

# Chapter 4: Private Realm Guidelines



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## A. Introduction

### The Private Realm

With its unique identity as an innovative and creative locale, Sacramento's Central Core Design Guidelines are intended to promote active building frontages, interesting façades, and architectural design excellence, and to create a more attractive and inviting public realm.

The Guidelines provide policy guidance to the Planning and Design Commission, Preservation Commission, and the City Council. Used in concert with the City of Sacramento Planning and Development Code 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.

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

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

### Review of Alternative Designs

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

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

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

### Central Core Urban Design Policies

The Design Guidelines are designed to fulfill a set of objectives outlined below that guide new development in the Central Core area to embody a high architectural and urban design standard. The guidelines that form the criteria for Private Realm architectural review are based on the following policies:

1. **Context:** Allow for creative architectural solutions that acknowledge contextual design through emulation, interpretation, or contrast in character.
2. **Character:** Complement the architectural character of existing historic building enclaves and promote harmony in the visual relationships and transitions between new and older buildings.
3. **Character:** Complement the architectural character of existing historic building enclaves and promote harmony in the visual relationships and transitions between new and older buildings.
4. **Pedestrian:** Animate building edges on the ground floor to create an inviting public realm, with frequent windows, entries, outdoor dining along the street (where appropriate), and architectural details to provide visual interest and enhance the pedestrian experience.
5. **Materials:** Promote efforts to utilize high quality building materials, detailing & landscaping.
6. **Integrated Services:** Promote functional & aesthetic integration of building services, vehicular access and parking facilities.
7. **Sustainable Design:** Promote sustainability in building design, construction and operation.

## B. Site Planning

The Site Planning Guidelines are intended to guide the layout and site design of a parcel. These guidelines account for the physical, regulatory and programmatic forces that help to determine the optimum building footprint and envelope on a site given that parcel's constraints and opportunities.

The site planning needs to balance forces from outside the site, e.g. traffic volumes on adjacent roads and existing trees in the public right-of-way, with internal site constraints, e.g. required setbacks, existing trees, and parking demand.

These guidelines introduce some key site planning concepts. Categories of guidelines, which are keyed in at the diagram at right, include:

1. **Setbacks & Build-to-Lines**
2. **Tree Setbacks**
3. **Lot Coverage**
4. **Open Space**
5. **Landscaping**
6. **Project Size & Building Type**
7. **Site Access, Service Areas and Utilities**

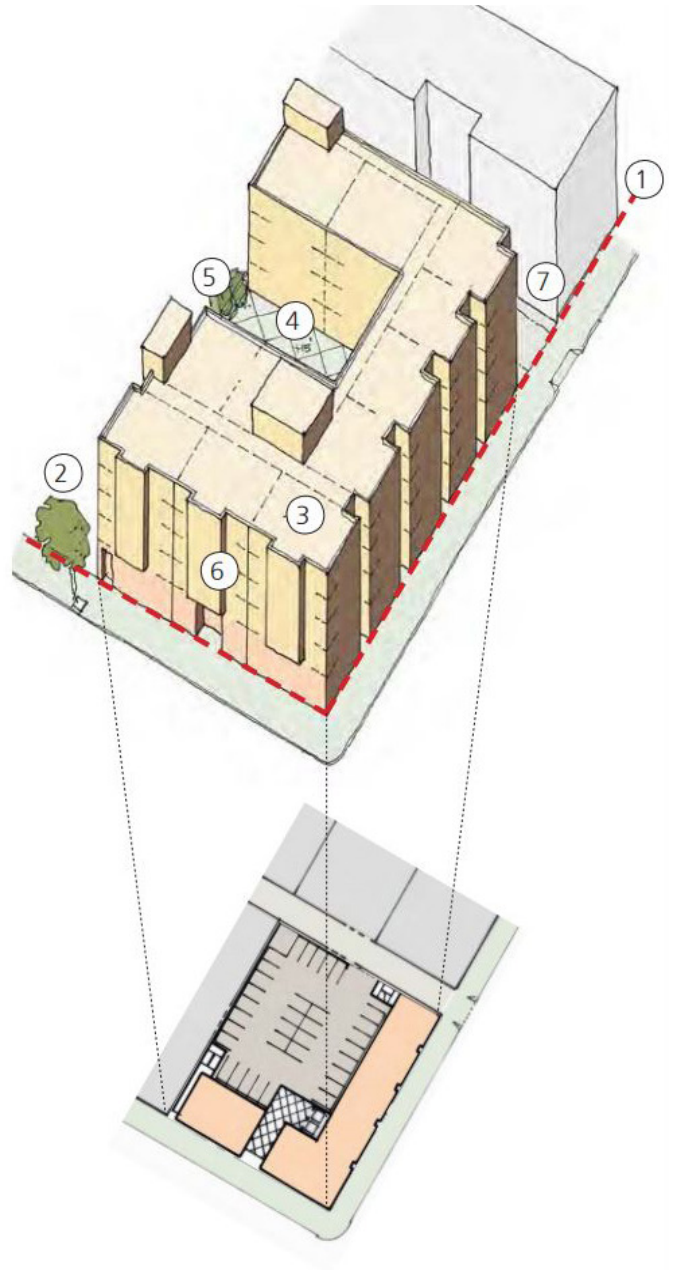


Figure 4-1

B. Site Planning

**B.1. Setbacks and Build-to-Lines**

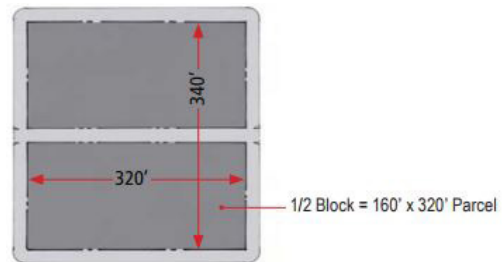
**PRINCIPLE:** New buildings shall have a setback appropriate to the district, typically similar to its immediately adjacent existing buildings.

**Rationale**

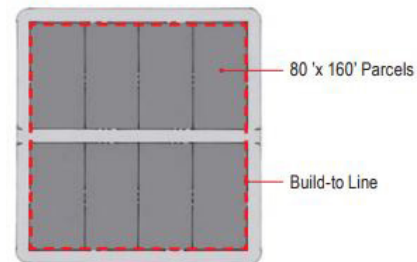
In order to create a coherent public realm throughout the city, the edge of the private realm should be established with consistently aligned building frontages. The amount of setback should be appropriate for the district. Depending on the intended character of the street, the space between the property line and the frontage line (typically referred to as the front setback) can be treated as an extension of the sidewalk, a discrete hardscaped area (e.g., with café space), or a landscaped area providing privacy for ground floor occupants. In the three-part anatomy of the sidewalk from Chapter 3, the setback area will likely constitute the “Frontage Zone” but in some cases may also contribute to the Pedestrian Zone. For example, buildings would have little or no setback in the Central Core, where the highest level of public activity occurs. In more residential areas, a wider setback is appropriate, where a landscaped zone between the building and the back edge of the sidewalk provides a privacy buffer. Build-to-Lines are established to ensure that the setback is a specific required distance rather than a minimum. The main massing of the building should be established along the Build-to-Line. In the Central Core, this will hold the consistent line of the street wall. In order to retain design flexibility, the amount of a building’s façade that must align with the Build-to Line must meet a given

percentage. The Build-to Line can be required for 100% of the building frontage in certain Central Core locations, or a minimum percentage in other locations where a public plaza, for example, might be a desirable feature.

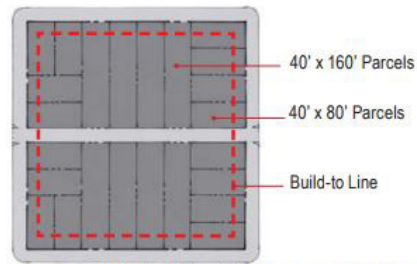
Required setbacks can permit the tree canopy of the existing mature street trees (which have been deemed healthy by a certified arborist) to remain unobstructed (See Chapter 4, Part B2).



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



Typical Build-to Line in the Central Core: Building to align with edge or parcel Division of typical block into 80'X160' parcels, oriented to the lettered (east/west) streets.



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

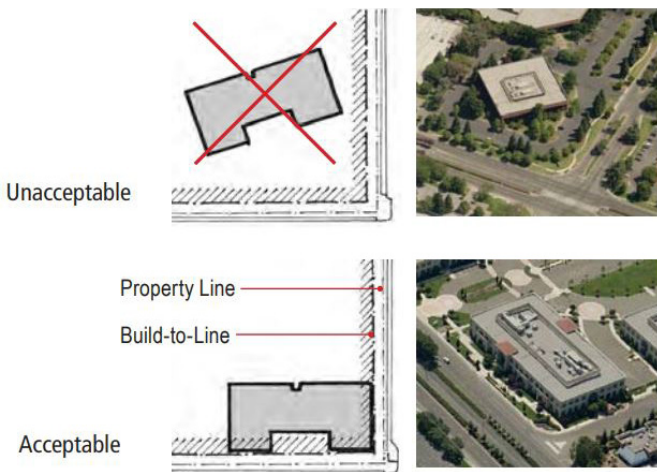


Figure 4-2. Diagrams illustrating the proper and improper placement of a building in relation to the Build-to Line.

Figure 4-3. Diagrams illustrating the prototypical placement of Build-to Lines, both in the CBD (center diagram) and in more residential areas (bottom) of the Central Core.

B. Site Planning

**B.1. Setbacks and Build-to-Lines (continued)**

**Guidelines**

1. The percentage of a building’s front façade that should be placed on the Build-to-line is dependent on its context, i.e., its adjacent buildings, and its location in the city. It should also be appropriate for its building type. The edge of the private realm is thus established with consistently aligned building frontages. For example, buildings would have little or no setback in the CBD, 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.
2. Buildings with ground floor residential uses should have landscaped buffers within the setback area. Where sidewalk dimensions permit, this landscaped zone may merge with any Frontage Zone of the sidewalk for a continuous frontage zone in front of the building. Front porches or terraces may encroach within this landscape zone.
3. Building with ground floor retail, restaurant or café uses should have hardscape surfaces within any setback area, resulting from the distance between the Frontage Line and the property line. This hardscape can be

- indistinguishable and seamless with the Frontage zone of the adjoining sidewalk.
4. Building with ground office, lobby, and/or community gathering space may have hardscape surfaces or landscape within any setback area and may be treated with the Frontage Zone of the adjoining sidewalk.

The Zoning Code provides precise setback requirements

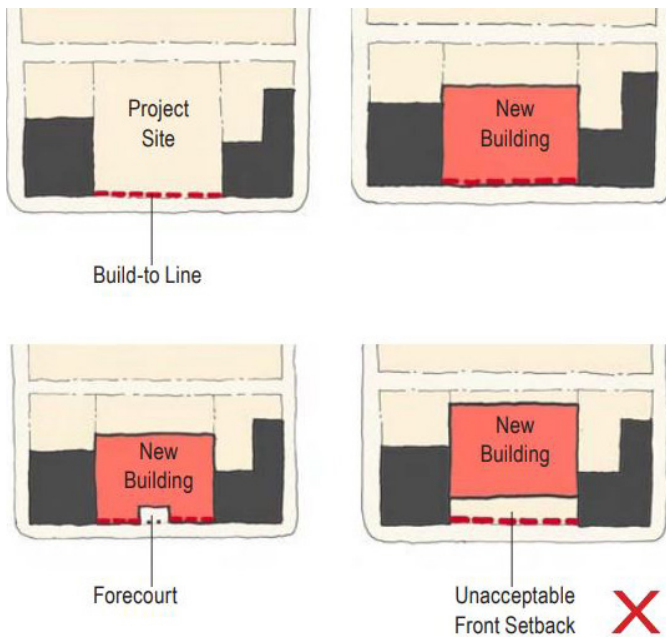
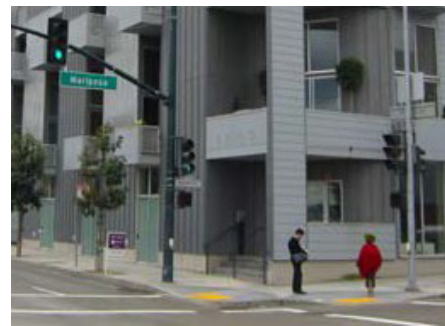


Figure 4-4. Diagrams illustrating the placement of a building in relation to the Build-to Line.



0' Setback. Stacked loft apartment building.



3' Setback. Multifamily residential development.



12' Setback. Duplex residential development.

Figure 4-5.



B. Site Planning

**B.2. Building Setbacks From Trees**

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

**Rationale**

Sacramento is the City of trees, a capitol renowned for its streets shaded by mature street canopies. The city’s urban forest is an invaluable amenity for the public realm, but can often cause a conflict in the area of private realm development. Urban forest guidelines issued by the City of Sacramento’s Urban Forest Services Division, contain guidance for balancing development with a healthy urban forest.

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. Effort must be made to minimize the impact to existing trees, including their canopies and root systems, and to keep the surface area above the tree’s root systems permeable.

1. Public Realm Street Trees. New buildings should not be placed under the canopy of existing or planned 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 existing urban forest guidelines 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.

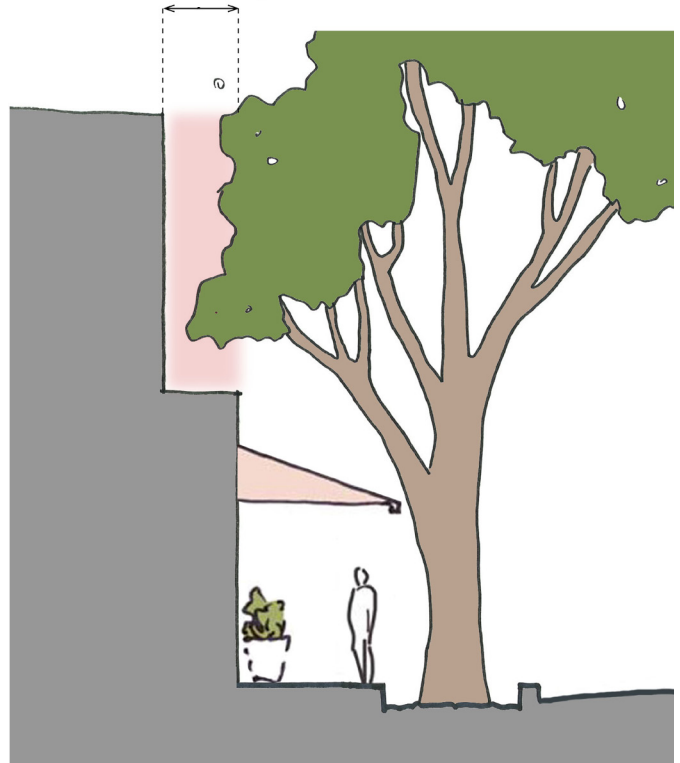


Figure 4-6. Use of a building step-back to allow space for canopy of large existing trees.

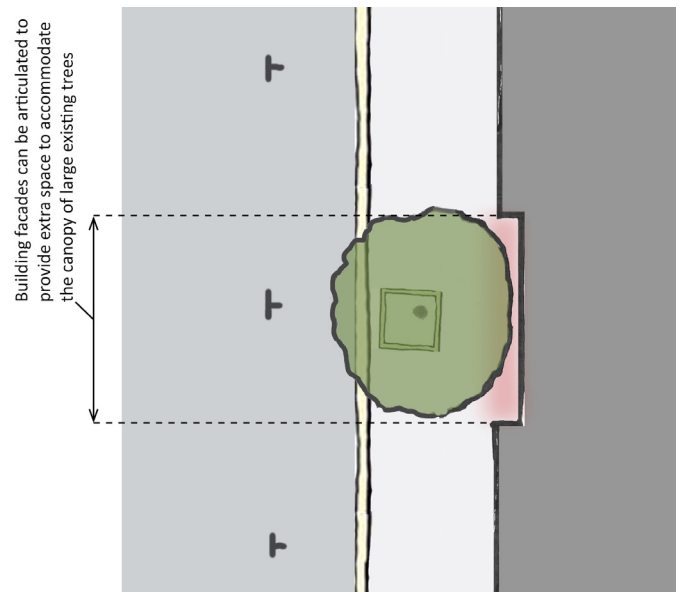


Figure 4-7. Building facades can be articulated to provide extra space to accommodate the canopy of large existing trees.

B. Site Planning

**B.2. Building Setbacks From Trees (continued)**

4. Private Realm Trees

While trees are undoubtedly a public and private amenity, they can have challenging maintenance requirements for some home-owners, due to their potential for causing storm-related damage.

- 4.1. New buildings should be appropriately placed in relation to existing private realm street trees.
- 4.2. New development should endeavor to save and/or relocate within the parcel all existing trees that are deemed by a certified arborist to be of good health.

- 4.3. Redevelopment and new development should endeavor not to hazardously infringe upon the canopy of a tree on an adjacent parcel.
- 4.4. New development should include new trees in the private realm wherever possible, thereby increasing the health and density of the city's urban forest. See Figures 4-9 to 4-12.

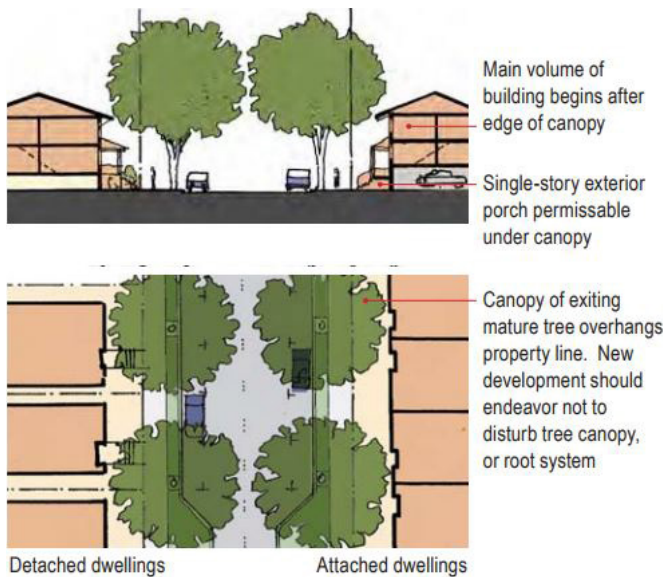


Figure 4-8. Prototypical street section and plan showing the relationship of street trees to property lines, parking and building volume.



Figure 4-9. Figures 4-9 to 4-12. Even where front, side and rear setbacks are narrow, new development should seek to include trees in the private realm to complement the city's urban forest of street trees, as shown in these examples from Sacramento's streets and alleys.



Figure 4-10.



Figure 4-11.



Figure 4-12.



B. Site Planning

**B.3. 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.

**Rationale**

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, Cesar Chavez Park and St. Rose of Lima Park, the City of Sacramento’s Central Core area has an open space deficit. In accordance with the city’s Parks Masterplan and Small Public Spaces guidance, new development should provide a range of open space types for its users and visitors, on-site.

**Guidelines**

Public, Common and Private Open Space should be provided as follows:

1. **Public open space**
  - 1.1. Must be open to the street or public right-of-way and accessible to all citizens.
  - 1.2. This element should be provided either as a dedicated courtyard or plaza.
  - 1.3. Public open space should include hard and soft landscaping, areas for sun and shade, benches and water features, where appropriate.
  - 1.4. It must be accessible and meet ADA requirements.
  - 1.5. See also Chapter 4, Part B.4. - Open Space - Small Public Places.
2. **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.
3. **Open Space Quantities.**  
 Open space amounts should comply with City of Sacramento Parks Department’s Quimby requirements.

**Open Space Types**

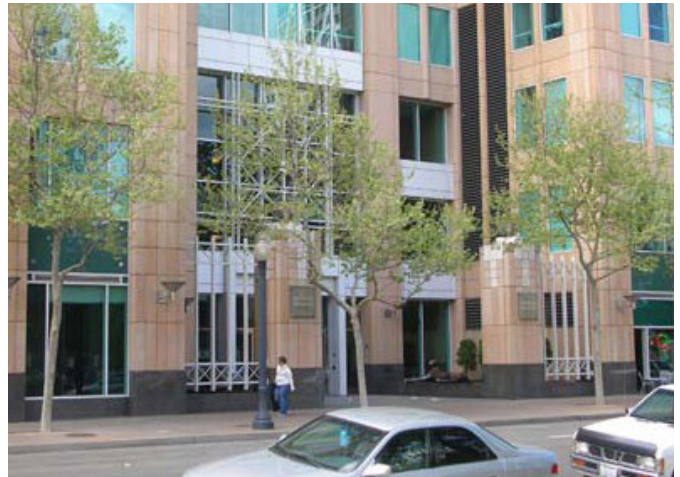


Figure 4-13. Public open space - forecourt in front of Park Plaza Tower, Sacramento.



Figure 4-14. Figure 4-15. Figures 4-14 and 4-15. Examples of common or shared open space - two secure residential courtyards in, Portland, OR (left) and San Jose, CA (right).

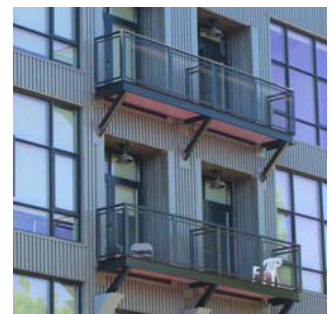
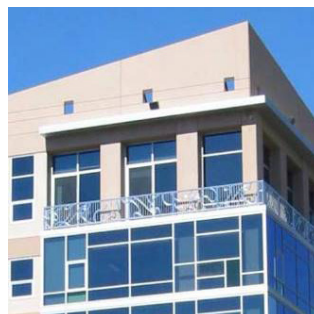


Figure 4-16. Figure 4-17. Figures 4-16 and 4-17. Private open space-balconies outside apartments, Sacramento.

## B. Site Planning

## B.4. Small Public Open Spaces

.....  
**PRINCIPLE: Encourage the provision of new Small Public Open Spaces**  
 .....

## Rationale

Small public spaces are a key component of the open space network in the Central Core. Small Public Places may be public, private, or any form of partnership. Given that larger land parcels are not available, as is the case in most of the Central Core, privately owned public open spaces will become an important strategy for strengthening the public realm in the future.

Small Public Places can provide needed open space for surrounding residences, offices, and commercial buildings, and serve as visible and positive places to gather and recreate for persons living, working or visiting nearby. The inclusion of publicly accessible small parks and plazas is intended to provide a complement to taller buildings and needed relief from the hardscape and intensity of the denser land use patterns within the Central Core. Small Public Places will help create a more liveable city.

## Guidelines

1. **Purpose.** Design all new Small Public Places parks around a “purpose.” Applicants or property owners should identify an appropriate purpose for each of their proposed parks before it is designed, preferably by meeting with the neighborhood and/or community to determine the most appropriate purpose of the future park. Categories of purposes could include education; socializing; exercise; and relaxation. They should not be limited to addressing the needs of office workers and patrons of downtown commercial buildings, but should permit other kinds of space that meet a demonstrable need, such as children’s playgrounds, workout space for tai chi and active sports facilities.
2. **Site design.** Layout should include seating areas and central design features. Flexible seating arrangements are encouraged. The design should have adequate access to sunlight, and combine hard and soft landscape.
3. **Size.** There is no minimum size for a Small Public Place, although established guidelines should be followed for a minimum size dependent upon the purpose of the park.
4. **Ecological Design.** Privately owned public open spaces should provide enhanced landscaping and ecological functionality, and contribute to local storm-water management strategies. Plazas, particularly because they are open expanses of paved material, should be designed to capture, filter and recycle rainwater from adjacent buildings and streets.
5. **Accessibility.** Small Public Places shall be designed to be accessible to the highest possible amount of users. They should be accessible from a public sidewalk and be inviting to the public.
6. **Signage.** Provide signage of adequate size and location to inform the public. The sign should include the name of the owner of the building; the name, address and phone number of the person designated to maintain the open space; and a statement that complaints regarding the open space may be addressed to named city agencies.
7. The Parks and Recreation Master Plan should be referenced for policies and further guidelines for Small Public Places.



Figure 4-18.



Figure 4-19.



Figure 4-20.

Figures 4-18 to 4-20. Small public spaces in Sacramento’s Central City: The plaza of the CalEPA building, St. Rose of Lima Park, the Freemont Community Garden.



## B. Site Planning

### B.5. Landscaping

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

#### Rationale

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.

#### Hardscape Paving

1. Decorative paving treatment, texture and color of surfaces under arcades, colonnades, or within courtyards and plazas should complement the architectural character and materials of the project.
2. Well designed utility grills or vents in conjunction with decorative surface materials are encouraged.
3. On-site paving material should have non-slippery surface when wet.
4. Paving treatment and material may extend into the public sidewalk ROW. Public realm paving alterations to sidewalks and streets are discussed in the Public Realm chapter of these guidelines. See Chapter 3.

#### Landscaping



Figure 4-21. Appropriately scaled planting defines mid-block pedestrian alley.



Figure 4-22. Planting helps screen utilities.

B. Site Planning

**B.6. Project Size and Building Type**

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

**Rationale**

While minimum lot sizes are a standard feature of many cities, including the residential districts of Sacramento, consideration should be given to establishing a maximum project size as well. Projects that approach the size of an entire block or more can often be repetitive and monotonous, inserting potentially homogeneous design, land uses and their related mono-cultures into a city neighborhood.

It is desirable to encourage a rich mix of both land uses and architectural variety in the city. Each urban block should include a mix of uses, building types, heights and styles. Design concepts for large scale projects more than one-half block in size should achieve a refreshing variety of style and avoid monotonous repetition of architectural form and details on multiple buildings. This situation has been achieved in some of the Little Italy blocks in San Diego and the proposed four city block development of Laguna Hill on the site of the former UC Berkeley extension in San Francisco

**Guidelines**

1. Projects that propose the elimination of any city street or alley should be discouraged. If the elimination of a street or alley is proposed, the publicly accessible right-of-way or easement should be kept in its place.
2. If a project is more than 2.5 acres, it should 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 2 buildings types, and roof heights which include at least a 15' variance across the project. See Figure 4-25.

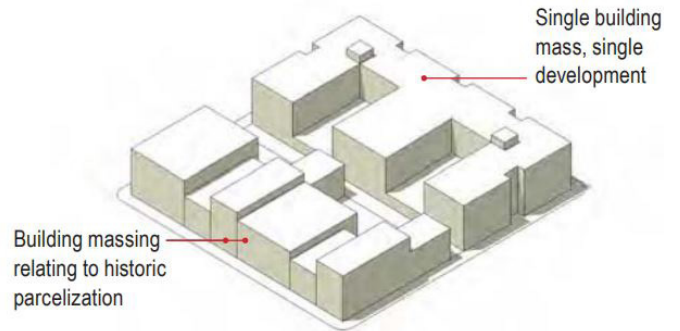


Figure 4-23: This diagram shows two scenarios. To the left, buildings relating to the historic block parcelization. To the right, a single building mass which occupies numerous lots developed in aggregate.



Figure 4-24: A mid-block link established: the plaza between the old and new City Halls.

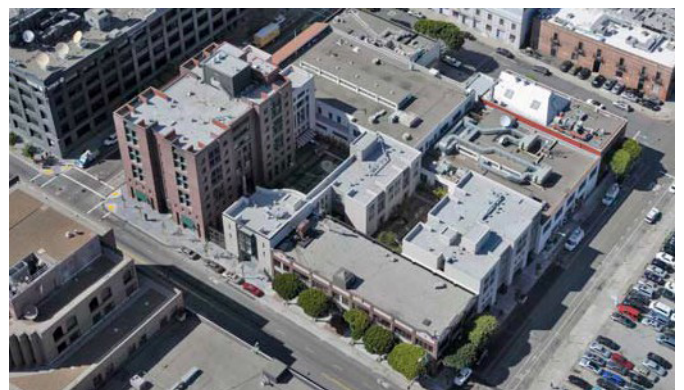


Figure 4-25: This apartment building development includes two building types in close proximity: mid-rise stacked flats (in red brick) and low-rise, wood frame residential building (cream colored).



B. Site Planning

**B.7. Site Access, Service Areas and Utilities**

**PRINCIPLE:** To minimize the functional and visual impact of site access areas, service areas and utilities connections, they shall be carefully designed, and located generally, off of alleys, or along the least-trafficked edges of the parcel.

**Rationale**

Vehicular access areas, service areas and utilities connections need to be optimally located so that they are both visible yet secondary to the building’s key features, typically the main entrance or public areas and do not impact negatively impact the pedestrian experience.

**Guidelines**

1. **Vehicle Access Location.** If a project site has an alley adjacency, all vehicular access should be from the alley (primary access). If there is no alley adjacency, access is preferred to come from the numbered streets (secondary access). Only if there is no other alternative available should vehicular access be given from a lettered street (tertiary access).
2. **Permitted Service Access.** New access to a site is not permitted off of any street along the route of the Downtown Streetcar unless approved by the City Traffic Engineer.
3. **Servicing.** If a project site has an alley adjacency, all vehicular access should be from the alley (primary access). If there is no alley adjacency, access is preferred to come from the numbered streets (secondary access). Only if there is no other alternative available should vehicular access be given from a lettered street (tertiary access). Under no circumstances will access to a site be available off of any street along the route of the Downtown Streetcar.

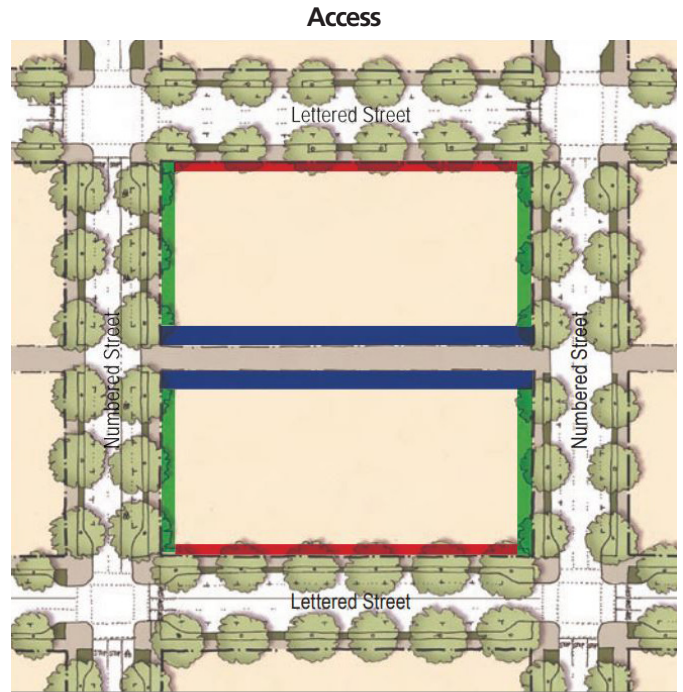


Figure 4-26.

- █ Primary Access
- █ Secondary Access
- █ Tertiary Access



Figure 4-27. Mechanical equipment attractively screened at the rear of the building and vented to Alley.

## B. Site Planning

**B.7. Site Access, Service Areas and Utilities (continued)****4. Trash & Removal of Trash**

- 4.1. The trash pickup route should be located along alleys, where possible. Where alleys are designated as pedestrian routes, additional requirements may apply.
- 4.2. Retractable bollards on shared-use alleys and pedestrian alleys shall limit trash pick-up times to off-peak hours.
- 4.3. Trash storage areas shall not be in the 20' public right-of-way of the alley, but rather be recessed into the private parcel. The trash area should be protected from rain, and secured behind a locked door or gate.
- 4.4. Where it is physically infeasible to provide waste storage facility within the developments' interior space, the outdoor trash storage facility should be designed as follows:
  - The walls of the trash enclosure shall be constructed to be compatible with the main building.
  - The structure shall have lockable, decorative, heavy gauge, solid metal gates and be designed with cane bolts to secure the gates when in open position.
  - The height of wall shall be minimum six feet and contain a decorative roof to screen bin from view.
  - The perimeter of the facility shall be landscaped with climbing vines and/or shrubs.

**5. Utility Connections**

- 5.1. Utilities connections to buildings should be designed to minimize their occurrence and mitigate their visual impact.
- 5.2. Where possible, connections should be made on the private parcel, in a manner that is integrated with the building design. (See Figure 4-27).
- 5.3. Back flow and fire standpipes, along with utility box transformers should be screened with plantings (see Figure 4-26), not be left floating and exposed in setback zones (see Figures 4-28 to 4-30).

**6. Mechanical Equipment**

- 6.1. Mechanical equipment should vent to an Alley wherever possible. (See Figure 4-27).



Figure 4-28. Utilities connections should be accessible but screened with plantings



Figure 4-29. Utilities connections should be carefully located and integrated into the rhythm of the design



Figure 4-30. Decorative enclosure built into building façade can screen transformers and other utilities in a decorative manner.



## B. Site Planning

## B.8. Crime Prevention Through Environmental Design

.....  
**PRINCIPLE:** Building and Site Design can play a significant role in reducing the opportunity for criminal activity and enhancing the feeling of safety by residents and visitors to the city.  
 .....

### Rationale

The basis of Crime Prevention Through Environmental Design (CPTED) is that proper design of the built environment can reduce the incidence and fear of crime. This in turn leads to improvements in the quality of life. In contrast to the approach of addressing crime concerns by implementing visually affronting security or target hardening measure such as hard barriers, security gates, security patrols, and the like, CPTED promotes high quality and visually pleasing solutions that enhance the legitimate use of space while minimizing opportunities for crime. CPTED is easy to apply and can be economical to implement if it is taken into consideration at the early planning and design stages of a project.

### Principles

The four principles of CPTED are:

- **Natural Surveillance;**
- **Natural Access Control**
- **Territorial Reinforcement; and**
- **Maintenance and Management**

There are overlaps and synergies among these four CPTED principles. While they have been identified separately for convenience and clarity of understanding, in practice, they represent different facets of a single technique for dealing with the security of the physical environment. In respect to the first two principles, the term 'natural' refers to deriving surveillance and access control results as a by-product of normal and routine use of the environment.

#### A. Natural Surveillance.

The fundamental premise is that criminals do not wish to be observed. Surveillance or the placing of legitimate 'eyes on the street' (or plaza or park) increases the perceived risk to offenders. This may also increase the actual risk to offenders if those observing are willing to act when potentially threatening situations develop. So the primary aim of surveillance is not to keep intruders out (although it may have that effect) but rather, to keep intruders under observation. Natural surveillance can be achieved by a number of techniques. The flow

of activities can be channeled to put more people (observers) near a potential crime area. Frequently spaced entry doors, encourage pedestrian activity, windows allow observation from within adjacent buildings, lighting and the removal of obstructions can be placed to improve sight lines from within buildings.

#### B. Natural Access Control.

Properly located entrances, exits, fencing, landscaping and lighting, can subtly direct both foot and vehicular traffic in ways that decreases criminal opportunities. For example, locating, small 'liner' retail along what would otherwise be blank walls enclosing theaters or large format retailers allows for more pedestrian activity moving into and out of the area, Non-physical or 'psychological' barriers can also be used to achieve the objective access control. These barriers may appear in the form of signs, paving textures, landscape, or anything that announces the integrity and uniqueness of an area. The idea behind a 'psychological' barrier is that if a target seems strange or difficult, it may also be unattractive to potential criminals.



Figure 4-31.

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**B. Site Planning****Crime Prevention Through Environmental Design (continued)**

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**C. Territorial Enforcement.**

People naturally protect a territory that they feel is their own, and have a certain respect for the territory of others. Clear boundaries between public and private areas achieved by using physical elements such as pavement treatment, art, signage, landscaping, and on occasion, fences or low walls, are ways to express ownership. Identifying intruders is much easier in such well defined spaces. Territorial reinforcement can be seen to work when a space by its clear legibility, transparency, and directness, discourages potential offenders because of users' familiarity with each other and the surroundings.

**D. Maintenance and Management.**

This is related to the neighborhood's sense of 'pride of place and territorial reinforcement. The maintenance and the 'image' of an area can have a major impact on whether it will become targeted. Maintenance and management need to be considered at the design state as the selection of materials and finishes will impact on the types of maintenance regimes that can be sustained over time. For example plant material should be selected for its size at maturity to avoid blocking sight lines.

**Guidelines**

CPTED involves the design of the physical space in the context of the normal and expected use of that space as well as the predictable behavior of people around the space. Conceptually, the four CPTED principles are applied through a "three D" approach, i.e, Designation, Definition, and Design.

**1. Designation**

- What is the designated purpose of this space (its program)?
- How does the design of the space support the program?

**2. Definition**

- How is the space defined?
- Is there a clear sense of 'ownership'?
- Are the borders understandable?
- Are there social or cultural definitions that will affect how the space will be used?
- Are there signs?

**3. Design**

- How well does the physical design support the program?
- How well does the physical design support the desired or accepted behaviors?
- Are there conflicts between the intended use(s) of the space the physical design?



## C. Building Types

### Background & Introduction

An understanding of building types is essential for all parties who are involved with developing, designing, reviewing and approving projects which are located in urban and transitional areas. 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 Core has developed with several 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, high-rise 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 Central Core force redevelopment projects to carefully weigh the construction costs and returns of each building type. Low-rise construction is less expensive to build, per square foot, than high rise construction, allowing the Central Core to remain economically diverse with the delivery of workforce oriented housing units. Redevelopment in the Central Core has recently focused on a few key building types: low, mid and high-rise residential buildings, and low and high-rise commercial buildings.

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

### Building types in Sacramento



Figure 4-32.

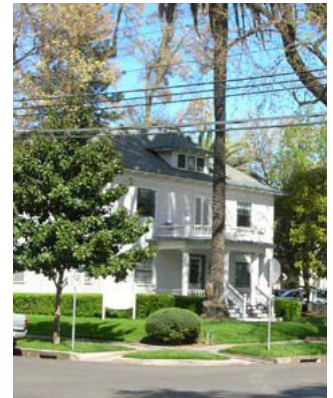


Figure 4-33.



Figure 4-34.



Figure 4-35.



Figure 4-36.

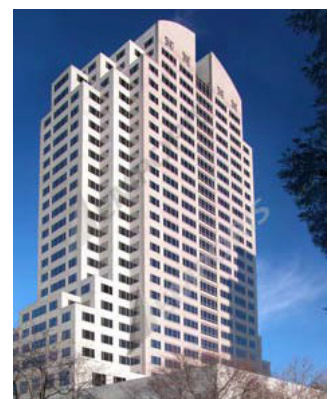


Figure 4-37.

Figures 4-32 to 4-37. 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.

## C. Building Types

### C.1.1. Residential - Low-Rise

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

#### Rationale

This section covers single family detached houses, semi-detached houses (duplexes), rowhouses and townhouses, and multifamily buildings. This category generally ranges from 1-1/2 story buildings to 5-story buildings, up to 50', and is typically built in Type V (typically wood frame) construction.

For single family parcels within the Central Core Design Review District, refer also to the Central City Neighborhood Design Guidelines for further guidance.

The following guidelines are recommended parameters for this category.

#### Guidelines

##### 1. Site planning

- 1.1. Location: As allowed by Zoning Code.
- 1.2. Build-to Lines, Setbacks: 5'-15'. Should be consistent with adjacent buildings and Zoning Code
- 1.3. Side and Rear Setbacks: Consult Zoning Code
- 1.4. Public Open Space Requirement: Coordinate with City Parks Department for Requirements.
- 1.5. Landscaping: Required in front setback. Paved front yards are not permitted.
- 1.6. Trash storage area must be on site.
- 1.7. Parking access: Alley preferred or side street. Curb cuts from primary streets not permitted.

##### 2. Massing and Building Controls:

- 2.1. Height Limits, to plate line: Generally 35' for single family houses, 55' for all other low-rise development.
- 2.2. Massing and bulk controls: Massing should generally be similar in scale to existing adjacent buildings. See also Chapter 4, Part D - Massing & Building Configuration.
- 2.3. Facades:
  - Ground level uses: Should be residential or 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' 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.

#### Low-Rise Residential Massing Diagrams

Figure 4-38.



Figure 4-39.

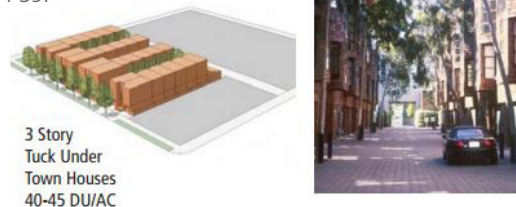


Figure 4-40.

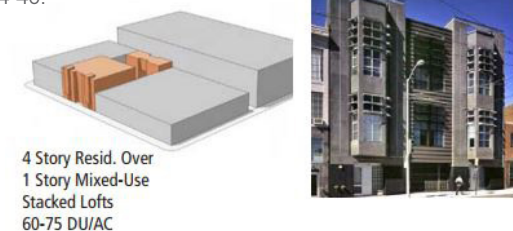
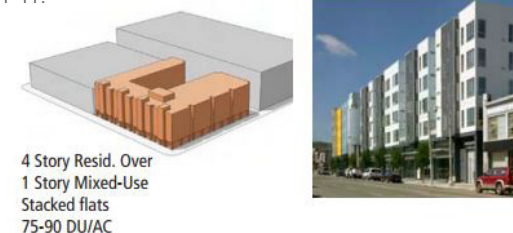


Figure 4-41.



Figures 4-38 to 3-41. 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.

## C. Building Types

### C.1.1. Residential - Low-Rise (continued)

- 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.
- 2.4. Fenestration & Windows: See Chapter 4, Section D.4.e.
  - 2.5. Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume. See Chapter 4, Part D.3.5 - Rooftops & Mechanical Penthouse Enclosures.
3. **Parking**
    - 3.1. Ratios: The number of parking spaces provided shall not exceed the minimum allowable by code by more than 10%.
    - 3.2. 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 is no alley access, parking should be at the back of the lot, accessed by a max. 10' wide drive. Lots narrower than 40' may have a street facing garage as a set back, subsidiary part of the house massing.
    - 3.3. Vehicle Access: Should be from alley. Only when alley access is not possible, will access from a numbered side street be considered.
    - 3.4. Screening of Parking: Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses on all floors where possible, If site conditions prohibit wrapped parking, then the ground floor of parking garage should have at least a 20' liner of habitable space ,and the parking structure shall be designed with articulation and fenestration patterns consistent with the overall project. See Chapter 4, Part E.1.
  4. **Sustainability**

Development should meet the criteria listed below for each project type, and be consistent with the City's sustainability policies:

    - 4.1. Single-family houses: LEED for Homes Certified performance level, an Ecohomes Very Good rating, or equivalent.
    - 4.2. Multifamily: Enterprise Green Communities criteria, or according to the Green Multi-family Design Guidelines by the California Integrated Waste Management Board, or LEED Certified performance level
  5. **Historic Neighborhoods**
    - 5.1. New residential buildings in Historic Districts should be designed in a manner sensitive to the dominant characteristics of the surrounding Historic District. This requires coordination with Preservation staff.

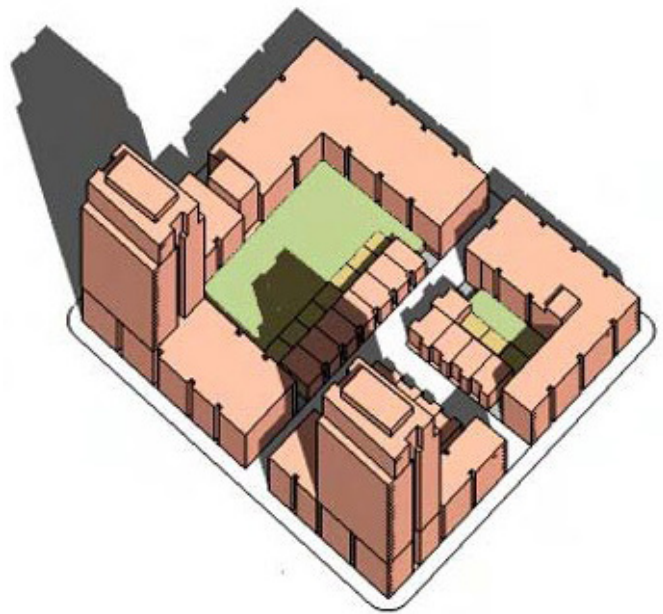


Figure 4-42. In the Central Core, a mix of residential building types, within the same block, is both typical and appropriate. This block depicts mid/high-rise towers and low-rise multi-family buildings, with mews and townhouses lining the alleys.



## C. Building Types

### C.1.2. Residential - Mid-Rise

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

#### Rationale

This section covers projects which range from 50-100' in height, and are primarily residential though it is preferable that they have a mixed-use component on the lower levels. Mid-rise residential buildings typically include stacked flats, stacked lofts, and various combinations of the two. This category generally ranges from 6-story buildings to 8-story buildings, where the top floor is no more than 75' above finished sidewalk level, and is typically built in Type IIIA (up to 5 stories of wood frame over 2 stories of concreted) or Type I or II (typically concrete/steel or steel/metal stud respectively) construction. The following guidelines are recommended for this category.

#### Guidelines

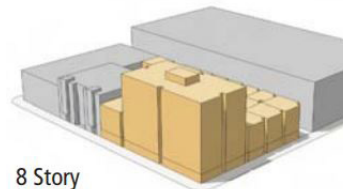
##### 1. Site planning

- 1.1. Location: As allowed by Zoning Code.
- 1.2. Setbacks: Should be consistent with adjacent buildings and Zoning Code. Otherwise:
  - Front: 0'-6'
  - Side: zero setback allowed
  - Back: 6' from alley at garage entry/exit; otherwise zero setback allowed
- 1.3. Public Open Space: Coordinate with City Parks Department for Requirements
- 1.4. Landscaping or Hardscaping: Frontage Zone should be landscaped if ground floor is residential. Where ground floor is something other than residential it may be hardscaped.

##### 2. Massing & Building Configuration

- 2.1. Height Limits to plate line: Generally 75' to top of highest occupied floor; 100' max overall.
- 2.2. Bulk controls: See Chapter 4, Part D.3.
- 2.3. Facades:
  - Ground level uses: Should be residential or mixed.
  - Transparency: Any nonresidential ground floor use (except parking and servicing) shall 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

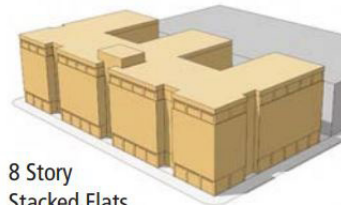


8 Story  
Stacked Flats with  
Town Houses  
75 DU/AC

Figure 4-43.



Figure 4-44.



8 Story  
Stacked Flats  
100 DU/AC

Figure 4-45.



Figure 4-46.

Figures 4-43 and 4-44. 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

- 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.
  - Recessed entries are discouraged.
- 2.4. Fenestration & Windows: See Chapter 4, Part D.4.e.
  - 2.5. Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume. Reference Chapter 4, Part D.3.5. - Rooftops & Mechanical Penthouse Enclosures for further elaboration of the subject.

## C. Building Types

### C.1.2. Residential - Mid-Rise (continued)

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#### 3. **Parking**

- 3.1. Ratios: The number of parking spaces provided shall not exceed the minimum allowable by code by more than 10%.
- 3.2. 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
- 3.3. Vehicle Access: Should be from alley. Only when alley access is not possible, access from a numbered side street will be allowed
- 3.4. Screening of Parking: Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses on all floors up to 60' in height where possible, if site conditions prohibit wrapped parking, then the ground floor of parking garage should have at least a 20' liner of habitable space and the parking structure shall be designed with articulation and fenestration patterns consistent with the overall project. See Chapter 4, Section E1.

#### 4. **Sustainability**

- 4.1. Development should meet the criteria required for LEED certification (or another appropriate rating system) at a minimum.

#### 5. **Historic Neighborhoods**

- 5.1. New mid-rise buildings in Historic Districts should be designed in a manner sensitive to the dominant characteristics of the surrounding Historic District. This requires coordination with Preservation staff.
- 5.2. Well-designed mid-rise buildings can be complementary to the character of an historic neighborhood, although they may be significantly taller than many or most of their surroundings. Many historic neighborhoods in the city have historic buildings which exceed 100', yet still clearly contribute to the character of the district. Height alone should not be cause for denial of a project, but rather design quality. The City of Sacramento's Historic Preservation director shall be consulted on an acceptable solution for this building type in an Historic District.

C. Building Types

C.1.3. Residential - 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 & services, including family supportive uses.  
 .....

**Rationale**

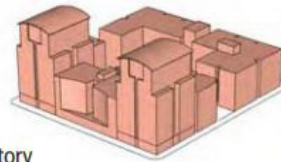
This section covers projects which are in excess of 8 stories, typically over 100’ high. High-rise residential towers will often have one or several floors of non-residential uses on the lower levels, included structured parking. They may also be combined with other lower-rise building types as part of the development. This category requires Type I construction, in steel or concrete frame. The following guidelines are recommended for this category.

**Guidelines**

**1. Site planning**

- 1.1. Location: As allowed by Zoning Code and/or General Plan.
- 1.2. Setbacks: Should be consistent with adjacent buildings and Zoning Code. Otherwise:
  - For building base:
    - Front: 0’
    - Side: 0’
    - Back: 6’ from alley at garage entry/exit; otherwise zero setback allowed
  - For tower component:
    - Side: zero setback allowed for blank wall; 15’ for wall with windows; minimum 80’ between adjacent tower sides
    - Back: 80’ between adjacent tower sides; otherwise 6’ from alley
- 1.3. Public Open Space: Coordinate with City Parks Department for Requirements
- 1.4. Landscaping: Required in all open spaces.

**High-Rise Residential Massing Diagrams**



**12-16 Story Stacked Flats**  
**125 DU/AC**

Figure 4-47.



Figure 4-48.

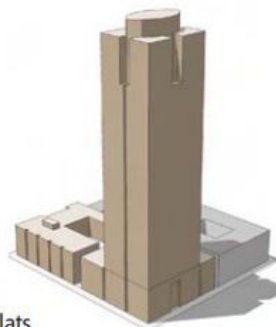


**30 Story Stacked Flats**  
**250 DU/AC**

Figure 4-49.



Figure 4-50.



**45 Story Stacked Flats**  
**450 DU/AC**

Figure 4-51.



Figure 4-52.

Figures 4-47 to 4-52. 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.

## C. Building Types

### C.1.3. Residential - High-Rise (continued)

#### 2. Massing & Building Configuration

- 2.1. Height Limits: As allowed by Zoning Code.
- 2.2. Bulk controls: above the street-wall height of 60', bulk controls apply, related to tower heights as follows (refer also to Chapter 4, Section D.3 - Bulk Controls for massing diagrams):
  - Up to 240' height
    - Maximum average tower floor plate: 7,500 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: 120'
    - Maximum diagonal dimension: 150'
  - All Residential/Residential Mixed-Use High-Rise towers:
    - 10% bulk reduction required for the top 20% of the tower height, measured from grade.
- 2.3. Facades:
  - Ground level uses: Should be residential or mixed.
  - Transparency: Any nonresidential ground floor use (except parking and servicing) shall 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. The lighting design should focus light on the building and avoid light pollution. See the IESNA's Recommended Practice RP-33-99: "Lighting for Exterior Environments", Section 5.1.
- 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.

2.4. Fenestration & Windows: See Chapter 4, Section D.4.5.

2.5. Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume. Reference Chapter 4, Section D.5 Rooftops & Mechanical Penthouse Enclosures for further elaboration of the subject.

#### 3. Parking

- 3.1. Ratios: The number of parking spaces provided shall not exceed the minimum allowable by code by more than 10%.
- 3.2. 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.
- 3.3. Screening of Parking: Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses. on all floors up to 60' in height where possible. If site conditions prohibit wrapped parking, then the ground floor of parking garage should have at least a 20' liner of habitable space and the parking structure shall be designed with articulation and fenestration patterns consistent with the overall project. See Chapter 4, Section E.1.
- 3.4. Vehicle Access: Should be from alley. Only when alley access is not possible, will access from a numbered side street be allowed.

#### 4. Sustainability

- 4.1. Development should meet the criteria required for LEED certification (or another appropriate rating system) at a minimum.

## C. Building Types

### C.1.3. Residential - High-Rise (continued)

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#### 5. **Historic Neighborhoods**

- 5.1. New high-rise buildings in Historic Districts should be designed at street level in a manner sensitive to the architectural character of the surrounding Historic District. This requires coordination with Preservation staff.
- 5.2. If well-designed, high-rise buildings can be complimentary to and enhance the character of Historic Districts, although significantly taller than their surroundings. Many historic neighborhoods in the city have historic high-rise buildings which exceed 100', which are often considered some of the city's defining buildings, e.g. 926 J Street and the Elks Club building at 921 11th Street. Height alone should not be cause for denial of a project, but rather design quality. The City of Sacramento's Historic Preservation director shall be consulted on proposals for this building type in an historic district.



## C. Building Types

### C.2.1. Commercial - Low/Mid 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.

#### Rationale

This section covers low-rise commercial buildings, to a maximum height of 85'. These building type ranges from speculative office space to highly tailored, custom designed green buildings for specific tenants. These buildings typically have a single use as commercial office space, although other supporting uses may be accommodated on the ground floor, like retail or food services, if the building is located in a busy district. To meet the parking requirements currently 1 parking spaces per 400-600 s.f. of space, parking is usually either located in a structured facility behind the office building, or beneath the building footprint. This category requires Type I construction, with construction in steel or concrete frame. The following guidelines are recommended for this category.

#### Guidelines

##### 1. Site planning

- 1.1. Location: As allowed by Zoning Code and/or General Plan.
- 1.2. B. Setbacks: Should be consistent with adjacent buildings and Zoning Code. Otherwise:
  - In residential areas:
    - Front: 5'-15'
    - Side: 5'-15'
    - Back: 10'
  - In mixed-use & commercial areas:
    - Front: 0'-10'
    - Side: zero setback allowed
    - Back: zero setback allowed
- 1.3. Public Open Space: Not required, but preferable
- 1.4. Landscaping: Required in all open spaces.

##### 2. Massing & Building Configuration

- 2.1. Massing & Building Configuration
- 2.2. Bulk controls: See Chapter 4, Part D.3.
- 2.3. 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.

#### Low-Rise Commercial Massing Diagrams

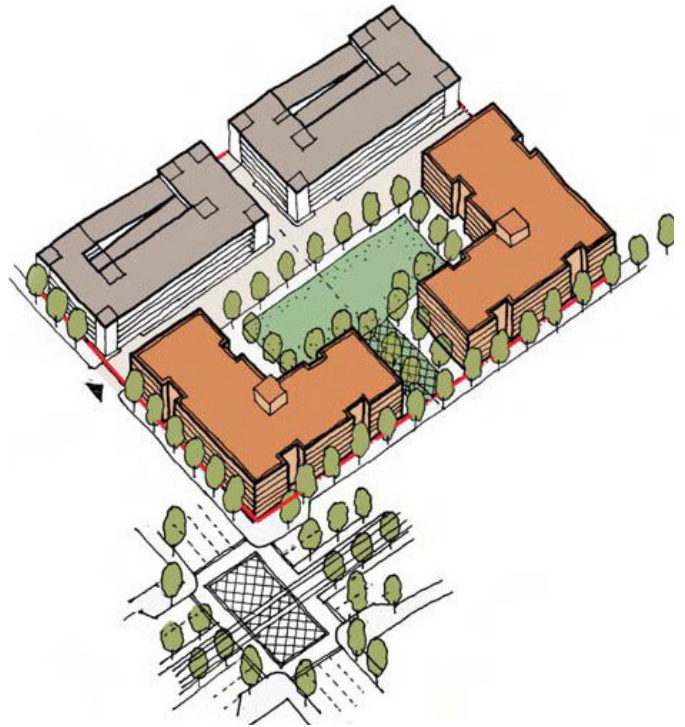


Figure 4-53. Low-rise commercial buildings should be placed along the Build-to line, with little setback required. Their massing should form figural (shaped like a "figure" or volume) open spaces. High parking ratios require structured parking, often almost equivalent in gross square feet to the office space that it serves.

- 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 shall 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.

## C. Building Types

### C.2.1. Commercial - Low/Mid Rise (continued)

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- 2.4. Fenestration & Windows: See Chapter 4, Section D.4.e.
- 2.5. Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume. Reference Chapter 4, Part D.3.e - Rooftops & Mechanical Penthouse Enclosures for further elaboration of the subject.
3. **Parking**
  - 3.1. Ratios: The number of parking spaces provided shall not exceed the minimum allowable by code by more than 10%.
  - 3.2. 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.
  - 3.3. Screening of Parking: Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses on all floors up to 60' in height where possible. If site conditions prohibit wrapped parking, then the ground floor of parking garage should have at least a 20' linear of habitable space and the parking structure shall be designed with articulation and fenestration patterns consistent with the overall project. See Chapter 4, Part E.1.
  - 3.4. Vehicle Access: Should be from alley. Only when alley access is not possible, will access from a numbered side street be allowed
4. **Sustainability**

Development should meet the criteria required for LEED certification (or another appropriate rating system) at a minimum.
5. **Historic Buildings and Neighborhoods**
  - 5.1. New low/mid-rise commercial buildings in Historic Districts should be designed at street level in a manner sensitive to the architectural character of the surrounding Historic District. This requires coordination with Preservation staff.
  - 5.2. If well-designed, low/mid-rise commercial buildings can be complimentary to and enhance the character of historic districts, although significantly taller than their surroundings. Many historic neighborhoods in the city have historic mid-rise buildings in the 50' - 100' range of exceptional quality and character. Height alone should not be cause for denial of a project, but rather design quality. The City of Sacramento's Historic Preservation director shall be consulted on proposals for this building type in an Historic District.

## C. Building Types

### C.2.2. Commercial 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.

#### Rationale

This section 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

##### 1. Site planning

- 1.1. As allowed by Zoning Code and/or General Plan.
- 1.2. Setbacks: Should be consistent with adjacent buildings and Zoning Code. Otherwise:
  - 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: zero setback allowed
    - 80' min. setback between towers

- 1.3. Open Space: Not required.
- 1.4. Public Open Space: Not required.

##### 2. Massing & Building Configuration

- 2.1. Height Limits: As allowed by Zoning Code and/or General Plan
- 2.2. Bulk controls: See Chapter 4, Part D.3. Generally, above the street-wall height of 80', bulk controls apply, related to tower heights as follows:
  - Mid-rise (Up to 85' / Life-safety limit height)
    - No bulk reduction required (see Facade Articulation)
    - No stepback from street required

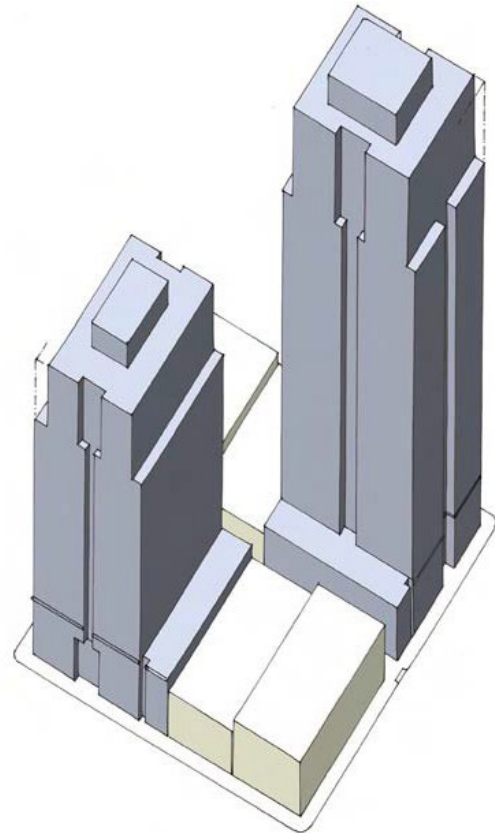


Figure 4-54. These diagrams illustrate the building volume used by a commercial office building in Sacramento. The left and right towers each start as a 1/4 block (25,600 sf) parcel; and completely fill the site to the base height of 85'. From there, each steps back to a maximum 20,000 sf floorplate, which rises until the top 20% of the building, where a 10% bulk reduction is required.

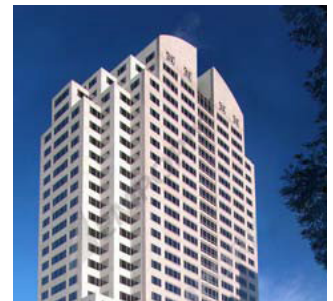
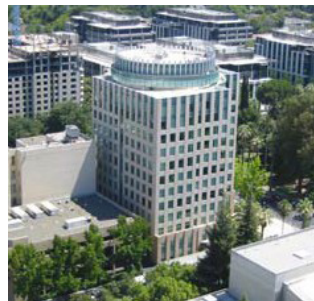


Figure 4-55.

Figure 4-56.

Figures 4-55 and 4-56. 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.

## C. Building Types

### C.2.2. Commercial High-Rise (continued)

- 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

#### 2.3. Facades:

- Ground level uses: Shall be retail or other active commercial uses along primary (east/west) streets and other streets designated to have at least 50% retail requirement.
- 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.
- 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.

2.4. Fenestration & Windows: See Chapter 4, Part D.4.e.

2.5. Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume. Reference Chapter 4, Part D.3.5.  
- Rooftops & Mechanical Penthouse Enclosures for further elaboration of the subject.

#### 3. Parking

- 3.1. Ratios: The number of parking spaces provided should not exceed the minimum allowable by code by more than 10%.
- 3.2. 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.

3.3. Screening of Parking: Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses on all floors up to 60' in height where possible. If site conditions prohibit wrapped parking, then the ground floor of parking garage should have at least a 20' liner of habitable space and the parking structure shall be designed with articulation and fenestration patterns consistent with the overall project. See Chapter 4, Section E.1.

3.4. Vehicle Access: Where alley access is not possible up to 30' of curb-cut on secondary (numbered street) may be considered.

#### 4. Sustainability

4.1. Development should meet the criteria required for LEED certification (or another appropriate rating system) at a minimum.

#### 5. Historic Buildings and Neighborhoods

5.1. New high-rise buildings in Historic Districts should be designed at street level in a manner sensitive to the architectural character of the surrounding Historic District. This requires coordination with Preservation staff.

5.2. If well-designed, high-rise buildings can be complimentary to and enhance the character of Historic Districts, although significantly taller than their surroundings. Many historic neighborhoods in the city have historic high-rise buildings which exceed 100', which are often considered some of the city's defining buildings, e.g. 926 J Street and the Elks Club building at 921 11th Street. Height alone should not be cause for denial of a project, but rather design quality. The City of Sacramento's Historic Preservation director shall be consulted on proposals for this building type in an historic district.

## C. Building Types

### C.2.3. Special Building Types - Large Format Urban Commercial Development

**PRINCIPLE:** Large format urban commercial development shall strengthen the pedestrian environment and contribute to the sustainability of neighborhoods, providing employment centers and daytime activity.

#### Rationale

A large format building defined by its simple rectangle, "L" or "U" shape allows for large scale retail, office, or entertainment uses of at least 40,000 square feet per floor for a single tenant, like a grocery or department store. For a quality pedestrian realm, parking is accommodated below ground or is integrated into the building above the ground floor; Unlike "Big Boxes" in more suburban areas, these typically have storefronts, that create a pedestrian scaled environment, and they may have other uses above, like office or residential.

#### Guidelines

##### 1. Site planning

- 1.1. Location: As allowed by Zoning Code
- 1.2. Setbacks Side and Rear: As mandated by Zoning Ordinance
- 1.3. Height:
  - Minimum Height: 25'
  - Maximum Height: per Zoning Ordinance or General Plan.

##### 2. Massing & Building Configuration

- 2.1. Facades:
  - Ensure a high quality pedestrian environment by adequately framing the streets and other public spaces with sufficient building enclosure, particularly on the first two floors.
  - Maintain visual interest by avoiding blank, windowless or opaque glazing and display cases that are divided from the store interior (like department store windows). No more than 30% of the primary façade shall be blank.
  - Entrances to upper floors shall be accessed through an interior lobby directly via a public sidewalk or publicly accessible open space to animate the ground floor.
  - If ground floor residential units or office tenant spaces are part of the project, they shall be accessed directly from the sidewalk in order to animate the building edges along the ground floor.

- Ground level 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 shall be well lit.

2.2. Fenestration & Windows: See Chapter 4, Section D.4.5.

2.3. Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume. Reference Chapter 4, Part D.3.5. - Rooftops & Mechanical Penthouse Enclosures for further elaboration of the subject.

#### Large Format Urban Retail



Figure 4-57



C. Building Types

C.2.3. Special Building Types - Large Format Urban Commercial Development (continued)

3. Parking

- 3.1. Parking and service shall reduce pedestrian conflicts by minimizing curb cuts and façade breaks for garage entries for pedestrian safety. Parking shall be located in a below grade garage or above the ground level in a garage or on the roof, or integrated into the building so as to be not visible from the street.
- 3.2. The driveway opening of public parking for the retail may be off of a side (numbered street) Such driveway shall be 24' or less, subject to circulation review.
- 3.3. When separate garage entries are provided for other uses, they shall be off of an alley.
- 3.4. Service access shall be from an existing alley or access driveway. Truck docks shall be screened from public view.



Figure 4-58.



Figure 4-59.

Figure 4-58. and 4-59. Examples of freestanding grocery, on second floor, with ground floor liner retail and parking

## C. Building Types

### C.3.1. Special Building Types – Urban Theater

**PRINCIPLE:** As well as providing entertainment, urban theaters shall enhance the pedestrian environment and provide the city with unique amenities.

#### Rationale

This is a single or multi-story building that allows for a set of auditorium spaces of differing sizes, with a large floor to ceiling height and common lobby areas. Transparency is rarely provided beyond the main theater entrance, though secondary lobbies above the first floor may provide some. Loading is typically accommodated off an alley. Unlike suburban-style multiplexes, Urban Theaters shall be lined with storefronts of other retailers to avoid blank walls. While this building type is defined by its internal volumes and primary uses, it is possible to have other uses connected to it or within it, including restaurants and cafes. Retail may be accommodated below the theater and office and residential may be accommodated above.

#### Guidelines

##### 1. Site planning

- 1.1. Location: As allowed by Zoning Code
- 1.2. Frontage Line: Consult Frontage Width Map
- 1.3. Setbacks Side and Rear: As mandated by Zoning Ordinance:
- 1.4. Height:
  - Minimum Height: 25'
  - Maximum Height: per Zoning Ordinance or General Plan.

##### 2. Facades:

- 2.1. Ensure a high quality pedestrian environment by adequately framing the streets and other public spaces with sufficient building enclosure particularly on the first two floors.
- 2.2. In order to maintain visual interest and avoid blank, windowless walls, the predominate theater volume should be setback at least 20' from the primary building frontage so as to allow for liner retail and/ or café space.
- 2.3. Primary façades shall preferably have a theater marquee.

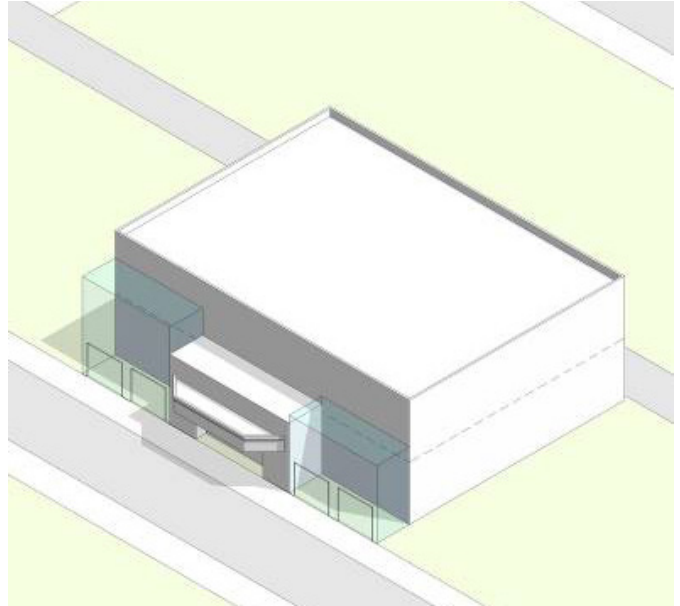


Figure 4-60.  
Primary theater mass should be set back at least 20' from primary frontage to allow liner shops or cafes.

- 2.4. Entrances to upper floors shall be accessed through an interior lobby directly via a public sidewalk or publicly accessible open space to animate the ground floor.
- 2.5. If ground floor residential units or office tenant spaces are part of the project, they shall be accessed directly from the sidewalk in order to animate the building edges along the ground floor.
- 2.6. Ground Level:
  - Transparency: At least 40% transparent..
  - Display cases, like for movie posters, are appropriate for blank frontages particularly along secondary frontages like side streets.
  - At least one entrance per primary frontage shall be provided directly from the public sidewalk.
  - Access to accessory retail tenant spaces shall also be provided directly from the public sidewalk to animate the building edges along the ground floor.
- 2.7. Fenestration & Windows: See Chapter 4, Section D.4.5.

C. Building Types

C.3.1. Special Building Types – Urban Theater (continued)

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- 2.8. Roofs and mechanical penthouse enclosures:  
Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume. Reference Chapter 4, Part D.3.5 - Rooftops & Mechanical Penthouse Enclosures for further elaboration of the subject.
- 2.9. Service access shall be from an existing alley or access driveway.



Figure 4-61. Urban Cinema



## C. Building Types

### C.3.2. Special Building Types – Public Parking Garage

**PRINCIPLE:** Public parking garages shall provide necessary parking in the city as well as contribute to the success of the pedestrian environment.

#### Rationale

Public Parking Garage is an above-ground structure for built to accommodate parking needs for a variety of sites. It may be part of a park-once strategy and, as such, it accommodates shared public parking.

#### Guidelines

##### 1. Site planning

- 1.1. Location: As allowed by Zoning Code
- 1.2. Frontage Line: Consult Frontage Width Map
- 1.3. Setbacks Side and Rear: As mandated by Zoning Ordinance:
- 1.4. Height: Not regulated
- 1.5. Facades:
  - The ground floor should be lined with retail or office uses having their own entry from the sidewalk. Primary entries to ground floor tenant spaces should occur a maximum interval of 60 feet in order to animate the ground floor.
  - Minimize the number of facades with visible parking on the upper floors.
  - Where upper floor parking is visible it should have architectural/green screening.
  - Where possible, parking levels above the ground floor should be set back at least 10' so they become secondary. This provides room for planters and/or other screening devices.
- 1.6. Access: Vehicular entrances/exits shall be no more than three lanes or 30' wide at the sidewalk. They are best located off alleys where adequate, or off of secondary streets (numbered street). Vehicular access off of streets that are part of a Light Rail or Street Car route is prohibited.
- 1.7. Ticket and payment machines should be recessed to allow significant stacking room within the structure.

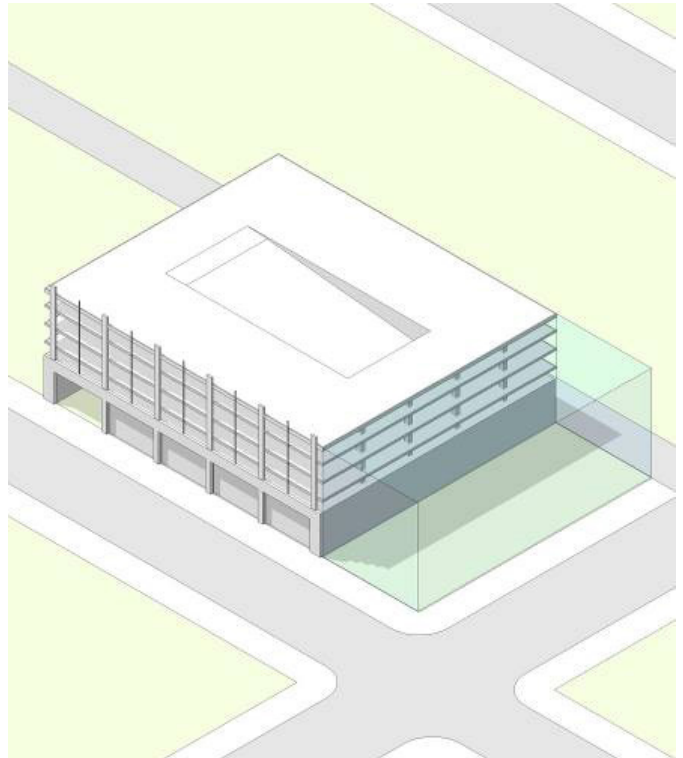


Figure 4-62.

## D. Massing and Building Configuration

The Massing & Building Configuration Guidelines are intended to give guidance to the development of the buildings, and cover a range of topics from the height, massing and setbacks 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 Core.

Categories of guidelines include:

1. **Building Component & Term Illustrations**
2. **Street Wall & Building Base Height**
3. **Massing & Bulk Controls**
4. **Façades**
5. **Rooftops & Mechanical Penthouse Enclosures**
6. **Development along Alleys**
7. **Sustainability**
8. **Public Art in the Private Realm**

Massing & Building Configuration discusses seven categories of building design which together allow individual buildings to create and define the public realm as envisioned according to the Vision and Framework for the Central Core. The Categories, taken together, will work to deliver architecture and urban design in line with both City policies and best practices as witnessed in the downtown cores of other thriving and successful cities.

### Street Wall & Building Base Height

Sacramento's public realm is defined by the buildings that surround it and the "street-walls" that the buildings collectively create. The street-wall is the line of buildings along a street edge that establishes the predominant definition of the public space. The placement, scale and design quality of the building's street wall determines the nature and character of the streetscape and reinforces desired pedestrian or broader public realm objectives. Generally, a consistent street-wall contributes to a clearer public realm identity and a more comfortable pedestrian experience. The older historic commercial buildings in the Central Core generally create well defined street walls and visually accessible ground floor uses. Buildings that do not hold the street wall detract from the definition and quality of the public realm. The height of the street wall at the setback or build-to-line is also an important element in shaping the

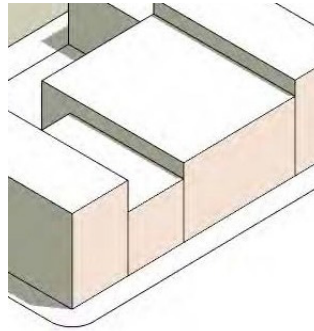


Figure 4-63. Building Component and Term Illustration



Figure 4-64. Street Wall & Building Base Height

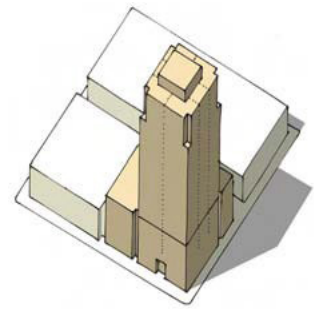


Figure 4-65. Massing & Bulk

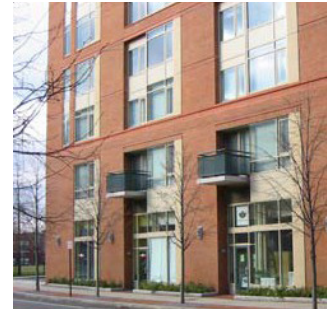


Figure 4-66. Façades

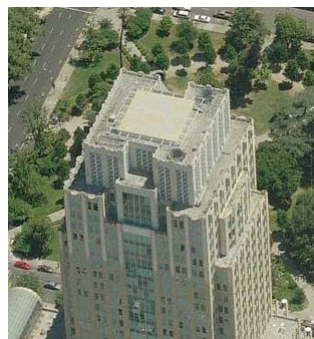


Figure 4-67. Rooftops & Mechanical Penthouse Enclosures

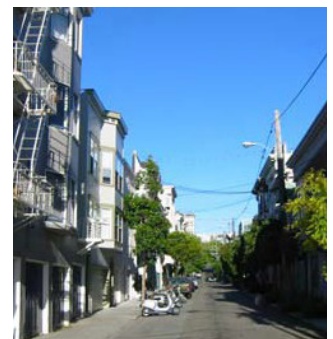


Figure 4-68. Development along Alleys

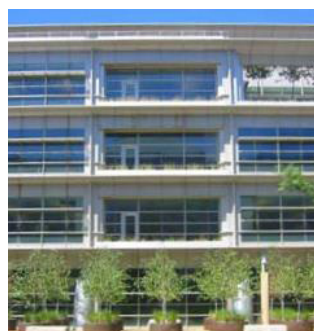


Figure 4-69. Sustainability

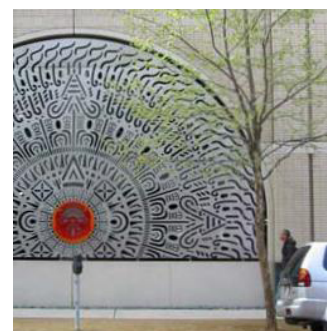


Figure 4-70. Public Art in the Private Realm

## D. Massing and Building Configuration (continued)

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character of the public realm. In combination with the width of the public street right-of-way, it is a primary factor in giving scale to the public realm and ensuring a comfortable human-scaled street enclosure.

### Massing & Bulk Controls

As Sacramento's downtown has matured and incorporated more and more mid and high-rise structures, the massing, bulk, and separation these have buildings become important issues to address. Densely packed towers can have numerous deleterious effects: decreasing solar access; increasing wind tunnel effects; creating a visually oppressive public realm; and, with the introduction of residential towers, creating privacy conflicts. In recognition of these issues, many cities are adopting the approach pioneered by Vancouver to require slenderer towers with greater separation between them. In order to protect views, solar access, air circulation, the quality of the public realm, and the character of the skyline, the new guidelines mandate a two-tiered approach that requires smaller floorplates for all towers, and smaller floor plates for residential towers than for office towers.

### Façades

After Massing & Bulk Controls, Façade design will have the most impact on a city's urban and architectural character. Categories in this section to address a range of issues materials, uses, articulation, fenestration & transparency, projections that will ultimately give the building its look and feel. Criteria in this section offer a range of possibilities for designers to consider during the review and decision making process, as a basis for what are some expected minimum outcomes of their proposals. This section, more than any other, should be considered a guide to minimum expectations rather than as limitations or prescriptive requirements.

### Rooftops & Mechanical Penthouse Enclosures

The skyline of the Central Core is defined the rooftops of its buildings. Rooftop design should be integrated into the overall design scheme of the building, especially for buildings which exceed the height of the City's tree canopy. In addition to the desire to design a form that will be a distinctive & memorable contribution to the city skyline, rooftop design

balances and integrates other competing demands, including servicing and life safety requirements and open space possibilities.

### Development along Alleys

As a city-wide resource, Sacramento's alleys provide a literal network of development opportunity. If properly utilized and enhanced, they can become the location for residential, commercial and retail development of a different yet complementary character to that of the existing Central Core. Smaller scaled and intimate in contrast with the width and scale of the regular 80' wide streets and urban frontage, the alley system can offer the city a nuanced urban experience, unique to Sacramento.

## **D. Massing and Building Configuration (continued)**

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### **Sustainability**

As the center of the city and the region, and the State's Capitol, Sacramento should be the main stage for demonstrating how to create a sustainable city. The amount of development projected for the Central Core provides a unique opportunity to promote more energy and resource efficient buildings, support greater recycling and waste reduction, and create greater biodiversity within the urban setting. A Sustainable Central Core should achieve measurable goals in terms of the performance of its buildings. New development should take a comprehensive and measurable approach to sustainability. All development should meet the criteria required for LEED certification (or another appropriate rating system) at a minimum.

The Sustainable Design of buildings requires an evolving palette of design tools. Some tools require the application of common sense and best practices for the region. Others require designers to incorporate the latest technologies for mechanical systems and material use.

### **Public Art in the Private Realm**

Artwork provides a building with an enhanced opportunity to contribute to the decoration of the City, to enhance the public and private realms. Whether required as part of a Public Art program or not, an art component should be incorporated into the architecture of the building, in a complimentary way. These integrated strategies including sculptural relief panels, architectural ornaments, murals and mosaic ensure that the initial investment can contribute to the long term civic art program for the City.



D. Massing and Building Configuration

**D.1. Building Component and Term Illustrations**

Rationale

Some terms discussed in this section are illustrated and identified below, and clarify architectural, urban design, and planning terminology.

Building Components & Terms

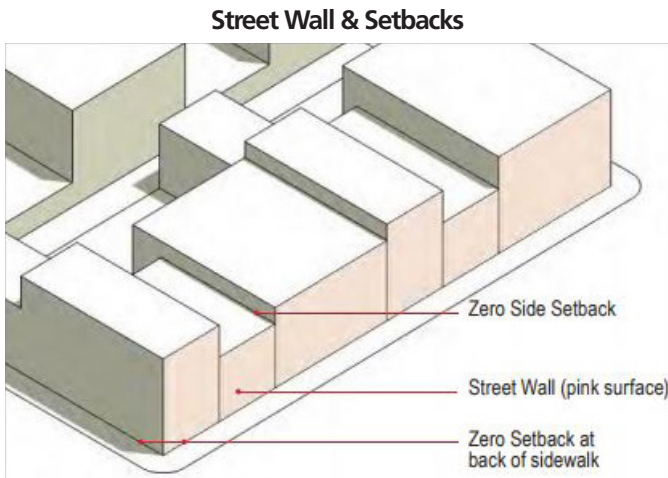
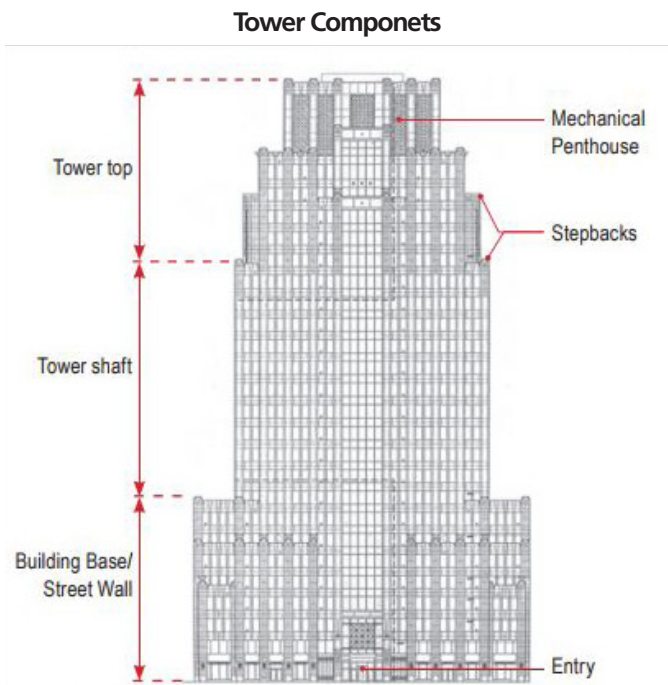


Figure 4-71.



Elevation view of Park Plaza Tower

Figure 4-72.

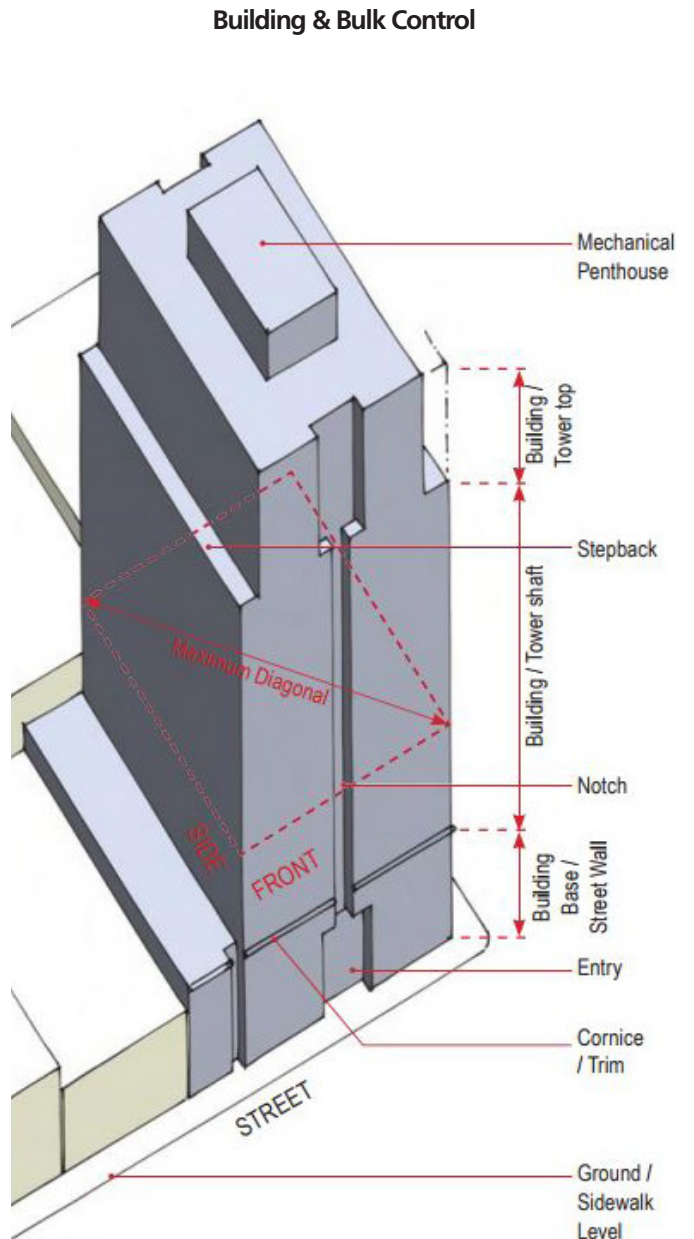


Figure 4-73.

D. Massing and Building Configuration

## D.2. Street Wall and Building Base Height

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

### Rationale

The public space of the street is defined by the buildings and, in Sacramento's residential areas, by tree canopies. The Central Core has a fairly consistent street wall, with a building base height established at approximately 60', matching the predominant height of many existing low-rise downtown buildings. This produces a street section with 3:4 proportions, given the typical 80' public street R.O.W. (see Figure 4-75).

### Guidelines

1. In order to support a pedestrian-oriented public realm, retail and commercial streets should be framed by buildings uniformly placed at the sidewalk with no setback. In other areas that are more residential or institutional in character, street-wall setbacks should reflect the predominant historic development pattern.
2. The height of the street-wall is an important element in shaping the character of the public realm. Buildings which are taller than the preferred street wall height in their particular corridor should be articulated at the top of the street wall height, or stepped back, in such a way as to ensure the visual primacy of the street wall's building base height. Above the building base height, bulk controls apply. See Part D.3 - Bulk Controls. [See additions to this section on next page]
3. Breaks in the street walls within a development block or site, should employ plantings, walls, archways, fences, or other features to maintain the spatial definition of the street edge.
4. Bulk controls, setbacks and stepbacks are mandated along the Capitol Mall and Capitol Park in accordance with the Capitol View Protection Act (California Code, Section 8162.5 - 8162.9), as discussed in Section 2 - Framework.
5. A building may have multiple horizontal course articulations in order to pick up the articulations or heights of adjacent buildings. (See Figure 4-76).

### Building Base Height

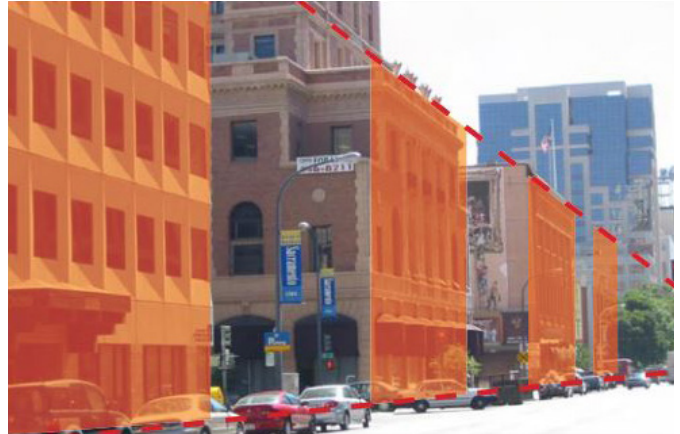


Figure 4-74. Consistent building wall defining the space of the street, as seen along J Street.

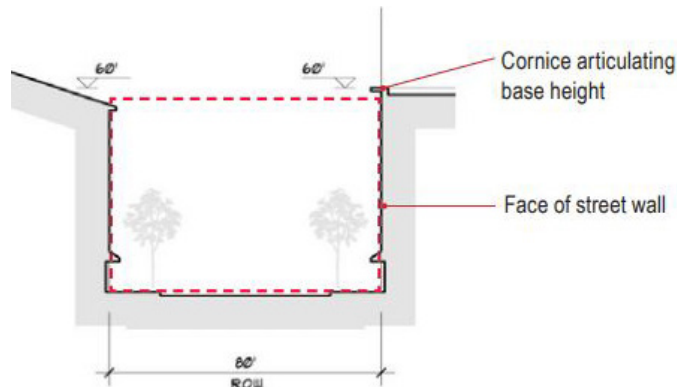


Figure 4-75. Street section with 3:4 proportions, with cornice articulation defining building base height.



Figure 4-76. Building base of 926 J Street marked with multiple protruding string course articulations.

## D. Massing and Building Configuration

## D.2. Street Wall and Building Base Height (continued)

6. Building height zones should be directly related to building types because building heights directly affect the type of construction required and the cost of construction, which in turn have implications for development feasibility. As a reference, the following describes the relationship between building heights, building codes and construction types:

- 6.1. 70 feet, relates to the maximum height permitted in Type V-A Construction, wood-frame building. These buildings can be a maximum of six-stories tall (e.g., four levels of residential over a two-story parking podium, with retail).
- 6.2. 85 feet relates to the maximum allowed in a Type IIIA Construction, wood-frame or metal stud building. These buildings can be a maximum of seven-stories tall (e.g., five levels of residential over a two-story parking podium, with retail).
- 6.3. 85 feet is the maximum allowed with a 'Below Life-Safety Limit' building consisting of stacked flats where 75 feet above grade is the height, reached by fire-truck ladder, to the top floor. Above this height, the building type would need to be a Type I or II Construction in concrete or steel.
- 6.4. 100 feet is the approximate maximum allowed for a 'Below Life-Safety Limit' building consisting of stacked lofts where 75' above grade is the height, reached by fire-truck ladder, to the lower level of the top unit. Above this height, the building type would also need to be a Type I or II Construction in concrete or steel.

Above the Life-Safety Limit, all buildings require specific fire-fighting and rescue features such as ventilated stair vestibules, elevator recall systems and other Building Code requirements.

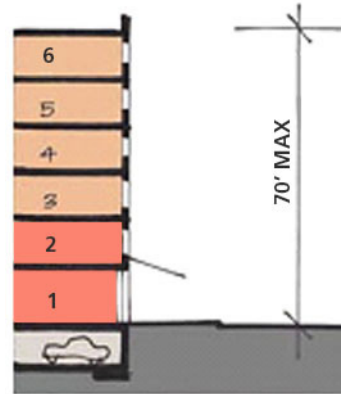


Figure 4-77. TYPE V 760' max. wood frame construction

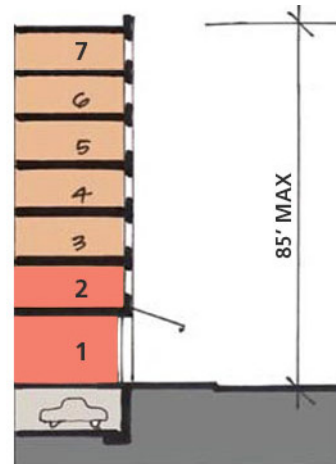


Figure 4-78. TYPE IIIA 85' max. wood frame construction

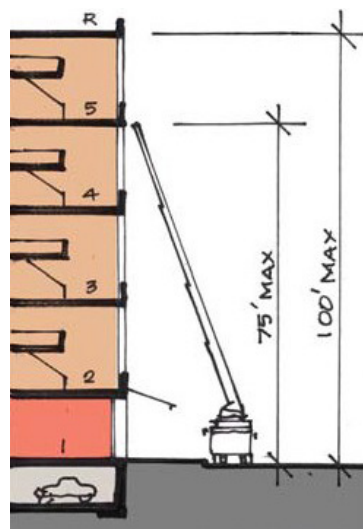


Figure 4-79. TYPE I or II Below life-safety stacked flats 85' max.



D. Massing and Building Configuration

### D.3. Bulk Controls

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

#### Rationale

As Sacramento's downtown has matured and incorporated more and more mid and high-rise structures, their massing and separation have become important issues to address. Densely packed towers can have numerous deleterious effects: decreasing solar access; increasing wind tunnel effects; creating a visually oppressive public realm. Two recent buildings stand out the EPA headquarters and the Courthouse. Though they are fine pieces of architecture, their towers' east-west slab configurations create severe shadow impacts on the adjacent neighborhoods to the north. And with the introduction of residential towers, privacy conflicts are created. In recognition of these issues, many cities are adopting the approach pioneered by Vancouver to require slenderer towers with greater separation between them.

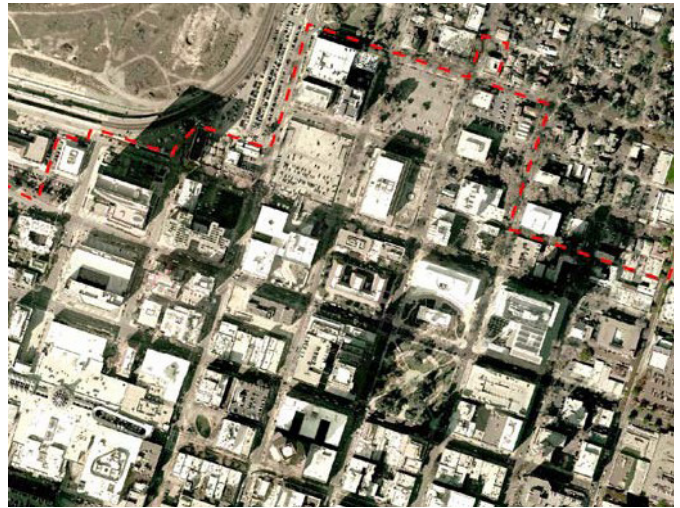


Figure 4-80. Aerial view of the Central Core, focusing on Cesar Chavez Plaza. This picture emphasizes the dramatic shadows cast by wide floorplate buildings.



Figure 4-81. Vancouver, BC, requires slenderer towers with greater separation between them.

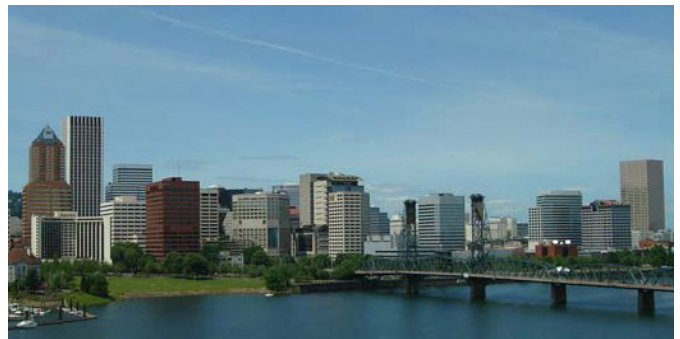


Figure 4-82. Portland, OR, has small urban blocks. The more recent high-rise residential and office buildings have transitioned away from the full-block model and towards narrower, more elegant, and more articulated designs.



## D. Massing and Building Configuration

## D.3. Bulk Controls (continued)

## Guidelines

## 1. Floor-plate Size.

In order to protect views, solar access, air circulation, the quality of the public realm, and the character of the skyline, these guidelines requires high-rise buildings use smaller to medium sized floorplates. This reduction still allows the generous floorplates required for certain buildings, but reduces the building dimensions enough to produce a slenderer appearing profile, particularly as buildings get taller. The guidelines also encourage even smaller floor-plates where possible, not just for aesthetic reasons, but also to facilitate more energy efficient buildings that provide better natural lighting and ventilation possibilities. Massing and building configuration are directly related to the size of the building's floor-plates, and the ability of those floorplates to repeat as they rise up. That ability is different for commercial office and residential buildings. See Section D.3 - Bulk Controls for their respective guidelines.

## 2. Building Stepbacks

The requirements for stepbacks should acknowledge the differences between building programs. The construction of multiple high-rise residential towers downtown creates different challenges from the previous generation of commercial buildings. Whereas commercial buildings can accommodate step-backs of their upper floors within their massing without compromising the integrity of the internal spaces, high-rise residential floor plans are normally stacked one above the other in similar arrangement. The depth of residential floor plans rarely has the ability to vary from floor to floor. This integral consistency results in a vertical facade for the majority of the building's height. It is for this reason that the design guidelines do not require residential towers to stepback their floors above the street-wall base height. An unfortunate drawback of requiring stepbacks is that stepbacks permit, and by default encourage, above-grade parking levels to occupy the levels up to the base height limit and expose the parking levels to the street-wall. This creates the undesirable condition where there are no windows or occupied spaces from ground level to where the occupied floors start, resulting in a dead street wall as



Figure 4-83. View of the Central Core, from the top of the Empire Building, looking west. These buildings employ a variety of stepback strategies, ranging from stepbacks only at the top to frequent stepbacks applied at various stages of as the buildings rise.



Figure 4-84. High-rise residential buildings- shown here in downtown San Diego- typically have minimal ability to accommodate stepback recommendations, due to the requirements for residential units to "stack" in a repetitive fashion. Massing articulations are often found in balcony and terrace configurations.

seen from the sidewalk. (This parking location issue is addressed in Chapter 4, Section E - Parking & Vehicle Access.) In principle, stepbacks, the process of stepping back a building's bulk at designated height thresholds are not required from the street-wall (except as required in the Zoning Code and the Capitol View protection Act). This condition exists with the historic 926 J Street building, where the street wall/base condition is acknowledge with a horizontal string course, rather than a stepback, marking the division between base and shaft of a tall building. However, bulk reduction stepbacks are required at the top 20% of high-rise buildings.

## D. Massing and Building Configuration

**D.3. Bulk Controls (continued)****3. Tower Separation**

As the Central Core becomes a district with a higher concentration of high-rise buildings, greater setbacks are recommended for all the same reasons that smaller floor-plates are. Future commercial and residential towers should be required to maintain at least an 80-foot setback from adjacent towers, the width of a typical Sacramento downtown street, in order to ensure protection of views and privacy. See Part D.3.3. - Bulk Controls - Tower Separation & Height Differentiation.

**4. Tower Proportion**

Tower proportion is the relationship of floor plate width to height. These guidelines are set according to building type and height. Residential high-rises generally range in proportion from about 2.6:1 for 240' high buildings to 4.5:1 or more for building above 550' high. A series of given height thresholds are set, each with maximum floorplate dimensions (plan and diagonal) and illustrated in the following section, 3.a - Bulk Controls for Residential and Commercial Buildings. These proportions and maximum floorplate dimensions ensure the avoidance of stocky or bulky buildings that block views and cast overwhelming shadows on the streets and sidewalks.

**5. Wind Tunnel Testing**

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

**6. Alternative Designs & Flexibility Regarding Bulk Controls**

The Bulk Control Guidelines are intended to be a framework and basis for the review of projects by the City of Sacramento. Staff will review a project for overall compliance to ensure it meets the intent of the design criteria set forth in this document. As such, alternative designs that can be proven to achieve the

design principles in some form will also be considered by City Staff. Alternative Designs can be proven to be appropriate when the proposed design provides equal or greater amenities and benefits to compensate for areas of the project design not in compliance. Projects that do not adhere to the Bulk Control criteria set forth in this document should ensure, at a minimum, that tower designs take into consideration shadow casting, heat island effect, solar orientation, wind tunnel effects, prevailing winds, as well as view sheds.



Figure 4-85.



Figure 4-86.

Figures 4-85 and 4-86: Two approaches to setbacks are illustrated by two of Sacramento's signature historic buildings, the Elks Club and 926 J Street (now the Citizen Hotel). Both designs delineate the base, tower shaft, and top, but whereas the Elks club uses stepbacks at each location, 926 J Street uses cornices and string course to articulate its massing.



Figure 4-87.

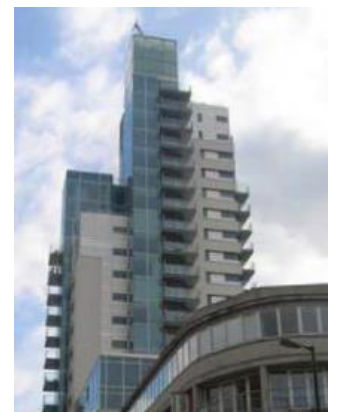


Figure 4-88.

Figures 4-87 and 4-88. Two views of a new 25-story high-rise residential tower in London. The floorplates have no setbacks until the top eight stories, where the "bundled" vertical masses successively end, creating terraces for the upper floors.

### D.3. Bulk Controls (continued)

#### Bulk Control Comparisons

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.

#### Case Studies

##### Sacramento

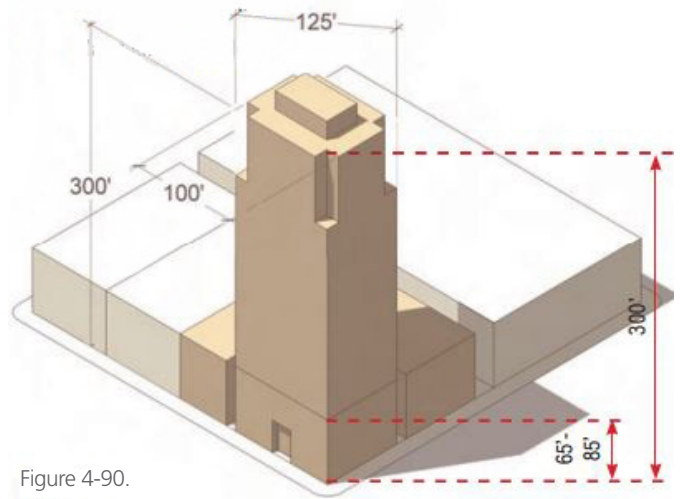


Figure 4-90.

- 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

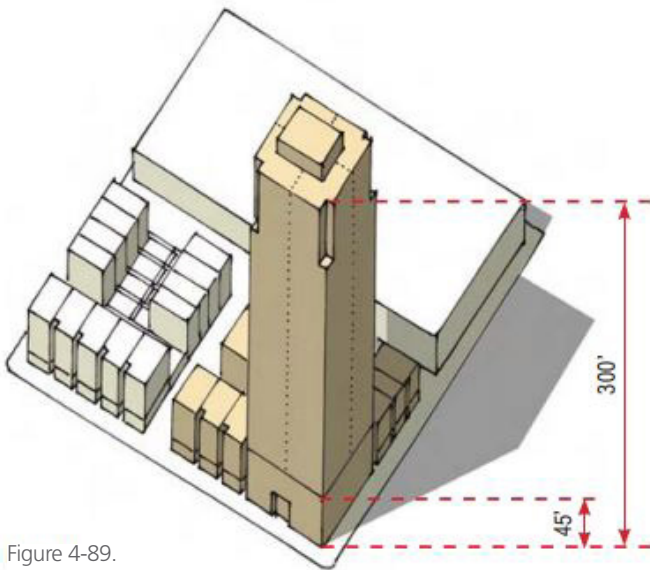


Figure 4-89.

- Max. tower floorplate: 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

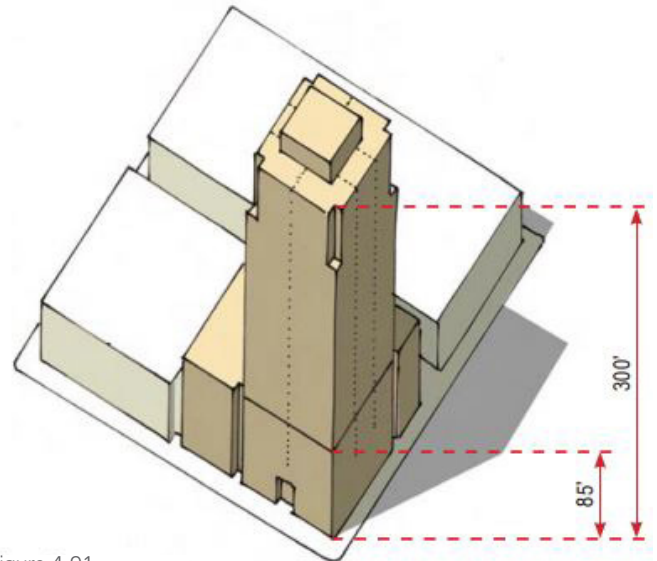


Figure 4-91.

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



D. Massing and Building Configuration

D.3.1. Bulk Controls - Residential and Residential/Mixed-Use Buildings

**Residential Bulk Control**

The allowable bulk of residential development varies by project height. The urban role of low rise buildings is primarily to hold the street wall, while high-rise buildings should be tall, slender, and well proportioned. The design of high-rise buildings should establish or continue the urban street-wall as well as contribute a significant form to the city skyline. Bulk controls thus specifically govern floorplate area, maximum plan dimensions and bulk reductions relative to height.



Figure 4-92.



Figure 4-93.



Figure 4-94.



Figure 4-95.

Figure 4-92 to 4-95. Various bulk reduction strategies employed on residential developments in San Diego, CA.

**1. Low & Mid-Rise (Up to 85' / Life-safety limit height):**

- 1.1. No bulk reduction required
- 1.2. No stepback from street required

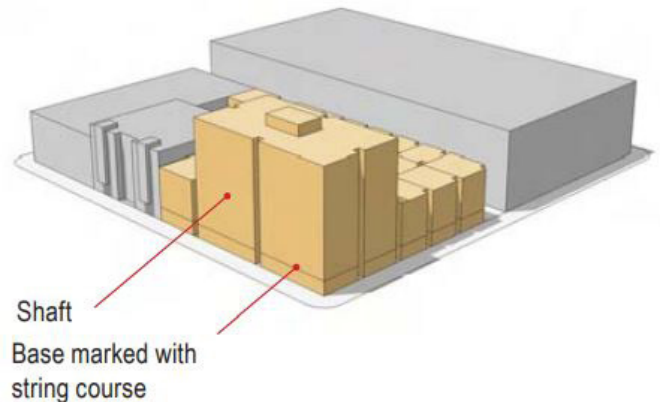


Figure 4-96.

**2. Up to 240' height**

- 2.1. Maximum average tower floor plate: 7,500 sq ft
- 2.2. Maximum plan dimension: 90'
- 2.3. Maximum diagonal dimension: 120'
- 2.4. 10% bulk reduction required for the top 20% of the tower height, measured from grade. (Bulk reductions need not be at corners, as pictured)
- 2.5. No stepback from street required at street wall base height

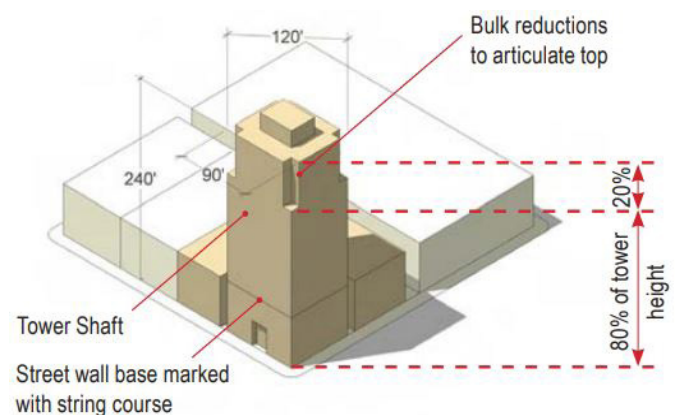


Figure 4-97.



D. Massing and Building Configuration

D.3.1. Bulk Controls - Residential and Residential/Mixed-Use Buildings (continued)

3. Up to 300' height

- 3.1. Maximum average tower floor plate: 8,500 sq ft
- 3.2. Maximum plan dimension: 100'
- 3.3. Maximum diagonal dimension: 125'
- 3.4. 10% bulk reduction required for the top 20% of the tower height, measured from grade. (Bulk reductions need not be at corners, as pictured)
- 3.5. No stepback from street required at street wall base height

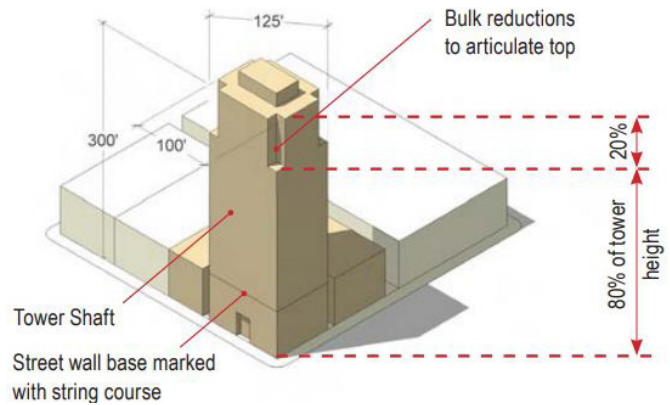


Figure 4-98.

4. Up to 350' height

- 4.1. Maximum average tower floor plate: 9,000 sq ft
- 4.2. Maximum plan dimension: 115'
- 4.3. Maximum diagonal dimension: 145'
- 4.4. 10% bulk reduction required for the top 20% of the tower height, measured from grade. (Bulk reductions need not be at corners, as pictured)
- 4.5. No stepback from street required at street wall base height

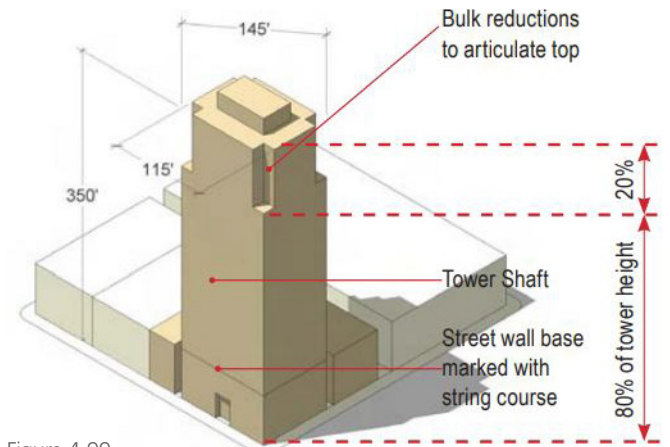


Figure 4-99.

5. Up to +/-550' height

- 5.1. Maximum average tower floor plate: 10,000 sq ft
- 5.2. Maximum plan dimension: 120'
- 5.3. Maximum diagonal dimension: 150'
- 5.4. 10% bulk reduction required for the top 20% of the tower height, measured from grade. (Bulk reductions need not be at corners, as pictured)
- 5.5. No stepback from street required at street wall base height

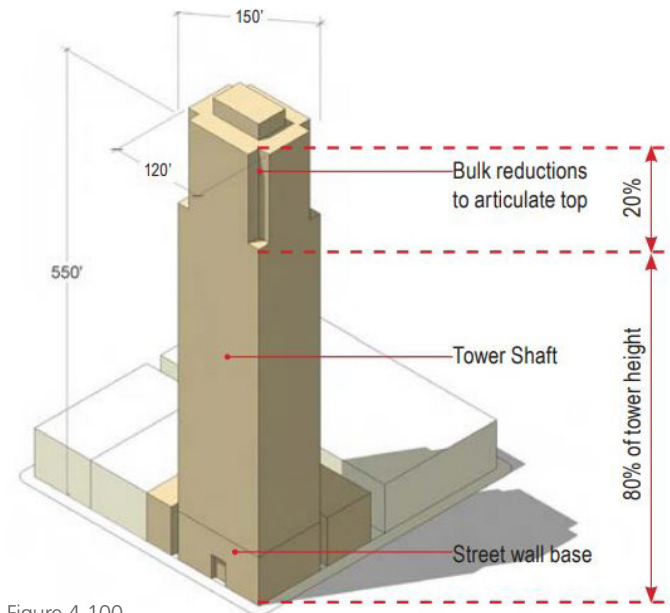


Figure 4-100.

D. Massing and Building Configuration

D.3.2. Bulk Controls - Commercial/Mixed-Use Buildings and Hotels

Commercial & Commercial/Mixed-Use Buildings

1. **Low-rise (Up to 50' height)**
  - 1.1. No bulk reduction required
  - 1.2. No setback from street required
2. **Mid-rise (Up to 85' / Life-safety limit height)**
  - 2.1. No bulk reduction required
  - 2.2. No setback from street required
3. **High Rise - Above 85' height**
  - 3.1. Maximum average tower floor plate: 20,000 sq ft
  - 3.2. Maximum plan dimension: 160'
  - 3.3. Maximum diagonal dimension: 200'
  - 3.4. 10% bulk reduction required for the top 20% of the tower height, measured from grade. No setback from street required

**Bulk Controls for Commercial Office/ Mixed-Use Buildings, and Hotel**

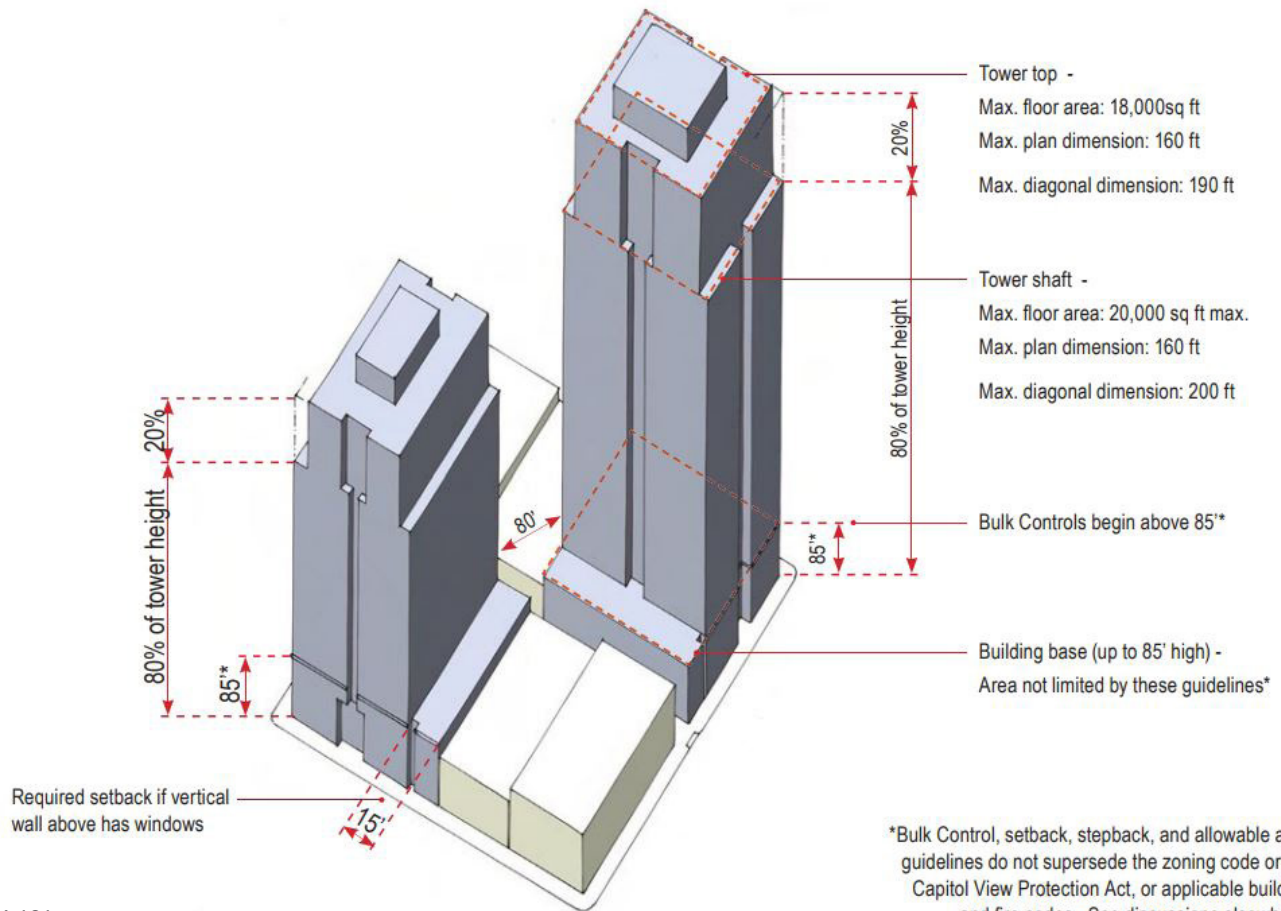


Figure 4-101.

D. Massing and Building Configuration

D.3.3. Bulk Controls - Tower Separation and Height Differentiation

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

**Rationale**

One of the benefits of towers is to have unobstructed views for the upper floors. This is particularly important in narrow lots in a multi-parceled block, as is common in the commercial zone of the Central Core. 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**

1. **Tower Spacing & Separation**

A minimum separation of 80' in all directions is required between residential towers. (See Figure 4-102). This implicitly limits the number of towers per block to four. This applies to existing and new residential towers, including where multiple towers are part of the same design scheme / development.

The street right-of-ways in Sacramento's Central Core are all at least 80' wide. This dimension shall establish the minimum dimension between towers in all cases. (See Figure 4-104). 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.

2. **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 4-104, if towers B, C and D are existing, new tower A should be approximately 50' shorter or taller than both tower B and tower D.

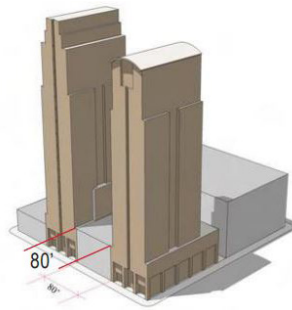
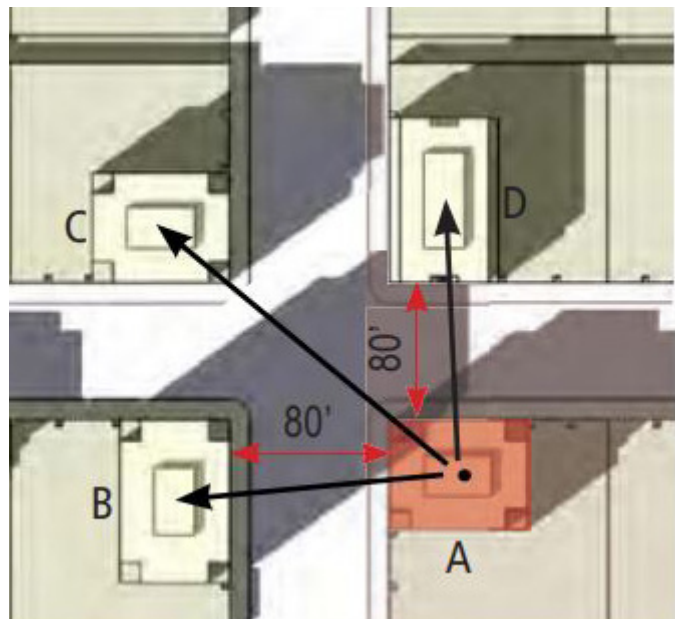


Figure 4-102: Permitted tower spacing



Figure 4-103: Residential tower spacing in downtown San Diego, CA.



- Tower Spacing: 80' away from any other tower, which limits each block to no more than 4 towers
- Height Differentiation, to maximize views and individual tower identity: at least 50' different than the two closest towers. In the diagram above, the height of tower A should be at least 50' different than both towers B and D.

Figure 4-104: Towers should be spaced at least 80' apart from each other the equivalence of a street width and vary considerably in height from those closest to it.

## D. Massing and Building Configuration

### D.3.4. Bulk Controls - A Distinctive Top

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

#### Rationale

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. Sacramento has many fine examples of this design strategy, from the historic Elks Lodge of 1926 to 621 Capitol Mall, completed in 2008.

#### Guidelines

1. To achieve a distinctive top, a 10% bulk reduction for the top 20% of the building height is required. This helps define an upper / penthouse zone at the top of the building and reduces the apparent bulk of the tower as seen against the sky.
2. Mechanical penthouses should be screened and integrated into the form of the building. Consideration should be given to various ways of handling this design element without compromising safety or creating a monotonous skyline. (See Photos, this page)
3. Designs should avoid flat topped profiles, which make a building look stocky and top-heavy.

#### Tower tops



Figure 4-105.

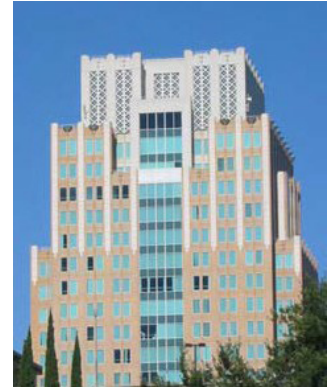


Figure 4-106.

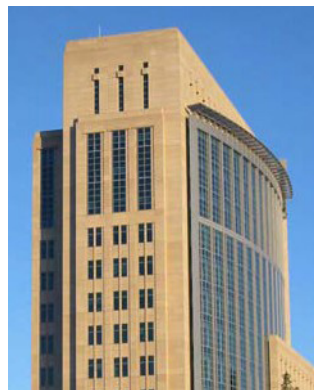


Figure 4-107.

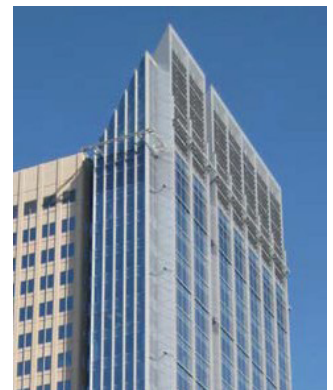


Figure 4-108.

Figures 4-105 to 4-108. Bulk reductions and integrated mechanical penthouses contribute to the distinctive tops of these Sacramento towers



## D. Massing and Building Configuration

## D.3.5. Bulk Controls - Rooftops and Mechanical Penthouse Enclosures

.....  
**PRINCIPLE:** Rooftop design shall be integrated into the overall design scheme of the building, including mechanical penthouse enclosures and green design elements.  
 .....

### Rationale

The roof levels of a building need to accommodate servicing and life-safety requirements, while retaining a form that will be a distinctive & memorable contribution to the city skyline. A key issue of rooftop design is balancing the integration of building services, like mechanical and drainage systems, with building amenities, like potential rooftop open space and natural cooling strategies, storm-water management and, where require; and designing the rooftop to reduce heat-island effect and facilitate

### Guidelines

#### 1. Mechanical Penthouses

Mechanical penthouses should be screened and integrated into the formal design of the building. (See Figures 4-109 to 4-112).

#### 2. Roof Surfaces

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

- 2.1. 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.
- 2.2. 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).
- 2.3. Install photo voltaic panel arrays on at least 50% of roof areas.

#### 3. Open Space

Roofs offer an excellent opportunity to provide users with common open space, in the form of roof decks or gardens (where the roofs are not already planted for storm-water management purposes). If roofs are flat, designers should endeavor to make roofscapes occupiable by users. Publicly accessible roofs may help meet park requirements.

### Rooftops



Figure 4-109.

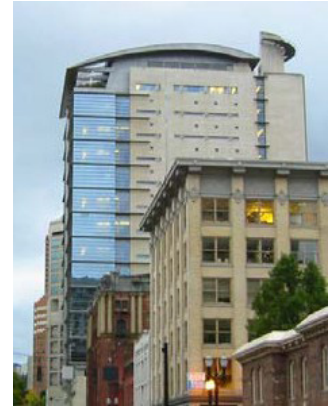


Figure 4-110

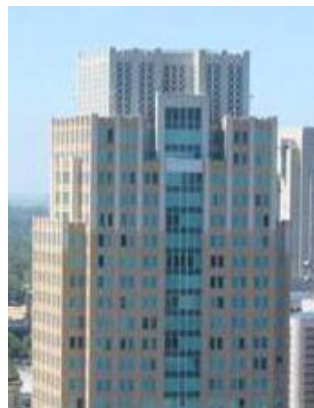


Figure 4-111

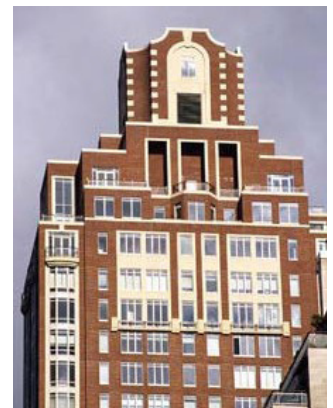


Figure 4-112

Figures 4-109 to 4-112. Mechanical penthouses at roof level integrated into the overall design of the building's massing and "distinctive top".

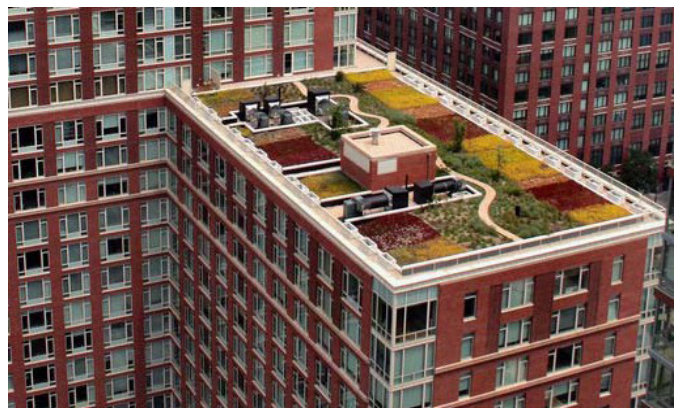


Figure 4-113. Green roof on an urban high-rise residential building.

D. Massing and Building Configuration

D.4.1. Façades - Ground Level Uses

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

**Rationale**

In order to have a lively mixed-use downtown retail, commercial and community uses are encouraged at sidewalk level, ensuring the maximum transparency and permeability of the street facade. Since the downtown’s population of workers, residents and visitors can support only a limited amount of retail, provision for ground floor live/work loft space should be considered where retail is not feasible.

**Guidelines**

1. **Location.**

In the Central Core area, ground floor uses should be retail, commercial, community or live/work. Ground floor retail location requirements are specified in the Section 17.96.070 of the Zoning Code, as depicted on the map in Figure 4-114.

2. **Ground Floor Heights.**

- 2.1. Development with retail, commercial, community or public uses on the ground floor should have a floor-to-floor height of at least 13’. Where mechanical venting is required, facade vents should be either at least 9’ above the sidewalk level, or placed on a side elevation, away from pedestrian traffic.
- 2.2. Consider 21’ floor-to-floor ground level height for retail use along primary frontages. This allows for two-levels of parking to be accommodated behind the retail to the same height.
- 2.3. The ground floor elevation is preferable located at sidewalk, and should in no case be more than 2’ above the adjacent sidewalk, and maintain handicap access.
- 2.4. Main entrances, for each use, should be accessible from sidewalk level. (See Figure 4-115).

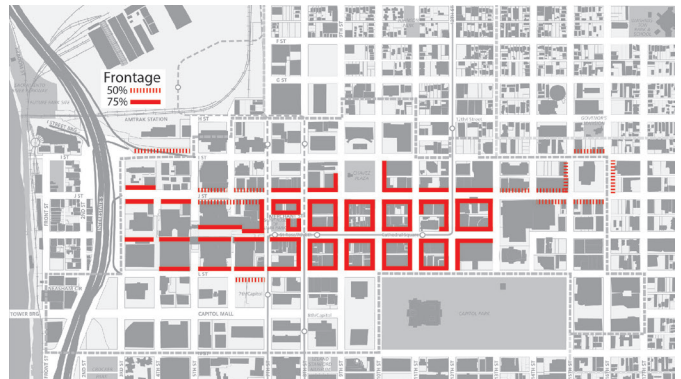


Figure 4-114. Map of ground floor retail locations required in the Zoning Code. (Attachment #9 to Chapter 17.96 of the City’s Zoning Code)

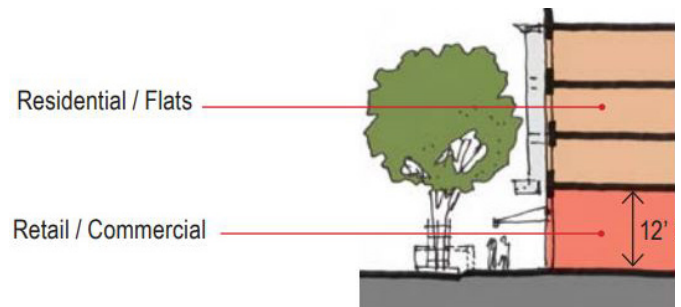


Figure 4-115. Ground floor mixed uses along retail

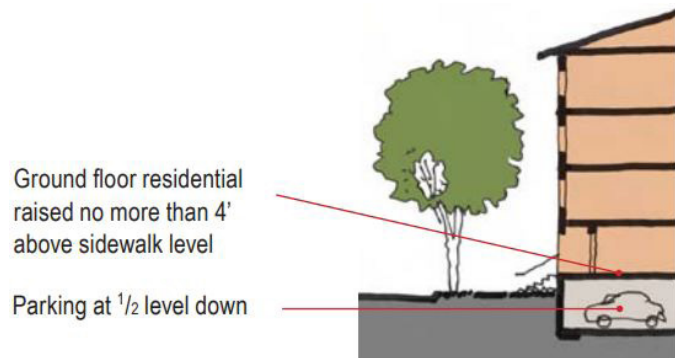


Figure 4-116. Residential

D. Massing and Building Configuration

D.4.1. Façades - Ground Level Uses (continued)

3. **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 4-116).

4. **Blank Walls Due to Screening of Parking.**

Blank walls due to grade-level parking or service spaces are to be avoided. Parking shall be screened with an active use (residential, etc.) or depressed by a half or full level. (See Figures 4-116 & 4-117). See also Chapter 4, Section E- Parking & Vehicle Access.

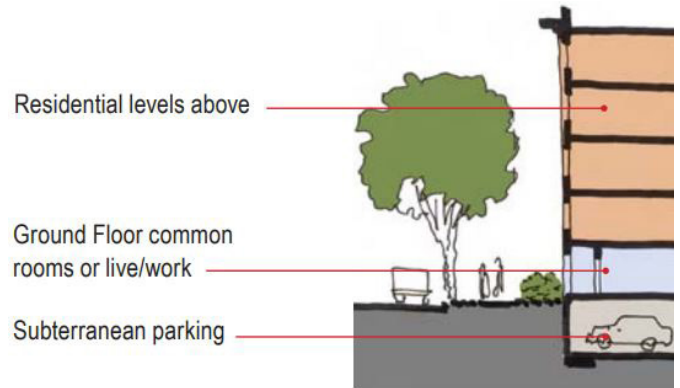


Figure 4-117. Residential street subterranean parking



D. Massing and Building Configuration

D.4.2. Façades - Transparency

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

**Rationale**

Where retail, commercial, community or other active uses occur, it is imperative that they are visible from the street, to both pedestrians and motorists. The facade thus needs to have a high level of transparency in order for these uses to get the amount of visibility required for their healthy business operation (See Figures 4-118 & 4-119). These facades should also have a high degree of permeability (through doors and entryways).

**Guidelines**

1. Where retail, commercial, community or other active uses occur, the retail level facade should be 60%-75% transparent. See 4.1. - Façades - Ground Level Uses for required locations per the retail frontage map
2. Opaque and translucent glass do not qualify as transparent.
3. A facade need not be all glass, nor must it be built out of a storefront system.
4. The qualifying area of a facade is from top of finished sidewalk to top of finished floor level of first non-retail (e.g. residential or commercial office, etc.) level.
5. Doors should be spaced no more than 40' apart to ensure a high degree of permeability.
6. Blank walls, more than 12' in length are discouraged. If they can not be avoided, one of these strategies should be used:
  - 6.1. Set the wall back behind a planting strip of at least 18". The planting strip may be recessed within the column grid.
  - 6.2. The wall should be either articulated or decorated with artwork, or both.

**Ground Level Transparency**



Figure 4-118.

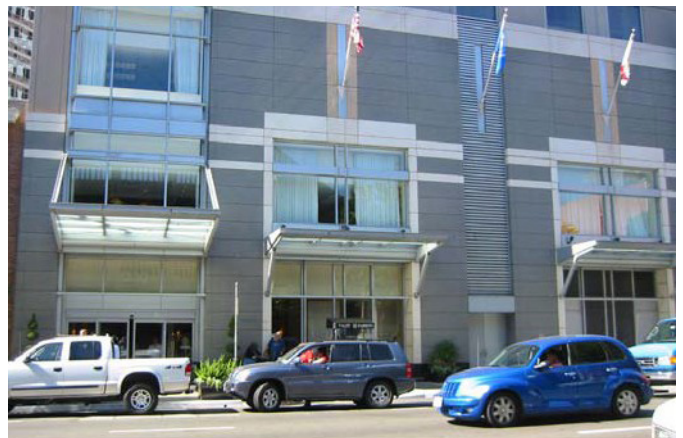


Figure 4-119.

Figures 4-118 & 4-119: 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.



D. Massing and Building Configuration

D.4.3. Façades - Articulation of Street-Wall

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

**Rationale**

Sacramento’s urban blocks are historically divided into 40’ and 80’ wide lot increments. The blocks in the Central Core 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, unarticulated façade planes should be limited to an in order to create visual variety and interest.

**Guidelines**

1. **Vertical Articulation.**

Facade articulation elements should include notched setbacks, projecting bays, balconies, etc. Articulations should begin at the 2nd or 3rd floor. Ground level articulations, in the form of recesses, should be limited as they create dark and unsafe areas.

- 1.1. The maximum unbroken length of the facade of a commercial building should be limited to 100’.
- 1.2. Articulation of residential buildings should respond to multiples of 40’, in response to the typical historic graining of the lot patterns.
- 1.3. Articulation between facade sections should be at least 5’ deep and at least 10’ wide.

2. **Repetition of Articulation.**

A project should not repeat the same wall surface design

- 2.1. Horizontally, across more than 1/3 of a block
- 2.2. Vertically, over more than 50% of its floors

**Articulation of street-wall**

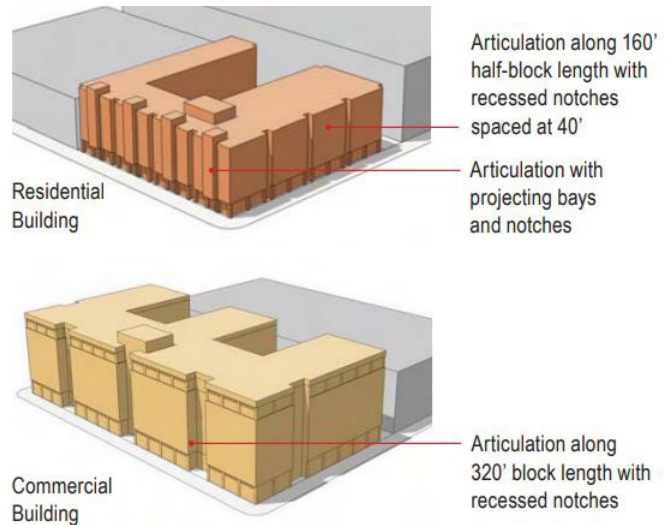


Figure 4-120: Projections & notches articulating the street



Figure 4-121 A wide street frontage is articulated with bay windows, projecting balconies, and recessed zones. The major massing articulations begin above the 2nd floor.



Figure 4-122. The facade of 621 capitol Mall has horizontal articulation every three floors, and a notch running vertically from top to bottom.

Illustrates how design strategies like rhythm and notching can be used to design large buildings where expansive and potentially repetitive facades can be challenging.

## D. Massing and Building Configuration

## D.4.4. Façades - Building Corners

**PRINCIPLE:** Building corners are a placemaking element that should be designed to accentuate the unique location of the urban corner.

## Rationale

Building projects within the Central Core located on corner lots present an excellent opportunity to accentuate the unique location of the corner across the width and length of the urban block. Some urban corner design strategies include articulated corners, projecting and receding balconies, and accentuating features at various scales. (See Figures 4-123 to 4-130).

## Guidelines

Building projects located on corner lots should accentuate the corner's unique location on the urban block. Buildings should use one or more of the following design strategies:

1. **Articulated corners**

Chamfered or rounded corners allow for a seamless transition from one street facade to the next. This is an especially good strategy where a corner entrance is used. Chamfered corners are illustrated in Figures 4-125, 4-126 and 4-129; rounded corners in Figures 4-127 and 4-130.

2. **Projecting and recessed balconies and entrances**

Projecting and recessed balconies and entrances allow for the corner to capture a volumetric expression distinct from the typically repeating elements of a facade. (See Figures 4-123, 4-127, 4-129 and 4-130).

3. **Accentuating features at various scales**

Buildings may incorporate accentuating features at the building corner. These can be designed at various scales, from embellished doorways (see Figures 4-125 and 4-126), to material and volumetric manipulations (see Figures 4-123 and 4-128) to circular drums (see Figures 4-127 and 4-130). In some cases the entire building massing may transform to become a corner pavilion feature (see Figures 4-124 and 4-127).

4. **Other Strategies**

Other innovative design strategies which accentuate the corner may also be submitted for review.



Figure 4-123.



Figure 4-124.



Figure 4-125.

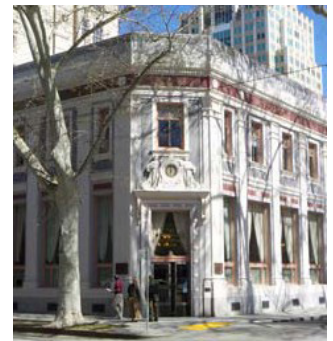


Figure 4-126.



Figure 4-127.



Figure 4-128.



Figure 4-129.

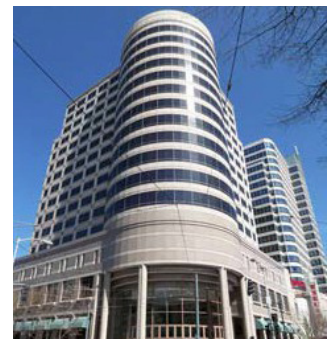


Figure 4-130.

These Sacramento buildings illustrate a variety of corner design strategies, including rounded and chamfered corners and accentuating features at various scales.



## D. Massing and Building Configuration

## D.4.5. Façades - Window and Facade Systems and Patterns

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

## Rationale

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

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

Window design is inherently related to the facade system employed. Windows are traditionally referred to as “punched openings” in masonry walls, whereas in curtain walls they are not treated as a separate element from the façade system. Curtain wall systems can also incorporate sun shading systems which are discussed in Section 4.7 - Canopies, Awnings & Sunshades. Further, many buildings use a hybrid of systems, for example where a curtain wall system sits within a larger punched opening of a masonry wall. Thus, the following guidelines and illustrations should be considered to illustrate a range of possible solutions, but is not inclusive of all sound combinations and scenarios.

## Guidelines

1. Windows within solid walls (walls not designed as glass curtain wall systems) should not sit in the same plane as the wall surface. They should be recessed at least 4”, with the wall material turning the corner at the window jambs, in order to demonstrate materiality of the wall thickness. (See Figures 4-131, 4-132 & 4-134).
2. Windows should have design and scale appropriate to the spaces behind them. (See Figure 4-131).

## Window Types in Sacramento’s Building Stock



Figure 4-131.



Figure 4-132.



Figure 4-133.



Figure 4-134.

Figure 4-131 to 4-134. 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).

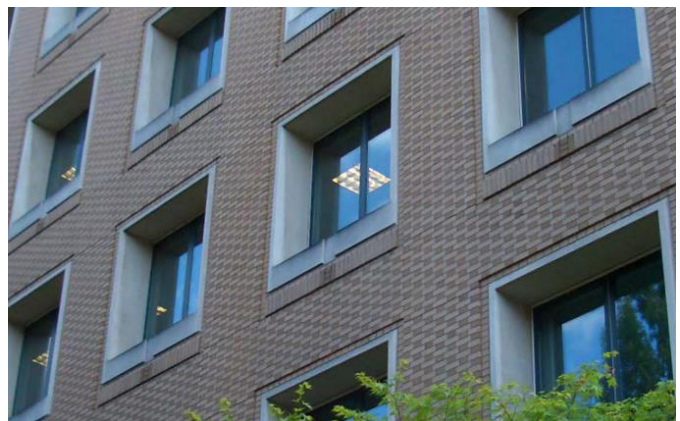


Figure 4-135. The windows in this brick wall are surrounded by both special brick courses and a continuous cast stone frame, whose depth makes the exterior wall appear thick, massive and carved.

D. Massing and Building Configuration

D.4.5.. Façades - Window and Facade Systems and Patterns (continued)

3. Windows should be grouped to establish rhythms across the façade and hierarchies at important places on the façade. (See Figure 4-137).
4. Curtain wall systems should be designed with projecting vertical and/or horizontal mullions (see Figure 4-138), or other modulating features. See Figure 4-140).
5. The location of the glass line should be varied across the façade, to create depth and shadow effects. (See Figures 4-136, 4-137 & 4-139).



Figure 4-136. This building also combines curtain wall window systems with solid punched-opening walls. The wall is given a visual thickness by the varying placement of the glass line.



Figure 4-137. This university building in Cambridge, MA, 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.



Figure 4-138. This office building at 560 Mission Street in San Francisco has a sophisticated system of projecting mullions and framing members, establishing an intricate dialogue between structure, skin and appendage.

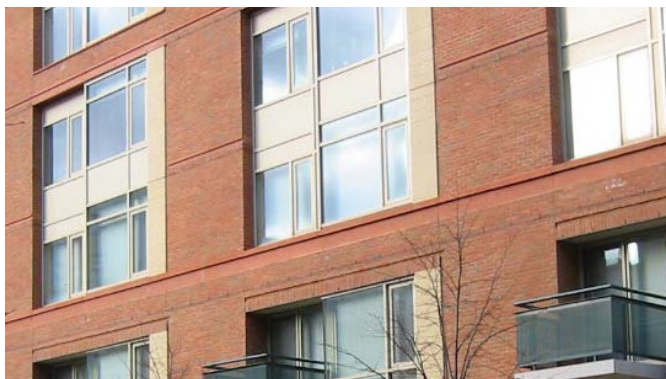


Figure 4-139. This project inserts a curtain wall system within a punched opening. The red brick wall turns to reveal the wall's thickness, and the curtain wall is placed at varying depths within the apparent thickness of the brick wall opening.

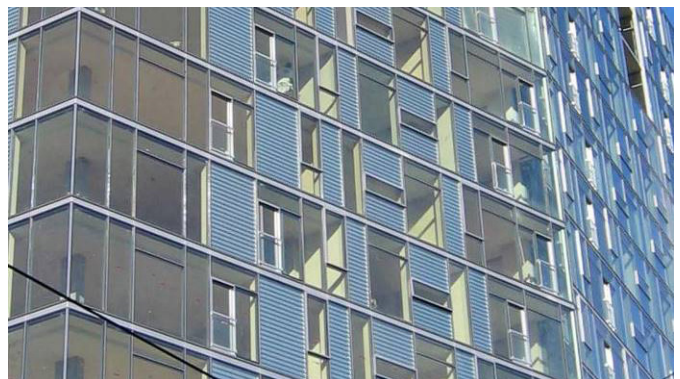


Figure 4-140. This curtain wall, on an apartment building in Portland, is modulated by the strong horizontal lines of the concrete floors and a rhythm of alternating metal panels which establish private and public zones within the building.



D. Massing and Building Configuration

D.4.6. Façades - Entrances

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

**Rationale**

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

**Guidelines**

**1. Entrances should:**

- 1.1. Be given prominence on the street frontage.
- 1.2. Be located to achieve the highest amount of visibility on the site.
- 1.3. Be sized and scaled appropriately for the amount of use and/or prominence of function.
- 1.4. Incorporate craft work and/or public/private art.
- 1.5. Have a change in material and/or wall plane.
- 1.6. Be appropriately lit, for safety and legibility of signage and inscriptions.
- 1.7. Have double height lobbies for buildings with more than 30 dwelling units or 4 floors of commercial space
- 1.8. Be individual, with steps, porches or stoops when facing streets, green-ways or courts, for ground floor residential units.

**2. Entrances should not:**

- 2.1. Employ excessive storefront systems.
- 2.2. Employ projecting storefront cubicle pavilions.

**Entrances**



Figure 4-141. Vertical elements and canopy mark the entrance to the Department of Transportation building, Sacramento

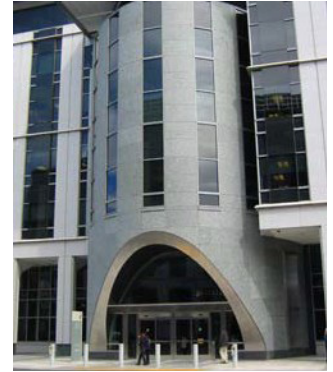


Figure 4-142. This vertical drum punctuates the entry from the street, recessed beneath an archway.



Figure 4-143. Entrances to individual units should orient to the street & be characterized by stoops, porches etc.



Figure 4-144. A monumental entrance to a California State office building marked by the official seal.



Figure 4-145. Entrance to the city library, appropriately designed and decorated.



Figure 4-146. New library entrance, designed with a simple storefront glazing system.

D. Massing and Building Configuration

D.4.7. Façades - Canopies, Awnings, Sunshades

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

**Guidelines**

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**

1. **Canopies**

Canopies should be generous in height. They may cantilever over the right of way, or rest on columns, like a portico projected over a sidewalk. (See Figure 4-147).

2. **Sunshades**

The use of sun shading elements is recommended on all projects, especially on their south & west faces. They may be an integrated part of the facade system, or act as applied or detached elements. (See Figure 4-148).

3. **Awnings**

In busy pedestrian areas, awnings may encroach the public right-of-way by up to 75% of its width, with 8' minimum clearance above the finished sidewalk level. (See Figures 4-149 & 4.-150).

4. **Quality of Materials**

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

5. **Encroachments**

- 5.1. All removable awnings, canopies, and sunshades require the issuance of a revocable encroachment permit.
- 5.2. All permanent overhead fixtures such as awnings or overhangs (part of the building structure) which

**Canopies**



Figure 4-147. Entrance canopy to a residential apartment building on a downtown street.

**Sunshades**



Figure 4-148. Applied sun shading elements on a building at Stanford University, Palo Alto, CA.

**Awnings**



Figure 4-149. Awnings projecting over the right-of-way at ground-level retail.

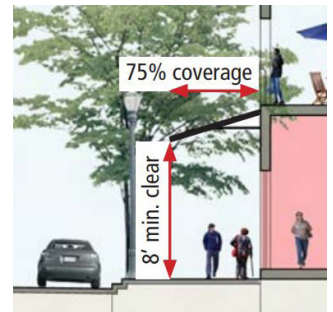


Figure 4-150. Awning section with minimum clear height above sidewalk & desired coverage.

- 5.3. Infringe into the City ROW require the execution of an encroachment agreement, to be handled on a case by case basis.
- 5.4. At any time that any part of the actual building infringes into the City ROW the execution of an encroachment, agreement is required.

## D. Massing and Building Configuration

## D.4.8. Façades - Projecting Elements and Encroachments

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

## Guidelines

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

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

## Guidelines

## 1. Bay Windows

Bay Windows may encroach no more than 3' with a maximum 8' length horizontally and either squared off or angled returns. (The angled return is in addition to the 8' length.) At least 6' should separate bay windows horizontally. Projections should allow at least 12' clear from top of sidewalk to underside of projection. (See Figures 4-151 to 4-153).

## 2. Balconies

- 2.1. Facades may be articulated with balconies.
- 2.2. Balconies may encroach no more than 3' over the public R.O.W., and up to a 12' encroachment over a setback line, permitted that the balcony does not cross into the public R.O.W. Balconies should have a maximum 12' length horizontally. At least 10' should separate balconies horizontally. Grouped balconies should employ integrated screens or other privacy measures. Balconies should allow at least 12' clear from top of sidewalk to underside of balcony if projecting over sidewalk; otherwise, a balcony at the ground floor is considered a porch and requires no clearance above grade. (See Figures 4-154 & 4-155). Consult the Zoning Code for governing regulations.

## Bay Windows

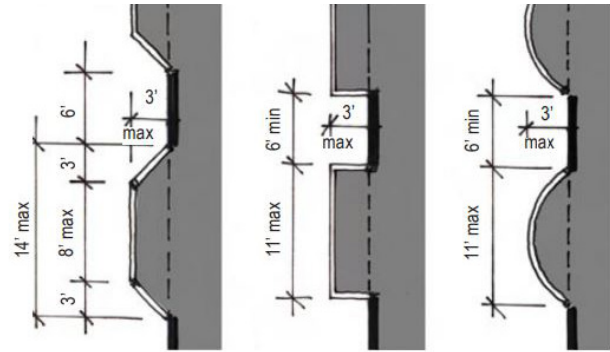


Figure 4-151. Bay Windows (plan views), left to right: segmented, square, and curved.

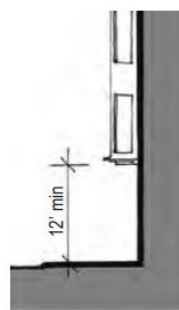


Figure 4-152. Bay Windows - minimum clear height above finished sidewalk

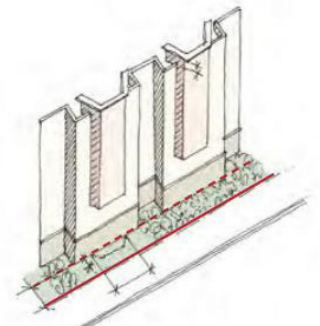


Figure 4-153. Bay Windows protecting over the setback line. They should be at least 6' apart.

## Balconies



Figure 4-154. Stacked balconies on an apartment building



Figure 4-155. French balcony covering windows & operable doors



D. Massing and Building Configuration

D.4.8. Façades - Projecting Elements and Encroachments (continued)

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

3. **Porches and Stoops**

Elements such as porches and stoops are allowed to encroach (within a required setback) from the public right-of-way/ property line up to 12'. Though they cannot go beyond the parcel line. (See Figure 4-156).

4. **Cornices**

Projecting cornices are encouraged to help form a distinct profile to the building's top edge. They may project up to 5' over the right-of-way. (See Figure 4-158).

5. **Arcades**

5.1. Arcades are encouraged, especially when facing south or west. They may project over the public right-of-way, and should have active uses in the ground floor space facing onto them. (See Figures 4-159 to 4-161).

5.2. Arcades are encouraged, especially when facing south or west. They may project over the public right-of-way, and should have active uses in the ground floor space facing onto them. (See Figures 4-159 to 4-161).

5.3. Arcades should not be placed in the private parcel as this leads to redundant sidewalk conditions, and the arcaded area becomes dead and problematic.

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

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

6. **Encroachment Agreements**

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

6.2. At any time that any part of the actual building infringes into the City ROW the execution of an

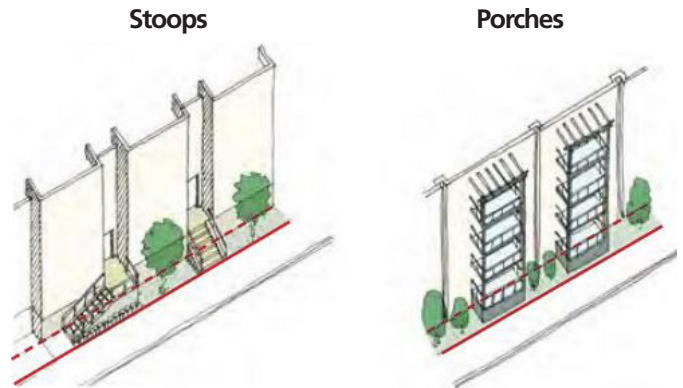


Figure 4-156. Stoops and porches are permitted to cross the setback line (red dotted) into the landscaped setback zone, permitted that they do not cross the property line (red).



Figure 4-157. Stoops projecting beyond the frontage line



Figure 4-158. Generous projecting cornice atop mixed-use loft development in Sacramento

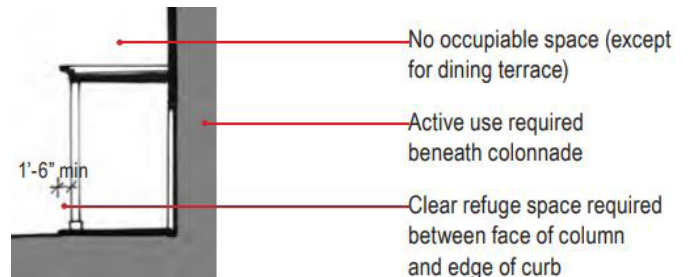


Figure 4-159. Projecting Arcade



Figures 4-160 and 4-161. Projecting arcade (colonnade) over retail sidewalk with dining terrace above, Pike Place Market, Seattle, WA



D. Massing and Building Configuration

D.4.9. Façade - Materials

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

**Rationale**

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 Core 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, resulting in the need 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 artificial and simulated materials. Materials and colors should be related to masses and volumes, with changes in material/color following changes in mass (see Figures 4-166 and 4-167).

**1. Material Uses**

- 1.1. New developments should respond in a compatible manner to the existing color, texture and materials used on surrounding significant buildings
- 1.2. Projects should utilize compatible materials on all four sides of the building.

**Material Variety in Sacramento's Central Core**

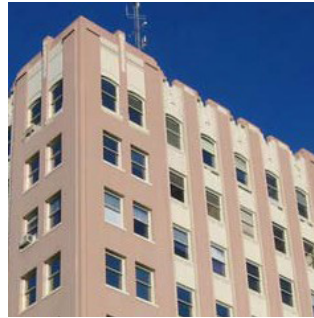


Figure 4-162  
Painted Stucco

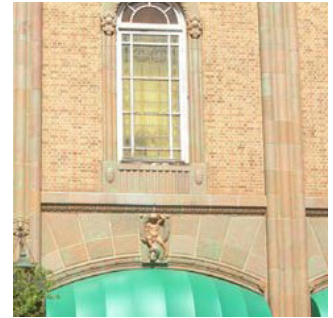


Figure 4-163  
Orange Brick and Terracotta



Figure 4-164  
Stone & Cream Brick



Figure 4-165  
Glazed Masonry

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



Figures 4-166 and 4-167. Different materials and colors should be separated with a change in plane.

## D. Massing and Building Configuration

### D.4.9. Façade - Materials (continued)

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- 1.3. 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), terracotta or tile, brick, transparent glass, metal (e.g. bronze, brass, chrome, baked enamel) when used judiciously, etc.
  - 1.4. More than two colors and materials should be incorporated in a design. Intense colors, if used, should be accents. Monochromatic schemes are discouraged.
  - 1.5. 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.
  - 1.6. Materials should wrap corners and continue for at least 12 inches before a material change.
  - 1.7. Graffiti resistant coating should be applied on the lower portions of alley elevations.
- 2. Material Restrictions**
- 2.1. Extensive use of nondurable materials should be avoided on all projects, but especially on buildings over three stories.
  - 2.2. The uses of reflective glass, mirrored glass and dark colored glass should be avoided.
  - 2.3. The use of exposed concrete at ground level should be minimized.
  - 2.4. The use of vinyl as an exterior building material shall be avoided.
  - 2.5. No material should simulate another material.
  - 2.6. If plaster is used, it should have a smooth finish.
  - 2.7. Imitation plaster should not be used on the bottom 30' of any building.
  - 2.8. Material Restrictions do not apply to building surfaces fronting onto alleys, unless required by ordinance.
  - 2.9. Fiber cement board should not have imitation textures.
  - 2.10. In walls finished in concrete block, the mortar color should not be darker than the block color.
- 3. Sustainable Practices**
- 3.1. Projects should be designed and developed using the best green practices, and seek to use materials that are mined/ grown/harvested/assembled locally.

D. Massing and Building Configuration

D.4.10. Façades - Lighting

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

**Rationale**

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

**1. Lighting Goals for the Central Core**

- 1.1. To purposefully employ lighting strategies as an urban art form and a key element in after-dark place-making of the highest quality.
- 1.2. To create a vital, world class urban night image for the Sacramento Central Core which is sustainable and highly creative.
- 1.3. To facilitate after-hour tourism and vital urban life for residents and visitors alike.
- 1.4. To rediscover the Central Core at night by creating safe and enticing paths of travel for pedestrians and cyclists.
- 1.5. To create a distinctive evening character for the Central Core by showcasing Sacramento’s rich architectural history, landmark structures and monuments.
- 1.6. To enhance public safety through lighting clarity and recognition for pedestrians, cyclists and motorists.

**Guidelines**

**1. Lighting Design Goals for New Buildings**

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



Figure 4-168. Lighting along K Street in the Central Core combines public and private realm design opportunities.



Figure 4-169. Exterior Lighting on Memorial Auditorium highlights the architectural features of the historic building.



Figure 4-170. Lighting design can be used for dramatic effect in the open spaces, fountains and street furnishings of the of the central Core, as shown here.



## D. Massing and Building Configuration

## D.4.10. Façades - Lighting (continued)

- 1.3. Lighting designers should be purposeful in the design and selection of luminaries and electrical equipment to conceal actual light sources and ensure unobtrusive installations without clutter. Bulky over sized fittings are not appropriate and should never conflict with architectural detailing.
2. **Lighting Design Goals for Historic Buildings**
    - 2.1. Use carefully concealed lighting to complement the inherent architectural quality of historic buildings. Select light sources to accent architectural details. Lighting color and temperature should be carefully selected to reinforce existing hues and coloration of exterior materials. Color should not be used for its own sake on historic buildings.
    - 2.2. Lighting designers should be purposeful in the design and selection of luminaries and electrical equipment to conceal actual light sources and ensure unobtrusive installations without clutter.
    - 2.3. Avoid fixings that may stain the exterior building fabric
  3. **Levels, Direction, and Quality of Illumination**
    - 3.1. Levels of illumination should be responsive to the type and level of anticipated activity, without under- or over- illuminating. Higher lighting levels should be provided on buildings or in areas with high levels of nighttime activity. Thus, commercial shopping buildings should have higher levels of illumination than residential buildings with lower levels of nighttime activity.
    - 3.2. Facade lighting should focus on illuminating the building's surfaces. Light fixtures should include internal reflector caps, refractors, or shields that provide an efficient and focused distribution of light and avoid glare or reflection across property edges or onto adjacent buildings. Illumination design should avoid lighting of the night sky.
    - 3.3. For the lighting of open spaces within the private realm, refer also to Chapter 3, Section C.3.4 Street Furnishings and Amenities - Street Lighting.
    - 3.4. Provide lighting at appropriate scales for the component being illuminated, including accent lighting where appropriate.
    - 3.5. Fixture design should complement the architecture, and be integrated into the whole of the building design. On historic buildings, fixtures should be concealed within the building's ornaments and articulations as much as possible.
    - 3.6. Comply with both Title 24 and the IESNA's Recommended Practice RP-33-99: "Lighting for Exterior Environments", Section 5.1

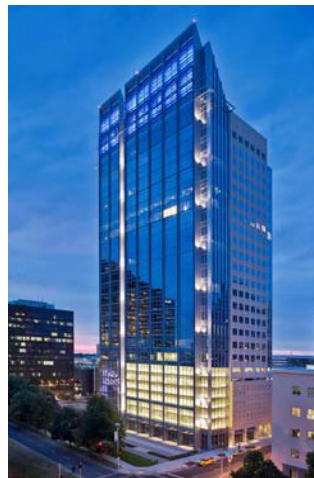


Figure 4-171. Exterior Lighting on 621 Capitol Mall highlights the building's massing and articulations.



Figure 4-172. The Esquire Building's lighting design includes a dramatic illuminated corner.



Figure 4-173. Lighting needs to be appropriate to a building's use and location. It should be integrated into the facade design, as seen here in the Fine Arts building along Shattuck Avenue in Berkeley.



## D. Massing and Building Configuration

## D.4.11. Façades - Signage

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

### Rationale

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

### Guidelines

#### 1. General

- 1.1. 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.
- 1.2. 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.
- 1.3. All commercial signage is subject to a City sign permit. Contact the Sign Permits Coordinator of the City Development Services Department for more information.
- 1.4. Buildings with multiple tenants should have a common signage program and include a multiple directory.
- 1.5. Projects involving new building construction or major rehabilitation must submit a conceptual signage program with the building elevation plans for design review and approval before individual signs will be reviewed. The sign program shall address:
  - Proposed location of signage;
  - General dimensions of signage area; and
  - Design & materials guidelines, including colors, letter size, use of logos/graphics, illumination method, etc.



Figure 4-174. Architecturally integrated neon signage appropriately scaled to fit



Figure 4-175. New exposed neon blade signs wrap the corner of an historic building.

#### 2. Location and Size

- 2.1. Location and size shall preserve sight lines and enhance visual corridors to foster wayfinding and circulation. Blade signs along pedestrian corridors will foster circulation through the Central Business District. Note, blade or other projecting signs that project over the Public Right-Of-Way require an Encroachment agreement.
- 2.2. All signs should relate proportionately in placement and size to other building elements, and sign style, materials and color should complement the building façade.
- 2.3. Signs shall respect architectural features such as vertical piers and trim work. Signage should be placed in accordance with façade rhythm, scale and proportion, including windows, storefronts and entries.

## D. Massing and Building Configuration

## D.4.11. Façades - Signage (continued)

2.4. Wall mounted signs and their support brackets shall maintain vertical clearance above the finished floor to prevent any physical contact with pedestrians.

Orient all signage to the pedestrian:

- Signage should be oriented to the pedestrian with less orientation toward vehicular activity.
- Signs should generally not exceed 20'-0" above the ground or be higher than the building cornice line or street wall height.
- See the City Sign Ordinance for additional requirements.

### 3. Type

3.1. The types of signage listed below are recommended

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

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

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

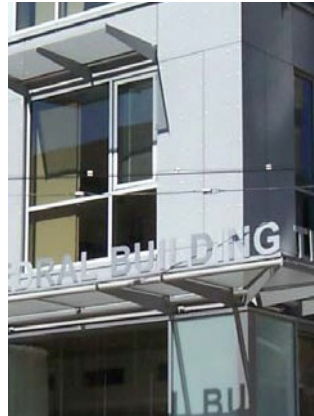


Figure 4-176. New block letter signage wrapping the corner of the Cathedral Building.



Figure 4-177. New bronze and neon sign, corner-mounted to a brick building in the Central Core.

### 4. Text

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

### 5. Materials and Color

- 5.1. All signs shall be composed of high-quality materials that enhance the character of the Central Business District. All fascia signage shall be integrated into the architecture, such as mounted to architectural canopies or painted or mounted directly onto building surfaces without a back plate.

## D. Massing and Building Configuration

## D.4.11. Façades - Signage (continued)

- 5.2. The signage material will be weather proof and fade resistant. High quality materials and finishes are required. Appropriate materials should be used for all elements of signs including: all text, exposed edges, and surfaces.
- 5.3. 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.
- 5.4. Appropriate materials may include the following: Metal, Wood (except chip board, plywood, etc.), Plexiglas or Hard Plastic, Neon, stone, cast & engraved metals, fired ceramics, Screen Print on Canvas Awnings, and Painted Graphics (durable paints) on Building Surface.
- 5.5. Inappropriate materials may include the following: Paper, Stucco, and porous material, i.e. Styrofoam, simulated materials, i.e. wood grained plastic laminate, wall covering, paper, cardboard or foam, or flexible/rigid PVC board
- 5.6. A project proposed with inappropriate materials may apply for special constructions if:
- The proposed material, in the particular application will blend well with the existing or new material;
  - Other materials would not achieve the same desired theme of the proposed use; or
  - The overall architectural design and detailing is of such quality as to justify its use.
- 5.7. Conduit, tubing, raceways, conductors, transformers, mounting hardware, and other equipment shall be concealed.
6. **Illumination**
- Illumination should be consistent with the type of use/ tenant, such as office, retail, restaurants, and entertainment or residential. Signage and lighting should be integrated. External lighting should avoid glare and be unobtrusive, attractive and in character with the architecture of the building. See also Chapter 4, Part D.4.10 - Façades - Lighting.



Figure 4-178. Creative signage that complements existing historic building fabric.



Figure 4-179. Sign programs for multi-tenant spaces allow for synergy & relationship to building design, while allowing



Figure 4-180. New blade sign with classic exposed neon further defines building details.



Figure 4-181. Rehabilitated historic exposed neon signage is

## D. Massing and Building Configuration

### D.4.11. Façades - Signage (continued)

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#### 7. **Special Signage**

Retail businesses and facilities that are entertainment or culturally oriented and contribute to the active nightlife of the CBD-SPD are allowed creative signage that may exceed the requirements of the SPD sign ordinance. Special signs that do not strictly adhere to the sign criteria are allowed subject to the review and approval of the Planning Director, if otherwise allowed by the City Code.

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

#### 8. **Historic Properties**

Signs proposed for historic properties are subject to Preservation review and shall comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

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

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



D. Massing and Building Configuration

D.4.12. Façades - Temporary Construction Screening

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

**Rationale**

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

**Guidelines**

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



Figure 4-182. Temporary construction fencing on a project in

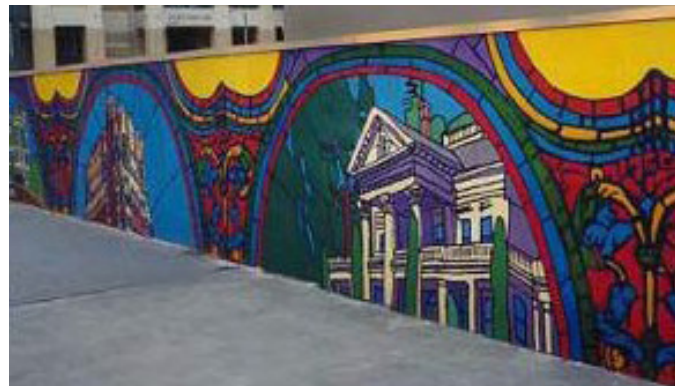


Figure 4-183: This temporary construction fencing titled “Oakland Gems” depicts twenty-five of Oakland’s architectural historic treasures. This screening, specially commissioned by the Oakland Department of Public Works, is by Bay Area muralist Dan Fontes.



Figure 4-184: The temporary construction screening for the new City of Cardiff (Wales) Library depicts giant book spines.

## D. Massing and Building Configuration

## D.5. Development along Alleys

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

## Rationale

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 commercial areas of the Central Core, 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 Central Core, 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 4' 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.
3. Alley surfaces should be designed as shared surface spaces. The continuous horizontal surface should be uninterrupted from the public alley right-of-way to the private parcel R.O.W. The parcel line may be marked with a strip in distinct paving. Curbs and truncated domes should be avoided.
4. Refer to the discussion of alleys and their development potential in Chapter 3, Part B, including Commercial District Alleys, Shared Use Alleys, Residential District Alleys, and Commercial District Pedestrian Alleys.



Figure 4-185. Redevelopment along Kondos Alley, Sacramento, with raised porches, stairs, and vehicular and pedestrian access.



Figure 4-186. Redevelopment along both sides of Natoma Street, one 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.



Figure 4-187. 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.

D. Massing and Building Configuration

## D.6. Bridges and Portals

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

### Rationale

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

### Guidelines

1. **Bridges over pedestrian / vehicle access routes**  
 Building projects within the Central Core should use bridges and portals to span over vehicular and/or pedestrian access routes from the public realm into the private, for example when a project includes parcels on both sides of an alley, or at car access to a parking court (Figure 4-191). Spanning elements may be enclosed (Figures 4-190 and 4-192) or exterior (Figures 4-189 and 4-191) space. Encroachment agreements are required where portals span a public right-of-way, like an alley.
2. **Bridges over streets**  
 Pedestrian bridges over streets should be avoided (see Figure 4-188), as they remove pedestrian activity from the street and do not foster the street-life envisioned for the complete, integrated urban neighborhoods that the City is seeking to foster.

### Portal and Bridge Examples



Figure 4-189



Figure 4-190



Figure 4-191



Figure 4-188. Pedestrian bridges over streets should be avoided as they remove pedestrian activity from the street.



Figure 4-192  
 These buildings illustrate a variety of bridge and portal design strategies, showing access to private garages, parking courts, and cross-block alleyways.



## D. Massing and Building Configuration

## D.7. Sustainability

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

### Rationale

The City of Sacramento recognizes the threat that climate change poses to the community's quality of life. Therefore, the Sacramento 2035 General Plan promotes compact development patterns, mixed use, and higher development intensities that use land efficiently, reduce pollution and automobile dependence, and facilitate walking, bicycling, and transit use. As the center of the city and the region, the Central Core is the main stage for demonstrating how to create a sustainable city. There are already a number of LEED buildings in the Central City, and it is the City's policy that new City-owned buildings be certified LEED Silver. The amount of development projected for the Central Core provides a unique opportunity to promote more energy and resource efficient buildings, support greater recycling and waste reduction, and create greater biodiversity within the urban setting. A Sustainable Central City should achieve measurable goals in terms of the performance of its buildings.

California has set goals to require all new single family and low-rise multifamily buildings will be zero net energy for electricity (ZNE) by 2020 and new commercial buildings will be ZNE by 2030. This is expected to be implemented by the next update to the California Building Standards Code.

The City of Sacramento encourages new buildings and renovations to consider other aspects of green building design beyond energy, such as the sustainability of building materials



Figure 4-193. NASA fly-over photograph of Sacramento, July 1998 (left), Thermally sensed image of Sacramento (right).

### Guidelines

#### 1. Rating Systems

New development should take a comprehensive and measurable approach to sustainability. The City of Sacramento encourages new development to meet the minimum criteria listed below for each project type:

- 1.1. Retail & Commercial Buildings and Hotels  
LEED Certified minimum rating, Build It Green, or equivalent.
- 1.2. Multifamily  
LEED Certified minimum rating, Build It Green, Enterprise Green Communities criteria, or equivalent; or according to the Green Multi-family Design Guidelines by the California Integrated Waste Management Board.
- 1.3. Single-Family Houses  
LEED for Homes Certified minimum rating, Build It Green, or equivalent.
- 1.4. All other project types  
LEED Certified minimum rating, Build It Green, or equivalent.

#### 2. Alternate Measures

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



Figure 4-194. The LEED-certified CalPERS Building incorporates many sustainable design features that significantly impact the formal design of the building, including light shelves and abundant



D. Massing and Building Configuration

**D.7. Sustainability (continued)**

**3. Sustainability Targets**

Building designers, owners and operators should consult the City of Sacramento Waste Management Standards and Sacramento 2035 General Plan. With regard to waste reduction, the State of California requires 100% landfill diversion by 2040, while the City's 2035 General Plan has a goal of 75% diversion from the waste stream over 2005 levels by 2020

**4. Sustainable Design Features**

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

**5. Shading Strategies**

- 5.1. Sunshades, canopies and light shelves.  
Shading helps to keep the walls and thus the inside of a building cool, which is particularly an issue for commercial buildings, which tend to have mostly glass skins. Shading can be in the form of applied horizontal or vertical fins, or as large scale canopied, projecting well above and/or beyond the building envelope. See also Chapter 4, Section D4.7. - Façades - Canopies, Sunshades, Awnings.
- 5.2. Natural Daylighting  
Natural daylighting allows for lower energy consumption and a more productive workplace. In addition to narrow floorplates, daylighting can be enhanced by interior covered atria, and light shelves, both inside and outside of the building's envelope.
- 5.3. Narrow Floorplates  
Narrow floorplates are a key building design & layout strategy that facilitates other sustainability goals, like daylighting a maximum amount of interior space, efficient HVAC systems including natural ventilation, and optimum building orientation.

**Sunshading**



Figure 4-195. Giant canopy applied to a commercial office building, Chiswick Park, London,

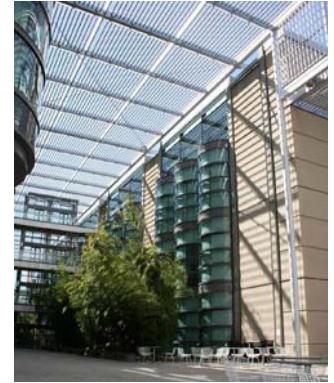
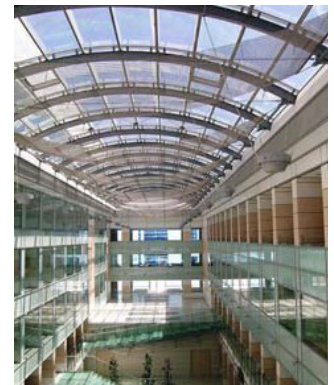


Figure 4-196. Giant sun-control canopy overing a the courtyard of a science building on the Stanford University campus

**Natural Daylighting**



Figures 4-197 and 4-198. Internal sky-lit atria, allowing daylight light to penetrate to a maximum amount of internal space, at all floors

**Light Shelves**



Figure 4-199. Internal light shelves bounce daylight deeper into the space.

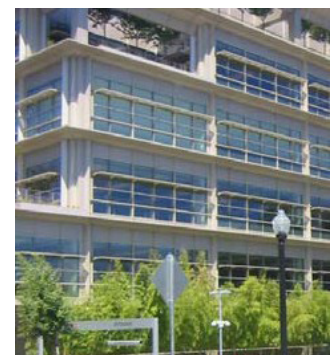


Figure 4-200. The CalPERS building, with horizontal sunshades and light shelves.

## D.7. Sustainability (continued)

### 5.4. Natural Ventilation

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

### 5.5. Thermal Chimneys

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

### 5.6. Green & Solar Roofs

The roof of a building provides several opportunities for green design. Green roofs allow for lower energy consumption by keeping a building cooler. They also facilitate storm-water management, enabling its on-site recycling. Green roofs can also be used as open space for occupants. See also Chapter 4, Section D.5. - Rooftops & Mechanical Penthouse Enclosures. Roofs are also a smart location for generously scaled arrays of PV or other solar panels (see below, and Figure 4-205).

### 5.7. Building Integrated Photo Voltaic (BIPV) Panels

Building Integrated Photo Voltaic Panels are typically integrated into the building's vertical surfaces as a facade material, or "cladding element". BIPVs can cover vast areas of building walls, turning the building into an energy producing element. See Figures 4-205, 4-207 and 4-208. They can also be used as a sunshading element, as shown in Figures 4-206 and 4-207.

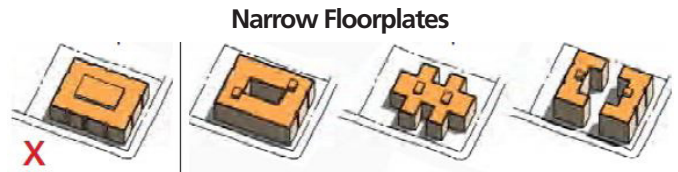


Figure 4-203. Building diagrams comparing the "giant" floorplates of conventional suburban commercial office development with the narrow floorplates of more sustainable buildings, which perform better in terms of energy consumption, daylighting, and ventilation.



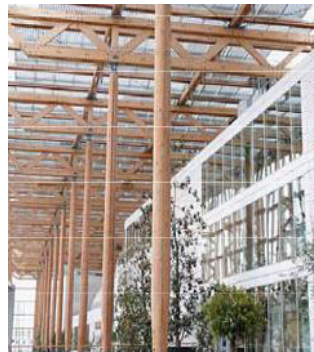
Figure 4-204. Cross section of an office building showing integrated ventilation and daylighting strategies

### Green Roofs



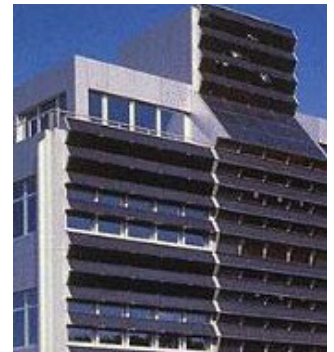
Figures 4-201 and 4-202. Green roofs can also be used as open space, can facilitate stormwater management, and reduce energy consumption by keeping a building cooler.

### PVs



Figures 4-205 and 4-206. Photo Voltaic panel arrays, used to cover vast

### BIPVs



Figures 4-207 and 4-208. Building Integrate Photo Voltaic Panels. An integrated cladding element.



D. Massing and Building Configuration

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

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

**Rationale**

Sacramento has a wealth of public art, including the integrated ornamentation schemes which embellish many of the historic buildings in the Central Core. Until the early part of the 20th century public art related directly to, and was incorporated within, the architecture of the building. The City of Sacramento and its buildings benefited from their close proximity to the famous terracotta manufacturer Gladding, McBean. The city’s civic buildings beloved local icons such as the U.S. Post Office at 801 I Street, the Sacramento Public Library, 926 J Street, the Elks Building at 921 11th Street, and the Masonic Temple at 1123 J Street - hold a special place in Sacramento for just this integrated detail-oriented approach. (See the collection of examples in Figure 4-209).

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

Two excellent Sacramento examples of integrated public art are the old and new US Bank Towers. At the old US Bank tower on Cesar Chavez plaza, the public art component consisted of four specially commissioned allegorical paintings (Figure 4-217) depicting the history of Sacramento, and a pair of sculptures framing the building’s main entrance forecourt (Figure 4-218). At the new US Bank tower at 621 Capitol Mall, the LED sculpture “Rapids” (Figure 4-220) by Michael Hayden is a beacon dramatically activating the lobby and plaza



Figure 4-209



Figure 4-210



Figure 4-211



Figure 4-212



Figure 4-213

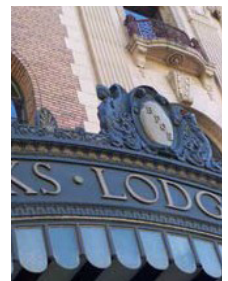


Figure 4-214

Figures 4-209 and 4-214. Examples of integrated building art in Sacramento’s civic buildings, including City Hall, the Public Library, the Elks Building, and the Masonic Temple.



Figure 4-215



Figure 4-216

Figures 4-215 and 4-216. Sacramento’s Central Core is a like a vast outdoor art gallery. These figural sculptures contribute art to the city’s public realm, animating its civic spaces

D. Massing and Building Configuration

**D.8. Public Art in the Private Realm (continued)**

**Guidelines**

1. The art component of a project should be incorporated into the architecture of the building, in a complimentary way. Suggested strategies include sculptural relief panels, integrated architectural ornaments, signage, lighting/light sculpture, entablatures, wall paintings or mosaics, ornamental ironwork and artistic floor work.
2. New projects that contain art components should locate them in the most public areas of the building(s), including on the building's exterior, in the main lobbies, in forecourts or courtyards, etc.
3. Source content for the artwork should be the history of the state or city, notable local historical figures, etc.
4. Artwork may be stand alone, with appropriate scale & placement.
5. Paving patterns should not fulfill the art component, unless they are pictorially representing an image, map, etc.

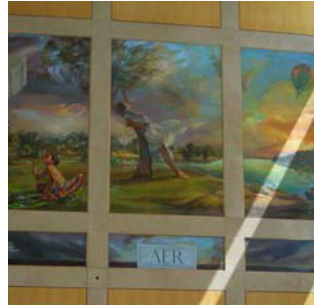


Figure 4-217. US Bank Tower lobby murals by artist Richard



Figure 4-218. A pair of lounging jaguars frame the main entrance forecourt to old US Bank Tower.



Figure 4-219. Giant inscriptions on the inner courtyard wall at the Secretary of the State of California building.



Figure 4-220. The LED sculpture "Rapids" dramatically activates the monumental entrance lobby and plaza approach at 621 Capitol Mall.



Figure 4-221. Ornamental window screen at Reagan National Airport, Washington, DC, 1997.



Figures 4-222 and 4-223. Foliated scroll decorative panels, Nashville Public Library, 1998. Scroll in context, above, and detail, below.



Figure 4-224 and 4-225. Sculptural fountain and family group adorn Sacramento's outdoor plazas, at City Hall and the Convention Center respectively.



## E. Parking and Vehicle Access

Like many other American urban centers, Sacramento's Central Core 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. Large reservoirs of surface parking have detrimental effect on street life, as it produces a void in the street wall and subsequently no activity.

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

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

VS.

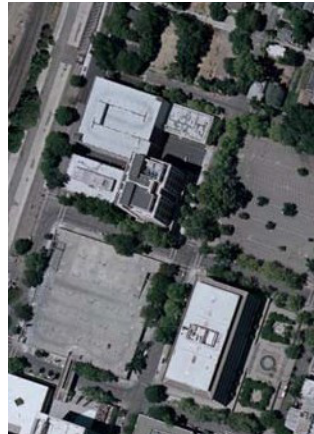


Figure 4-226. Accommodating all of the cars



Figure 4-227. Places to live, work and park



Figure 4-228. Vehicle access to the parking area is integrated into the massing of this mixed use building in building San Francisco. The parking is "wrapped" on all sides, with retail at ground level and residential uses above. The parking entry is recessed into a notch and kept narrow.

E. Parking and Vehicle Access

### E.1. Location and Configuration

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

#### Rationale

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

#### Guidelines

##### 1. Parking location & Access

- 1.1. Ground floor parking should not be exposed to the street. It should always be wrapped with an active street front uses. (See figures 4-229 to 4-232).
- 1.2. Avoiding exposed parking levels above street level. Any parking above street level should be wrapped with other uses (unless constrained by parcel), as in Figure 4-232. Since Sacramento has a high water table level, basements beyond one level can be financially prohibitive, however, they should not be rejected out of hand. 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.
- 1.3. For single-family dwellings and half-plexes, refer to the Central City Neighborhood Design Guidelines for Design Guidance.
- 1.4. Residential parking requirements should be accommodated on-site, and should be unbundled from the units themselves, which is to say rented or purchased separately from the unit.
- 1.5. Surface parking lots should be avoided as a land use in the central core.

#### Frontage to Street

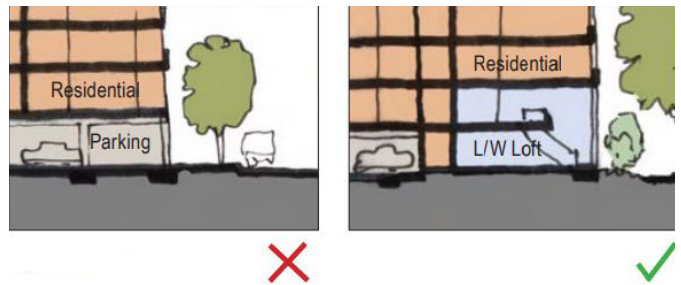


Figure 4-229.

Figure 4-230.

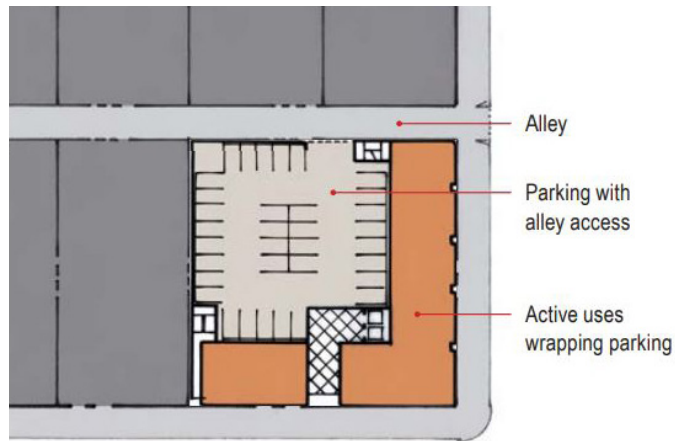


Figure 4-231. Parking not exposed to street, but wrapped with active

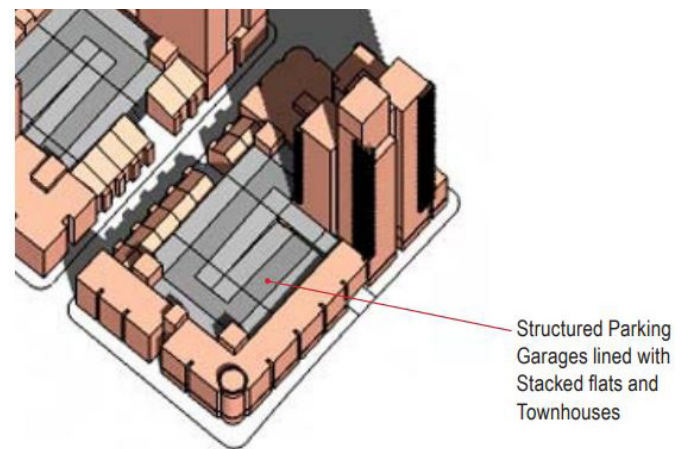


Figure 4-232. Even the high parking volumes accommodated with structured parking can be wrapped with narrow buildings to hold the street wall and allow the public realm to be defined with active uses, like commercial offices or residential uses.



E. Parking and Vehicle Access

**E.1. Location and Configuration (continued)**

- 1.6. 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 Figures 4-233, 4-235, and 4-238).
  - If the parking structure is a stand-alone development project, it shall be designed with articulation and fenestration patterns consistent with predominant patterns in area. (See Figures 4-234, 4-237, 4-238, 4-239, and 4-238).
  - 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’.
- 1.7. Garage night lighting should not be directly visible from the street. (See Figures 4-239, and 4-240).



Figures 4-236 and 4-237. Parking structure at 13th & P Streets, Sacramento. Designed like a good urban building rather than a parking structure, this multi-level parking garage uses quality materials, facade articulation, and “green screens” to make a urbane contribution to the public realm.



Figure 4-233. The Hyatt parking garage is lined with active uses at the sidewalk level.



Figure 4-238. The Hyatt parking garage, where the facades are designed in manner consistent with the overall project. The street-facing facade is articulated with a rhythm of archways ending in a notched entry corner.



Figure 4-234. Parking structure, Portland, Oregon. Facade emulates neighborhood character.



Figure 4-35. Parking structure at 621 Capitol Mall, with mixed uses lining the street-level spaces.



Figures 4-239 and 4-240. Parking structure at City Hall in San Jose, CA, uses horizontal metal louvers (left) and perforated metal panels (right) to control the glare produced by night lighting.





E. Parking and Vehicle Access

E.1.1. Parking Location and Configuration - Structured Parking

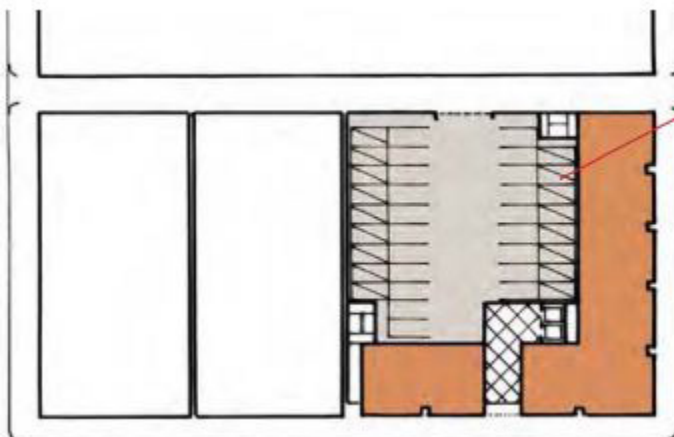
.....  
**PRINCIPLE:** Creative parking solutions include structured parking, provided to achieve parking requirements on site while maintaining active-use development along the edge of a parcel.  
.....

**Structured Parking**

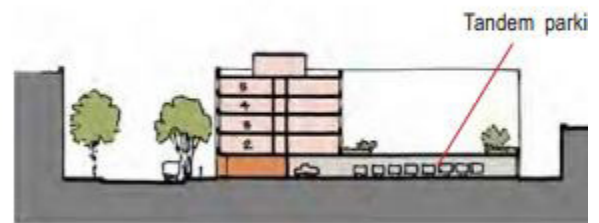
Following are a series of parking solutions for medium to high density urban development. These solutions are based on the key design parameters of new development in downtown Sacramento: a limited amount of below grade parking; a typical parcel depth of 160'; available vehicular access from a rear alley;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



Figure 4-241. One-Level Podium Parking (Corner Parcel)



Tandem parking



Tandem parki

Figure 4-242. Tandem/Valet Parking (Corner Parcel)

E. Parking and Vehicle Access

E.1.1. Parking Location and Configuration - Structured Parking (continued)

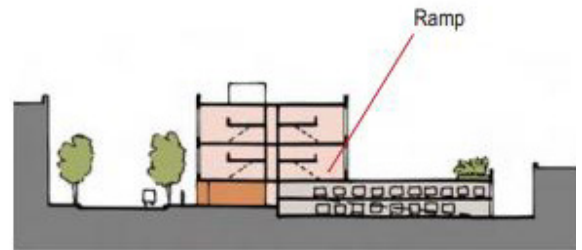
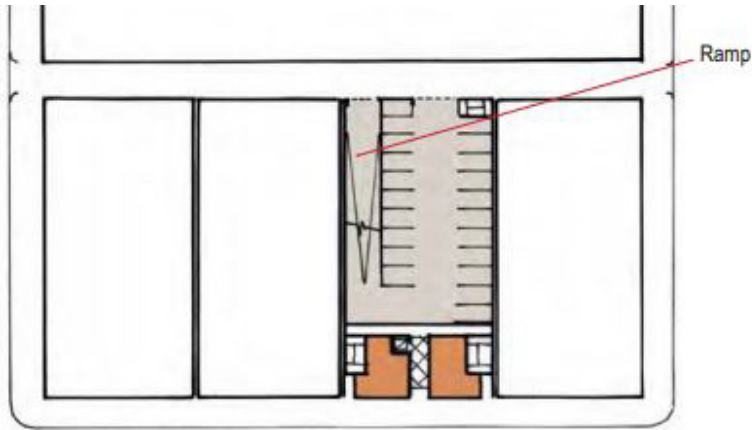


Figure 4-243. Two-Level Podium Parking with Ramp (Mid-Block Parcel)

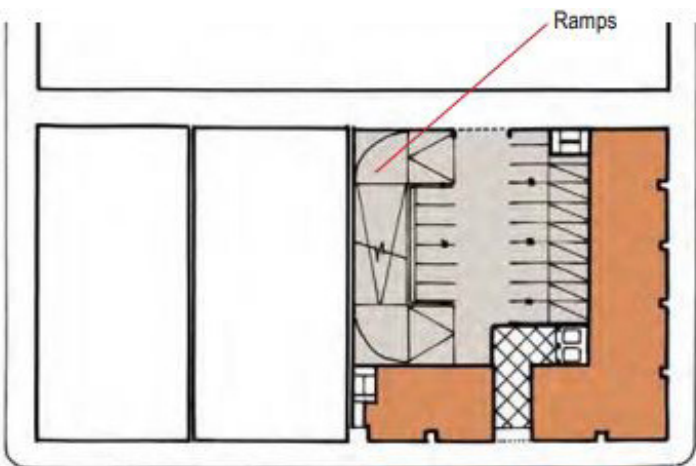


Figure 4-244. Four-Level Podium Parking with Ramped Decks (Corner Parcel)

E. Parking and Vehicle Access

E.1.1. Parking Location and Configuration - Structured Parking (continued)

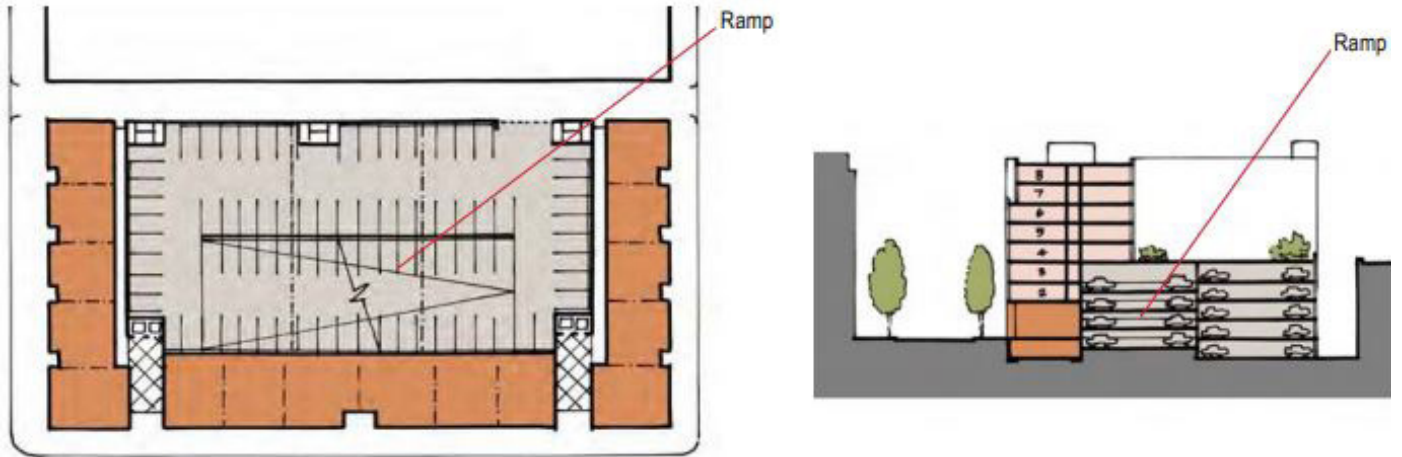


Figure 4-245. Multi Level Podium Parking with Ramps (Half-Block Parcel)

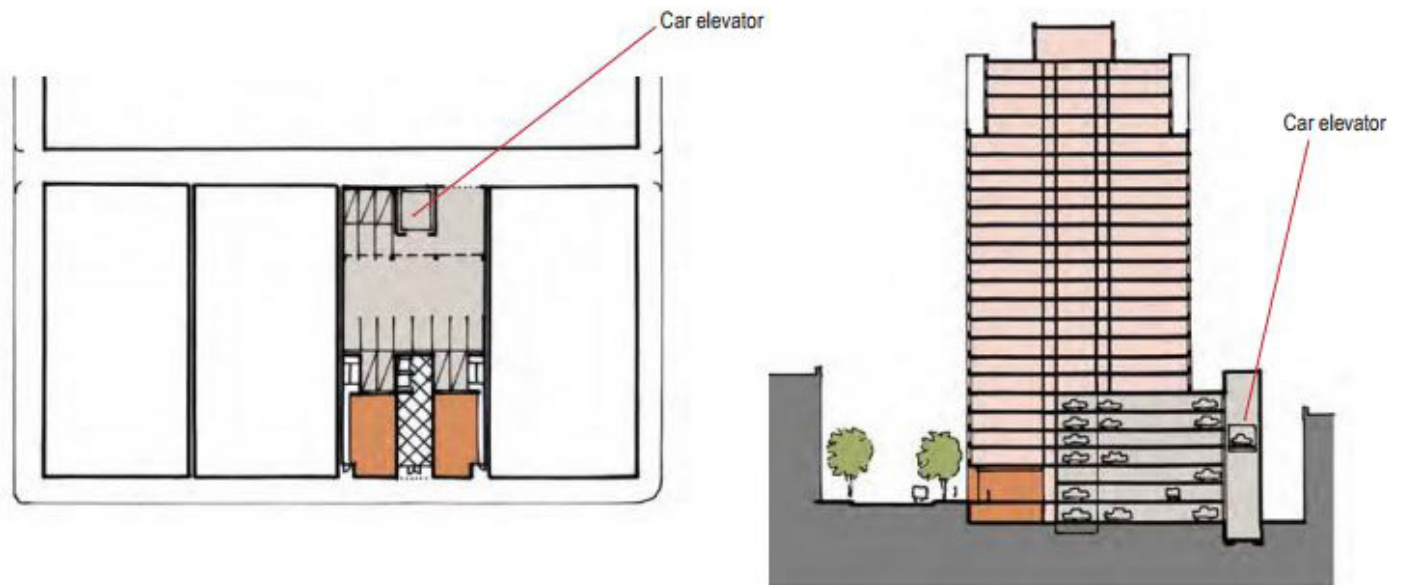


Figure 4-246. Multi Level Garage with Parking Elevator (Eighth-Block Parcel)



## E. Parking and Vehicle Access

### E.1.2. Location and Configuration - Surface Parking

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

#### Rationale

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

#### Guidelines

1. Surface parking areas should be landscaped with trees, shrubs and planting. In the rare locations where parking areas are exposed to the sidewalk they should be separated from the public right-of-way by a landscaped strip or hedge. (See Figure 4-247).
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 4-248); 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.
5. Surface parking areas should incorporate canopies of photo-voltaic panel arrays over the parking areas. (See Figure 4-249).



Figure 4-247. Parking area should be screened with low wall and landscaping.



Figure 4-248. Sustainable storm-water management: parking area drains to bioswale rain garden.



Figure 4-249. Canopies of photo-voltaic panel arrays covering the parking areas.

## F. Central Core Infill with Respect to Historic Resources

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### Rationale

Infill development in Central Core historic districts is encouraged to enhance the value, vibrancy and character of those districts, keeping them functioning and relevant for future generations. Through the ups, downs, and changes that have characterized Downtown Sacramento's history, it has achieved an impressive economic, social and architectural vitality compared with many cities of similar size. An integral part of that vitality can be attributed to the continued marriage of old and new design, blending over time with new additions, some of which have become remarkable in their own right. Downtown has also seen a significant number of existing buildings that have been successfully adaptively reused with new purposes, consistent with the City's General Plan historic preservation policies. The section is intended to guide new housing development that will be compatible with existing historic resources. These design approaches are intended to support infill development and accommodate streetcar-related infrastructure and design improvements while preserving Sacramento's historic character.

Sacramento's rich and diverse heritage is reflected in its individually listed Landmarks and in the many Historic Districts throughout the Central Core and Central City. The preservation of these resources and their character-defining features is an important part of the city's identity and vitality. The contribution of individual Landmarks, such as the Tower Bridge, Sacramento Memorial Auditorium, the Elks Building, the Sacramento Valley Station (Depot), Cesar Chavez Plaza Park, and Globe Mills, to name a few of the most well known, as well as the variety of historic districts throughout the Central City, including those along the new streetcar alignment such as the Capitol, Cathedral Square, Memorial Auditorium, Merchant Street, Plaza Park/ Central Business District Historic Districts; residential historic districts such as the Boulevard Park Historic District; and the industrial R Street Historic District, cannot be overstated. The prevalence of these resources throughout the Central Core and Central City provides a rich resource base upon which to build. Historic resources provide value, and add texture and character to the urban fabric that cannot be replicated by new development. The design of future developments, while they should honestly reflect their contemporary era,

should also take special care to ensure that their orientation, form and massing acknowledges adjacent historic structures, districts or spaces. While primarily intended to guide new development adjoining historic districts or individual historic resources also address rehabilitation and adaptive reuse of historical resources within those districts in a limited number of instances where an underutilized or vacant historic property has been proposed for adaptive reuse and rehabilitation. More detailed historic context and background information on the Plan Area is contained in the DSP Cultural Resources Survey and Inventory Report (2017) as well as the Sacramento Register of Historic & Cultural Resources (2015).

The intent of these historic design guidelines is to accommodate dense new infill development that is sympathetic to and compatible with, yet differentiated from, adjacent historic resource(s). For example, new development on vacant land (majority of cases) adjoining an historic district or resource. In those limited instances where the adaptive reuse of and/or additions to historic properties are contemplated this guidance is intended to ensure preservation of the character-defining features of significant historical resources throughout the Downtown Specific Plan Area while also accommodating streetcar related infrastructure and design improvements.

## F.1. Historic District Resources

Following is the list of Standards for Rehabilitation. When repair and replacement of deteriorated features are necessary; when alterations or additions to the property are planned for a new or continued use; and when its depiction at a particular period of time is not appropriate, Rehabilitation may be considered as a treatment. All work involving existing structures within a Historic District, including changes, repairs, rehabilitation, or adaptive reuse should follow these Standards. Additionally, design should be guided by the “Listed Structures Plan (Residential and Non-Residential)” and “Preservation Area Plan.” Where any conflict arises between the Standards and other guidelines in this document, the Standards generally apply.

For further information when infill development within historic district is being considered, it also may be helpful to read Preservation Brief # 17: “Architectural Character: Identifying the Visual Aspects of Historic Buildings” (Technical Preservation Services Division of the National Park Service (<https://www.nps.gov/tps/how-to-preserve/briefs.htm>)).

### 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. Archaeological 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.



## F.1. Historic Districts (continued)

Rehabilitation is only one of four potential treatment approaches that can be utilized in executing design work involving historic resources. In order of restrictiveness, these include: restoration, reconstruction, preservation and rehabilitation. The standards discuss appropriate design approaches for each treatment category.

The proposed streetcar route alignment passes through or is adjacent to five historic districts within the DSP area. Additionally, sites that can provide opportunity for residential development are also located within the survey area for the R Street Historic District. These six districts are described below, including their narrative descriptions from their original 1985 certification (Ordinance No. 850976), when the City officially adopted them as historic districts for inclusion on the Sacramento Register. The boundaries of those districts, a list of contributing buildings, and architecturally distinct components. A more detailed map for each of the districts are included as part of each individual district related sub-section.”

### 1. **Reconstruction**

The act or process of reproducing, by using new construction, the exact form and detail of a vanished building, structure or object, at a specific period of time (based on careful historic research and authentication)

### 2. **Restoration**

The act or process of recovering the form and details of a property and its setting as it appeared at a particular period of time (this usually calls for the removal of later work or replacement of missing earlier work)

### 3. **Preservation**

The act or process of sustaining the existing form, integrity and materials of a building or structure, form and landscape features

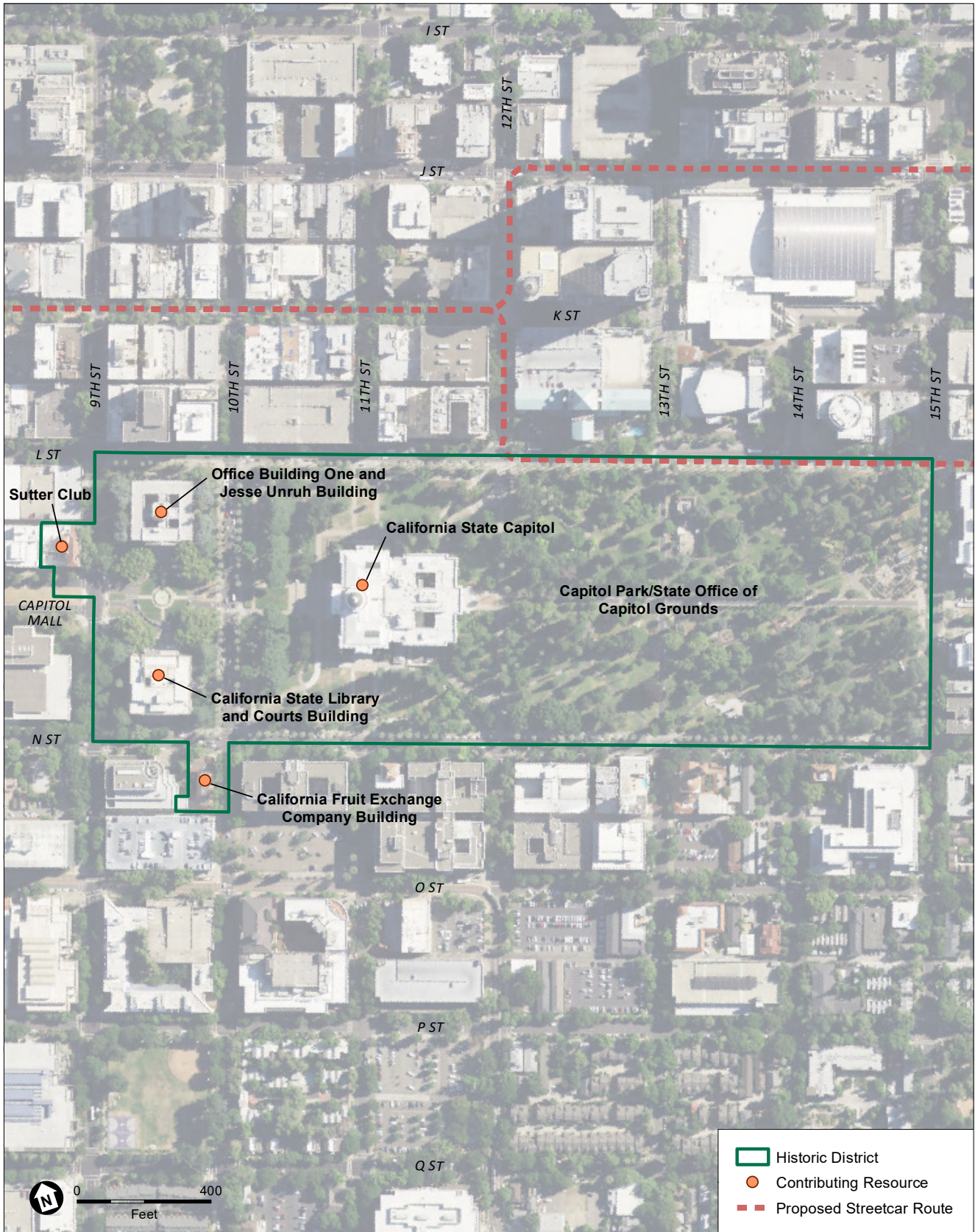
### 4. **Rehabilitation**

The act or process of returning a property and its setting to a state of utility through repair and alteration which accommodates new contemporary uses while preserving those features that are significant in historical or design terms.

### 5. **Contributing Building.**

A contributing building is any building, object, or structure which adds to the historical integrity or architectural qualities that make the historic district, listed locally or federally, significant.

F.1.1. Capitol Historic District





## F. Central Core Infill with Respect to Historic Resources

## F.1.1. Capitol Historic District (continued)

A variety of building types, styles, and materials exist within the six identified historic districts. While sites that can provide opportunities for housing have been identified, specific locations and projects for the near term development within each of the districts has not yet been identified, therefore site specific guidance cannot be provided at present. The Standards and existing City design review policies will continue to govern the integration of new development as well as the rehabilitation and adaptive reuse of historic properties. Existing guidance can be found in the Central City Neighborhood Design Guidelines and the Central Core Design Guidelines.

### Capitol Historic District

The focal point of the Capitol Historic District, in design and preservation terms, is on the State Capitol building, as well as the visual prominence of multiple civic and government buildings located within its boundaries. Dating from the mid-nineteenth to early twentieth centuries, these buildings are predominantly characterized by their role as the physical representation of state government. Resources generally date from the period stretching from 1874 through 1932. Even the Sutter Club, a privately held building, has a long history as a meeting place of civic and political figures who played important roles in Californian and Sacramento history. The form of these buildings evokes the function of a grand and large scale government and shape the design setting of the district as a whole.

The Capitol Historic District is strongly influenced by the presence of the California State Capitol built between 1860 and 1874 in the Classical Revival Style, its domed presence serving as a dramatic 247-foot tall architectural focal point within the district setting (Figure 4-250). The State Capitol is located at the western end of the 34-acre Capitol Park. The Park also holds the Insectary Building built in the Craftsman Style which is now used as the State Office of Capitol Grounds. To the northwest of the Capitol is Office Building One. This five-story Neo-Classical Style structure was constructed in 1925. An almost identical five-story structure is found to the south of Office Building One. This is the Library and Courts Building built in 1928, also a Neo-Classical design. Both buildings flank a circular landscaped fountain located within a traffic roundabout. These three prominent buildings and the roundabout are key elements to the Historic District. Located to the south of the Capitol Building and the Park are other private and government buildings. These include the eight story Lewis Apartment building, as well as other government structures ranging in style from the State Printing Office (1922) in the Utilitarian Style with Classical influences to the Moderne lines of the State Department of Consumer Affairs Building (1940), the Franchise Tax Building, Moderne with Gothic Revival influences (1927), and the simple Moderne detailing of the Department of Transportation Buildings and the Department of Food and Agriculture Buildings.



Figure 4-250. California State Capitol Building



Figure 4-251. 1400 10th Street



## F. Central Core Infill with Respect to Historic Resources

### F.1.1. Capitol Historic District (continued)

The District is bounded to the north by the multi-story commercial buildings located on the north side of L Street; by 9th Street on the west with its private and Federal buildings; and by 15th Street to the east of Capitol Park with parking lots and the Capitol Area Development Authority apartment structures. The southern boundary is less well

The theme of the District is governmental. The buildings, which represent government use, are from different eras and of varied styles, but the visual boundary is quite clear between the area and the buildings to the north, west and east. This is due as much to the type and design of the area structures as it is to the landscaped open spaces between the District and the adjacent streets. The demolition of adjacent buildings and their replacement with surface parking lots clearly defines the southern boundary.



Figure 4-252. Office Building One and Jesse Unruh Building

#### Contributing Buildings

- California State Capitol Building (Figure 4-250, 10th Street between L and N Streets, an 1874 Classical Revival civic landmark, individually listed in Sacramento Register)
- Capitol Park/State Office of Capitol Grounds (ca 1874, spanning 10 city blocks and 34 acres, individually listed in Sacramento Register)
- Sutter Club (1220 9th Street, a 4-story 1930 Mediterranean Revival building, individually listed in Sacramento Register)

- California Fruit Exchange Company Building (Figure 4-251, 1400 10th Street, a two story 1932 Mediterranean Revival building, individually listed in Sacramento Register)
- California State Library and Courts Building (914 Capitol Mall, a 5-story 1928 Neoclassical building, individually listed in Sacramento Register)
- Office Building One and Jesse Unruh Building (Figure 4-252, 915 Capitol Mall, a 5-story 1925 Neoclassical building, individually listed in Sacramento Register)

#### Significant Stylistic and Architectural Features

- Neoclassical/Classical Revival and Mediterranean Revival architectural styles
  - Neoclassical/Classical Revival: Columns, archways, colonnades, symmetrical design, pediments, entry porches, detailed cornice, roofline balustrade
  - Mediterranean Revival: low pitched red tile roofs, stucco, symmetrical design, archways, wrought iron balconies and window grilles.

#### Building materials

- Neoclassical/Classical Revival: concrete and granite
- Mediterranean Revival: concrete and stucco

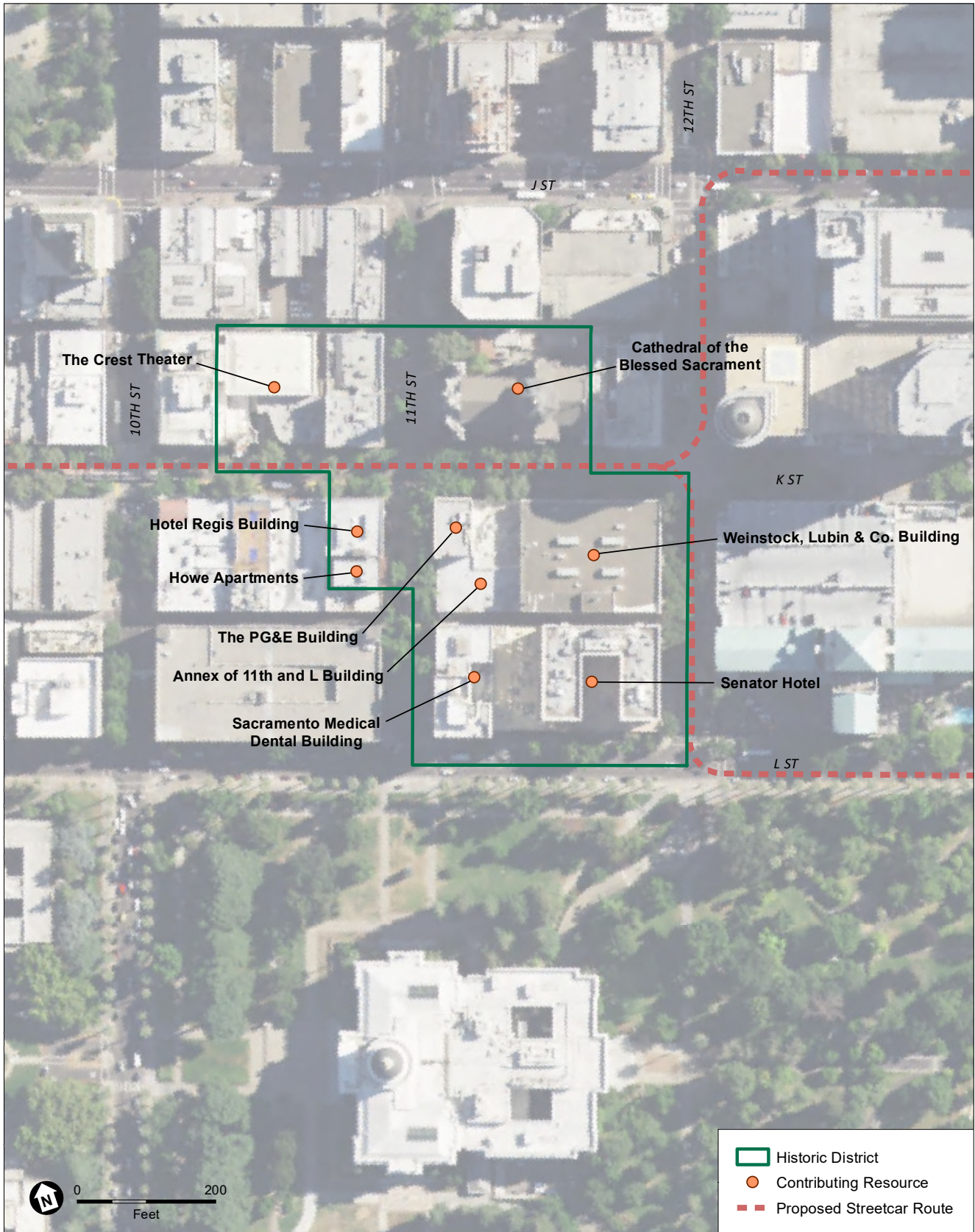
#### Massing

- Multi-level (up to 5 stories tall), roughly rectangular, large-scale predominantly civic architecture

#### Summary

Owing to the essential absence of vacant parcels within its boundaries, opportunities for infill are essentially precluded within the district. The City's focus in this district would center on the repair, rehabilitation and restoration of existing buildings. The iconic character of the historic buildings would call for a high level of design review and the context appropriate integration of potential streetcar infrastructure. Close consultation with City Planning Staff would be mandatory and would in all probability involve the State Capitol Historic Commission. All work would follow the Standards in this design context.

F.1.2. Cathedral Square Historic District





## F. Central Core Infill with Respect to Historic Resources

## F.1.2. Cathedral Square Historic District (continued)

## Cathedral Square Historic District

Cathedral Square Historic District is centered upon the Cathedral of the Blessed Sacramento and its adjacent public plaza, as well as other late nineteenth to early twentieth century buildings in its vicinity. These buildings include commercial, residential, and hotel buildings, and echo similar decorative architectural themes, including the Beaux-Arts Classicism, Art Deco and Renaissance Revival styles. The district resources date approximately from the period stretching from 1887 through 1928. Their ornate detailing and substantial massing unify the district that spans nearly two square blocks.



Figure 4-253. Cathedral of the Blessed Sacramento

The strongest theme in this District is reflected by the Cathedral of the Blessed Sacrament built in 1887 (Figure 4-253). This structure dominates the view from 11th, 12th, and K Streets. The retail and hotel structure facing the Cathedral, even though its use has been changed, still supports the architectural feel of the area.



Figure 4-254. Senator Hotel

The buildings on 11th and L Streets, and the Senator Hotel Building (Figure 4-254), even though a block away from the Cathedral, continue the same architectural quality of the District. This architectural elegance reflects to some degree the association of the area to the adjacent Capitol to the south. Although the District is only separated from the Capitol by L Street, it is the heavy landscaping of the Capitol grounds as well as the dramatic change of use that provides the southern boundary. The Historic District is generally bounded by the K Street alleyway to the north between 10th and 12th Streets, and L Street to the south.

## Contributing Buildings

- The Crest Theater (Figure 4-255, 1015 K St, a 1912 Art Deco Theater significantly remodeled in 1949, individually listed in Sacramento Register)
- The PG&E Building (1100 K, a 5-story 1912 building, individually listed in Sacramento Register)
- Hotel Regis Building (1106 11th Street, a 5-story 1912 hotel building, individually listed in Sacramento Register)
- Howe Apartments (1110 11th St, a 5-story Renaissance Revival apartment building, individually listed in Sacramento Register)
- Cathedral of the Blessed Sacrament (Figure 4-253, 1017-1025 11th Street, an 1887 Renaissance Revival religious building, individually listed in Sacramento Register)



## F. Central Core Infill with Respect to Historic Resources

## F.1.2. Cathedral Square Historic District (continued)



Figure 4-255. Crest Theater

- Weinstock, Lubin & Co. Building (1130 K/1111 12th Street, a 4-story 1924 Beaux-Arts Classical building, individually listed in Sacramento Register)
- Senator Hotel (Figure 4-254, 1121 L, U-shaped 1924 Renaissance Revival building, individually listed in Sacramento Register)
- Sacramento Medical Dental Building (1127-1131 11th Street, a 1928 Art Deco high-rise, individually listed in Sacramento Register)
- Annex of 11th and L Building (1117 11th Street, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)

### Significant Stylistic and Architectural Features

- Renaissance Revival: flat roof, classical details (columns, arches, balustrades), symmetrical design, pediment windows, pilasters

- Beaux-Arts Classicism: Much like the Renaissance Revival style, it is symmetrically organized, with Greek/Roman classical architectural features. A three-part organization of the principal building façades is typical (a strongly detailed lower floor, a less ornamented mid-section, with a strongly detailed upper story and cornice line)
- Art Deco: geometric shapes (chevrons and zigzags), rich embellishment, flat roofs with accentuating projections, decorative banding, horizontal emphasis, monolithic appearance.

### Building materials

- Renaissance Revival: concrete and stone
- Art Deco: concrete, stucco, smooth stone, glass, metal

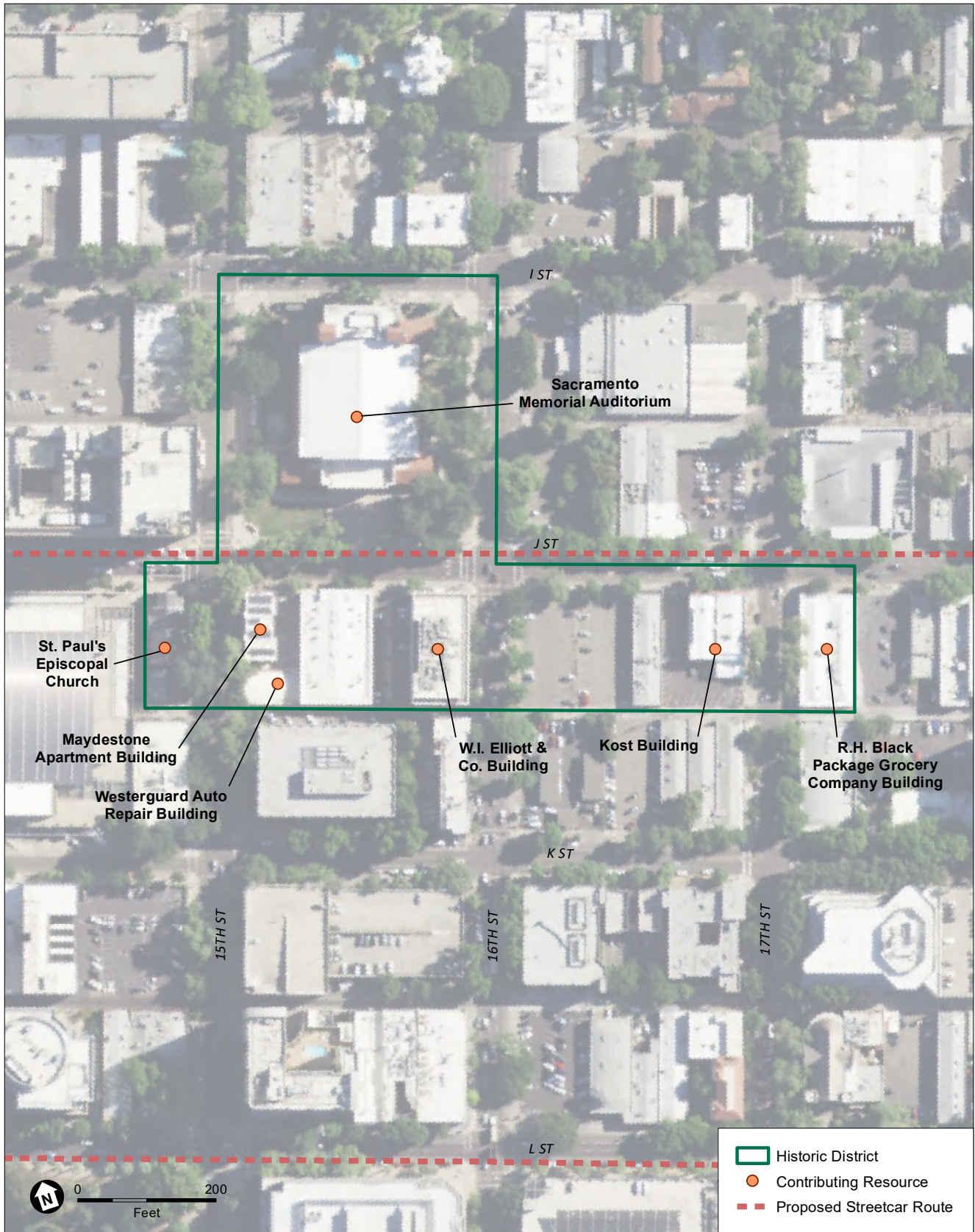
### Massing

- Multi-level (up to 5 stories tall), large scale/imposing (Renaissance Revival), horizontal massing with tower elements (Art Deco)

### Summary

The overall design character of the Cathedral Square Historic District includes dense development with little to no vacant land. The district is overwhelmingly characterized by multistory commercial buildings predominantly dating from the early twentieth century. The buildings consist of a range of low, medium and high-rise commercial and residential buildings, with almost no vacant land present. The predominant architectural style is Classical Revival (1111 12th Street) with strong horizontal delineations separating the ground floor, mid-section and top floor, and pronounced cornice lines. It should be noted that while the Crest Theater and an unusual Prairie Style influenced commercial building at 1029 K Street (May-Ransohoff's-May Building) are part of the district's design context and are standouts in architectural terms, they are not representative of the district as a whole in architectural terms. Design decisions concerning a particular property should be guided by the Standards and should consider the design character of immediately proximate structures as well as the district as a whole.

F.1.3. Memorial Auditorium Historic District





## F. Central Core Infill with Respect to Historic Resources

## F.1.3 Memorial Auditorium Historic District (continued)

**Memorial Auditorium Historic District**

Memorial Auditorium Historic District centers on the 1927 Memorial Auditorium and open grass plaza encircling the auditorium. The surrounding contributors date from 1903 through 1928, and reflect the commercial development of Sacramento during the period. The use of brick and classical elements tie the various contributing elements together within the district.



Figure 4-256. Memorial Auditorium

This District essentially constitutes the Memorial Auditorium, the block face opposite the Auditorium, to the south, and the half block to the east on the south side of J Street (Figure 4-256). The scale and materials of some of the structures strongly contribute to the Auditorium. Some portions of the streetscape are minimally intact but the District could be increasingly supportive of the Memorial Auditorium if it were rehabilitated sensitively in the future. The boundaries are defined by new construction, parking lots and non-contributory older buildings

**Contributing Buildings**

- Sacramento Memorial Auditorium (Figure 4-256, 1515 J Street; 1927, Northern Italian Romanesque Revival/Early Renaissance Revival individually listed in Sacramento Register)
- St. Paul's Episcopal Church (1012 15th Street, a 1903 Gothic Revival church, individually listed in Sacramento Register)

- Maydestone Apartment building (1001-1005 15th Street, a Mission-style 1915 apartment building, individually listed in the National Register and Sacramento Register) A.C.
- Westerguard Auto Repair Building (1015 15th Street, a 1928 brick/industrial auto garage building, individually listed in Sacramento Register)
- W.I. Elliott & Co. Building (Figure 4-257, 1530 J Street, a 3-story 1922 brick commercial building, Eclectic Architectural Style with Classical and Bauhaus[Q: not Chicago School Commercial?] influences, individually listed in Sacramento Register)
- Kost Building (1624-1630 J Street, a two-story 1910 commercial building, Eclectic Style, individually listed in Sacramento Register)
- R.H. Black Package Grocery Company Building (1700 J Street, a 1926 brick commercial building, individually listed in Sacramento Register)



Figure 4-257. W.I. Elliott and Company Building

**Significant Stylistic and Architectural Features**

- Romanesque Revival/Early Renaissance Revival: flat/low pitch roof, classical details (columns, arches, balustrades), symmetrical, horizontal emphasis
- Mission Revival: broad unadorned surfaces, flat or low pitched roofs with projecting eaves, clay tile, arches, bell gables, towers
- Classical Revival: formal/monumental design, flat or low pitch gabled roof with pediment, columns



## F. Central Core Infill with Respect to Historic Resources

### F.1.3. Memorial Auditorium Historic District (continued)

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#### Building materials

- Romanesque Revival/Early Renaissance Revival: brick, stone, terracotta
- Mission: concrete and stucco, red tile
- Classical Revival: brick, stone, terracotta

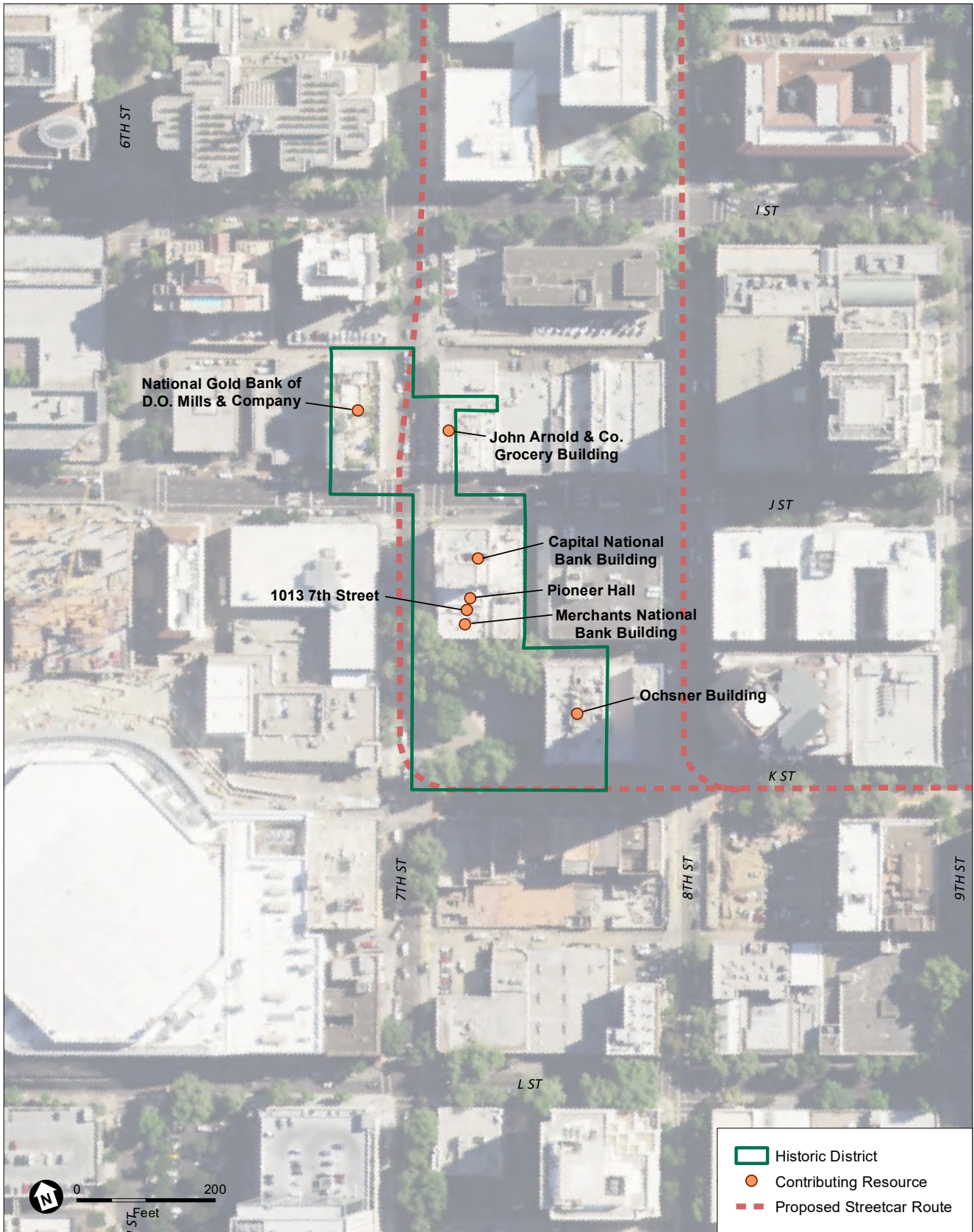
#### Massing

- Multi-level (up to 3 stories tall), rectangular, large scale/imposing

#### Summary

The Memorial Auditorium Historic District includes a range of land uses, property types, and architectural styles, as well as large surface parking lots. Northern Italian Romanesque Revival/Early Renaissance Revival Memorial Auditorium and its park-like grounds form a key, anchoring design resource within the district of diverse design styles. There is a greater presence of undeveloped land in this district than in other Downtown districts. This includes a large surface parking lot at the southeast corner of 16th and J Streets accommodating opportunities for thoughtful, compatible new infill development as well as adaptive reuse, repair and rehabilitation approaches utilizing existing buildings, consistent with the Standards.

F.1.4. Merchant Street Historic District





## F. Central Core Infill with Respect to Historic Resources

## F.1.4. Merchant Street Historic District (continued)

### Merchant Street Historic District

The Merchant Street Historic District includes several early twentieth century bank buildings, reflecting the magnitude and prominence of these institutions in Sacramento during that period. The district resources date approximately from the period stretching from 1858 through 1921. The district also includes two mid nineteenth century structures, similar to the later structures with their strong classical influence in design.

The Merchant Street Historic District is significant as the site of Sacramento's early 20th century banking center. The District also has the distinction of including Pioneer Hall (Figure 4-259), an early structure which retains a high degree of design integrity and has strong historical associations. The time span for the District ranges from 1868 for Pioneer Hall, to 1921 for the Merchant's National Bank Building. The District includes three banks, which relate in use, building material and classical detailing. The grouping of mature visually cohesive trees along 7th Street is an important feature of the area.

The District comprises a specific and distinct environment in scale, time frame, and general elegance of building style. All structures show strong classical influence in their architectural design. The structures exhibit deeply molded decorative detailing and surfaces of granite, concrete, terracotta, and brick. These materials and classical detailing contrast sharply with the surrounding modern structures.



Figure 4-259. Pioneer Hall



Figure 4-258. National Gold Bank of D.O. Mills & Company



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F. Central Core Infill with Respect to Historic Resources

F.1.4. Merchant Street Historic District (continued)

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**Contributing Buildings**

- Ochsner Building (715-723 K Street, a 5-story 1904 Queen Anne commercial building, individually listed in Sacramento Register)
- Capital National Bank Building (700 J/1007 7th Street, a 1916 Art Deco building, individually listed in Sacramento Register)
- Pioneer Hall (Figure 4-259, 1009-1011 7th Street, a 2-story 1868 commercial Italianate building, individually listed in Sacramento Register)
- 1013 7th Street (a narrow two-story brick commercial building, not listed in the Sacramento Register, but listed in the 1985 ordinance establishing the district)
- Merchants National Bank Building (1015 7th Street, a two-story 1921 Beaux-Arts building, individually listed in Sacramento Register)
- John Arnold & Co. Grocery Building (923 7th Street, a two-story 1858 Queen Anne building, individually listed in Sacramento Register)
- National Gold Bank of D.O. Mills & Company (Figure 4-258, 629-631 J Street, a 1912 Greek Revival building, individually listed in Sacramento Register)

**Significant Stylistic and Architectural Features**

- Italianate/Greek Revival: flat/low pitch roof, classical details (columns, arches, balustrades), pediments, cornices, friezes, symmetrical, towers, decorative brackets
- Queen Anne: irregular roof shapes, bay windows, picturesque massing, towers, eclectic and decorative details
- Beaux-Arts: symmetrical facades, balustrades, pilaster, columns, sculpture and relief art work.

**Building materials**

- Italianate/ Greek Revival: stone, concrete,
- Queen Anne: wood frame, stucco, concrete
- Beaux Arts: stone, concrete, stucco

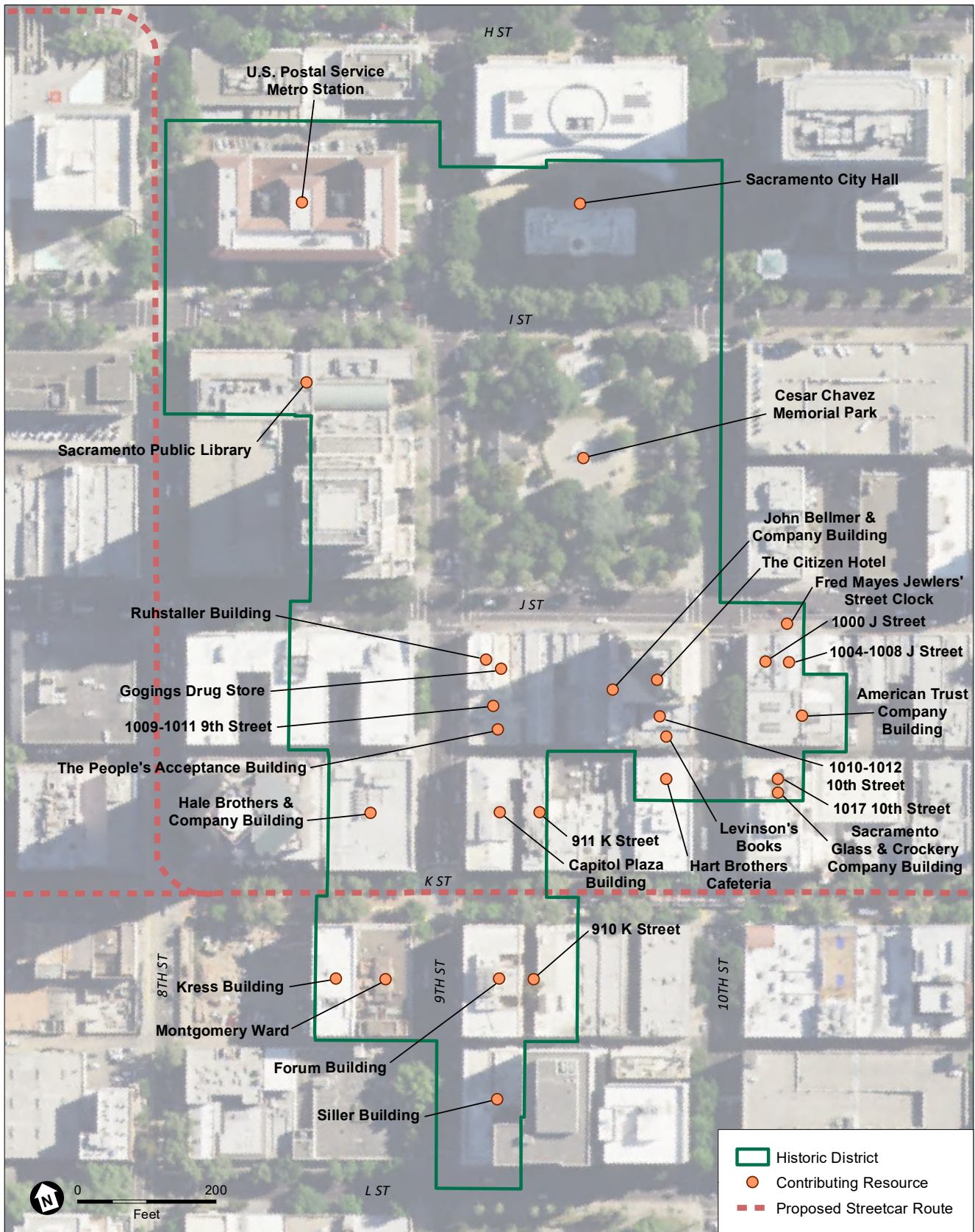
**Massing**

- Multi-level (up to 3 stories tall), rectangular, large scale/imposing

**Summary**

For the Merchant Street Historic District, the character-defining features of contributing buildings include, but are not limited to, their scale and massing, Italianate/Greek Revival and Queen Anne architectural details and design, and stone and concrete materials.

F.1.5. (Cesar Chavez Memorial) Plaza Park/Central Business District Historic District





## F. Central Core Infill with Respect to Historic Resources

## F.1.5. (Cesar Chavez Memorial) Plaza Park/Central Business District Historic District (continued)

**[Cesar Chavez Memorial] Plaza Park/ Central Business District Historic District**

The Plaza Park/Central Business Historic District displays a wide range of commercial and business properties dating to the early twentieth century, centering on the Old City Plaza (Now Cesar Chavez Memorial Park). Building scale and style vary, and reflect the dynamic growth of the City's business core during the period from 1910 through 1930.

The Plaza Park/Central Business Historic District represents the core of Sacramento's business district with a particular focus on the era between 1910 and 1930. Of additional importance is the age of some of the structures which date back to very early commercial development of the City, when J Street was one of the major transportation routes to the northern gold fields. Basements and sidewalk beneath many of the buildings along J Street is evidence, in the form of empty space, of the original structures built prior to the raising of the streets. Many alleys in this area still retain their cobblestone paving. A number of the sidewalks in the area have their original curbstones.



Figure 4-260. Hale Brothers & Company Building

**Contributing Buildings**

- Cesar Chavez Memorial Park (includes 1888 A.J. Stevens Statue and the 1926 Coleman Memorial, but not the park itself; the statues are both individually listed in Sacramento Register)
- U.S. Postal Service Metro Station (801 I Street, a 1933 Greek revival civic landmark, individually listed in Sacramento Register)
- Sacramento Public Library (828 I Street, a 1918 public library building, including the old and new buildings, individually listed in Sacramento Register)
- Sacramento City Hall (915 I Street, a 1911 Beaux-Arts civic building, individually listed in Sacramento Register)
- Ruhstaller Building (Figure 4-261, 900 J Street, a 3-story 1898 Queen Anne style commercial building, individually listed in Sacramento Register)
- Gogings Drug Store (904 J Street, a 2-story 1856 commercial building, individually listed in Sacramento Register)
- John Bellmer & Company Building (920 J Street, a 3-story 1872 commercial building, individually listed in Sacramento Register)
- The Citizen Hotel (926 J Street, a 14-story 1924 Renaissance Revival hotel building, individually listed in Sacramento Register)
- 1000 J Street /1009 10th Street (a two-story commercial building, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)
- 1004-1008 J Street (a two-story commercial building, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)
- Fred Mayes Jewelers' Street Clock (1008 J Street, an object on sidewalk, individually listed in Sacramento Register)
- Kress Building (818 K Street, a 5-story 1931 Art Deco commercial building, individually listed in Sacramento Register)
- Hale Brothers & Company Building (Figure 4-260, 825-831 K Street, a 3-story 1881 commercial building, individually listed in Sacramento Register)
- Montgomery Ward (830 K Street, a 4+ story 1936 commercial building, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)



## F. Central Core Infill with Respect to Historic Resources

## F.1.5. (Cesar Chavez Memorial) Plaza Park/Central Business District Historic District (continued)

- 910 K Street (a 3-story commercial building, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)
- 911 K Street (a 6-story brick commercial building, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)
- 1009-1011 9th Street (a two-story commercial building, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)
- The People's Acceptance Building (1013-15 9th Street, a two-story 1879 commercial building, individually listed in Sacramento Register)
- Capitol Plaza Building (1017-1031 9th Street/901-905 K Street, a 5-story 1870 I.O.O.F. Temple, individually listed in Sacramento Register)
- Forum Building (1107 9th/900-902 K Street, a 10-story 1911 office building, individually listed in Sacramento Register)
- Siller Building (1117-1131 9th Street, an 8-story 1913 commercial building, individually listed in Sacramento Register)
- 1010-1012 10th Street (a 3+ story 1913 brick commercial building, individually listed in Sacramento Register)
- American Trust Company Building (1011 10th Street, a two-story 1938 Art Deco commercial/office building, individually listed in Sacramento Register)
- Levinson's Books (1014 10th Street, a 3-story 1925 commercial building, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)
- Hart Brothers Cafeteria (1016-1020 10th Street, a two-story 1925 Classical commercial building, individually listed in Sacramento Register)
- 1017 10th Street (a 6-story 1912 commercial building, individually listed in Sacramento Register)
- Sacramento Glass & Crockery Company Building (1019-1021 10th Street, a 5-story 1910 Victorian/Renaissance Revival commercial building, individually listed in Sacramento Register)



Figure 4-261. Ruhstaller Building

## Significant Stylistic and Architectural Features

- Greek Revival: flat/low pitch roof, classical details (columns, arches, balustrades), pediments, cornices, friezes, symmetrical, towers, decorative brackets
- Queen Anne: irregular roof shapes, bay windows, picturesque massing, towers, eclectic and decorative details
- Beaux-Arts: elaborate details, Greek/Roman forms, classical details (columns, arches, balustrades, pilasters)
- Renaissance Revival: flat roof, classical details (columns, arches, balustrades), symmetrical design, pediment windows, pilasters
- Art Deco: geometric shapes (chevrons and zigzags), rich embellishment, flat roofs with accentuating projections, decorative banding, horizontal emphasis, monolithic appearance

F. Central Core Infill with Respect to Historic Resources

F.1.5. (Cesar Chavez Memorial) Plaza Park/Central Business District Historic District (continued)

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**Building materials**

- Concrete, stone, tile, glass, brick

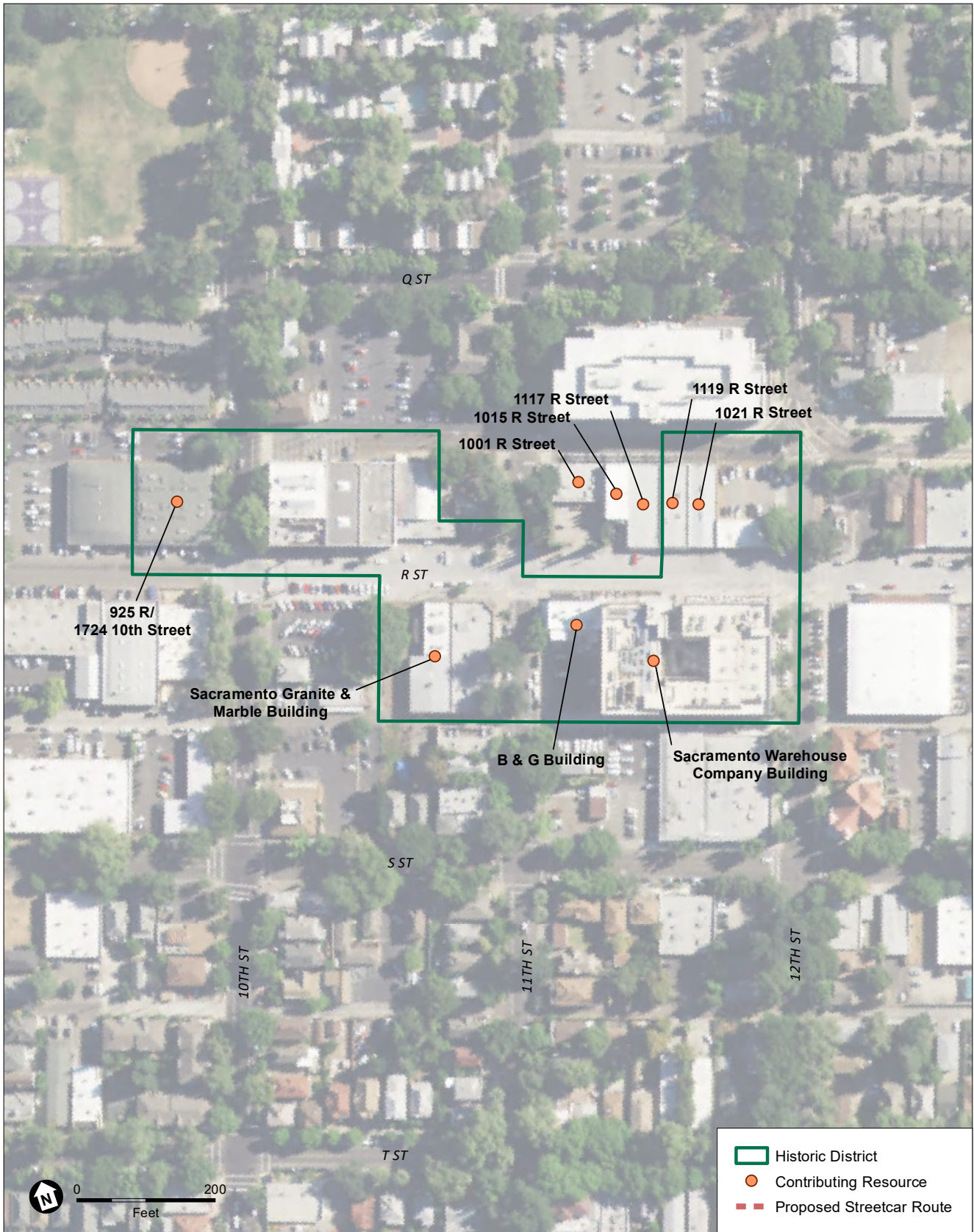
**Massing**

- Multi-level (from 2-6 stories, to as many as 14 stories tall), rectangular. Heights of 3 to 5 stories are typical of the district as a whole.

**Summary**

The Plaza Park/Central Business Historic District includes a wide range of commercial buildings dating to the early twentieth century, and covering a variety of sizes, uses, and styles. The character-defining features of the district's contributing structures include, but are not limited to, their scale and massing, a wide range of architectural styles, details, and design (including Italianate, Greek Revival, Queen Anne, Beaux-Arts, Renaissance Revival, Art Deco), and stone, concrete, glass, and brick building materials.

F.1.6. R Street Historic District





## F. Central Core Infill with Respect to Historic Resources

## F.1.6. R Street Historic District (continued)

## R Street Historic District

The R Street Historic District consists of a collection of industrial buildings centering along the historic rail corridor that at one time spanned the length of the Central City. The district reflects numerous brick and concrete industrial buildings, from single to multi-story properties, all reflecting a predominantly utilitarian design and functionality. The district resources date approximately from the period stretching from 1910 through 1930.



Figure 4-262. 1001 R Street

The R Street Corridor has recently been surveyed and resources evaluated to determine if there are any additional buildings that could contribute to the R Street Historic District. ESA has recommended that the boundary of the district be modified to include two additional buildings.

The buildings within this District face "R" Street from 10th Street running east to 12th Street. The construction dates run from 1910 to 1930 with the use concentrated in warehousing, commercial distribution and light industrial. Inasmuch as Sacramento's early development was so closely tied to the evolution of the railroads, those structures still remaining along the R Street tracks are of particular importance in reflecting this connection. Remaining railroad related enclaves of structures are rare along the tracks. This grouping whose uses were related to railroad access and transportation needs reflect that important relationship. The boundaries are well defined by a change in building styles to the north and south and newer construction to the west and east.



Figure 4-263. Sacramento Warehouse Company Building



Figure 4-264. 1119 R Street

F. Central Core Infill with Respect to Historic Resources

F.1.6. R Street Historic District (continued)

**Contributing Buildings**

- Railroad tracks running along Quill Alley between 10th and 12th streets
- 925 R/1724 10th Street (1920, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)
- Sacramento Granite & Marble Building (Figure 4-266, 1026 R Street/1800 11th Street, a 1920 brick commercial building, individually listed in Sacramento Register)
- B & G Building (1100 R Street/1801 11th Street (a 3-story 1908 brick commercial building, individually listed in Sacramento Register)
- 1119 R Street (Figure 4-264, group of two adjacent brick industrial buildings, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)
- 1117 R Street (a brick industrial building, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)
- Sacramento Warehouse Company Building (Figure 4-263, 1108 R Street, a 6-story 1915 brick industrial building, individually listed in Sacramento Register)
- 1021 R Street (a 2-story brick industrial building, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)
- 1015 R Street (a 2-story brick industrial building, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)
- 1001 R Street (Figure 4-262, a 2-story brick industrial building, not listed in the Sacramento Register, but listed as a priority property in the 1985 ordinance establishing the district)



Figure 4-265. 1409 R Street



Figure 4-266. 1026 R Street

**Significant Stylistic and Architectural Features**

- Brick industrial: unadorned, some decorative brick coursework or features, metal sash multi-pane windows, flat roof (with or without pediment)

**Building materials**

- Brick, concrete, metal

**Massing**

- Varies from single to multi-story (up to 6 stories tall), rectangular, oriented towards historic railroad alignment.

**Summary**

The R Street Historic District includes adaptively re-purposed industrial and commercial buildings dating to the early twentieth century railroad and agricultural industries. Buildings range from small, one story simple commercial operations, to large scale industrial warehouses re-purposed into commercial space for multiple business and residential tenants. The character-defining features of the district's contributing structures include, but are not limited to, their scale and massing, orientation towards the historic railroad line, and the brick industrial architectural style.



## F.2. Historic Building Considerations

### Building Types

Most kinds of development, including residential, mixed use, and commercial have the potential to contribute to an Historic District, or be an urbane and civil neighbor to and landmark building. As long as the use is permitted by zoning, the appropriateness of the project should be dependent on the design (form, massing, scale, character, etc.) rather than on the density or building type. If well-designed, building types ranging from mid-rise commercial to high-rise residential buildings can often work within Central Core areas, although they may be significantly taller than many or most of the surroundings. Several historic landmarks in the Central Core exceed 100', and clearly contribute to the character of the district.

The City of Sacramento's Planning Division preservation staff should be consulted on acceptable solutions where a building's height or program may at first seem incongruent with its context.

### Context

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

### Review Process

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



Figure 4-267. On Cesar Chavez Plaza, newer buildings mix with Sacramento's landmark civic buildings



Figure 4-268. Senator Hotel arcade.



Figure 4-269. The extension, at left, to the Sacramento Hall of Justice, on 6th Street, a good example of a contemporary addition to a Landmark building.



Figure 4-270. On Sacramento's J Street, the Sheraton Grand hotel is designed with a similar rhythm and transparency at ground level as its

