# SACRAMENTO RAILYARDS DESIGN GUIDELINES

**October** ***2016***

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***Prepared by:*** AECOM

***Amended by City of Sacramento 04/06/2021***

# Introduction 1

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

## A. INTENT OF THE GUIDELINES

This Railyards Design Guidelines document supplements and modifies the Central Core Design Guidelines, a chapter of the Central City Urban Design Guidelines. These guidelines are policy documents that provide design guidance in written and graphic form for private and public projects, undertaken in the Railyards Specific Plan Area (Plan Area). They aim to promote the improved aesthetic and functional quality of the Railyards community as a component of the larger urban core. They work together with three other documents that provide specific guidance on matters relating to the project framework, development regulations and permitting: the *Sacramento Railyards Specific Plan*, the *Railyards Special Planning District* (SPD), and the *Central Shops Historic District*.


*Railyards Design Guidelines Supplements and modifies existing City Guidelines*

The Sacramento Railyards Specific Plan is the overarching policy document that guides development within the Plan Area. The purpose of the SPD, adopted as Chapter 17.440 of the Sacramento City Code, is to implement the planning principles, goals, and policies of the Specific Plan by establishing necessary procedures and provisions, including zoning regulations. The proposed Central Shops Historic District identifies contributing resources and character-defining features and utilizes development standards, pursuant to Chapter 17.604 of the Sacramento City Code. In the interest of making these documents as concise as possible, there is very little overlap among them. As such, parties who are interested in developing properties within the Plan Area must consult each of these four documents prior to construction. The Railyards Design Guidelines are adopted under the provisions of Chapter 17.600 (section 200 – 220) of the Sacramento City Code for the Railyards Design Review District.

## B. RELATIONSHIP OF RAILYARDS GUIDELINES TO THE CCUDGP

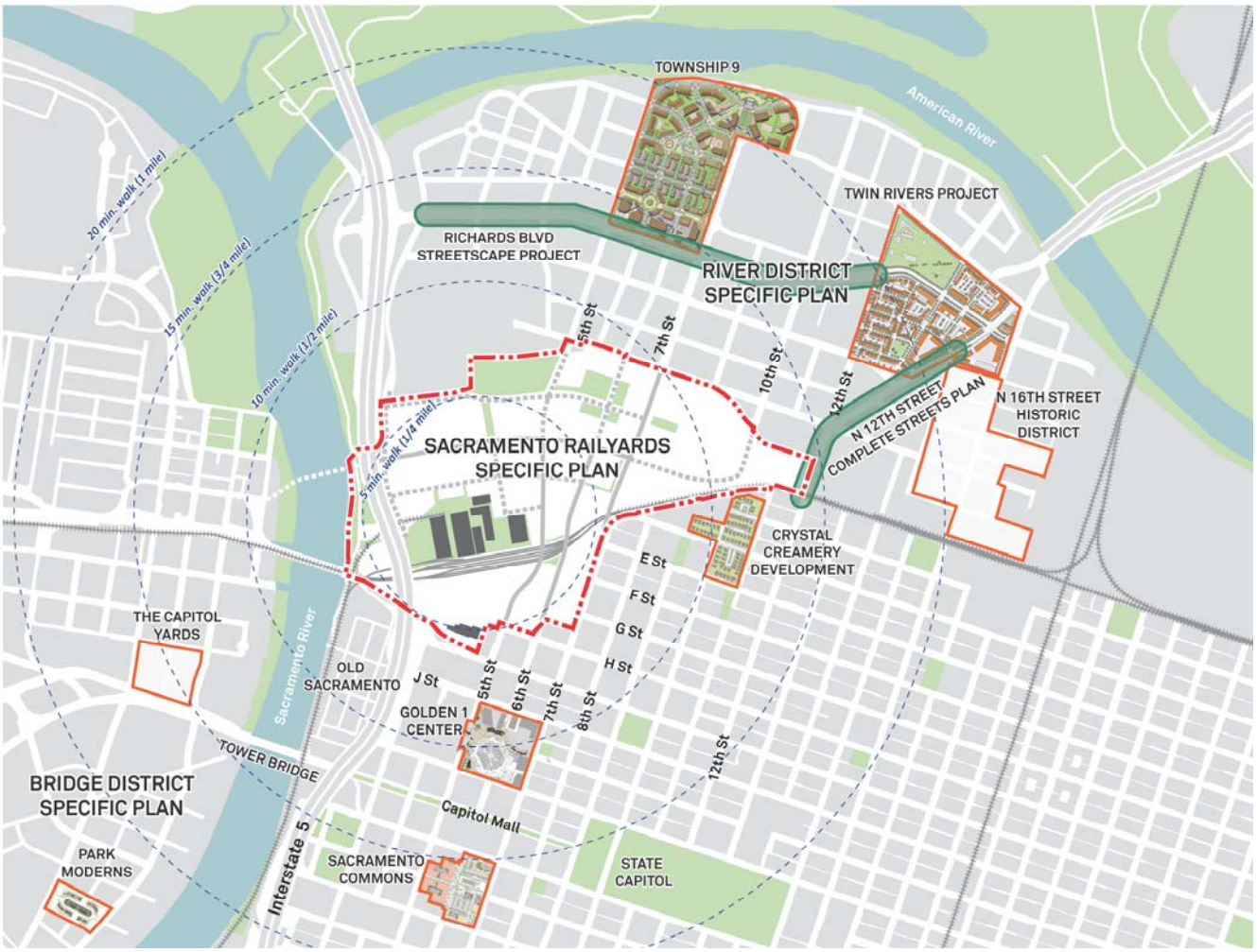
The Railyards Plan Area fits into a broader urban context in Sacramento, that of the Central City. The long-term vision for the Railyards is to complement and extend the strengths of the existing urban setting. For this reason, the Railyards Design Guidelines can be thought of as one component of the 2009 Central City Urban Design Guidelines (CCUDG) and Central City Community Plan (Community Plan), the policy document providing guidance to all decisions relating to the physical form and character of the Central City.

The organization and format of these guidelines is derived directly from the CCUDG and relevant guidelines from the CCUDG have been incorporated into this document. The intention is that the provisions of the CCUDG that are not addressed in these guidelines and do not conflict with these guidelines may be adopted into the Railyards.

Source: WRT|Solomon E.T.C.

## C. PLAN AREA

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



## D. GUIDELINES STRUCTURE

The Railyards Design Guidelines are organized in five primary chapters:

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

The guidelines in this document are intended to provide direction rather than prescriptive requirements. The Planning Director will have the authority for interpretation of these Guidelines and to condition approval of the project's design to ensure compliance.

The design guidelines in this document reference applicable guidance from the Central Core Design Guidelines (CCDG), which appears in Section 3 of the Sacramento Central City Urban Design Guidelines. Design guidelines in this document supplement or modify the Central Core guidelines, as they apply to project specific conditions in the Railyards Plan Area. To assist in project review, changes or modification to guidance provided in the CCDG are identified in italicized text in this document, followed by section references (provided in brackets) to the corresponding sections in the CCDG .

# RAILYARDS FRAMEWORK 2

## A. INTRODUCTION

As the City of Sacramento plans its future, the Railyards will play an important role in helping the city to achieve its stated vision of becoming the most livable city in America. The 2035 General Plan calls for the creation of transit-oriented and walkable neighborhoods, a vibrant downtown, expanded transportation choices and sustainable new development. In order to achieve these ambitious goals, the General Plan seeks to promote new development that accommodates projected growth and higher densities while ensuring attractive community character and - built form. As a large, mostly undeveloped site located adjacent to the Central Business District, the Railyards holds considerable potential to help the City to achieve these goals.

The Sacramento Railyards Specific Plan, described in Chapter 1, envisions the Railyards as a:

1) Dynamic 24-hour mixed-use urban environment: connected with the surrounding Central City and Sacramento riverfront;
2) Heritage tourism draw that capitalizes on the historic Central Shops buildings;
3) Regional draw with a mixture of uses that complement and support the City's planned Sacramento Valley Station; and
4) Sustainable community that utilizes green building technology, water conservation measures and renewable energy sources.
5) Crucial element in downtown revitalization together with the Golden 1Center.

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

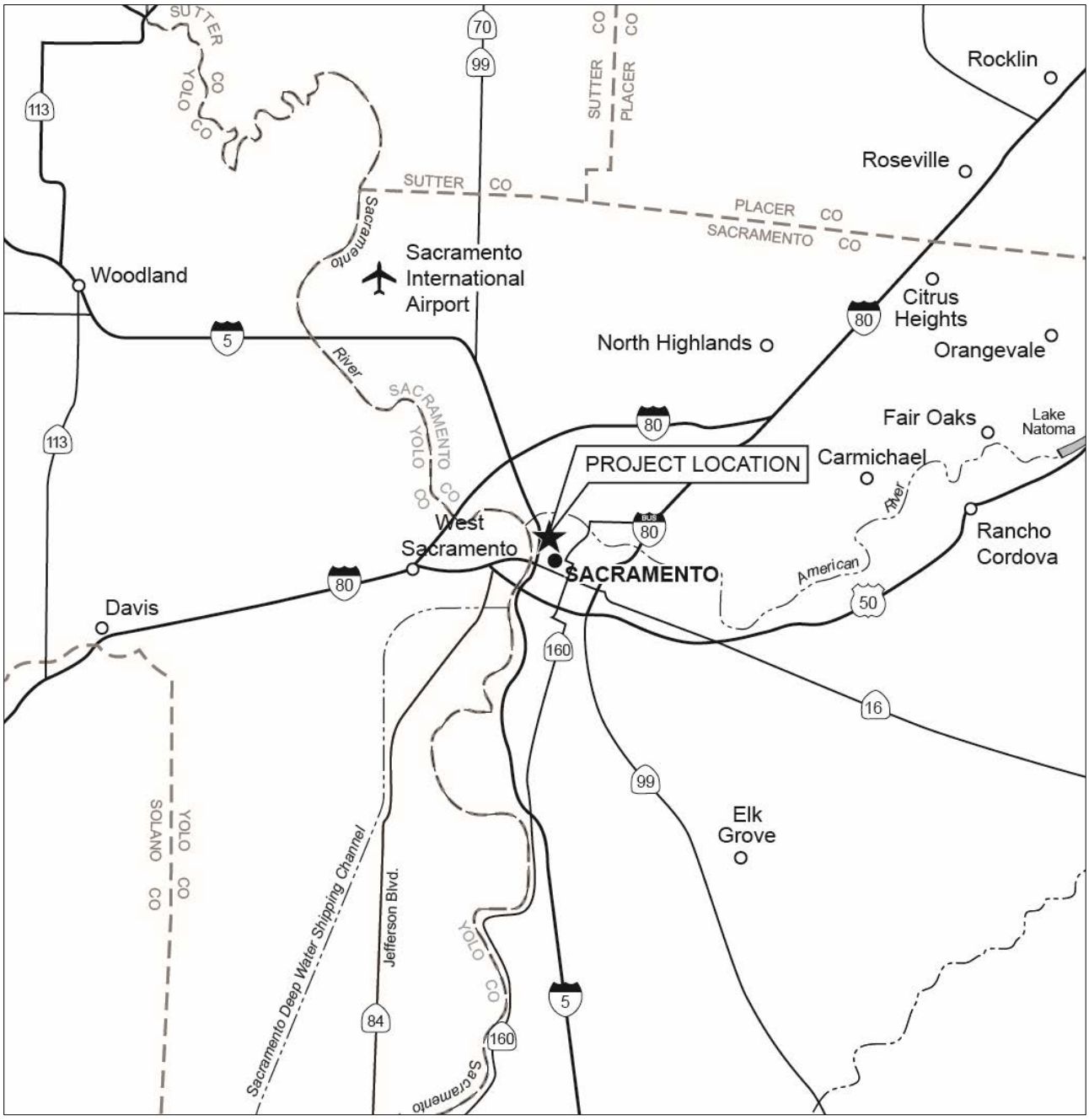



*Figure 2-1. Sacramento Regional Context.*

## B. GUIDING THEMES FOR THE VISION

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

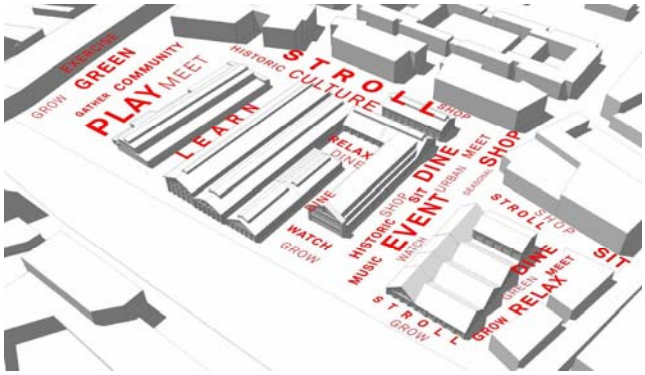
Downtown Sacramento combines many roles: it is the State capital and county seat, the center of California's fourth largest metropolitan region and home to a young, but maturing, urban center. The Central City is also a major tourist destination with numerous cultural amenities. In order to maintain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

*Capitol Building.*

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

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

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




*Railyards Central Shops program potential.*

### 3. A City of Distinct Neighborhoods

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


*Figure 2-2. Adjacent Neighborhoods.*

## 4. A Sustainable Downtown

Sacramento's Sustainability Master Plan—Creating a Sustainable City—was developed in recognition of the threat that climate change and global warming have for the community's quality of life. The Sacramento Climate Action Plan, adopted in 2012, identifies greenhouse gas emissions (GHG) reduction targets, strategies, and specific actions Sacramento can take to adapt to the effects of climate change. As the center of the city and the region, the Central City should be the main stage for demonstrating how to create a sustainable and livable city. The amount of development projected for the Central City, and the Railyards in particular, provides a unique opportunity to advance the sustainability agenda by implementing a walk- and transit-first agenda that reduces automobile dependence, promoting more energy and resource efficient buildings and infrastructure, supporting greater recycling and waste reduction, and promoting greater biodiversity within the urban setting. A Sustainable Downtown should achieve measurable goals in terms of the performance of its buildings and infrastructure. A Transit-Oriented Downtown with Transportation Choices

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

Source: WRT|Solomon E.T.C.

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

Source: WRT|Solomon E.T.C.

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

Source: WRT|Solomon E.T.C.

*K Street Light Rail.*

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

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

*Sidewalk activity on 16th and L Streets.*

### 6. 'The City of Trees' – a Healthy Urban Forest

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

Source: WRT|Solomon E.T.C.

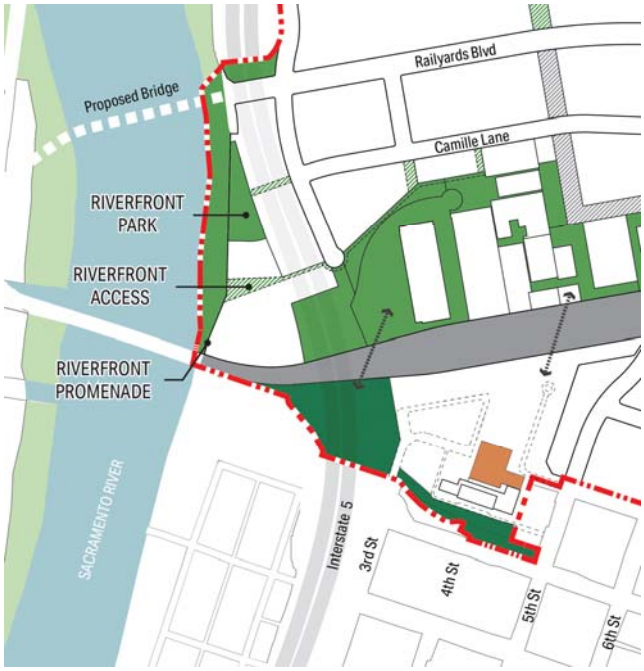
*Sacramento is renowned for its mature urban forest.*

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

The Sacramento and American Rivers are major features and potential amenities that frame the Central City, yet they remain largely hidden from view. This is due in part to the levees that rise high above the grade of the downtown to protect it from flooding. It is also a product of historic land use and infrastructure decisions that resulted in the siting of utilities, such as the sewage treatment plant and PG&E facilities, transportation infrastructure such as freeways and railroads, and industrial uses in a manner that

obstructs access to the River. In the Railyards, creating new paths and improved connections to the Sacramento River, both from the Railyards and other parts of the Central City, and enhancement of the river edge with the continuation of the riverfront promenade will help to overcome existing obstacles and open up this important amenity to the community.

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




Source: AECOM./ CoS

*Riverfront Promenade extension through the Railyards.*

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

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

Tim Griffith Photography

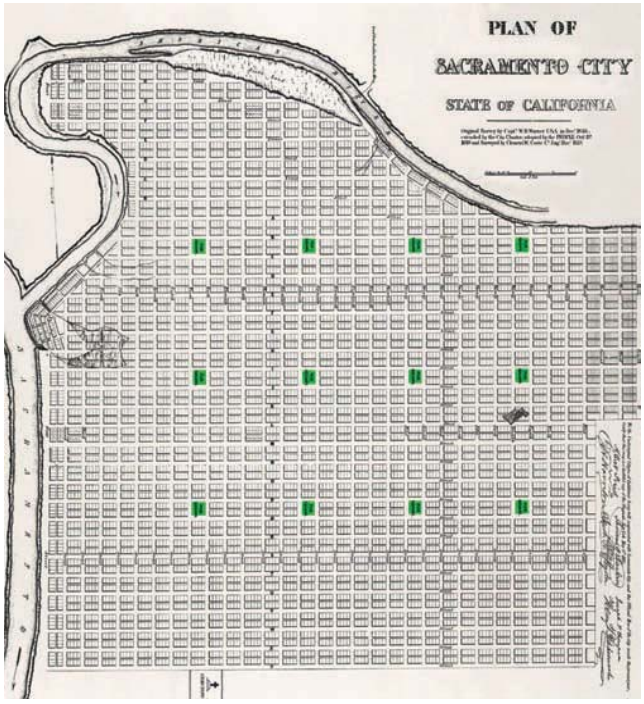
*Sacramento Valley Station.*

*Central Shops historic shop buildings.*


*Water Tower.*

## C. RAILYARDS URBAN DESIGN FRAMEWORK CONCEPTS

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




*Historic Sacramento Street Pattern.*

Source: AECOM / CoS

*Railyards Street Pattern.*

### 1. The Railyards Street Pattern

The Railyards Area will be a unique place within the fabric of the Central City of Sacramento, and the street pattern will reinforce this. The streets continue and connect to the original Sutter street grid, yet this is a part of the city where the street grid bends and rises to accommodate special physical conditions. Some of these special conditions are:

- The presence of the railroad tracks;
- The presence of the historic Central Shops, with individual buildings and building with dimensions are larger than can be accommodated on a typical Central City block;
- The Sacramento River;
- A network of open space features; and
- A medical center and soccer stadium uses with expansive floor plates necessitating - larger lots.

All of these features help –define the Railyards as a new part of the city, which is authentically grounded in the specific conditions found there.


*Street character on the downtown grid in Sacramento.*

## 2. Railyards Districts

The scale and location of the Railyards area provides the City of Sacramento with an unprecedented opportunity to create a vibrant and iconic urban environment within its historic core that offers a wide range of activities to meet the needs of residents and visitors alike. Similar to the distinct neighborhoods and districts contained within Sacramento's Central City, the Railyards will include a variety of uses across five districts, each with its own identity and character. The Railyards districts will reflect the existing context of each area, compliment adjacent neighborhood uses and scale, integrate key historic elements, and accommodate new activities that are appropriate to the site. Together the five new districts are planned to form an exciting urban environment and a unique place to live, work, shop, and play within Sacramento. Specific guidelines regarding the design, scale and physical qualities of each district are provided in greater detail in Chapter 4, Private Realm.

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


Source: AECOM / CoS

*Figure 2-3. Railyards Districts*

**Depot District**

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

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

The Sacramento Valley Station will expand beyond the historic depot to provide new mulit-modal facilities near the passenger platforms, providing expanded bus and rail services with all modes easily connected and priorities for pedestrian and bicycle access. A master plan for the station area has been developed under the Living Community Challenge sustainable framework that will include new uses supportive of transit-priority development.

**Central Shops District**

Serving as one of the primary destinations for the Railyards, the Central Shops District will be a mixed-use district, featuring shopping, entertainment, dining, and cultural establishments within the area's historic center.

**West End District**

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

The adaptive reuse of eight historic railyard buildings from the original Central Pacific Railroad Yard, included within the Central Shops District, will provide the city with an opportunity to reclaim and celebrate its history as a rail epicenter. Among these improvements is renovation of two historic buildings, the Boiler Shop and Erecting Shop –combined with the turntable, transfer table, and firing line to become the new Railroad Technology Museum. Together, these facilities will expand those of the California State Railroad Museum in Old Sacramento. The plazas and hardscaped areas surrounding these historic structures and site features will provide memorable venues, such as markets, museums, and cafés. Improvements within the area surrounding the Central Shops Historic District, referred to as the Transition Zone, will be designed to complement the vocabulary of existing historic resources.

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


*Adaptive re-use of industrial buildings in Granville Island, Vancouver, BC*

cultural, and retail activities and uses along the Sacramento River Parkway multi-use trail.

The district will feature a series of interconnected plazas, alleys, and sidewalks with attractive landscape elements and pedestrian amenities. This network will provide access to shops, hotels, and other retail venues to create a 24-hour urban environment throughout the district. Stanford Street will act as the north/south spine of the regional and neighborhood district that links the West End, Central Shops, and the Depot District.

The West End also contains a Transition Zone, which will impose specific standards for development next to the Central Shops. The intention of the Transition Zone is to ensure that new development respects the existing historic resources.

*Pedestrian retail lane in Melbourne, Australia*

**East End District**

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


*Linear park in Back Bay, Boston.*

Open space and a linear greenway that connects to Vista Park adjacent to a planned major medical facility

and urban parks will run the length of the neighborhood and provide a central open space corridor for residents and visitors. Ground floor neighborhood-serving businesses and services that face onto the parks will enliven these public spaces. Fine-grained and diverse residential building frontages will add visual interest to the district.

**Riverfront District**

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

The Riverfront District will feature spectacular views, and will reconnect the city to its river heritage while ensuring visual and physical access to the waterfront for the surrounding area. The Riverfront District will establish enhanced accessibility to one of Sacramento's most precious amenities and will enable the community to utilize the waterfront for recreation and entertainment, as well as offer visitors a unique and memorable experience in the heart of Sacramento. The Riverfront District will be linked to West Sacramento by the I Street Bridge replacement from the western end of Railyards Boulevard.

*Riverfront development in Battery Park City, New York*

## 3. Key Sites

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

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


*Figure 2-4. Key Sites*

## D. SUSTAINABILITY

Sustainable development has become an important measure of innovative city planning and land development in recent years. The Railyards provides the City of Sacramento with an excellent opportunity to follow sustainability principles in developing what will become a key component of the Central City and one of the largest new urban development projects in the country. Ensuring that sustainability is a key priority of this project will also help to propel the City toward achieving its goal of being a national leader in sustainable development. This document will serve as a primary tool to ensure that sustainable practices are followed by providing a clear design framework to assist in the review of development proposals and in creating specific strategies for public open spaces and infrastructure. This section briefly describes the sustainability principles on which these design guidelines are based and points the reader to the sections of this and other documents that reflect each principle. The Sacramento Valley Station is planned under the International Living Futures Institute (ILFI) Community Challenge framework for sustainable communities, which support these principles.In some cases, development within the station area may have more specific sustainability goals to attain.

### 1. High Density Development

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

Source: WRT|Solomon E.T.C.

*Higher densities promote the efficient use of land.*

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

### 2. Urban Infill

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

### 3. Transit Options

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

*Transit options relieve auto-dependence.*

### 4. Pedestrian and Bicycle Transportation

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

*Provision of bicycle and pedestrian facilities.*

### 5. Energy Conservation

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

Source: WRT|Solomon E.T.C.

*Green building.*

## 6. Protecting the Natural Environment

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

Source: WRT|Solomon E.T.C.

*Sacramento River.*

## 7. Reusing and Recycling

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

*Historic structure in the Railyards.*

## 8. Open Spaces and Public Gathering Areas

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

Source: VRTISolomon E.T.C.

*Lively public spaces promote vitality in cities.*

### 9. Extensive Vegetation and a Rich Tree Canopy

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

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

# PUBLIC REALM 3

## A. INTRODUCTION

The following Design Guidelines for the Public Realm incorporate and/or reference relevant portions of the Sacramento Central City Urban Design Guidelines (CCUDG). To ensure consistency across documents and to simplify the review process, applicable guidance from the Central Core Design Guidelines (CCDG) in Section 3 of the CCUDG is referenced in this chapter. The design guidelines in this document supplement or modify the Central Core guidelines, as they apply to project specific conditions in the Railyards Plan Area.

From an urban design perspective, the fabric of the Railyards will be composed of two distinct, yet highly inter-related components: the "public" realm and the "private" realm. The "public realm" consists primarily of the publicly-owned street rights-of-way and other publicly accessible open spaces such as parks, squares, plazas, courtyards, and alleys/lanes. The "private realm," which is addressed in Chapter 4, encompasses the largest portion of new development within the Railyards Area, consisting of all privately-developed buildings and associated improvements and is generally more limited in its accessibility to the public.

The public realm will play a critical role in the function of the Railyards, serving several interrelated and overlapping roles, including:

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

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

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

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

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

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

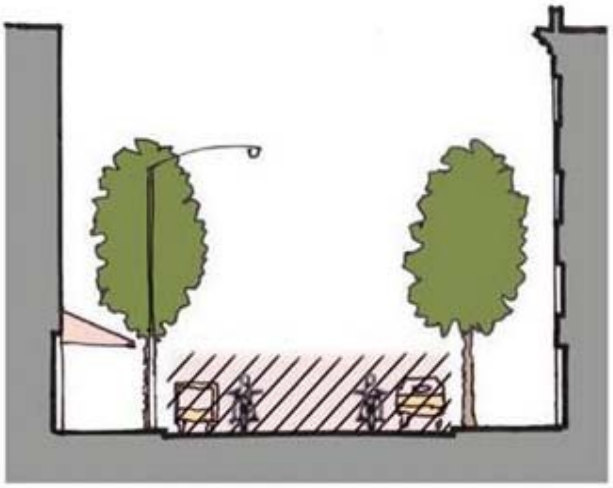
## B. TRAVELWAY REALM

The Travelway Realm guidelines, applicable to the Railyards, are consistent with the guidelines provided in Section B in Chapter 3 of the CCDG. Sections B.2 through B.4 of Chapter 3 are included here by reference. The intent is to provide guidelines for the design of City streets that will accommodate effective circulation of automobiles and bicycles within the Railyards, while also promoting a more walkable downtown that is safe, convenient, and comfortable for pedestrians.

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

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

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



Source: WRT|Solomon E.T.C.

*Travelway Realm.*

## 1. Street Typology

PRINCIPLE: The design of the public street rights-of-way shall balance vehicular circulation with all modes of transportation to create a safe, comfortable, attractive, and robust pedestrian and bicycle environment.

### Background and Intent

As addressed in Section B.1 in Chapter 3 of the CCDG, the street system within the Central City is characterized by a grid of streets with 80-foot-wide rights-of-way, set on 400 x 420-foot centers, there will be a greater variety of street types within the Railyards. There are five categories of streets planned for the Railyards Area: Boulevards, Major Streets, Main Streets, Minor Streets, and Alleys.

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

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

### General Guidelines

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

### Street Types

Street types within the Railyards include the following:

- Boulevard
- Major Street (similar to Corridor Street in the CCDG)
- Main Street (similar to Retail Street in the CCDG)
- Minor Street (similar to Two-way Greenway Street in the CCDG)
- Alley and lanes (similar to alleys in the CCDG)

Source: WRT|Solomon E.T.C.

*One-way Corridor Street.*

## 2. Streets in the Railyards

For specific roadway details and street sections, refer to the Specific Plan, Chapter 7, "Transportation and Circulation."

### a. Boulevard: Railyards Boulevard

**Description**

Railyards Boulevard is the primary east-west street in the Plan Area, which connects Jibboom Street at the western edge of the Plan Area to 12th Street on the eastern edge of the Plan Area. Railyards Boulevard will exhibit typical urban boulevard qualities, including a generous right-of-way width of 103 feet, wide sidewalks, large canopy trees, distinctive-looking street lamps, parallel parking, and dedicated bike lanes. Though Railyards Boulevard is designed to accommodate large volumes of vehicle traffic, it will be designed in ways that make it a comfortable place for pedestrians and bicyclists, as well.

**Guidelines**

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

### b. Major Streets

**Description**

Major streets in the Railyards serve as primary corridors for vehicles, pedestrians, and bikes across the Plan Area. These roadways will also serve as important gateways that carry people into the Railyards and as unifying threads that lend a cohesive character to the Plan Area, as a whole. Although they are designed to accommodate significant volumes of vehicle traffic, these streets will also generally include bike facilities and pedestrian amenities that will make walking bicycling attractive, including wide sidewalks and, large canopy trees., and dedicated bicycle lanes / paths. 7th Street also serves as a transit street, designed to also support light rail access and service along the Downtown-Natomas-Airport (DNA) rail line.

**Guidelines**

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

1) A common design language that runs the entire length of these streets.
2) Paving materials and site furnishings should lend a distinctive character that complements the grand scale of the street.
3) Decorative lighting, in keeping with the character of the buildings that line the street, is encouraged. The design of this lighting shall be consistent for the entire length of the street.
4) Typical 16 foot sidewalks on new streets, except as noted in Section C.1.a, which follows in this chapter.

**5th Street**

**Description**

5th Street, a three-lane transportation artery will be the primary circulation route for vehicles traveling north-south through the Plan Area. 5th Street will exhibit similar design characteristics to many other grand, high-capacity streets that currently exist in the downtown area.

**Guidelines**

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

1) Street trees, paving, site furnishings, and lighting shall be consistent for the entire length of the street, except at the 5th Street Steps.
2) Parallel street parking shall be continued on both sides of the street, north of the UPRR tracks. In the direction of traffic flow, a dedicated bicycle lane shall also be provided.
3) Where appropriate, tree grates should be used in order to facilitate pedestrian movement.

**7th Street**

**Description**

7th Street is envisioned both as the primary travel route across the Railyards, between the American River Parkway and Downtown Sacramento and as the future alignment of the Downtown/Natomas/Airport (DNA) Light Rail Line, which will carry passengers from Downtown to the Sacramento International Airport.

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

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

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

**Guidelines**

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

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

**North B Street**

**Description**

North B Street will serve as a major roadway that runs along the northern border of the East End district. North B Street will consist of two travel lanes in each direction, plus a center turn lane and 6-foot Class II bicycle lanes and 7-foot parking lanes on each side of the street. North B Street is bordered by an existing, raised levee on its south side.

**Guidelines**

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

1) Separated sidewalks, with a landscape parkway and street trees planted along the entire length, on both sides of the street.
2) Bicycle lanes shall be provided along the entire length of the street, between 5th Street and 10th Street, adjacent to the Plan Area.
3) Where appropriate, tree grates should be used in order to facilitate pedestrian movement.

**Camille Lane**

**Description**

Camille Lane will be pedestrian-focused, with shaded sidewalks, on-street parking, and bike lanes that create a comfortable connection through the mixed-use core of the Railyards. The street will be lined with a mix of retail, hotel, residential, and office uses on the ground level and loft housing, office space, or other uses on the upper stories.

**Guidelines**

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

1) Right-of-way, which includes two travel lanes and traffic calming features that will ensure slow vehicle travel.
2) Camille Lane will also include bicycle lanes.
3) A common design language shall run the length of the street, serving as a unifying element for the Riverfront and West End Districts.
4) Street trees, paving, site furnishings, and lighting shall be the same the entire length of the street.
5) The street should have shaded generous sidewalks to accommodate high volumes of pedestrian access to the riverfront.

**6th Street**

**Description**

While 5th and 7th Streets will serve as the primary north/-south conduits for traffic moving north and south across the Plan Area, 6th Street will be a two-way, slower-moving, more pedestrian- and bicycle-friendly route. South of Railyards Boulevard, 6th Street has a right-of-way of 80 feet, which includes two travel lanes, a center turning lane, as well as a Class 4 protected bicycle lane, parking lanes, sidewalks, and planting strips on both sides of the street.

**Guidelines**

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

1) Bicycle lanes shall be provided along the entire length of 6th Street, within the Plan Area.
2) Trees shall be planted along the entire length of the street, except on the bridge structure. . Where appropriate, tree grates should be used, in order to facilitate pedestrian movement.

**c. Main Street: Stanford Street**

**Description**

Stanford is the Plan Area's "Main Street." Main street will serve as the center and hub of retail and community activity within the Railyards retail district. Within the Central Shops district, Stanford Street has an urban character, consisting of wide sidewalks and plazas that create opportunities for cafés and other retail uses to spill out onto sidewalks and open spaces. A wide plaza on the west side of Stanford Street is anchored by retail uses on either end and possibly shaded tree bosques, water features, and pedestrian amenities that provide shoppers and passersby a place to gather and rest. South of Railyards Boulevard, the street will be lined with a high concentration of shops and entertainment venues on the ground level and loft housing, office space, or other uses on the upper stories. North of Railyards Boulevard, Stanford Street transforms into a quieter paseo connection through the medical campus, with wide sidewalks, a bike trail, and shade trees that provide a north-south connection to Vista Park.

**Guidelines**

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

1) Stanford Street will be a designated bicycle route, with bicycles sharing the travel lane with vehicles, south of Railyards Boulevard and a designated Class I bike trail, north of Railyards Boulevard.
2) A common design language of street, walkways, and possibly accent trees, street lights, and furnishings shall run the length of the street, serving as a unifying element for the Central Shops and West End districts.
3) The street should have generous sidewalks and plenty of shade, to accommodate high volumes of pedestrian traffic.

4) A distinctive paving pattern should be used for the plaza areas, within the Railyards retail district, in order to set this special area apart from other streets.

**d. Minor Street**

**Description**

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

**Guidelines**

Minor Streets would have the following:

1) Street trees, paving, site furnishings, and lighting shall be consistent for the entire length of the street.
2) Street trees shall be selected that are properly scaled to the street width.
3) Paving materials shall be selected to be in keeping with the character of the district and appropriate for the uses proposed for the parcels fronting on the street.
4) Pedestrian-scaled street lights shall be provided.
5) New streets should generally have generous 10-foot or wider sidewalks to accommodate pedestrian traffic although 16-foot sidewalks are preferred, when possible, in accordance with the Specific Plan.

**e. Alleys and Lanes**

**Description**

Sacramento's alleys are valuable assets—they supplement the pedestrian network in the existing vehicular realm and increase vehicular accessibility. Alleys provide access to the service areas of individual parcels in high density, mixed-use, and commercial districts and serve as a pedestrian-scaled narrow street for secondary residential units. Although alleys may not be appropriate on every block within the Railyards, where they are provided, their design and function should consider the following guidance.

The design guidance in this section describes four types of alleys, including their functions and design/ operational principles. These alleys are: 1) commercial district services alleys, 2) commercial district pedestrian lanes, 3) residential district alleys, and 4) shared use alleys.


*Example of pedestrian-oriented alley lined with shops and restaurants.*

### *i. Alleys and Lanes: Commercial District Service Alleys*

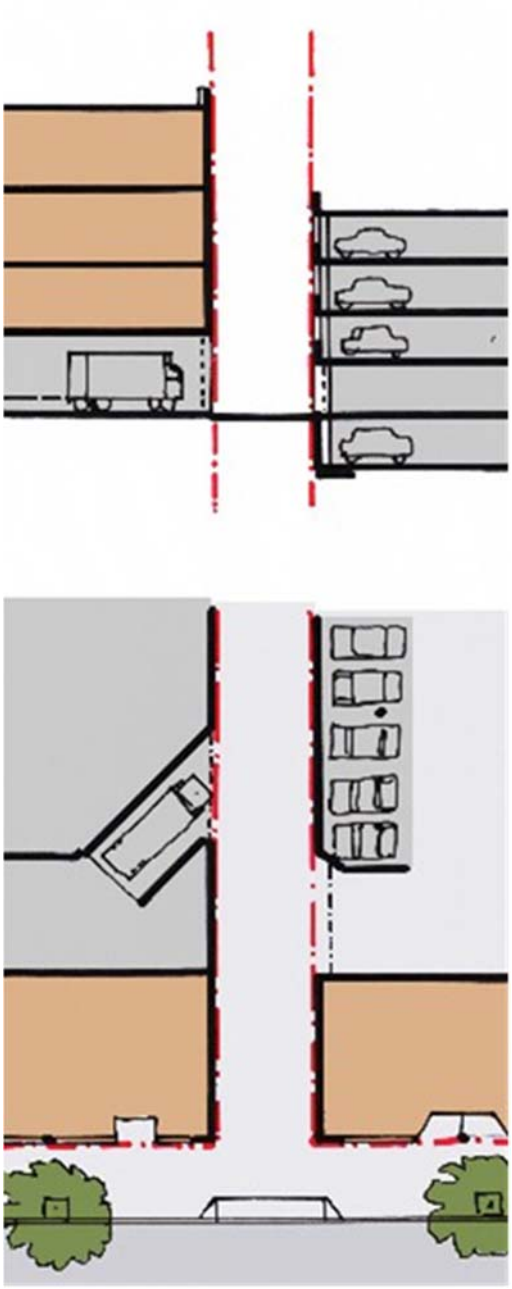
PRINCIPLE: In commercial districts, alleys should provide access to parking and service areas for commercial buildings, reducing street traffic and conflicts along the sidewalks.

Commercial district service alleys support public access to parking and service areas for deliveries, waste collection/removal, and other essential public service functions, removing these functions from primary roadways. Although commercial service alleys are not specifically identified on the Railyards plans, they should be provided, where appropriate to support building service functions as well as provide for high quality pedestrian use. Alleys in commercial districts should reference the recommendations for commercial district service alleys, provided in Section B.1 of the CCDG. Their proposed locations will be identified during the project level, site plan design and review application phase.

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

Source: WRT|Solomon E.T.C.

*Service alley in the CBD.*



Source: WRT|Solomon E.T.C.

### *ii. Alleys and Lanes: Commercial District Pedestrian Lanes*

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

Within the Railyards, there is an opportunity for some alleys in the commercial district to be -developed as passages, suitable for pedestrian and retail activity. As provided in the design guidelines for the commercial district pedestrian alleys in Section B.1 of the CCDG, should encourage mid-block pedestrian paths and the potential for small-scale retail activity, such as cafes, bars, and coffee shops with outdoor seating. Alleys / pedestrian lanes are also desirable in that they will break down building mass on larger blocks and to achieve a maximum street wall length of 320' (about the distance of a standard Central City block, measured from the build-to-line) Alley and lane activation is enhanced through unique pedestrian scale paving materials, commercial spaces opening onto the alley and lanes and creating small plazas and indirect alley and lane connections.

Limited vehicle and service activities may be allowed during off-peak hours, subject to conditions of development approval that ensure vehicle and service vehicle use do not significantly interfere with the primary pedestrian alley function.

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

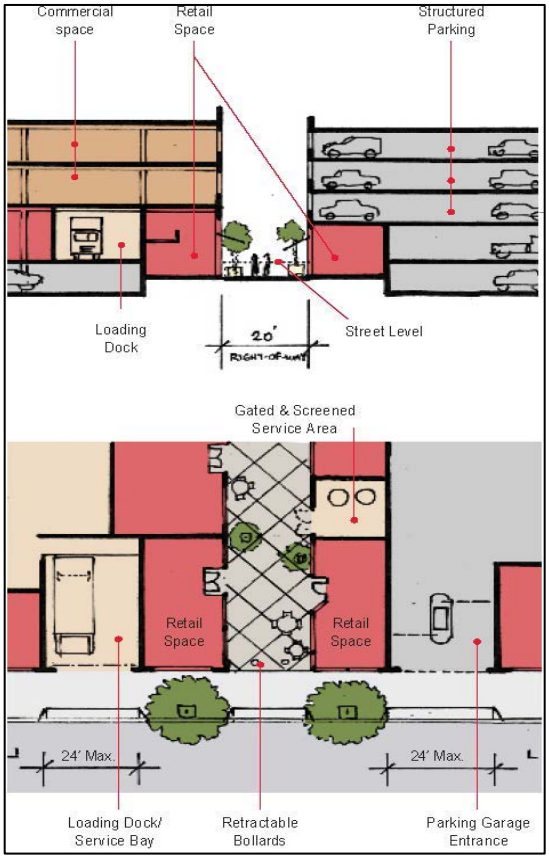
On the left side of the plan and section diagram, to the right, is a commercial building, with ground floor retail at the corner and a service/loading area facing the adjoining numbered street.

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

Garage access would need to be from the numbered-street only in order to avoid conflict with pedestrian activities on the alley. Commercial district pedestrian alleys should follow the design guidelines in Section B.1 of the CCDG.

Source: WRT|Solomon E.T.C.

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




Source: WRT|Solomon E.T.C.

### *iii. Alleys and Lanes: Residential District Alleys*

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

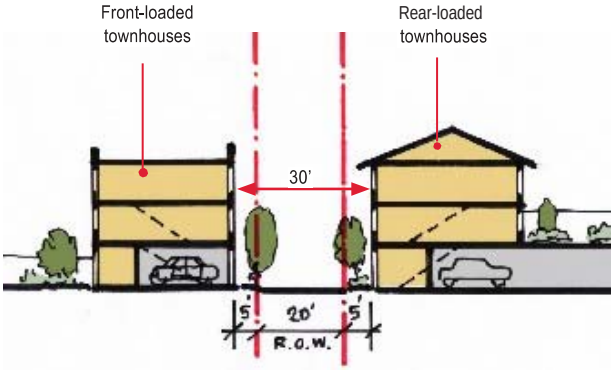
Residential alleys in the Railyards should be designed in accordance with the guidelines for residential district alleys, provided in Section B.1 of the CCDG, to provide primary vehicle access to garages and service areas. While residential alleys are not specifically identified on the Railyards plans, they are encouraged to provide safe public and private access, at appropriate locations. The location of residential alleys would be identified during the project level, site plan design and review application phase. As noted previously, alleys are also desirable in that they will break down building mass on larger blocks and to achieve a maximum street wall length of 320′ (about the distance of a standard Central City block, measured along the build-to-line).

Where residential alleys are the primary~~,~~ or sole~~,~~ means of vehicular access to residences, conditions of development approval should require that service vehicles do not block residential access.

The drawings and images to the right show examples of a residential alley:

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

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




Source: WRT|Solomon E.T.C.

*Japanese "shared street".*

Source: WRT|Solomon E.T.C.

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

*iv. Alleys and Lanes: Shared-Use Alleys*

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

**Guidelines**

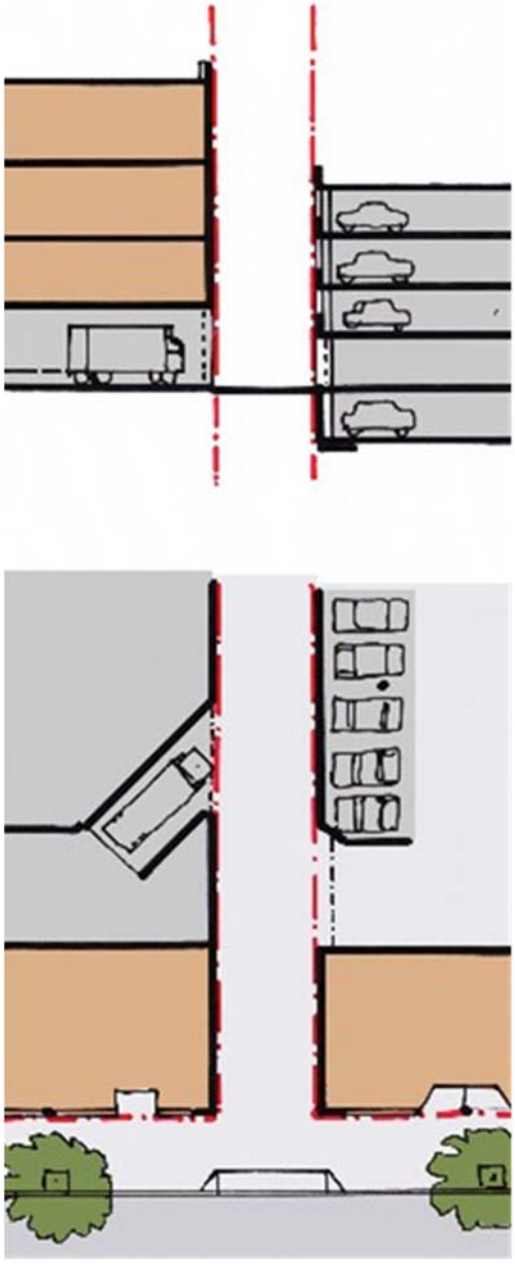
Shared use alleys in the Railyards accommodate pedestrians and bicyclists, as well as support vehicular access to parking. Shared use alleys should be designed and operated in accordance with the guidelines for shared use alleys in Section B.1 of the CCDG, to ensure that vehicles do not preclude, or significantly interfere with, pedestrian use of these alleys. Alleys / lanes are also desirable in that they will break down building mass on larger blocks and to achieve a maximum street wall length of 320' (about the distance of a standard Central City block, measured along the build-to-line).

While these alleys are not specifically identified on the Railyards plans, they are encouraged to be provided, where appropriate and their proposed locations identified during the project level, site plan design and review application phase.

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

*British "home zone" shared street concept.* *Belden Place, San Francisco.*

Source: WRT|Solomon E.T.C.



Source: WRT|Solomon E.T.C.

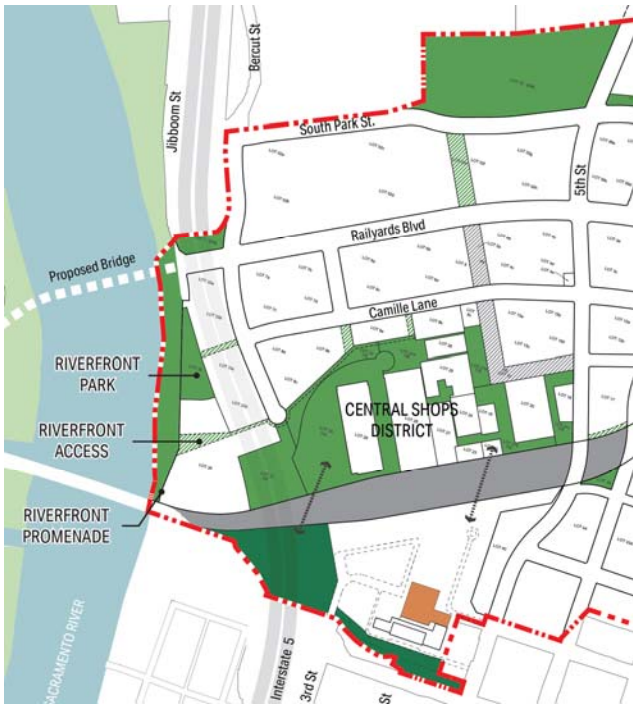
## C. Pedestrian Realm

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

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

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

At the heart of the Railyards Plan is the Central Shops district. In addition, to bike and pedestrian access provided along roadways, districts within the Railyards are also connected to the Central Shops by off-street bike and pedestrian access. Bike and pedestrian access is provided via two tunnels that connect the Depot district to the Central Shops district under the railroad tracks, and other connections are provided through public access easements and paths connecting the Central Shops to the West End and East End districts to the north and to the riverfront open space, trails, and amenities to the east. A shared access main street within the Central Shops district provides wide sidewalks that facilitate bike and pedestrian movement through the district.



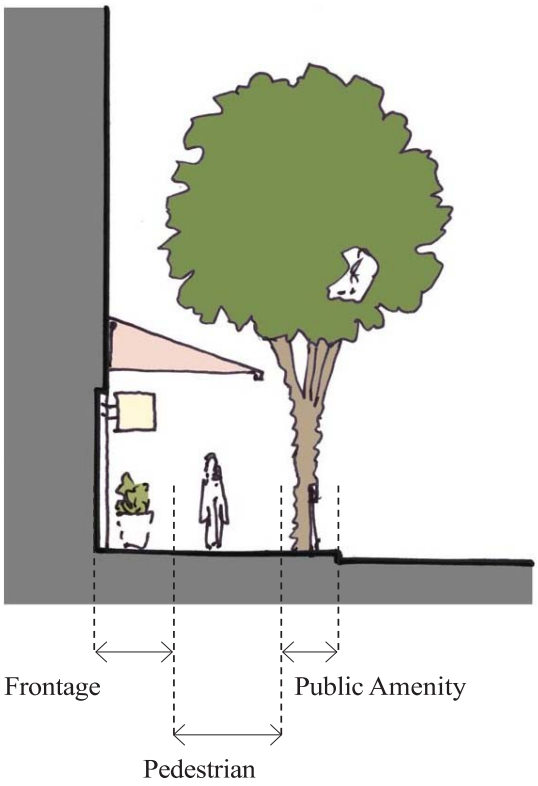

Source: AECOM / CoS

*Figure 3-1 Bike and Pedestrian Access to and from the Central Shops.*

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

As shown in the section diagram, the three zones generally occur on both sides of the street. The pedestrian zone is the middle zone and primarily accommodates pedestrian circulation. The amenity zone generally is adjacent to the street and accommodates public facilities and street furnishings. The Frontage Zone is adjacent to building frontages and serves as a transition area. These zones are conceptual and while they may be clearly represented and delineated on some streets, on other streets, they may be missing or weakly defined.

***Pedestrian Realm***




The pedestrian realm guidelines for the Central Core Area, provided in Chapter 3, Section C of the CCDG also apply to the Railyards Plan Area. The following categories of guidance are relevant to and should reference the applicable sections of the CCDG, provided below, except where specific alternative conditions or guidance are identified for the Railyard Plan in this Chapter.

| Design Guideline Topic | Applicable Central Core Design Guidelines Section |
|---|---|
| 1. Sidewalks (i.e., the topics of street widths and paving. | Chapter 3, Section C.1 |
| 2. Functional Zones (i.e., the topics of pedestrian zone, public amenity zone, and frontage zone) | Chapter 3, Section C.2 |
| 3. Street Furnishings and Amenities (i.e., the topics of bicycle racks, transit stops, street lighting, and other furnishings and amenities) | Chapter 3, Section C.3 |
| 4. Transit Stops | Chapter 3, Section C.3 |

## 1. Public Sidewalks

### a. Sidewalk Widths

1) Refer to the guidelines provided in Section C.1.a of the CCDG, except where noted below. Refer to Chapter 7 of the Specific Plan for Railyards street sections and specified sidewalk dimensions. Typical sidewalk widths in the Railyards shall be 16 feet, but no less than 14 feet, except at the following locations. On existing streets in the Railyards, constrained by right-of-way area, and/or recently constructed with narrower sidewalks, including:
    a. Existing portions of 5th Street;
    b. On the 5th and 6th Street bridges and 7th Street tunnel;
    c. Along portions of South Park Street, between Bercut Drive and Vista Park, where right-of-way constraints existing;
    d. Along the portions of North B Street, where existing right-of-way constraints exist;
    e. F Street, and G Street within the Plan Area, where right-of-way constraints exist;
2) Along portions of Bercut Drive, between Railyards Boulevard and South Park Street, where special conditions are Street, and G Street within the Plan Area, where right-of-way constraints exist;
3) Along 7th Street, which will be designed with a unique street section, to accommodate bike, pedestrian, and transit access; and
4) Along Stevens Street, a minor shared access roadway.

*[Modification to Chapter 3, Section C.1.a. of the CCDG].*

### b. Sidewalks Paving

Refer to the guidelines provided in Section C.1.b of the CCDG, with the following exception:

1) **Decorative Paving.** Decorative paving is encouraged along Stanford Street within the public and private realm to help establish a distinct character for main street.

### c. Pedestrian Tunnels

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

**Background and Intent**

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

**Guidelines**

1) Pedestrian tunnels should have specially-designed and articulated floors, walls, and ceilings and should be surfaced with high-quality materials such as stone, terrazzo, brick, and high-end modular ceiling systems.

2) Tunnel designs and finishes may follow any number of design styles, ranging from historical to contemporary. Tunnel design styles should be selected depending on tunnel location and the types of areas being connected.

3) Tunnel lighting should be installed for illumination primarily from above, to mimic natural sun conditions, and should include both recessed, deflected lights as well as direct downward lighting.

4) Tunnel lighting should be designed to be artistic as well as functional, and might include colored light displays for visual interest.

5) If possible, tunnels should also feature openings up to the outdoors in mid-tunnel areas.

6) Well-designed advertising and/or public art should be included on the walls of tunnels to provide visual interest.

7) Retail uses are encouraged within tunnels, where feasible.

## 2. Street Furnishings and Amenities

### a. Street Lighting

Refer to the guidelines provided in Section C.3.d of the CCDG, with the following exception:

1) **Height of Light Fixtures.** The height of light fixtures should be designed to promote a pedestrian scale to the public realm and to minimize light spill to adjoining properties. In active and more intimately scaled pedestrian zones, pole mounted fixtures should not exceed 15 feet in height from grade to light source. On larger streets, at major intersections, additional roadway lighting may be necessary, with a mounting height of up to 30 feet [Chapter3, Section C.3.d. of the CCDG].

## D. LANDSCAPE

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

The landscape guidelines for the Central Core Area, provided in Chapter 3, Section D of the CCDG also apply to the Railyards Plan Area. Refer to the guidelines provided in Section D of the CCDG for landscape guidelines, with the following exceptions:

**a. Street Tree Guidelines**

1) **Trees in New Development Areas**. Street trees represent a critical framework element and piece of green infrastructure within the public right-of-way. In newly developing and/or redeveloping areas, street tree design, including species selection, tree spacing, and planter dimensions should occur concurrently with and guide the selection and placement of public facilities, such as street lights and signage, rather than being treated as an afterthought.

2) **Horizontal Clearance**. To maintain proper clearance and sight lines, street trees generally should be located no closer than:

   - 10 feet from a building façade to center of tree.
   - 15 feet from street lights.

3) **Canopy Cover.** Street tree spacing should support the City goal of achieving at least 50% shade coverage of streets and paved areas, as appropriate.

**b. Tree Planting Guidelines**

1) **Tree Well Dimensions**. In order to promote tree health, tree wells should generally be 8 feet by 8 feet or 8 feet by 6 feet, where feasible. In constrained rights-of way, the minimum ~~dimensions~~ dimension should be 6 feet by 6 feet. Smaller dimensions may be allowed under exceptional circumstances.

2) **Parkway Planting Strips.** Planting strip dimensions should generally be 8 feet by 8 feet or 8 feet by 6 feet, where feasible. In constrained rights-of way, the minimum dimensions should be 6 feet by 6 feet. Smaller dimensions may be allowed under exceptional circumstances.

3) **Tree Grates.** In constrained circumstances, and where necessary to achieve the desired tree well or planting strip dimensions, tree grates designed for safe pedestrian access and disabled accessibility compliance may be allowed in the pedestrian zone.

*[Modification to Chapter3, Section D.3]*

## E. SMALL PUBLIC SPACES

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

The small public spaces guidelines for the Central Core Area, provided in Chapter 3, Section E of the CCDG also apply to the Railyards Plan Area.

## F. PUBLIC ART

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

The public art guidelines for the Central Core Area, provided in Chapter 3, Section F of the CCDG also apply to the Railyards Plan Area.

## G. PARKS AND OPEN SPACE

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

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

Open Space


Source: AECOM / CoS

## 1. Roundhouse Plaza

### Design Intent

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

### Guidelines

1) Use the footprint and form of the original Roundhouse building to create a plaza space that physically and visually connects the West End District with the Central Shops District. Respect the remaining features and original layout of the Roundhouse building as the inspiration for the site's design. Retain the potential for future reconstruction of the roundhouse building in any plaza design or construction.

2) Take inspiration from the location, spatial relationships and form of the historic Roundhouse for groundplane patterning and structures, including openings.

3) Human-scale elements that help create a more comfortable public space should be incorporated as part of the redesign of the site; however, these should not mask or otherwise compromise the character-defining features of the building, including its structural members.

4) Consider the rail track and the rail car as modules when thinking of patterning for landscape, site features and paving.

6) Limit introduction of new structures, poles, and even trees, in the interest of preserving the site's historic characteristics and sightlines to the turntable, which is situated at the center of this plaza, as well as to historic buildings and structures on adjacent sites.

7) In many cases, the use of shade structures, as needed, may be more appropriate than providing shade via new tree plantings.

8) Arrange seating so as to facilitate congregating.

9) The area east of the Roundhouse, adjacent to the Erecting Shop, is an important connection point between districts, both visually and physically. Keep this area open and maintain views to the shops.

10) Integrate and complement the Roundhouse Plaza when designing new development, including site and building designs.


Source: AECOM / CoS

*Figure 3-3. Roundhouse Plaza*

## 2. Powerhouse Court

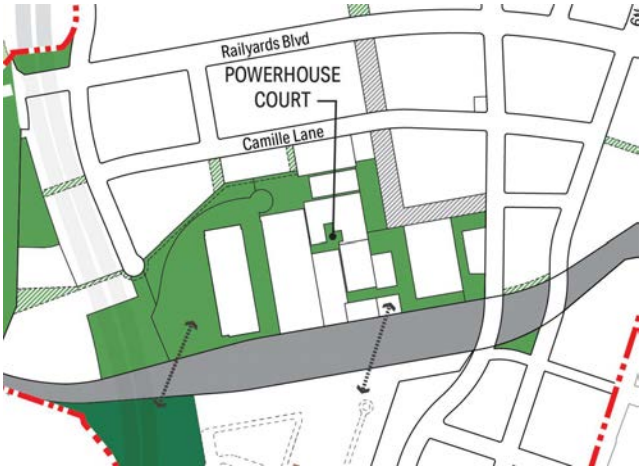
### Design Intent

This plaza is surrounded on all four sides by historic shops buildings. Retain the space as an open and unobstructed plaza, that respects this historic context,

and that will facilitate circulation through the space. Respect the character-defining features of the space in the design and placement of any improvements within the site.

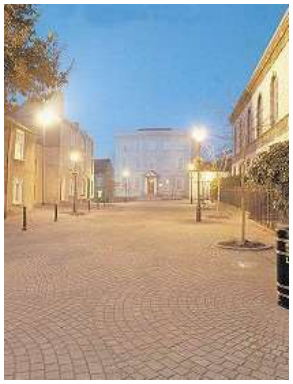
### Guidelines

1) The plaza shall address the pedestrian connection that will be established through the former Car Shop.
2) Placing a monument in this location may be appropriate.
3) Establish a special identity for paving and site furnishings in this space while also relating to those used throughout the Central Shops Historic District.
4) Consolidate lighting fixtures onto existing power/light poles as much as possible to avoid introducing visual clutter of new poles into open spaces.
5) Provide light fixtures that complement with the Central Shops Historic District vocabulary, be differentiated from the historic district's features and characteristics and not create a false sense of history, and provide appropriate light for nightime uses and highlighting for the historic features of the district.]=




Source: AECOM / CoS

*Figure 3-4. Powerhouse Court.*



## 3. Market Plaza

### Design Intent

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


Source: AECOM / CoS

*Figure 3-5. Market*

### Guidelines

1) Consider the historic use, layout, and design of the rail car transfer table as inspiration for the Market plaza's design.

2) Honor the industrial context and work with the overall vocabulary of the Central Shops in site furnishing design and placement. Furnishings might include benches, tables, shade structures, chairs, bike racks and trash receptacles.

2) Protect historic features when installing light fixtures that will provide appropriate lighting for safe nighttime uses and highlighting of historic features.

3) Provide space that allows for both small informal performances and large organized events.

4) Consider the views and spatial relationships between structures.

5) Celebrate the historic industrial character of the surrounding context in selecting new designs and materials for use within the space.

## 4. Museum Plaza

### Design Intent

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

### Guidelines

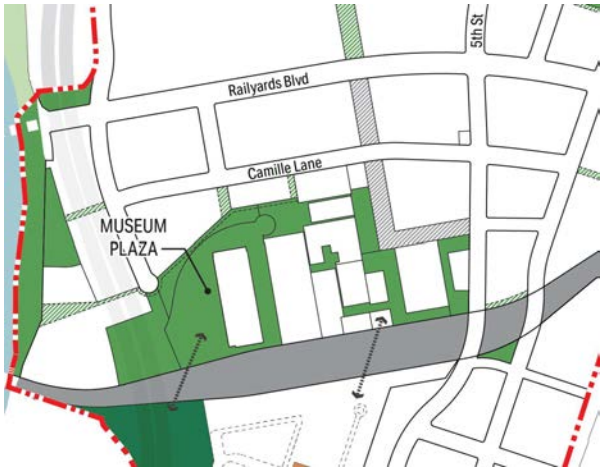
*1)* Celebrate the history of the site in design of any plaza improvements.

*2)* Look to historic and existing track patterns for design inspiration.

*3)* Allow for large gatherings and functions associated with the State Railroad Museum.

*4)* Place any trees or shade structures strategically to provide maximum shade while preserving views.

5) Relate the design of new site furniture, lighting and materials should work with the palette of the Central Shops, but can be with attributes unique to this location.

6) 


Source: AECOM / CoS

*Figure 3-6. Museum Plaza*

Ensure there are views open to the river.

7) Design the passage under Interstate 5 to be perceived as a unique amenity that, on its own, serves as a one-of-a kind attraction while also providing a safe, appealing, and interesting passage between the Shops and the Riverfront. To this end, incorporate public artwork in this portion of the plaza, as discussed in the Section C.6 earlier in this chapter. Artwork that includes lighting or lit elements is encouraged.

8) Consider plantings along the edges of the freeway overpass that could help muffle noise from vehicles passing overhead and create a more attractive-looking space. However, note that any landscape features need to be properly maintained so as to avoid the creation of dark and potentially dangerous places.

9) Design the plaza to incorporate design features that commemorate the historic track alignment into the street pavement, street furniture, signage, etc.

## 5. Riverfront Park

### Design Intent

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

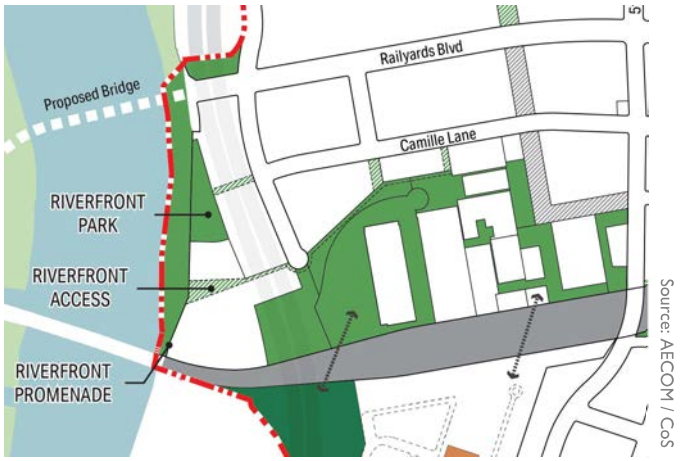



*Figure 3-7. Riverfront Park.*

### Guidelines

1) Provide a dedicated pedestrian path in the park that is continuous and located as close to the river's edge as possible.
2) Provide a dedicated bike path parallel to the pedestrian path.
3) Provide a strong connection to the water and provide public access.
4) Provide riparian planting and use native species when possible.
5) Provide site furnishings such as benches, tables and chairs, bike racks and trash receptacles.
6) Provide lighting sufficient for safe nighttime uses.
7) Provide a strong physical connection to the uses adjacent to the park.
8) Provide pedestrian access to the Central Shops Historic District from the park and views to and from the river and riverfront.

## 6. The 5th Street Steps

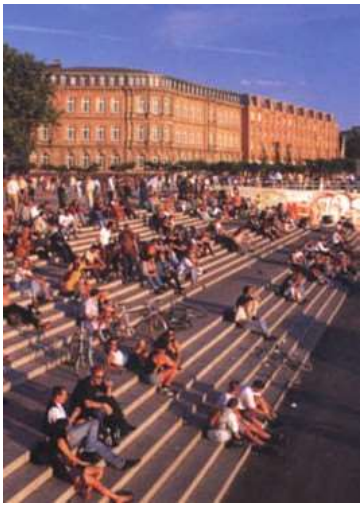
### Design Intent

The 5th Street Steps feature a set of steps that descends from the 5th Street bridge and open onto a plaza area and open space in the Central Shops district.

### Guidelines

1) Provide paving and planting design and materials from the 5th Street Steps palette that can merge with the materials of the surrounding streetscape to create a visual transition into the Central Shops and the larger Railyards project.

2) Provide as gradual a transition in grade a possible for pedestrians descending or ascending between the 5th Street bridge and the Central Shops.




Source: AECOM / CoS

*Figure 3-8. The 5th Street Steps.*

## 7. Stanford Walk

### Design Intent

Stanford Walk is a continuous pedestrian and bicycle connection between the Roundhouse Plaza, Railyards Boulevard, and Vista Park. The corridor will use a consistent design vocabulary to create a strong link between the districts.

### Guidelines

1) Use a consistent planting and materials palette, as well as consistent site furniture, along the Walk's entire length to strengthen the connection between the districts.
2) Provide a series of water, art and/ or vertical features that serve as a connective element between the different portions or areas of the Walk.
3) Use tree plantings as markers that guide visitors across districts.
4) Provide understory planting to underscore the geometry of the tree planting.
5) Provide paving and planting designs and materials that are both decorative and designed to stand up to high volumes of pedestrian traffic.

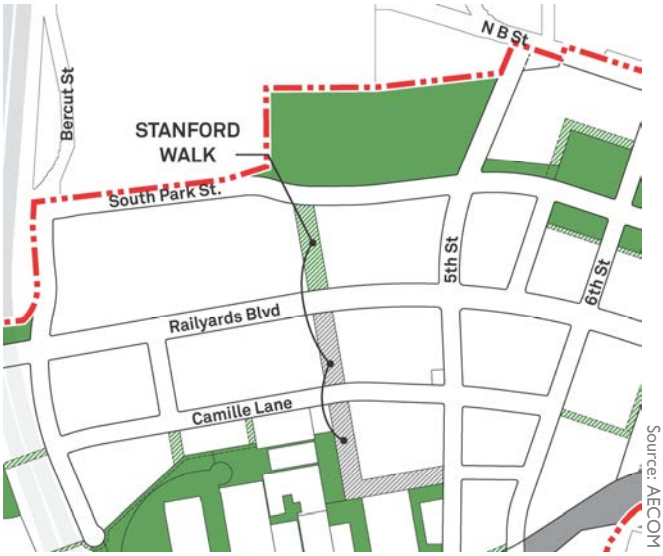
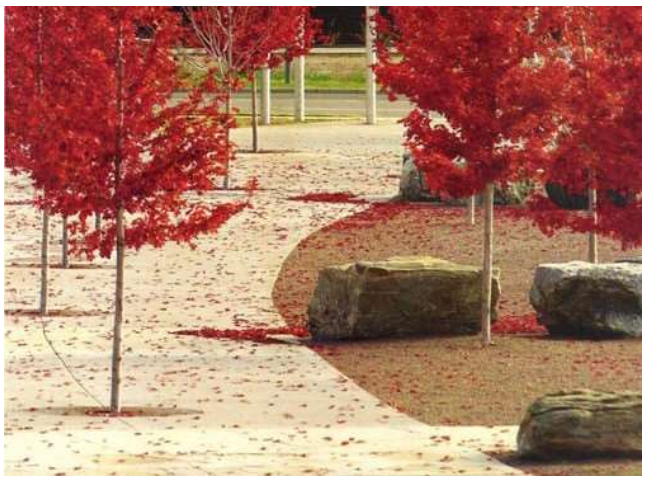



*Figure 3-9. Stanford* Walk.



## 8. Vista Park

### Design Intent

Vista Park responds to existing grades with sculptural landforms that shape functional spaces. The highest portions of the park will provide stunning view corridors towards the Central Shops, the MLS Stadium, the Sacramento River and other nearby neighborhoods. An informal playing area and flexible open space nestles into the edges of the landform, creating space for performances and sports. Circulation within the park is informed by adjacent open space corridors and connects major pedestrian routes. The design, materials and planting palette highlight the landform as the central physical feature in the park. A key attraction will be the height which provides views towards the Sacramento River and the surrounding area.

### Guidelines

1) Provide a large flexible open space that is configured so users are facing west and southwest, enabling views towards downtown Sacramento. Utilize the topography and fill present onsite to influence the overall site design and create sculpted landforms.

2) Provide areas for active uses that compliment adjacent parks and open space functions, such as playgrounds, picnic areas and a dog park.

3) Provide active play areas and flexible fields that can be used for various sports activities.

4) Provide a pedestrian path that connects the adjacent Neighborhood Parks to the Stanford Walk, as well as access to surrounding bike routes.

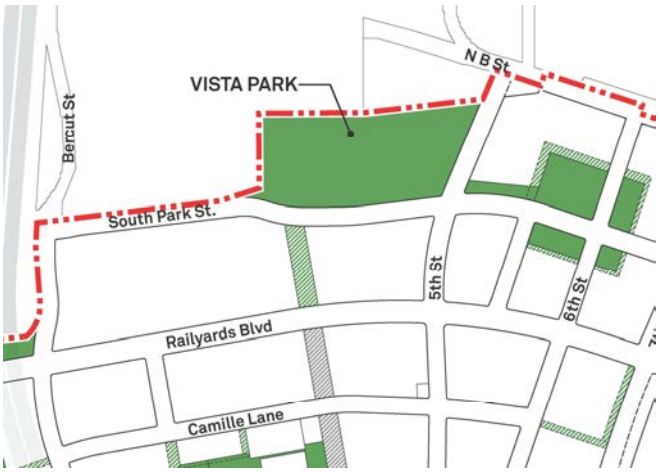
5) Provide seating nodes, shade and areas for small gatherings and formal areas to for children to play.

6) Strategically place landscaping and shade structures so as not to interfere with views toward the Sacramento River and Downtown.

7) Site furnishings, lighting, and materials will be unique to the park, but similar in character to those used throughout the West End District.

8) Design the park in conjunction with the Neighborhood Parks to provide a cohesive connection between the two.

9) Provide clear pedestrian connectivity and visibility to adjacent parcels and streets, as well as provide amenities that can be shared with adjacent uses.




Source: AECOM

*Figure 3-10. Vista Park.*

## 9. East End Neighborhood Parks

### Design Intent

The East End Neighborhood Parks will serve as gathering places for residents of the East End District for play, outdoor dining, community gardening and other passive and active recreational activities.


*Figure 3-11. East End Neighborhood*

### Guidelines

1) The Neighborhood Parks should be connected by wide landscape corridors in both the public and private realm that serve pedestrians and bicyclists to link Vista Park on the west end and the MLS stadium on the east end.
2) Neighborhood parks should be designed to provide informal play areas and amenities for young children and their families, such as tot lots and adventure play areas.
3) Neighborhood Parks should provide shaded seating areas and other small gathering areas.
4) Neighborhood parks may be designed with unique design themes.
5) Streetscape planting should match the palette planned along South Park Street.
6) Site furniture should include benches, shade structures, tables and chairs for outdoor dining, and trash receptacles.

## 10. Interpretive Walk

### Design Intent

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

### Guidelines

1) Locate the greatest concentration of exhibits in the Central Shops, but ensure that the interpretive walk also connects to historic points in other parts of the Railyards, including Old Sacramento, Alkali Flat, and the Sacramento Riverfront.
2) Use structures or landscape elements historically found in the Railyards, such as palms, to help guide pedestrians on the walk.
3) Use creative and consistent signage utilized along the interpretive walk.
4) Choose lighting and street furniture that will reflect the history being interpreted and set the walk apart from other pedestrian routes, giving this path its own unique character. Provide rest stops with benches in shaded areas along the route.

## 11. Chinese Landscape Design Theme Area in the Depot District

### Design Intent

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

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

### Guidelines

1) Include a Chinese landscape design theme area as a component within the landscape and open space within the Depot District.
2) Include features typically found in Chinese gardens, including water features, decorative stones, a pavilion, and a pond as illustrated on this page.
3) Include a monument or statue commemorating Sacramento's Chinatown and Chinese contributions to Sacramento and the Transcontinental Railroad.

# PRIVATE REALM 4

## A. INTRODUCTION

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

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

Due to the historic character of the entire Central Shops Historic District is not included in this chapter and instead will be addressed in Chapter 5 (Historic Resources).

### 1. Urban Design Policies

The intent of the Design Guidelines is to insure that all development in the Sacramento Railyards Specific Plan Area contributes to the creation of a unique and special place. The guidelines that form the criteria for the private realm/architectural review are based on the following policies:

1) **Context:** Allow for creative architectural solutions that acknowledge contextual design issues, e.g. historic infrastructure, topography, and adjacent development.

2) **Character:** Where possible and appropriate, complement the architectural character of existing historic building enclaves and promote harmony in the visual relationships and transitions between new and older buildings. In areas that lack existing or historic structures, projects should reflect the best in urban design concepts and intended character of the district in which it is located.

3) **Scale:** Transition the bulk and massing of new buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction. In areas that lack existing development, projects should respect view corridors of nonadjacent uses and reflect the intended scale of the district in which it is located.

4) **Pedestrian:** Enhance and promote the pedestrian experience. Design sites and buildings with street activation, block porosity and connectivity

5) **Materials:** Promote efforts to utilize high quality building materials, detailing and landscaping.

6) **Integrated Services:** Promote functional and aesthetic integration of building services, vehicular access and parking facilities.

7) **Sustainable Design:** Promote sustainability in building design, site design, building massing, fenestration, shading devices, material selections, active systems, construction, and operation. Buildings should be designed to demonstrate sustainable features and energy conservation

## B. KEY SITES

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

### Background and Intent

Buildings located at key sites should embody the identity of the district in which they are located. Special architectural consideration should be given to all development located on these sites, shown in Figure 4-1, so that they enhance their position within the district and ensure the creation of landmarks within the Railyards Plan Area.

### Guidelines

#### *i. Corner Sites at Primary Intersections*

1) Buildings and the articulation of building facades should be oriented to specifically address the corner and intersection.

2) Primary entry should be oriented towards the corner and visible from the intersection.

#### *ii. Terminated View Corridors*

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


Source: AECOM / CoS

*Figure 4-1. Key Sites Diagram*

## C. RAILYARDS DISTRICTS

As discussed in Chapter 2, due to the scale, prominence, history, and physical context of the area, the Railyards site has been divided into five mixed-use districts, shown below in Figure 4-2, each with distinct identities and activities. A clear understanding of the character and identity of the particular district in which a project is located is essential for all parties involved in developing, designing, reviewing, and approving projects located within the Railyards Area.

While each of the five districts will be unique, a wide variety of uses is encouraged throughout all of the districts to foster the creation of lively, context-sensitive and authentic neighborhoods across the Railyards. Understanding the differences between the districts and determining the appropriate building types within each will allow for the informed assessment of a project's ability to provide sensible commercial, retail, residential, recreational and parking configurations on a given site relative to its urban and economic context.

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

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


Source: AECOM / CoS

*Figure 4-2. Districts Diagram*

## 1. Depot District

### Background and Intent

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

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

#### *i. Character*

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

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

#### *ii. Building Types*

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

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

## 2. West End District

### Background and Intent

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

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

### *iii. Character*

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

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

### *iv. Building Types*

Below is a list of the primary building types contained within the West End District with a brief description of each type's location and use within the district. The goal is to develop buildings with an urban scale, rhythm, and pattern.

1) **Residential/Commercial Mixed-Use, Low-Rise:**
   - Includes residential with ground floor retail uses and is primarily located along Camille Lane to respect the historic scale of the Central Shops.
2) **Residential/Commercial Mixed-Use, Mid-Rise:**
   - Includes a mix of residential and office uses with ground floor retail.
3) **Residential/Commercial Mixed-Use, High-Rise:**
   - Includes a mix of residential and lower level entertainment-focused uses, such as restaurants, bars, and retail, and is primarily located along 5th and 6th Streets to provide Sacramento Valley Station accessibility and to reflect the existing scale of the Downtown area.
4) **Commercial Mixed-Use, Low-Rise:**
   - Includes large scale retail uses and is primarily located the western edge of the site to utilize the Interstate 5 corridor as a buffer.
5) **Commercial Mixed-Use, Mid-Rise/High-Rise:**
   - Includes a mix of hotel, office, and retail uses, as well as some structured parking facilities.
6) **Health Care and Hospital:**
   - Includes a hospital, medical offices, supporting medical campus and retail uses, and structured parking, located on the northwest corner of the district.

## 3. East End District

**Background and Intent**

The East End District will feature a new residential neighborhood, with neighborhood-serving retail; a soccer stadium; office, retail and entertainment uses adjacent to the stadium; and a series of urban parks. The East End District will reflect the spirit of the city's traditional open space-oriented neighborhoods and create a unique and desirable place to live within the Railyards Area.

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

### *v. Character*

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

- Extend the traditional street grid and the orientation of buildings through the district to reflect existing residential block patterns.
- Create a finely-grained residential neighborhood and urban context with diverse housing frontages and pedestrian-scaled proportions.
- Feature a central green with multiple activity areas for the proposed high-density residential area between Vista Park the MLS stadium, connected to each with bicycle/pedestrian pathways.

### *vi. Building Types*

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

1) **Residential Mixed-Use, Mid-Rise:**
   - Includes residential with ground floor neighborhood-serving businesses and services, primarily located adjacent to Vista Park.

2) **Residential Mixed-Use, High-Rise:**
   - Includes a mix of residential and lower-level commercial uses and is primarily located along the 7th Street corridor.

3) **Commercial Mixed-Use, Mid-Rise/High-Rise:**
   - Includes a mix of hotel, office, and retail uses, as well as some structured parking facilities.

## 4. Riverfront District

**Background and Intent**

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

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

### *vii. Character*

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

1) Enhance the connection between the Railyards and the riverfront amenities (i.e., the river, the railyards, the Sacramento River Water Intake Structure (including plaza and adjacent park), Powerhouse Science Center, and Old Sacramento, among other amenities) with clear and accessible linkages for vehicles, pedestrians, and bicycles.
2) Design open spaces and parks to fully utilize the riverfront and create an important regional open space for Sacramento.
3) Include visual cues and public amenities to encourage pedestrian and bicycle access through the district.
4) Complement the Riverfront Master Plan.
5) Create a national monument to recognize the City's railroad and cultural history.
6) Activate plazas and open space adjacent to buildings with pedestrian-oriented design elements on the ground floor. New development should contribute to the visual quality and beauty of its setting.
7) Views from the tall buildings towards the Sacramento River, Central City, and the rest of the Railyards should be preserved for as many users as possible.
1) Careful attention should be paid to the impact of the composition of buildings with regard to Sacramento River corridor views from the rest of the Railyards Area and the city.
2) Tall and slender buildings that maximize views of the Sacramento River corridor are strongly recommended.

### *viii. Building Types*

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

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

### *ix. Background and Intent*

Any new development in the Riverfront area shall meet the following guidelines, which are illustrated in Figure 4-3, below:

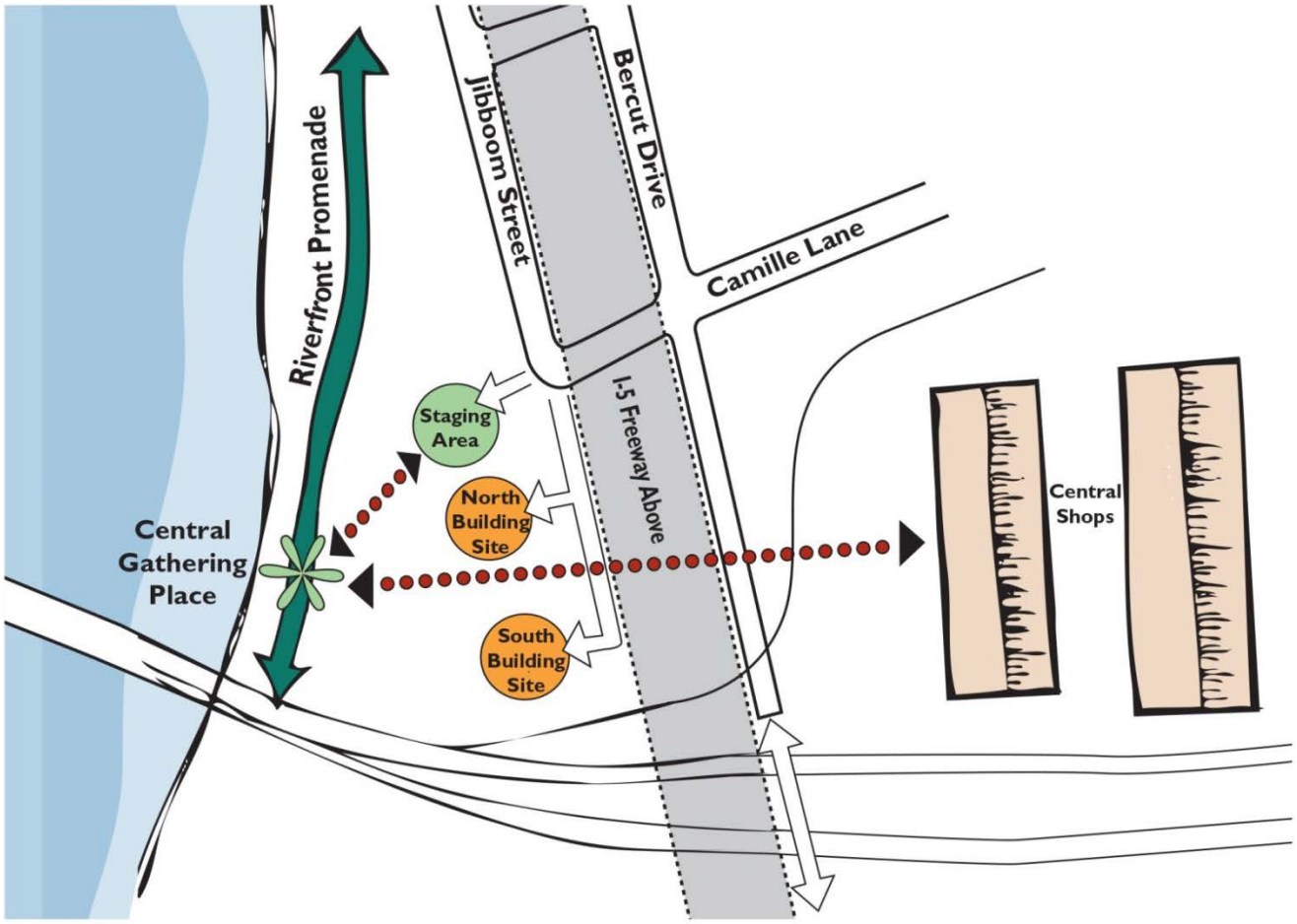
1) All development should give highest priority to maintenance and enhancement of visual and physical access from the east side of the Interstate 5 freeway to the Riverfront.
2) Development shall include a Riverfront Promenade directly along the Sacramento River itself.
3) Development shall include pedestrian access ways under the freeway from both the Central Shops and Camille Lane.
4) The intersection of Camille Lane and Jibboom Street should provide a pedestrian and vehicular Staging Area to the Riverfront.
5) A central gathering place, which might include a water feature, sculpture, amphitheater, or other landmark feature, shall be constructed at the junction of the Riverfront Promenade and the pedestrian

access ways from the Central Shops and Camille Lane.

6) Two towers may be constructed on Building Sites located both north and south of the pedestrian access way leading to the Riverfront from the Central Shops. These towers will provide shelter to Riverfront users from the noise and visual clutter of the railroad and the Interstate 5 freeway. Access to these buildings should occur on a new street extending south from Jibboom Street under the freeway.

7) Towers should be slender on their upper stories so as to preserve visual access to the River for Interstate 5 motorists.

*Figure 4-3. Riverfront Site Concept*



## D. INTRODUCTION TO BUILDING TYPES

### Background

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

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

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

This chapter discusses building types, including general urban design guideline recommendations for each type. This chapter should be referenced in conjunction with the Railyards Special Planning District for information on development standards and Chapter 4, Section C of the Central Core Design Guidelines, except where project specific details are noted in this Section.






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

# 1. Residential

## a. Low-Rise

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

### Background and Intent

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


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

### Guidelines

#### *x. Massing and Building Configuration*

1) **Facades:**

- **Ground level uses:** Should be mixed. Refer to Section F.3 of this chapter.
- **Large Block Massing:** To more closely reflect the block pattern in the central city for massing of buildings, access to light, cross-block connections, and pedestrian walking comfort, buildings shall be limited to a maximum of 320' frontage, with alleys or lanes used to break up the building mass.
- **Transparency:** Refer to Chapter 4, Section D.4.b of the CCDG and Section F.3 of this chapter.
- **Articulation of street-wall:** Refer to Chapter 4, Section C.1.a of the CCDG.
- **Lighting:** Should be appropriate to the ground floor uses and respectful of adjacent property uses.
- Facades facing the street should clearly present a front face of the building, not its side. Facades facing the public realm, regardless of a determination of front and side, shall be designed as primary facades.

- **Entries:** Refer to Chapter 4, Section C1a of the CCDG.

2) **Fenestration:** See Chapter 4, Section 4.e of the CCDG.

3) **Roofs and mechanical penthouse enclosures:** Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume. Also refer to Chapter 4, Section D.3.e of the CCDG.

### *xi. Parking*

1) **Ratios:** Refer to City Code.

2) **Location and Access:** Parking shall not be located on the primary façade 1/4 of the lot (unless the lot has only alley frontage). Lots with access via a vehicular alley should locate access to all parking and garages off the alley. Where there is no alley access, parking should be accessed from a minor street, side street, or driveway off the lesser traffic volume roadway, when feasible, to adequately serve parking on-site. Driveways shall be grouped, when possible, and limited to what is essential to serve vehicular access *[Modification to Chapter 4, Section C.1.a of the CCDG].*

3) **Screening of Parking:** Parking should not be exposed to view from the street. Structured parking should be wrapped with activated street uses. If site conditions prohibit wrapped parking, the parking structure shall be designed with articulation and fenestration patterns and/or architectural treatments, consistent with the overall project. See Chapter 4, Section E.1 of the Central Core Design Guidelines.

### *xii. Sustainability*

1) Development is encouraged to meet LEED standards, voluntary measures of the CalGreen Code, or equivalent.

## b. Mid-Rise

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

### Background and Intent

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

*Mid-Rise Residential Massing Diagrams.*


Source: VRT|Solomon E.T.C.

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

### Guidelines

#### *i. Massing and Building Configuration*

1) ***Bulk controls:*** *See Section F2 of this chapter.*

2) ***Facades:***

- **Ground level uses**: Should be residential or mixed. Refer to Section F.3 of this chapter.
- **Large Block Massing:** To more closely reflect the block pattern in the central city for massing of buildings, access to light, cross-block connections, and pedestrian walking comfort, buildings shall be limited to a maximum of 320'frontage, with alleys or lanes used to break up the building mass.
- **Transparency:** Refer to Chapter 4, Section D.4.b of the CCDG and section F.3 of this chapter.
- **Articulation of street-wall:** Refer to Chapter 4, Section C.1.b of the CCDG.
- **Lighting:** Should be appropriate to the ground floor uses and respectful of adjacent property uses.
- **Entries:** Entry locations should be obvious, easy to find, clearly visible from the sidewalk, and safe. Double height entries encouraged. Entries not visible from the street or a public court are discouraged.

3) **Fenestration:** See Chapter 4, Section 4.e of the Central Core Design Guidelines.

4) **Roofs and mechanical penthouse enclosures:** Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume. Also refer to Chapter 4, Section D.3.e of the CCDG.

#### *ii. Parking*

1) **Ratios:** Refer to the City Code.

2) **Location and Access:** Parking shall not be located on the primary façade 1/4 of the lot (unless the lot has only alley frontage). Lots with access via a vehicular alley should locate access to all parking and garages off the alley. Where there is no alley access, parking should be accessed from a minor street, side street, or driveway off the lesser traffic volume roadway, when feasible, to adequately

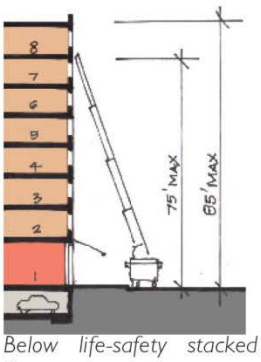
serve parking on-site. Driveways shall be grouped, when possible and limited to what is essential to serve vehicular access [Modification to Chapter 4, Section C.1.b of the CCDG].

3) **Screening of Parking:** Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses. If site conditions prohibit wrapped parking, the parking structure shall be designed with articulation and fenestration patterns and/or architectural treatments, consistent with the overall project. See Chapter 4, Section E.1 of the Central Core Design Guidelines.

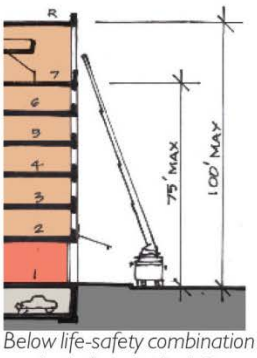
### *iii. Sustainability*

Development is encouraged to meet LEED standards, voluntary measures of the CalGreen Code, or equivalent.

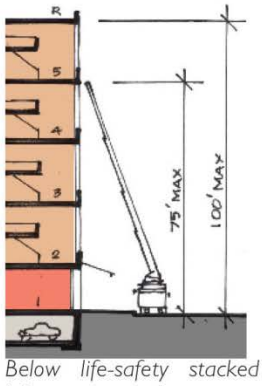
*Mid-Rise Residential Building Types & Height Limits.*




*Below life-safety stacked flats*
*85' max.*




*Below life-safety combination stacked flats with lofts at top level*
*100'max.*




*Below life-safety stacked lofts*
*100'max.*

*The limits of mid-rise residential building types are set by their more expensive Type I or II construction types and height - "below life-safety limit", i.e. emergency rescue can be performed by a fire-truck ladder. This usually sets a height limit of 75' to the floor level of the highest units.*

Source: WRT|Solomon E.T.C.

### c. High-Rise

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

#### Background and Intent

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

#### Guidelines

##### *iv. Massing and Building Configuration*

1) **Bulk controls:** Refer Section F2 of this chapter, except as provided below. *Above the street wall height:*

   - *Maximum average tower floor plate: 10,000 sq. ft.*
   - *Maximum plan dimension: 120'*
   - *Maximum diagonal dimension: 150'*

   *[Modification to Chapter 4, Section C.1.c of the CCDG]*

2) **Facades:**

   - **Ground level uses:** Should be residential or mixed. Refer to Section F.3 of this chapter.
   - **Large Block Massing:** To more closely reflect the block pattern in the central city for massing of buildings, access to light, cross-block connections, and pedestrian walking comfort, buildings shall be limited to a maximum of 320'frontage, with alleys or lanes used to break up the building mass.
   - **Transparency:** Refer to Chapter 4, Section D.4.b of the CCDG and Section F.3 of this chapter.
   - **Articulation of street-wall:** Refer to Chapter 4, Section C.1.c of the CCDG.

*High-Rise Residential Massing Diagrams.*


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

- **Lighting:** Should be appropriate to the ground floor uses and respectful of adjacent property uses.
- **Entries:** Entry locations should be obvious, easy to find, clearly visible from the sidewalk, and safe. Main entry should be scaled relative to amount of users. Double/triple height entries encouraged in CBD.

### *v. Fenestration*

See Chapter 4, Section 4.e of the Central Core Design Guidelines.

### *vi. Roofs and Mechanical Penthouse Enclosures*

Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume. Also refer to Chapter 4, Section D.3.e of the CCDG.

### *vii. Parking*

1) **Ratios:** Refer to City Code
2) **Location and Access:** Parking shall not be located on the primary façade 1/4 of the lot (unless the lot has only alley frontage). Lots with access via a vehicular alley should locate access to all parking and garages off the alley. *Where there is no alley access, parking should be accessed from a minor street, side street, or driveway on the lesser traffic volume roadway, when feasible, to adequately serve parking on-site. Driveways shall be grouped, when possible and limited to what is essential to serve vehicular access [Modification to Chapter 4, Section C.1.c of the CCDG].*
3) **Screening of Parking:** Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses. If site conditions prohibit wrapped parking, the parking structure shall be designed with articulation and fenestration patterns and/or architectural treatments, consistent with the overall project. See Chapter 4, Section E.1 of the CCDG.

### *viii. Sustainability*

Development is encouraged to meet LEED standards, voluntary measures of the CalGreen Code, or equivalent.

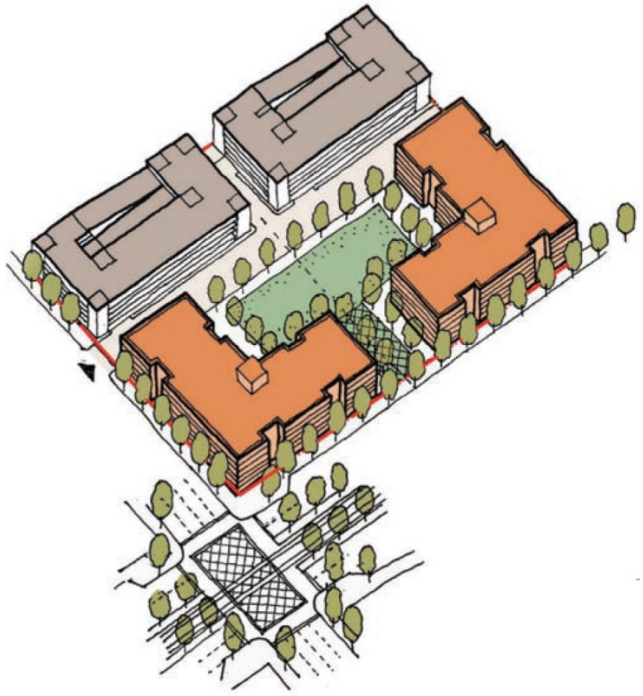
## 2. Commercial

### a. Low/Mid-Rise

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

**Background and Intent**

This section covers low-rise commercial buildings, to a maximum height of 85'. These building type ranges from custom green building projects to speculative office space. These are typically single use buildings, although some other uses may find ground floor space if the building is located in a busy district. To meet parking requirements, parking is usually either located in a structured facility behind the office building, or beneath the building footprint. This category requires Type I construction, in steel or concrete frame. The following illustrations are meant to serve as a brief introduction to the recommended parameters for this category.



Source: WRT|Solomon E.T.C.

*Low-Rise Commercial Massing Diagram.*

**Guidelines**

***ix. Massing and Building Configuration***

1) **Facades**

- **Ground level uses**: Any retail uses within the building should open to the street, rather than to an internal atrium. Refer to Section F.3 of this chapter.
- **Large Block Massing:** To more closely reflect the block pattern in the central city for massing of buildings, access to light, cross-block connections, and pedestrian walking comfort, buildings shall be limited to a maximum of 320'frontage, with alleys or lanes used to break up the building mass.
- **Transparency:** Refer to Chapter 4, Section D.4.b of the CCDG and Section F.3 of this chapter.
- **Articulation of street-wall:** Refer to Chapter 4, Section C.2.a of the CCDG.
- **Lighting:** Should be appropriate to the ground floor uses, and respectful of adjacent property uses. Paths to/from parking should be well-lit.
- **Entries:** Entry locations should be obvious, easy to find, clearly visible from the sidewalk, and safe. Double height entries encouraged. Main entry should be scaled relative to amount of users.
- Low-Rise commercial buildings should be placed along the Build-to line, with little setback required, except for outdoor dining or other pedestrian amenities. Their massing should form figural open spaces. High parking ratios require structured parking, often almost equivalent in gross square feet to the office space that it serves.

2) **Fenestration**

*See Chapter 4, Section 4.e of the CCDG.*

Source: VRT|Solomon E.T.C.

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

3) **Roofs and Mechanical Penthouse Enclosures:**

- Roofs and mechanical penthouse enclosures: Mechanical equipment located at roof level should be integrated into the building design, e.g. as a screened volume. Also refer to Chapter 4, Section D.3.e of the CCDG.

### *x. Parking*

1) **Ratios**: Refer to SPD

2) **Location and Access:** Parking should not be located at or above grade level on the primary façade 1/4 of the lot. Lots with alley access should locate access to all parking and garages off the alley. *Where there is no alley access, parking should be accessed from a minor street, side street, or driveway on the lesser traffic volume roadway, when feasible, to adequately serve parking on-site. Driveways shall be grouped, when possible, and limited to what is essential to serve vehicular access [Modification to Chapter 4, Section C.2.a of the CCDG].*

3) **Screening of Parking:** Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses. If site conditions prohibit wrapped parking, the parking structure shall be designed with articulation and fenestration patterns and/or architectural treatments, consistent with the overall project. See Chapter 4, Section E.1 of the Central Core Design Guidelines.

### *xi. Sustainability*

Development is encouraged to meet LEED standards, voluntary measures of the CalGreen Code, or equivalent.

## b. High-Rise

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

### Background and Intent

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

### Guidelines

#### *xii. Massing and Building Configuration*

1) **Bulk controls:** See Chapter 4, Section F2, except as provided below.

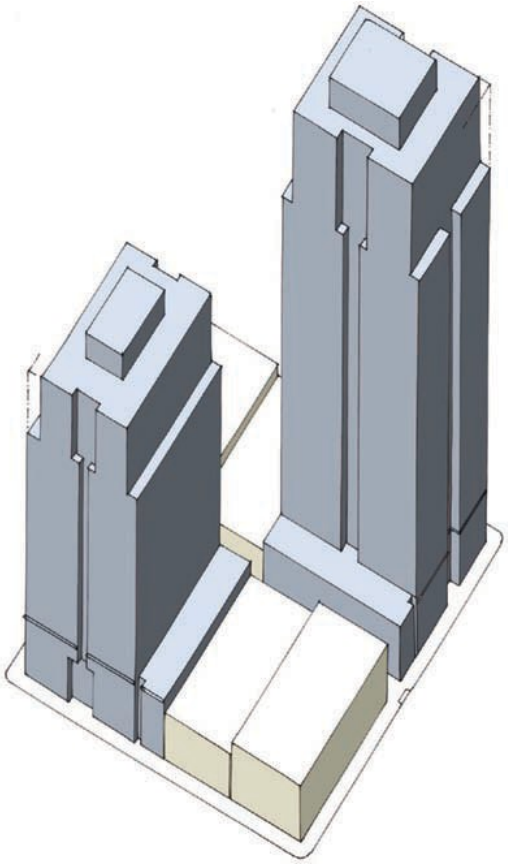
- *Above building base height*
  - *Maximum average tower floor plate for hospital: 50,000 sq. ft.*

  *[Modification to Chapter 4, Section C.2.b of the CCDG].*

2) **Facades:**

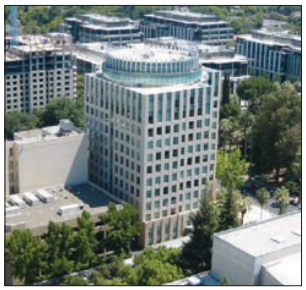
- **Ground level uses:** Shall be retail or other active commercial uses. Refer to Section F.3 of this chapter.
- **Large Block Massing:** To more closely reflect the block pattern in the central city for massing of buildings, access to light, cross-block connections, and pedestrian walking comfort, buildings shall be limited to a maximum of 320'frontage, with alleys or lanes used to break up the building mass.
- **Transparency:** Refer to Chapter 4, Section D.4.b of the CCDG and Section F.3 of this chapter.
- **Articulation of street-wall:** Refer to Chapter 4, Section C.2.b of the CCDG.
-

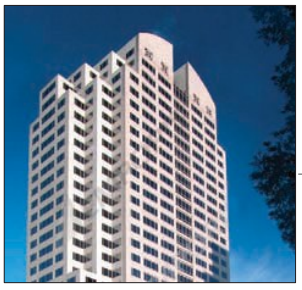
*High-Rise Commercial Massing Diagram.*



Source: WRT|Solomon E.T.C.

*These diagrams illustrate the building volume used by a commercial office building in Sacramento. The left and right towers each start as a 1/4 block (25,600 sf) parcel; and completely fill the site to the base height. From there, each steps back to a maximum 40,000 sf floorplate, which rises until the top 20% of the building, where a 10% bulk reduction is required, above 200 feet.*





Source: WRT|Solomon

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

- **Lighting:** Should be appropriate to the ground floor uses, and respectful of adjacent property uses. Feature elements of the facade/massing should be lit, including the top.
- **Entries:** Entry locations should be obvious, easy to find, clearly visible from the sidewalk, and safe. Main entry should be scaled relative to the overall mass that it is set within, its location in the city, and the amount of users. Entries lobbies of 30'-50' or more are encouraged.

4) **Fenestration:** See Chapter 4, Section F3.d.

5) **Roofs and mechanical penthouse enclosures:** Mechanical equipment located at roof level should be integrated into the building design. Also refer to Chapter 4, Section D.3.e of the CCDG.

***xiii. Parking***

1) **Ratios:** Refer to SPD

2) **Location and Access:** Parking should not be located at or above grade level on the primary façade 1/4 of the lot. Lots with alley access should locate access to all parking and garages off the alley. *Where there is no alley access, parking should be accessed from a minor street, side street, or driveway, when feasible, to adequately serve parking on-site. Driveways shall be grouped, to the greatest extent feasible and limited to what is essential to serve vehicular access [Modification to Chapter 4, Section C.2.a of the CCDG].*

3) **Screening of Parking:** Parking should not be exposed to view from the street. Structured parking should be wrapped with liner uses. If site conditions prohibit wrapped parking, the parking structure shall be designed with articulation and fenestration patterns and/or architectural treatments, consistent with the overall project. See Chapter 4, Section E.1 of the CCDG.

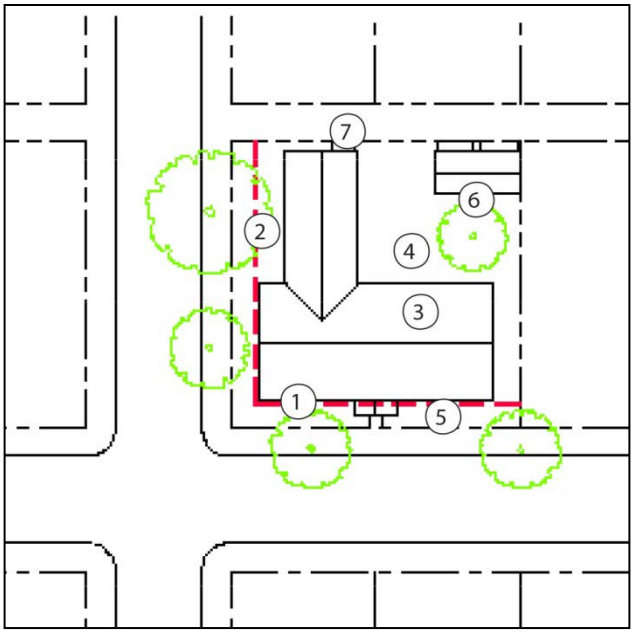
***xiv. Sustainability***

Development is encouraged to meet LEED standards, voluntary measures of the CalGreen Code, or equivalent.

## E. SITE PLANNING

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

The following design guidelines topics in Chapter 4, Section B of the Central Core Design Guidelines are applicable to the Railyards Plan Area and should be referenced in conjunction with the project specific design guidelines provided in this Section. These guideline topics are keyed in at the diagram to the right.




Source: VVRT|Solomon E.T.C.

| Design Guideline Topic | Applicable Central Core Design Guidelines Section |
|---|---|
| 1. Build-to-Lines and Setbacks | Chapter 4, Section B.1 |
| 2. Building Setbacks from Trees | Chapter 4, Section B.2 |
| 3. Lot Coverage | Chapter 4, Section B.3 |
| 4. Open Space | Chapter 4, Section B.4 |
| 5. Small Public Places | Chapter 4, Section B.4.a |
| 6. Landscaping | Chapter 4, Section B.5 |
| 7. Project Size and Building Type | Chapter 4, Section B.6 |
| 8. Site Access, Service Areas, and Utilities | Chapter 4, Section B.7 |

## 1. Build-To-Lines and Setbacks

PRINCIPLE: New buildings shall have an appropriate setback based on building type and use, typically similar to adjacent existing buildings

### Background and Intent

In order to create a coherent public realm throughout the city, the edge of the private realm thus, should be established with consistently aligned building frontages. The amount of setback should be appropriate for the district and land use activity. For example, buildings would have little or no setback in the C-3 designation, where the highest level of public activity occurs. In more residential areas, a wider setback is appropriate, where a landscaped zone between the building and the back edge of the sidewalk is desirable. Build-to-lines are established to ensure that the setback is a specific required distance, rather than a minimum. The main massing of the buildings should be established along the build-to-line. To retain design flexibility, the amount of a building's façade that aligns with the build-to-line should meet a given percentage. The build-to-line can be required for 100% of the building frontage in certain locations or a minimum percentage in other locations, where a public plaza, for example, might be a desirable feature.

### Guidelines

Refer to setback and build-to-line for each land use specified in the Railyards SPD, as well as setback and build-to-line guidelines in Section B.1 of the Central Core Design Guidelines. Proposed exceptions to the Central Core Design Guidelines are identified below.

1) Residential buildings should be setback generally 0'-10' along at least 75% of the street-facing façade; or be consistent with existing adjacent buildings.

   Build-to-line setbacks are permitted for landscaping, stoops/ steps, porches, entry courts, tree protection setbacks, and similar uses.

2) Commercial (retail and office) and mixed-use buildings should be setback 0 feet along at least 75% of the street-facing facade; or be consistent with existing adjacent buildings. Build-to-line setbacks are permitted for public amenities, such as public and semi-public spaces (e.g., plazas, entry courts, sidewalk cafes, tree protection setbacks, and similar uses) [Modification to Section B.1 of the Central Core Design Guidelines].

   New construction in the Transition Zone shall be a minimum of 30' from any historic structures in the Central Shops District

3) Projects in the Riverfront District should be sited to maximize, to the extent possible, views from the Railyards to the Sacramento River, as well as physical connections through the district to the river.

## 2. Tree Setbacks

PRINCIPLE: New buildings shall reflect the existing mature trees and planned trees.

### *i. Public Realm Street Trees*

Refer to guidelines in Section B.2 of the Central Core Design Guidelines, except as noted below.

1) Except for kiosks, new buildings should not be placed under the canopy of existing or public realm street trees; nor should any underground excavation occur under the canopy, except:

   - Single-story exterior porches.
   - Fencing/walls lining a property's kiosks.

   *[Modification to Guideline 1.A. in Chapter 4, Section B.2 of the CCDG]*

2) The street canopy is an important part of the public realm and provides for an interface between street/sidewalk activities and buildings. Buildings, in their design, shall consider existing mature trees and planned trees providing for the protection of the health of trees. Building wall setbacks, floor plan notching, stepbacks and approved tree trimming are solutions to be considered.

### 3. Project Size and Building Type

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

Refer to guidelines in Section B.6 of the Central Core Design Guidelines, except as noted below.

1) Projects that propose the elimination of any city street or alley should be discouraged. Where alleys are not proposed on a block in the Railyards, a publicly accessible right-of-way or easement, spanning two publicly accessible streets, should be established, unless otherwise permitted by the City

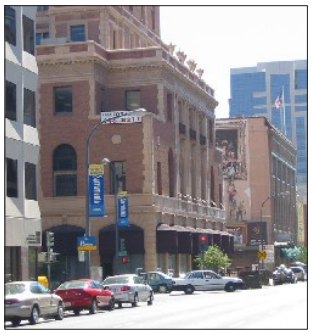
[Modification to Guideline 1 in Chapter 4, Section B.6 of the CCDG].

## F. MASSING AND BUILDING CONFIGURATION

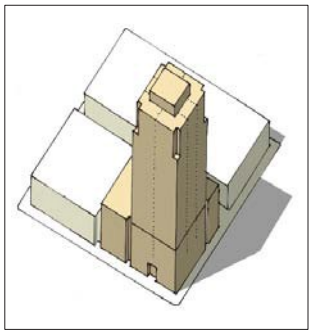
The Massing and Building Configuration Guidelines are intended to give guidance to the development of the buildings, and cover a range of topics from the height, massing, and stepbacks of the buildings to its articulation and materials. The goal of the guidelines is to establish a framework for dialogue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

The following categories of guidelines, addressed in Chapter 4, Section D of the Central Core Design Guidelines (and referenced in the sections below), are applicable to the Railyards Plan Area. Project and district-specific design guidelines that follow should also be addressed.

| Design Guideline Topic | Applicable Central Core Design Guidelines Section |
|---|---|
| 1. Street Wall and Building Base Height | Chapter 4, Section D.2 |
| 2. Massing and Bulk Controls | Chapter 4, Section D.3 (see also façade and bulk control standards provided in Section D. of this chapter). |
| 3. Facades | Chapter 4, Section D.4 |
| 4. Rooftops and Mechanical Penthouse Enclosures | Chapter 4, Section D.3.e |
| 5. Development Along Alleys | Chapter 4, Section D.5 |
| 6. Sustainability | Chapter 4, Section D.7 |
| 7. Public and Private Art | Chapter 4, Sections D.8 |



*Street Wall & Building Base Height.*



*Massing & Bulk Controls.*

*Façades.*

*Rooftops & Mechanical Penthouse Enclosures.*

*Development Along Alleys.*

*Sustainability.*

*Public / Private Art.*

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

## 1. Street Wall and Building Base Height

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

### Background and Intent

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

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

### Guidelines

1) The building base height defining the street wall shall be as provided in the Railyards SPD.

2) There are different streetwall heights allowed in the SPD. Where two streets intersect with different street wall heights, selection of the appropriate street wall height will be determined during site plan and design review. .

## 2. Bulk Controls

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

### Background and Intent

Refer to the Central Core Design Guidelines, Chapter 4, Section D.3, "Bulk Controls," except as noted below.

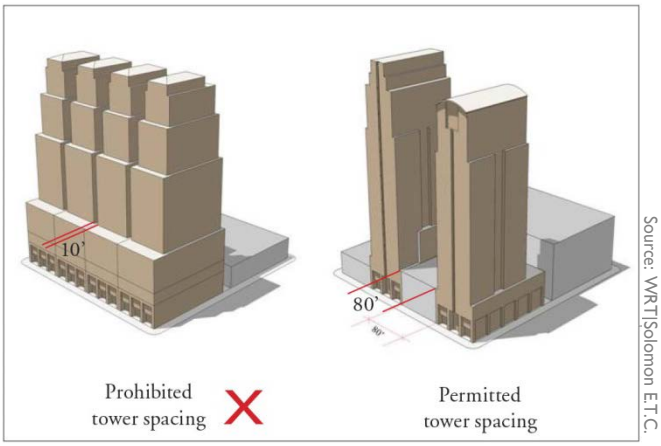
### a. Tower Separation and Height Differentiation

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

### Background and Intent

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

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




*Permitted Tower Spacing*

### Guidelines

#### *xv. Tower Spacing and Separation*

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

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

### b. Distinctive Top

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

**Tower Articulation—A Distinctive Top**

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

Mechanical penthouses should be screened and integrated into the form of the building.

*Tower tops.*

All photos by WRTISolomon E.T.C.

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

## 3. Facades

### a. Ground Level Uses and Transparency

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

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

Refer to guidelines in Section D.4.a and D.4.b of the Central Core Design Guidelines, except as noted below.

1) *Within the Railyards area, achieve a 75% activated street wall frontage that could include fenestration, open space (parks, pocket parks, landscaping), pedestrian amenities (e.g. benches and shading), building or sidewalk art, and similar uses. Storage uses, parking areas, and other private uses, with no visibility from the street do not satisfy ground level activation requirements [Modification to Chapter 4, Section 4a and 4b of the CCDG].*

## G. PARKING AND VEHICLE ACCESS

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

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

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

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

The following categories of guidelines, addressed in Chapter 4, Section E of the Central Core Design Guidelines (and referenced in the sections below), apply to the Railyards Plan Area, except as follows.

| Design Guideline Topic | Applicable Central Core Design Guidelines Section |
|---|---|
| 1. Location and Configuration (i.e.,, structured parking and surface parking) | Chapter 4, Section E.1 |

*Accommodating all of the cars.*

Source: WRT|Solomon E.T.C.

**Vs.**

Source: WRT|Solomon E.T.C.

*Places to live, work and park.*

### 1. Location and Configuration

#### Guidelines

Refer to guidelines in Section E.1 of the Central Core Design Guidelines, except as noted below.

#### *xvi. Parking Location and Access*

1) Ground floor parking should not be exposed to the street. It should always be wrapped with an active street front use or designed to include articulation, fenestration, and/or other architectural treatments where active ground floor uses cannot be achieved due to site constraints [Modification to Chapter 4, Section E.1 of the CCDG].

# HISTORIC RESOURCES 5

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

## A. INTRODUCTION

The City recognizes the aesthetic and cultural importance of its historic resources and the contributions they make to Sacramento's character, identity, and economic vitality. Therefore, all projects involving historic resources, identified below, shall comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties. The City's Historic Preservation Chapter, 17.604, and other sections of Title 17 of the City Code, the California State Historic Building Code and the California Environmental Quality Act, as well as federal agencies, have adopted these standards for use involving review of projects, involving historic and cultural resources.

There are three major groups of historic resources on the Railyards site: the Central Shops Historic District, the Water Tower, and the historical resources within the Depot District, including the Sacramento Southern Pacific Railroad Sacramento Depot, now the Sacramento Valley Station. The REA (Railway Express Agency) Building, though historically related to the Depot, is technically just outside the Railyards Specific Plan Area. The Sacramento Railyards Specific Plan discusses additional historic resources. This chapter of the Railyards Design Guidelines focuses on existing historic resources identified as being preserved as part of the Specific Plan.

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


Source: AECOM / CoS

*Figure 5-1. Central Shops District*

## 1. Central Shops Historic District

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

### Background and Intent

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

### Standards for Rehabilitation

1) A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

2) The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

3) Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

4) Changes to a property that have acquired historic significance in their own right will be retained and preserved.

5) Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

6) Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

7) Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

8) Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

9) New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10) New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

### Guideline

1) For separate new construction, not directly involving historic resources, within the boundaries of the Historic District, follow the Transition Zone Principles and Guidelines in Chapter 5 of the Specific Plan , and also building height restrictions set forth the Sacramento Railyards SPD. Integrate and complement new development, including building design, with Roundhouse Plaza.

## 2. Transition Zone

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

### Background and Intent

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

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

*New development retains the floor heights of older adjacent buildings.*

### Guidelines

2) Respect the spatial relationships of historic buildings by placing new construction in the Transition zone minimum of 30' from any historic structures in the Central Shops District This guideline does not apply to additions to existing buildings (See Secretary of Interior Standards).

3) The height of buildings in the transition zone, as regulated by the SPD, has been established to respect the height of historic buildings within the Central shops district.

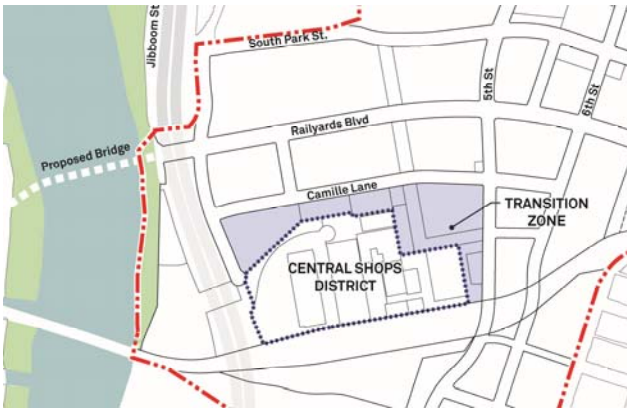
4) For guidance on massing, elevation, scale, including historic datums, architectural elements and composition for new structures on parcels adjacent to the historic Central Shops, refer to the historic buildings

5) Incorporate contemporary versions of elements used on historic resources, such as window detailing, materials, building ornament, paving, furniture, signs, and lighting in the design of new buildings, streetscapes and plazas, such that new features are distinguishable from historic structures and features and not create a false sense of historical or architectural authenticity.

6) Design open spaces in the Transition Area following the specific design guidance found in Chapter 3 of these Design Guidelines. A map of the areas delineated on these pages is shown in Figure 5-2, to the right.

7) Design new buildings in the Transition Zone to allow views into the Central Shops Area from the Sacramento River, Interstate 5 freeway, Camille Lane, and Fifth Street.

8) Windows and balconies on new buildings in the Transition Zone shall allow views to the Central Shops Area.




Source: AECOM

*Figure 5-2. Transition Zone*

## 3. Water Tower

PRINCIPLE: Preservation of the water tower shall follow the Secretary of the Interior's Standards for the Treatment of Historic Properties and new construction shall integrate the water tower as a landmark feature of the Railyards property.

### Background and Intent

The location of the water tower is shown in Figure 5-1. The water tower is a cylindrical tank composed of riveted metal panels and supported by five trussed legs. The water tower is to remain in its original location and highlight the scale of the original Railyards site. New development in the Railyards shall preserve and incorporate the water tower as a landmark feature into the overall site plan development.


### Guidelines

1) The water tower shall remain a landmark feature and develop surrounding new construction to complement and showcase its historic features and characteristics.

2) Provide signage and a map at the water tower showing its location in context to the original historic shops area.

## 4. Sacramento Depot Building

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

### Background and Intent

The location of the Sacramento Depot is shown in Figure 5-1. The Southern Pacific Railroad Sacramento Depot building, now called the Sacramento Valley Station, was built in 1926 and extensively rehabilitated in 2017 by the City of Sacramento. It is listed in the National Register of Historic Places in 1975, along with the nearby Railway Express Agency (REA) building, and both are also listed in the California and Sacramento Registers. The REA building is outside the Specific Plan Area and these guidelines do not apply to the REA building. However, both of these structures are listed together in the National, California and Sacramento Registers listings, and together have a strong urban design presence in massing, composition, scale of fenestration, and materials, which shall influence the design of development nearby. Although the surroundings have been altered considerably since the buildings were constructed, the design intent of these guidelines is for new construction adjacent to these structures to respect the character-defining features of both buildings and their settings. Where any conflict arises between the Secretary of the Interior Standards and other guidelines in this document, the Standards shall apply.

### Guidelines

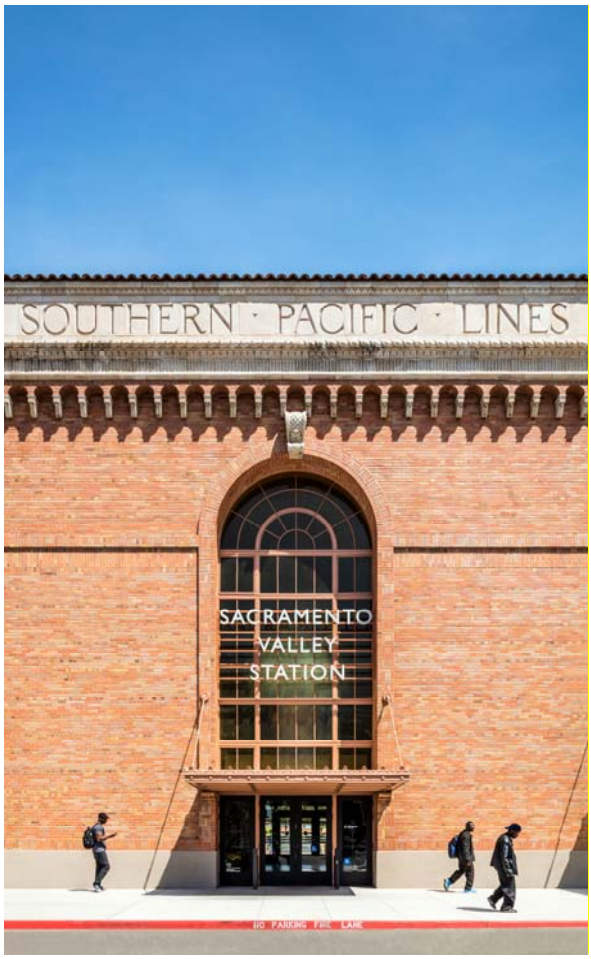
1) Use the Secretary of the Interior's Rehabilitation Standards for all work involving changes, repairs, rehabilitation, or adaptive reuse of the Sacramento Depot building and contributing resources.

2) Use the existing historic Depot building, its character-defining features, historic period planting elements, and surrounding public spaces for cues in designing public open spaces and plazas surrounding the building.

3) Respect the Depot building by setting back, a minimum of 20 feet, any new neighboring buildings.

4) The height of buildings in the transition zone, as regulated by the SPD, has been established to respect the height of historic buildings within the Central shops district.

5) For guidance on massing, composition, scale, datums, heights, and materials of new structures on parcels adjacent to the historic Depot, refer to the historic Depot building and its character-defining features.




Tim Griffith Photographer

## 5. Landscape

PRINCIPLE: Trees and other plan materials shall be provided as a means of enriching the pedestrian experience, enhancing the pedestrian experience and improving the ecological function of the urban environment while respecting the historic character of the Central Shops District.

The landscape guidelines for the Central Core Area, provided in Chapter 3, Section D of the CCDG also apply to the Railyards Plan Area. Refer to the guidelines provided in Section D of the CCDG for landscape guidelines, with the following exceptions:

### Tree Guidelines

1) **Trees in the Central Shops**. Trees were historically located in the Central Shops area as shading elements for workers and as part of the natural environment. In locating new trees, it is important that they not conceal historic facades or be placed immediately adjacent to buildings. Placement shall reflect the industrial nature of the buildings and connection areas and plazas between the buildings.

# SIGNAGE 6

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

## A. INTRODUCTION

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


*Maps at key decision making points.*



*Custom street sign.*

## 1. Public Right-of-Way Signage

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

### Background and Intent

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

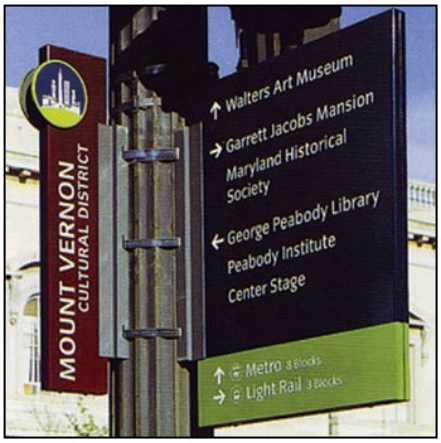

### Guidelines

1) Provide signage to identify edges and entry points, either through freestanding monuments, integrated gateways, or building-mounted identities. Provide consistent design, materials, scale, and color palette.

2) Provide consistent street signs throughout the Railyards. Applications may include pole-mounted street signs, which may integrate onto site light poles or other regulatory signage, street name plaques integrated into paving and wall-mounted street name plaques.

3) Provide wayfinding signs to reinforce circulation patterns within the Railyards district and between the Railyards and adjacent Sacramento neighborhoods, particularly Old Sacramento. Vehicular wayfinding signs direct traffic to public parking, on-site projects, public amenities, and freeway access. Pedestrian wayfinding signs direct foot traffic to on-site districts and projects, public amenities, transit, and back to parking. Pedestrian directionals reflect the scale of the adjacent district.

4) Locate maps at key junctures within the Railyards to situate locations within the site within the broader context of Sacramento. Maps may be small, pole-mounted elements, or larger free-standing directories.




*Wayfinding sign.*


*Banner signage.*

## 2. Parking Directional Signage

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

### Background and Intent

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



*Parking directional signs.*

### Guidelines

1) Provide appropriate scale of parking garage entry identities, as well as other building-mounted parking signage, related to the predominant details of the building to which they are attached. With the exception of parking garages that are accessed from secondary roadways, entry sign locations should be limited to a primary walls or fascia locations along major vehicular corridors and above vehicular entrances. These signs should project from the surfaces of the building.

2) Directional parking signs and their supports shall be used consistently throughout each district and, where appropriate, may be integrated into existing pole-mounted and auto-oriented directional signs.

3) Directional parking signs should be located to maintain sight lines along major circulation routes. Parking directional signs should include information that helps filter users by district and destination. Residential, hotel, and office parking signage may differ within a district, but shall remain consistent within any single development project.

4) Double-sided directional parking signs with messaging and directional arrows on both sides of sign are strongly encouraged.

5) Parking directional signage (with the exception of residential signage) shall be well-illuminated for visual clarity and safety.

## 3. Interpretive and Educational Graphics

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

### Background and Intent

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

### Guidelines

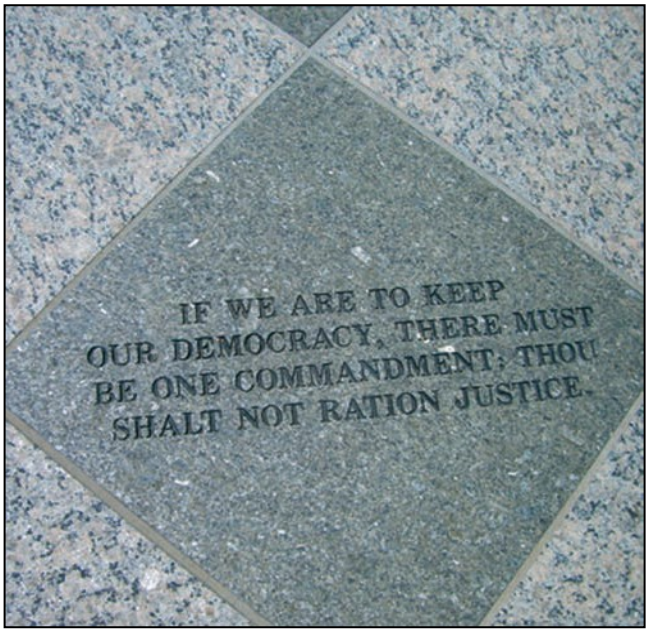
1) Unique and engaging approaches to educational and interpretive graphics that work for multiple age levels are strongly encouraged.

2) Educational and interpretive graphics programs should be developed in concert with the open space, parks, and pedestrian circulation design plans for the Railyards.

3) Interpretive/educational specialty graphics should be located along major pedestrian circulation corridors and in open space, to enhance the experience of guests on foot.

4) The development of interpretive and educational specialty graphics should combine disciplines, such as architecture, landscape, lighting, graphics, and individual artist/fabricators.

5) Examples of potential applications include: cut metal grilles, metal, stone, acrylic or ceramic sculpture, freestanding monuments, flags and banners, cast metal paving medallions, wall plaques, painted murals, and lighting features.



## 4. Parks and Open Space Signage Guidelines

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

### Background and Intent

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


*Park identity marker.*

### Guidelines

1) Park identity markers should identify individual parks and open spaces in ways that are closely integrated with the landscaping, such as monument signs of complimentary materials, paving integrating signs, cut metal grilles, and unique sculptural approaches to signage. These markers may vary significantly throughout the Railyards, but will express a consistent quality that is reflective of the site and its history.

2) Special events signage and promotions should be considered and given permanent locations in appropriate areas, such as banner programs, poster programs, and community events flyers.

3) Interpretive and educational signage is especially significant within parks and open spaces and is strongly encouraged. Within each individual park or open space, a unified approach is recommended.

4) Specialty graphics, such as paving treatments, mosaic tiles, painted graphics, and cut metal grilles are strongly encouraged.

## B. District Signage Guidelines

The intention of the district signage guidelines is to help differentiate between districts within the Railyards, particularly through differences in materials, scale, and illumination. The five districts are the Depot District, the Central Shops District, the West End District, the East End District, and the Riverfront District. A master sign program shall be prepared that reflects the character of each district and is generally consistent with the goals outlined in this Chapter.


## 1. Depot District Signage Guidelines

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

### Guidelines

1) Provide district identity markers to identify the edge of the district and that are oriented towards users entering the district from the River, Old Sacramento, the Central City and Alkali Flat.

2) Provide directional signage that supports connections to the city and the region through a broadly realized and consistent design approach to graphics including the following:

   - Wayfinding information and structures that enhance the experience of arrival and include information relevant to visitors, including maps, information kiosks, taxi stations, and connections to regional transit and parking facilities.
   - Use of universal ideograms for use by multiple linguistic communities.
   - Illumination used to aid wayfinding for use throughout the day and night and to clarify information hierarchies.

3) Use a strong unifying palette of color, type, and form to define and distinguish the Depot District as a transportation hub.

4) The Sacramento Valley Station area has developed a sign package for the historic station and the transporation wayfinding. Those documents are available through the City of Sacramento Facilities Division of Public Works.



*Lettering styles follow historic character.*

## 2. Central Shops District Signage Guidelines

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

### Guidelines

1) Mount tenant signage as approved on a wall, within door openings, painted on glass, or consolidated onto freestanding structures/poles near main entries into buildings as part of a comprehensive signage program for each structure, as well as for the entire district.

2) Avoid drilling of holes into the original brick whenever possible for signs mounted on a historic structure. Mount signs on separate freestanding poles or frames that butt up against the wall of the structure. Alternatively, signs may be painted on brick, when the brick has been previously painted.

3) Design signs such that materials, illumination, and size complement the character of the historic resources, yet be of their own time.

4) Preserve existing painted wall signs from the historical period of significance and historical uses.

5) Encourage the creation of a vibrant environment with energetic public gathering and entertainment spaces through the scale and lighting of signage, including large scale, vibrant, and lighted signs, visible from Interstate 5 and other Districts.

6) Encourage an eclectic approach to illumination, as part of comprehensive building and district-wide lighting programs, while reflecting the character of each sign's locations, its sightlines, and individual tenants.

7) Provide district identity markers that are pedestrian-scaled and related by design, materials, and location with the character-defining features of the historic district.

8) Provide each historic structure with a bronze landmark sign identifying the year of construction and original use of the structure.

9) Wayfinding signage that informs as well as enlivens the pedestrian realm with clarity and consistency is vital.

10) Provide means for multi-tenant building's tenants to have an identity on an exterior wall or inside open plazas within the district. If the building is an historic structure, a separate monument sign outside the building entrance, as opposed to a sign on an exterior wall, may be required to meet the signage needs of the building.

11) Provide a banner program option for incorporation into the site's telephone poles, light posts, other structures, or new buildings' fascia.



*Existing wall signage.*

## 3. West End District Signage Guidelines

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

### Guidelines

1) Use materials, illumination, and size of signage to bridge the character of the architecture across the West End and Depot Districts.

2) Illumination should reflect the character of each sign's locations, its sightlines, and individual tenants. Large-scale signs with dynamic illumination and Interstate 5 visibility are appropriate in the West End District.

3) District identity markers should be scaled for use by both pedestrian and vehicular use and integrated into the sidewalk and/or building-mounted. A neon rooftop parapet may be appropriate for the scale and use patterns of the district.

4) A banner program may be incorporated into light posts or other structures on the site.

5) On-site directories may be part of freestanding internally illuminated kiosks or pylons, mounted to walls or integrated into site furniture.

6) On-site identification of amenities, such as restrooms, security, and elevators shall use a sign family consistent within the district and reflect the character of other West End District signage.


*Tenant signage.*

## 4. East End District Signage Guidelines

PRINCIPLE: The signage in the East End District shall be designed to reflect the neighborhood character and residential focus of this area, yet also allow for appropriate signage for either commercial uses or a sports facility, if developed, in the northeast corner of the district.

### Guidelines

1) District identity markers should identify the edge of the District and contrast with the adjacent West End District.

2) Individual project identity will reinforce the quieter character of the residential portion of the East End district and may include street level monuments, building-mounted signs, entry signs, and gateway signs.

3) On-site directional signage should facilitate use by residents and office towers and have a character that reinforces the site architecture. Applications include parking entries, vehicular and pedestrian directional signs. External illumination should be used and materials with integral colors are strongly encouraged.

4) Signs, associated with multi-tenant buildings, should be complementary of each other. A consistent location for tenant identification is recommended.

5) External illumination of all tenant and building signage is required.



*Tenant signage.*

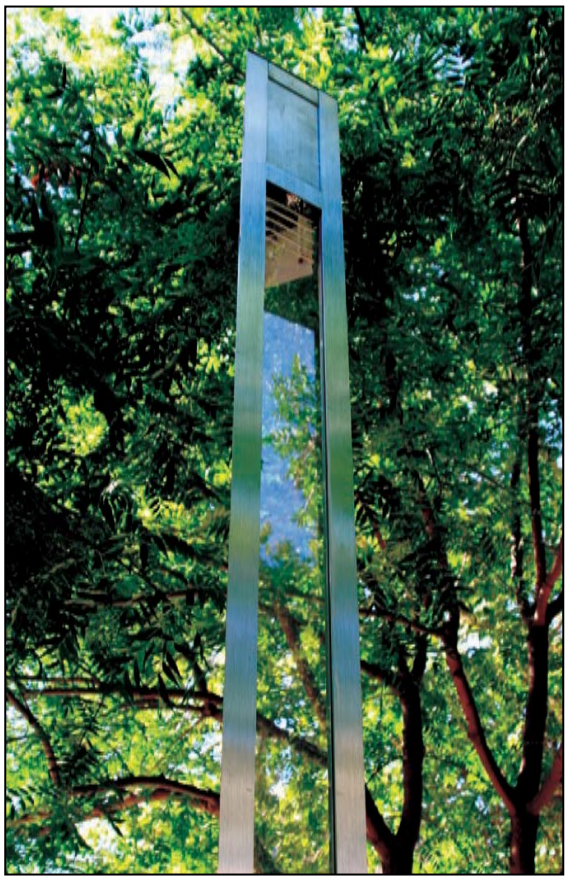
## 5. Riverfront District Signage Guidelines

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

### Guidelines

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


*Tenant Signage.*



*Lighting integrated with landscape design.*

## C. PRIVATE REALM SIGNAGE GUIDELINES

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


## 1. Private Realm Signage Design

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

### Guidelines

1) All signage shall comply with the City Sign Code, the following guidelines and standards, Caltrans regulations for signs adjacent to the freeway, and any other applicable restrictions, typically related to sign size, placement, materials, and construction methods.

2) Ensure clear legibility for universal accessibility that meets or exceeds ADA standards for signage, including type size, type style, contrast, messaging, and locations. Avoid hard to read and intricate type faces.

3) Wall- or pole-mounted signs and their support brackets shall maintain vertical clearance above the finished floor to prevent any physical contact with pedestrians.

4) Size guidelines reflect the scale of the district and respond to the distinct needs of vehicular and pedestrian circulation. Type, height, and total square foot guidelines will vary by district.

5) Compose signs of durable materials and be built, so as to be able to withstand local weather conditions and vandalism.

6) Use high-quality materials that reinforce the character of the district's architecture, landscape, and historic resources. Integrate all fascia signage into the architecture, such as mounted to architectural canopies or painted or mounted directly onto building surfaces without a backplate. Install signage on historic buildings in compliance with the Secretary of the Interior's Rehabilitation Standards and in a manner that minimizes impact on historic materials and if removed in the future, the essential form and integrity of the building is unimpaired.

7) Fonts with unique lettering styles that reflect the historic character of the Railyards are encouraged.


1) Design signs to respect architectural features, such as vertical piers and trim work, and placed in accordance with façade rhythm, scale, and proportion. Place signs on historic buildings to not obscure the character-defining features of those buildings.

2) Generally, provide a maximum of two to three colors for prominent sign parts and icons, with no more than two accent colors for letters and perimeter line work.

3) Provide illumination consistent with the district and the type of use / tenant, such as office, retail, restaurants, entertainment, or residential. Integrate signage and lighting design. Provide unobtrusive external lighting of signs that relates tithe character and the architecture of the building.

4) Locate and design the size of signs to preserve sight lines and enhance visual corridors, and to foster wayfinding and circulation. Blade signs along pedestrian corridors can foster circulation through and between districts.

5) Provide signage, visible from the freeway, as the primary identities for large anchor tenants adjacent to the freeway, the museum, the Central Shops District, the West End District, and the Sacramento Valley Station.

6) Signage will reinforce desired circulation patterns and encourage connectivity with the City of Sacramento by providing directional signage, maps, lighting elements, and other specialty graphics. Special corridors to be enhanced through signage include:

   · The routes between the Railyards, Downtown, and Old Sacramento to make the Railyards a seamless extension of the downtown.

   · The identity of the waterfront parks as an element of the wider regional Riverfront Master Plan of bike and walking trails.


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

8) The types of signage listed below are prohibited.

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



*Tenant signage.*


*Unobtrusive and attractive lighting.*