind attraction while also providing a safe, appealing, and interesting passage between the Shops and the Riverfront. To this end, public artwork should be incorporated in this portion of the park, as discussed in the Section C.6 earlier in this chapter. Artwork including lighting or lit elements is encouraged.
- 9) Where feasible, ivy, small shrubs and trees should be planted along the edges of the freeway overpass. This will help muffle noise from vehicles passing overhead and will help create a more attractive-looking space. However, these landscaping features need to be properly maintained so as to avoid the creation of dark and potentially dangerous places.

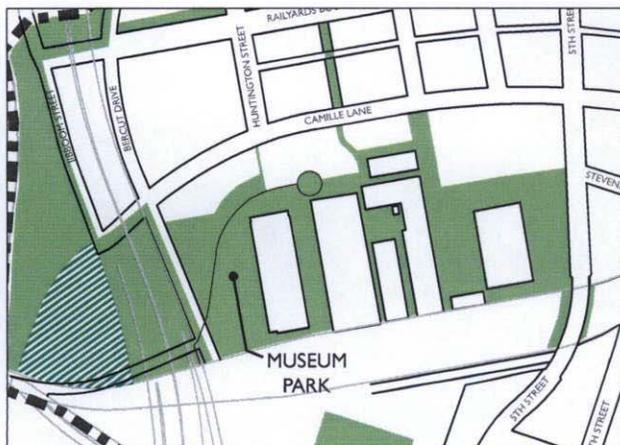
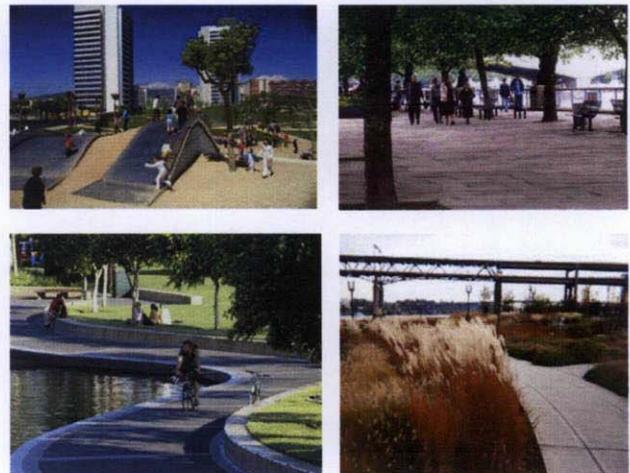


Figure 3-6. Museum Park.



## 5. Riverfront Park

### Design Intent

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

### Guidelines

- 1) The park shall have a dedicated pedestrian path that is continuous and located as close to the river's edge as possible.
- 2) The park shall have a dedicated bike path parallel to the pedestrian path.
- 3) The park shall have a strong connection to the water with access points for boat users, stairs to the water and overlooks.
- 4) Planting should be riparian. Native species should be used when possible.
- 5) Site furnishings should include benches, tables and chairs, bike racks and trash receptacles.
- 6) Lighting shall be sufficient for safe night use.
- 7) The park should make a strong physical connection to the hotel and residences adjacent to the park.
- 8) The park should maintain sightlines to and from the Central Shops Historic District.



Figure 3-7. Riverfront Park.



## 6. The 5th Street Steps

### Design Intent

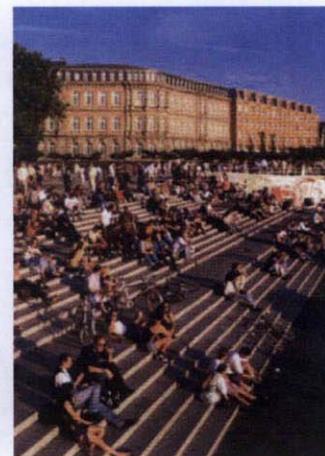
The 5th Street Steps is a series of spaces that create a strong design vocabulary linking the Depot District to the entire Railyards project. The plazas, like 5th Street, are pedestrian-oriented. The area located immediately north of the relocated rail corridor is the southern-most green space within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

### Guidelines

- 1) The 5th Street Steps should use the paving, planting and site furnishings used along the entire length of 5th Street.
- 2) The 5th Street Steps should merge the paving and planting from the 5th Street palette with the materials from the surrounding streetscape to create a visual transition into the Central Shops and the larger Railyards project.
- 3) The 5th Street Steps are intended to provide a gradual transition in grade for pedestrians descending from the 5th Street Bridge into the Central Shops.



Figure 3-8. The 5th Street Steps.



## 7. Hopkins Walk

### Design Intent

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

### Guidelines

- 1) The corridor should use a consistent planting and materials palette, as well as consistent site furniture, along its entire length to strengthen the connection between the districts.
- 2) The corridor should have a series of water, art and/or vertical features that serve as a connective element between its different portions.
- 3) Tree planting should act as markers that guide visitors across districts.
- 4) Understory planting should underscore the geometry of the tree planting.
- 5) The paving and planting should be decorative and designed to stand up to high volumes of pedestrian traffic.

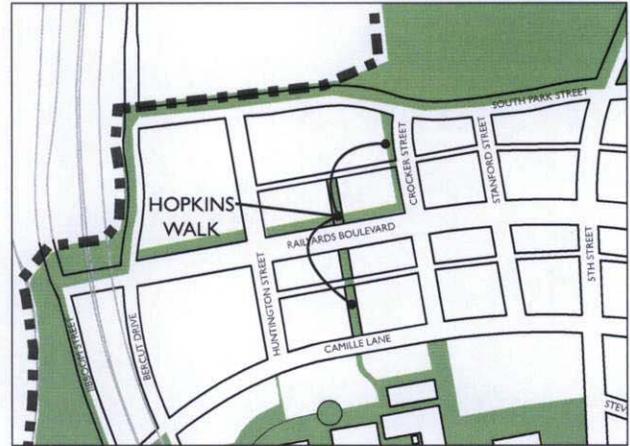
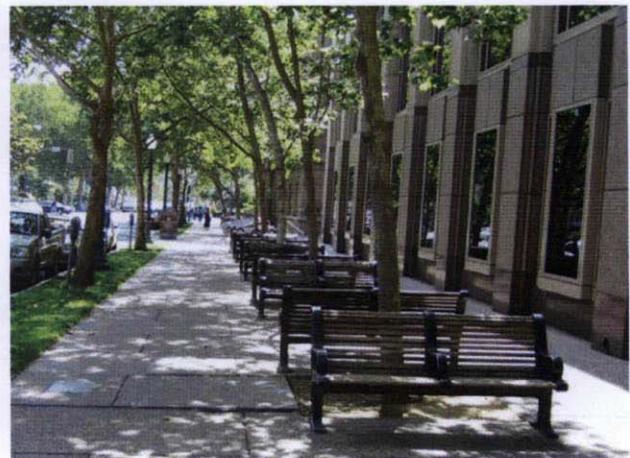
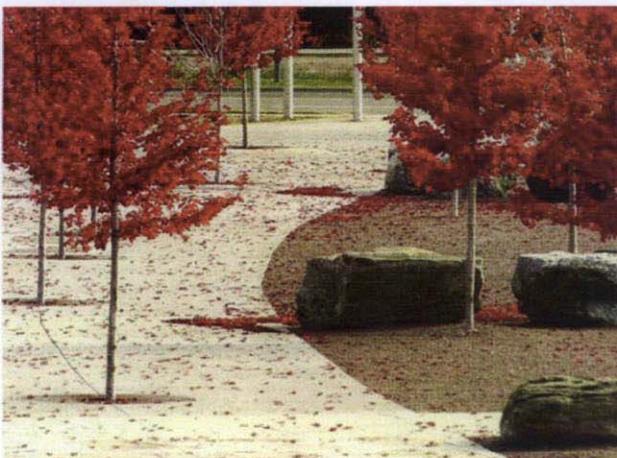


Figure 3-9. Hopkins Walk.



## 8. Vista Park

### Design Intent

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

### Guidelines

- 1) The park should provide an amphitheater that is configured so that spectators are facing east or southeast. This will enable it to afford views of the downtown skyline during evening performance hours and facing away from brilliant setting sun.
- 2) The amphitheater should have a sculpted form that responds to the existing grades and the overall site design.
- 3) The park should provide an informal play area.
- 4) The park should provide a bike and pedestrian path.
- 5) The park should provide seating nodes, shade and areas for small gatherings and areas to for children to play.
- 6) Landscaping and shade structures should be strategically placed so as not to interfere with views toward the Sacramento River and Downtown.
- 7) Site furnishings, lighting and materials will be unique to the park, but similar in character to those used throughout the West End District.
- 8) The Park should be designed in conjunction with the Box Cars Park blocks to provide a cohesive connection between the two. Special attention needs to be paid to the way in which Vista Park terminates the views from the Box Cars Park blocks and from the Central Shops.



Figure 3-10. Vista Park.



## 9. Box Cars Station

### Design Intent

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

### Guidelines

- 1) At the intersection of South Park Street and 7th Street, the plaza should be generously sized to create space for small gatherings, seating, shade, planting and pedestrian circulation.
- 2) On both sides of the street between South Park Street and the alley to the south, the sidewalk should be expanded to create a corridor from Box Car Parks to the Box Cars Station plaza. Together, this corridor and the plaza will create Box Cars Station.
- 3) Hardscape materials should be unified to create a strong connection from the light rail stop to the plaza.
- 4) Planting should be minimal. Planting should be used to help create a sense of arrival and to soften the extent of hardscape that will likely be needed.
- 5) Planting should work with the palette used along Box Cars Park, which is described below.
- 6) Streetscape planting should match the palette established for 7th Street.
- 7) Site furniture should include benches, shade structures, tables and chairs for outdoor dining and trash receptacles.



Figure 3-11. Box Cars Station.

