

10. Box Car Parks

Design Intent

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

Guidelines

- 1) Box Car Parks should provide a continuous paved pedestrian sidewalk adjacent to the residential and retail uses.
- 2) Large canopy trees should be planted along the corridor.
- 3) Stepped seatwalls should be used to create seating nodes and gathering opportunities.
- 4) Site furnishings should include seating, shade structures, bike racks and trash receptacles.
- 5) In the interest of minimizing shadowing, buildings fronting onto North Park and South Park Streets will have a streetwall height that is limited to 60 feet by the SPD. More specific information regarding building massing is provided in Chapter 4.
- 6) Box Car Parks shall be designed in conjunction with the Box Car Parks blocks to provide a cohesive connection between the two. Special attention needs to be paid to the way in which Vista Park terminates the views from the Box Car Parks blocks.



Figure 3-12. Box Car Parks.



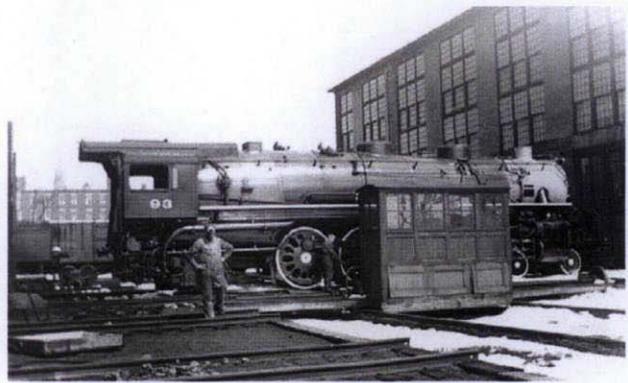
11. Interpretive Walk

Design Intent

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

Guidelines

- 1) The greatest concentration of exhibits will be located in the Central Shops, but the interpretive walk will also connect to historic points in other parts of the Railyards, including Old Sacramento, Alkali Flat and the Sacramento Riverfront.
- 2) Common natural landscaping elements should be used to help guide pedestrians on the walk.
- 3) Creative and consistent signage should be utilized along the interpretive walk.
- 4) Street lighting and street furniture should be chosen that will reflect the history being interpreted and set the walk apart from other pedestrian routes, giving this path its own unique character. Rest stops with benches in shady areas will be provided along the route.



12. The 5th Street Bridge Overlook

Design Intent

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

Guidelines

- 1) The overlook shall include grate materials that afford views through the overpass to the tracks.
- 2) The edges of the overlook will include custom benches that are designed and oriented to offer the best possible views of Downtown and the Sacramento River.
- 3) In the interest of extending the continuous tree canopy that is envisioned for non-elevated portions of 5th Street, trees should be planted on the bridge structure, albeit sparingly. The obstruction of views toward Downtown and the Sacramento River should be avoided. Shallow-rooted trees that are suitable for an elevated bridge structure should be used.
- 4) The overpass should include special paving and landscaping.
- 5) Given the considerable expense of the bridge structure and the pivotal role that the bridge will play in linking the Railyards to Downtown, this overlook merits particular design attention. A design competition should be organized to help determine its ultimate design.

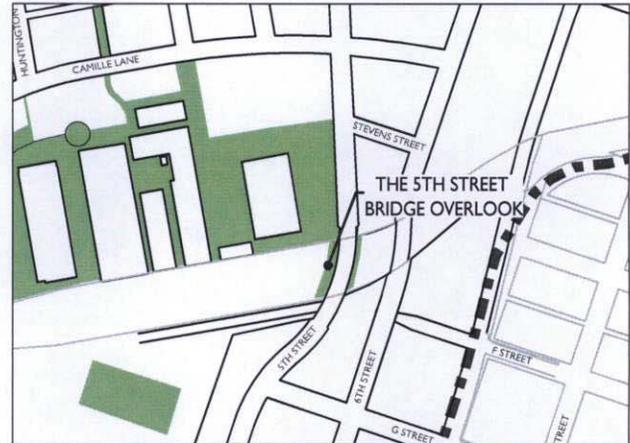


Figure 3-13. The 5th Street Bridge Overlook.



13. Chinese Garden

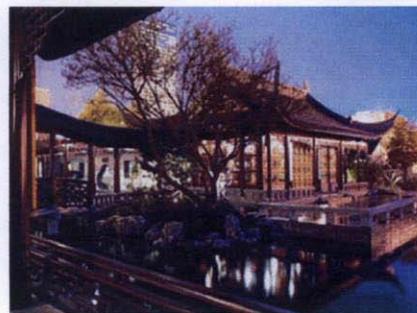
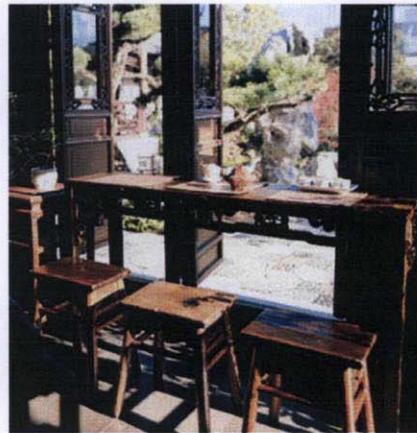
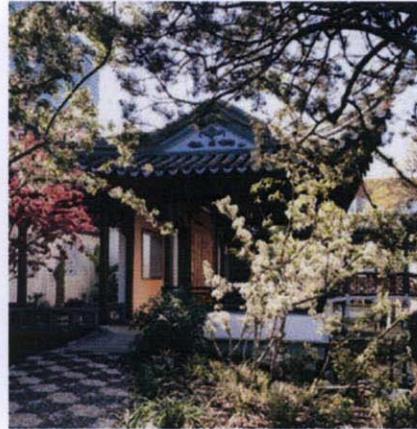
Design Intent

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

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

Guidelines

- 1) A Chinese Garden shall be included as a component within one of the parks or open spaces within the Plan Area.
- 2) The Chinese Garden should include features typically found in other such gardens, including water features, decorative stones, a pavilion, a "moon gate," an Asian plant palette, and a pond, as illustrated on this page.
- 3) The Chinese Garden shall also include a monument or statue commemorating Sacramento's Chinatown and Chinese contributions to Sacramento and the Transcontinental Railroad.





A. INTRODUCTION

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

These guidelines are to be used to give direction rather than prescriptive requirements. The Design Commission shall have the authority to waive individual guidelines for specific projects where it is found that such waiver will better achieve the design policy objectives than strict application of the guidelines.

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

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

1. Urban Design Policies

The intent of the Design Guidelines is to insure that all development in the Sacramento Railyards Specific Plan Area contributes the creation of a unique and special place. The

guidelines that form the criteria for the private realm/architectural review are based on the following policies:

- 1) **Context:** allow for creative architectural solutions that acknowledge contextual design issues.
- 2) **Character:** Where possible and appropriate, complement the architectural character of existing historic building enclaves and promote harmony in the visual relationships and transitions between new and older buildings. In areas that lack existing or historic structures, projects should reflect the intended character of the district in which it is located.
- 3) **Scale:** Relate the bulk of new buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction. In areas that lack existing development, projects should respect view corridors of nonadjacent uses and reflect the intended scale of the district in which it is located.
- 4) **Pedestrian:** Enhance the pedestrian experience.
- 5) **Materials:** Promote efforts to utilize high quality building materials, detailing and landscaping.
- 6) **Integrated Services:** Promote functional and aesthetic integration of building services, vehicular access and parking facilities.
- 7) **Sustainable Design:** Promote sustainability in building design, construction and operation.

2. Private Realm Design Guidelines

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

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

B. KEY SITES

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

Background and Intent

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

Guidelines

- 1) Buildings should include large-scale fenestration on all visible frontages.
- 2) Buildings should have a prominent roofline.
- 3) All buildings should include highly-visible features and architectural detail.

- 4) The ground floor of buildings should have prominent design features and pedestrian-oriented articulation.
- 5) Buildings should serve as iconic representation of its district's character.

i. Corner Sites at Primary Intersections

- 1) Buildings should be oriented to specifically address the corner and intersection.
- 2) Primary entry should be oriented towards the corner and visible from the intersection.

ii. Terminated View Corridors

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

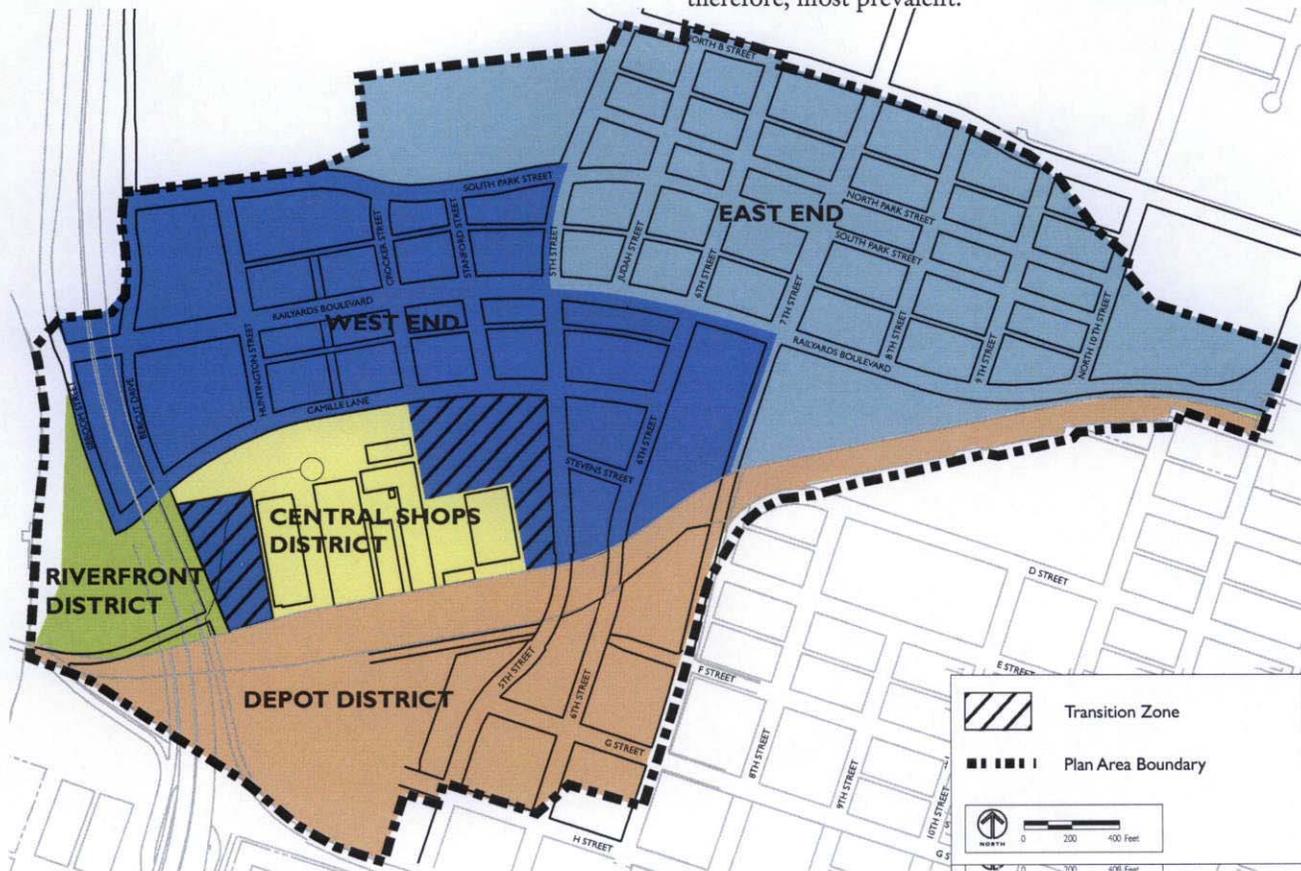


C. RAILYARDS DISTRICTS

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

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

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



1. Depot District

Background and Intent

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

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

i. Character

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

- 1) Create a dense urban fabric with continuous building frontages along street edges and an engaging presence at the street level;
- 2) Extend the street grid and block pattern existing in Old Sacramento and the Alkali Flat Neighborhood;
- 3) Relate to the existing scale and character of the neighboring Alkali Flat Neighborhood, notably the Alkali blocks bounded by 7th, 8th, F and D Streets, and adjoining Central City.
- 4) Accentuate the experience of arrival to the Railyards for train passengers with broad sidewalks and clear signage.

ii. Building Types

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

- 1) Residential/Commercial Mixed-Use, Mid-Rise:
 - Includes a mix of residential and office uses with ground floor retail and is primarily located along 7th Street to respect the historic scale of the Central Shops, as well as the existing residential character in the Alkali Flat neighborhood.
- 2) Residential/Commercial Mixed-Use, High-Rise:
 - Includes a mix of residential and transit-oriented retail uses, as well as food stores and food and beverage establishments. These buildings types will primarily be located along 5th and 6th Streets to provide accessibility to the SITF and to reflect the existing scale of Old Sacramento and Downtown areas.
- 3) Commercial Mixed-Use, High-Rise:
 - Includes a mix of commercial and lower level transit-oriented retail uses and is primarily located along 5th and 6th Streets to provide SITF accessibility and to reflect the existing scale of the Old Sacramento and Downtown areas.

2. West End District

Background and Intent

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

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

i. Character

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

- 1) Connect the core of the Railyards Area to the City of Sacramento and create a critical link to the Sacramento River with pedestrian-oriented streetscapes.
- 2) Establish Railyards Boulevard and an extension of 5th Street as the primary threads stitching the district, Plan Area and surrounding context together.
- 3) Create a clear and attractive network of plazas, alleys and sidewalks with features such as plantings and fountains to provide access to shops, hotels, residences, and other retail venues.
- 4) Line the streets with continuous building frontages along street edges to create an engaging presence at the street level.

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

ii. Building Types

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

- 1) Residential/Commercial Mixed-Use, Low-Rise:
 - Includes residential with ground floor retail uses and is primarily located along Camille Lane to respect the historic scale of the Central Shops, as well as a portion of 7th Street to respect the residential character in the Alkali Flats neighborhood.
- 2) Residential/Commercial Mixed-Use, Mid-Rise:
 - Includes a mix of residential and office uses with ground floor retail.
- 3) Residential/Commercial Mixed-Use, High-Rise:
 - Includes a mix of residential and lower level entertainment-focused uses, such as restaurants, bars and retail, and is primarily located along 5th and 6th Streets to provide SITF accessibility and to reflect the existing scale of the Old Sacramento and Downtown areas.
- 4) Commercial Mixed-Use, Low-Rise:
 - Includes large scale retail uses and is primarily located the western edge of the site to utilize the Interstate 5 corridor as a buffer.
- 5) Commercial Mixed-Use, High-Rise:
 - Includes a mix of hotel and retail uses, as well as some structured parking facilities, and is primarily located along the northern edge of the district, as well as along 5th Street to provide SITF accessibility.

3. East End District

Background and Intent

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

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

i. Character

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

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

ii. Building Types

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

- 1) Residential Mixed-Use, Low-Rise:
 - Includes residential uses with ground floor corner-shops and other neighborhood-retail uses and is primarily located adjacent to the park corridor to maximize sunlight and visibility.
- 2) Residential Mixed-Use, Mid-Rise:
 - Includes residential with ground floor retail uses and is primarily located along the outer portions of the park corridor.
- 3) Residential Mixed-Use, High-Rise:
 - Includes a mix of residential and lower-level commercial uses and is primarily located along the northern and southern edges of the district.

4. Riverfront District

Background and Intent

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

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

i. Character

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

- 1) Enhance the connection between the Railyards and the waterfront with clear and accessible linkages for vehicles, pedestrians and bicycles.
- 2) Design open spaces and parks to fully utilize the waterfront and create an important regional open space for Sacramento.
- 3) Include visual cues and public amenities to encourage pedestrian and bicycle access through the district.

- 4) Complement the Riverfront Master Plan.
- 5) Create a national monument to recognize the City's railroad and cultural history.
- 6) Activate plazas and open space adjacent to buildings with pedestrian-oriented design elements on the ground floor. New development should contribute to the visual quality and beauty of its setting.
- 7) Views from the tall buildings towards the Sacramento River, Central City and the rest of the Railyards should be preserved for as many users as possible.
- 8) Careful attention should be paid to the impact of the composition of buildings with regard to Sacramento River corridor views from the rest of the Railyards Area and the city.
- 9) Tall and slender buildings that maximize views of the Sacramento River corridor are strongly recommended.

ii. Building Types

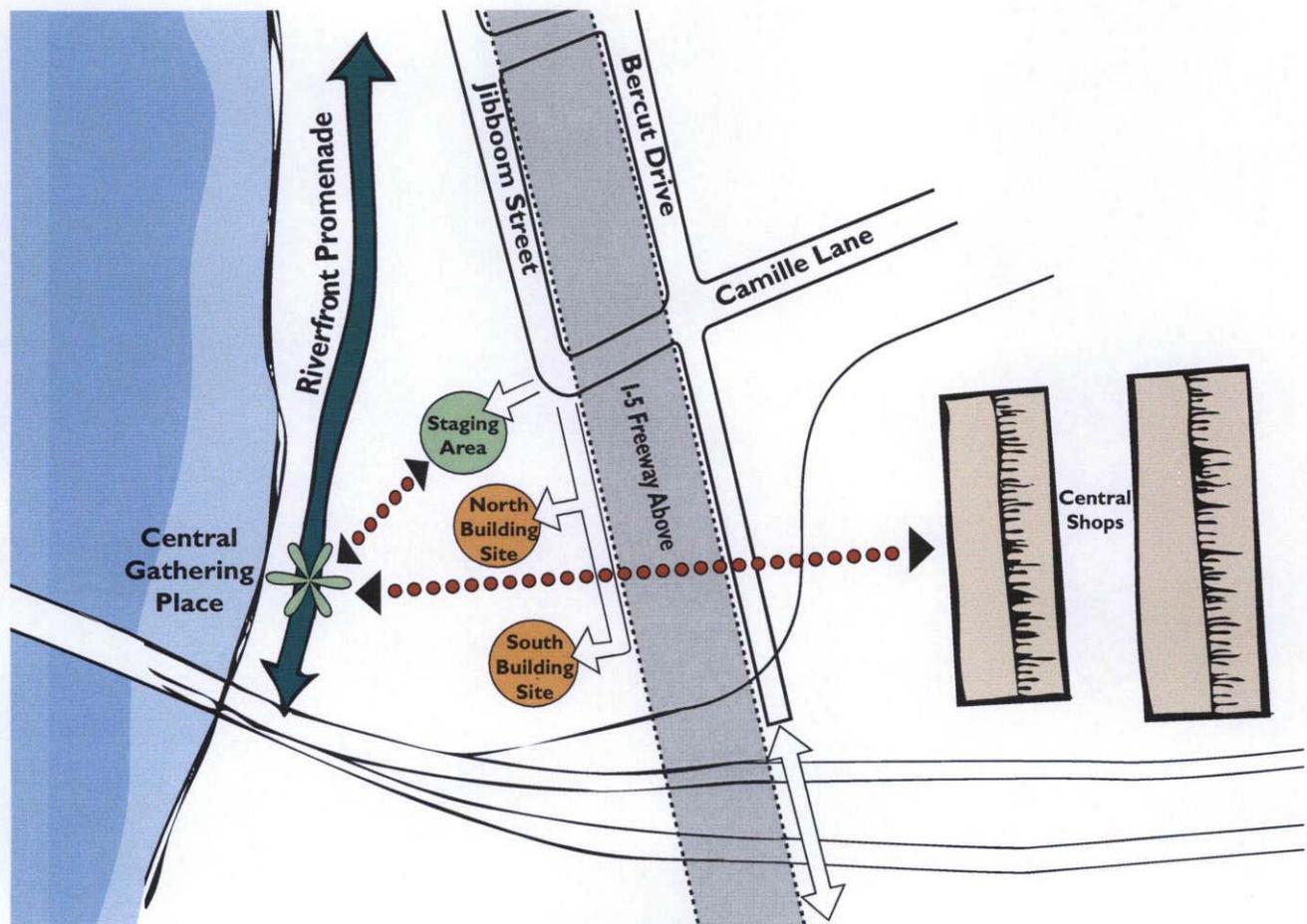
Below is a list of the primary building types contained within the Riverfront District with a brief description of each type's location and use within the district.

- 1) Residential Mixed-Use, High-Rise:
 - Includes residential uses with lower-level retail uses.
- 2) Commercial Mixed-Use, High-Rise:
 - Includes hotel, restaurant and retail uses.

iii. Development Guidelines

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

- 1) All development should give highest priority to maintenance and enhancement of visual and physical access from the east side of the Interstate 5 freeway to the Riverfront.
- 2) Development shall include a Riverfront Promenade directly along the Sacramento River itself.
- 3) Development shall include pedestrian access ways under the Freeway from both the Central Shops and Camille Lane.
- 4) The intersection of Camille Lane and Jibboom Street should provide a pedestrian and vehicular Staging Area to the Riverfront.
- 5) A central gathering place, which might include a water feature, sculpture, amphitheater or other landmark feature, shall be constructed at the junction of the Riverfront Promenade and the pedestrian access ways from the Central Shops and Camille Lane.
- 6) Two towers may be constructed on Building Sites located both north and south of the pedestrian access way leading to the Riverfront from the Central Shops. These towers will provide shelter to Riverfront users from the noise and visual clutter of the railroad and the Interstate 5 freeway. Access to these buildings should occur on a new street extending south from Jibboom Street under the freeway.
- 7) Towers should be slender on their upper stories so as to preserve visual access to the River for Interstate 5 motorists.



D. INTRODUCTION TO BUILDING TYPES

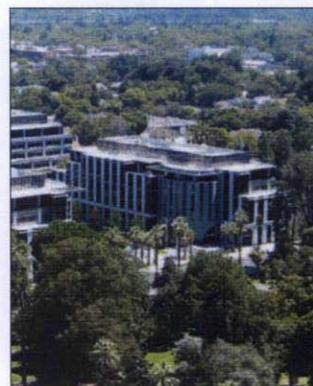
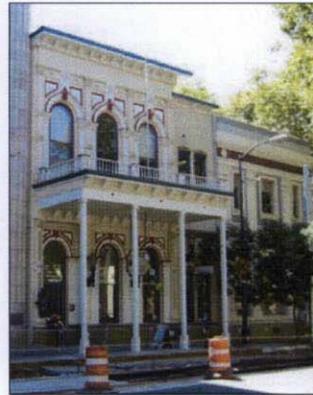
Background

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

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

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

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



All photos by WRT/Solomon ETC

Building types in Sacramento:

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

1. Residential

a. Low-Rise

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

Background and Intent

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

Guidelines

i. Site planning

- 1) Location: Refer to the Sacramento Railyards SPD (hereinafter "SPD")
- 2) Build-to Lines: Refer to SPD
- 3) Lot Coverage: Refer to SPD
- 4) Private Open Space: Refer to SPD
- 5) Landscaping: Required in front setback.
- 6) Trash storage area must be on-site.
- 7) Parking access: Alley preferred or side street.

ii. Massing and Building Configuration

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



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

3) Facades:

- Ground level uses: Should be mixed.
- Transparency: Any nonresidential ground floor use should have walls 75% transparent, but never less than 60% transparent.
- Articulation of street-wall: Articulations should be spaced no further than 26' on center (o.c.). A lot up to 40' wide should have at least 2 articulations.
- Lighting: Nighttime lighting should be limited and discreet, with light-levels similar to adjacent properties.
- Facades facing the street should clearly present a front face of the building, not its side.
- Entries: Entry locations should be obvious, easy to find, clearly visible facing the sidewalk, and safe. Non-corridor/elevator buildings should have individual entries for each unit. Recessed entries are discouraged.

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

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

iii. *Parking*

1) Ratios: Refer to SPD

2) Location: Parking shall not be located on the front 1/4 of the lot (unless the lot has only alley frontage). Lots with access via a vehicular alley should locate access to all parking and garages off the alley. Where there's no alley access, parking should be at the back for the lot, accessed by a maximum 10' wide drive. Lots narrower than 40' may have a street-facing garage as a set back, subsidiary part of the house massing.

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

4) Double-wide garage doors are discouraged.

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

iv. *Sustainability*

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

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

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

b. Mid-Rise

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

Background and Intent

This covers projects which range from 50-100' in height, and are primarily residential, though they should have a mixed-use component on the lower levels. Mid-rise residential buildings typically include stacked flats, stacked lofts, and various combinations of the two. This category generally ranges from 6-story buildings to 8-story buildings, where the top floor is no more than 75' above finished sidewalk level, and is typically built in Type I or II construction. The following guidelines are meant to serve as a brief introduction to the recommended parameters for this category.

Guidelines

i. Site planning

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

ii. Massing and Building Configuration

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

Mid-Rise Residential Massing Diagrams.



Mid-rise residential building types can be used to achieve higher density levels than low-rise, but require more expensive Type I, II, or III construction, and are therefore targeted to middle-higher income occupants.

- Lighting: Should be appropriate to the ground floor uses, and respectful of adjacent property uses.
- Entries: Entry locations should be obvious, easy to find, clearly visible from the sidewalk, and safe. Double height entries encouraged. Recessed entries are discouraged.

- 4) Fenestration and Windows: See Chapter 4, Section F3.d.
- 5) Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume.

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

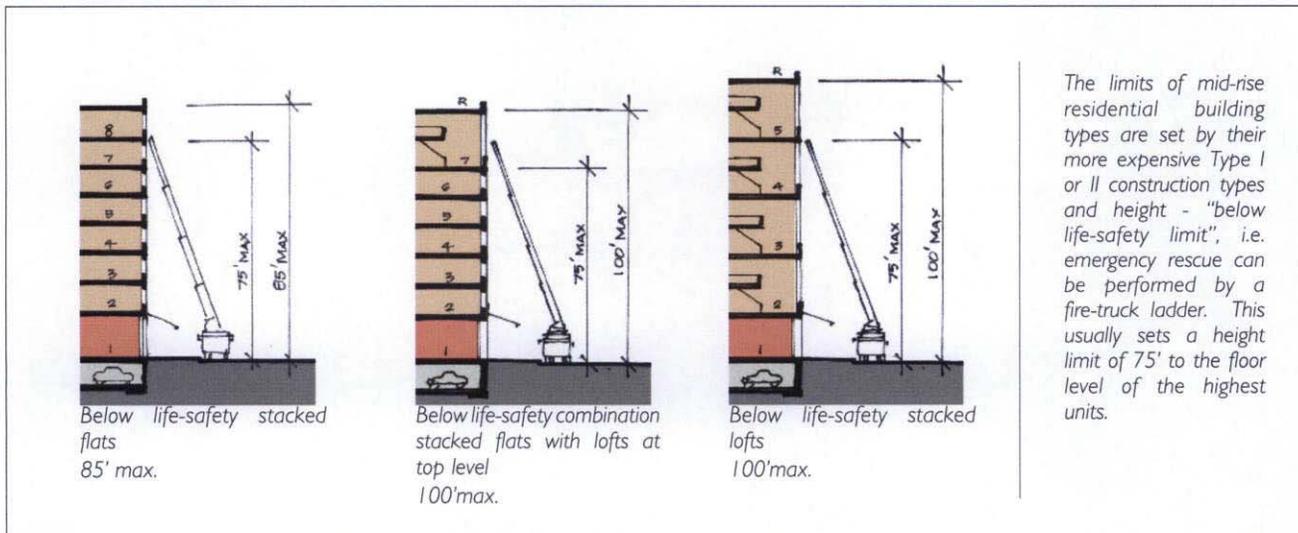
iii. Parking

- 1) Ratios: Refer to SPD
- 2) Location: Parking shall not be located on the front 1/4 of the lot. Lots with alley access should locate access to all parking and garages off the alley.
- 3) Vehicle Access: Facing street: One 10' curb cut per lot. If lot is 80' wide or greater, two 10' curb cuts permissible. Access/Curb cuts should come from numbered or side streets, unless demonstrated to be impossible.
- 4) Double-wide garage doors are discouraged.

iv. Sustainability

Development should achieve LEED Silver certification.

Mid-Rise Residential Building Types & Height Limits.



c. High-Rise

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

Background and Intent

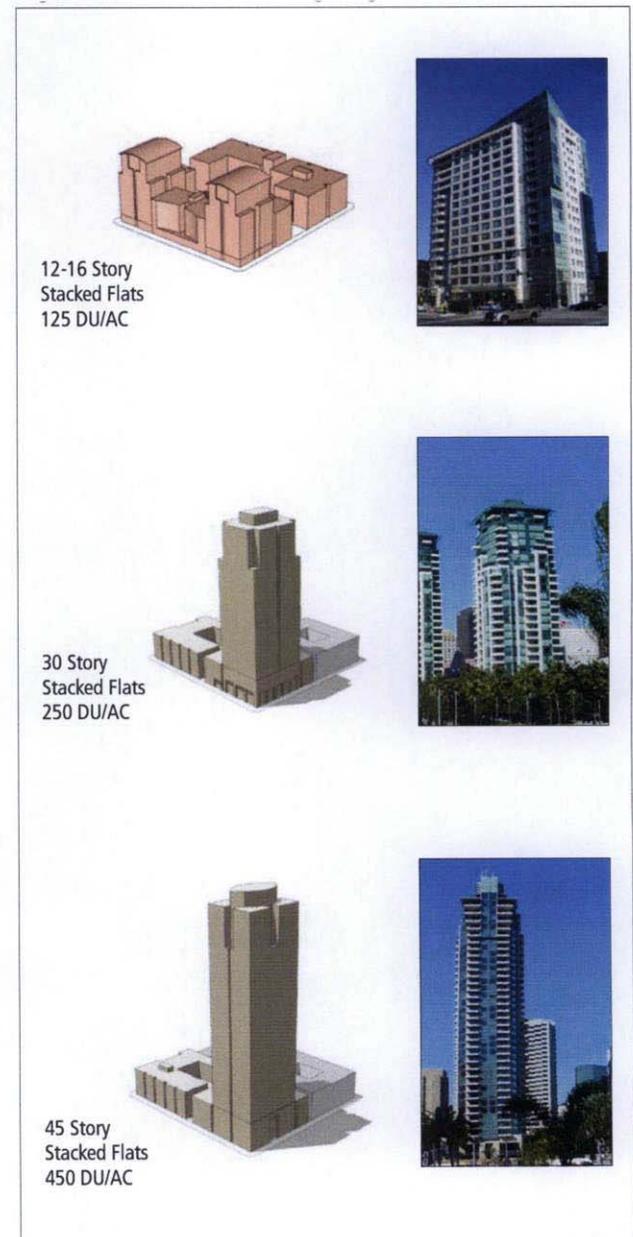
This covers projects which are in excess of eight stories, typically over 100' high. High-rise residential towers will often have several floors of non-residential uses on the lower levels, included structured parking. They may also be combined with other lower-rise building types as part of the development.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

Guidelines

i. Site Planning

- 1) Location: Refer to SPD
- 2) Setbacks: Refer to Refer to Section E2, District-Specific Setback Requirements.
- 3) Setbacks for Building Base
 - Front: 0'
 - Side: 0'
 - Back: 6' from alley at garage entry/exit; otherwise zero setback allowed
- 4) Setbacks for Tower Component
 - Front: zero setback allowed
 - Side: zero setback allowed, as long as min. 30' between adjacent tower sides
 - Back: 30' between adjacent tower sides; otherwise 6' from alley
- 5) Lot Coverage: Refer to SPD
- 6) Private Open Space: Refer to SPD
- 7) Landscaping: Required in all open spaces.

High-Rise Residential Massing Diagrams.



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

Source: WRT/Solomon, ETC.

ii. *Massing and Building Configuration*

- 1) Height Limits: Refer to SPD
- 2) Bulk controls: above the street-wall height of 60', bulk controls apply, related to tower heights as follows (refer also to Chapter 4, Section F2- Bulk Controls for massing diagrams):
 - ◆ Up to 240' height:
 - Maximum average tower floor plate: 7,500 sq ft
 - Maximum average tower floor plate for parcels bordering Box Car Parks and subject to height restriction of 120': 8,000 sq ft
 - Maximum plan dimension: 90'
 - Maximum diagonal dimension: 120'
 - ◆ Up to 300' height:
 - Maximum average tower floor plate: 8,500 sq ft
 - Maximum plan dimension: 100'
 - Maximum diagonal dimension: 125'
 - ◆ Up to 350' height:
 - Maximum average tower floor plate: 9,000 sq ft
 - Maximum plan dimension: 115'
 - Maximum diagonal dimension: 145'
 - ◆ Up to +/-550' height:
 - Maximum average tower floor plate: 10,000 sq ft
 - Maximum plan dimension: 115'
 - Maximum diagonal dimension: 145'
 - ◆ All Residential / Residential Mixed-Use High Rise towers:
 - 10% bulk reduction required for the top 20% of the tower height, measured from grade.
- 3) Facades:
 - Ground level uses: Should be residential or mixed.
 - Transparency: Any nonresidential ground floor use (except parking and servicing) should have walls at least 60% transparent.

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

iii. *Fenestration and Windows*

See Chapter 4, Section F3.d.

iv. *Roofs and Mechanical Penthouse Enclosures*

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

v. *Parking*

- 1) Ratios: Refer to SPD
- 2) Location: Parking should not be located on the front 1/4 of the lot. Lots with alley access should locate access to all parking and garages off the alley.
- 3) Screening of Parking: Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses. If site conditions prohibit wrapped parking, the parking structure shall be designed with articulation and fenestration patterns consistent with the overall project. See Chapter 4, Section G1.
- 4) Vehicle Access: Facing street: One 20' curb cut per lot, other than alley access.

vi. *Sustainability*

Development should achieve LEED Silver certification.

2. Commercial

a. Low-Rise

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

Background and Intent

This section covers low-rise commercial buildings, to a maximum height of 65'. These building type ranges from custom green building projects to speculative office space. These are typically single use buildings, although some other uses may find ground floor space if the building is located in a busy district. To meet parking requirements, parking is usually either located in a structured facility behind the office building, or beneath the building footprint. This category requires Type I construction, in steel or concrete frame. The following guidelines are meant to serve as a brief introduction to the recommended parameters for this category.

Guidelines

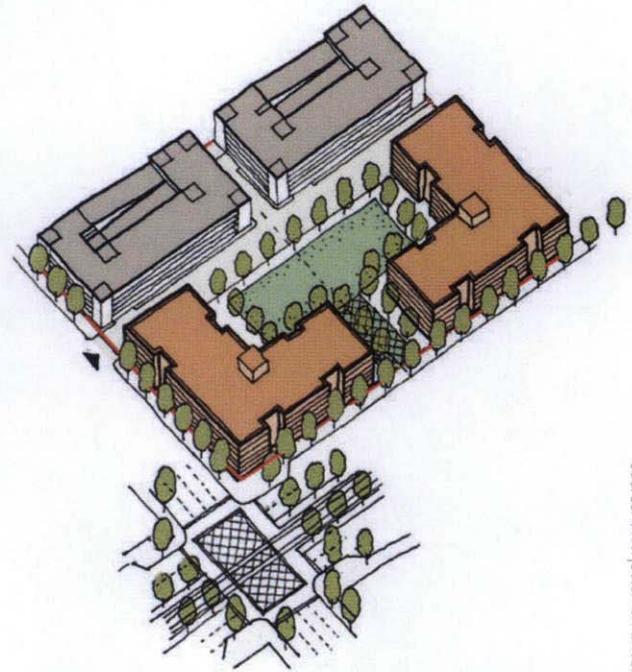
i. Site Planning

- 1) Location: Refer to SPD
- 2) Setbacks: Refer to Chapter 4, Section E2, District-Specific Requirements.
- 3) Lot Coverage: Refer to SPD
- 4) Landscaping: Required in all open spaces.

ii. Massing and Building Configuration

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

Low-Rise Commercial Massing Diagram.



Source: WRT|Solomon ETC.

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



Source: WRT|Solomon ETC.

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

- 2) Bulk controls: See Chapter 4, Section F2.
 - 3) Facades
 - Ground level uses: Any retail uses within the building should open to the street, rather than to an internal atrium.
 - Transparency: At least 40% transparent.
 - Articulation of street-wall: Articulations should be spaced no further than 40' o.c.
 - Lighting: Should be appropriate to the ground floor uses, and respectful of adjacent property uses. Paths to/from parking should be well-lit.
 - Entries: Entry locations should be obvious, easy to find, clearly visible from the sidewalk, and safe. Double height entries encouraged. Main entry should be scaled relative to amount of users.
 - 4) Fenestration and Windows
 - See Chapter 4, Section F3.d.
 - 5) Roofs and Mechanical Penthouse Enclosures
 - Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume.
- iii. Parking*
- 1) Ratios: Refer to SPD
 - 2) Location: Parking should not be located at or above grade level on the front 1/4 of the lot. Lots with alley access should locate access to all parking and garages off the alley.
 - 3) Screening of Parking: Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses. If site conditions prohibit wrapped parking, the parking structure shall be designed with articulation and fenestration patterns consistent with the overall project. See Chapter 4, Section G1.
 - 4) Vehicle Access: Facing street: One 20' curb cut per lot, other than alley access. Access curb cuts shall come from numbered or side streets, unless demonstrated to be impossible.

iv. Sustainability

Development should achieve LEED Silver certification.

b. High-Rise

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

Background and Intent

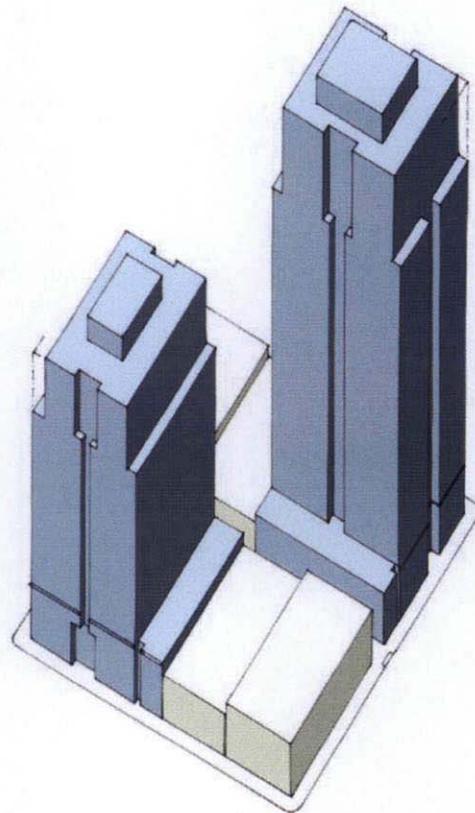
This covers projects which are in excess of 8 stories, typically 250'-500' high or taller. High rise commercial office towers may often have a limited number of lower floors of non-offices, such as ground floor retail and structured parking. They may also be combined with other lower-rise building types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

Guidelines

i. Site Planning

- 1) Location: Refer to SPD
- 2) Setbacks
 - ◆ For building base (up to 85'):
 - Front: 0'
 - Side: zero setback allowed
 - Back: zero setback allowed
 - ◆ For tower component (above 85'):
 - Front: zero setback allowed
 - Side: zero setback allowed; 5' min. if windows in wall
 - Back: 30' between adjacent tower sides; otherwise 6' from alley
 - 80' min. setback between towers
- 3) Lot Coverage: Refer to SPD.
- 4) Open Space: Refer to SPD.
- 5) Landscaping: Required in all open spaces.

High-Rise Commercial Massing Diagram.



Source: WRT|Solomon E.T.C.

These diagrams illustrate the building volume used by a commercial office building in Sacramento. The left and right towers each start as a 1/4 block (25,600 sf) parcel; and completely fill the site to the base height of 60'. From there, each steps back to a maximum 20,000 sf floorplate, which rises until the top 20% of the building, where a 10% bulk reduction is required.



Source: WRT|Solomon E.T.C.

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

ii. *Massing and Building Configuration*

- 1) Height Limits: Refer to SPD
- 2) Bulk controls: See Chapter 4, Section F2. Generally, above the street-wall height of 60', bulk controls apply, related to tower heights as follows:
 - ◆ Mid-rise (Up to 85' / Life-safety limit height)
 - No bulk reduction required (see Facade Articulation)
 - No setback from street required
 - ◆ Above 85' height
 - Maximum average tower floor plate: 20,000 sq ft
 - Maximum plan dimension: 160'
 - Maximum diagonal dimension: 200'
 - 10% bulk reduction required for the top 20% of the tower height, measured from grade.
 - No setback from street required
- 3) Facades:
 - Ground level uses: Shall be retail or other active commercial uses.
 - Transparency: Any active ground floor use shall have walls at least 60% transparent, with 75% preferred.
 - Articulation of street-wall: Articulations should be spaced no further than 40' o.c.
 - Lighting: Should be appropriate to the ground floor uses, and respectful of adjacent property uses. Feature elements of the facade/massing should be lit, including the top.
 - Entries: Entry locations should be obvious, easy to find, clearly visible from the sidewalk, and safe. Main entry should be scaled relative to the overall mass that it is set within, its location in the city, and the amount of users. Entries lobbies of 30'-50' or more are encouraged.

- 4) Fenestration and Windows: See Chapter 4, Section F3.d.
- 5) Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design.

iii. *Parking*

- 1) Ratios: Refer to SPD
- 2) Location: Parking should not be located on the front 40' of the lot. Lots with alley access should locate access to all parking and garages off the alley.
- 3) Screening of Parking: Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses. If site conditions prohibit wrapped parking, the parking structure shall be designed with articulation and fenestration patterns consistent with the overall project. See Chapter 4, Section G1.
- 4) Vehicle Access: Facing street: One 20' curb cut per 25,000 gs of parcel area, other than alley access.

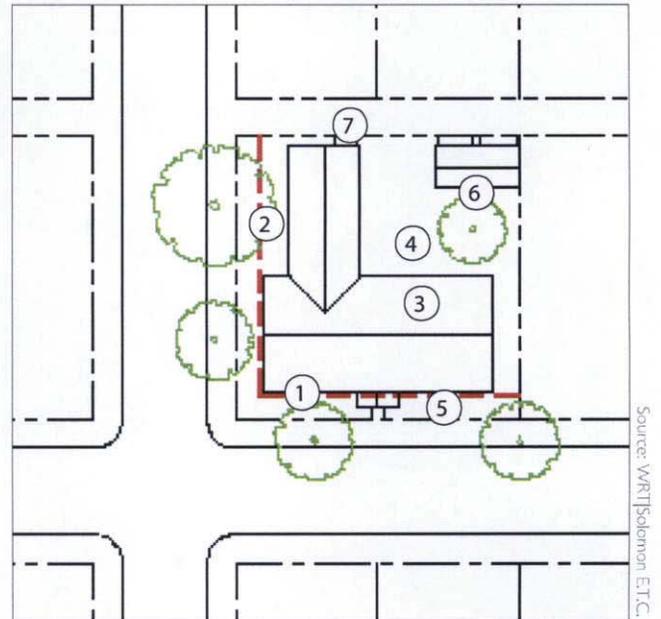
iv. *Sustainability*

Development should achieve LEED Silver certification.

E. SITE PLANNING

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

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



1. Build-to-Lines and Setbacks

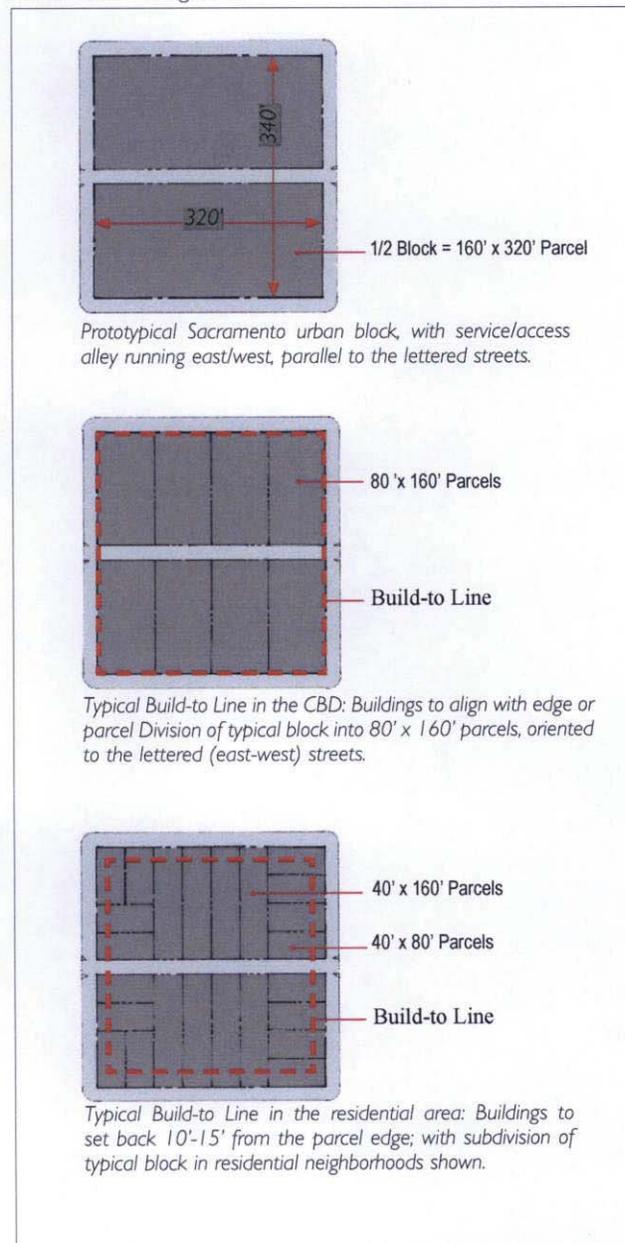
PRINCIPLE: New buildings shall have a setback appropriate to the district, typically similar to its immediately adjacent existing buildings.

Background and Intent

In order to create a coherent public realm throughout the city, the edge of the private realm should be established with consistently aligned building frontages. The amount of setback should be appropriate for the district. For example, buildings in the Depot District would have little or no setback, where the highest level of public activity occurs. In more residential areas, a wider setback is appropriate, where a landscaped zone between the building and the back edge of the sidewalk is desirable. Build-to-Lines are established to ensure that the setback is not a minimum setback, but rather a specific required distance. The massing of the building must be to a “Built-to-Line”, hold the consistent line of the street-wall, or a setback by a certain distance from the public right-of-way. In order to retain design flexibility, the amount of a building’s façade that must align with the build-to line must meet a given percentage. The Build-to-Line can be required for 100% of the building frontage in certain Downtown locations, or a minimum percentage in other locations, where a public plaza, for example might be a desirable feature.

Required setbacks can permit the tree canopy of the existing mature street trees to remain unobstructed (See Chapter 4, Section E3).

Block Pattern Diagrams.



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

Source: WRT/Solomon E.T.C.

Guidelines

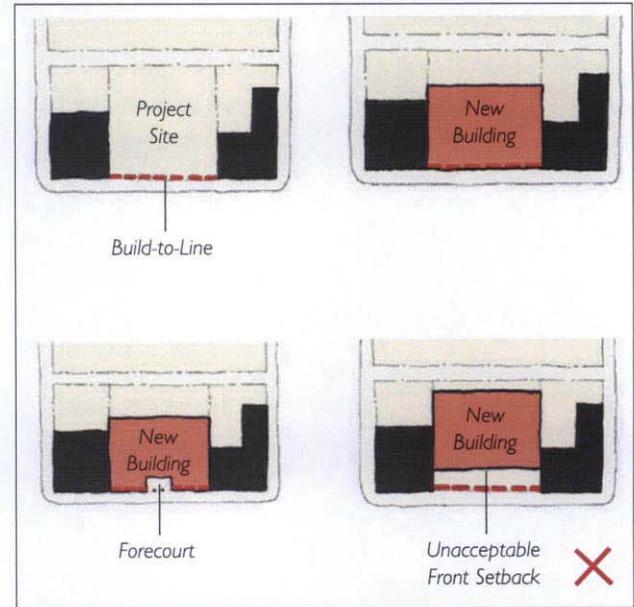
i. Setbacks

Refer to SPD.

ii. Open Space Provision

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

Build-to-Line Examples.



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

Setback Examples



0' Setback
Stacked loft apartment building, San Francisco



3' Setback
Multifamily residential development, Oakland



12' Setback
Duplex residential development, Oakland

2. District-Specific Setback Requirements

Background and Intent

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

The amount of setback should be appropriate for the district. For example, buildings would have little or no setback in the RCMU, where the highest level of public activity occurs. In more residential areas, a wider setback is appropriate, where a landscaped zone between the building and the back edge of the sidewalk is desirable.

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

Guidelines

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

i. Depot District

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

ii. West End District

- 1) Buildings setback should be 0 feet to 10 feet, or consistent with existing adjacent buildings; or if they are staggered, it should average their setbacks. Minimum 70 percent of building frontage to be along Build-to-Line.
- 2) Setbacks above to be followed, except when providing public and semi-public spaces, e.g. plazas, entry courts, sidewalk cafes, tree protection setbacks, etc.

iii. East End District

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

iv. Riverfront District

- 1) Buildings may not have direct street frontage due to the unique character of the district and the desire to provide full public access to the waterfront, therefore there are no requirements for street setback or building frontage.
- 2) Projects in the Riverfront District should be sited to maximize, to the extent possible, views from the Railyards to the Sacramento River, as well as physical connections through the district to the river.
- 3) The building development should provide permeability at plaza level to facilitate movement between the Riverfront District and the adjacent Districts.
- 4) Setbacks from the waterfront: Buildings should be setback 80 feet from the parcel line adjacent to the waterfront. Refer to Section F1, Streetwall and Building Base Height, for a diagram of setbacks in the Riverfront District.

3. Tree Setbacks

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

Background and Intent

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

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

Guidelines

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

i. Public Realm Street Trees

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



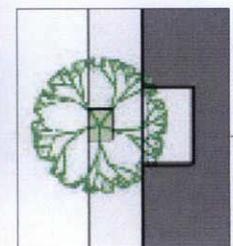
Streets shaded by mature tree canopies are an iconic image of Sacramento. Private development should be designed in relation to this urban community asset.



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



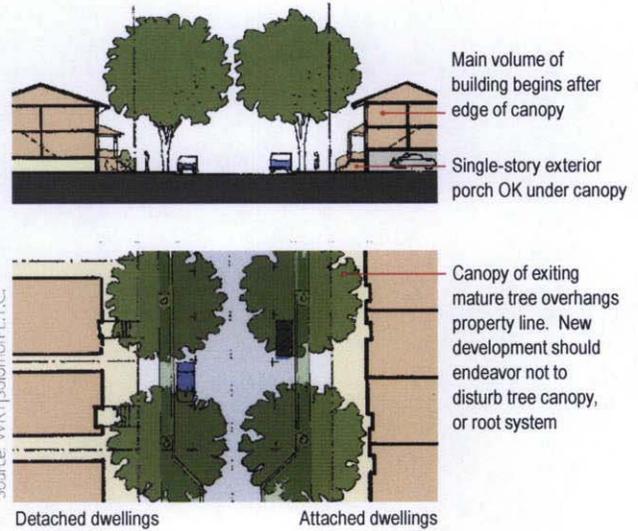
The east entry of the Call EPA Headquarters Building was setback around the canopy of an existing street tree. As a result, the tree provides strategic shade to a highly trafficked user route (plan view below).



ii. Private realm trees

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

- 1) New buildings should be appropriately placed in relation to existing private realm street trees.
- 2) New development should endeavor to save and/or relocate, within the parcel, all existing trees that are deemed to be of good health.



4. Lot Coverage

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

Background and Intent

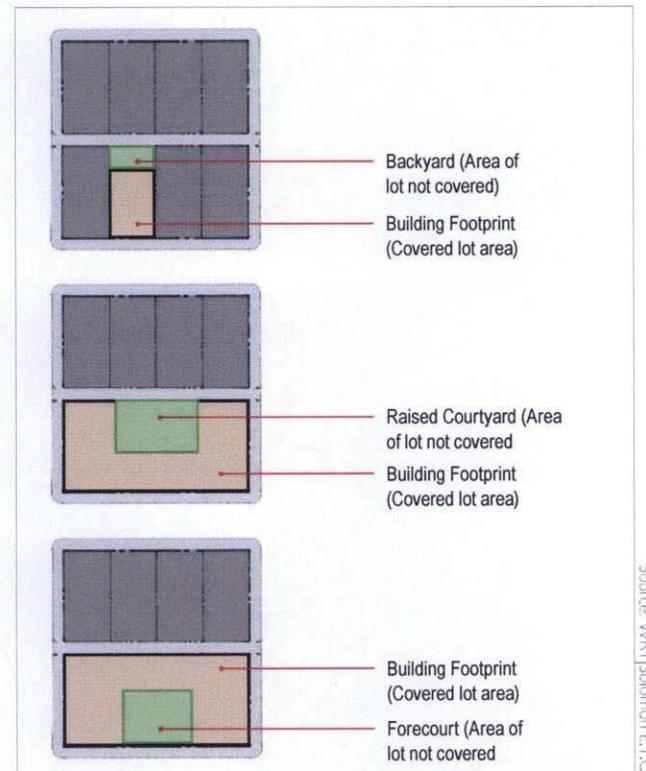
A building which completely fills up its lot, and repeats that floorplate to maximum height, allows no air or light access to its occupants, and can seem overbearing to its neighbors. Limiting the amount of lot coverage can remedy this problem.

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

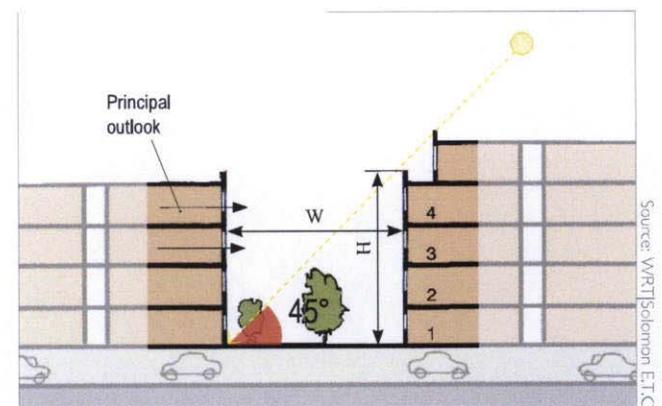
Guidelines

- 1) Lot coverage may not exceed 75% on upper levels with only residential or commercial uses, i.e. the area of the building footprint of the upper levels may not exceed 75% of the overall lot area.
- 2) Where the principal outlook for a living room is oriented to the open space, e.g. a light court, it should have a width (W) to height (H) ratio of at least 1:1, i.e. W greater than or equal to H (see diagram).

Lot Coverage Diagrams.



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



Open space separation between residential buildings.

5. Open Space

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

Background and Intent

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

Open space which is well-designed, local and accessible is a key component of any livable city, and a public benefit signaling the quality of downtown. Apart from the centrally located Capitol Mall, the City of Sacramento’s central area has an open space deficit. New development should provide a range of open space types for its users and visitors, on-site.

Guidelines

i. Public Open Space

- 1) Must be open to the street or public right-of-way and accessible to the average citizen.
- 2) This element should be provided either as a dedicated courtyard or plaza.
- 3) Public open space should include hard and soft landscaping, areas for sun and shade, benches and water features, where appropriate.
- 4) It must be accessible and meet ADA requirements.

ii. Common/Private Open Space

Belongs to the residents and is either in the form of a secure garden or roof-deck above the base of the building, or in the form of private balconies attached to each unit.

iii. Open Space Quantities

Refer to SPD.

Open Space Types



Source: WRT|Solomon E.T.C.

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



Source: WRT|Solomon E.T.C.

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



Source: WRT|Solomon E.T.C.



Source: WRT|Solomon E.T.C.

Private open space - balconies outside apartments, Sacramento.

a. Pocket Parks

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

Background and Intent

The Sutter Plan called for a large park surrounding the Capitol, and a grid of full-block parks at regular intervals. However, the provision of additional park space at the neighborhood level and scale can supplement these civic-scaled open spaces. Pocket parks provide needed open space for surrounding residences, offices, and commercial buildings, especially when larger land parcels are not available, as is the case in most of the center city.

They should be easily accessed by the surrounding neighborhood, so as to become a community meeting place and neighborhood focus at a very local level. Their central location facilitates the good casual surveillance typical of local, community-vested amenities.

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

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

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

Pocket parks may be public, private, or any form of partnership. They are often created on abandoned inner-neighborhood parcels. Many neighborhood groups provide the labor for implementation (Figure 4-3) and maintenance, while in some cases the City may want to perform this role.

Examples illustrated here (Figures 4-3—4-6) include projects from Keep Indianapolis Beautiful Inc., a 30-year-old program aiming “to unite people to beautify the city, improve the environment, and foster pride in the community.”

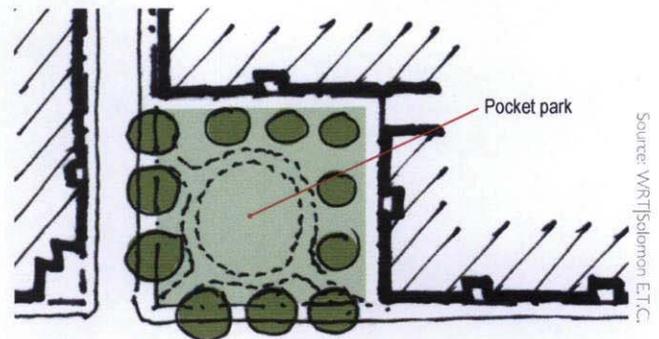


Figure 4-1. Pocket parks should be accessible from the public sidewalk.



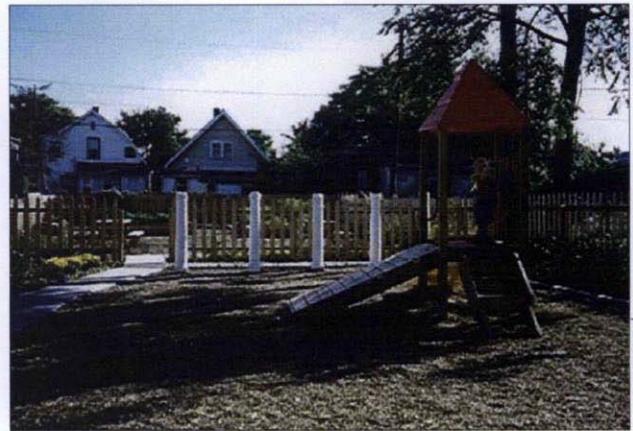
Figure 4-2. Paley Park in New York City is a small, cobble urban room of just 4,200 sf.



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

Guidelines

- 1) Design all new pocket parks around a “purpose”. Developers should identify an appropriate purpose for each of their proposed parks, preferably by meeting with the neighborhood and/or community to determine the most appropriate purpose of the future park, before it is designed. Categories of purposes could include education, socializing, exercise and relaxation.
- 2) Plan pocket parks to be accessible to the highest possible amount of users. They should be accessible from a public sidewalk.
- 3) Their layout should include seating areas and central design features. The design should combine hard and soft landscape.
- 4) There is no minimum size for a pocket park.
- 5) Allow pocket parks to contribute to local stormwater management strategies.



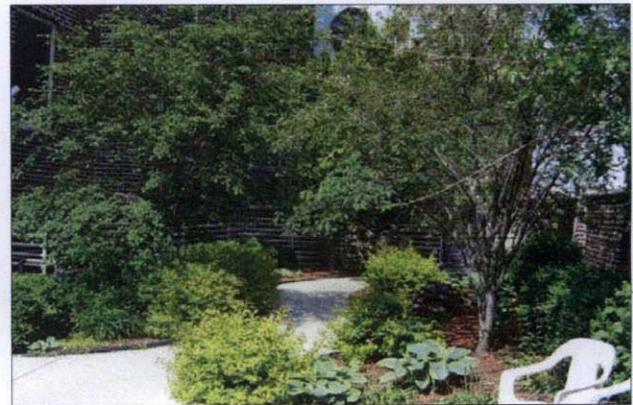
Source: WRT|Solomon E.T.C.

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



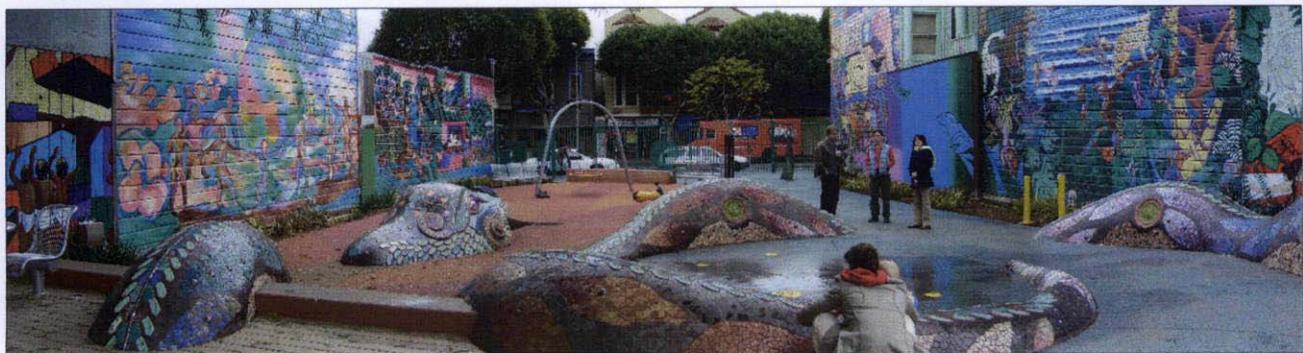
Source: WRT|Solomon E.T.C.

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



Source: WRT|Solomon E.T.C.

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



Source: WRT|Solomon E.T.C.

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

6. Landscaping

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

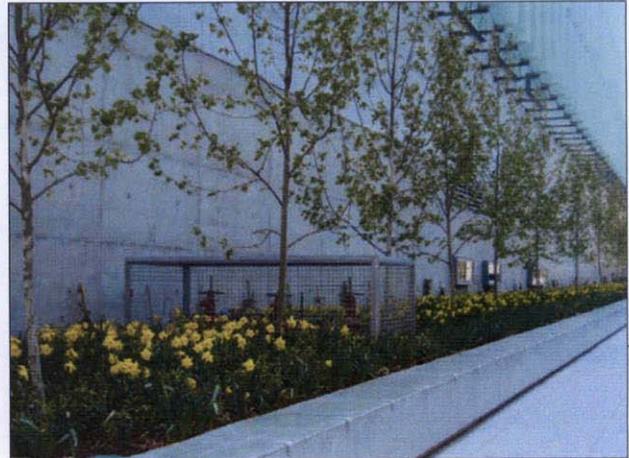
Background and Intent

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

Guidelines

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

Landscaping Examples.



Source: WRT|Solomon ETC

Planting helps screen fire hydrants.



Source: WRT|Solomon ETC

Appropriately scaled planting defines mid-block pedestrian alley.

7. Project Size and Building Type

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

Background and Intent

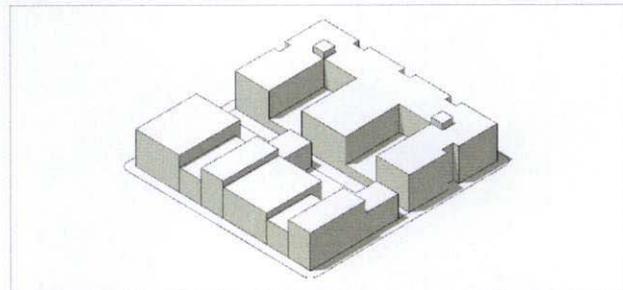
While minimum lot sizes are a standard feature of many cities, including the residential districts of Sacramento, consideration should be given to establishing a maximum project size as well. The enormous development footprint of Westfield Mall, along with its elimination of city streets, represents a mistake in urban design and planning, which should not be repeated. At the same time, projects that approach the size of an entire block can often be repetitive and monotonous, inserting a potentially homogenous land use and design into the city.

It is desirable to encourage a rich mix of both land uses and architectural variety in the city. Policies should be established to avoid this mix of uses being destroyed by each block only having a single use, building type, or design. This can be achieved by limiting the maximum size of a development, or requiring that it include a variety of building types, heights and uses. Ideally a development that is more than one-half block in size would employ two or more separate architects to design the various buildings. This latter situation has been achieved in some of the Little Italy blocks in San Diego and the proposed four city block development of Laguna Hill on the site of the former UC Berkeley extension in San Francisco.

Guidelines

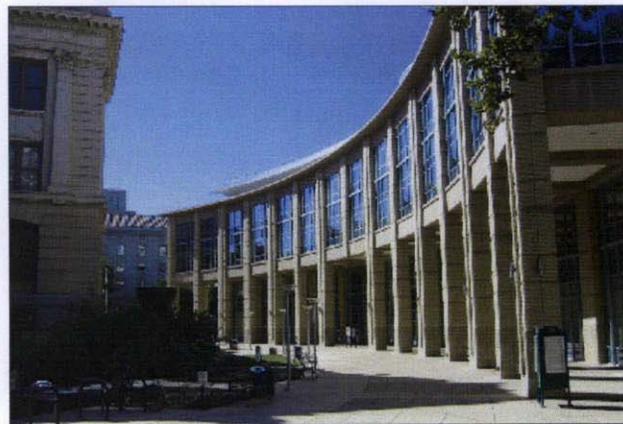
- 1) No project should propose the elimination of any city street or alley. If the elimination of a street or alley is proposed, the publicly-accessible right-of-way or easement should be kept in its place.
- 2) If a project is more than 2.5 acres, it shall be subdivided with an appropriate number of public streets.
- 3) Any development site greater than one quarter of a city block should include at least two buildings types, and roof heights which include at least a 15' variance across the project.

A Variety of Parcel Sizes



Source: WRT|Solomon E.T.C.

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



Source: WRT|Solomon E.T.C.

Greenway between old and new City Hall.



Source: WRT|Solomon E.T.C.

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

8. Service Areas and Access

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

Background and Intent

Service areas and vehicular access need to be optimally located so that they are both visible yet secondary to the building's key features, typically the main entrance or public areas.

Guidelines

i. Vehicle Access Location

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

ii. Curb Cuts: Maximum allowable curb cuts:

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

iii. Maximum parking garage opening

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

Access



iv. Trash and Trash Removal

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

F. MASSING AND BUILDING CONFIGURATION

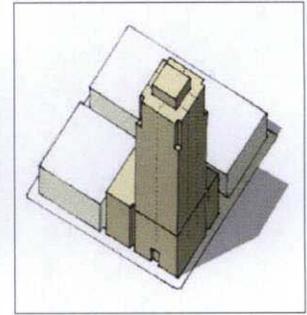
The Massing and Building Configuration Guidelines are intended to give guidance to the development of the buildings, and cover a range of topics from the height, massing and stepbacks of the buildings to its articulation and materials. The goal of the guidelines is to establish a framework for dialogue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

Categories of guidelines include:

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



Street Wall & Building Base Height



Massing & Bulk Controls.



Façades.



Rooftops & Mechanical Penthouse Enclosures.



Development Along Alleys.



Sustainability.



Public / Private Art.

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

1. Street Wall and Building Base Height

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

Background and Intent

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

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

Guidelines

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

i. Depot District

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

ii. West End District

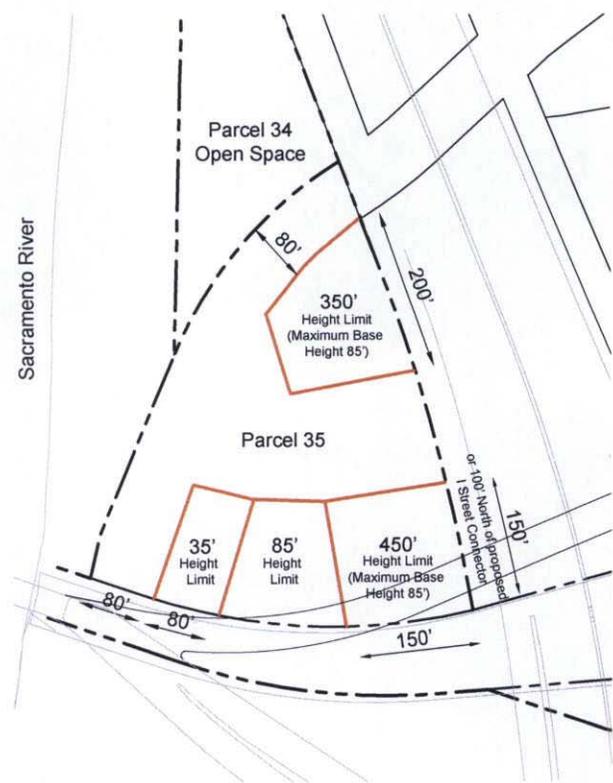
- ◆ In the West End District, street walls shall be no more than 85 feet. Street walls along Camille Lane should be no more than 60 feet. Information on street walls in the Central Shops Transition Zone can be found in Chapter 5, Historic Resources.

iii. East End District

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

iv. Riverfront District

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



Riverfront District height diagram.

2. Bulk Controls

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

Background and Intent

The Bulk Control and Stepback recommendations from the 1987 CBD Architectural Design Guidelines are primarily inspired by one of Sacramento’s signature buildings, the Elks Club. The stepback envelope, illustrated on this page, requires a 15’ stepback from the street-wall above 60’ up to 150’ and a further 5’ above that height. This is acceptable for commercial office buildings but less practical for high-rise residential buildings, where there is less flexibility in the manipulation of stacked program elements. (Residential buildings typically prefer a standard dimension from the core to the perimeter in order to stack like above like units.) One of the unfortunate drawbacks of the in-place stepback strategy is that it permits, and by default encourages, above-grade parking levels to occupy the levels up to the base height limit and expose the parking levels to the street-wall. This creates the undesirable condition where there are no windows or occupied spaces from ground level to where the occupied floors start, resulting in a dead street-wall as seen from the sidewalk (This parking location issue is addressed in Section G).

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

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

i. Tower Proportion

Tower proportion—the relationship of floor plate dimensions to height—is governed by building type and height. For a series of given height thresholds, a set of maximum

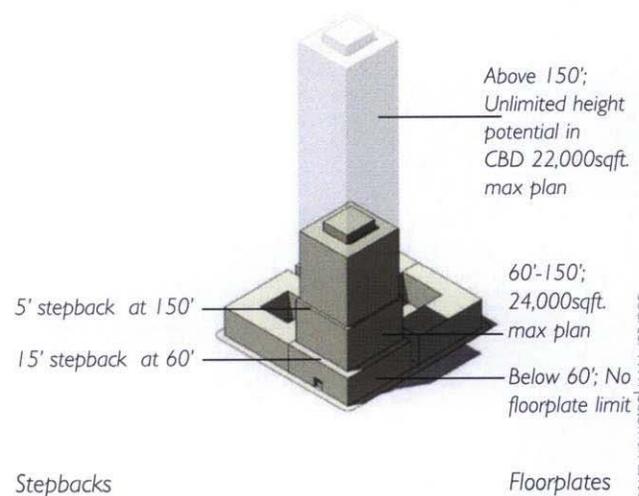
floor-plate dimensions (plan and diagonal) are given and illustrated. This ensures the avoidance of stocky or bulky buildings that block views and cast overwhelming shadows on the streets and sidewalks. See Sections 2a and 2b for details.



Source: WRT|Solomon ETC.

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

The Previous Bulk Control Envelope.



Source: WRT|Solomon ETC.

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

ii. *Stepbacks*

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

iii. *Wind Tunnel Testing*

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

Residential high-rises.



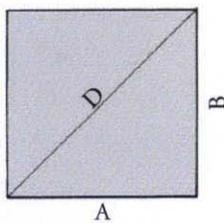
Source: WRT|Solomon E.T.C.

Recent residential high rises in Vancouver, Canada.

A note on the Bulk Control Guidelines:

The massing envelope for each building type contains the following:

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



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

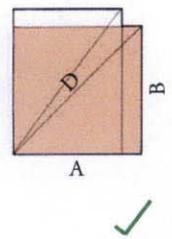
The following examples are based on the bulk controls for a high-rise commercial office building, which at 300’ tall has the following criteria:

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

Example Test Cases:

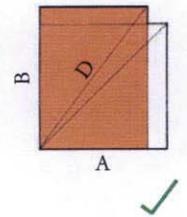
1. To achieve the max. floorplate, with minimum envelope:

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



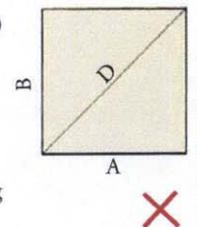
2. To achieve the longest possible building:

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



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

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



Source: WRT|Solomon E.T.C.

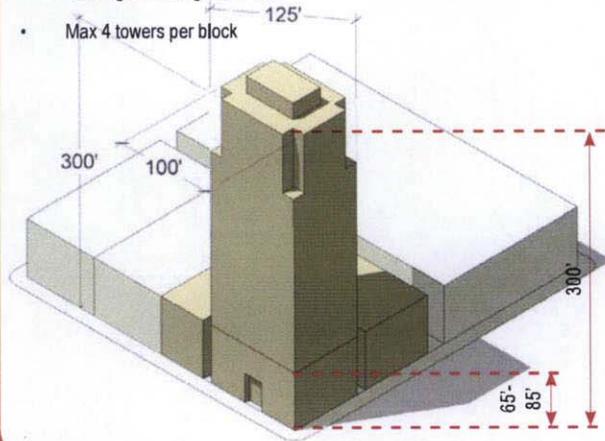
Bulk Control Comparisons: Case Studies

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

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

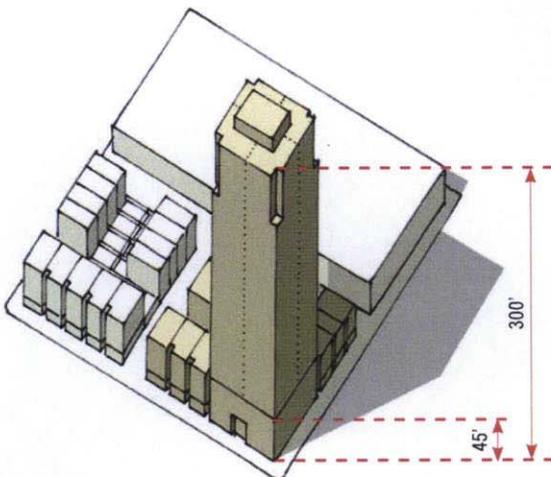
Sacramento bulk control

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



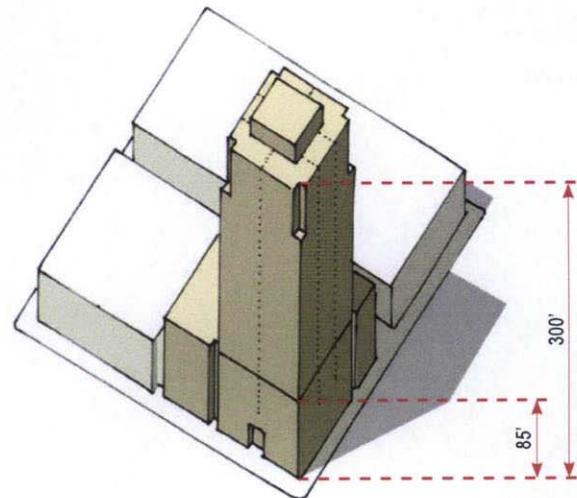
Vancouver bulk control

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



Rincon Hill San Francisco bulk control

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



Source: WRT|Solomon E.T.C.

a. Residential and Residential/Mixed-Use Buildings

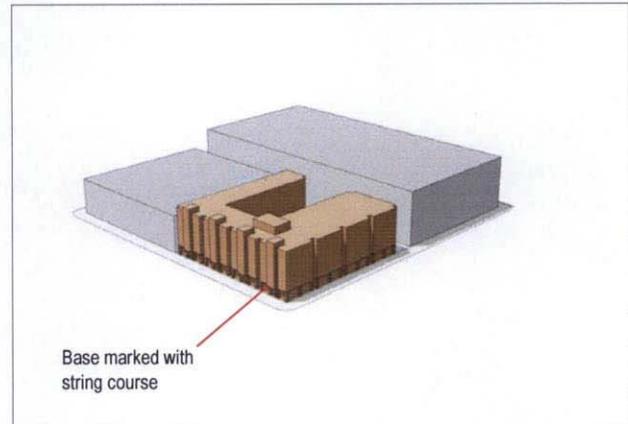
The bulk of residential development varies by development type. The urban role of low-rise buildings is primarily to hold the street-wall, while high-rise buildings should be tall, slender, and well-proportioned. Their design should establish or continue the urban street-wall as well as contribute a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

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

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

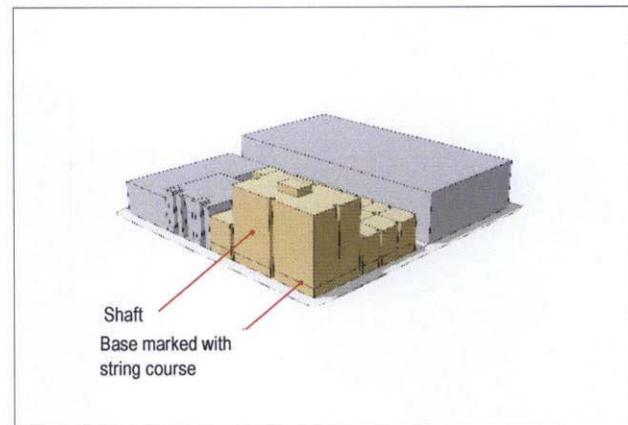
- 3) Mid-rise (Up to 85' / Life-safety limit height)
 - No bulk reduction required
 - No stepback from street required

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



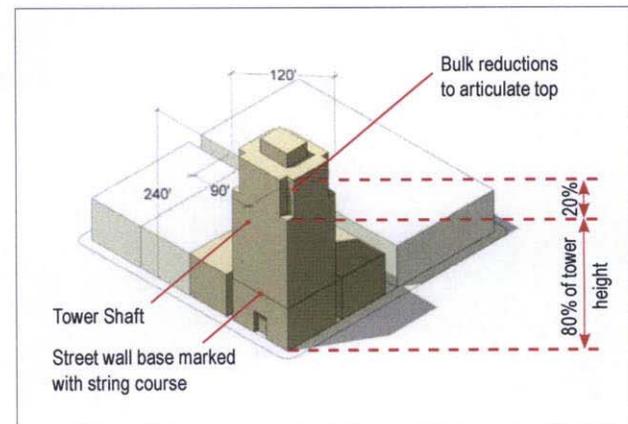
Source: WRT|Solomon E.T.C.

Up to 55'



Source: WRT|Solomon E.T.C.

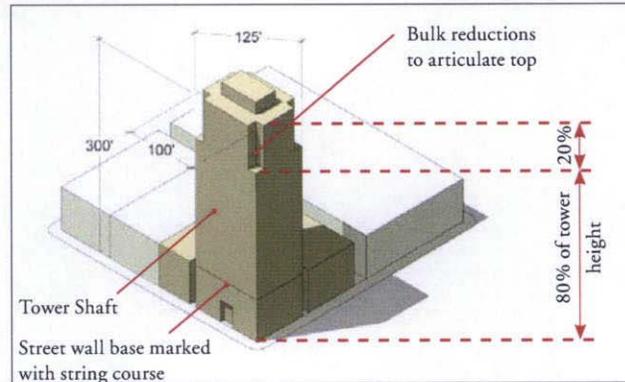
Up to 85'



Source: WRT|Solomon E.T.C.

Up to 240'

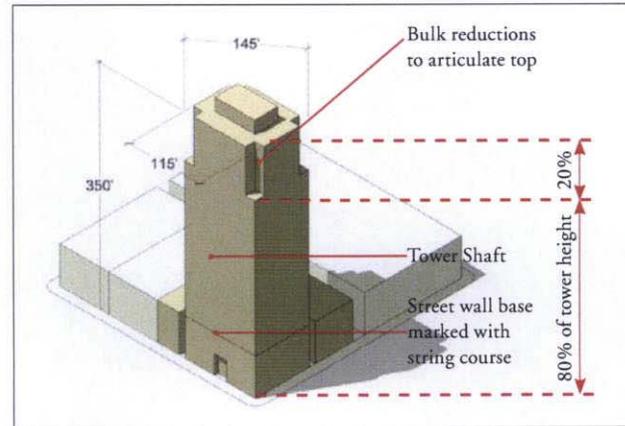
- 5) Up to 300' height
 - Maximum average tower floor plate: 8,500 sq ft
 - Maximum plan dimension: 100'
 - Maximum diagonal dimension: 125'
 - 10% bulk reduction required for the top 20% of the tower height, measured from grade. (Bulk reductions need not be at corners, as pictured)
 - No stepback from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



Up to 300'

Source: WRT|Solomon E.T.C.

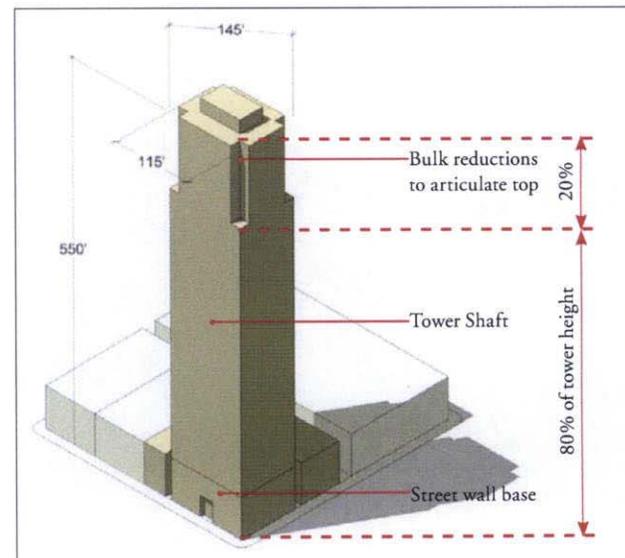
- 6) Up to 350' height
 - Maximum average tower floor plate: 9,000 sq ft
 - Maximum plan dimension: 115'
 - Maximum diagonal dimension: 145'
 - 10% bulk reduction required for the top 20% of the tower height, measured from grade. (Bulk reductions need not be at corners, as pictured)
 - No stepback from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



Up to 350'

Source: WRT|Solomon E.T.C.

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

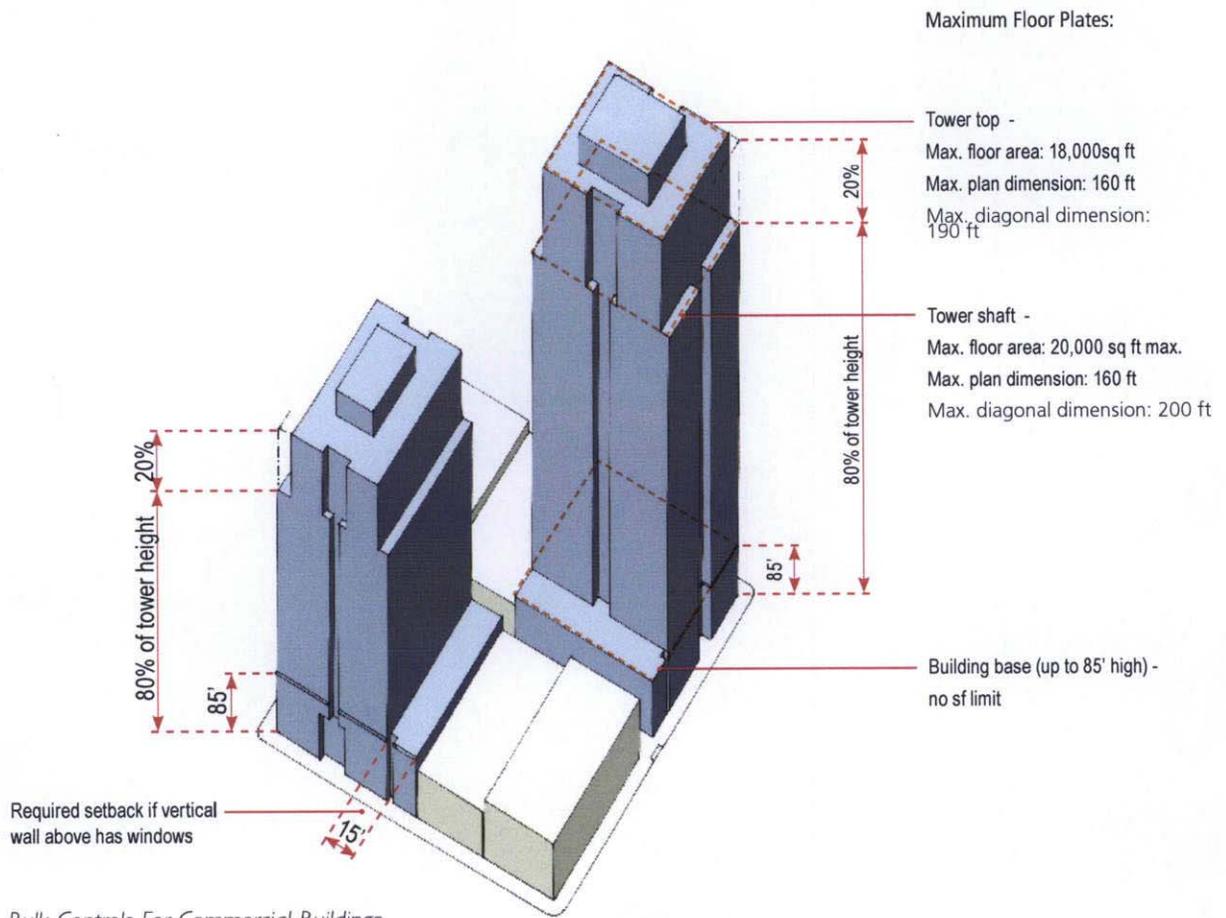


Up to 550'

Source: WRT|Solomon E.T.C.

b. Commercial and Commercial/Mixed-Use Buildings

- 1) Low-rise (Up to 50' height)
 - No bulk reduction required
 - No stepback from street required
- 2) Mid-rise (Up to 85' / Life-safety limit height)
 - No bulk reduction required
 - No stepback from street required
- 3) Above 85' height
 - Maximum average tower floor plate: 20,000 sq ft
 - Maximum plan dimension: 160'
 - Maximum diagonal dimension: 200'
 - 10% bulk reduction required for the top 20% of the tower height, measured from grade. No stepback from street required



Bulk Controls For Commercial Buildings.

Source: WRT/Solomon E.T.C.

c. Tower Separation and Height Differentiation

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

Background and Intent

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

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

Guidelines

i. Tower Spacing and Separation

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

Since the streets in Sacramento’s CBD are all at least 80’ wide, it is sensible to establish this as the minimum dimension between towers. After a first tower is built on a narrow parcel in a multi-parcel block, subsequent towers on the same block would have to adhere to this rule. This will help ensure the avoidance of view blockage and preserve sky exposure at street level (see Figure 4-7).

ii. Height Differentiation

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



Figure 4-7

Source: WRT|Solomon ETC

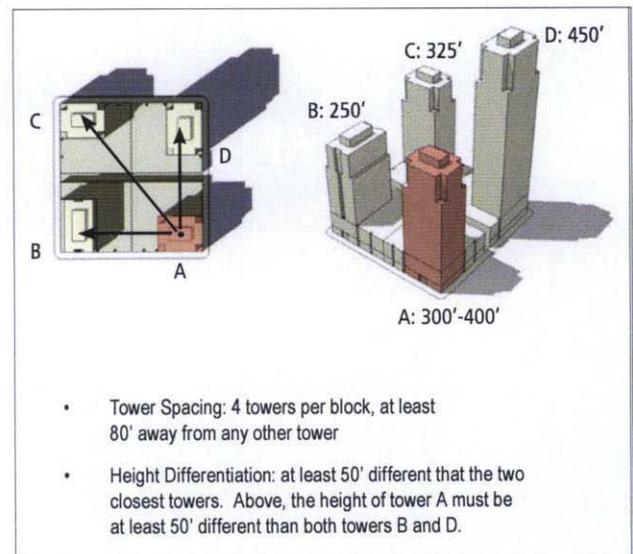


Figure 4-8

Source: WRT|Solomon ETC

- Tower Spacing: 4 towers per block, at least 80’ away from any other tower
- Height Differentiation: at least 50’ different that the two closest towers. Above, the height of tower A must be at least 50’ different than both towers B and D.

d. Distinctive Top

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

Tower Articulation—A Distinctive Top

There is a well established architectural tradition of high-rise buildings having a distinctive top terminating the shaft of the tower when seen in silhouette against the sky. To achieve this aim, a 10% bulk reduction for the top 20% of the building height is required. This helps define a penthouse zone at the top of the building and reduces the apparent bulk of the tower as seen against the sky.

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

Tower tops.



All photos by WRT|Solomon ETC.

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

3. Façades

a. Ground Level Uses

PRINCIPLE: The ground floor, especially the area facing onto public sidewalks, shall incorporate the most public and active spaces within the building, to activate the street. Parking shall not be an appropriate use along a building's public frontage.

Background and Intent

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

Guidelines

i. Location

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

ii. Ground floor heights

- 1) Development with retail, commercial, community or public uses on the ground floor should have a clear floor-ceiling height of at least 12'.
- 2) They should be no more than 2' above the adjacent sidewalk.
- 3) Main entrances, for each use, should be accessible from sidewalk level (see Figure 4-9).

iii. Residential Uses

Residential ground floor uses in multi-family buildings should be no more than 4' above the public sidewalk grade, if setback is 15' or less (see Figure 4-10).

iv. Blank Walls Due to Screening of Parking

Blank walls due to grade-level parking or service spaces are to be avoided. Parking shall be screened with an active use (residential, etc.) or depressed by a half or full level (see Figure 4-11). (See also Chapter 4, Section G1)

Ground Level Uses

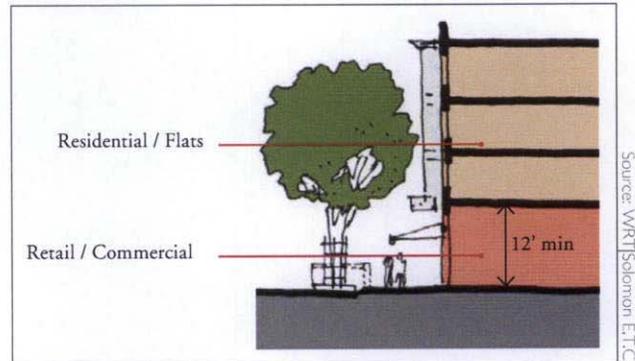


Figure 4-9. Ground floor mixed uses along retail street.

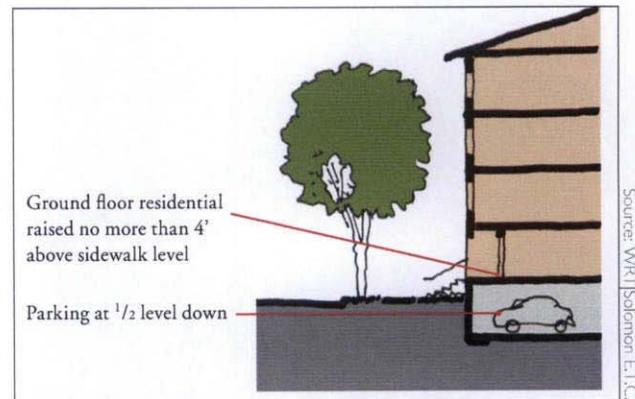


Figure 4-10. Residential street.

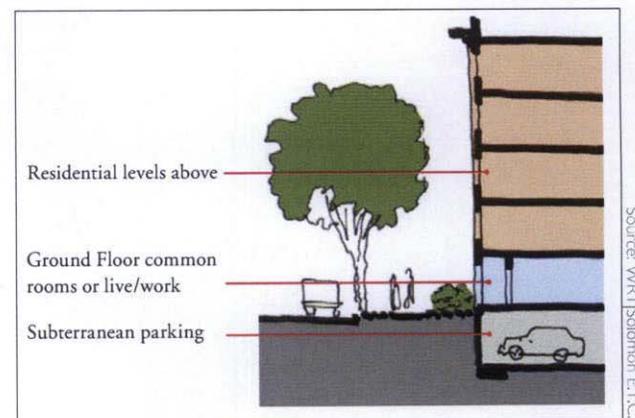


Figure 4-11. Residential street subterranean parking.

b. Transparency

PRINCIPLE: The facade of a building shall be appropriately transparent to allow active ground floor uses, such as retail, commercial or community uses, to be visible from the street.

Background and Intent

Where retail, commercial, community or other active uses occur, it is imperative that they are visible from the street, to both pedestrians and motorists. The facade thus needs to have a high level of transparency in order for these uses to get the amount of visibility required for their healthy business operation (See Figures 4-12 and 4-13).

Guidelines

- 1) Where retail, commercial, community or other active uses occur, the retail level facade should be 75% transparent, but never less than 60% transparent.
- 2) Opaque and translucent glass do not qualify as transparent.
- 3) A facade need not be all glass, nor must it be built out of a storefront system.
- 4) The qualifying area of a facade is from top of finished sidewalk to top of finished floor level of first non-retail (commercial, etc.) level.
- 5) Blank walls, more than 12' in length are discouraged. If they can not be avoided, one of these strategies should be used:
 - Set the wall back behind a planting strip of at least 18". The planting strip may be recessed within the column grid (see Figure 4-14).
 - The wall should be either articulated or decorated with artwork, or both.

Ground Level Transparency.



Source: WRT/Solomon ETC.



Source: WRT/Solomon ETC.

Figures 4-12 & 4-13: Appropriate levels of transparency need not require all-glass buildings. These two buildings - one an historic brick building, the other a contemporary hotel - both have appropriate and successful levels of ground floor transparency.



Source: WRT/Solomon ETC.

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

c. Articulation of Street-Wall

PRINCIPLE: The street walls defining urban blocks shall be articulated to create rhythm and variety, achieving a fine-grained pattern to the urban fabric.

Background and Intent

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

Guidelines

i. Vertical Articulation

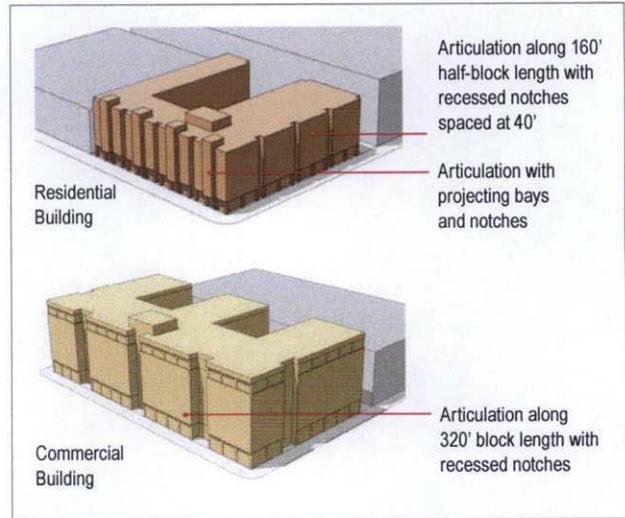
- 1) Facades articulation elements should include notched setbacks, projecting bays, balconies, etc. Articulations should begin at the 2nd or 3rd floor. Ground level articulations, in the form of recesses, should be limited as they create dark and unsafe areas.
- 2) The maximum unbroken length of the facade of a commercial building should be limited to 1/3 of a block (100’).
- 3) Articulation of residential buildings should respond to multiples of 40’, in response to the typical historic graining of the lot patterns.
- 4) Articulation between facade sections should be at least 2’ deep and at least 2’ wide.

ii. Repetition of Articulation

A project should not repeat the same wall surface design:

- 1) Horizontally, across more than 1/3 of a block
- 2) Vertically, over more than 50% of its floors

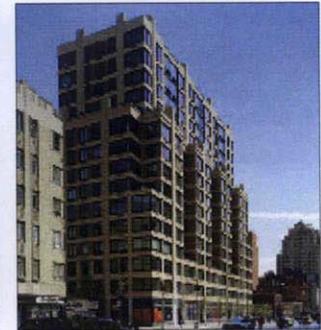
Articulation of street-wall.



Façade Articulation.



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



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



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

d. Fenestration: Window and Facade Systems and Patterns

PRINCIPLE: To provide human scale to buildings, windows shall be well-proportioned, varied across a project, articulate the wall system, and be operable where appropriate.

Background and Intent

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

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

Window design is inherently related to the facade system employed. Windows are traditionally referred to as “punched openings” in masonry walls, whereas in curtain walls they are not treated as a separate element from the facade system. Curtain wall systems can also incorporate sunshading systems which are discussed in Section F3.f of this chapter. Further, many buildings use a hybrid of systems, for example where a curtain wall system sits within a larger punched opening of a masonry wall. Thus, the following guidelines and illustrations should be considered to illustrate a range of possible solutions, but is not inclusive of all sound combinations and scenarios.

Guidelines

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

Windows Types in Sacramento's Building Stock.

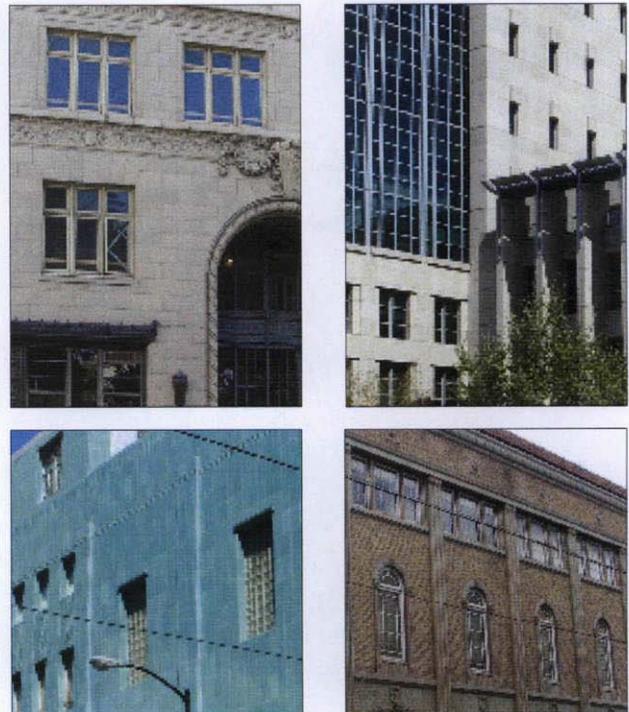


Figure 4-15. Sacramento's downtown buildings feature a range of window types, including curtain wall / storefront systems within punched openings (top), glass block windows (above left), and monumental windows into special rooms (above right).



Figure 4-16. The windows in this brick wall are surrounded by both special brick courses and a continuous cast stone frame, whose depth makes the exterior wall appear thick, massive and carved.

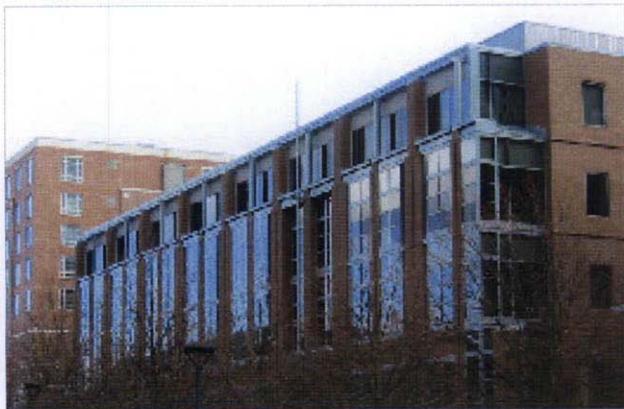
All photos by WRT|Solomon ETC.

- 2) Windows should have design and scale appropriate to the spaces behind them (see Figure 4-15).
- 3) Windows should be grouped to establish rhythms across the façade and hierarchies at important places on the façade (see Figure 4-17).
- 4) Curtain wall systems should be designed with projecting vertical and/or horizontal mullions (see Figure 4-20), or other modulating features (see Figure 4-21).
- 5) The location of the glass line should be varied across the façade, to create depth and shadow effects (see Figures 4-17, 4-18 and 4-19).



Source: WRT|Solomon E.T.C.

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



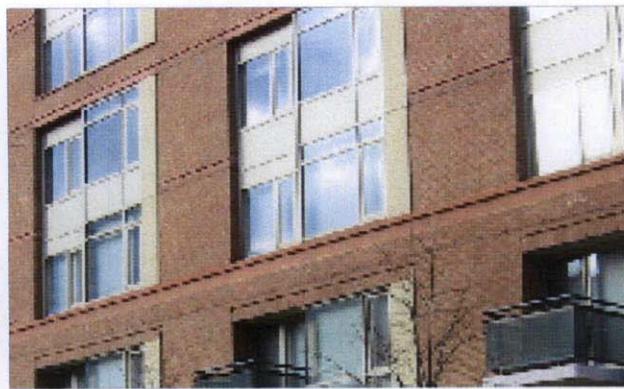
Source: WRT|Solomon E.T.C.

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



Source: WRT|Solomon E.T.C.

Figure 4-20. This office building designed by Caesar Pelli, 560 Mission Street in San Francisco, has a sophisticated system of projecting mullions and framing members, establishing an intricate dialogue between structure, skin and appendage.



Source: WRT|Solomon E.T.C.

Figure 4-18. This project inserts a curtain wall system within a punched opening. The red brick wall turns to reveal the wall's thickness, and the curtain wall is placed at varying depths within the apparent thickness of the brick wall opening.



Source: WRT|Solomon E.T.C.

Figure 4-21. This curtain wall, on an apartment building in Portland, is modulated by the strong horizontal lines of the concrete floors and a rhythm of alternating metal panels which establish private and public zones within the building.

e. Entrances

PRINCIPLE: Entrances shall be well-designed, appropriately scaled, and easy to find. They shall be a special feature in the design of the building.

Background and Intent

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

Guidelines

i. Entrances should:

- 1) Be given prominence on the street frontage.
- 2) Be located to achieve the highest amount of visibility on the site.
- 3) Be sized and scaled appropriately for the amount of use and/or prominence of function.
- 4) Incorporate craftwork and/or public/private art.
- 5) Have a change in material and/or wall plane.
- 6) Be appropriately lit, for safety and legibility of signage/inscriptions.
- 7) Have double height lobbies for buildings with more than 30 dwelling units or four floors of commercial space.
- 8) Be individual, with steps, porches or stoops when facing streets, greenways or courts, for ground floor residential units.

ii. Entrances should not:

- 1) Employ excessive storefront systems.
- 2) Employ projecting storefront cubicle pavilions.

Entrances



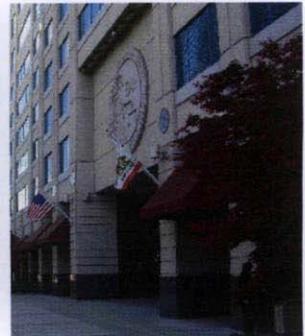
Vertical elements and canopy mark the entrance to the Department of Transportation building, Sacramento.



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



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



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



Entrance to the city library, appropriately designed and decorated.



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

All photos by WRT/Solomon ETC.

f. Canopies, Awnings, Sunshades

PRINCIPLE: Canopies, awnings and sunshade shall be used to provide shade and cover for people and buildings, contributing to comfort and sustainability.

Background and Intent

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

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

Guidelines

i. Canopies

Canopies should be generous in height. They may cantilever over the right of way, or rest on columns, like a portico projected over a sidewalk.

ii. Awnings

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

iii. Sunshades

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

iv. Encroachments

With the exception of ground floor retail awnings and entrance canopies, all canopies, awnings, and sunshading

should project beyond the property line by no more than three feet.

v. Quality of Materials

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

Canopies

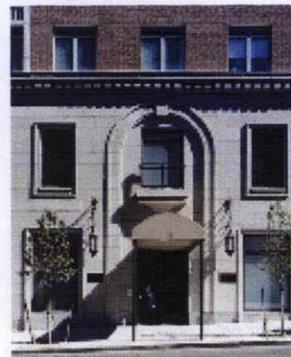


Figure 4-22. Entrance canopy to a residential apartment building on a downtown street.



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

Awnings



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

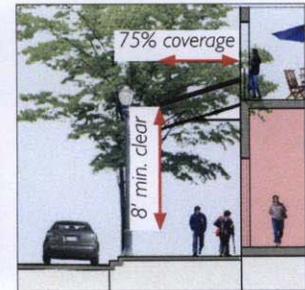


Figure 4-25. Awning section with minimum clear height above sidewalk & desired coverage.

Sunshades



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



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

All Graphics and photos by WRTI/Solomon E.T.C.

g. Projecting Elements and Encroachments

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

Background and Intent

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

Guidelines

i. Bay Windows

Bay Windows should be permitted a 3’ encroachment with a maximum 8’ length horizontally and either squared-off or angled returns (The angled return is in addition to the 8’ length). At least 6’ should separate bay windows horizontally. Projections should allow at least 12’ clear from top of sidewalk to underside of projection (see Figures 4-28 – 4-30).

ii. Balconies

- 1) Facades may be articulated with balconies.
- 2) Balconies should be permitted a 3’ encroachment over the public right-of-way, or up to a 12’ encroachment over a setback line, permitted that the balcony does not cross into the public right-of-way. Balconies should have a maximum 12’ length horizontally. At least 10’ should separate balconies horizontally. Grouped balconies should employ integrated screens or other privacy measures. Balconies should allow at least 12’ clear from top of sidewalk to underside of balcony if projecting over sidewalk; otherwise, a balcony at the ground floor is considered a porch and

requires no clearance above grade (see Figures 4-31 and 4-33).

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

Bay Windows

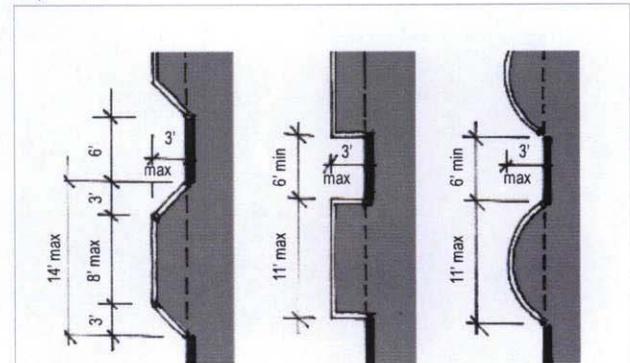


Figure 4-28. Bay Windows (plan views), left to right: segmented, square, and curved.

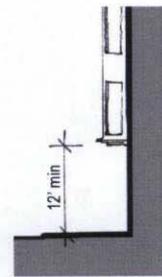


Figure 4-29. Bay Window - minimum clear height above finished sidewalk.

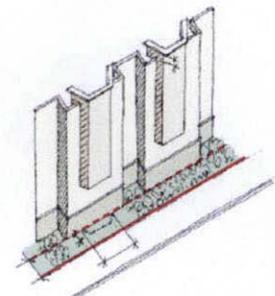


Figure 4-30. Bay Windows projecting over the setback line. They should be at least 6’ apart.

Source: WRT|Solomon ETC.

Balconies



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

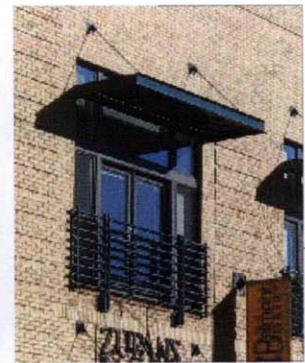


Figure 4-32. French balcony covering windows & operable doors.

Source: WRT|Solomon ETC.

iii. Porches and Stoops

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

iv. Cornices

Projecting cornices are encouraged to help form a distinct profile to the building's top edge. They may project up to 5' over the right-of-way (see Figures 4-34 and 4-35).

v. Colonnades and Arcades

- 1) Colonnades are encouraged, especially when facing south or west. They may project over the public right-of-way, and should have active uses in the ground floor space facing onto them (see Figures 4-36 and 4-37).
- 2) If placed in the private parcel, free access should be given throughout the colonnade to the adjoining sidewalk.
- 3) Colonnades should be vertical in proportion, in both height and depth, at a ratio of at least 1.25:1.
- 4) If projecting over the public right-of-way, they should not have occupied space above, except for restaurant dining terraces.
- 5) Arcades, though an historic element in Old Sacramento and parts of Downtown, are not required to replicate their historic design and detailing.

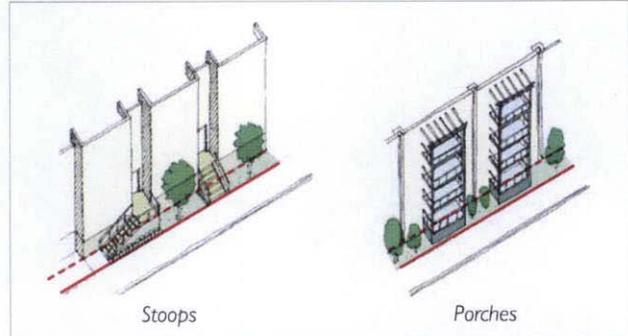


Figure 4-33. Stoops and porches are permitted to cross the setback line (red dotted) into the landscaped setback zone, permitted that they do not cross the property line (red).

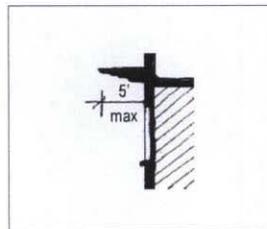


Figure 4-34. Projecting Cornices.



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



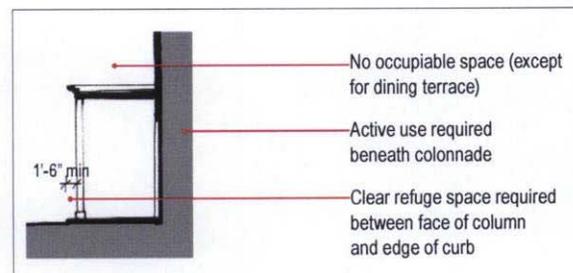
Stoops projecting into the setback zone.



Projecting colonnade over sidewalk at Sacramento's Federal Courthouse.



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



Projecting Colonnade Diagram.

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

h. Materials

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

Background and Intent

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

Guidelines

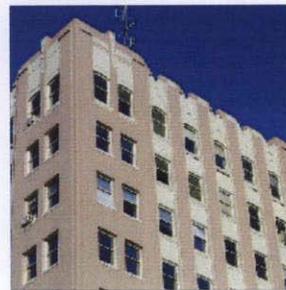
Buildings should be built out of quality, natural materials, as they tend to last longer, be more durable, look better, and age better than fake and simulated materials. Materials and colors should be related to masses and volumes, with changes in material/color following changes in mass (see Figures 4-38 and 4-39).

i. Material Uses

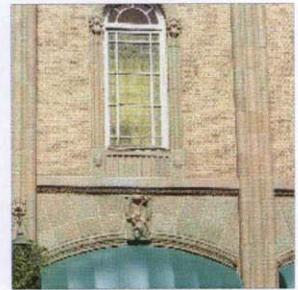
- 1) New developments should respond in a compatible manner to the existing color, texture and materials used on surrounding significant buildings.
- 2) All major projects should utilize compatible materials on all four sides of the building.

- 3) Durable, quality natural materials should be used on the street level portion - at least the bottom 20', from finished grade - of all new developments. Examples of these materials include stone (e.g. granite, marble), terra cotta or tile, brick, transparent glass, metal (e.g. bronze, brass, chrome, baked enamel) when used judiciously, etc.

Material Variety in Sacramento's Central City.



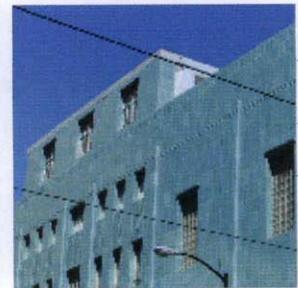
Painted stucco.



Orange brick and terracotta.



Stone.



Glazed masonry.

All photos by WRT|Solomon ETC.

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



All photos by WRT|Solomon ETC.

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

- 4) More than two colors and materials should be incorporated in a design. Intense colors, if used, should be accents. Mono-chromatic schemes are discouraged.
- 5) On a wall surface, a change in material or color should be designed with a change in wall-plane of at least 4 inches. Thus, a reveal channel would not be an acceptable way to transition from one material/color to another.
- 6) Materials should wrap corners and continue for at least 12 inches before a material change.
- 7) Graffiti resistant coating should be applied on the lower portions of alley elevations.

ii. Material Restrictions

- 1) Extensive use of non-durable materials should be avoided on all projects, but especially on buildings over three stories.
- 2) The uses of reflective glass, mirrored glass and dark colored glass should be avoided.
- 3) The use of metal should be minimized on buildings which are primarily residential.
- 4) The use of exposed concrete at ground level should be minimized.
- 5) The use of vinyl as an exterior building material shall be avoided.
- 6) No material should simulate another material.
- 7) If plaster is used, it should have a smooth finish.
- 8) Imitation plaster should not be used on the bottom 30' of any building.
- 9) Material Restrictions do not apply to building surfaces fronting onto alleys.
- 10) Fiber cement board should not have imitation textures.
- 11) In walls finished in concrete block, the mortar color should not be darker than the block color.

iii. Sustainable Practices

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

i. Lighting

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

Background and Intent

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

Guidelines

i. Levels, Direction, and Quality of Illumination

- 1) Levels of illumination should be responsive to the type and level of anticipated activity, without under- or over-illuminating.
- 2) Higher lighting levels should be provided on buildings or in areas with high levels of nighttime activity. Thus, commercial shopping buildings should have higher levels of illumination than residential buildings with lower levels of nighttime activity.
- 3) Facade lighting should focus on illuminating the building's surfaces. Light fixtures should include internal reflector caps, refractors, or shields that provide an efficient and focused distribution of light and avoid glare or reflection across property edges, onto adjacent buildings.
- 4) Illumination should avoid all unnecessary lighting of the night sky.
- 5) For the lighting of open spaces within the private realm, refer to the Pedestrian Realm: Street Lighting guidelines.
- 6) Provide lighting at appropriate scales for the component being illuminated, including accent lighting where appropriate.
- 7) Fixture design should complement the architecture, and be integrated into the whole of the building design.
- 8) Comply with both Title 24 and IES/ILDA recommendations.

Lighting.



Source: WRT/Solomon ETC.



Source: WRT/Solomon ETC.

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

4. Rooftops and Mechanical Penthouse Enclosures

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

Background and Intent

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

Guidelines

i. Mechanical Penthouses

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

ii. Helicopter Landing Platforms

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

iii. Roof Surfaces

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

- 1) Specify roofing materials that have high solar reflectivity and high emissivity of the life of the material. Materials should achieve a solar reflectance index (as per LBNL Cool Roofing Materials database) of at least 78 for low-sloped roofs and 29 for high sloped roofs.

- 2) Use green roofs, planted with any of the following: vegetated surfaces, plants, shrubs, small trees, etc. Green roofs should be installed on at least 75% or the roof area, not including helicopter landing pads and occupiable roof terraces (in residential buildings only).
- 3) Install PV arrays on at least 50% of roof areas.

Rooftops.

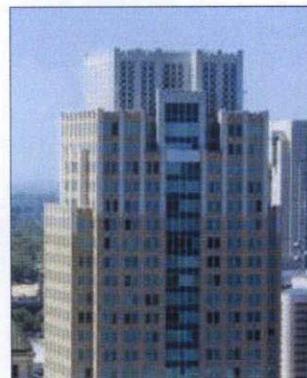


Figure 4-40

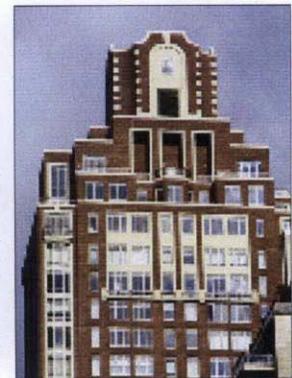


Figure 4-41



Figure 4-42

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

5. Development along Alleys

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

Background and Intent

Sacramento's alleys are a city-wide resource which should be fully utilized and enhanced, rather than remain as primarily service ways, especially in the CBD, because of their narrow 20' width. There are, however, locations where small scale residential buildings and courts open onto the alleys, creating a contrast with the width and scale of the regular 80' wide streets and providing a respite from the repetitive urban framework of identically sized blocks. Beyond the CBD, alleys typically provide primary or secondary vehicular access to residential properties, and occasionally support residential, commercial or industrial uses.

The 20' alley right-of-way width is just wide enough for one-way vehicular traffic without either sidewalks or curbs. This width, with structures built at zero-lot line, is insufficient for proper head-in turning into a garage.

Guidelines

- 1) For new development fronting the alley a minimum 5' setback is recommended for turn-in garage access.
- 2) New buildings facing the alley should be scaled appropriately, to permit light and air relative to the width of the alley itself and the uses it supports. Height limit guidelines for the Railyards are specified in the SPD.
- 3) Refer to the discussion of alleys and their development potential in Chapter 3, Section 2E of this document, including commercial District Alleys, Shared Use Alleys, Residential District Alleys, and Commercial District Pedestrian Alleys.



Source: WRT|Solomon ETC.

Fulton Grove, San Francisco, is an example of a residential alley with dwellings fronting the right-of-way. Unit pavers, front doors and no curbs make this a pedestrian friendly environment.



Source: WRT|Solomon ETC.

Redevelopment along both sides of Natoma Street, on of the narrow alley-like streets that subdivides the giant blocks South-of-Market in San Francisco. The right of way is just 35', but still wide enough for sidewalks, one-way traffic and on-street parking.

6. Sustainability

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

Background and Intent

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

Guidelines

i. Rating Systems

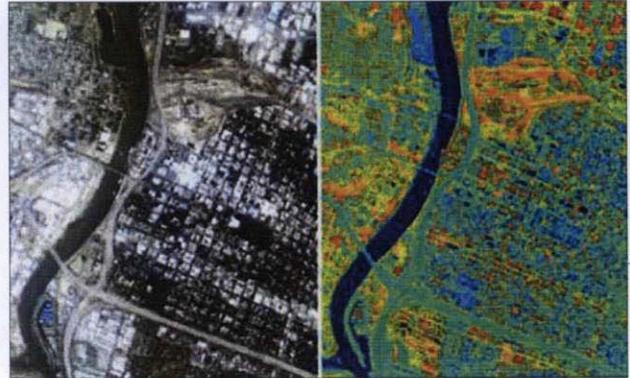
Rather than including specific green design features - like planted roofs, wind turbines, solar collectors and PV panels—new development should take a more comprehensive and measurable approach. All development should meet the criteria listed below for each project type:

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

ii. Alternate Measures

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

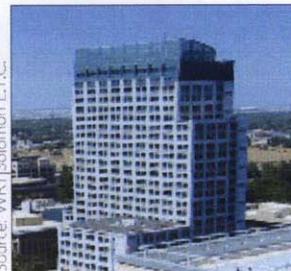
Access.



NASA flyover photograph of Sacramento, July 1998.

Thermally sensed image of Sacramento.

Source: WRT|Solomon E.T.C.



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

Source: WRT|Solomon E.T.C.



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

Source: WRT|Solomon E.T.C.

7. Public Art

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

Background and Intent

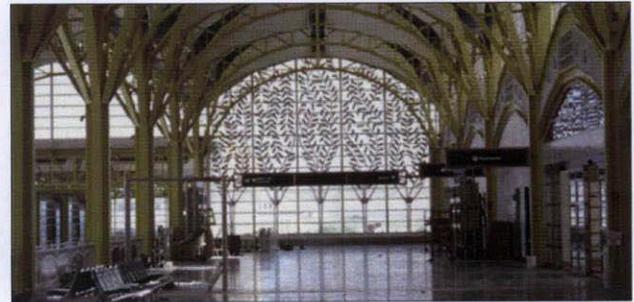
Many public art projects, in Sacramento and across the county, have the lasting effect of an afterthought, a project which is singular and detached from the development project that paid for it. Recent decades have seen public art pieces transform from the scaleless abstract sculptures of the 60's and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

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

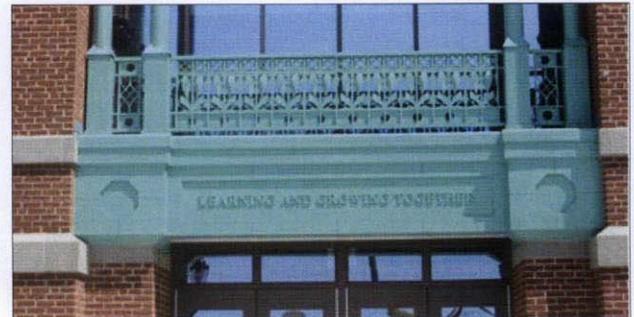
Guidelines

The public art component of a project should be incorporated into the architecture of the building, in a complementary way. Suggested strategies include sculptural relief panels, integrated architectural ornaments, signage, entablatures, wall paintings or mosaics, ornamental ironwork and artistic floorwork.

- 1) Paving patterns—unless they are pictorially representing an image, map, etc.—should not fulfill the art component.
- 2) Source content for the artwork should be the history of the state or city, notable local historical figures, etc.
- 3) Artwork may be stand-alone, with appropriate scale and placement.



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



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



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



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



US Bank tower lobby paintings.

All photos by WRT/Solomon ETC.

G. PARKING AND VEHICLE ACCESS

Like many other American urban center's, the CBD has more than its share of parking structures and surface parking lots. And like in those other cities, Sacramento has begun a process of land reclamation, realizing that its downtown land is too valuable to save for the housing of cars.

Creative parking solutions are essential for allowing Sacramento to continue to foster residential and commercial redevelopment in its downtown and transition zones.

New development must balance the need for automobile parking with the requirements of an active urban environment, which is often at odds with generous vehicular provisions.

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

Accommodating all of the cars.



Source: WRISolomon E.T.C.

VS.



Source: WRISolomon E.T.C.

Places to live, work and park.

1. Location and Configuration

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

Background and Intent

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

Guidelines

i. Parking Location and Access

- 1) Ground floor parking should not be exposed to the street. It should always be wrapped with an active street front use (see Figures 4-43, 4-44, 4-47 and 4-48).
- 2) Avoiding exposed parking levels above street level, as in Figures 4-45 and 4-56. Any parking above street level should be wrapped with other uses (unless constrained by parcel). Since Sacramento has a high water-table level, basements beyond one level are inadvisable and can be financially prohibitive. The relatively high required parking ratios typically produce the need for multiple parking levels above grade. When wrapped with residential or other uses, such as in the 800 J Street Loft building, this is both an attractive and a practical solution. It is significantly less desirable when parking levels are exposed to the street, such as occurs on multiple office buildings in downtown.
- 3) Residential parking requirements should be accommodated on-site.
- 4) Surface parking lots should be avoided as a land use in the Railyards (See Figure 4-49).

Frontage to Street.



Figures 4-43 & 4-44



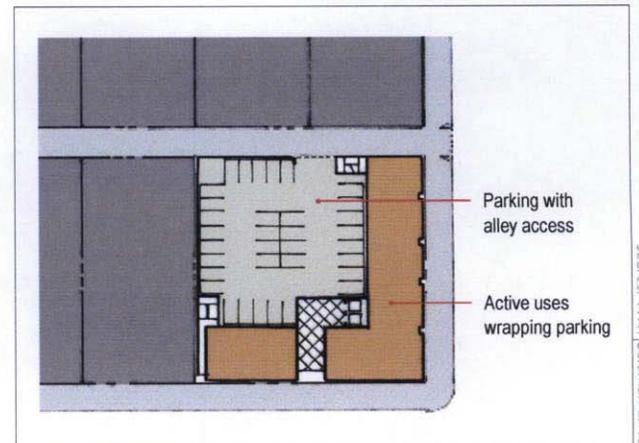
Source: WRT|Solomon E.T.C.



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



Source: WRT|Solomon E.T.C.



Source: WRT|Solomon E.T.C.

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

- 5) If the site conditions are so restricted that exposed parking is unavoidable:
- The parking structure shall be designed with articulation and fenestration patterns consistent with the overall project (see Figure 4-50).
 - It is preferable to have parking levels exposed on the east or west elevations of the ‘numbered streets’, as is the current pattern with several large commercial buildings, and to avoid this condition on the north or south facades of the ‘lettered streets’.
 - Garage night lighting should not be directly visible from the street.



Source: WRT|Solomon E.T.C.

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



Source: WRT|Solomon E.T.C.

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



Source: WRT|Solomon E.T.C.

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

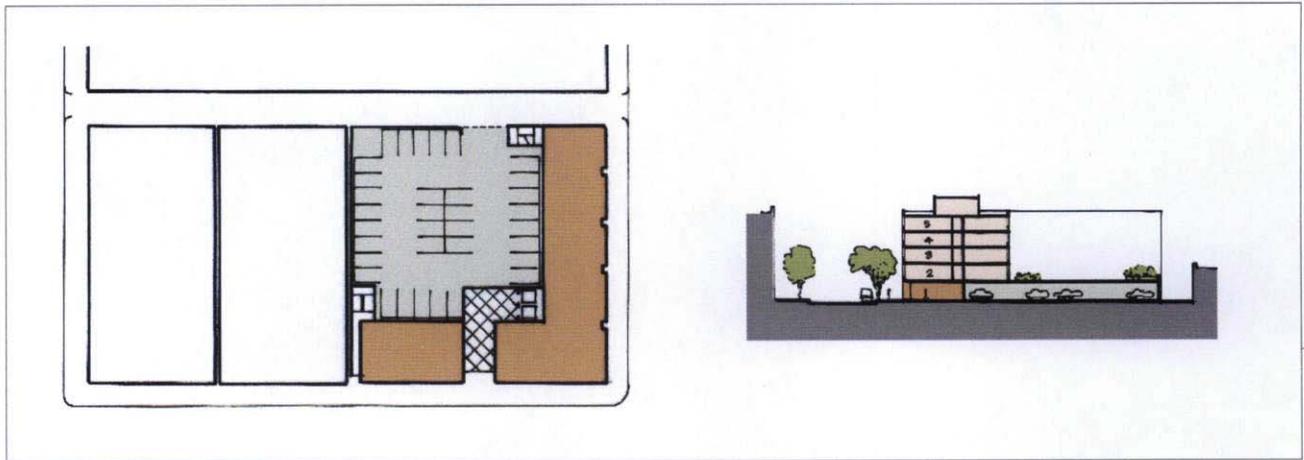
a. Structured Parking

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

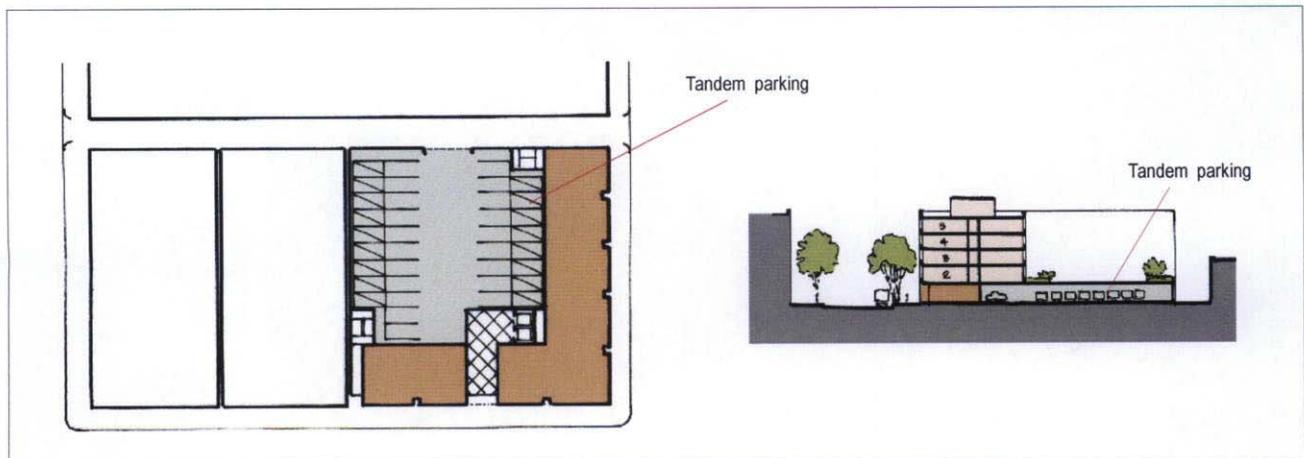
i. Structured Parking

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

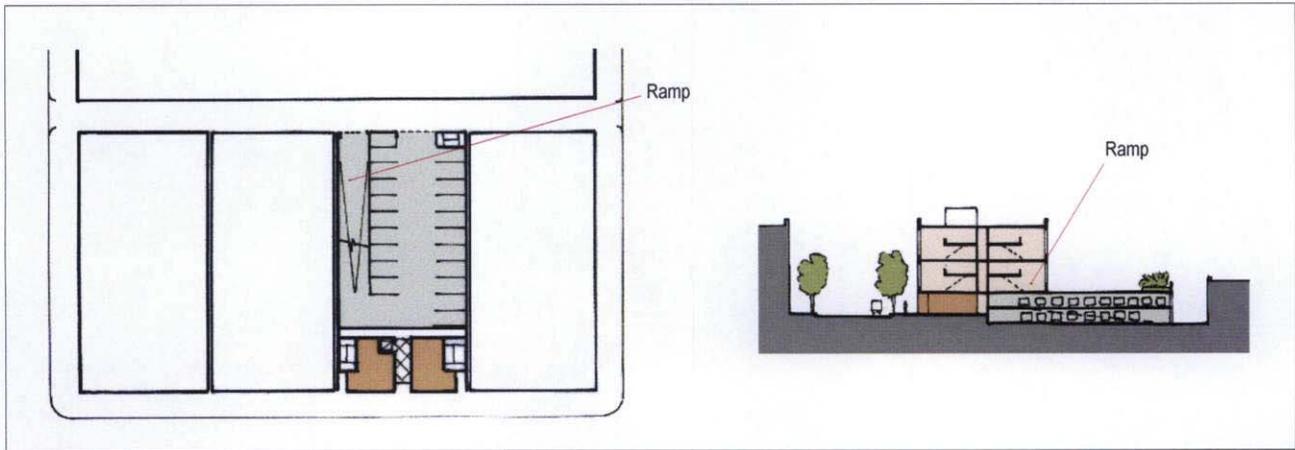
One-Level Podium Parking (Corner Parcel)



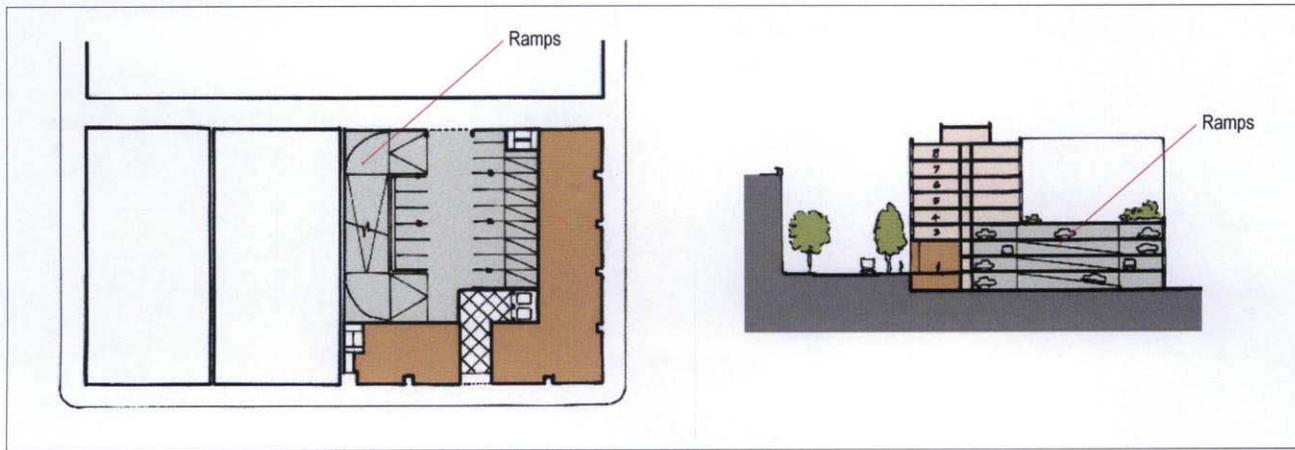
Tandem/Valet Parking (Corner Parcel)



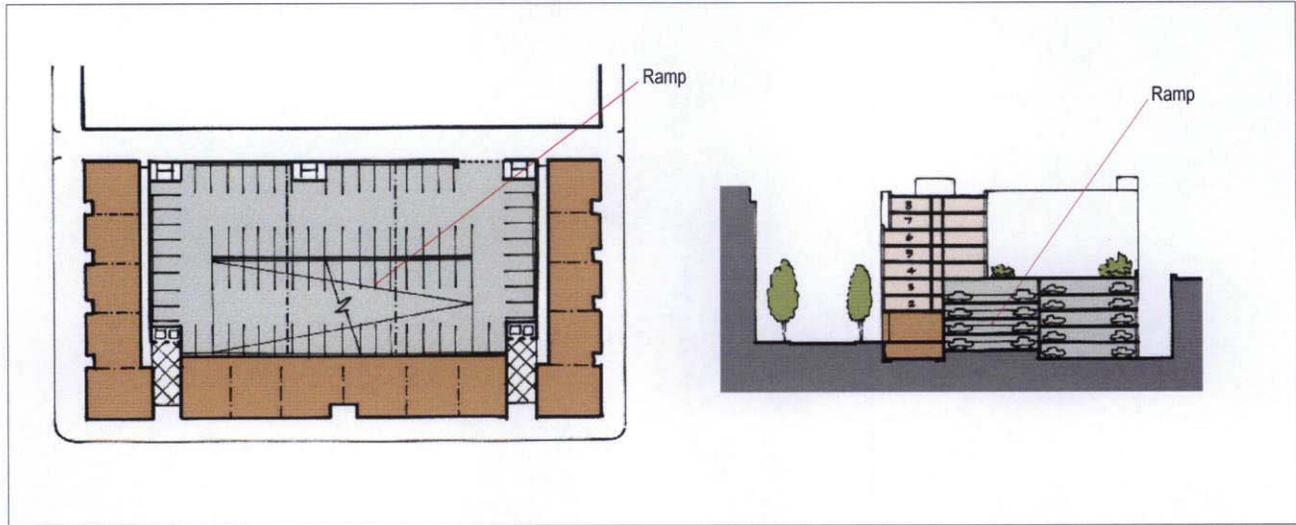
Two-Level Podium Parking with Ramp (Mid-Block Parcel)



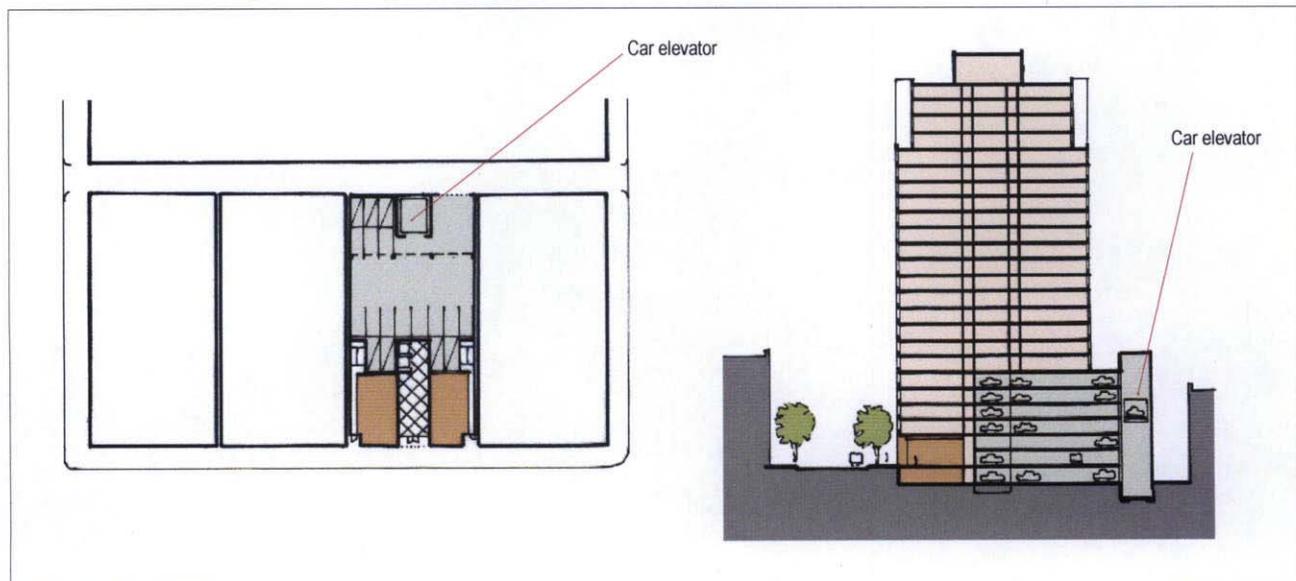
Four-Level Podium Parking with Ramped Decks (Corner Parcel)



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



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



b. Surface Parking

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

Background and Intent

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

Guidelines

- 1) Surface parking areas should be landscaped with trees, shrubs and planting. In the rare locations where parking areas are exposed to the sidewalk they should be separated from the public right-of-way by a landscaped strip or hedge (see Figure 4-51).
- 2) Chain link fencing is not permitted as boundary screens for parking or secure areas.
- 3) Parking areas should be designed with sustainable storm water management practice. This can include draining to bio-swales and rain-gardens (see Figure 4-52); or permeable paving materials allowing rainwater to filter directly into the ground. On-site retention and filtering strategies are encouraged. Retention ponds are discouraged in urban areas.
- 4) Service areas should be screened from view with landscaping or screen walls.



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



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

2. Bicycle Parking

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

Background and Intent

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

Guidelines

i. Bicycle Parking: Amount

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

ii. Bicycle Parking: Location

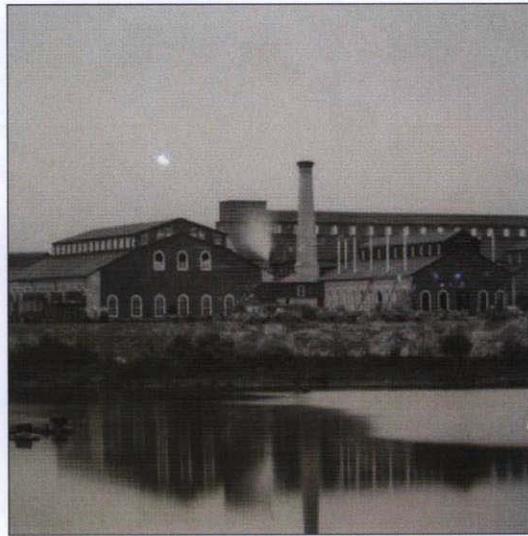
- 1) Avoid locating bicycle parking in hidden areas, dark locations, or garage recesses.
- 2) Include bicycle parking in all parking garages. Bicycle parking should be located in areas visible to the parking attendants and/or providing easy access to bicycle uses.
- 3) Separate bicycle parking from vehicle access areas to reduce the ability of vehicles to be used in theft. Provide bicycle lockers in areas where theft may become a problem.
- 4) Projects should be consistent with and supportive of the policies of the SACOG Regional Bicycle, Pedestrian, and Trails Master Plan (May 2007 Amendment).



Bicycle parking area in public open space of parcel.

Source: WRT/Solomon ETC.

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



A. INTRODUCTION

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

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

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

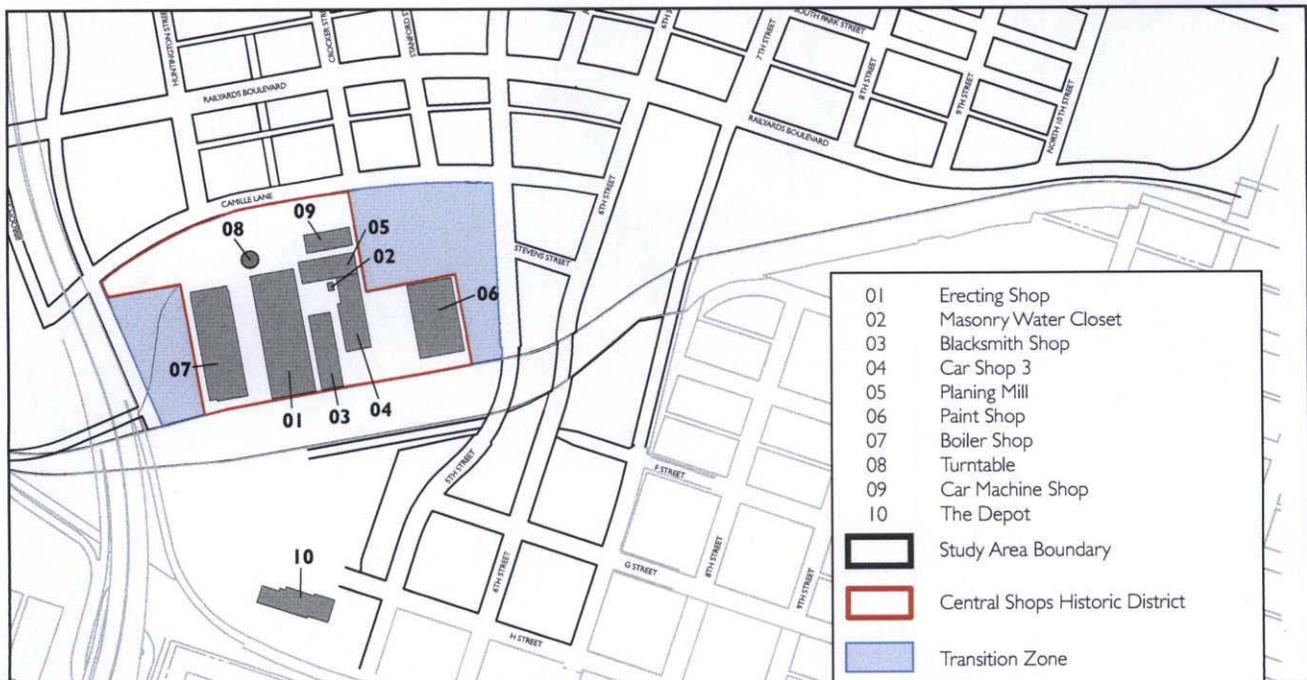
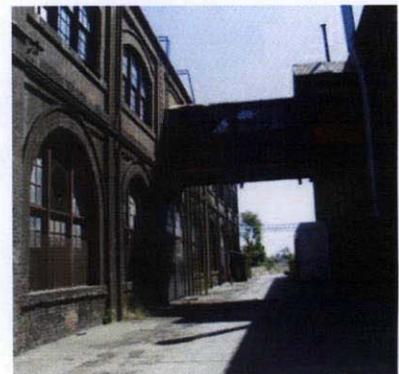


Figure 5-1

1. Central Shops Historic District

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

Background and Intent

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

Standards for Rehabilitation

- 1) A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
- 2) The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
- 3) Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
- 4) Changes to a property that have acquired historic significance in their own right will be retained and preserved.

- 5) Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
- 6) Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
- 7) Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
- 8) Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
- 9) New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
- 10) New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Guideline

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

2. Transition Zone

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

Background and Intent

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

Guidelines

- 1) New buildings shall respect the fabric of historic buildings by being placed a minimum of 20 feet from any historic building.
- 2) The height of historic buildings shall be respected by setting neighboring buildings height at the same level, by establishing an upper floor setback, or with other design treatments.
- 3) The massing of neighboring buildings shall be compatible with the scale and delineation of the massing of the historic buildings, and elevations should respect the datum lines of architectural elements of adjacent historic buildings. New structures on parcels adjacent to the historic Central Shops shall refer to the historic buildings for guidance on massing and composition.
- 4) New buildings, streetscape and plaza designs should incorporate contemporary versions of elements used on historic resources, such as window detailing, materials, building ornament, paving, furniture, signs and lighting. New features should be distinguishable from historic structures and features and should not create a false sense of historical or architectural authenticity.

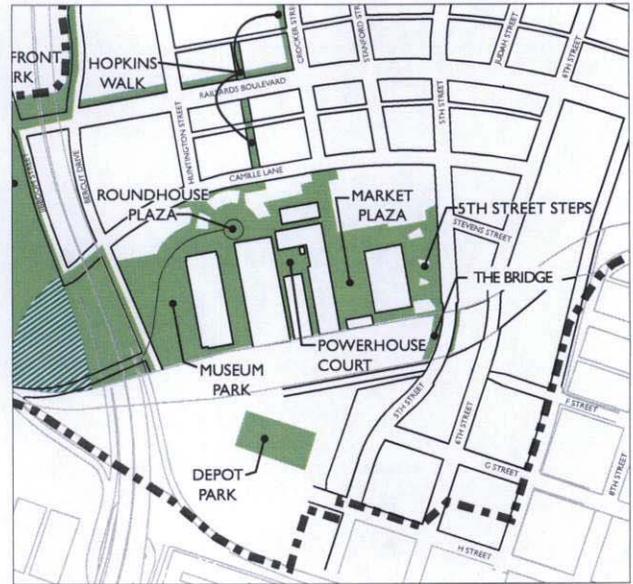


New development that is designed in a manner that is respectful of an adjacent historic structure.



New development retains the floor heights of older adjacent buildings.

- 5) Open spaces in the Transition Area shall be designed following the specific design guidance found on pages 3-45 through 3-57 of these Design Guidelines. A map of the areas delineated on these pages is to the right.
- 6) New buildings in the Transition Zone shall be designed to be slender or modulated to allow intermittent views into the Central Shops Area from the Interstate 5 freeway, Camille Lane and Fifth Street.
- 7) Windows and balconies on new buildings in the Transition Zone shall allow views to the Central Shops Area.



3. Sacramento Depot Building

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

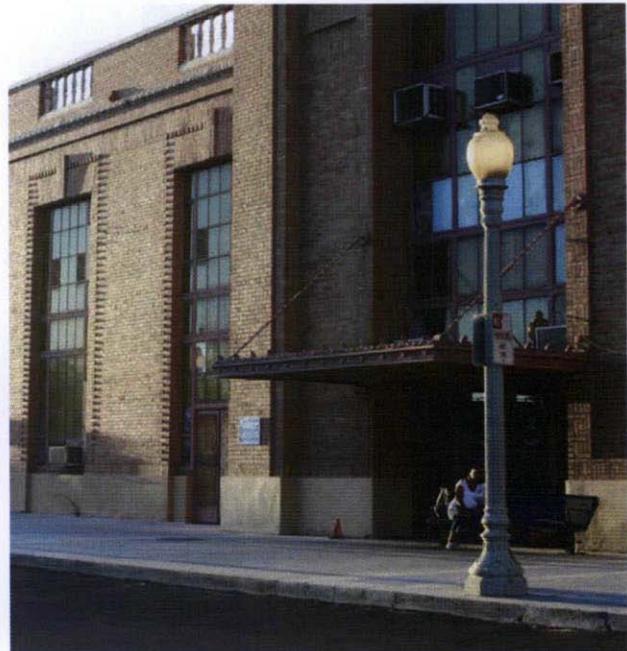
Background and Intent

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

Guidelines

- 1) All work involving changes, repairs, rehabilitation or adaptive reuse of the Sacramento Depot building and contributing structures identified in the building nomination, shall use the Standards for Rehabilitation in the Secretary of the Interior's Standards for the Treatment of Historic Properties.
- 2) The existing historic Depot building, its character-defining features, original planting elements and surrounding public spaces shall be used for cues in designing public open spaces and plazas surrounding the building.
- 3) New neighboring buildings shall respect the character of the Depot building by setting back a minimum of 20 feet.

- 4) The height of historic buildings shall be considered and respected by setting neighboring building heights at the same level, or by establishing an upper floor setback, or with other design treatments.
- 5) New structures on parcels adjacent to the historic Depot shall refer to the building for guidance on massing and composition.
- 6) The scale, materials and details for new structures in the Depot District adjacent to the historic Depot and REA building shall respect the character-defining features of those structures.

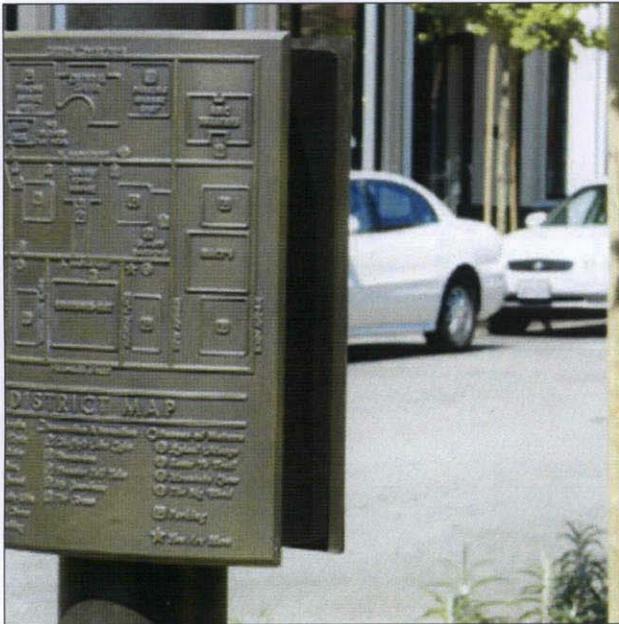


Signage guidelines are intended to provide guidance for the development of all signage within the Railyards Area. They include public realm signage guidelines pertaining to street signs and parks signage, district-specific signage guidelines that set forth differences in signage among the five districts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



A. PUBLIC REALM SIGNAGE GUIDELINES

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



Maps at key decision making points.



Custom street sign.

1. Public Right-of-Way Signage

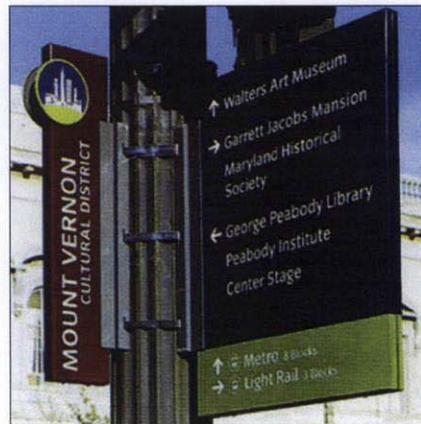
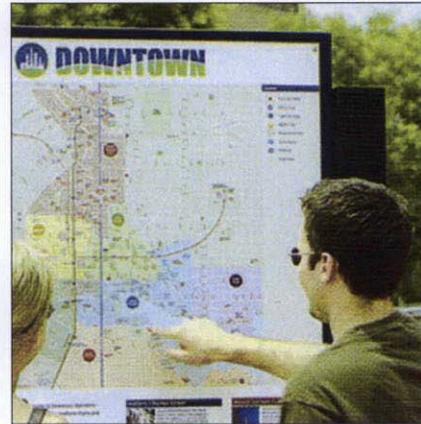
PRINCIPLE: Public right-of-way signage shall reinforce a unique identity for the Railyards and assist in wayfinding.

Background and Intent

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

Guidelines

- 1) Signage shall identify edges and entry points, either through freestanding monuments, integrated gateways or building-mounted identities. The design, materials, scale and color palette of these signs should be consistent.
- 2) Street signs shall be used consistently throughout the Railyards. Applications may include pole-mounted street signs which may integrate onto site light poles or other regulatory signage, street name plaques integrated into paving, and wall-mounted street name plaques.
- 3) Wayfinding signs reinforce circulation patterns within the Railyards district and between the Railyards and adjacent Sacramento neighborhoods, particularly Old Sacramento. Vehicular wayfinding signs direct traffic to public parking, on-site projects, public amenities and freeway access. Pedestrian wayfinding signs direct foot traffic to on-site districts and projects, public amenities, transit and back to parking. Pedestrian directionals reflect the scale of the adjacent district.
- 4) Maps will be located at key junctures within the Railyards and should situate locations within the site within the broader context of Sacramento. Maps may be small, pole-mounted elements or larger free-standing directories.



Wayfinding sign.



Banner signage.

2. Parking Directional Signage

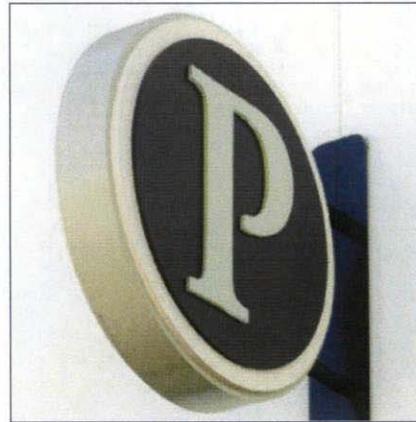
PRINCIPLE: Signage leading to parking lots and garages shall be designed to be integrated with the scale of the surroundings while clearly visible to drivers.

Background and Intent

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

Guidelines

- 1) Parking garage entry identities, as well as other building-mounted parking signage, shall be appropriately scaled to the predominant details of the building to which they are attached. With the exception of parking garages that are accessed from secondary roadways, entry sign locations should be limited to a primary walls or fascia locations along major vehicular corridors and above vehicular entrances. These signs should project from the surfaces of the building.
- 2) Directional parking signs and their supports shall be used consistently throughout each district and, where appropriate, may be integrated into existing pole-mounted and auto-oriented directional signs.
- 3) Directional parking signs should be located to maintain sight lines along major circulation routes. Parking directional signs should include information that helps filter users by district and destination. Residential, hotel and office parking signage may differ within a district but shall remain consistent within any single development project.
- 4) Double-sided directional parking signs with messaging and directional arrows on both sides of sign are strongly encouraged.
- 5) Parking directional signage (with the exception of residential signage) shall be well-illuminated for visual clarity and safety.



Parking directional signs.



3. Interpretive and Educational Graphics

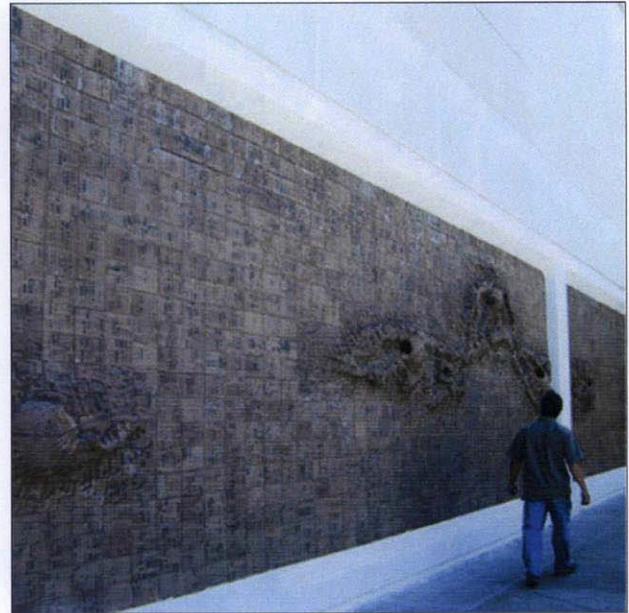
PRINCIPLE: Well designed and creative graphics interpreting cultural and natural history shall, where occurring, be integrated into the pedestrian network of the Railyards.

Background and Intent

Interpretive and educational signs will reflect the historical significance of the site and can help link open spaces and streetscapes together. Possible topics include educational exhibits on native and cultural resources, natural history, railroad industry, and the role of the river. The quality and diversity of these graphics will enhance the pedestrian realm.

Guidelines

- 1) Unique and engaging approaches to educational and interpretive graphics that work for multiple age levels are strongly encouraged.
- 2) Educational and interpretive graphics programs should be developed in concert with the open space, parks and pedestrian circulation design plans for the Railyards.
- 3) Interpretive/educational specialty graphics should be located along major pedestrian circulation corridors and in open spaces to enhance the experience of guests on foot.
- 4) The development of interpretive and educational specialty graphics should combine disciplines, such as architecture, landscape, lighting, graphics and individual artist/fabricators.
- 5) Examples of potential applications include: cut metal grilles, metal, stone, acrylic or ceramic sculpture, freestanding monuments, flags and banners, cast metal paving medallions, wall plaques, painted murals and lighting features.



4. Parks and Open Space Signage Guidelines

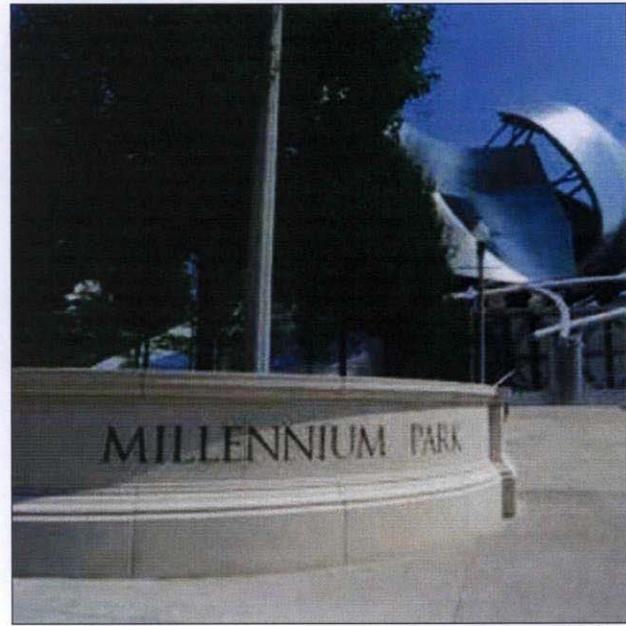
PRINCIPLE: Signage and identity graphics shall be designed to best communicate the character of the space to any passerby.

Background and Intent

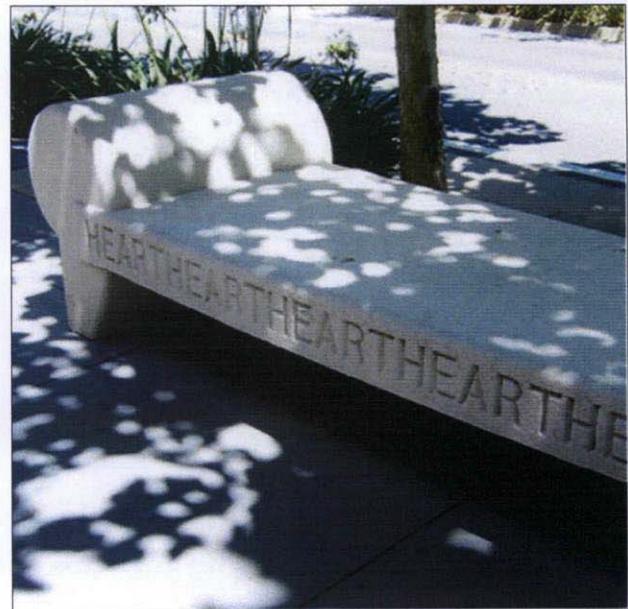
Open space forms a key framework system to link the Railyards' districts internally as well as to the Sacramento and American Rivers and the Central City. Within the different plazas, parks and connecting paths a variety of experiences will be available, from contemplative to actively recreational. Parks and open space signage will play an important role to help visitors orient themselves, both as part of the larger open space framework and within an individual park or open space. Park and open space signage can also play a part in communicating the character of the space to passersby.

Guidelines

- 1) Park identity markers should identify individual parks and open spaces in ways that are closely integrated with the landscaping, such as monument signs of complimentary materials, paving integrating signs, cut metal grilles and unique sculptural approaches to signage. These markers may vary significantly throughout the Railyards, but will express a consistent quality that is reflective of the site and its history.
- 2) Special events signage and promotions should be considered and given permanent locations in appropriate areas, such as banner programs, poster programs and community events flyers.
- 3) Interpretive and educational signage is especially significant within parks and open spaces and is strongly encouraged. Within each individual park or open space, a unified approach is recommended.
- 4) Specialty graphics, such as paving treatments, mosaic tiles, painted graphics and cut metal grilles are strongly encouraged.

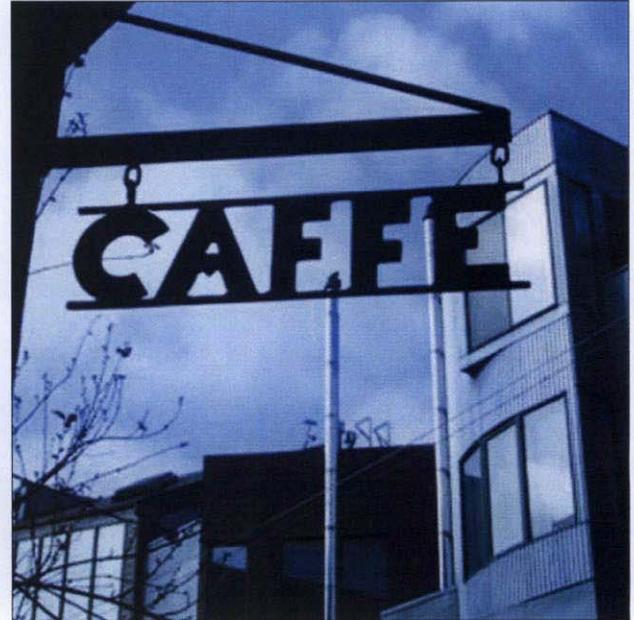
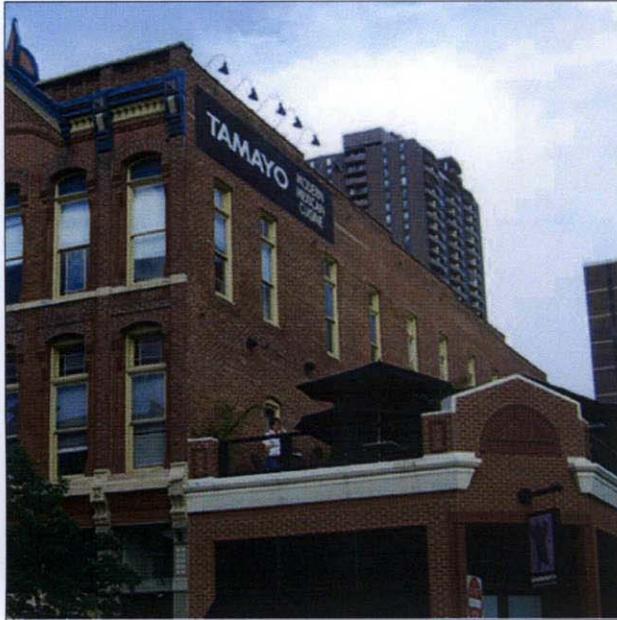


Park identity marker.



B. DISTRICT SIGNAGE GUIDELINES

The intention of the district signage guidelines is to help differentiate between districts within the Railyards, particularly through differences in materials, scale and illumination. The five districts are the Depot District, the Central Shops District, the West End District, the East End District and the Riverfront District.



1. Depot District Signage Guidelines

PRINCIPLE: Signage in the Depot District shall be designed to reflect its importance as a major regional transit-oriented center.

Guidelines

- 1) District identity markers should identify the edge of the district and are oriented towards users entering the project from the Central City and Alkali Flat.
- 2) Sacramento Intermodal Transportation Facility (SITF) directional signage should support connections to the city and the region through a broadly realized and consistent design approach to graphics including the following:
 - Wayfinding information and structures that enhance the experience of arrival and include information relevant to visitors, including maps, information kiosks, taxi stations and connections to regional transit and parking facilities.
 - Use of universal ideograms for use by multiple linguistic communities.
 - Illumination used to aid wayfinding for use throughout the day and night and to clarify information hierarchies.
- 3) A strong unifying palette of color, type and form should define and distinguish the Depot District as transportation hub.



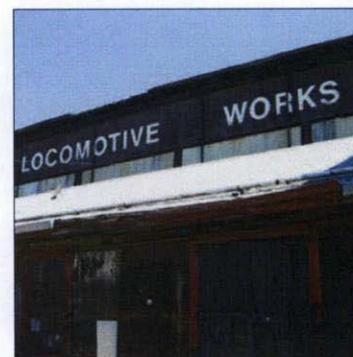
Lettering styles follow historic character.

2. Central Shops District Signage Guidelines

PRINCIPLE: Signage in the Central Shops District shall be designed to reflect the historical character of this area while creating a lively, vibrant entertainment district.

Guidelines

- 1) Tenant signage shall be either within door openings, painted on glass, or consolidated onto free standing structures/poles near main entries into buildings as part of a comprehensive signage program for each structure, as well as for the entire district.
- 2) Materials, illumination and size shall complement the character of the historic resources, yet be of their own time.
- 3) Where required, existing painted wall signs from historical uses shall be preserved.
- 4) The scale and lighting of signage, including large scale, roof mounted, vibrant, active and lighted signs visible from Interstate 5 and other Districts, should help create a vibrant environment with energetic public gathering and entertainment spaces.
- 5) An eclectic approach to illumination, as part of comprehensive building and district-wide lighting programs, is encouraged. Illumination should reflect the character of each sign's locations, its sightlines and individual tenants.
- 6) District identity markers shall be pedestrian-scaled and related by design, materials and location with the character-defining features of the historic district.
- 7) Wayfinding and alleyway signage that enlivens the pedestrian realm with clarity and consistency is vital.
- 8) Multi-tenant buildings should allow tenants to have an identity on an exterior wall or inside open plazas within the district. If the building is an historic structure, a separate monument sign outside the building entrance, as opposed to a sign on an exterior wall, may be required to meet the signage needs of the building.
- 9) A banner program may be incorporated into the site light posts, other structures or new buildings' fascia.



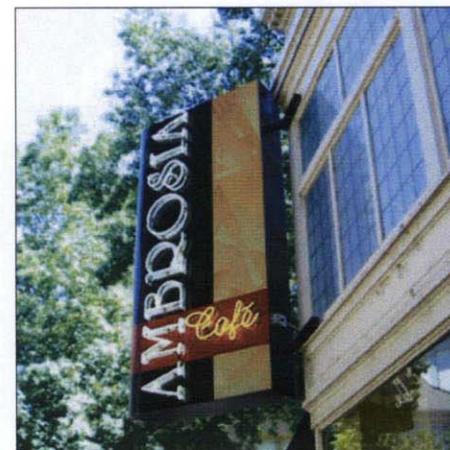
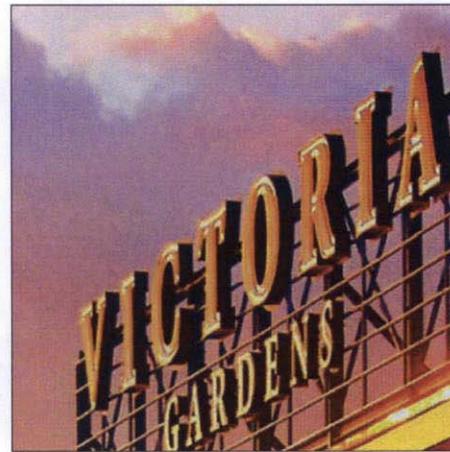
Existing wall signage.

3. West End District Signage Guidelines

PRINCIPLE: Signage in the West End District shall be designed to reflect the vibrant character of this area, including the use of large-scale, creative and energetic signage visible from I-5 to help attract visitors to the Railyards.

Guidelines

- 1) Use materials, illumination and size of signage to bridge the character of the architecture across the West End and Depot Districts.
- 2) Illumination should reflect the character of each sign's locations, its sightlines and individual tenants. Large-scale signs with dynamic illumination and Interstate 5 visibility are appropriate in the West End District.
- 3) District identity markers should be scaled for use by both pedestrian and vehicular use and integrated into the sidewalk and/or building-mounted. A neon rooftop parapet may be appropriate for the scale and use patterns of the district.
- 4) A banner program may be incorporated into light posts or other structures on the site.
- 5) On-site directories may be part of freestanding internally illuminated kiosks or pylons, mounted to walls, or integrated into site furniture.
- 6) On-site identification of amenities, such as restrooms, security and elevators shall use a sign family consistent within the district and reflect the character of other West End District signage.



Tenant signage.

4. East End District Signage Guidelines

PRINCIPLE: The signage in the East End District shall be designed to reflect the neighborhood character and residential focus of this area.

Guidelines

- 1) District identity markers should identify the edge of the District and contrast with the adjacent West End District.
- 2) Individual project identity will reinforce the quieter character of the East End district and may include street level monuments, building-mounted signs, entry signs and gateway signs.
- 3) On-site directional signage should facilitate use by residents and office towers and have a character that reinforces the site architecture. Applications include parking entries, vehicular and pedestrian directionals. External illumination should be used, and materials with integral colors are strongly encouraged.
- 4) Signs associated with multi-tenant buildings should be complimentary of each other. A consistent location for tenant identification is recommended.
- 5) External illumination of all tenant and building signage is required.



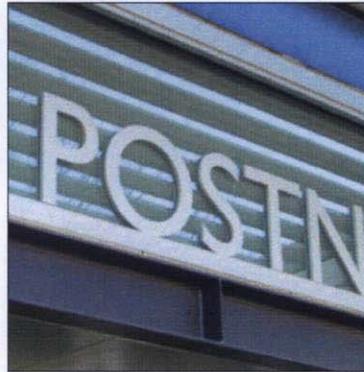
Tenant signage.

5. Riverfront District Signage Guidelines

PRINCIPLE: The signage in the Riverfront District shall be designed to reflect the waterfront character of this area.

Guidelines

- 1) District identity markers should identify the edge of the district and invite pedestrian traffic to cross under the Interstate from the Railyards. They should also express the water-centered nature of the District.
- 2) Unique and sculptural approaches to signage are strongly encouraged.
- 3) External illumination of all tenant signage is required.
- 4) Blade signs should read as the primary sign and emphasize pedestrian spaces at street or plaza level.
- 5) Specialty lighting is encouraged to reflect the connection between the Riverfront district and the whole of Sacramento's riverfront.



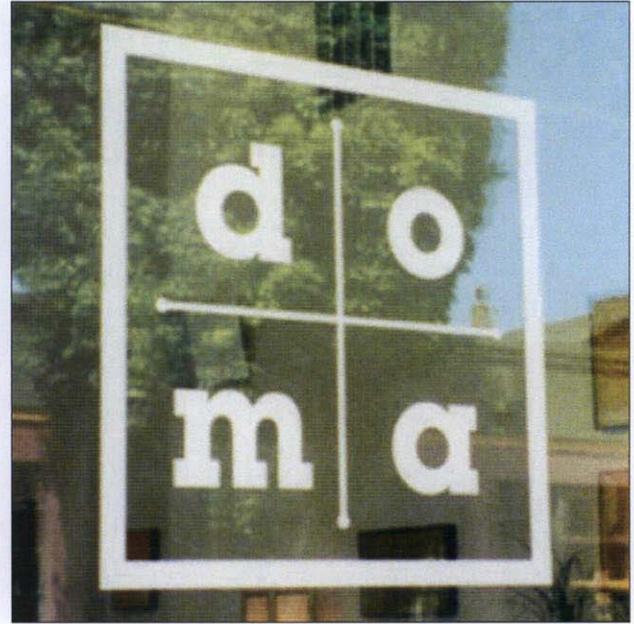
Tenant Signage.



Lighting integrated with landscape design.

C. PRIVATE REALM SIGNAGE GUIDELINES

This section governs signage for private development projects in the Railyards area. Project designers should also review the City's Sign Code and relevant District guidelines in this chapter for the district in which the project is located.

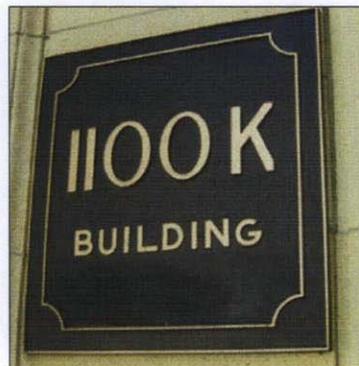


1. Private Realm Signage Design

PRINCIPLE: All signage provided as part of private development in the Railyards shall be designed to carefully integrate with the architecture, streetscape and District where it is located, and to enhance the perception of quality of the Railyards as a whole.

Guidelines

- 1) All signage shall comply with the City Sign Code, the following guidelines and standards, Caltrans regulations for signs adjacent to the freeway, and any other applicable restrictions, typically related to sign size, placement, materials and construction methods.
- 2) Ensure clear legibility for universal accessibility that meets or exceeds ADA standards for signage, including type size, type style, contrast, messaging and locations. Avoid hard to read and intricate type faces.
- 3) Wall- or pole-mounted signs and their support brackets shall maintain vertical clearance above the finished floor to prevent any physical contact with pedestrians.
- 4) Size guidelines reflect the scale of the district and respond to the distinct needs of vehicular and pedestrian circulation. Type height and total square foot guidelines will vary by district.
- 5) Sign message should be simple and clear.
- 6) Signs shall be composed of durable materials and shall be built so as to be able to withstand local weather conditions and vandalism.
- 7) All signs shall be composed of high-quality materials that reinforce the character of the district's architecture, landscape and historic resources. All fascia signage shall be integrated into the architecture, such as mounted to architectural canopies or painted or mounted directly onto building surfaces without a backplate. Signage on historic buildings shall be installed in a manner that minimizes impact on historic materials and if removed in the future, the essential form and integrity of the building is unimpaired.
- 8) Fonts with unique lettering styles that reflect the historic character of the Railyards are encouraged.



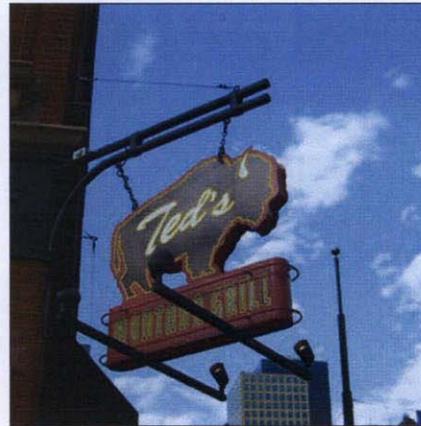
- 9) Signs shall respect architectural features such as vertical piers and trim work. Signage should be placed in accordance with façade rhythm, scale and proportion. Signs on historic buildings shall not obscure the character-defining features of those buildings.
- 10) Signage should generally have a maximum of two to three colors for prominent sign parts and icons, with no more than two accent colors for letters and perimeter line work.
- 11) Illumination should be consistent with the district and the type of use/tenant, such as office, retail, restaurants, entertainment or residential. Signage and lighting should be integrated. External lighting should be unobtrusive, attractive and in character with the architecture of the building.
- 12) Location and size will preserve sight lines and enhance visual corridors to foster wayfinding and circulation. Blade signs along pedestrian corridors will foster circulation through and between districts.
- 13) Signage visible from the freeway will be the primary identities for large anchor tenants adjacent to the freeway, the museum, the Central Shops District, the West End District and the Sacramento Intermodal Transportation Facility (SITF).
- 14) Signage will reinforce desired circulation patterns and encourage connectivity with the City of Sacramento by providing directional signage, maps, lighting elements and other specialty graphics. Special corridors to be enhanced through signage include:
 - The routes between the Railyards, Downtown and Old Sacramento to make the Railyards a seamless extension of the downtown.
 - The identity of the waterfront parks as an element of the wider regional Riverfront Master Plan of bike and walking trails.



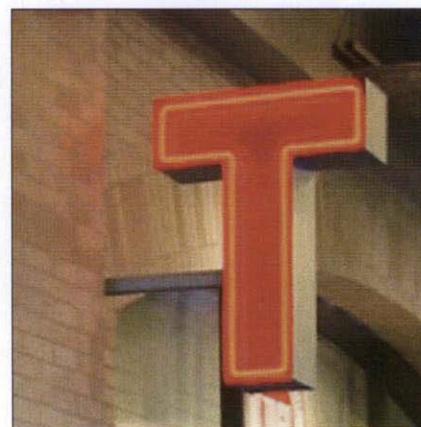
15) Temporary residential or commercial signs, such as signs pertaining to new development projects, may be permitted. Such signs will be externally illuminated and must be approved before installation.

16) The types of signage listed below shall be prohibited.

- Illuminated acrylic sign boxes.
- Illuminated canopies or awnings with inferior quality materials.
- Signs with exposed conduit, junction boxes, transformers, visible lamps, tubing, or neon crossovers of any type.
- Pole signs and other signs with exposed structural supports not intended as a design element except for code-required signs or signs in the Central Shops District.
- Signs attached, painted on, or otherwise affixed to trees or other vegetation.
- Balloons and inflatable signs.
- Signs which emit sound, odor or visible matter.
- Fluorescent or reflective sign colors.
- Simulated materials, i.e. wood grained plastic laminate, wall covering, paper, cardboard or foam, or Sentra.
- Signs with acrylic face internally illuminated channel letters with visible trim caps.



Tenant signage.



Unobtrusive and attractive lighting.

Acknowledgements

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Tom Friery, City Treasurer
Russ Fehr, Finance Director, City Treasurer
David Harzoff, Economic Development Manager

Jerry Way, Director of Transportation
Fran Halbakken, Operations Manager
Ed Cox, Alternative Modes Coordinator
Hinda Chandler, Associate Architect
Ted Davini, Senior Engineer
Howard Chan, Parking Services Manager

Dana Matthes, Police Captain
Eric Poerio, Police Lieutenant

Kelly Heavin, Fire Captain
Angie Shook, Program Analyst

Mark Griffin, Public Improvements Fiscal Manager

William Thomas, Development Services Director
David Kwong, Planning Manager
Gregory Bitter, Principal Planner
Lezley Buford, Environmental Services Manager
William Crouch, Urban Design Manager
Nedzlene Ferrario, Senior Planner
Roberta Deering, Senior Planner Historic Preservation
Gregory Taylor, Senior Urban Designer
Jesse Gothan, Associate Engineer
Kathleen Forrest, Associate Planner
Scott Johnson, Associate Planner

Jim Combs, Director of Parks and Recreation
JP Tindell, Park Planning Manager
Teresa Haenggi, Parks and Recreation Planner

Gary Reents, Director of Utilities
David Schamber, Supervising Engineer
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Bruce Judd, Founding Principal
Susan MacDonald, Project Manager

EDAW, Inc.
Steve Hanson, Principal Landscape Architect
Aki Omi, Landscape Architect
Jennifer Knott, Landscape Designer

The HLA Group
Jeffrey Craft, Principal Landscape
Architect

Cushing, Morris, Armbruster &
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