



FINAL

# INNOVATION PARK

## Planned Unit Development

Approved by Sacramento City Council  
February 15, 2022

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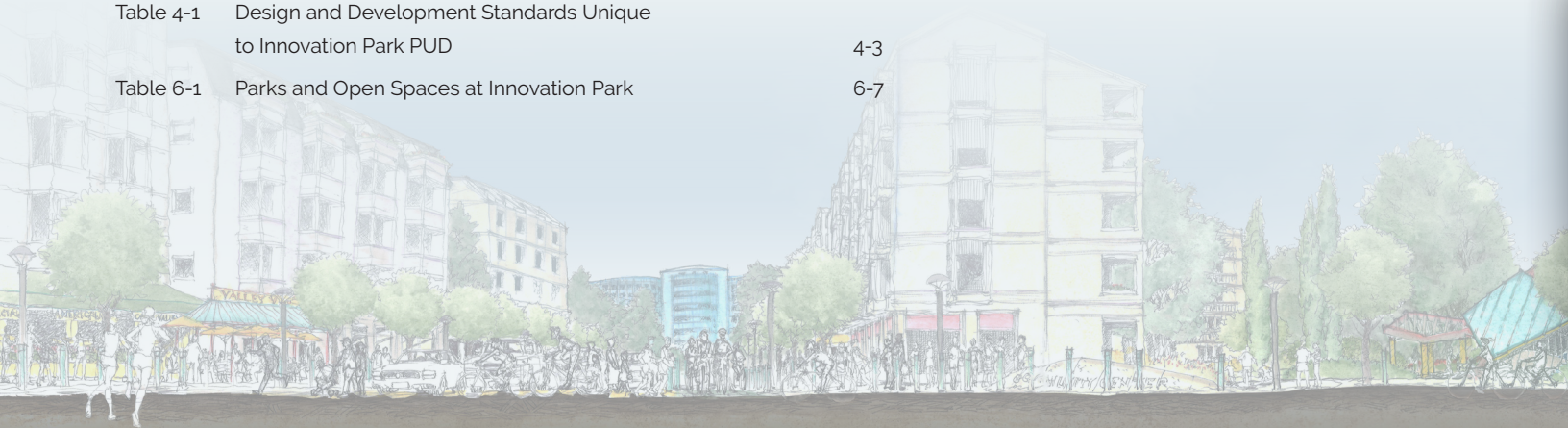


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# INTRODUCTION

CHAPTER



CHAPTER 1

# INTRODUCTION

## 1.1 LOCATION AND CONTEXT

The Innovation Park Planned Unit Development (PUD) Area (“Plan Area”) covers approximately 183 acres that includes the former Sleep Train Arena site in the City of Sacramento (City). The Plan Area is an infill redevelopment site located within the City of Sacramento’s North Natomas community and is bound by the semi-curvilinear ring of Sports Parkway. The Plan Area is roughly bisected by Terracina Drive/East Entrance Road from the east and by an extension of Innovator Drive from the southeast.

The environs immediately surrounding the site are composed of mixed-use commercial, office, multifamily residential, industrial and vacant properties, bound by Del Paso Road to the north, Truxel Road to the east, Arena Boulevard to the south, and East Commerce Way to the west.

The Plan Area is strategically located close to the crossing of Interstate 80 (I-80) and Interstate 5 (I-5), between the Sacramento International Airport and downtown Sacramento (**Figure 1-1**). The size of the site, location within the North Natomas Community, and proximity to future transit opportunities, along with its freeway visibility, provide a unique redevelopment opportunity to attract residents, employers, and visitors to the area.



*A vibrant mixed-use district*

## 1.2 PROJECT GOAL AND OBJECTIVES

The redevelopment of the Plan Area is envisioned to create a vibrant mix of residential, commercial, health and educational uses, set in a predominantly developed portion of North Natomas. The overarching goal of this PUD is to ensure the orderly and logical reuse of the Plan Area in a manner that is compatible with the site’s characteristics and constraints, is consistent with the City’s goals and policies, and is supportive of the following objectives:

- Transform and redevelop the prior Sleep Train Arena site from an underutilized sports complex into a vibrant innovation district focused on health, education, and living with a mix of uses that enhances the fabric of North Natomas and the region;
- Provide policy and design guidance for new development that is compatible with and well-integrated within the existing community;
- Provide synergistic connections between medical office, residential, and commercial development within and surrounding Innovation Park;
- Develop a mixed-use environment that provides residents with the opportunity to live, work, and play within Innovation Park;
- Provide a range of housing types and densities, including but not limited to step-up housing, to meet the varied needs and preferences of those who will work both in the Plan Area and the greater region;
- Provide an urban-core adjacent environment that prioritizes multi-modal transportation including pedestrian, bicycles, and vehicles through a centralized complete street framework;

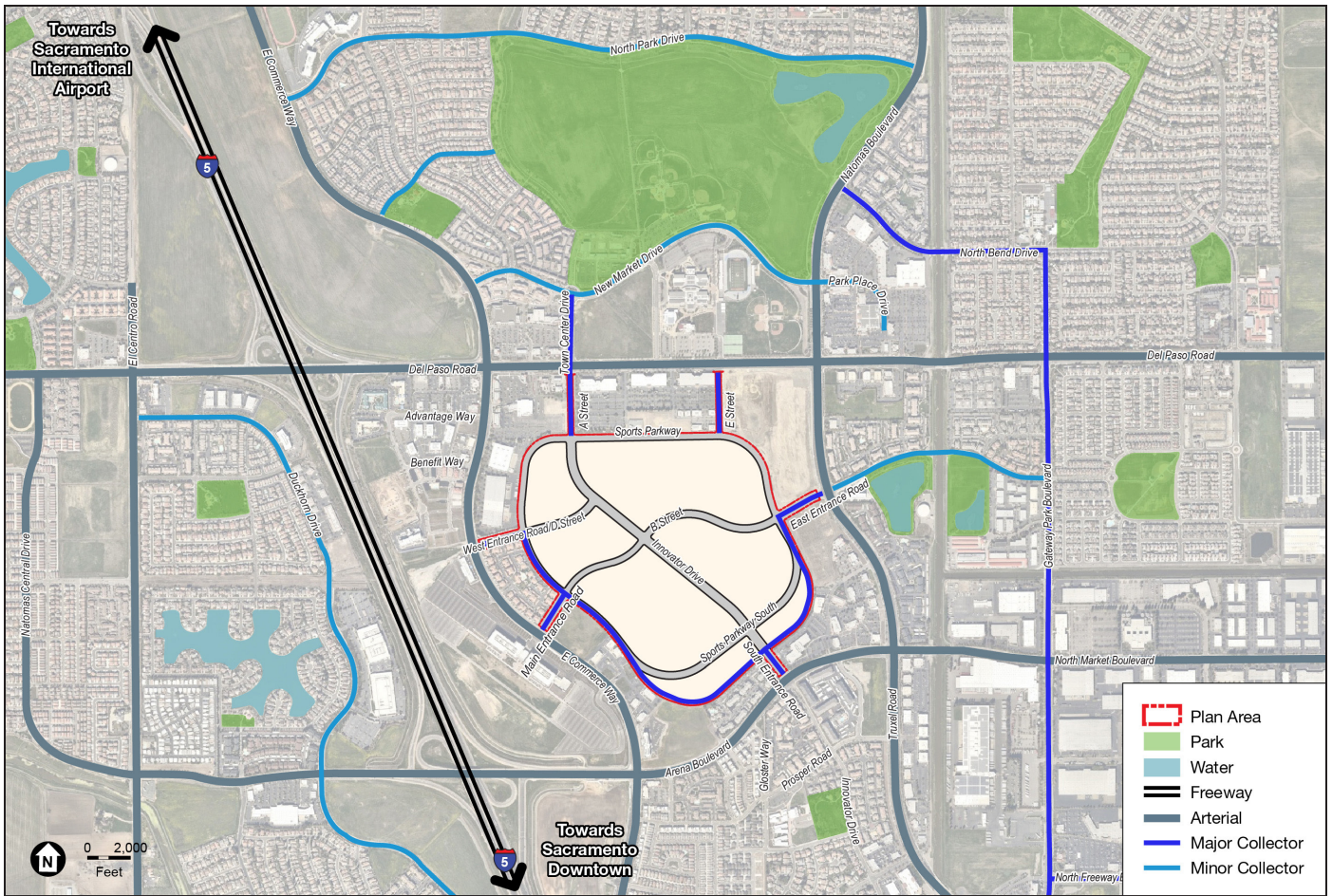


Figure 1-1. Project Location

SOURCE: ESA, 2021





*The PUD offers a unique opportunity to create a vibrant innovation district focused on health, education, and living*



*Promote transit opportunities*

- Integrate a combination of proximal uses, including commercial, education, employment, residential, and other use opportunities and services;
- Support the integration of the locally preferred route of the Sacramento Regional Transit (SacRT) Green Line light rail line;
- Create a flexible entitlement structure to provide for more cost-efficient housing and the ability to respond to future job and market opportunities;
- Promote environmental sustainability through the use of green building technology, water conservation, renewable energy resources, active transportation options, or other community innovations; and
- Provide diverse and engaging urban open space opportunities suitable for the urban context.



*A variety of housing types and densities*



*Pedestrian friendly neighborhood*

### 1.3 PURPOSE AND INTENT

The purpose of this document is to define the project vision and to guide development in the Plan Area. The PUD document establishes development requirements, policies and guidelines unique to the area that shall be applied to all new development, alterations to existing development, new or expanded uses, and other activities that are subject to review by the City of Sacramento, as applicable.

While a variety of development scenarios could occur, these guidelines should be used in the planning and design of all projects within the Plan Area boundaries and are intended to present the desired planning and design characteristics that, when implemented, would help to ensure the realization of the vision of the Plan Area. The PUD includes:

- Development principles, guidelines, and policies describing recommended development and design attributes and elements unique to the Plan Area’s distinct yet complementary districts;
- Development standards that include required development design attributes; and
- Development objectives that are recognized and defined as goals for the Plan Area, and which strive to achieve the spirit of the vision for development in the Plan Area.

Other applicable City plans, regulations, and standards shall be referenced in the design and use of development projects and public improvements within the Plan Area. These include but are not limited to the City’s General Plan, Design Guidelines and Zoning Code. Where the provisions of the PUD conflict with other City requirements, the provisions of the PUD shall govern. Where the PUD is silent, the applicable provisions of the other City requirements shall govern.

Those provisions or portions thereof that indicate “shall,” “will,” or “must” are standards and are mandatory. Those that indicate “should,” “encouraged,” “discouraged,” or “may” are guidelines and are discretionary and may be applied at the judgment of the City to achieve the purpose and intent of the Innovation Park PUD.



Goods

Margaret O'Leary

Piazza D'Angelo

# PLAN OVERVIEW AND PRINCIPLES

CHAPTER

Cashmere Sale  
Blankets  
Reg \$200  
Now \$120  
Scarves  
Reg \$48  
Now \$36



CHAPTER 2

# PLAN OVERVIEW AND PRINCIPLES

The PUD is intended to serve as a flexible road map leading to the establishment of a diverse, vibrant, and attractive destination at the geographic heart of the largely developed southern portion of North Natomas.

The Plan Area is located between Downtown Sacramento and Sacramento International Airport, near the intersection of two interstate highways (I-5 and I-80). The Plan Area thus has the potential to serve as both a community and regional hub.

The PUD provides the unique opportunity for future development to fulfill an exciting vision for higher density urban infill that includes housing, employment, education, health care, a variety of goods and services, and other destination-oriented uses. With a focus on health, wellness, and the environment in siting hospital uses, education, and living in a singular environment, the opportunity is rare.

This opportunity is complemented by the well-established surrounding uses, transportation network, anticipated future connection to light rail and City policies that identify it as an urban center.

The Plan Area accommodates a higher density urban development consisting of distinctive residential neighborhoods with different housing types, commercial uses, mixed-use development, major employers, hospital/medical campus, education facilities, parks, or a combination thereof.

The public realm will serve as the framework on which future development projects in the PUD area will be based. Safe, inviting, and efficient tree-lined streets will both connect the community and provide an attractive and memorable network for pedestrians, bicyclists, and motorists to conveniently move about, with key arrivals and destinations enhanced by urban open spaces.



*Mixed-use development core with a multi-purpose plaza*

An important attribute of this framework will be context sensitivity, or the intentional design awareness of the end user, and the recognition of the differences between places—be it a safe and inviting neighborhood, or a vibrant and bustling mixed-use employment district. Each can be accommodated in the Plan Area, and both warrant design solutions that best meet the needs of their users.

Redevelopment of the Plan Area will be realized over time, resulting in a community composed of interesting places that complement one another and reflect the most current thinking and market conditions.

## 2.1 DESIGN PRINCIPLES

The project is focused on the opportunity of reusing this important infill redevelopment site. As the size of the site is large, it offers the potential for a diverse collection of development scenarios focused on creating an active and innovative high density mixed-use employment center..

Being largely bounded by existing uses in the heart of a thriving district, the Plan Area must be designed to function as a responsible addition to the community. To achieve this balance of diversity and compatibility, the following design principles serve as the foundation for the PUD:



*Create guidelines that allow flexibility and respect the development and market context*



*Allow for a horizontal and vertical mix of land uses*



*Guide decision making, and anticipated implementation needs over an extended period of time.*



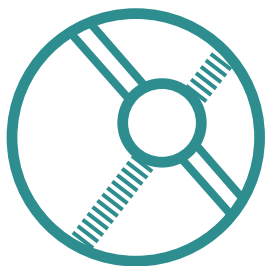
*Accommodate a variety of housing types and densities*



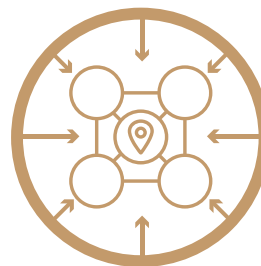
*Create walkable and bikeable neighborhoods and districts*



*Support opportunities for employment, medical and commercial uses*



*Establish a multi-modal environment*



*Foster the creation of an infill development that is composed of distinctive and attractive districts with a strong sense of place*

## 2.2 DISTRICT PLAN

In support of the principles and concepts described for this Plan Area—this framework provides for the design of a community defined by districts. This PUD provides for a total of three distinct districts with a strong sense of place at Innovation Park: Health; Life; and Innovation. Each district consists of unique characteristics, individually identified to accommodate different but complementary uses. The following describes the intended character, and framework in support of that character, for each district.

Innovation Park’s three districts, are shown in **Figure 2-1**, and described below. A more detailed discussion is provided in Chapter 4, Community Character and Design. Land Uses are further described in Chapter 3 including a conceptual development program diagram by district (**Figure 3-3**).

- **Health District.** This district consists of two parcels totaling approximately 46.4 acres. The Health District will contain a hospital and medical campus, complementary commercial, retail, medical office, residential uses for active seniors, medical focused education facilities, and residences for student and faculty housing. Outdoor spaces and other public gathering places will be provided that foster connection to the surrounding districts.
- The Health District as the heart of the PUD, provides comprehensive medical services to patients throughout the region, and is envisioned to serve as a catalyst for innovation. Development of the Health District will focus on providing jobs and housing not only for the employees within the Plan Area, but also for the local community and region.
- Employees, students, and visitors within this district will benefit from local services provided for their day-to-day needs. The design of development is intended to draw activity to the pedestrian-oriented streetscape for shopping, entertainment, and business.

- **Life District.** This district is comprised of three parcels for a total of approximately 72.2 acres. The Life District incorporates the area east of Innovator Drive, and may include but is not limited to a mix of neighborhoods, a park and plaza, a school, a hotel and local serving retail. It will include vibrant higher density urban residential areas in the core of Innovation Park, graduating to quieter, less dense neighborhoods within, and feature a prominent urban plaza and Nature Park.



*Higher density urban residential neighborhood*



*Office uses*

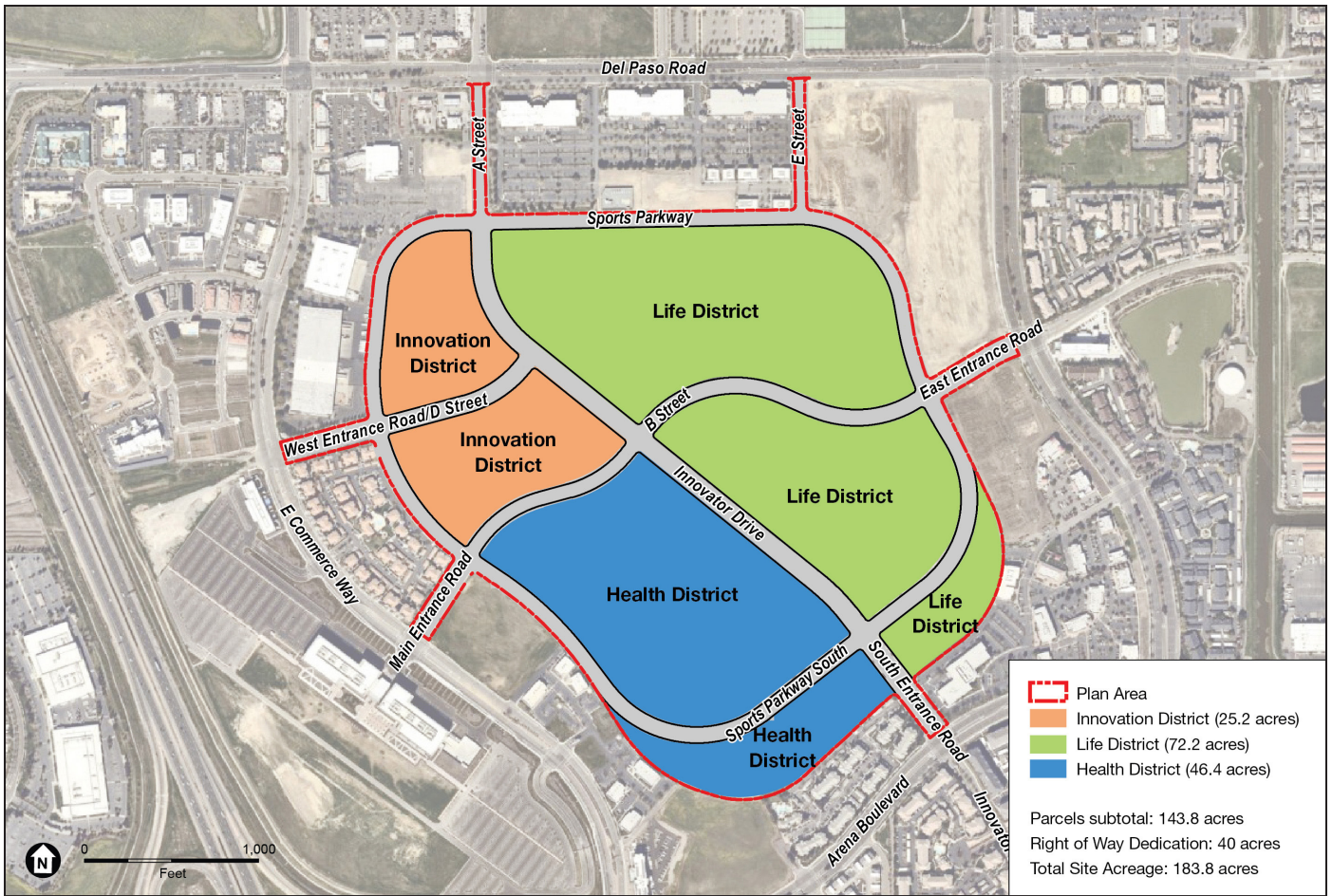


Figure 2-1. Innovation Park Districts Plan

SOURCE: ESA, 2021





*Neighborhood parks contribute to the development's character*



*An integrated and balanced design framework will help create a strong sense of place*



*Urban plazas provide a place for employees and visitors to gather*



*The Plan Area encourages different housing types to meet the needs of many*



*Bus stops promote a multi-modal environment*

- **Innovation District.** This district is comprised of two parcels totaling approximately 25.2 acres and encompassing a mix of higher intensity uses focused on innovation, including office, and residential mixed-use (including retail). This district is conveniently accessible from all sides by the street network and connects with the other districts via the Innovator Loop Curvilinear Park (Innovator Loop). Innovator Loop will be a curvilinear park featuring a Class I bicycle path which bounds the entire perimeter of Innovation Park.
- The Innovation District may include residential mixed-use neighborhoods and access to passive parks. In addition, a SMUD substation would likely be located within this district to provide supplemental utility capacity for the Plan Area and surrounding uses.

## 2.3 DISTRICT DESIGN FRAMEWORK

The design framework for the Plan Area is closely tied to the district concepts for health, lifestyle, and innovation.

The framework of the public realm will serve as the Plan Area’s primary organizational element. This will be enhanced by the careful allocation of thoughtfully designed urban parks and open space areas that are complemented by building placement and massing, which will serve to create memorable, well-defined, and human-scaled places suitable for a dense urban environment. The design framework is intended to support an urban mixed-use environment that is healthy, peaceful, and attractive.

District design will focus at the district and neighborhood level and include a vibrant mix of uses throughout the Plan Area, with the local circulation network and open spaces serving as the key organizational elements. The districts will be defined by inviting, pedestrian-friendly, tree-lined streets, enhanced by the buildings and open space areas that define the neighborhood or district.

The PUD provides an area wide circulation framework that bounds and defines each of the Plan Area’s three districts. Each of the districts include various sub-districts; the Innovation District includes two sub-districts, the Life District includes three sub-districts and the Health District includes two sub-districts (as shown by the parcels as formed by the primary roadway network on **Figure 2-1**).

To allow flexibility for future development it is anticipated that each of the sub-districts will be further divided by a local roadway network which would serve to create a finer grained, integrated, roadway network and smaller blocks.

The public realm is envisioned as the thread weaving together the fabric of the Plan Area—be it in the form of attractive tree-lined streets, lively streetscapes, neighborhood parks, mixed-use district plazas, or connections to regional recreational amenities. The inclusion of an open space network throughout the Plan Area will help to provide better connectivity with the various districts and the surrounding neighborhoods.

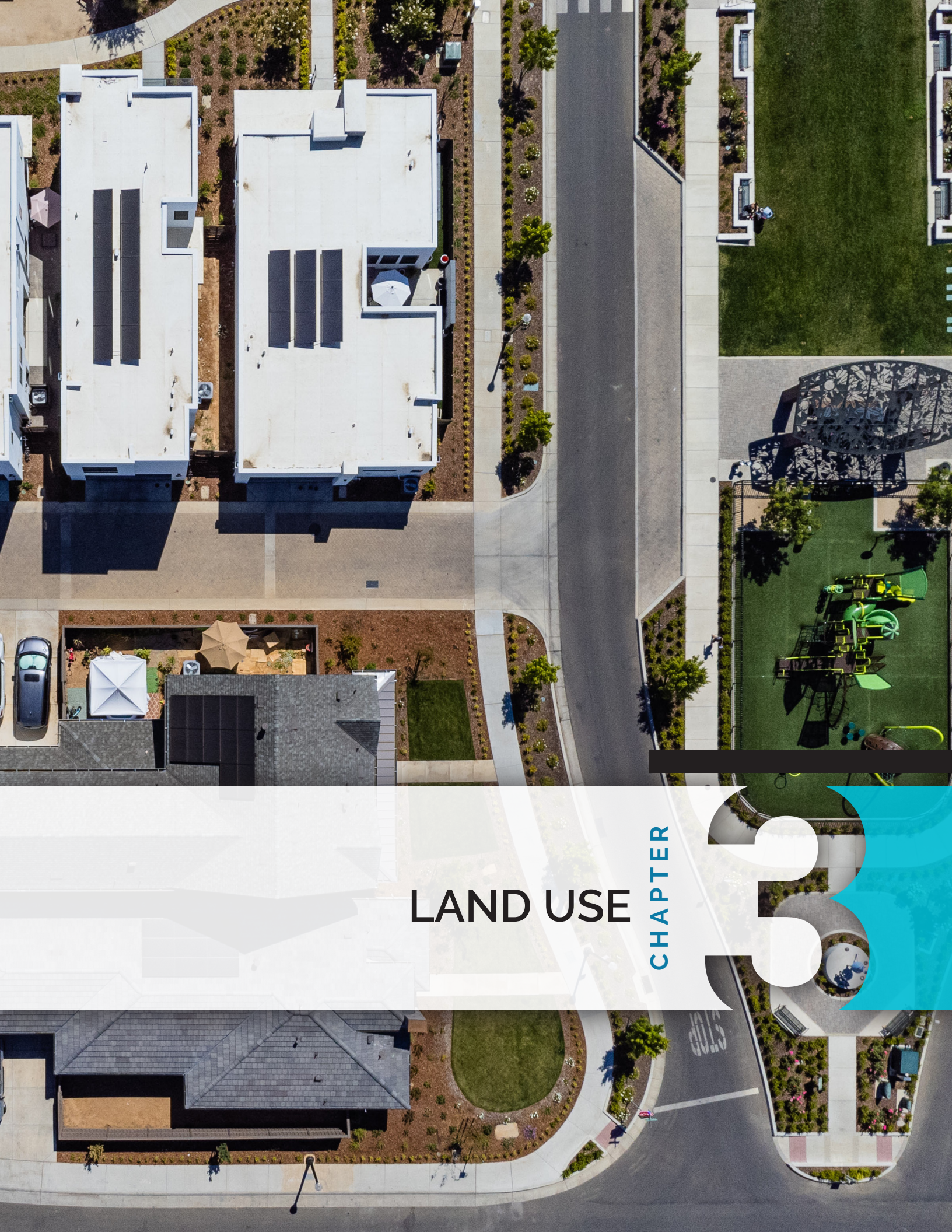
A network of parks, plazas, and paths for pedestrians and cyclists will allow for a diverse natural setting while also embracing the urban environment. The public realm along Sports Parkway and Innovator Loop is recognized as an important circulation element and community amenity serving as a Class I bike route and pedestrian path, complete with streetscape and landscape improvements.



*Bicycle and pedestrian path network*



*Residential open space*



# LAND USE

## CHAPTER





## CHAPTER 3

## LAND USE

This chapter provides the land use framework and overarching development standards for the Plan Area to ensure realization of the project’s vision, while allowing for flexibility and innovative design over time. These standards are built on and supplement existing policies, regulations, and guidelines of the Sacramento 2035 General Plan and the Sacramento City Code. This chapter also provides a diagram of a conceptual development program by district for the Plan Area (refer to [Figure 3-3](#) provided at the end of this chapter). This figure is conceptual in nature and it is assumed that actual development will vary.

### 3.1 CONCEPT AND LAND USES

The Plan Area was used as a sports arena and training facility for the Sacramento Kings Basketball team, and has been vacant since 2016. Because the surrounding area has been rapidly developed over the last 15 years, it is an ideal location for new infill development opportunities.

The Plan Area is centrally located in the North Natomas Community and borders the North Natomas Town Center (Town Center) to the north. The Town Center includes intense employment and commercial centers, and high-density residential, civic, and regional park uses.<sup>1</sup> Additionally, the Plan Area would have easy access to three light-rail stations planned along Truxel Road and north of Del Paso Road.<sup>2</sup>

The Plan Area is generally surrounded by an employment center, with suburban commercial and suburban residential uses to the east, south, and west ([Figure 3-1](#)). These conditions offer the project a unique opportunity to become a mixed-use community with transitional intensity. The project is envisioned to provide a balance of uses, such as residential, hospital, office, commercial, mixed-use, open spaces, and community amenities. The project would support an appropriate density of uses that is lower than the adjacent Town Center, but higher in core areas than the suburban communities located adjacent to the Plan Area.

The mix of uses anticipated by the project would help create an urban center that is compact, well-defined, and multi-modal, enabling employees and residents in and near the Plan Area to enjoy a vibrant, convenient, and sustainable urban lifestyle.

The development standards for the Plan Area should (1) incorporate C-2 zone development standards under the Sacramento City Code, as modified by this PUD, and (2) build upon the guidance of, and supplementing the regulations for, the Urban Center Low designation under the Sacramento 2035 General Plan. Refer to [Figure 3-2](#).

Refer also to Chapter 4, Community Character, [Table 4-1](#), which provides a summary of the Design and Development Standards included in this PUD.

<sup>1</sup> North Natomas Community Plan, Page 3-NN-4.

<sup>2</sup> Sacramento 2035 General Plan, Mobility, Figure M2, Light Rail Facilities.



Figure 3-1. Surrounding Land Uses  
SOURCE: ESA, 2021

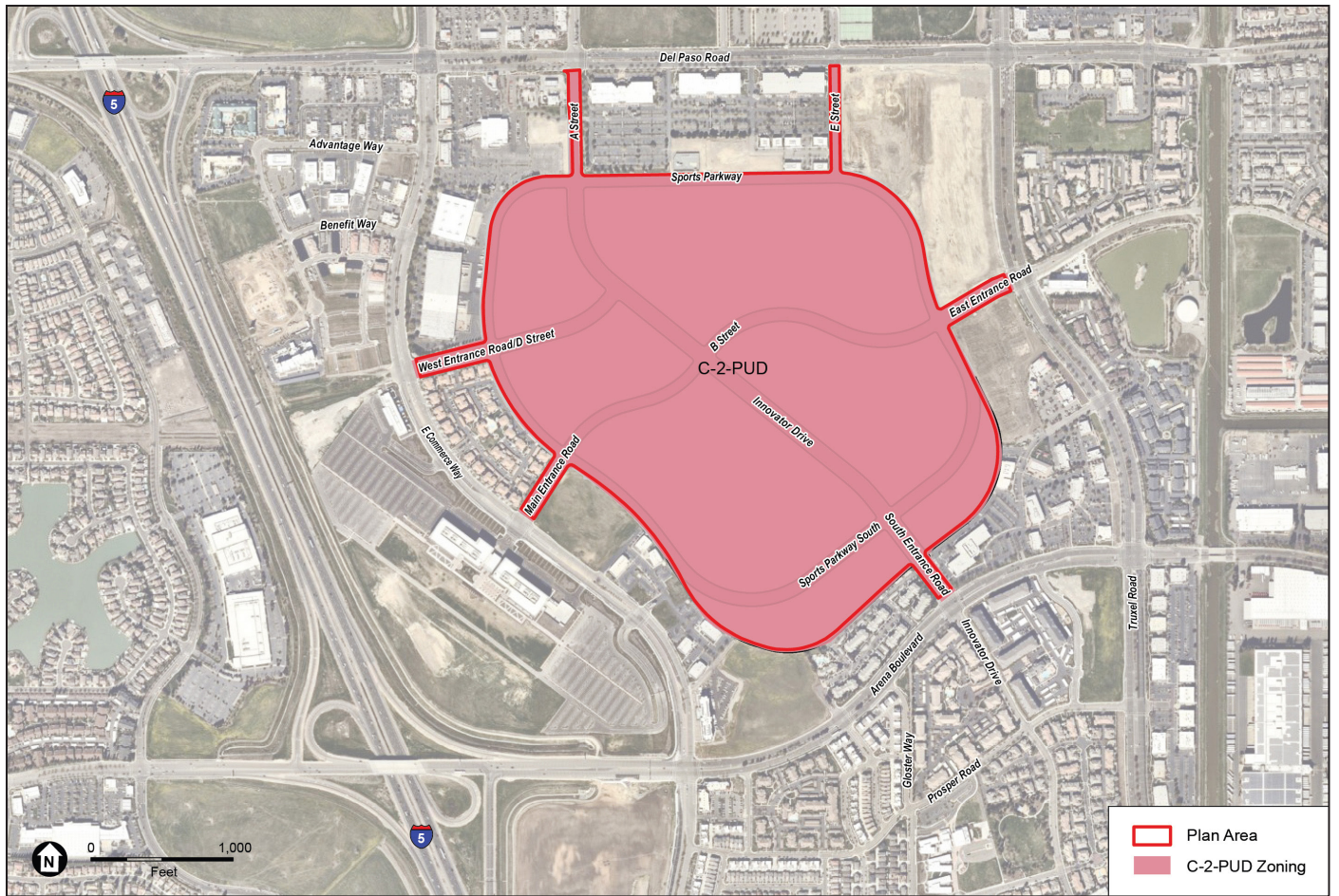


Figure 3-2. Zoning Designation  
SOURCE: ESA, 2021



*Multi-family Residential*



*Townhomes*



*Small lot single family residential*



*Duplex*

### 3.2 ADJACENCIES

The Plan Area is bounded on three sides by Sports Parkway as a perimeter road, and shares a boundary with the Town Center on the northern side of the site.

Land uses to the north in the Town Center include a mix of office, commercial, residential, educational, civic, and open space uses. Other adjacent uses are generally low-density, low-rise development with suburban character.

Various commercial uses are located east of the Plan Area across Sports Parkway, including retail, office, restaurant, educational, and institutional uses. Centene, a national healthcare insurance company, has a 68-acre campus adjacent to the Plan Area on Commerce Way. Commercial and residential uses, including multi-family residential, office, educational, and medical uses, are located south of the Plan Area across Sports Parkway. Across Sports Parkway to the west, adjacent parcels are utilized for multi-family residential, retail, commercial, restaurant, and religious facility uses.

### 3.3 RESIDENTIAL

The project could accommodate a range of residential products to meet the needs of a variety of users. With its quasi urban center character, permitted residential uses within the C-2 zone include single-family residential, duplex, mixed-use residential, townhouse, and multi-family residential uses.<sup>3</sup>

A residential mixed-use designation allows for residential uses of various densities to be situated in conjunction with other uses permitted in the C-2 zone, such as office, retail, restaurant, education, civic, and commercial services uses. Residential mixed-use is intended to allow for the co-location of residential, commercial, retail, and open space uses to allow for the growth of dynamic, efficient, and sustainable communities with cohesive overall characters.

<sup>3</sup> Sacramento City Code, §17.216.710 C-2 Zone-Permitted Uses.



### 3.3.1 Policies

**3.3.1.1 Connectivity.** Urban center residential uses should be located and designed to promote walkability, support multi-modal transportation, and reduce automobile trips, where feasible. These uses should be strategically situated adjacent and connected to a vibrant public realm that promotes mobility and connectivity between neighborhoods. Residential units should have easy access to commercial uses and open spaces through complete streets, pedestrian paths, and bikeways.<sup>4</sup>

**3.3.1.2 Variety in Housing Types and Densities.** Residential uses across the Plan Area are intended to allow for a variety of housing types and densities ranging from a minimum of 20 to a maximum of 150 dwelling units per net acre. Individual projects must meet the minimum 20 dwelling units per net acre. Densities can be averaged across any portion of the project being entitled together.

**3.3.1.3 Housing Diversity.** Encourage a wide diversity of housing types and a mixture of rental and ownership housing. Encourage projects that provide a variety of housing types and sizes, including step-up housing and those that serve individuals, families, seniors and persons living with disabilities.

**3.3.1.4 Mixed-Income Housing.** Encourage vertical mixed integration of housing and other uses, where feasible.

**3.3.1.5 Live-Work.** Support live-work options for artists and a variety of other home-based businesses.

**3.3.1.6 School.** An elementary or middle school could be located within the Plan Area to serve the neighborhoods and community. The school site should be located so the school is bounded on at least two sides by minor streets.

**3.3.1.7 Parks and Open Space.** A variety of public, private, and semi-public parks and open spaces appropriate for an urban environment shall serve the Plan Area’s residents and greater community.

## 3.4 EMPLOYMENT

As a new urban center, the Plan Area would include employment center uses as one of its primary designations. Employment centers create more jobs for the City of Sacramento, and serve as important mechanisms to promote economic development and growth within a region by functioning as high-quality employment anchors.

In contrast to isolated office parks, employment centers provide complementary residential and commercial opportunities, as they situate employment-generating opportunities in close proximity to a mix of uses in settings which facilitate pedestrian, bicycle, transit, and rideshare connection opportunities. As a result, dependence on individual vehicles and parking needs associated with this use are reduced.<sup>5</sup>

4 North Natomas Community Plan, Residential, p. 3-NN-5

5 City of Sacramento, Planning and Development Code Map Book, p. 6



*Innovative office space*

### 3.4.1 Policies

- 3.4.1.1 Employment Anchor.** Encourage a minimum of one high-quality employment anchor in the Plan Area.
- 3.4.1.2 Innovation Zone.** Promote Innovation Park as an “innovation zone” with the infrastructure and facilities to support the development of cutting-edge, innovative technologies, as well as the amenities and housing resources necessary to attract talent. Accommodate emerging businesses and workplace styles, such as co-working, incubator space, or other new forms of creative businesses that can benefit the local economy.
- 3.4.1.3 Pedestrian-Friendly Design.** Design for employment-generating uses should provide for a pedestrian-friendly setting with ample open space.

**3.4.1.4 Variety in Supporting Uses.** Employment-generating uses should provide for a variety of supporting uses, including mixed-uses for retail, and residential. The close proximity of supporting uses allows for pedestrian, bicycle, and rideshare-connection opportunities, which collectively help reduce dependence on the automobile. Consequently, parking needs are reduced and shared parking opportunities increase.

## 3.5 COMMERCIAL

Innovator Drive will serve as the primary commercial corridor including a mix of higher intensity, pedestrian focused uses activating ground floor uses. The commercial corridor along Innovator Drive is to be easily accessible by users inside and outside of the Plan Area through interconnected roads, bicycle facilities, and pedestrian networks.

The C-2 zoning is intended to accommodate a wide variety of land uses by definition, or following requirements associated with a conditional use permit. These uses range from high density residential developments to a diverse array of indoor and outdoor destination uses to a broad collection of sales uses and uses related to manufacturing, service, and repair, limited to 6,400 gross square feet.

### 3.5.1 Policies

**3.5.1.1 Variety of Commercial Uses.** The project should ensure sufficient commercial space, sized appropriately, to provide a variety of commercial activities to meet the daily and weekly needs of various users in the Plan Area and surrounding communities.



*Commercial uses along a main street*

**3.5.1.2 Walkable Retail.** Encourage neighborhood serving retail and services to be located within walking distance of residential neighborhoods and transit stops.

**3.5.1.3 Street Activity.** Encourage outdoor dining, street vendors, and other income generating activities that contribute to activity on the street and in public places. These uses are to be located outside of the right-of-way planter and not encroach into space between the street and the sidewalk, which is reserved solely for street trees.

**3.5.1.4 Prohibited Uses.** Uses allowed within the Innovation Park Planned Unit Development are those uses permitted by the underlying C-2 zone, with the exception of the following uses, which are prohibited:

1. Gas stations
2. Accessory drive-throughs
3. Mortuary; crematory

4. Drive-through restaurants
5. Auto storage
6. Auto sales and rentals that includes inventory displayed outdoors
7. Auto – service, repair
8. Equipment – rental, sales yard
9. Mini-storage; locker building
10. Mobile home – sales, storage
11. Towing service, vehicle storage yard
12. Superstore

### 3.6 HOSPITAL/MEDICAL CAMPUS

A key component of the project is the Hospital/Medical Campus site, which would offer health care for patients in northern Sacramento County and emergency access to medical services along the Interstate 5 (I 5) and Interstate 80 (I 80) corridors; and serve as an important employment anchor within North Natomas.

The hospital would be designed and equipped to operate as a Level II trauma center to accommodate a possible future designation by Sacramento County based on distribution of emergency services and facility capability pursuant to Code of California Regulations Title 22, Division 9, Chapter 7, Sections 100254 through 100256 and 100259.



*Medical facility with landscape setback*

The proposed Hospital/Medical Campus would be prominently located along the west side of Innovator Drive, bounded by Sports Parkway to the west and B Street to the north.

The northern parcel of the Health District is approximately 35 acres and, like the remainder of the Plan Area, would be zoned C-2 to accommodate the variety of uses within the proposed Medical Campus and to support future commercial and medical office expansion. The southern parcel of the Health District (approximately 10 acres) is envisioned to include ancillary or related office/retail/university uses as well as outdoor space that can be enjoyed by the public.

#### 3.6.1 Policies

**3.6.1.1 Hospital.** Develop a full-service teaching hospital in North Natomas that also supports opportunities for employment, residential, and other commercial uses.

**3.6.1.2 Parks and Open Space.** Incorporate publicly accessible plazas and greenspace within the Hospital/Medical Campus to create an amenitized outdoor environment and experience for users.

### 3.7 PARKS/OPEN SPACE

The Plan Area as an urban center should provide an open space network, consisting of a variety of public spaces, to support an urban lifestyle and the needs of residents, workers, and visitors, that also enhances the overall identity of Innovation Park.

For example, an urban plaza would provide workers with a convenient area to have lunch and rest, a neighborhood park would be used by residents to picnic and relax, a Class I bike route and pedestrian path would provide recreational opportunities, while passive parks offer a welcoming place to rest. This network would be complemented by lively and inviting public streetscapes that could include sidewalk dining areas.

In addition to streetscape the following public spaces are envisioned as key components of the open space network in the Plan Area (**Figure 6-1**):

- Urban Plaza
- Nature Park
- Innovator Loop Curvilinear Park



*Urban park for gathering and interaction*



*Interconnected bike paths can encourage the use of alternative transportation mode*

In addition, publicly accessible, privately owned and maintained open spaces (semi-public) would be located on-site including within the Hospital/Medical Campus and the open space associated with the potential school site.

To encourage public health and safety, public space in the Plan Area shall be connected to nearby parks, open space areas, and recreational facilities to create a complete open space network for the Plan Area.

Open space networks shall be realized by connecting parks and open spaces through various types of links, such as pedestrian pathways, sidewalks, bike lanes, medians, and bridges. These links are important components of the project’s circulation system, and would encourage alternative modes of transportation throughout the Plan Area.

### 3.7.1 Policies

**3.7.1.1 Parks and Open Space Network.** Include a hierarchical open space network, including public and semi-public, and active and passive spaces, throughout the Plan Area to facilitate connectivity and movement between districts, and provide residents, workers, and visitors with opportune and inviting means of accessing the mix of uses envisioned within the various neighborhoods.

**3.7.1.2 Provision of Parks and Open Space.** Adequate public open space amenities for residents in the Plan Area should be provided within 0.5 miles of all residents. The amount of open space and recreational facilities reserved within the Plan Area shall be commensurate with an appropriate amount of open space for the dense urban environment.

**3.7.1.3 Urban Parks and Open Space.** Promote smaller, amenity oriented open space areas that complement the urban nature of Innovation Park. Encourage activated public streetscapes, plazas, courtyards and sidewalk dining areas.

**3.7.1.4 Scale and Placement.** Encourage placement of small public places within active pedestrian corridors supported by increased levels of commercial and residential activity, and fronting parks along public streets.

**3.7.1.5 Public/Private Partnerships.** Encourage partnerships and joint use opportunities between parks, schools, businesses, and other institutions and agencies to allow for publicly accessible, privately owned and maintained open spaces (i.e., semi-public spaces such as within the Hospital/ Medical Campus and the open space/sports fields associated with any potential schools).

## 3.8 CONCEPTUAL DEVELOPMENT PROGRAM

The land uses proposed in the Plan Area, as discussed in this chapter, are graphically represented in **Figure 3-3**, which provides a diagram of a conceptual development program by district. This diagram is strictly conceptual and subject to change as individual development projects are reviewed and approved by the City.

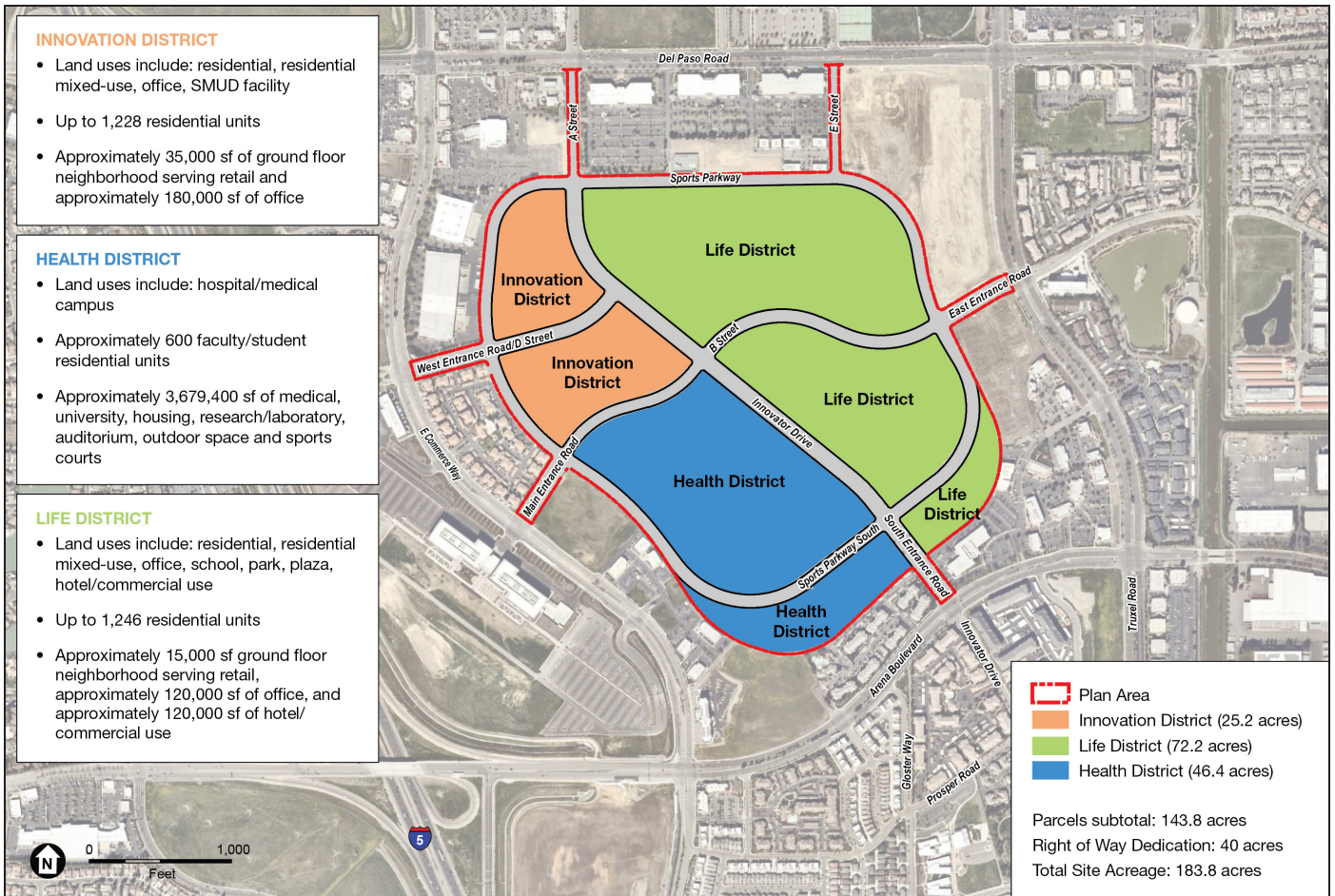


Figure 3-3. Conceptual Development Program by District

SOURCE: ESA, 2021

Note: This figure is conceptual in nature and it is assumed that actual development will vary; subject to change. All numbers are approximate and subject to change.



# COMMUNITY CHARACTER AND DESIGN

CHAPTER







CHAPTER 4

# COMMUNITY CHARACTER AND DESIGN

Innovation Park is foreseen to be a bold, vibrant, and inviting urban hub, serving as home to a Hospital/Medical Campus, mixed-use, and residential districts, enhanced by an area-wide open space network. All realized through the creation of a highly walkable, bicycle friendly place with tree-lined streets, fronted by offices, shops, homes, and public parks and plazas. Ground-floor shops and dining would add to the creation of a lively and vibrant street scene, with convenient access by residents, area workers, and visitors alike. Public parks and plazas, centrally located and highly visible, provide access and enjoyment by all.

The Hospital/Medical Campus would be the landmark feature of Innovation Park. In addition to a medical center, it could include student housing, education, and laboratory sub-districts, all of which contribute to the Plan Area’s vibrant character. This dynamic campus is seen to be well connected to the surrounding community and larger region, making it a neighbor in the tradition of “town and gown,” where it is both a destination and an integral member of the community.

Neighborhoods at Innovation Park would meet the needs of many households in a decidedly urban setting, bringing to mind the best of highly livable districts, made up of parks, school, shops, dining, transit, and employment, within walking distance of one another. Townhomes, attached homes, and apartments could create strong and interesting neighborhoods. Mixed-use buildings in key locations will provide ground-floor, street-facing shops and services for area residents and those working nearby. This combination would contribute to the creation of a lively and inviting street scene, adding to the overall character.



*Street front cafes with shallow setbacks for sidewalk dining with building built close to the sidewalk edge*

The urban fabric of Innovation Park includes a multimodal transportation network woven throughout mixed-density districts, connecting homes, employment, shopping, dining, and parks seamlessly. Area residents, workers, and visitors would be able to easily move about safely and conveniently via pedestrian and bicycle friendly, tree-lined streets, and Innovator Loop curvilinear park (“Innovator Loop”). Innovator Loop would be a tree lined, curvilinear park featuring a Class I bicycle path which bounds the entire perimeter of Innovation Park. Residents and visitors may also enjoy access to light rail, as a future station could be located within convenient walking distance on Truxel Road. Businesses, homes, and parks will be built close to tree-lined streets, fronting generous sidewalks, creating a highly walkable, attractive, and memorable urban center that would be appealing to many.



*Higher density residences built close to the street*

Buildings in each should be built close to the sidewalk with strong public realm elements, creating a visually harmonious street wall and streetscape. Recognizing the complexity of urban areas, various setbacks should be used in different places, as determined by the type of use being built. Street front cafes or shops for example would include shallow setbacks for sidewalk dining areas, but the overall building built close to the sidewalk edge, while some lower density residential uses would include shallow setbacks for stoops or porches, and other higher-density residences would be built closer to the street.

The overall vision and elements of Innovation Park are informed by the hierarchy of City of Sacramento planning documents. At the highest level, the PUD is based on the City of Sacramento General Plan Land Use and Urban Design Goals and Policies description of Urban Center Low. This designation is reserved for places foreseen to include employment intensive uses, a mix of uses, housing, and retail types, all being well served by the circulation network, and proximity to transit.

The City of Sacramento also provides Citywide Design Guidelines for each of the land uses and building types proposed for Innovation Park. On an area specific level is the North Natomas Community Plan.

Each of these documents played, and will continue to play, a role in the design and development of Innovation Park and serve as the basis for establishing and evaluating project intent. They should serve as the baseline for the design of individual projects located within the Plan Area.

## 4.1 OVERALL FORM

As discussed previously, Innovation Park includes three districts: Innovation, Life, and Health. They will be organized along a central, north/south spine road, Innovator Drive, and bound by a perimeter loop road, Sports Parkway and the Innovator Loop curvilinear park. When viewed in its entirety this collection of districts would form a cohesive urban core area. While each district will be unique, they are foreseen to complement one another in terms of land use and urban form. Block size and building massing should be thoughtfully considered to facilitate a cohesive and vibrant urban form, enhance pedestrian and bicycle mobility, and create interconnectivity across Innovation Park. Typical block sizes shall not exceed 400 feet between intersections; however, this PUD recognizes that some parcels within the Plan Area are not regularly shaped and that there may be a need to revisit this standard during detailed design to allow for flexibility.

## 4.2 POLICIES

The City of Sacramento has several policies in place to guide urban development including land use and design. This Plan seeks to implement relevant City Policies guiding urban development unless noted otherwise.

### 4.2.1 Context-Sensitive Development.

Innovation Park is foreseen to be a vibrant family of urban districts. Its primary framework will be the transportation framework reflecting the City of Sacramento’s policies regarding the development of Complete Streets. Just like these policies, site planning and design should be context sensitive. In parts of the of the Plan Area such as the intersection of Innovator Drive and B Street, buildings should be built up close to the street with minimal setbacks, in support of the area’s desired character as an active and bustling pedestrian friendly zone. Other areas,

located within the districts, such as neighborhoods off Innovator Drive and along connecting streets, the tone should be “quieter,” reflecting their setting, and greater setbacks from sidewalks are encouraged.

In any scenario, streets should be tree-lined and attractively appointed with streetscape elements and fronted by high-quality and attractive buildings. This plan provides guidance for each.

The following table summarizes the Design and Development Standards required for development within the Innovation Park PUD. General Design Guidelines and Development Standards unique to the Hospital/Medical Campus are provided in Section 4.3.3.1 of this chapter.

The discussion that follows is intended to convey the overarching character foreseen at Innovation Park and within each district, as expressed in key urban design elements.

**Table 4-1. Design and Development Standards Unique to Innovation Park PUD**

Standard	Definition
Standard 1. Building Setbacks <sup>a</sup>	All residential and mixed-use residential – 3 feet to 15 feet Nonresidential – 0 feet to 5 feet <sup>b</sup>
Standard 2. Height	Maximum height for hospital use – 280 feet Maximum height for non-hospital buildings (within the Health Center) – 85 feet Maximum height for structures in the Innovation and Life districts – 65 feet
Standard 3. Planters	All landscape planters within right-of-way shall have a minimum 8-foot planter width
Standard 4. Sidewalk Width	An 8-foot sidewalk shall be required on all streets except for lower-density residential streets, where narrower sidewalks (no less than 5 feet) will be considered for residential streets
Standard 5. Block Size <sup>a</sup>	Typical block sizes shall not exceed 400 feet between intersections; however, this PUD recognizes that some parcels within the Plan Area are not regularly shaped and that there may be a need to revisit this standard during detailed design to allow for flexibility.

NOTE:S:

<sup>a</sup> These standards are not applicable to the Health District. General Design Guidelines and Development Standards unique to the Hospital/Medical Campus are provided in Section 4.3.3.1 of this chapter.

<sup>b</sup> A potential exception to this standard would be if a commercial use, such as a hotel, were to be located on the corner of Innovator Drive and Sports Parkway/Innovator Loop. This type of use should be built up close to the sidewalk along Innovator Drive, with a setback from the sidewalk of 8 to 12 feet.

## 4.3 THE DISTRICTS AT INNOVATION PARK

While complementary, each of the three districts within Innovation Park will have their own identity and purpose. The districts include Innovation, Life, and Health, as shown in [Figure 2-1](#). The following describes the character and design intent of each and describes key situations where special design considerations should be made in addition to those provided by the City of Sacramento’s Design Guidelines.

Because Innovation Park is seen to be an integrated family of districts, the site development and building design within each must contribute to the area’s overall character. Special emphasis should be placed on some key design considerations, in addition to those provided by City Guidelines, including:

- Establishing a strong pedestrian realm
- Creating streetwall continuity
- Location of main building entrances
- Location of ground-floor retail uses
- Corner treatment in special places
- Location of site access for automobiles

The following narrative elaborates on these design considerations as they apply within each district.



*Office spaces are integrated into the open space network*



*Pedestrian-oriented residential street*

### 4.3.1 Innovation District

The Innovation District, located in the northwest part of Innovation Park is envisioned to include higher-density mixed-uses, such as office, housing, and retail. The maximum height allowed for buildings in the Innovation District would be 65 feet, which is consistent with the C-2 zoning designation.

The setting of this district brings several design considerations and opportunities. It is across Innovator Drive from the Life District, which would be predominantly residential with some local serving retail and potentially a school, while to the south, is the Health District, which includes the Hospital/Medical Campus.

This district has convenient access to East Commerce Way by West and Main Entrance Roads and is within walking distance of the future preferred RT Green Line station to the east. Building types in this district would include multi-story apartment or offices, which may be podium or wrap type construction, with some ground-floor mixed uses. While there are numerous differences between office and residential buildings, a few common guiding features exist, such as buildings being built close to the sidewalk, the creation of a visually cohesive district, and design elements that support a pedestrian and bicycle friendly place.

The Innovation District could have the highest living/working population within Innovation Park. As such, the strength of the on- and off-site pedestrian realm and location of ground-floor retail uses will be particularly important.



**Figure 4-1. Plan Area Districts and Streets**  
SOURCE: ESA, 2021



*Office with front door opening onto Class I bike path*



*Commercial street with attractive streetscape elements to promote walkability*

### 4.3.1.1 Establishing Strong Pedestrian Realm

Design attention should focus on the sidewalk and building edge conditions fronting Innovator Drive, the two connectors (West Entrance Road/D Street and Main Entrance Road/B Street) to East Commerce Way, and along Sports Parkway and Innovator Loop. Effort should be made to establish a street scene that holds the streetwall, and avoids long, blank uninterrupted building and site edge conditions. Design solutions for addressing this may include architectural relief, changes in materials and colors, hardscape, special architectural landscape treatments. Buildings should not “turn their back” to the public, and the ground level pedestrian experience should be inviting and safe.

For residential buildings, this can be accomplished by including street facing main entrances for ground- floor units. For offices, street facing main entrances and courtyards or plazas and varied, interesting landscape edges are important and should be used.

The pedestrian realm along Innovator Drive should recognize its context as a primary access route and “front door” to the community, anticipating a high level of pedestrian, bicycle and automobile activity. This area could include ground-floor shops, building entrances, and is envisioned as a vibrant street, accommodating visitors coming and going day and night. The space should be safe, inviting and attractive.

The pedestrian realm along West Entrance Road/D Street, Main Entrance Road/B Street, and Sports Parkway should recognize their context as local district serving streets, with moderate volumes of traffic potentially en route to localized destinations. These streets may serve as the “quieter” front door to buildings, and the public realm design should reflect this.

The public realm along Sports Parkway and Innovator Loop is recognized as an important circulation element and community amenity, possibly serving workers coming and going from the community, and area residents enjoying the path as a community amenity. As such, it should be designed to accommodate the needs of visitors coming and going efficiently (like workers) and those who may be strolling or casually making their way (like residents).



*Examples of streetwall continuity*

### 4.3.1.2 Creating Streetwall Continuity

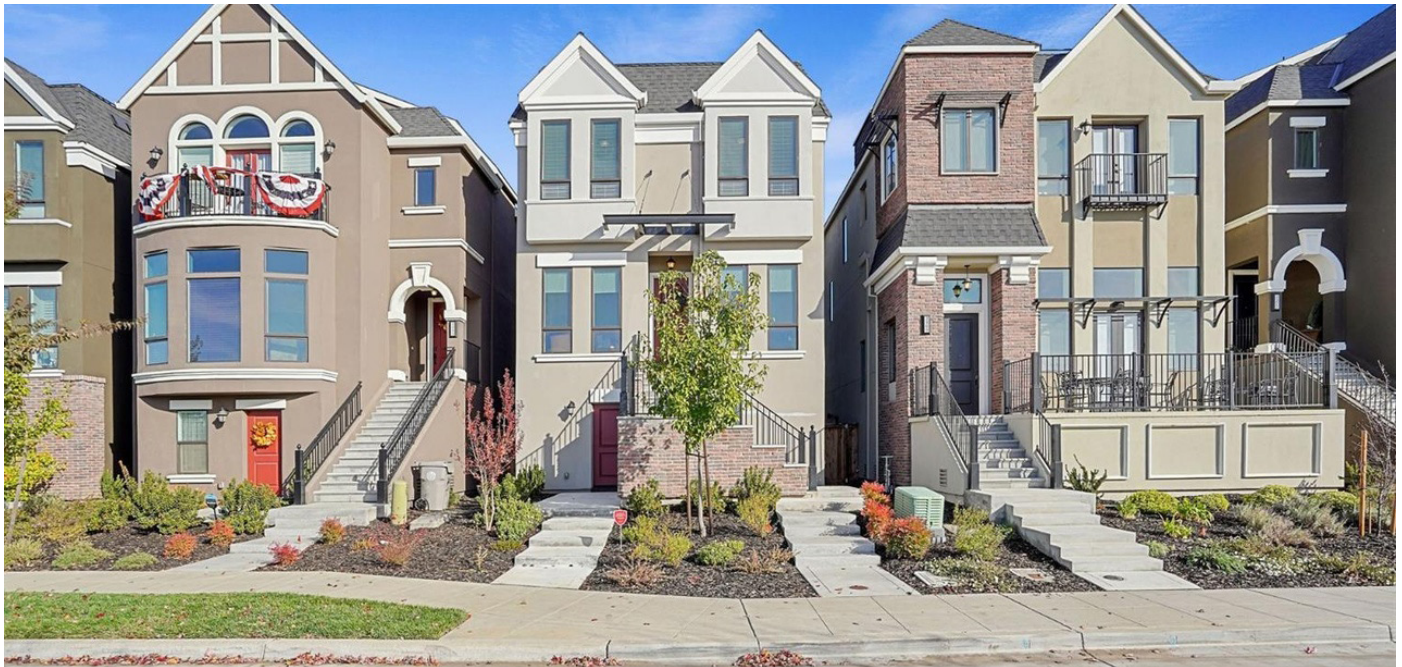
In order to achieve the desired urban character for Innovation Park, visually cohesive districts should be established. The Innovation District fronts on the area’s primary circulation spine, Innovator Drive.

The streetwall in this location should recognize the areas prominence, while considering the likely shorter buildings across the street. Buildings, built close to the sidewalk, should remain largely uninterrupted, with a discernable pattern of bays and openings, with façade articulation to create interest.

Buildings fronting on West Entrance Road/D Street should be built close to the sidewalk, and work to establish a street cross section that appears complete, with buildings on both sides of the street creating complementary streetwalls, helping to define the center of the district.

Buildings fronting on Main Entrance Road/B Street should be built close to the sidewalk and remain “aware” of the Hospital/Medical Campus to the south, and while a cohesive streetwall is important, these buildings and their wall planes and skyline should complement and not compete with the buildings across the streets, at the Hospital/Medical Campus.

Buildings fronting Sports Parkway should be built close to the sidewalk. The function of buildings along this street may vary and could include primary or secondary building entries and might have lower volume of street level activity than the other streets. They will also front (across the street) Innovator Loop and should recognize it as an important circulation way, and community amenity. This streetwall should in turn serve to visually “complete” the western edge of Innovation Park.



*Residential uses with setbacks for stoops or porches*

### 4.3.1.3 Location of Main Building Entrances

Main building entrances should be easily recognizable, attractive, and inviting. The nature of these will likely vary depending on whether commercial, office or residential. In each though, efforts should be made to establish clearly recognizable building elements, possibly defined by architectural features, modest setbacks, special hardscape treatments or a combination of these, that will let the visitor know they have arrived at their destination.

Residential buildings shall include street front entrances to individual ground-floor residential units, no matter the street they are fronting.

The design for residential and mixed-use residential buildings should provide modest sidewalk-to-building separation to provide privacy for residents, allowing for small stoops or porches. The depth of these setback areas should be relatively shallow (3 to 15 feet from the back of sidewalk to primary building face) and established considering the overarching intent of creating a cohesive streetwall. On the other hand, the depth of the setback areas for nonresidential uses shall have no minimum setbacks and a maximum setback of 5 feet.

Effort should be made to locate main building entrances along Innovator Drive, to help create a vibrant, interesting street scene and to reinforce its key role in community structure, which could receive more emphasis than those located along other streets. Main building entries will likely occur (and are encouraged) along West Entrance Road/D Street, Main Entrance Road/B Street and Sports Parkway, which are foreseen to embrace more of a “local” character than those fronting Innovator Drive and could be less pronounced than those on Innovator Drive.



*Townhomes close to, and setback from, sidewalk*





*Small scale, lower density ground floor retail*



#### 4.3.1.4 Location of Ground-Floor Retail Uses

Ground-floor retail uses are encouraged in select locations in the Innovation District, as feasible. The uses suggested for these locations should be primarily locally oriented goods, services, and dining, with a strong and inviting presence on Innovator Drive. In addition to meeting the daily needs of residents, workers, and visitors, these uses could help to enliven the street scene.

Up to 15,000 square feet of retail could occur on the northern parcel of the Innovation District. The primary suggested location for this would be on the corner of Innovator Drive and West Entrance Road/D Street, the secondary on the corner of Innovator Drive and Sports Parkway. The primary location is intended to help define this corner as a minor gateway into the Innovation District, meeting the needs of residents and workers, and to help establish a pedestrian oriented area. The secondary location would help to define the gateway into Innovation Park when entering from the north, while serving residents and being easily accessible to those locate to the north in existing office areas.

Up to 20,000 square feet of retail space could occur on the southern parcel of the Innovation District. The primary suggested location for this would be on the corner of Innovator Drive and Main Entrance Road/B Street, the secondary on the corner of Innovator Drive and West Entrance Road/D Street. The primary location is intended to help define the larger four-way intersection as the geographic heart of the community, and to help facilitate street level pedestrian activity. The secondary location is intended to help define this corner as a minor gateway into the Innovation District, meeting the needs of residents and workers, and to establish a pedestrian oriented area.

While mixed-use residential products with retail components are described for these specific locations; these areas could also accommodate office, residential, or some other mix of uses depending on the nature of the future development.



*Corner treatments in key places create interest*



### 4.3.1.5 Corner Treatment in Special Places

The Innovation District is accessible from three important roadways, will include some of the most intense development in the Plan Area, and will function as gateways and landmarks for Innovation Park. As such a hierarchy of special architectural treatments is encouraged in select locations.

Primary locations for more prominent architectural corner treatments are encouraged on the corner of Innovator Drive and Sports Parkway, a gateway into Innovation Park, and the corner of Main Entrance Road/B Street, West Entrance Road/D Street and Innovator Drive, the heart of the community.

Secondary locations for architectural corner treatments are on the intersections of West Entrance Road/D Street, Main Entrance Road/B Street, and Sports Parkway, and West Entrance Road/D Street and Innovator Drive, the former serving as gateways into Innovation Park, and the latter, a gateway into the Innovation District from Innovator Drive.

The nature of special corner treatments should vary, possibly including distinctive building massing and façade detailing, changes in colors and textures, the use of decks, balconies, or sun shading. While these design solutions should be visually distinctive, they should not be garish or draw unnecessary attention to themselves and should instead contribute to the overall urban form of the district and larger community.

### 4.3.1.6 Location of Site Access for Automobiles

Innovation Park will bring forward a robust pedestrian and bicycle friendly network, and a safe and efficient travel network for automobiles and service vehicles. To bring this vision to fruition, several steps should be taken to reduce pedestrian/bicycle automobile conflict areas. To achieve this, automobile access locations into parcels within the district, in the form of minor local streets and site access drives, must be carefully located to limit potential conflict points.

### 4.3.2 Life District

The Life District includes the area east of Innovator Drive, and may include neighborhoods, a park and plaza, a school, a hotel and local serving retail. It is seen to include vibrant urban residential areas in the core of Innovation Park, and quieter, lower-density neighborhoods within. As mentioned above, similar to the Innovation District, maximum building heights allowed for buildings in the Life District would be 65 feet, which is consistent with the C-2 zoning designation.

This district will feature a prominent Urban Plaza helping to define the heart of Innovation Park, and Nature Park, accessible from adjacent neighborhoods and only a short stroll from the urban core. The Life District includes three sub-districts and, like all of Innovation Park, should be physically and visually connected by a strong public realm and urban form.

#### 4.3.2.1 Establishing Strong Pedestrian Realm

An attribute of interesting urban places is a cohesive and context sensitive public realm. The Life District will include residential uses within the urban core and the surrounding neighborhoods, and within could include varying densities, building types and desired lifestyles. As such, the nature of the public realm should vary, to best meet the needs of users, and uses. Common to each is the need to create a memorable, safe, and inviting public realm, which should be adjusted to best respond to its context. One common element in particular that will be present and easily recognizable throughout the Innovation Park public realm will be the presence of street trees, including generous street tree planters.

All planters are to be 8 feet wide, and they will be continuous planters. Tree wells will not be allowed. An 8-foot planter and 8-foot sidewalk are required on all streets except for the lower-density residential streets where narrower sidewalks (no less than 5 feet) will be considered for residential streets. An 8-foot planter strip would still be required for residential streets.

The primary purpose of the planters within the right-of-way is to support large and healthy trees. Any encroachment into the planters is highly discouraged, including outdoor dining, bicycle racks, tree grates, street furniture, and vendors. Where appropriate, space for front yard street trees will be allocated, as depicted in the image on this page.



*Townhomes with front doors opening onto multi-modal path*

### Innovator Drive Public Realm

The pedestrian realm along Innovator Drive should recognize its context as a primary access route and “front door” to the community, anticipating a high level of pedestrian, bicycle and automobile activity. This area should include ground-floor shops, building entrances, and is envisioned as vibrant street, that accommodate visitors coming and going day and night. Within the Life District, Innovator Drive will traverse several different use areas.

The most active and bustling segment of Innovator Drive will be at the intersection with B Street which is foreseen to be fronted on three sides by ground-floor shops, will have an Urban Plaza, and the Hospital/Medical Campus. The public realm in this location must consider this collection of uses and be clearly recognized as an inviting and accessible place that will support users that will be drawn to it.

North of the intersection of Innovator Drive and “B” Street, the Life District would front Innovator Drive with residential buildings, with some corner ground-floor shopping fronting the intersection, and across Innovator Drive (the Innovation District) would be higher density apartments.

Effort should be made to establish a street scene that holds the streetwall, and avoids long, blank uninterrupted building and site edge conditions. Design solutions for addressing this may include architectural relief, changes in materials and colors, hardscape, special architectural landscape treatments. Buildings should not “turn their back” to the public, and the ground level pedestrian experience should be inviting and safe. Buildings with street facing entrances for ground-floor units are encouraged.

South of this intersection and plaza, the Life District would front Innovator Drive with residential buildings, with some corner ground-floor shops fronting the street and plaza.

Effort should be made to avoid long, blank uninterrupted edge conditions, and may include hardscape, special architectural landscape treatments, no matter the use. Buildings should not “turn their back” to the public, and the ground level pedestrian experience should be inviting and safe. Buildings with street facing entrances for ground-floor units are encouraged.

Further south of the intersection and plaza, residential buildings would front the street, and the street scene would be predominantly residential. In this area, a subtle variation in public realm treatment should occur, recognizing that this area is not a general destination, and instead part of the larger community.

## B Street Public Realm

B Street, traveling west from East Entrance Road between the Life District, goes through lower and higher density neighborhoods, and passes Nature Park and the Urban Plaza. Like other parts of Innovation Park, buildings should be built up to the street, but the character of the public realm design elements should recognize this street as a link between places, rather than a destination. It should be designed to accommodate safe and attractive pedestrian and bicycle movement while seamlessly allowing access to the uses fronting it including Nature Park and the Urban Plaza, both of which should be highly visible and inviting.

## Sports Parkway and Innovator Loop Public Realm

Most of the Life District will be bound to the east by Sports Parkway and Innovator Loop. This transportation corridor will serve as the “front door” to the homes it bounds to the west, and as an important transportation linkage for pedestrians, bicycles, and vehicles. As such, its public realm attributes should be designed in a sensitive way, recognizing the unique attributes of the experiences required various uses and on each side of the street, as described below.

The street scene in residential areas should be “quieter,” allowing residents to enjoy urban living while enjoying the feel of an intimate, tree-lined neighborhood street. Where, and if, adjacent to a school, public safety, comfort, and an attractive street scene should exist.

Across the street, adjacent to Innovator Loop, two subtle streetscape attributes should be considered. Along the street edge, a uniform streetscape treatment, which would tie the area’s overall character, should be applied. Whereas along Innovator Loop, a slightly different approach should be taken, allowing the pedestrian and cyclist to clearly recognize and enjoy the zone specifically dedicated to their use. This could be accomplished by developing a layered approach to landscape conditions, which create interest and variety.

### 4.3.2.2 Creating Streetwall Continuity

Innovation Park is envisioned to be composed of a complementary collection of districts and neighborhoods. And while density and form may vary within, a harmonizing element will be the establishment of streetwall continuity. This suggests that while subtle variation will no doubt occur between neighborhood and building types, they will each be built contextually close to the sidewalk, creating a cohesive street scene throughout.

Apartments fronting Innovator Drive should be built up close to the sidewalk with 3- to 15-foot building setbacks, and should remain largely uninterrupted, with a discernable pattern of bays and openings, with façade articulation to create interest.

Apartments fronting Sports Parkway should be built up close to the sidewalk with 3- to 15-foot setbacks, and should remain largely uninterrupted, with a discernable pattern of bays and openings, with façade articulation to create interest.

Townhomes or smaller apartments fronting Sports Parkway should be built close to the sidewalk and may have relatively modest setbacks (3 to 15 feet) to allow for special landscape treatments and varied edge conditions. Because these buildings would be smaller than some of the other apartments found in the area, and the overall neighborhood context will be different, this subtle variation in edge treatment will allow for the creation of clearly discernable neighborhoods that remain in keeping with the overall character of Innovation Park.

Apartments or townhomes fronting Sports Parkway/Innovator Loop should maintain a minimum 8-foot setback, and direct ground-floor unit access to the Class 1 path is encouraged.

A commercial use such as a hotel could be located on the corner of Innovator Drive and Sports Parkway/Innovator Loop. This type of use should be built up close to the sidewalk along Innovator Drive, with a setback from the sidewalk of 8 to 12 feet. This setback area would allow for landscape treatments and building façade variation on this visually prominent location. The side of the parcel that bounds Innovation Park Loop should maintain a minimum 8-foot setback.

### 4.3.2.3 Location of Main Building Entrances

#### Higher-Density Apartments

Main building entrances should be easily recognizable, attractive, and inviting. Efforts should be made to establish clearly recognizable building entries, possibly defined by architectural elements, modest setbacks, special hardscape treatments or a combination of these, that will let the visitor know they have arrived at their destination.

Buildings are encouraged to include street front entrances to individual ground-floor residential units, no matter the street they are fronting. The design for these should provide modest sidewalk-to-building separation to provide privacy for residents, allowing for small stoops or porches. The depth of these setback areas should be relatively shallow (3 to 15 feet from the back of sidewalk to primary building face) and established considering the overarching intent of creating a cohesive streetwall.

Main building entrances shall be located along Innovator Drive, to help create a vibrant, interesting street scene and to reinforce its key role in community structure, which could receive more emphasis than those located along other streets. Main building entries will likely occur (and are encouraged) along East Entrance Road and Sports Parkway, which are foreseen to embrace more of a “local” character than those fronting Innovator Drive and could be less pronounced than those on Innovator Drive.

#### Townhomes, Clusters of Attached Homes, and Lower-Density Apartments

Townhomes and clusters of attached homes should include street facing building entries. The design for these should provide modest sidewalk to building separation to provide privacy for residents, allowing for small stoops or porches. The depth of these setback areas should be relatively shallow (3 to 15 feet from the back of sidewalk to primary building face) and established considering the overarching intent of creating a visually cohesive streetwall throughout.

Lower-density apartments will provide street front entrances to individual ground-floor residential units. The design for these should provide modest sidewalk to building separation to provide privacy for residents, allowing for small stoops or porches. The depth of these setback areas should be relatively shallow (3 to 15 feet from the back of sidewalk to primary building face) and established considering the overarching intent of creating a cohesive streetwall.



*Townhomes with street facing building entries*



*Residential units, some with ground floor retail, opening onto neighborhood park*

#### 4.3.2.4 Location of Ground-Floor Retail Uses

Ground-floor retail space is encouraged in three locations in the Life District: on the north and south corners of the intersection of B Street and Innovator Drive, and on the north corner of the intersection of East Entrance Road/B Street and Sports Parkway, as feasible. Each of these locally serving retail locations is envisioned to serve different but complementary roles. Retail locations should limit outdoor gathering areas, such as outdoor dining and seating, to locations outside of the right-of-way to ensure that the public realm is preserved for street trees. Setbacks will be adequate to accommodate other ancillary retail and dining activity, as required by City standards.

Up to 4,000 square feet of ground-floor retail space could be built on the northeast corner of B Street and Innovator Drive. This suggested location is intended to help define the larger four-way intersection as the geographic heart of the community, and to help facilitate street level pedestrian activity. It would also be in proximity to Nature Park and could be an amenity for visitors.

Up to 7,000 square feet of ground-floor retail space could be built on the northwest corner of the intersection of East Entrance Road and Sports Parkway. This location is intended to be primarily neighborhood serving, as it would be within easy walking distance of residents.

Up to 4,000 square feet of ground-floor retail space could be built on the southeast corner of B Street and Innovator Drive. This location is intended to help define the larger four-way intersection as the geographic heart of the community, and to help facilitate street level pedestrian activity. This site is adjacent to the Urban Plaza, so a ground-floor retail use would be highly encouraged to include openings/entries opening onto both Innovator Drive and the Urban Plaza, which would be ideal for a café, bar, or restaurant.

While mixed-use residential products with retail components are described for these specific locations; these areas could also accommodate office, residential, or some other mix of uses depending on the nature of the future development.

### 4.3.2.5 Corner Treatment in Special Places

The Life District is accessible from three important roadways, with each functioning as gateways to Innovation Park, while the intersection of Innovator Drive and East Entrance Road will serve as a communitywide landmark. As such a hierarchy of special architectural treatments is encouraged in select locations.

Locations for gateway architectural corner treatments are the corner intersection(s) of Innovator Drive and Sports Parkway, and the corner of East Entrance Road and Sports Parkway. The prominent locations along Innovator Drive will both serve as key thresholds into Innovation Park along the primary transportation spine and serve to denote arrival. The corner of East Entrance Road and Sports Parkway will be the entrance for visitors coming from the east onto B Street and will mark the transition into the urban core area.

Locations for landmark corner treatments are on the north and south sides of the intersection of B Street and Innovator Drive. These corners will help solidify this intersection as the geographic heart of the community, as the southeast side will include the Urban Park, and southwest corner will include the Hospital/Medical Campus.

The nature of special corner treatments should vary, possibly including distinctive building massing and façade detailing, changes in colors and textures, the use of decks, balconies, or sun shading. While these design solutions should be visually distinctive, they should not be garish or draw unnecessary attention to themselves and should instead contribute to the overall urban form of the district and larger community.

### 4.3.2.6 Location of Site Access for Automobiles

Innovation Park will bring forward a robust pedestrian and bicycle friendly network that is safe and accessible to all users and provides a safe and efficient travel network for automobiles and service vehicles. To bring this vision to fruition, several steps will be taken to reduce pedestrian/cycle automobile conflicts. To achieve this, automobile access locations into parcels within the district, in the form of minor local streets and site access drives must be carefully located to limit potential conflict points. Midblock

access points are encouraged from smaller streets. Bike racks will be located outside of the right-of-way planter and not encroach into the space between the street and the sidewalk, which is reserved solely for street trees.

As the entire eastern boundary of the Life District is bounded by Innovator Drive, there will likely be the need for automobile access ways and minor streets. As these are yet to be designed, it is important that the overarching importance of pedestrian and bicycle route connectivity be remembered and ensured, and that the number and locations be carefully considered.

### 4.3.3 Health District

The Health District’s largest use would be the Hospital/ Medical Campus, which would function as major destination within Innovation Park and will heavily contribute to the area’s overall character. In general, the overall form and design comprising the Health District should be designed in the spirit and intent of Innovation Park that is outlined in this Plan. The campus is seen to be prominently located along the west side of Innovator Drive, bounded by Sports Parkway to the west and Main Entrance Road/B Street to the north. The campus could include a medical center, student housing, education, and laboratory sub-districts, built around a central open space activity spine. Similar building types should be located proximate to each other, whenever feasible. The District also includes a parcel immediately south of the main campus, across Sports Parkway.

While the overall form of the campus is foreseen to contribute to the character of Innovation Park, it would also retain a sense of self identity, functioning as a complex mixed-use district in its own right. Its master plan should reflect the thoughtful layering of sub-districts, with a clearly discernable structure of buildings and grounds intended to support its institutional function.

Like the Innovation and Life Districts, the Health District’s urban form would serve to reinforce the overarching vision of creating a vibrant urban place, with key buildings holding the corner of Innovator Drive and B Street. Larger campus buildings will likely occur between this intersection and Sports Parkway, creating a discernable and strong campus edge. Similarly, more intensive uses and bigger buildings will front B Street, holding the streetwall, and adding to the area’s intended character. Smaller buildings will transition west- and southward along Sports Parkway.



*Medical office fronting the street*

Innovation Park's strong public realm would serve to integrate the campus into the larger community, as like other districts, it should include inviting tree-lined streets, with pedestrian and bicycle amenities.

The parcel south of the main campus across Sports Parkway is foreseen to include ancillary or related office uses, and like the offices potentially located in the Innovation District, they would be integrated into the overall form of Innovator Loop. They will be bound, to the north, on the streetside by Innovator Loop, so site planning should consider this relationship and contribute to the functionality of the path and curvilinear park. Innovator Loop should be treated as a contributing amenity to each building and effort should be made to establish a discernable streetwall in the spirit of the rest of Innovation Park.

### 4.3.3.1 General Design Guidelines

As noted, this Hospital/Medical Campus is foreseen to be a prominent feature of Innovation Park, yet as a campus, it should have a discernable identity with clearly defined grounds and buildings that add to the area's urban character. The following address some of the campus' fundamental attributes:

- The maximum building height for hospital use within the Plan Area shall not exceed 280 feet, accommodating a 20-foot-per-floor average, allowing

up to approximately 14 stories. The main hospital building would consist of a four-story podium structure topped by two seven-story towers and would allow for a helistop on the roof of one of the tower roofs.

- The maximum building height for non-hospital buildings within the Health Center shall not exceed 85 feet.
- Various building heights are encouraged to avoid monotonous building appearances.
- Access improvements should maximize connection throughout the campus circulation network.
- Building massing should be modulated and articulated using varying planes and horizontal and vertical elements to stimulate visual interest and variety.
- Buildings at the corners of roadways shall be designed to engage the public street.
- Entrances to ground-floor retail uses within commercial buildings should open to the street or interior access road, rather than to an internal atrium, where feasible.
- Entry locations should be safe, easy to find, and clearly visible from the sidewalk. Main entries should be scaled relative to the overall mass of the building and its number of users. Entry lobbies at least 30 to 50 feet wide are encouraged.
- Dedicated parking spaces for electric vehicles (EV), consistent with the requirements set forth in City Code Section 17.608.040, should be incorporated on surface parking lots and parking structures. EV charging poles and parking spaces should be located at designated areas with clear signs. Carpool parking should be also provided in dedicated locations. Carpool and EV parking spaces should also be given priority by arranging them at primary locations to support low-emissions vehicles.
- Sensitive receptors within the Plan Area and on the Hospital/Medical Campus site will install HVAC filters with Minimum Efficiency Reporting Value (MERV) of 13 (MERV-13).
- Design should be advanced and prioritized recognizing the central landmark role of the teaching hospital in Natomas.
- Open space should be landscaped with drought tolerant and native species to the extent possible.
- Refer also to Chapter 5, Section 5.4.2 Structured Parking Design Guidelines and Standards.





# CIRCULATION NETWORK

CHAPTER

# 5



CHAPTER 5

# CIRCULATION NETWORK



*Internal neighborhood circulation*

Streets, possibly more than any other single urban element, have the greatest influence on overall community form and livability. Residents, visitors, and employees alike, will immediately discern and be comfortable with the approach to the multimodal network at Innovation Park. It will be distinguished by safe, convenient, and attractive tree-lined multimodal streets, and Innovator Loop, a curvilinear park with Class I path, bounding the community. The hierarchical and interconnected network will accommodate multimodal circulation that will serve and enhance pedestrians, cyclists, and vehicles, mobility, in keeping with the City of Sacramento's Complete Streets Policy. This could be accomplished by establishing a hierarchical roadway network with main roads serving as a framework from which a network of interconnected

local roads could be tiered. Complete Streets are roadways designed for user convenience, safety, comfort, access and to ensure reasonable travel time for all types of users.

While Innovation Park is foreseen to have a vibrant urban core, districts, and neighborhoods, it will not be an island. It will be an integral element of the larger community, being in the center of the North Natomas neighborhood, close to North Natomas Town Center. It is bound by four important roads: Arena Boulevard to the south; Truxel Road to the east; Del Paso Road to the north; and East Commerce Way to the west. Each of which serve to connect Innovation Park to its context serving many modes of transportation ([Figure 5-1](#)).

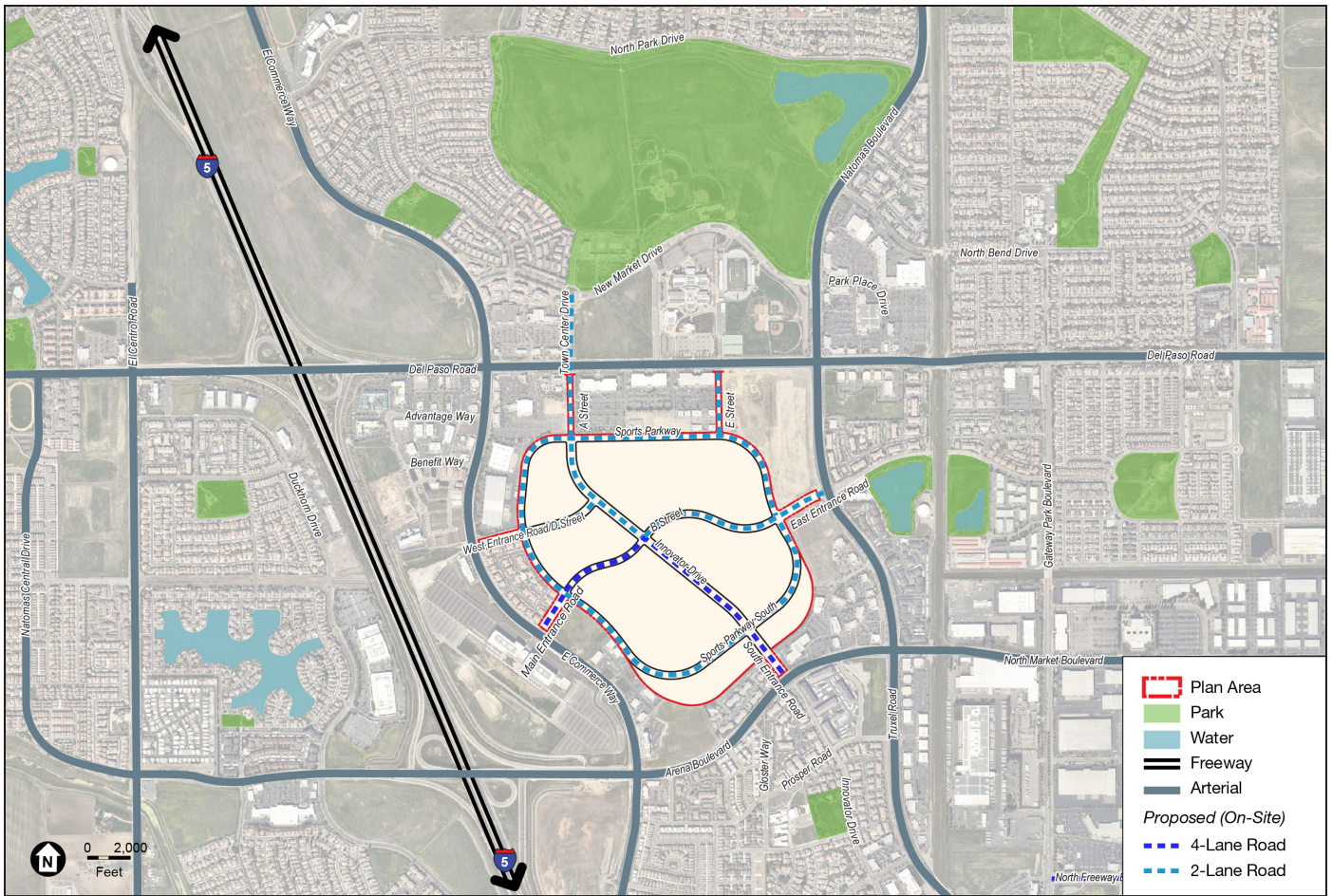


Figure 5-1. Baseline Roadway Network

SOURCE: ESA, 2021

## 5.1 POLICIES

The circulation network and its role in the community is recognized to be a formative element in the overall design of Innovation Park. The network should reflect consistency with relevant City of Sacramento Mobility Element and Complete Streets Policies, and Street Design Standards to ensure the creation of a safe, convenient, and inviting network that meets the needs of pedestrians, cyclists, transit, and vehicles.

### 5.1.1 Network that Supports a Diverse Urban Setting.

The design of the circulation network should recognize the context it is supporting. In some areas it will likely serve many visitors and facilitate vibrant and diverse street life. In others it will traverse districts serving in a quieter, neighborhood capacity. Each of the varied settings will contribute to the overall community and the unique characteristics of their immediate setting and street design must reflect this.

### 5.1.2 Network that Meets the Needs of Many and Is Inviting to All.

The design and connectivity of the network should lend itself to the safe, convenient, and attractive use of many modes of transportation. Streets will be tree lined with facilities for pedestrians, cyclists, and vehicles, with generous sidewalks throughout, and Class I and IV bicycle routes, to facilitate safe and efficient mobility. These streets will serve as the framework for an interconnected network throughout the community.

### 5.1.3 Interconnected Districts.

The framework circulation network will be enhanced as future development occurs within Districts, where the local tier of complete streets will establish a finer-grained network, adding to overall connectivity.

### 5.1.4 Safe Crossings.

The multimodal network should include appropriate measures to ensure safe crossings of all users to reduce the possibility of pedestrian/bicycle/vehicle conflicts.

### 5.1.5 Transit Usage.

Innovation Park’s urban form, density, collection of uses, and connectivity would support transit use by creating a pedestrian- and bicycle-friendly network, providing convenient access to transit.

## 5.2 HIERARCHICAL NETWORK

The roadway network at Innovation Park is seen as a logical framework providing access and defining urban form and community organization. It is composed of a central spine road, a community wide loop road, connector streets and local roadways. Each of these serve unique purposes and contribute to the overall roadway network.

As the circulation system is seen as an integral element of the overall vision for Innovation Park, a context sensitive approach to design has been followed, which recognizes that certain areas are foreseen to be vibrant and busy, and others quieter, and less bustling with activity. The entire community is foreseen to include safe and inviting tree-lined streets, with building design and orientation that best reflects the character of the specific district.

While there is considerable nuance to the details and workings of the circulation network, it tiers from four fundamental street types:

- 4-lane road with parking on both sides;
- 2-lane road with parking on one side;
- 2-lane road with parking on both side; and
- 2-lane local road with parking on both sides (with both residential and commercial conditions).

The following provides a general overview of the primary roads used to define the network (**Figure 5-2**).

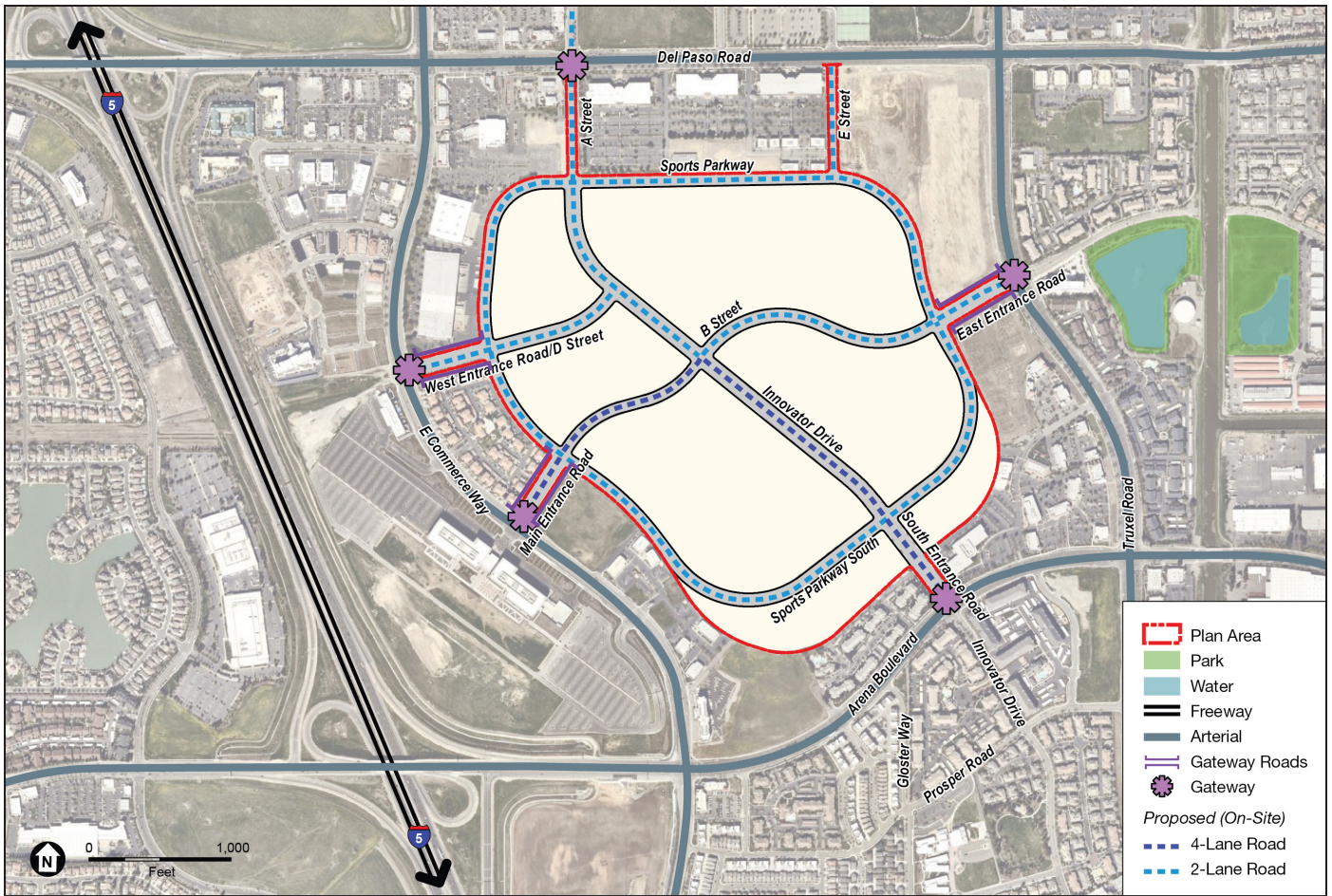


Figure 5-2. Framework Circulation Network  
 SOURCE: ESA, 2021

### 5.2.1 Innovator Drive

Innovator Drive serves as the central spine of Innovation Park, running the north/south length of the site from Arena Boulevard to Del Paso Road. As it will lead visitors to and from the heart of the community, and anticipates a multimodal role, including a four-lane collector between Arena Boulevard, and a two-lane collector between Main Entrance Road/B Street and Sports Parkway.

It would provide safe and attractive facilities for pedestrians (tree-lined sidewalks), cyclists (via Class IV route designation) and vehicles (four/two travel lanes with parking on both sides), and a landscape central median. In addition to meeting the needs of users, this key roadway will help to define the overall urban form and character of Innovation Park.

Its tree-lined streets will provide shade and work to establish visual continuity as one travels into the community. On street parking will serve visitors and residents alike, adding to the viability of street front shops and apartments, and providing a subtle traffic calming mechanism. The Class IV bike lane will provide cyclists with safe and direct access to the heart of the community.

### 5.2.2 Sports Parkway

Sports Parkway runs along the perimeter of Innovation Park, with two travel lanes, and parking on one side. In addition to providing access to each of the districts, it adds to the integrated network by providing an alternative travel way to Innovator Drive, and local, internal streets. Like other streets, it will be tree- and sidewalk lined. It will also bound Innovator Loop, a curvilinear park, with a Class I path running its entire length.

This unique element of the roadway network will provide a special multimodal facility that will help facilitate movement in a safe and inviting way, and provide visual continuity via streetscape treatments, adding to the overall character of Innovation Park. This configuration will provide safe and attractive facilities for pedestrians (tree-lined sidewalks), cyclists (via Class I route designation) and vehicles (four/two travel lanes with parking on both sides), and a landscape central median. As an important roadway, its streetscape serves to enhance the sections of the districts it crosses.

### 5.2.3 Connecting to the Community

Innovation Park will be connected to the adjacent community by four roadways, not counting the two connections with Innovator Drive. Two of these roads will connect to East Commerce Boulevard to the west, one to Del Paso Road to the north, and one to Truxel Road to the east. Each will facilitate access and serve as gateways to the community. Because these roads are anticipated to serve different purposes, they will include two and four travel lanes in different locations.

Main Entrance Road/B Street will cross Innovation Park, from East Commerce Way in the west to Truxel Road in the east. Starting from East Commerce Way to the intersection of Innovator Drive, it will have four travel lanes, and from this intersection east, two travel lanes. It will provide safe and attractive facilities for pedestrians (tree-lined sidewalks), cyclists (via Class IV route designation) and vehicles (four/two travel lanes with parking on both sides), and a landscape central median.

West Entrance Road/D Street will enter Innovation Park from East Commerce Way ending at the intersection of Innovator Drive. It will provide safe and attractive facilities for pedestrians (tree-lined sidewalks), cyclists (via Class I and Class IV route designations) and vehicles (two travel lanes with parking on both sides), and a landscape central median. As an important roadway, its streetscape serves to enhance the sections of the districts it crosses.

E Street will enter Innovation Park from Del Paso Road. It will include two travel lanes, two Class II bicycle lanes, tree-lined sidewalks, and a landscaped median.



*Local roads serve the interior of neighborhoods in the Plan Area*



*Two-lane local road with parking on both sides*

### 5.2.4 Local Access Streets

Local access streets are the second tier of the roadway network, stemming from the backbone roads, establishing a finer grained, interconnected system. These crucial streets are used to distribute trips throughout the community and into districts. The design of each should reflect its context and add to the viability and character of the area they are a part of. They are foreseen to be attractive, tree- and sidewalk lined, with on-street parking provided.

The desired street design and streetscape within each district should vary to reflect each area's use. Some places like the Innovation District are intended to be vibrant residential and employment destinations and be in tune with an urban living and workplace allowing convenient and attractive movement throughout. Local streets in the Life District should reflect its primarily residential context and should be more relaxed and quieter, than those located in areas more focused on serving a broader cross section of users and purposes.

The location of local access streets has not yet been determined, as individual parcels have not been designed. These streets though must contribute to the overall roadway network, considering the creation of a finer grained and well-connected network of complete streets that is safe and inviting to pedestrians, cyclists, and vehicles. They should serve as extensions of the larger network and to be in logical, mid-district locations, creating an interconnected and discernable block pattern. Within districts, they should provide a logical and connected network, shaping the sub-districts and neighborhoods that bound them.



*Local road with bike lane*





*Bus stops serve the Plan Area*

## 5.3 PUBLIC TRANSIT

The Plan Area is centrally located in the North Natomas neighborhood and is easily accessible and served by proximate existing bus service (Figure 5-3). Transit will become a catalyst for the creation of an urban environment that will encourage people to walk and bike. Transit stops are encouraged to be in appropriate locations throughout the Plan Area.

Sacramento Regional Transit currently provides transit service to the periphery of the Plan Area. As redevelopment of the Plan Area begins to occur, Sacramento Regional Transit will be consulted to determine how best to serve customers within the Plan Area. This could include extending/re-routing existing bus routes or creating new bus routes to include Innovation Park, including transit that serves the Health District.

Innovation Park is foreseen to be a transit ready urban environment. This means that several transit supportive elements are built into the plan, anticipating a variety of fixed route (such as local and express service), demand response, or vanpool service. These include:

- Transit-oriented urban form and land uses – transit supportive public realm, employment, and residential densities, and convenience shopping, dining, and services;
- Variety of housing choices – higher-density apartments, townhomes, attached single family;
- Strong connections – well connected, multimodal roads, with convenient, accessible travel options including pedestrian, cycle, and vehicles; and
- Well-defined core area/destination, with convenient “last-mile connectivity.”

A transit supportive environment brings these together to establish a place that allows various forms of transit to be embraced as safe, attractive, and convenient alternatives to driving alone.

### 5.3.1 Potential Light-Rail Extension and Station

A light-rail extension linking downtown to the airport, is potentially being routed along Truxel Road (Figure 5-4). This route could also include a station, located just east of Innovation Park, near where East Entrance Road/B Street connects to Truxel Road. While still in the planning stages, should this alignment and station be developed, it would be located within approximately 0.5 miles of the intersection of B Street and Innovator Drive, the heart of Innovation Park. This convenient proximity would allow residents and workers a safe and direct walking or cycling linkage to the potential station.

Future pedestrian and cycling routes could display directional signage to the Truxel Road Station when built. It is the intent of the hospital to provide a shuttle service from the RT Station to the Hospital/Medical Campus.



*Landscape islands located at the end of parking aisle*

## 5.4 VEHICULAR PARKING

In addition to the street parking as already described in this chapter, vehicular parking in the Plan Area is also likely to include some surface parking areas and parking structures. Together, these parking facilities will provide sufficient and efficient parking for all users with potential opportunities to share commercial and commuter parking with residential parking.

Higher density uses could be served by structured parking (podiums or standalone structures, or integrated wrap type facilities). Some lower density apartments could include various types of tuck under parking, along with surface parking. Some lower density/population office uses could include surface parking.

### 5.4.1 Surface Parking Lot Design Guidelines and Standards

An attractive landscape treatment shall be provided around and within parking lots to provide shading and break down surface parking scale.

Surface parking lots should be designed to include adequate drainage and is encouraged to consider permeable pavement. Landscape medians between parking rows are recommended, as they can provide space for stormwater management, trees, and pedestrian paths. Pedestrian paths within parking lots should be aligned and connected to sidewalks. Landscape islands with shade trees are also required at regular intervals, and at the end of each parking aisle along with shade, in keeping with City of Sacramento Standards for shading.

Parking in the Hospital/Medical campus should be thoughtfully integrated into the overall concept and be generally complementary to the overall vision for Innovation Park. The Hospital/Medical campus shall meet all the surface parking design guidelines established by the City of Sacramento and shall limit the amount of surface parking whenever feasible.

Additionally, the following parking lot design guidelines and requirements apply to future planned surface parking lots outside of the Health District:

- Paved areas over 1 acre shall have an albedo of 0.25 to 0.5. This will ensure that the Urban Heat Island effect is minimized.
- Only trees shall be used to meet parking lot tree-shading requirements. The exception is the use of carports with solar collectors are proposed.
- Surface parking lots are not allowed to be located adjacent to roadway frontages.
- Materials such as silva cells or other modular suspended pavement systems are highly encouraged in parking lots to increase soil volume to support and promote large tree growth and provide on-site stormwater management
- Alleys are encouraged in order to:
  - Minimize curb-cuts on public streets
  - Locate utilities at the rear of buildings
  - Allow delivery at rear of building
  - Easier access to parking lots

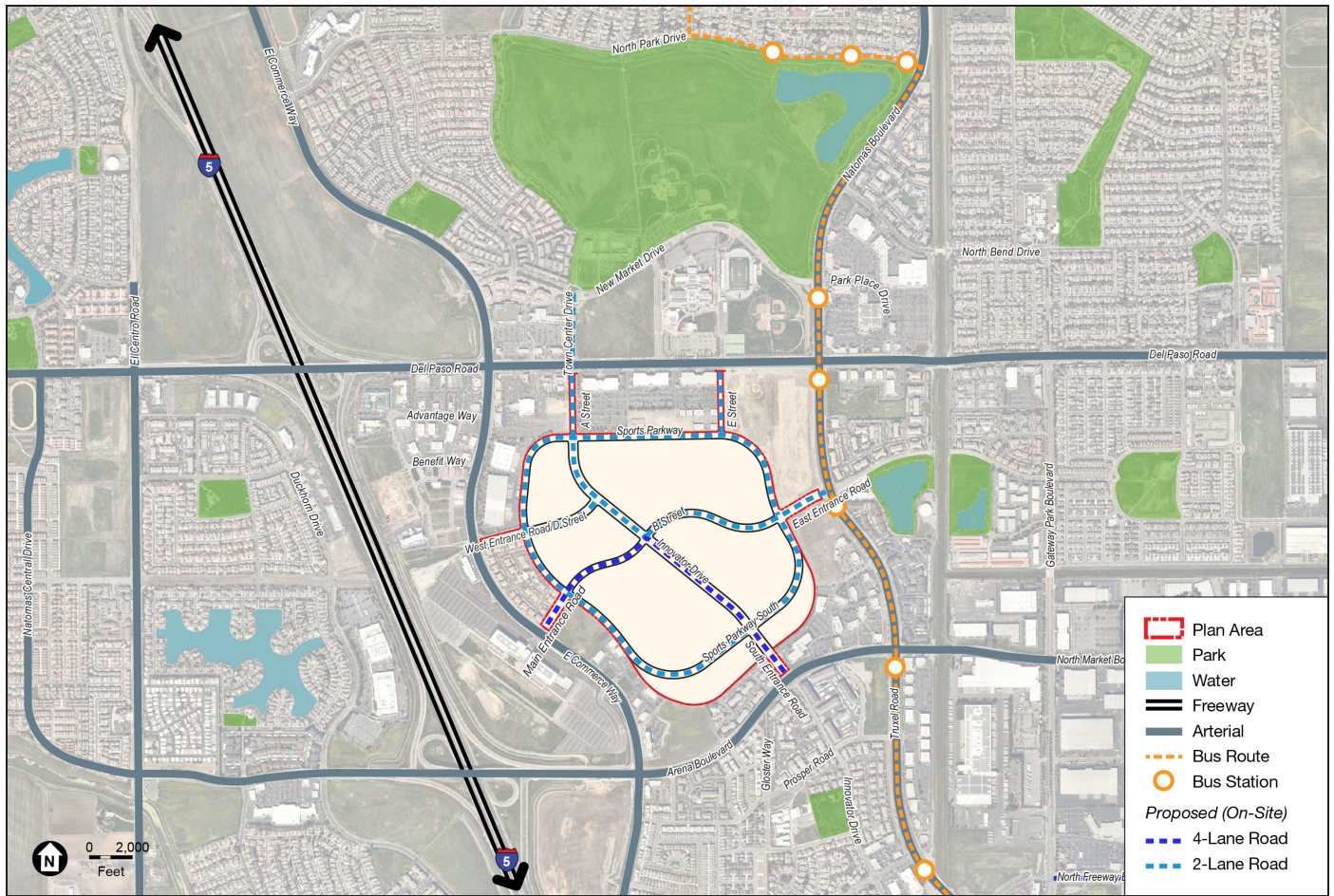


Figure 5-3. Bus Routes and Stations Map  
 SOURCE: ESA, 2021

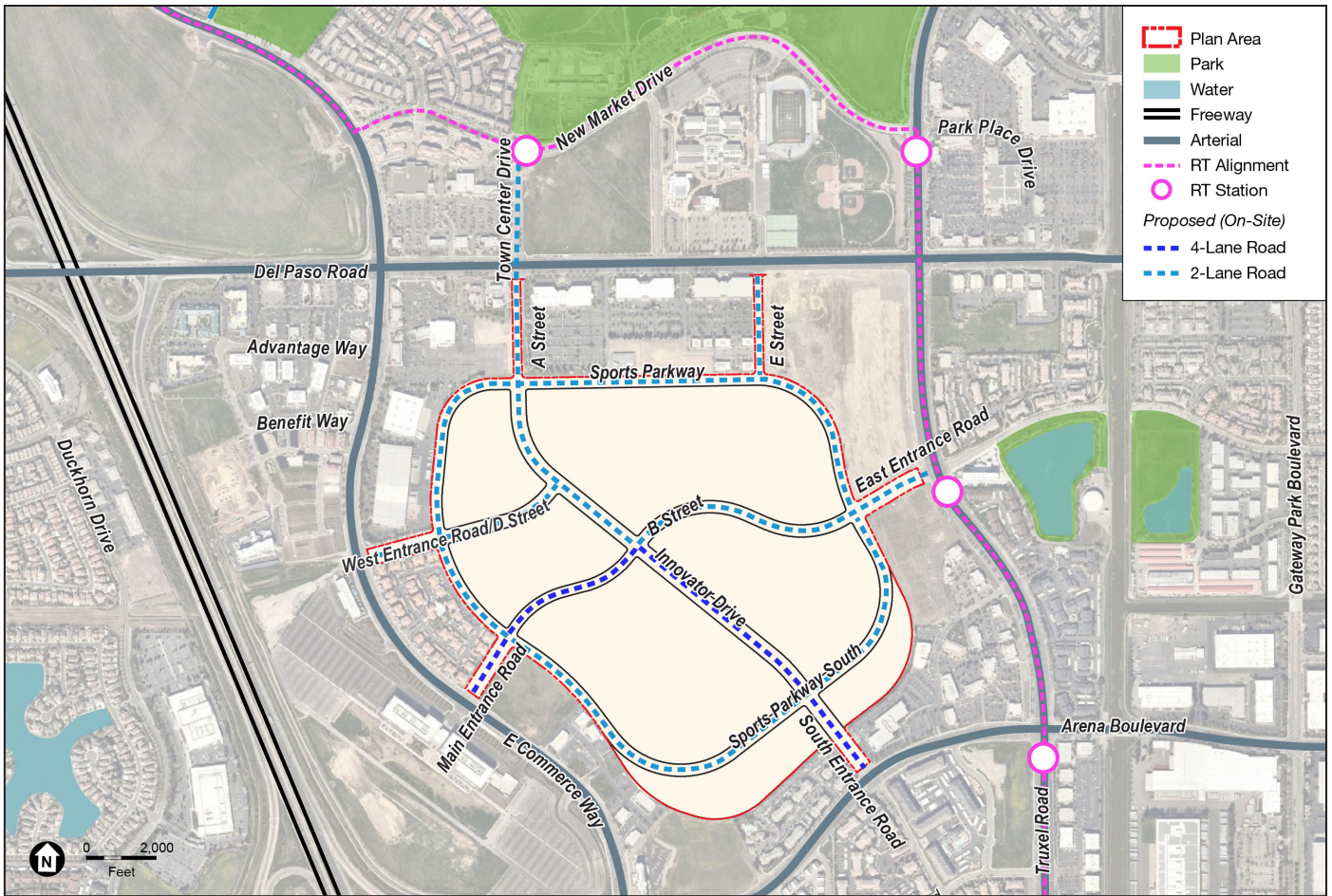


Figure 5-4. Potential Light Rail Route and Stations Map  
 SOURCE: ESA, 2021



*Uber/Lyft shared ridership programs would reduce parking demand*



*Dedicated parking for carpool vehicles*

## 5.4.2 Structured Parking Design Guidelines and Standards

Structured parking in the Plan Area could be in the form of free-standing parking structures, integrated podium, or integrated structures attached to commercial or residential uses (“wrap” structures).

Freestanding parking structures should be located away from public streets, within the parcel they are intended to serve. If they are built next to streets, there should be a 20-foot setback from the sidewalk to the building face to establish a landscape buffer area. They should be screened by vertical plantings and include architectural elements to create appealing exterior walls.

Podium type buildings commonly include some portion of ground floors being dedicated to parking. In these cases, street facing parking bays are encouraged to be screened from view by ground-floor uses and thoughtfully designed building facades with the intent of creating an attractive street facing elevation. Effort should be made to avoid long, blank wall treatments.

Wrap type parking structures are commonly free-standing parking structures, with their intended use built up directly to their edges. They are usually located within the subject parcel, and not fronting onto nearby streets. These types of structures are generally screened from off-site views by the uses that “wrap” them, such as apartment units or office space.

All future parking structures in the Plan Area will be designed to achieve the following features:

- Interior lighting fixtures shall be shielded in order to reduce glare to the public right of way
- Parked cars will be screened from street view
- Landscaping shall be provided between back of sidewalk and building



*Designated EV parking with charging stations*

Dedicated parking spaces for electric vehicles (EV), consistent with the requirements set forth in City of Sacramento City Code Section 17.608.040, should be incorporated on surface parking lots and parking structures. EV charging poles and parking spaces should be located at designated areas with clear signs. Carpool parking should be also provided in dedicated locations. Carpool and EV parking spaces should also be given priority by arranging them at primary locations to support low-emissions vehicles.

### 5.4.3 Other Parking

The project's mix of uses, connectivity, and transit options could create opportunities for reduced parking needs. Shared parking is encouraged, for instance, commercial and commuter parking can be shared with residential parking. Such shared parking can reduce parking demand and maximize parking utilization.

Meanwhile, with today's advanced technology in shared ridership services such as Uber and Lyft, as well as emerging autonomous vehicles, the parking demand in the Plan Area may be further reduced compared to traditional neighborhoods. Another method for reducing reliance on drive alone trips and the need for cars and parking can be the use of transportation demand management (TDM) strategies that provide policies and incentives to use alternative transportation modes, also reduce the need for excess parking. With these strategies, lower parking ratios can be effectively achieved, and creates more opportunities for development and open space. Lower parking ratios could also help form a more pedestrian-oriented urban environment that will encourage more people to use alternative transportation, reduce vehicular trips and create fewer carbon emissions.



*Street trees and street furniture contribute to pedestrian enjoyment*



*Carefully designed sidewalks will provide maximum safety for pedestrians*



*Dedicated bike lanes offer cyclists convenient access through the Plan Area*

## 5.5 PEDESTRIAN AND BICYCLE CIRCULATION

Innovation Park is foreseen to be an urban community that provides mobility options well suited to meet the needs of pedestrians, cyclists, and vehicles in a safe, inviting, and efficient network. The network would provide users with direct linkages to and among places, no matter the mode. Midblock connections and access points are encouraged to facilitating shorter walking trips and create linkages to surrounding land uses across Innovation Park.

Key to this network is following a complete streets attitude toward its design. Areawide tree-lined streets and sidewalks and bicycle routes are among the fundamental elements to the area’s overall design sensibility. This attractive public realm is intended to serve the mobility needs of many, reflecting the unique character of the district or neighborhoods they are a part of. It also seeks to pursue design solutions that minimize the potential for pedestrian/cycle/vehicle conflicts, by providing safe, well-defined routes for each.

Just like the roadway network, there will be a hierarchy of sidewalks located throughout the community. Primary four- and two-lane streets will be fronted with generous sidewalks.

These broad, tree lined sidewalks are intended to meet the needs of, and reflect the character of a bustling vibrant place, which will experience the highest amounts of daily

use. Similarly, on quieter, local residential and commercial streets will have minimum 5-foot-wide sidewalks, separated from the street by an 8-foot-wide landscape area, allowing for continuous street trees and special local landscape or hardscape element.

Outdoor seating or other activity in the sidewalk area must provide for a minimum of 6 feet for pedestrians exclusive of landscaped areas.

A hierarchical bicycle circulation network has been carefully integrated in the transportation network. It defines routes in order to best meet the needs of end users.

Bicycle routes include three primary types of bicycle facilities:

- A Class IV route network which runs along each of the major streets providing safe and efficient access to the heart of Innovation Park
- Innovation Park Loop, a Class I path that would bound the entire plan area, running along the outside of the length of Sports Parkway
- Class II and III routes in appropriate locations

These carefully located routes will provide cyclists safe, convenient, and attractive linkages to key destinations and throughout Innovation Park. They are foreseen to serve visitors and residents alike proving an integrated alternative to walking or driving. The local network would include Class II and III routes, proving “last mile” connectivity.

Additional bike support facilities, such as bike parking, lockers, and showers, should be considered within the context specific needs of users in the Plan Area (Figure 5-5)

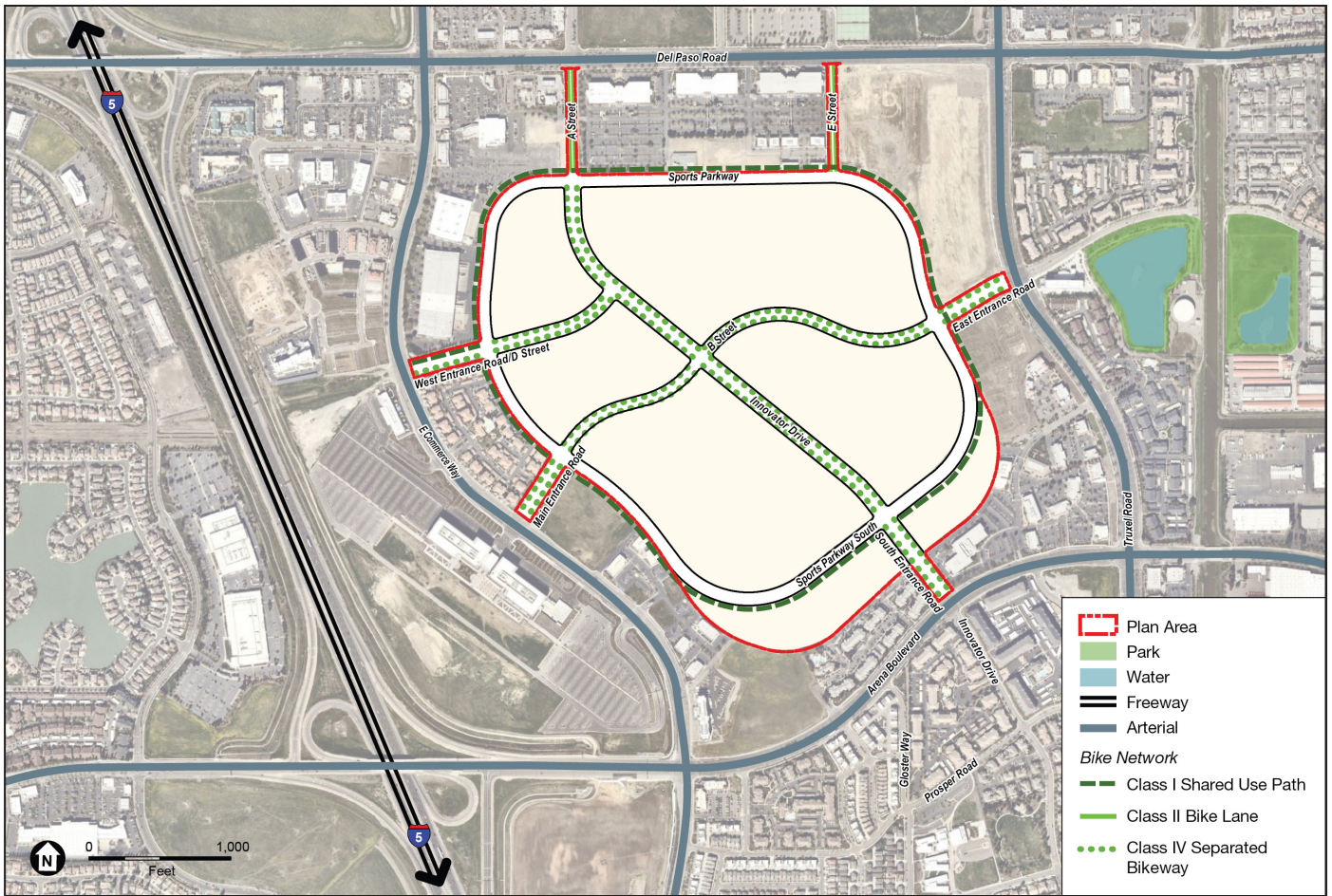


Figure 5-5. Bike Network Map

SOURCE: ESA, 2021





# PUBLIC REALM

CHAPTER





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CHAPTER 6

# PUBLIC REALM



*Neighborhood parks allow opportunities for passive and active recreation while also providing a sense of identity*

The public realm defines the overall character and framework for development at Innovation Park—linking places, defining destinations, and establishing the foundation for urban form. It includes a hierarchy of tree-lined, complete streets and paths, and public parks and plaza.

The transportation network must provide safe and inviting infrastructure for the pedestrians, cyclists, and drivers, and to help establish visual continuity among districts and neighborhoods. As with other complex urban systems, the elements of the public realm will reflect their context—be it a vibrant and bustling urban street, academic campus, or quiet and inviting neighborhood.

Similarly, the open space elements that contribute to the public realm include passive and active places, which must be designed considering their context, users, and the role they play in the overall community.

The following outlines the attributes of the public realm at Innovation Park. While playing integral roles with one another, the transportation network and open space elements are discussed individually.



*Inviting neighborhood walkway*



*The transportation network in Innovation Park will meet the needs of many users*

## 6.1 POLICIES

### 6.1.1 Inviting and Context Sensitive Complete Streets.

Tree-lined streets at Innovation Park will be pedestrian and bicycle friendly, while safely meeting the needs of vehicles. The network of streets and their streetscapes will be designed considering their context. In vibrant and bustling areas, the street scene will work to facilitate this by accommodating higher volumes of users and special activities like street front dining and gathering for events or activities. Other less traveled streets will have quieter streetscapes, reflecting their setting such as neighborhoods within larger districts.

**6.1.2 Varied Public Open Space Areas.** Open space choices will be included at Innovation Park to meet the needs of area residents and workers. These may include urban plaza, passive recreation, active sports fields, and a curvilinear park, all within proximity and safe, convenient, and attractive access by users.

**6.1.3 Future Park Development.** The development of new parks and open space areas would keep pace with future residential development at Innovation Park. As Innovation Park continues to grow, new park space should continue to be accessible

to all residential areas and appeal to all users regardless of physical ability. All new parks and open space should be designed with climate resilient considerations at the forefront, such as trees for increased shading.

## 6.2 TRANSPORTATION NETWORK

The transportation network serves and provides the framework for development at Innovation Park. This includes the introduction of a hierarchical and interconnected system specially tailored to meet the needs of the district it is a part of or serves. Innovation Park provides transportation access for many modes, meeting the needs local users and visitors.

An important attribute of the transportation network is that Innovator Drive, and East, Main, and West Entrance Roads include Class IV bike lanes, which introduce well-defined travel lanes for cyclists that minimize interaction with other modes of travel. This affects the public realm by contributing to the concept of complete streets, which seeks to provide convenience, safety, comfort, access, affordability, and reasonable travel time for all modes.

The details of the transportation network are discussed in greater detail in the Circulation Network chapter, while this chapter focuses on the desired character of the public realm.



*Activated street corner*

### 6.2.1 Innovator Drive

Innovator Drive serves as the primary transportation spine, providing access to the Districts located within. In addition to serving the most users, it will also set the tone for urban development and how places are used. The character of Innovator Drive includes two complementary zones, generally defined by the intersection of Main Entrance Road north and south.

The intersection of Innovator Drive and Main Entrance Road/B Street is the geographic and functional heart of Innovation Park. It will be activated on all four corners, including ground floor shops and restaurants, office space and apartments, the Urban Plaza and the Hospital/Medical Campus. This area is seen to be a vibrant, active, and inviting place, serving residents and visitors alike. It will be accessible by pedestrians, cyclists, and autos, and be within walking proximity of the future RT station to be located on Truxel Road (Figure 5-8). These attributes will continue northward to the intersection with Sports Parkway.

The design of the public realm will be informed by street characteristics, streetscape, and buildings that front on it. It needs to reflect the intent that this place will be busy and open to all—visually and physically. Generous sidewalks, street front buildings, hardscape, and street trees, organized to support an urban place.

The public realm generally south of the Urban Plaza (south of the mixed use corner fronting the Urban Plaza) along Innovator Drive should reflect a less intense urban setting than that to the north, as it will be largely composed of apartments on the east and medical buildings to the west, suggesting that visitors will be passing through this area, rather than going to it. Generous sidewalks remain essential, but the nature of the streetscape should reflect its context, offering a subtle transition space to the uses fronting it.

### 6.2.2 Sports Parkway

Sports Parkway bounds all of Innovation Park serving as an important circulation route and community boundary. It will in turn need to accommodate daily transportation needs and contribute to the overall character of the community. The inner side of the parkway will abut development in each of the districts. The outer side will bound all of Innovator Loop, an important element of the open space framework, which is discussed in greater detail following.

The character of the streetscape on the inner side of the parkway should be carefully considered as it will need to both enhance the district it is adjacent to and lend to the identity of the community as whole, serving to unify the various districts, buildings and uses. The character of this area should be attractive and inviting, yet more likely to accommodate less activity and intensive uses than found along segments of Innovator Drive.



*The public realm must facilitate convenient, safe and attractive access*

### 6.2.3 East, Main, and West Entrance Roads

These roads will serve as important connections to the adjacent community and help define the unique attributes of the districts they will be a part of.

#### 6.2.3.1 East Entrance Road/B Street

East Entrance Road/B Street will enter Innovation Park from Truxel Road, an important connector, and provide access to any future RT station off of Truxel Road. A challenging design attribute of this road is how the uses fronting it vary, including residences, school, ground floor shops and dining, Nature Park, and finally Urban Plaza. Each of these places will have different degrees of use and purpose. As such the road will function as an important linkage and provide a community character defining streetscape.

As Innovation Park will be a bicycle and pedestrian supportive urban environment, East Entrance Road must help to define and support the context it is traversing, and resident and visitor use experience.

The intersection with Innovator Drive marks the heart of the community and in the immediate vicinity will include residences with ground floor shops and dining, Urban Plaza and Nature Park. The public realm must be designed to facilitate convenient, safe, and attractive access and visibility to these key community elements. Further east of the intersection, East Entrance Road will pass apartments and the school, and local serving ground floor shopping and dining, suggesting the need for another level of design for this segment that respects urban living, and recognizes this area will be less intensively used than the segment leading to and supporting the heart of the community.



*Street with higher density and intensity uses*



*Conveniently located urban plaza*

### 6.2.3.2 Main Entrance Road/B Street and West Entrance Road/D Street

These streets will connect Innovation Park to East Commerce Road, an important transportation route. They will both enter Innovation Park at important District Locations. Main Entrance Road/B Street will be located between the Innovator and Health Districts, while West Entrance Road/D Street will traverse the Innovator District. In both circumstances, in addition to providing safe and attractive access, they must be designed to sew their respective context together, and not separate them, and to contribute to the look and feel of inviting and cohesive places. This is equally important on both, as Main Entrance Road/B Street will terminate at the heart of the community, where it will intersect Innovator Drive and meet East Entrance Road/B Street, and West Entrance Road/D Street will cross the middle of the Innovation District and intersecting with Innovator Drive. These locations will include higher-density and -intensity uses, and a strong public realm to support them is essential.

## 6.3 PARKS AND OPEN SPACE

The open space network will include active and passive and public and semi-public spaces (Figure 6 1, Table 6 1). Each will add to the quality of life to residents and visitors, as each is located and tailored to accomplish this.

Each component of the Plan Area’s open space network would reflect consistency with relevant City of Sacramento’s General Development Guidelines for all Programmed Parks; Sacramento City Code Section 12, City Tree Ordinance; Sacramento Street Design and Standards; and the City Urban Forest Tree Planting list. These guidelines and regulations apply to all programmed parks that are included in this plan.

Specific sample park guidelines that would apply to the proposed components of the open space network in Innovation Park are outlined as follows:

- a. All park facilities and amenities should be designed in accordance with the Sacramento City Code and all relevant City standards and guidelines.
- b. Parks should be designed to emphasize the character of each site, including landforms and existing trees.
- c. Naturalistic landscape areas incorporating native and drought-tolerant plants should be used whenever possible in landscaping. Twenty percent of tree species must be California natives per City park design standards.
- d. Flowering tree species should be clustered at highly visible locations, such as park entries and along streets. Flowering trees and other species that produce high leaf, seed, or flower litter should not be planted near high-traffic areas such as picnic, play, and restroom areas.
- e. Tree types and planting must conform to the following City requirements:
  - Sacramento Tree Services Best Management Practices Review and Report
  - Sacramento City Code Section 12, City Tree Ordinance
  - Sacramento City Code Section 15, Street Design and Standards
  - City Urban Forest Services Tree Planting List

As already discussed, a fundamental building block of the public realm is the circulation network, which will provide access throughout, following tree-lined and carefully planned streets. This will in turn provide clear linkages to important destinations, with each discussed following.



Figure 6-1. Parks and Open Space Network

SOURCE: ESA, 2021



**Table 6-1. Parks and Open Spaces at Innovation Park**

Park/Open Space	Area <sup>a</sup>
Class 1 Bike Path/Innovator Loop Curvilinear Park	6.5 acres
Nature Park	4.5 acres
Urban Plaza	0.8 acres
Potential School Open Space	4.4 acres
Publically Accessible Hospital/Medical Campus Open Space	9.1 acres
<b>Total</b>	<b>25.3 acres</b>

NOTE: <sup>a</sup> All acreages are approximate/subject to change.



*The urban plaza serves as a vibrant destination*

### 6.3.1 Provision of Parks and Open Space

The proposed parks and open space network is intended to be flexible and constructed in conjunction with residential development in the Plan Area. In order to remain in keeping with the intent of the PUD and consistent with parks and open space requirements, each residential developer within the Plan Area must first gain development plan approvals from the City of Sacramento Planning Department and the City’s Youth, Parks, & Community Enrichment Department by resolving the park location with the first phased map, or first lot line adjustment, or first 100 residential building permits issuance for each quadrant.

### 6.3.1 Urban Plaza

Located at the four corners intersection with Innovator Drive, the heart of Innovation Park is the Urban Plaza (approximately 0.8 acres). This highly visible, centrally located public open space is intended to serve residents and visitors alike. It is foreseen to meet the needs of many—on a daily basis, serving local workers, students, and residents, providing a place to sit, gather with friend, have lunch, and similar. As the working day ends, Urban Plaza would provide the opportunity for activities and programming such as outdoor dining and personal and group fitness sessions. On weekends it could host gatherings, music, and events, helping to establish this core area as a vibrant destination.

Several plaza design elements should be considered in its design:

- Relationship to urban context and adjacent and nearby ground-floor uses
- Space programming – flexible, multi-use central area; secondary spaces
- Hardscape/Landscape types and locations
- Vegetation – trees and plants; ornamental planting/ rain gardens
- Seating
- Lighting
- Plaza
- Special design elements such as signage, special lighting, public art, vendors/pop-ups

The diversity and role of urban plazas should not be underestimated, and instead embraced as a formative element, which contributes to the character of the entire area.

Nature Park presents a unique opportunity to balance natural and urban environments that would be widely accessible and appreciated by many. Its design will need to recognize this, and like other community elements, seek the best approaches for achieving complementary integration, and an open, public feeling. This openness should include physical and visual access from adjacent apartments, people traveling along East Main Entrance Road, and nearby students and workers.

Adjacent apartments or townhomes and their circulation systems should be connected to, and serve as attractive thresholds into the park, and should not establish hard edges or boundaries separating them from the park. While passive and naturalistic, Nature Park will be an urban park, intended for use and enjoyment by the community.

### 6.3.3 Nature Park

Located along East Main Entrance Road, just east of Innovator Drive will be Nature Park, a natural passive open space, designed using elements of an existing habitat. This approximately 4-acre park will serve as a “decompression area” from the urban core, with easy access from residences, offices, the Hospital/Medical Campus, and for visitors. As a nature-based park, it will fuse programmed and non-programmed experiences for visitors.

The key feature will be the native habitat and associated overlooks, shoreline, wildlife (primarily birds) and vegetation, which will provide a delightful pause from urban living. Situated along East Main Entrance Road, nearby apartments will have immediate physical and visual access from all sides. Numerous opportunities exist for its design and realization—trails and connections to adjacent uses, picnic and seating areas, lawn spaces, and special landscapes such as meadows, pollinator gardens, play areas, or event areas. Native plantings will be used in keeping with the character of the park.



*Residents and visitors will enjoy decompressing at Nature Park*



*Innovator Loop Curvilinear Park provides an inviting and attractive greenway accessible to all*

### 6.3.4 Innovator Loop Curvilinear Park

Innovator Loop Curvilinear Park (Innovator Loop) will bound all of Innovation Park along Sports Parkway, intersect with each of the streets entering, and serve as a Class I bike route and pedestrian path, complete with streetscape and landscape improvements (totaling approximately 5.5 acres). Each of these attributes leads to the recognition that it will be both an important part of community infrastructure and a significant open space amenity that will be appreciated by residents, workers, students, and visitors. It will accommodate workers who bicycle to work, residents and visitors who participate in cycling, and residents and workers who enjoy walking for fitness, health, or general wellness.

As part of the open space network, Innovator Loop is described as a curvilinear park, providing an inviting and attractive greenway accessible to all. It's tree-lined trail is equally well suited to serve dedicated cyclists or those on an afternoon walk, providing both with an alternative route to and from districts within Innovation Park.

Adjacent to Innovator Loop would be two 0.25-acre passive parks, located both east and west along the loop. These highly visible and attractive special green areas would serve as resting spots for walkers and cyclists, or as destinations for relaxation or small events. There are numerous creative approaches for designing small parks of this type—they could include bosques, rain gardens, ornamental or native planting, special paving, public art, small-scale fitness or playground areas, benches, tables, lighting, and signage. They should be designed as special places that visitors appreciate discovering and using.

These small parks would add to the diversity and character of Innovation Park's open space framework and provide another level of detail and interest to its integrated public realm. It's important that these places be designed to be visible, attractive, accessible and functional. As part of this functionality - pet waste stations and waste receptacles could be provided in these passive parks and along Innovator Loop.



*Sports fields would be associated with a potential future school*

### 6.3.5 School Shared Sports Fields

A school may be located within the Life District, bounded by B Street and Sports Parkway. In addition to meeting the educational needs of students, it would include approximately 4.4 acres of sports fields. Access to these active recreation facilities will be made available to the community during non-school hours for organized games and/or events.



*The Hospital/Medical campus would offer open spaces open to the public*

### **6.3.6 Hospital/Medical Campus Semi-public Open Space**

The Hospital/Medical Campus grounds will include approximately 9 acres of publicly accessible privately owned open space, with after-hours control of the space provide additional security for students and hospital personnel. Running from north to south, an open space spine will connect and harmonize the campus by establishing a multifunctional collection of formal and informal destinations meeting daily needs and serving special functions. Primary features are the centrally located amphitheater, lawn terraces and seminar court. Tiering off this framework would be a series of “green fingers” which would provide access to several amenities including a meditation area, barbeque area, play area, and rainwater gardens. Integrated throughout would be pedestrian and bicycle paths.



*Residents would enjoy a variety of private open spaces and amenities*

### **6.3.7 Private Open Space and Residential Amenities**

The higher-density nature of the residential units at Innovation Park will necessitate the provision of private open spaces for residents. Typical amenities provided for residents include residential facing small parks, swimming pools, tot lots/children play areas, dog park, game courts, BBQ and picnic areas, community centers, balconies, porches and gardens. A variety of these private amenities will be provided for Innovation Park residents.



# LIGHTING

CHAPTER





CHAPTER 7

# LIGHTING



*Pedestrian scaled lighting*

Appropriate lighting should be used to provide illumination for the security and safety of roadways, pathways, and parking, as well as parks and plazas. High-quality lighting and efficient use of energy should be applied to all development in the Plan Area to create a cohesive appearance, and also to avoid negative aspects from light pollution, glare, or light trespass.

The lighting guidelines in this chapter give general guidelines for the Plan Area, and more specific guidelines for special areas. Where this discussion is silent, city commercial design guidelines for lighting shall apply.

## 7.1 GENERAL GUIDELINES

- 7.1.1 Level of illumination should be appropriate to create safe and secure places.
- 7.1.2 Site lighting shall be architecturally compatible and consistent in design between sites. Site lighting should be downward facing with full cut-off fixtures to avoid glare to adjacent properties and roadways.
- 7.1.3 Street address numbers and building numbers should be illuminated at night. Lighting should be placed and designed to avoid light trespass, light glare, and skyglow.



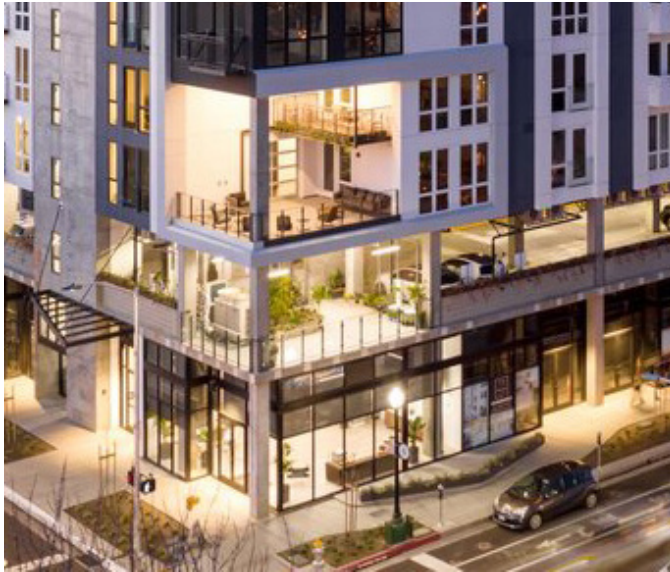
*Walkway lighting*

- 7.1.4** Integrate solar-powered lighting to increase energy efficiency.
- 7.1.5** Lighting shall conform to Sacramento Police Department Crime Prevention Through Environmental Design (CPTED) standards.
- 7.1.6** Lighting shall be designed so that measured lighting level at the property lines is zero.
- 7.1.7** Lighting fixtures shall be International Dark Sky Association (IDA) compliant (or equivalent).
- 7.1.8** Lighting plans, lighting fixtures, and photometric plans shall be submitted to Planning for review and approval prior to submitting Building permits.

## **7.2 ROADWAY AND WALKWAY LIGHTING**

- 7.2.1** Lighting for private roads should be installed within the sidewalk landscape zone and should be linearly placed with even intervals.
- 7.2.2** The location of light fixtures and height of light poles should consider street tree locations and height.
- 7.2.3** Lighting should be provided at the minimum level to accommodate safe pedestrian and vehicle movements without causing any off-site glare.
- 7.2.4** Sidewalk lighting should be pedestrian-scale, and should provide for safe use of pathways and pedestrian areas. Pedestrian pole lighting should align with the Citywide Commercial Design Guidelines which dictate “Pedestrian areas should be lighted by pole- or bollard-type fixtures that are not more than 14 feet in height for pole lighting, or three feet in height for bollards.”<sup>1</sup>

<sup>1</sup> Sacramento Citywide Commercial Design Guidelines, Design Guidelines 17- 3, P37.



*Exterior building lighting*



*Parking lighting*

## 7.3 BUILDING LIGHTING (EXTERIOR)

- 7.3.1 Lighting should be provided at building entries for safety and directional purpose.
- 7.3.2 Light fixtures should be designed to be architecturally compatible with the architectural design of the Plan Area. If different architectural styles are designed for various districts, lighting in each district should also be consistent with the specific style.
- 7.3.3 The level of illumination should be appropriate for the buildings' use. Mixed-use buildings will require a higher level of illumination for active uses throughout day and night. Office buildings will require less illumination due to limited users during the night.
- 7.3.4 Flashing and neon lighting are not allowed.
- 7.3.5 Roof should not be illuminated; canopies and awnings should also not be internally illuminated.
- 7.3.6 Outdoor decorative lighting can only be used to highlight significant architectural features.

## 7.4 PARKING LIGHTING

- 7.4.1 Lighting in all parking areas should have adequate illumination levels to create a safe driving environment. Glare from direct lighting resource is dangerous and should not be allowed.
- 7.4.2 Light fixtures in the parking lot should be in scale with the lighting pole height. Light fixtures and poles should be consistent with adjacent building styles. Pole mounted lighting should align with Citywide Multi-Unit Dwelling Design Guidelines to maximize energy efficiency, specially adhering to guidelines related to the height of pole mounted lighting.<sup>2</sup>
- 7.4.3 Parking garage interior lighting levels should be consistent with adjacent street lighting to avoid being too dark or too bright in the context.

<sup>2</sup> Citywide Multi Unit Dwelling Design Guidelines, Design Guidelines 11-2, P22.



*Landscape lighting*

## **7.5 LANDSCAPE LIGHTING**

- 7.5.1** Landscape lighting should be subtle. Light resources should be shielded to prevent light trespass.
- 7.5.2** Light fixtures should be harmonious with softscape and hardscape designs.
- 7.5.3** Walkways in the landscaped area should be lighted for pedestrian safety, especially in dangerous areas such as stairways, ramps, and intersections.

THE  
BRIDGE  
DISTRICT

# SIGNAGE AND GRAPHICS

CHAPTER





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CHAPTER 8

# SIGNAGE AND GRAPHICS

This chapter provides general guidelines for all signage and specific guidance on various types of signage.

Signage and graphics on buildings and in the public realm should be consistent with the overall project design, but should not detract from architectural and landscape elements. Each building or group of buildings should have a consistent and comprehensive signage program. Placement, scale, and readability should be considered in signage design.

Where this discussion is silent, city signage requirements for the C-2 zone shall apply. All signage is subject to City requirements.

## 8.1 GENERAL SIGNAGE DESIGN REQUIREMENTS

- 8.1.1** Signage should be located so as to be visible from streets and paths without conflicting with safe vehicular movement and visibility.
- 8.1.2** The size of signs should afford businesses sufficient visibility and identification without dominating or obscuring the architectural elements of a building.
- 8.1.3** Design and construct signs of durable, high-quality weatherproof materials.
- 8.1.4** Illuminate signs only to the minimum level required for nighttime readability.



*An example of wayfinding signage*



## 8.2 DIRECTIONAL SIGNAGE

- 8.2.1 Directional signage is used for wayfinding, and should be placed near the site entry.
- 8.2.2 Signage placement should avoid creating conflict with vehicular or pedestrian circulation.
- 8.2.3 Directional signage should be designed harmoniously with architectural style and color.
- 8.2.4 Signage should be appropriately illuminated at nighttime for visual clarity.

## 8.3 FREESTANDING SIGNAGE

- 8.3.1 Freestanding signs near intersection and driveways shall meet city standards regarding sight distance.
- 8.3.2 Freestanding signage should be placed at major entryways and should be designed with landscape features.
- 8.3.3 Massing and placement of the freestanding signage should be appropriate to provide clear line of sight at entryways, and be harmonious with adjacent development.
- 8.3.4 Materials and colors used on freestanding signage should be harmonious with adjacent architectural materials and colors.





## 8.4 TENANT SIGNAGE

- 8.4.1** Tenant signage can be wall-mounted, projected perpendicular to the exterior wall, or can be affixed to awnings. All tenant signage should have consistent color with its affiliated building.
- 8.4.2** Wall-mounted signs should be placed in the center of a blank wall, or in locations that are compatible with the architectural components and details. When multiple signs are needed, wall signs should complement each other in shape and color.
- 8.4.3** Projected signage should be installed perpendicular to the exterior wall, and ground-level tenant signage should be designed at pedestrian scale.
- 8.4.4** Awning signs are typically imprinted on awning fabrics. Such signage should be simple and have limited color, text, or logo.

## 8.5 HOSPITAL/MEDICAL CAMPUS SIGNAGE

### *Objective*

- A Unified Sign Program for the Hospital/Medical Campus shall be prepared for the purpose of assuring high-quality campus and retail tenant signage to establish a unified design for the campus identity. All signage shall be designed and constructed to complement the project architecture and the neighborhood environment, reflecting the broader Innovation Park aesthetic. The unified sign program shall be submitted to the City of Sacramento for review and approval.

### *Interpretation and Compliance*

- All signage must receive City-issued sign permits before being fabricated or installed. If ownership should change for all or part of the project and/or retail tenant spaces, the guidelines herein established shall remain applicable and in force under the new ownership. Any redesign or color changes shall require separate approval from the City of Sacramento. Any amendments to these guidelines shall require approval from the City of Sacramento.

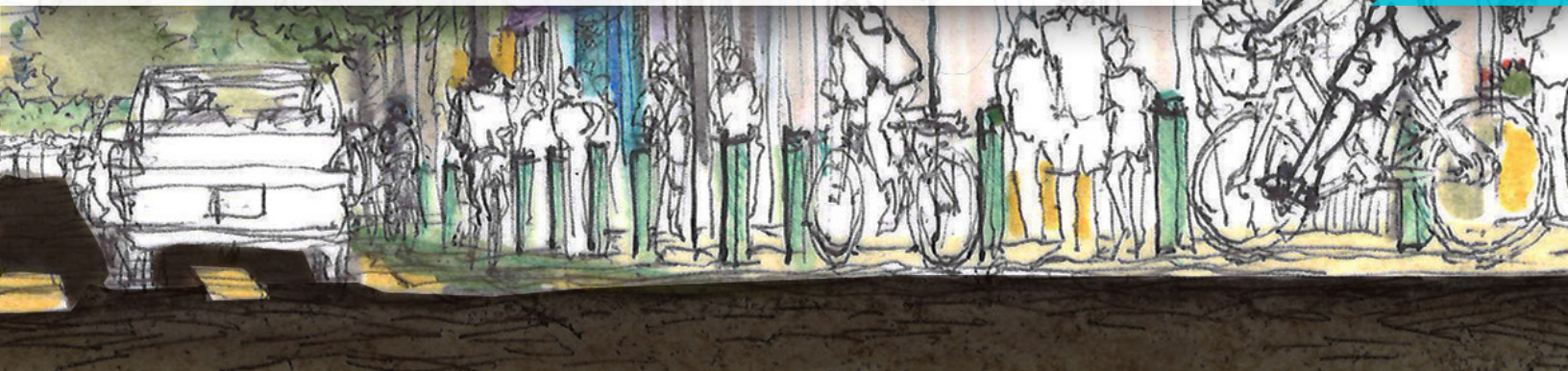
***General Criteria for All Signage***

- **Architectural Compatibility:** All signage shall be designed as an integral part of, or complimentary to, the architectural features of the building, landscape, and/or storefront.
- **Code Compliance:** All signage shall comply with the City of Sacramento Sign Ordinance.
- **Maintenance:** Maintenance of installed signs is the tenant's sole responsibility.
- **Allowable Sign Types:** Sign types shown in these guidelines are the only signs permitted on the building or property.
- **Preferred Materials:** Sign design and construction should include the use of high-quality materials such as architectural grade metals, glass, plastics and vinyl.
- **Lighting:** Light levels must be dimmable. No sign lighting shall create a nuisance to the community or surrounding neighborhood.
- **Light Efficiency:** Low-voltage, LED and other high-efficiency lighting is required.
- **Sign Locations:** permitted only in the designated sign areas to be developed.
- **License Requirements:** Sign installers are to be State of California licensed contractors and are required to provide a contractor's license, proof of liability insurance and worker's compensation insurance.
- **Removal at Move-Out:** When vacating a retail space, the tenant, at their expense, shall remove all signage, patch, repair and leave the building surfaces in as-new condition.
- **Bird Repellent:** Visible bird repellent on any sign is prohibited.



# SCHEMATIC PLAN

CHAPTER





CHAPTER 9

# SCHEMATIC PLAN

The Sacramento 2035 General Plan's North Natomas Community Plan requires all development in the North Natomas area to be designated as a Planned Unit Development (PUD) and to have development guidelines and a schematic plan to guide the future development. The purpose of the PUD Guidelines and Schematic Plan is to provide for greater flexibility in the design of integrated developments and to encourage the design of well-planned facilities that offer a variety of housing or other land uses through creative and imaginative planning.

The Innovation Park PUD Guidelines envision an urban setting with a variety of integrated uses, including but not limited to residential development, commercial services, restaurants, parks, entertainment venues, retail, employment centers, offices, education institutions, and a medical campus. A mix of uses near one another is key in supporting walking, biking, and the adjacent future light-rail station. Because the Innovation Park PUD Guidelines allow for and encourage a diverse range of places to live, work, shop, and recreate, the uses allowed in its schematic plan will be those uses consistent with the underlying zone and the Innovation Park PUD Guidelines.



Figure 9-1. Innovation Park PUD Schematic Plan  
SOURCE: ESA, 2021



