

Central City Neighborhood Design Guidelines 2nd Edition



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A. Introduction

This second edition of the Central City Neighborhood Design Guidelines document represents an update to the original Guidelines issued in 1999. The urban design direction established in the 1999 document and its vision of the central city neighborhoods comprising a set of unique pedestrian friendly neighborhoods serves as the starting point for the development of these Guidelines. That said, much has changed since 1999, including the creation of a new Downtown Specific plan, the development of the Central Core Design Guidelines, the introduction of light rail and the proposed introduction of a new streetcar line, as well as the expansion of medium-density, mixed-use development beyond the CBD. As a result, an updated set of guidelines were needed to address the new context.

The integration of the streetcar and higher density residential uses as well as buildings with a mix of uses raises a series of urban design issues that require an increased level of guidance in this 2nd Edition of the Guidelines, including: compatible integration of residential and non-residential uses; creation of ‘complete’ neighborhoods that provide the full range of amenities and services needed to serve a residential population; and design of ‘complete’ streets that provide safe, attractive, and comfortable movement for all users, including pedestrians, bicyclists, motorists and transit users of all ages and abilities.

Finally, climate change, sustainability, and drought, topics which were not in the forefront in 1999, have become critical issues that cities must now address. A heightened focus on sustainability has also underscored the significant role that historic preservation plays in modeling positive environmental values, promoting livability and driving economic investment. This has created additional impetus to promote context appropriate mixed-use development in the Central City neighborhoods as a means of creating more energy and water efficient, and less polluting patterns of growth that result in fewer vehicle trips, greater transit usage, more walking and biking, and more energy and resource efficient buildings and infrastructure.

This is the context for the 2nd Edition of the Central City Neighborhood Design Guidelines.

B. The Intent

The Central City Neighborhood Design Guidelines set forth a long term vision for the physical form and other character of Sacramento's downtown neighborhoods as a comprehensive set of design guidelines for sensitively developing these neighborhoods to their fullest potential. The object of the Guidelines is to direct future growth in a manner that builds upon the existing context including the neighborhoods' market strengths, cultural and social amenities, historic assets, and plan direction, while also acknowledging the potential for infill and modest growth.

The Intent is to ensure that all development in the Central City's neighborhoods contributes to making them into unique and special places, and furthers Sacramento's aspiration to be "America's Most Livable City." The Guidelines seek to capitalize on the recent development momentum and ensure that proposed higher mixed-use development also provides the qualities and amenities that will create attractive, distinctive, and safe, neighborhoods with walkable streets, convenient transit, and selected areas for mixed-use development.

More specifically, these Guidelines:

1. Provide Design Guidance for public and private projects in Central City neighborhoods in a manner that respects and enhances the existing neighborhoods. An integration of a variety of styles and design approaches will contribute to the aesthetic and physical vitality of the Central City.
2. Promote places where people can safely live and interact with each other.
3. Encourage building design that thoughtfully considers its surroundings in terms of scale, mass, building patterns and details.

The guidelines in this document are intended to provide direction and guidance rather than prescriptive requirements. The Planning and Design Commission and Preservation Commission shall have the authority to waive individual guidelines for specific projects where it is found that such waiver will better achieve the design policy objectives than strict application of the guidelines.

Finally, it should be noted, the Guidelines are only a means to an end a tool the assist the City in achieving its long-range vision. The vision itself will only be brought to life through the persistence and cooperative efforts of all those who participate in the creation.

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Chapter 1: Introduction



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A. Organization of this Document

This section describes the context, background and purpose for use of these guidelines. The Central City Neighborhood Design Plan includes two documents:

1. **Framework (Chapter 1 – Introduction and Chapter 2 – Administration)**
2. The Framework is a discussion of the various existing conditions, policy issues and design approaches that affect Central City neighborhoods, and;
3. **Neighborhood Design Guidelines**
The Neighborhood Design Guidelines establishes the design principles and guidelines to be utilized by the City of Sacramento Planning and Design Commission and Preservation Commission and staff when reviewing proposed buildings, alterations, or public improvements within Central City Design Review District neighborhoods

A.1. City Policy on Project Review

The role of the City is to utilize the design guidelines to provide objective, fair reviews of proposed projects. Consistent, overall review of projects is the goal of the City, and the intent is not to subject projects to undue hardships. The City is committed to engaging in a collaborative review process.

A.2. How These Guidelines Fit Into The City of Sacramento Design Review Program

These guidelines are part of the City of Sacramento's Design Review program as defined in Title 17, The Planning and Development Code. The City prepares design guidelines for each Design Review District to protect and enhance the value and appearance of public and private property. In addition, the guidelines helps integrate projects with the appearance, scale, capacity, and character of the neighborhoods and districts within the City of Sacramento, and encourage a high level of community development within specific areas of Sacramento. The Central City is one of several adopted Design Review Districts within the City of Sacramento.

A.3. Purpose

There are three primary purposes for these neighborhood design guidelines:

1. Provide design guidance for public and private projects in Central City neighborhoods in a manner that respects and enhances the existing neighborhoods. An integrated variety of styles and design approaches will contribute to the aesthetic quality and vitality of the Central City.
2. Promote places where people can safely live and interact with each other.
3. Encourage building design that recognizes its surroundings in terms of scale, mass, building patterns and details.

A.4. Background

These guidelines help implement city housing policies. The City established several key housing policies:

1. Encourage the production of new housing;
2. Promote the maintenance and preservation of existing housing and neighborhoods; and
3. Strengthen the residential identity and residential amenities of the Central City.

B. Neighborhood Vision and Planning Principles

The Central City encompasses 12 distinct neighborhoods and commercial corridors, described in Section 4. These neighborhoods vary significantly in character, from the perimeter neighborhoods of Washington School, Marshall School and Newton Booth, which are primarily residential and characterized by their beautiful mature trees, to the R Street Corridor and Alhambra Corridor, which include more commercial and industrial uses. As a point of clarification note that there are several historic districts and neighborhoods that share names in common. The geographical boundaries are often different and should be considered separately

The overall community vision for Central City neighborhoods, including commercial areas, can be characterized by two prominent planning principles:

B.1. Neighborhood Preservation and Enhancement

Preservation and enhancement of the moderate-scale residential neighborhoods and historic structures that make up the Central City.

B.2. Substantial Intensification

Substantial intensification of residential uses, commercial uses, and mixed uses along commercial corridors. With intensification a development should recognize the interface with the one, two, and three story, small footprint buildings in the existing neighborhoods. The commercial corridors should include residential uses to ensure expansion of the market for residential neighborhood goods and services, thus minimizing the conflicts with the residential neighborhoods and reinforcing them with a larger population base. Commercial activity currently taking place in these corridors, and in the future, will serve both the neighborhoods and the region.

C. Areas / Buildings Subject to These Guidelines

When a proposed project includes some component where the historic standards/plans may be silent, these Central City Neighborhood Design Guidelines will govern, along with the City Code, as they may relate to that element. When there may be a conflict between the historic standards/plans and the Central City Neighborhood Design Guidelines, the historic standards/plans will govern.

C.1. Applicability of Preservation Standards/Plans

For properties listed in the Sacramento Register of Historic and Cultural Resources, either as individual Landmarks, or as properties within historic districts, projects on those parcels will be reviewed in accordance with adopted preservation standards, including the “Secretary of the Interior’s Standards for the Treatment of Historic Properties”. The City of Sacramento has also adopted two documents “Listed Structures Plan (Residential and Non-Residential)” and “Preservation Area Plan” which are being reconsidered and potentially updated. (Note: as of 2001 “Listed Structures” are now referred to as “Landmarks” and “Preservation Areas” are referred to as “Historic Districts”). Additionally, in the Railyards, design guidelines have been developed specifically for the Central Shops Historic District, to be used in addition to the Secretary of the Interior’s Rehabilitation Standards, and for the Transition Area around the Central Shops Historic District.

Applicants with projects located within Historic Districts are advised to consult with the Preservation Director regarding the status of Historic District Plans.

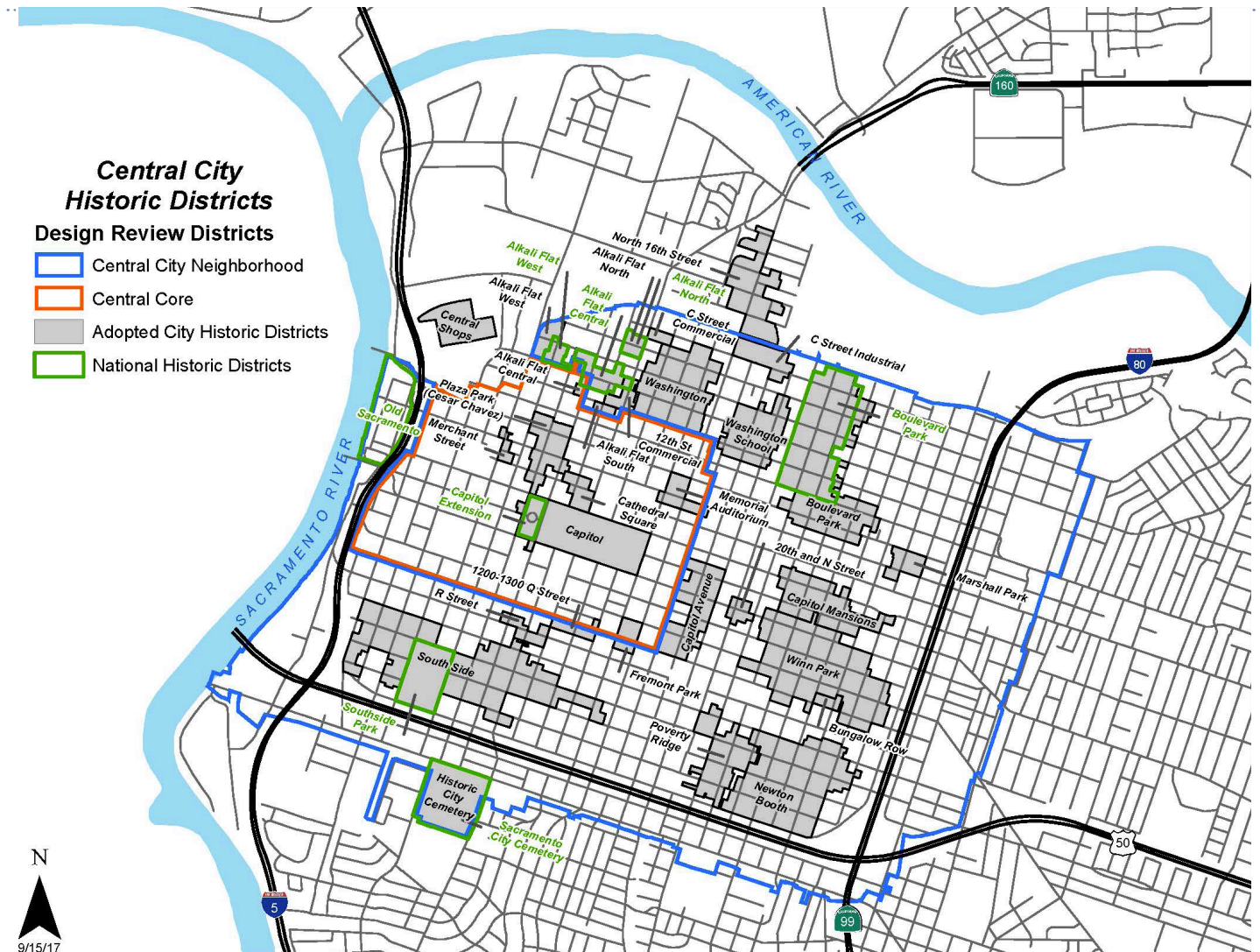
C.2. Related Planning Documents

The Central City Neighborhood Design Guidelines have been informed by a number of City planning documents that also have jurisdiction over and/or provide guidance related to specific areas of interest. These documents typically address their area of interest in greater depth and provide more detailed analysis and policy direction. As such, they are important references that should be consulted when applying these guidelines. These documents include:

- The Zoning Ordinance
- The Sign Ordinance
- The Uniform Building Code
- The General Plan
- Preservation Standards
- Parks Master Plan
- Grid 3.0
- Central City Specific Plan
- Urban Forest Best Management Practices
- Pedestrian Master Plan
- Central Core Design Guidelines
- Bicycle Master Plan
- State Historical Building Code

Copies of the above documents can be obtained at www.cityofsacramento.org.

C.2.1. Central City Historic Districts



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Figure 1-1

C.2.2. Central City Design Review Districts and Special Planning Districts

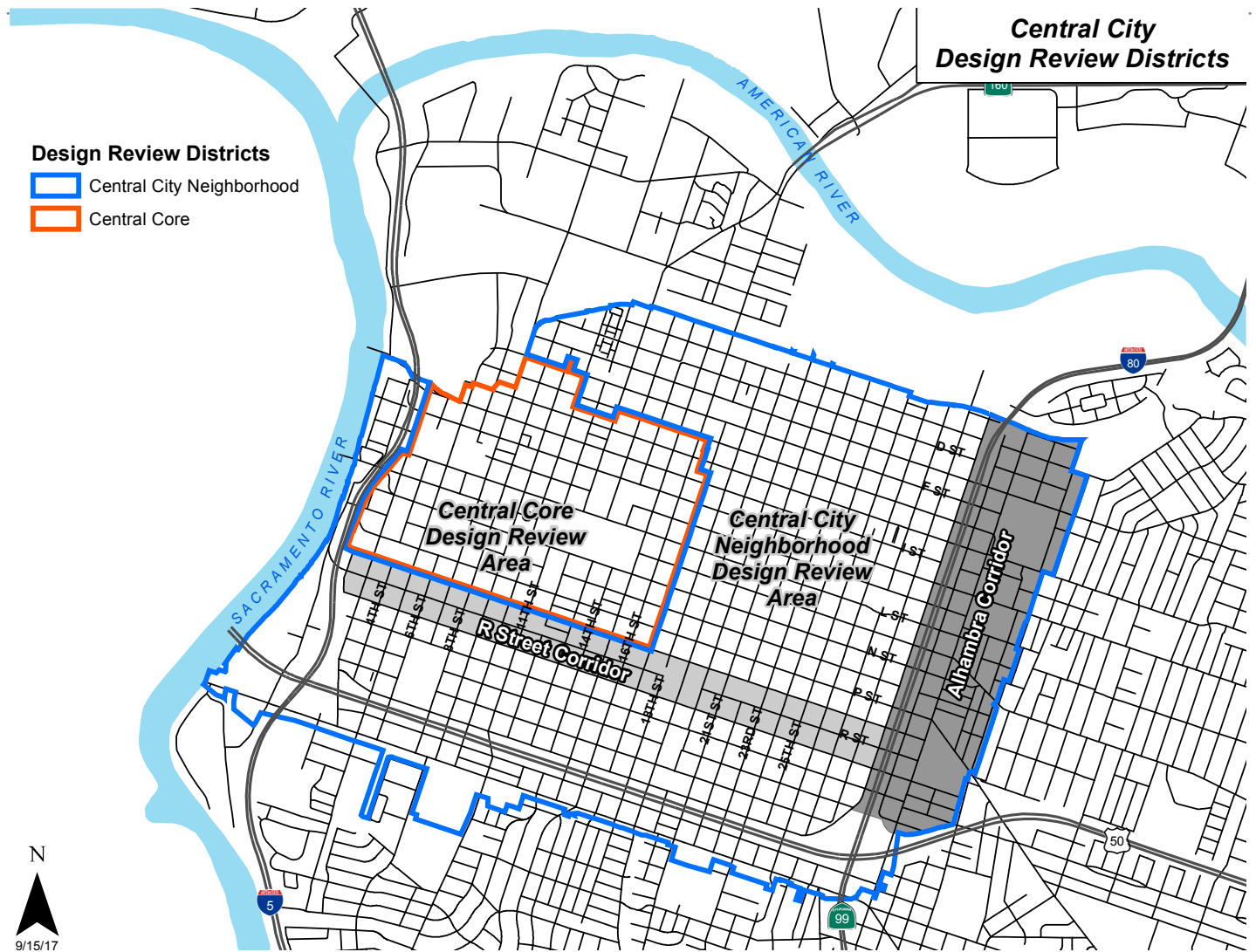


Figure 1-2.

D. Areas / Buildings Not Subject to These Guidelines

These guidelines are not applicable to the Railyards or River District Special Planning Districts nor are they applicable to properties in historic districts, or those that are individually listed on the Sacramento Register of Historic and Cultural Resources. Specifically, the following Historic Districts are not located within the area of jurisdiction of these guidelines: [Cesar Chavez Memorial] Plaza Park, Merchant Street, Cathedral Square, Central Shops, and Capitol. Also, projects on state owned sites within the Capitol Area Plan boundary are not subject to these guidelines.

For state office, residential and commercial projects located on state owned sites within the Capitol Area, the applicable guidelines are:

- The Capitol Area Plan (for residential and non-residential projects)
- The Capitol Park Neighborhood Design Plan (for public improvements, residential and commercial projects).
- Preservation standards applicable to historic districts and individually listed structures are described in Chapter 1, Sections 1C.1, and Chapter 2, Section 2.B.

Chapter 2: Administration



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A. Guidelines Sphere and Authority

This Section describes the areas subject to these neighborhood design guidelines within the larger Central City Design Review District, including the specific neighborhood and commercial subdistricts, and the types of projects that are subject to review. This section also describes the specific subdistricts and types of projects that are not subject to these neighborhood design guidelines.

The Central City Design Review District encompasses the area bounded by the Sacramento River (west), the UP mainline (north), Alhambra Boulevard to the east (including those properties adjacent to and east of Alhambra Boulevard), and Broadway to the south (including those properties adjacent to and south of Broadway).

However, within this territory a smaller core area is to be guided by the Central Core Design Guidelines, which are applicable to the area bounded by Interstate 5 on the west, Q Street on the south, 17th street on the east, and a combination of G Street, F Street, and the Railyards. The Central City Neighborhood Design Guidelines apply to the area that surrounds the core. This includes the residential neighborhoods north of the CBD and in the southeast corner neighborhood of Fremont Park.

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

B. Design Review Process / Projects Subject to These Guidelines

The guidelines also apply to projects located within the Alhambra Corridor Special Planning District and the R Street Corridor within the Central City area. The boundaries of the Alhambra Corridor Special Planning District are shown on in the Central City Design Review Districts and Special Planning Districts Map in Chapter 1 - Introduction. Projects located within the R Street Corridor will be reviewed with both the applicable supplemental guidelines and the more comprehensive project guidelines contained in Section 3 and 4. Projects located within the Alhambra Corridor Special Planning District (SPD) are subject only to the supplemental guidelines included as Section 6 of these Design Guidelines.

For properties in the Sacramento Register of Historic and Cultural Resources, the preservation standards shall govern. Preservation standards adopted by the Preservation Commission include:

- The Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings
- Listed Structures Plans (Residential and Non-Residential)
- Preservation Area Plan

For proposed projects or portions of projects where preservation standards are silent, these Central City Neighborhood Design Guidelines shall apply. Applicants with projects located within Historic Districts are advised to consult with the Preservation Director regarding the status of Historic District Plans.

The following historic districts are within the boundaries of these neighborhood design guidelines: West Alkali Flat, North Alkali Flat, South Alkali Flat, C Street Commercial, Washington School, C Street Industrial, 12th Street Commercial, Boulevard Park, Memorial Auditorium, Marshall Park, Capitol Avenue, 20th and N, Capitol Mansions, Winn Park, Bungalow Row, Fremont Park, 1200-1300 Q Street, R Street, Southside, Newton Booth and Poverty Ridge. Figure 1 in Chapter 1, Central City Historic District map identifies the Central City Historic Districts subject to these guidelines.

Site Plan and Design review is required prior to issuance of a building permit for any new structure or alteration located within the Design Review District. Section 17.600.200 of the Sacramento Zoning Ordinance establishes the City’s Design Review process and authority.

C. Prescriptive vs. Advisory Guidelines

C.1. Principles and Guidelines

The Design Guidelines include both design principles and guidelines which distinguish between mandatory and advisory provisions. The Principles represent the prescriptive or mandatory elements of project design that are used by the Board and staff to determine project compliance with these guidelines. The design Principle is located on each page above the dashed line (e.g., Principle: Create clearly defined spaces that satisfy gathering and privacy needs of people appropriate to the role of the community.)

Each design principle includes several advisory guidelines or suggestions on approaches to accomplish the principle (e.g., Place Transitions: Fences, bushes, elevation changes, portals, porches, community rooms, and doors which face the street should be used to provide transition between varying levels of public accessibility and privacy). These guidelines, numbered and located below the applicable principle, include use of the term “should” or “may” to denote a suggested approach to accomplish the design principle.

C.2. Alternative Designs

Alternative design approaches that achieve the design principle may also be considered by the staff and Commissions.

D. Flexibility

The Design Guidelines are intended to contribute to a consistent, complete and concise review process. The Guidelines are a reference source for project design and review which encourages creativity, flexibility and variety. The City does not encourage or support any one particular architectural style.

The City welcomes alternative designs that, while not meeting every design principle, contribute positively to the neighborhood or commercial corridor in which they will be built. The City, will review projects for overall compliance with the design principles, realizing that not every principle will be met on any given project. Reasonable judgment will be used when reviewing projects for compliance with the design principles.

Chapter 3: Project Design Guidelines



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A. Site Planning

A.1. Placemaking

.....
PRINCIPLE: Create clearly defined spaces that satisfy gathering and privacy needs of people at various scales appropriate to the role of the project in the community.
.....

Architectural Response in the Central City Neighborhoods

Being “America’s most livable city” involves more than making Sacramento a place that is safe, functional, and socially and economically stable. It is also about creating a place that is visually distinctive, appealing, and memorable. Architecture plays a key role in this and in defining the identity of the various neighborhoods with the Central City area. Fortunately, Sacramento has a rich architectural heritage that contributes to these neighborhoods’ unique identities. These identities are defined, in part, by an eclectic mix of buildings that changes from street to street, block to block and neighborhood to neighborhood, reflecting the different periods of the City’s history.

A distinctive, memorable and sustainable Sacramento will preserve the best of Sacramento’s architectural heritage while facilitating creative architecture in the future. The interplay of past, present, and future in the Central City’s neighborhoods’ built environment will contribute to maintaining an identity for Sacramento’s central city that is uniquely ‘Sacramentan’ and engenders civic pride in those who live here.

The intent of these guidelines is neither to codify the existing architectural vocabulary into a rigid pattern language, nor to stifle the creativity of future designers. The guidelines are intended to avoid generic building design and ensure that the design of new buildings provides a respectful response to surrounding buildings and physical context; demonstrate excellence in design and an understanding of place; and contribute to the Central City’s neighborhoods rich architectural vocabulary. Such consideration on the part of design professionals will ensure the Central City Sacramento continues to evolve through the thoughtful integration of new structures into the existing urban fabric.



Figure 3-1. 26th - 28th K & L Streets. Sutter's Fort State Park - A very public place.



Figure 3-2. 2120 I Street. An Internal Courtyard - A semi-private place.



Figure 3-3. Street side Cafe - A public place.

A. Site Planning

A.1. Placemaking (continued)

Generally, creative reinterpretation of existing patterns and forms is the preferred design strategy, rather than having new buildings emulate existing buildings through false historicism. Employing contrast, rather than reinterpretation of existing forms and patterns, is also an acceptable design strategy. However, to be effective, this approach, by definition, should be employed sparingly. Exceptional design should be embraced and celebrated. For Sacramento to emerge as a great and distinctive city its buildings must demonstrate exceptional design.

Many factors have helped shape Sacramento's architecture. Understanding these influences and the local architectural responses to them will allow contemporary architects to complement existing historic and vernacular buildings and harmoniously integrate new and old buildings. Key factors that need to be considered in the design of future buildings include: climate, topography, vegetation, street widths, block size, building type, and building materials and color.

1. Climate

Given the extremely hot summers and cold, wet winters typical to Sacramento it is important that buildings not cast perpetual shadows over City streets. While shaded streets are pleasant on a hot summer day, the opposite is true in winter. Any exposure to winter sun is most welcome at street level, particularly if there is also protection from driving rain. In the 19th Century, and early 20th century, many of the single family homes built in the area, included front porches, which allowed a shaded place to sit and engage in conversation with pedestrians on the street. In later years, as densities increased, some apartment buildings also included shaded balconies, which allowed similar interactions between pedestrians and residents. The implications of local climate on the quality of public life are frequently ignored in the design of new buildings, but are an important part of creating an architecture that responds to place and helps engender a more vibrant public life.

2. Urban Forest

As the vision for the Central City's core, its riverfronts, and its redevelopment areas continues to be implemented, it is fully expected to emerge as a celebrated destination, drawing visitors from around the world to visit this beautiful, world class city. One element that is already celebrated is Sacramento's reputation as a metropolis of trees. A reputation that speaks to the much loved tree canopy that adorns the City streets, and serves as a dynamic symbol of the City's commitment to keeping Sacramento green and sustainable. The tree canopy in the Central City plays many roles. Most directly, it creates a beautiful and comfortable setting for public life. Given Sacramento's climate, the large canopy, deciduous shade trees that line the Central City's streets provide wonderful summer shade while allowing solar access during the winter. The tree canopies also help to maintain a comforting pedestrian scale to the streetscape, visually and physically linking the pedestrian realms on either side the street. The tree canopy also introduces a natural element that visually softens and buffers the sharp lines and hardness of the urban setting. In addition, trees help remove pollutants from the air, reduce storm-water runoff and erosion, and increase property values. All told, Sacramento's trees are a distinctive and memorable element of the Central City's neighborhoods and as such must be highly valued and protected. The buildings that work best in Sacramento are those that respectfully integrate the City's urban forest. To that end, designers must be intentional in designing to accommodate both existing and future tree canopies and root zones at the earliest stages of conceptual design. Just as the architecture and built environment in Central City neighborhoods needs to contribute to the creation of a high quality public realm and a distinctive and recognizable image, so too must the urban forest provide a high quality landscape that embodies the best in thoughtful design, materials and sustainable practices and plays an active role in maintain the health of the community.

A. Site Planning

A.1. Placemaking (continued)**3. Street Frontages**

The Central City's grid of streets was originally surveyed for blocks that could be subdivided into parcels with 40-foot wide lot frontages. This gave rise to building fronts that had a natural 40-foot rhythm or lots with individual homes on larger aggregated lots that were 120 feet or 80 feet. The underlying rhythm of building frontages established by the original 40-foot wide parcels is important to the Central City area's character, in that it maintains a pedestrian-friendly scale to the streetscape and preserves subtle evidence of the Central City's physical DNA. As such, the 40-foot frontage increment should not be lost. Even for large projects covering entire city blocks or large portions of blocks, building articulation should be incorporated into the design that preserves this pattern.

4. Architectural Vocabulary

The individual neighborhoods of the Central City area contain a wonderful variety of architectural styles from the 19th and 20th Centuries. The details of these styles, are discussed in subsequent chapters detailing the character of individual neighborhoods. However, even with the diversity of architectural styles, several common elements are evident that should inform future development. Particularly important among this shared architectural vocabulary are the following:

- 4.1. Single Family houses with covered front porches, stoops and pitched roofs;
- 4.2. Facades that exhibit a very balanced proportion of solid wall surface to exterior window openings; and
- 4.3. Commercial buildings and multi-family residential buildings that are expressive of traditional base, middle and top sections with strong horizontal bases, cornice lines and street walls.

Urban Design Framework Principles**1. Central City Gateways**

The Central City has several important entry corridors that serve as gateways to the downtown. These gateways are important because they typically shape one's first impression of Sacramento. Historically, these gateways

related to available bridge crossings, such as the Tower Bridge, or to key travel routes, such as the Stockton Boulevard (P Street) and Folsom Boulevard (Capitol Avenue) entries from the east and Freeport Boulevard (21st Street) from the south. The introduction of the freeway system has obscured these historic gateways to freeway interchanges and off-ramps, and in the process has generally degraded the quality of those historic entry corridors. While the historic gateway corridors still exist they now are secondary routes into the downtown whose entry points are marked by the hulking infrastructure of the elevated freeway.

2. Transit Streets and Transit-Oriented Development

The introduction of light rail has added an important framework element around which the certain neighborhoods within the Central City neighborhood (most notably, the R Street Corridor) have begun to restructure while the introduction of the Streetcar in the near future will provide additional opportunities to create a transit friendly central city. The light rail and street car lines and their station areas provide significant opportunities for locating higher density, transit oriented development (TOD) that promotes transit use and walkable neighborhoods. To date the light rail system has focused on bringing people into the downtown from surrounding suburban areas, and the City is realizing the potential benefit of this resource as a magnet for development, particularly along the R Street corridor where the zoning was amended specifically to allow more height around LRT stations to encourage higher density development. The Downtown Streetcar provides another opportunity to catalyze development around transit in the Midtown neighborhood. Streetcars impact the urban environment a little differently than light-rail, because they are more commonly understood as "pedestrian accelerators" rather than regional connectors. Because they operate in mixed traffic flow, are very easy to hop on and off, they extend the distance that someone would have otherwise walked or biked. The pedestrian shed

A. Site Planning

A.1. Placemaking (continued)

associated with them is more linear along the entire route of the street car, whereas the pedestrian shed generated by a light rail typically includes a set of ½ mile circles around each of the stations. Thus the design of the pedestrian realm along the route of the streetcar is critical achieving its full benefit.

3. **Distinctive Neighborhoods & Districts**

The richness and vitality of a city is reflected in the diversity of its neighborhoods. The Central City includes a variety of distinct neighborhoods whose unique qualities need to be acknowledged even as new infill and redevelopment occur. It is critical that as the Central City expands through redevelopment, that it not lose those qualities which make it so attractive, such as legible, well structured neighborhoods; distinctive civic buildings; varied architecture; lush tree-lined streets; and attractive residential districts.

4. **A Place-based Public Realm**

The principal strategy for ensuring the quality and distinctiveness of the various neighborhoods and districts is to emphasize “placemaking” of focusing on the inextricable link between the design of individual buildings and of the public realm. The design of individual buildings and spaces should respond to the physical, historical and cultural context in order to enhance and reinforce the identity of the existing neighborhood reinforcing a well defined Public Realm. Sacramento’s public realm consists of its streets and public places, squares, parks, courts and alleys. These in turn are defined by the buildings that surround them and the “street- walls” that the buildings collectively create. The street-wall is the interface between the public right-of-way and buildings along the street.

The street-wall is generally located at the edge of the public right-of-way (typically the back edge of the public sidewalk) in higher density commercial zones such as along key urban corridors such as 16th, J, K, and R streets.

Buildings tend to be setback a specific distance from the right-of-way in lower density residential districts, such as Alkali Flat or Boulevard Park, in order to enhance privacy or maintain the tree canopy, for example. While buildings along the commercial corridors tend to not define the street wall as well as the older historic commercial buildings in the Central Core, this is not to say that they shouldn’t. Buildings that do not hold the street wall, in order to accommodate the automobile (parking, driveways, etc.) or in pursuit of architectural distinctiveness, detract from the definition and quality of the public realm. Adhering to guidelines for setbacks and build-to-lines, even as architectural fashions and technical innovations come and go, will maintain the continuity of the street-wall and ensure the character and stability of the public realm over time.

The height of the street-wall at the setback or build-to-line is also an important element in shaping the character of the public realm. In combination with the width of the public street right-of-way, it is a primary factor in giving scale to the public realm and ensuring a comfortable human-scaled street enclosure.

New structures built on alleys will enhance the general livability, visual quality and safety of the alley by orienting fenestration, balconies and lighting on the alley. Front entrances will face the alley, unless incompatible with use.

A. Site Planning

A.1. Placemaking (continued)

5. Place Transitions

Fences, bushes, elevation changes, portals, porches, community rooms, and doors that face the street should be used to provide transition between varying levels of public accessibility and privacy. They should delineate the use and ownership of public, semi-public, and private spaces, but should not be visual barriers.

6. Common Facilities

The inclusion of common facilities that respond to the anticipated needs of the residents or users is encouraged. Under most circumstances, these common facilities should be located to provide a bridge between the larger neighborhood and the community defined by the project, e.g., at major entrances to the project.

7. Preserving Historic Resources

Sacramento's rich and diverse heritage is reflected in its individually listed landmarks and contributing resources in the many historic districts throughout the Central City. The preservation of these resources and their character defining features is an important part of the city's identity and visual vitality. Historic resources add texture and character to the urban fabric that cannot be replicated by new development. While the design of future developments should honestly reflect their contemporary era, they should also take special care to ensure that their orientation, form and massing acknowledges adjacent historic structures, districts features or spaces. Preservation of the most important structures and historic districts in the Central City area is an integral component of the planning process. By embracing preservation strategies and protecting these resources, the City can successfully evolve in a way that preserves design character and related historical associations while also allowing the thoughtful introduction of new buildings, open spaces, and streetscape elements that support the area's economic development and vitality as a social center.



Figure 3-4. 341 39th Street. A Rearyard Balcony - A very private outdoor space.



Figure 3-5. 2201 Broadway. A commercial courtyard



Figure 3-6. 2631 Capitol Avenue. The Front Porch - A semi-private space fronting the street.

A. Site Planning

A.1. Placemaking (continued)

8. **Creating a Complete, Well Served Community**

The development of higher density residential uses in some neighborhoods within the Central City area will introduce a new dynamic to the area. A larger residential population with a wide range of incomes, ages and household types will need schools, parks, community centers and they will also need even more retail and services that address their daily needs, such as grocery stores, dry cleaners, etc. While it can be assumed that the marketplace will respond to demand for the latter, the public facilities will require advance planning by the City to ensure adequate facilities and distribution are provided. Consistent with the concept of walkable neighborhoods, public facilities such as parks, schools, and community centers should be located within walking distance of all Central City residents.

9. **Active Streetscapes and Sidewalk Cafes**

Over the last 30 years an emphasis on enhancing the pedestrian realm has permeated development across the entire Central City. The pedestrian sidewalk experience is to be enhanced by mandating the need for active storefronts on retail and commercial streets, stoops, porches, and visible building or courtyard entrances on residential streets, and the avoidance of blank walls and exposed parking garages. The guidelines mandate that surface parking lots and above-grade structured parking garages be screened from the street with liner elements such as residential flats, townhouses, lofts, or retail and commercial space. This guideline shall be a priority for the entire Central City. Sacramento's climate is ideal for outdoor dining, and sidewalk cafes are an excellent way of activating the streetscape and energizing the retail environment by creating an interface that bridges the public and private realms. Sidewalk cafes, like retail in general, tend to develop a synergy when clustered together.

10. **The Retail Environment**

Retail activity is a critical component of maintaining a vibrant and active Central City. It supports the area's employment and residential function, but it also is the component that makes the Central City an interesting and exciting place to be and a destination for visitors who neither work nor live there. Continuity and diversity are important to the success of the retail environment. Too much dispersion of retail activity or too much duplication in the type of retail will undermine retail viability. For this reason several areas, for example along R Street and in the Midtown neighborhood have been prioritized as retail streets and districts, where retail frontages are encouraged in order to provide neighborhood centers that establish the retail synergy and help to establish a sense of place. See section A.2. - Location of Structures. for an indication of where retail storefronts are encouraged.

A. Site Planning

A.2. Location Of Structures

PRINCIPLE: Locate structures to create usable outdoor places and continuity of desirable characteristics of adjoining structures along the street face.

1. Zoning Ordinance

See the Zoning Ordinance for specific setbacks in addition to those discussed below.

2. Scale Height and Mass

See Principle for additional scale, height and mass requirements.

3. Private-Public Continuity

Where the building is set back from the public right of way, the pavement treatment should be designed to complement the building design and the public sidewalk patterns

4. Residential Setbacks

To allow residents a comfort zone of personal space on their porch or in rooms facing the street and to maintain the massing context of neighborhoods, provide a minimum of a 5'-0" setback from the public right of way, unless the context of the neighborhood dictates otherwise.

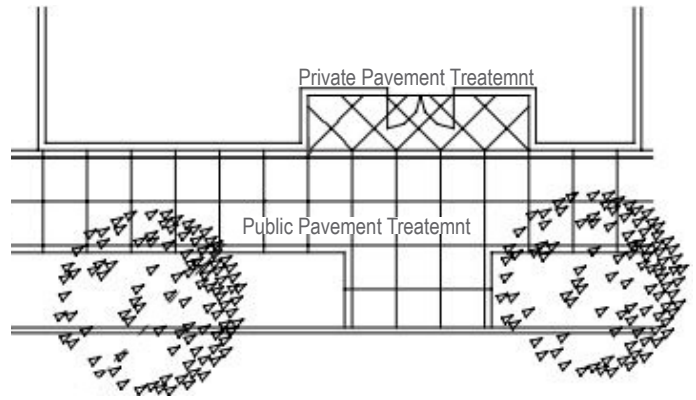


Figure 3-7. Match Scoring Patterns

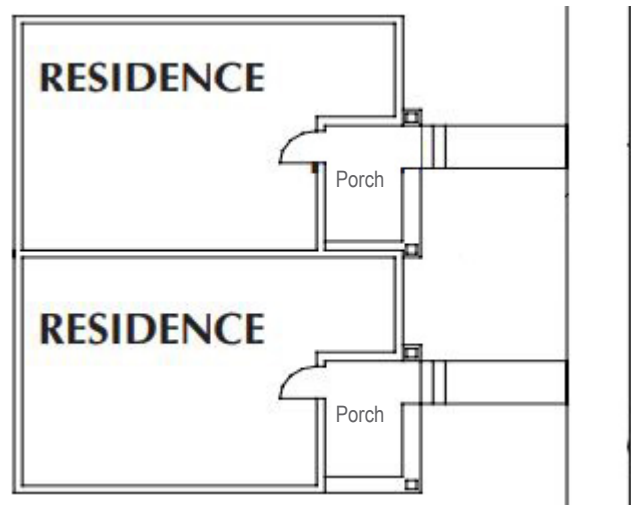


Figure 3.8. Residential Setbacks

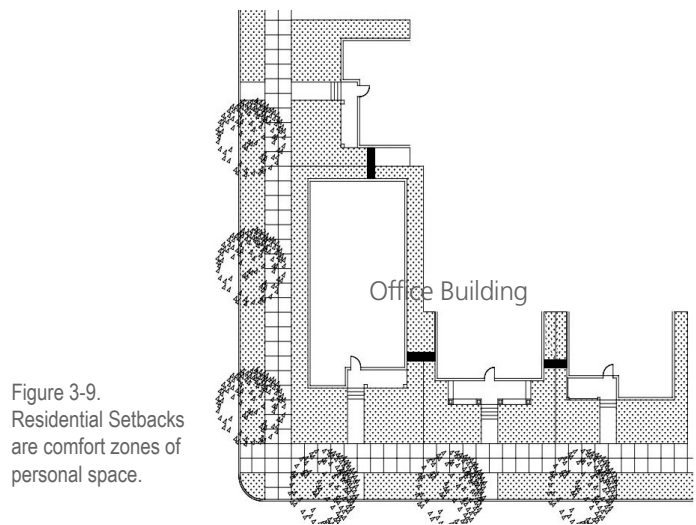


Figure 3-9. Residential Setbacks are comfort zones of personal space.

A. Site Planning

A.2. Location of Structures (continued)



Figure 3-10.

5. Along storefront streets, i.e., streets with predominantly retail uses without building setbacks, commercial uses shall be constructed at the front property line unless a setback is needed to accommodate sidewalk cafes, usable outdoor places, or as a buffer to adjacent residential uses. Exceptions may be deemed appropriate by staff when adjacent properties or other corner uses are set back.

A. Site Planning

A.3. Residential Private Open Space

PRINCIPLE: Where consistent with the design concept provide usable outdoor open space designed for the exclusive use of the dwelling unit at grade or in the form of a porch for upper story dwellings.

1. Private outdoor spaces facing public or semi-public common spaces or streets should have a hedge, fence-like enclosure, or porch railing.
2. Private open spaces facing other private open spaces or adjacent property should have a maximum 6 foot high opaque enclosure. Landscaping within and adjacent to private open spaces should be designed to enhance privacy.
3. Semi-private open spaces facing on public or semi-public open spaces or streets should be combined with the entrance to the dwelling.



Figure 3-11. The front porch of a residential unit-Semi Private Open Space

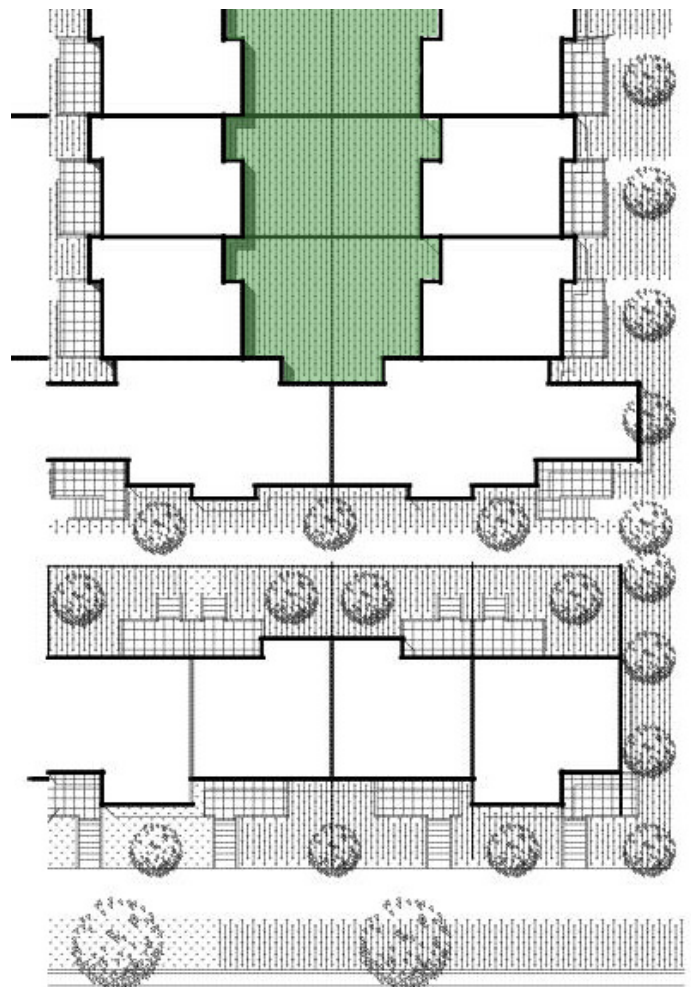


Figure 3-12. Interior Courtyards used for private outdoor space.

A. Site Planning

A.4. Public and Semi-public Open Space

.....
PRINCIPLE: Design common open spaces to support placemaking needs of the project
.....

1. Zoning Code: See the Zoning Code for other open space requirements.
2. See A.2. for Location of Structures, and 3.M., Outdoor Cafes, for other open space guidelines.
3. Locate common facilities adjacent to common open space.
4. Provide and face semi-private outdoor spaces (porches and balconies), entries and active interior rooms (kitchens, dining rooms and living rooms) on internal common spaces
5. Visible Open Space: Courtyards and other common open space, internal to buildings or groups of buildings, should be as visible as possible to and from the street, and provide a “place transition” between the street and private areas near the building or courtyard.
6. Keep pathways away from buildings to maintain privacy.

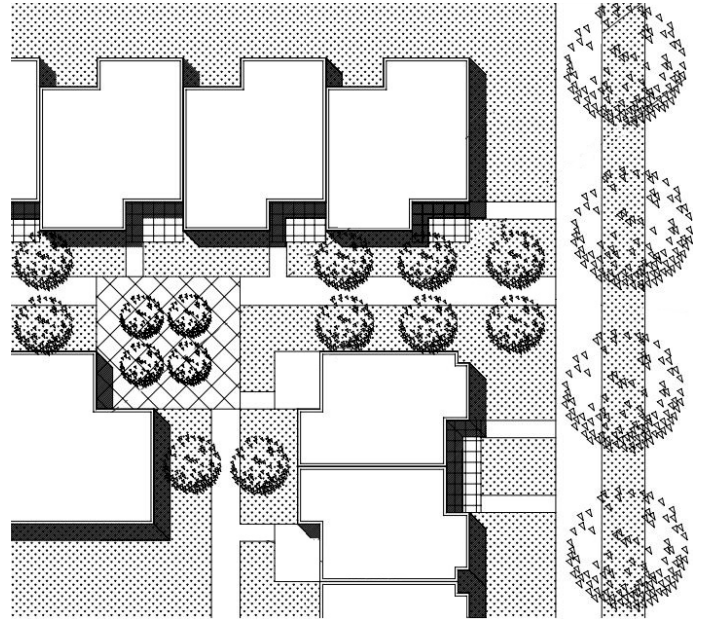


Figure 3-13. Plan showing appropriate implementation of pathways, visible open space, semi private outdoor space, interior courtyards and the location of common facilities.

A. Site Planning

A.5. Crime Prevention Through Environmental Design

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

Rationale

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

Principles

The four principles of CPTED are:

1. **Natural Surveillance;**
2. **Natural Access Control;**
3. **Territorial Reinforcement; and**
4. **Maintenance and Management**

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

1. Natural Surveillance

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

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

2. Natural Access Control

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

3. Territorial Reinforcement

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

A. Site Planning

A.5. Crime Prevention Through Environmental Design (continued)

4. Maintenance and Management

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

Guidelines

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

1. Designation

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

2. Definition

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

3. Design

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

A. Site Planning

A.6. Entries

.....
PRINCIPLE: Provide clearly defined site and building entries that are in scale with the proposed project, and that relate directly to the street frontage(s).

1. **Frequent Entrances.** Entrances should be as frequent as possible along all street frontages and alleys.
2. **Weather Protection.** Entries should have an area in front of them covered by a recess, canopy, overhang, or marquee to provide protection from the rain.
3. **Main Entrance.** The main entrance should relate directly to the street.
4. **Importance of Entrances.** Entryways should be clearly delineated through the use of recesses, additional detailing, overhangs, lighting, and change of volume and form. The greater the functional use of the entrance, the more it should be distinguished from the balance of the building.
5. **Secondary Entrances.** Secondary entrances (such as small retail shops on the ground floor of a large office or residential building) should be architecturally treated as subordinate to the primary entrance (such as the entrance to all the residential or office uses on the upper floors of the building). (See Figure 3-15.).
6. **Separation from Street.** Individual residential units should have separate entrances from the street as often as possible, and should be combined with private outdoor space (porches) facing onto the street.
7. **Usable Area.** Usable areas on the porch should not have an entry path through them.
8. **Utility Doors.** Doors that are not regularly used, such as utility access doors, should be down played through incorporation into the design surrounding them (for example, the height could align with adjacent windows).



Figure 3-14. Elevation drawing showing the the delineation of entrances

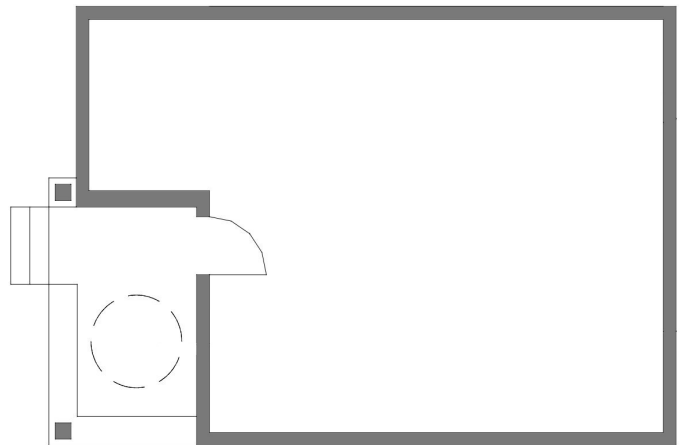


Figure 3-15. Plan drawing showing the usable area on a residential porch

A. Site Planning

A.7. Pedestrian Edges

.....
PRINCIPLE: Provide pedestrians with the greatest possible sense of safety, comfort, aesthetic pleasure, and connection to building activities at edges where structures adjoin the public area, and along internal circulation of the project.
.....

1. **Pedestrian Shelter.** Provide shade from the summer sun (and protection from the rain, when possible) with tree canopies, trellises, awnings and other devices along street frontages and paths internal to the project, especially on the south side of buildings.
2. **Aesthetic quality.** The highest detail and material quality for projects should be placed where pedestrians have the greatest and closest contact with the project.
3. **Semi-Private Spaces on the Street.** Porches, patios, balconies, and courtyards that allow residents to actually and symbolically possess the space surrounding their dwelling should be placed along pedestrian paths wherever possible. This will provide clarity about who has the right to control a space, and thus a greater sense of security for the resident and an increased potential for social connections.
4. **Location of Structures.** See A.2., Location of Structures; A.3., Residential Private Open Space; A.4., Common Open Space; and A.5., Entries, for related guidelines.



Figure 3-16. A sense of connection between the inside of the building and the street.

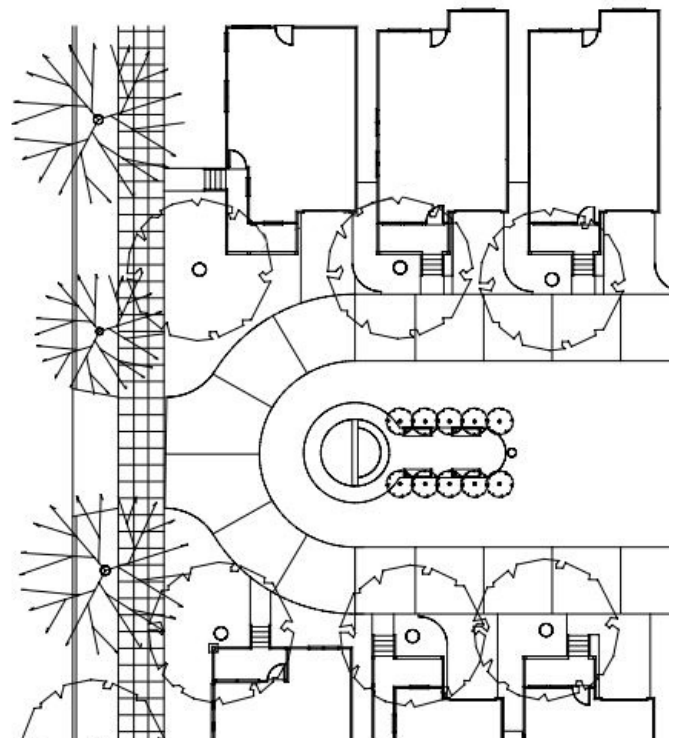


Figure 3-17. Plan drawing of street porches that allow residents to feel as though they possess the space around their home.

A. Site Planning

A.8. Garages, Parking, Driveways, Service Access

PRINCIPLE: Design garages, parking areas, driveways, and service access to minimize their impact on pedestrians and diminish visibility from the street.

- 1. Parking Spaces.** Parking spaces (screened or unscreened) should not front on public right of way or streets. In applying this principle to parking garages, parking areas, driveways, and service access areas, relative to pedestrian orientation, the specific location and degree of existing and potential pedestrian activity at that location will be taken into account.
- 2. Residential Garage Access.** Residential garages for single family units should be entered from the alley when feasible. Where alley access is not available, they may be located in the rear yard with access via a side yard driveway. (See Figure 3-21.) Although a less desirable alternative, for some project types it is acceptable to place the garages recessed behind the main house elevation by a minimum of 5'-0".
- 3. Width of Residential Driveways.** Single-family residential driveways over 10 feet in length should contain a center planting strip between wheel pavement. Driveways should not be wider than 10 feet for a single car garage nor 20 feet for a 2 car garage for the first 18 feet in front of the garage.

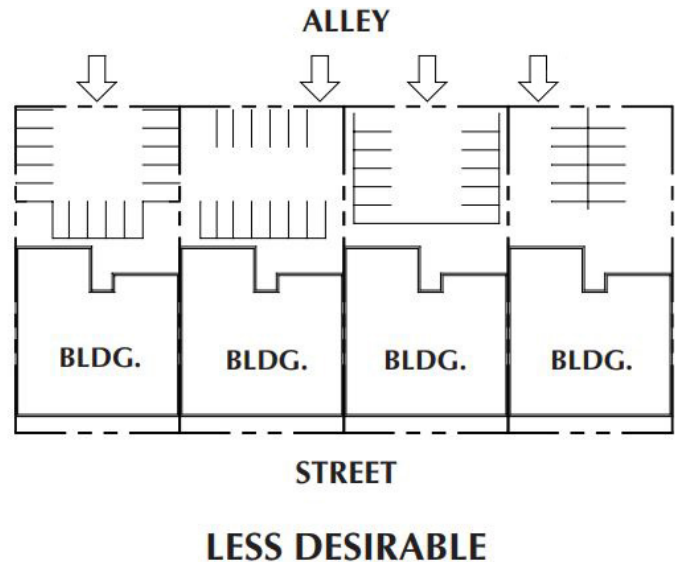
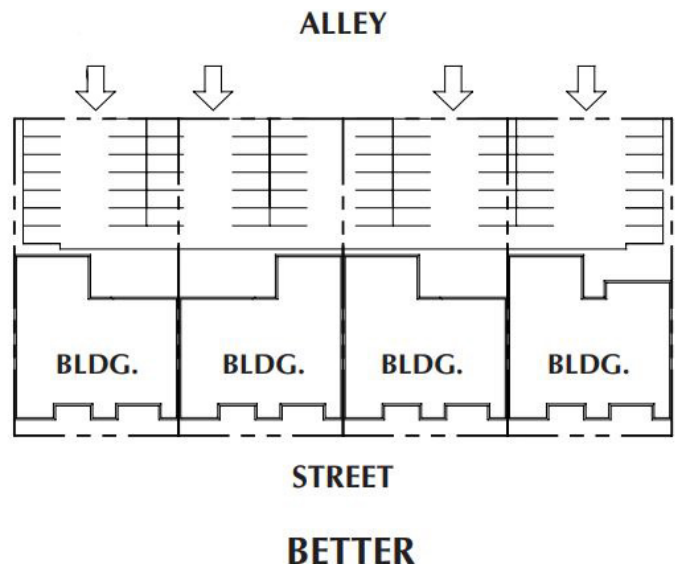


Figure 3-18.



Figures 3.19.

Figures 3.18 and 3-19. Shared use of parking resources

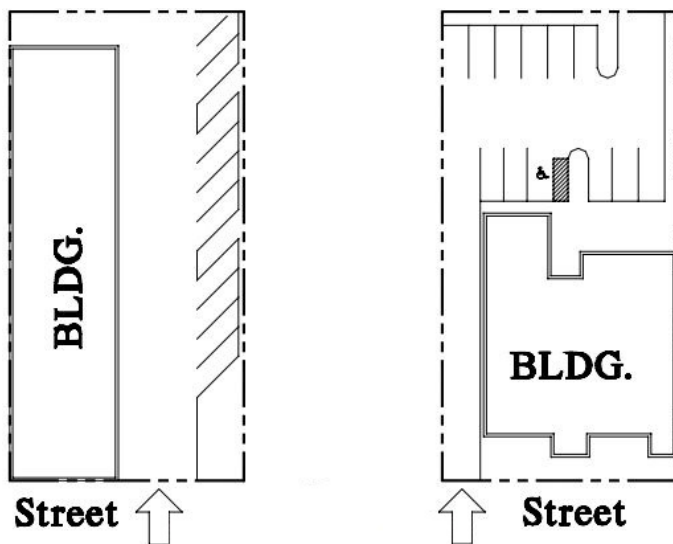


Figure 3-20. Parking that does not front on street.

A. Site Planning

A.8. Garages, Parking, Driveways, Service Access (continued)

4. **Doors.** All garages should have garage doors. Two single garage doors are preferred over a double door when the door area can be viewed from the street.
5. **Style.** Garages or carports should be constructed in the style and of the same materials as the residential structure.
6. **Detailing.** When retrofitted into an existing house, the garage opening should not cause the elimination of any important design feature, such as porches or bay windows. Detailing should match the remainder of the structure.
7. **Surface Parking.** New surface lots are discouraged, and if there is no alternative they should be screened, shaded, landscaped, with decorative fencing provided.

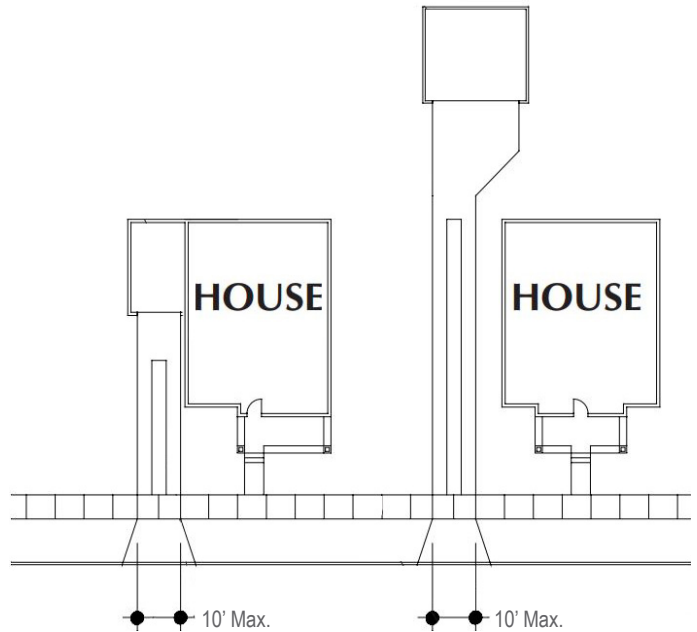


Figure 3-21. Plan drawing of a recessed Garage on the left and a detached garage on the right. Driveways have a maximum width of 10'

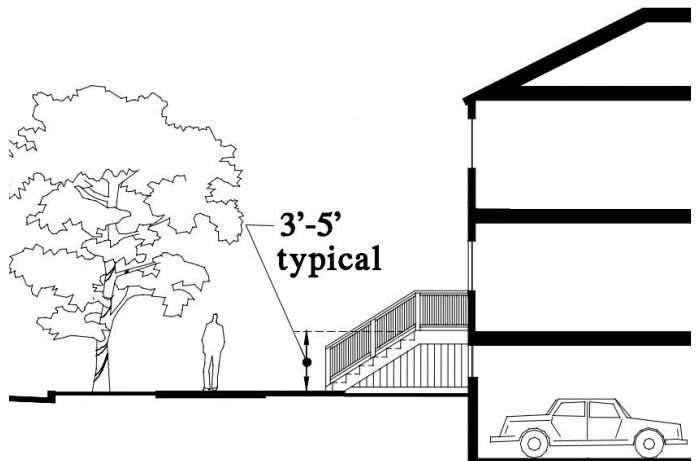


Figure 3-22. Section drawing of subterranean parking. The first floor is at 3'-5' above the finish grade of the sidewalk.

A. Site Planning

A.9. Observation, Visibility and Sight Distance

.....
PRINCIPLE: Design projects to build in safety with maximum visibility and opportunity for observation, as well as ensuring adequate sight distance in circulation systems.

1. **Observation.** The ability to observe all outdoor spaces from windows in shops, offices, or residences and from porches and other private and semi-private outdoor spaces should be provided.
2. **Transparency.** Active rooms within a dwelling, such as living rooms, dining rooms, and kitchens should have windows or glass doors that face the street and public outdoor spaces to increase surveillance.
3. **Visibility To and From Circulation Areas.** Elevators, elevator lobbies, interior corridors, and stairways should be visible from the street or interior courtyards. Stairways should be designed to encourage frequent use by way of aesthetic finishes, visibility, convenient location, and location adjacent to common facilities
4. **Activating Street Level.** Wherever possible in office uses, active functions, such as cafeterias and customer service areas, should be located at street level adjacent to sidewalk areas.
5. **Security Devices.** Except in the industrial zone C-4 (R), security grills or rolling shutters over doors or windows are discouraged.
6. **Sight Distance.** Sight distance for private residential driveways should be protected with the use of visibility triangles on each side of the driveway to allow a passing motorist to view a car exiting a private driveway. The sight triangle should measure 20 feet along the curb line in each direction from the driveway, and 20 feet along the edges of the driveway itself. In this area, structures, fences, walls and plant material, with the exception of street trees, should not exceed 2.5 feet in height above the street grade. (See Figure 3-24).

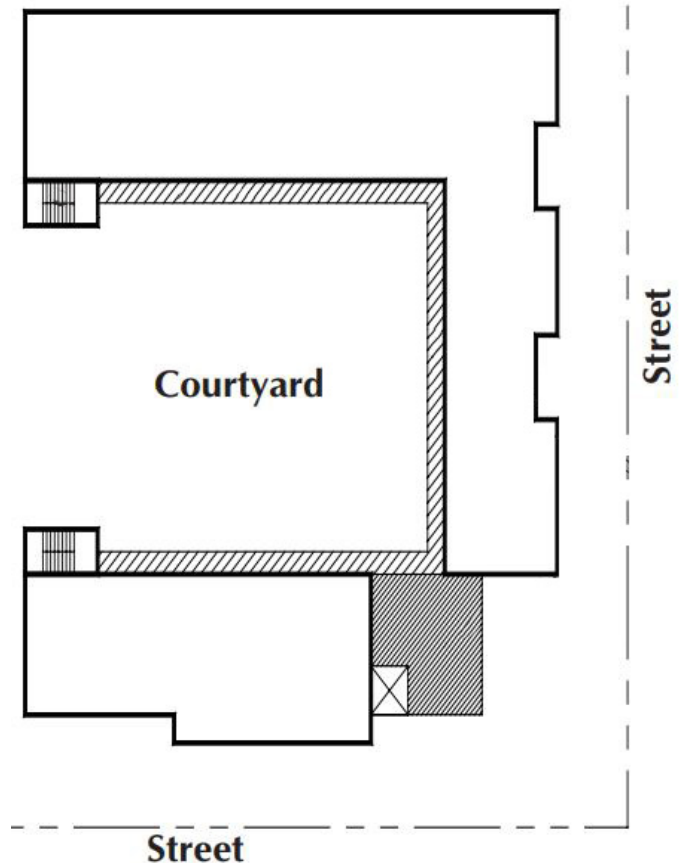


Figure 3-23. Visibility to and from vertical circulation areas (staircases) as well as horizontal circulation areas (paths and hallways).

B. Site Design

B.1. Urban Planting Design

.....
PRINCIPLE: Support placemaking goals by providing plantings which complement and are consistent with surroundings and provide a pedestrian friendly environment.

1. **Complementing the Architecture.** The proposed landscape design should complement and be of a style and quality consistent with the associated structures.
2. **Complementing the Surroundings.** The landscape design should balance the needs of the natural and built environment and its inhabitants. The design should be reflective and respectful of its neighborhood context and streetscape without being monotonous or duplicative.
3. **Human Scale.** Areas adjacent to pedestrian activity, including planter strips between sidewalks and curbs, should be planted with grasses, low growing shrubs, or non-climbing groundcovers. Decomposed granite may be used in commercial areas that have high pedestrian foot traffic.
4. **Landscape Elements.** Use landscape forms, such as hedges, trellises, fountains, and arbors to create public and private places that support the role of the project in the community.
5. **Enabling Visibility.** Visibility is critical in creating a safe environment. The landscape shall be designed to meet City standards with safety in mind. Landscape plantings should minimize potential for creating areas which may facilitate criminal activity, such as areas which have poor visibility or have potential for ambush or hiding. Using trees with tall canopies and low shrub materials will facilitate visibility throughout the property.
6. **Maintenance.** Planted areas are to be maintained by the property owner and should have provisions for adequate plant survivorship, such as an automatic irrigation system.

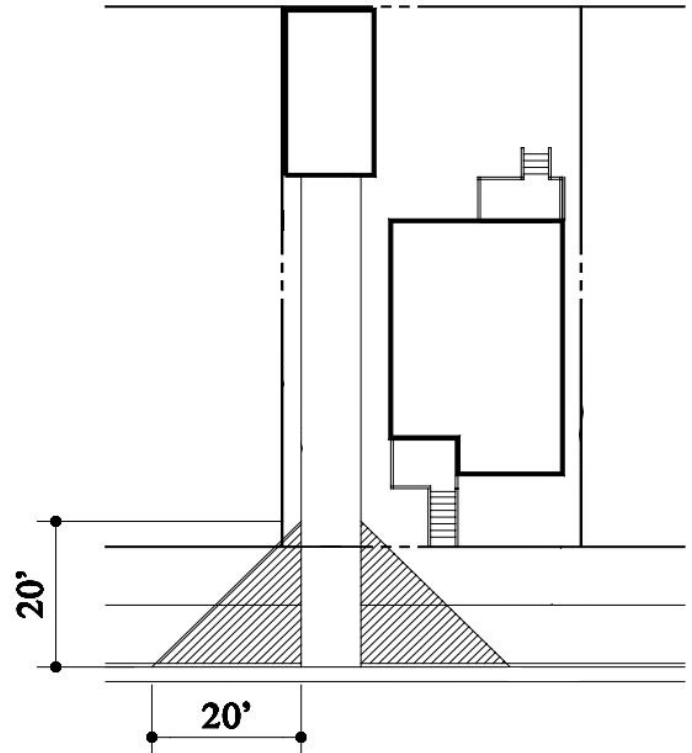


Figure 3-24. Clear-vision Triangles.

B. Site Design

B.2. Urban Planting Materials

.....
PRINCIPLE: Incorporate landscaping that includes a variety of trees, shrubs and other plantings appropriate to Sacramento
.....

1. **Appropriateness.** Each site should be analyzed to determine the specific functional and spatial parameters for plant materials. Existing plant materials around historical structures should be carefully analyzed to determine their present value, prior to recommending removal. Plant species should complement the natural, ecological character of the Sacramento region, while blending with the surrounding neighborhoods. Only plant materials that are size appropriate should be specified. See also Section B.4. for existing trees.
2. **Plant/Tree Selection.** Select plants and trees appropriate to the Sacramento region that blend with and complement the surrounding neighborhoods, and that are sized appropriately for maximum healthy growth within the planting area. Species should be selected to reflect current patterns of existing species, although planting diversity is encouraged where existing plantings are diverse. Considerations should be given for soil type, irrigation and drainage, rooting area, canopy area, and compatibility with adjacent uses.

Refer to existing and more comprehensive City, SMUD, and other lists for recommended species.

3. **Landscape Resources.** Applicants and design professionals should use all appropriate design manuals and ordinances required for landscape development. These include, but are not limited to the following resources:
 - 3.1. Sacramento Urban Forest Management Plan
 - 3.2. City of Sacramento Parking Lot Shading Ordinance
 - 3.3. City of Sacramento Water Conservation Ordinance
 - 3.4. Plant species lists developed by the City in specific area plan documents and by Sacramento Municipal Utility District.

A pre-submittal meeting with the City Arborist is recommended prior to the formal submittal of landscape plans for approval.

B. Site Design

B.2. Urban Planting Materials (continued)

4. **Water Conservation.** Select trees and plants that reflect the climate of Sacramento and minimize water consumption.
5. **Foundation Planting.** Foundation plantings should be installed where there are residential building setbacks. The intent is to soften the transition between the architectural element and the ground plane. The plant material should be selected to maintain its natural form throughout the year. These plants may or may not flower, but generally should be evergreen and less than 24 inches in height when mature, relative to the height of the finish floor. (See Figure 3-25.)
6. **Front Yards.** Front yards should be covered with plant materials, except where there is a cafe or other function on commercial streets. Commercial Corridors. Hardscape (concrete, pavers, bricks, etc.) should be limited to sidewalks and small patios.
7. **Bare Areas.** Areas of bare earth should be minimized. All bare areas should be planted, mulched, or otherwise treated with permeable surfacing to minimize runoff.

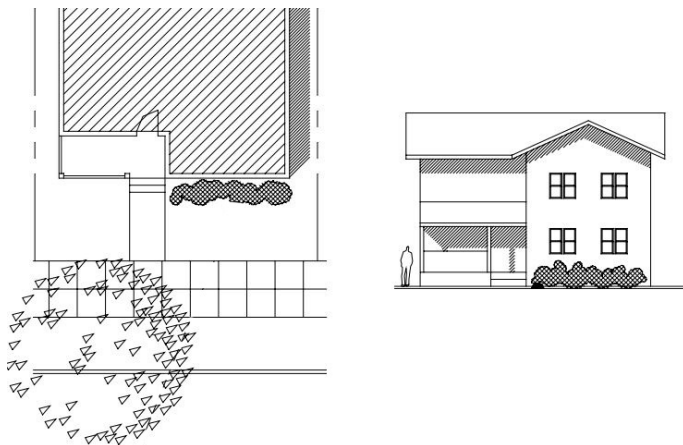


Figure 3-25. Foundation planting area with species less than 24" in height.



Figure 3-26. 2001 H Street. Traditional planting strip, lawn and foundation planting



Figure 3-27. Planters with a raised curb, planted with ground cover and low shrubs

B. Site Design

B.3. Paving and Hardscape

.....
PRINCIPLE: Support placemaking goals and the project design concept with paving and hardscape materials selected to best complement materials, textures, and color of proposed structures, and to enhance the proposed landscaping.
.....

1. **Fitting into the Urban Framework.** Hardscape design should reflect the inherent urban character of the Central City with formal patterns and layout. Informal or casual forms and materials are discouraged.
2. **Placemaking.** Interesting paving patterns are encouraged. The uniqueness of a well designed hard surface can enhance the pedestrian experience throughout the Central City. Front entries to businesses and homes can represent the individuality of the occupants with differing hardscape treatments.
3. **Materials.** High quality building materials are recommended for use within the Central City. Brick, cut slate, tile, cut granite, and concrete are some examples of modular materials that represent the historic qualities of the Central City. Expensive materials are not necessary to create the desired effect. Concrete can be finished in a variety of ways to create interest and character. Furthermore, the use of complementary paving materials to create banding and/or borders can greatly enhance the richness of a paving surface without adding extraordinary project costs. Stamped concrete, painted hardscape, and wood surfaces are discouraged from use.
4. **Safety.** All paving and hardscape surfaces shall provide the proper slip resistance to prevent potential injuries. Property owners and designers should check with City building officials for current codes concerning this issue. In addition, care should be taken to avoid potential trip hazards, such as minor changes in elevation and improper stair design throughout the hardscape surface.



Figure 3-28. Brick on Concrete Paving.



Figure 3-29. 27th & H. new sidewalk improvements should match the historic patterns.

B. Site Design

B.4. Preservation of Trees and Streets Trees

.....
PRINCIPLE: Retain existing street trees and trees on sites that have been determined to be of significant value in contributing to the final landscape design.
.....

1. **Arborist.** Consult with a professional arborist for advice on the health and maintenance of existing trees, and selection of street trees prior to design.
2. **New Development.** New development should minimize loss of healthy existing trees.
3. **Continue Existing Pattern.** Preserve existing street trees, and provide appropriate new street trees that fit within the existing planting patterns.



Figure 3-30.
Figure 3-30 and 3-31. Midtown street trees should be deciduous trees with large broad canopies.

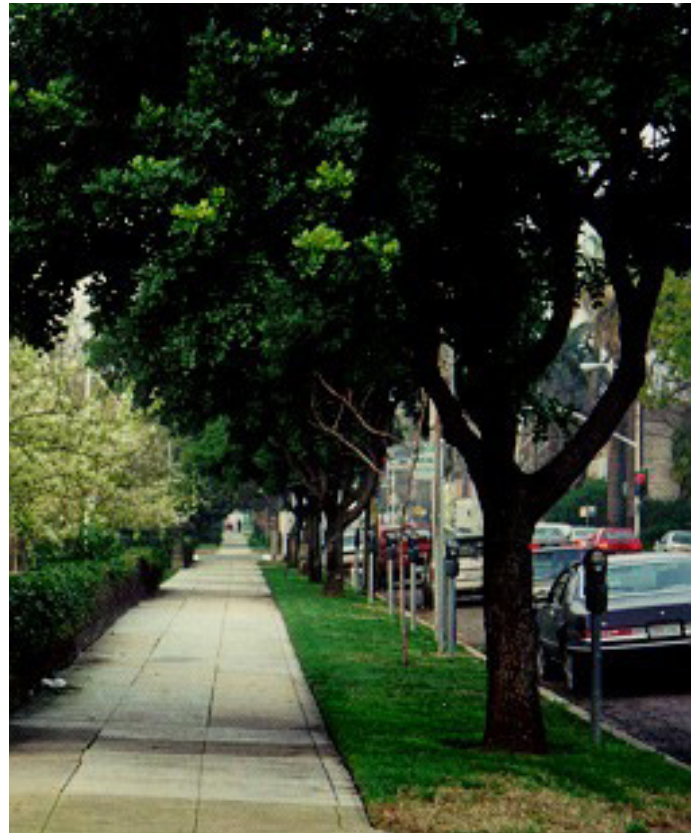


Figure 3-31.

B. Site Design

B.5. Fence and Wall Treatments

.....
PRINCIPLE: Support placemaking goals with fences and walls that reflect the style, materials, colors, and architectural character of the building and site.

1. **Front Yard Fences.** Fences in the front yard setback should not exceed 3.5 feet and must be at least 50% transparent. (See Figure 3-32.)
2. **Access Control.** Fences used to control access to the interior of the site should be located between buildings as much as possible, rather than running continuously at the front of the property. (See Figure 3-33.)
3. **Detailing and Materials.** Detailing and materials of walls and fences should reflect the style and character of the building and its site. Inappropriate materials such as chain link, split rail, and other fencing systems not typical of early 20th Century cities are discouraged. If these types of fences are proposed, appropriate landscape screening shall be provided.
4. **Screening.** Where large expanses of fencing are unavoidably exposed, they should be screened with upright shrubs or trellised vines. Trellises are to be constructed of substantial, durable materials.

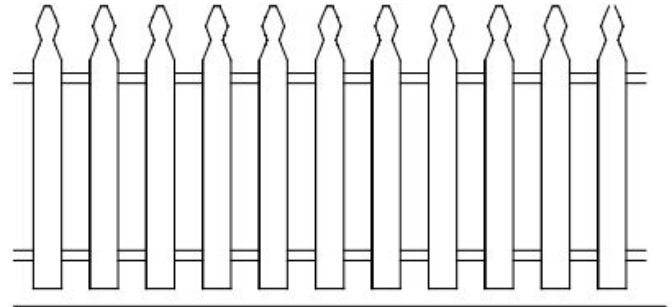


Figure 3-32. Example of a front yard fence.

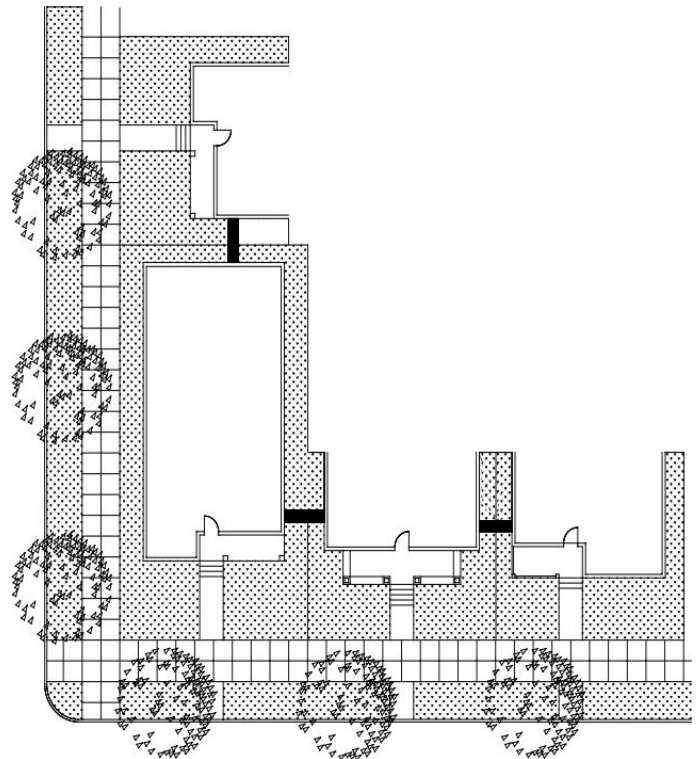


Figure 3-33. Access to the interior of a site is controlled by locating fences between buildings not at the sidewalk. The location of these fences are indicated in this drawing by a black bar.

B. Site Design

B.6. Irrigation

.....
PRINCIPLE: Provide an automatic irrigation system that is appropriate for the species and conditions in landscaped areas.
.....

1. **Climate.** Most plant materials within the region require supplemental water from automatic irrigation systems to survive.
2. **Mechanical Irrigation Versus Hand Watering.** The plant material within the Central City lives a healthier life cycle with consistent supplemental watering. An automatic, underground, irrigation system is recommended to promote and/or protect the landscape investment that is installed with new projects.
3. **Drip Irrigation.** Drip irrigation can be the most efficient means to deliver supplemental water to plant material; it can also be the easiest to install. Nonetheless, a drip irrigation system requires more attention and maintenance than a conventional spray system. Drip irrigation is recommended for water conservation and reduction of water run-off, but if proper maintenance can not be provided a conventional spray and bubbler system is preferable.
4. **Applicable Codes.** Code requirements shall be those of State, municipal, and local regulations governing irrigation work. Questions concerning irrigation should be referred to the City Landscape Architect.
5. **Parkway Irrigation.** All parkway planting strips within the public Right of Way shall be planted and irrigated with the water system of the property on which they front.
6. **General Notes.** All sprinkler or irrigation heads adjacent to walks, curbs, or any pedestrian edges should be pop-up varieties. Adjust all heads to provide even coverage and to avoid overthrow onto walks, walls, and windows. Install anti-drain valves to prevent line drainage and soil erosion. Irrigation heads within turf grass areas should provide head-to-head coverage. Turf grass plantings should be irrigated separately from shrub/groundcover areas. Trees should be deep irrigated with bubblers.
7. **Automatic Controllers.** Automatic controller cycles should be adjusted to provide deep watering (greater volumes of water at less frequent intervals). Deep watering encourages better root growth and climate adaptability. Automatic controllers should include rain switches and sensors to shut down during precipitation events and wet conditions, when supplemental irrigation is not necessary.

B. Site Design

B.7. Site Furnishings

.....
PRINCIPLE: Support placemaking goals by utilizing site and street furniture of a design, material, and color that best complements the proposed structure and landscaping concept.
.....

1. **Design.** The proposed furnishing should be of a formal urban quality consistent with the surrounding neighborhood. Furniture, such as benches, chairs, tables, and drinking fountains, should be simple in character and compatible with the style, color, and scale of adjacent buildings and outdoor spaces.
2. **Scale.** Due to the small private open spaces within the Central City, great care should be taken to select furniture that will not overpower the area it is intended to occupy. Furniture with delicate and/or open designs may be most appropriate for most applications.
3. **Drinking Fountains.** The inclusion of drinking fountains within outdoor spaces, adjacent to businesses and multi-unit residential buildings, is encouraged.



Figure 3-34. Furniture with appropriate urban character and scale.



Figure 3-35. 2726 Capitol Avenue. Site furnishings should be selected to be compatible with the overall concept for the project.

C. Building Character and Quality

C.1. Design Concept

.....
PRINCIPLE: Provide a coherent design concept appropriate in scale, consistent with the palette of materials, textures, and colors, and achieving continuity on all faces.
.....

1. **Building Theme.** Elements of the building design, such as materials, colors, textures, light fixtures, outdoor furniture, and other features of the project should provide a cohesive theme and work together for design consistency.
2. **Attention to Details.** Overly dramatic features that appear out of scale, especially on smaller projects, require extra design attention to be executed properly. They should not be included if they will not receive extra attention.



Figure 3-36. 921 11th Street. The Elks Building has a very powerful, uniquely articulated top.



Figure 3-37. 17th and K Streets. A large variety of materials and forms are carefully studied to provide a cohesive theme.



Figure 3-38. A residence at 22nd and F Streets with an over scaled porch.



Figure 3-39. 18th and L Street. Retail, housing and parking are unified as a cohesive theme. Each function is still clearly identifiable.

C.1. Design Concept (continued)

3. **Prominent Facade Design.** All publicly visible building sides should be designed consistent with the design concept and reflecting their solar exposure and with a complementary level of detail and material quality. All projects taller than three stories are generally not considered to have a back or rear side to be considered for lesser degree of design treatment. All projects should have, at minimum, some of the design elements of the “main” facades repeated in some form on all sides for design continuity.



Figure 3-40. Street Face



Figure 3-41. Alley View



Figure 3-42. Interior Courtyard

C. Building Character and Quality

C.2. Relationship to Surroundings

PRINCIPLE: Reinforce the importance and continuity of public spaces (streets, plazas, etc.) by harmonizing with other neighboring structures.

1. **Study the surroundings.** A very important part of designing a harmonious relationship with project surroundings is the thorough study of the surrounding neighborhood and adjacent structures.
2. **Design Elements.** The following design elements of surrounding structures should always be reviewed:
 - Roof form/pitch
 - Form /massing/articulation
 - Eaves/soffits/gutters
 - Stairs (when visible from street)
 - Doors/Entries (when visible from street)
 - Window style/trim
 - 2.1. 19th and 20th Century architectural Elements. Where appropriate to 19th and early 20th Century buildings, consider the following:
 - Gables/barges
 - Columns
 - Porches and Railing (design and relationship to structure)
 - Bay Windows
 - 2.2. Additional Architectural Elements. Additional elements that may be considered to contribute include:
 - Dormers
 - Chimneys
 - Corner Trim
 - Ornamentation (“gingerbread”)
 - Screens/louvres/vents
 - 2.3. In Section 4, Neighborhood and Corridors, some exemplary structures from the Sacramento Register of Historic and Cultural Resources are identified for each neighborhood. Use these lists to identify precedents for historic building design elements in the neighborhood.
3. **Immediate and Larger Neighborhood.** Consideration of a project’s surrounding should include both adjacent structures on the same block as well as those in the broader neighborhood. When the immediately adjacent structures are poorly designed, they should not be used

as design precedent. The most exemplary structures in a neighborhood should be used for guidance.

4. **Building Harmony.** Harmony in site planning issues, such as mass and scale, is more important than harmony in detail, color, texture, and materials.
5. **Designing for Larger Context.** When existing neighboring structures violate the broader neighborhood character or conflict with these guidelines or other City of Sacramento policies, the building should be designed to comply with the character of the broader neighborhood.
6. **Other Guidelines.** There are many design elements that can be used to obtain a harmonious relationship with the surroundings of a project. Functional and site planning elements are discussed in Subsections A.1. through A.7. Building design elements are discussed in Subsection C.3., C.4., C.6. and C.8.
7. **Architectural Individuality.** The architectural individuality of each infill project is encouraged if practical.

Most issues discussed in Subsection 3.A., Site Planning, are essential to maintain continuity of public spaces.



Figure 3-43. 703-705 26th Street. The structure on the left was built in the 1990s and utilized the plaster arch, porch, roof slope, and window patterns of the adjacent, much earlier, structure.

C. Building Character and Quality

C.3. Scale, Height and Massing

.....
PRINCIPLE: Make a building or group of buildings compatible with its surroundings through the 1) Rhythm of spaces between buildings, 2) Building scale, mass, and setbacks, 3) Building orientation and relation to the street, and 4) Continuity of storefront on commercial streets.
.....

1. **Zoning Ordinance.** See the Zoning Ordinance for specific height and setback requirements in addition to those discussed below.
2. **Light and Air.** Locate new structures on the property to maintain access to light and air circulation and consider the privacy of existing private open spaces on adjoining properties
3. **Height.** Be responsive to the existing context.
4. **Massing and Bulk Controls.** Massing should generally be similar in scale to existing adjacent buildings.
5. **Facades.**
 - 5.1. Ground level uses. Should be residential or mixed
 - 5.2. Transparency: Any nonresidential ground floor use should have walls 75% transparent, but never less than 50% transparent. Clear Glass that transmits more than 70% of visible light should be used on the ground floor. Shading devices, vegetation, building massing, and low emissivity glass should be used for solar control of windows instead of reflective or darkened glass on all floors of commercial buildings.
 - 5.3. Articulation of street-wall. Articulations should be spaced no further than 26' o.c. A lot up to 40' wide should have at least 2 articulations.
 - 5.4. Lighting. Nighttime lighting should be limited and discreet, with light-levels similar to adjacent properties.
 - 5.5. Facades. Facades facing the street should clearly present a front face of the building, not its side.
 - 5.6. Entries. Entry locations should be obvious, easy to find, clearly visible facing the sidewalk, and safe. Non-corridor/elevator buildings should have individual entries for each unit. Recessed entries are discouraged.
 - 5.7. Windows. Window sills in storefronts should not be higher than 36 inches above the sidewalk.



Figure 3-44. This retail building at 19th and J, built in the 1990s, maintains continuity of the storefront retail massing along J Street and has a pedestrian scale, yet displays a very different architectural style than its immediate neighbors.

C.4. Level of Detail and Articulation

PRINCIPLE: Incorporate the scale and level of detail that is typical of well designed buildings in the surrounding area.

1. **Building Articulation.** Building articulation embodies a group of design devices that overlap Scale, Height, Massing, and Level of Detail. Building articulation can be accomplished with the placement of windows and entries, planar changes, volume changes, significant color changes, material changes, variable transparency, and the creation of shadow textures with trellises and overhangs.
2. Details provide shadows, line surfaces, and volumes at a different and more human scale than larger building volumes, allowing buildings to feel less intimidating to people.
3. Equal Details: All visible building sides should be designed with a complementary level of detail, quality of materials and continuity of color.

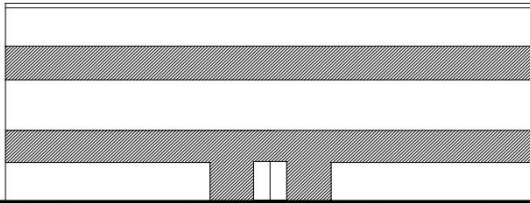


Figure 3-45. Strip windows and no articulation of the volumes is inappropriate



Figure 3-46. Appropriate window treatment can be achieved by providing smaller individual windows or by staggering wall planes.



Figure 3-47. 2015 H



Figure 3-48. 2406 J

C. Building Character and Quality

C.5. Integrate Corporate Identity

PRINCIPLE: Make corporate identity secondary in the design of projects, and consistent with the architecture of the surrounding community.

1. The Design character should not be a standard franchise prototype and should incorporate dominant characteristics that are unique to Sacramento and the neighborhood.



Figure 3-49.



Figure 3-51.



Figure 3-50.

C. Building Character and Quality

C.6. Expression of Function

.....
PRINCIPLE: Express the function inside and outside of buildings through articulation of volume, fenestration, details, textures, colors, or other means.
.....

1. **Individual Units.** In residential projects, individual units should be defined as clearly as possible. Articulations may be accomplished by changing roof height, offset, and direction of slope, and by introducing elements such as dormers, towers, or parapets. These elements must visually break the main roof or ridge line.
2. **Mixed Use Buildings.** Different uses in the same building should be differentiated through volume articulation, scale, fenestration, entry emphasis and other means.



Figure 3-54. 18th and L Streets. Commercial and residential functions expressed differently and clearly, while remaining compatible.



Figure 3-52. The railing provides a different and more delicate scale than the room volumes. Its transparency provides a clear sense of transition and permeability. The Roof breaks up the ridge line and there are recognizable units.



Figure 3-53. Gathering and semipublic uses are expressed on a larger and more open scale. The roof form has been broken up and there are planar changes in the building mass. Balconies are encouraged.

C. Building Character and Quality

C.7. Quality of Design and Detailing

.....
PRINCIPLE: Provide a high quality of craftsmanship and permanence expressed through design and detailing.
.....

1. Use highly durable materials at the ground floor of commercial buildings immediately adjacent to public right-of-ways or high use areas.
2. On projects of four stories or more, materials should be of a permanent nature: natural stone, precast concrete, architectural metals, masonry, terracotta, and high quality plaster. Wood products should be avoided.
3. Quality of materials and attention to detailing for residential buildings add to the neighborhood character.



Figure 3-55. 2220 L Street. Quality Design and Detailing provide long term value for property owners and the community.



Figure 3-56. 614 25th Street. Inappropriately used exterior materials, and lack of detailing, can lower the quality and value of properties.



Figure 3.57. State EPA Building, L Street

C.8. Materials, Textures and Colors

.....
PRINCIPLE: Incorporate complementary materials of the highest quality, with material textures and colors selected to further articulate the building design.
.....

1. **Materials/Color.** In general, variations in colors and materials are encouraged. Care should be taken, however, not to use too many materials that may result in visual clutter. If only one material is used, then volume and planar articulation becomes even more important.
2. **Authenticity.** Authenticity in materials is essential; imitation materials should be avoided and are strongly discouraged. Imitation materials are those that attempt to look like something other than what they are. If imitation materials are used, the detailing should be completely consistent with the material they are imitating. They may be used if adequate justification is provided.
3. **Durability/Maintenance.** Materials should be selected, detailed and finished for durability in the Sacramento climate. In particular, painted wood surfaces facing south should be properly prepared for painting and have opaque high quality paints applied in multiple coats. Cleaning and maintenance is critical to a building's appearance and lack of maintenance may culminate in the need for more expensive repairs in the future. Adequate provision should be made for maintenance access to all surfaces, especially three stories or more. Finishes such as tile, brick, stone and pre-finished ceramic and metal panels are encouraged on commercial and institutional buildings, near the ground.
4. **Sustainability.** Consideration should be given to the impacts of raw material acquisition manufacturing and transportation for building materials.
5. **Appropriateness.** It is appropriate to look at the surrounding structures, especially the precedent structures, to be informed regarding appropriate materials and composition
6. **Colors.** Colors should be consistent with the architectural style. Contrasting colors that accent architectural details and entries are encouraged.



Figure 3-58. 1521 V Street. When plaster is used, smooth plaster texture is most compatible in the Central City.

D. Lighting

D.1. Compatibility with Project Design

.....
PRINCIPLE: Provide exterior site and building lighting with proposed light fixture scale, design, and color selected to best complement the character and design of the project.
.....

1. **Building Entries.** Every building entry, including entries to individual dwelling units and shops, should be lighted. Entry lights should be controlled by a photocell switch.
2. **Height.** Exterior light fixtures should not be mounted higher than 14 feet above the ground and located to minimize their visibility and thereby reduce their glare.
3. **Light Fixtures.** Exterior light fixtures should be simple and in scale with the building. Historic fixture replications should be of good quality and historically accurate.



Figure 3-59. Outdoor lighting is used to enhance the architectural features of the Sacramento Memorial Auditorium.

D. Lighting

D.2. Site Lighting

.....
PRINCIPLE: Provide site lighting with a scale, design, and color that best complements the character and design of the adjacent structure and supports Placemaking goals.
.....

1. **Paths.** Paths through covered or open courtyards should be illuminated.
2. **Storefront.** Storefront lighting should be designed to illuminate the sidewalk in front of the store in the evening.
3. **Alleys.** New construction or substantial renovation within 20 feet of the property line which abuts an alley should include light fixtures that illuminate the alley.
4. **Parking Lots.** Parking lot lighting must complement the building lighting fixtures.
5. **Safety.** Lighting shall be designed to provide for personal safety and property security in public and private areas.
6. **Location and Design.** Lighting should be accomplished in a manner that does not create glare for pedestrians or adjacent properties. If light fixtures are visible, they should have a low enough intensity or have adequate diffusing lenses to minimize their brightness. The emphasis should be on lighting landscape or building surface with downcast and cut off fixtures.
7. **Addresses.** All addresses must be illuminated.

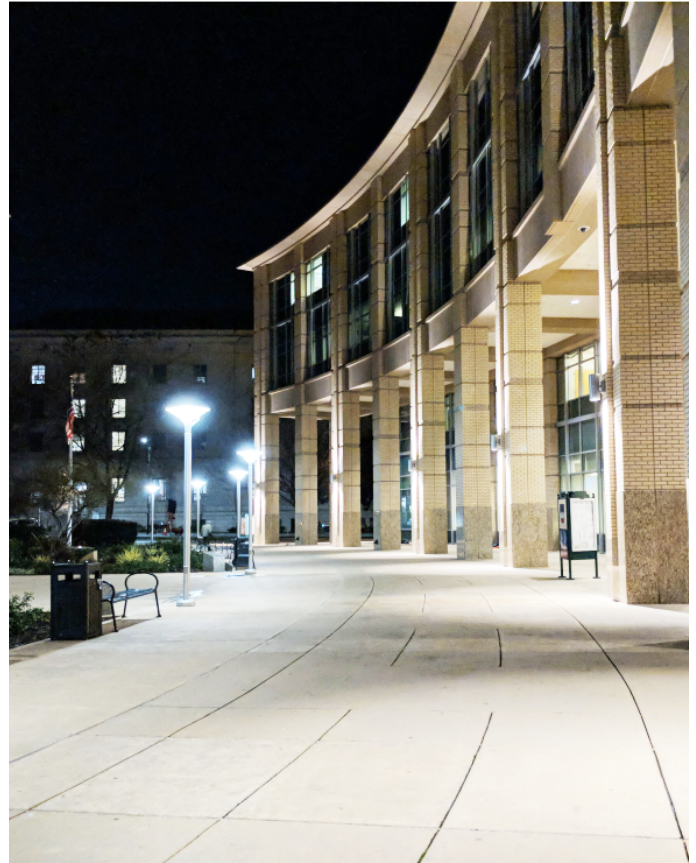


Figure 3-60. Outdoor lighting at Sacramento City Hall

E. Signage

E.1. Addresses

.....
PRINCIPLE: Provide commercial and residential addresses that are clearly readable from the street, oriented to the pedestrian, and illuminated.
.....

1. All residential or commercial properties should have addresses that are clearly readable from the street. Buildings with a single entry and a range of addresses should identify the range associated with that entry. Address letters should not exceed 8 inches, nor be smaller than 4 inches.

E.2. Signs

1. Signage should not be oriented to automobiles on surface streets or freeways.
2. Signs should not exceed 20'-0" above the ground or be higher than the building cornice line.
3. See the City Sign Ordinance for additional requirements.
4. Shop Windows: Signs in shop front windows that block visibility into the shop should cover the lesser of 4 feet or 25% of the window area.
5. Pole signs and monument signs are highly discouraged. Building mounted signs are preferred. (See Figure 3-61.)

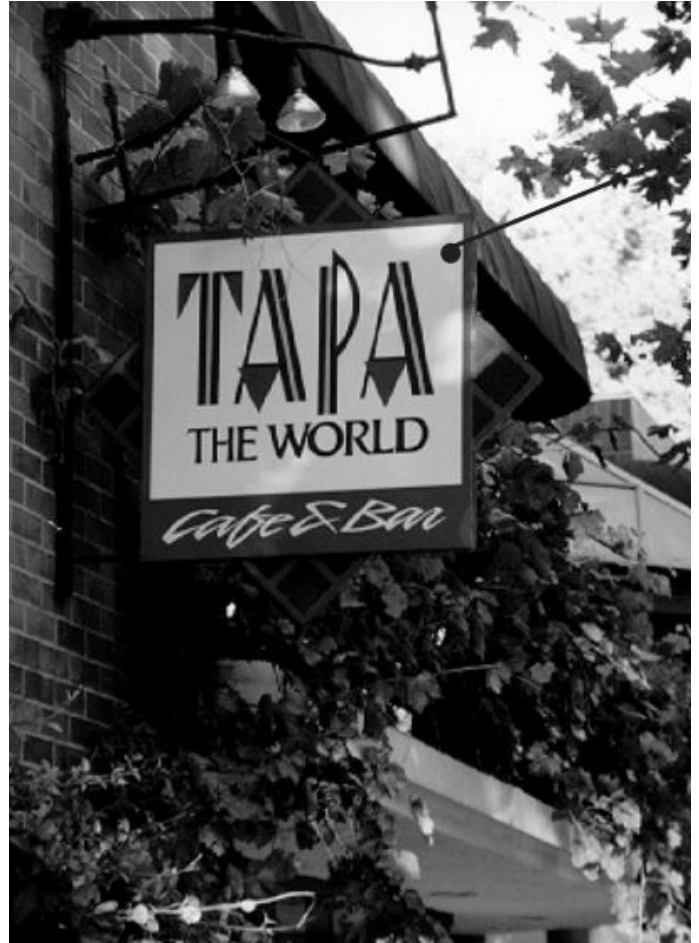


Figure 3-61. 2415 J Street. Pedestrian oriented, externally lit, building mounted signs are encouraged.

E. Signage

E.3. Quality Design and Construction

.....
PRINCIPLE: Integrate signs of high quality materials consistent with the design of the project.
.....

1. **Quality and Materials.** All signs should be constructed of high quality and weatherproof materials. Appropriate materials should be used for all elements of signs including: all letters, exposed edges, and surfaces. Appropriate materials may include the following: Metal, Wood; Plexiglass or Plastic, Neon, Screen Print on Canvas Awnings, and Painted Graphics (durable paints) on Building Surface. Inappropriate materials may include the following: Paper, Stucco, and porous material, i.e., Styrofoam. A project proposed with inappropriate materials may apply for special considerations if:
 - 1.1. The proposed material, in the particular application, will blend well with the existing or new materials;
 - 1.2. Other materials would not achieve the same desired theme of the proposed use; or
 - 1.3. The overall architectural design and detailing is of such quality as to justify its use.
2. **Complement Building.** All signs should relate proportionately in placement and size to other building elements, and sign style and color should complement the building facade.
3. **Can Signs.** Back lighted can signs with a single translucent lens with multiple images or letters should not be used.
4. **Exposed Hardware.** Conduit, tubing, raceways, conductors, transformers, mounting hardware, and other equipment should be concealed.
5. **Lettering.** Flush mounted, three dimensional, individual letters are encouraged over flat plastic can signs.
6. **Color.** Sign colors should be harmonious and contrasting with colors of the building. One or more major body colors with one lettering color should be included for each sign. A color scheme should be identified on the sign permit application.
7. **Historic Districts.** Signs for commercial uses in historic districts should be modestly scaled and consistent with signs from the period of the neighborhood.

F. Equipment, Utilities and Service Areas

F.1. Integration

.....
PRINCIPLE: Integrate into the design of the project as much as possible the mechanical, irrigation, plumbing, electric, antenna, solar devices, louvers, trash enclosures and other equipment.
.....

1. **Residential HVAC.** In general, roof mounted heating/cooling equipment is discouraged. Roof mounted equipment should be mounted where not visible from any street views. New HVAC units should be mounted on the ground, in attic spaces, or other locations where it will not be visible from the street. Use of landscaping to conceal equipment is encouraged.
2. **Commercial HVAC.** Screen roof mounted equipment from public ways by integrating the mechanical equipment into the building design. If a roof screen is proposed, the screen should integrate into the overall project design, materials, and colors. Ground mounted or internally located mechanical equipment is strongly encouraged. Use of landscaping to screen mechanical equipment is encouraged.



Figure 3-62. Photovoltaic cells integrated into a skylight system.

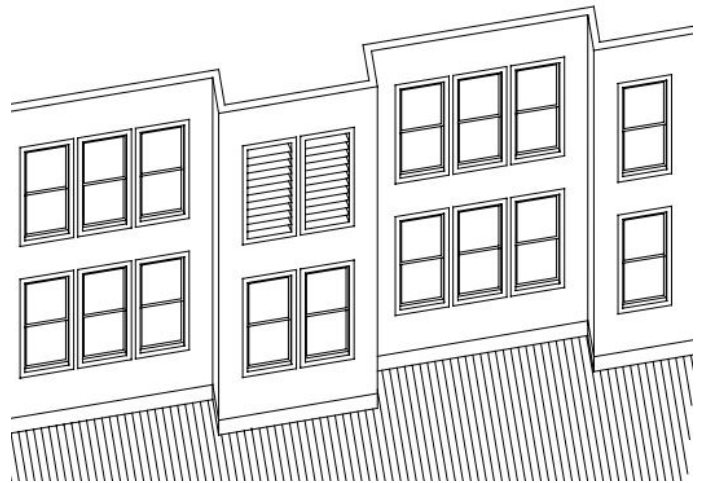


Figure 3-63. Louvers integrated into fenestration pattern.

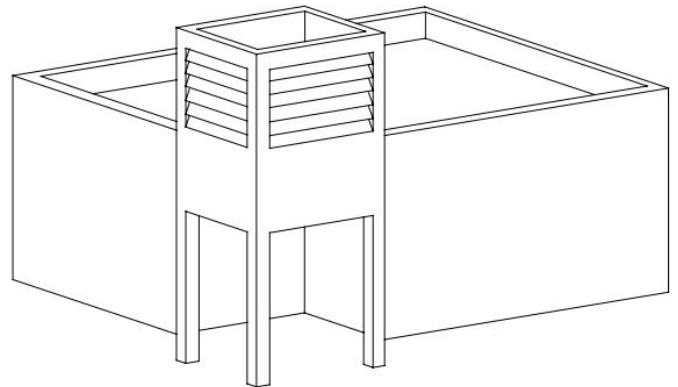


Figure 3-64. A mechanical penthouse integrated into a tower marking the entry.

F. Equipment, Utilities and Service Areas

F.2. Noise and Odor

.....
PRINCIPLE: Service, storage, trash, and loading functions
should not be located in a position so as to negatively impact
adjacent properties.
.....

1. Locate activities or equipment that are noisy away from windows and outdoor activity spaces on the site or on adjacent properties.
2. Trash areas and other uses that generate unpleasant odors should be enclosed or located to minimize discomfort on the site or on adjacent properties.
3. Exhaust fans expelling odors should be roof mounted or the fumes shall be directed upwards.

F.3. Service Access

.....
PRINCIPLE: Locate and design loading facilities and other service access requirements for the project in a manner that does not diminish the safety and comfort of pedestrians or bicyclists.
.....

1. Truck bays must be deep enough so that a truck does not protrude over the sidewalk.
2. Sidewalk finishes and patterns must be continuous and not interrupted by pavement for a service driveway.
3. Orient loading docks to minimize the visibility from the street and to minimize the potential for vehicles to obstruct pedestrian paths.

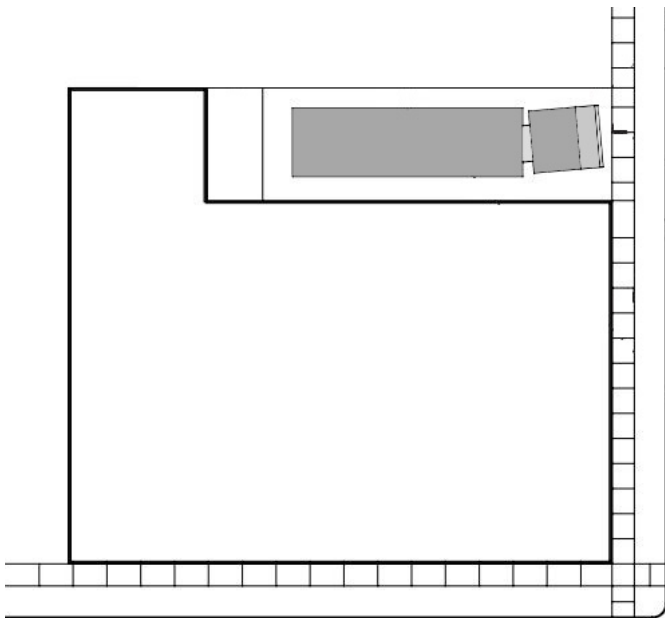


Figure 3-65. Loading dock geometry in a building allows for a truck to back up to a loading dock minimizing the visibility of service vehicles from the pedestrian realm. The service access is configured with a continuous sidewalk uninterrupted by service driveway pavement.

F. Equipment, Utilities and Service Areas

F.4. Screening

PRINCIPLE: When integration is not possible, screen mechanical, irrigation, plumbing, electrical, antenna, solar devices, louvers, trash enclosures and other equipment from view.

1. **Screening.** Screening devices must incorporate building materials complementary to the building. While facilities must be reasonably accessible to the utility company, utility meters, cable equipment, and telephone entry boxes should be located away from high use areas.
2. **Undergrounding.** Underground service for electric, telephone, cable, etc., is encouraged.
3. **Access.** Service access should be located in a position so as not to obstruct the flow of pedestrians or user circulation. Blocking of service access by vehicles while loading and unloading should be considered.
4. **Roof Mounted Equipment.** Roof mounted equipment must be considered as part of the roof design. When roof mounted equipment will be visible from the surrounding properties or from freeways, it should be screened.
5. **Ground Mounted Equipment.** Ground mounted equipment must either be incorporated into the landscape design or be an integral part of the architectural design so as to be concealed from view.

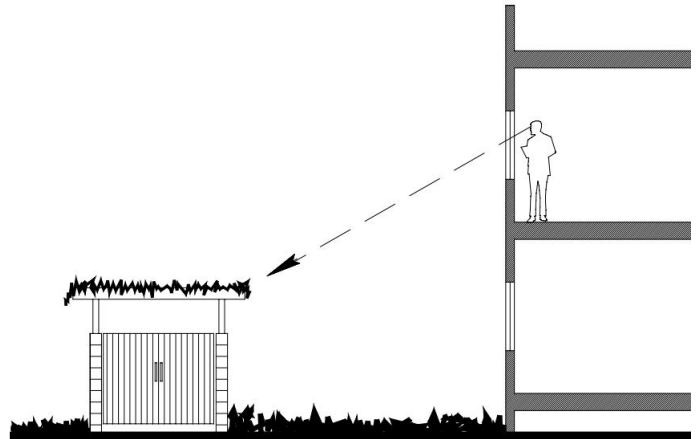


Figure 3-67. Trash or Equipment Enclosures are examples of screening from above.

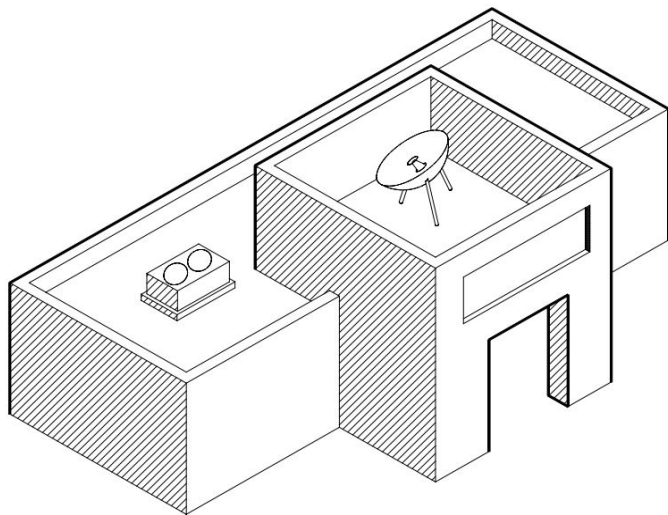


Figure 3-66. Incorporation of screening equipment with building design. Unscreened service and mechanical equipment not permitted

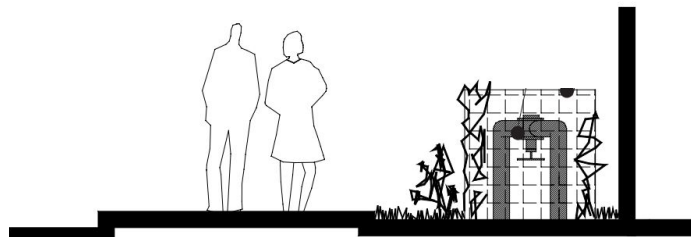


Figure 3-68. Screened ground mounted equipment such as backflow preventer.

G. Energy Efficiency

G.1. Energy Efficiency

PRINCIPLE: Incorporate practical energy efficient strategies in the project design.

1. Energy Efficiency Criteria: The following list of the most practical energy efficiency strategies for Central City building design apply to both residential and commercial uses, unless stated otherwise. Strategies should be integrated into the design of the building and not "tacked on." To the greatest extent possible, design should include:

1.1. Street Design Elements

- Deciduous trees, as part of the landscape improvements, that are positioned to shade buildings and paved areas, including the street.

1.2. Building Design Elements

- Lighter-colored finishes on the exterior of buildings.
- Minimized east and west facing windows.
- Window shading. Properly proportioned overhangs on south windows, and sun screening on east and west windows. Encourage roof overhangs that shade windows and building walls.
- Accommodate daylighting of multistory office buildings by making one plan dimension of the building small enough to maximize the number of people working near windows. (See Figure 3-69.)

1.3. Equipment Elements

- Thermally efficient envelopes that minimize conductive and convective heat transfer through walls, ceilings, elevated floors and window systems.
- Night ventilation, economizer cycles, direct and indirect evaporative cooling, and other efficient heating and cooling strategies.
- Passively cooled thermal mass in residential construction. With the Central City's existing tree canopy, it is possible to nearly eliminate the need for conventional compression cooling in residences and reduce the need by 30% - 40% in office and retail uses through the above techniques.
- Solar water heaters integrated with the forms of buildings.
- Efficient electric lighting systems.
- Electric vehicle charging stations in new parking lots and structures.

- Elements that reduce water consumption (low flow fixtures, recycled grey water, etc.).
- Appropriate solar design including allowance for future distributed generation systems such as photovoltaics and fuel cells.

1.4. SMUD Consultation

- Early consultation with SMUD on energy efficiency for medium and large sized projects is strongly encouraged.

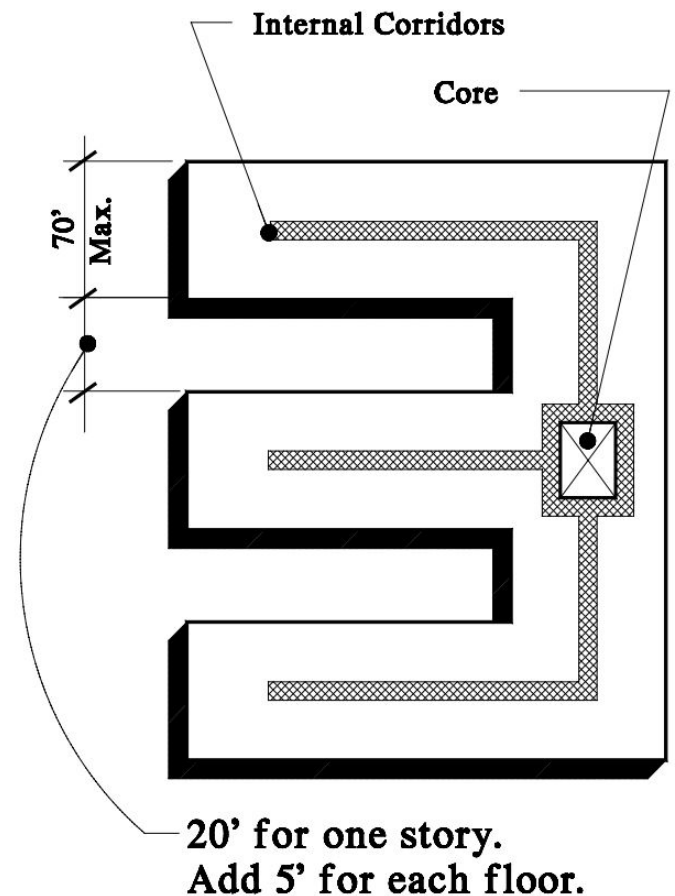


Figure 3-69. Office Building Plan with narrow wings to maximize daylighting.

H. Modifications

H.1. Modifications to Period Structures

.....
PRINCIPLE: Provide additions, renovations and repairs based on the best characteristics of the many older structures on the City's official register of Historic Structures or of those structures for which design characteristics are equal even though they are not on the City's Official Register.
.....

1. **Existing buildings.** The removal or alteration of any original architectural feature is discouraged. Deteriorated features that are beyond repair should be replaced with new materials that match the material being replaced in composition, design, color, texture, and other visual qualities.
2. **Inappropriately Remodeled Buildings.** When high quality original period design can be documented, buildings undergoing rehabilitation should attempt to correct building features that deviated from the building's original design period or composition (e.g., if a mansard roof was added to a "Craftsman" style building in the 1960s and the roof structure is being replaced, it should be replaced with a traditional "Craftsman" gable roof).
3. **Past Remodeling that has Enhanced Buildings.** When past remodeling has enhanced (e.g., see the original and renovated structures in Figures 3-70 and 3-71) the character of the building and the neighborhood, remodel the building in a manner which conforms with the period and the architectural style of the remodeling and not to the original design.
4. **Materials.** For remodeling work, materials appropriate to the building traditions of the era in which the building was built or remodeled should be used. Substitution of high quality, contemporary materials and construction methods that support, complement, and enhance the architecture of the existing structure may be permitted subject to review.
5. Refer to the Secretary of the Interior's Standards for the treatment of Historic Properties for additional guidance.



Figure 3-70. 2550 O Street. A second floor addition that is relatively consistent with the character of the original structure.



Figure 3-71. 1715 23rd Street. The modifications to the porch are inconsistent with the original character of the house.

H. Modifications

H.2. General Modification to Structures

.....
PRINCIPLE: Support the placemaking principles of these guidelines in additions, renovations, and repairs where feasible and utilize a design concept that will enhance desirable characteristics of the structure and neighborhood.
.....

1. Remodeling: Remodel structures in the design style that best enhances the character of the existing building and the neighborhood, whether it be the original building design or the previously remodeled style.

H. Modifications

H.3. Design Elements

.....
PRINCIPLE: Retain high quality traditional design elements
when adding to, renovating, or repairing existing structures.
.....

1. **Materials.** Exterior materials and finishes should be of a durable high quality.
2. **Unfinished Materials.** Unfinished or “generic” materials such as plywood siding, aluminum siding, aluminum awnings, and exposed concrete block are difficult to successfully incorporate into a quality design and are discouraged.
3. **Glazing.** No dark tinted or reflective glass should be utilized.
4. **Windows.** Windows should be consistent in both materials and dimensions with the design style of the building.
5. **Window Proportions.** Appropriate proportions and number of panes will vary depending upon the style of the individual building and the context.
6. **Garage Doors.** Garage doors should be broken up into smaller components. Single width garage doors are preferred over a double width door.
7. **Wooden Garage Doors.** Wooden garage doors resembling those found in the neighborhood are preferred. If a metal door is used, it should be decorative and complement overall building style and character.
8. **Porch Rebuilding.** Design elements will be consistent with the style of the individual building.
9. **Disabled Access.** Disabled access ramps and facilities should be designed to coordinate with the overall building design in location, materials and finishes, and landscaping. "Tacked-on" wheelchair ramps are strongly discouraged.

H. Modifications

H.4. Adaptive Reuse

.....
PRINCIPLE: When converting buildings to other uses, maintain and merge the character of the original building with changes that communicate the new use and that reinforce the placemaking principles.
.....

1. Locate the most people intensive uses and/or the largest building volumes on the street whether they are in existing or new buildings.
2. Locate parking in accordance with Principle A.7., Garages/ Parking/Driveways/Service Areas.
3. **Equipment & Utilities.** Integrate new equipment and utilities into the design concept for changes to the building.
4. When a structure is changed from a residential to commercial use in a neighborhood where structures are predominantly residential in character, the modifications to the structure must be consistent with the residential character of the neighborhood.
5. **Entries.** Provide new entries that are clearly identifiable as the entry and properly scaled for the new use and are consistent with A.5., Entries.
6. **Articulation Of New Use.** Provide awnings, modifications to windows and doors, decorative elements and other changes to the building that communicate the new use. Due to the complexity of adaptive reuse of existing structures, and the difficulty in attaining feasibility, it is understood that these project types may not comply with all of the applicable design principles, but will meet the overall intent of the principles.
7. Retain some portion of the form of the original building that has strong design character.



Figure 3-73. 23rd & L.



Figure 3-72. 12th & G.



Figure 3-74. 19th & T.

I. Modifications to Existing Mixed Use Structures

I.1. Articulation of Uses

.....
PRINCIPLE: Delineate types of uses in a mixed use building through building massing and placement of fenestration.
.....

1. **Massing.** Recessed or projecting room volumes, gables or other roof forms that break the roof line should be used to delineate individual rooms and dwelling units on upper floors.
2. **Location of Uses.** Mixed use projects must consider siting and types of uses to avoid conflicts with surrounding residential uses. Generally, non-residential uses should locate at the perimeter of the site, oriented away from residential units and toward the most active area of the site or surrounding neighborhood.



Figure 3-75. 18th and L Streets.



Figure 3-76. New mixed use development. Residential on upper floors and retail on the ground floor.

I. Modifications to Existing Mixed Use Structures

I.1 Articulation of Uses (continued)

3. Design elements of a commercial use should relate to those forms found in surrounding residential units.
4. **Fenestration.** The location and sizing of windows should be used to differentiate between types of uses.
5. The design of the commercial component of a mixed use project should maintain a strong public presence through clear glass, interior and exterior lighting, display areas, awnings, or signage.
6. **Entrances.** Entrances for second story offices and/or residences should be clearly articulated and accessible from the street or courtyards that open onto the street.
7. **Orientation.** Non-residential facilities should not present a rear elevation to the front or side of any residential unit.



Figure 3-77. 20th and J.



Figure 3-78. 23rd & L Streets. Commercial uses within a residential scale and form.

I. Modifications to Existing Mixed Use Structures

I.2. Utilities, Services and Acoustics

.....
PRINCIPLE: Locate and screen utilities and services to eliminate unattractive conditions for occupants of all uses and combine utilities and services where feasible.
.....

1. Chases: To eliminate the need for future installation of ducts, pipes, and conduit on the exterior of the building, provisions should be made at a maximum of 60 feet on center for one-hour-rated vertical chases through the residential floors to accommodate commercial utilities that must terminate at the roof. The chases should have an interior clear dimension of a minimum of 24 inches by 24 inches to accommodate the smallest Class A exhaust hood for restaurant uses.
2. Odors: Adequate provision should be made in commercial ventilation systems to eliminate the migration of odors into residential and outdoor public spaces.
3. Acoustical Separation: Design mixed use structures with acoustical separation between uses in floors, ceilings and walls. Where residential occupancies are horizontally attached to or located over commercial spaces, acoustical separation should be provided as follows:
 - 3.1. Construct floor-ceiling and wall assemblies where uses adjoin each other horizontally) with a sound transmission coefficient (STC) of 60 or greater.
 - 3.2. Use resilient assemblies to acoustically isolate finishes on concrete and steel columns from the columns supporting second floor framing (or the framing between commercial and residential levels).

J. Special Use Structures

J.1. Special Use Criteria

.....
PRINCIPLE: Design special uses to respect the design context of the neighborhood and enhance the streetscape.
.....

1. **Special Residential.** Special residential uses such as boarding houses, residential care facilities, single room occupancy housing, and fraternity and sorority houses should:
 - 1.1. Provide adequate private outdoor common space for the maximum number of occupants allowed at the facility. The common space should be provided at a minimum ratio of 10 square feet per occupant and a minimum dimension of 10 feet. Open space associated with individual units and common semi-private open space (i.e., porch, patio or deck separated from the right-of-way by a picket fence, railing, shrub, or yard area) is encouraged.
 - 1.2. Provide adequate indoor common space for the maximum number of occupants allowed at the facility. The common space should be provided at a minimum ratio of 15 square feet per occupant and a minimum overall area of 100 square feet.
 - 1.3. Reflect the design context of the neighborhood and avoid an institutional design that does not complement the neighborhood and streetscape.
2. **Industrial.** Industrial buildings should be placed as close to the street as possible, diverting employee parking to the interior or interior side of the site and, where appropriate, to the rear of lots. Vehicle entrances should be located away from the residential or commercial buildings. Buildings shall face the major commercial street. The main public entry to a project should be related directly to the main street frontage. Projects should include safety conscious design through the use of adequate clear glass, lighting, surveillance, and access for emergency vehicles. Buildings with long, flat horizontal facades are discouraged; some modulation of building elevations is strongly encouraged. Planar changes, height changes, etc., should be provided and linked to the surrounding development patterns if appropriate. Structures should generally have articulation at entries, bases and tops to break up the overall mass into smaller elements. Chain-link fences visible from street elevations are discouraged. If chain-link fencing is used, vegetation

should screen the fence and plastic coated fencing is encouraged. The use of concertina or ribbon wire is discouraged.



Figure 3-79. Marshall School at G & 28th Streets. A clear inviting entrance.

J. Special Use Structures

J.1. Special Use Criteria (continued)

3. **Artist Live / Work.** The potential for noise and odor generation should be considered and mitigated through siting and development choices. Access for production pieces in and out of the building must be anticipated and mitigated to avoid conflicts with adjacent residences. Artist live/work space has a dual nature and may as a result need unusual design features such as hoists, large doors, vents, and skylights which might provide the opportunity for creativity in the use of a broader palette of design features.
4. **Public Building, Places of Worship, Schools and Day Care Facilities.** Public buildings should have entrances that are inviting and clearly defined. They should be located along commercial streets, integrated into the streetscape, and maintain the continuity of store frontages. These facilities should be designed to create a sense of permanence and civic presence. Use of durable and noble materials is encouraged.

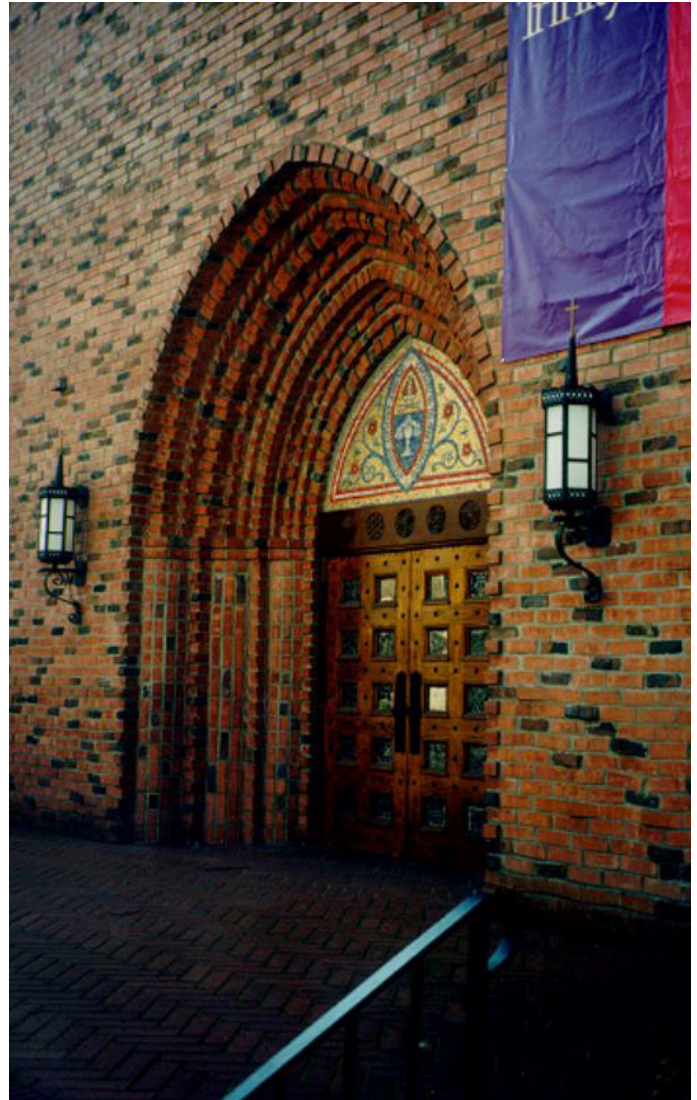


Figure 3-80. 2620 Capitol Avenue. Trinity Church. A place of worship with durable and noble materials providing a sense of permanence.

K. Alley Development

K.1. The Character of Alleys

PRINCIPLE: Develop projects that face on alleys to enhance the general livability, visual quality and safety of the alley.

1. Plant large shade trees where possible.
2. Maximize the number of individual entries, porches and windows from habitable rooms that provide surveillance and place definition.
3. Consolidate refuse storage for multiple properties when possible.
4. Put dwelling units above garages that face the alley.
5. If there are three or more units facing on an alley within a block, new or reconstructed fences should be a maximum height of 3'-0" to accommodate planting.
6. Provide lighting that illuminates the alley to a minimum of 25 foot candles with fixtures at a minimum of 40'-0" on center.
7. Addresses must be provided for front and rear units.



Figure 3-81 and Figure 3-82 : Enhancement of a residential alley by the construction of infill structures on single lots.



Figure 3-83: Enhancement of alley in commercial district

K.1. The Character of Alleys

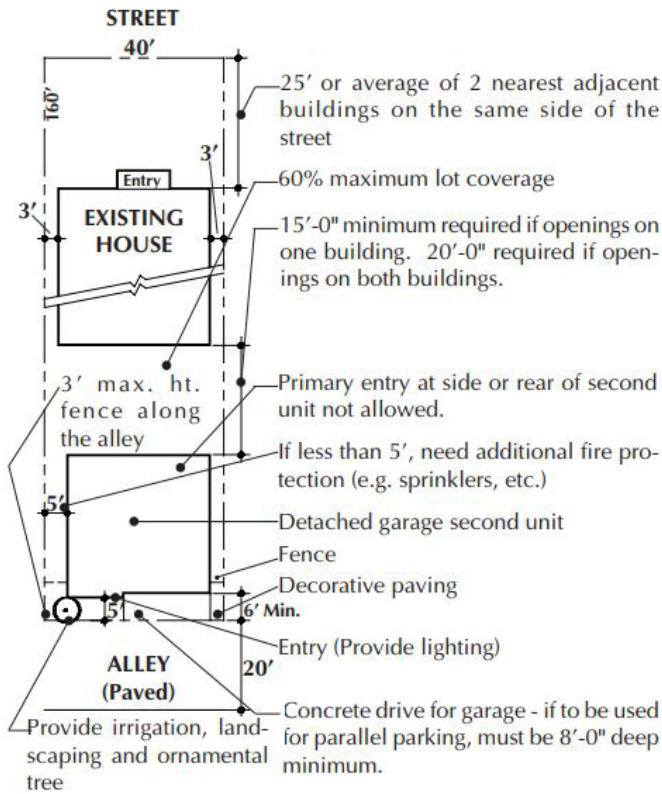


Figure 3-84. Alley prototype on single deep lot.

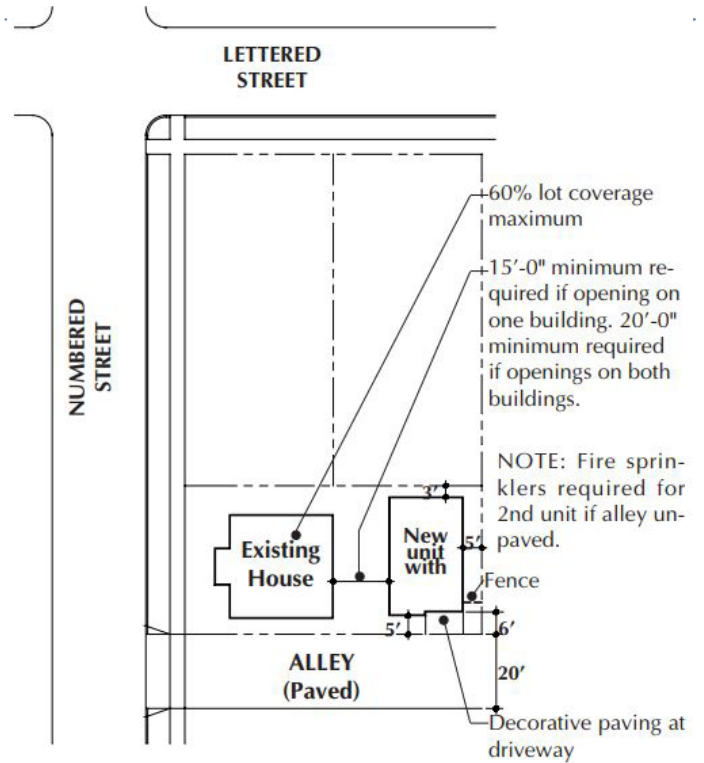


Figure 3-85. Alley prototype on single interior corner lot

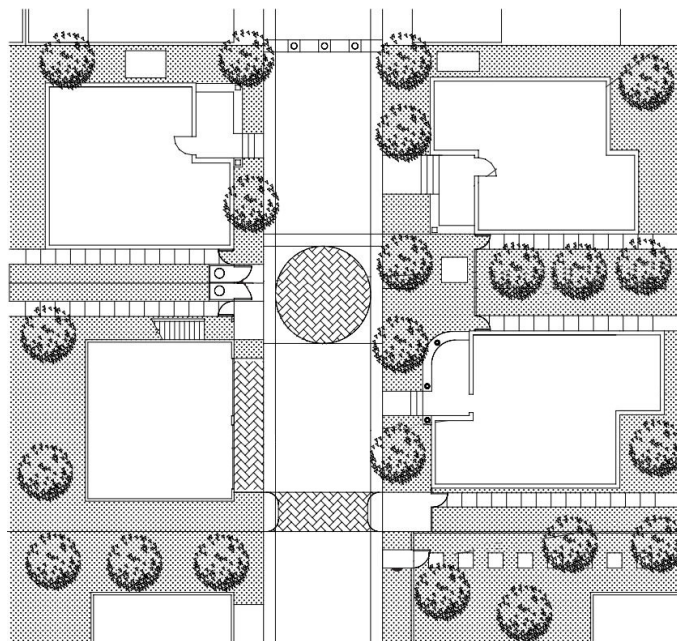


Figure 3-86. Multiple parcel development



L. Accessory Structures

L.1. Accessory Structure Criteria

.....
PRINCIPLE: Design accessory structures to reflect and complement the design, materials and colors of the primary building, and place where least disruptive to existing streetscape.
.....

1. **Design Materials.** Accessory structures should be compatible architecturally with primary structures, and should work together to create a sense of a whole composed project. If the character, form or materials are to be different, there should be design elements such as materials, window forms or a dormer that link them to the main structure.
2. **Placement.** Avoid locating accessory structures in places that are part of the streetscape if they are non-habitable uses.
3. **Zoning Code Requirements.** See the Zoning code for more information on the Placement, Height and Use of accessory structures.
4. **Security and Lighting.** See Section 3.A., Placemaking; 3.D., Lighting; and 3.K., Alley Development.

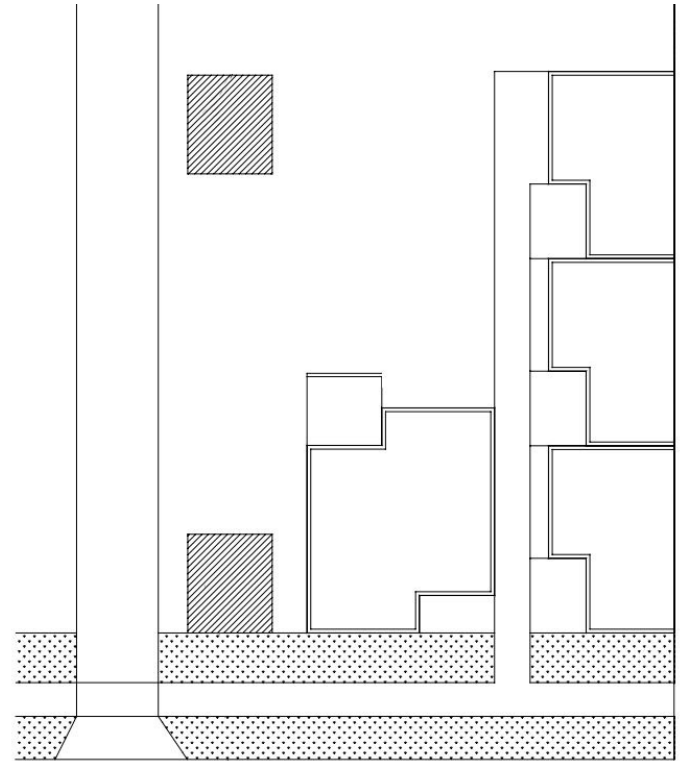


Figure 3-87. The proffered location of accessory structures is indicated by the hatched zone at the top of the diagram and the undesirable location is indicated by the hatched zone at the bottom of the diagram.

M. Outdoor Cafes

M.1. Streetscape Integration

PRINCIPLE: Design outdoor/sidewalk cafes with elements that complement the design and character of adjacent structures, and that enhance the existing streetscape.

1. If outdoor tables are to be adjacent to the building, they should be on private property or 2-person tables should be used with the chairs immediately adjacent to the building wall.
2. **Hose Bib.** For regular cleaning of outdoor eating areas, provide a hose bib.
3. **Path.** Maintain a minimum path clearance of 4' - 0" for pedestrians to a maximum path clearance of 8' - 0". Striping on walkways to delineate eating areas should be unobtrusive and not exceed 4 inches in width and be of a cast-in-place tile or concrete material when possible. This path shall not be within the parkway strip that is usually reserved for trees.
4. Fences with a maximum height of 4'-0" (police/fire standards) should be used at the ends of cafe seating areas and adjacent to the curb, but not separating the seating areas from pedestrian paths. Fences shall be 75% transparent.
 - 4.1. Fences, furniture, planter boxes, landscaping, awnings, umbrellas and striping should be compatible with the building design, and should have durable weather-able materials.

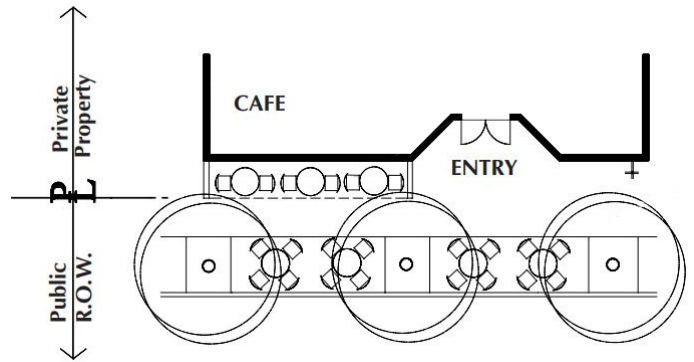


Figure 3-88.

Chapter 4: Neighborhood Subdistricts and Corridors



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A. Introduction

The Neighborhood Design Guidelines encompass 15 distinct residential districts, mixed-use districts and commercial corridors as shown in Figure 4-1 and 4-2. These neighborhoods vary significantly in character. The commercial corridors of Broadway, Alhambra and R-Street are dominated by a mix of commercial, industrial, and office uses. The neighborhood Subdistricts of Washington School, Marshall School (which includes Boulevard Park), Fremont School, Newton Booth (which includes Poverty Ridge), William Land School, and Southside Park are primarily residential and are characterized by their late 19th and early 20th century architecture and beautiful mature shade trees.

The borders of these districts, as shown in Figure 4-1., are based upon areas that have some historical commonalities of orientation to a neighborhood school, park or building form, such as scale of the older homes. The boundaries do not necessarily correlate with the neighborhoods as defined by neighborhood associations. Figure 4-3., indicates neighborhood Subdistricts boundaries, as suggested by Central City neighborhood associations. These associations should be consulted early during the design review process.

This section describes the location of each Subdistrict and corridor and the urban design context for the subdistrict or corridor and their buildings and streetscape. Each Subdistrict and corridor also includes a list of the precedent structures and architectural styles that should be utilized in the contextual design process. The various residential architectural styles that are predominant in these Central City Subdistricts and commercial corridors are illustrated throughout this section.

Design for Neighborhood Context: Applicants are encouraged to carefully examine the design characteristics of exemplary buildings in the neighborhood. Although a study of a proposal's context should be conducted it is not necessary for a proposed building to conform to the same architectural styles of its context provided it is sensitive to that context. Documentation of this process would assist staff with their evaluation of the compatibility of the proposed project with its surroundings.

Each neighborhood section includes a list of the address of some structures on the City's Official Register of Historic Structures to be used as design precedents.

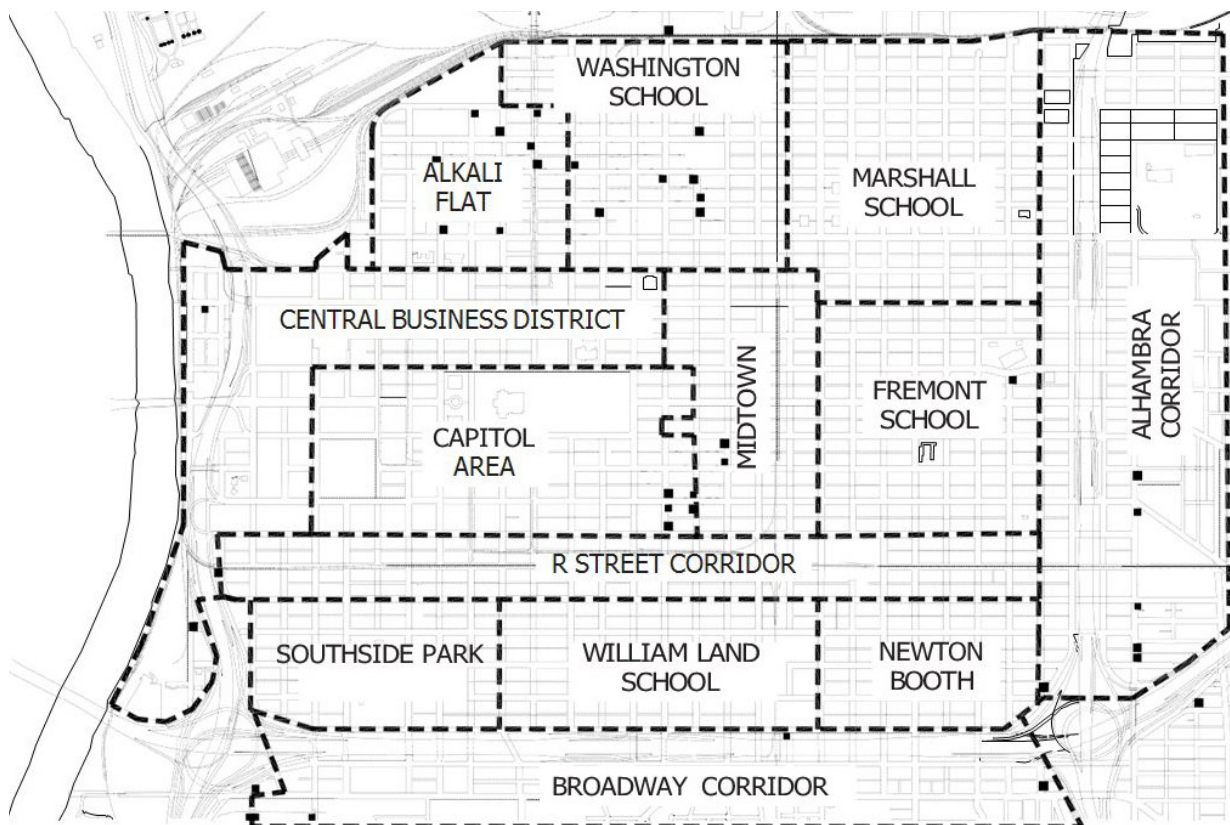
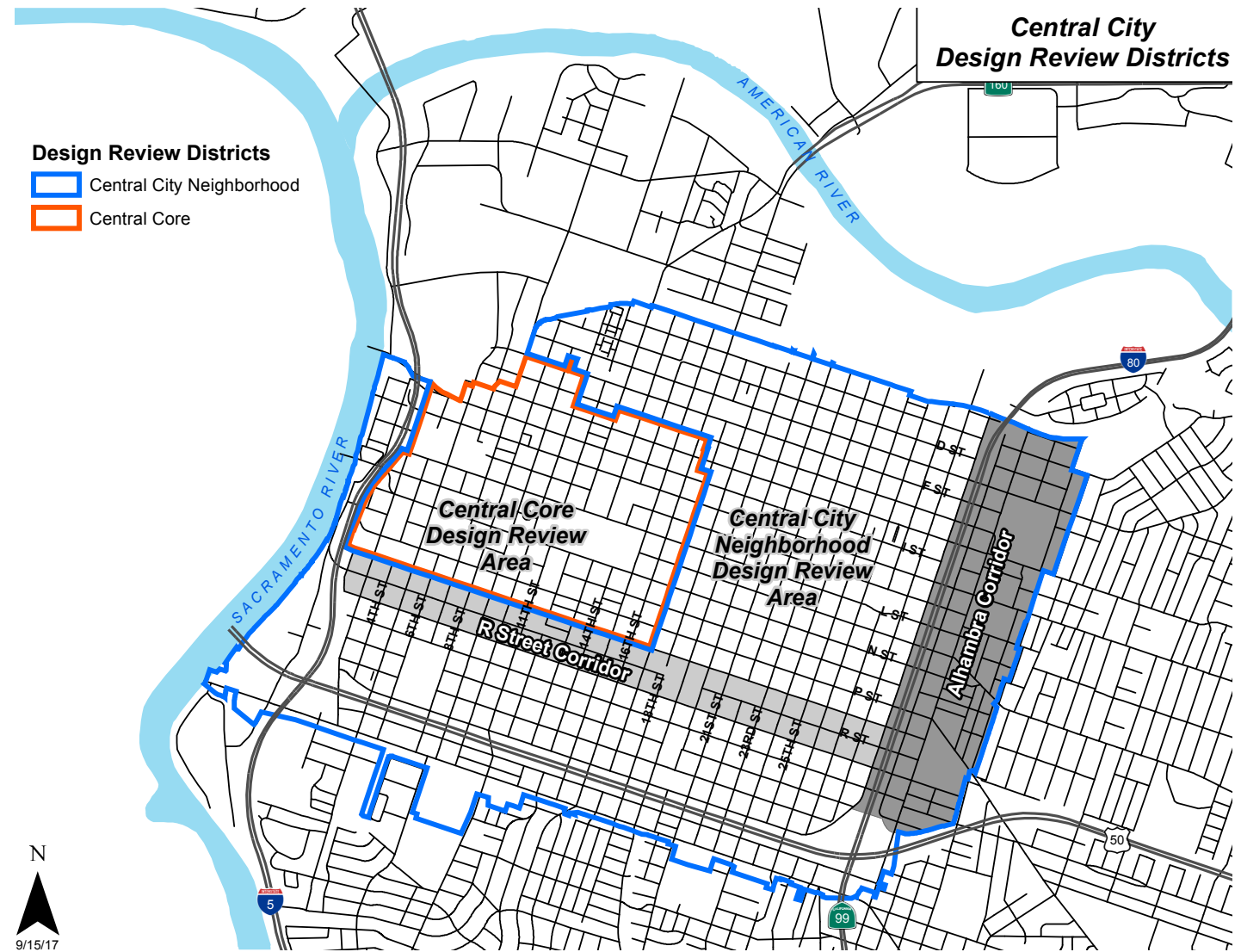


Figure 4-1. Central City Neighborhood Subdistricts

A.1. Central City Design Review Districts and Special Planning Districts



9/15/17
Figure 4-2.

A.2. Central City Neighborhood Associations/Business Groups

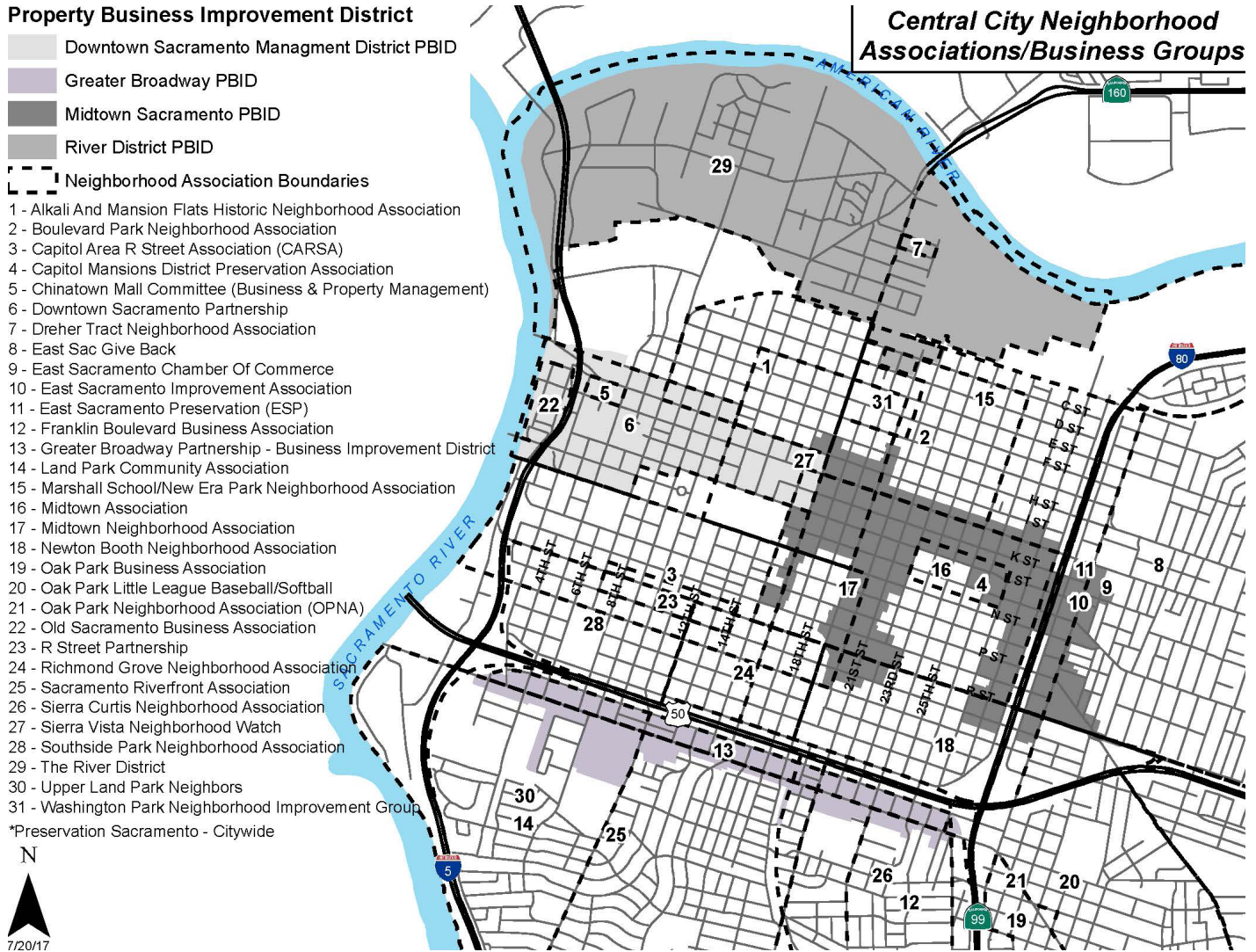
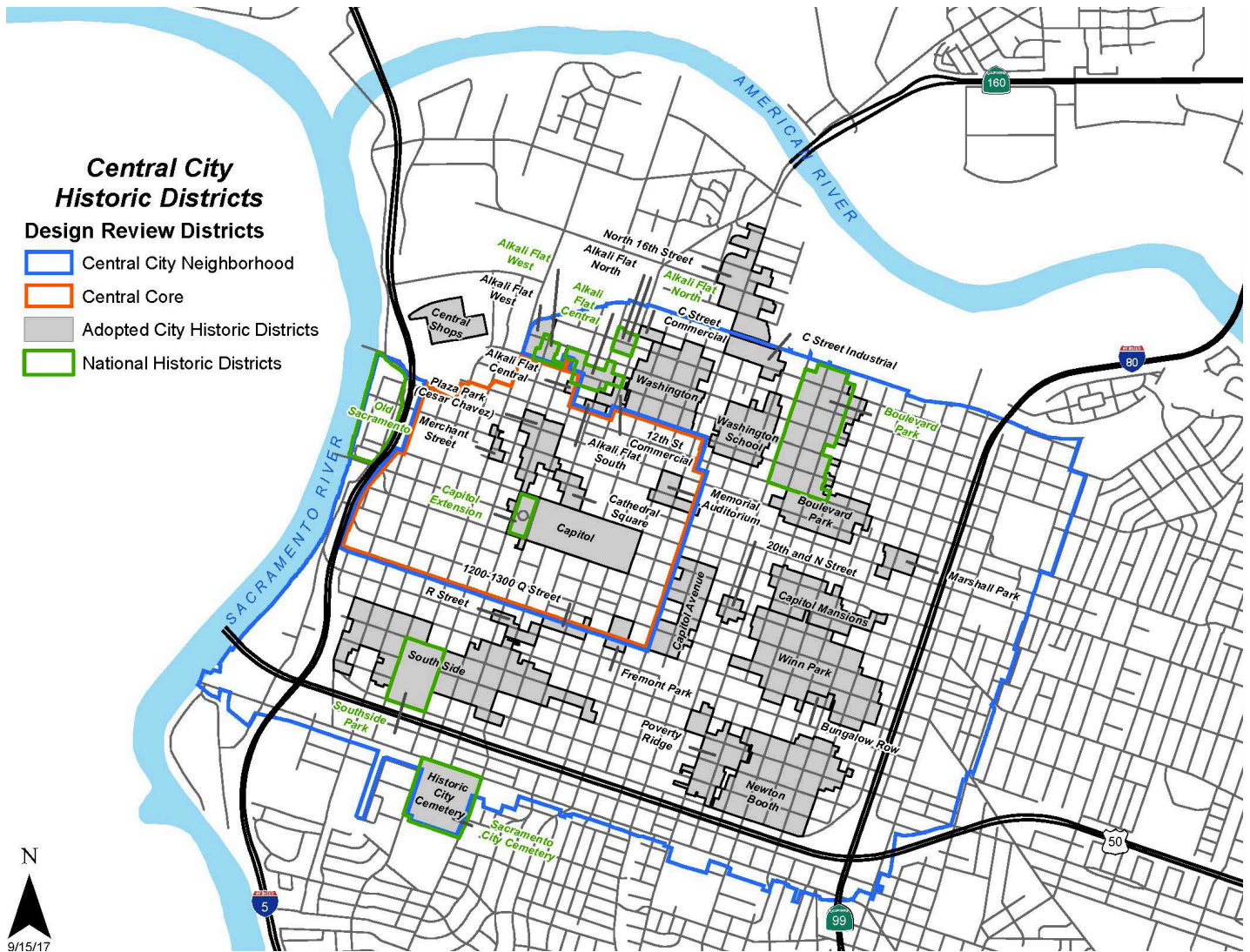


Figure 4-3.

A.3. Central City Historic Districts



9/15/17
Figure 4-4.

B. Neighborhood Subdistricts and Corridors

B.1. Alhambra Corridor

Location

Alhambra Corridor is roughly bounded by the Southern Pacific main line on the north, 29th Street on the west, the parcels fronting on Highway 50 to the south, and 34th Street on the east.

Urban Design Issues

In 1992 the City Council adopted The Alhambra Corridor Special Planning District and Design Guidelines to direct development in the Corridor. In 2018 the western boundary of the Alhambra Special Planning District was shifted to 29th Street. The Alhambra Design Guidelines are incorporated into these design guidelines and can be found in Section 6.A.

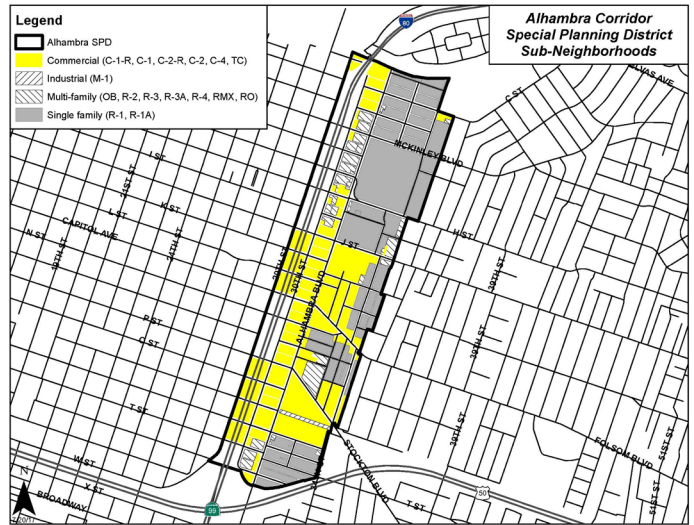


Figure 4-5.

B.2. Alkali Flat Subdistrict

Location

Alkali Flat is located in the northwestern section of the Central City. It is roughly bounded by the Southern Pacific yards on the west, the Southern Pacific mainline on the north, 13th Street on the east, and I Street on the south.

Urban Design Issues

1. **Adjacent Uses.** Care must be taken to seamlessly integrate the impact of existing and new industrial development, and 12th Street commercial development from residential neighborhoods. Placement of utilities, trash enclosures, and loading and parking areas should be sited to minimize their impact on adjacent residential uses.
2. **Connections.** Larger development projects should have strong north-south pedestrian circulation patterns to reinforce the connections to Central Business District and the government buildings (federal and local) to the south.
3. **View.** Reviews should be conducted on a case-by-case basis to determine the impact of new development along 11th Street with respect to maintaining and enhancing views of the Capitol.
4. **Parks.** Neely Johnson Park is between E, F, 10th and 11th Streets.
5. **Railroad Yards.** The development of the Union Pacific (old Southern Pacific) railroad yard will increase the activity and density north and west of Alkali Flat. Consult the Railyard Plan for additional design guidance.

Building Design

The Design style of the neighborhood in which a development is proposed should be analyzed and considered during the design process to obtain a better understanding of context. This is not to say that the proposed development needs to be in a particular style. If a historic style is chosen for the project, a full understanding of the style must be exhibited. Architectural Details: A variety of Victorian and Transitional Victorian/ Colonial Revival or Transitional Victorian/Craftsman residential styles, including the Delta Type Cottage with Queen Anne or Eastlake details, are the predominate residential styles.

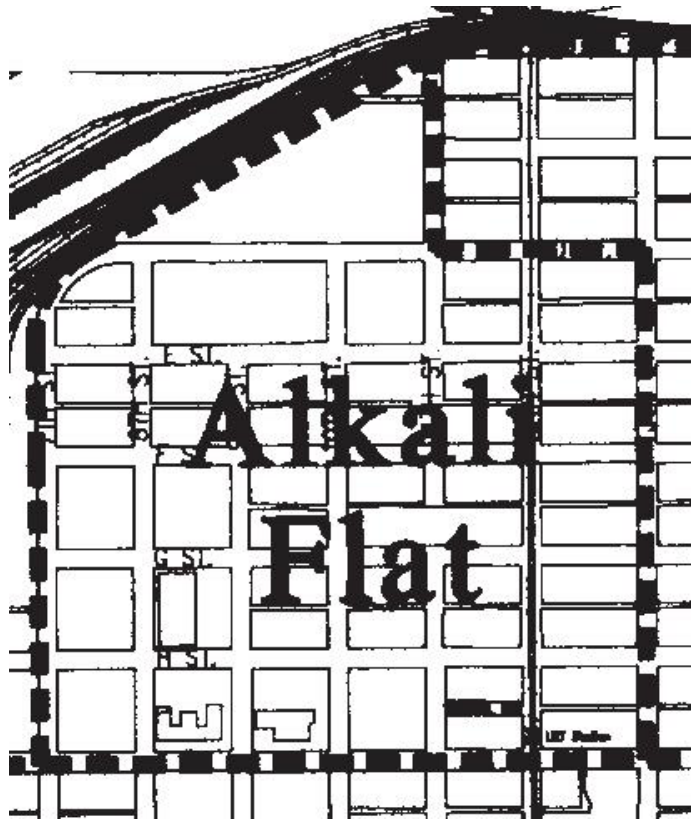


Figure 4-6. Alkali Flat subdistrict is bound by D Street, 13th Street, I Street and 7th Street

B. Neighborhood Subdistricts and Corridors

B.2. Alkali Flat Subdistrict (continued)

Precedent Structures

523-25 7th Street; 517, 400, 406, 510-12, 515 8th street; 515 9th Street; 608-10, 612-14, 508, 512-14, 530, 601, 604 10th Street; 405, 409, 411, 511, 517, 614, 719 11th Street; 619 12th street; 1119, 1107, 1120, 1129, 1307 D Street; 728,-30, 729-31, 804, 808, 912, 1100, 1104-06, 1212, 1214, 1310-12, 1315, 1317 E Street; 917, 925, 1022 , 1010, 1024, 1029, 811, 813, 827, 829, 831, 1020, 1105, 1107, 1115, 1117, 1126, 1213-15, 1220, 1221-23, 1224, 1308, 1310-12, 1311,1314, 1322 F street; 917. 925, 1022, 1022, 1106, 1108, 1112, 1301, 1307 G Street; 1021 (rear), 1232, 1300, 1301-03, 1307, 1329 H Street.

Streetscape

Pedestrian Dominated 12th Street: With the development of Gateway Boulevard and the extension of Richards Boulevard, there will be substantial reduction in traffic along 12th Street. This reduction in traffic should accommodate the return of curb parallel parking, the widening of the pedestrian sidewalk, the addition of a parkway strip, and the installation of pedestrian crossing bulbs consistent with Section 5.

Light Rail

There is a Light Rail Station on 12th Street between E and F Streets.



Figure 4-7. 2609 P Street. A typical Victorian workman's home.

B. Neighborhood Subdistricts and Corridors

B.3. Broadway Corridor

Location

The Broadway Corridor is roughly bounded by W Street on the north, 3rd Street on the west, the parcels fronting on Broadway to the south, and State Route 99 on the east.

Urban Design Issues

1. **Connections.** Projects should be designed to create pedestrian connections with the Central City and residential neighborhoods. Key gateways should be promoted at 15th and 16th Streets, 9th and 10th Streets.
2. **Intensification.** Most retail businesses are located on Broadway and X Streets and the streets running north and south between these two streets. Pedestrian nodes currently exist and should be expanded, particularly within the Tower District. There is a great potential for development on both small lots and larger lots (e.g. Setzer Wood Products, south of Broadway at 3rd Street, and the former Catholic high school, at 24th and Broadway). Care must be taken to seamlessly integrate the relation of existing and new retail and commercial development from adjacent residential uses. Utilities, trash enclosures, and loading and parking areas should be sited to minimize their impact on adjacent uses. The Light Rail Station between 19th and 20th Streets, south of Broadway, also offers a higher density mixed use development opportunity.

Building Design

1. **Architecture.** The Design style of the neighborhood in which a development is proposed should be analyzed and considered during the design process to obtain a better understanding of context. This is not to say that the proposed development needs to be in a particular



Figure 4-8. 2508 Land Park Drive. The Tower Theater is an important marker in the Central City.

style. If a historic style is chosen for the project, a full understanding of the style must be exhibited. The Broadway Corridor has an eclectic diversity of architectural styles including Art Deco, Asian-inspired design, Mid-Century Modern, Mediterranean, Tudor and Western Storefront. No one style dominates. A number of historic structures on Broadway, such as the Art Deco style Tower Theater complex, provide a frame of reference. The Tower Theater along with the Old City Cemetery are visual landmarks that serve to orient viewers and create a strong sense of place.

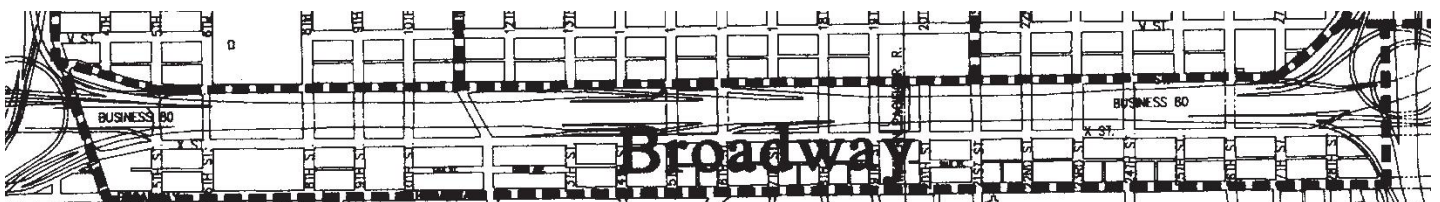


Figure 4-9. Broadway subdistrict is bound by W Street and Broadway (both sides of Broadway are included).

B. Neighborhood Subdistricts and Corridors

B.3. Broadway Corridor (continued)

2. **Orientation.** Office, retail and residential uses should front on the street. Internally oriented suburban style development is discouraged.
3. **Street Wall.** On the commercial streets, there are many buildings constructed at the front property line, although there are several buildings that have greater set backs. In addition, there are many vacant parcels that, if developed at or near the front property line, would strengthen the existing street wall.

Streetscape

1. **Improvements.** Broadway carries a high volume of commuter traffic. Pedestrian improvements and traffic calming measures, such as street bulbing elements and medians, have been installed and should be finished to minimize conflicts between pedestrians and vehicles.
2. **Unifying Elements.** As one of the wider streets in the Central City, Broadway would benefit from large canopy trees and landscaped medians with vegetation and trees, similar to Broadway on the east side of Highway 99. This would not only unify Broadway visually, but also provide shade to increase pedestrian traffic an increased area for landscaping could be accomplished by implementing a road diet.



Figure 4-10. Old City Cemetery is another icon found along Broadway

B. Neighborhood Subdistricts and Corridors

B.4. Fremont School

Location

The Fremont School neighborhood is roughly bounded by J Street on the north, the Capital Freeway on the east, 21st Street on the west, and Q Street on the south.

Urban Design Issues

1. **Connections.** Projects should be designed to create pedestrian connections to the East Sacramento neighborhood, which is the area east of Alhambra Boulevard. This would include active users and businesses fronting on streets under the freeway and along the freeway and frontage roads, such as K Street between 29th and 30th Street. See Section 5, Streetscape Guidelines.
2. **Medical Complex.** The neighborhood is the center of a very active regional medical complex surrounding Sutter Hospital. Additional medical-related development must respect and reinforce the surrounding residential neighborhoods in terms of height, mass, scale, and architectural character. Public areas such as plazas and community-oriented retail should be incorporated into these projects.
3. **Intensification.** The Fremont School has a number of local retailers and restaurants along J and K Streets that also draw from the broader community. In addition, there is a growing retail/restaurant row along 28th Street. Care must be taken to seamlessly integrate the relation of existing and new commercial development along J, K and 28th Streets with neighboring residential. Placement of utilities, trash enclosures, and loading and parking areas should be sited to minimize their impact on adjacent residential uses.
4. **Parks.** Winn Park is between P, Q, 27th and 28th Streets.

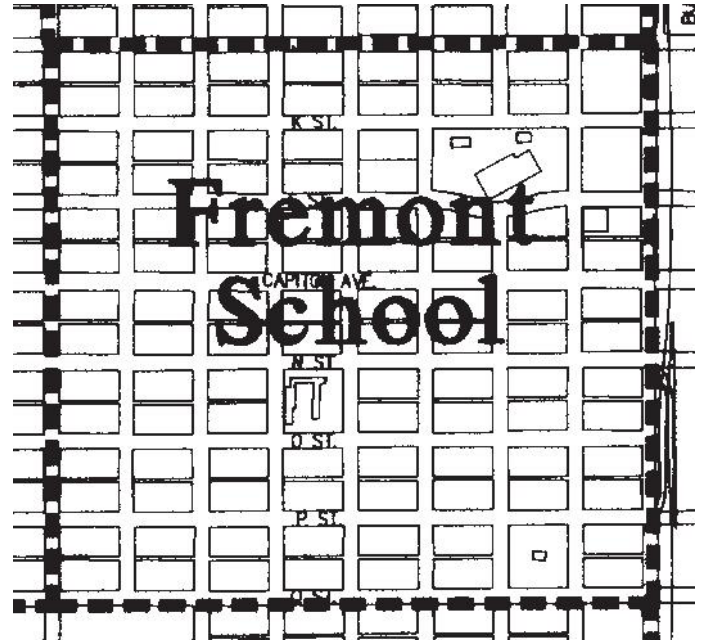


Figure 4-11. Fremont School subdistrict is bound by J Street, 29th Street, Q Street and 21st Street

Building Design

1. **Architecture.** The Design style of the neighborhood in which a development is proposed should be analyzed and considered during the design process to obtain a better understanding of context. This is not to say that the proposed development needs to be in a particular style. If a historic style is chosen for the project, a full understanding of the style must be exhibited. Architectural Details: Relatively larger homes of Craftsman, Queen Anne, and Classic Box styles predominate in the northern part of the neighborhood, while smaller Delta style structures are interspersed throughout the area. The Craftsman Cottage or Bungalow is the predominant style in the southern part of the area.

B. Neighborhood Subdistricts and Corridors

B.4. Fremont School (continued)

The Subdistrict is composed of a number of smaller neighborhoods including Winn Park, Capitol Avenue, and the J/K Street Commercial District. Design guidance should come from the immediate neighborhoods.

The Subdistrict contains a large number of historic sites, with religious, architecturally and historically significant structures.

2. **1950s -1970s Era Apartments.** A large number of 1950s-1970s era apartment structures which do not fit the older characteristics of the neighborhood in scale and design are scattered throughout the area. In instances where the newer structures represent excellent examples of Mid-Century Modern design, architectural character shall be preserved consistent with design intent when originally constructed or sympathetically rehabilitated and updated in a manner that retains the key character defining architectural features.
3. **Precedent Structures.** 1115, 1121, 1214, 1311, 1320, 1420 22nd Street; 600, 621, 623-29, 1006, 1217, 1227, 1314, 1321 23rd Street; 1215, 1412 24th Street; 1108, 1114, 1116, 1211, 1617, 1619 25th Street, 1517, 1523, 1615, 1617, 1625 26th Street; 1015, 1216 27th Street; 2310, 2406-08, 2610, 2616, 2620, 2626, 2627 J Street; 2228-30, 2231, 2326, 2430 K Street; 2200, 2215, 2230, 2301, 2310, 2401, 2412, 2431, 2417-19, 2525, 2527 L Street; 2200, 2210, 2300, 2301, 2305, 2320, 2417, 2500, 2514, 2515, 2526, 2527, 2530, 2627-29 Capitol Street; 2200, 2208, 2213, 2215, 2217, 2218, 2228, 2301, 2312, 2326, 2328, 2400, 2417-19, 2501, 2504, 2526, 2530, 2531, 2600 N street; 2319, 2321, 2322, 2517, 2530, 2610 O Street; 2425-31, 2600, 2607, 2608, 2609, 2621, 2625 P street; 2307, 2515, 2527, 2531 Q Street.



Figure 4-12. 1500 24th.



Figure 4-13. 2515 Q Street.

Streetscape

1. **Improvements.** P, Q, and N Streets carry a high volume of commuter traffic to and from state offices and the Central Business District. P and Q Streets are planned to be converted back to two-way streets according to the Central City Community Plan. Pedestrian improvements and street bulbing elements noted in Section 5, Streetscape, should be considered when the streets are converted.

B.5. Marshall School Subdistrict

Location

The Marshall School neighborhood is roughly bounded by the Southern Pacific mainline on the north, the Capital Freeway on the east, 20th Street on the west, and J Street on the south.

Urban Design Issues

1. **Connections.** Projects should be designed to create strategically located pedestrian connections with the East Sacramento neighborhood which is the area east of Alhambra Boulevard. This would include active users and businesses fronting on streets under the freeway and along the freeway and frontage roads, such as K Street between 29th and 30th Street. See Section 5, Streetscape Guidelines.
2. **Intensification.** The Marshall school neighborhood has a number of local retail and restaurants along J Street that also draw from the broader community. Care must be taken to seamlessly integrate the relation of existing and new commercial development along J Street from neighboring residential. Placement of utilities, trash enclosures, and loading and parking areas should be sited to minimize their impact on adjacent residential uses.
3. **Parks.** Marshall Park is located between I, J, 27th and 28th Streets and Stanford Park is located between C, 27th, 28th Streets and the Railroad levee.

Building Design

1. **Architecture.** The Design style of the neighborhood in which a development is proposed should be analyzed and considered during the design process to obtain a better understanding of context. This is not to say that the proposed development needs to be in a particular style. If a historic style is chosen for the project, a full understanding of the style must be exhibited. Architectural Details: In the southern part of the neighborhood, relatively larger homes of Craftsman, Queen Anne, Classic Revival, and Mediterranean styles predominate; smaller Craftsmanstyle structures are interspersed throughout the area and found in abundance in the northeastern part of the neighborhood. The neighborhood is composed of a number of smaller

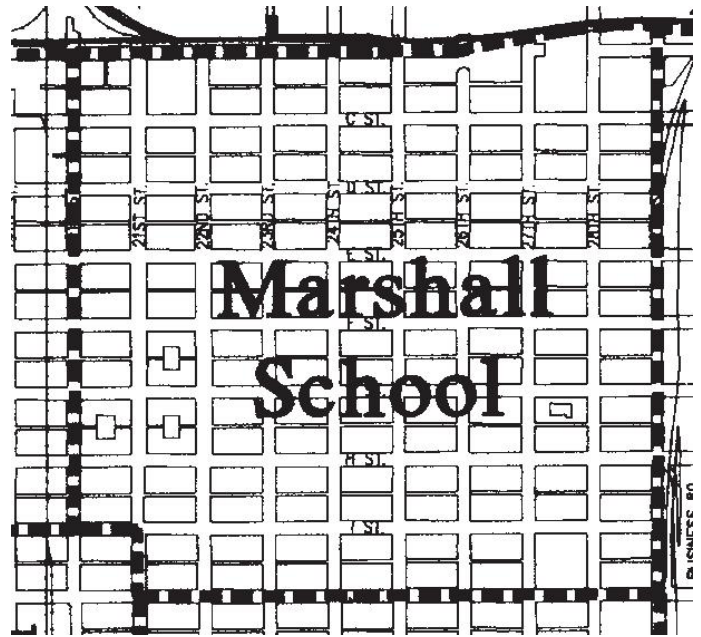


Figure 4-14. Marshall School Subdistrict is bound by RR Levee, 29th Street, J Street and 20th Street.

neighborhoods including Marshall School, Boulevard Park, New Era Park, and the J Street Commercial area.

2. **1950s-1970s Era Apartments.** A large number of 1960s-1970s era apartment structures which do not fit the older characteristics of the neighborhood in scale and design are scattered throughout the area. In instances where the newer structures represent excellent examples of Mid-Century Modern design, architectural character shall be preserved consistent with design intent when originally constructed or sympathetically rehabilitated and updated in a manner that retains the key character defining architectural features.

B.5. Marshall School Subdistrict (continued)

3. **Precedent Structures.** 401-03, 415, 501, 508-10, 531, 608-10, 612, 626, 715, 724-25, 809-11 21st Street; 217, 328, 505, 515, 617, 618, 627, 700, 711, 717, 817-19 22nd Street; 301, 600, 621, 623-29 23rd Street; 610, 815 24th Street; 814 25th Street; 1017, 1019 26th Street; 912-14 27th Street; 511, 901, 903 28th Street; 2106, 2112, 2219, 2403 E Street; 2100, 2111, 2112, 2131, 2508, 2728 F Street; 2101, 2120, 2331, 2414, 2418, 2431, 2531, 2620, 2628 G Street; 2131, 2101, 2106, 2115, 2119, 2120, 2201, 2217-19, 2222, 2230, 2308, 2312, 2324, 2330, 2400, 2401, 2404, 2405, 2409, 2417, 2500, 2531, 2604, 2611, 2630, 2710, 2421, 2727, 2731 H Street; 2630-32, 2213-15, 2300, 2400, 2401, 2407, 2404, 2405, 2416, 2417, 2501, 2505, 2610, 2614, 2620-26, 2828-30 I Street.



Figure 4-15. 2730 F Street.

Streetscape

1. **Improvements.** G, H, and J Streets currently carry a high volume of commuter traffic to and from the Central Business District. The Neighborhood Preservation and Transportation Plan available from the City Planning Department should be monitored to determine the effectiveness of its implementation elements. These elements may be modified and may be used in other Central City Neighborhoods.

B.6. Midtown Subdistrict

Location

The Midtown Subdistrict is roughly bounded by I Street on the north, 21st Street on the east, 16th and 17th Streets on the west, and Q Street on the south.

Urban Design Context

1. **Intensification.** The Midtown district has a number of local retail and restaurants along J, 19th, and 21st Streets that also draw from the broader community. Care must be taken to seamlessly integrate the relation of existing and new commercial development along these streets from the neighboring residential. Utilities, trash enclosures, and loading and parking areas should be sited to minimize their impact on adjacent residential uses.

Building Design

1. **Architectural Details.** The Subdistrict has a concentration of Victorian homes in general, Italianate homes along P Street, and simple Delta style structures scattered through out. This Subdistrict contains a wide variety of styles and types of residential and commercial buildings, many of which are listed on the City's Official Register of Historic Structures.
2. **Precedent Structures.** 1122 and 1611 17th Street; 1310, 1314, 1315, 1320, 1417, 1419, 1511, 1513, 1520, 1630 18th Street; 1219, 1312-14, 1316-18, 1320, 1510, 1512, 1514 19th Street, 1320, 1412, 1415 20th Street; 1800, 1804-06, 1928, 1931, 2109, 2126, 2129-31 L Street; 1716, 1717, 1718, 1720, 1725, 1730, 1813, 1817 Capitol Avenue; 1830, 1800, 1806, 1814, 1927, 1931, 2012, 2016, 2021, 2115, 2117, 2123, 2126- 28, 2130, 2131 N Street; 1816, 1819, 2211, 2215, 2219 O Street; 1700, 1706, 1712, 1719, 1725, 1728, 1730, 1800, 1806, 1901, 1907, 1930, 2021, 2425-31, 2600, 2607, 2608, 2609, 2621, 2625 P Street.

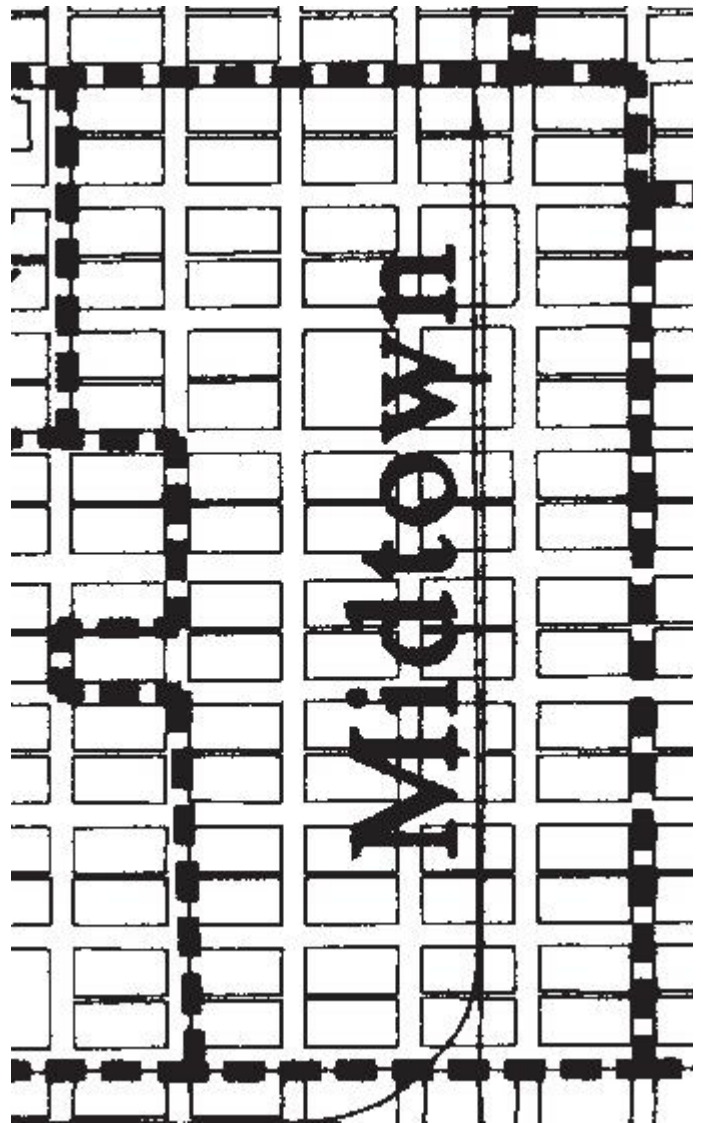


Figure 4-16. Midtown subdistrict is bound by I Street, 21st Street, Q Street and 17th Street.

B.6. Midtown Subdistrict (continued)

Streetscape

1. **Improvements.** Q, P, N, J, 19th, and 21st Streets carry a high volume of commuter traffic to and from the Central Business District and the Capitol area. Pedestrian improvements and street bulbing elements noted in Section 5, Streetscape, should be maintained and/or installed as appropriate. On J Street, traditional "acorn" type street lighting should be continued east of 19th Street to serve as a model for other commercial areas.



Figure 4-17. 1800 P Street.



Figure 4-18. 1712 P Street.

B. Neighborhood Subdistricts and Corridors

B.7. Newton Booth**Location**

The Newton Booth neighborhood is roughly bounded by S Street on the north, the Capital Freeway on the east, 21st Street on the west, and W Street on the south.

Urban Design Context

1. **Connections.** Projects near the freeway should be designed to create pedestrian connections with the East Sacramento neighborhood which is the area east of Alhambra Boulevard, Curtis Park and Broadway Corridor, south of the Capital City Freeway. This would include active users and businesses fronting on streets under the freeway and along the freeway and frontage roads, such as K Street between 29th and 30th Street. See Section 5. - Streetscape Guidelines for building massing concepts along the freeway frontages.
2. **Intensification.** The Newton Booth neighborhood has few local retail and restaurant establishments; however, a modest retail district is forming along 28th Street. Care must be taken to seamlessly integrate the relation of existing and new commercial development along these streets from neighboring residential. Placement of utilities, trash enclosures, and loading and parking areas should be sited to minimize their impact on adjacent residential uses.

Building Design

1. **Architecture.** The Design style of the neighborhood in which a development is proposed should be analyzed and considered during the design process to obtain a better understanding of context. This is not to say that the proposed development needs to be in a particular style. If a historic style is chosen for the project, a full understanding of the style must be exhibited.
Architectural Details: This Subdistrict includes the Poverty Ridge neighborhood on the west and Newton Booth on the east. The Poverty Ridge sub-neighborhood has larger homes of the Prairie, Craftsman, Mediterranean, Late Queen Anne and Classic Revival styles. The Newton Booth neighborhood is dominated by smaller post 1920 bungalows with a reduction in scale from those found in Poverty Ridge.

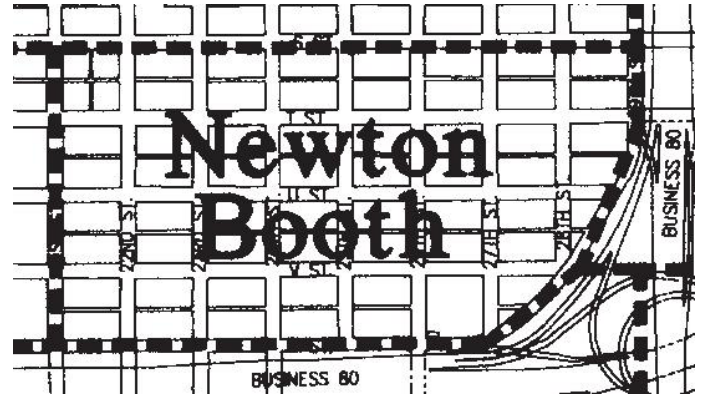


Figure 4-19. Newton Booth subdistrict is bound by S Street, W Street and 21st Street.

B.7. Newton Booth (continued)

3. **1960s -1970s Era Apartments.** A large number of 1960s-1970s era apartment structures, many of which need improvement, are scattered throughout the area. Their renovation should include the elements noted in Section 3.H.2., General Modifications to Structures. In instances where the newer structures represent excellent examples of Mid-Century Modern design, architectural character shall be preserved consistent with design intent when originally constructed or sympathetically rehabilitated and updated in a manner that retains the key character defining architectural features.
2. **Precedent Structures.** 2100, 2101, 2112, 2000, 2014, 2022, 2107, 2122, 2123, 2129, 2130, 2216, 2217 22nd Street; 2009, 2014-15, 2030 23rd Street; 2014, 25th Street.

Streetscape

1. **Improvements.** High volume commuter traffic is focused around the perimeter of the area on 29th and W Streets. Pedestrian improvements and street bulbing elements noted in Section 5, Streetscape Guidelines, should be maintained and/or installed as appropriate. Changes to street section to accommodate bicycle lanes or other modes of public transportation should be considered.



Figure 4-20. 1931 21st Street.



Figure 4-21. 2131 V Street.

B.8. Southside Park and William Land School Subdistrict

Location

The Southside Park and William Land School neighborhoods are roughly bounded by S Street on the north, 21st Street on the east, 3rd Street on the west, and the Capital Freeway on the south.

Urban Design Context

1. **Connections.** Larger development projects should have strong pedestrian circulation patterns oriented to reinforce the pedestrian connections to the Capitol area, Central Business District, riverfront, and regional cultural facilities such as the Crocker Art Museum and Southside Park.
2. **Super Blocks.** Pedestrians must cross the R Street corridor and navigate the PERS building and the super-blocks of Capitol Towers (7th, 9th, N and P Streets) and Governors Square (3rd, 4th, N and P Streets). Street closures which result in the development of future super blocks are highly discouraged.
3. **Intensification.** These neighborhoods have a number of local retail and restaurants along 9th and 10th (10th Street has many ethnic businesses that cater to the local population), 16th, 19th, and 21st Streets. Care must be taken to seamlessly integrate the relation of existing and new commercial development along these streets from neighboring residential. Placement of utilities, trash enclosures, and loading and parking areas should be sited to minimize their impact on adjacent residential uses. Transition neighboring residential from commercial development along 9th and 19th Streets. Attempt to minimize negative impacts on pedestrian circulation by heavy commute traffic on these north-south streets.
4. **Parks.** Southside Park is between 6th, 8th, T, and W Streets.

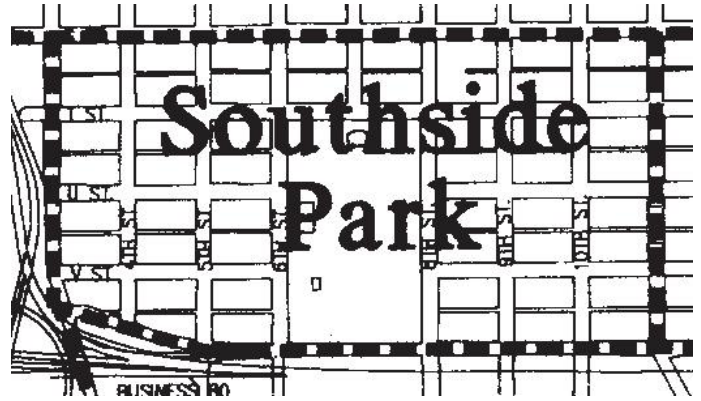


Figure 4-22. Southside Park subdistrict is bound by S Street, 11th Street, W Street and 3rd Street.

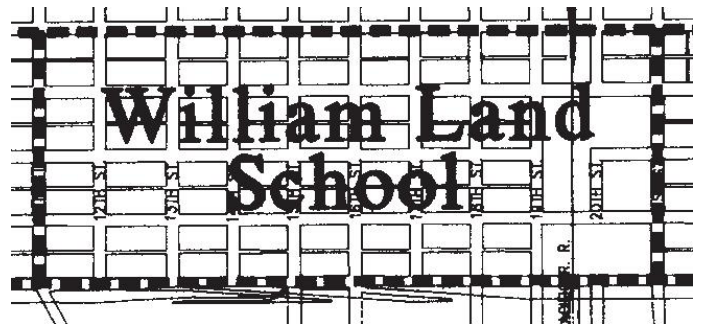


Figure 4-23. William Land School subdistrict is bound by S Street, 21st Street, W Street and 11th Street.

B.8. Southside Park and William Land School Subdistrict (continued)

Building Design

1. **Urban.** The Design style of the neighborhood in which a development is proposed should be analyzed and considered during the design process to obtain a better understanding of context. This is not to say that the proposed development needs to be in a particular style. If a historic style is chosen for the project, a full understanding of the style must be exhibited.
2. **Architecture.** The neighborhood has a concentration of Victorian Delta style homes west of Southside Park, with larger Craftsman and eclectic-style homes east of the park. In developments that occupy more than the typical amount of street wall there should be the integration of pedestrian passages. These breaks in the building should increase pedestrian circulation surrounding streets and open spaces.
3. **Precedent Structures.** 1906-08, 1919, 1922, 1930, 2024, 2030 4th Street; 1919 5th Street; 2104 6th Street; 1909 7th Street; 2014, 2016, 2019-23, 2117, 2128-32 9th Street; 1911, 1913, 2016, 2112-14, 2200 10th Street; 1901-03, 1906, 1909-12, 1914, 1926, 1930, 2000, 2004, 2006, 2010-12, 2013-15, 2004 11th Street; 2015, 2127 12th Street; 2031 15th Street; 1819, 1923 20th Street; 2121, 2201-05, 2215, 2015, 2019, 2116, 2214 21st Street; 324, 408, 415, 419, 421-23, 425-27, 430, 504, 800, 912, 922-24, 1130, 1616, 1716, 1814, 1822, 1831 T Street; 321, 519-21, 909, 1111, 1117, 1504, 1505 (rear), 1721, 1808 U Street; 317, 909, 1112- 14, 1120 V Street.

Streetscape

1. **Improvements.** 5th, 10th, 19th, and 21st Streets carry a high volume of commuter traffic to and from the Central Business District and the Capitol area. Pedestrian improvements and street bulbing elements noted in Section 5, Streetscape Guidelines, should be installed.



Figure 4-24. 1519 V Street.



Figure 4-25. 427 T Street

B.9. Washington School Subdistrict

Location

Washington School Subdistrict is located in the northwestern section of the Central City. It is roughly bounded by the Southern Pacific mainline on the north, 20th Street on the east, I Street on the south, and 13th Street on the west.

Urban Design Context

1. **Adjacent Uses.** Care must be taken to seamlessly integrate the relation of existing and new industrial and 16th Street commercial development from neighboring residential. Utilities, trash enclosures, and loading and parking areas should be sited to minimize their impact on adjacent residential uses.
2. **Connections.** Larger development projects should have strong pedestrian circulation patterns oriented to reinforce the connections to the Central Business District and the government uses (federal and local) to the south, as well as the Governor's Mansion, the Sacramento Theater Company, and the Music Circus.
3. **Parks.** Muir Park is between 15th, 16th and C Streets and the railroad levee, and Washington Square Park is between 16th, 18th, E and F Streets.

Building Design

1. **Architecture.** The Design style of the neighborhood in which a development is proposed should be analyzed and considered during the design process to obtain a better understanding of context. This is not to say that the proposed development needs to be in a particular style. If a historic style is chosen for the project, a full understanding of the style must be exhibited. Architectural Details: Craftsman and Delta-type Cottages with Queen Anne or Eastlake details is the predominant style. This area includes relatively substantial Nineteenth Century structures, with many listed on the City's Official Register of Historic Structures.

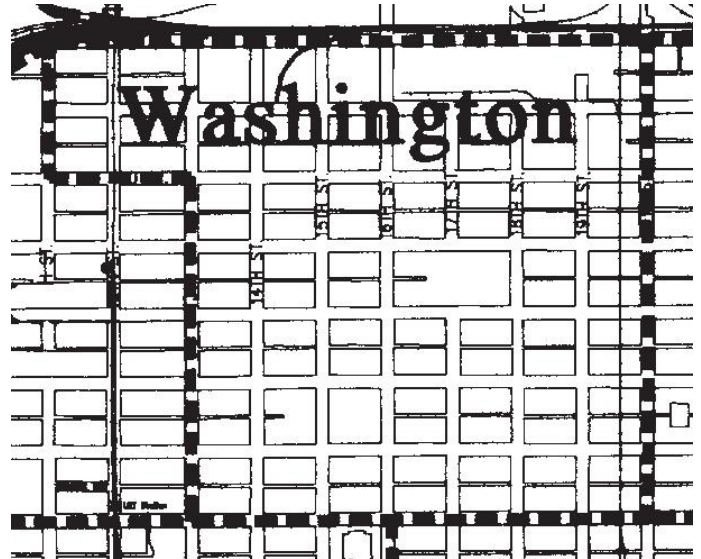


Figure 4-26. Washington subdistrict is bound by RR Levee, 20th Street, I Street, and 13th Street.



Figure 4-27. 1822 G Street.

B.9. Washington School Subdistrict (continued)

2. **Precedent Structures.** 220, 230, 401, 409, 411, 423, 501, 507, 511, 515, 611, 615, 717, 817 13th Street; 315, 317, 319, 321, 424-27, 524, 613, 617, 621, 819-27 14th Street; 316, 325, 414, 509, 510, 511, 514, 515, 516, 519, 521-23, 528-30, 612, 629 15th Street; 715, 815 17th Street; 505, 509, 617, 621, 712, 714, 818, 820 18th Street; 509, 517, 705-07, 709-11 19th Street; 313, 321, 417, 601-05, 816 20th Street; 1404-06, 1413-15, 1516, 2019, 2022 D Street; 1416, 1425, 1429, 1604, 1701, 1909, 1915, 2015 E Street; 1409, 1415, 1418, 1419, 1423, 1424, 1426, 1428-30, 1501, 1508, 1511, 1630, 1700, 1706, 1710, 1714, 1730, 1801, 1807, 1811, 1815, 1818, 1824, 1830, 1904, 2011, 2019 F Street; 1509, 1511, 1723, 1807, 1826, 1905, 2001 G Street; 1530, 1530 (rear), 1900, 1616, 1717, 1826, 1827, 1818-30, 1906, 2001, 2015 H Street.

Streetscape

1. **Pedestrian-Dominated 16th Street.** The City has adopted the Richards Boulevard Area Master Plan for the area north of Washington School and the railroad levee. Road improvements in that plan will result in substantial reduction in traffic along 16th Street. This reduction in traffic may allow the widening of the pedestrian realm and the installation of bulbs consistent with Section 5.



Figure 4-28. 730 17th Street.

B. Neighborhood Subdistricts and Corridors

B.10. R Street Corridor

Location

The R Street Corridor is 2 blocks from Q and S Streets and runs from I-5 on the west to approximately the Capitol City Freeway (formerly Business 80) on the east.

Urban Design Context

1. **Transition.** The R Street Corridor has historically been an industrial area built around a now unused railroad line that ran east to west along its length. Since the 1960s there were several conversions of existing structures and new constructions for office uses. In the 1990s, the City adopted various elements of a Special Planning District that calls for mixed uses dominated by new high density multifamily housing. Design Guidelines for R Street are in Section 6 of this document.

2. **Improvements.** R Street has variable transportation infrastructure along its length. In the redevelopment area west of 10th Street there is curb, gutter, sidewalk and pavement similar to the rest of the Central City. From 10th Street east, it is paved in some areas, but is generally unimproved except for the Light Rail line running from 12th Street to the east.

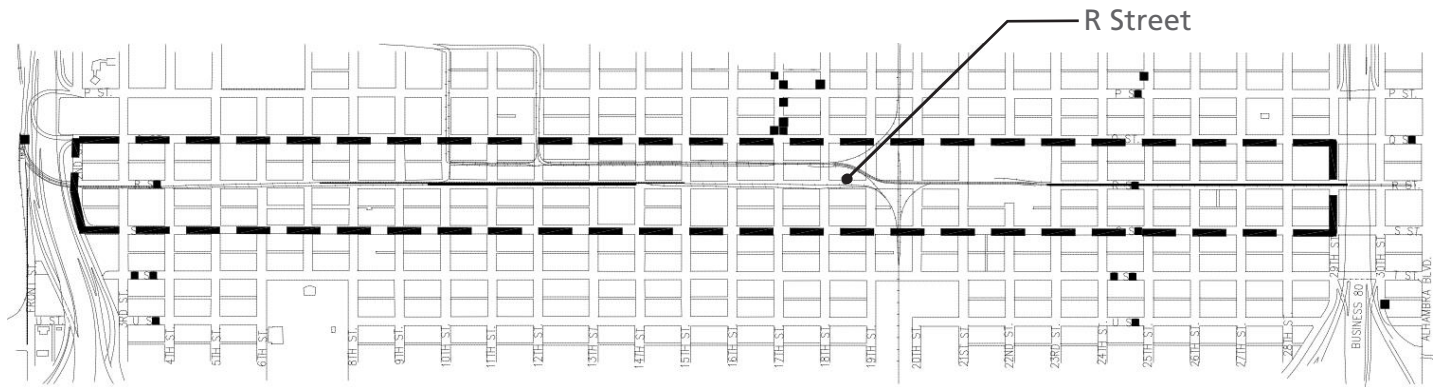


Figure 4-29.

B.11. Neighborhood and Urban Commercial Corridors

Urban Design Context

1. **Improvements.** Traffic flows on these streets to some extent have negative impacts on pedestrian circulation patterns and tend to isolate otherwise adjoining neighborhoods to either side.
2. **Intensification.** These streets have a number of local retailers and restaurants as well as businesses that draw from the broader community. Care must be taken to seamlessly integrate the relation of existing and new commercial development along these streets from neighboring residential. Utilities, trash enclosures, and loading and parking areas should be sited to minimize their impact on adjacent residential uses.

Building Design

3. **Architecture.** The Design style of the neighborhood in which a development is proposed should be analyzed and considered during the design process to obtain a better understanding of context. This is not to say that the proposed development needs to be in a particular style. If a historic style is chosen for the project, a full understanding of the style must be exhibited.
4. **Orientation.** Office, retail, and multifamily residential projects should front on the street. Internally oriented suburban style development is highly discouraged.
5. **Street Wall.** In order to create a positive street wall, buildings should build up to the street side or front property line.



Figure 4-30. 10th Street between R and W Streets has a large number of neighborhood businesses.



Figure 4-31. 2730 J Street. The Central City has several commercial corridors that serve the needs of residents throughout the

B.12. Regional Transit LRT Stations

Location

The Central City Neighborhood Light Rail Transit Stations (LRT) are found at the following locations:

- 29th / 30th and R
- 24th and R
- 16th and R
- 12th and 13th, R and Q
- 12th and D
- 12th and G

In addition the future Central City Neighborhood Streetcar Stations will be found at the following locations:

- 19th and J
- 19th and L

Urban Design Context

In the City of Sacramento General Plan there are policies that call for maximizing the density around LRT Stations, which will also be applicable at Streetcar Stations. Central City Neighborhoods have several LRT and future Streetcar Stations, many of which have lower density residential neighborhoods surrounding them.

The R Street Corridor Design Guidelines in Section 4.K. provide guidelines for development within 660 feet of the LRT Stations in the R Street Corridor that should also be utilized for the 12th and D and 12th and G locations and along the 19th Street corridor between I and Capitol Avenue.



Figure 4-32 The Light Rail System is an important element of the Central City.

C. Predominant Central City Residential Styles

The following is the definition of "architectural style" from the Oxford English Dictionary: "A definite type of architecture, distinguished by special characteristics of structure and ornament."

Stylistic classifications are used to describe architecture and to relate buildings to one another. Additionally, stylistic categorization acknowledges that building is not just a craft; it is an art form that reflects the philosophy, intellectual currents, hopes and aspirations of its time.

Identifying and using architectural styles is not an exact science. Many buildings defy stylistic labels. As with social change, architectural styles do not have sharp edges. Buildings may represent a transitional period, blending a previous style with the newest style of the period. Additionally many styles had periods of revival which were less faithful to the originals and may have combined different styles.

This document uses stylistic designations as an aid in:

1. Identifying the building's style for the purpose of authentic rehabilitation.
2. Identifying the building's style for the purpose of design compatible addition.
3. Describing the common design styles found in the neighborhoods to provide context, not guidelines for new construction.

C.1. Italianate Style (1860s through 1880s)



Figure 4-33.



Figure 4-34. 2319 H Street

Style Characteristics

- Low-pitched roof
- Widely overhanging eaves supported by decorative brackets
- Often, frieze with trimmed panel
- Keystone
- Tall, narrow windows, commonly arched above. Frequently with elaborated window crowns, usually of inverted-U shape
- Angled bay
- Horizontal wood siding 5" - 6" width
- Paneled doors
- Turned columns

C.2. Eastlake Stick Style (1870s through 1880s)



Figure 4-35.



Figure 4-36. 2620 G Street

Style Characteristics

- Partial or full-width asymmetrical porch
- Steeply pitched roof or irregular shape, usually with dominant front-facing gable
- Gable eaves soffited without brackets
- Ornamented gable with textured shingles (and/or other devices) used to avoid smoothed-walled appearance
- Bracketed eaves with plain frieze
- Corner bracket
- Multi-paneled upper window surrounding larger pane
- Angled cut-away bay
- Horizontal wood siding 3" - 9" width

C.3. Victorian Delta Style (1880s through 1890s)

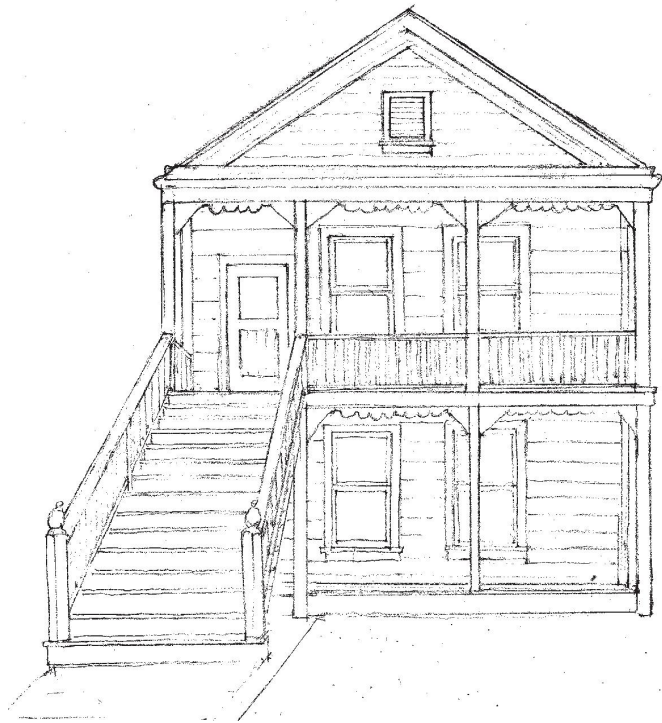


Figure 4-37.



Figure 4-38. 2609 P Street

Style Characteristics

- Soffited eaves
- Single front gabled roof form, generally shingled with no detailing
- Horizontal siding 5" - 6" in width
- Tall narrow windows with little or no window decoration

C.4. Queen Anne Style (1880s through 1890s)



Figure 4-39.



Figure 4-40. 2527 Capitol Avenue

Style Characteristics

- Pent roof enclosed
- Round or angled turret topped with witches' cap and finial
- Steeply pitched roof of irregular shape
- Triangular section in top of gable extended forward
- Cutaway bay
- Mixes of decorative siding and ornamentation
- Asymmetrical entrance
- Partial or full width asymmetrical porch, usually one story high and extended along one or both side walls

C.5. Classic Box (American Foursquare) Style (1890s through 1915)



Figure 4-41.

Style Characteristics

- Front facing dormer breaks up roof mass
- Hipped roof: Applied decorative element to emulate extension of ceiling joist
- Frieze (paneled or plain in detail)
- Elements of the house are retracted into an orderly package, with relatively flush planes, flattened ornamentation and few protruding parts
- Porch column with capital and base
- Lack of window ornamentation
- Pilaster, commonly found running full height of building



Figure 4-42. 2322 I Street

C.6. Craftsman Bungalow Style (1900s through 1920s)

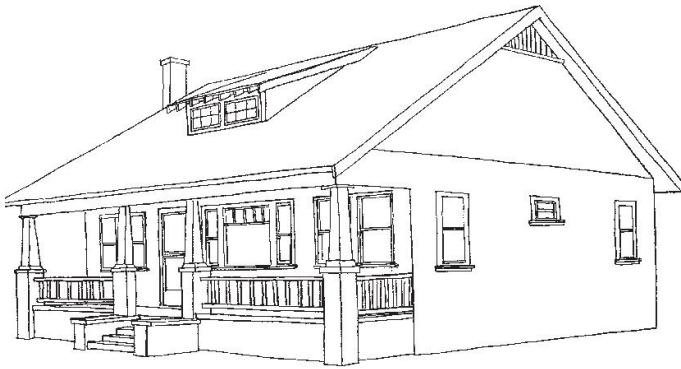


Figure 4-43.

Style Characteristics

- Double hung wood windows
- Often shingled with no pattern
- Wooden Vent
- Shingle, horizontal wood siding 3" - 4" width, brick or stucco
- Square column bases frequently continue to ground level (without break at level of porch)
- Multi-pane sash over large pane window
- Porches, either full or partial width, with roof supported by elephantine or square columns
- Asymmetric distribution of front openings
- Shed or gabled dormer
- Low pitched gabled roof (occasionally hipped) with wide, exposed eave overhanging rafter tails sometimes bracketed with triangle knee brace



Figure 4-44. 2626 P Street

C.7. Prairie Style (1910s through 1920s)

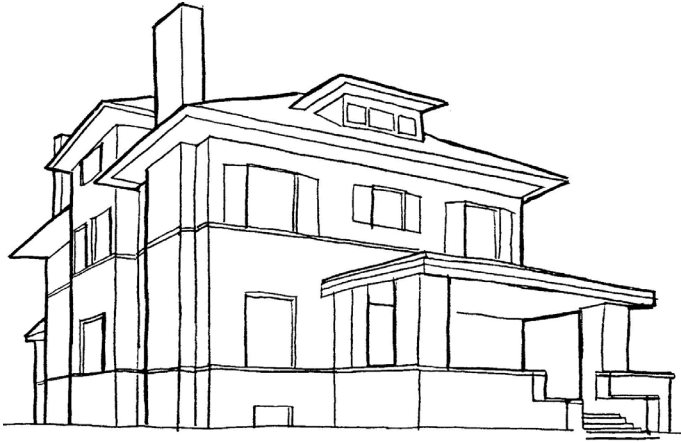


Figure 4-45.



Figure 4-46. 2128 V Street

Style Characteristics

- Detail emphasizing horizontal lines
- Low pitched roof with widely overhanging eaves
- Two stories with one-story porches or wings
- Stucco, board and batten, or shingled siding
- Massive square porch supports often articulated as a group of smaller columns

C.8. Mediterranean/Spanish Style (1920s through 1930s)



Figure 4-47.

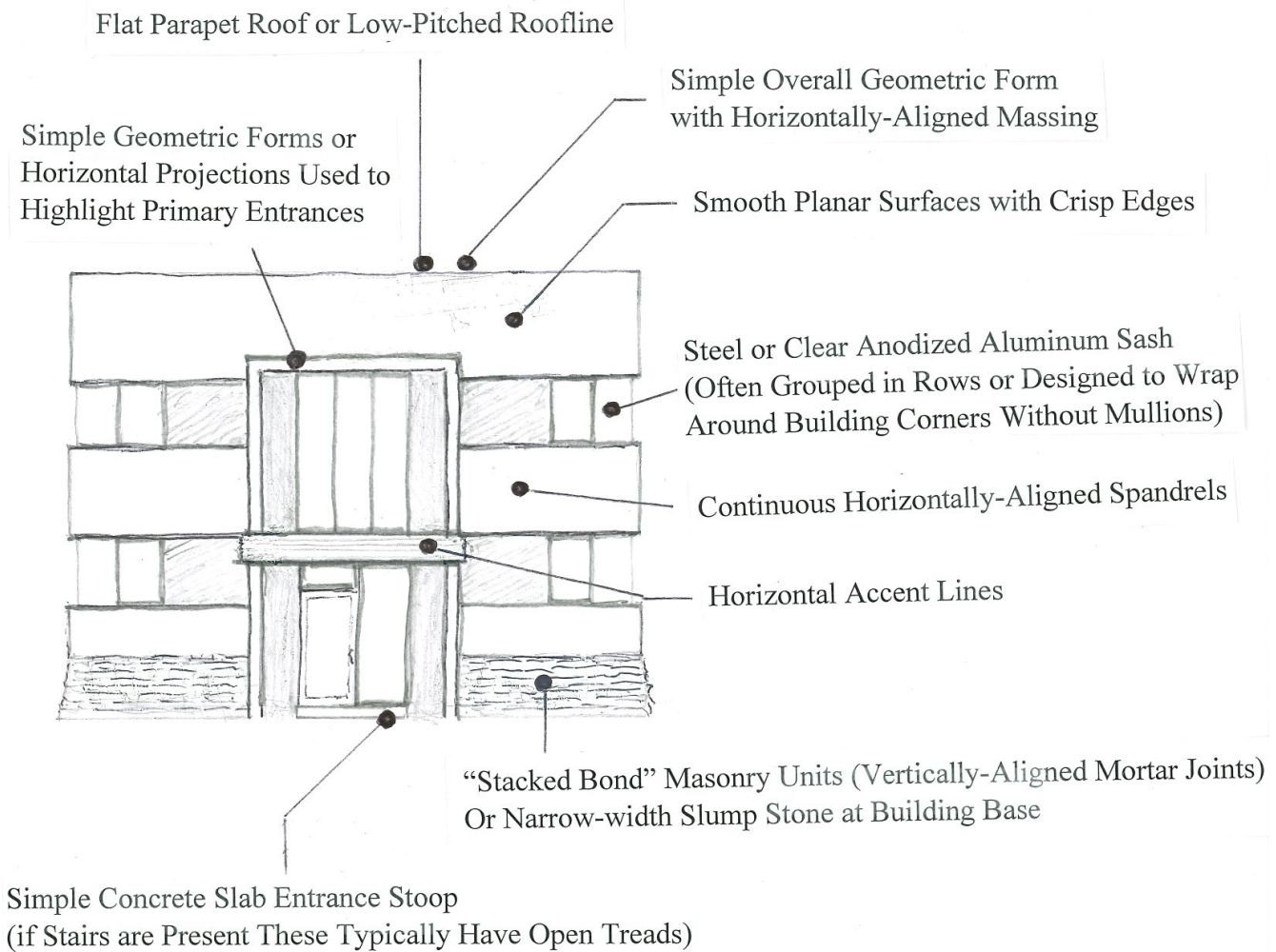
Style Characteristics

- Eaves usually with little or no overhang
- Asymmetrical facade
- Deep inset casement windows
- Red tile roof covering
- Red tile vent often decorative stucco
- Stucco wall surface
- Modest or uncovered porch
- Vertical heavy wooden doors
- Doors and windows recessed
- Arches above doors, principle windows, or beneath porch roofs



Figure 4-48. 615 21st Street

C.9. Mid-Century Modern Style (1940s through Early 1970s)



Chapter 5: Public Improvement Guidelines



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A. Scope / Intent

This section is intended to guide the improvements made by public or private entities within the public right-of-way, including those that may require an encroachment permit.

It is not the intent of this section to suggest that the City shall be responsible for modification of all existing infrastructure to a form that is consistent with these guidelines.

B. General Requirements

1. The inclusion of improvements to bus stops is encouraged. Improvements to the bus stop area could include benches, landscaping, specialty paving, trash containers, etc. Bus stop improvement must be durable and designed to discourage and prevent graffiti. They must be designed in a fashion that enhances access and that does not prevent the future installation of shelters. Regional Transit shall also approve all improvements to bus stop areas.
2. When considering sidewalk cafes and other encroachments in the right-of-way The Pedestrian Zone shall comprise at least 50% of the sidewalk width (i.e., 8 feet for the standard 16-foot sidewalk, where feasible), but never be less than 6 feet, whichever is greater.
3. See the Signage Ordinance for other signage requirements. Although a specific signage size may be allowed by the ordinance, signage should be provided that best fits the project scale, design, colors, and materials. Reduce signage to best fit scale, design, colors, etc.
4. See the Building Code for additional design requirements.
5. Variations in pavement for sidewalks and alleys may be allowed with an encroachment permit from the City Department of Public Works for a maximum of 15 feet or 5% of the property frontage on the alley or the sidewalk, whichever is greater. (See Figure 5-1.)

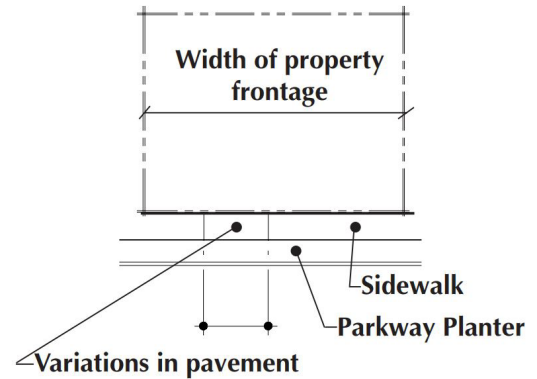


Figure 5-1.



Figure 5-2. Midtown Street - With its thick tree canopy, wide sidewalks and wide parkway planters, the Central City generally has a pleasant public streetscape. Reconstructions and modifications, such as handicap ramps, must be consistent with and enhance the historic patterns.

C. Prototypical Street Standards

1. Ornamental decorative streetlight poles and "acorn style" fixtures are to be installed in accordance with the City's Department of Public Works Standard and Special Neighborhood Streetlight System Design Specifications. Maximum pole height is 12'-0". All streetlight designs are reviewed and approved by the Department of Public Works.
2. Where the score patterns on adjacent sidewalks are of a different historical pattern than that shown in Figure 5-3., the adjacent historic pattern should be used.
3. Sidewalks and landscape planting strips are typically 8'-0", but they should match or be larger than the adjacent existing width if it is other than 8'-0".
4. Pedestrian Zone shall comprise at least 50% of the sidewalk width (i.e., 8 feet for the standard 16-foot sidewalk, where feasible), but never be less than 6 feet, whichever is greater. See Figure 5-4.
5. A thorough evaluation of the quality of street trees should be made prior to design to avoid removal of healthy street trees.
6. Prototypical Street Standards
 - 6" concrete curb.
 - 7' radius curb.

- Planter at corner with irrigation from corner building.
- Streetlights
- Access strip at a minimum of 40' on center

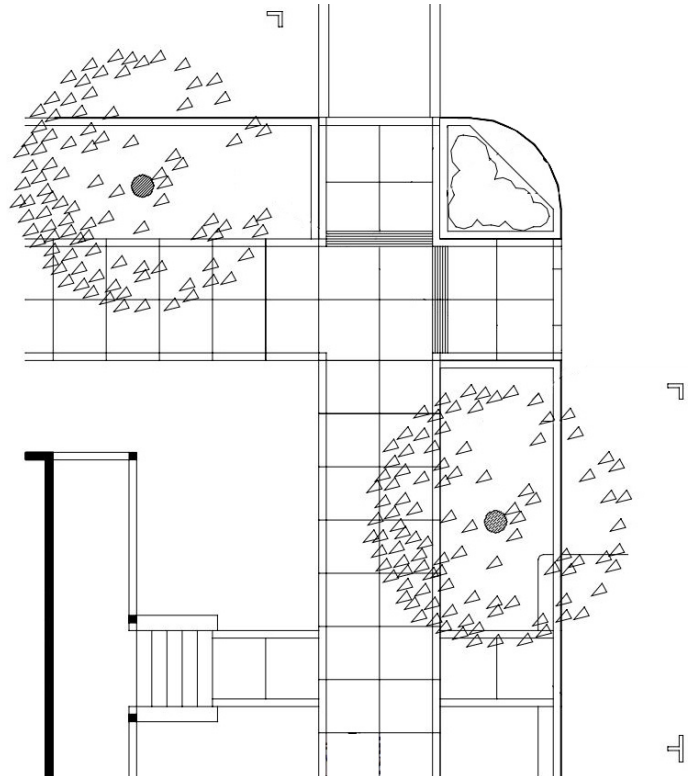


Figure 5-3. Details for Prototypical Street Standards.

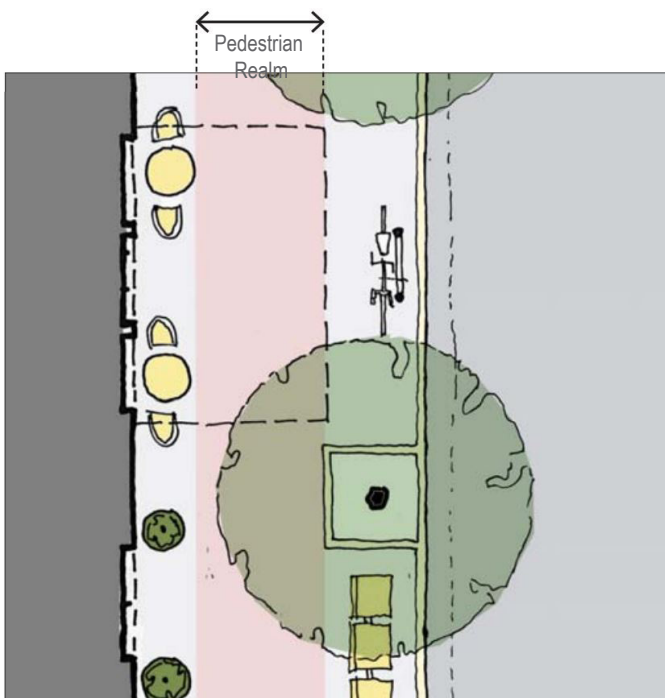


Figure 5-4. 50% of overall sidewalk width, or 6', whichever is greater

Chapter 6: Supplemental Design Guidelines



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A. Alhambra Corridor Design District

A.1. Introduction

The following Supplemental Design Guidelines are for the Alhambra Corridor.

The Alhambra Corridor Special Planning District consists of 400 acres along the eastern extent of the Central City. Its most prominent feature for years has been the elevated Business 80 Freeway, the concrete spine of the Corridor and an edge between Midtown and East Sacramento. More recently, multi-story office buildings have become prominent. However, the Corridor is much more than a freeway and office buildings. It is made up of several neighborhoods, each with its own character and each serving distinct urban functions. These supplementary guidelines have been developed to more specifically address the form and function of the Corridor, as a whole, as well as of each neighborhood, individually.

Design review of individual buildings and their sites will ultimately be as significant as land use, density, traffic flow and zoning provisions in determining the future vitality of the Alhambra Corridor. These provisions will help ensure the proper relationship and connection with surrounding development between neighborhoods in the Corridor, East Sacramento, and Midtown

One of the goals of the Design Guidelines is the retention of the human scale of development in the Corridor. Those who appreciate that quality and seek a more pedestrian friendly environment in the Alhambra Corridor also see the need for design guidelines to both retain and enhance those qualities for future public benefit. Another goal of the Design Guidelines is to increase the number of residential units, with one of a number of possible mechanisms being utilization of alley frontages. Such development would also contribute to the concept of a pedestrian friendly environment by transforming often unattractive service lanes into pleasant alternative routes for walking or bicycling. These goals, along with policies, were used to develop the design guidelines for the corridor.

There are numerous examples of existing projects and block faces that illustrate the benefits of designing for human scale and pedestrian movement. However, for the most part, they exist in isolation, separated by projects that are unfortunately less sensitive to those qualities. Opportunities exist to fill in the gaps, and thus create an environment for the corridor that is both human in scale and pedestrian friendly throughout.

A.1. Introduction (continued)

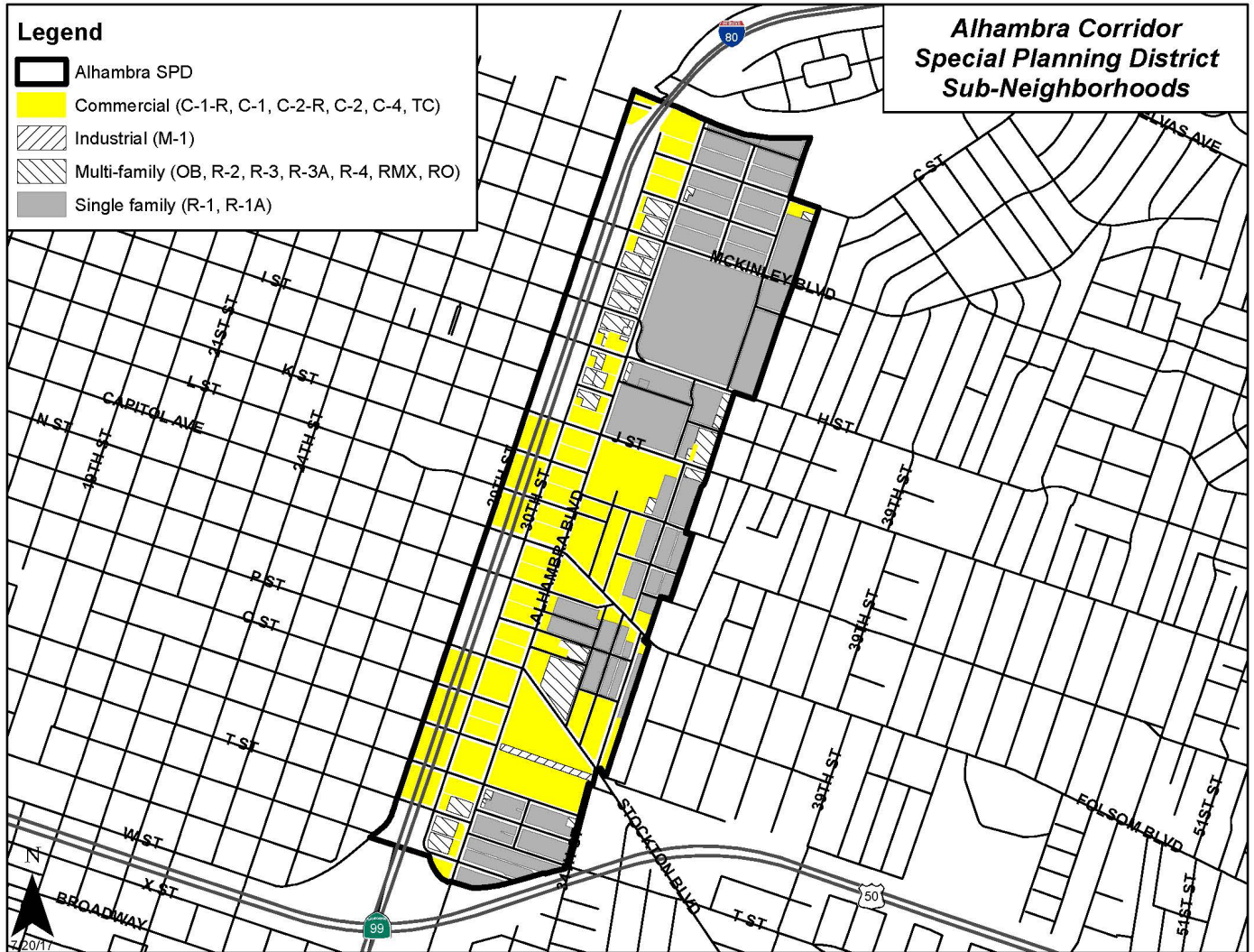
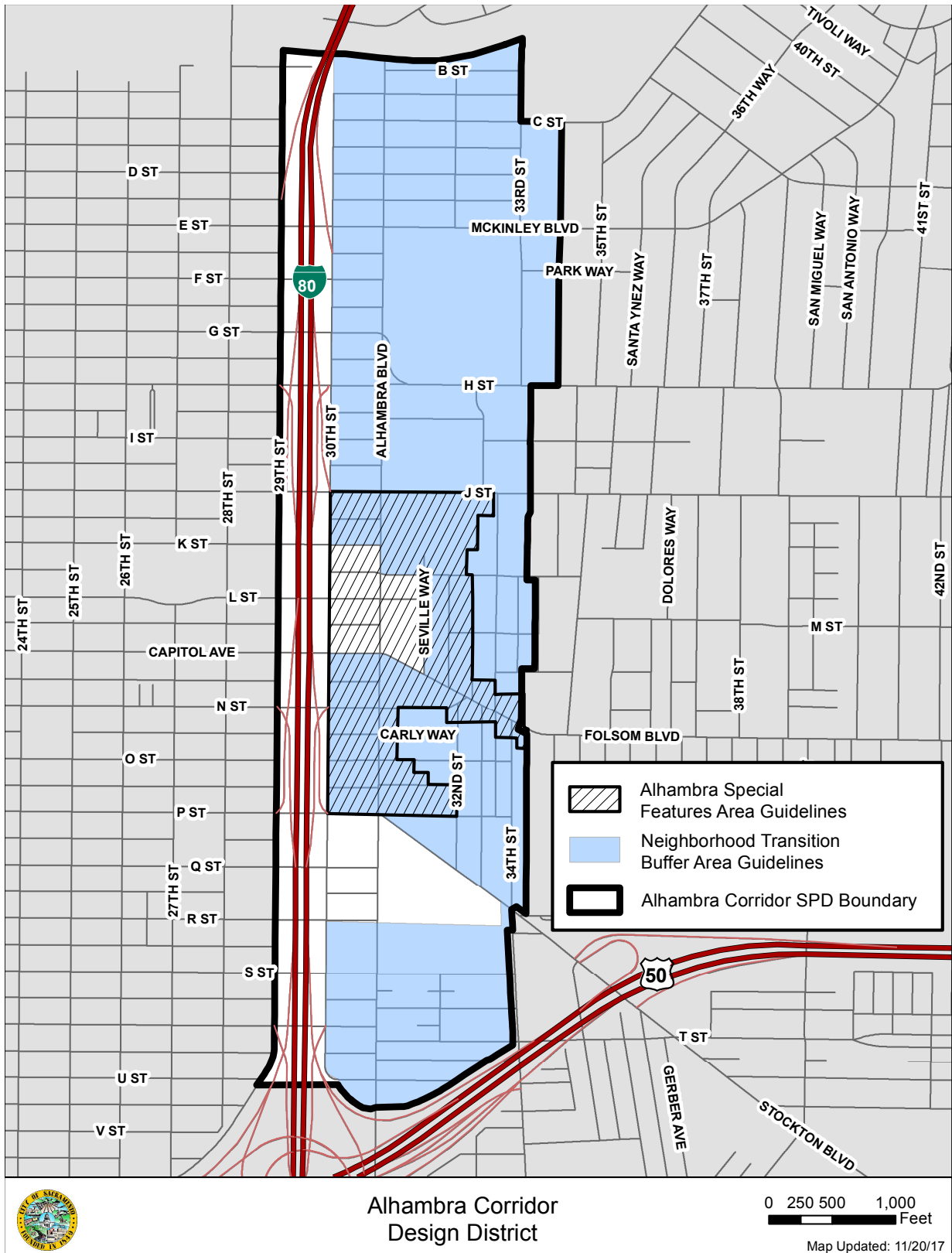


Figure 6-1. Alhambra Corridor Special Planning District Sub-Neighborhoods
Commercial Industrial Multifamily Single family.

A.1. Introduction (continued)



A. Alhambra Corridor Design District

A.2. Sub-Neighborhood Features

With these factors in mind, the following guidelines have been developed at the neighborhood level to address the specific characteristics of each type of neighborhood located in the Alhambra Corridor. The location of each sub-neighborhood and special feature area is shown in A.1 Introduction.

1. **Residential Neighborhoods.** Most of the houses in the residential neighborhoods east of Alhambra Boulevard were constructed between the turn of the century and the start of World War I. The buildings are true to the particular architectural style and not a mix of two or more styles as is found in the central city. The design styles found in the residential areas are: Mediterranean, Mission, Spanish, Colonial, Period Revival, Queen Anne, Eastlake, Stick, Italianate, some blends as well as Craftsman and California Bungalow.
2. **Alhambra Boulevard.** A significant architectural and historic feature of this portion of the corridor was the Alhambra Theater which was demolished to make way for the development of a supermarket. It is believed by many that the character of the area has been eroded with the loss of the theater. Both the form and function of this area began to change with the removal of the theater giving way to new architectural styles and new uses. The few remaining sites that still reflect the original character of this area can be seen on the structure at Alhambra and Granada Way, the remnants of the theater garden in the supermarket parking lot located on Alhambra Boulevard and the building on the southwest side of "Q" Street and Alhambra Boulevard.

Although the theater has been demolished, the character of this area can be revived to an extent in the design of new structures that pay heed to the architectural richness that was characterized the theater and other structures in the area. This is not an effort to replicate what was once here but to revive the flavor these features provided in this portion of the corridor.

In the commercial areas, the influence of Spanish Colonial Revival and Mission Revival is found, as well as vernacular

brick on buildings. The industrial area has some brick industrial structures as well as concrete tilt-up and corrugated metal buildings.

3. **Other Commercial Strips and the Transportation Corridor.** Commercial sites and areas not specifically identified in these guidelines should comply with the commercial infill and commercial buildings provisions of these supplementary design guidelines.
4. **Industrial Neighborhoods.** The industrial neighborhoods in the Alhambra Corridor are located in areas adjacent to residential development. In many cases these industrial sites are under pressure for change and reuse. In an effort to protect and preserve the character of the adjacent existing single family neighborhoods, new development should conform to the criteria identified for the Neighborhood Preservation Transition Buffer areas where applicable.
5. **Neighborhood Preservation Transition Buffer Area.** A Transition Buffer Area of 300 feet from single family neighborhoods has been established to help preserve the character and scale of existing residential neighborhoods. Guidelines for development in these areas address appropriate features to ensure compatibility and reduce scale.
6. **Pedestrian Feature.** The Alhambra Corridor serves as an important link for pedestrian movement into the downtown area. The Corridor has existing pedestrian opportunities that should be enhanced through the appropriate design of new development and the inclusion of pedestrian access features.
7. **Landscaping.** Landscaping is an important design element of any building. Landscaping can be used to soften the building edge and, to a degree, offset the scale of a building. Appropriate landscaping can also help define new and existing pedestrian paths as well as provide a canopy for the pedestrian.

A. Alhambra Corridor Design District

A.3. Design Guidelines

1. Residential Neighborhoods

1.1. Single Family

- **Site Plan.** The site layout should maintain the existing front and side yard setback established in the neighborhood.
- **Context.** The design of the new structures should be compatible with the existing neighborhoods through the use of complementary forms, texture and material. The scale of the new structure should blend into the existing neighborhood.
- **Material.** All exterior materials found on the existing traditional residential structures in the neighborhood are appropriate to be used as dictated by the projects architectural design. Materials which are discouraged are: vertical board and batten and grooved plywood, imitation materials, such as synthetic stone or imitation brick and aluminum or vinyl siding.
- **Alleys.** The architectural style of any new alley development shall be compatible with the better of the surrounding existing structures located along the alley and adjacent streets.

1.2. Multi Family

- **Site Plan.** The site layout should maintain the scale and rhythm of the existing neighborhood.
- **Context.** The design of the new structure(s) should be compatible with the existing neighborhood through the use of complementary forms, texture and material. The scale of the new structure should blend into the existing neighborhood. The use of a varied setback to the exterior walls and roof forms, which reflect the architectural character of the neighborhood, is strongly encouraged. The same design theme and materials should be used on all building elevations visible from the street or alley.
- **Materials Exterior.** Materials which are in harmony with the existing neighborhood, are encouraged. Materials, which are discouraged are: vertical board and batten or plywood panels; imitation materials, such as synthetic stone or imitation brick and aluminum or vinyl siding.

- **Pedestrian Friendly Features.** Proposed development with property abutting an alley is encouraged to minimize the importance of garage doors and parking. Landscaping and special architectural features that add interest to these areas will help encourage the use of alleys by pedestrians. Sidewalks should also be consistent in texture and design to ensure continuity for pedestrian use.
- **Landscaping.** The project must include a landscaping and irrigation plan. Landscaping features should provide adequate open space and comply with the criteria identified in Section 5. Landscaping.
- **Parking.** Parking should be adequately screened and located outside of front setback. If the project is within a Neighborhood Preservation Transition Area, it should conform to the criteria identified in this subsection.
- **Trash Storage.** Minimizing the number of trash containers and facilities is strongly encouraged. To assist in this effort, provisions for combined facility locations between property lines, will be encouraged in the Alhambra Corridor. Reducing the number of trash facility locations will help create a more pedestrian friendly environment within the alley ways in the corridor. Trash facilities should be located away from on-site open space and courtyard areas. (See Figure 6-2.)

A.3. Design Guidelines (continued)

2. Mixed Use Neighborhoods

2.1. Commercial Buildings

- **Site Plan.** The layout of commercial buildings in the same neighborhood as established residential buildings, must be compatible to the extant neighborhood.
- **Elevations.** The elevations of the new commercial project should complement the existing streetscape. The same design theme and materials should be used on all building elevations visible from the street or alley. The roof line of the new project should repeat the pitch and rhythm of the existing streetscape.
- **Materials.** The exterior material should not be foreign to the existing neighborhood. If a new material is introduced to the streetscape by the new project, the new material must be compatible to the existing buildings.
- **Landscaping.** The project must include a landscaping and irrigation plan. The landscaping should help integrate the new project into the surrounding residential neighborhood. The landscaping on the site must reduce or soften the impact of the project on the surrounding residential neighborhood.
- **Pedestrian Friendly Features.** Proposed development with property abutting an alley is encouraged to minimize the importance of garage doors and parking. Landscaping and special architectural features that add interest to these areas will help encourage the use of alleys by pedestrians. Additional lighting along the alley is also encouraged in this area. Sidewalks should also be consistent in texture and design to ensure continuity for pedestrian access.
- **Signs.** Attached or monument signs are encouraged for use in all non-freeway oriented development. These signs are to be directed to pedestrian use and should be at the average pedestrian eye level. (See Figure 6-3.)
- **Trash Storage.** Minimizing the number of trash containers and facilities is strongly encouraged. To assist in this effort, provisions for combined facility

locations between property lines, will be encouraged in the Alhambra Corridor. Reducing the number of wash facility locations, will help create a more pedestrian friendly environment within the alley ways in the corridor. Trash facilities should be located away from on-site open space and courtyard areas.

2.2. Commercial Infill - Alhambra Special Features Area

- **Site Plan.** The site layout should be planned to reinforce the earlier architectural character of the neighborhood.
- **Architectural Style.** Spanish Colonial Revival and Mission revival with a Moorish influence were the prevalent architectural styles during the heyday of this area. The site plan of any new project should reflect the form of those styles in the use of courtyards visible from the street, fountains, and pedestrian access into and through the project area. (See Figure 6-4.)

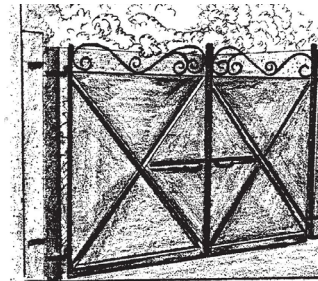


Figure 6-2. Trash enclosures should be designed to complement the building design.

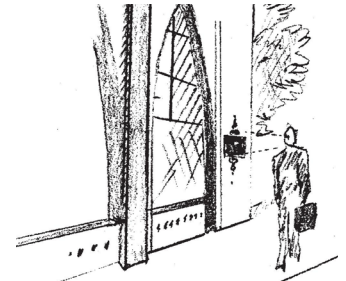


Figure 6-3. Signage at eye level.

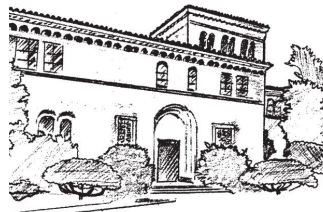


Figure 6-4. Spanish Colonial Revival Style.

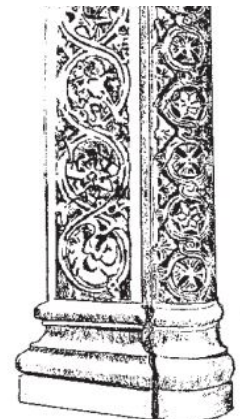


Figure 6-5. Column exterior

A.3. Design Guidelines (continued)

- **Parking.** Parking should be placed in the rear of the project to protect the view from the street and to facilitate pedestrian and transit orientation. Parking areas should be adequately screened either through landscaping or other screening features. The parking lots should also provide adequate lighting for the users safety.
- **Elevations.** A continuation of the Spanish Colonial Revival and Mission Revival styles with the Moorish influence is most appropriate.
- **Exterior Details.** Those styles used towers, domes, pilasters, columns, capitals, corbels, arched windows and door openings, as well as horizontal wood lintels. (See Figure 6-5. and 6-6.) The surface of the exterior was handled as a pre-machine finish. The unevenness of hand finishing is preferred. (See Figure 6-7.)
- **Materials.** Exterior materials should include: tile roofing, stucco walls, decorative tile trim, terracotta floor.
- **Pedestrian Friendly Features.** Development in this portion of the corridor is encouraged to include a Public Art Element, smaller scale architectural features and clear window glazing, in addition to courtyards

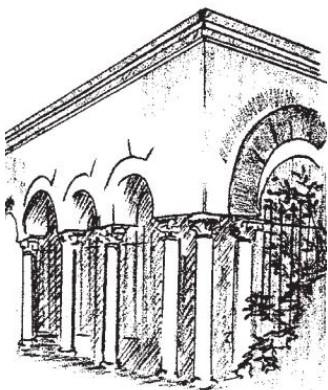


Figure 6-6. Arched opening exterior detail.

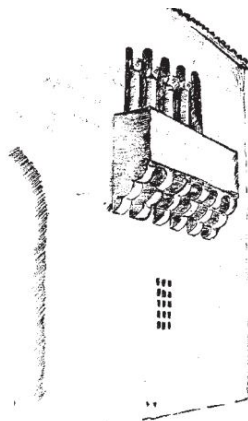


Figure 6-7. Balcony Detail .



Figure 6-8. Pedestrian Friendly features

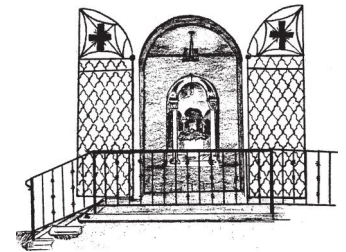


Figure 6-9. Arched Entry.

and fountains, to enhance the pedestrian experience into and through this area. The Public Art Element encourages art incorporated into private development to enhance the visual experience within the corridor. The type of features intended under this provision include: mosaic tiled entries, sculptures, unique landscaping or architectural features. These features should be confined to the site and not encroach onto the public right-of-way. Sidewalks should be similar in texture and design for continuity. (See Figure 6-8.)

- **Courtyards.** Courtyards should be designed in a manner that clearly define the courtyard space with a physical element such as an arched entry and walls that provide a sense of enclosure and protection. This space should project this sense to the building occupant and also be easily perceived as such by passersby inviting them into the space. (See Figure 6-9.)

A.3. Design Guidelines (continued)

- **Alleys.** Alleys within the commercial areas of Alhambra Boulevard should be integrated as additional pedestrian ways to enhance the east-west pedestrian linkage between the Midtown and East Sacramento neighborhoods per the Active Alley Guidelines. Physical and/or visual access to any courtyards, fountains, etc., that are located along the alleys should be enhanced. Additional lighting along the alley is also encouraged in this area. Efforts to preserve and promote additional use of the decorative cast iron historic street lights, should be encouraged in this portion of the corridor. (See Figure 6-10.)
- **Landscaping.** The landscaping should be complementary to the building and the commercial area and should comply with Section 4 of these guidelines.
- **Signs.** Attached or monument signs are encouraged for use in all non-freeway oriented development. These signs are to be directed to pedestrian use and should be at the average pedestrian eye level. Signs should comply with the General Design Review Guidelines.

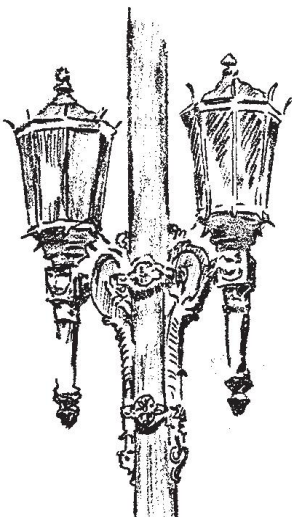


Figure 6-10. Cast iron lighting.

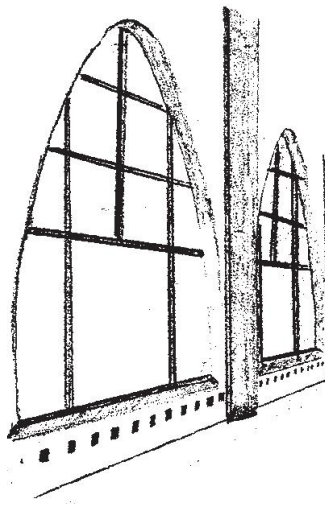


Figure 6-11. Arched windows.

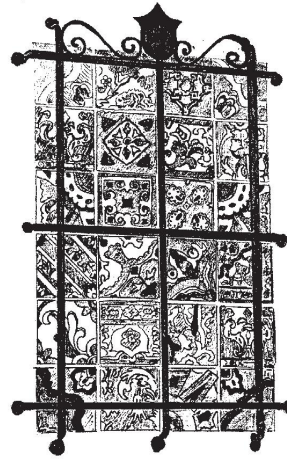


Figure 6-12. Public Art.

2.3. Other Commercial Strips and Transportation Corridor

- **Site Plan.** The site layout should provide for courtyards and open spaces which may be used for outdoor services and activities with clearly defined pedestrian pathways.
- **Elevations.** The exterior elevations of the project should provide small scale architectural features that relate to the pedestrian level, the visual mass of the building should be reduced by variations in the facade surface and clear window glazing. (See Figure 6-11.) For “Restricted General Commercial” properties located between “R” and “S” streets, avoid visual mass by using one or more of the following measures:
 - Break up long (one hundred (100) linear feet or greater) building elements through the use of building clusters with open space.
 - Provide offsets in plan or otherwise articulated to prevent monotonous repetition on building facade.
 - Break long (one hundred (100) linear feet or greater) horizontal lines in parapet by use of vertical or horizontal offsets or changing of roof forms.
- **Material.** The materials used on the exterior of the building must work in concert with the design of the structure. False or imitation material should be avoided.

A. Alhambra Corridor Design District

A.3. Design Guidelines (continued)

- **Landscaping.** The landscaping should be complementary to the building and the commercial area and should comply with the landscape criteria identified in Section II-F of these guidelines.
- **Pedestrian Friendly Features.** In addition to those features previously mentioned, the inclusion of a Public Art Element is strongly encouraged to promote pedestrian use. (See Figure 6-12.) The Public Art Element encourages art incorporated into private development to enhance the visual experience within the corridor. The type of features intended under this provision include; mosaic tiled entries, sculptures, unique landscaping or architectural features. Sidewalks should be similar in texture and design to ensure continuity for pedestrian access.
- **Signs.** Attached or monument signs are encouraged for use in all non-freeway oriented development. These signs are to be directed to pedestrian use and should be at the average pedestrian eye level. Signs should comply with the General Design Review Guidelines.
- **Trash Storage.** Minimizing the number of wash containers and facilities is strongly encouraged. To assist in this effort, provisions for combined facility locations between property lines, will be encouraged in the Alhambra Corridor. Reducing the number of trash facility locations will help create a more pedestrian friendly environment within the alley ways in the corridor. Trash facilities should be located away from on-site open space and courtyard areas.

2.4. Industrial Neighborhoods

- **Site Plan.** The site layout of new projects in industrial neighborhoods must protect and preserve the character of existing adjacent residential neighborhoods. Courtyards, open spaces and architectural features should be provided to integrate the two uses when a change of use is proposed from industrial to something more compatible with the adjacent residential uses.
- **Landscaping.** New or enhanced landscaping must be provided and should comply with the landscape criteria identified in Section 4.
- **Pedestrian Friendly Features.** New uses in these neighborhoods should help to bridge adjacent residential uses through clearly defined pedestrian pathways. These pathways should be similar in texture and design to ensure continuity for pedestrian access.
- **Signs.** Attached or monument signs are encouraged for use in non-freeway oriented development. Signs should comply with the General Design Review Guidelines.
- **Trash Storage.** Minimizing the number of trash containers and facilities is strongly encouraged. To assist in this effort, provisions for combined facility locations between property lines, will be allowed in the Alhambra Corridor. Reducing the number of trash facility locations will help create a more pedestrian friendly environment within the alley ways in the corridor. Trash facilities should be located away from on-site open space and courtyard areas.

A.3. Design Guidelines (continued)

3. Neighborhood Preservation Transition Buffer Area.

A Neighborhood Preservation Transition Buffer area of 300 feet from single family neighborhoods has been created to protect these areas from incompatible development. New development located within the 300 foot Neighborhood Preservation Buffer area should incorporate the following provisions into the project's design:

- 3.1. A design that is similar in scale and architectural character with adjacent single family residential structures; (styles prevalent east of Alhambra include Mediterranean, Mission, Spanish, Colonial, Period Revival as well as Craftsman and California Bungalow) (west of Alhambra prevalent styles include the above as well as Queen Anne, East Lake, Stick, Italianate and some Blends.)
- 3.2. Exterior wall finishes and roofing materials should be similar to those used in adjacent residential neighborhoods. A roof pitch of at least 4/12 is encouraged for structures using pitched roof designs.
- 3.3. Visual disruptions to the existing street scape are strongly discouraged in the Neighborhood Historic Districts. These areas were created to ensure the compatibility of new construction to the existing residential neighborhood. Disruptive features would include, excessive massing of the building, incompatible architectural design, and inappropriate placement on the site. A landscape element should be included as part of the overall design. Landscaping will soften the hard edge of commercial development when it is adjacent to residential use. The landscape element should adhere to the criteria and plant list identified in Section 3 of these guidelines.
- 3.4. Tree Planting Standards. The following provisions and tree species have been identified for use in the Alhambra Corridor to ensure a healthy environment for landscape features and corridors.
- 3.5. Street Trees. Where there are existing trees present, tree planting areas should provide minimum of 10 feet of unexcavated or minimally excavated soil area radiating from the curbside of sidewalk directly

behind the tree. Soil depth shall be a minimum of 4 feet from the surface unless otherwise stated. This area shall not be subject to excavation greater than 12". Where there are no existing trees, tree planting areas should provide a minimum of 10 feet of soil area radiating from the curbside of sidewalk directly behind the tree planting location with a minimum depth of 4 feet from the surface unless otherwise stated. Street trees will be required. (See Figure 6-13.)

Encourage park strips in back of curb between the sidewalk and street, and encourage large shade trees. (See Figure 6-13)

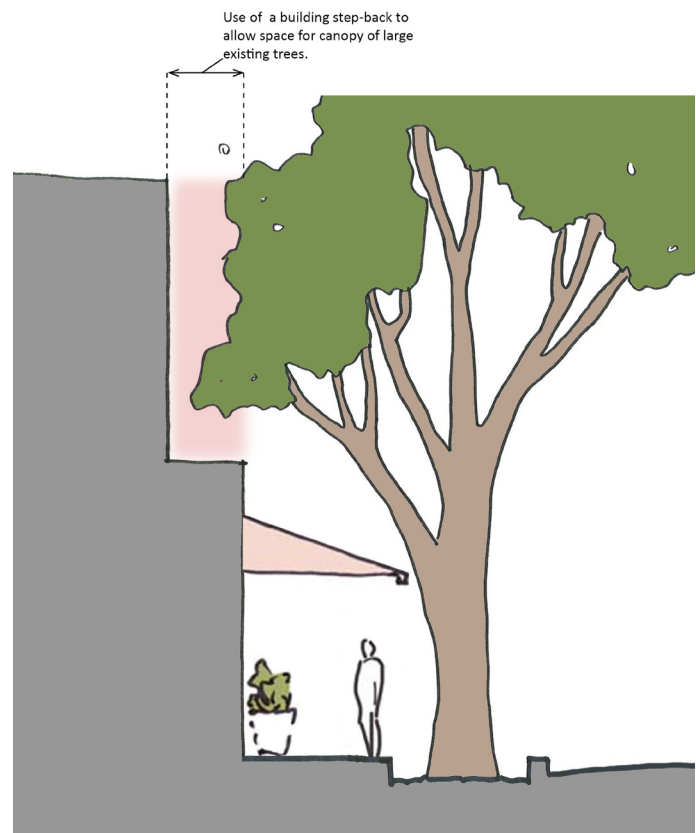


Figure 6-13. Street trees need a minimum of 10' clear area.

A. Alhambra Corridor Design District

A.3. Design Guidelines (continued)

3.6. Tree Standards: Alhambra Boulevard From I Street to P Street

- Trees. Alhambra Boulevard is currently lacking in trees due to natural loss and loss during new construction. Since this is a major pedestrian corridor, new projects will be required to provide tree planting in the public right-of-way strip adjacent to the sidewalk. To ensure a uniform theme and continuity in this area, the use in the public fight-of-way along Alhambra Boulevard should include trees that are compatible with the Mediterranean features identified for this portion of the corridor. Based on this theme the following trees have been identified for use in this area:
- Tree Suggestions For Other Areas in the Alhambra Corridor
 - Public right-of-way medians in other parts of the corridor that lack trees will be required to plant trees in these areas. The type of tree to be used should conform to those approved by the city arborist.
 - On-site landscaping should emphasize trees that provide a canopy for pedestrian comfort and scale. The appendix consists of a list of trees that are approved for use in these areas.
 - On-site landscaping elements should include trees as well as ground cover and shrubs. Appropriate trees include any of the trees mentioned in these guidelines. All landscaping should include live plant material.
 - A maintenance plan utilizing professional landscape maintenance provisions should also be included in the plan. Street tree and land- scape element watering should not interfere with pedestrian movement.
 - Inspection by the City arborist shall be required if roots over 2" in diameter are located during construction and may not be cut without the approval of the City Arborist.

- Irrigation. Discourage surface spray systems for tree watering and encourage the use of the following system for street trees:

- A low-flow bubbler with 3/4 crushed rock inside of a 3" or 4" diameter perforated ABS 3' foot depth pipe should be encouraged.
- Discourage the use of root deflectors that surround the root ball of newly planted trees to avoid root constriction. Allow for the use of root deflectors that line curbs and sidewalks where trees are planted in park strips.

B. R Street Corridor Design Guidelines

B.1. Introduction

These design guidelines supplement the Project Design Guidelines (Section 3) applicable to the Central City.

The R Street Corridor includes 54 city blocks located within Sacramento's Central City, south of the Central Business District, the mixed use State Capitol Plan area, and between several well-established Central City neighborhoods.

The R Street Corridor is bounded by 2nd Street to the west, Q Street to the north, S Street to the south, and 29th Street to the east. (See Figure 6-14.)



Figure 6-14. A well known R Street Landmark The Building at 10th and R Street

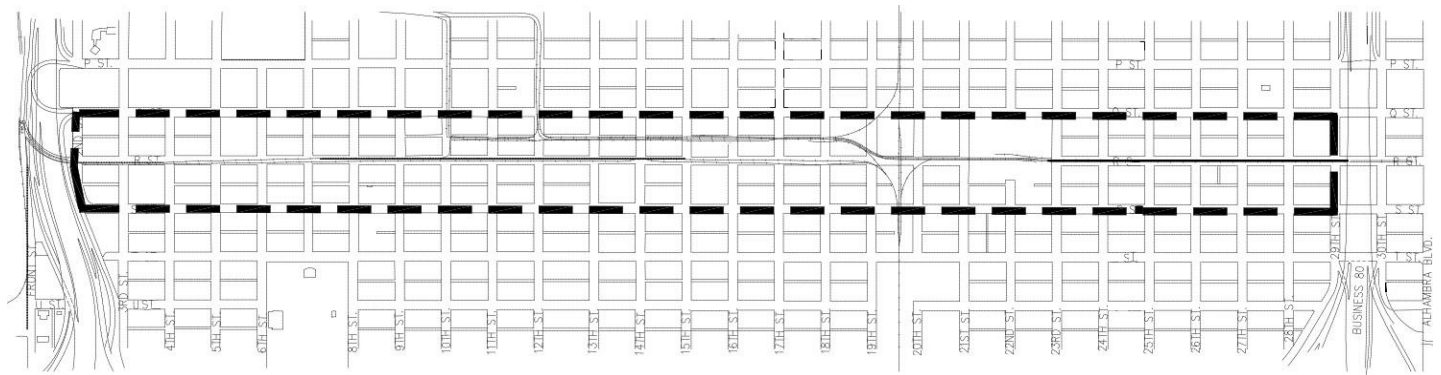


Figure 6-15. R Street Corridor.

B. R Street Corridor Design Guidelines

B.2. Applicability

The R Street Supplemental Design Guidelines are one of three planning documents that guide future development decisions within the corridor. The Design Guidelines are used by The City in the review of development proposals.

The R Street Corridor Plan, a chapter of the Central City Community Plan, establishes the overall vision, goals and policies for land use and community facilities. The goal for the R Street Corridor is to transition the existing warehouse and light industrial uses into a new residential mixed use neighborhood served by light rail transit service. These guidelines assure compatible design between existing, older industrial buildings and new mixed use development.

The plan includes streetscape standards for circulation to assure that R Street is designed as a local, two-way pedestrian scale street. The Planning and Development code and the Downtown Special Planning District, defines the permitted and conditional uses, development standards and procedures for the review and approval of development proposals.

B. R Street Corridor Design Guidelines

B.3. Urban Design Context

Figure 6-16. Illustrates the R Street Corridor Urban Design Framework and the application of the design principles. The following Urban Design Principles should guide the review and approval of development proposals in the R Street Corridor.

1. Respect the neighborhood context and scale of existing neighborhoods through appropriate setbacks, massing and height limits.
2. Promote appropriate reuse of existing industrial and warehouse buildings to assure compatibility with future new residential and commercial development.
3. Strengthen linkages between the mixed use Capitol Area Plan District, the Central Business District, the Riverfront Master Plan District, and the Alhambra Corridor District through bicycle, pedestrian and view corridors.
4. Promote historic preservation of residential and commercial structures.
5. Foster opportunities for alley development and a variety of architectural styles in keeping with the surrounding neighborhood.
6. Promote transit friendly site design at the four light rail stations.
7. Create a pedestrian friendly environment within the corridor through neighborhood scale streetscape improvements.
8. Focus retail and open space uses at important street corners and mid-block locations to support transit use, pedestrian safety and new centers for neighborhood activity centers.

B. R Street Corridor Design Guidelines

B.3. Urban Design Context (continued)



Figure 6-16. R Street Corridor District Urban Design Framework.

B.4. Site and Context Issues

1. Commercial - Massing, Height, and Bulk.

1.1. **Maximum Diagonal Dimension.** For commercial buildings, the maximum diagonal dimension should be 300 feet on the portion of the building which is over 40 feet in height. (See Figure 6-17. for illustration).

2. Residential - Massing, Height, and Bulk.

2.1. **Staggered Setbacks:** In the RMX and R-3-A SPD zones along Q between 8th and 25th Streets, along S Street, and the numbered streets, the buildings should have a staggered setback with no building face less than 10 feet in length or greater than 24 feet, to emulate the older lower density residential buildings on individual 40 foot lots. The setback between faces shall be a minimum of 4 feet.

2.2. **Mid-block Setback Texturing.** On the north side of R Street a mid-block mini open space should be provided that is a minimum of 30 feet wide (parallel with R Street) and 15' deep (from the property line) and should provide seating, play equipment or some other community amenity to encourage use of the space by residents on the block.

2.3. **Projections at Corners.** At selected corners along R Street (specified in the SPD), a projection of 6 feet is allowed to encroach into the front and sideyard setbacks within 30 feet of each corner of the building for the second floor elevation and above. Column widths that do not exceed 15% of the face length of the corner projection are allowed at the ground floor.

2.4. **Mass and Parcel Size.** New development along numbered streets, Q Street, and S Street should be broken up into a massing pattern that expresses the surrounding 40 foot lot pattern of the adjacent neighborhood. Within the interior of the corridor along R Street, there are larger parcel sizes (one-half block) which allow more creative design. A typical R Street block includes larger parcel sizes along the industrial R Street and a variety of smaller parcel sizes adjacent to the lettered streets (Q and S Street) and numbered streets consistent with Central City neighborhoods. (See Figure 6-18.) The different

parcel sizes provide an opportunity for a variety of housing types: alley/attached single family units (40' x 80' lot), moderate density residential (80'x160' lot) and moderate density residential over retail at corners (80' x 160' lot). (See Figure 6-19).

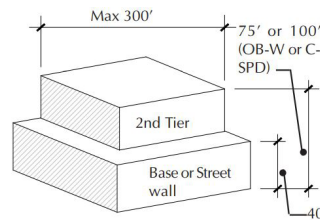


Figure 6-17. Maximum Diagonal Dimension.

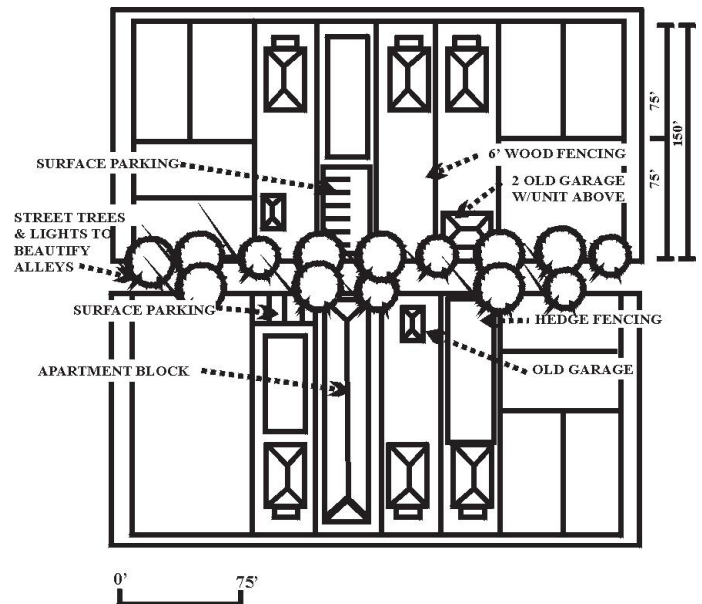


Figure 6-18. Typical Block Plan

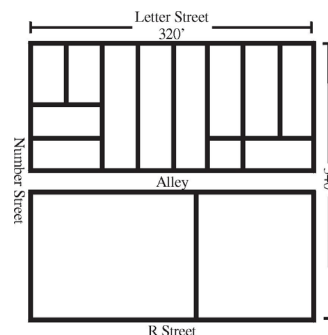


Figure 6-19. Typical R Street Parcelization.

B.4. Site and Context Issues (continued)

3. **Historic Structures.** All building rehabilitation and relocations within the R3A-SPD area (Q and S Streets) and historic districts shall be conducted consistent with the Preservation Guidelines, Listed Structures Plan, and the Secretary of Interior Standards.

3.1. Architectural Details: Delta Type Cottages, Queen Anne or Craftsman style details predominant the surrounding area and should be strongly considered when conducting the contextual design process (See Figure 20.)

3.2. Precedent Structures: 1000,1206 1226, 1314, 1316, 1318, 1322, 1322, 1500, 1504 - 6, 1516, 1518, 1522, 1526, 1910 Q Street; 1108, 1409-1413 R Street; 723, 1201, 2601 S Street; 1801 2nd Street; 1713-1715 1/2 10th Street; 1800, 1801 11th Street; 1711 12th Street; 1712 13th St; 1712, 1714 14th Street; 1700-06 16th Street; 1822 21st Street; 1707 18th Street; and 1819, 1823 20th Street.



Figure 6-20. 1714 18th Street.

B. R Street Corridor Design Guidelines

B.5. Industrial Uses

It is anticipated that certain industrial uses will remain in operation for a number of years and will undergo physical modifications from time to time. When this remodeling occurs the industrial uses must respect and respond to the evolving context and character of the corridor. The modifications to existing industrial uses shall, to the extent feasible, respond to the following:

1. **Building Orientation.** Industrial building modifications should be placed as closely to the street as possible, buildings should face the major commercial street. The main pedestrian entry to a project should be related directly to the main street frontage. To the extent feasible, people oriented activities such as offices and cafeterias, should be oriented to the street.
2. **Parking Location.** Employee and visitor parking should be oriented to the interior or interior side of the site and, where appropriate, to the rear of lots. Vehicle entrances should be located away from the residential or commercial uses. (See Figure 6-21.)
3. **Safety.** Projects should include safety conscious design through adequate clear glass, lighting, surveillance, and access for emergency vehicles.
4. **Massing and Articulation.** Existing buildings with lengthy, flat horizontal facades are permitted to remain, but during the design review process some articulation of building elevations will be encouraged commensurate with the level of rehabilitation. Elements such as planar changes, height changes, awnings, etc., may be required and linked to the surrounding development patterns if appropriate. Structures should generally have articulation at entries, bases and tops to break up the overall mass into smaller elements.
5. **Fencing.** Chain-link fences visible from street elevations are highly discouraged. If chain-link fencing is used, vegetation should mask the fence and plastic coated fencing is encouraged. The use of concertina or ribbon wire is not permitted.
6. **Color and Texture.** An integrated color palate for the entire project should be submitted with the design. The colors should be selected to achieve specific goals such as harmony, contrast, or articulation. The use of a variety of colors is encouraged. Most projects should incorporate a minimum of three colors. Large, uninterrupted and unarticulated monochromatic expanses are discouraged.
7. **Windows and Doors.** Additional window space facing the public street is encouraged. Main service or utility doors should not face the street frontage. Metal, including steel and aluminum, and glass are encouraged. Wood and plastics requiring higher maintenance are discouraged.



Figure 6-21. 19th and T. Parking should be oriented to the interior side and, where appropriate, to the rear of lots, as done in this renovation project

B.5. Industrial Uses (continued)

8. **Details.** Awnings and canopies of durable quality are encouraged. These elements provide shadow and relief to flat facades and even further enhance slightly recessed areas. Dissimilar materials should receive consideration on how they abut one another.
9. **Placement of Trees.** The retention of existing trees that have been determined to be significant in value is encouraged. Street trees should be located along street frontages to provide a shading canopy, color, and foliage to soften the hard streetscape. In employee and visitor parking areas, it is encouraged that extensive use of trees be planted to meet and exceed wherever possible the minimum shading requirements of the City Ordinance.
10. **Automobile Parking.** Parking areas should be shaded by canopy trees, as recommended by the City Ordinance (See Figure 6-22.) Special accent paving at entries to the parking areas are welcomed. This accent paving could possibly tie in with the enhanced paving of the building entries. The main entry driveway should be identifiable, possibly incorporating building elements in a hierarchy of planting materials and colors. Visitor parking should be located as conveniently as possible to the street and building entry. Employee parking areas are encouraged to be located to the rear or the side of the site. Public transit access in site design is encouraged. The use of public transit to and from the site is encouraged.
11. **Trash Storage.** Trash storage should be located in as visually unobtrusive a position as possible. The design of the structure and the materials used should be compatible with the building. Permanent materials such as concrete or masonry with heavy steel gates are required. Provide landscaping to soften the trash enclosure.
12. **Storage Areas.** Any article, goods, material, machine, equipment, vehicle, trash, or similar items to be stored other than in an enclosed, covered building, should be screened with planting and/or berming to shield views from public streets, adjacent properties, parking areas or pedestrian walkways.
13. **Roof Mounted Equipment.** All roof mounted equipment should be screened from public ways. The use of mechanical wells integrated into the building design is encouraged.
14. **Service Access.** Service access, including loading docks, should be located to not obstruct the flow of pedestrians or user circulation when in use, or not to create an unsightly condition while it is between maintenance. Loading docks and service doors should be located out of view of primary street frontage and entry.

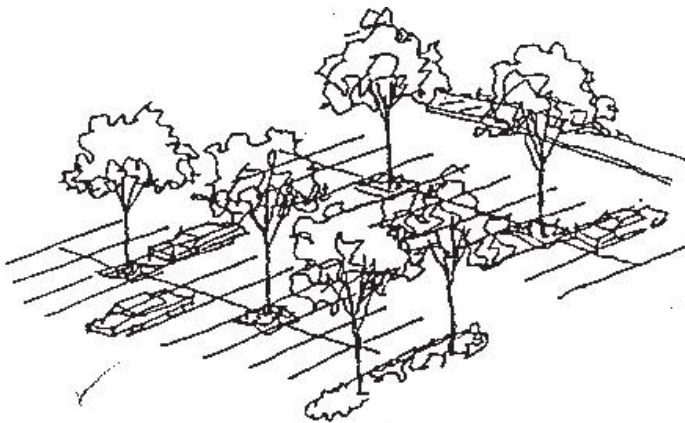


Figure 6-22. Parking areas should be shaded by canopy trees.

B. R Street Corridor Design Guidelines

B.6. Light Rail Transit (LRT) Stations

These guidelines encourage better site design, improve access to public transportation, make more efficient use of land and create lively focal points for neighborhood activity. Figure 6-23. on the next page illustrates the LRT station provisions as they might apply to a mixed use development in the R Street Corridor. These provisions apply to all properties located within 660 feet of a light rail transit station, as defined in Section 2.99 of the Zoning Ordinance.

1. **Mixed Use.** New mixed use development should be concentrated adjacent to the station;
2. **Corners.** Building corners should be accented with special roof forms and projecting elements;
3. **Retail Orientation.** Primary commercial or ground floor retail space entrances must orient to plazas, parks or pedestrian oriented streets, not interior blocks or parking lots;
4. **Parks and Plazas.** Mid block mini parks and public facilities should be provided to serve residents, transit patrons and workers in the corridor and neighboring areas, particularly the 13th and 23rd Street station locations. Parks and plazas should be the focus of developments and should be placed next to public streets, residential areas and retail uses. Parks and plazas should not be formed from residual areas, used as buffers to surrounding developments, or used to separate buildings from streets;
5. **Parking Lots.** Parking lots should not dominate the frontage of pedestrian streets, interrupt pedestrian routes or negatively impact surrounding neighborhoods. Alley access to parking structures is encouraged;
6. **Massing.** Mass and height of the transit-oriented mixed use development should step down and transition to the smaller scale context of the existing neighborhood;
7. **Pedestrian Connection.** Walkways should be short and direct from entrance to entrance between adjacent developments and from buildings to adjacent transit stops;
8. **Fences.** Walls and fences which lengthen distances between main entrances of adjacent commercial or multi-family residential structures are discouraged;
9. **Windows and Detailing.** Large windows and protective awnings or overhangs on building facades that face sidewalks are encouraged;
10. **Walkways.** Pedestrian walkways should be constructed of some sort of alternative paving materials (i.e., stepping stones, pavers);
11. **Streetscape.** Building frontages of office projects should incorporate pedestrian amenities such as benches, plazas, outdoor eating areas, and pedestrian scaled street lighting.

B.6. Light Rail Transit (LRT) Stations (continued)

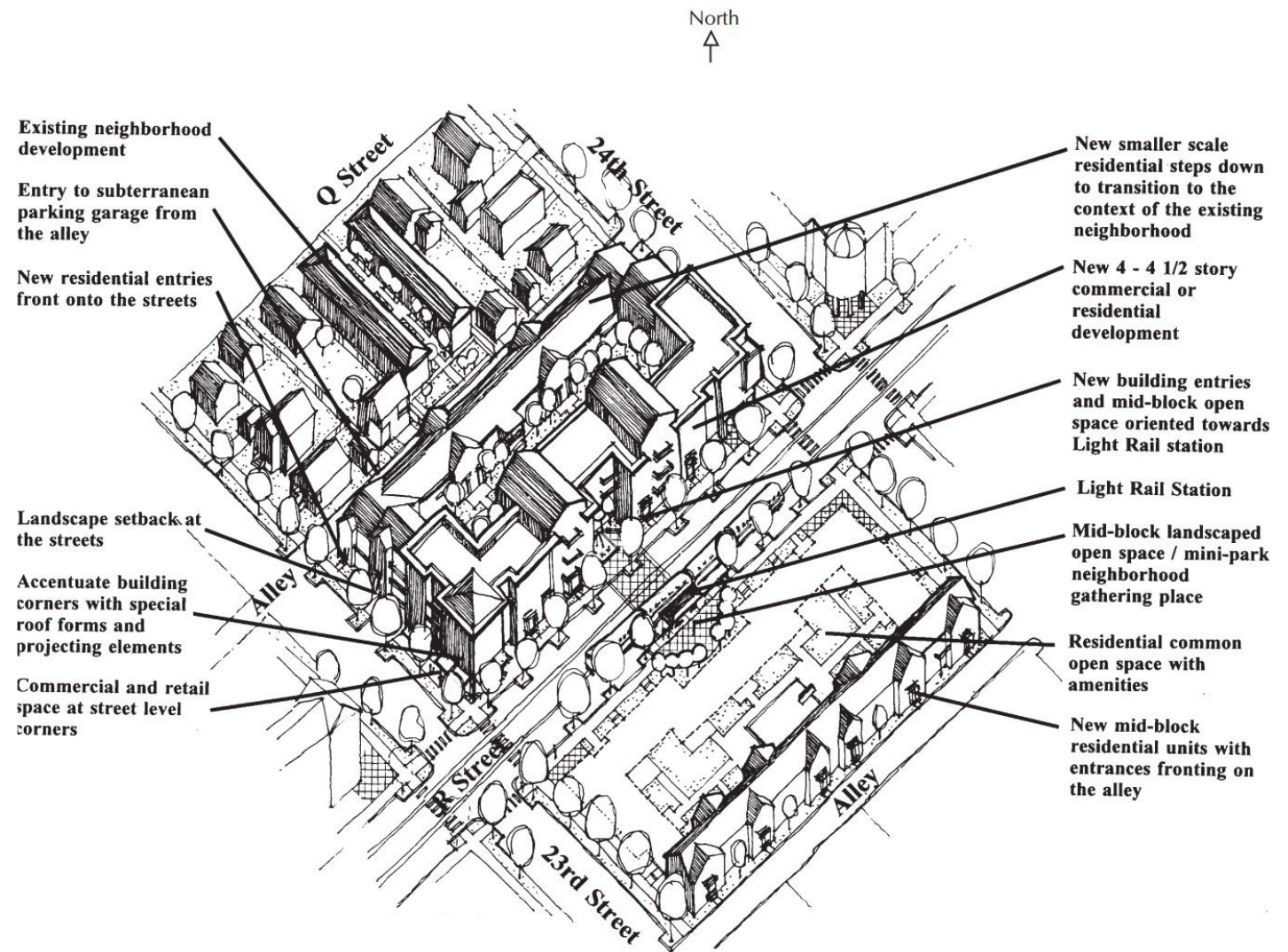


Figure 6-23. LRT Station Mixed Use Prototype Development

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets

Urban Design Concept

The urban design development concept for the R Street corridor and surrounding project area articulates the preferred character and experience of the area by illustrating present and future land uses, adjacencies, and relationships (see Figure 6-24.). It emphasizes improvements to the public realms, circulation patterns, and open space networks that will link new developments together. The Concept also identifies strategic development opportunity sites. It is the visual blueprint or "road map" for the corridor's future development.

An analysis of the varied character along the corridor indicates that certain segments of the corridor require a different type of design response. Therefore, this design study divides the corridor into four "sectors". There are a number of planning concepts and design features that apply to the entire R Street project area, while others have been tailored to the unique experience within each sector. The broad vision relevant to the corridor as a whole is described in the following section. Design components specific to the corridor's four sectors, A through D, are described in detail later in this chapter.

The "R Street Corridor" is envisioned as a mixed-use transit hub that celebrates its historic industrial spirit. The Light Rail Stations at 13th and 16th Streets become centerpieces of the R Street Corridor, with new development synergizing transit, retail, office and residential uses.

Design Character

The predominant design language characterizing the area is defined as having a "gritty" or "edgy" utilitarian aesthetic. Architecture and streetscape design details respect the historic fabric of the area, drawing from traditional industrial materials and signature historic elements. This streetscape design language serves as a major unifying element for the corridor.

Public Realm

The urban design concept is based on a series of four interconnected sectors along the corridor that share a safe, well-designed and adequately programmed public realm. The public realm is comprised of a network of interwoven streets,

pocket parks, Light Rail transit plazas, entry plazas, and mid-block pathways and mews. Along with existing activity nodes and new planned development, the public realm provides staging spaces for community interaction and neighborhood revitalization.

High-density housing, neighborhood-serving retail, office, and industrial uses and public open spaces mix along R Street. A vibrant arts culture is a signature of the area with galleries, artists' lofts and studios, a neighborhood-scale theater, and design service-oriented office spaces.

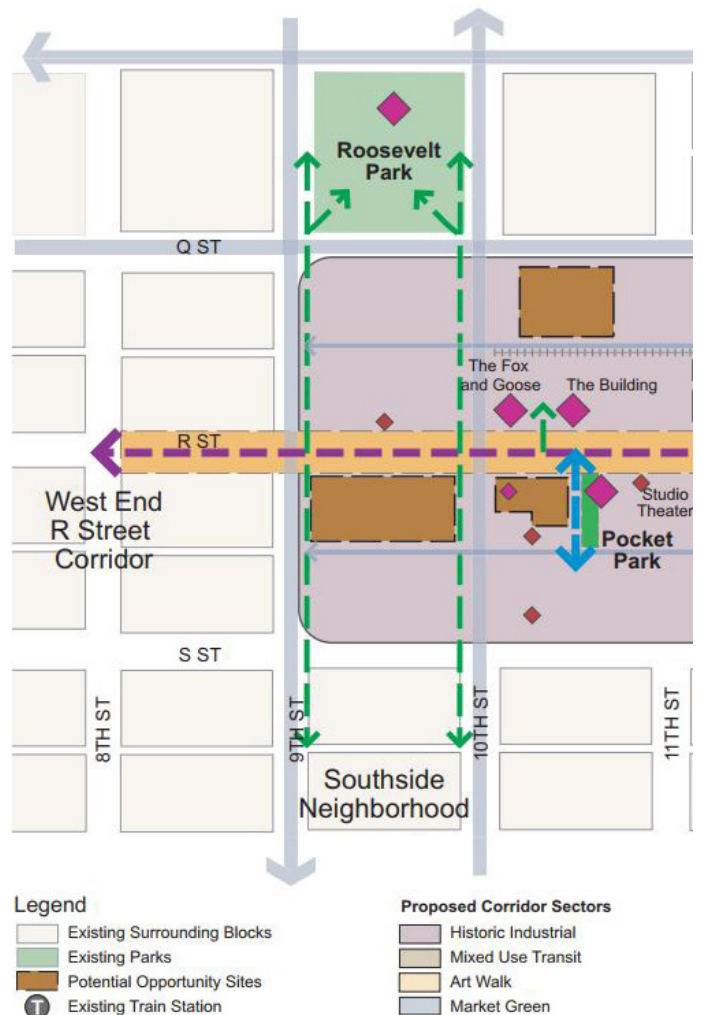


Figure 6-24. Urban design Concept

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

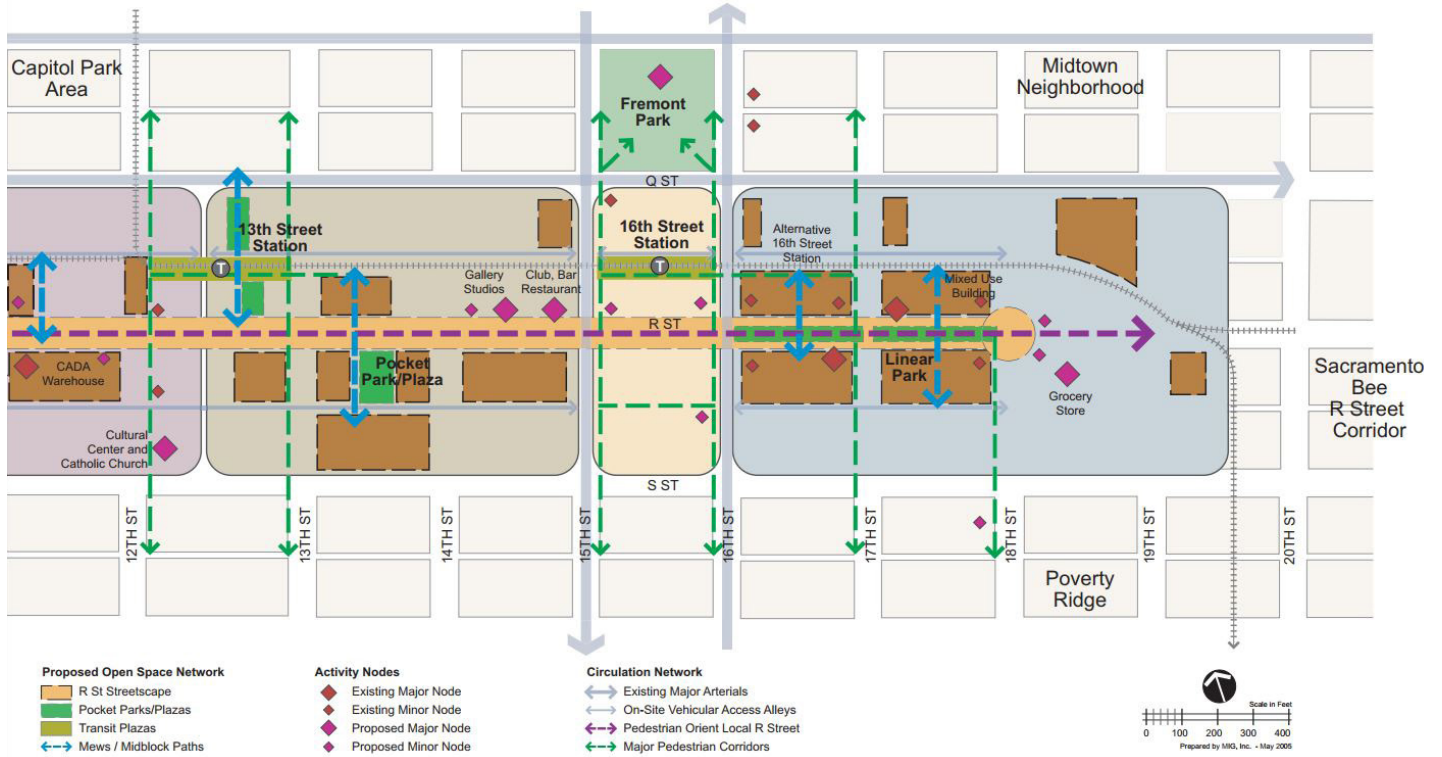


Figure 2-25.

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

R Street Character

The pedestrian quality of R Street is strengthened by maintaining the historic sense of shared space between pedestrians, bicycles and vehicular traffic in existing areas, and where possible, extending it to the remaining areas in the Corridor. Along with industrial streetscape elements, that respect the historic industrial spirit of the Corridor, this is a distinguishing, cohesive design treatment that respects the scale of existing development for the entire corridor.

Built Edges and Streetscape

Well-shaded streets; public art; improved contiguous ADA pathways; outdoor café seating and pedestrian oriented retail show windows contribute vibrant activities. Streets and building edges are also activated with new infill development along primary pedestrian routes.



Figure 6-26. Perspective R Street Character



Figure 6-27. The plan preserves R Street as a space that pedestrians and motor vehicles share

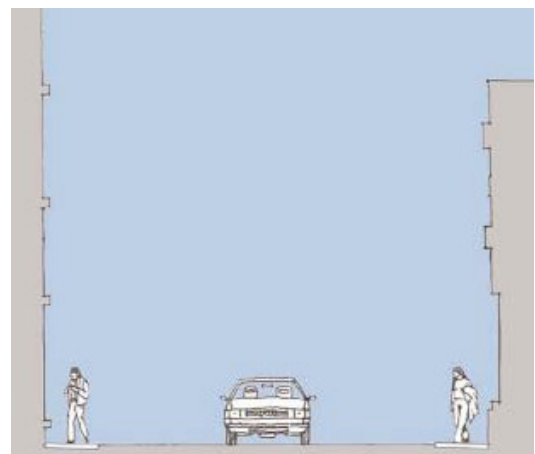


Figure 6-28. Typical Alley Section

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

Building Scale

Development on R Street will be large scale and higher intensity than the neighboring residential streets. S Street will be compatible with existing one to three story residential developments. Development along Q Street will reflect the changing character of the street as it transitions from the office commercial Capitol Area to the residential Midtown Neighborhood, west to east respectively. Similarly, new mixed-use residential development along the north south numbered streets will respect the existing character.

Auto Circulation and Parking

The east-west alleys and numbered streets provide primary routes for vehicular access to parking for both new and existing development. On-site parking and service entries to new developments are primarily accessed from numbered streets and alleys. As a result, as new development occurs, R Street will absorb minimal additional through traffic and maintain its comfortable pedestrian environment. The numbered cross streets serve as important connectors between adjacent neighborhoods, recreational resources and other destinations to the north and south of R Street.

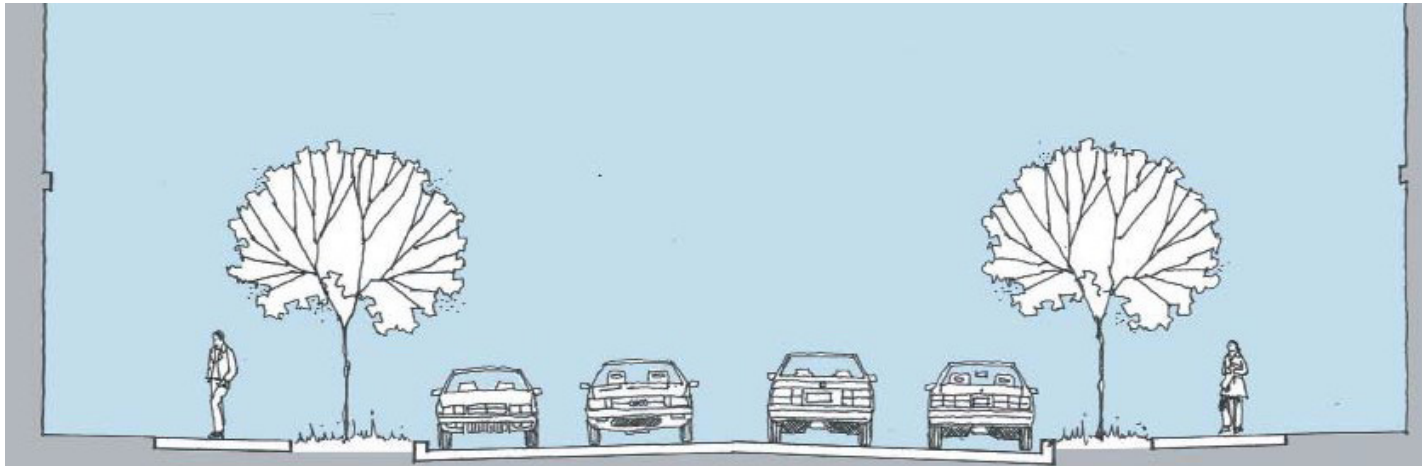


Figure 6-29. Typical Numbered Street Section

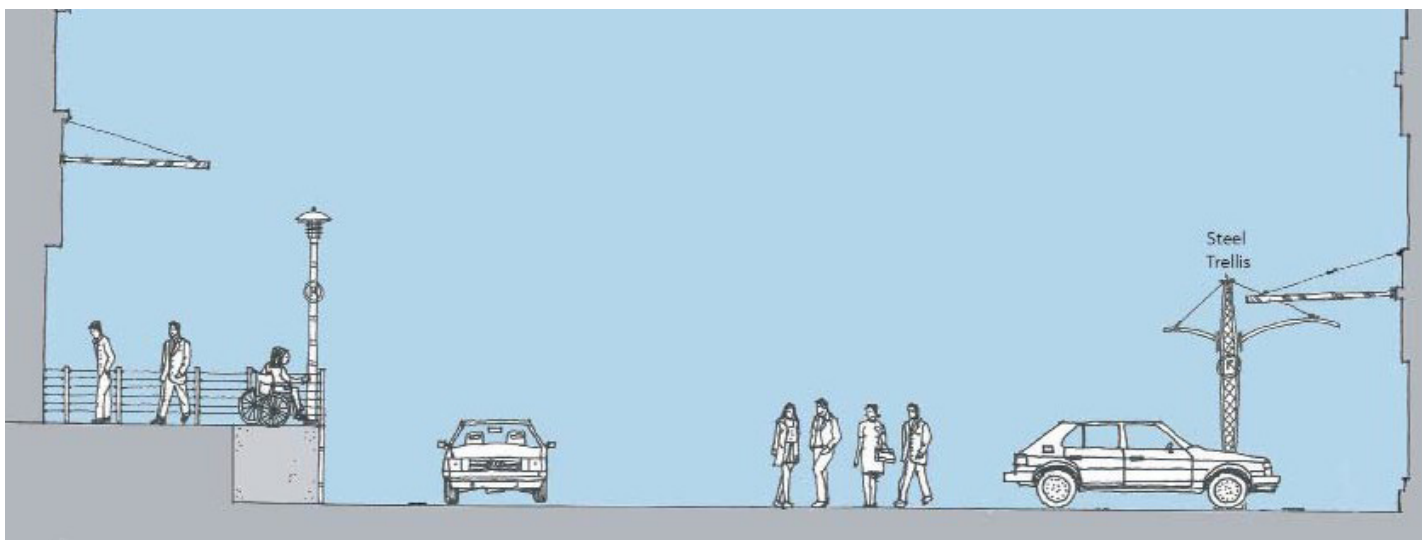


Figure 6-30. Typical R Street Section

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

Corridor Sectors

The Urban Design Concept recognizes the distinct characteristics of the different sections of the R Street corridor. Accordingly, the Concept is based on a series of four interconnected sectors or sub-areas along the corridor. The predominance of a certain type of character provides the rationale for defining sectors. This character is based on: the nature of uses; architectural form/design; historic elements; and significant clusters of underutilized buildings and vacant open space.

The discussion below is organized by sectors A through D. The description of each sector includes: a definition of boundaries; a review of existing character; a description of long term vision and ideal character; a discussion of design treatment of the public realm (including streets, parks and plazas), characterization of key circulation components; an outline of preferred types of future development as appropriate for each area; and a list of development opportunity sites that have the greatest potential to bring visible improvements to the area.

As highlighted with the shaded areas on the Concept Diagram and on the Sector Diagram, sectors as they run west to east within the R Street project area include:

1. Sector A: Historic-Industrial;
2. Sector B: Mixed-Use Transit Hub;
3. Sector C: Art Walk; and
4. Sector D: Market Green.



Figure 6-31. Sector Diagram

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)



Figure 6-32. R Street at 10th. Sector A: Historic Industrial Sector A has a significant concentration of historic brick warehouse buildings and industrial uses. This western most segment features the strongest industrial character of the R Street project area. The traditional sharing of the roadway between pedestrians, bicyclists, and automobiles is most prominent in this area. Development of new buildings and streetscape elements provide a unique opportunity to maintain and strengthen the unique historic fabric of R Street. *Image Credit: Google Maps*



Figure 6-34. Looking west at R Street and 15th. Sector C: Art Walk The mostly developed four blocks of Sector C include high-rise government office buildings and a seven story parking structure that are pedestrian unfriendly. The open space around the 16th Street Station undermines its importance as a major transfer station in the Light Rail system and a primary entry point to Downtown. There is an immediate need to improve the street and station area environments in a way that provides an enriching and enjoyable pedestrian experience. *Image Credit: Google Maps*



Figure 6-33. R Street at 12th. Sector B: Mixed-Use Transit Hub Sector B has the largest number of automobile oriented tilt-up construction buildings on R Street, which intermingle with some industrial, cultural and entertainment uses. Single lot residential uses front Q Street, while some front S Street. This segment features the opportunity to replace the stark office building facades with a pedestrian friendly open space and mixed-use residential development. This will help capitalize on the TOD opportunities provided by the 13 Street Station. *Image Credit: Google Maps*



Figure 6-35. R-Street Market at 19th. This sector includes the largest inventory of boarded up and underutilized buildings, vacant open lots, and underused roadways along R Street. This contrasts with the recently built and well used "R Street Market." There is a tremendous opportunity to develop animated multi-use open and built spaces that will connect to this key anchor development and capitalize on its synergy with the east end of the Corridor. *Image Credit: Google Maps*

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

Sector A Historic-Industrial

The sector formally runs from 9th Street to mid-block between 12th and 13th Street (immediately east of the Capitol Wholesale Electric Building). However, the identifying qualities of the sector continue west to 8th Street. In order to maintain a continuous and consistent design treatment, recommendations for streetscape improvements and design guidelines should also apply to this extra block to the west of the formally designated sector.

Key destinations such as well established restaurants, a neighborhood theater, and art galleries help make this one of the most well known parts of the entire R Street Corridor.



Figure 6-36. Sector A perspective

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

Sector A Vision

Overall, the Historic-Industrial sector is visualized as a sub area that:

Vacant historic buildings are reused and new building development continues to reflect the large scale industrial warehouse style. A simple, utilitarian design aesthetic dominates both the building edge articulation and new streetscape improvements. Typical design elements and architectural materials that reflect the historic industrial character of the area are utilized in new development. Some of these elements include loading docks, wide awnings, steel, brick and paned glass.

The nearby landmark signal tower at the southeast corner of 8th and R Street is retained, and its unconventional, "gritty" quality informs R Street design details. Its simple, industrial form makes it an appropriate gateway marker to the Historic Industrial sector.

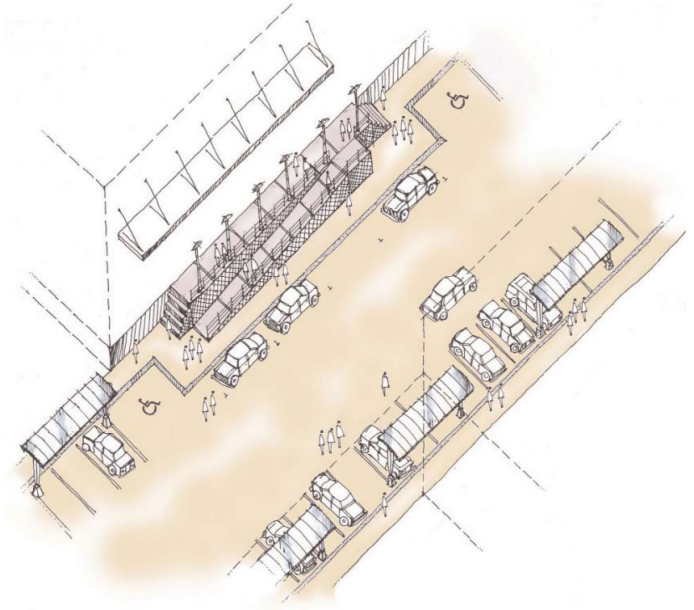


Figure 6-37. Sector A Axonometric

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

Sector A Public Realm

An absence of sidewalks and street trees defines this segment of R Street, and contrasts with the tree-lined sidewalks of the cross streets. A unique sense of shared space by pedestrians, bicycles and vehicular traffic occurs in this sector, and is maintained throughout the corridor as a cohesive design treatment. A five foot pathway along one side of R Street (but at the same level and with the same texture as the rest of the roadway) is universally accessible. On-street industrial activities are maintained, such as the loading and unloading of freight trucks.

The loading docks of former industrial buildings are delineated with industrial style wire railings and converted into overflow space for retail and restaurants. Streetscape elements such as a steel trellis/shade structure, "I" beam bollards, and utilitarian street lighting continue the industrial design language of the corridor. A pedestrian plaza in front of the Studio Theater serves as a spillover space, articulated with "I" beam bollards.



Figure 6-38. Sector A creates a public environment that vehicles and pedestrians share, as observed in Santana Row, San Jose.



Figure 6-39. Sections of the historic Pearl neighborhood in Portland typify a shared public realm and provide a model for potential development along R Street.

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

Sector A Circulation

Ninth and 10th Streets remain primary one-way couplets. The mid-block alley between R and S Streets becomes the primary automobile access route to parking in the rear of new developments. On-street parallel parking continues on both sides of R Street, except where loading docks are located, allowing a continuous dedicated pathway for universal accessibility.

North-south connections that are currently impeded along 12th Street (at the alley between R and Q) because of rail development activity will be improved for safe pedestrian and bicycle access to the 13th Street Light Rail Station.



Figure 6-40. Mid-block alleys provide vehicular access to buildings and parking lots.

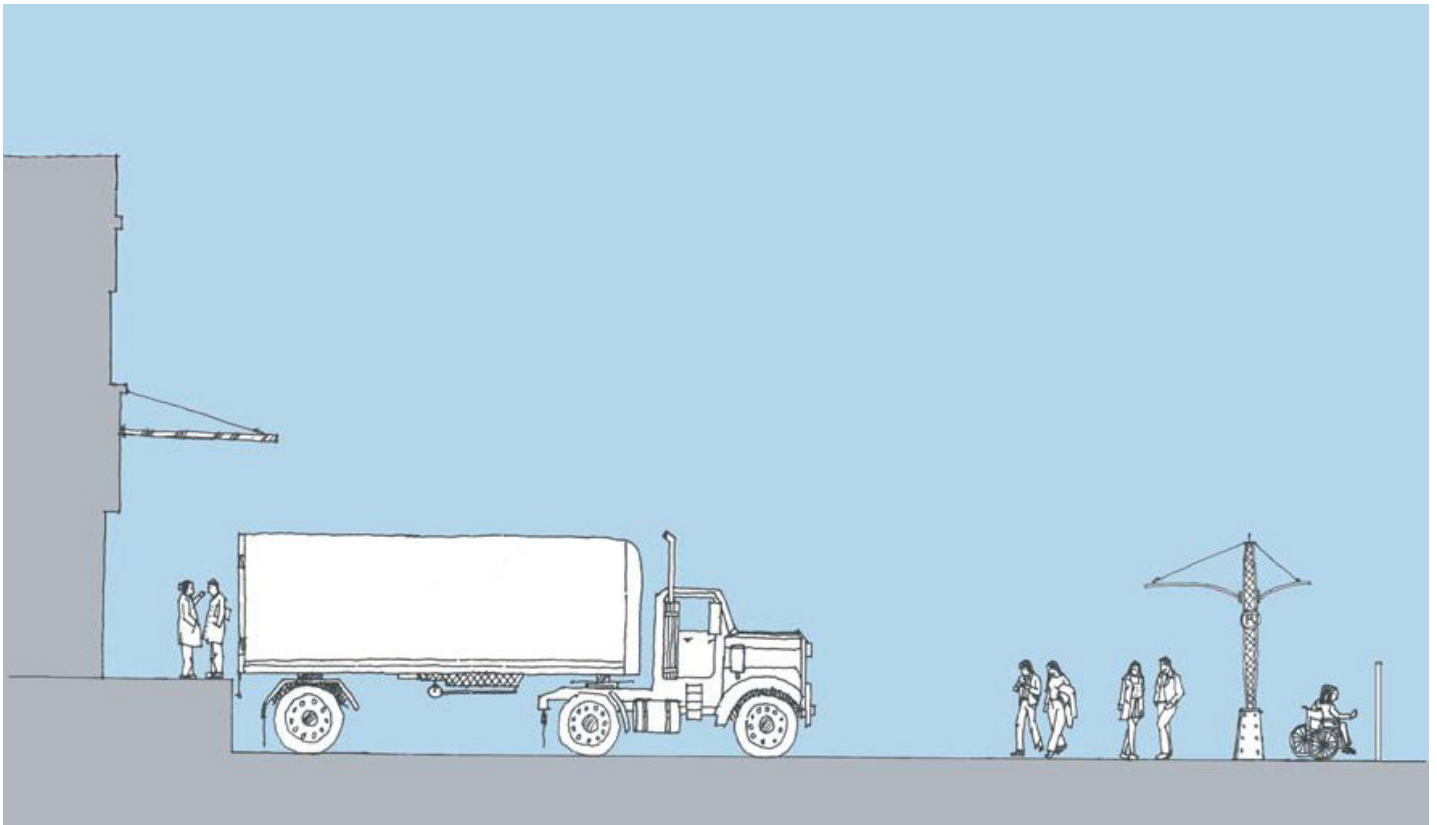


Figure 6-41. Sector A Section

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

Sector A Circulation

New mixed use development should be oriented towards the 13th Street Station (where adjacent) and should be at least three to four stories high to maximize transit-oriented development potential.

The parking lot site along Q Street at 10th Street could potentially become a parking structure with ground floor retail facing Q Street near Roosevelt Park.

CADA's 122-unit residential loft mixed use development "Capitol Lofts," is a turnkey project that promises to generate more activity in this sector. In addition, strategic opportunity sites have been identified because of their potential to catalyze additional development and investment in the area.



Figure 6-42. Perspective of CADA's Capitol Lofts

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

Sector A Plan and Opportunity Sites



Figure 6-43. is a conceptual plan sketch. After this sketch was completed it was determined the street right-of-way is not sufficient for 90 degree parking; however, angled parking will be explored in the detailed design.

Opportunity Sites

1. The parking lot at the southeast corner of R and 10th Streets, opposite the Fox and Goose Restaurant;
2. The vacant historic building at the southwest corner of R and 11th Streets;
3. Half a block south of R between 9th and 10th Streets;
4. The parking lot fronting Q Street between 10th and 11th Streets;
5. The northeast corner lot at R Street and 11th Streets; and
6. The vacant lots immediately north of the 13th Street Station

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

Sector B Mixed-Use Transit Hub

Sector B runs from mid-block between 12th and 13th Streets, east to 15th Street, and contains a major cluster of office buildings. Development in this sector is primarily composed of single-story buildings and surface parking lots that are significantly underutilized.

These low-density uses do not capitalize on the opportunities inherent from proximity to the 13th and 16th Light Rail Stations. The recent development of a bustling restaurant and club along R Street just west of 15th Street has activated a portion of the street, however, and it promises to ignite further development in the area.



Figure 6-44. Sector B Perspective

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

Sector B Vision

Significantly underutilized land and buildings in this area present exciting opportunities to infill with new transit-oriented development that will encourage a synergy of uses. As this sector transitions into a high density, mixed use residential and retail/commercial area, it is envisioned as a vibrant place with live-work lofts, artist studios, corner cafes, ground floor neighborhood-serving retail and restaurants, pocket parks and plazas, and neighborhood amenities that are oriented around the 13th and 16th Street Light Rail Stations.

New development along R Street accommodates existing light manufacturing and warehouse uses; retains the eclectic coexistence of diverse uses that permeates the entire study area; and respects the interface of residential neighborhoods. The industrial streetscape design treatment unifies this sector together with the rest of the corridor.

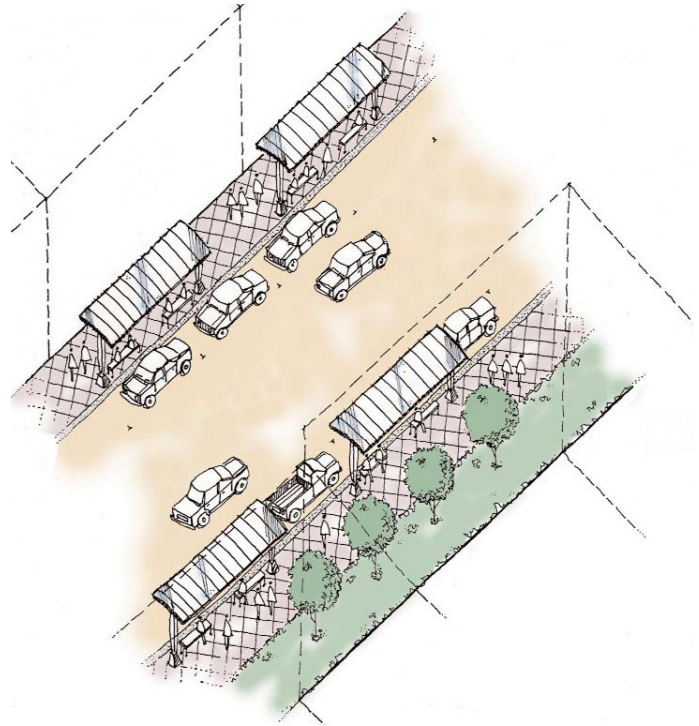


Figure 6-45. Sector B Axonometric

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

Sector B Public Realm

The Development Concept proposes pocket parks and small scale plazas to serve local employees, transit-users and nearby residents.

One pocket park is sited just south of the 13th Street Light Rail Station at the current location of the parking lot. A similar pocket park/green plaza is situated mid-block between 13th and 14th Streets, just south of R Street. These open spaces with groves of trees, seating and water features will serve as green oases and valuable gathering social spaces for employees of the adjacent offices, and for future residents and transit users.

The 13th Street Light Rail Station is improved with a public transit plaza. In addition, the parking area between the Station and Q Street is renovated to allow for a landscaped, tree-lined pedestrian connection. Small temporary food (hawker) stands at the edge of the Station would prove convenient for transit users waiting for the train.

The Urban Design Concept reconfigures the existing 80 foot right-of-way to allow for a more generous, universally accessible pedestrian pathway. In the long term, the sidewalks in this sector are removed so that the pedestrian pathway is at grade with the roadway. Streetscape elements, such as the steel trellis/shade structure continue the industrial design language of the corridor.



Figure 6-46. Sector B includes a series of interconnected public pocket parks and plazas that are with private development.

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

Sector B Circulation

Fifteenth Street continues to serve as a primary one-way arterial. A mid-block pedestrian link through the proposed pocket park connects the 13th St Light Rail Station to R and S Streets.

On-street parallel parking continues on both sides of the road along a single lane of traffic in either direction, albeit in a reduced roadway width of 40 feet. All new development has adequate off-street parking tucked in the rear of buildings. Alleys serve as primary vehicular access ways for both parking and service vehicles.



Figure 6-47. Mid-block alleys provide vehicular access to buildings and parking lots.

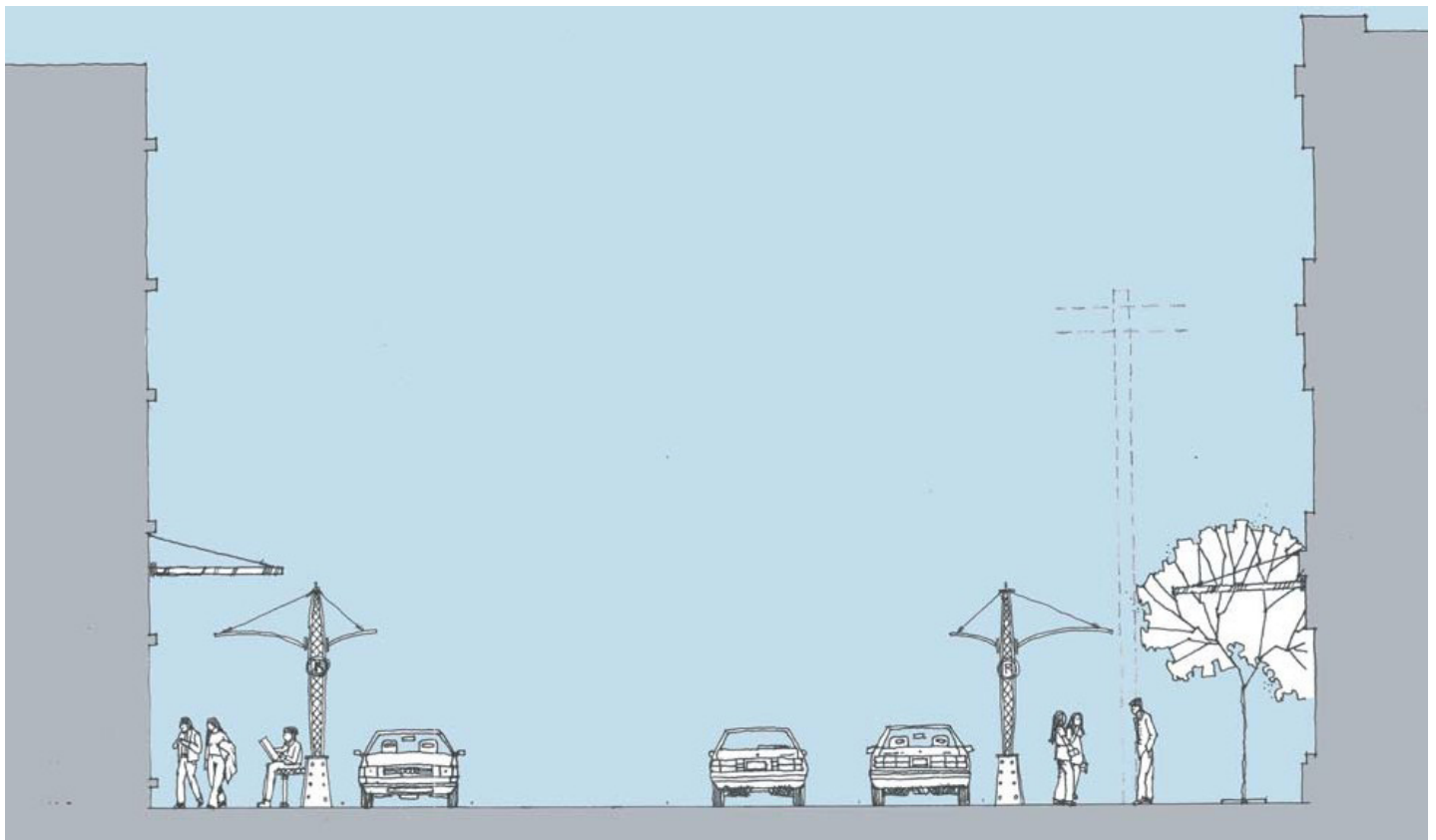


Figure 6-48. Sector B Conceptual Section (Long Term)

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

Sector B New development and Opportunity Sites

New development should build on the momentum of the successful new restaurant/club on the north-west corner of 15th and R Streets. The reuse of this historic brick building has begun to activate the block. Similar conversions should support transit activity, residential living and nearby arts related uses, such as art galleries, artists' lofts, and design studios.

Buildings should reflect a greater intensity, with a minimum of 3 to 4 stories to maximize the available building envelope. Buildings should also ensure a comfortable walking distance to key destinations in relation to nearby transit stations.

Development opportunities along the numbered streets at the intersections of Q and S Streets should be earmarked for high-density townhomes or apartments that respect the adjoining residential character.

As surface parking lots are developed into other uses, a potential structure is proposed at the north-east corner of 13th and S Streets to accommodate parking needs. This structure is proposed as a mixed-use development with residential uses fronting the streets and access to parking structure from the alley.

Promising infill opportunity sites in Sector B are illustrated on Figure 6-49.

B.7.1. Concepts and Character - 9th to 19th Streets (continued)



Figure 6-49.

Opportunity Sites

1. The northeast and southwest corner of 13th and R Streets;
2. The south side of R Street between 14th and 15th Streets;
3. The northeast corner of 13th and S Streets;
4. The vacant lot west of 15th Street between Q and R Streets; and
5. The parking lot fronting R Street between 13th and 14th Streets.

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

Sector C Art Walk

Sector C is a short, two block automobile oriented segment of the corridor between 15th and 16th Streets. While the large buildings in the area provide shade and a sense of enclosure, their imposing facades and edges are void of detail and activity, both along R Street and the Light Rail Station.

In addition, the orientation of the one and two-story residential structures, with their backs fronting the north edge of the Light Rail Station further creates an unappealing pedestrian environment.



Figure 6-50. Sector C Perspective

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

Sector C Vision

The vision for Sector C is to improve the interface between the public realm and the existing buildings fronting R Street and the 16th Street Light Rail Station. This small sector evolves into a vital "art walk", connecting activity nodes immediately to the east and west.

Both the ground floor building facades and the pedestrian right-of-way is transformed into a pedestrian friendly space that accommodates various types of art exhibition. This allows for a celebration of the arts; provides a more pleasant building edge; and creates a pedestrian-friendly street environment. The tree-lined promenade itself serves to connect the mixed-use arts entertainment cluster one block to the west, to the neighborhood mixed-use retail commercial corridor to the east.

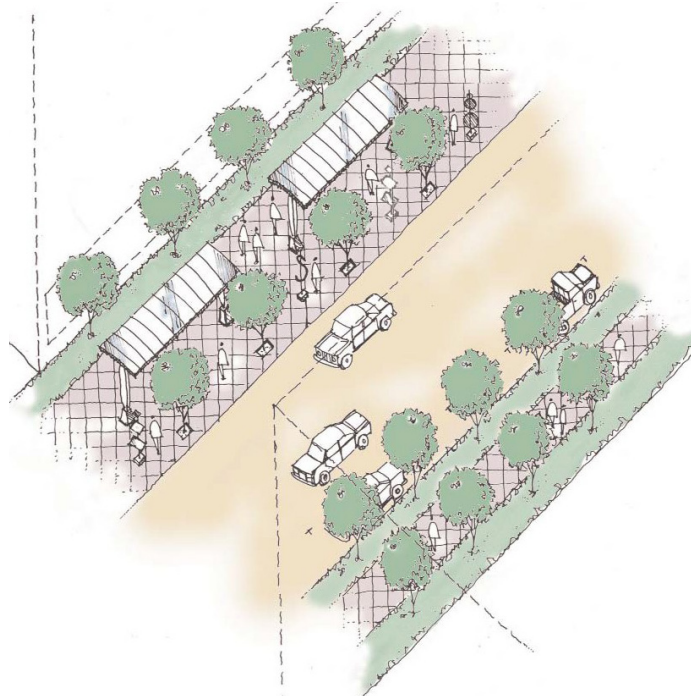


Figure 6-51. Sector C Axonometric

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

Sector C Public Realm

As an immediate streetscape improvement, widen the northern edge of the existing sidewalk such that the pedestrian realm is 18 feet wide. This is achieved by removing parking on the northern side of the road. This reconfiguration will create space for a generous promenade where various art exhibits will enrich the pedestrian experience. Features could include display boxes, murals, permanent or rotating exhibits and/or sculptures and space to accommodate art-related events and festivals.

Improve the barren automobile oriented edge of the parking structure by reconfiguring the 5 foot wide building space facing R Street into an exhibition space, transforming it into a public gallery. This space could be used to display art and/or provide a much needed visual descriptive history of the corridor. Seating on the tree lined southern edge of the roadway is activated by complementary uses, such as hawker stands to serve the foot traffic. Fifteenth and 16th Streets, which are bus routes and major pedestrian corridors, retain their pedestrian- friendly, tree lined character.

The alley between R and Q Streets along the 16th Street Light Rail Station is improved and consolidated with existing Station open space to create a vibrant transit plaza. A row of trees along the northern edge of the transit plaza provides an attractive shade canopy and serves as a privacy screen for nearby residences.

Cafes, small convenience stores, and other pedestrian-friendly retail uses will further activate the plaza around-the-clock while increasing the perception of safety. The current dark glass treatment on the ground floor of the parking structure facing the station should be replaced with a more inviting transparent glass building edge. Additionally, an active leasing program should be developed for the retail edge.



Figure 6-52. As seen in a downtown Berkeley parking structure, blank walls, such as those in Sector C, can be transformed into public gallery space to create an engaging pedestrian experience.

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

Sector C Circulation

Fifteenth and 16th Streets continue to function as major one way arterial couplets for the Central City. In the unlikely event that the parking structure were demolished and replaced with mixed use development, a mid-block "public" north-south connection between the 16th Street Light Rail Station and the 16th Street Plaza would be valuable.



Figure 6-53. North Side of R Street looking east between 15th and 16th

Sector C New development and Opportunity Sites

Since this sector is fully developed, short-term improvements take advantage of the opportunities provided by the positive synergy of the 16th Street Light Rail Station. These include reconfiguring and activating the existing building edges and creating a vibrant aesthetically pleasing station plaza. In the event of demolition of existing buildings along R Street (especially the parking garage) transit-oriented high density mixed-use development with ground floor should be prioritized.

If the opportunity arises, a longer-term goal is to complement nearby transit use by developing mixed-use buildings with ground floor retail on both sides of R Street.

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

Sector C Plan

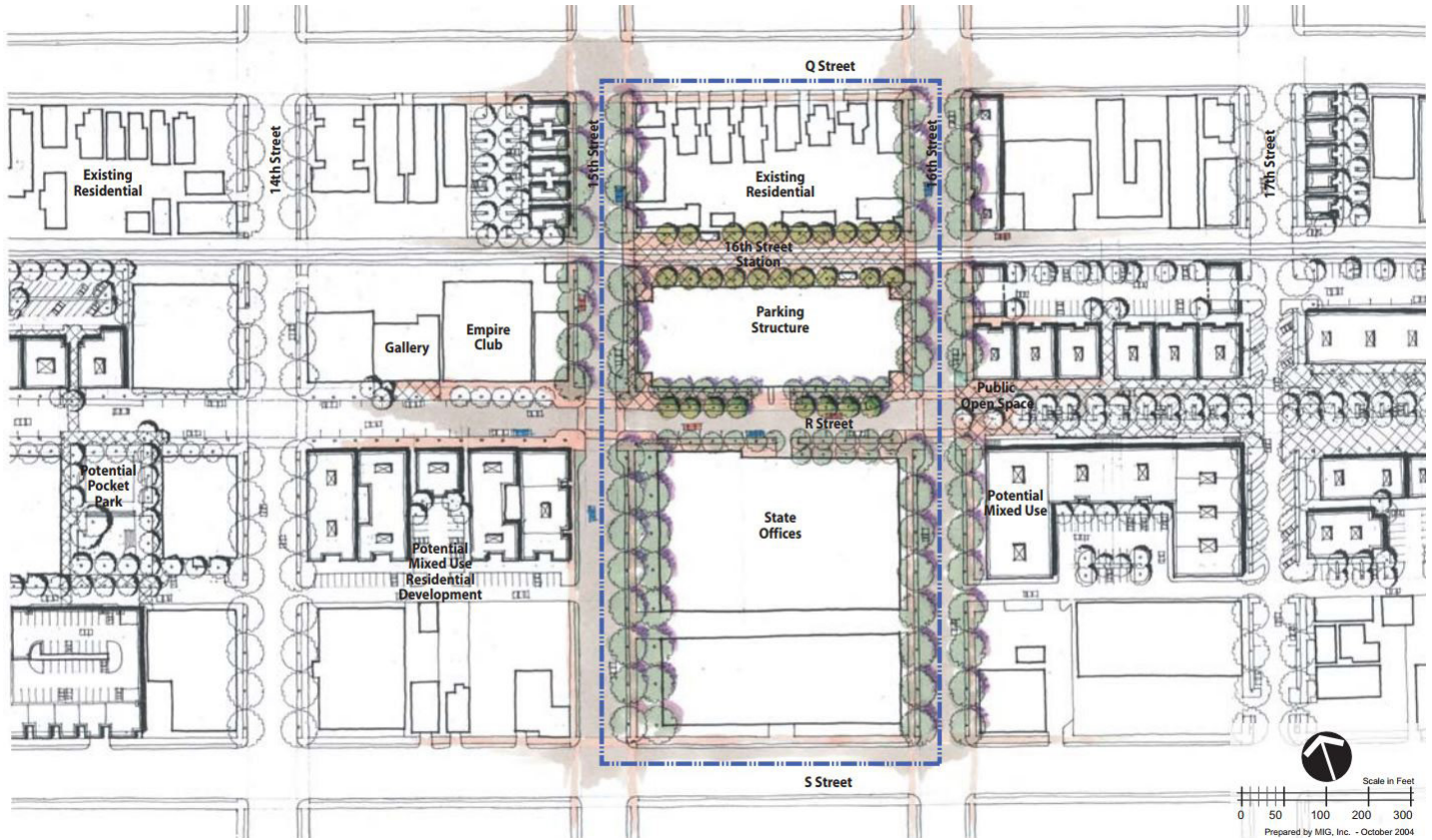


Figure 6-54. is a conceptual plan sketch of the possible implementation of the design concept and development plan.

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

Sector D Market Green

Sector D extends from 16th Street to the eastern edge of the study area (mid-block between 19th and 20th Streets). The recently built "R Street Market" is a mixed-use retail development (east of 18th Street immediately north and south of R Street) that includes a ground floor neighborhood grocery store, cafe and restaurant with upper story housing.

Sector D Market Green

Sector D is visualized as an area that builds upon anchor development to the east with vibrant, active uses. It maximizes the transit-oriented potential of underutilized sites and provides a signature public open space.

The proposed "market green" along the spine of R becomes a primary social gathering space. Surrounded on two sides by high density housing and transit-oriented, neighborhood-scale uses, this two-block linear open space within the existing, generous 80-foot wide R Street roadway (between 16th and 18th Streets) is a vibrant, landscaped multi-use, multi-functional, public open space.

The green terminates at a neighborhood scale plaza near the new retail hub on the corridor's east end. Reuse of historic brick buildings strengthens the historic character of the area.

The sense of shared space design concept utilizing a curbsless street design continues in this section, recapturing the historic joint use of the roadway.



Figure 6-55. Sector D perspective

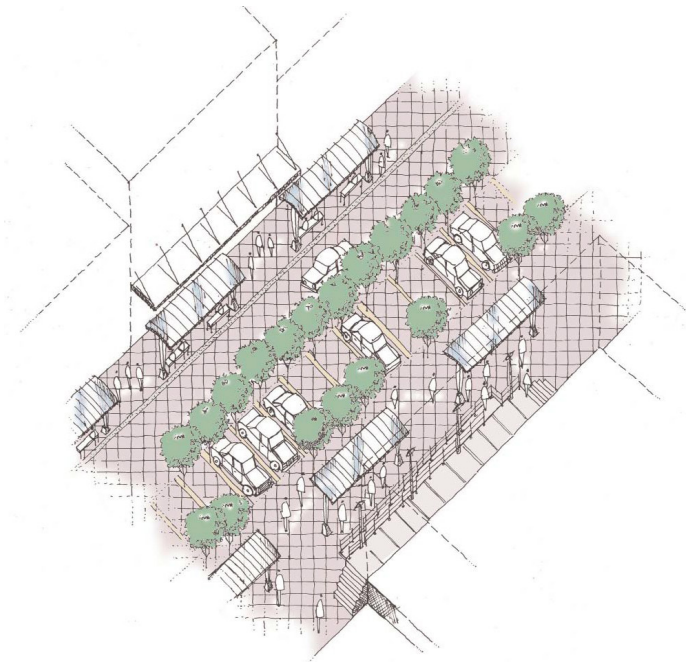


Figure 6-56. Sector D Axonometric

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

Sector D Public Realm

The "Green," or central open space on R Street, is a shaded area with a double bosque of trees running down the center of the street. Trellis shelters, awnings and tall buildings on the south side of the street provide shade during hot summers. Seating, benches, lighting, and other pedestrian-scale amenities also accentuate the space. The park accommodates multiple uses throughout the day, week and year. For example, during weekdays, it could serve as a small pocket plaza with limited parking for the retail and commercial uses, and during weekends transform as a space to host flea markets, farmer markets or other community events and festivals.

The public plaza at the western end of the promenade (fronting the mixed-use anchor development) is defined by a gateway feature similar in scale and character to the historic landmark signal tower at the southeast corner of 8th and R Streets.



Figure 6-57. Sector D can emulate the use of open space as seen in Portland.



Figure 6-58. The Market Green is a two block long multi-use public open space within the existing underused R Street right-of-way that connects to the recently completed R Street Market.

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

Sector D Circulation

A two-way vehicular lane is integrated into the northern portion of the street to accommodate fire trucks and service vehicles. Sixteenth Street remains a major arterial, both for the corridor and the City. Seventeenth and 18th Streets are reinforced as neighborhood pedestrian-friendly streets with bulb-outs at R, S, and Q Streets, and mid-block alleys between Q and S Streets. Due to the merging of the two RT lines and track elevation half a block away, automobile and pedestrian traffic on 18th Street will continue to be disconnected between R and Q Streets.

On-street parking along R Street is restricted to a single row of angled parking on the south side of the roadway. Off-street parking for all new developments in this sector occurs to the rear of new buildings, and is accessed by alleys and numbered streets only. Alleys continue to be the primary auto access routes for both off-street parking and service vehicles for the new developments along R Street.

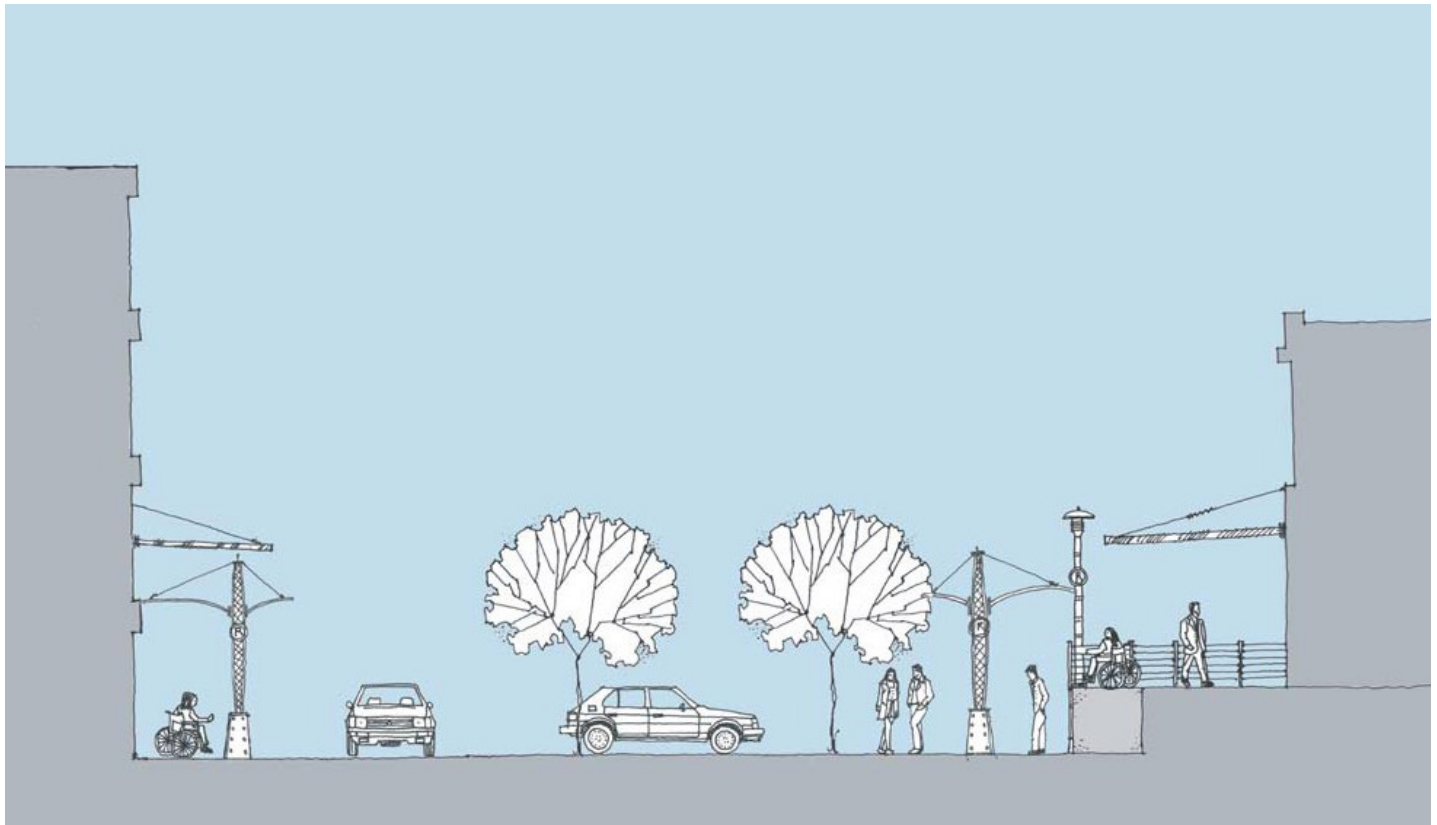


Figure 6-59. Sector D Conceptual Section

B. R Street Corridor Design Guidelines

B.7.1. Concepts and Character - 9th to 19th Streets (continued)

Sector D New development and Opportunity Sites

A number of development opportunities exist for Sector D, including the reuse of historic brick buildings and development of large parcels of vacant land.



Figure 6-60. Sector D Plan and Opportunity Sites

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets

Design Guidelines

These design guidelines are a tool to ensure that built and open spaces are conceived and constructed in accordance with the urban design concept described in the previous chapters. The guidelines will be used to inform design processes and produce the highest caliber development, while maintaining the underlying historic industrial spirit of the corridor. They will also create compatibility in the environment, both public and private, through sensitive architecture and site design.

The guidelines are meant to be a flexible, yet effective means of protecting the unique character of the area. A range of implementation options are provided, and a concerted effort has been made to avoid prescriptive guidelines that would stifle design creativity. Additionally, due to the unique street conditions and characteristics within each block on R Street, some guidelines may need to be modified and in some cases an alternative design may need to be utilized.

Specific Site Design and Planning Guidelines have been divided into the following categories:

1. Site Design & Planning of the Private Realm
2. Site Design & Planning of the Public Realm
3. Infrastructure Standards (presented in the next section)

Overarching Design Guidelines

Due to the variability of existing conditions, uniform street sections may not be implementable. However street sections should adhere to the following overarching design elements (references to applicable design guidelines are included in parentheses):

1. A minimum 5' wide ADA-accessible pedestrian path shall be provided on at least one side of the street throughout the entire corridor. The pathway may jog mid-block from one side of the street to the other side. The mid-block crossing will be ADA compliant.
2. All pedestrian pathways shall be compliant with ADA standards. Where the roadway is flush with a pedestrian pathway, a 3 foot wide detectable warning strip shall be provided between the roadway and the pathway along

with bollards, wheel stops, and other vertical elements to enhance pedestrian safety.

3. Two-way travel lane widths should be a minimum of 11 feet wide.
4. Street sections should allow for outdoor seating by varying parking type (angled, parallel) as needed. On-street parking is generally provided on either end of the travel lane.
5. On-street parking opposite active loading docks and loading dock activity should be allowed as long a clear 30-foot-wide space is provided (to accommodate an ADA compliant pathway and two travel lanes) on the other side of the road. Loading dock activity should be restricted to parallel or diagonal loading for vehicles over 30 feet long. Vehicles under 30 feet should be allowed to load/unload perpendicular to the docks.
6. Active loading docks should not be allowed directly across the street from each other.
7. New buildings in the R Street Corridor should reflect the historic industrial character of R Street.
8. Vee gutters used to accommodate street drainage should be located between parking areas and travel lanes or between travel lanes. Vehicular splashing should be minimized by slow design speeds.
9. Textured paving that simulates historic cobble stones should be utilized adjacent to existing railroad tracks when possible.
10. A minimum vertical clearance of one foot should be provided between the R Street centerline elevation adjacent to a building and a building's finish floor elevation.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Site Design and Planning of the Private Realm

The "private realm" consists of buildings and open spaces on individual privately owned lots and parcels. It is necessary that there be ample freedom and flexibility in designing buildings in the private realm. However, there are certain features or aspects of building and site design that have a direct affect on the "public realm," or the surrounding public context. The design guidelines presented here focus on the aspects of building design that are most likely to impact the overall character of the corridor. These include:

1. Building Character;
2. On-site Parking; and
3. Service Access and Entries.

Site Design and Planning of the Public Realm

The intent of the design guidelines presented below is to reclaim the "public realm" for the pedestrian. The existing "public realm" is largely characterized by auto oriented spaces and privately-owned parking lots. This public area under discussion includes the right-of-way along R, S, Q, and the numbered north-south Streets, mid-block alleys and useable open spaces such as pocket parks and plazas.

Improving the public realm will strengthen the historic industrial spirit of the entire Corridor. The development of the public realm is also the most effective way to create a variety of social gathering places that are integral to improving the quality of life in the area. Overall, reclaiming the public realm will encourage greater opportunities for residents, users and visitors to experience spontaneous meetings, recreate, and enjoy the unique character of the neighborhood, as they stroll down the Corridor.

The design guidelines focus on two primary components of the public realm:

1. Streets; and
2. Usable Public Spaces.

Buildings along Q and P Streets and buildings facing the north-south numbered streets should respect the existing residential interface. Buildings in these areas should follow the massing, height and bulk requirements as specified in the R Street Special Planning District Zoning Standards.

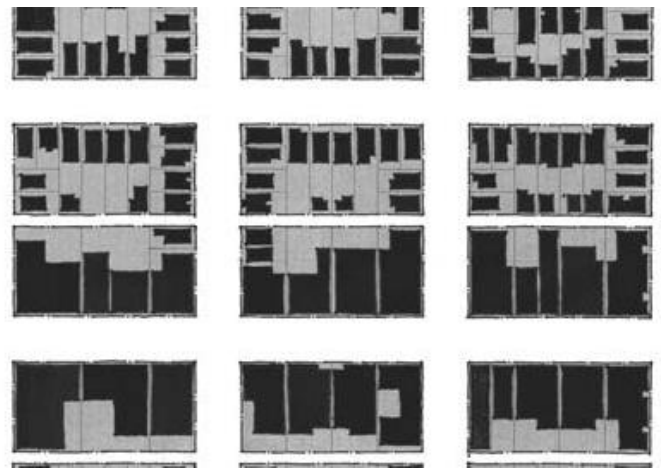


Figure 6-61. Encourage large-scale buildings that reflect historic R Street building scale (Buildings along Q, S, and the numbered north-south streets should express the smaller 40-foot lot pattern of the adjacent neighborhoods).

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

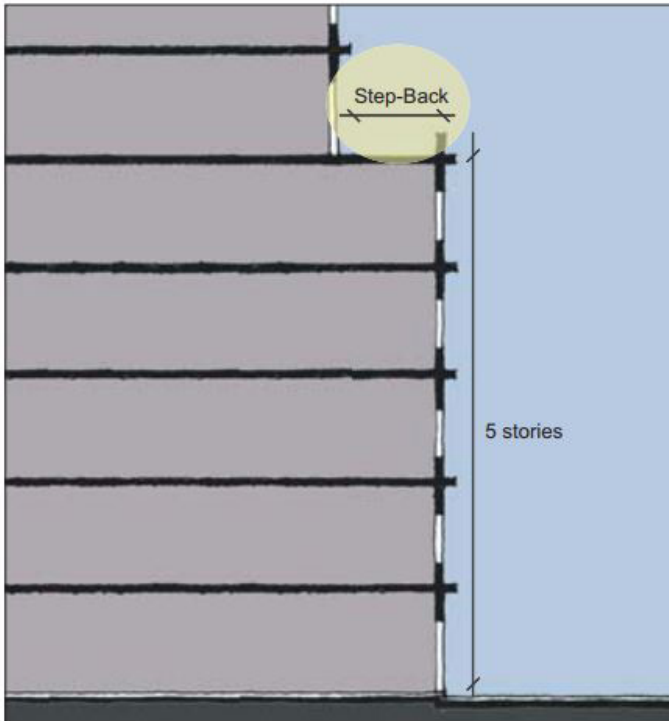


Figure 6-62. Allow upper story step-backs at five stories and above for buildings that front on to R Street.

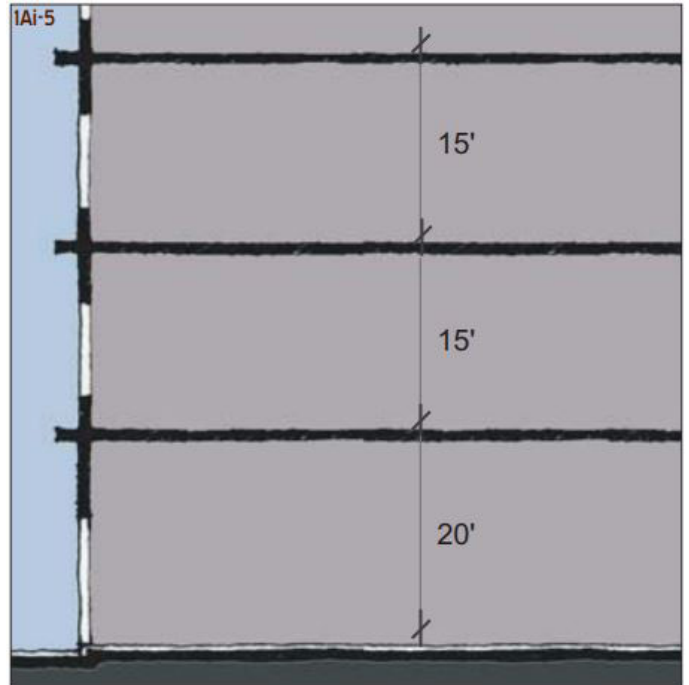


Figure 6-64. Allow upper story step-backs at five stories and above for buildings that front on to R Street.

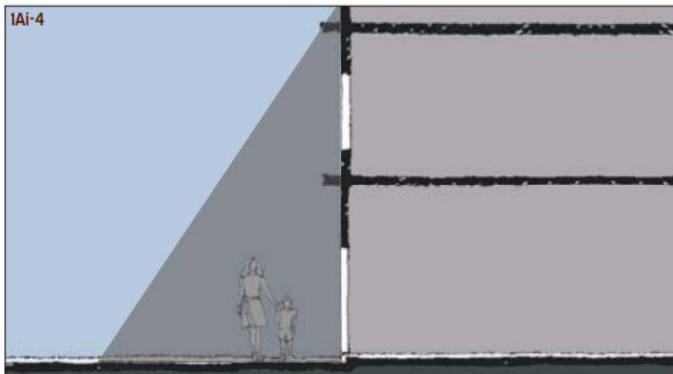


Figure 6-63. Ensure a two-story minimum for buildings on the south side of R Street to provide shade for pedestrians.

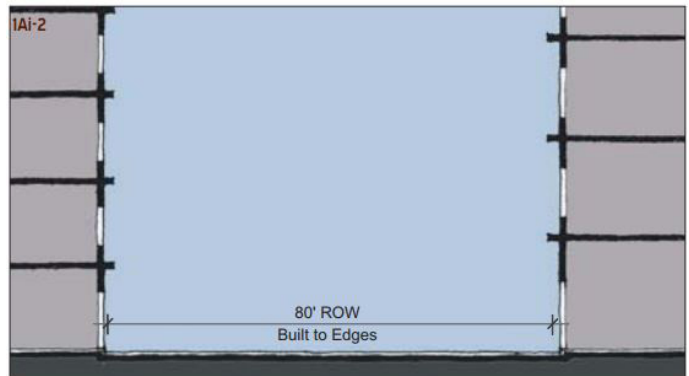


Figure 6-65. Construct all buildings along R Street at the edge of the right-of-way, rather than set back from the right-of-way to create a sense of enclosure.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Site Design and Planning of the Private Realm

All building facades facing key streets should engage the pedestrian. The transparency of the building edge can be provided in a number of ways, such as in the use of clear, visible windows and through well-articulated building facades.

Key building façade elements that will strengthen the R Street Corridor's character and enhance the pedestrian experience include, the design of fenestrations, roof form, and other unique elements such as loading docks and awnings.

Consider elements that reflect the historic character of the neighborhood, such as loading docks and awnings for buildings facing R Street.

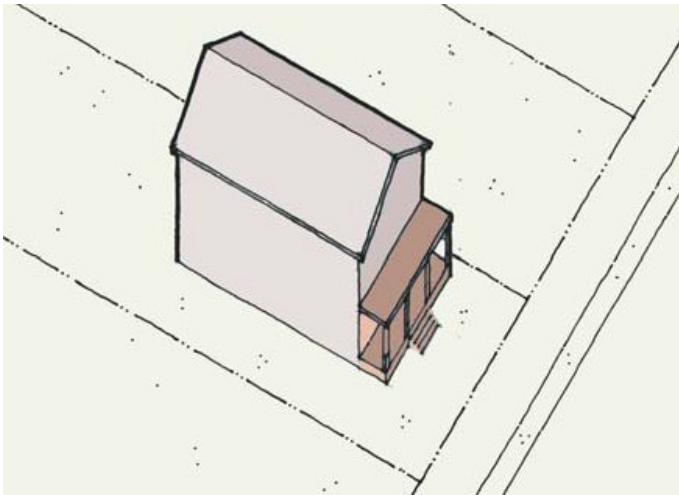


Figure 6-66.

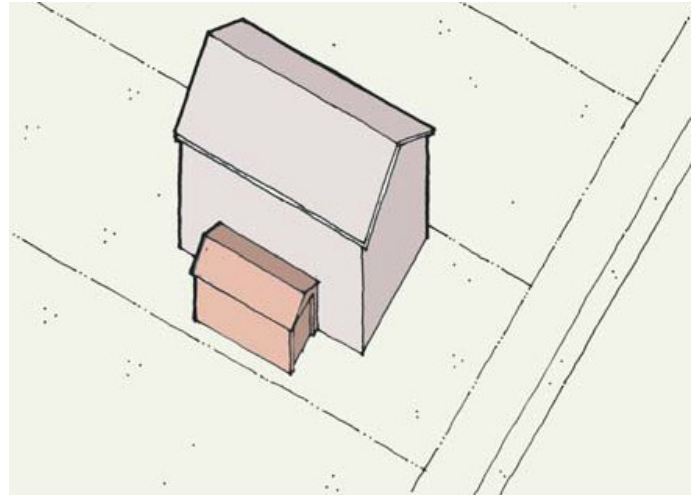


Figure 6-67.

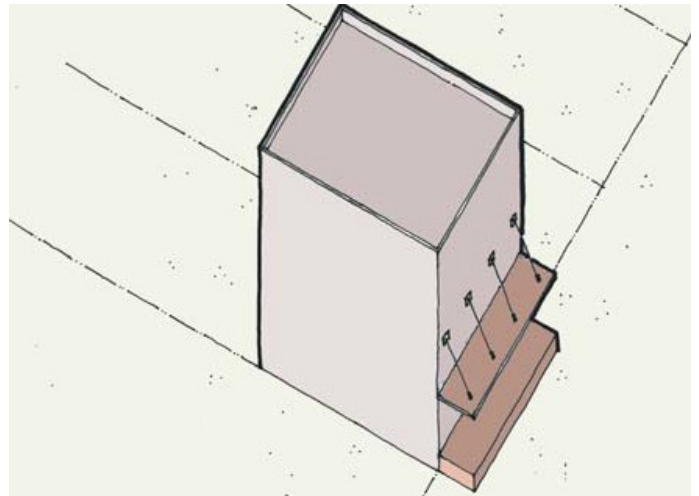


Figure 6-68.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Building Elements. Loading Docks

Retain all existing loading docks.

Re-use historic docks for nonindustrial (residential and retail) purposes to serve as public or semi-public outdoor spill over spaces, such as outdoor cafés and entry porches.

Continue use of docks for current loading and unloading of goods in existing industrial buildings.

Avoid building solid impermeable boundary walls around the docks. For safety reasons, permeable railings made of metal angle balustrades and wires that respect the industrial character may be used to define nonindustrial docks. Avoid typical 'cyclone' fences.

Ensure that any new docks for buildings are 10-15 feet wide and at least two feet high to clearly distinguish them from building plinths.



Figure 6-69.



Figure 6-70.

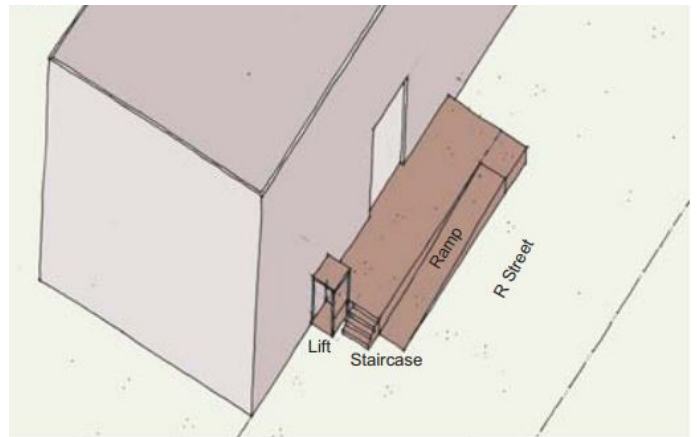


Figure 6-71.

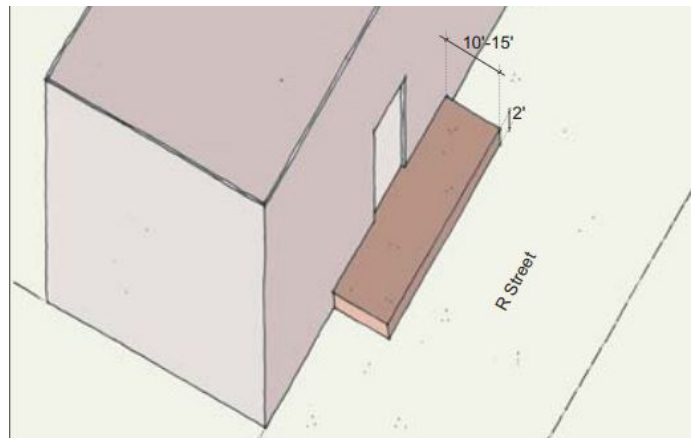


Figure 6-72.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Building Elements. Awnings

Use awnings to define major building entries and to provide shade to pathways adjacent to buildings

Define building entries with awnings that are at least eight to ten feet wide. Smaller awnings for windows should be a minimum of two to three feet wide.

Utilize metal for awning material where possible. Canvas could be used as an alternative. Plastic and vinyl should be avoided.

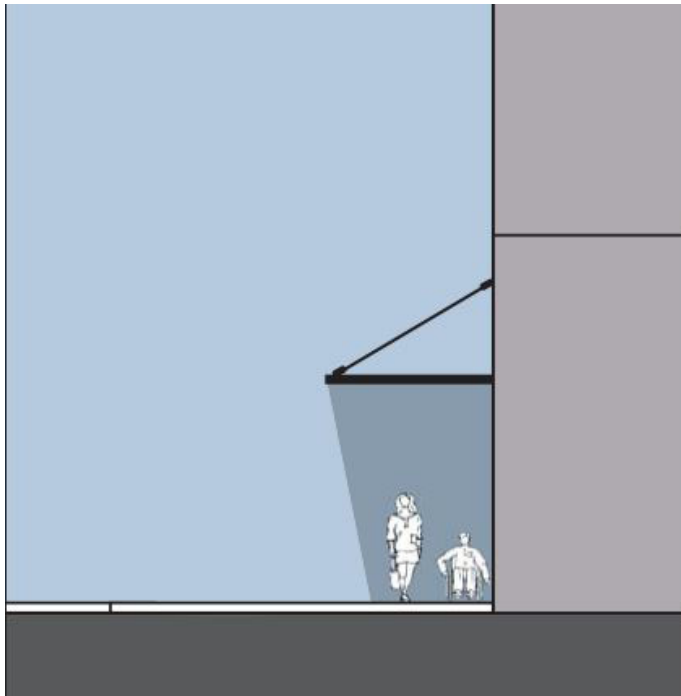


Figure 6-73.

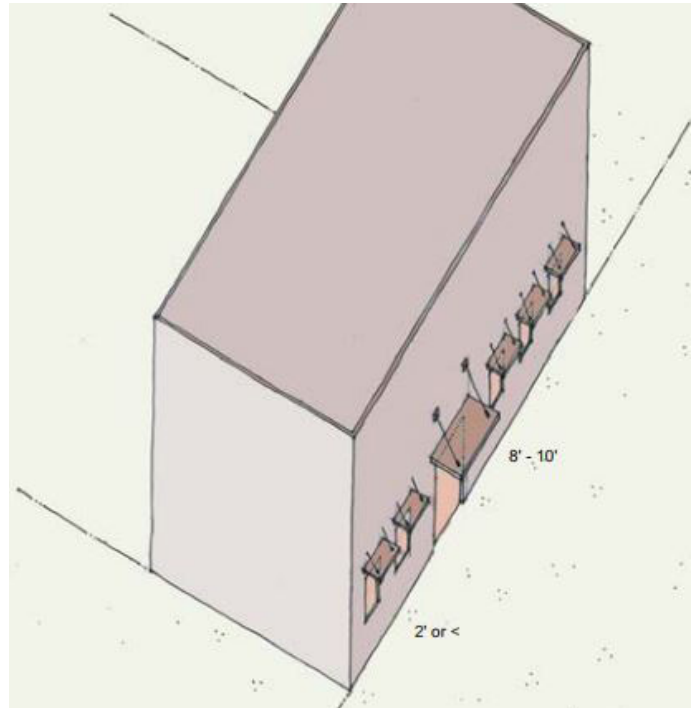


Figure 6-74.



Figure 6-75.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Building Elements. Building Entries

Ensure that all major entries to buildings facing R Street are provided directly from R Street. Locating primary building entries from internal parking lots or from interior parcels is strongly discouraged.

Achieve preferred vertical clearance of one foot between the R Street centerline elevation adjacent to a building and a building finish floor elevation by using the following ADA compliant alternatives:

1. Create a minimum five-foot-wide elevated entry 'porch' in front of building entry that can be accessed by gentle ADA ramps and steps. The ADA pathway will jog around the 'porch';
2. Create a minimum 10-foot-wide elevated protruding semi-public 'dock' within the existing ROW that respects the character and form of the typical historic loading dock. Similar to other existing docks that serve nonindustrial uses ensure a combination of ADA accessible ramps and steps connecting the street to the dock; and
3. Create an ADA accessible ramp within the building that connects the street level to the true building entrance lobby.

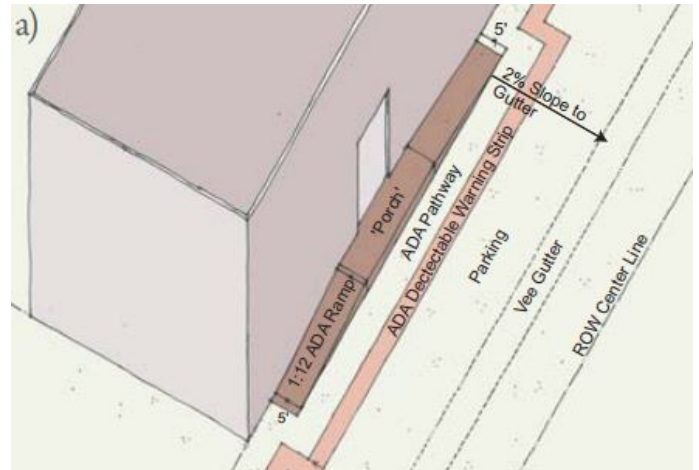


Figure 6-76.

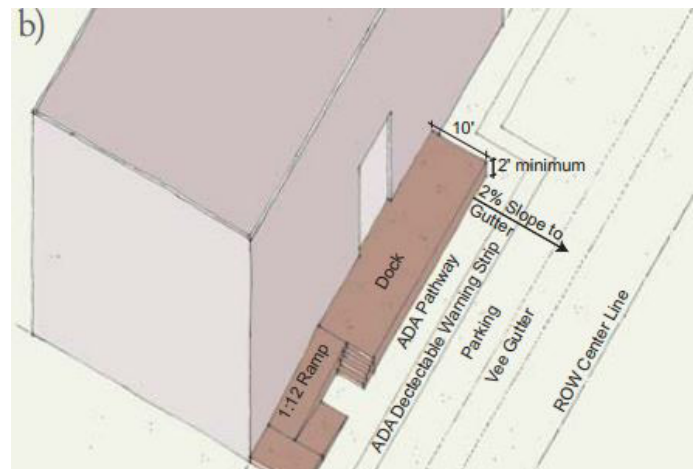


Figure 6-77.

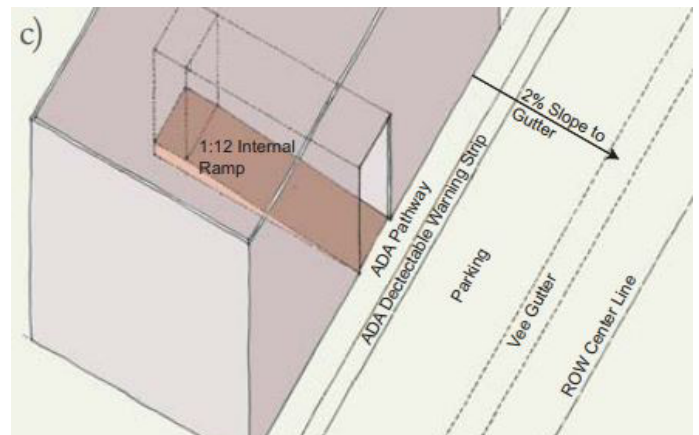


Figure 6-78.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Building Elements. Materials

Create a rhythm of fenestrations on new building facades fronting R Street, such as those seen in the existing historic buildings on the north side of R Street between 10th and 11th Streets (Fox and Goose and 'The Building') and 14th and 15th Streets.

Provide smaller individual windows to contrast with the larger warehouse and entry doors.

Use clear transparent glass for windowpanes to promote safety and facilitate "eyes on the street." Avoid the use of black or opaque windowpane glass.

Allow windows to be set back by least 2 inches to create a play of light and shadows and to break imposing building facades.

Encourage windows to reflect the industrial multi-paned character.



Figure 6-79.

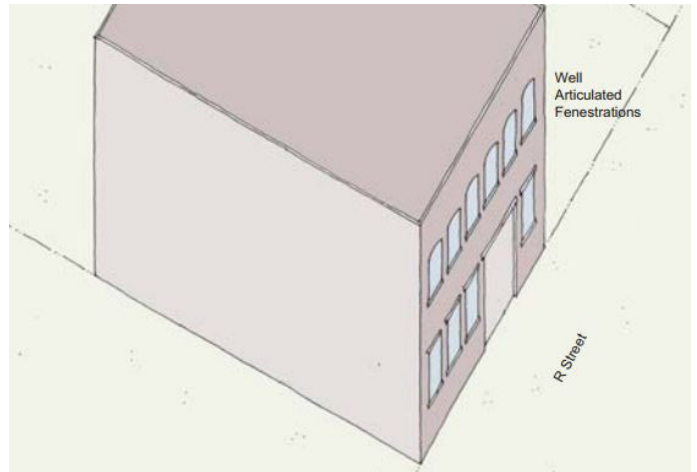


Figure 6-80.

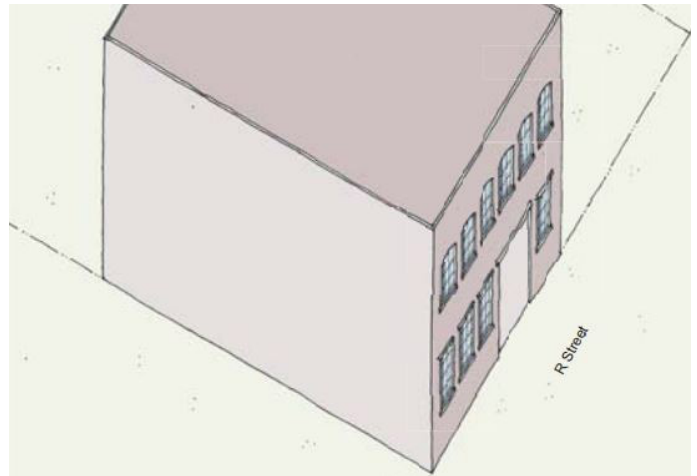


Figure 6-81.



Figure 6-82.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Building Elements. Fenestration

Maintain the industrial utilitarian aesthetic of the corridor through the use of industrial materials such as brick, concrete and clear glass. Discourage the use of substantial and inappropriate applied ornament on building facades.

Utilize steel and corrugated metal as an accent material to define lintels, create awnings and enhance roof form. Wood and stucco should be used sparingly.

Encourage strong horizontal roof forms that are highlighted by a simple cornice. However, other roof forms that respect the prototypical language of industrial buildings such as saw-toothed roofs may also be acceptable. (Figure 6-85)

Encourage a building color palette that takes advantage of the true nature of materials such as exposed brickwork and concrete.

Encourage use of metal sash and multi-paned clear glass windows.

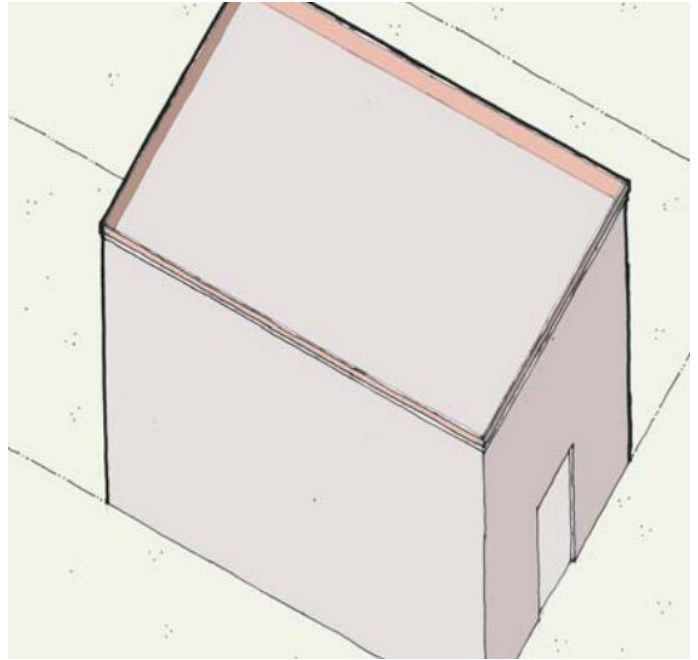


Figure 6-84.



Figure 6-83.

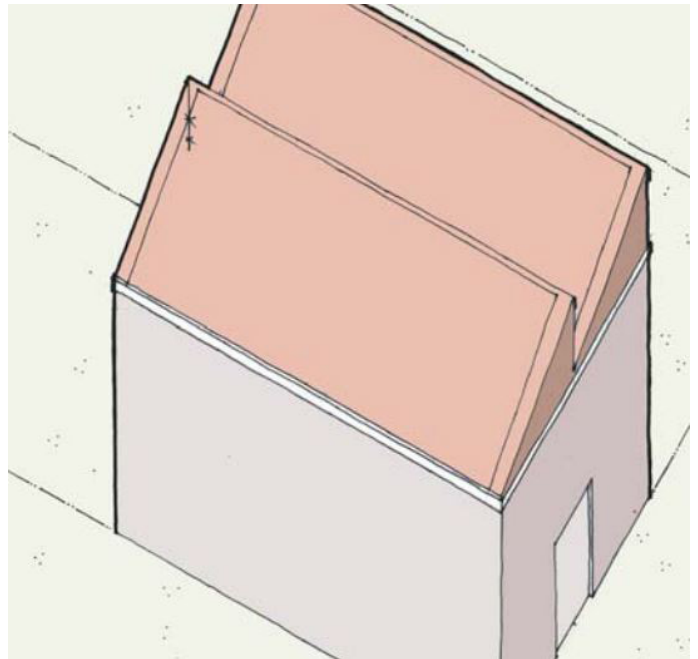


Figure 6-85.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

On-Site Parking

R Street Special Planning District (SPD), Section 2.99 of the Zoning Ordinance determines the quantity of on-site parking. These Design Guidelines focus on the location of surface parking and the interface of parking lots with the public realm. The following design guidelines are relevant for on-site parking design:

Ensure that parking for all new developments facing R Street is located at the back or to the side of lots. Parking lots should be accessed either through the alleys or from the north-south numbered streets.

Enhance the pedestrian friendly public interface of existing parking lots facing R Street. Metal wires running between angled steel sections could provide attractive, effective, industrial style parking lot fencing. Cyclone fence railings are strongly discouraged.

Require ground floor parking structure uses and facades to engage the pedestrian. Retail uses (such as cafes), attractive display windows, murals and landscape planters can help activate building edges.

Require all parking structures to respect the scale and character of the Corridor.



Figure 6-86.

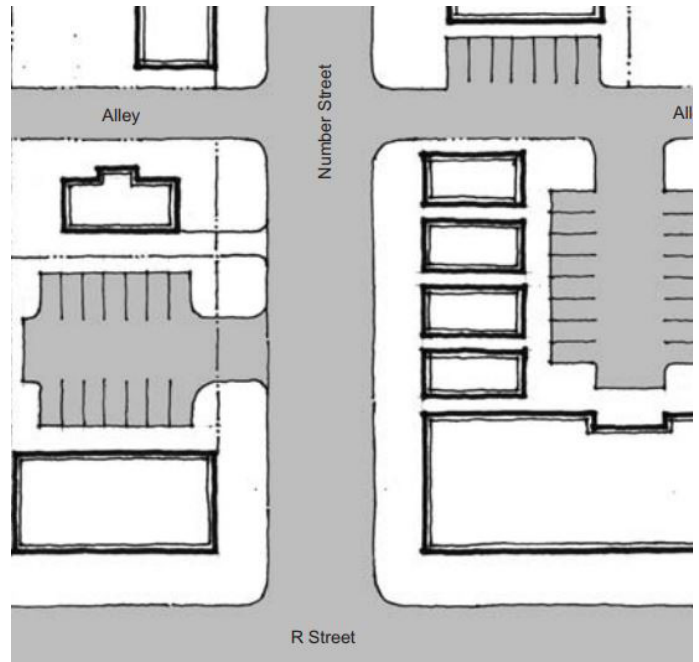


Figure 6-87.

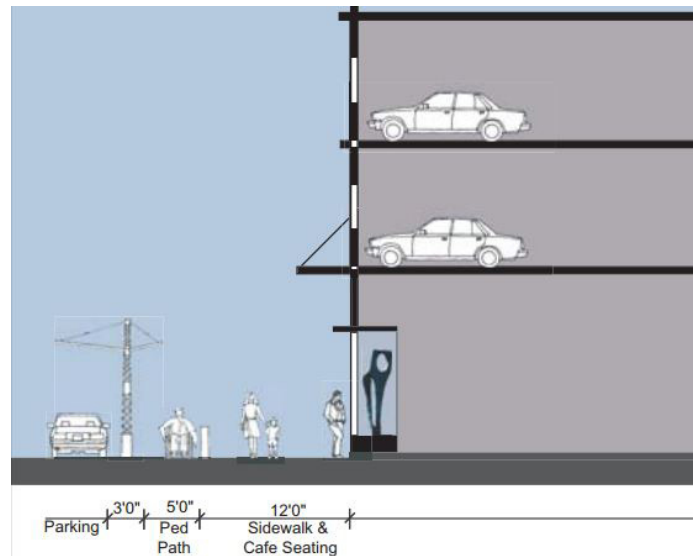


Figure 6-88.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Pedestrian Pathways

Retain existing service access and loading docks for functioning industrial buildings.

Locate all service entries for all new nonindustrial buildings to the rear of buildings. Primary building entries should be accessed from R Street.

Ensure service vehicle access for various development sites primarily through alleys.



Figure 6-89.

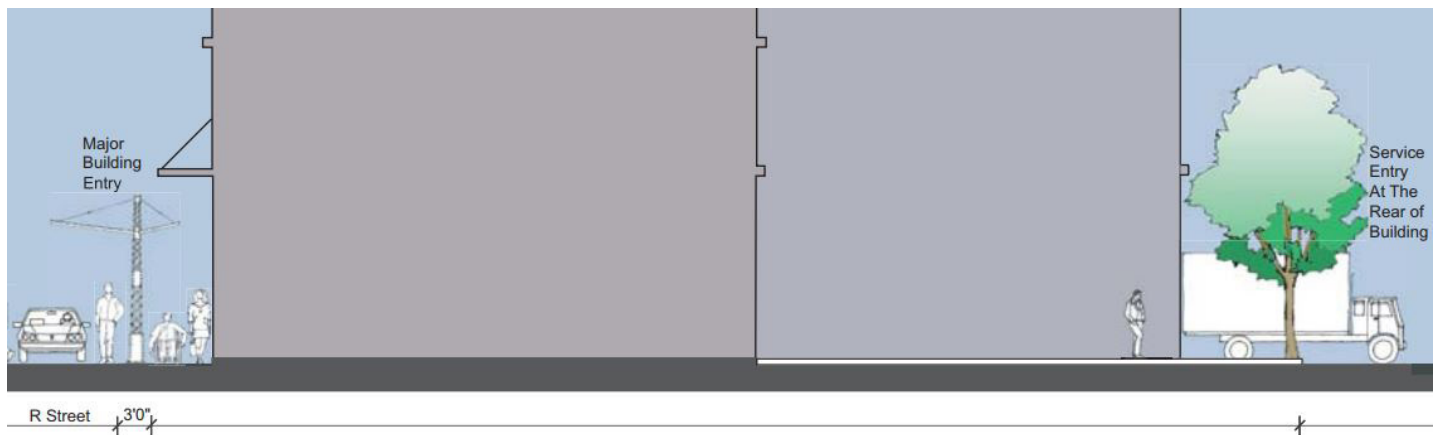


Figure 6-90.

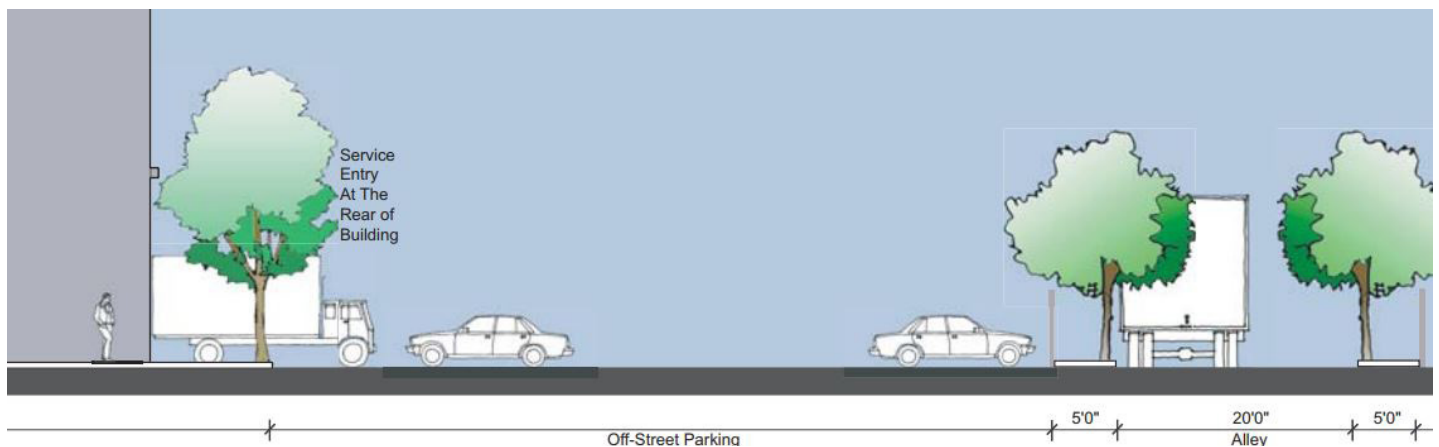


Figure 6-91.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Service Access and Entries

Maintain a sense of shared space between pedestrians, cyclists, cars and trucks along R Street. This unique curbless street concept is defined by an absence of sidewalks, and by on-street parking primarily located along the edge of pedestrian pathways.

Enhance the pedestrian environment on R Street by providing shade/canopy trellis structures and by utilizing special paving patterns such as stained or textured concrete.

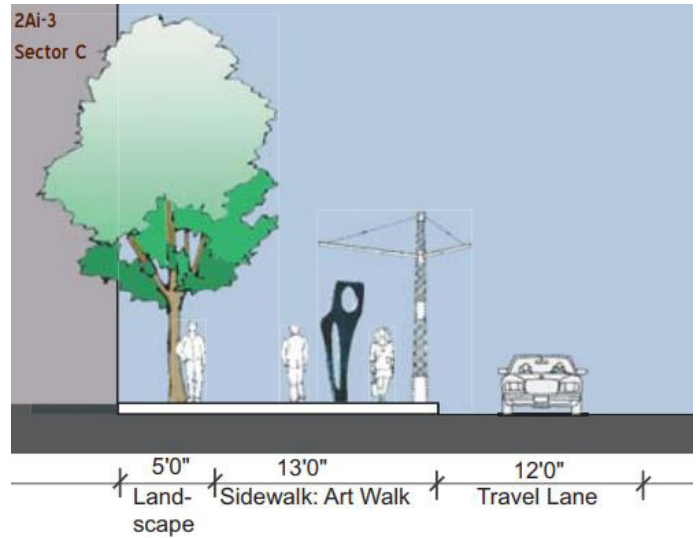


Figure 6-92.

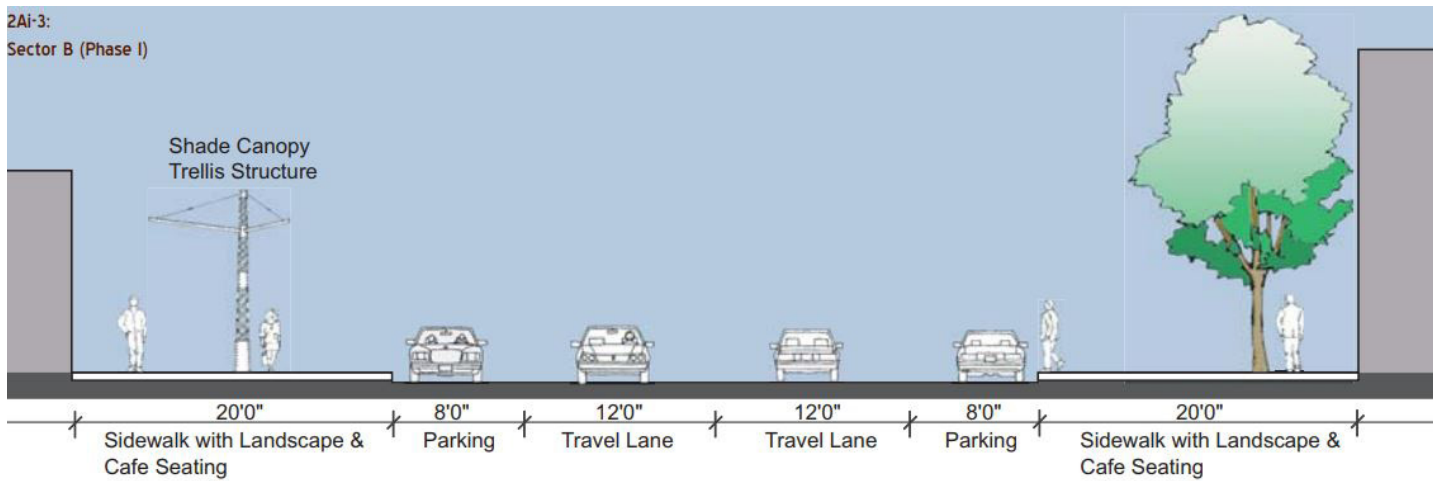


Figure 6-93.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Service Access and Entries (continued)

In the short term, maintain existing curbed sidewalks in Sectors B and C. However, as these Sector blocks change and improve, ensure that the width of the pedestrian pathway/sidewalk is enlarged in the following manner:

1. In Sector B, ensure that the pedestrian pathway/sidewalk extends 15 to 20 feet into the public right-of-way from the Right-of-Way.
2. In Sector C, ensure that the landscaped sidewalk is 18 feet wide on the north side of R Street to incorporate the Art Walk components. Art exhibits, shade structures and trees along the sidewalk are encouraged to enhance the pedestrian experience.

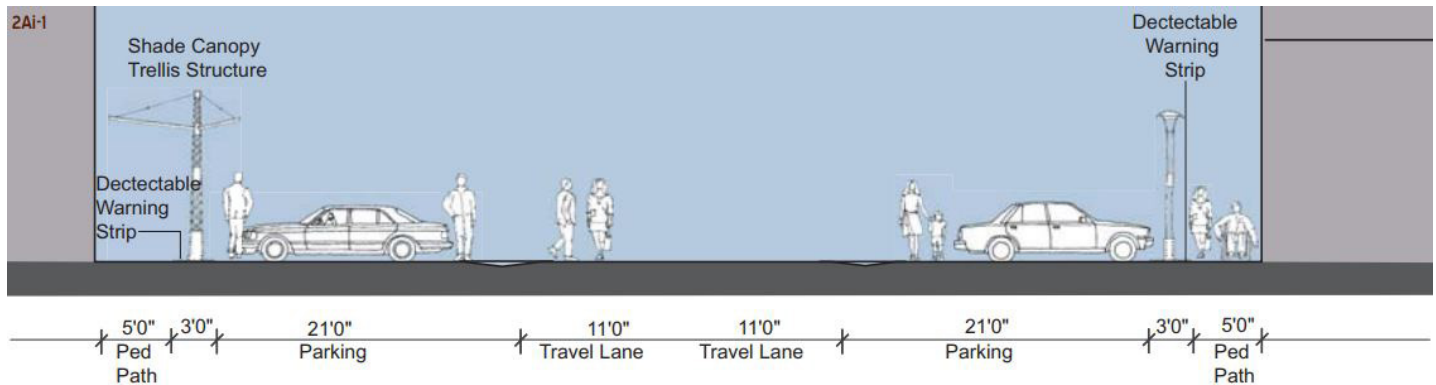


Figure 6-94.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Accessible Pathways

Explore demolishing the sidewalks on R Street Sectors B and C in the long-term to continue the tradition of providing sense of shared space to pedestrians, bicyclists and automobiles.

Maintain existing pedestrian pathways on Q, S and numbered streets that are defined by approximately seven feet of sidewalk abutting the property line. An approximately eight foot wide landscape buffer should continue to separate the sidewalk from the roadway.

Where possible, widen sidewalks along local numbered streets that are neither major city arterials nor have dedicated bike routes, like 12th, 13th, 14th and 17th Streets.

Explore widening sidewalks on 12th Street between S Street R Street by approximately five feet on both sides of the street to calm traffic and enhance pedestrian connections to the 13th Street Light Rail Station from the Southside neighborhood.

Maintain the City prescribed criterion for bulb outs along the numbered streets. No bulb outs should be created along R Street.

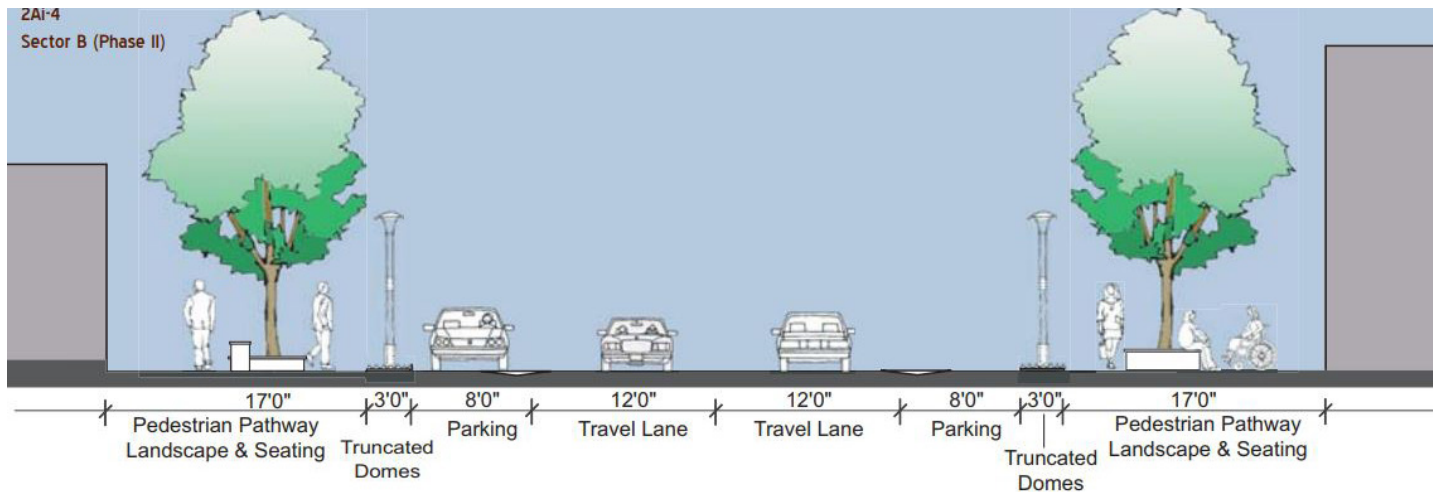


Figure 6-95.

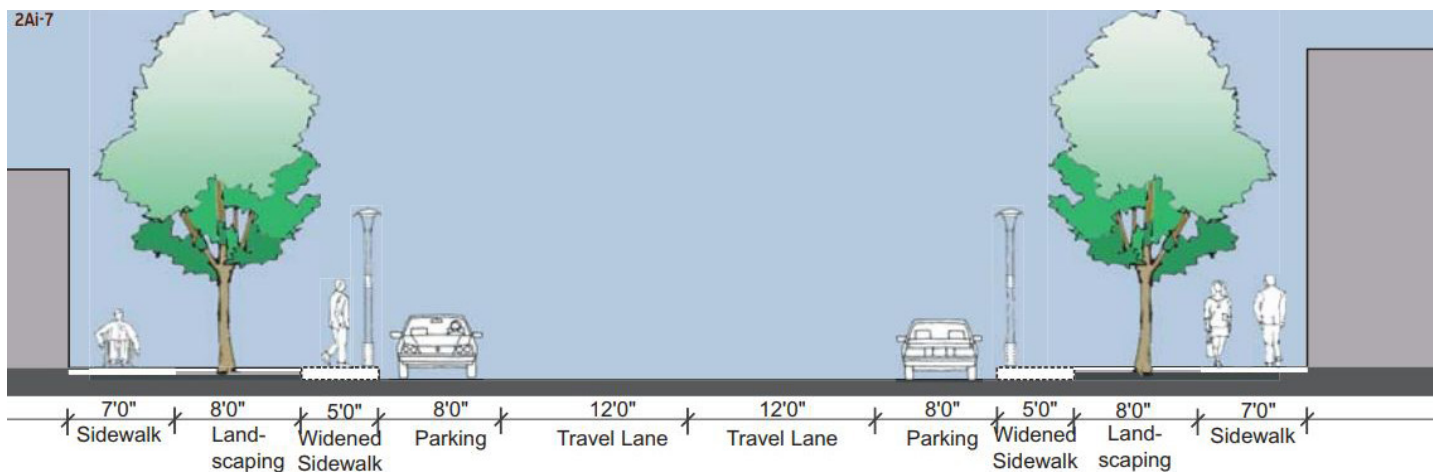


Figure 6-96.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Pedestrian Pathways (continued)

Maintain a minimum five-foot wide pedestrian pathway along at least one side of the R Street. Where possible, create pedestrian pathways on both sides of the street along most sections of the corridor.

Maintain existing six to seven foot wide sidewalks along Q, S and the numbered north-south streets, to accommodate accessible pathways.

Enlarge certain existing four foot wide sidewalks along R Street to achieve ADA compliance.

Provide a three foot wide detectable warning strip of yellow truncated domes between the pathway and the rest of the roadway along the sections of the Corridor that do not have sidewalks. Although the domes do not reflect the historic industrial context of the Corridor, they do respect the functionality of the Corridor as a place that is accessible to all. In the future, if technology and regulations permit, provide alternative color for the truncated domes that better reflect the street color palette and character of R Street.

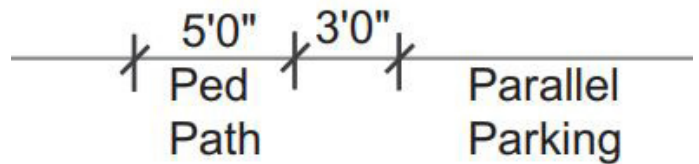
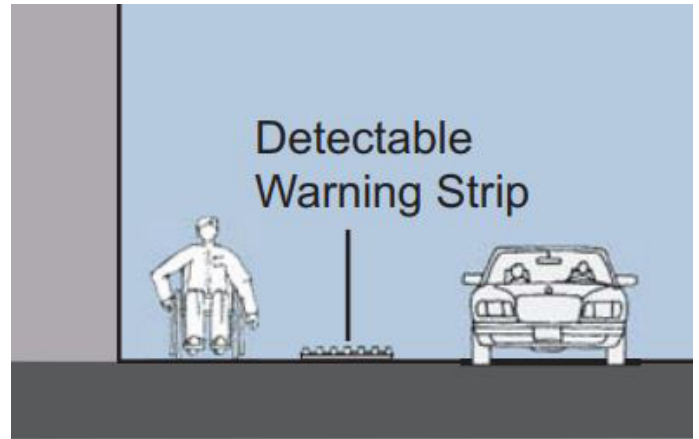


Figure 6-97.

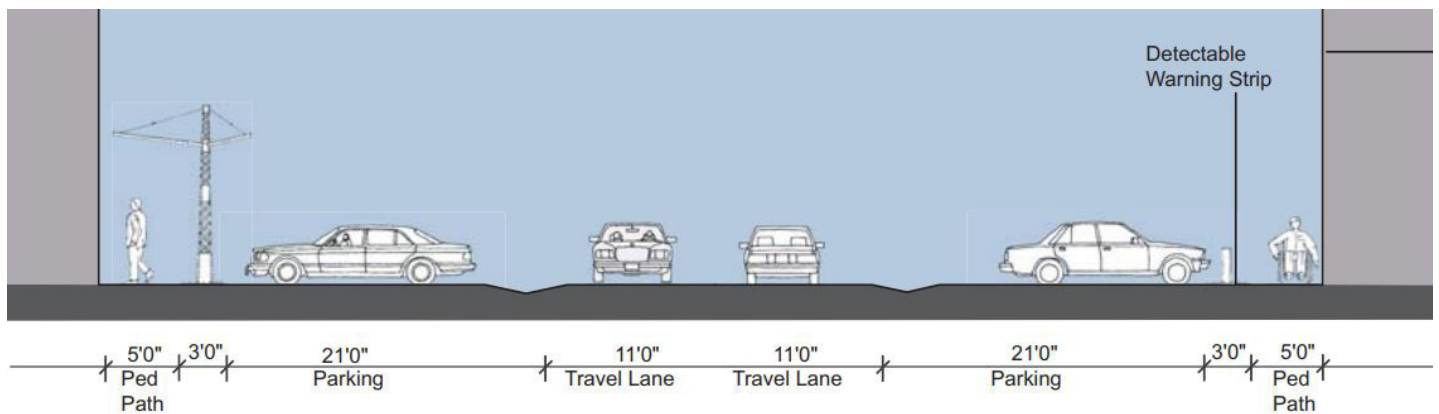


Figure 6-98.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Accessible Pathways (continued)

Provide streetscape elements to minimize the monotony of the continuous bright yellow warning strip. Elements could include bollards, seating and directional signage (within the three-foot wide detectable warning strip area).

Provide detectable warning devices or other detection devices before all crosswalks and mid-block crossings to orient disabled pedestrians to possible oncoming vehicular traffic.

Provide mid-block crosswalks in areas where existing active industrial activities along loading docks preclude safe accessible pathways. This will allow people to cross safely to the other side of the street where accessible pathways are provided.

Prohibit any type of sharp elements from protruding into pathways. Ensure that edges of streetscape elements that abut pedestrian pathways are smooth to ensure a safe experience for all.

Ramp down the sidewalks along the numbered street and make them become flush with the road, before they meet the planned accessible pathways along R Street.

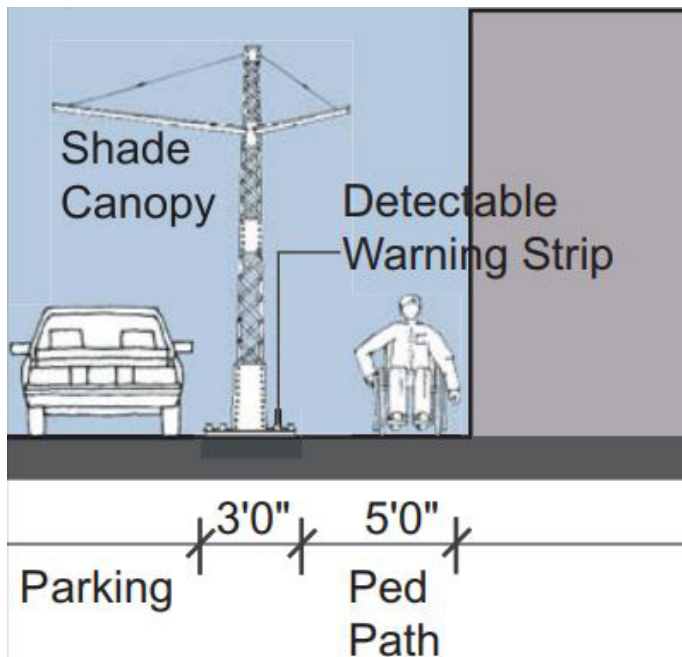


Figure 6-99.

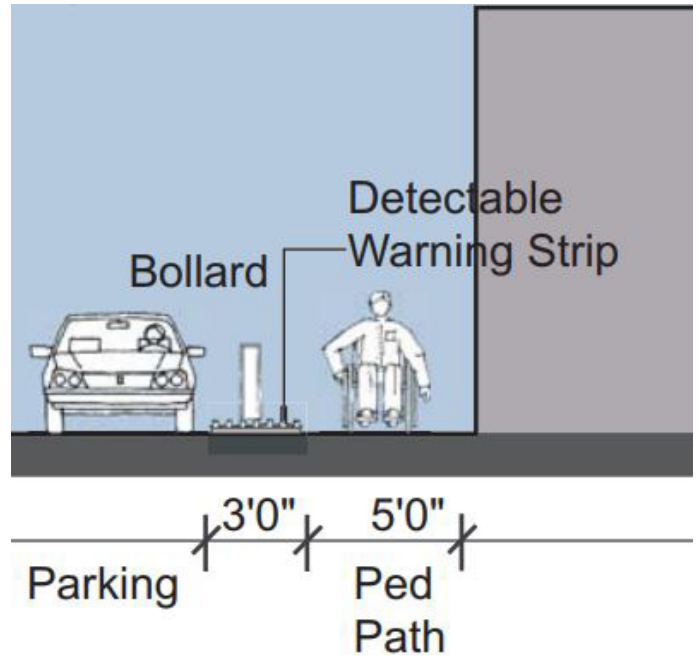


Figure 6-100.



Figure 6-101.



Figure 6-102.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Alleys

Utilize alleys as the primary vehicular routes for on-site parking and service access for most new and existing development along R Street.

Designate alleys as either one-way or two-way for vehicular traffic depending on the availability of space in the adjoining lots.

Explore creating minimum 5 foot wide sidewalks along at least one side of the alley. This sidewalk would be outside the public ROW.

Plant trees as a privacy buffer between alleys and buildings.

Treat alleys that front transit plazas with design features, such as landscaping to make plazas more transit user friendly and aesthetically appealing. For example, planting rows of trees along alleys that face plazas will create a more attractive environment and will provide shade to the transit user.

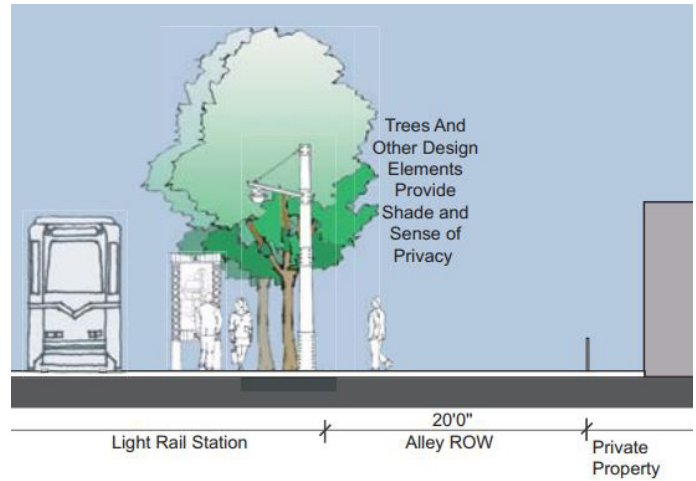


Figure 6-103.

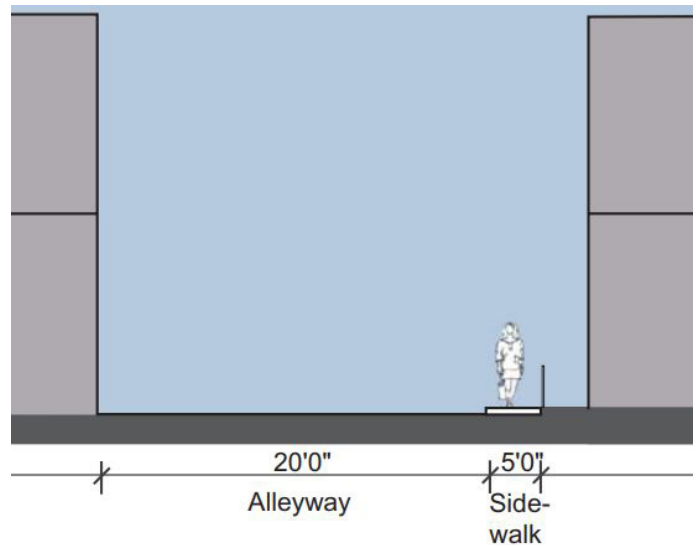


Figure 6-104.

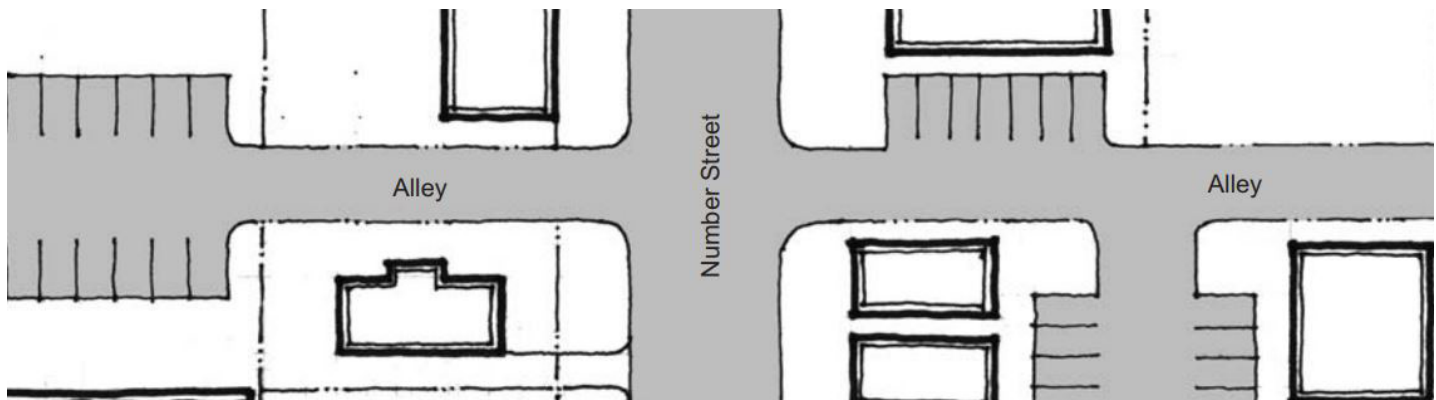


Figure 6-105.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Landscape Features

Retain existing trees along R Street.

Maintain the industrial flavor of R Street, by limiting street tree plantings to focal pedestrian areas, such as plazas, parks and promenades.

Use trees as vertical markers to celebrate focal public spaces such as the Studio Theater pedestrian plaza, the 13th Street Station Pocket Park, the northwest corner of 13th and R Streets, and the R Street Pocket Park between 13th and 14th Streets.

Plant trees along R Street (between 9th and 14th Streets) in groupings of two or three trees and locate them along the edge of the roadway parking.

Create a double row of trees in the middle of the Pedestrian Promenade between 16th and 18th Streets to enhance its special sense of place.

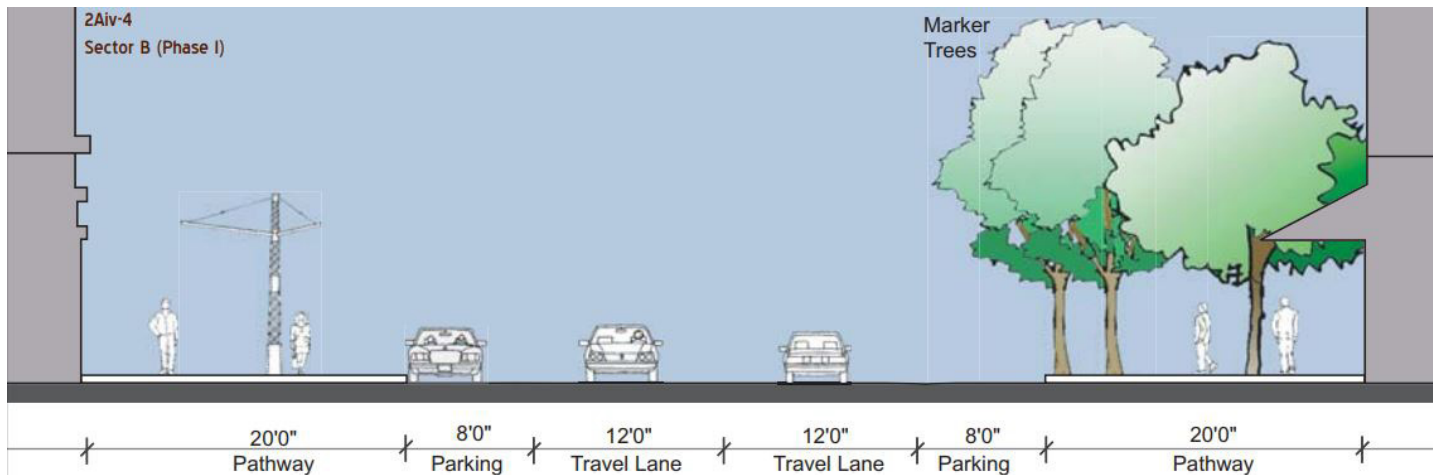


Figure 6-106. Sector B Phase II Section

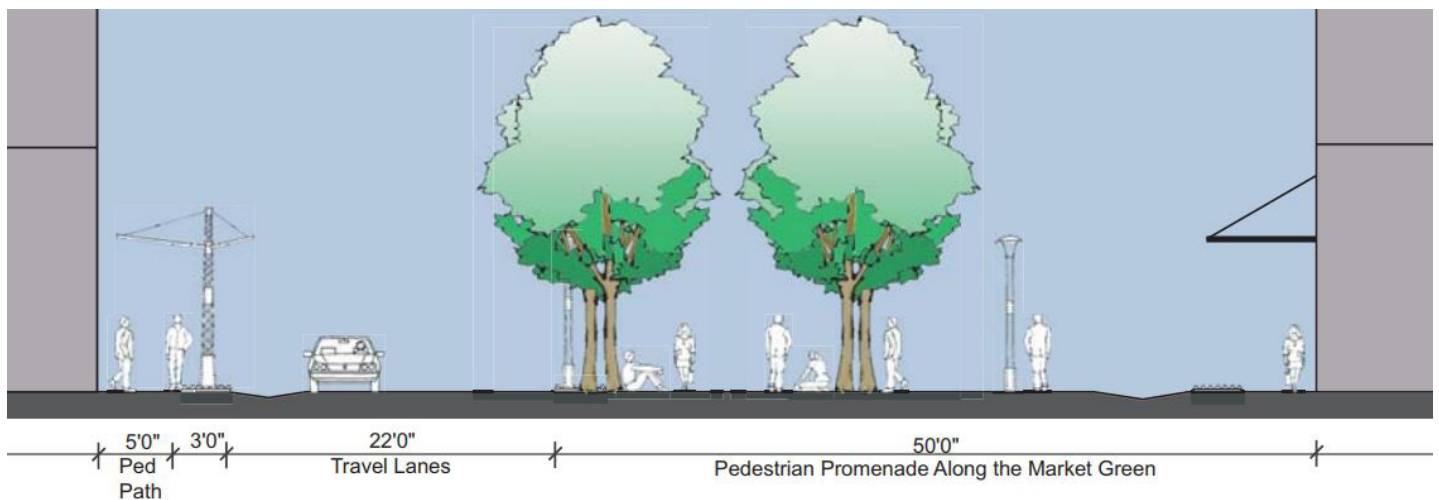


Figure 6-107.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Landscape Features (continued)

Discourage new landscape planting strips along the R Street right-of-way.

Strengthen the strong tree-lined character of the numbered north-south streets by infilling trees along sections of 12th, 14th and 18th Streets between R and Q Streets. Trees should be planted in the eight foot landscape buffer between parking and pedestrian sidewalks.

Plant trees along alleys to improve the aesthetic appeal and character of the alleys.

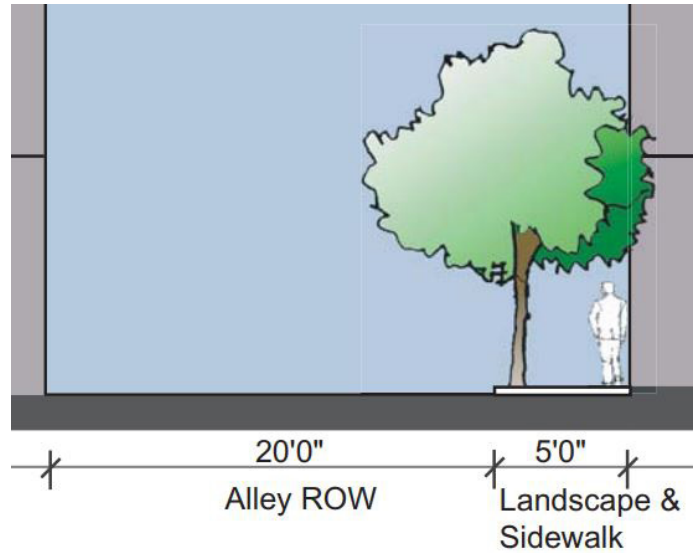


Figure 6-108.

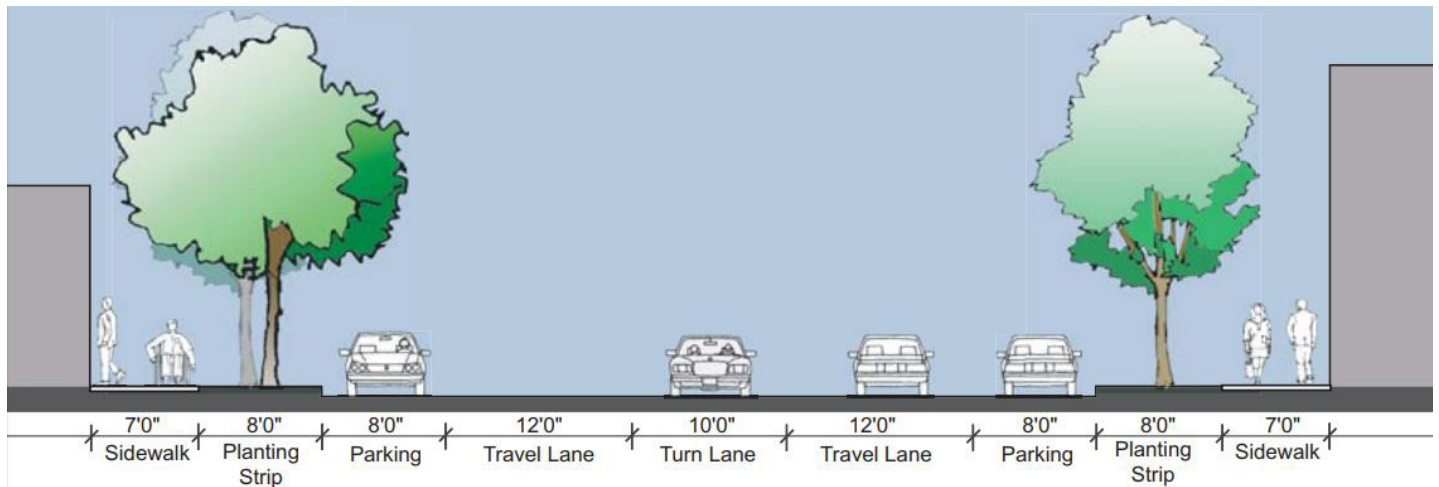


Figure 6-109.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Street Furniture

Utilize a common palette of materials, such as metal angles, cross braces and rivets that reflect historic materials and the functional character of the industrial railroad Corridor (See Appendix A for complete furniture palette).

Provide shelter/shade canopies at intervals along the length of R Street.

Locate directional signage at key intervals and existing and planned major activity nodes as identified in the Plan, such as at the Fox and Goose Restaurant, Studio Theater, Empire Club, and along the key new developments along the proposed Market Green.

Ensure that universally accessible pathways provide adequate shade and comfort by locating amenities, such as seating, bollards, trash receptacles and shelter canopies along the two to three-foot wide detectable warning strip.

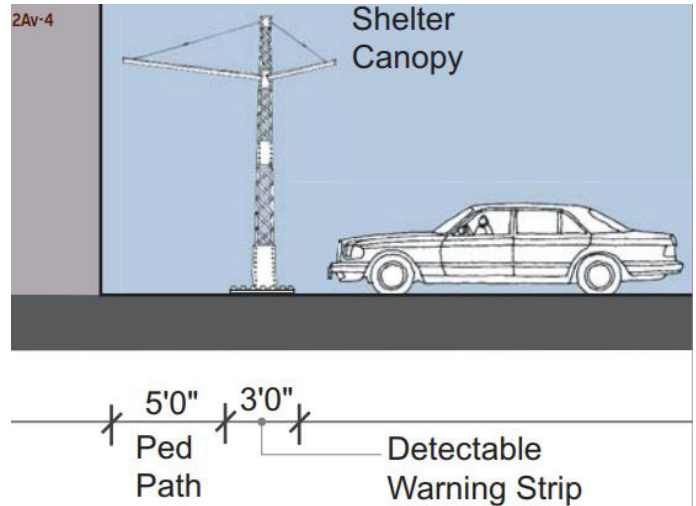


Figure 56-110.

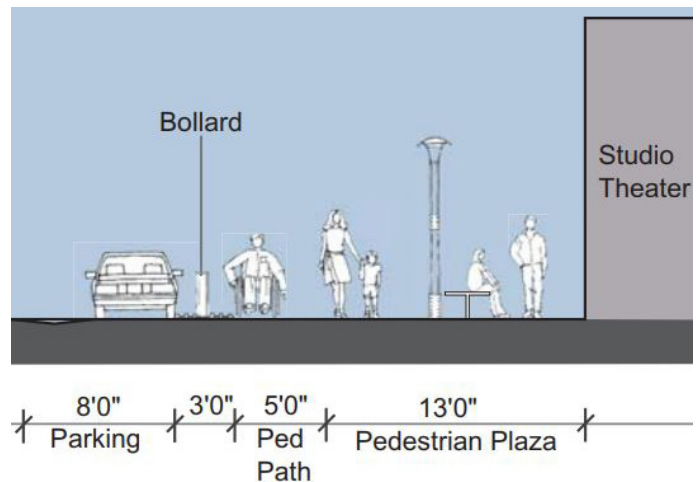


Figure 6-111.

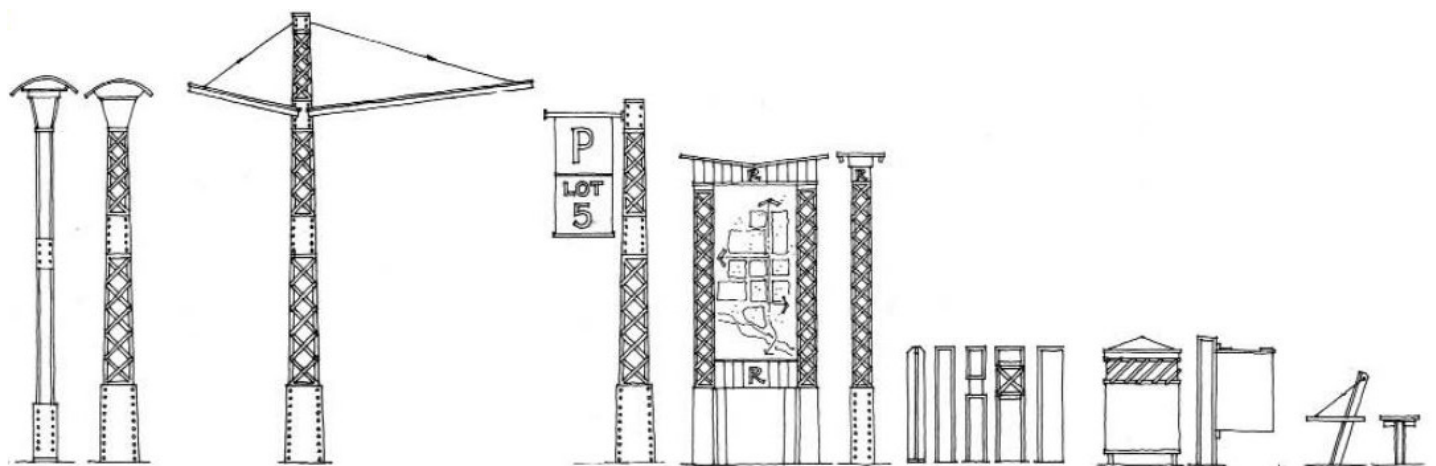


Figure 6-112.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

On-Street Parking and Travel Lanes

Overall, provide a mix of parallel, diagonal and angled parking along R Street. Street sections should allow for outdoor seating by varying the angle of parking. On-street parking is generally provided on either end of the travel lane.

On-street parking opposite active loading docks and loading dock activity should be allowed as long a clear 30-foot-wide space is provided (to accommodate an ADA compliant pathway and two travel lanes) on the other side of the road. Loading dock activity should be restricted to parallel or diagonal loading for vehicles over 30 feet long. Vehicles under 30 feet can load/unload perpendicular to the docks.

Active loading docks should not be allowed directly across the street from each other.

Consider parallel parking adjacent to loading docks that protrude up to ten feet into the right-of-way and are no longer used for industrial purposes. In these instances, angled parking could occur on the opposite side of the street.

Install angled parking on the south side of the 22-foot roadway between 16th and 18th Street.

Maintain parallel parking along the numbered north-south streets, except along 17th and 18th Streets between the Light Rail tracks and S Street. In this area provide diagonal parking where possible on both sides of the street to calm traffic coming to the Art Promenade section of R Street (between 16th and 18th Streets).

Two-way travel lane widths should be a minimum of 11 feet wide.

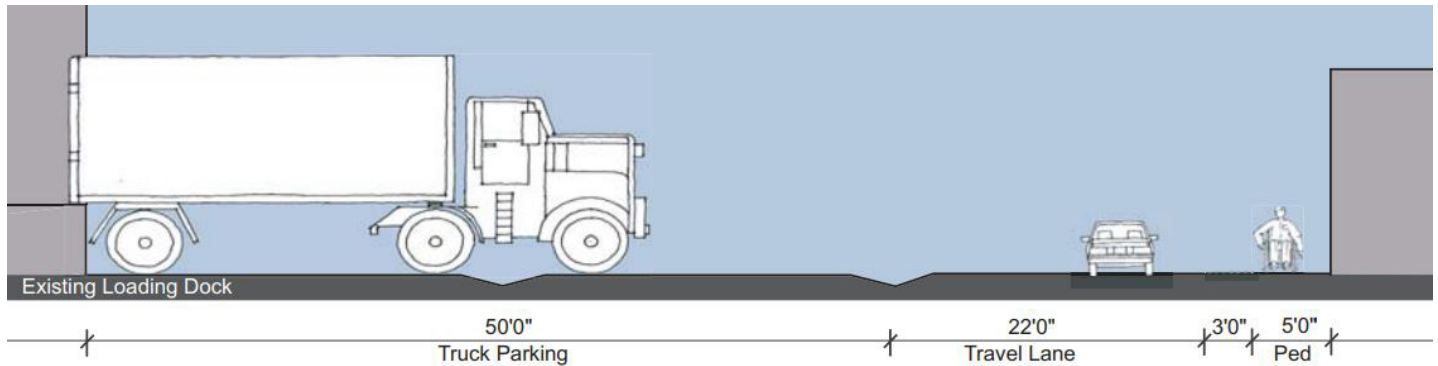


Figure 6-113.

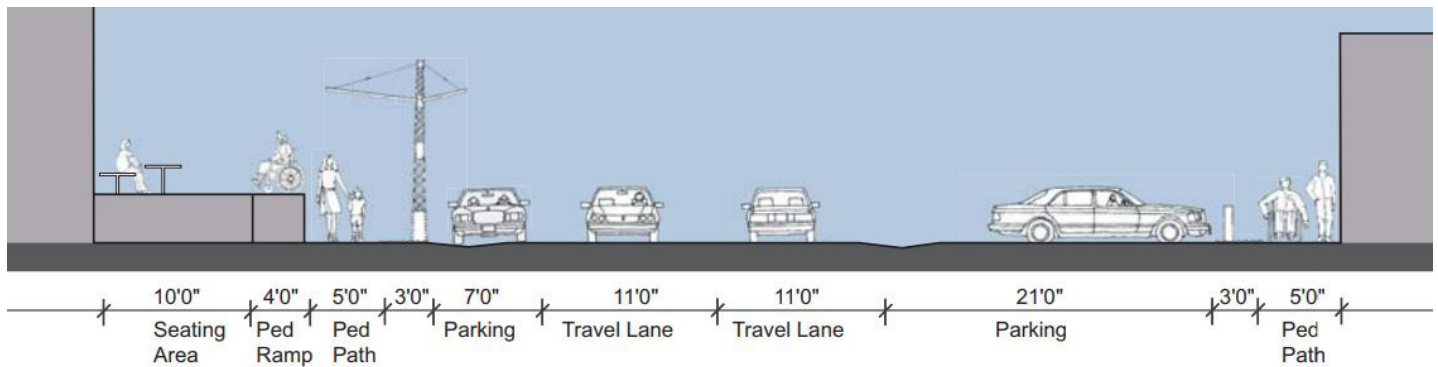


Figure 6-114.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Other Elements

Provide a strong vertical gateway element at the pedestrian plaza at R and 18th Streets. The scale and character of this feature should complement the utility signal post at the southeast corner of R and 8th Streets.

Provide art pieces such as wall murals and sculptures along the R Street Corridor. Focal locations for art display include the pedestrian plaza in front of Studio Theater (between 10th and 11th Streets), the Art Walk (between 15th and 16th Streets), the Public Promenade (between 16th and 18th Streets), and at the main entries of various art galleries. These exhibits could also serve as interpretive elements that describe the history of the Corridor and its contribution to Sacramento's evolution.

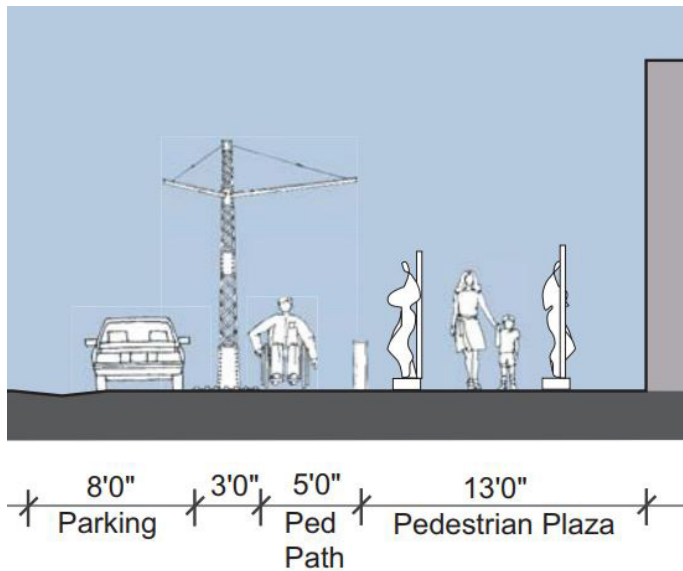


Figure 6-115.



Figure 6-116.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Pocket Parks and Plazas: 13th Street Station

Pocket Park

Remove existing surface parking and replace the asphalt with decorative paving that extends to the southern edge of R Street to create a well landscaped, aesthetically pleasing 100' x 60' pocket park.

Add trees to strengthen the existing row of trees on the east and west edges of the park. This will provide valuable shade and a sense of enclosure to the park.

Provide a grouping of two to three trees at the southwest edge of the park along R Street. This will serve as a key identifying vertical marker for the park.

Provide seating and recreational amenities. A temporary food facility at the northern edge of the park will activate both the park and the transit plaza.

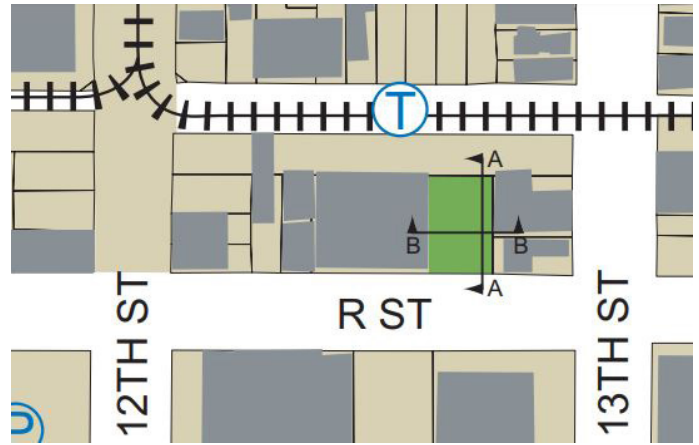


Figure 6-117.

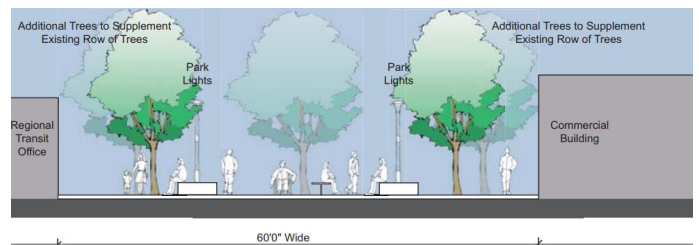


Figure 6-118.

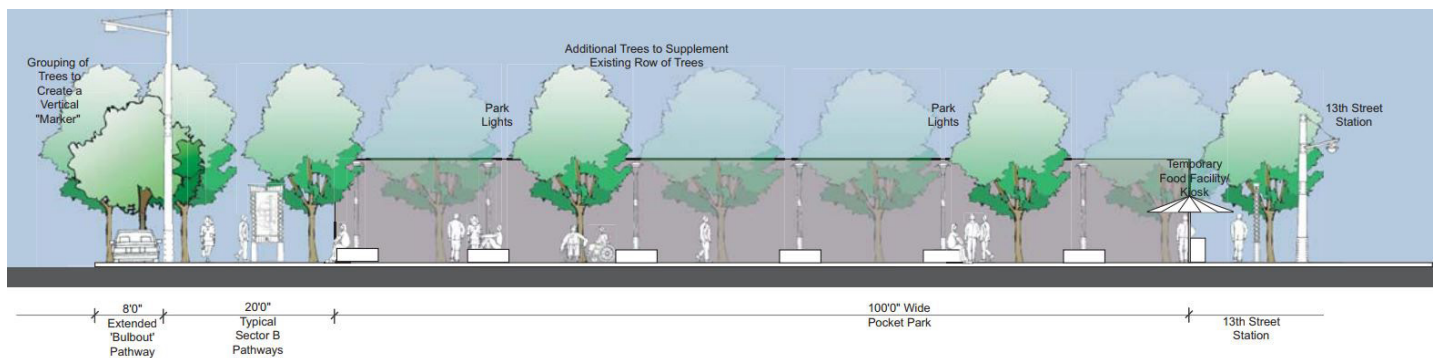


Figure 6-119.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Pocket Parks and Plazas: R Street Public Pocket Park

Remove existing surface parking and replace the asphalt with a combination of decorative paving and lawn that extends to the south edge of the R Street roadway.

Include landscape amenities such as flowering plants and water features to enhance the serene aesthetic appeal of the open space.

Provide movable chairs, benches and playful seat walls or steps to create a variety of seating areas.

Plant trees to create a sense of enclosure for the park. Plant a double row of trees on the southern edge of the park, to provide valuable shade and screening from the alley.

Provide a grouping of two to three trees along the northern edge of the park along R Street. This will serve as a key identifying vertical marker for the park.



Figure 6-120.

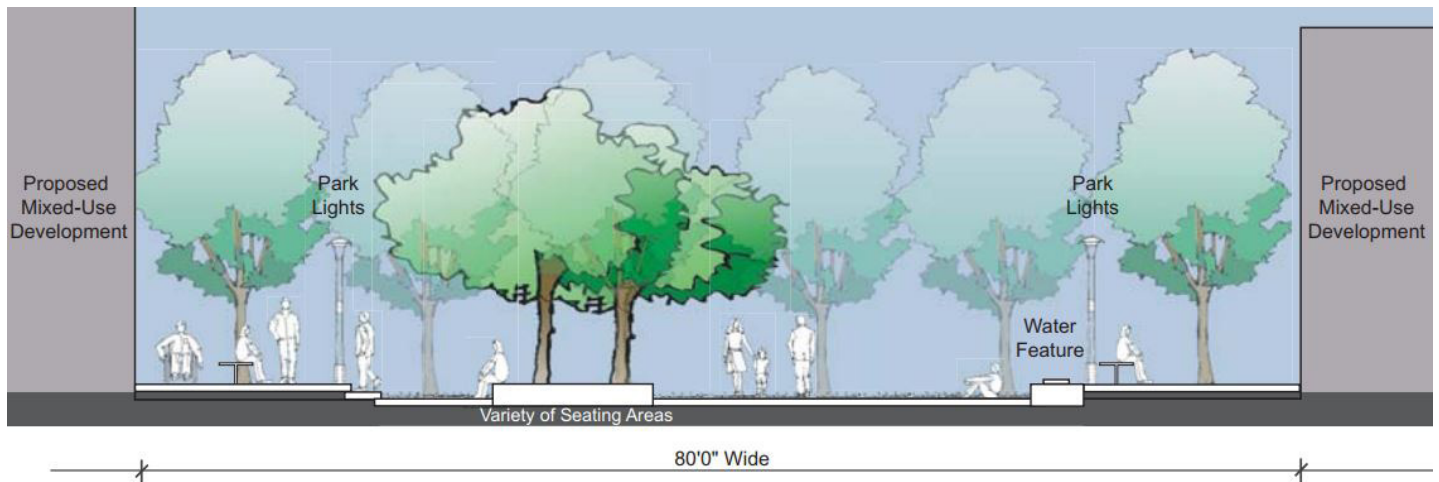


Figure 6-121.

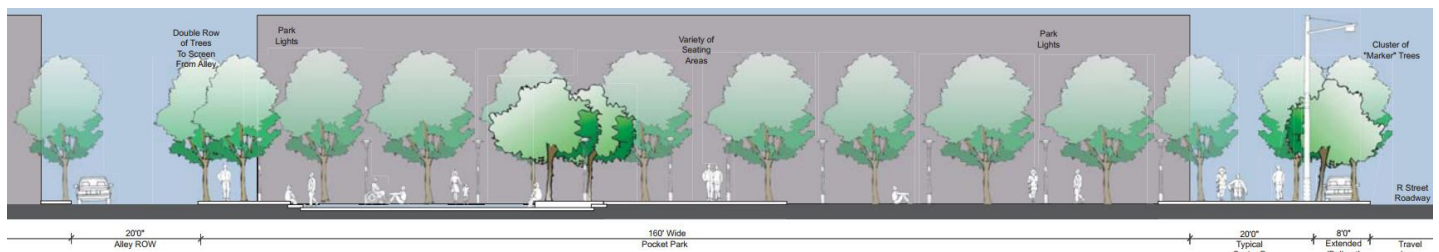


Figure 6-122.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Pocket Parks and Plazas: R Street Public Market Green

Replace the asphalt with decorative paving that extends along the entire section of R Street between 16th and 18th Streets.

Provide a five foot universally accessible pathway (ADA compliant) along the northern edge of R Street. Provide a slow moving auto travel lane in either direction. Create angled parking (30 to 60 degrees) on the southern edge of the travel lanes.

Locate a three-foot wide detectable warning strip between the northern travel lane and the accessible pathway. In the short term, provide a similar detectable warning along the northern edge of the pathway fronting the south side of R Street.

Plant a double row of trees in the middle of the right-of-way to provide shade and a unique sense of place to this "Market Green" section of R Street.

Design the Green as a flexible open space such that it can be used in multiple different ways during the course of a week and year.

Terminate the Plaza Green in a small pocket plaza fronting the mixed-use retail buildings along 18th Street. Install a vertical gateway element at the east end pocket plaza terminus that celebrates the historic industrial character of the Corridor.

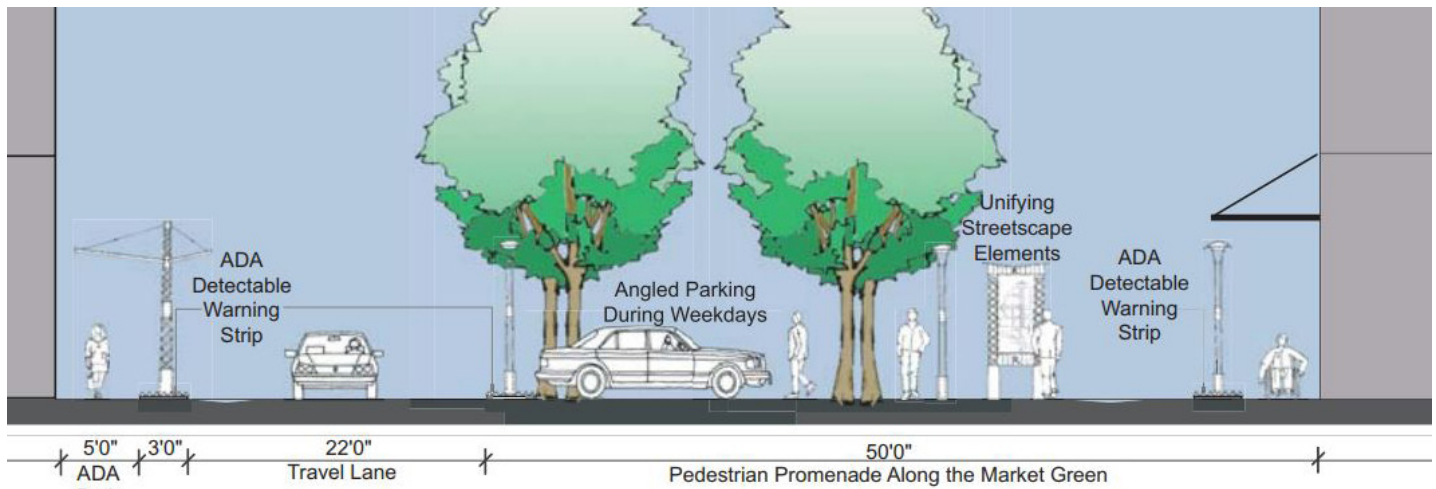


Figure 6-123.

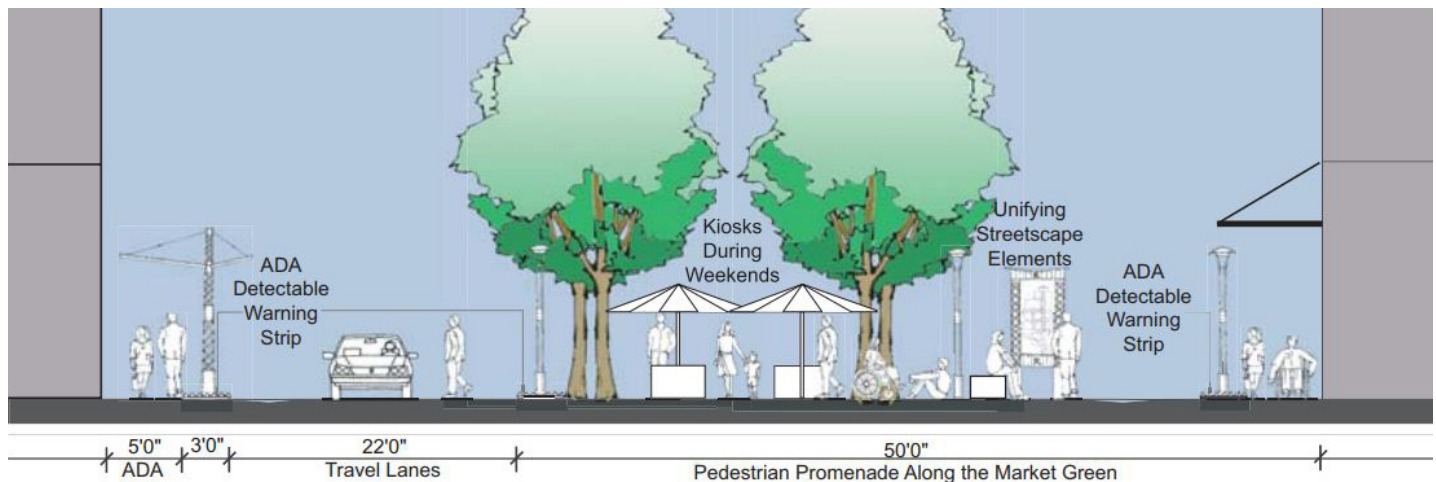


Figure 6-124.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Pocket Parks and Plazas: Transit Plazas General

Provide additional amenities to transit users including shade structures that provide protection from inclement weather, better seating and rows of trees that will enhance the experience of transit users. The nature of hardscape elements should continue the character of streetscape elements along R Street.

Extend the same paving material and pattern from the plazas and the adjacent alleys. This will create a strong connection between the spaces and visually make the plaza area appear larger.

Ensure that all building edges fronting plazas help to activate the open space.

Improve wayfinding strategies to and from the plazas. Provide signage features that tell a brief history of the corridor. A directory map should highlight the key activity nodes around the stations.

Enhance the pedestrian connections to and from the plazas.

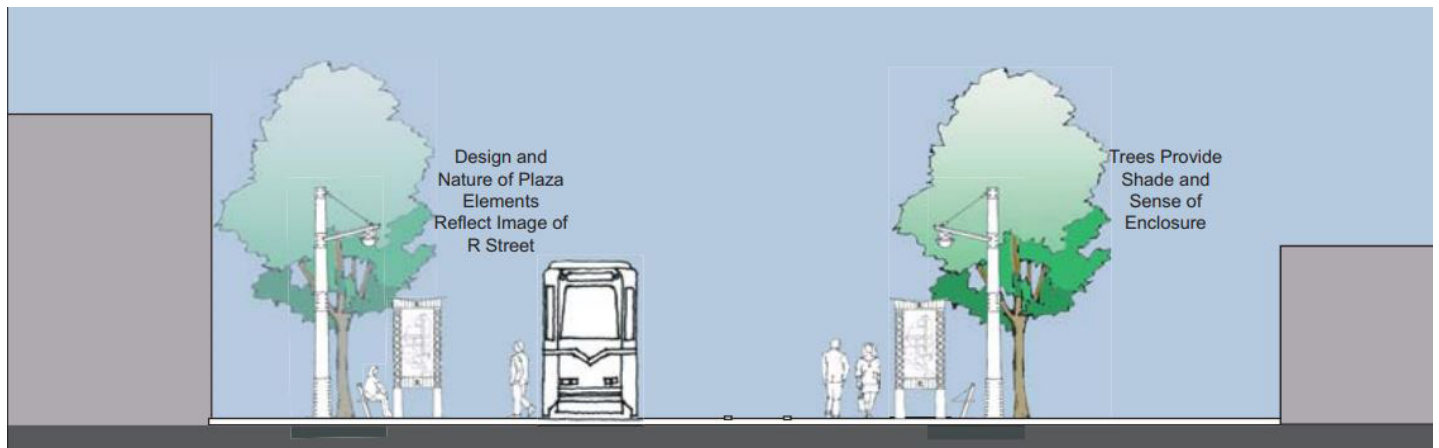


Figure 6-125.

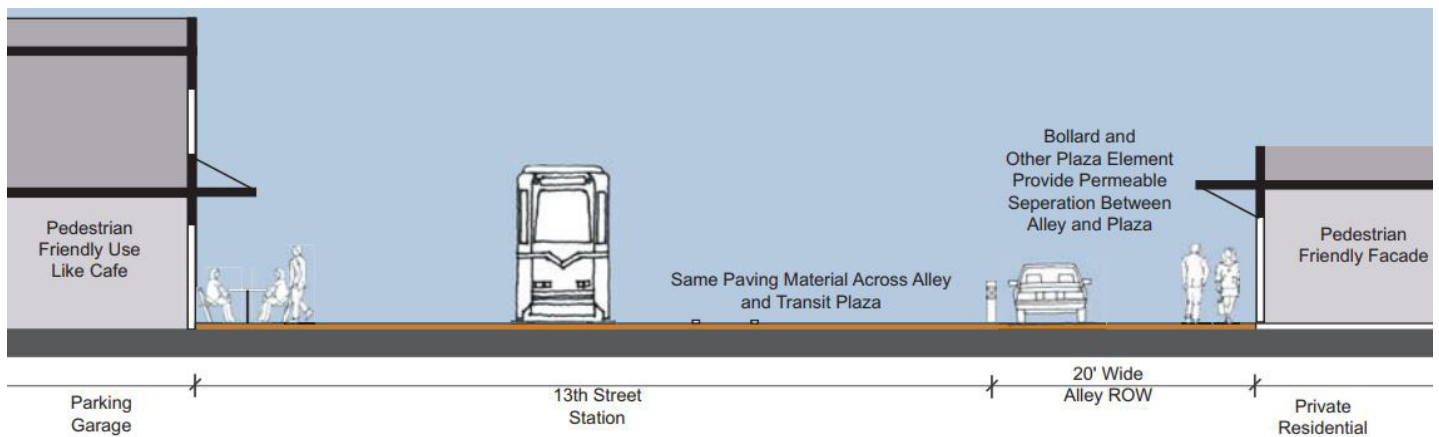


Figure 6-126.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Pocket Parks and Plazas: 13th Street Light Rail Station plaza

Improve pedestrian connections to the station by creating contiguous sidewalks leading up to the station. Redesign the 12th St area between R St and Whitney Ave to create a multi-purpose plaza/parking lot.

Activate plaza edges with temporary, convenient food facilities (hawkers or food stalls).

Strengthen the linear row of trees along the southern and northern edges of the station. This will provide much needed shade and a sense of enclosure to the station plaza, while adding to the sense of privacy for the adjoining residences.

In the event of major redevelopment of the area around the station ensure that all uses on the ground floor of new buildings fronting the station activate the plaza.

Provide plaza amenities such as lighting and signage to reflect the character of R Street.

Celebrate the ends of the plaza with an image identifying feature, such as a sculpture or water feature.

Explore using the 'air rights' of the station by building a structure at the western edge of the station over the existing utility area.

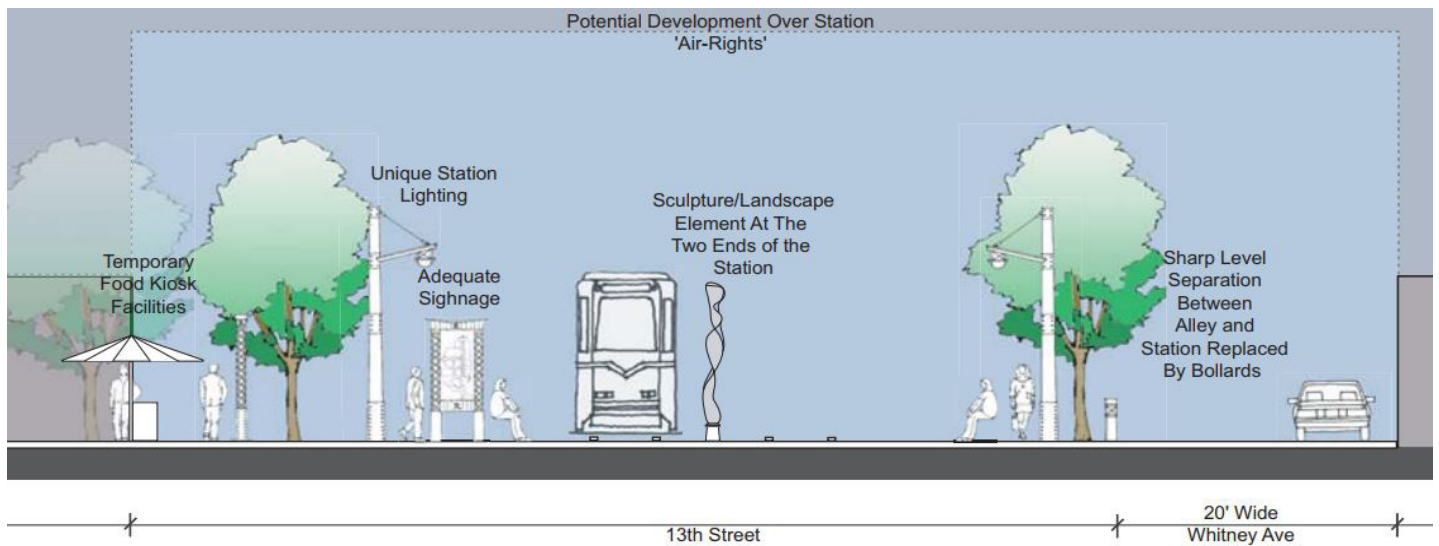


Figure 6-127.

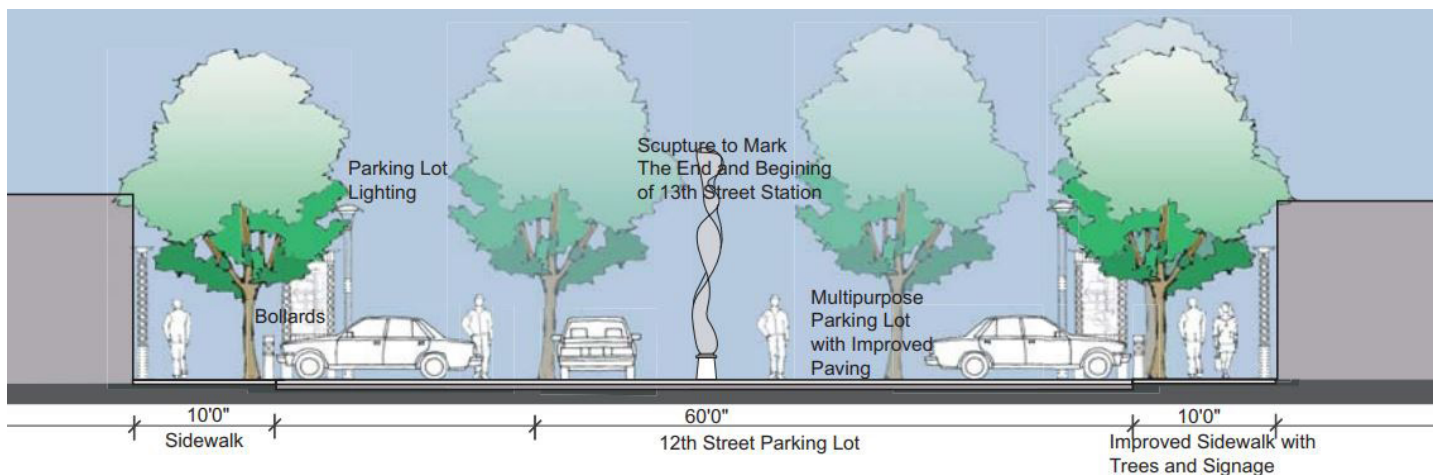


Figure 6-128.

B. R Street Corridor Design Guidelines

B.7.2. Guidelines - 9th to 19th Streets (continued)

Transit Plazas: 16th Street Light Rail Station Plaza

Activate the vacant commercial retail space on the ground floor of the parking garage fronting the station with transit friendly uses such as cafes and convenience stores. Replace all dark glass fronting the station with clear transparent glass to improve safety for transit users.

Mitigate the stark white, aesthetically unappealing building facade of the parking garage fronting the plaza with a vibrant palette of colors. Use color to break the monotony and volume of the building mass.

Provide a linear row of trees along the southern edge of the alley fronting the station. This will provide much needed shade on the northern half of the station and, along with the parking garage, provide a sense of enclosure to the station plaza. It will also help in providing a permeable screen and sense of privacy for the adjoining residential uses.

Explore providing a grand, well articulated canopy feature over the station (with adequate clearance for the light rail trains). A canopy element will not only provide protection from inclement weather, but will also establish a unique sense of identity for the station.

In the event of major redevelopment of the station (including demolition of the parking garage and adjacent residential uses on the north side of the station), ensure all uses on the ground floor of buildings fronting the station are transit user-friendly, such as cafes, restaurants and retail stores with pedestrian friendly window displays.

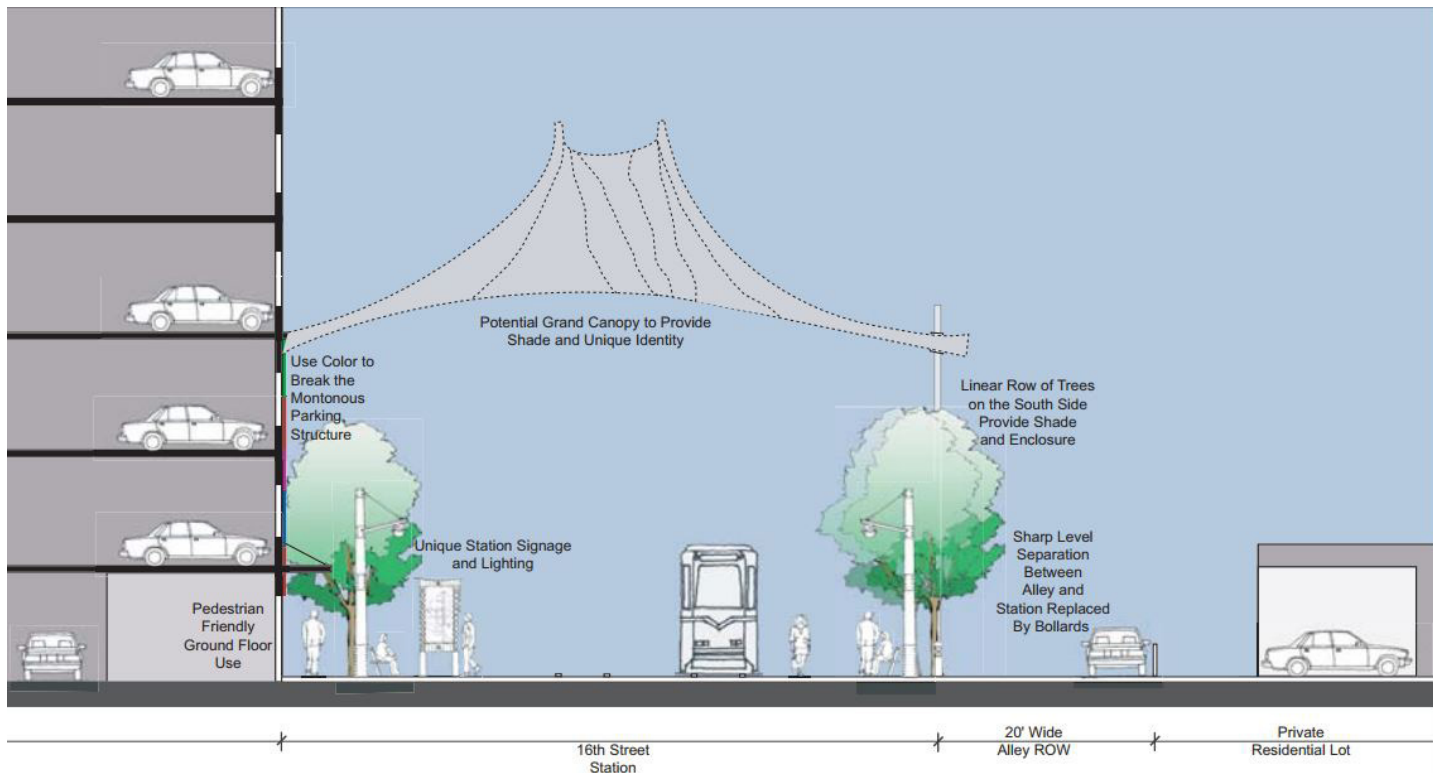


Figure 6-129.

B. R Street Corridor Design Guidelines

B.7.3. Infrastructure - 9th to 19th Streets

Infrastructure Standards

The streetscape guidelines are intrinsically linked to infrastructure practices and policies. In order to create a comprehensive and effective urban design plan, it is essential to provide cost efficient infrastructure systems without compromising the unique character of the corridor.

The proposed alignment of new underground utilities have been developed to avoid conflict with existing underground utilities and surface features such as railroad tracks.

The existing utility information utilized to compile these recommendations are based upon field observations and a review of existing infrastructure studies (R-Street Corridor Infrastructure Needs Assessment). Utility conflicts may arise during the detailed design process and alternate utility alignments may be required.

B. R Street Corridor Design Guidelines

B.7.3. Infrastructure - 9th to 19th Streets (continued)

Sewer and Storm Drain

The existing combined sewer and storm drain system is old and does not have adequate capacity to serve the needs of existing and planned development on R Street. Standard curb and gutter systems are located along existing sidewalks. Alternate drainage systems such as Vee gutters are used in sections of the Corridor without sidewalks.

In order to support the proposed development along R Street, the City has proposed measures that alleviate additional demand upon the combined storm sewage system. The city has proposed up-sizing the sewer along S Street between 7th and 8th Street and constructing an inverted siphon at 18th and U Street. In addition, the City is constructing a new 48" main line between 11th and 13th Streets and a new 24" mainline to replace the existing 8" main on 11th street between R and S Streets. These short term projects will provide much needed improvements for R Street.

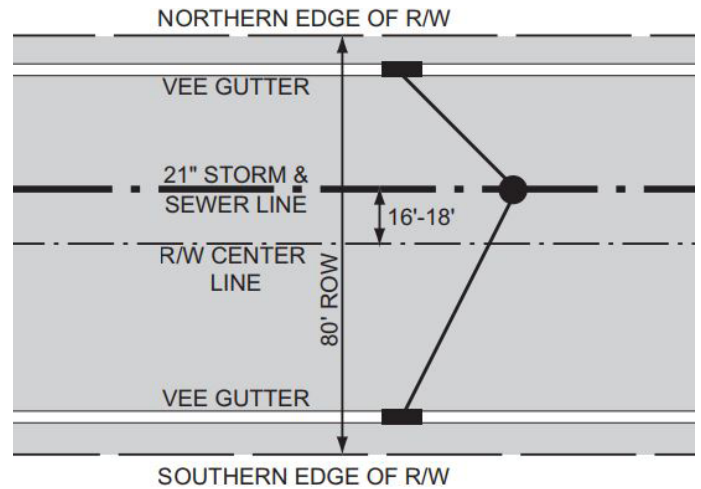


Figure 6-130. Plan of sector A typical sewer and storm drain layout

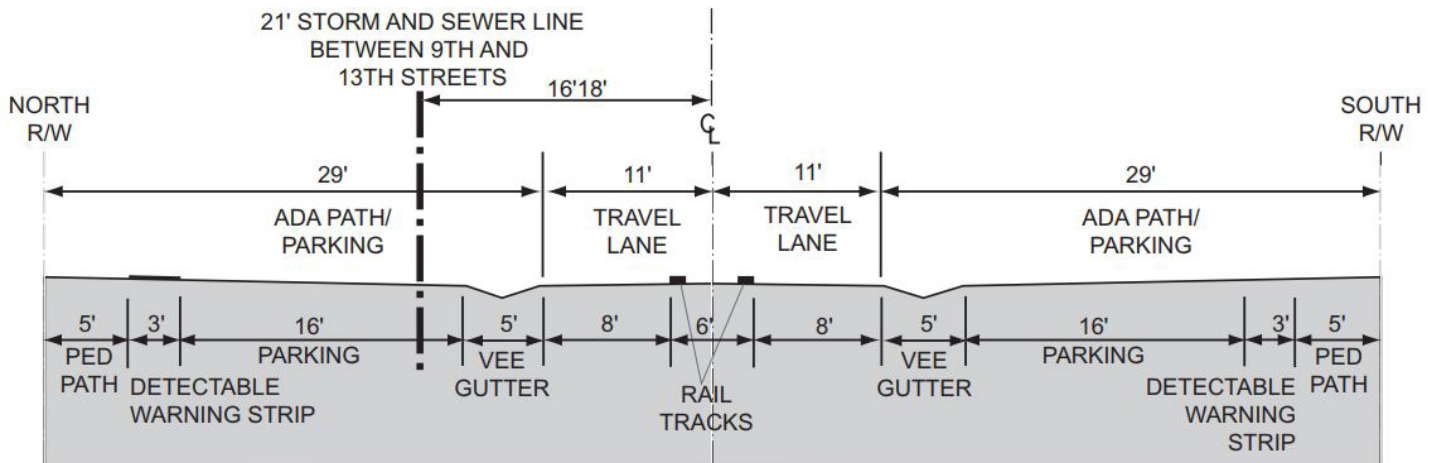


Figure 6-131. Section of sector A typical sewer and storm drain layout

B. R Street Corridor Design Guidelines

B.7.3. Infrastructure - 9th to 19th Streets (continued)

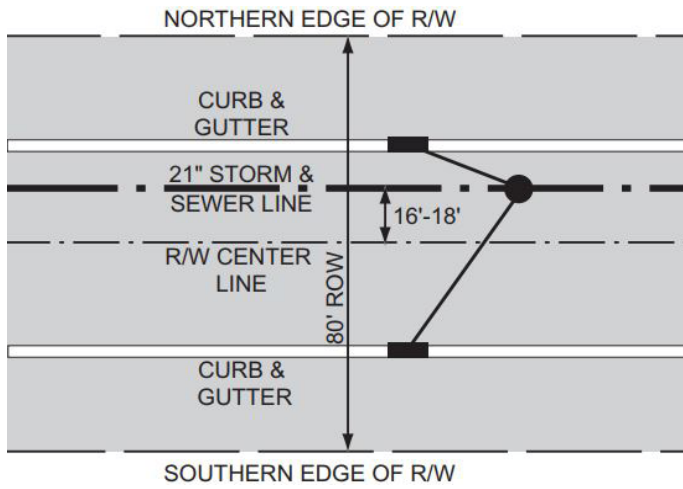


Figure 6-132. Plan of sector B typical sewer and storm drain layout

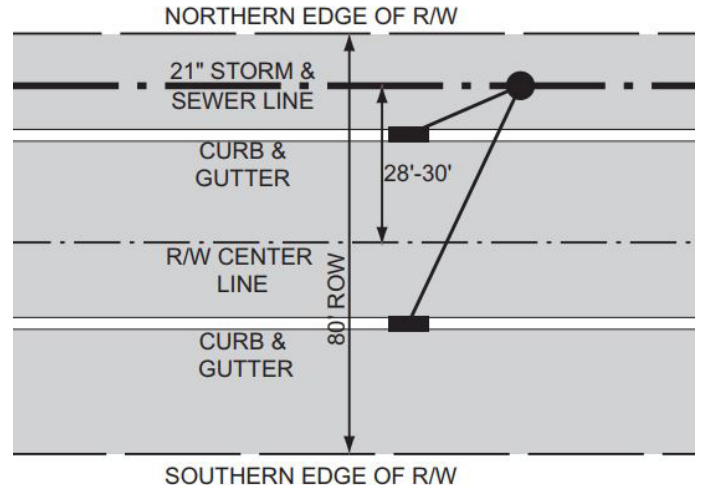


Figure 6-133. Plan of sector C typical sewer and storm drain layout

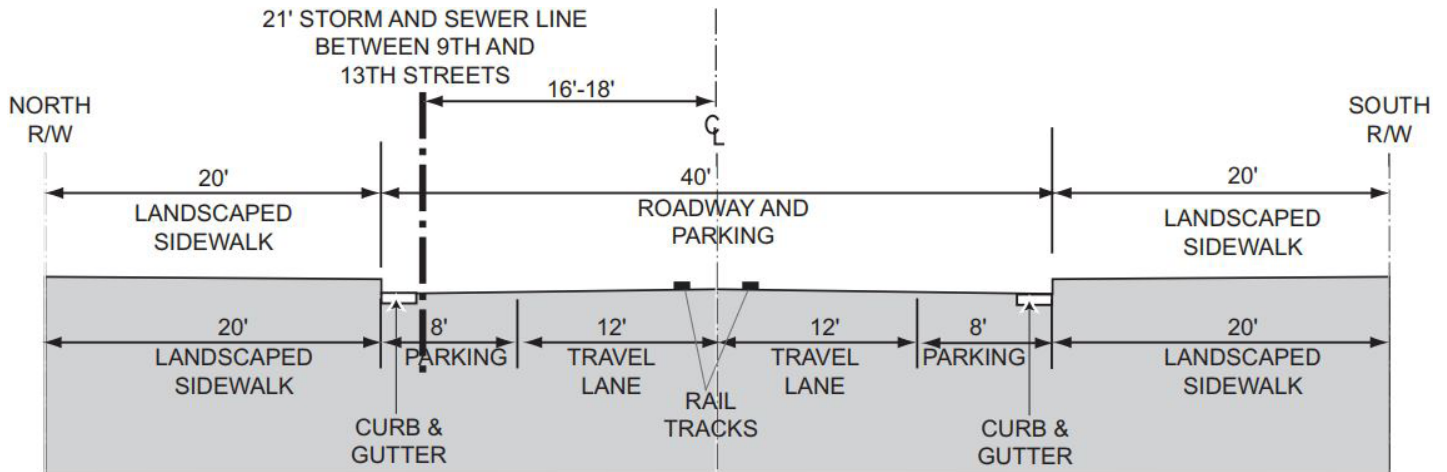


Figure 6-134. Section of sector B typical sewer and storm drain layout

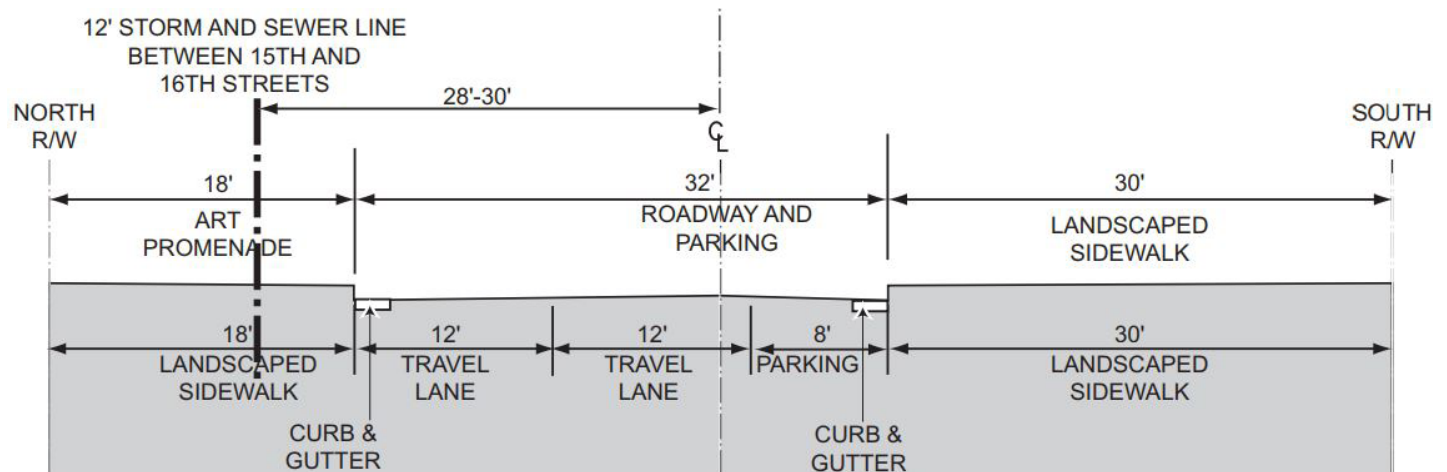


Figure 6-135. Section of sector C typical sewer and storm drain layout

B. R Street Corridor Design Guidelines

B.7.3. Infrastructure - 9th to 19th Streets (continued)

In the long term, improve sewer and storm drain systems, increase portions of the pipe size of the combined sewer main lines and add large diameter pipes to connect proposed inlets to the existing system to temporarily detain storm water runoff during peak storm events. As the planned new sewer and storm drain pipes run well below the roadway, they will not affect most of the streetscape improvements recommended above the ground level. However, any short or long term combined sewer system improvement should preserve the existing abandoned rail tracks along R Street.

The surface drainage system should be located on both sides of street. Where sidewalks are absent, Vee gutter drainage inlets are located between ADA accessible pedestrian paths and travel lanes.

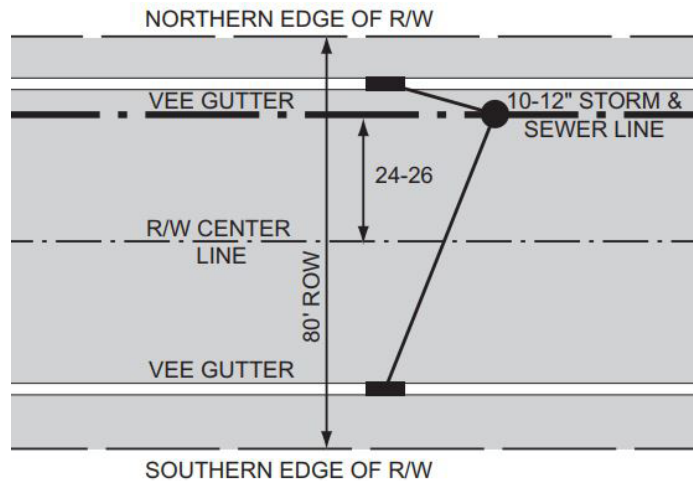


Figure 6-136. Plan of sector D typical sewer and storm drain layout

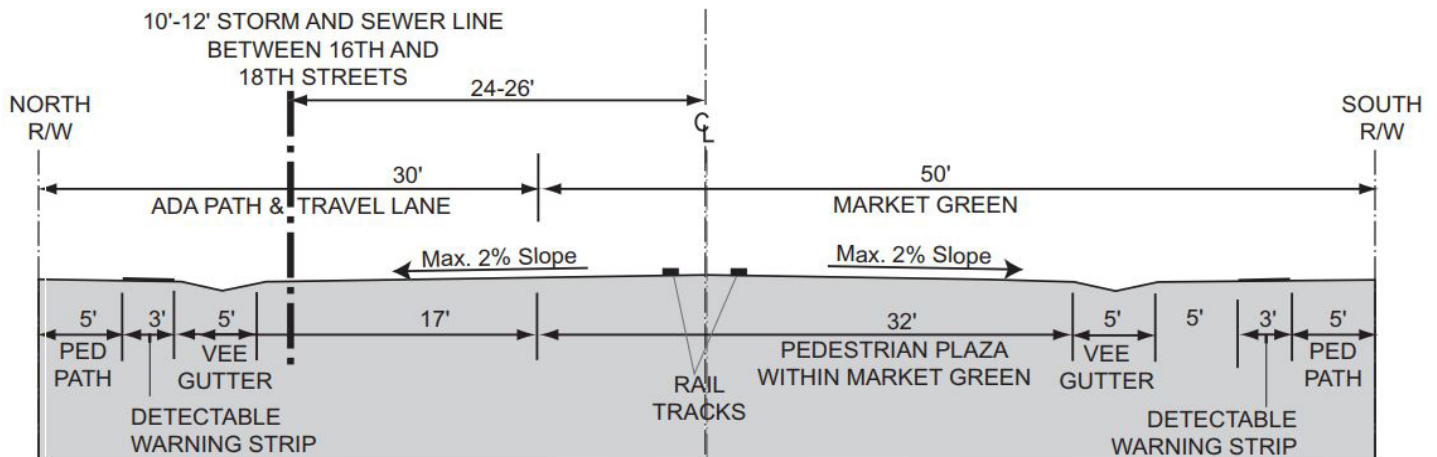


Figure 6-137. Section of sector D typical sewer and storm drain layout

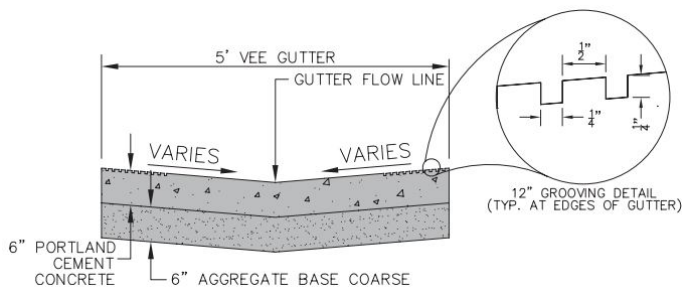


Figure 6-138. Modified vee gutter detail

Note:

1. Maximum vee gutter slope = 8.33%
2. Minimum vee gutter slope = 2%
3. change of grade not to exceed 11% within vee gutter

B. R Street Corridor Design Guidelines

B.7.3. Infrastructure - 9th to 19th Streets (continued)

Design alternatives for drainage inlets and their respective surface drainage systems are:

1. Vee Gutter: A smooth stained concrete finished vee gutter is the most cost effective solution that respects the sense of shared space. The slope of the gutter is modified to incorporate ADA compliance and allow comfortable pedestrian accessibility across the roadway. Community members preferred this option for Sector A and D at the community workshops.
2. Slotted Drain: The slotted drain is a 1 ¾" opening in the roadway with mesh protection over a surface drainage pipe of up to 36". This alternative provides a surface drainage system that most respects the historic industrial character of R Street and enhances the pedestrian usage of the public realm. However, a slotted drain is more costly to construct and maintain than other alternatives.
3. Curb and Gutter: A City standard curb and gutter system with drop inlets should be used for Sectors B and C of the Corridor that contain sidewalks. The curb and gutter system is the most cost-effective surface drainage alternative but does not provide a historic sense of shared space.

In the long term, as sidewalks are demolished and pedestrian pathways are made flush with travel lanes, Vee gutters or slotted drains should replace standard curbs and gutters. Feasibility of each design alternative will be evaluated in the design phase.



Figure 6-139. Vee gutters maintain the shared roadway concept on R Street.



Figure 6-140. A slotted drain system would respect the unique industrial character of R Street's history



Figure 6-141. Existing curbs and gutters should be maintained in the short term.

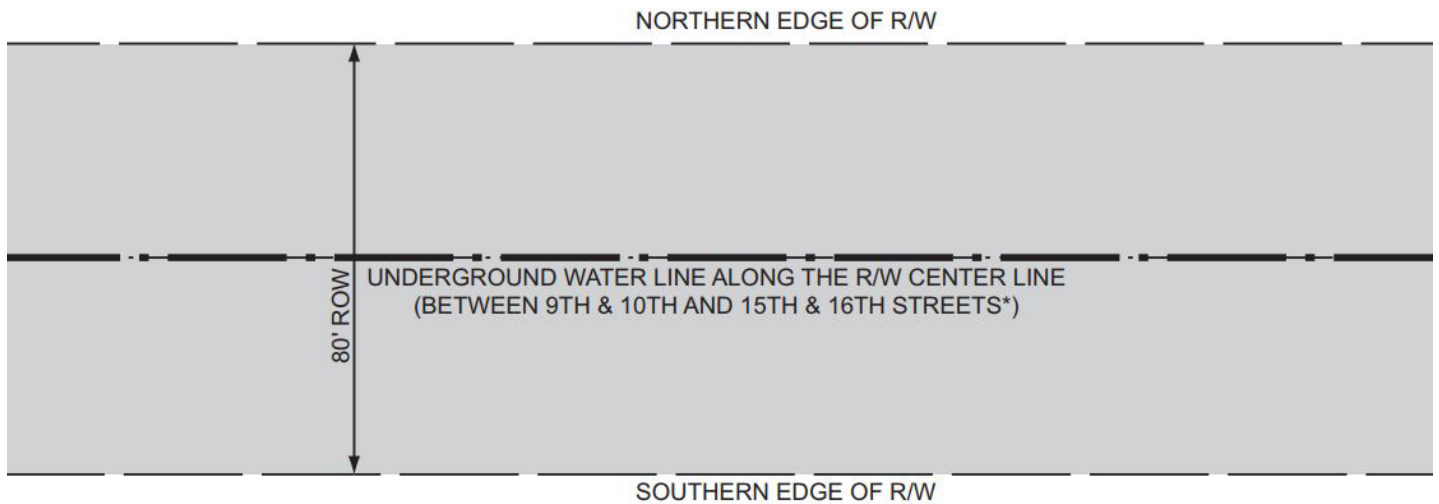
B. R Street Corridor Design Guidelines

B.7.3. Infrastructure - 9th to 19th Streets (continued)

Water Distribution

The existing water mains serving the domestic water and fire flow needs of the R Street Corridor are old and undersized six-inch diameter cast iron distribution mains that typically run in east-to-west along alleys between Q and R Streets. The existing water conduits along R Street are between 9th and 10th Streets and 15th and 16th Streets. Fire hydrants are mostly located mid-block and, in a few cases, at street corners.

Recommended improvements maintain a "looped" water main system configuration. New 12" diameter water main pipes in the missing sections of R Street between 9th and 18th Streets, six to eight feet north of the ROW centerline, as a high priority infrastructure improvement. New water main pipes running north-to-south should be eight inches in diameter. To provide adequate fire service for the corridor, coordinate location if new hydrants with existing hydrants to provide at a minimum, approximately 300 feet between hydrants, and staggered at opposite corners of the street.



* NO RAILTRACKS EXIST ABOVE THESE LOCATIONS

Figure 6-142. Existing water main layout along R Street

B. R Street Corridor Design Guidelines

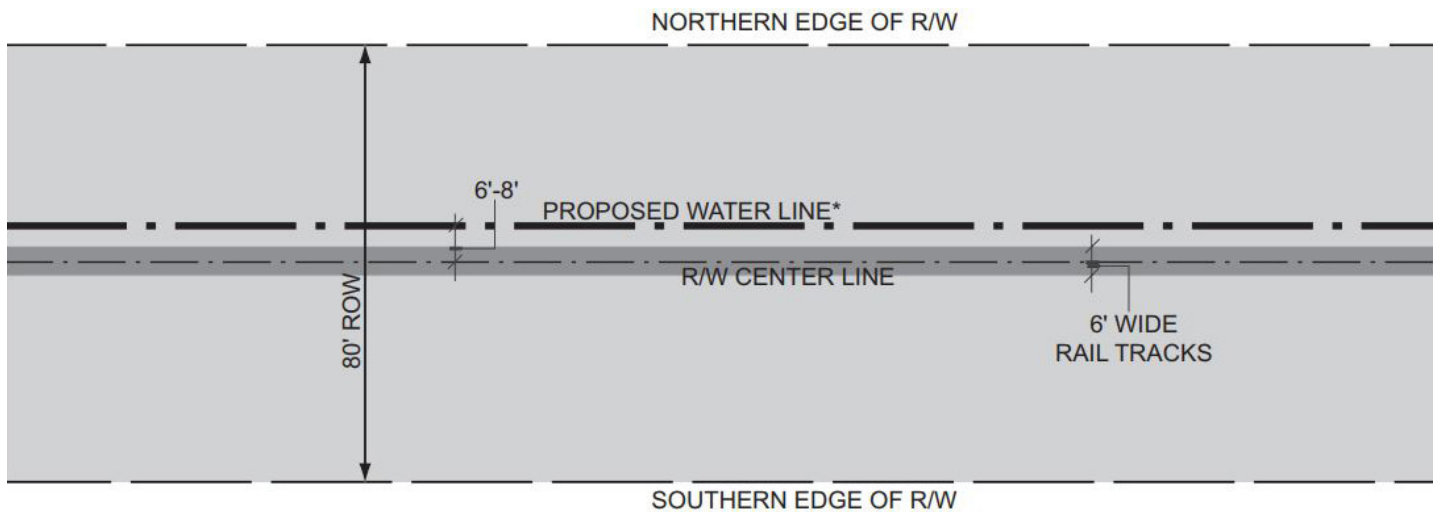
B.7.3. Infrastructure - 9th to 19th Streets (continued)

The existing water distribution pipes run well below the roadway, and along the centerline of the ROW and no rail tracks exist above them. The new water conduits are proposed six to eight feet north of the centerline, safely away from the six feet wide rail tracks that run along the center of the ROW. Similarly, most other planned water distribution improvements do not affect any streetscape improvements above the ground level. Decorative bollards and "wire mesh guards" used to protect fire hydrants will be visible, however, and should meet the design guidelines .

All short or long-term water distribution system improvements should preserve the existing abandoned rail tracks along R Street. Directional boring (as opposed to open trench construction) is required in areas that water mains cross the tracks.



Figure 6-143. Bollards will be used to protect fire hydrants along the street.



* BETWEEN 10TH & 15TH AND 16TH TO 18TH STREETS

Figure 6-144. Proposed water main layout

B. R Street Corridor Design Guidelines

B.7.3. Infrastructure - 9th to 19th Streets (continued)

Electrical AL and Telephone Supply

The existing electrical and telephone supply lines will adequately serve future development. Utility poles carrying overhead utility lines are typically located on thirty feet south of the R Street ROW.

Maintain the existing utility poles and overhead lines, since they contribute to the "gritty" character of the Corridor. Similarly, maintain the existing underground electric lines that are typically located nine to ten feet and seventeen to eighteen feet north of the ROW centerline depending on the location along R Street.

Ensure that the location of proposed streetscape improvements such as steel trellis structures, and parking stalls, respond to the location of existing utility poles.

In the event of under-grounding overhead lines, a joint utilities trench serving electrical, telephone and cable systems should be considered. However, any construction of the trench should preserve existing abandoned rail tracks along R Street.



Figure 6-145.

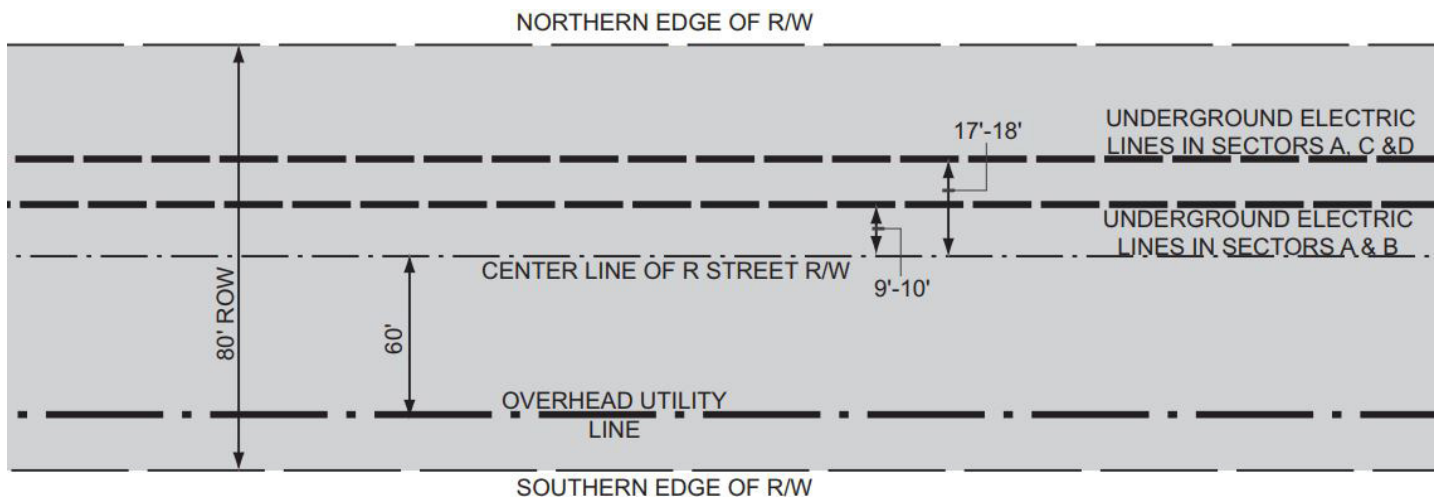


Figure 6-146. Existing and proposed overhead utility and underground electric layout

B. R Street Corridor Design Guidelines

B.7.3. Infrastructure - 9th to 19th Streets (continued)

Natural Gas and Petroleum

The existing natural gas lines will adequately serve future development. Natural gas distribution mains are typically located along Q and S Streets with connections in the north-south direction on numbered streets. An inactive private petroleum pipeline owned by Kinder Morgan Energy Partners, LLC, runs along the entire length of R Street.

The natural gas and petroleum pipes run well below the roadway and will not affect most of the recommended streetscape improvements. However, if new surface drainage improvements between 15th and 16th Streets conflict with the existing pipeline, the gutter locations will need to be redesigned.

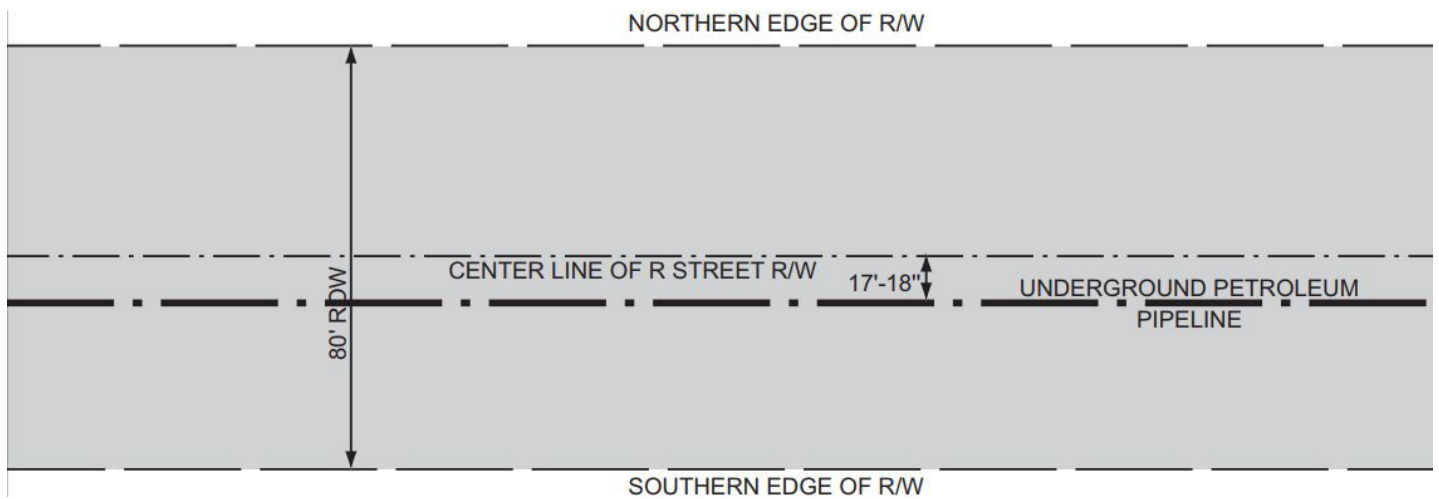


Figure 6-147. Typical petroleum line layout

B. R Street Corridor Design Guidelines

B.7.3. Infrastructure - 9th to 19th Streets (continued)

Street Lighting

The existing street lighting is chiefly provided by streetlights, typically attached to utility poles at intersections along the Corridor, but illumination is inadequate. Similarly the street lighting along the alleys is insufficient.

Add mid-block streetlights to enhance illumination along the Corridor. In addition, all new pedestrian level streetlights are to be located along the truncated dome strip, between the pedestrian pathway and travel lanes, where the roadway is flush with the ADA pathway.

In addition, existing and planned buildings should incorporate pedestrian friendly building mounted lighting. Ensure that new streetlights respect the utilitarian and historic character of the Corridor and continue the industrial streetscape palette of steel, cross bracing and rivets. The character of streetlights along R Street should reflect the industrial railroad history of the Corridor and differ from the typical Central City street lights.

The alleyway lighting must be located in a way that maintains 20' emergency and maintenance vehicle access. This can best be accomplished by a combination of mid-block light poles and overflow lighting from the parking area. Light poles adjacent to the alley must conform to city standards or the guidelines specified in the urban design plan. Building mounted lights that project into the alley right of way will require an encroachment permit. Lights mounted on private property that are privately maintained may not have to conform to city standards for decorative street lights.

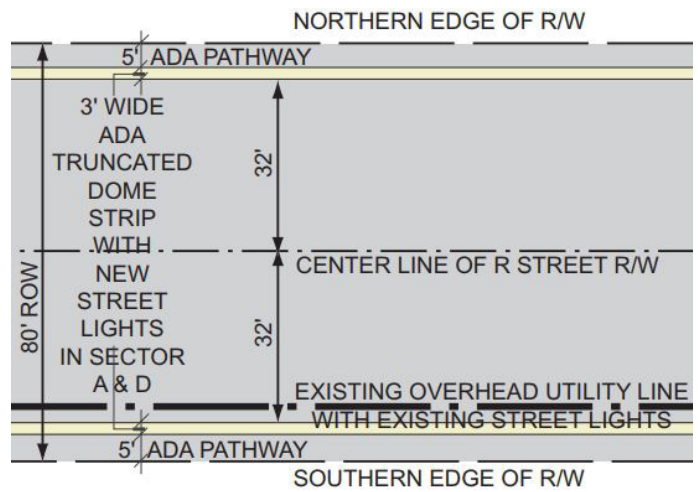


Figure 6-148. Plan of sector A typical street lighting layout

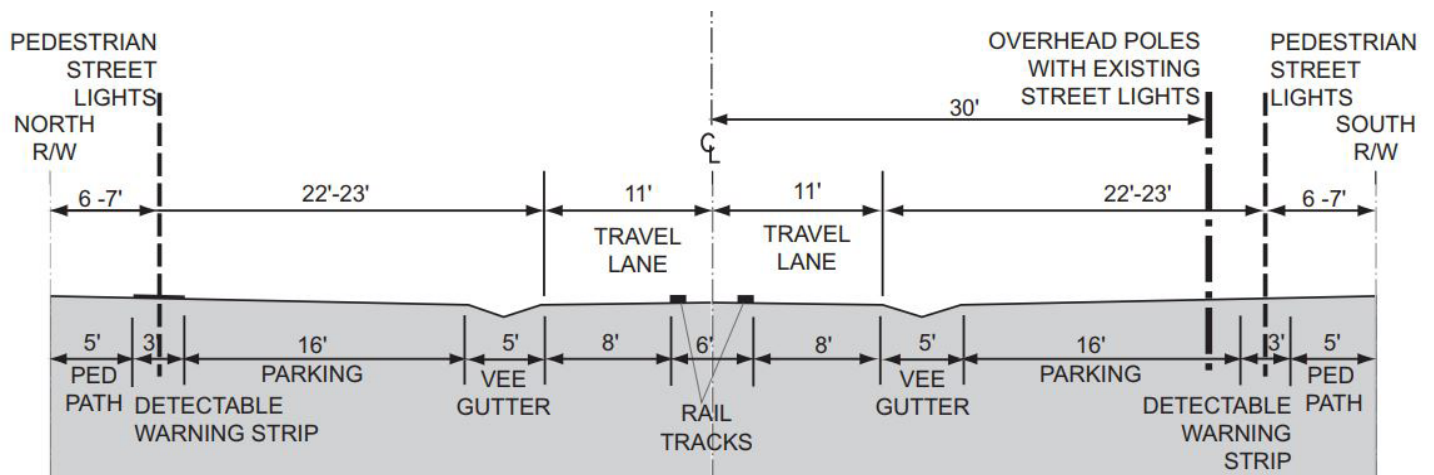


Figure 6-149. Section of sector A typical street lighting layout

B. R Street Corridor Design Guidelines

B.7.3. Infrastructure - 9th to 19th Streets (continued)

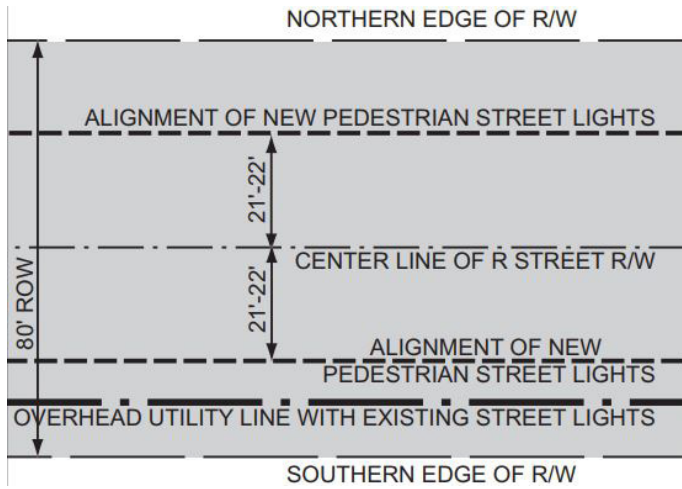


Figure 6-150. Plan of Sector B Typical Street

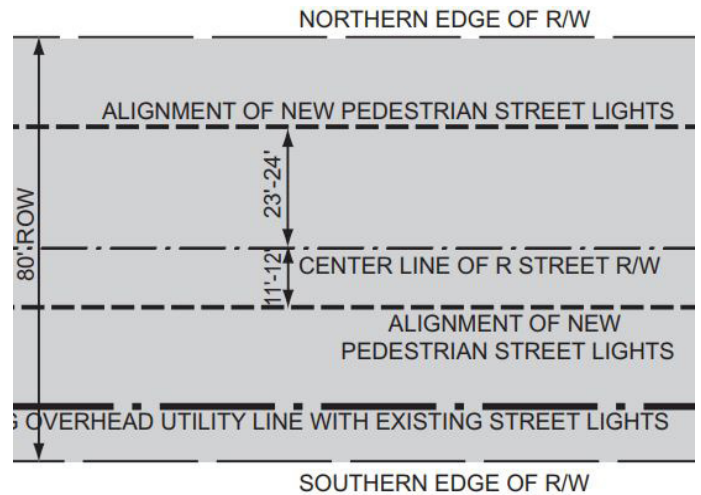


Figure 6-151. Plan of Sector C Typical Street

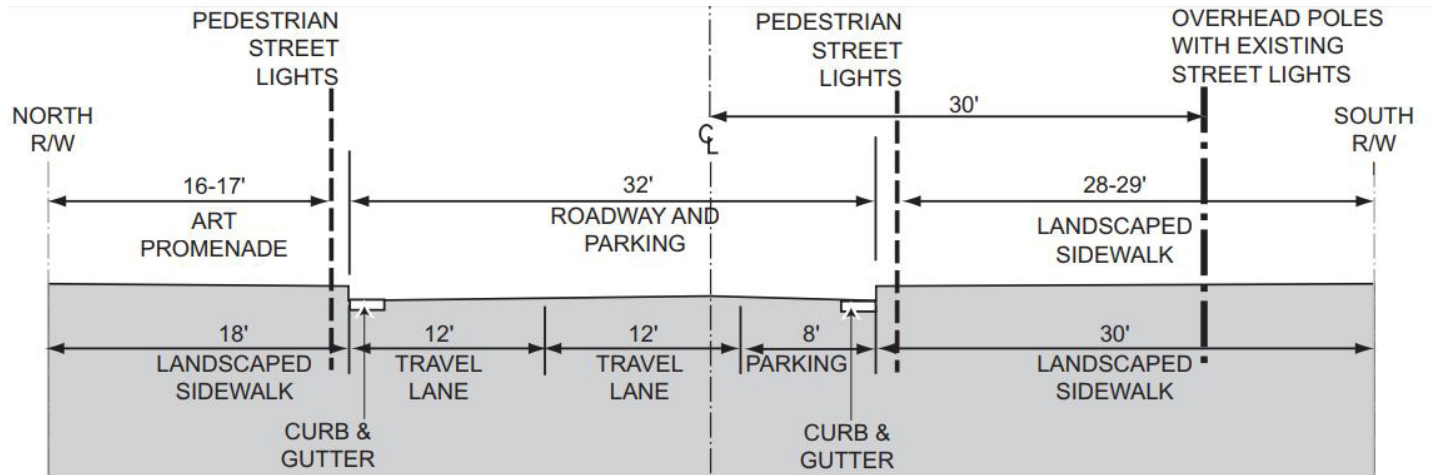


Figure 6-152 Section of Sector B Typical Street

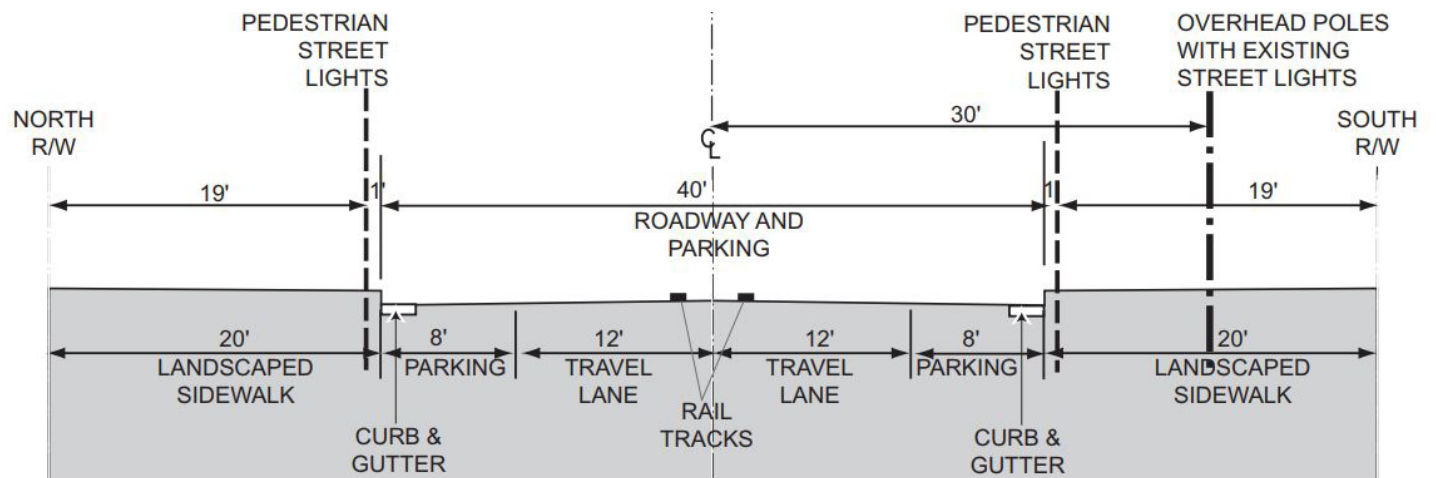


Figure 6-153. Section of Sector C Typical Street

B. R Street Corridor Design Guidelines

B.7.3. Infrastructure - 9th to 19th Streets (continued)

Roadway and Sidewalk Pavement Surface

The existing asphalt pavement roadway surface varies in condition from good to poor along the Corridor. Abandoned rail tracks, encased in cobblestones, are present on the roadway surface on most of R Street. The tracks are usually located along the center of the street right-of-way, however, the spur lines meander from the center at several locations. Sidewalks are only located in certain parts of the Corridor, primarily in Sectors C and B. While narrow (with an approximate six feet width), the sidewalks are in fairly good condition.

Implement a program that combines asphalt overlays and reconstruction to address roadway improvement needs that arise as a result of general maintenance, grading redesign and new drainage conditions. In all scenarios, ensure that the existing rail tracks are preserved in their present location, since they are valuable elements of the historic industrial character of the Corridor.



Figure 6-155. Abandoned rail tracks on contribute to varying pavement conditions.

In the long term, during major reconstruction of certain sections of the roadway where the rail tracks are currently hidden under layers of asphalt, an attempt should be made to uncover the tracks. Caution must be taken, however, to address potential toxic soil conditions in this area. Based on existing conditions, Phase 2 toxic evaluation and subsequent remediation may be required before the tracks can be uncovered.

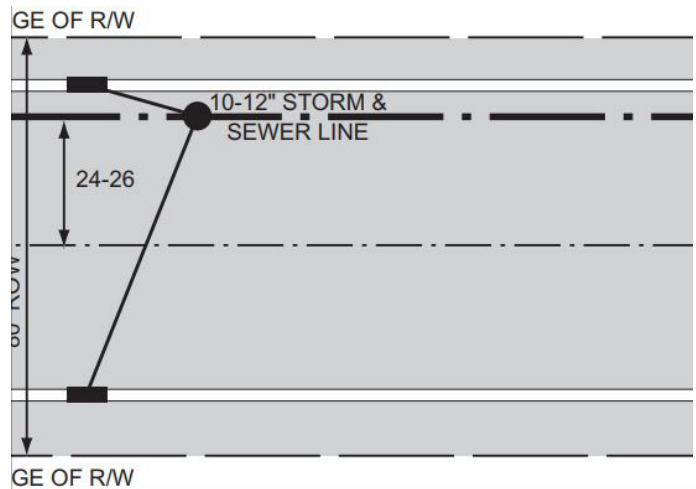


Figure 6-154. Plan of Sector D Typical Street

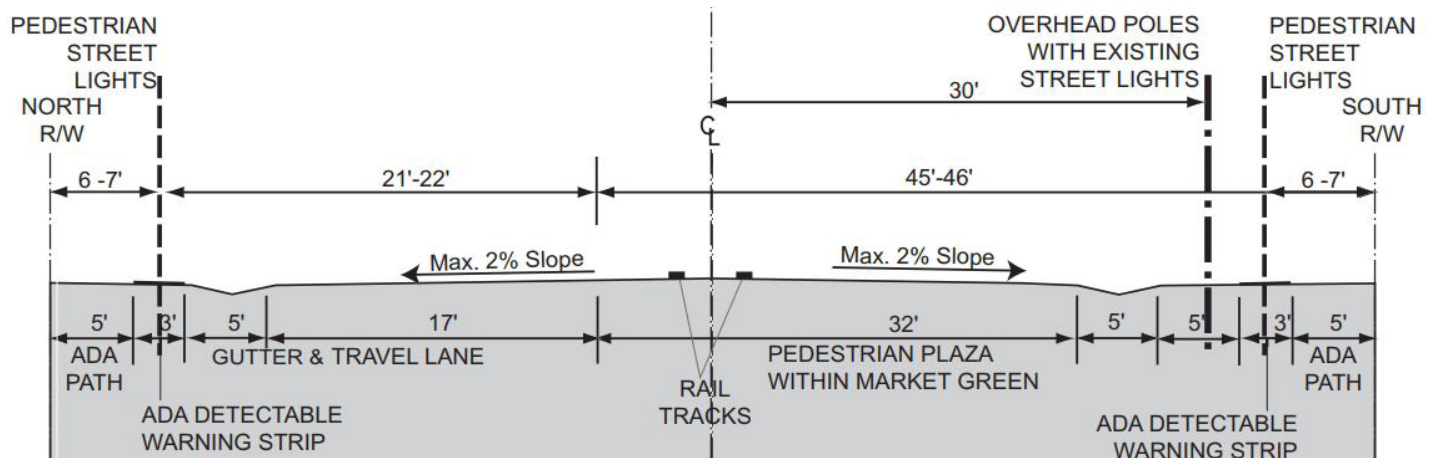


Figure 6-156. Section of Sector D typical street

C. Appendix

C.1. Glossary

Animated: Describes the use of building elements, areas, and colors which create variety and a sense of activity in and around a building.

Accessory (Or Ancillary) Structures: A structure detached from a principal building located on the same lot and customarily incidental and subordinate to the principal building or use.

Adaptive Reuse: The reuse or new use of older structures that would otherwise be demolished, often involving rehabilitation of the interior and the exterior.

Articulation: The dividing or segmenting of building elements into smaller components to create a sense of finer detailing. The variations in the exterior of the building or massing of buildings in a development. Elements of articulation may be described in terms of roughness of surface material, numbers of openings, patterns within the material or of different materials, massing, etc. Articulation can reduce the scale of larger buildings by the use of small detailed patterns.

Bollard: A vertical element designed to prevent the movement of vehicles across a roadway or into a pedestrian area.

Bar Scale: (1) The relationship between distances on a map and actual ground distances; (2) The proportioned relationship of the size of parts to one another. Bar scale usually is represented by a graphic scale (a visual bar) or a ratio (or representative fraction) such as 1"=1 mile. Since maps are often enlarged and reproduced photographically, the bar scale is not effected by the map enlargement or reduction.

Contextual Design: The design of new structures or additions or renovations to existing structures that incorporate all or some of the massing, rhythm, window modules, finishes and details of the surrounding structures.

Curtain Wall: A non-load-bearing wall which is applied in front of a framed structure to keep out the weather. Common materials are aluminum, steel and glass.

Densification: The process of increasing the amount of residential units or leasable space within a given area.

Design Context. Describes the surrounding styles, scales, uses and other factors that identify distinctive qualities in relation to a design project.

Design Continuity: A unifying or connecting theme or physical feature for a particular setting or place, provided by one or more elements of the natural or created environment. Consistency in scale, quality, or character between new and existing development so as to avoid abrupt and/or severe differences.

Design Rhythm Or Pattern: The regular or harmonious recurrence of lines, shapes, forms, elements or colors, usually within a proportional system.

Elevation: The external faces of the building.

Facade: The exterior walls of a building exposed to public view, or that wall viewed by persons not within the building.

Hardscape Vs. Softscape: Hardscape street improvements that include paving elements, such as roads sidewalks, and medians. Softscape improvements include landscaping elements, such as trees, bushes and other plant material.

Historic District: A district officially designated "historic" by the City Council.

Infill: Building and land development that utilizes land within the urban environment that is unused or under-used.

Irrigation: Method of artificial watering, usually through automatic sprinkler systems.

C. Appendix

C.2. Glossary (continued)

Lampblack: Concrete color additive.

Listed Structure: A building officially designated “historic” by the City Council.

Massing: The distribution of building volumes in regard to a) the building’s relative location on the site; and b) the height, width, depth of the elements of a building relative to each other. An example of the second aspect could be “the bell tower of a church in relation to the assembly building of a church” are separate masses.

Mixed Use: A building or neighborhood that incorporates more than one type of use, such as Residential and Retail or Commercial.

Median: A barrier placed between lanes of traffic flowing in opposite directions, usually wide enough to be landscaped and have trees planted in it.

Monochromatic: The use of one color.

Neighborhood Commercial Corridors: Streets in the Central City that include businesses that are primarily oriented to residents and workers in the Central City or immediately surrounding neighborhoods.

Opaque: A material that does not transmit light.

Orientation: The direction that various sides of a building face.

Orthographic: The drawing of a building elevation from one direction.

Parapet: The extension of the main wall of a building above the roof level.

Paving: Common terminology for surface materials. These can be asphalt paving, integral paving, stones, brick or concrete (See Hardscape).

Pedestrian Scale: A design relating to the scale of an average person.

Perspective: The presentation of a building elevation from a three-dimensional orientation.

Podium: An elevated element over which a building is constructed. The base.

Precedent Structure: The list of high quality structures listed in Section 4 under each subdistrict that can be used as examples for massing, rhythms, window modules, finishes and details to accomplish a design that fits within the context of its surroundings.

Public Art: Art which is visible to the general public. It can be freestanding or a component of the overall building or development.

Public Improvements: Publicly directed enhancements, often to streetscapes and other public amenities.

Punched Windows: Individual window elements as opposed to a continuous horizontal band of windows. Punched windows can be either in the same plane with the exterior surface or more appropriately recede behind the plane.

Right Of Way (R.O.W.): Land publicly controlled, including streets, sidewalks and alleys.

Rehabilitation: To restore to a good condition while preserving significant features.

Remodel: To reconstruct or alter.

Rendering: The detailed colored presentation of a building elevation, perspective, or plan.

Restoration: To bring back to a documented former condition or appearance.

C. Appendix

C.2. Glossary (continued)

Sash: A framework in which panes of glass are set.

Scale: Describes the relationship of objects size to another. A building's scale might be described in relation to its neighboring context, to the components of the building itself, or to a human being. For the purpose of this text, "Human Scale" refers to buildings and streetscapes that comfortably relate to the human figure (pedestrians).

Secondary Frontage: The side of a building which does not include the main entrance or does not face the primary street frontage.

Setback: The distance between the building and any lot line. The minimum setbacks in the zoning ordinance define the building envelope and establish the required yards - front, rear, and side. The ordinance also indicates what may be permitted in which yards: parking, fences, accessory buildings, patios, swimming pools, and so on. The setback may include certain projections, such as rocks, chimneys, and bay windows.

Shadow Casting: The shade cast by a structure or building on the surrounding areas during the day and over various seasons.

Shall: Those criteria which are required to be provided as part of the building or site development.

Scoring Patterns: Lines scribed into concrete, usually in sidewalks.

Screening: To visually separate, or mask for aesthetic purposes or privacy issues.

Should. Those elements which are desired to be provided as a component of the building or site design.

Sill: A horizontal member at the bottom of a window or door opening.

Streetscape: A setting or expanse describing visible signage, fixtures, paving, landscaping, and buildings along a street way.

Storefront Street: An Urban Commercial or Neighborhood Commercial Corridor that has primarily business use that fronts directly on the street.

Super Block: Two or more city blocks separated by pedestrian only streets.

Urban Commercial Corridors: Streets in the Central City that include a substantial amount of business that are drawing customers from wide geographic area beyond the Central City.

Zoning Ordinance: The Zoning Ordinance of the City of Sacramento.