

# R Street

urban design and development plan

volume one

*April 2006*

**Moore Iacofano Goltsman, Inc.**

Bay Area Economics

Kimley-Horn & Associates

Historic Environmental Consultants

**volume one**  
**table of contents**

Acknowledgements ..... ii

**Chapter 1: Introduction**

Project Background & Purpose ..... 4

Planning Process ..... 7

Document Overview ..... 8

**Chapter 2: Existing Conditions**

Regional & Local Context ..... 12

Assets ..... 14

Challenges & Opportunities ..... 20

**Chapter 3: Planning Framework**

Planning Strategies ..... 30

**Chapter 4: Urban Design Concept**

Urban Design Concept ..... 38

Corridor Sectors ..... 42

**Chapter 5: Implementation**

Priority Improvements ..... 70

Financing Tools ..... 75

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CHAPTER 1

# introduction

The R Street revival heralds the future of smart growth in the Sacramento region. Redeveloping R Street is a worthwhile investment because it is destined to become the principal zone of entry of light rail into downtown Sacramento. A new day is coming on R Street. CADA is on board.

*John W. Dangberg,  
former CADA Executive Director,  
CADA Keynote Newsletter, May 2004*

## CHAPTER 1

## introduction

## IN THIS CHAPTER

## PROJECT BACKGROUND &amp; PURPOSE

## PLANNING PROCESS

## DOCUMENT OVERVIEW

THE DEVELOPMENT OF THE R STREET CORRIDOR between 9<sup>th</sup> and 19<sup>th</sup> Streets presents an opportunity for the City of Sacramento to transform an underutilized former rail corridor and warehouse district into a vibrant, mixed use transit hub that celebrates its original industrial spirit. This corridor, that once isolated neighborhoods to the north and south, can become a synthesizing force for the larger surrounding area. R Street has the potential to become a major asset for the City, capitalizing on its public transit infrastructure, and drawing citizens for employment, shopping, entertainment, recreation and living.

The role of industrial districts and corridors is evolving in many cities throughout the country. Traditionally, industrial corridors have functioned as a City's economic backbone, and often as a major social force. Today, industrial districts are frequently underutilized, blighted and unsafe as manufacturing needs have changed, and employment and settlement patterns have shifted.

At the same time, these industrial areas are often rich with history, both culturally and architecturally. The R Street industrial corridor in the City of Sacramento was the site of the first railroad west of the Mississippi. As the capital of California, the City of Sacramento is one of the most historically significant cities in the state, and the industrial R Street corridor contributes an important aspect of the City's past.

The Capitol Area Development Authority (CADA) was established in 1978, as a Joint Powers Authority between the State of California and the City of Sacramento, to implement the State Capitol Area Plan, which is a blueprint for the development of state offices, parking, arts and mixed use community around the State Capitol. CADA's primary plans and objectives to carry out the Capitol Area Plan:

- 1) Implement the residential and commercial component of the State's Capitol Area Plan.
- 2) Contribute to the vibrancy and diversity of the Sacramento Central City by being a standard-setter for affordable mixed-income and mixed-use property development and management.

The CADA R Street Plan builds upon a solid foundation of past planning processes and documents, including:

- 1) R Street Corridor Plan, December 1996
- 2) Sacramento Central City Neighborhood Design Guidelines, September 1999
- 3) R Street Corridor Workshop, February 2003
- 4) R Street Corridor Infrastructure Needs Assessment, June 2003
- 5) 16th Street Light Rail Station Workshop, March 2004

## PROJECT BACKGROUND & PURPOSE

The purpose of the R Street Urban Design and Development Plan is to provide a "roadmap" for future built and open space development that will support the common goal of creating a vital, mixed use corridor with a strong underlying historic industrial character. The planning process for this Plan was initiated by the Capitol Area Development Authority (CADA) as an opportunity to more specifically detail the preferred future for the corridor, and to outline a set of concrete steps for how to get there. The Plan will serve multiple purposes for public and private partners seeking to revitalize the R Street Corridor.

### HISTORY OF PLANNING IN THE CORRIDOR

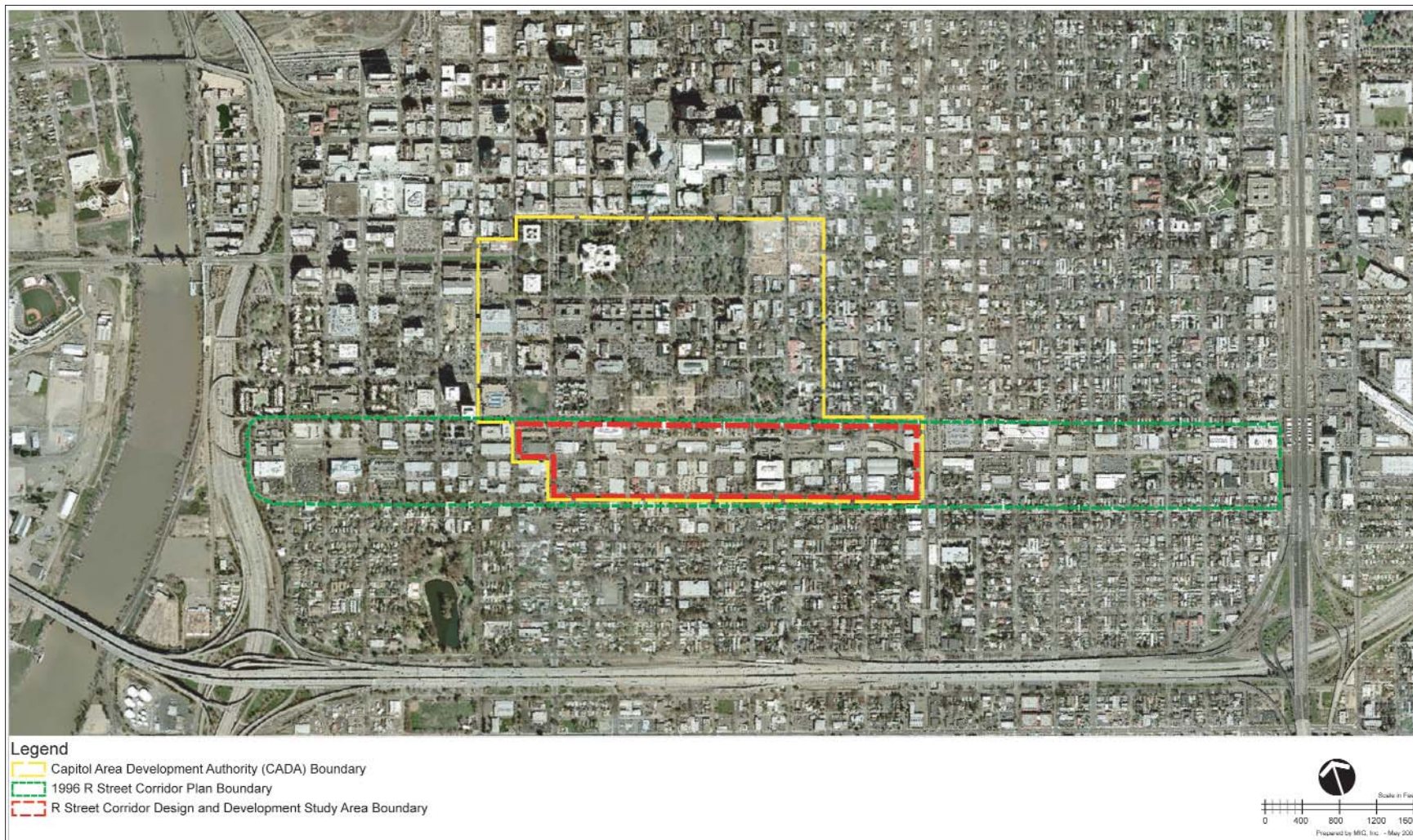
Prior to the 1980s, the R Street Corridor served as an older, largely underutilized industrial corridor in the Central City. In the mid to late 1980s, Sacramento Regional Transit successfully completed the starter line of the regional light rail system. As part of this system, a major line serving the Central City was located immediately adjacent to R Street. With the addition of this transit route, interest in

redeveloping R Street peaked, and a multi-year planning effort was initiated to resolve major issues regarding future land use. The R Street Corridor Plan, adopted by the City Council in 1996, serves as the foundation and framework for this Urban Design and Development Plan.

The 1996 Plan set forth critical goals and policies that guided the proposed land use around the larger 54-block area, and paved the way for further study of a more focused segment of the R Street Corridor. The 1996 Plan was further implemented by the City through an amendment to the Central City Community Plan and the adoption of the R Street Corridor Special Planning District, which governs zoning for the larger area.

In 2002, the passage of Senate Bill 1460 expanded CADA's redevelopment boundaries to include a significant section of the R Street corridor along the southern border of the Capitol Area between 10<sup>th</sup> and 19<sup>th</sup> Streets. This expansion allows for an accelerated pace of investment and redevelopment. Redevelopment of this area will enhance the Capitol Park Neighborhood and serve as an opportunity for transit-oriented development proximate to the 13<sup>th</sup> and 16<sup>th</sup> Street Light Rail Stations.

➔ FIGURE 1.1: PROJECT AREA







Walking Tour during the February 2003 R St. Corridor Workshop

#### PURPOSES OF THE PLAN

This Plan provides the following set of tools to guide future physical and service-based changes in the R Street area:

- A neighborhood urban design concept plan that will meet the needs of current and prospective patrons;
- A comprehensive set of design guidelines to ensure the highest caliber design;
- Infrastructure standards that complement streetscape design recommendations;
- Infrastructure financing strategies; and
- Implementable action steps that will allow improvements to be realized within the CADA Redevelopment Project Area along R Street.



Community Workshop #1— April, 2004

As a collaborative effort, the Plan will be used by multiple partners and incorporated into future planning processes as follows:

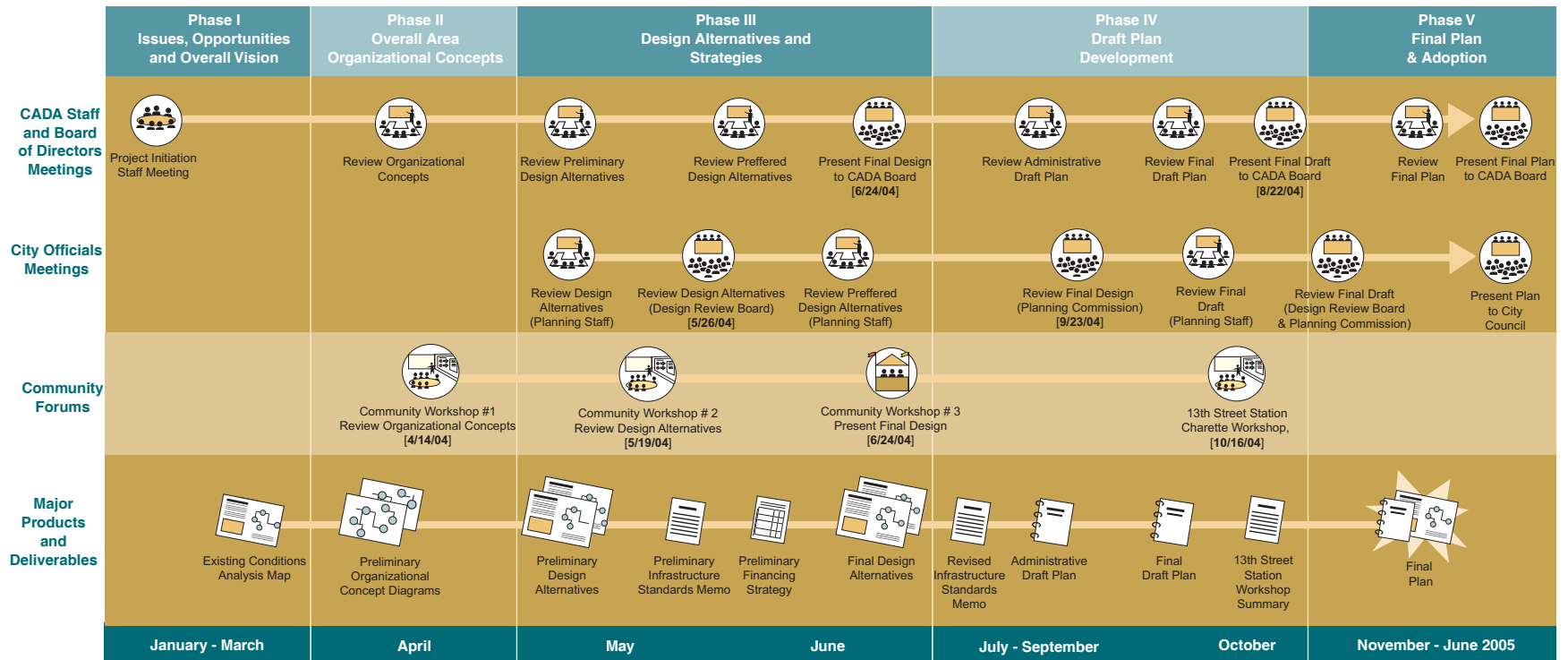
- The Plan will serve as the basic design plan and implementation strategy for development and redevelopment of the area by the Capitol Area Development Authority (CADA) and elements will be incorporated into the R Street Area Plan for the development and redevelopment of the R Street area and will be adopted by the CADA Board;
- Elements of this Plan (Appendix A) will be incorporated into the Central City Community Plan, which is the detailed land use plan for the Central City;
- Design elements of this Plan (Vol. 1, Chapter 4 and Vol. 2, Chapters 1 & 2) will be adopted by amendment into the City of Sacramento's Central City Neighborhood Design Guidelines; and;
- The entire R Street Urban Design Design and Development Plan will be accepted by the Sacramento City Council.

## PLANNING PROCESS

During January 2004, CADA initiated the planning process to develop the R Street Urban Design and Development Plan. The process, while led by CADA, was designed to facilitate community consensus around a shared vision for the corridor's future. It was also designed to identify implementation actions to help achieve that vision.

The planning process involved over 2 years of dedication by CADA staff and consultants. The project team worked closely with key stakeholders, such as City Planning and Public Works Departments, the Design Review and Preservation Board, tenants, property and business owners, and ADA Focus Groups. A series of three community workshop

and an all design charette were held, in addition to ongoing client-consultant team meetings, and coordination meetings with various City departments at key points.

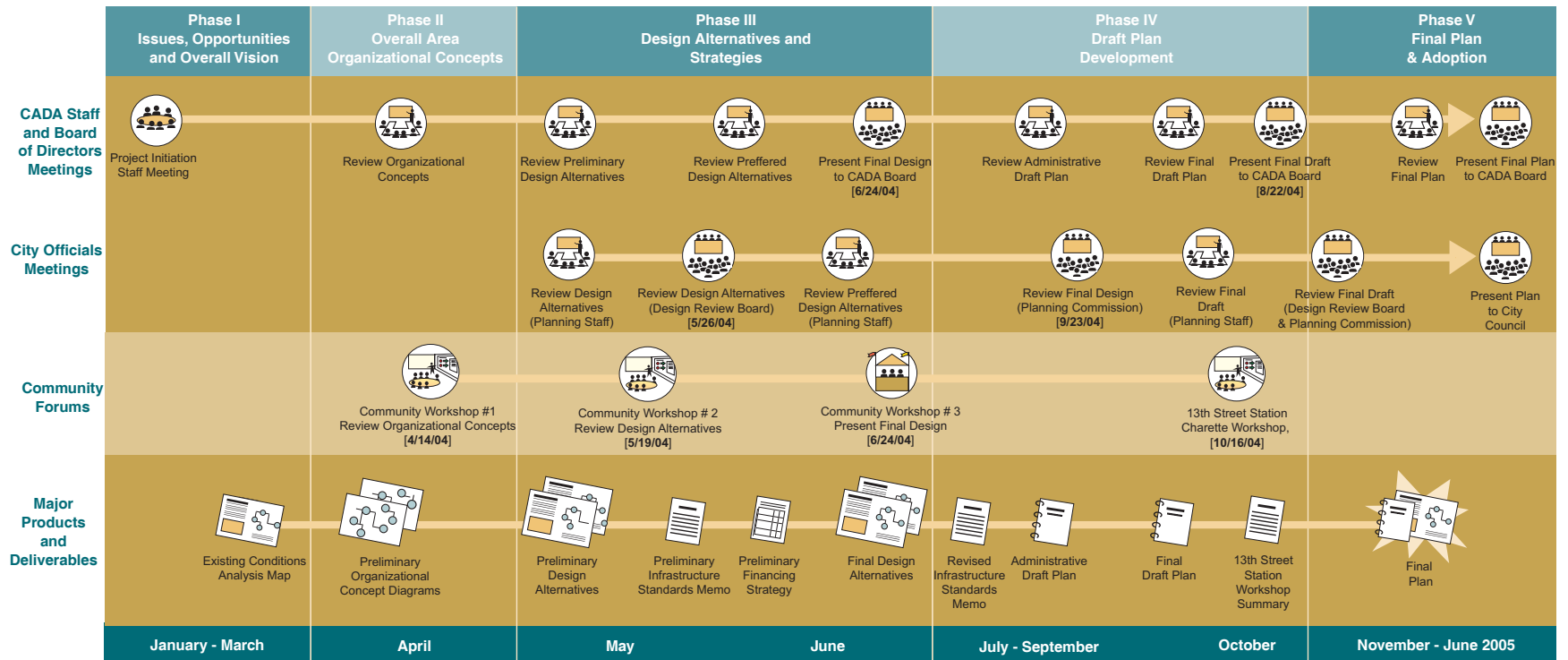


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## DOCUMENT OVERVIEW

Volume One of the R Street Urban Design and Development Plan is organized into the following chapters:

- **Chapter 1: Introduction** — explains the Plan's background and purpose, provides an overview of the current planning process, and outlines the organization of the Plan document.
- **Chapter 2: Existing Conditions** — synthesizes existing conditions, reviews R Street's regional and local context, and identifies the key assets, challenges and opportunities faced in the corridor's revitalization process.
- **Chapter 3: Planning Framework** — reviews goals and policies identified in the 1996 R Street Corridor Plan; defines the current project study area; describes the five overarching planning strategies specific to this project's study area, that will guide urban design along the corridor.
- **Chapter 4: Urban Design Concept** — presents the conceptual neighborhood plan for the study area, highlighting key urban design parameters that will guide the character of the pedestrian environment and the public realm.

- **Chapter 5: Implementation** — presents recommendations for Plan implementation, including a list of high priority neighborhood improvements, prospective financing tools and funding strategies to best move the project forward.

Volume Two of the R Street Urban Design and Development Plan is organized into the following chapters:

- **Chapter 1: Design Guidelines** — details the urban design guidelines that will shape the character of the public realm including development of buildings, streetscape design and open spaces in the study area.
- **Chapter 2: Infrastructure** — includes specific standards for infrastructure improvements that complement streetscape design recommendations.
- **Appendices** — includes street sections of sectors and preferred palette of materials.

Volume Three of the R Street Urban Design and Development Plan assembles the detailed memos documenting the historic analysis, economic and financing survey, and infrastructure analysis and standards for R Street.



CHAPTER 2

# existing conditions

The joy and pain of urban existence, the comfort or hardship of it, its efficiency or failure are influenced by the wisdom or the thoughtlessness with which streets are platted.

*Charles Mulford Robinson.*

*The Width and Arrangement of Streets. A study in Town Planning. (The Engineering News Publishing Company, 1911).*

## CHAPTER 2

# existing conditions

## IN THIS CHAPTER

## REGIONAL &amp; LOCAL CONTEXT

## ASSETS

## CHALLENGES &amp; OPPORTUNITIES

THE R STREET CORRIDOR STUDY AREA HAS MANY STRENGTHS, as well as some significant challenges to overcome. Future planning should build on the corridor's existing assets, maximize promising opportunities, and work to counter challenges. This Chapter describes R Street's regional and local context, assets, and discusses challenges and potential opportunities that relate to the project area.

Figure 2.11, included at the end of this chapter, provides a comprehensive summary of primary assets, challenges and opportunities as they relate physically to the project area.



R Street at 9th Street facing east

## REGIONAL & LOCAL CONTEXT

As the state capital, the City of Sacramento is abundant with cultural significance, historic landmarks, and meaningful spaces that reveal stories of the past. The R Street corridor represents an important part of Downtown Sacramento's story, with its connection to the West's first railroad, and its ties to the gold rush and mining activities of the foothills and the Sierra.

R Street is located in the City and County of Sacramento just south of the Central Business District. The street runs between the Interstate-5 Freeway to the west and the Capitol City Freeway on the east, forming the southern edge of the Capitol Park neighborhood. The R Street Corridor project study area focuses on roughly a 22-block area, including the segment of R Street from 9<sup>th</sup> Street, east to mid-block between 18<sup>th</sup> and 19<sup>th</sup> Streets. Q Street and S Streets make up the north and south boundaries respectively.

Major arterial streets, including one-way north-south couplets of 15<sup>th</sup> and 16<sup>th</sup> Streets and 9<sup>th</sup> and 10<sup>th</sup> Streets bisect the study area. These arterials connect the area to the nearby residential neighborhoods of Southside, Poverty Ridge and Midtown, and the

Capitol Park Neighborhood to the north.

The project area consists primarily of low-rise government offices, industrial warehouses, and low-density residential units. A significant portion of the area is made up of vacant buildings and underutilized surface parking lots. Much of the public realm and open spaces have been neglected, contributing to a negative perception of the area.

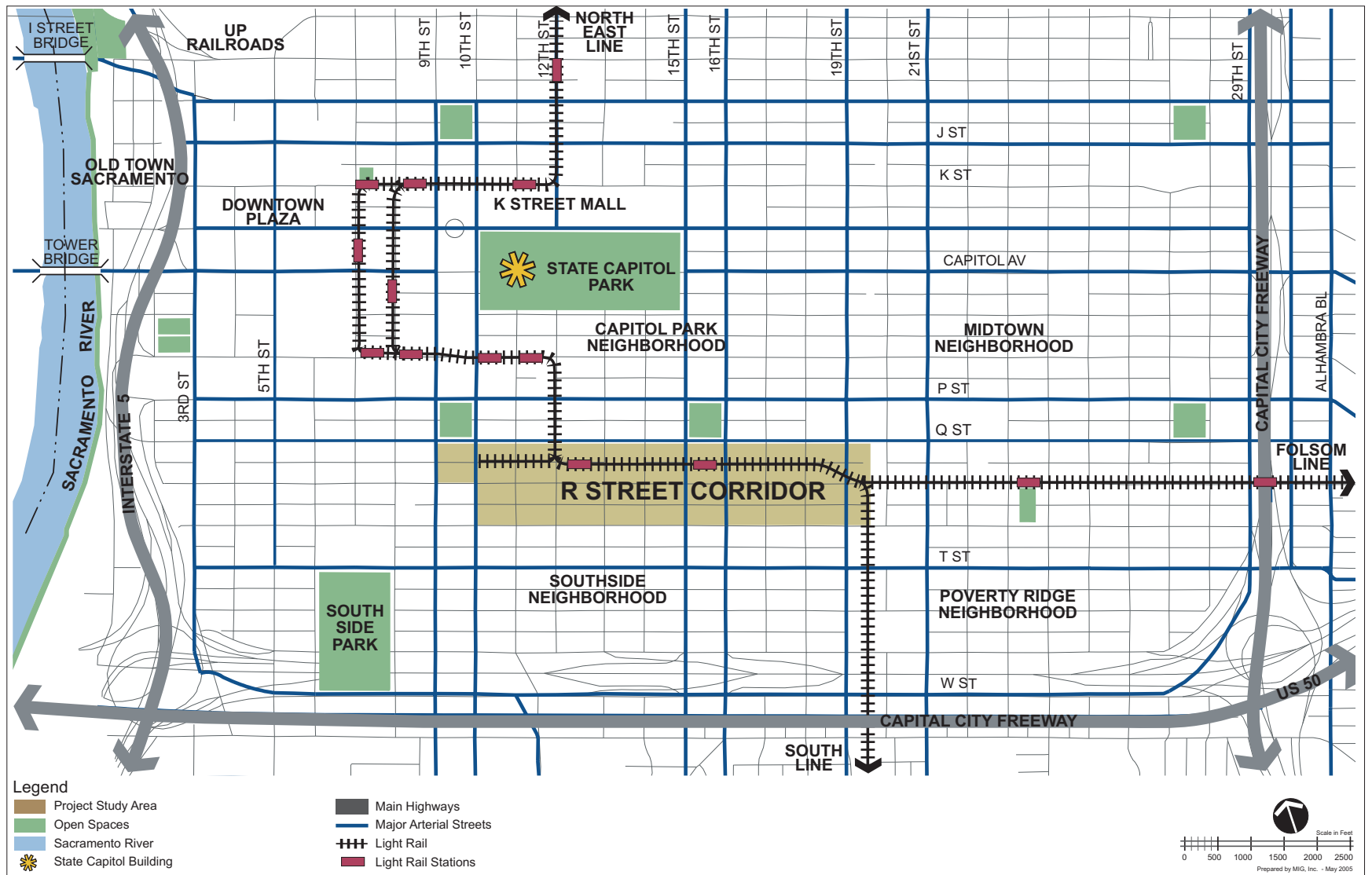
2004 marked the beginning phases of the corridor transitioning from an older industrial area to a mixed use district, as evidenced by the emergence of some new restaurants, art galleries and art studios in the area. These positive uses along with additional building construction, promise to bring renewed vitality to the R Street area. The historic tradition of R Street as a transit corridor continues with the Sacramento Light Rail line and the 13<sup>th</sup> and 16<sup>th</sup> Street Light Rail Stations located just half a block to the north. This proximity of regional rail makes R Street one of the most transit-accessible corridors in Sacramento and a prime candidate for Transit-Oriented Development (TOD).



16th Street Station



➔ FIGURE 2.1: REGIONAL CONTEXT



**Historically,** R Street has played an important role in the evolution of Sacramento. In the 1850s, R Street delineated the southeastern border of the City. In order to protect the area from Sacramento and American River floodwaters, a levee was constructed, encircling the entire City. The portion of the levee that ran along R Street later provided the foundation on which to construct California's first railroad. The Sacramento Valley Railroad served to connect the riverfront to Folsom, a major vibrant gold and mining community. In the early twentieth century, a growing need to move goods led to Western Pacific building their main freight tracks just south of the alley between Q and R Streets, where today's light rail spurs are located.

## ASSETS

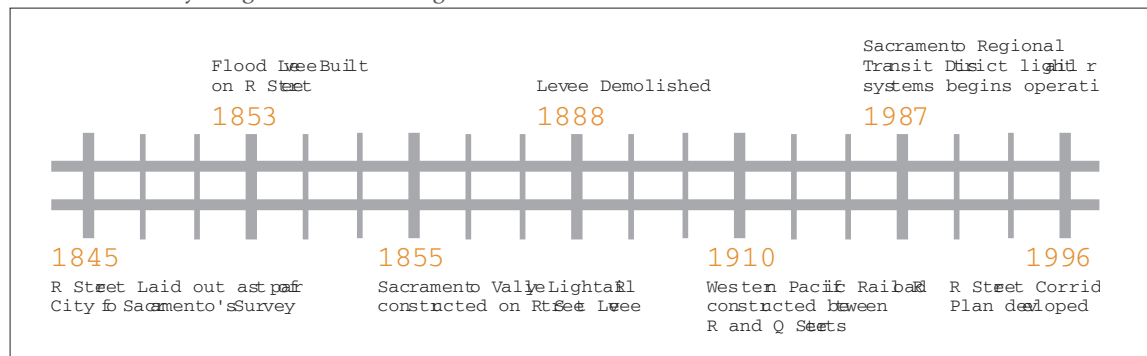
The R Street project area has many positive attributes with its unique historic industrial character, brick buildings that celebrate simple utilitarian character, presence of Sacramento RT rail line and rail stations, and its eclectic mix of industrial, manufacturing, office, entertainment, government and residential uses. Recognizing and building upon these strengths will help create a neighborhood urban design concept unique to the R Street area.

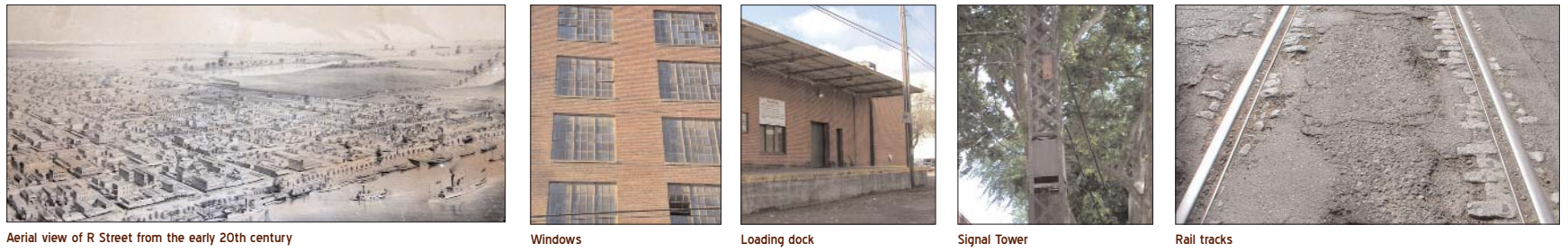
## HISTORIC CONTEXT

Historic industrial building styles and materials specific to the turn of the Century, contribute to the charm of the R Street corridor. There are many attractive brick facades and landmark buildings that testify to the distinctive simple utilitarian spirit of the corridor. City-designated historic neighborhoods

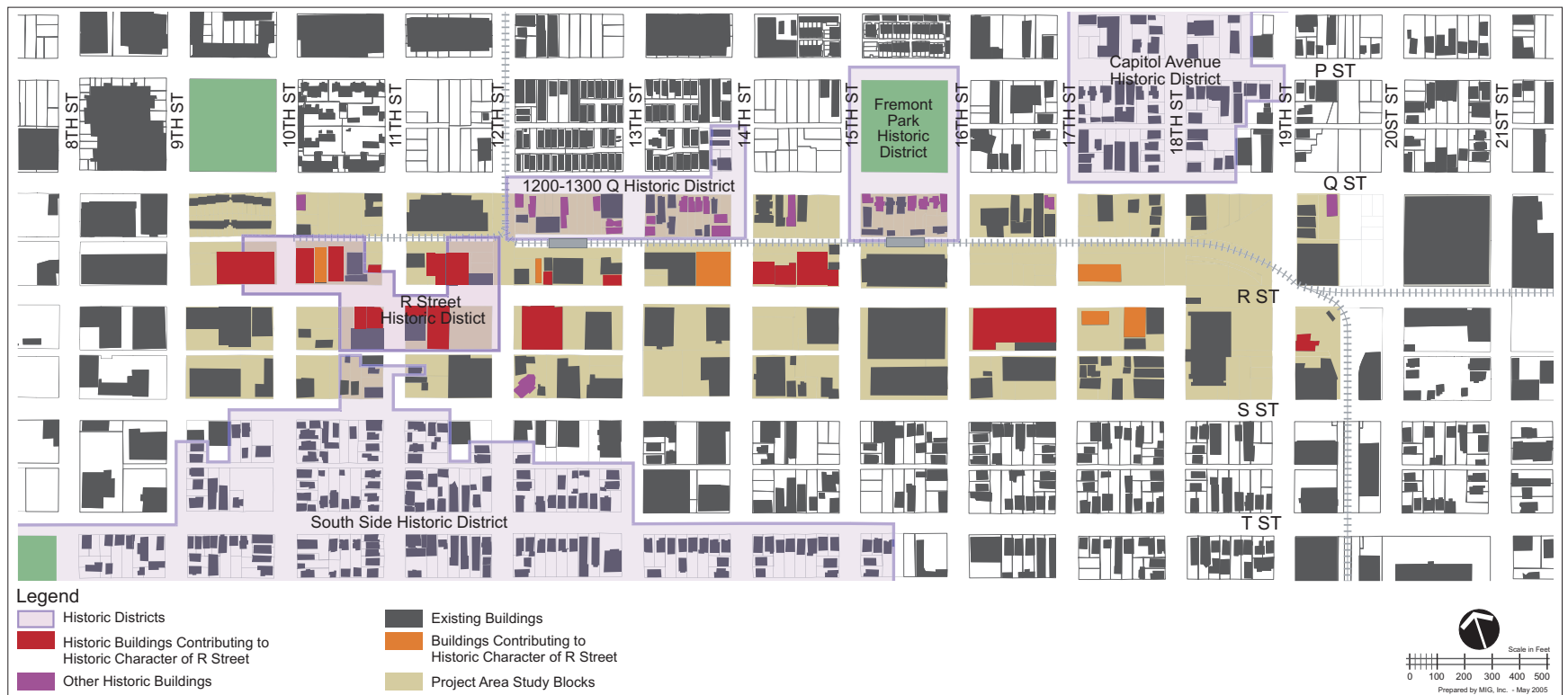
in and around the Study Area include: R Street, Fremont Park, and the 1200-1300 Q District.

A majority of blocks within the project area contain either historic buildings or buildings that contribute to the historic character of the area (see Figure 2.2: *Historic Context*). The area is rich with building and streetscape elements that reflect historic context, such as the cobblestone-encased railroad tracks, warehouse loading docks, and the unique signal tower at the southwest corner of 8<sup>th</sup> and R Streets. In addition, the historic sharing of the roadway by pedestrians, cars, and trucks continues on most blocks of the study area.





➔ FIGURE 2.2: HISTORIC CONTEXT

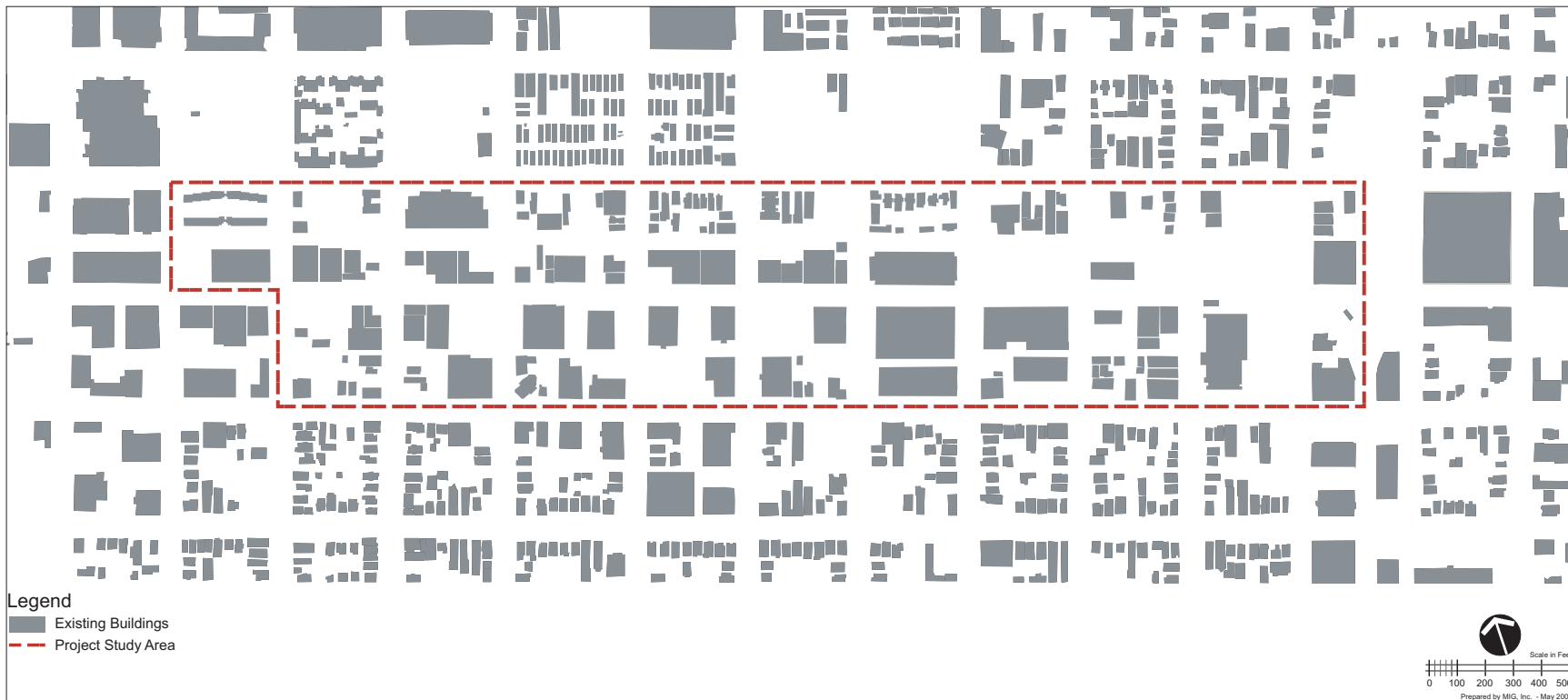


### UNIQUE URBAN FORM

The corridor has an urban form and identity that is distinct from that of nearby neighborhood streets. The predominance of industrial light manufacturing and warehouse buildings creates a particular massing and site design character that could be defined as "coarse-textured," with its typical large-scale building

footprints and generous lot sizes. There is an "edgy," utilitarian architectural aesthetic that defines the area, particularly seen in the historic warehouse building style. Loading docks frequently occupy the right-of-way. Wide metal awnings and use of steel, paned glass and brick building materials are common.

➔ FIGURE 2.3: FIGURE GROUND ANALYSIS



VIBRANT MIX OF USES & ACTIVITIES

The area contains a diverse mix of building uses and activities, including light manufacturing factories, warehouse retail outlets, government offices, restaurants, corner cafes, theater, art galleries, artist studios, and residential houses/apartments/townhomes.

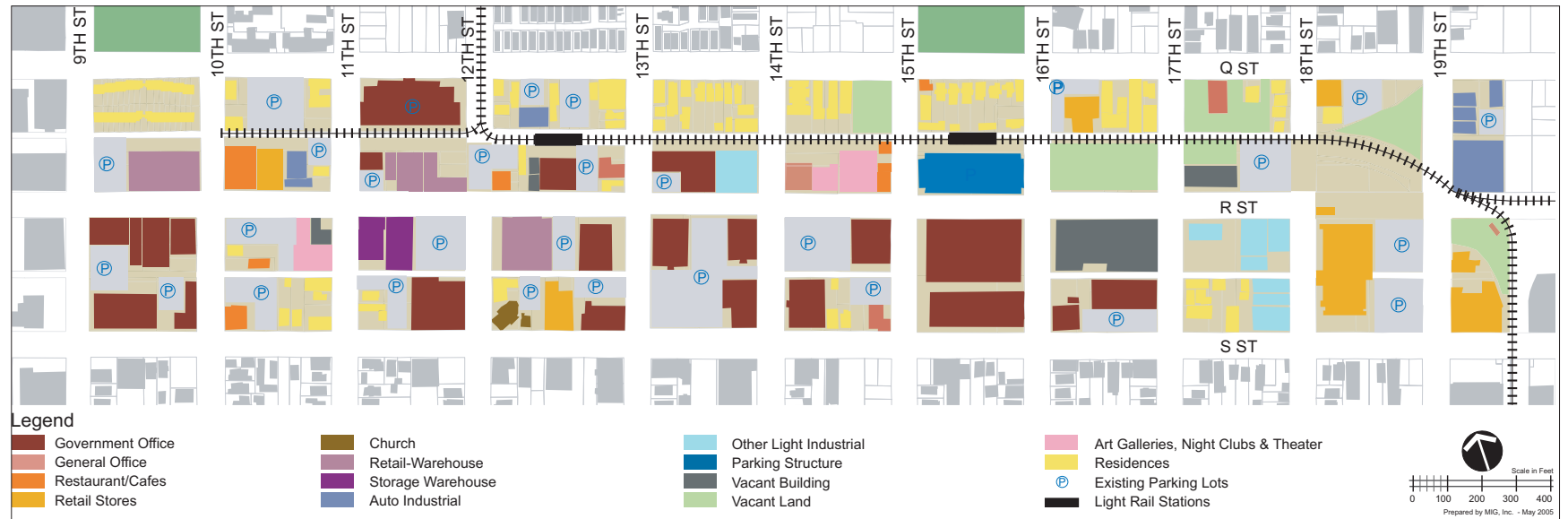
The industrial working environments within the interiors of buildings can often be viewed from the road. In addition, frequent loading and unloading truck activities, imparts a certain raw or "gritty" flavor, especially when seen in the context of the

surrounding, more homogenous residential and office neighborhoods.



Mixed uses along R Street

➔ FIGURE 2.4: EXISTING ACTIVITY USE



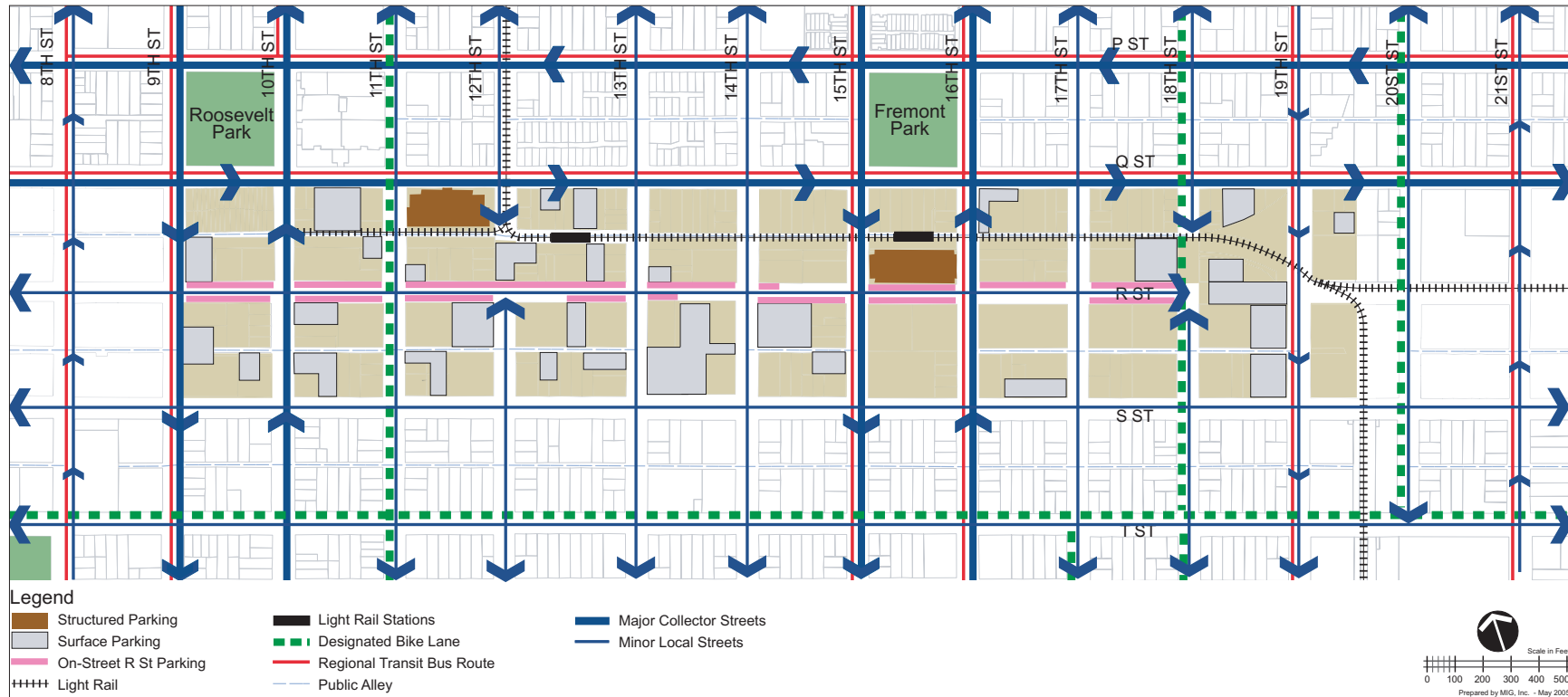
CONVENIENT ACCESS BY MULTIPLE MODES OF TRANSPORTATION

R Street is well-served by multiple modes of transportation. The 13<sup>th</sup> Street and 16<sup>th</sup> Street Light Rail Stations are centrally located in the project area with the Sacramento Regional Transit District (RT) light rail running just south of the alley between Q and R Streets. In addition, bus and shuttle routes connect

the corridor to key City destinations, including Downtown, City College, Elk Grove, and Meadowview, help make R Street an extremely transit-oriented corridor. City-dedicated bicycle routes along 11<sup>th</sup>, 18<sup>th</sup>, and nearby T and 20<sup>th</sup> Streets support the multi-modal character of the corridor. Vehicular traffic through the corridor is efficiently served by major City arterials, including

the north-south couplet of 15<sup>th</sup> and 16<sup>th</sup> Street, and 9<sup>th</sup> and 10<sup>th</sup> Streets, and the east-west couplet of P and Q Streets.

➔ FIGURE 2.5: MULTI-MODAL TRANSPORTATION



**WELL-ESTABLISHED ADJACENT NEIGHBORHOODS**

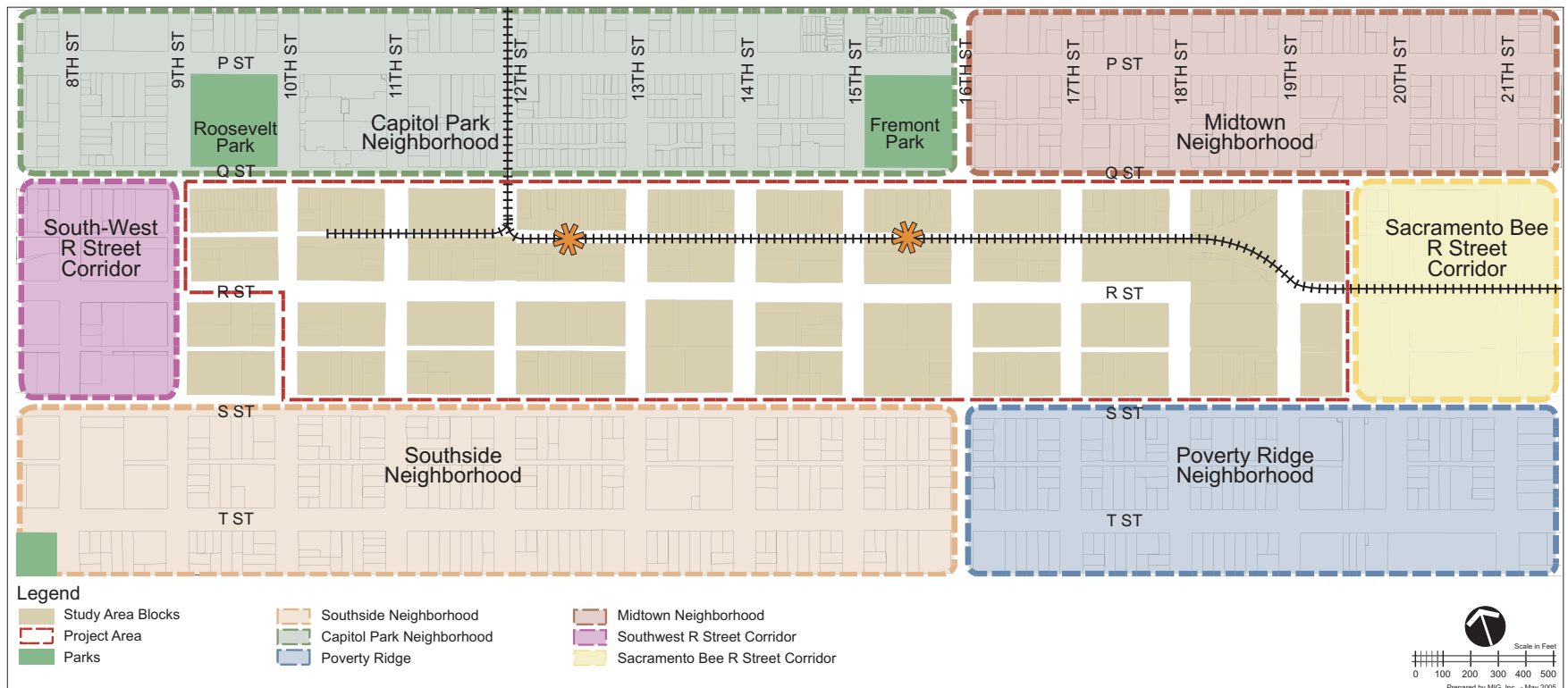
The R Street area is surrounded by well-established neighborhoods on three sides, including Midtown, Poverty Ridge, and Southside. The built fabric of these attractive neighborhoods with homes and tree-lined streets will complement R Street's future design improvement efforts.

Just north of the R Street Corridor is the Capitol Park Neighborhood Area, where Sacramento's government center and business district are centered. This solid anchor of nearby jobs, convenient transportation and growing neighborhood-supporting retail, in combination with the stable base of nearby residents will help build a positive synergy to support a vibrant and active R Street.



Residences in the Poverty Ridge neighborhood

➔ **FIGURE 2.6: SURROUNDING NEIGHBORHOODS**





Debris on R Street

## CHALLENGES & OPPORTUNITIES

In order to create an implementable Urban Design and Development Plan for the area, it is important to understand the primary challenges facing the R Street corridor. Strategically honing in on key opportunities that the corridor presents will also ensure a successful revitalization effort.

## IMAGE

Many buildings and open spaces have been neglected, contributing to a negative perception of the R Street vicinity. Problem areas include:

- Overall deferred maintenance of buildings;
- Broken or boarded-up windows;
- Vacant buildings;
- Debris; and
- Foreboding barrier fencing.

The predominance of vacant lots and underutilized properties is both a challenge as well as an opportunity for creative reuse. Adaptive reuse of older warehouses can provide the foundation for an intriguing new urban district. Entertainment uses, such as restaurants, art galleries, small neighborhood theaters and a night club have located in the area creating an opportunity to reinforce the area as a mixed use and destination entertainment area.



Broken windows fronting R Street



**BUILDING DESIGN WITHIN THE PUBLIC REALM**

A number of low-rise leased office buildings have been developed in the area. The siting and design of many of these buildings present a number of challenges:

- Buildings "turn their backs to the street" with blank facades facing the pedestrian environment;
- Absence of doors and imperceptible building entries;
- Many building entries are located through internal parking lots or off of the numbered streets to the east and west; and

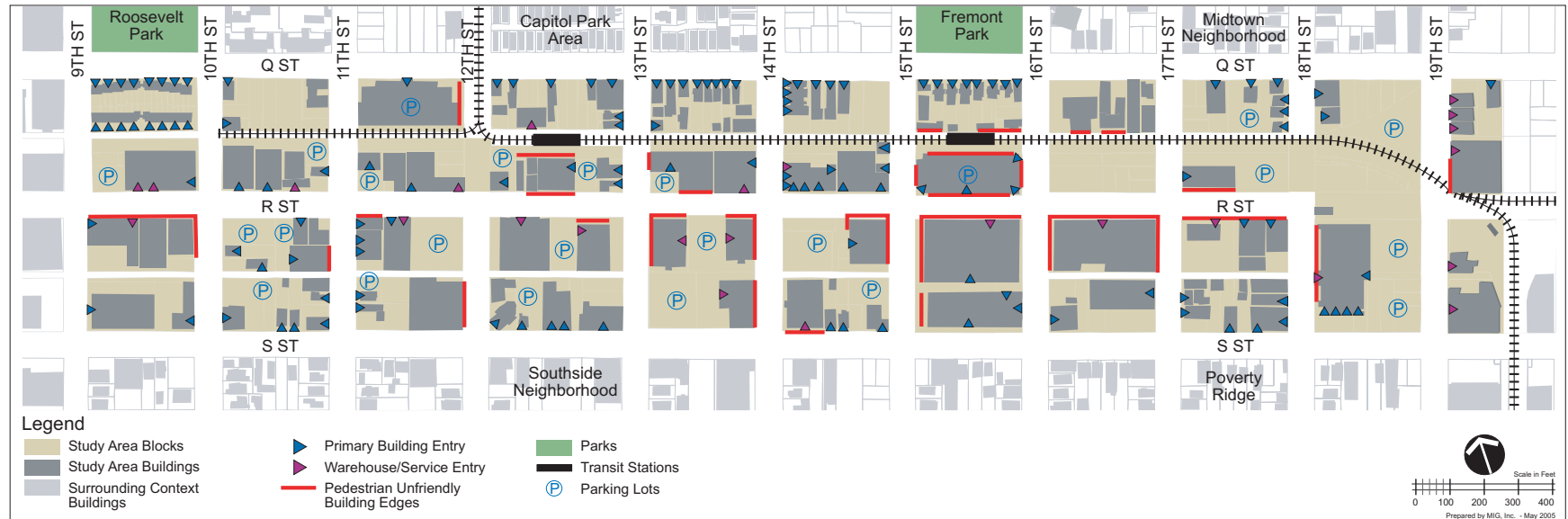
- Most of the one to two-story office buildings have poorly articulated facades with stark walls or dark glass.

This type of building design shifts the focus of activity away from R Street, contributing to an inactive, and abandoned feeling along the primary corridor. In order to create a vital and more attractive environment, there is a need to create well-articulated building edges and increase the primary building entries along R Street.



Blank facades

➔ **FIGURE 2.7: PEDESTRIAN FACADES**





16<sup>th</sup> Street Rail Station

#### TRANSIT-ORIENTED DEVELOPMENT (TOD)

The existing 16<sup>th</sup> Street and 13<sup>th</sup> Street Rail Stations are somewhat foreboding and lack basic transit-user amenities. Key challenges to address include the following:

- Inadequate station seating;
- Lack of shelter/protection from inclement weather;
- Significant number of nearby vacant buildings;
- Predominance of surrounding buildings that are oriented away from, or "turn their backs to" the stations;
- Unkempt adjoining alleyways that do not relate to the stations;
- Ineffective station and directional signage; and
- Unfriendly pedestrian connections to the stations.

With both stations well-served by the overall system line that carries 30,000 people every day, and a more than 5% projected annual increase in ridership, the opportunity to revitalize and develop vacant and underutilized properties near the station as high-intensity transit-oriented developments is tremendous. Light rail transit connections in conjunction with the comprehensive lattice of nearby bus, shuttle and well-delineated bicycle routes, will make living and working in and around this vibrant multi-modal transit hub highly desirable.



Opportunity sites north of the 13<sup>th</sup> Street Station

**LOCAL CONNECTIONS**

Many sections of R Street do not support a comfortable pedestrian experience. Factors that contribute to this environment include:

- A lack of convenient pedestrian connections from R Street to surrounding neighborhoods and local destinations, such as the RT station stops and bus stops;
- Poorly maintained, deteriorating or discontinuous pathways that impede pedestrian movement throughout the corridor and along R Street; and

- A significant number of protruding loading docks in the district - while contributing to the historic industrial character, they act as a barrier to universal access.

More efficient utilization of this space could include reconfiguration to provide useful open space amenities for pedestrians and people with disabilities.

Mid-block alleys between Q and R, and R and S are underutilized as secondary access routes. These alleys could potentially serve as efficient, primary on-site parking and emergency service access routes. The wide roadway along R Street provides more than enough space to support local City street traffic.

➔ **FIGURE 2.9: PEDESTRIAN UNFRIENDLY CHARACTER**





Flooding on R Street

#### INFRASTRUCTURE AND BROWNFIELD REMEDIATION

The study area presents a number of concerns related to infrastructure improvements and Brownfield remediation:

- The combined sewer system is aging, and currently operating near capacity;
- Flooding during heavy rains further exacerbates capacity issues - there is an immediate need to upgrade the system to meet planned and future development needs;
- The water system especially needs to be upgraded in order to accommodate necessary fire protection;
- Frequent flooding in tandem with heavy truck traffic in the area, has resulted in many potholes and the need for frequent roadway maintenance;
- Past industrial use of the area has resulted in a number of Brownfield sites, which have created obstacles in the development of some catalytic project sites; and
- Existing railroad tracks may also present toxic soil conditions, which would require remediation to remove.

While recent grants for both infrastructure and Brownfield remediation improvements have been approved, additional steps should be taken to ensure that incentives for new development in the area remain strong. These improvements should be coordinated with the full range of R Street public realm improvements.



Brownfields in need of remediation

MOMENTUM FOR POSITIVE CHANGE

2004 marked a major transition for R Street. Projects such as "The Building," the Empire Club, the R Street Market, La Raza Galeria Posada, the CalPers building and others, created strong momentum for positive change. These developments added a rich mix of activities to the area and some contributed to the corridor's status as a "destination" place. Planned projects for 2005 such as the CADA Lofts and Crystal Ice Mixed Use Housing within the study area, the 13th and 16th Street Light Rail Station improvements and the Fremont Mews, just outside

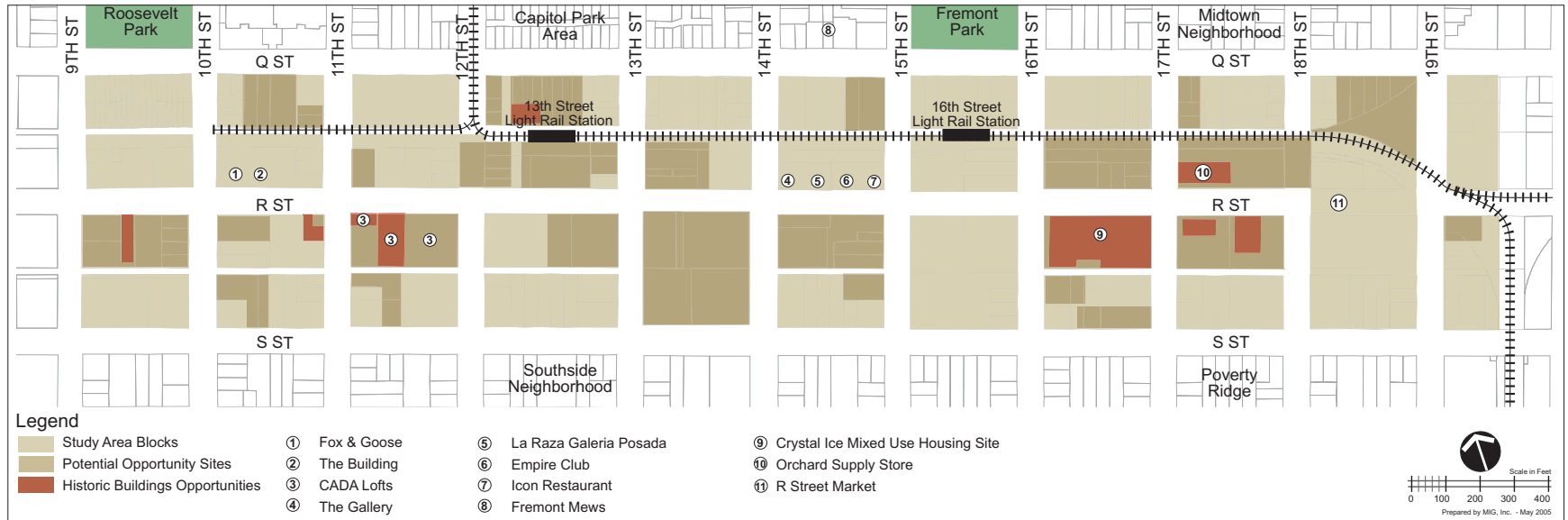
the study area, will further revitalize the area.

There is a need to maintain the momentum of this dynamic evolution. A number of vacant or underutilized buildings, properties and open spaces provide unique opportunities for reactivation, rehabilitation and rejuvenation. Continuing to address challenges, and effectively strategizing and prioritizing the most promising projects for implementation will help move the transformation of the area forward.

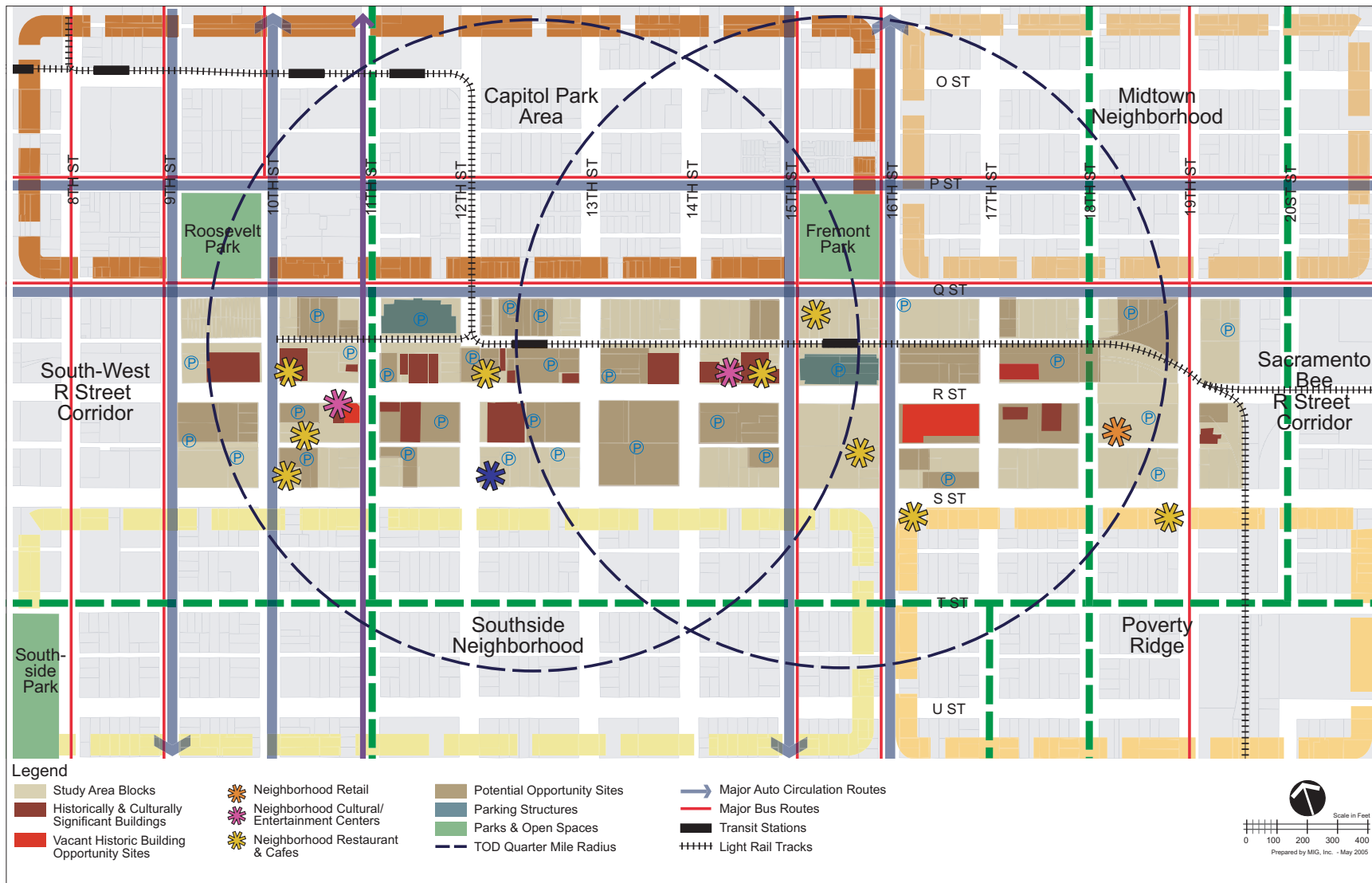


Location of CADA lofts site

➔ FIGURE 2.10: RECENT PROJECTS AND DEVELOPMENT OPPORTUNITIES



➔ FIGURE 2.11: ASSETS, CHALLENGES & OPPORTUNITIES ANALYSIS



# 3



CHAPTER 3

## planning framework

Collectively, a city's abundant small spaces have a major impact on the quality of life. If those spaces are unattractive, people will likely retreat from the city street, perhaps from the city itself - to the suburbs and country if they can manage it, to fortified shelters in cities if they cannot. But if we learn to take advantage of our small urban spaces, if we design new ones well, and fix up the old ones, we will keep the streets alive. We may even encourage people to use them, and to smile about it.

*William H. Whyte*  
*The Social Life of Small Urban Spaces.*  
*(The Conservation Foundation, 1979) 7*



## CHAPTER 3

# planning framework

## IN THIS CHAPTER

## PLANNING STRATEGIES

A FRAMEWORK OF PLANNING STRATEGIES IS ESSENTIAL in guiding urban design and development in the corridor. Five specific study area planning strategies have been identified that are distinct to the segment of R Street between 9<sup>th</sup> and 19<sup>th</sup> Streets. The strategies include:

- A. Maintain and Respect the Corridor's Unique Historic Character
- B. Develop the Corridor as an Amenity to Surrounding Neighborhoods
- C. Maximize Transit-Oriented Development Potential
- D. Reclaim and Enhance the Public Realm
- E. Provide Development Incentives that Encourage High-Density Mixed Use Residential

The 1996 Land Use Plan envisioned the long-term transformation of the R Street corridor from a warehouse district into a new transit-oriented mixed use neighborhood including residential, office, and neighborhood-oriented commercial uses. The Plan encouraged infill development, home ownership and higher density housing opportunities to serve anticipated CBD employment growth through 2016.

The 1996 vision and goals are still relevant today, and have been enhanced in this Urban Design and Development Plan by specific planning strategies, design guidelines, infrastructure standards, financing strategies, and implementation measures for a focused segment of the R Street corridor.

**STRATEGY A:**

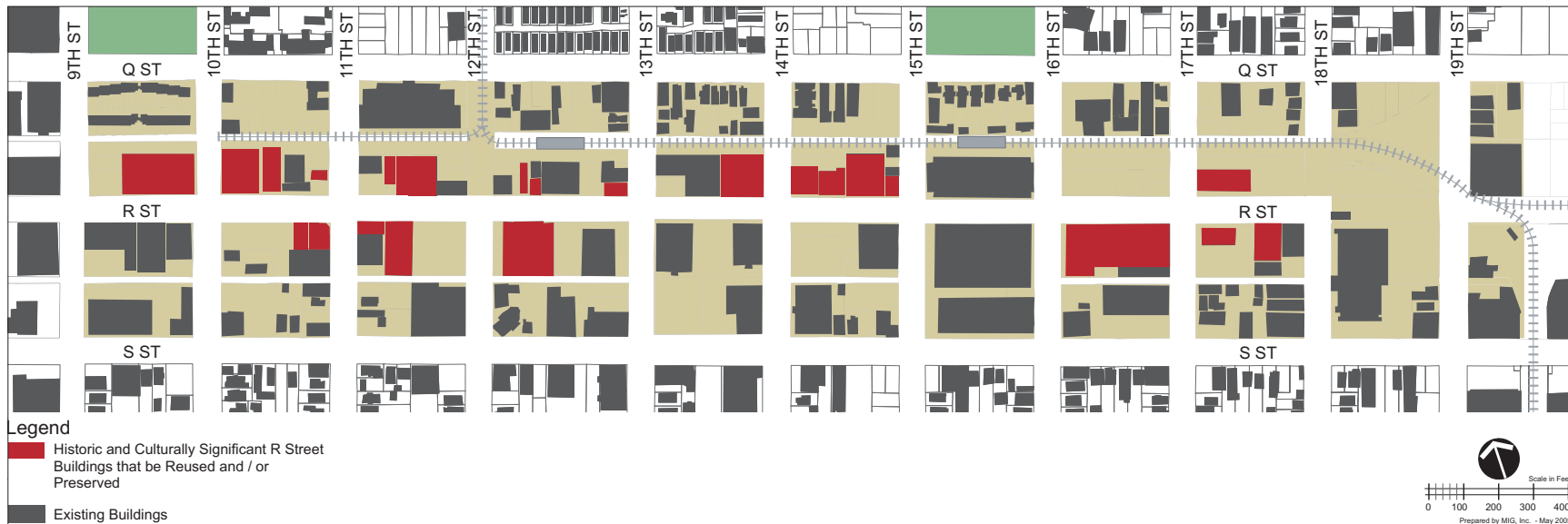
**MAINTAIN AND RESPECT THE CORRIDOR'S UNIQUE HISTORIC CHARACTER**

Maintain the interesting history and rich physical historic fabric provides R Street with a unique character and sense of place.

**Actions**

1. **Preserve and reuse buildings** that are historically, architecturally and/or culturally significant (such as the CADA Warehouse).
2. **Preserve and integrate building materials and streetscape elements unique to the area**, such as the cobblestone-encased railroad tracks, loading docks, wide metal awnings, and other features that contribute to the historic character of R Street.
3. **Maintain and enhance the sense of shared space** between different users (such as pedestrians, bicyclists, cars and trucks). Where possible, extend the concept along R Street.
4. **Respect the utilitarian aesthetic/essence of the corridor.** While a wide variety of architectural creativity should be encouraged, the underlying key design language should respect the "edgy" utilitarian aesthetic.
5. **Maintain vibrant mix of uses** that characterize R Street. The eclectic and co-existing mix of uses provide a unique sense of identity. As R Street continues its evolution to non-industrial uses, this rich marriage of activities should be maintained. The mix of existing businesses also contributes tax revenue-generating benefits.

➔ **FIGURE 3.1: REUSE OF HISTORIC AND CULTURALLY SIGNIFICANT BUILDINGS**



**STRATEGY B:**

**DEVELOP THE CORRIDOR AS AN AMENITY TO SURROUNDING NEIGHBORHOODS**

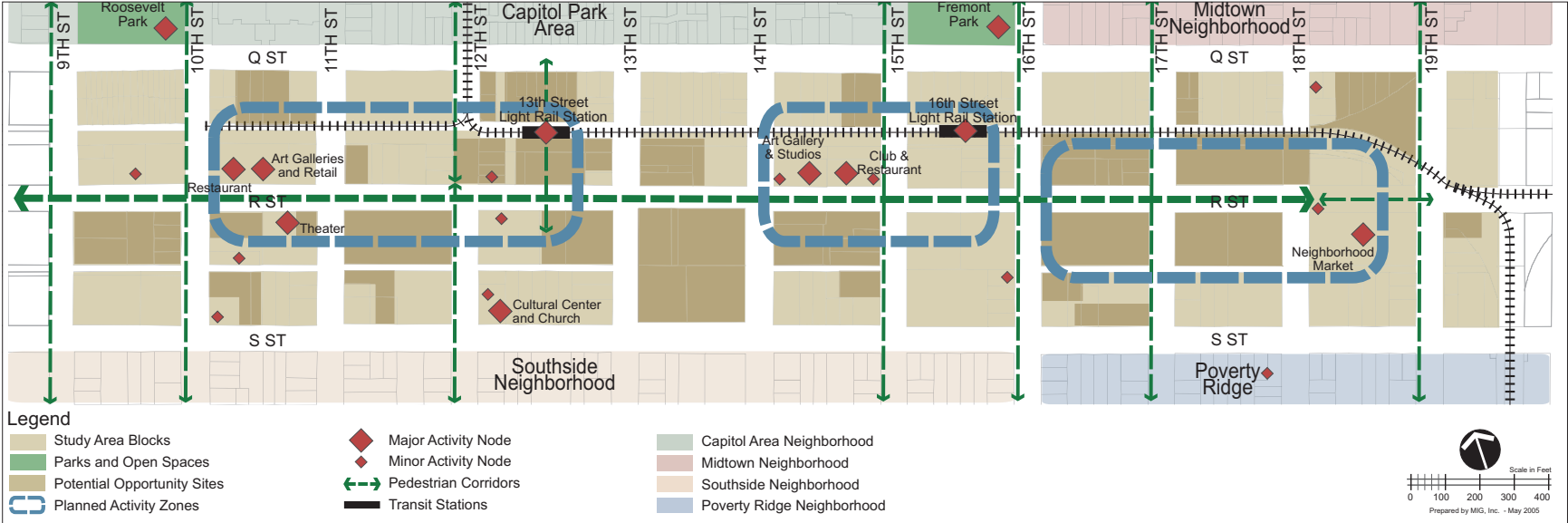
Strengthen the R Street project area as a seam in the urban fabric, uniting surrounding residential neighborhoods. Services and connections could be strengthened in the following ways.

**Actions**

- 1. **Build upon existing neighborhood amenities** such as restaurants, theaters, art galleries, and neighborhood-serving retail uses that will support and enhance the community life in the neighboring residential areas.
- 2. **Enhance pedestrian and bicycle activity** in the area by:
  - Utilizing vacant and underutilized built and open spaces to develop buildings with pedestrian-friendly edges;
  - Improving the pedestrian character along the north-south streets with traffic calming features; and

- Encouraging pedestrian and bicycle traffic to continue through the numbered streets that are encumbered by RT tracks, the 12<sup>th</sup> Street abandonment, and near the retail development at the R Street Market.
- 3. **Accommodate the needs of existing industrial uses** that serve the central city, augment the employment base, and are compatible with residential mixed use. Utilize strategic development decision-making to avoid unnecessary displacement of viable industrial businesses.

➔ **FIGURE 3.2: NEIGHBORHOOD AMENITY CORRIDOR**



**STRATEGY C:**

**MAXIMIZE TRANSIT-ORIENTED DEVELOPMENT POTENTIAL**

Promote high density transit-oriented development to support the 13<sup>th</sup> and 16<sup>th</sup> Street Stations, and transform the area into a vital multi-modal hub.

**Actions**

1. **Improve the physical environment and uses at the stations and make them more attractive to transit users by:**
  - Developing well-conceived station plazas, aesthetically-pleasing shelters, and canopy trees to provide shade;

- Designing pedestrian-friendly building facades/edges to help activate the area; and
  - Encouraging pedestrian-friendly uses at station fronts, such as cafes, convenience stores and other transit-oriented retail.
2. **Develop pedestrian safe connections to the stations by**
    - Improving visibility;
    - Installing signage; and
    - Enhancing the quality of pathways along major pedestrian corridors while minimizing the impact on the 15<sup>th</sup>/16<sup>th</sup> Street traffic couplet (a primary artery for the City).

3. **Utilize vacant buildings and underutilized sites around the light rail stations to create mixed-use high density residential and commercial transit-oriented developments, particularly within the 1/4 mile walkable area.** (Some of the structures around the stations may require substantial reinvestments, such as at the 16<sup>th</sup> Street Station).

➔ **FIGURE 3.3: TOD FOOTPRINTS**



**STRATEGY D:**

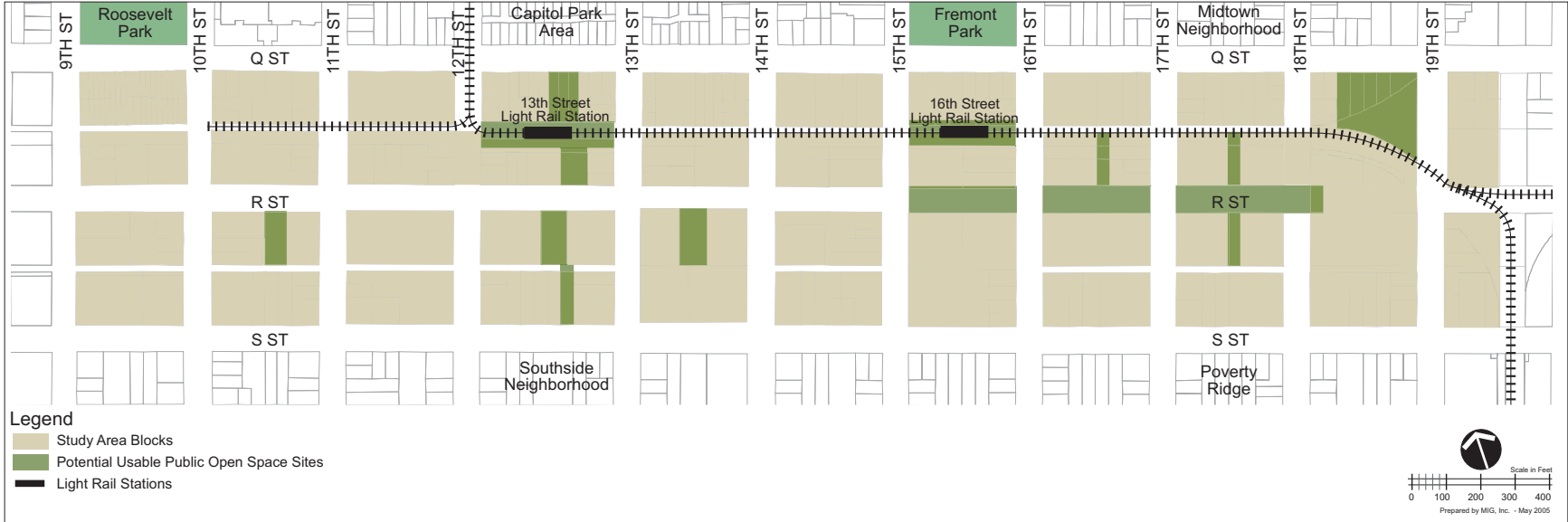
**RECLAIM AND ENHANCE THE PUBLIC REALM**

Develop and improve existing public space in the study area to create an active and enriching pedestrian friendly public realm.

**Actions**

- 1. **Improve the pedestrian experience** by creating a safe, pleasant, walkable, aesthetically appealing corridor with built edges that enhances and relates to the pedestrian experience. Building massing should provide a sense of enclosure, building entries should front R Street, and uses should activate the corridor.
- 2. **Ensure universal access** along at least one side of the public right-of-way, while maintaining the historic character of the neighborhood.
- 3. **Create a variety of open space amenities** including pocket parks and plazas to serve the needs of both existing and future residential and commercial users. These spaces should complement the larger existing open space resources in nearby residential neighborhoods (such as Fremont Park and Southside Park) to meet the recreational needs of the greater community.
- 4. **Continue and enhance the sense of shared space** by pedestrians, bicyclists and automobiles by reclaiming the wide 80-foot right-of-way as part of the pedestrian realm.

➔ **FIGURE 3.4: POTENTIAL POCKET PARK LOCATIONS**





Active brownfield remediation at the CADA warehouse opportunity site

### STRATEGY E:

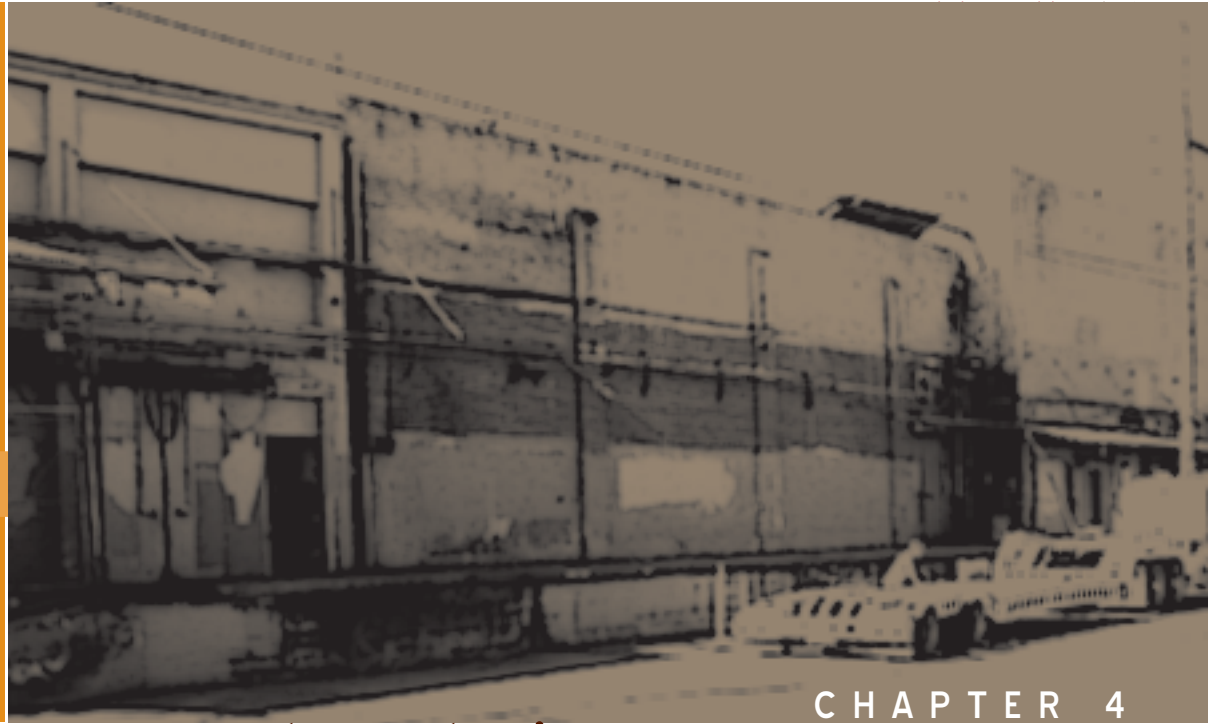
#### PROVIDE INCENTIVES TO ENCOURAGE HIGH DENSITY MIXED USE RESIDENTIAL DEVELOPMENT

In order to facilitate effective concept implementation, development strategies should be streamlined, and incentives for desired types of development should be explored.

#### Actions

1. Provide cost effective infrastructure improvements, especially for sewerage and storm water drainage, so that lack of basic essential utilities is no longer a disincentive for new development.
2. Offer financial incentives for brownfield remediation to private property owners to encourage reuse of vacant lots and blighted historic buildings. Revitalization of these spaces will help build a positive image for R Street.
3. Realign regulatory framework to encourage development by:
  - Promoting creative adaptive reuse of buildings;
  - Integrating universal access improvements in the public right-of-way in a manner that maintains the historic spirit of the area; and
  - Exploring the creation of alternative funding sources and/or financing mechanisms to ensure the maintenance of streetscape furniture, park facilities, and roadway and costs are known up front.

# 4



CHAPTER 4

## urban design concept

A great street should be a most desirable place to be, to spend time, to live, to play, to work, at the same time that it markedly contributes to what a city should be. Streets are settings for activities that bring people together.

*Allan B. Jacobs, Great Streets. (Cambridge: MIT Press, 1993), 8*



## CHAPTER 4

## urban design concept

## IN THIS CHAPTER

## URBAN DESIGN CONCEPT

## CORRIDOR SECTORS

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 4.1). 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.

### 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.

### URBAN DESIGN CONCEPT

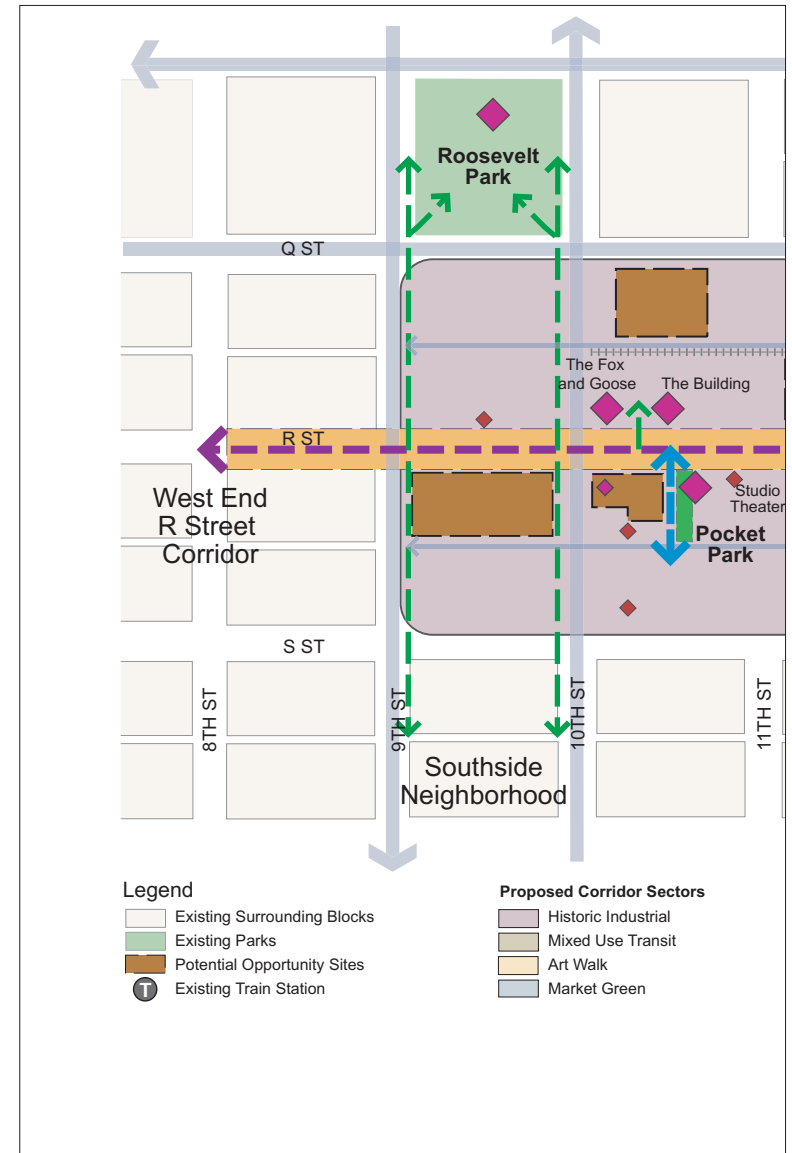
The "R Street Corridor" is envisioned as a mixed-use transit hub that celebrates its historic industrial spirit. The Light Rail Stations at 13th and 16th Streets become centerpiece of the R Street Corridor, with new development synergizing transit, retail, office and residential uses.

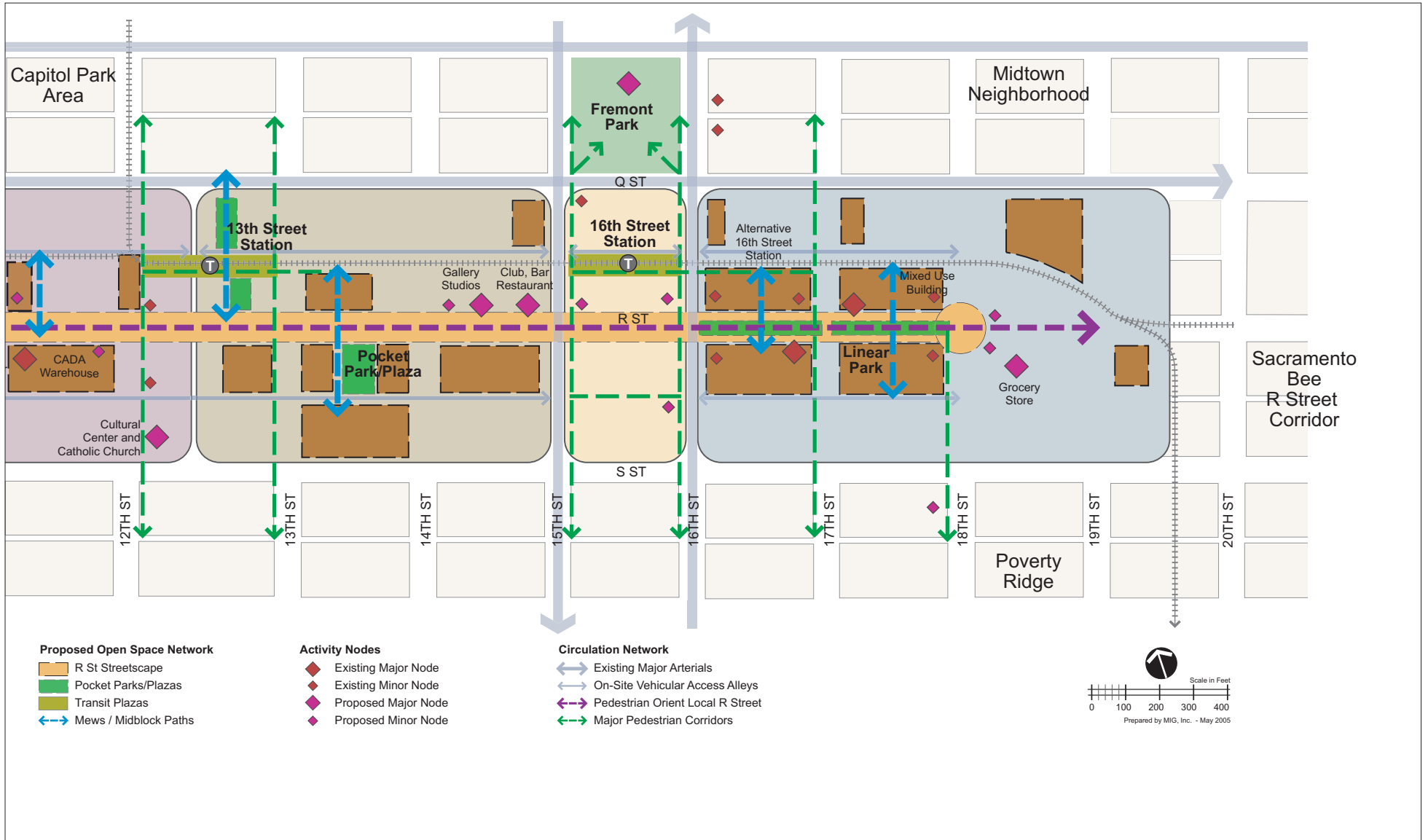
### PUBLIC REALM

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 (see Figure 4.1). 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 4.1: URBAN DESIGN CONCEPT







The plan preserves R Street as a space that pedestrians and motor vehicles share.

#### 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 (see Figure 4.2).

#### Built Edges & 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 4.2: PERSPECTIVE - R STREET CHARACTER



#### Building Scale

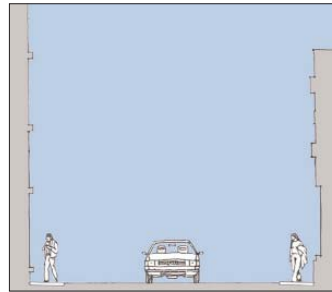
Development on R Street will be large scale and higher intensity than the neighboring residential streets. S Street will be compatible with existing one to three story residential developments.

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.

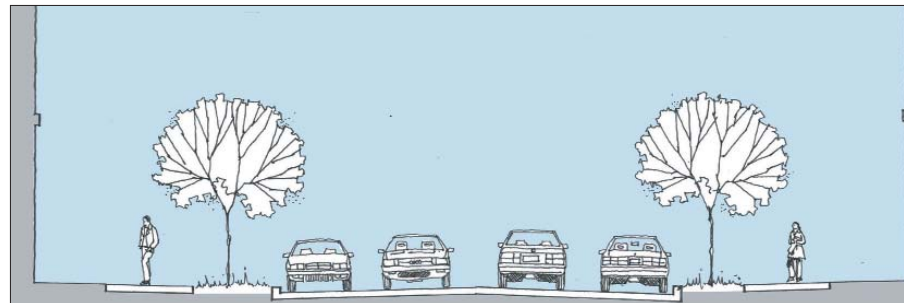
#### Auto Circulation & Parking

The east-west alleys and numbered streets provide primary routes for vehicular access to parking for both new and existing development (See Figures 4.3 and 4.4). 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 (See Figure 4.5). The numbered cross streets serve as important connectors between adjacent neighborhoods, recreational resources and other destinations to the north and south of R Street.

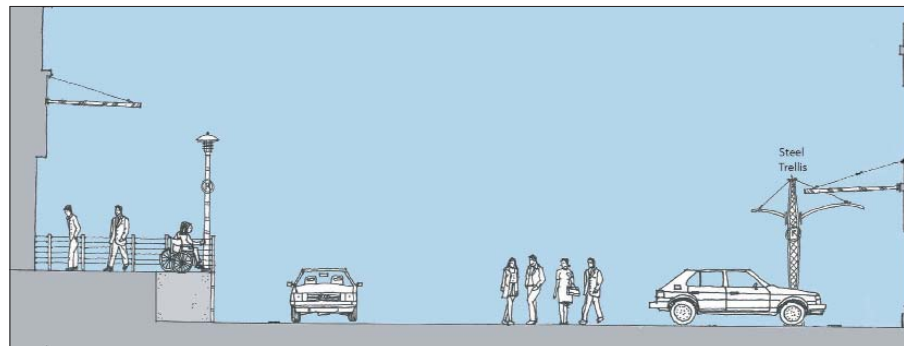
→ FIGURE 4.3: TYPICAL ALLEY SECTION



→ FIGURE 4.4: TYPICAL NUMBERED STREET SECTION



→ FIGURE 4.5: TYPICAL R STREET SECTION



## CORRIDOR SECTORS

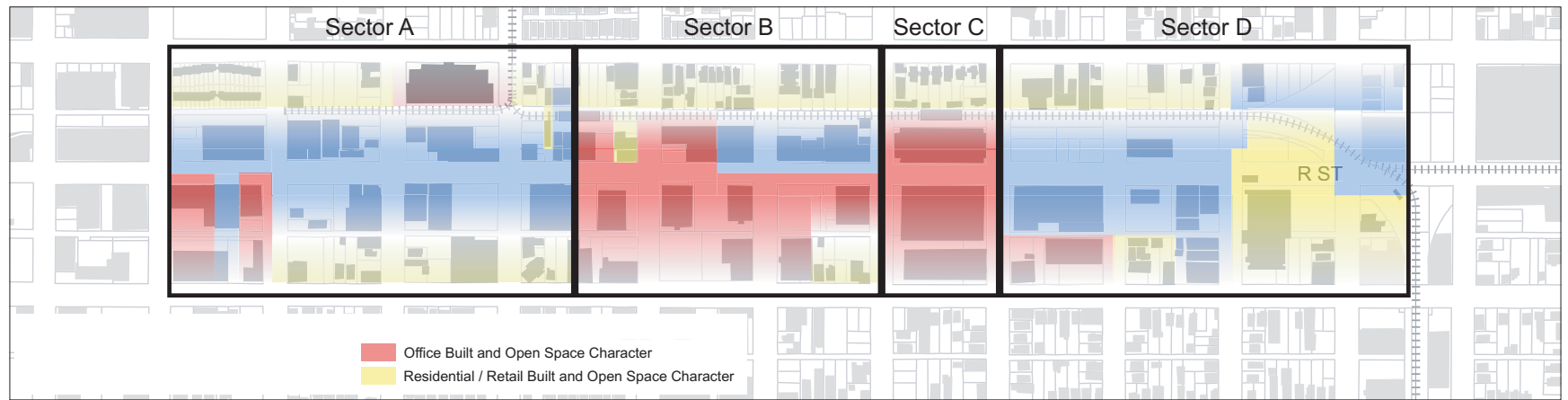
The Urban Design Concept recognizes the distinct characteristics of the different sections of the R Street corridor. Accordingly, the Concept is based on a series of four interconnected sectors or sub-areas along the corridor. The predominance of a certain type of character provides the rationale for 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 (see Figure 4.1) and on the Sector Diagram (see Figure 4.6), 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 4.6: SECTOR DIAGRAM



**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.



**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.



**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.



**Sector D: Market Green**  
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.

#### 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 4.7: SECTOR A PERSPECTIVE





## SECTOR A · VISION

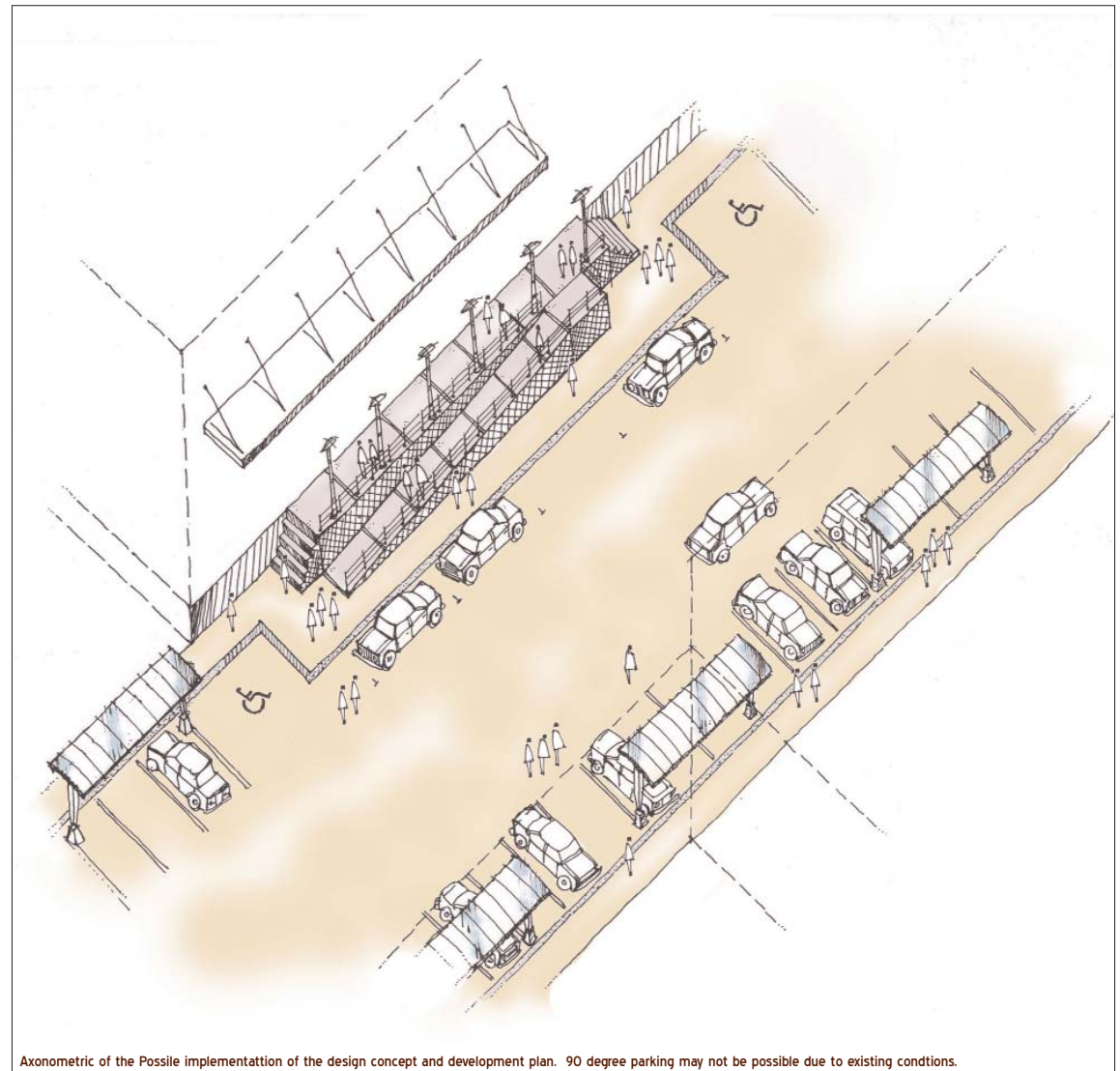
Overall, the Historic-Industrial sector is visualized as a sub area that:

- Capitalizes on its proximity to the 13th Street Station to accommodate new TOD; and
- Strengthens its unrefined, industrial character through streetscape improvements and building edge articulation.

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 4.8: SECTOR A AXONOMETRIC





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

#### SECTOR A · CONCEPT PLAN ELEMENTS

### 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.



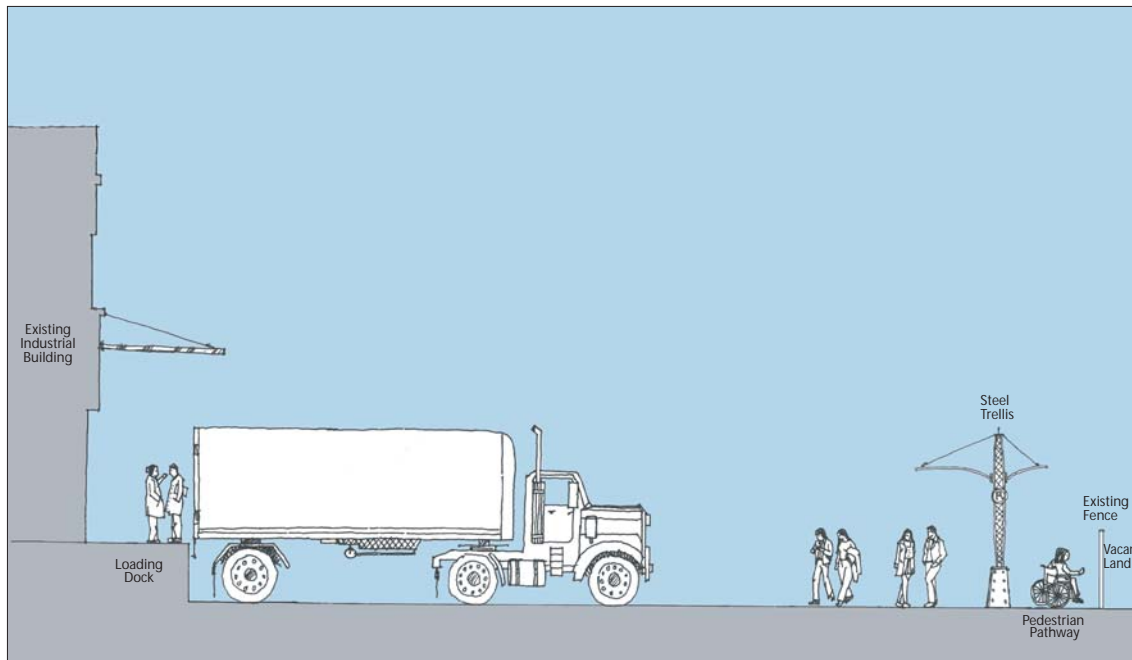
Sections of the historic Pearl neighborhood in Portland typify a shared public realm and provide a model for potential development along R Street.

### 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 (See Figure 4.9).

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 4.9: SECTOR A SECTION



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

### New Development and Opportunity Sites

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. These sites are illustrated in Figure 4.10.

➔ FIGURE 4.10: PERSPECTIVE - CADA'S CAPITOL LOFTS



➔ FIGURE 4.11: SECTOR A PLAN & OPPORTUNITY SITES



Figure 4.11 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

- a) The parking lot at the southeast corner of R and 10th Streets, opposite the Fox and Goose Restaurant;
- b) The vacant historic building at the southwest corner of R and 11th Streets;
- c) Half a block south of R between 9th and 10th Streets;
- d) The parking lot fronting Q Street between 10th and 11th Streets;
- e) The northeast corner lot at R Street and 11th Streets; and
- f) The vacant lots immediately north of the 13th Street Station.

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 4.12: SECTOR B PERSPECTIVE

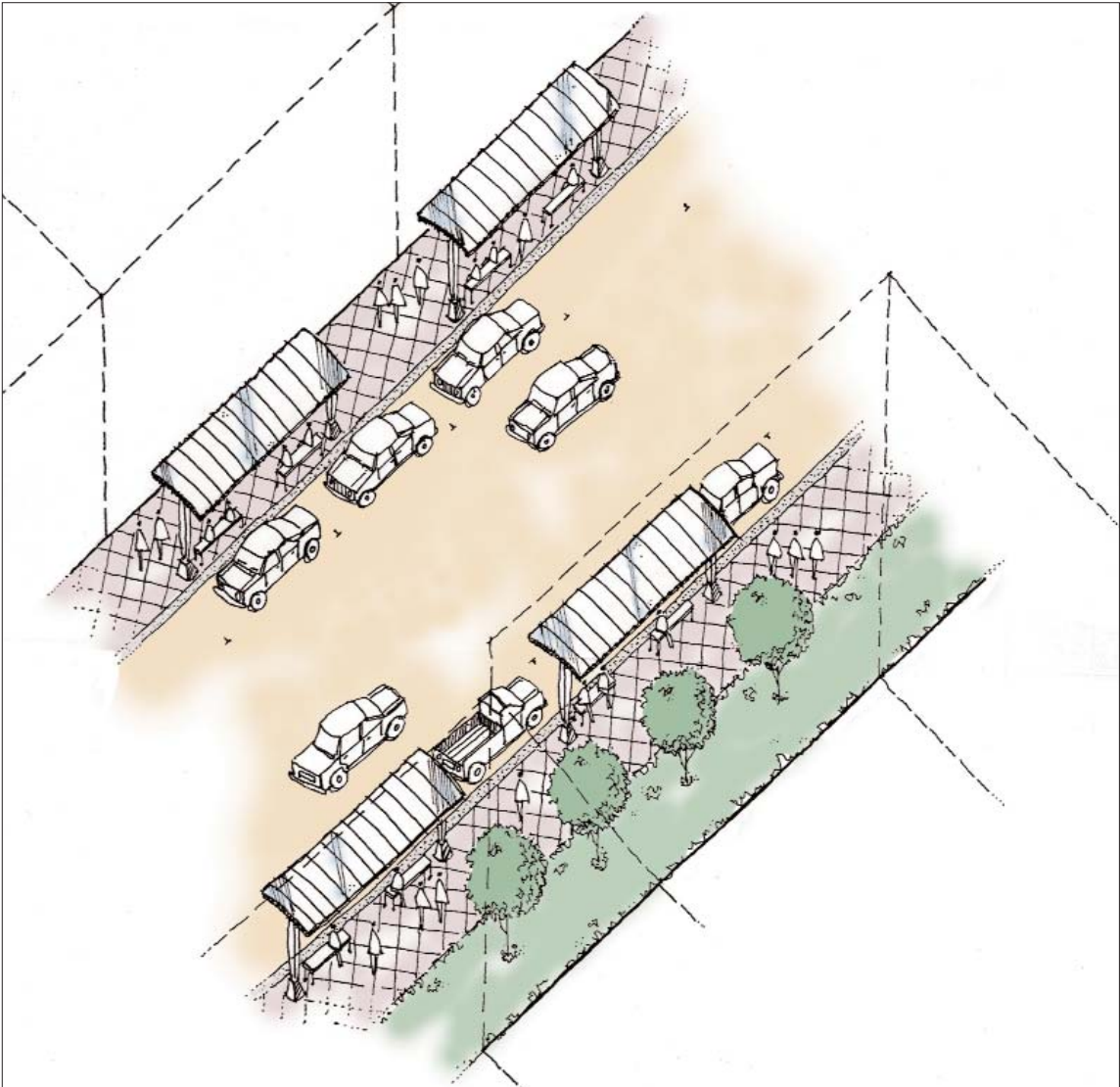


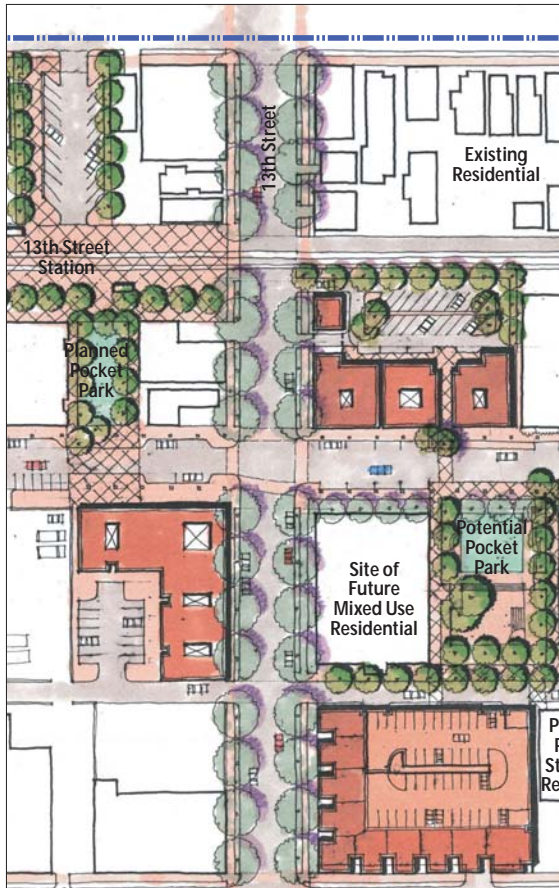
SECTOR B · VISION

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 4.13: SECTOR B AXONOMETRIC





Sector B will include a series of interconnected public pocket parks and plazas that are with private development.

SECTOR B - CONCEPT PLAN ELEMENTS

**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 (see Figure 4.14). 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.



### Circulation

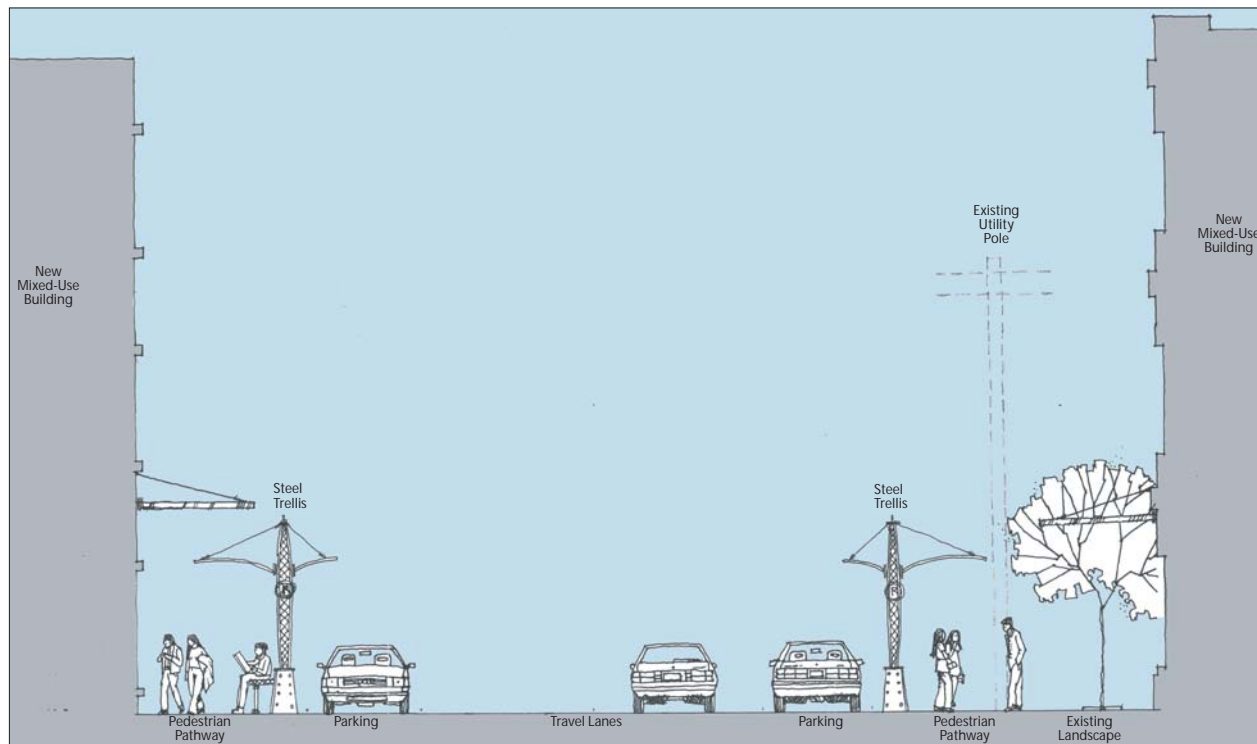
Fifteenth Street continues to serve as a primary one-way arterial. A mid-block pedestrian link through the proposed pocket park connects the 13th St Light Rail Station to R and S Streets.

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.



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

➔ FIGURE 4.14: SECTOR B CONCEPTUAL SECTION (LONG TERM)



### New Development and Opportunity Sites

New development should build on the momentum of the successful new restaurant/club on the northwest 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 northeast 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 4.15.

➔ FIGURE 4.15: SECTOR B PLAN & OPPORTUNITY SITES



Figure 4.15 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
- a) The northeast and southwest corner of 13th and R Streets:
  - b) The south side of R Street between 14th and 15th Streets:
  - c) The northeast corner of 13th and S Streets:
  - d) The vacant lot west of 15th Street between Q and R Streets; and
  - e) The parking lot fronting R Street between 13th and 14th Streets.

#### 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 4.16: SECTOR C PERSPECTIVE

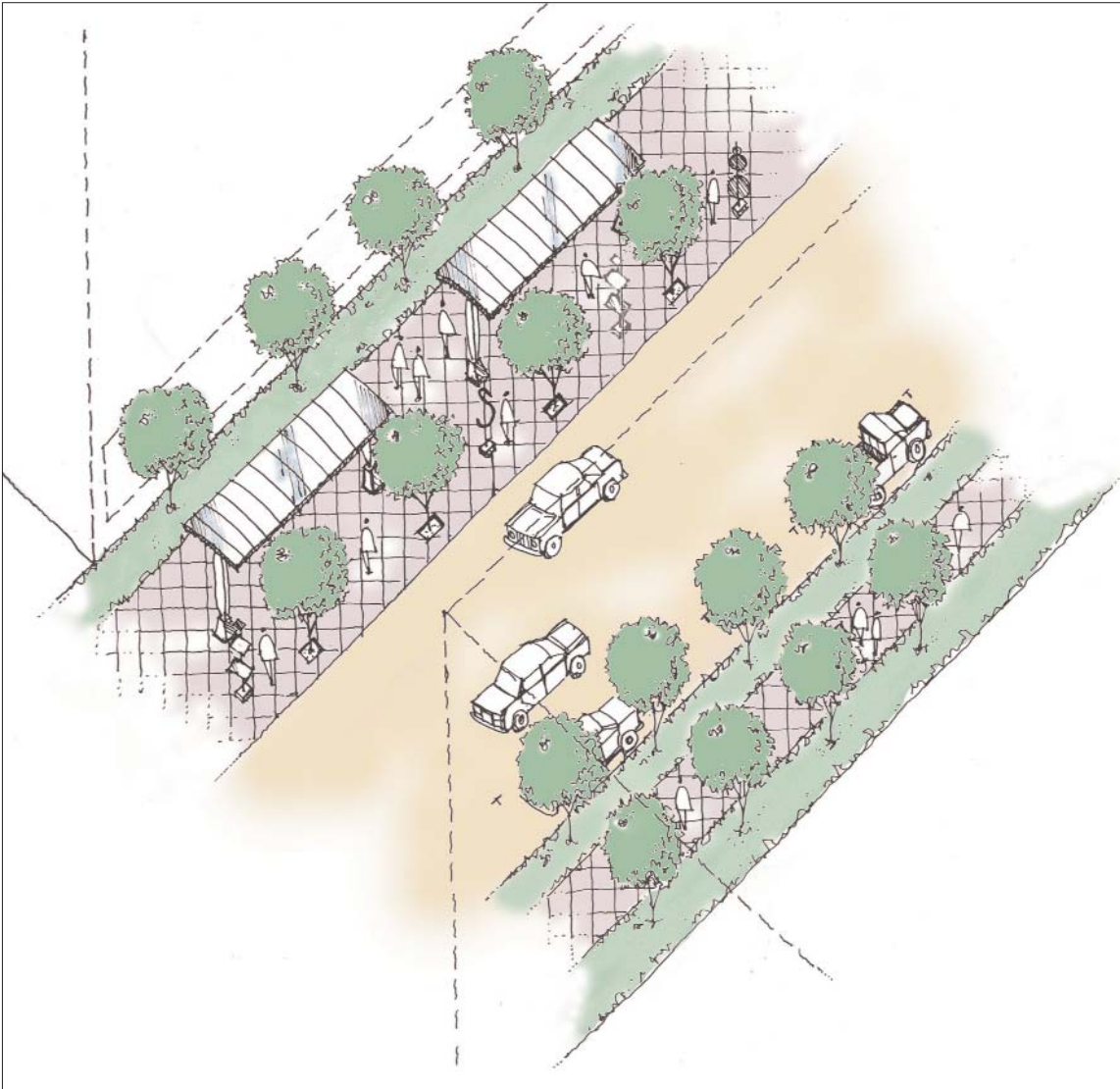


SECTOR C · VISION

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 4.17: SECTOR C AXONOMETRIC





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.

#### SECTOR C - CONCEPT PLAN ELEMENTS

### 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 hawkker 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.

## 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 4.18: NORTH SIDE OF R STREET LOOKING EAST BETWEEN 15TH AND 16H.



### 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.



➔ FIGURE 4.19: SECTOR C PLAN

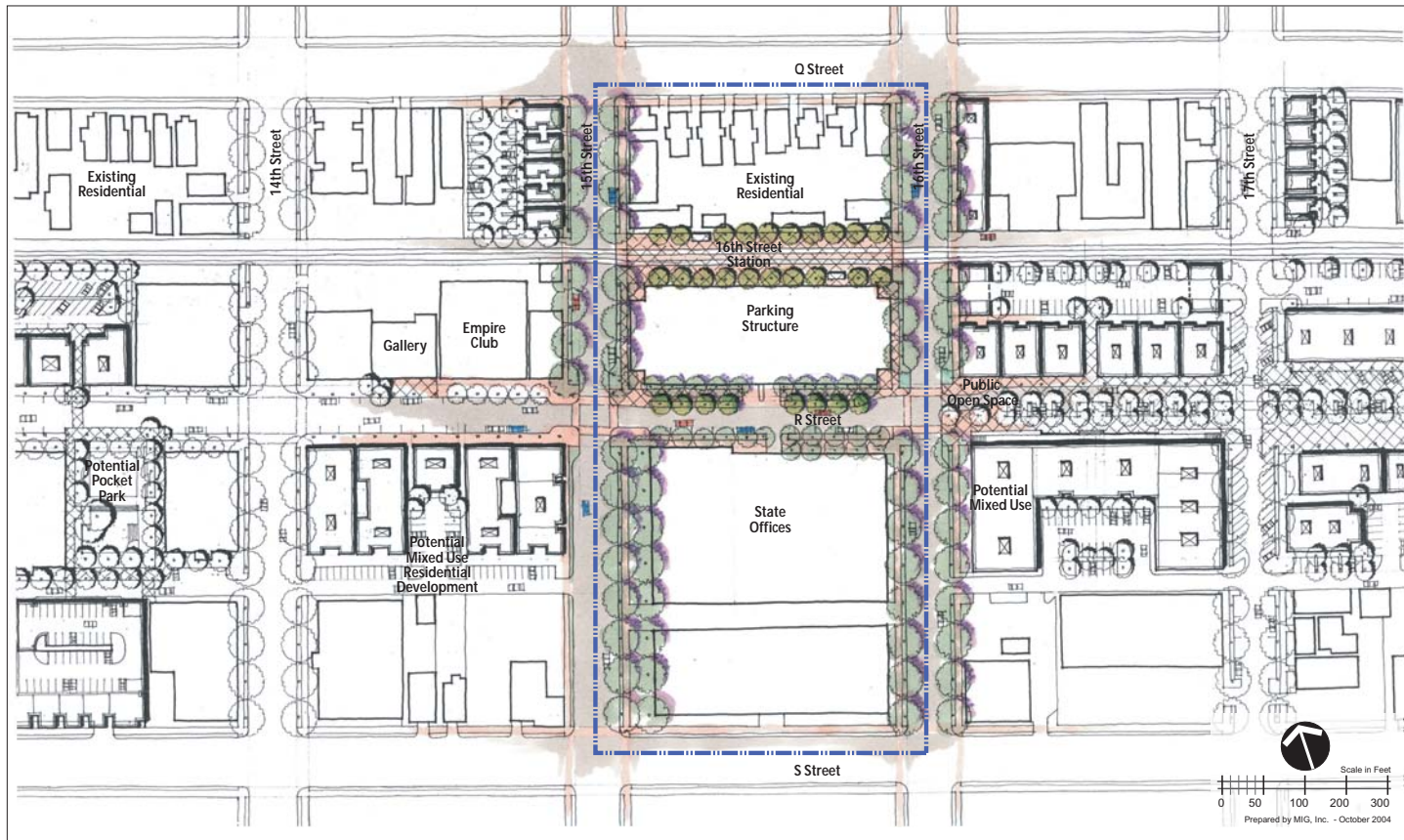


Figure 4.19 is a conceptual plan sketch of the possible implementation of the design concept and development plan.

#### 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 - VISION

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 Street

→ FIGURE 4.20: SECTOR D PERSPECTIVE



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 curbless street design continues in this section, recapturing the historic joint use of the roadway.

➔ FIGURE 4.21: SECTOR D AXONOMETRIC





Sector D can emulate the use of open space as seen in Portland.

SECTOR D - CONCEPT PLAN ELEMENTS

**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.



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

Circulation

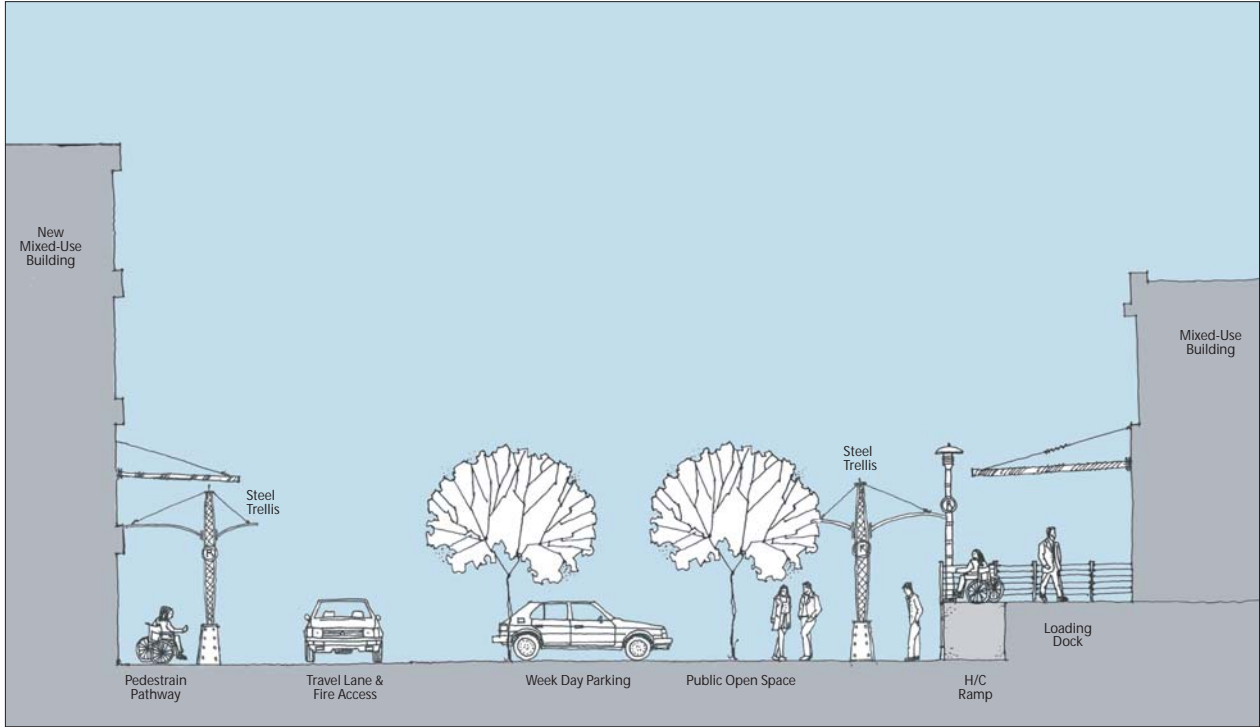
A two-way vehicular lane is integrated into the northern portion of the street to accommodate fire trucks and service vehicles. Sixteenth Street remains a major arterial, both for the corridor and the City. Seventeenth and 18th Streets are reinforced as neighborhood pedestrian-friendly streets with bulb-outs 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 (see Figure 4.22). 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 4.22: SECTOR D CONCEPTUAL SECTION



### 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. The primary opportunity sites are illustrated on Figure 4.23.

➔ FIGURE 4.23: SECTOR B PLAN & OPPORTUNITY SITES



Figure 4.23 is a conceptual plan sketch of the possible implementation of the design concept and development plan.

# 5



CHAPTER 5

## implementation

The best streets create and leave strong, lasting, positive impressions: they catch the eyes and the imagination. They are joyful places to be, and given a chance one wants to return to them.

The best streets continue, are long lived.

*Allan B. Jacobs,  
Great Streets. (Cambridge: MIT Press, 1993), 312*



## CHAPTER 5

## implementation

## IN THIS CHAPTER

## PRIORITY IMPROVEMENTS

## FINANCING TOOLS

THERE IS A STRONG RECOGNITION among Central City District stakeholders and City Staff that R Street is a high priority revitalization component of the Central City and one of the primary areas to locate additional housing in the City. The implementation component of the Plan outlines the "how to" steps for directing future investment in the infrastructure and streetscape of the corridor that will in turn leverage catalytic development in the project area. This framework of priorities creates a solid foundation from which to base logical decisions and allocate limited resources.

Where funding is immediately available for improvements, CADA, City staff, and other potential partners can move expediently toward implementation. Where funding is currently unavailable, the Plan provides guidance, highlighting where efforts should be focused in seeking funding for specific types of improvements.

This implementation strategy does not directly address private property opportunities. The guiding document for land use, zoning, setbacks, and density is the R Street Corridor Plan (including subsequent amendments) adopted by the City of Sacramento in 1996. The implementation strategy for this urban design Plan is specific to the CADA project area (9th-19th Streets) and selected public right-of-way and infrastructure improvements, but may well have applicability to the remainder of the R Street corridor area.

## PRIORITY IMPROVEMENTS

Resource constraints make it impossible to implement all proposed improvement actions at once. Proposed infrastructure and streetscape improvements in the CADA Project area could cost in the range of ten million dollars and overall corridor costs have been estimated at as much as forty million dollars. Given the limited financial resources of CADA and local government, early improvements must be focused on actions that will make the most tangible difference and leverage additional development. This section outlines a number of potential improvements that have been prioritized for early implementation due to their particular relevance in transforming the corridor and their likelihood of bringing positive change in the area.

Projects designated as top priority have the strongest potential to invite further investment in the corridor from both the private and public sectors. They also have the potential to remove barriers to development or eliminate concerns that may be perceived as barriers to development. The project team recommends directing energy toward the priority improvement areas described below. These have been organized into two tiers for initial phasing purposes.

### TIER 1 PROJECTS AND IMPROVEMENTS

The goal for “Tier 1” projects and improvements is completion or initiation within five years of this Plan's adoption:

1. CADA R Street Corridor 'Demonstration Project' that will involve streetscape, infrastructure (combined storm water, sewage system, and loop water system) and transit station connectivity improvements between 10th and 13th Streets
2. Capitol Lofts mixed-use residential project at 10th and R Streets
3. Improve pedestrian connections and upgrade the light rail stations at 13th and 16th Streets to support transit use and transit oriented development
4. Affordable Housing Project with the expanded CADA R Street Area
5. Review, with R Street stakeholders, forms of district management and financing such as a PBID, assessment district or other management organizations
6. Development of the southside of R Street between 10th to 11th Street
7. Acquisition or site control of park and plaza sites.

### TIER 2 PROJECTS AND IMPROVEMENTS

The following "Tier 2" projects and improvements will be accomplished within ten years of this Plan's adoption:

1. Redevelop Corridor area between 16th and 18th Streets:
  - Feasibility Study on relocating the 16th Street Station
  - Crystal Ice mixed-use development project
  - R Street Market Plaza and Green
2. Implement selected form of long-term management and assessment district, if any
3. Private Housing/commercial starts (estimated at 500 new units in the CADA project area as per the R Street Corridor Infrastructure Needs Assessment, June 2003).

## INFRASTRUCTURE IMPROVEMENTS

Catalytic improvements in the infrastructure area include those that require broader private and public investment in order to address system-wide deficiencies. Three critical areas that should serve to leverage additional development in the Corridor have been identified for immediate strategic assessment and financing:

1. **Combined storm and sewerage system improvements** - to increase the capacity of the system and detain runoff volumes underground. This will reduce on-street flooding problems and allow increased residential densities along the corridor in accordance with the R Street Corridor Plan. Sewer flow mitigation projects should also be considered.
2. **Water system improvements** - to work in parallel with the existing system and increase capacity in order to provide adequate fire protection service.

3. **Street and drainage improvements** - to create an overall drainage system along major portions of R Street, and to ensure proper grading design and intersection connections. Since the Urban Design Plan recommends street cross sections that are different from the City standard cross sections, overall grading design to ensure proper grades for drainage may be necessary. At a minimum, survey and engineering work for the overall R Street drainage and roadway should be undertaken to help guide private frontage improvements, and ensure a seamless interface between privately funded frontage improvements and the public roadway and infrastructure system. At the same time, it is proposed that the historic R Street Railroad tracks and granite blocks be retained in keeping with the brick warehouse urban design theme.

As an initial catalyst project, a major demonstration project will be constructed to include major infrastructure and streetscape improvements along R Street between 10th and 13th Streets. This will support new development such as the Capitol Lofts project, and increase pedestrian connections to the 13th Street Light Rail Station while reflecting priorities of the Urban Design Plan.



Hydrant and sewer system



Sidewalk to be extended at the 13<sup>th</sup> Street Station



Open space improvements include a public open space on R Street between 16<sup>th</sup> and 18<sup>th</sup> Streets.

#### TRANSIT STATION PLAZA AND CONNECTIVITY IMPROVEMENTS

This category includes improvements necessary to increase the visibility, accessibility and usability of the two main transit stations serving the R Street corridor, the 13<sup>th</sup> and 16<sup>th</sup> Street Stations. Near-term priority improvements and actions include (also see Tier 1 priority improvements list) :

1. **Pedestrian linkage improvements** - from R Street to the 13<sup>th</sup> Street Station. Improvements include creating a well-signed and inviting public accessway, and providing station amenities (seating, shelter and lighting) to link new development with transit opportunities.
2. **Pedestrian access and safety improvements** - at the 16<sup>th</sup> Street Station, specifically to ensure safe pedestrian crossings at 15<sup>th</sup> and 16<sup>th</sup> Streets. Improvements to increase the visibility of this station, the main transfer station for the region, should be implemented immediately.

Longer-term transit connectivity improvements may include relocation of the 16<sup>th</sup> Street Station and investigation of an historic trolley for the area. Working collaboratively with Regional Transit, the City and private property owners should clarify the feasibility and desirability of moving the 16<sup>th</sup> Street Station to the west of 16<sup>th</sup> Street. This would allow for station expansion and additional transit oriented development. Decisions regarding the ultimate loca-

tion of the station are pivotal to the longer-range development of significant underutilized opportunity sites located in Sector D of the proposed R Street Urban Design Strategy.

#### PARK AND PLAZA IMPROVEMENTS

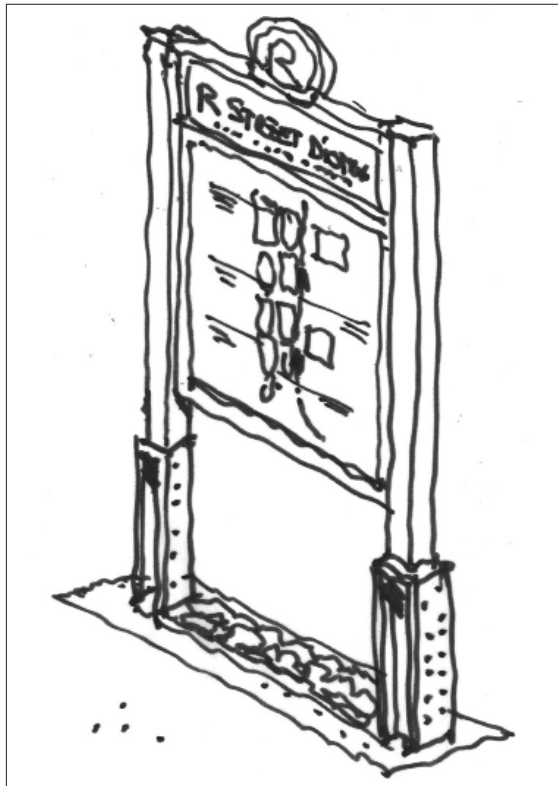
Public acquisition of priority sites should occur as soon as possible in order to preserve maximum opportunities for open space and pedestrian plazas and paseos. This will minimize potential acquisition costs and allow the public space infrastructure to be established as a framework for the overall emerging streetscape. Early streetscape improvements should include the public open space shown in Sector D.

#### ADA AND PATHWAY IMPROVEMENTS

Pathways should be improved to provide for a continuous accessible pedestrian pathway on at least one side of R Street at any given point. This will ensure Universal Access to improvements along the numbered streets as well.

### STREETSCAPE LIGHTING IMPROVEMENTS

In order to ensure public safety, improve the perception of safety and enhance the quality of streetscape design, improvements to streetscape lighting are a top priority.



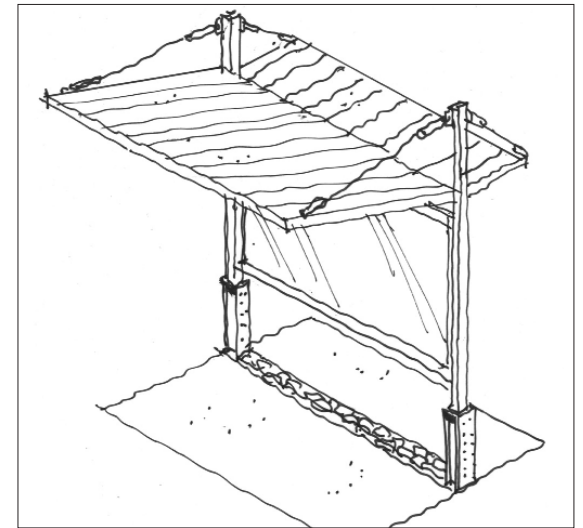
Signage and wayfinding improvements include public information kiosks reflecting the industrial history of R Street.

### SIGNAGE AND WAYFINDING IMPROVEMENTS

There is an immediate need for signage and wayfinding elements to increase visibility and improve orientation around transit stops/RT Stations. Additional signage to link the R Street area with the State Capitol, the Crocker Art Museum and the Docks/Waterfront area should also be considered as part of connecting R Street with the greater Central City.

### STREET FURNITURE

Investment should be made to provide streetscape furniture at strategic locations, such as in the pedestrian plaza in front of Studio Theater and at other high-activity nodes. High quality street furniture supports a pedestrian-friendly environment and character. Funding for street furniture maintenance also needs to be secured as part of this improvement strategy since the City may not have the adequate resources to maintain proposed furniture. Street furniture should only be placed with concurrent provisions for maintenance repair and safety. Both the signage and street furniture could be developed as an arts design competition



Street furniture like shading structures are an important part of R Street's character.



Proposed streetscape improvements will need to be adequately maintained.

#### STREET MAINTENANCE

The solutions and implementation efforts to create an inviting and active streetscape along R Street will be undermined if the street is not adequately maintained. To protect the investment, it will be imperative to identify ongoing street maintenance strategies and a variety of funding sources, since the City may not have the resources to maintain proposed street surfaces and furniture. The preferred means of funding maintenance for recommended improvements is through the formation of an R Street district management organization, such as a Project- and Business Improvement District (PBID).

However, financing of both infrastructure improvements and maintenance may lead to a financing mechanism that can fund both needs.

#### PUBLIC AND PRIVATE SECTOR PARTNERSHIPS

To strategically implement all the project area improvements, it is important to recognize the key stakeholders in the project area: CADA, the City of Sacramento, RT, property owners, and merchants. Partnerships between the key stakeholders and other public and private sector entities will help to develop local implementation organizations, including a Steering Committee and a PBID or a maintenance district. As an initial step, it is recommended that CADA, and their major public and private partners conduct a study of the different forms of management and financing organizations and select the most appropriate form for the district. The organization should be capable of serving as a leadership organization for the R Street district, and supporting the ongoing improvement of the area, including ensuring the maintenance and repair of street furniture and other aesthetic features proposed for the district.

## FINANCING TOOLS

In order to implement improvements, various funding options are available to the Capital Area Development Authority and the City in funding or financing the R Street Urban Design and Development Plan. These funding opportunities .

include project area, local, State, and Federal resources, with particular possibilities related to public right-of-way improvements, light rail station improvements, other infrastructure improvements, and Brownfield remediation.

A comprehensive list and description of existing funding sources and proposed funding opportunities are in Appendix 4 in Vol III.

	Potential Project Area Sources	Potential Local Sources	Potential Regional, State and Federal Sources
Infrastructure Improvements	<ul style="list-style-type: none"> <li>Redevelopment Funds (Tax Increment Financing)</li> <li>Project Area Development Impact Fees</li> <li>Assessment District Financing</li> <li>Developer Funds</li> </ul>	<ul style="list-style-type: none"> <li>General Fund (Match Financing)</li> <li>Major Street Construction Funds, Gas Tax or other local Street Improvement Funds</li> <li>Community Development Block Grant</li> <li>Economic Development Fund</li> </ul>	<ul style="list-style-type: none"> <li>Sacramento Area Council of Governments' (SACOG) Community Design Program</li> <li>California Housing and Community Development Sources</li> <li>State of California Infrastructure Bank (I-Bank)</li> <li>US. Department of Commerce Economic Development Administration (EDA)</li> </ul>
Streetscape Improvements	<ul style="list-style-type: none"> <li>Property and Business Improvement District</li> <li>Mello-Roos Community Facilities District</li> <li>Redevelopment Tax Increment Funds</li> </ul>	<ul style="list-style-type: none"> <li>General Fund</li> <li>Measure 'A'</li> </ul>	<ul style="list-style-type: none"> <li>State Transportation Improvement Program</li> <li>Livable Communities Initiative</li> </ul>
Public Parks / Transit Plaza Improvements	<ul style="list-style-type: none"> <li>Redevelopment Funds (Tax Increment Financing)</li> </ul>	<ul style="list-style-type: none"> <li>Quimby Act Park Funds</li> <li>Park Impact Fees</li> <li>Community Development Block Grants</li> <li>Local Proposition 12 Funds</li> </ul>	<ul style="list-style-type: none"> <li>SACOG's Community Design Program</li> <li>State Transportation Improvement Program and Federal Transit Administration Funds</li> <li>State Department of Parks and Recreation (multiple programs including Land and Water Conservation Act, Urban Parks, Roberti-Zberg, Proposition 40 and other park acquisition and development programs)</li> </ul>
Brownfield Remediation	<ul style="list-style-type: none"> <li>Property Owners and Developers</li> </ul>	<ul style="list-style-type: none"> <li>Sacramento Business Environment Resource Center (BERC)</li> <li>City of Sacramento</li> </ul>	<ul style="list-style-type: none"> <li>California Pollution Control Financing Authority</li> <li>State Department of Toxic Substance Control (DTSC)</li> <li>US. Environmental Protection Agency Brownfields Loans and Grants</li> </ul>
Other General Project Area Improvements	<ul style="list-style-type: none"> <li>Redevelopment Tax Increment Funds</li> <li>Project Area Development Impact Fees</li> <li>Special Assessment District</li> <li>Property and Business Improvement District</li> </ul>	<ul style="list-style-type: none"> <li>General Fund</li> <li>Gas Tax (Capital Improvement Program)</li> </ul>	<ul style="list-style-type: none"> <li>SACOG's Bicycle and Pedestrian Program</li> <li>California Housing and Community Development Sources</li> <li>Private Foundation Funding</li> </ul>

Strategically, CADA will need to leverage substantial amounts of outside funding in order to make the significant improvements necessary to catalyze the area. Maximizing regional, State and Federal grants will be necessary, and most grant resources will require local matching funds. The project has already been recognized as a unique Transit Oriented Development (TOD) site. Accordingly, CADA has established strategic partnerships with the City and Regional Transit, Friends of Light Rail, Sacramento Area Council of Governments (SACOG), and private stakeholders towards constructing TOD.

In collaboration with the City, CADA should ensure that a portion of local funds are available to match and leverage significant state and federal investment in the area. Additional strategies that CADA might consider include assessment district financing with subsidized assessments for housing or mixed-use developments that meet the density and affordability goals of the R Street Corridor Plan. This type of financing will facilitate the development of new housing, further adding to the economic viability and vitality of the area. This requires the direct involvement of property and business owners within the district.

CADA is already making significant progress toward reaching corridor improvement goals. In 2004, the City received a \$0.8 million dollars Jobs/Housing Grant for improving the sewer capacity for future residential projects, and received over \$1.68 million dollars in SACOG funding to improve the 13th and 16th Street light rail stations.

Additionally, the R Street area was selected for \$1.5 million in federal transportation funding towards the goal of fostering transit villages, largely through the assistance of the late Congressman Robert Matsui. It is critical that this momentum toward funding implementation efforts is sustained to ensure that the long-term vision for a vital, mixed-use transit oriented R Street corridor is realized. This overview of current funding tools reveals a wealth of promising opportunities to maximize the multi-modal public transit development along the corridor and add a new layer of development in a way that is compatible with the rich historic fabric of the area.



**APPENDIX D**

**R STREET URBAN DESIGN GUIDELINES  
(VOLUME 2)**

# R Street

urban design and development plan

volume two

*April 2006*

**Moore Iacofano Goltsman, Inc.**

Bay Area Economics

Kimley-Horn & Associates

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volume two  
table of contents

Acknowledgements ..... ii

**Chapter 1: Design Guidelines**

Overarching Guidelines ..... 4

Building Character ..... 6

Parking & Service Access ..... 14

Streets ..... 15

Usable Open Spaces ..... 25

**Chapter 2: Infrastructure Standards**

Sewer and Storm Drain ..... 34

Water Distribution ..... 38

Electrical and Telephone Supply ..... 40

Natural Gas & Petroleum ..... 41

Street Lighting ..... 42

Roadway and Sidewalk Payment Surface ..... 44

**Appendix**

Technical Street Sections ..... A3

Design Palette ..... B3

# acknowledgements

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CHAPTER 1

# design guidelines

We must look at streets as complex community settings that serve a variety of functions-not simply as channels for moving traffic and emergency vehicles. Streets are also environments used for walking, bicycling, and jogging, for socializing, and for children's play. They are staging places for community interaction and neighborhood development. As such, their design requires an understanding of social behavior, architectural and urban design, landscape architecture, and general planning. Their domain lies more in the design fields than in engineering.

*Michael Southworth and Eran Ben Joseph,  
Streets and the Shaping of Towns and Cities (Island Press, 2003), 140*

## CHAPTER 1

## design guidelines

## IN THIS CHAPTER

## BUILDING CHARACTER

Building Massing and Scale

Building Elements

Building Materials

## ON-SITE PARKING

## SERVICE ACCESS AND ENTRIES

## STREETS

Pedestrian Pathways

Accessible Pathways

Alleys

Landscape Features

Street Furniture

On-Street Parking

Other Elements

## USABLE PUBLIC SPACES

Pocket Parks/Plaza

Transit Plazas

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 Chapter II)

## 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 (2Aii-1). The pathway may jog mid-block from one side of the street to the other side. The mid-block crossing will be ADA compliant (2Aii-7).
2. All pedestrian pathways shall be compliant with ADA standards. Where the roadway is flush with a pedestrian pathway, a three foot wide detectable warning strip shall provided between the roadway and the pathway along with bollards, wheel stops, and other vertical elements to enhance pedestrian safety (2Aii-4, 2Aii-5).
3. Two-way travel lane widths should be a minimum of 11 feet wide (2Avi-7).
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 (2Avi-1).
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 (2Avi-2).
6. Active loading docks should not be allowed directly across the street from each other. (2Avi-3)
7. New buildings in the R Street Corridor should reflect the historic industrial character of R Street (1Ai to 1Aii).
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. (Chapter 2, page 36).
9. Textured paving that simulates historic cobble stones should be utilized adjacent to existing railroad tracks when possible (Chapter 2, page 44).
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 (1Aii-14).



These Design guidelines build, to a significant degree, upon previous documents including the 1999 Sacramento Central City Neighborhood Design Guidelines (SCCNBG) and the R Street Special Planning District (SPD) standards, Section 2.99 of the Zoning Ordinance.

#### 1. 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:

- A. Building Character;
- B. On-site Parking; and
- C. Service Access and Entries.

#### 2. 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:

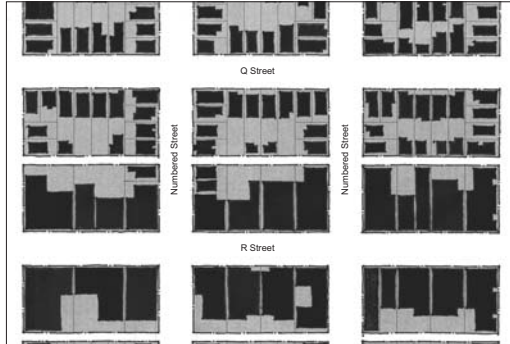
- A. Streets; and
- B. Usable Public Spaces.

➔ 1Ai BUILDING MASSING AND SCALE

1Ai-1

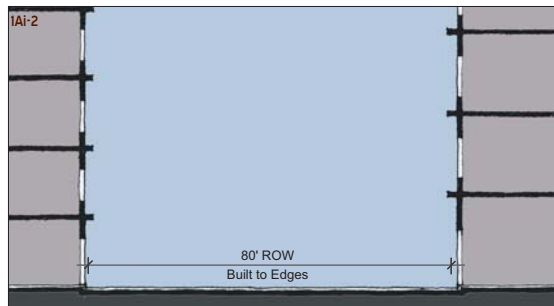
Encourage large-scale buildings that reflect historic R Street building scale (Buildings along Q, S, and the numbered north-south streets should express the smaller 40-foot lot pattern of the adjacent neighborhoods).

1Ai-1



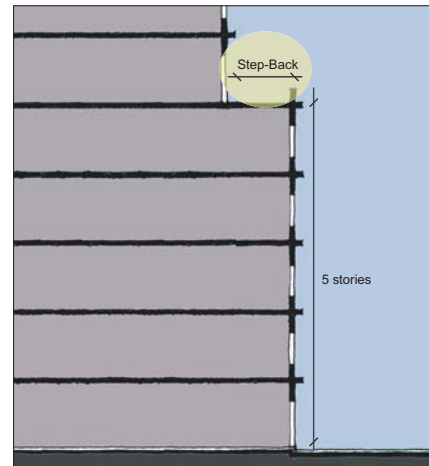
1Ai-2

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.



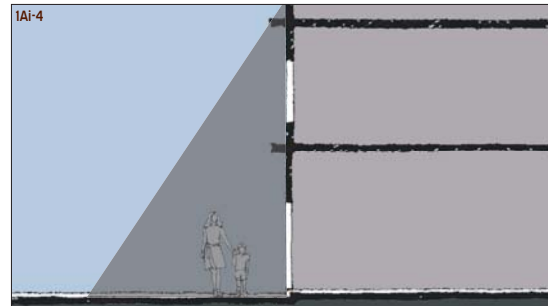
1Ai-3

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



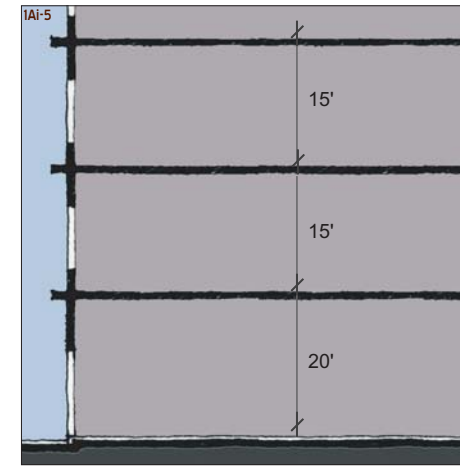
1Ai-4

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



1Ai-5

Encourage a 15 - 20 foot floor-to-floor range for buildings along R Street to reflect the historic industrial building prototype.



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.

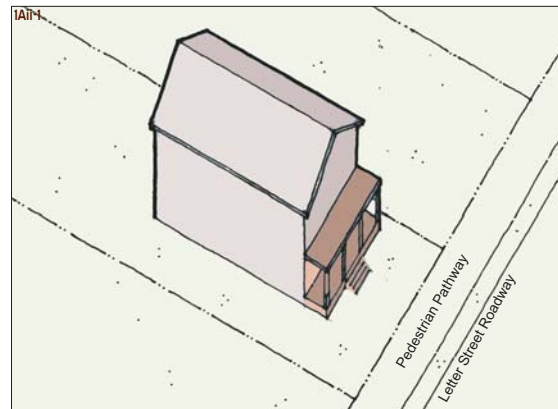
➔ 1Aii BUILDING ELEMENTS: GENERAL

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.

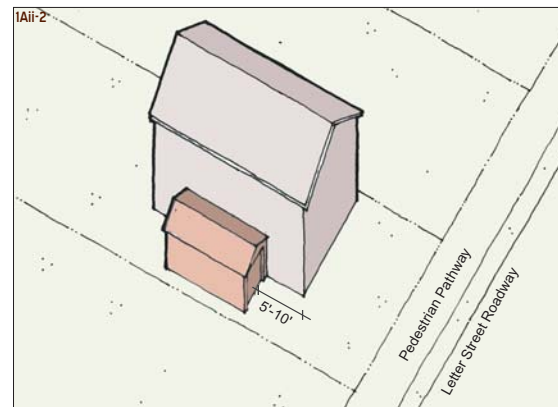
1Aii-1

Ensure that residential buildings facing Q and S Streets incorporate key features such as porches, stoops, sloping and well-defined cornices.



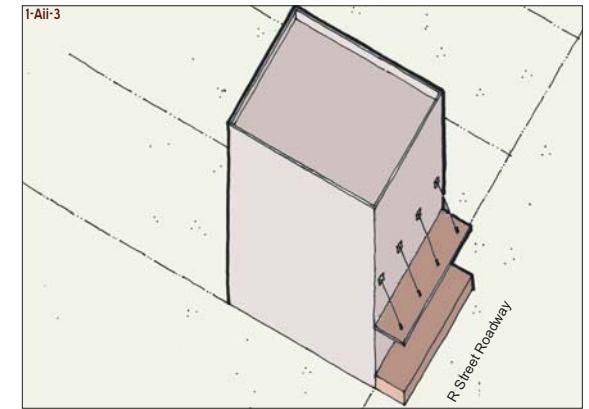
1Aii-2

Set back garage entries (where possible) five to ten feet from primary building entrances and/or staircases.



1Aii-3

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



➔ 1Aii BUILDING ELEMENTS: LOADING DOCKS

1Aii-4

Retain all existing loading docks.

1Aii-5

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

1Aii-4&5



1Aii-6

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

1Aii-6

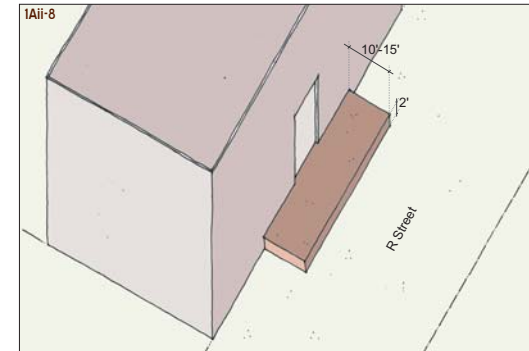


1Aii-7

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 non-industrial docks. Avoid typical 'cyclone' fences.

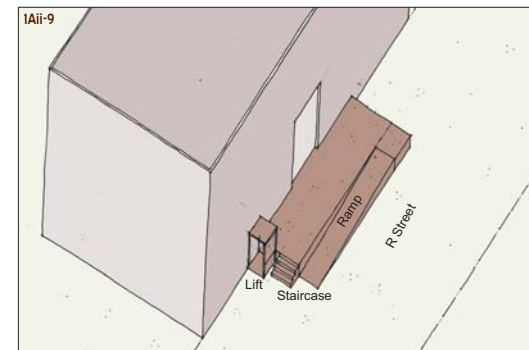
1Aii-8

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.



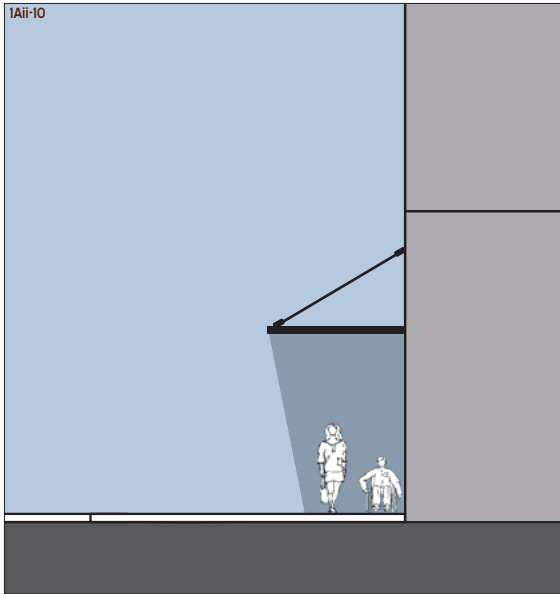
1Aii-9

When used for public purposes, access to loading docks should be provided via a accessible ramp and a staircase. A mechanical lift may further enhance the ADA accessibility.

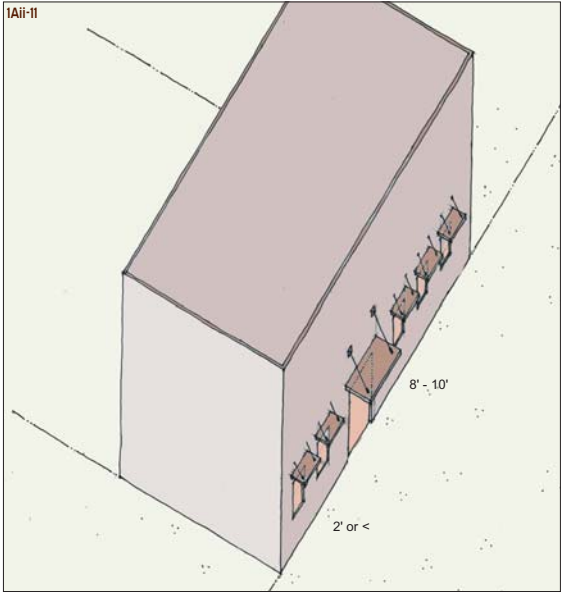


→ 1Aii BUILDING ELEMENTS: AWNINGS

1Aii-10  
Use awnings to define major building entries and to provide shade to pathways adjacent to buildings



1Aii-11  
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.



1Aii-12  
Utilize metal for awning material where possible. Canvas could be used as an alternative. Plastic and vinyl should be avoided.



➔ 1Aii BUILDING ELEMENTS: BUILDING ENTRIES

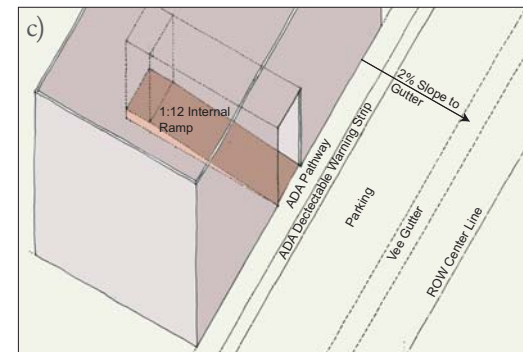
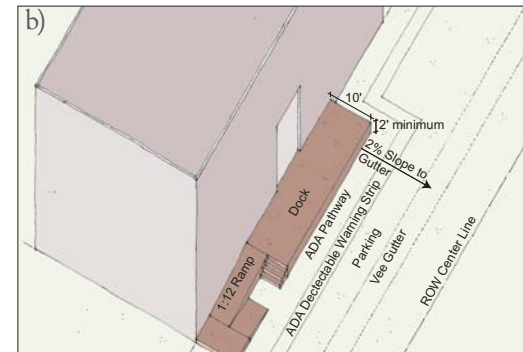
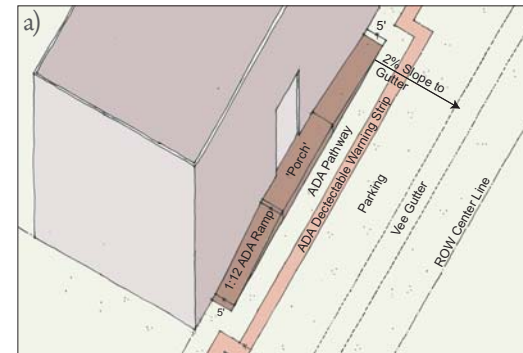
1Aii-13

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.

1Aii-14

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:

- a) 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';
- b) 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 non-industrial uses ensure a combination of ADA accessible ramps and steps connecting the street to the dock; and
- c) Create an ADA accessible ramp within the building that connects the street level to the true building entrance lobby.



➔ 1Aii BUILDING ELEMENTS: FENESTRATIONS (CONTINUED)

1Aii-15

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.

1Aii-15

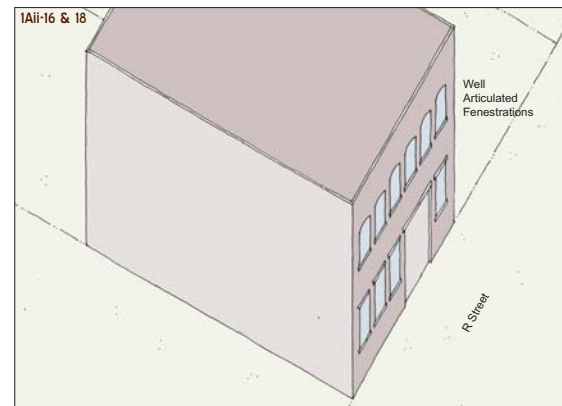


1Aii-16

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

1Aii-17

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

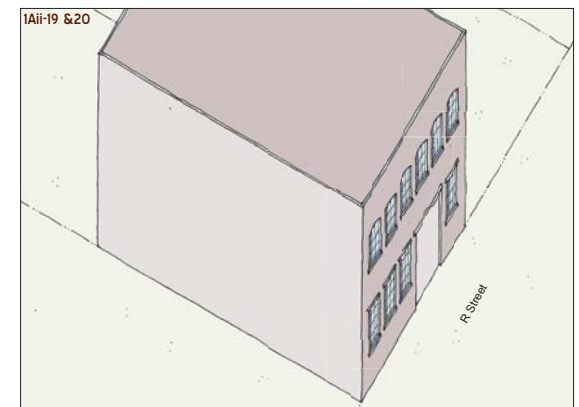


1Aii-18

Articulate fenestration with sills and arched or horizontal lintels.

1Aii-19

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



1Aii-20

Encourage windows to reflect the industrial multi-paned character.

1Aii-20



➔ 1Aiii BUILDING MATERIALS

1Aiii-1

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.

1Aiii-2

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.

1Aiii-1 · 1Aiii-2



1Aiii-3

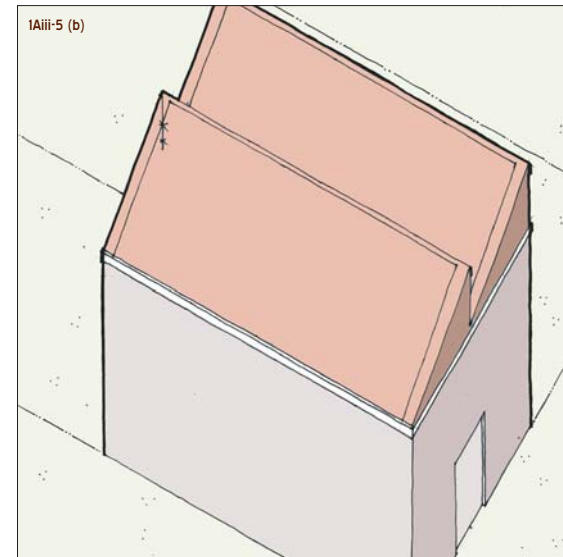
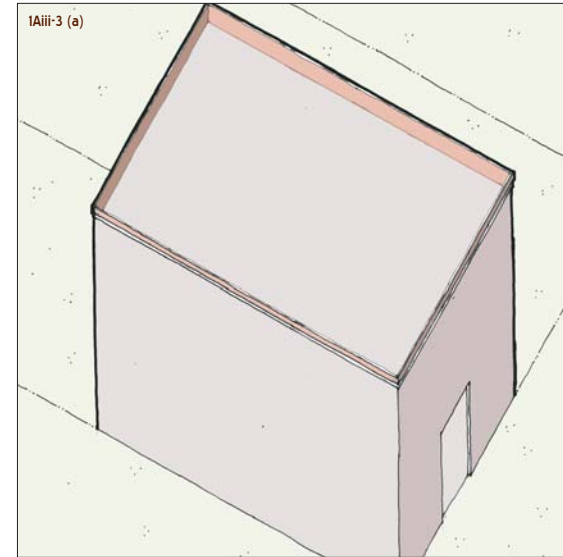
Encourage strong horizontal roof forms that are highlighted by a simple cornice. (a) However, other roof forms that respect the prototypical language of industrial buildings such as saw-toothed roofs may also be acceptable. (b)

1Aiii-4

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

1Aiii-5

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



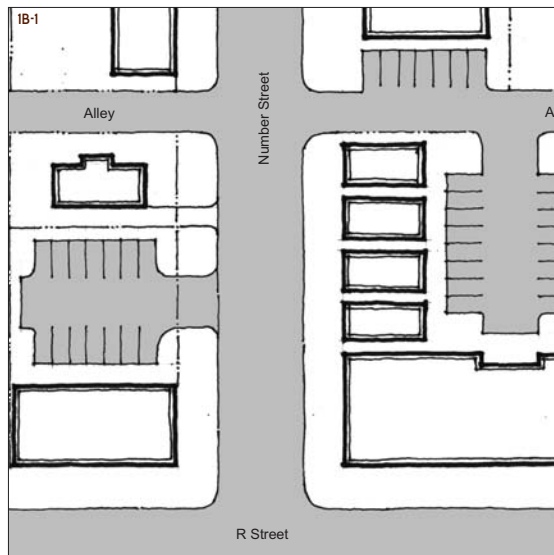


➔ 1B ON-SITE PARKING

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:

1B-1

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.



1B-2

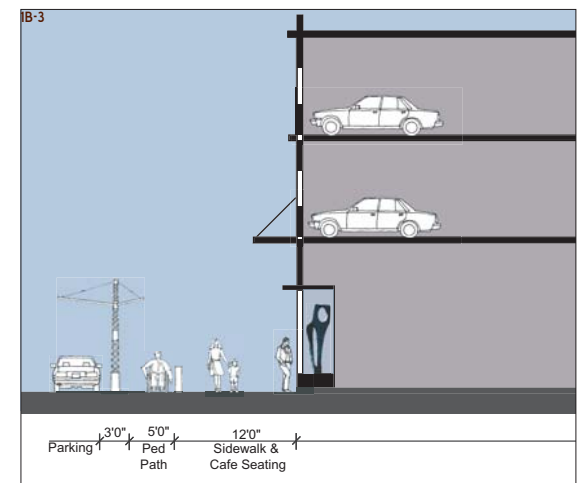
Enhance the pedestrian-friendly public interface of existing parking lots facing R Street. Metal wires running between angled steel sections could provide attractive, effective, industrial style parking lot fencing. Cyclone fence railings are strongly discouraged.

1B-2



1B-3

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.



1B-4

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

➔ IC SERVICE ACCESS AND ENTRIES

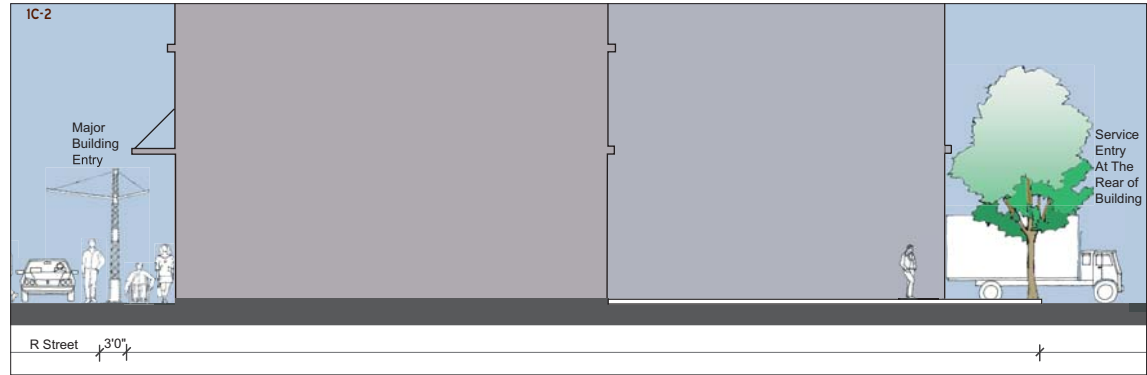
IC-1

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



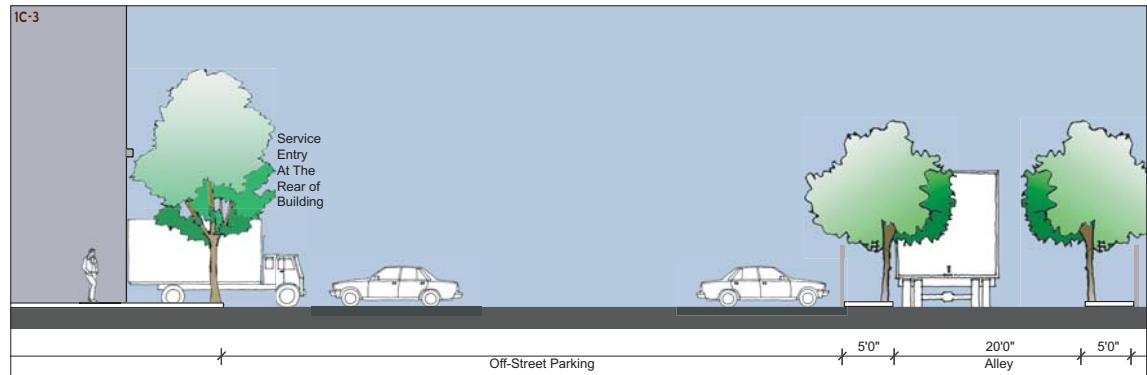
IC-2

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



IC-3

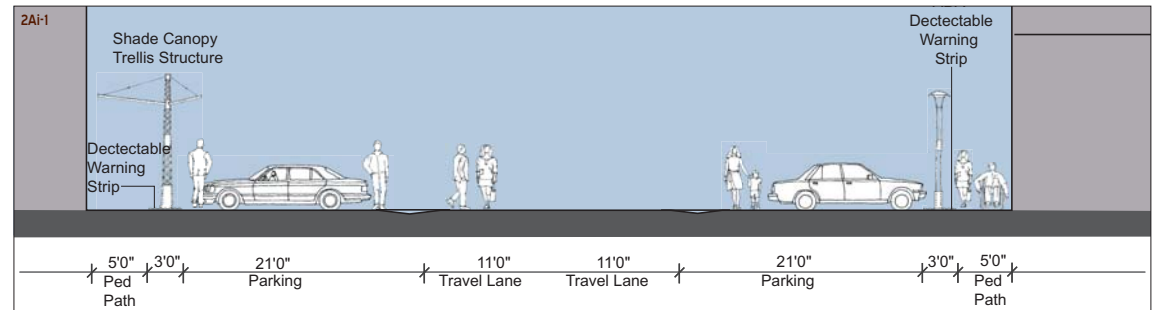
Ensure service vehicle access for various development sites primarily through alleys.



➔ 2Ai PEDESTRIAN PATHWAYS

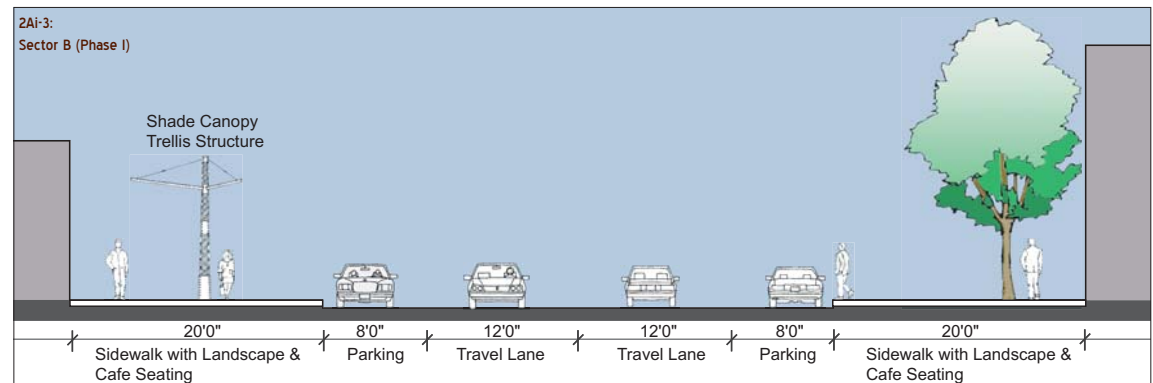
2Ai-1

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.



2Ai-2

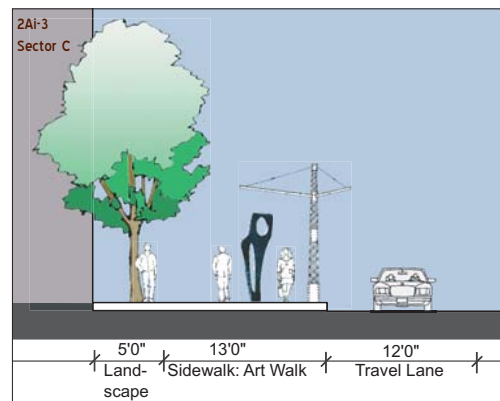
Enhance the pedestrian environment on R Street by providing shade/canopy trellis structures and by utilizing special paving patterns such as stained or textured concrete.



2Ai-3

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:

- 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.
- 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.



➔ 2Ai PEDESTRIAN PATHWAYS (CONTINUED)

2Ai-4

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.

2Ai-5

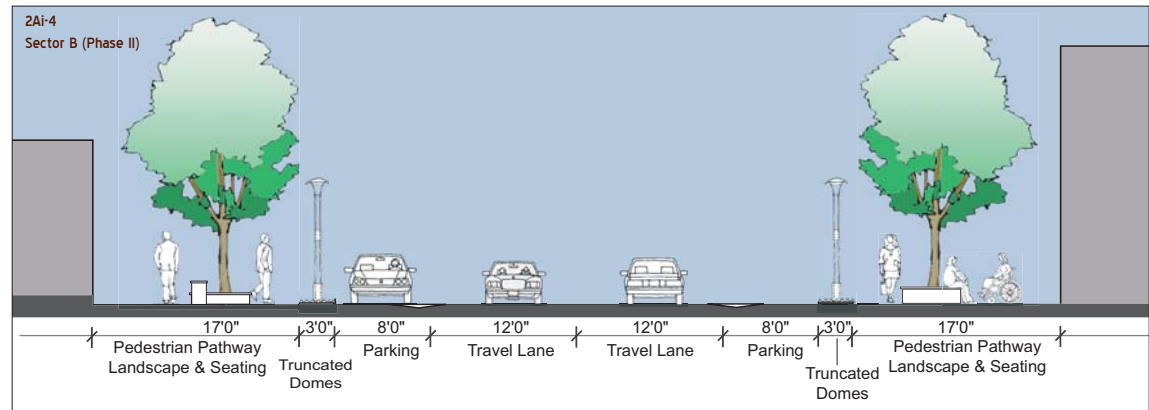
Maintain existing pedestrian pathways on Q, S and numbered streets that are defined by approximately seven feet of sidewalk abutting the property line. An approximately eight-foot wide landscape buffer should continue to separate the sidewalk from the roadway.

2Ai-6

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.

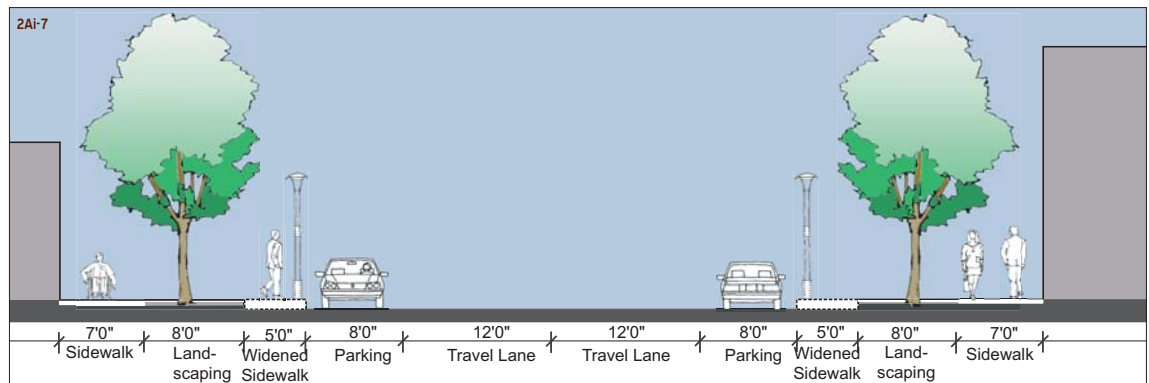
2Ai-7

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.



2Ai-8

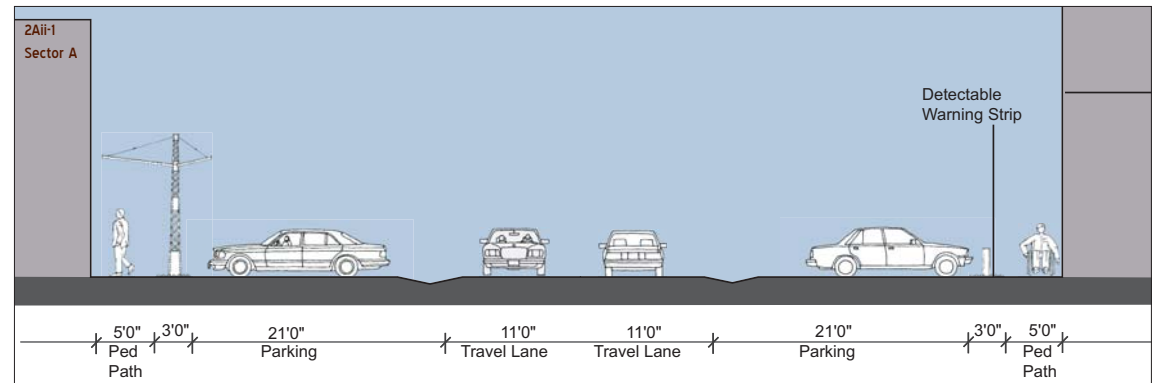
Maintain the City prescribed criterion for bulb outs along the numbered streets. No bulb outs should be created along R Street.



➔ 2Aii ACCESSIBLE PATHWAYS

2Aii-1

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.



2Aii-2

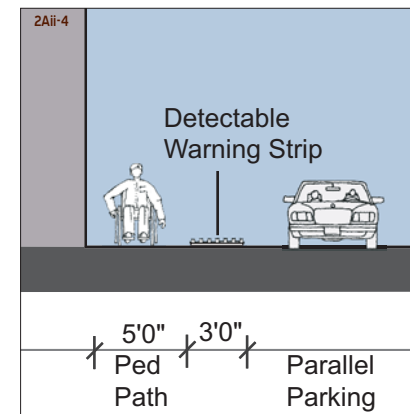
Maintain existing six to seven foot wide sidewalks along Q, S and the numbered north-south streets, to accommodate accessible pathways.

2Aii-3

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

2Aii-4

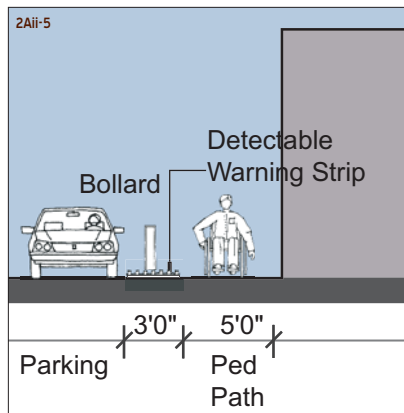
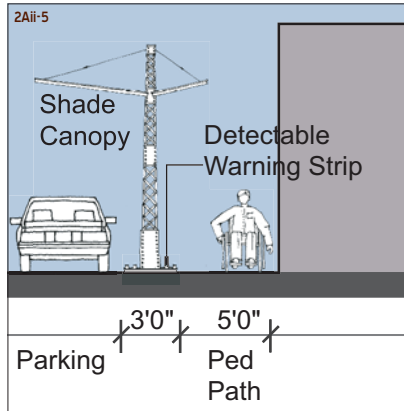
Provide a three-foot wide detectable warning strip of yellow truncated domes between the pathway and the rest of the roadway along the sections of the Corridor that do not have sidewalks. Although the domes do not reflect the historic industrial context of the Corridor, they do respect the functionality 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.



→ 2Aii ACCESSIBLE PATHWAYS (CONTINUED)

2Aii-5

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).



2Aii-6

Provide detectable warning devices or other detection devices before all crosswalks and midblock crossings to orient disabled pedestrians to possible on-coming vehicular traffic



2Aii-7

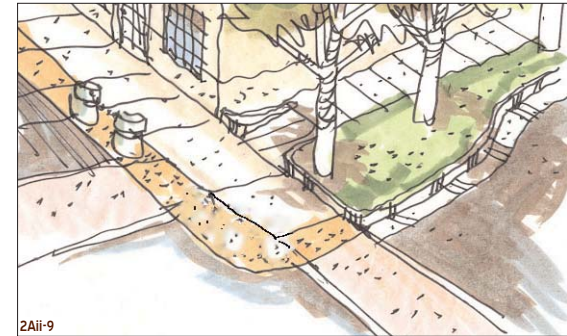
Provide mid-block crosswalks in areas where existing active industrial activities along loading docks preclude safe accessible pathways. This will allow people to cross safely to the other side of the street where accessible pathways are provided.

2Aii-8

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.

2Aii-9

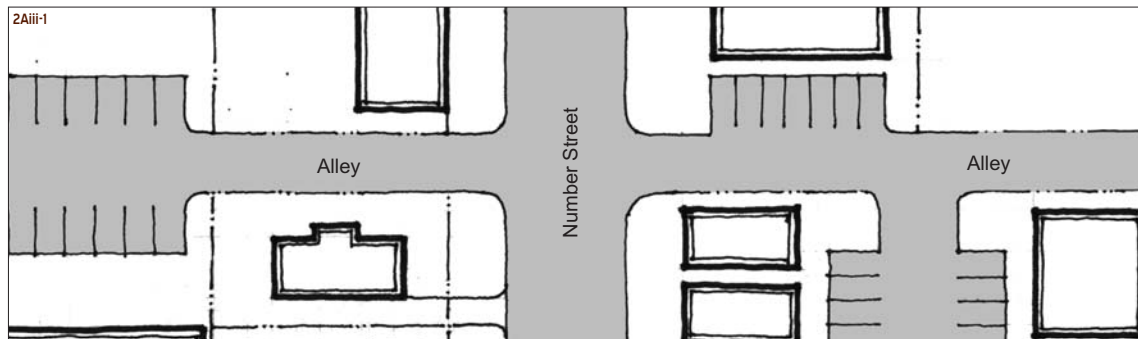
Ramp down the sidewalks along the numbered street and make them become flush with the road, before they meet the planned accessible pathways along R Street.



➔ 2Aiii ALLEYS

2Aiii-1

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

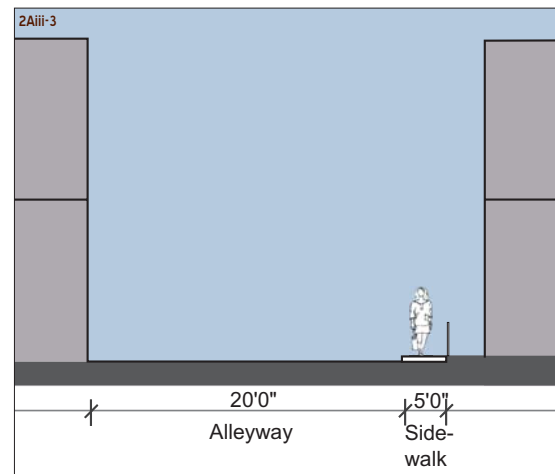


2Aiii-2

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

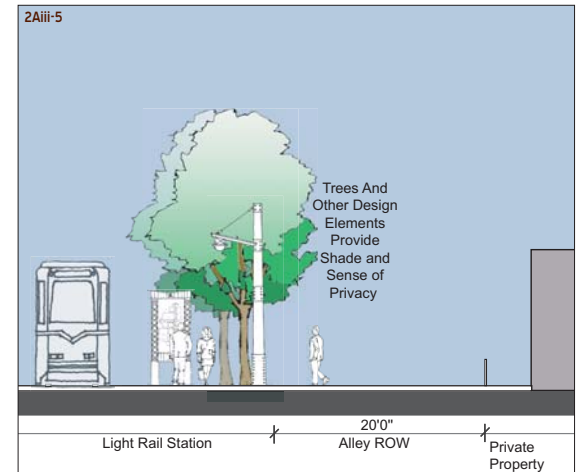
2Aiii-3

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



2Aiii-4

Plant trees as a privacy buffer between alleys and buildings.



2Aiii-5

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.

➔ 2Aiv LANDSCAPE FEATURES

2Aiv-1

Retain existing trees along R Street.

2Aiv-2

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

2Aiv-3

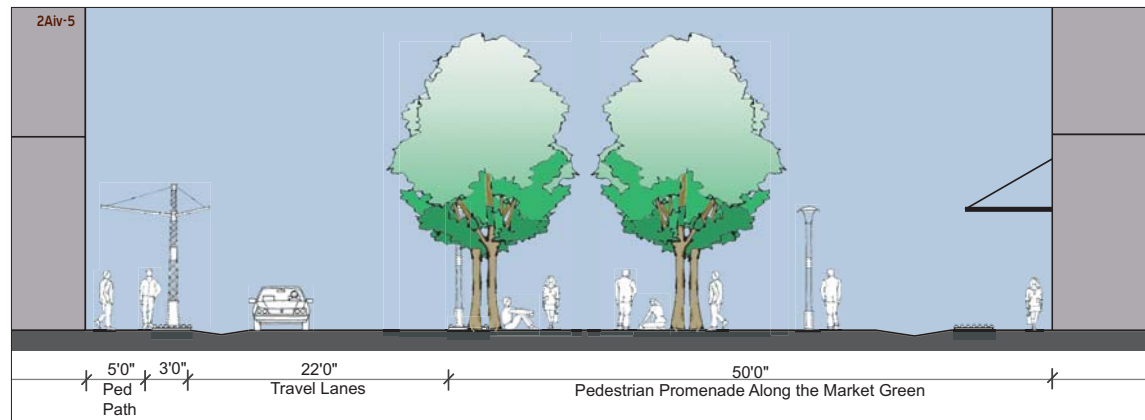
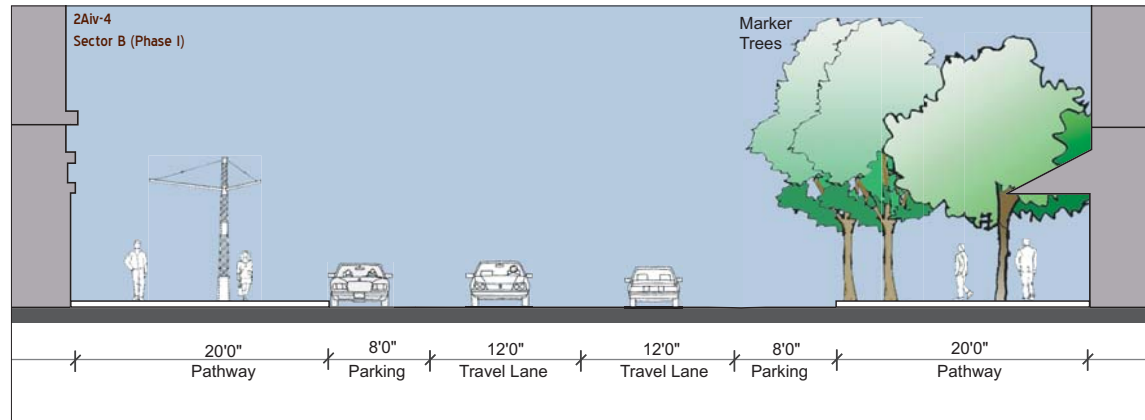
Use trees as vertical markers to celebrate focal public spaces such as the Studio Theater pedestrian plaza, the 13th Street Station Pocket Park, the northeast corner of 13th and R Streets, and the R Street Pocket Park between 13th and 14th Streets.

2Aiv-4

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.

2Aiv-5

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.





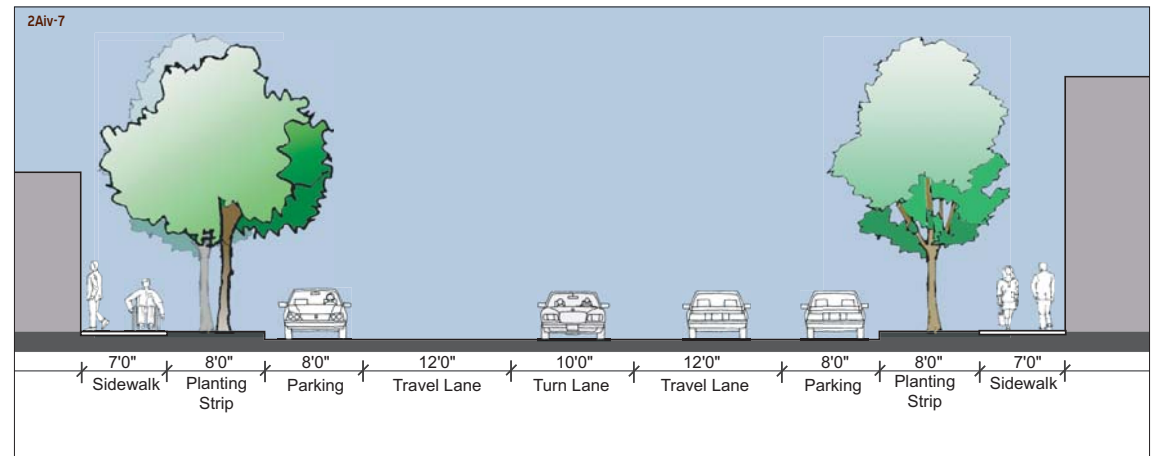
➔ 2Aiv LANDSCAPE FEATURES (CONTINUED)

2Aiv-6

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

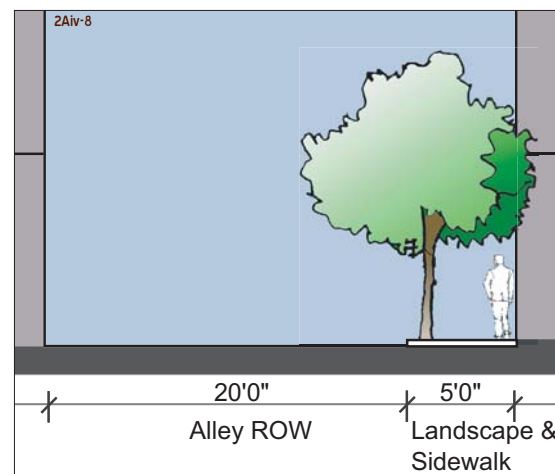
2Aiv-7

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.



2Aiv-8

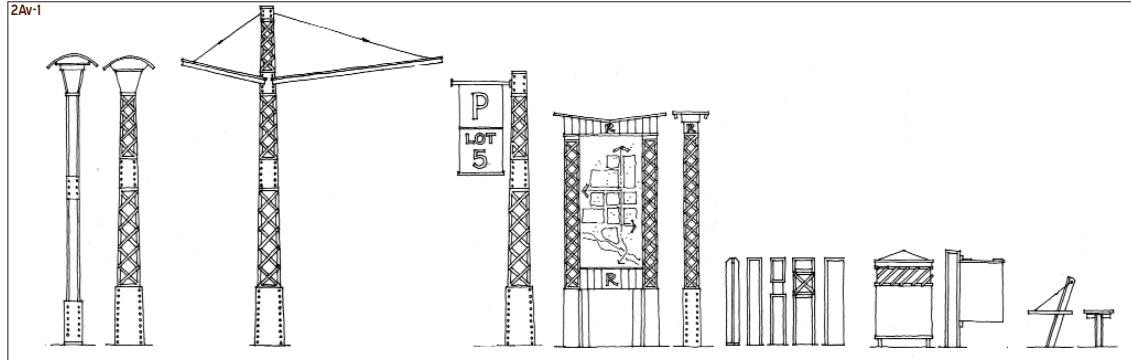
Plant trees along alleys to improve the aesthetic appeal and character of the alleys.



→ 2Av STREET FURNITURE

2Av-1

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).



2Av-2

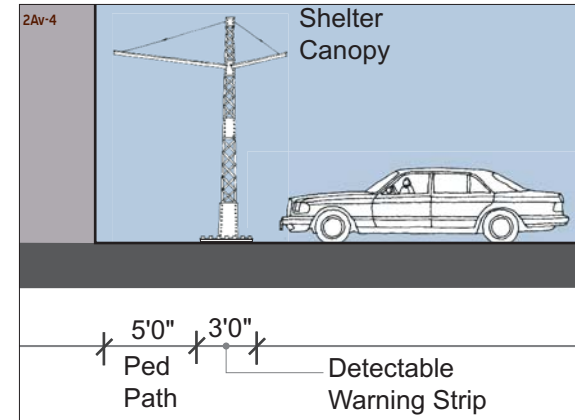
Provide shelter/shade canopies at intervals along the length of R Street.

2Av-3

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.

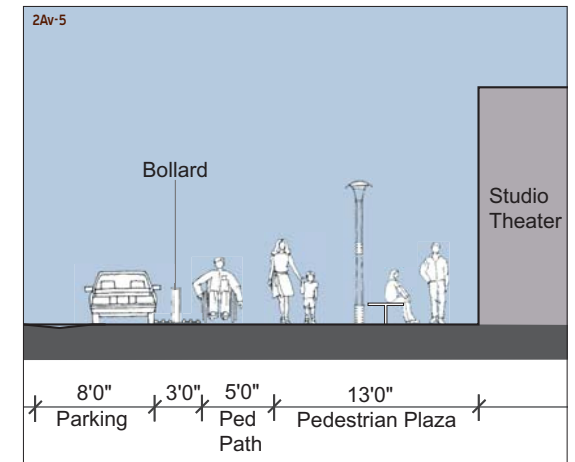
2Av-4

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.



2Av-5

Install bollards to define and protect small public gathering spaces such as the pedestrian plaza in front of the Studio Theater.



➔ 2Avi ON-STREET PARKING & TRAVEL LANES

2Avi-1

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.

2Avi-2

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.

2Avi-3

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

2Avi-4

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.

2Avi-5

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

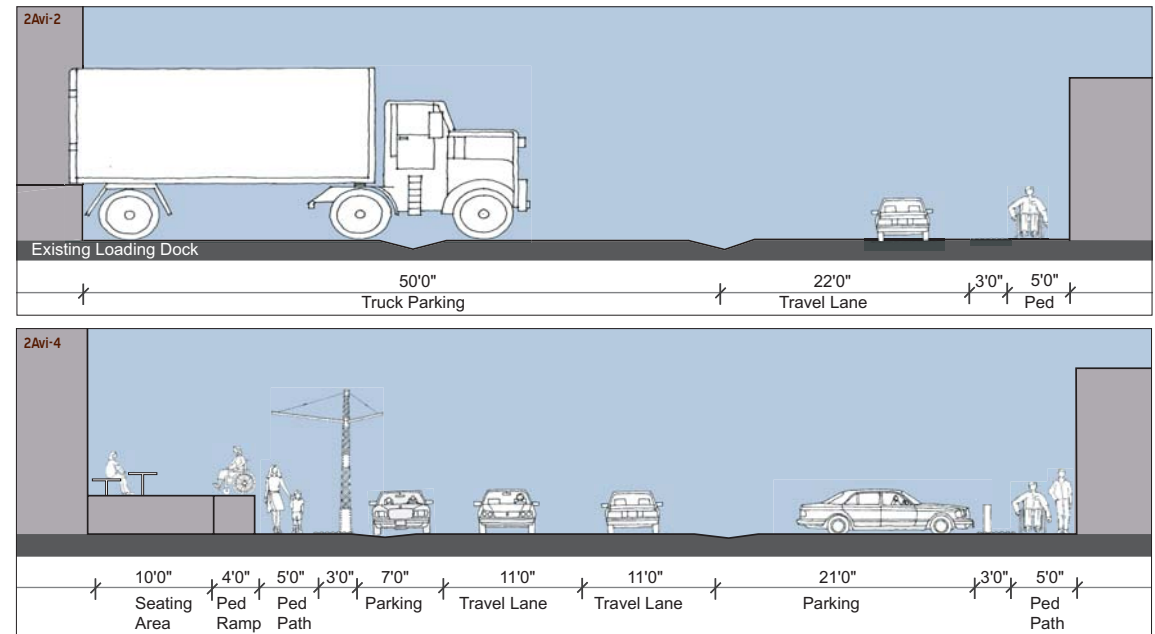
2Avi-6

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).

2Avi-7

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



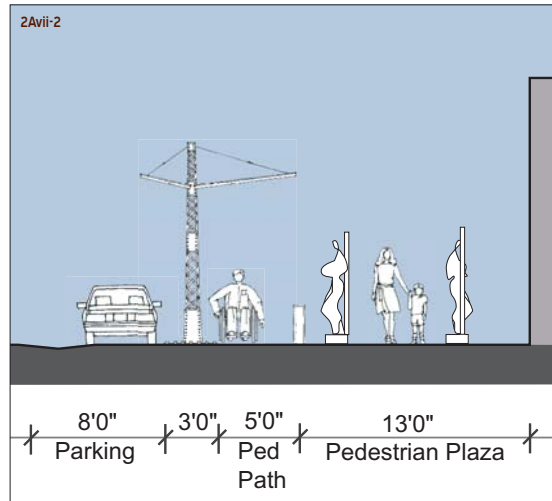
➔ 2Avii OTHER ELEMENTS

2Avii-1

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.

2Avii-2

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.



➔ 2Bi POCKET PARKS/PLAZA: 13TH STREET STATION POCKET PARK

2Bi-1

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.

2Bi-2

Add trees to strengthen the existing row of trees on the east and west edges of the park. This will

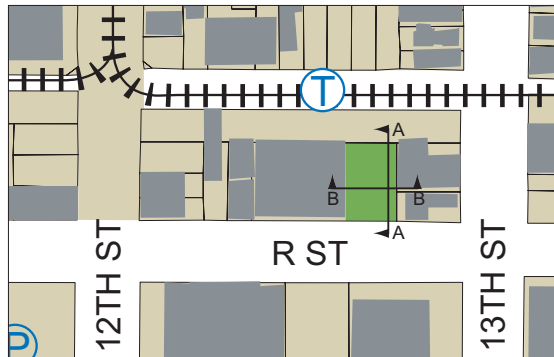
provide valuable shade and a sense of enclosure to the park.

2Bi-3

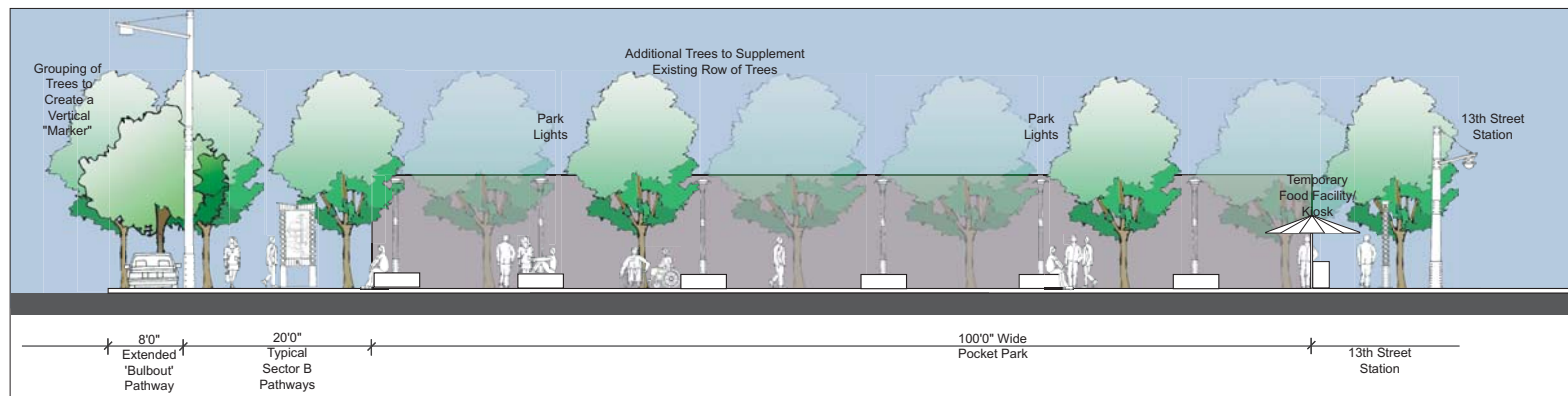
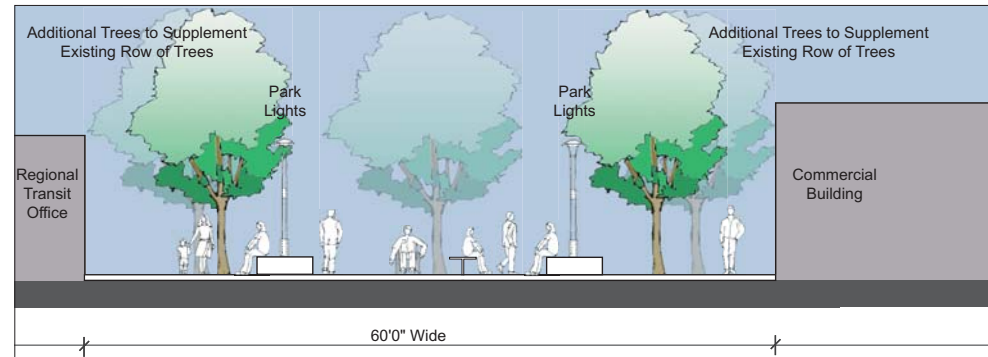
Provide a grouping of two to three trees at the southwest edge of the park along R Street. This will serve as a key identifying vertical marker for the park.

2Bi-4

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.



Section BB: Looking North



➔ 2Bi POCKET PARKS/PLAZA: R STREET PUBLIC POCKET PARK

2Bi-6

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.

2Bi-7

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

2Bi-8

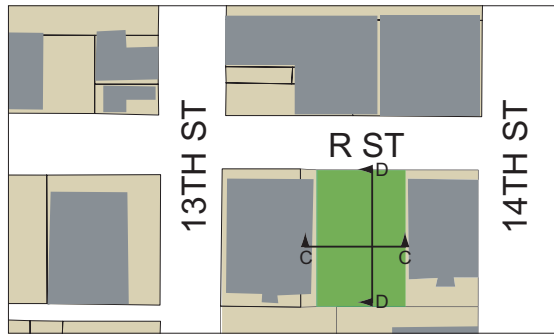
Provide movable chairs, benches and playful seat walls or steps to create a variety of seating areas.

2Bi-9

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.

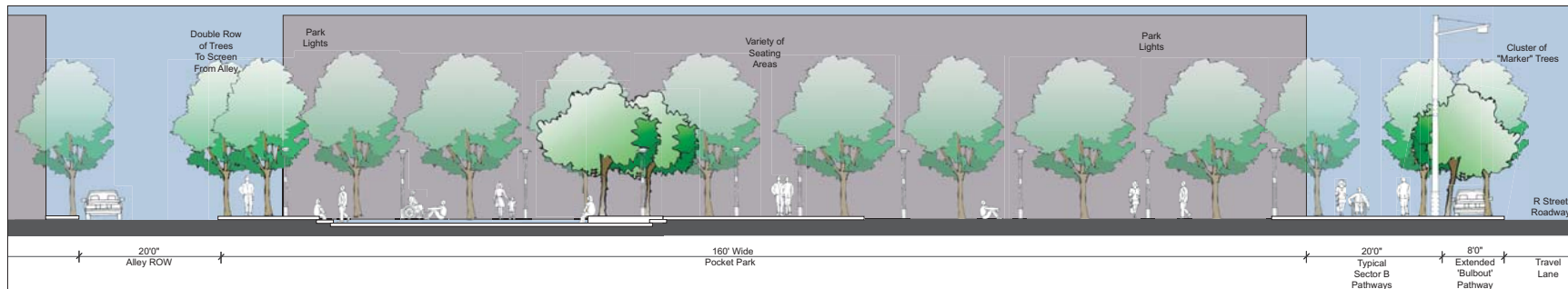
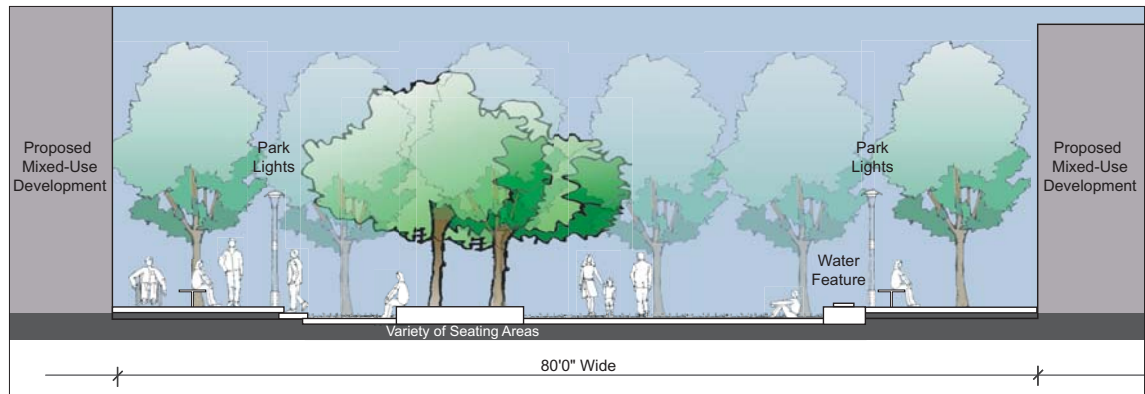
2Bi-10

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.



Section BB: Looking West

Section CC: Looking North



➔ 2Bi POCKET PARKS/PLAZA: R STREET MARKET GREEN

2Bi-12

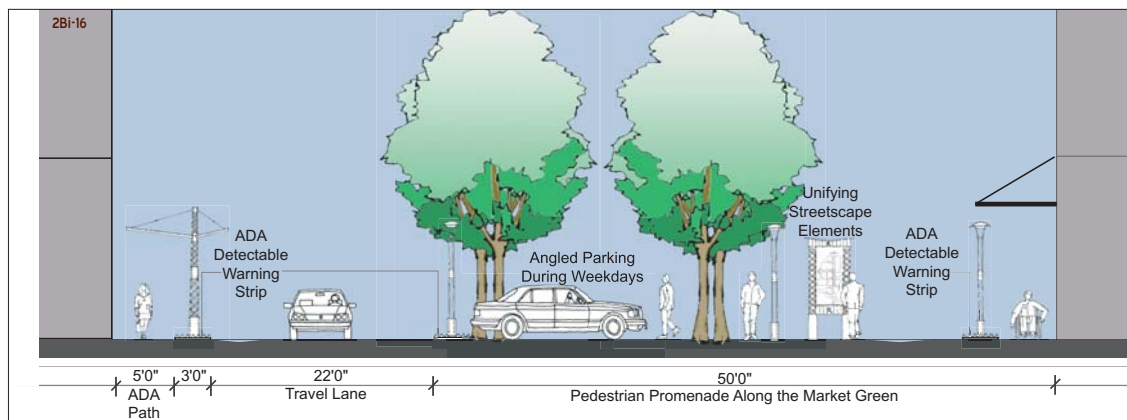
Replace the asphalt with decorative paving that extends along the entire section of R Street between 16th and 18th Streets.

2Bi-13

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.

2Bi-14

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.



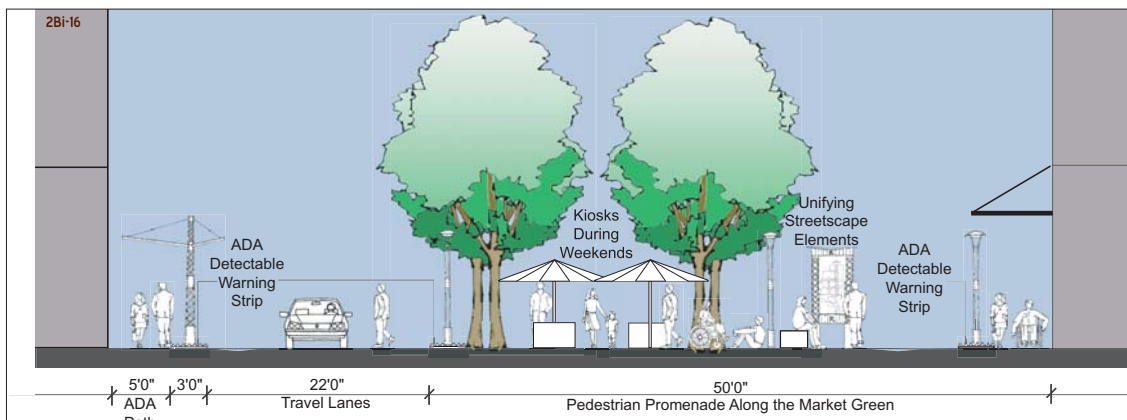
Section during weekdays (looking east)

2Bi-15

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.

2Bi-16

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.



Section during weekends and holidays (looking east)

2Bi-17

Allow unifying streetscape elements into the central Green. Such elements could include: shade trellis canopies, seating, and directional signage..

2Bi-18

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.

➔ 2Bii TRANSIT PLAZAS: GENERAL

2Bii-1

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.

2Bii-2

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.

2Bii-3

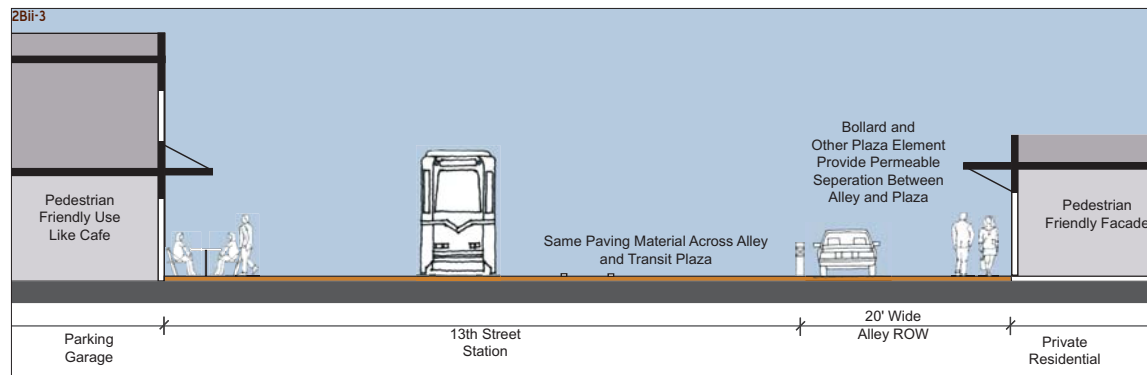
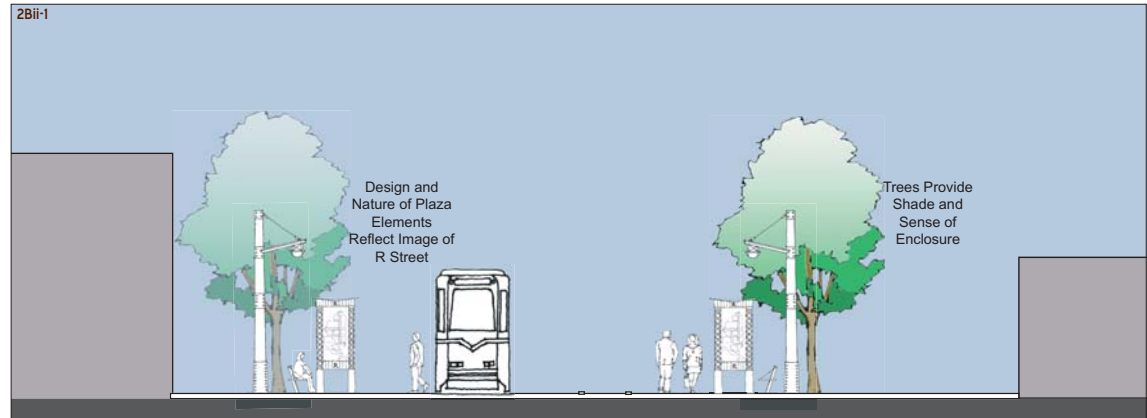
Ensure that all building edges fronting plazas help to activate the open space.

2Bii-4

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.

2Bii-5

Enhance the pedestrian connections to and from the plazas.





➔ 2Bii TRANSIT PLAZAS: 13TH STREET LIGHT RAIL STATION PLAZA

2Bii-6

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.

2Bii-7

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

2Bii-8

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.

2Bii-9

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.

2Bii-10

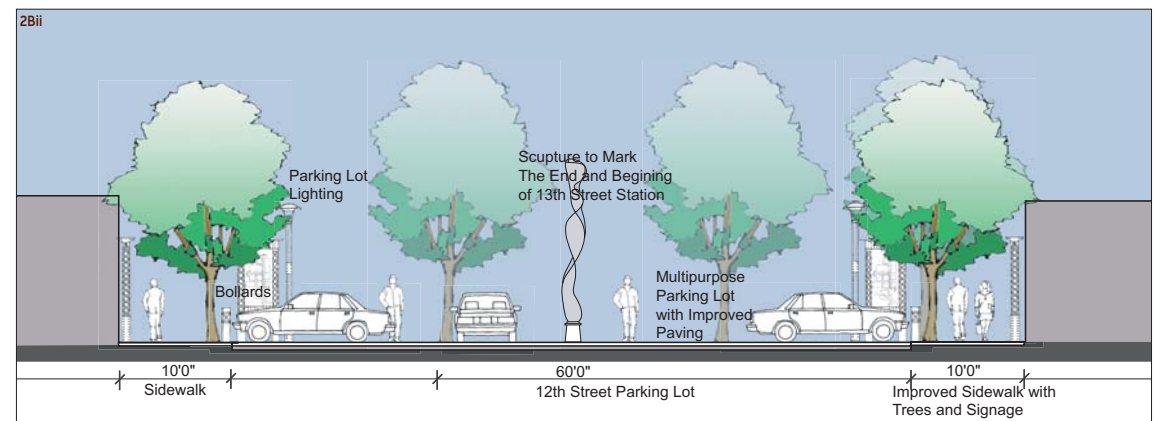
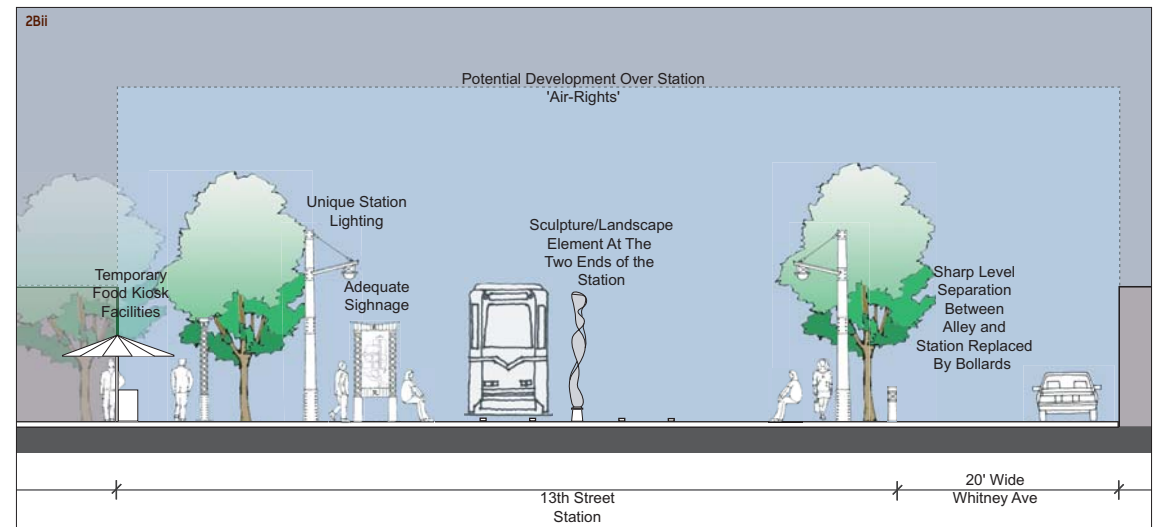
Provide plaza amenities such as lighting and signage to reflect the character of R Street.

2Bii-11

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

2Bii-12

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



➔ 2Bii TRANSIT PLAZAS: 16TH STREET LIGHT RAIL STATION PLAZA

2Bii-13

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.

2Bii-14

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.

2Bii-15

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.

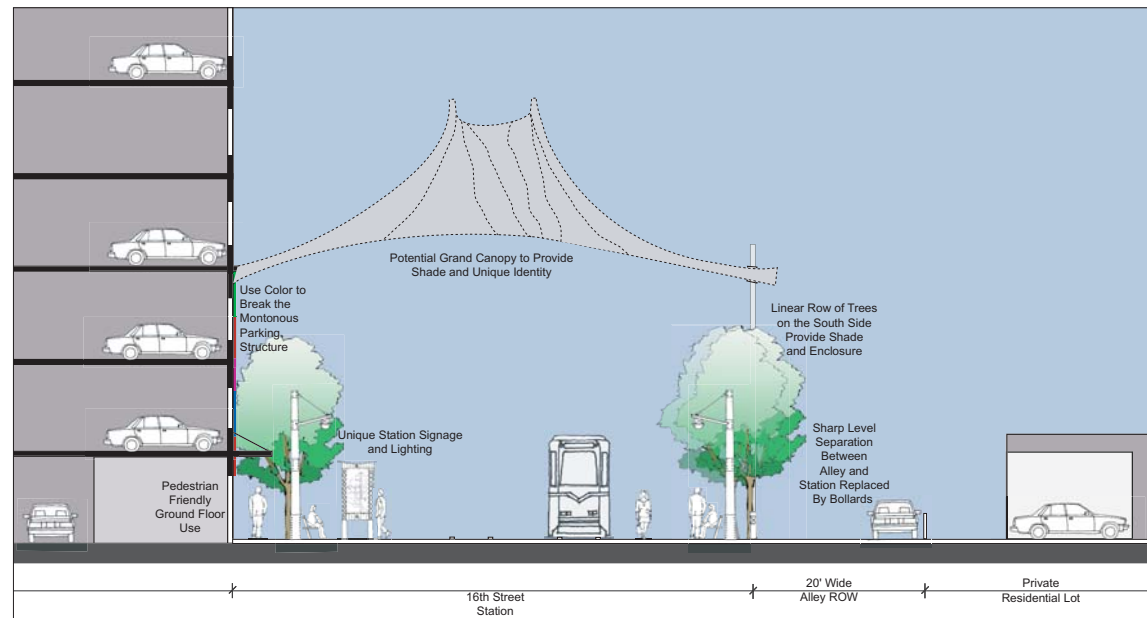
2Bii-16

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.

2Bii-17

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.

2Bii-13 · 2Bii-17



2



CHAPTER 2

# infrastructure standards

Designers need to work together with engineers to understand the multiple uses for streets and to place an emphasis on residents rather than vehicles, while acknowledging traffic patterns and street engineering.

*Michael Southworth and Eran Ben Joseph,  
Streets and the Shaping of Towns and Cities (Island Press, 2003), 140*

## CHAPTER 2

# infrastructure standards

## IN THIS CHAPTER

SEWER &amp; STORM DRAINAGE

WATER DISTRIBUTION

ELECTRICAL &amp; TELEPHONE SUPPLY

NATURAL GAS &amp; PETROLEUM

STREET LIGHTING

ROADWAY &amp; SIDEWALK PAVEMENT SURFACE

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.

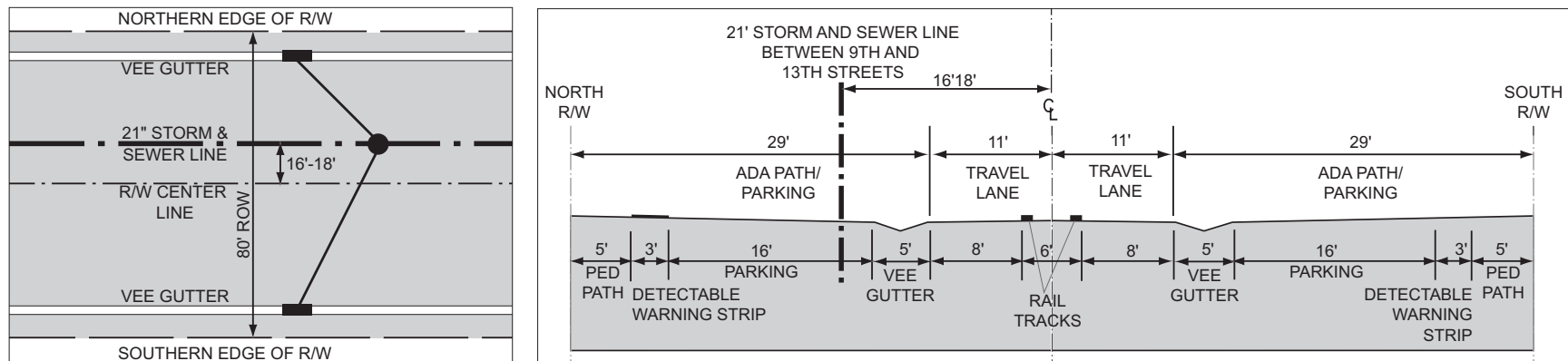
## SEWER AND STORM DRAIN

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.

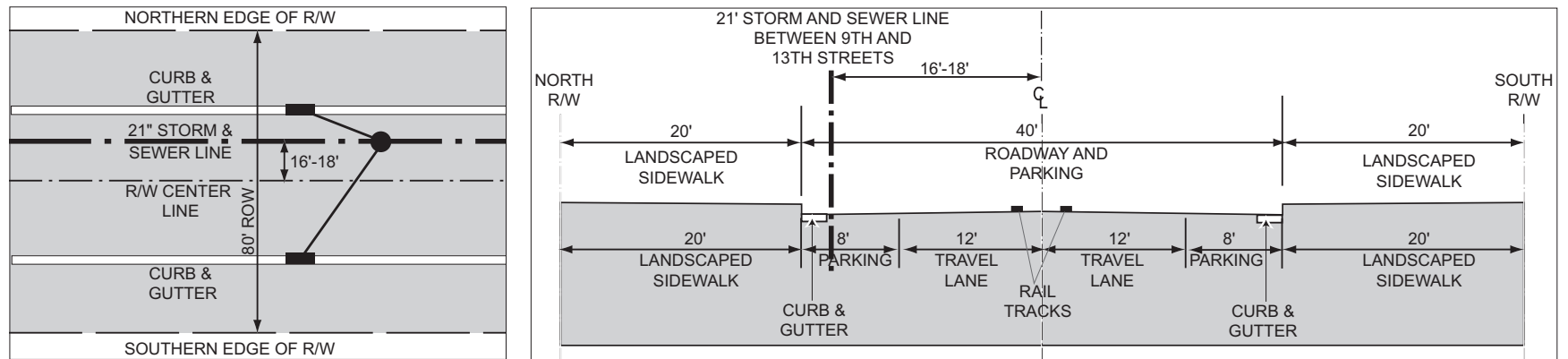
In order to support the proposed development along R Street, the City has proposed measures that

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.

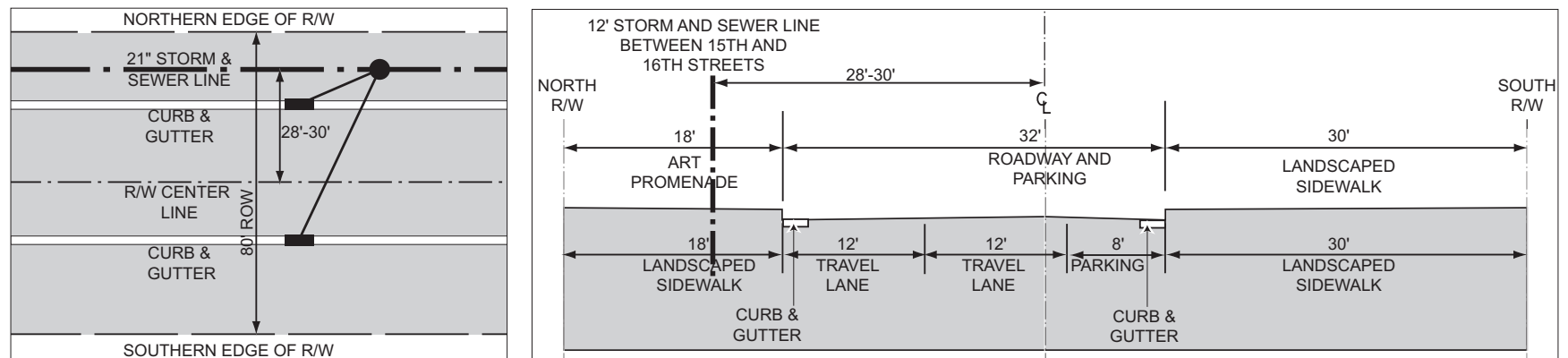
➔ FIGURE 2.1: SECTOR A TYPICAL SEWER AND STORM DRAIN LAYOUT



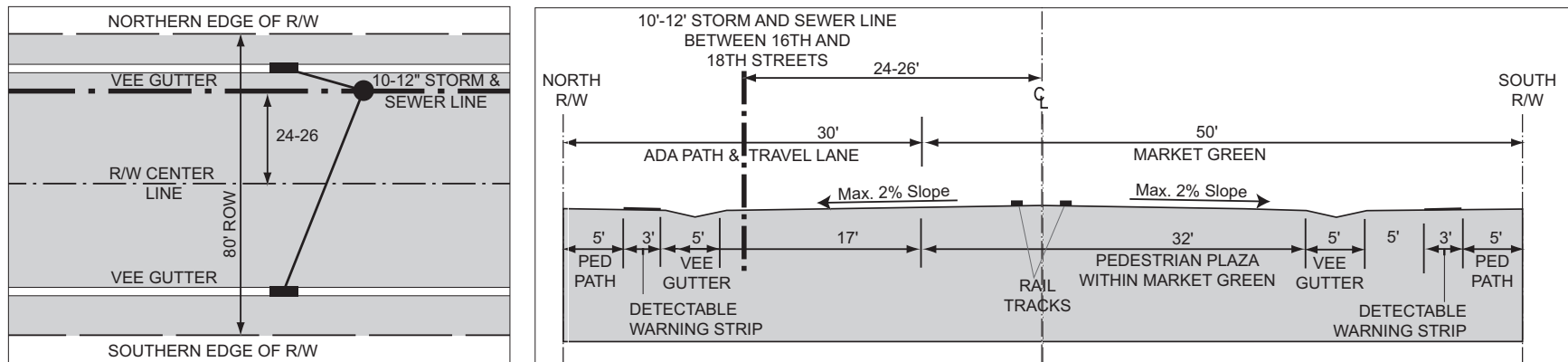
➔ FIGURE 2.2: SECTOR B TYPICAL SEWER AND STORM DRAIN LAYOUT (PHASE 1)



➔ FIGURE 2.3: SECTOR C TYPICAL SEWER AND STORM DRAIN LAYOUT



➔ FIGURE 2.4: SECTOR D TYPICAL SEWER AND STORM DRAIN LAYOUT

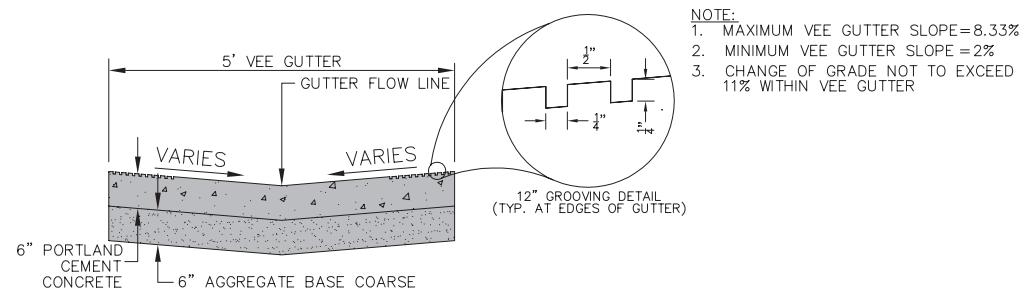


In the long term, improve sewer and storm drain systems, increase portions of the pipe size of the combined sewer main lines and add large diameter pipes to connect proposed inlets to the existing system to temporarily detain storm water run off during peak storm events . As the planned new sewer and 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 2.5: MODIFIED VEE GUTTER DETAIL





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 public workshops.
2. **Slotted Drain:** The slotted drain is a 1 3/4" 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.



Vee gutters maintain the shared roadway concept on R Street.



A slotted drain system would respect the inique industrial character of R Street's history.



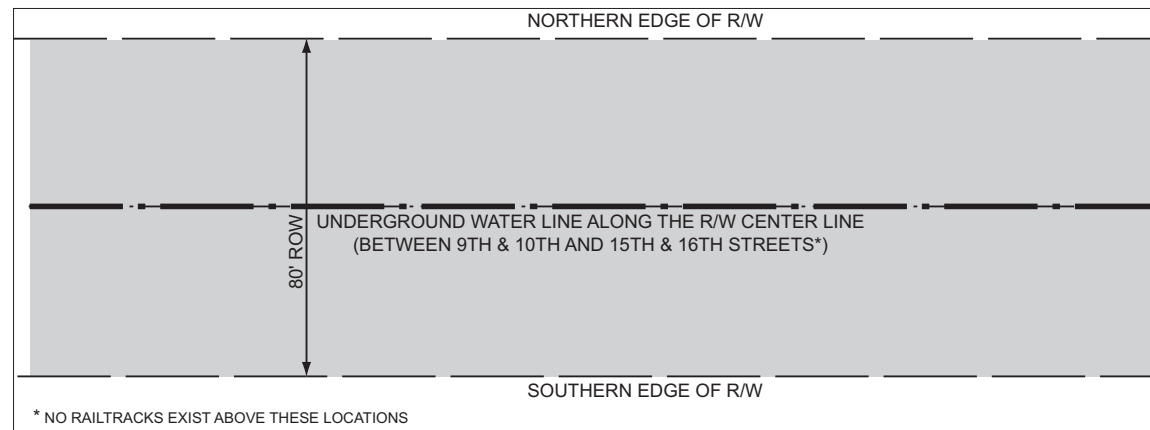
Existing curbs and gutters should be maintained in the short term.

## WATER DISTRIBUTION

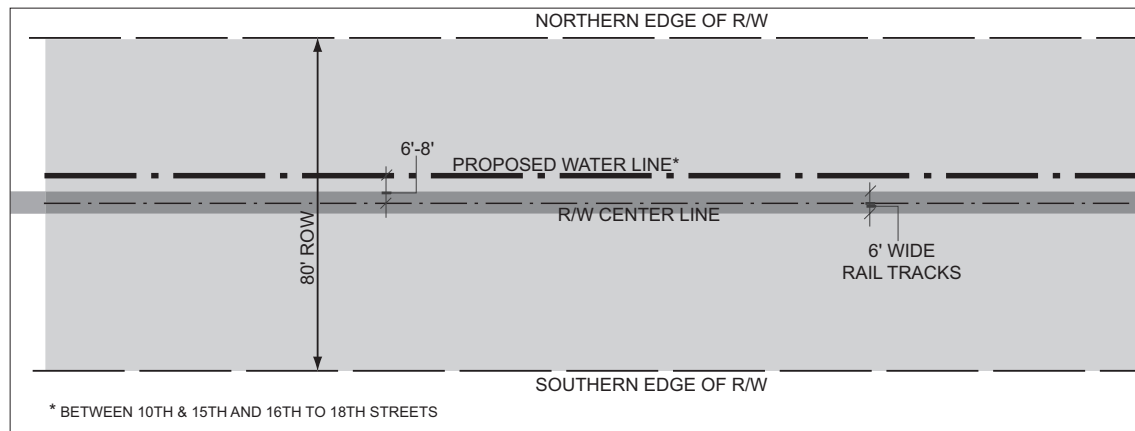
The existing water mains serving the domestic water and fire flow needs of the R Street Corridor are old and undersized six-inch diameter cast iron distribution mains that typically run in east-to-west along alleys between Q and R Streets. The existing water conduits along R Street are between 9th and 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 of new hydrants with existing hydrants to provide at a minimum, approximately 300 feet between hydrants, and staggered at opposite corners of the street.

➔ FIGURE 2.6: EXISTING WATER MAIN LAYOUT ALONG R STREET



➔ FIGURE 2.7: PROPOSED WATER MAIN LAYOUT



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 standards described in Chapter 1.

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.



Bollards will be used to protect fire hydrants along the street.

## ELECTRICAL & TELEPHONE SUPPLY



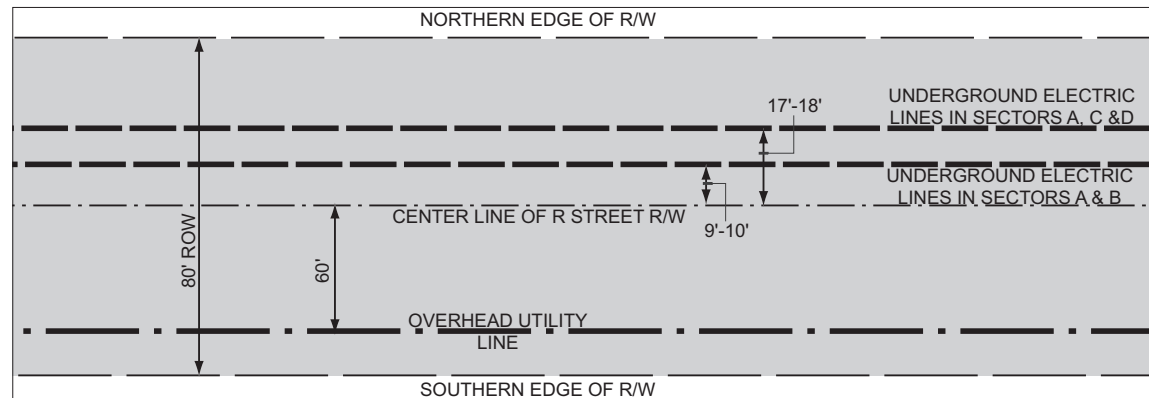
The existing electrical and telephone supply lines will adequately serve future development. Utility poles carrying overhead utility lines are typically located on thirty feet south of the R Street ROW.

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 2.8: EXISTING AND PROPOSED OVERHEAD UTILITY & UNDERGROUND ELECTRIC LAYOUT

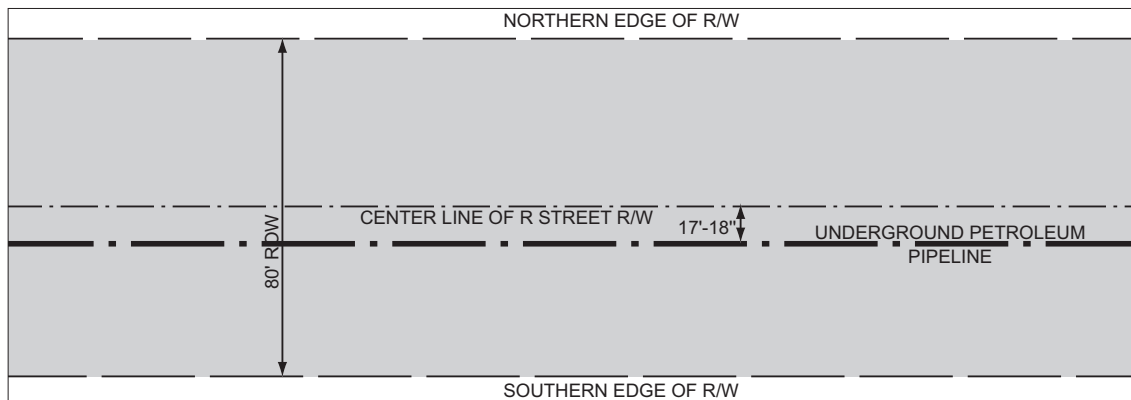


## NATURAL GAS & PETROLEUM

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 2.9: TYPICAL PETROLEUM LINE LAYOUT



## 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.

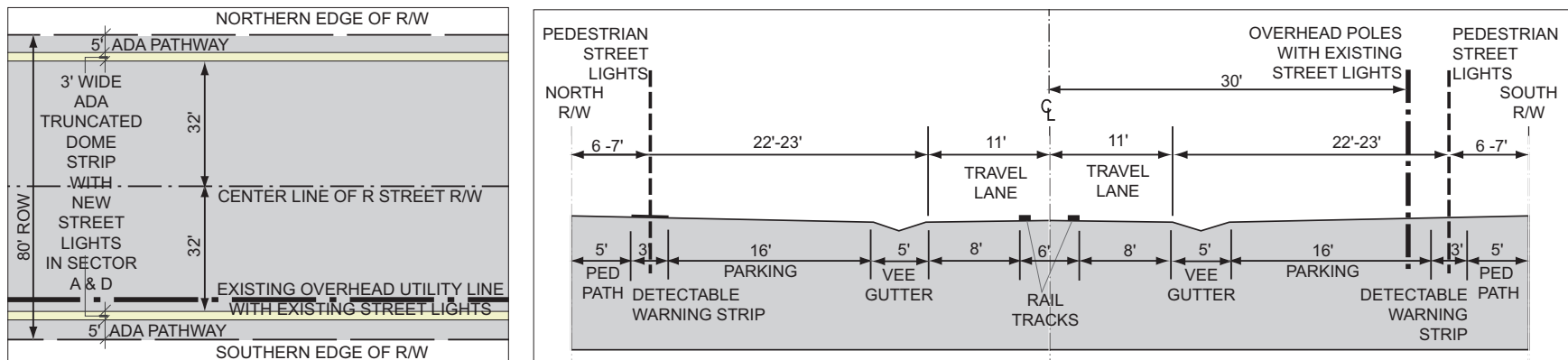
Add mid-block streetlights to enhance illumination along the Corridor. In addition, all new pedestrian level streetlights are to be located along the truncated dome strip, between the pedestrian pathway and travel lanes, where the roadway is flush with the ADA pathway.

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.

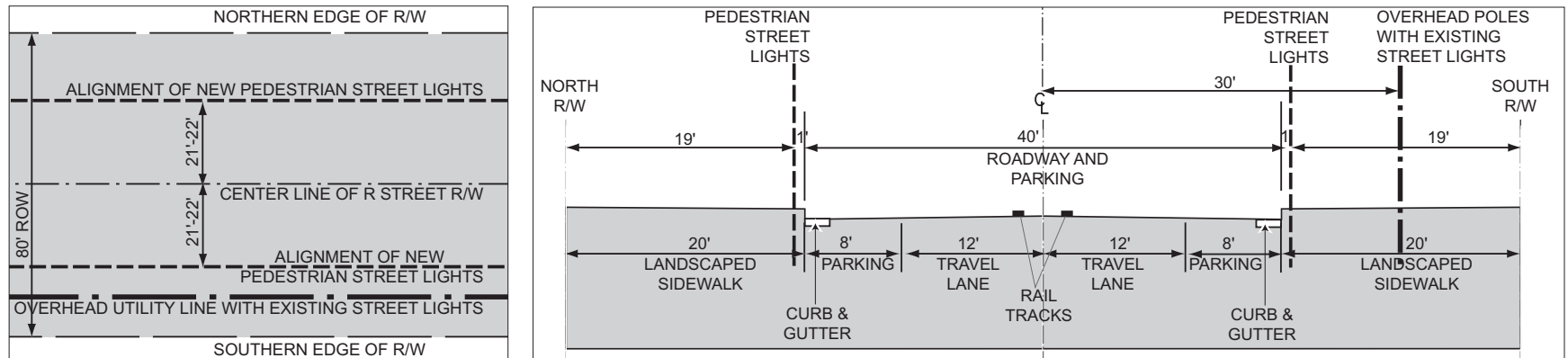
The alleyway lighting must be located in a way that maintains 20' emergency and maintenance vehicle

access. This can best be accomplished by a combination of midblock 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.

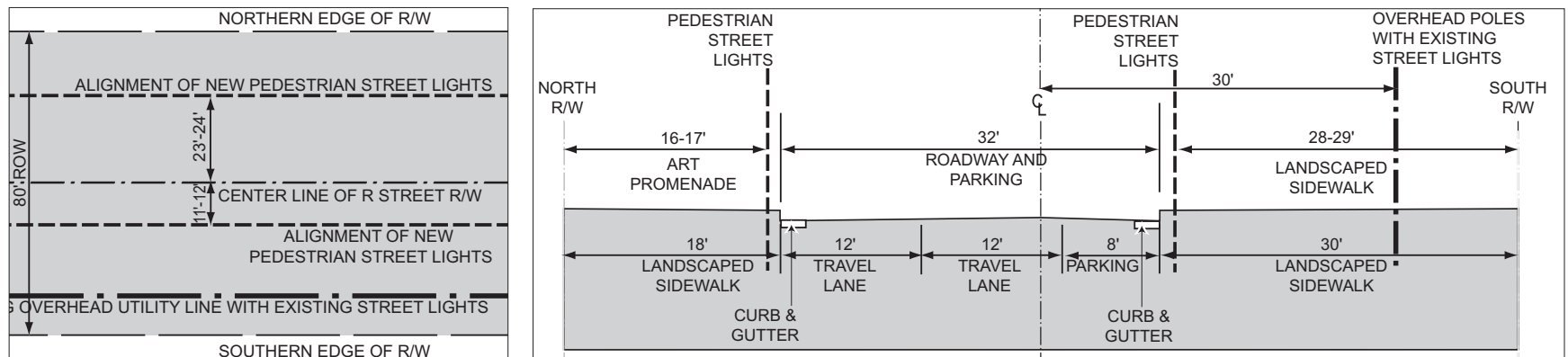
➔ FIGURE 2.10: SECTOR A TYPICAL STREET LIGHTING LAYOUT



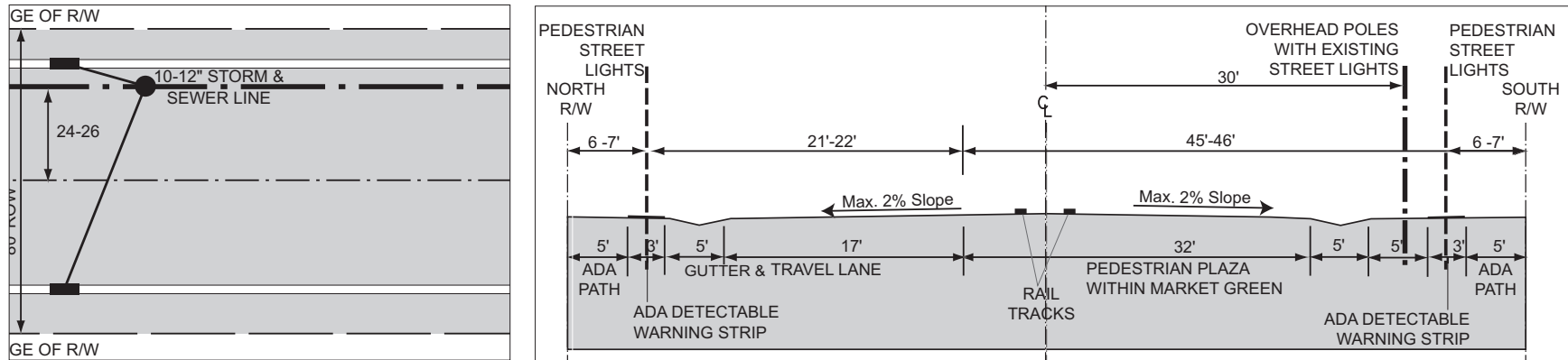
➔ FIGURE 2.11: SECTOR B TYPICAL STREET



➔ FIGURE 2.12: SECTOR C TYPICAL STREET



► FIGURE 2.13: SECTOR D TYPICAL STREET



### ROADWAY & 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.



Abandoned rail tracks on R Street contribute to the varying pavement conditions in the area.

Implement a program that combines asphalt overlays and reconstruction to address roadway improvement

needs that arise as a result of general maintenance, grading re-design 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.

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.





APPENDIX A

# street sections

There has been a decided tendency on the part of official street planners to insist with quite needless and undesirable rigidity upon certain fixed standards of width and arrangement to purely local streets, leading inevitable in many cases to the formation of blocks and lots of a size and shape ill adapted to the local uses to which they need to be put.

*Frederick Law Olmsted, Jr., 1910*

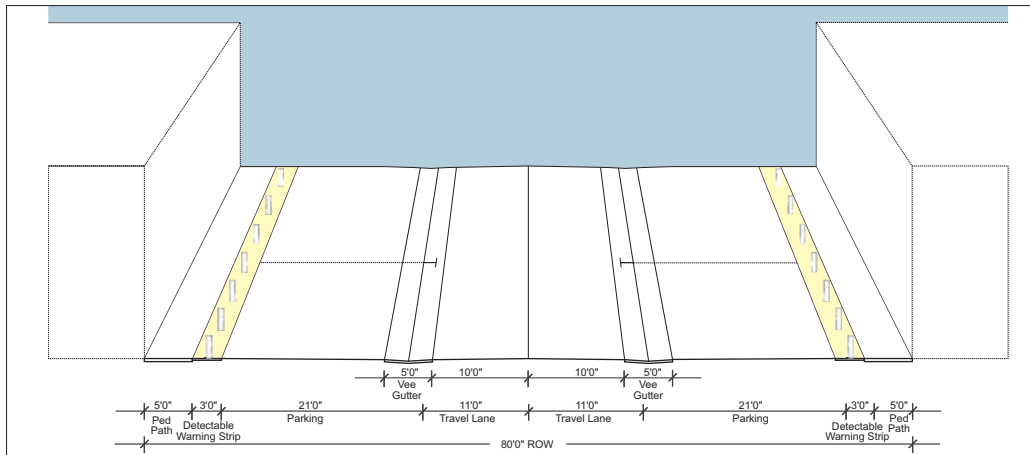
## APPENDIX A

## street sections

STREET SECTIONS ARE TIED TO THE DESIGN GOALS AND POLICIES called out throughout the R Street Corridor Urban Design and Development Plan. A critical part of the design plan is the identification of sections that can be used by the City or a developer to implement the unique R Street streetscape as proposed. The street sections are categorized according to the four sectors, A through D, called out in the design plan and illustrate the special conditions in each sector.

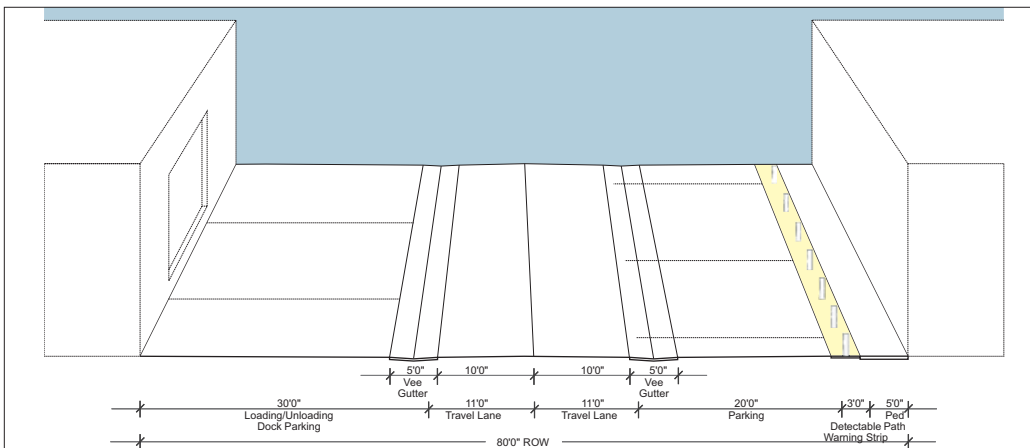
Individual elements, however, can be used throughout the corridor. Since the street's character and land uses along the corridor change dramatically from block to block (and within the blocks themselves), individual elements such as outdoor seating or parking are included in different sectors.

➔ FIGURE 1: SECTOR A PROTOTYPICAL SECTION



ADA path on both sides of the street

➔ FIGURE 2: SECTOR A (LOADING AREA ON ONE SIDE OF ROAD BETWEEN 9TH & 10TH STREETS)

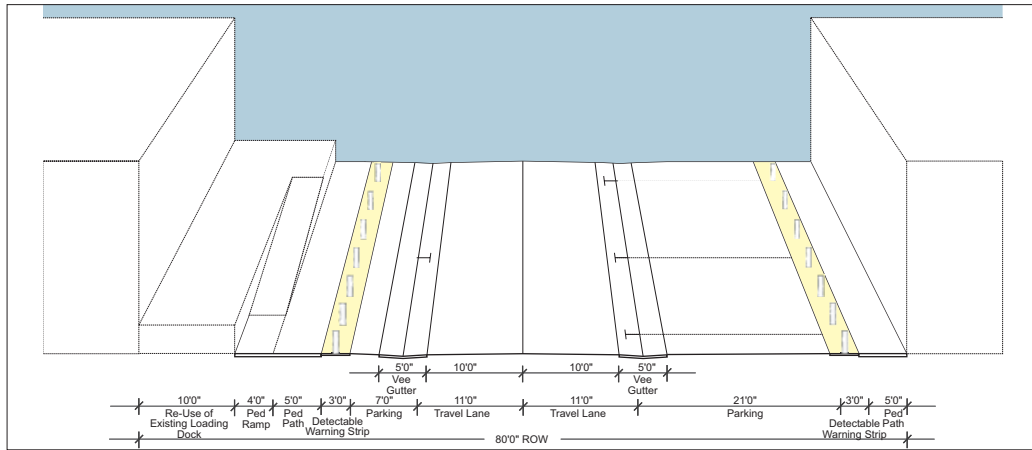


Provide ADA pathway on at least one side of the street

A two way travel lane accommodating the 20 feet wide fire access is required

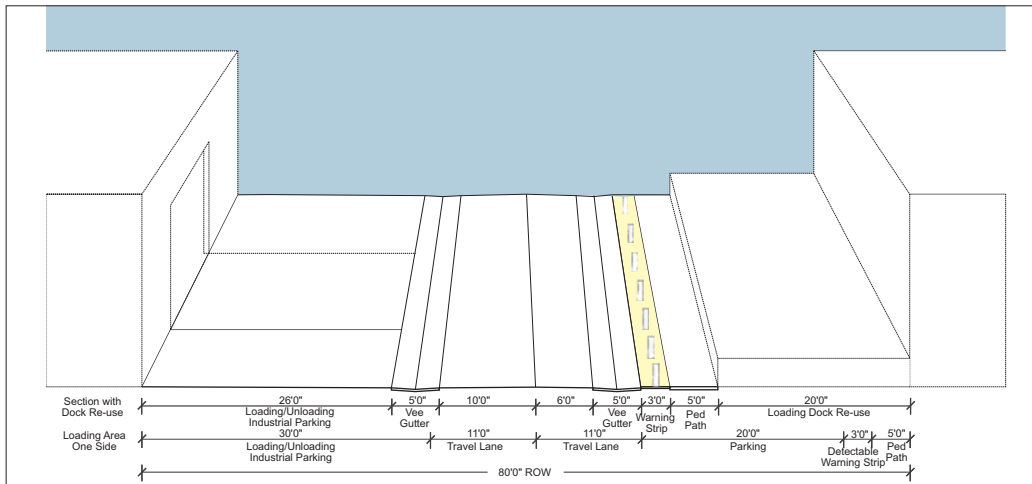
Trucks larger than 30' will have to parallel park if parking is needed on both sides of the street

➔ FIGURE 3: SECTOR A NON-INDUSTRIAL LOADING/UNLOADING PROTRUDING DOCK RE-USE (10TH AND 11TH ST)



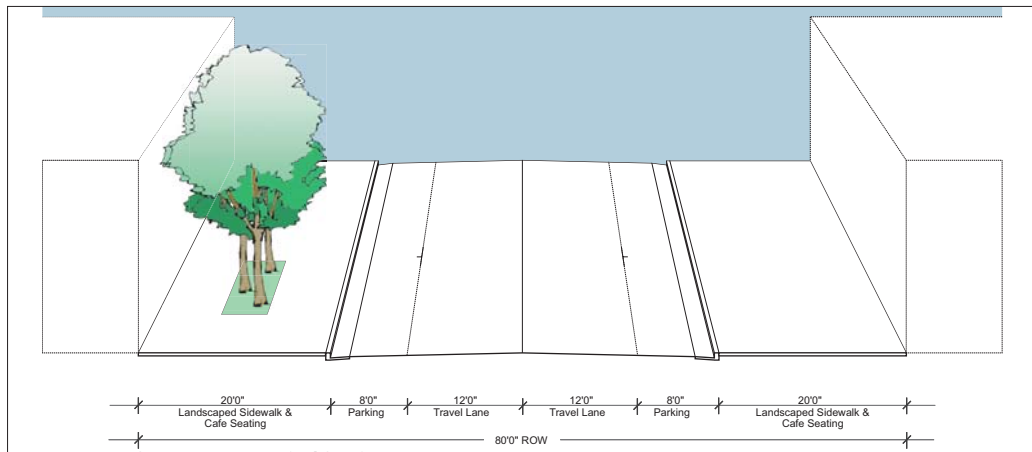
Provide ADA pathways on both sides of the street when industrial loading/unloading uses no longer exist

➔ FIGURE 4: SECTOR A NON-INDUSTRIAL LOADING/UNLOADING DOCK RE-USE (11TH AND 12TH ST)



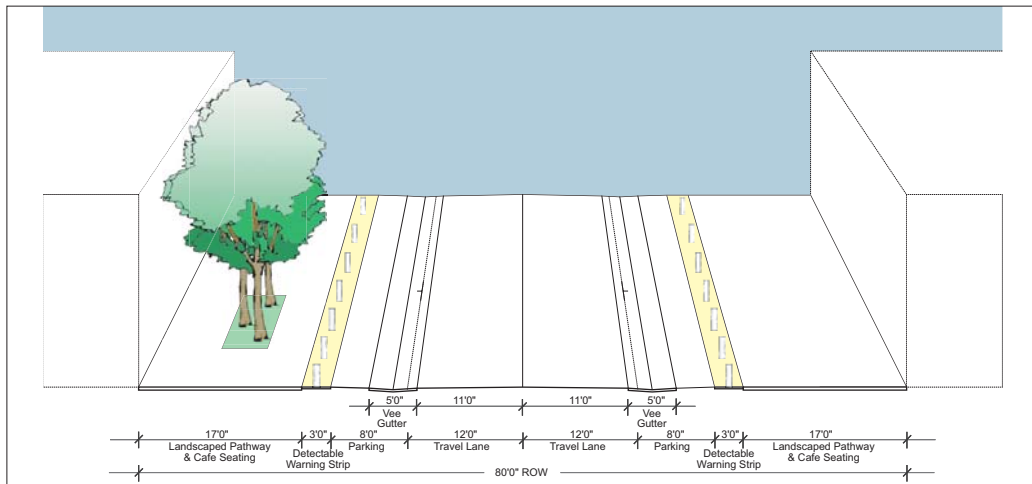
ADA pathway on the non-industrial section of the road

➔ FIGURE 5: SECTOR B PHASE I PROTOTYPICAL SECTION



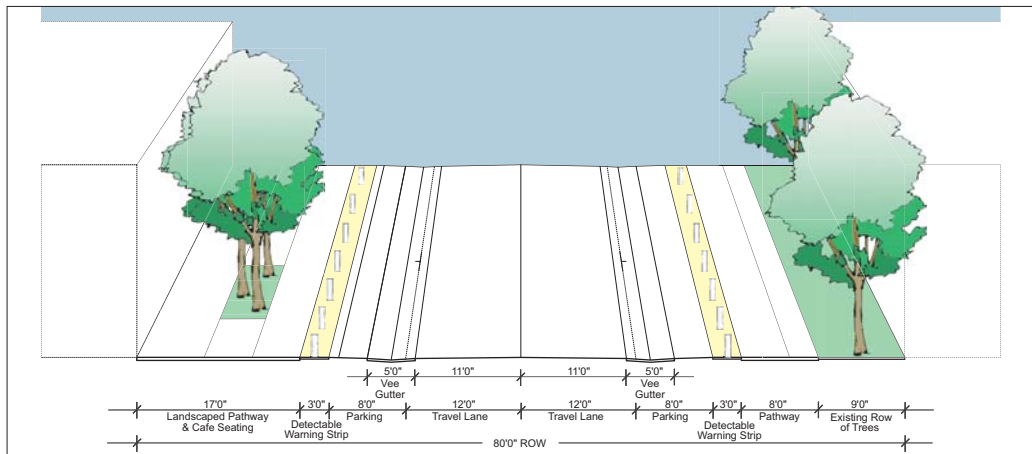
Maintain existing trees where possible, plant trees in groups of 2 to 3 at key locations  
Widen and ensure contiguous sidewalks/pedestrian and ADA paths

➔ FIGURE 6: SECTOR B PHASE II PROTOTYPICAL SECTION



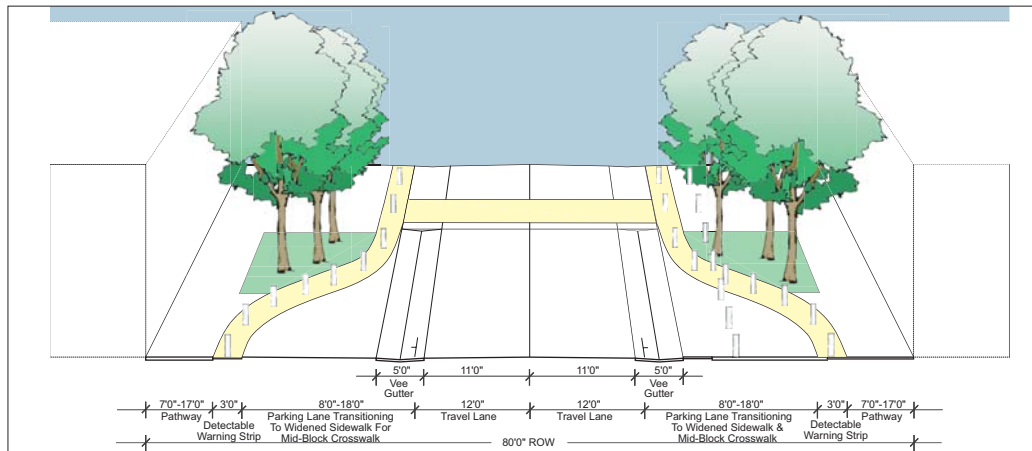
Remove curbed sidewalks to create curbless pedestrian / ADA paths  
Maintain parking on both sides

➔ FIGURE 7: SECTOR B PHASE II (BETWEEN 12TH & 13TH STREETS)



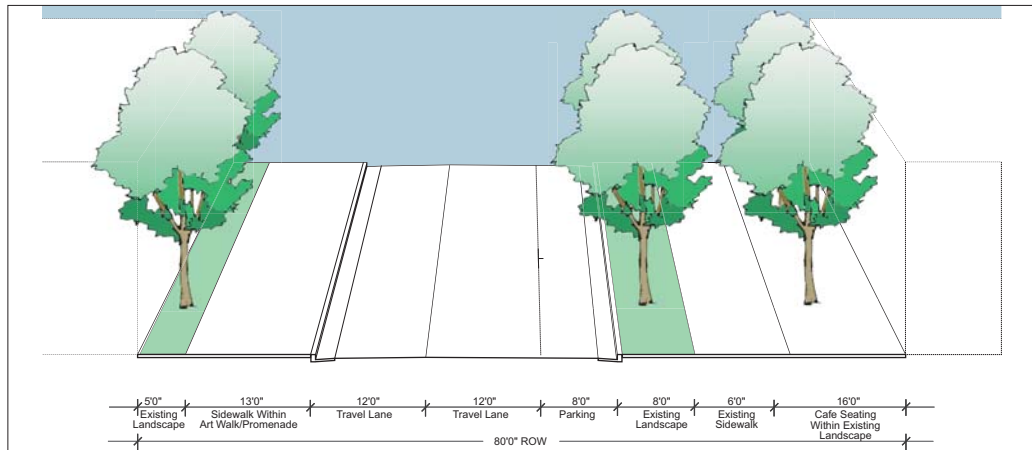
Remove sidewalks to create curbless pedestrian /ADA paths  
 Maintain mature trees along the south side of the Street

➔ FIGURE 8: SECTOR B PHASE II MID BLOCK CROSSING



No on-street parking  
 Widen pathway at mid-block crosswalks

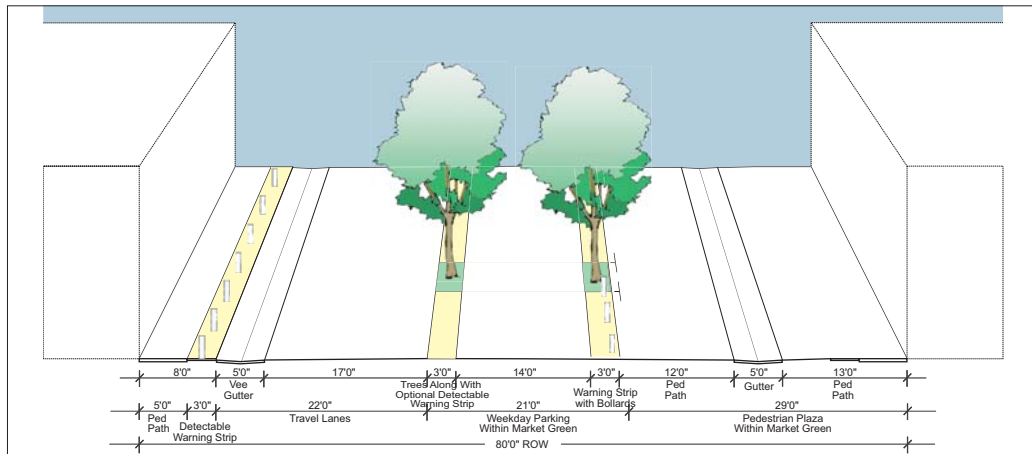
➔ FIGURE 9: SECTOR C PROTOTYPICAL SECTION



Remove parallel parking on north side: Widen sidewalk on the north side to create "Art Promenade"  
Maintain rest of the street section



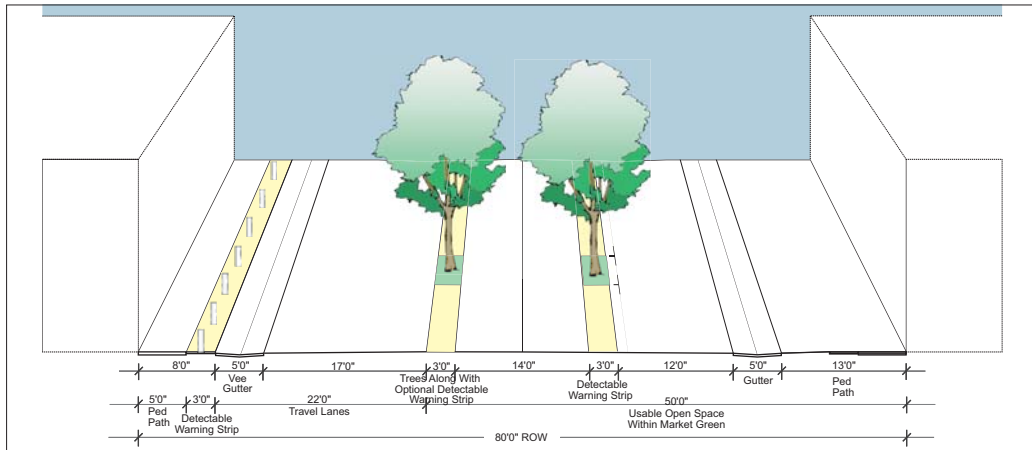
➔ FIGURE 11: SECTOR D WEEKDAY PROTOTYPICAL SECTION



Provide ADA path on both sides of the street

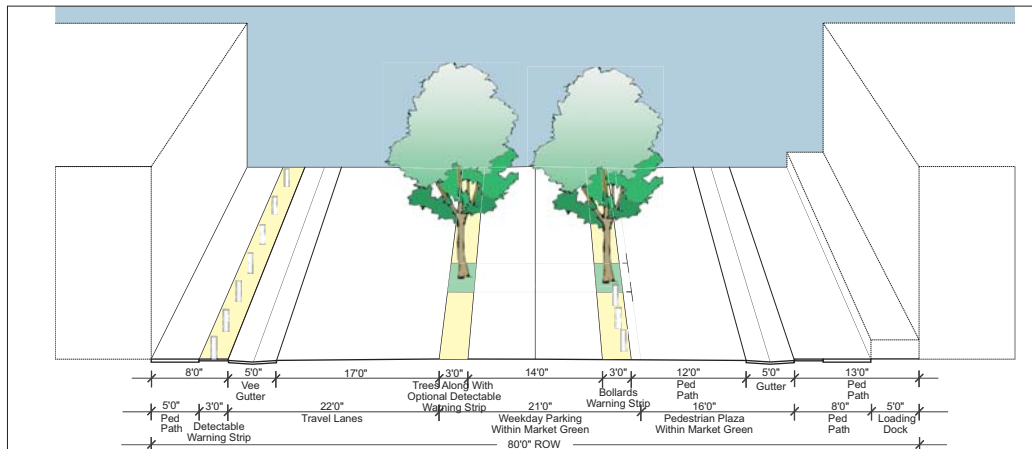
Provide optional ADA detectable warning strip on the southern edge of the two way travel lane

➔ FIGURE 12: SECTOR D WEEKEND PROTOTYPICAL SECTION



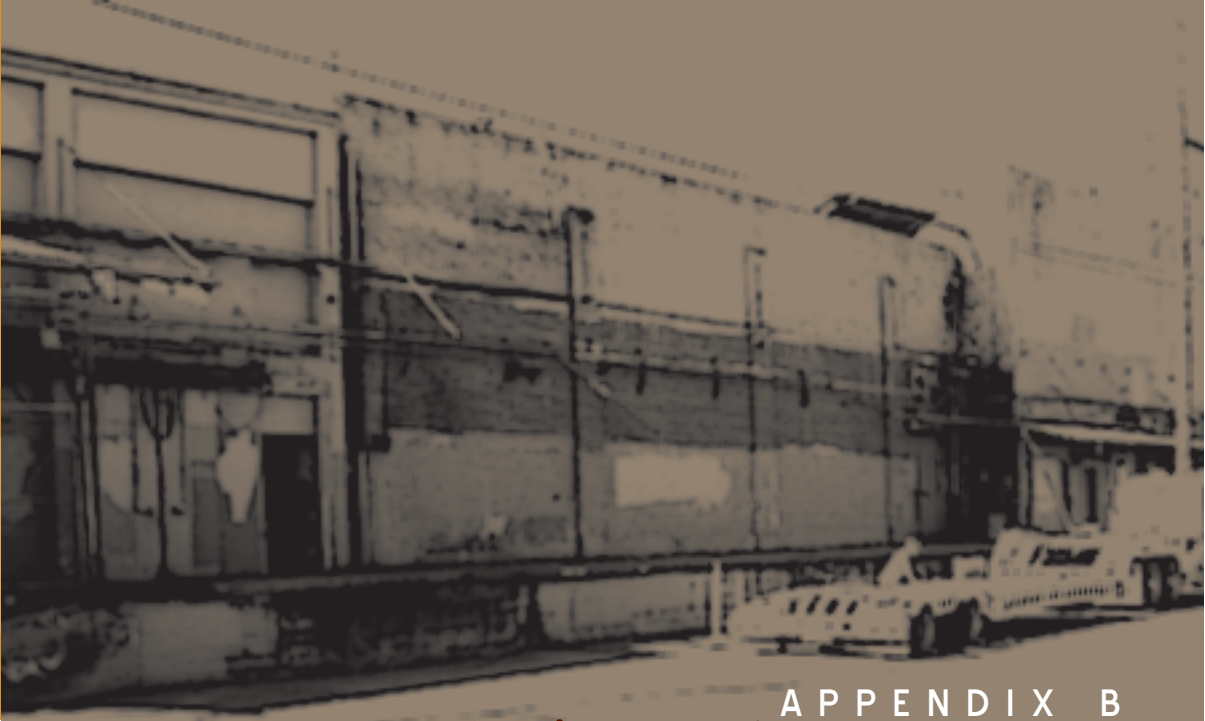
Maintain ADA path on both sides of the street

➔ FIGURE 13: SECTOR D WEEKDAY SECTION IN FRONT OF LOADING DOCK (BETWEEN 16TH & 17TH)



Weekend section reflects the weekend prototypical section but with the loading dock

B

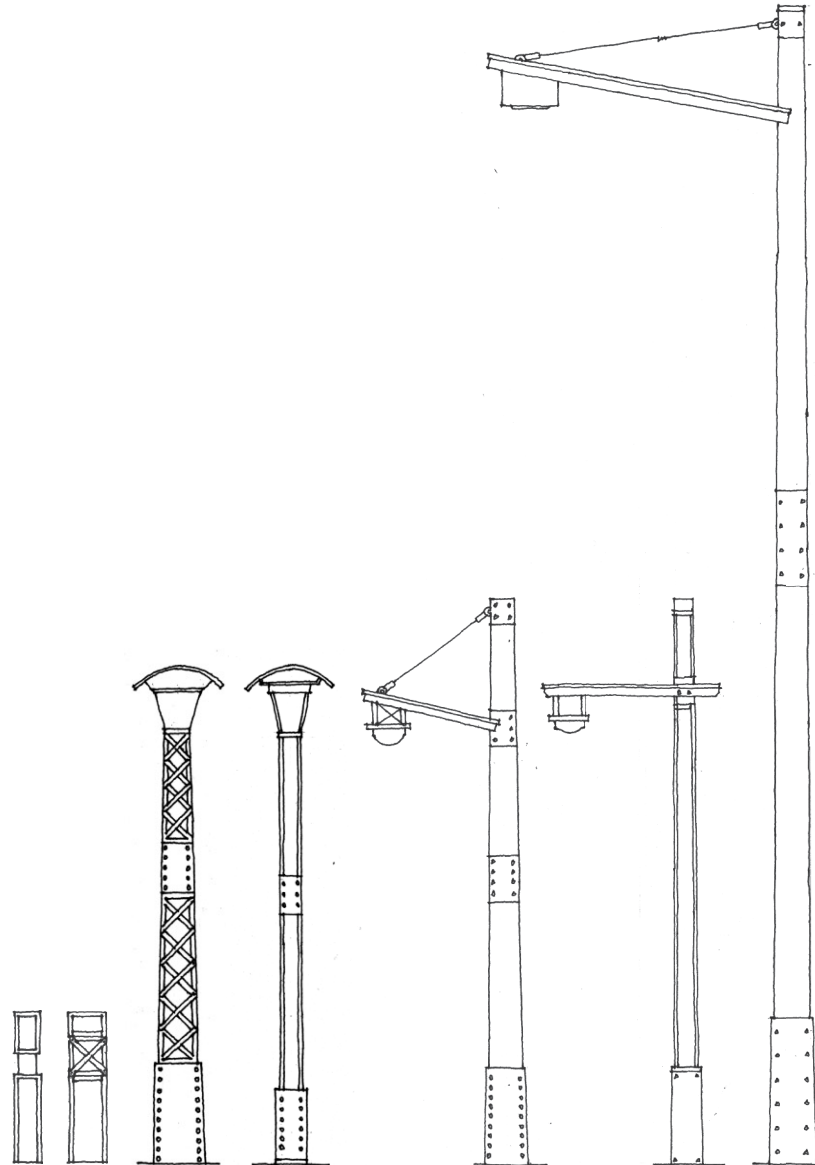


APPENDIX B

**design palette**

People have a nice sense of the number of the number that is right for a place, and it is they who determine how many is too many. They do not, furthermore, seek to get away from it all. If they did, they would go to the lonely empty places where there are few people. But they do not. They go to lively places where there are many people. And they go there by choice-not to escape the city, but to partake of it.

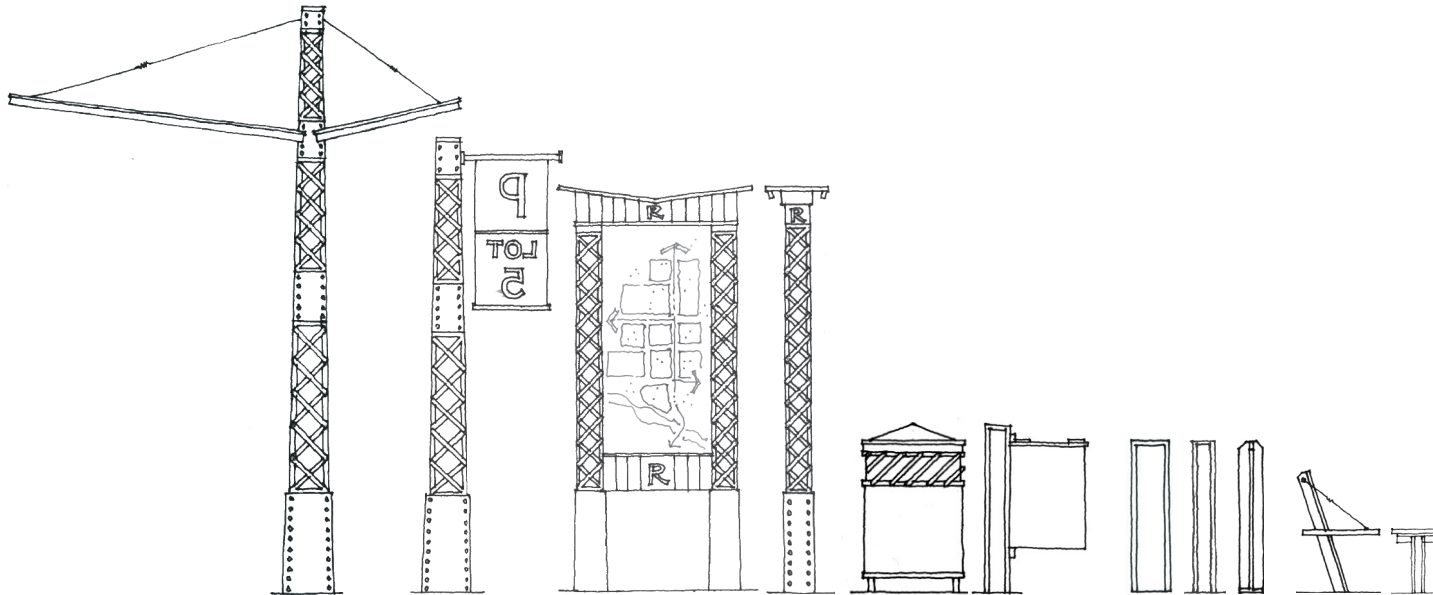
*William H. Whyte. The Social Life of Small Urban Spaces (The Conservation Foundation, 1979), 100*



## APPENDIX B

## design palette

AFTER CONDUCTING AN EXTENSIVE ANALYSIS of existing conditions and based on the proposed concepts for the R Street Corridor, a varied and distinctive design palette of building design features and streetscape elements was catalogued. In addition, a distinctive portfolio of streetscape features such as shade structures, street lights, bollards, garbage cans, seating, etc has been created that respects the rich historic industrial character of R Street.



## Building Elements Palette

### Awnings



## Building Elements Palette

### Building Materials



## Building Elements Palette

### Loading Docks





## Building Elements Palette

### Roof Forms



## Streetscape Palette

### Defining Features:

Reflect and Strengthen the Historic Industrial Character

Use a Simple and Utilitarian Aesthetic

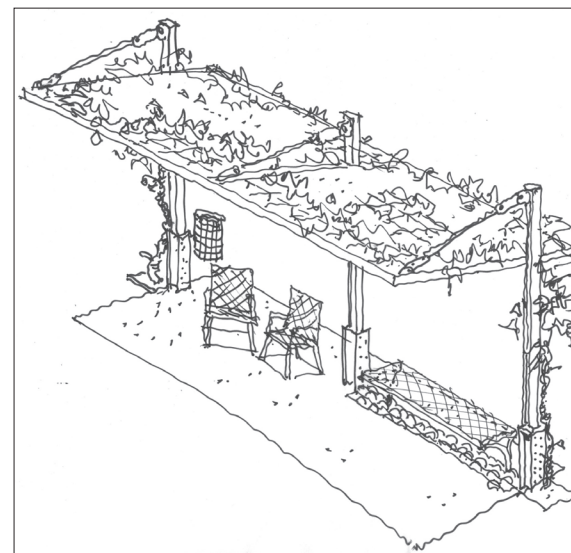
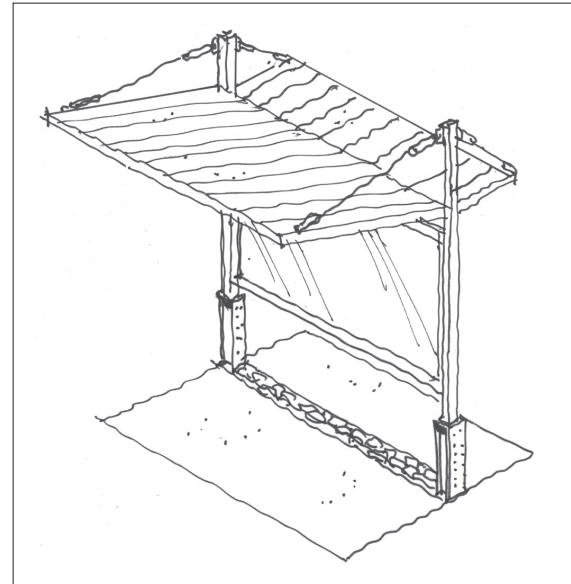
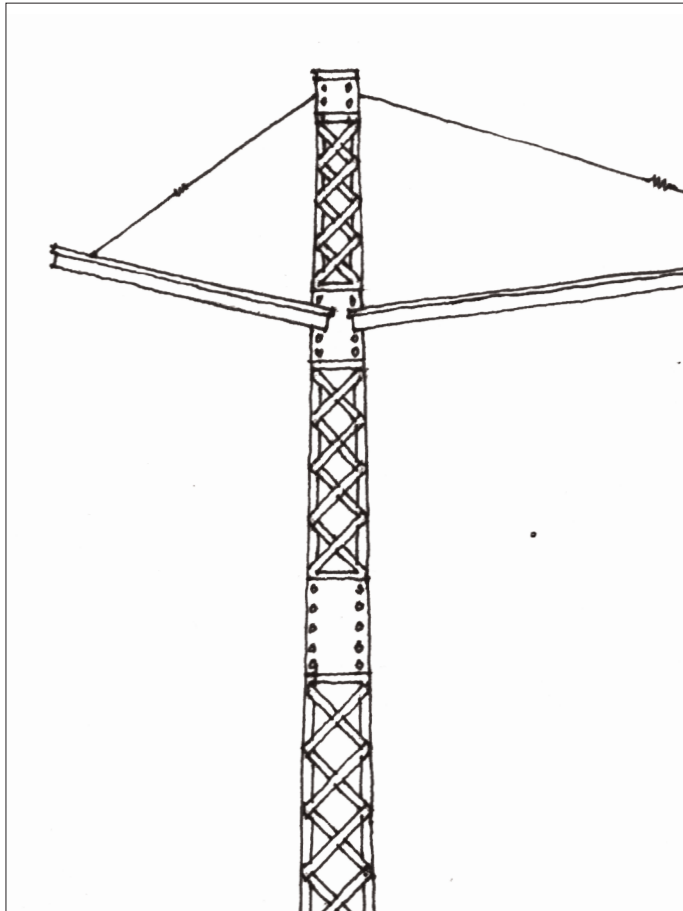
Use Materials such as Metal, Steel, Cobblestones, etc.

Use Existing Streetscape Elements as Clues for New Street Language



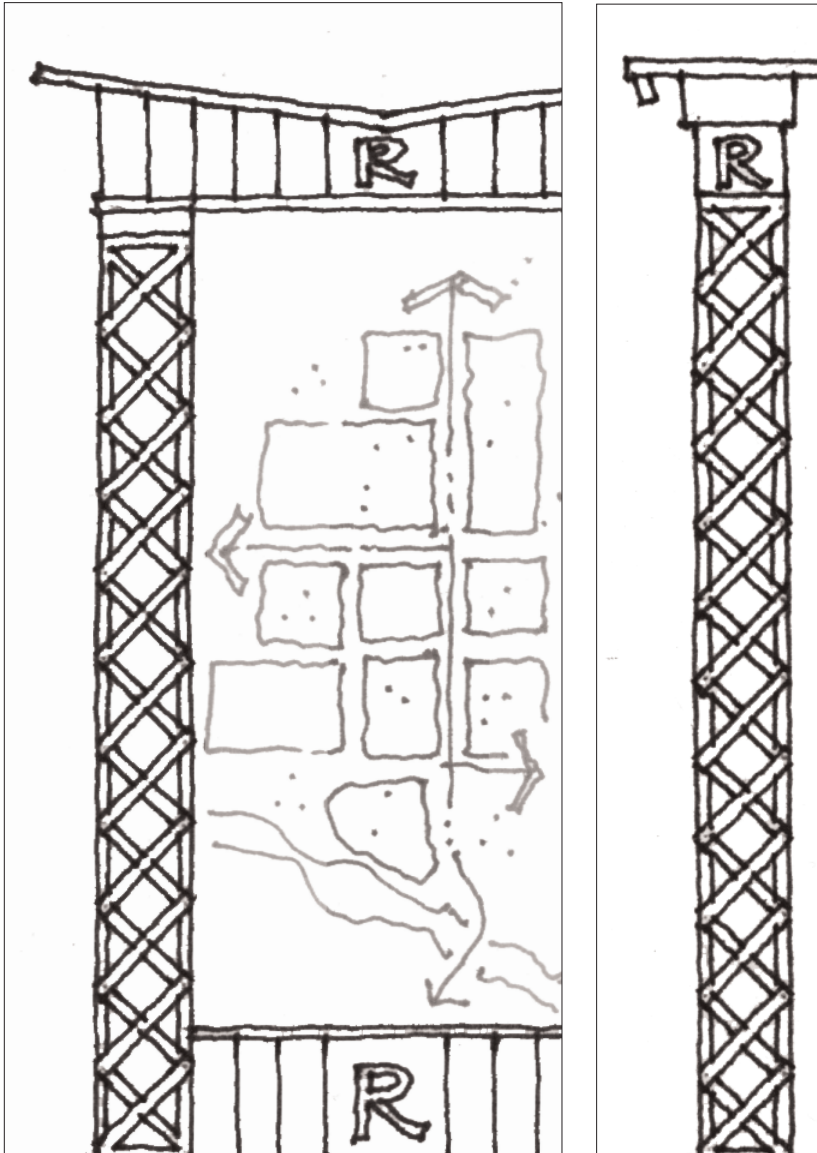
# Streetscape Palette

## Shading Devices



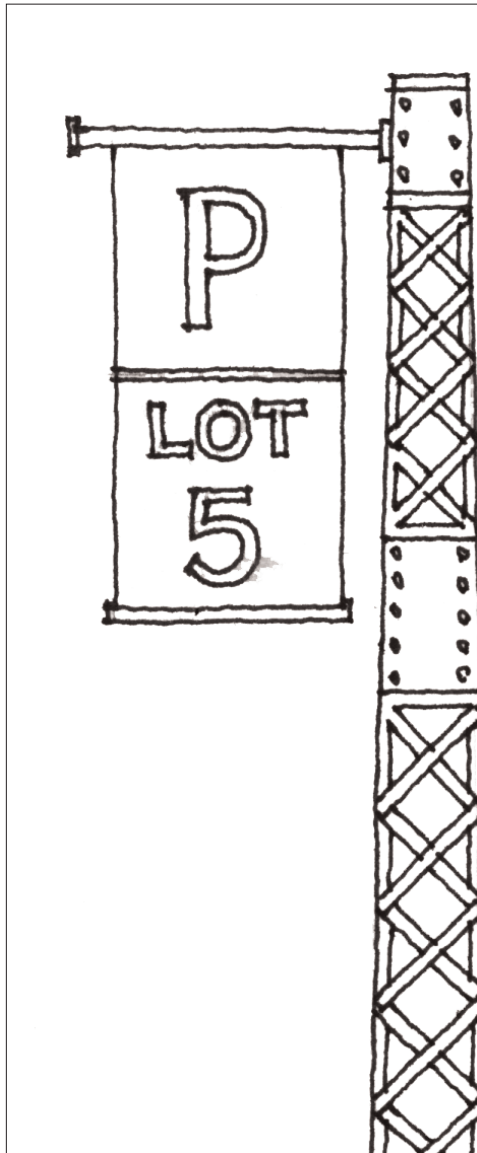
## Streetscape Palette

### Directional Sign



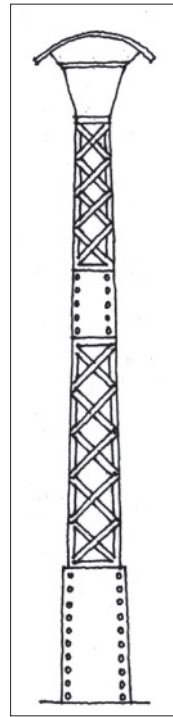
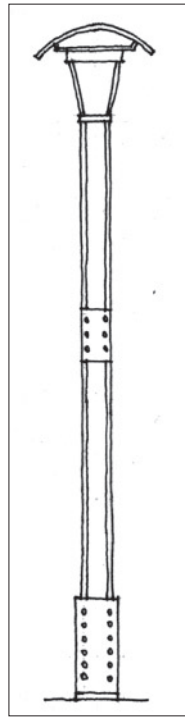
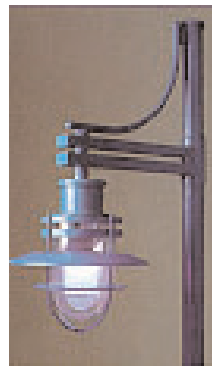
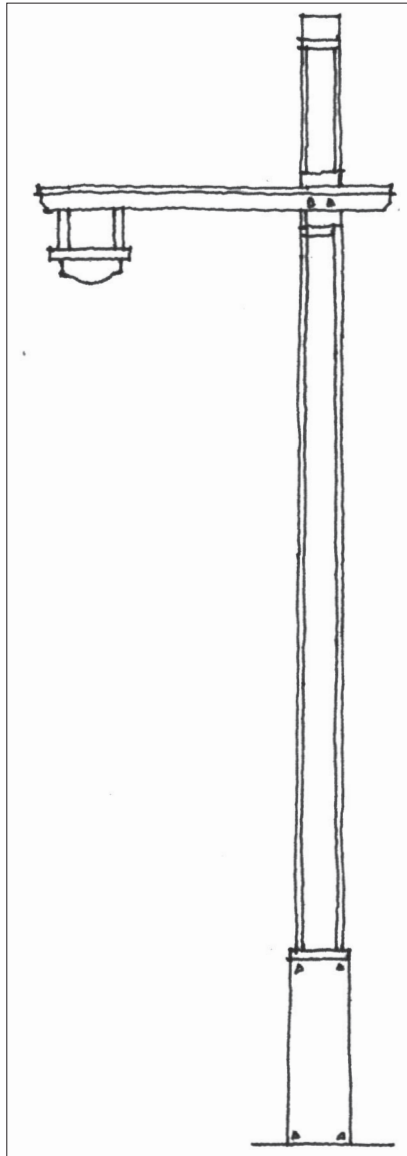
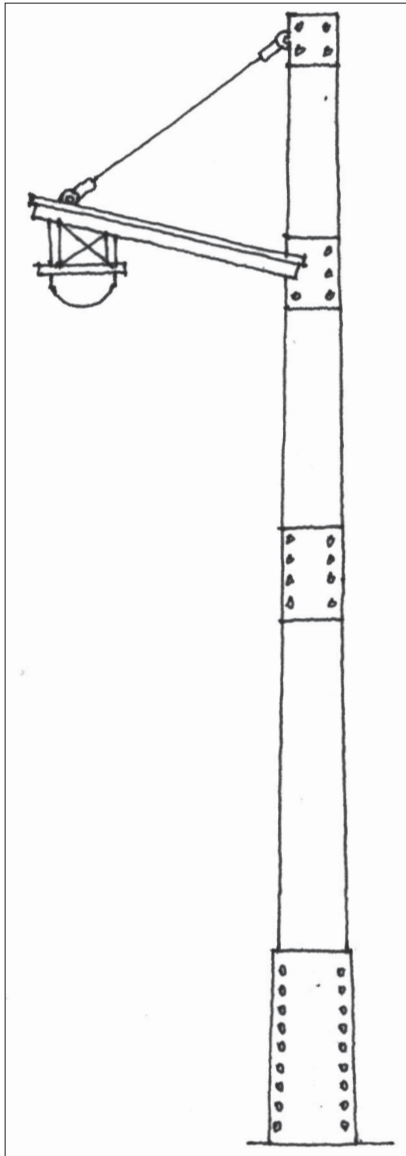
## Streetscape Palette

### Directional Sign



# Streetscape Palette

## Street Lighting



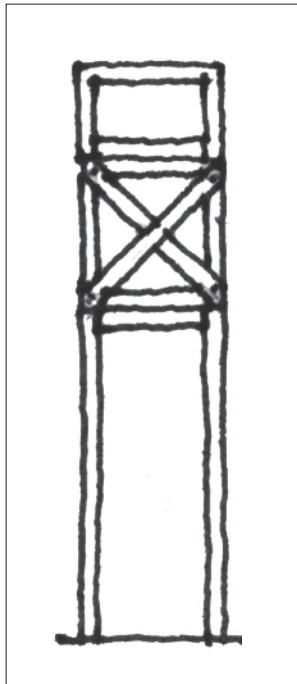
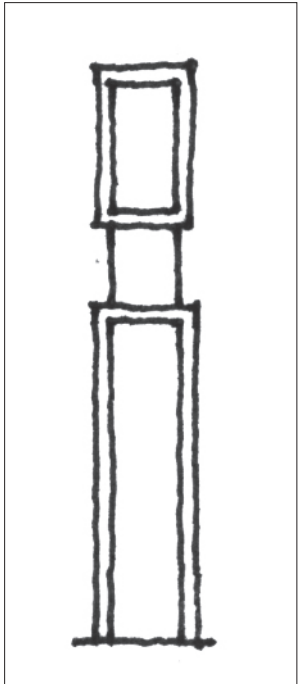
## Streetscape Palette

### Outdoor Building Lighting



## Streetscape Palette

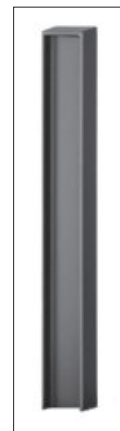
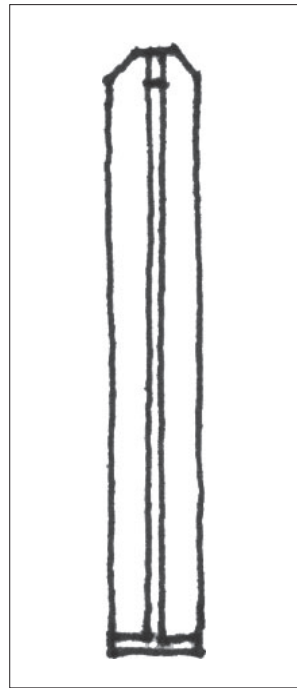
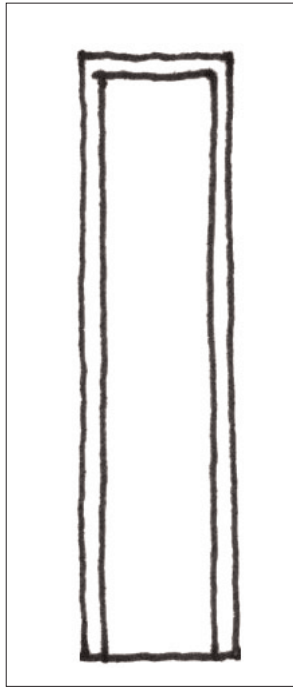
### Decorative Bollard with Lighting





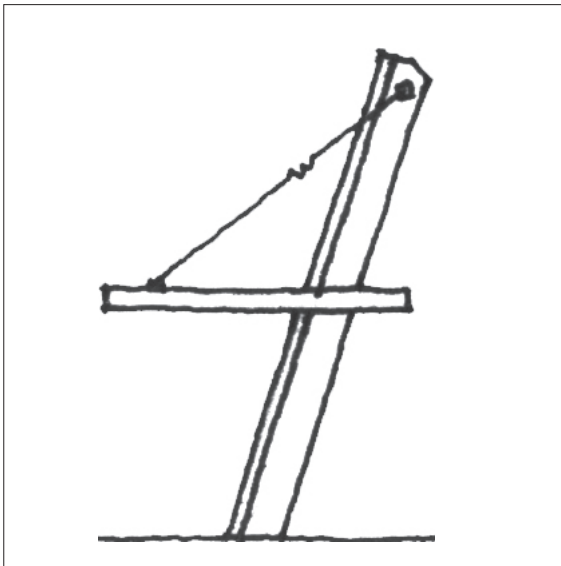
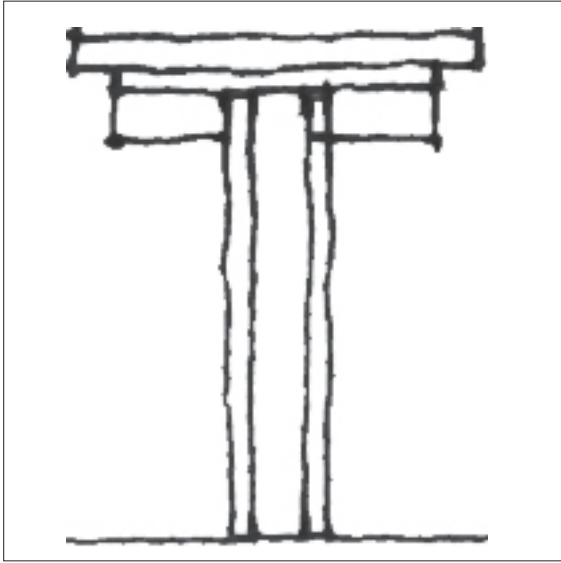
# Streetscape Palette

## Bollards



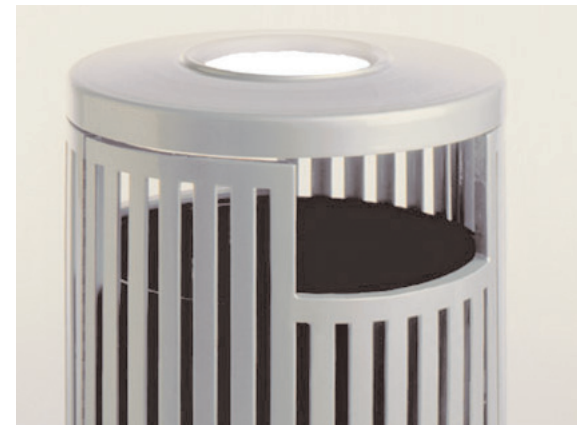
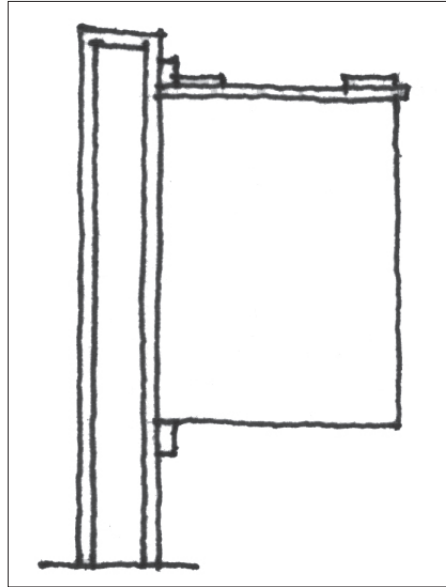
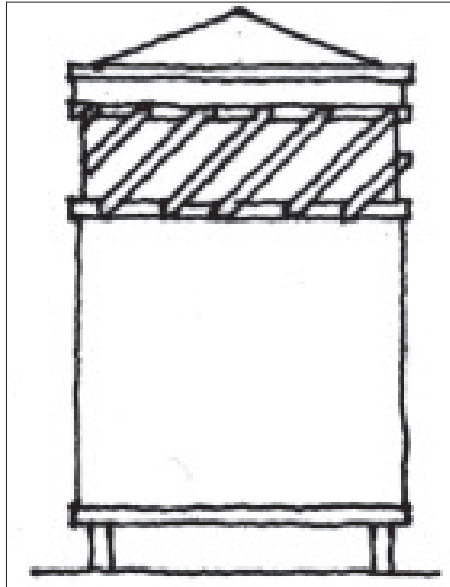
## Streetscape Palette

### Seating



# Streetscape Palette

## Bollards



## Streetscape Palette

### Paving



## **APPENDIX E**

### **Proposed Street Cross Sections**



APPENDIX A

**street sections**

There has been a decided tendency on the part of official street planners to insist with quite needless and undesirable rigidity upon certain fixed standards of width and arrangement to purely local streets, leading inevitable in many cases to the formation of blocks and lots of a size and shape ill adapted to the local uses to which they need to be put.

*Frederick Law Olmsted, Jr., 1910*

## APPENDIX A

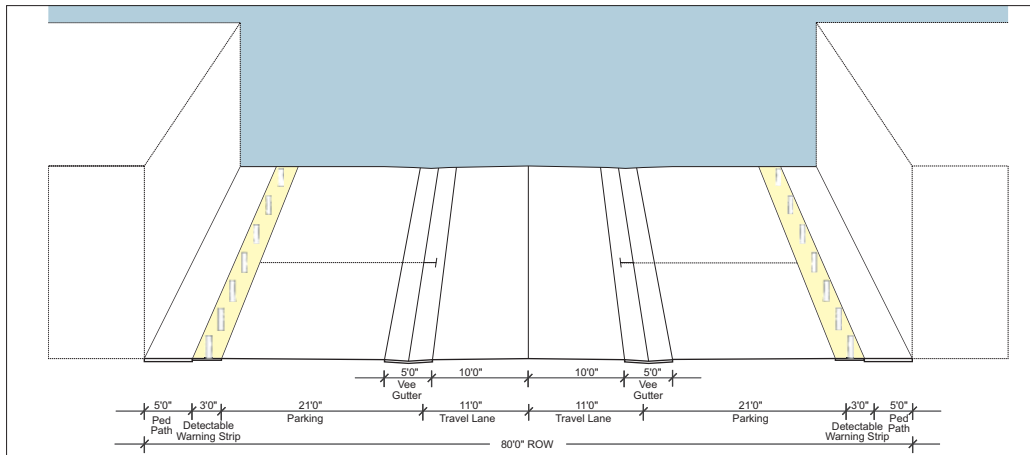
## street sections

STREET SECTIONS ARE TIED TO THE DESIGN GOALS AND POLICIES called out throughout the R Street Corridor Urban Design and Development Plan. A critical part of the design plan is the identification of sections that can be used by the City or a developer to implement the unique R Street streetscape as proposed. The street sections are categorized according to the four sectors, A through D, called out in the design plan and illustrate the special conditions in each sector.

Individual elements, however, can be used throughout the corridor. Since the street's character and land uses along the corridor change dramatically from block to block (and within the blocks themselves), individual elements such as outdoor seating or parking are included in different sectors.

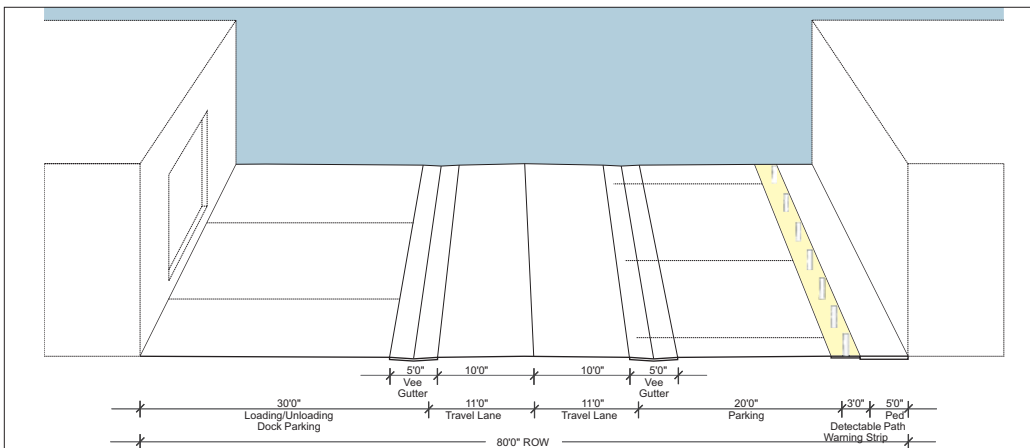


→ FIGURE 1: SECTOR A PROTOTYPICAL SECTION



ADA path on both sides of the street

→ FIGURE 2: SECTOR A (LOADING AREA ON ONE SIDE OF ROAD BETWEEN 9TH & 10TH STREETS)

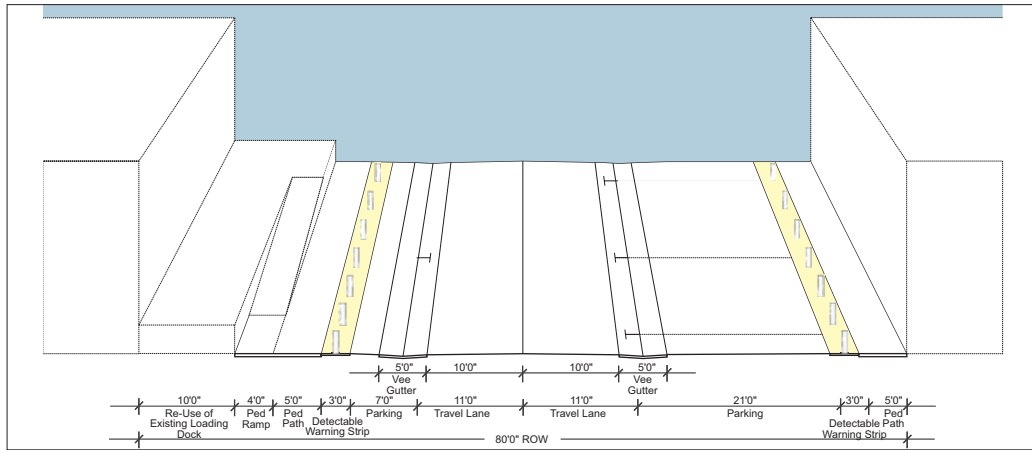


Provide ADA pathway on at least one side of the street

A two way travel lane accommodating the 20 feet wide fire access is required

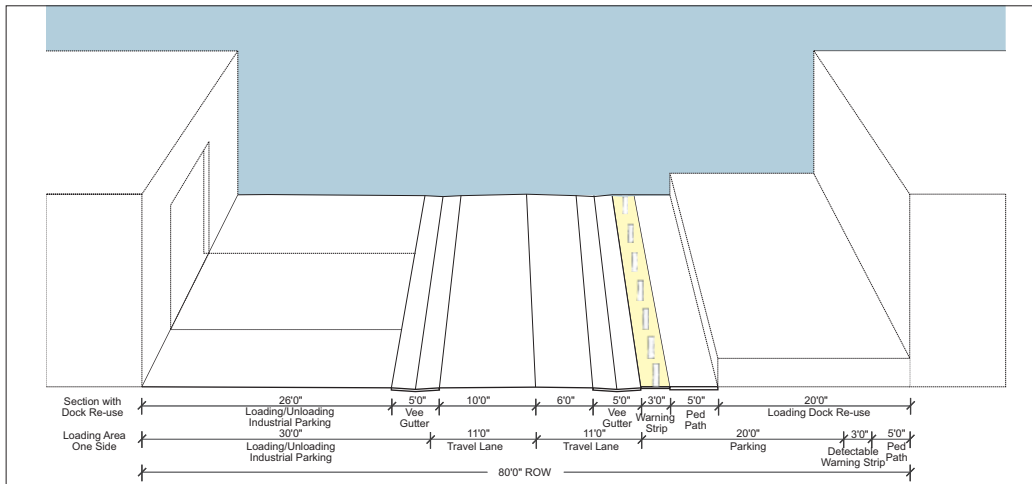
Trucks larger than 30' will have to parallel park if parking is needs to be maintained on both sides of the street

➔ FIGURE 3: SECTOR A NON-INDUSTRIAL LOADING/UNLOADING PROTRUDING DOCK RE-USE (10TH AND 11TH ST)



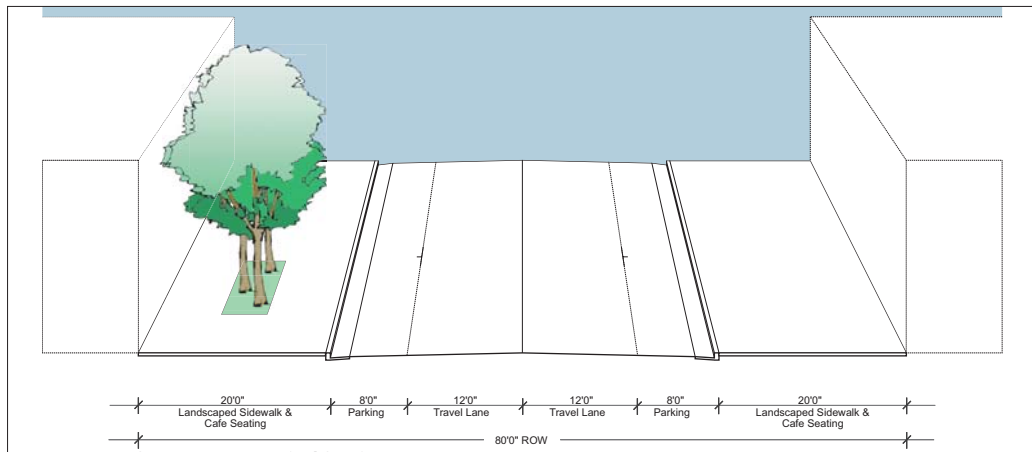
Provide ADA pathways on both sides of the street when industrial loading/unloading uses no longer exist

➔ FIGURE 4: SECTOR A NON-INDUSTRIAL LOADING/UNLOADING DOCK RE-USE (11TH AND 12TH ST)



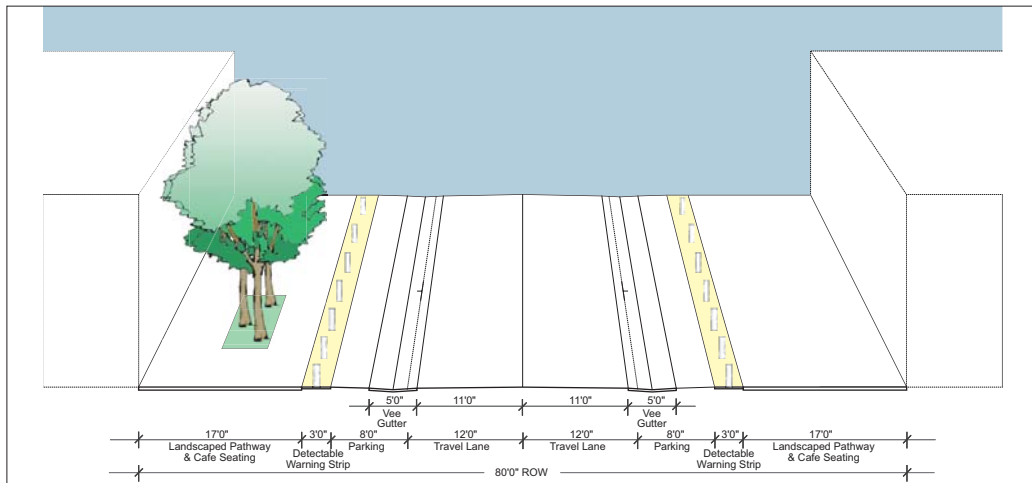
ADA pathway on the non-industrial section of the road

➔ FIGURE 5: SECTOR B PHASE I PROTOTYPICAL SECTION



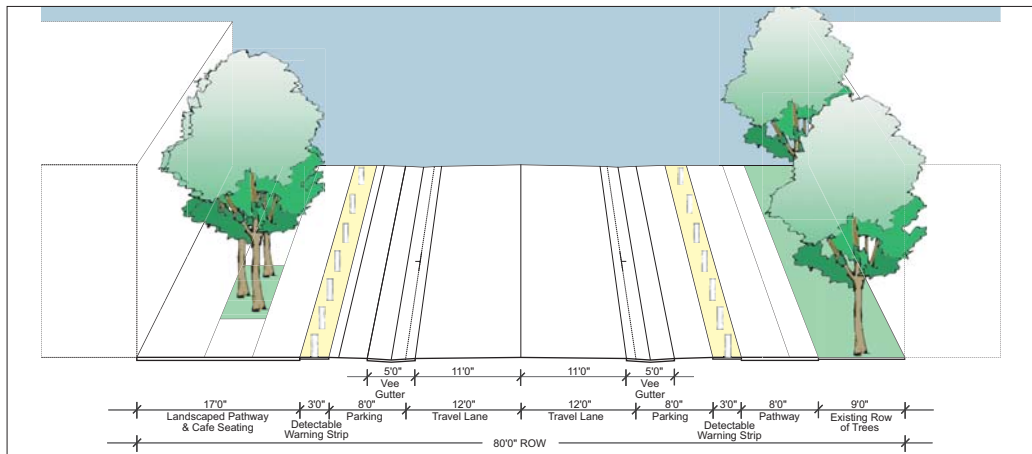
Maintain existing trees where possible. plant trees in groups of 2 to 3 at key locations  
Widen and ensure contiguous sidewalks/pedestrian and ADA paths

➔ FIGURE 6: SECTOR B PHASE II PROTOTYPICAL SECTION



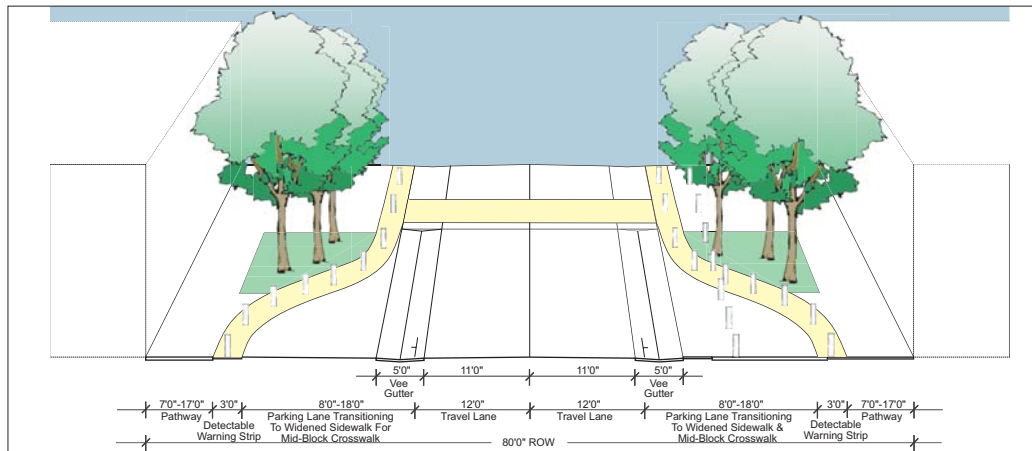
Remove curbed sidewalks to vreate curbless pedestrian / ADA paths  
Maintain parking on both sides

➔ FIGURE 7: SECTOR B PHASE II (BETWEEN 12TH & 13TH STREETS)



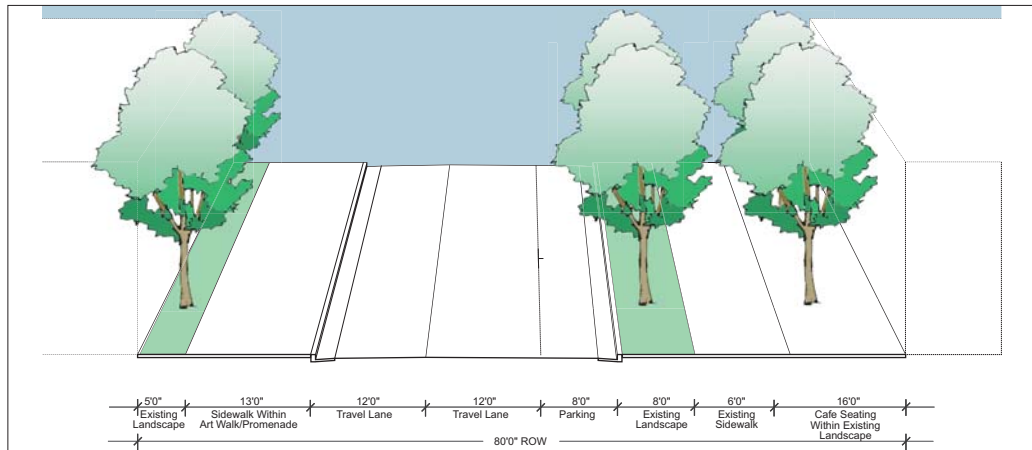
Remove sidewalks to create curbless pedestrian /ADA paths  
 Maintain mature trees along the south side of the Street

➔ FIGURE 8: SECTOR B PHASE II MID BLOCK CROSSING



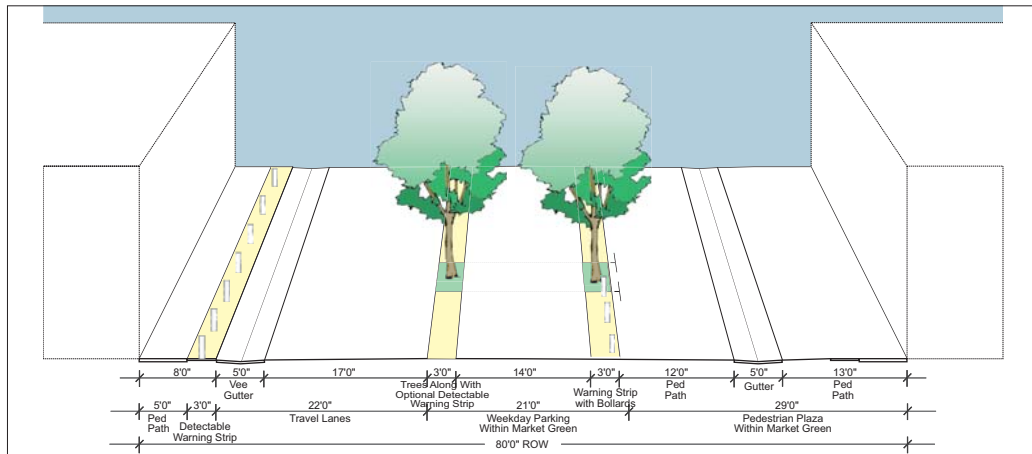
No on-street parking  
 Widen pathway at mid-block crosswalks

➔ FIGURE 9: SECTOR C PROTOTYPICAL SECTION



Remove parallel parking on north side: Widen sidewalk on the north side to create "Art Promenade"  
Maintain rest of the street section

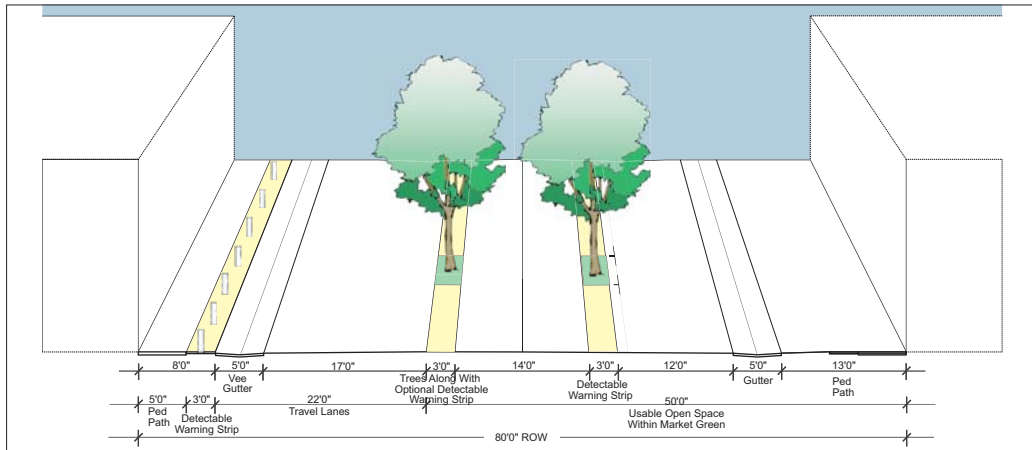
➔ FIGURE 11: SECTOR D WEEKDAY PROTOTYPICAL SECTION



Provide ADA path on both sides of the street

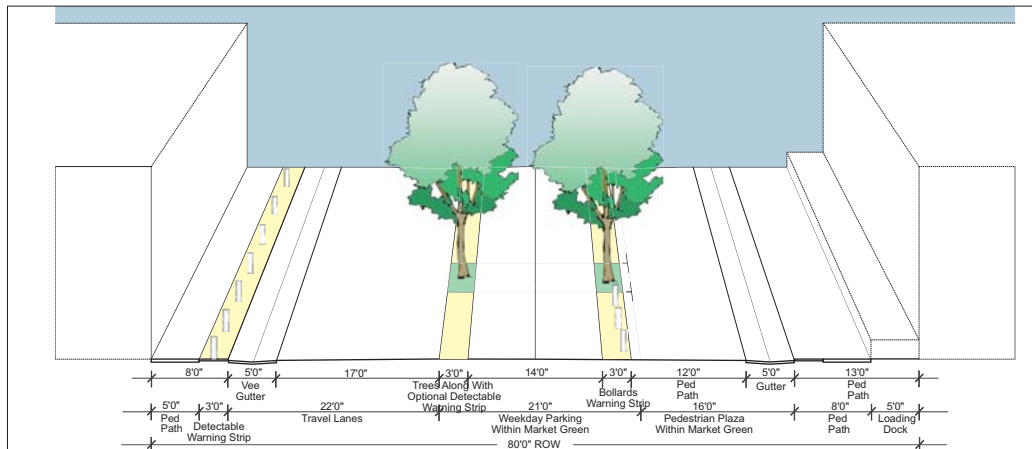
Provide optional ADA detectable warning strip on the southern edge of the two way travel lane

➔ FIGURE 12: SECTOR D WEEKEND PROTOTYPICAL SECTION



Maintain ADA path on both sides of the street

➔ FIGURE 13: SECTOR D WEEKDAY SECTION IN FRONT OF LOADING DOCK (BETWEEN 16TH & 17TH)



Weekend section reflects the weekend prototypical section but with the loading dock