CITY OF WEST SACRAMENTO

West Sacramento Grand Gateway Master Planning Document

Final Draft

June 2013

Prepared By:

Opticos Design, Inc.
Berkeley, California

Master Planning Document
(FINAL)

City of West Sacramento, CA
West Sacramento Grand Gateway

June 2013

Prepared By:

Opticos Design, Inc.
2100 Milvia St, Ste 125
Berkeley, California 94704
510.558.6957

Prepared For:

The City of West Sacramento
Community Development/Planning
1110 West Capitol Avenue
West Sacramento, CA 95691
916.617.4645

The Local Government Commission
1303 J Street Suite 250
Sacramento, CA 95814
916.448.1198

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Introduction and Intent

The Grand Gateway area covered by this document consists of 10-acres of publicly-owned property at the east end of West Capitol Avenue. These parcels are fringe properties with a portion of the site associated with but not completely belonging to the adjacent Central Business District, Bridge District, and Washington neighborhood. Three comprehensive planning documents are applicable to portions of this project area: the Washington Specific Plan, Bridge District Specific Plan, and West Capitol Avenue/Central Business District Design Guidelines.

This planning document was funded by the Sacramento Metropolitan Air Quality Management District and its Infill Streamlining Program (ISP). The program purpose was to assist local community planning projects to improve air quality through land use measures designed to increase the walkability of the selected project and to reduce vehicle miles travelled (VMT). A discussion of the project's goals and objectives, and how they relate to the funding source's mission, is located on page 1-4.

The majority of the document (Chapters 1-6) focuses on design details aimed at establishing site development standards and design guidelines that will lead to attractive, compact mixed-use development laid out in a highly functional, pedestrian-orientated setting. These chapters contain guidelines, illustrations and photos that are meant to establish the aesthetic character of the development and direct specific treatments to the public and quasi-public spaces and the uses and forms of the site's buildings. Chapter 7 contains the implementation strategy for the site, which is intended to reflect the next steps needed towards conversion of the site. This blueprint includes the selection of a preferred alternative for the circulation and open space elements on the site and various action items, such as:

- the adoption of proposed changes to the existing zoning;
- the development of a comprehensive parking program for the site; and

- the establishment of priorities related to consolidation of the site and action items in support of the anticipated conversion of the vacant site into a transit-orientated sustainable mixed-use development project.

The Grand Gateway is an infill site. The properties were previously developed but are now vacant. The City and its former Redevelopment Agency began assembling the properties in the early 1990s and in 2008 completed construction of the west phase of the Tower Bridge Gateway improvement project. The project area is the combination of the following properties as shown in the exhibit above.

- 811-815 West Capitol Avenue, shown as Tower Court, was the site of an adult bookstore and an auto repair facility, demolished in the 1990s;
- 820-824 West Capitol Avenue was the site of the former Experience Motel, demolished in 2008; and
- 801- 825 Riske Lane, known as Delta Lane, a combination of a former Caltrans maintenance facility (demolished in 2007) and the excess right-of-way from the Tower Bridge Gateway project. The Delta Lane site was identified in the Proposition IC grant application as the location for a 175-unit affordable housing project. While the west phase of the housing project is subject to the Bridge District Specific Plan frontage standards, the frontage of the east phase will be subject to the Grand Gateway master planning effort.

Recent road work completed around the site could allow for portions of the excess public right-of-way to be recaptured for development.

Administration

Administration/Approval Process

This document serves as a basis for a dialogue between city planning staff and the project applicant about the project. The City of West Sacramento advocates collaborative planning and design efforts. This document, therefore, serves as the tool for communication between the developer, site designer, landscape architect, architect, and staff planner. Applicants are encouraged to become familiar with the intent of the document.

Applicants should present preliminary building elevations, renderings, site plans, photographs, or similar material at scheduled pre-application meeting(s) (separate from the City's Project Review Committee (PRC) meeting) to staff, in order to discuss design strategies, identify issues, and understand the project's relationship to the surrounding area. The goals of this pre-application meeting are to exchange information, provide preliminary design recommendations, and enhance the project design as necessary, thus providing for a cost efficient design process and more predictable and expeditious review by the City. Please refer to the appendix which provides the City's Zoning Ordinance (17.69 Design Review) for information related to the design review approval process.

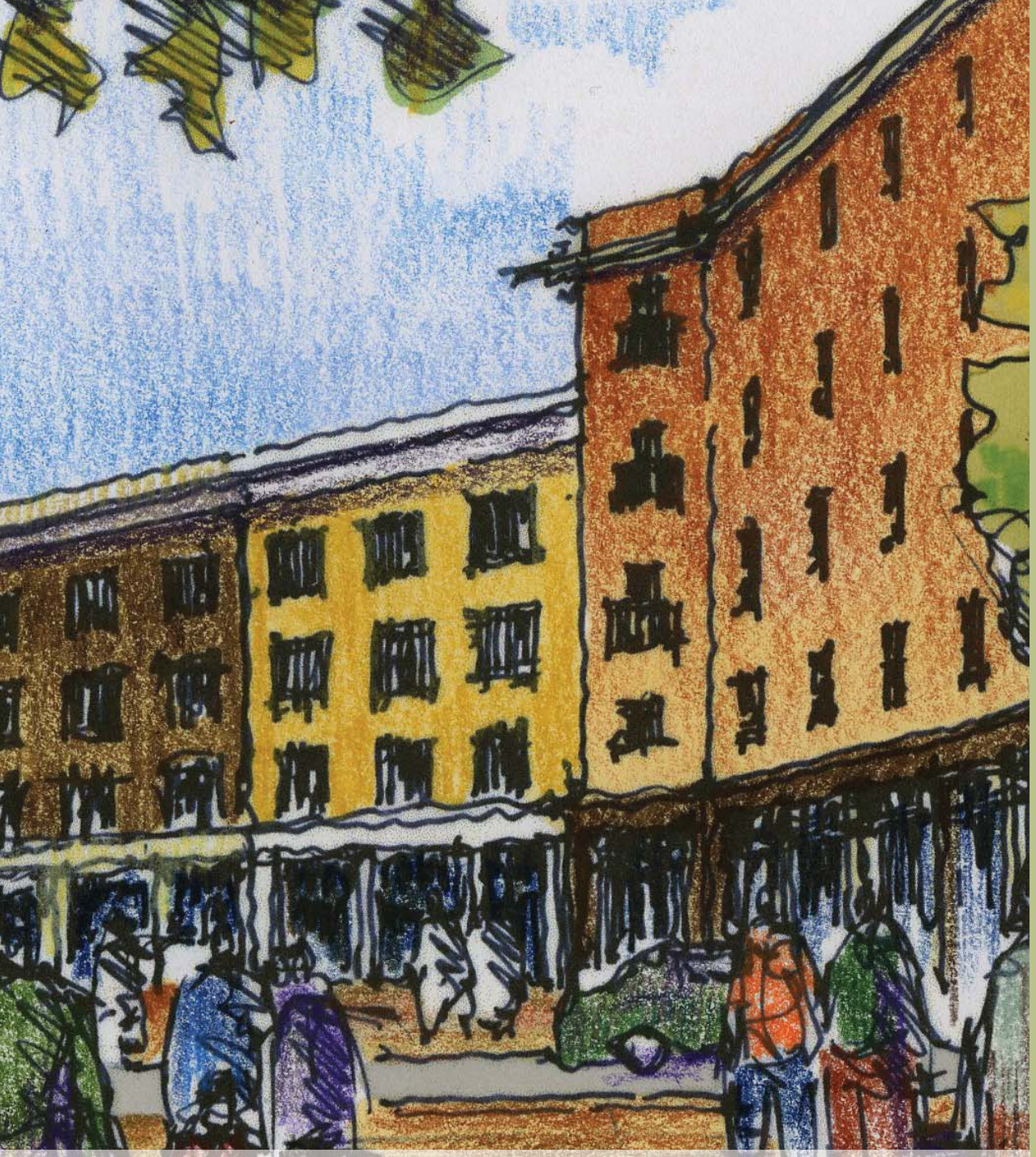
Note about Images

Any photographs or illustrations in this document are solely intended to provide examples of various elements of design standards, styles, and form. The imagery reflects and speaks to the desired design solution within each chapter of the document. There may be some imagery that illustrates a different design objective; in this case, the imagery shall only be used as a basis to convey the elements contained in the specific chapter.

Amending the Document

As the context of Grand Gateway area emerges, there may be a need for updates and amendments to this document. When this occurs, the City Design Review Administrator has the authority to implement minor adjustments to the document. In some cases, the Design Review Administrator has the authority to grant minor architectural design variances on an individual project.

Significant changes, such as new and substantially-modified specific standards, alterations to the build out program, or changes to the available circulation and open space options, require an amendment to the document. Approval of amendments to this document, at minimum, require the discretionary approval of the City of West Sacramento's Planning Commission.



chapter 1

West Sacramento Grand Gateway

Project Overview

Introduction

The overarching goal of this Master Planning Document is to provide a set of standards and guidelines for the future development of the West Sacramento Grand Gateway Project Area and to ensure that the area will develop in such a way that promotes pedestrian and bicycle activity, reduces automobile dependency and improves air quality.

This chapter provides an overview of the project, including:

- Location and context
- Goals and objectives
- Existing conditions

Location and Context

The West Sacramento Grand Gateway Project Area (project area) is located along West Capitol Avenue and Tower Bridge Gateway and consists of six parcels and public right-of-way totalling approximately 10 acres. These properties include 820-824 West Capitol Avenue, 811-815 West Capitol Avenue, 801 Riske Lane, and a portion of public right-of-way along West Capitol Avenue (see map on following page). The project area was previously developed but is now vacant; the properties are located in an existing urbanized neighborhood served by urban services. The City and its Redevelopment Agency began assembling the properties in the early 1990's.

The project area is located at the convergence of three distinct planning areas for which previous plans have been completed, including the West Capitol Avenue Streetscape Plan (2007), the Washington Specific Plan (1996), and the Bridge District Specific Plan (2011) (formally the Triangle Specific Plan). While all three of these planning areas have previously provided direction for the development of portions of the project area, this document serves as an opportunity to provide a focus specific to these properties.

The project area currently holds two zoning designations. North of Tower Bridge Gateway is currently zoned Central Business District (CBD). CBD is designed to provide an area that promotes the orderly development of retail shopping facilities to service the present and future needs of the surrounding residential community, while preserving and expanding the unique characteristics of the City's original commercial center. Appropriate uses include restaurants, retail, service, professional and administrative office, hotel and motel uses, multi-family residential units, and similar compatible uses.

The properties south of Tower Bridge Gateway are currently zoned Waterfront (WF) and designed to promote mixed-use development. Currently, those parcels are encumbered by an affordable housing covenant held in favor of the State of California, Department of Housing and Community Development. At the time of writing, a two-phase proposal for housing and retail were under development. This proposal is reflected in the design alternatives for the project area and is intended to apply to phase II of this development.

Goals and Objectives

This Master Planning Document focuses on design details aimed at establishing site development standards and design guidelines that will lead to attractive, compact mixed-use development laid out in a highly functional, pedestrian-oriented setting. The overall purpose is to reduce vehicle miles traveled (VMT) and improve air quality. The project objectives include the following measures that can work to achieve this goal:

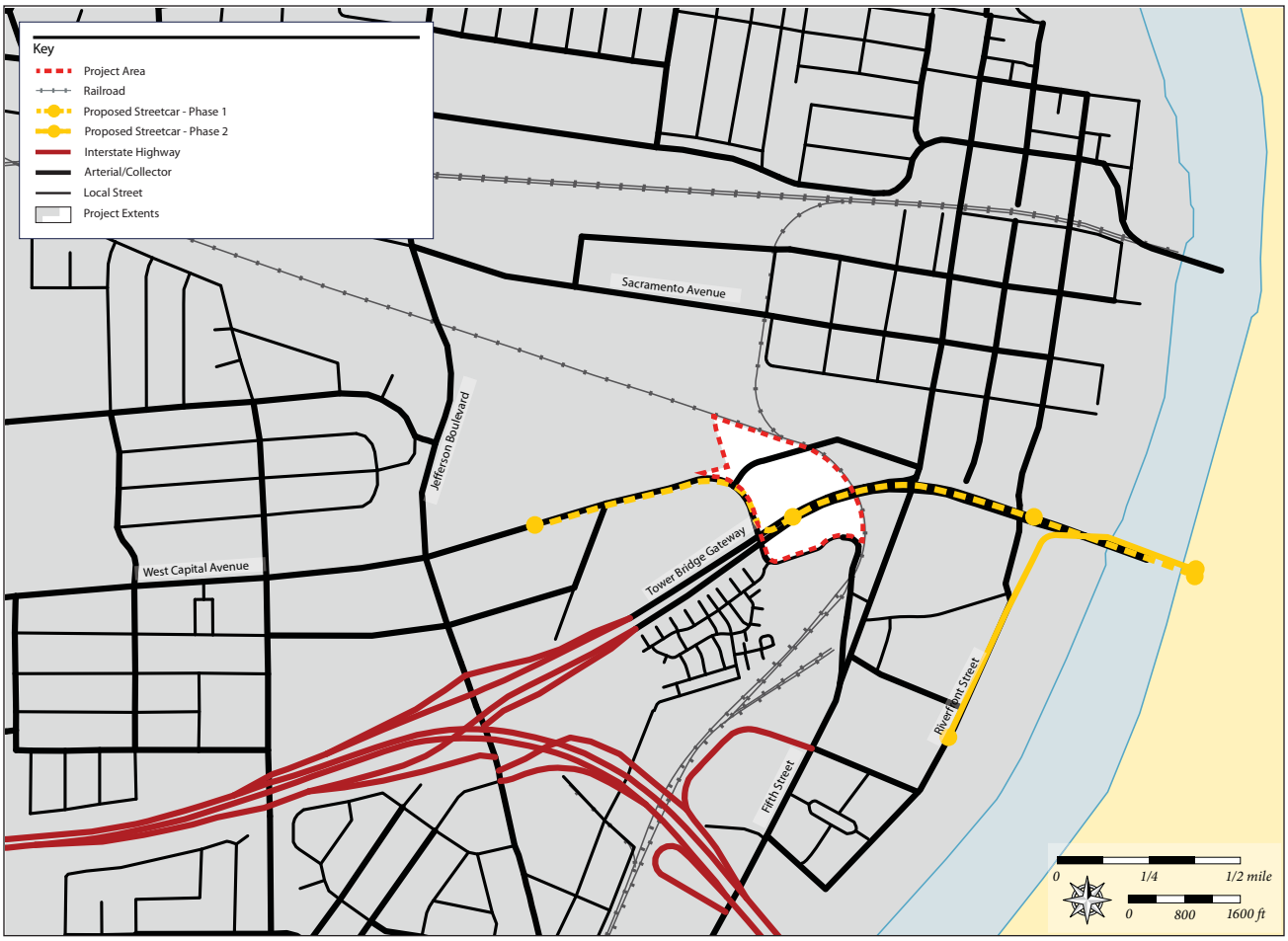
- A balanced mix of complementary land uses in proximity;
- Site design that provides for building orientation towards pedestrian and multi-modal corridors;
- Commercial intensities of at least 1.0 floor area ratio (FAR);
- Residential densities of at least 30 units / acre;
- Multiple, direct street routing, with block sizes of 1-2 acres or commensurate pedestrian connectivity;
- A pedestrian access network that internally links all uses and connects to all nearby existing or planned external streets and pedestrian facilities;
- At least 95% sidewalk completion;
- Transit access including most uses within ¼ mile of available transit, and transit stops with safe and convenient bicycle / pedestrian access and all essential amenities;
- Site design and building placement measures that minimize barriers to pedestrian access and connectivity;
- Bicycle parking at ground level for residential and commercial uses, to meet peak season demand;
- Class I or II bicycle lanes provided for within ½ mile of entire plan area;
- Traffic calming measures designed to reduce motor vehicle speeds to no more than 35 miles per hour for roadways serving local destinations, West Capitol Avenue, and Tower Bridge Gateway;
- Commercial parking maximums of less than 3 spaces per 1000 square feet of commercial space;
- Parking ratios of less than 1.5 spaces per dwelling unit;
- "Performance Parking" and provisions to unbundle parking from commercial and residential leases; and
- Building height maximums of at least four stories.

Existing Conditions

As a first step in the development of this Master Planning Document, the consultant team toured the site with city staff and conducted an analysis of the existing conditions. A summary of key findings related to this analysis is found on this and the following pages. A copy of the full analysis report related to this project is available in Appendix B.

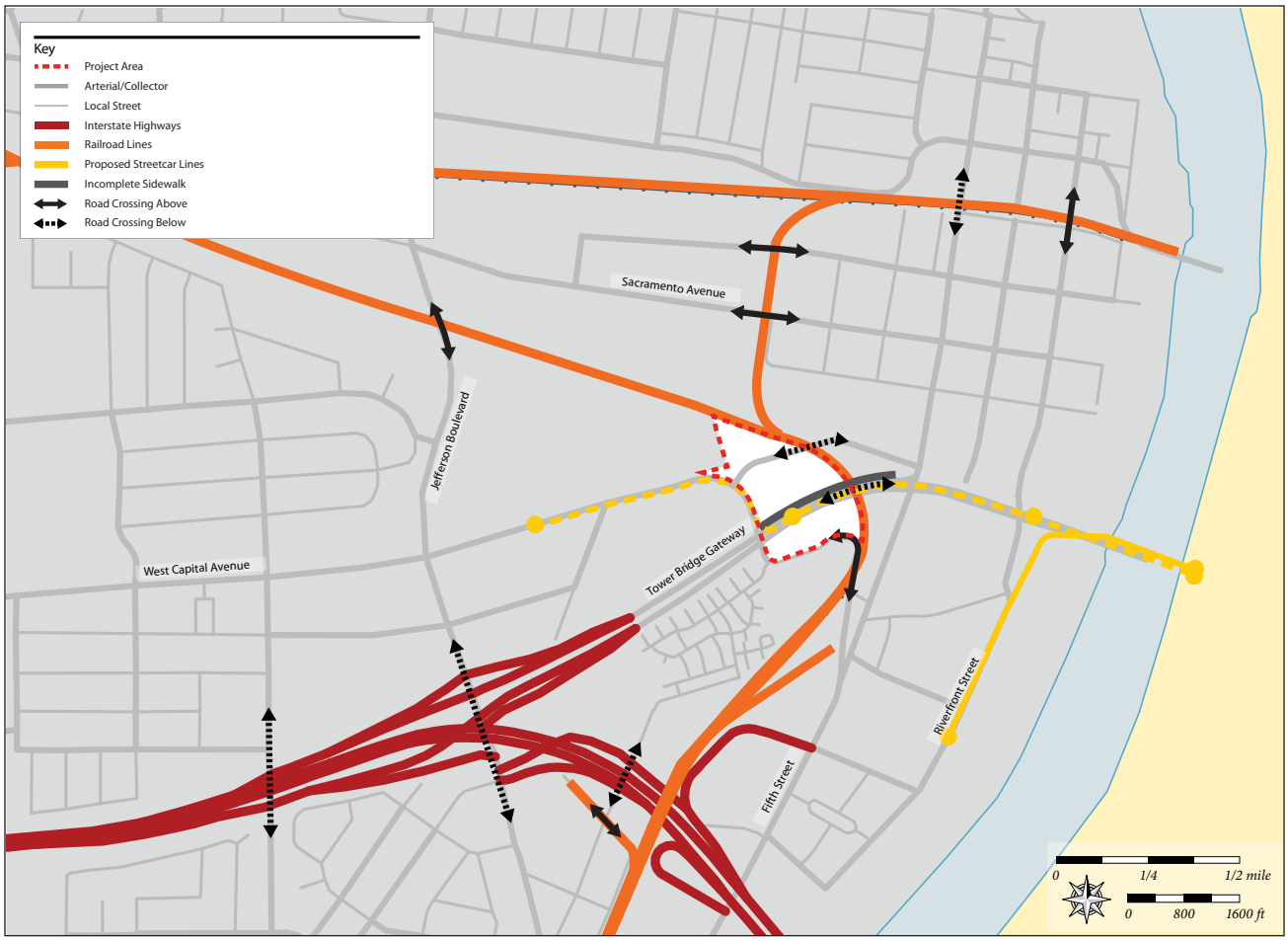
West Sacramento Grand Gateway

Existing Conditions: Street Network



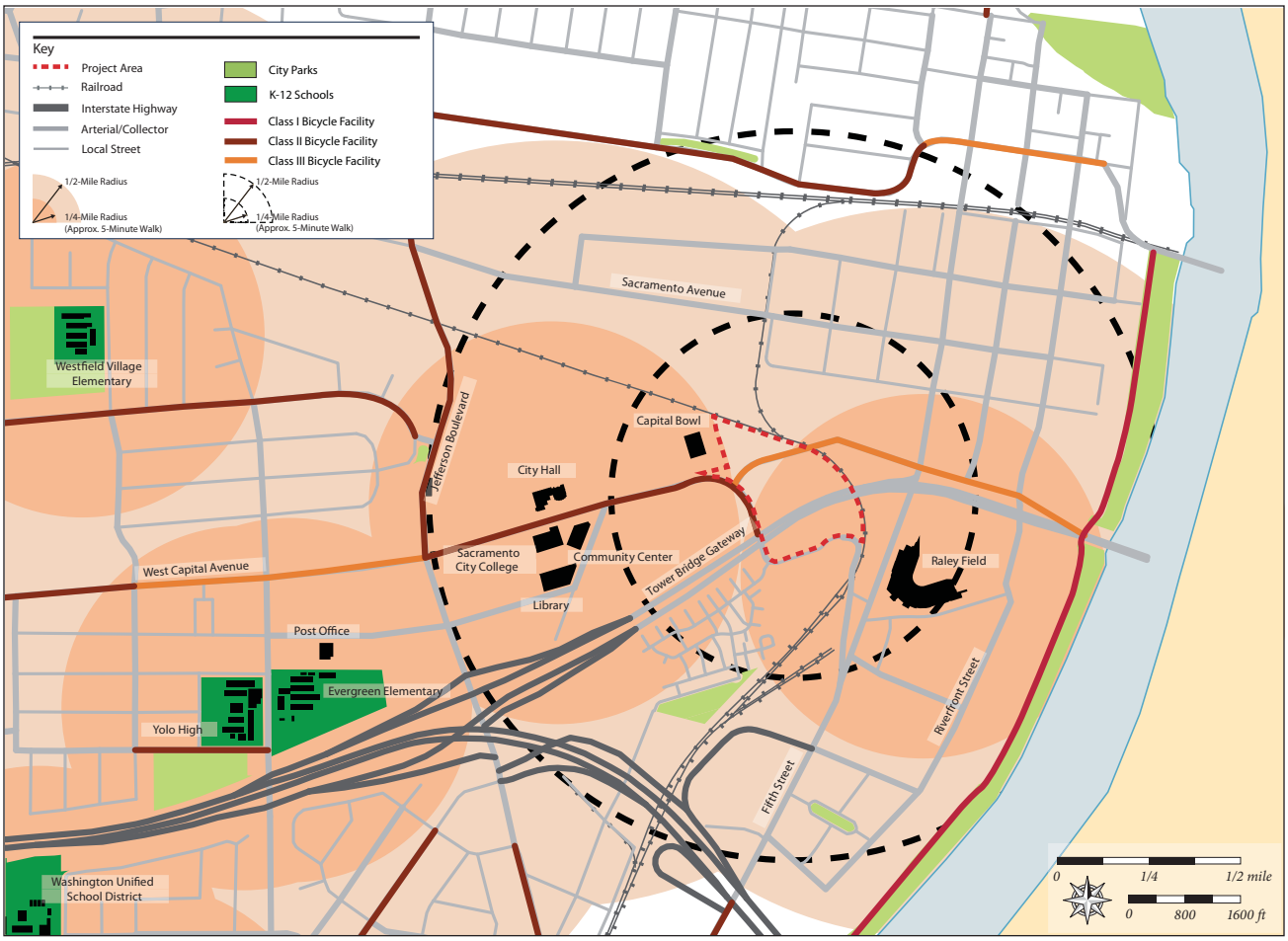
Findings:
The irregular street grid and low connectivity (very few intersections) near the project area indicates that pedestrian, bicycle, and vehicular traffic will be focused on West Capitol Avenue and Tower Bridge Gateway.
The small portion of West Capitol Avenue that runs through the project area between Garden Street and 5th Street does not appear to be critical to the overall vehicular circulation of the area. Based on site observations, this portion of West Capitol Avenue is being used primarily by drivers to bypass the intersection of Garden Street and Tower Bridge Gateway. However, this connection under the railway is very important for pedestrian and bicycle circulation.
The proximity of the intersections of 5th Street and West Capitol Avenue and 5th Street and Tower Bridge Gateway has the potential to create traffic queuing and intersection signalization issues during peak traffic periods.

Existing Conditions: Connectivity



Findings:
The active railroad spur along the eastern and northern boundaries of the project area creates a barrier to the nearby residential neighborhood to the northeast.
The lack of a sidewalk on the north side of Tower Bridge Gateway between 5th Street and Garden Street creates a barrier for pedestrian connectivity. Sidewalk improvements along this frontage will greatly improve connections between the site, Raley Field and future development within the Bridge District.
Underpasses provide the only access to the project area from the east and should be thought of as arrival points.
Improvements to the underpasses are important to increase pedestrian, bicycle, and vehicular access to the project area.
The neighborhood to the northeast would greatly benefit from connectivity improvements. There currently are only 6 access points for the entire neighborhood, all of which cross the surrounding railroad tracks.
The future streetcar stop near the intersection of Garden Street and Tower Bridge Gateway will be an important transit connection to the City of Sacramento that should be considered in the plans for future development of the project area.

Existing Conditions: Destinations for Pedestrians and Bicyclists



Findings:
The extension of West Capitol Avenue through the site plays an important role in the Bicycle Network by providing an alternate E-W route to Tower Bridge Gateway which has higher traffic volumes. This route also provides a connection between the Civic Center and the Waterfront.
Because of the proximity of bicycle routes, development on the site would benefit from the provision of bicycle racks and secure bicycle storage for residents and visitors.
At a regional scale, improved N-S bicycle connections and connections to surrounding schools and community amenities would benefit the project area by providing alternate methods of travel and decreasing the reliance upon the automobile for shorter trips.
Within a ¼ mile radius of the site (a 5-minute walk) there is very little open space. A small park located within the project area could help attract people to the site.
Within a ½ mile radius of the site (a 10-minute walk) there is access to the River Front Park and several smaller neighborhood parks. Providing pedestrian and bicycle connections to these parks would benefit the project area.
The surrounding amenities provide potential users of public space and potential customers for commercial uses.

Findings:
The project area is within a 5-10 minute walk from City Hall, the Community Center, the Library, Capitol Bowl, and Raley Field.
The proximity of these uses should be considered when developing a program for the project area. The City Hall will provide a potential lunch crowd and the ball park will provide potential evening and night users before and after baseball games. Capital Bowl provides an existing community destination the future development can build upon.
Sacramento City College is located within a 5-10 minute walk of the project area.
The proximity of Sacramento City College should be considered when programming the project area. Students could easily walk to residences, retail, cafes, and restaurants located within the project area.
Connections between the project area and the surrounding elementary schools and high school located just outside of the ½ mile radius could be strengthened by improving the bicycle network and providing safe routes for bicycling.

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chapter 2

West Sacramento Grand Gateway

Neighborhood Design

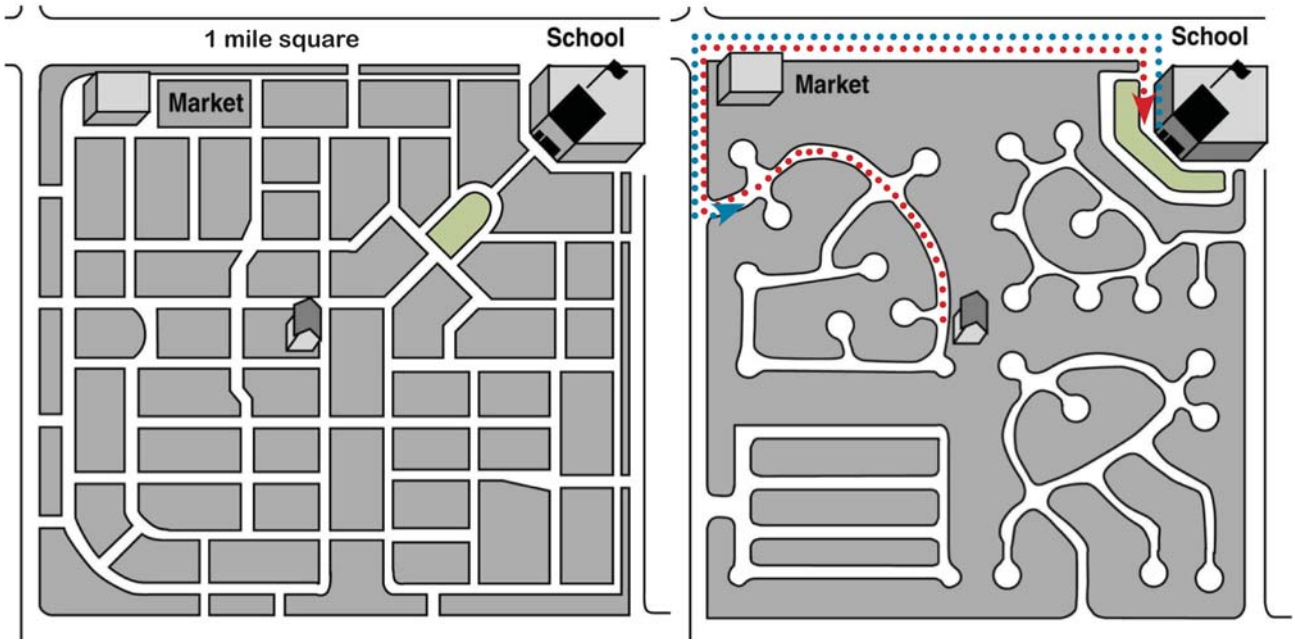
Introduction

The Neighborhood Design Chapter provides regulations intended to ensure that the development of the West Sacramento Grand Gateway Project Area will lead to attractive, compact mixed-use development laid out in a highly functional, pedestrian-oriented setting that provides a complementary transition to the surrounding urban neighborhoods.

This Chapter includes standards for:

- Street and block network
- Pedestrian crossings
- Bicycle facilities
- Appropriate mix of land uses

Street and Block Network



Street connectivity is a critical determining factor of whether people can walk and bicycle conveniently and safely to destinations. Connected Patterns of blocks and street (image above left) promote walking and bicycling while disconnected patterns (image above right) discourage them.

A. **Street Network**

1. To promote walkability and bikeability, the West Sacramento Grand Gateway Project Area shall be developed as a network of interconnected streets, blocks, and publicly accessible open spaces (see diagram).
2. Gated communities and other residential developments designed to function as walled-off areas, disconnected and isolated from the rest of the community, are discouraged.
3. New streets and thoroughfares shall be interconnected to the greatest extent possible with existing or platted adjacent streets to provide multiple routes for pedestrian and vehicle trips from, to and within the project area.
4. Thoroughfares shall comply with the standards established in Chapter 5 (Thoroughfares).
5. Alleys or rear lanes shall be used to provide access to service areas and parking areas to the greatest extent possible.
6. The use of cul-de-sac streets shall be avoided to the greatest extent practicable.

B. **Block Network**

1. A block is determined by its bounding streets, public thoroughfares and/or the parks and open space that provide pedestrian access, excluding alleys.
2. Block faces shall be as short as possible, no more than 200'-300', to provide maximum pedestrian connectivity.

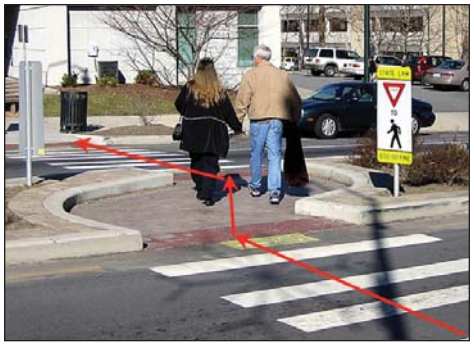
Pedestrian Network

Key

- Existing Sidewalk
- Proposed Sidewalk
- Proposed Project Area Pedestrian Connections
- Existing Crosswalks
- Proposed Crosswalks
- Proposed Streetcar Lines

The diagram above indicates the existing pedestrian network of sidewalks and crossings within a ¼ mile radius (5-minute walk) of the project site and the proposed improvements recommended to improve the pedestrian network. It shows how the West Sacramento Grand Gateway Project Area could be developed to meet the street and block network requirements of this Planned Development Document.

Pedestrian Crossings



A. Safe and frequent crossings are necessary for an effective pedestrian infrastructure. Crossings are a routine part of almost every walking trip.

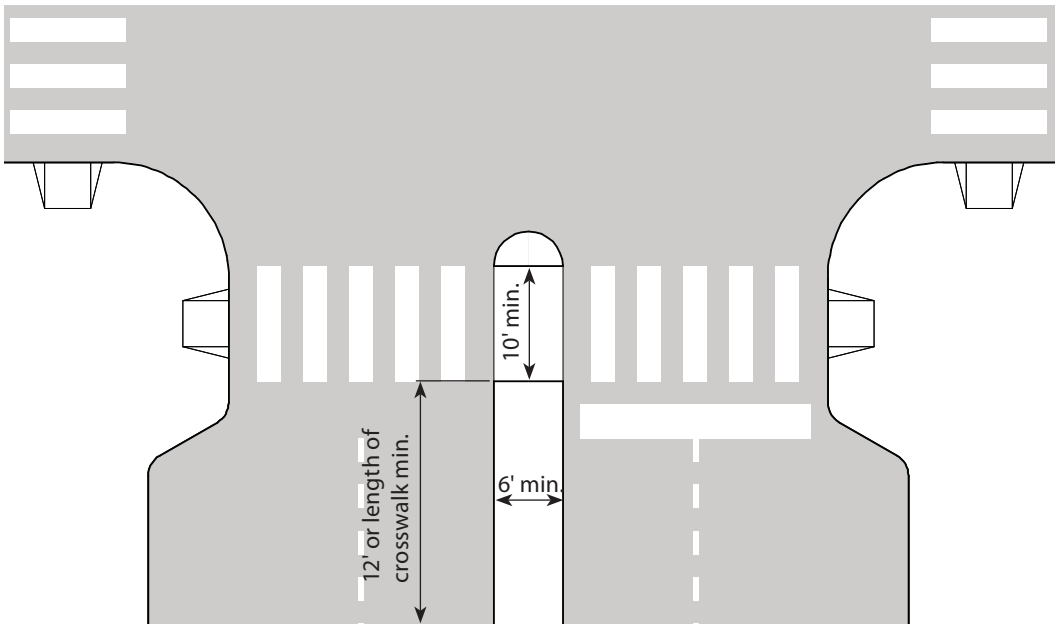
B. **Crosswalks.** Striped crosswalks (marked crosswalks) are used to show pedestrians where to cross and to show drivers where to expect them. California state law requires motorists to yield to pedestrians in both marked and unmarked crosswalks at intersections. Pedestrians can legally cross at midblock (except between adjacent intersections controlled by traffic signals or by police officers), but must yield to motor vehicles.

   1. **Controlled Intersections.** At signalized intersections, at a minimum, installation of marked crosswalks consisting of two standard parallel lines should be considered on all approaches with an advance limit line (stop bar) at least 4 feet before the crosswalk unless marking a crosswalk at a specific location is determined by the City to be unsafe. Advance stop lines discourage vehicle encroachment into the crosswalk and failure to stop for pedestrians on right-turn-on-red. Intersections with increased pedestrian activity are candidates for high visibility crossing treatments (discussed below). At stop sign controlled intersections, installation of dual parallel lines should also be considered for all approaches.

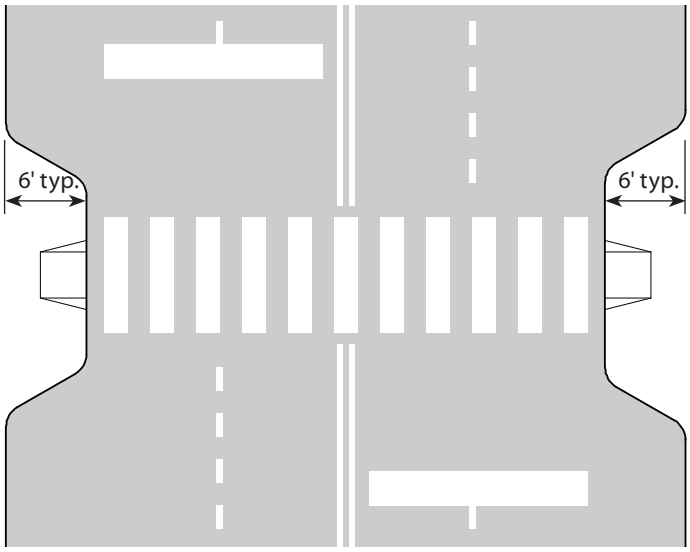
   2. **Uncontrolled Intersections.** Crosswalks at all uncontrolled intersections, midblock locations, and areas with high pedestrian and bicyclist volumes such as schools, parks, community centers, transit centers and commercial districts, should be high visibility crossings. At a minimum, this includes a pavement striping pattern with perpendicular markings, advance stop lines. Signalization, such as rapid flashing beacons, should also be considered in areas of high pedestrian or vehicular activity.

   3. **Directional Curb Ramps.** Perpendicular corner curb ramps, a separate ramp installed in each direction, shall be used where feasible instead of single, diagonal corner ramps.

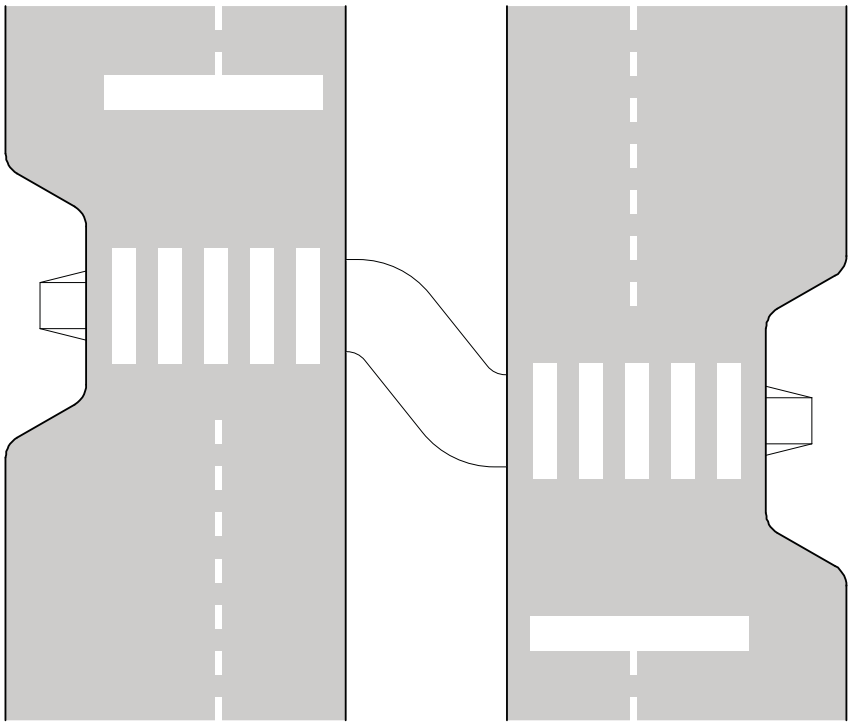
C. Medians, where provided, shall provide a median refuge at the intersection designed per the diagram below. The median refuge provides a mid-point for the pedestrian to stop. This is particularly useful on multi-lane streets that require a longer crossing time.



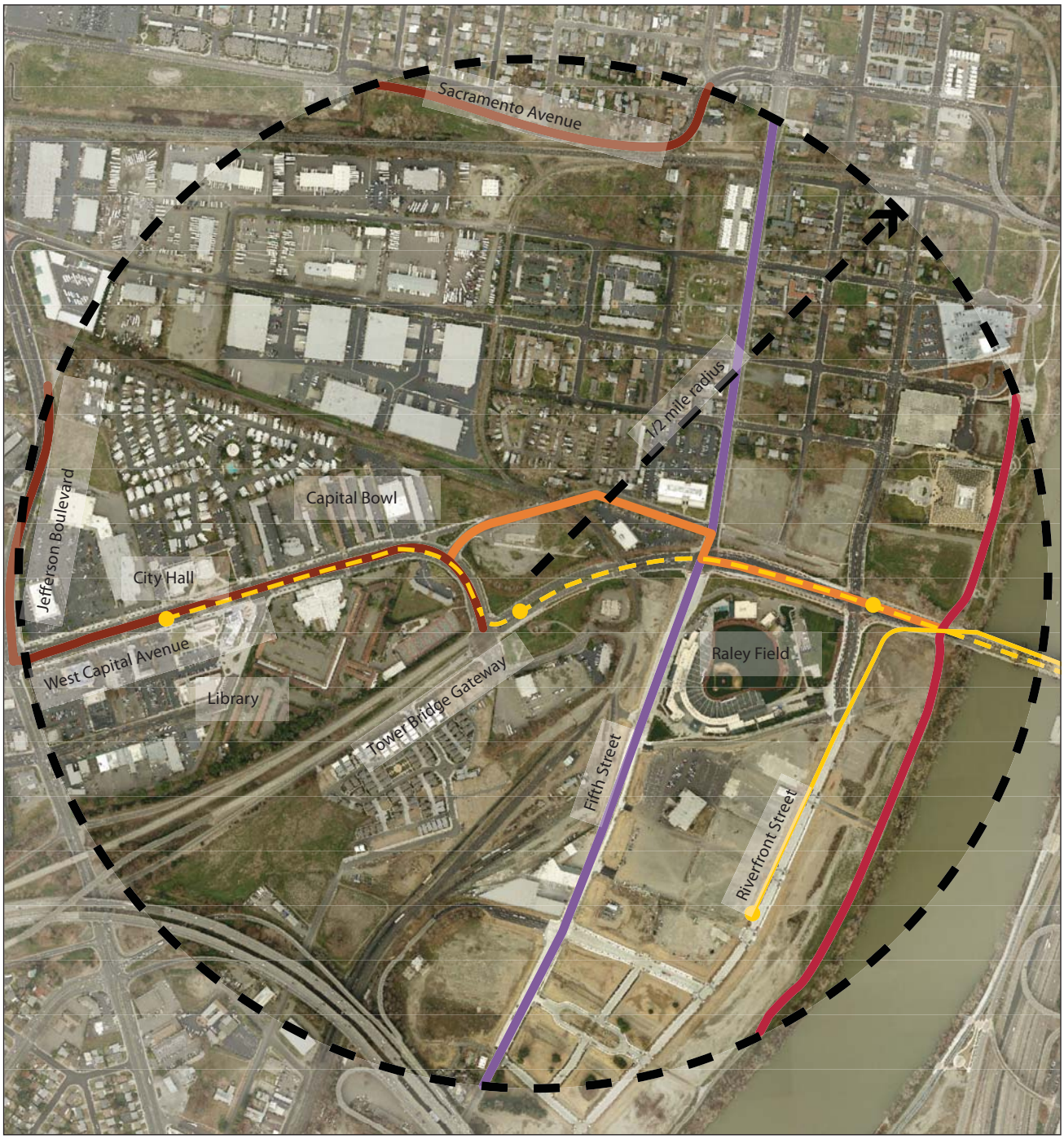
D. Mid-block crossings shall, at a minimum, be provided where the distance between intersections is greater than 300'. Mid-block crossing shall provide curb extensions per the standards in the diagram below.



E. Mid-block crossings on thoroughfares with medians shall be offset from one another. The offset crosswalks increase safety by forcing pedestrians to turn towards oncoming traffic, enabling eye contact between pedestrians and drivers.



Bicycle Network



Key

- Existing Bike Trail – Class I
- Existing Bike Trail – Class II
- Existing Bike Trail – Class III
- Proposed Bicycle Facilities (Further analysis needed)
- Proposed Streetcar Lines

The diagram above indicates the existing bicycle network within a ½ mile radius of the project site and the proposed improvements recommended to improve the bicycle network. Bicycle facilities that run through the project area along West Capitol Avenue shall be maintained. This Planned Development Document also recommends the creation of a north-south bicycle facility either along Fifth and/or Riverfront Streets.

Bicycle Facilities

A. **Bicycle Facility Types.** On- and off-street bikeways are classified by the following three classes.

1. **Class I: Multi-Use Trail.** These facilities provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians.
2. **Class II: Bicycle Lane.** Bike lanes provide a restricted right-of-way and are designated for the use of bicycles with a striped lane on a street or highway.
3. **Class II:** Bicycle Route/Shared Lane. These bikeways provide a right-of-way designated by signs or pavement markings for shared use with motor vehicles.

The dimensional standards for the various bicycle facility types can be found in Chapter 5 (Thoroughfares).

B. **Bicycle Parking.** After on- and off-street bikeways, bicycle parking is the most important element of a community's bicycling system. Parking is a low-cost yet effective way to encourage cycling and improve the functionality of a bikeway network; it reduces the threat of theft, makes bicyclists feel welcome and increases the visibility of bicycling.

1. Long term. Long term parking (Class I) is meant to be used for more than two hours and is typically used by employees at work, students at school, commuters at transit stations or park-and-ride lots and residents at home. Class I facilities are secure and weather-protected; examples include bike lockers and "bicycle corrals" (fenced-in areas usually secured by a lock and opened by keys provided to users).
2. Short term. Short term parking (Class II) is meant for visitors, customers at stores and other users who normally park for less than two hours. The most common example of short term parking is bicycle racks. Racks should be located in secure, well-lit and highly visible areas; be located as close as possible to the main entrance and no farther from the entrance than the nearest non-handicapped car parking space; be anchored to the ground; and allow for the locking of both the frame and wheels of a bicycle.

Land Use

In addition to connectivity, Land use is a primary determining factor of whether people can walk and bicycle conveniently and safely to destinations. By providing places to live, work, and shop in close proximity, alternatives to driving, such as walking or biking can become viable choices for daily trips. Mixed-use development also helps support public transportation and increases safety by providing active uses on the site throughout the day.

Existing Zoning

The Project Area north of Tower Bridge Gateway is currently zoned Central Business District (CBD) and designed to provide an area to promote the orderly development of retail shopping facilities to service the present and future needs of the surrounding residential community, while preserving and expanding the unique characteristics of the City's original commercial center. Appropriate uses include:

A. Restaurants;

B. Retail;

C. Service;

D. Professional and administrative office;

E. Hotel and motel uses;

F. Multi-family residential units; and

G. Similar compatible uses.

The Project Area south of Tower Bridge Gateway is currently zoned Waterfront (WF) and designed to promote mixed-use development. Currently, those parcels are encumbered by an affordable housing covenant held in favor of the State of California, Department of Housing and Community Development.

Parking

Addressing parking supply and demand is critical to the success of a mixed-use project. Requiring too much parking can reduce the development and financial feasibility of a project and limit the land available for development. Failing to efficiently manage the parking supply to promote the turn-over of parking spaces can lead to a perceived shortage of parking.

H. **Parking Maximums.** Within the West Sacramento Grand Gateway, the following shall be the maximum allowed parking.

1. Commercial parking shall be provided at a maximum ratio of 2.25 per 1000sf.
2. Residential parking shall be provided at a maximum ratio of 1.5 per unit.

I. **Parking Space Design**

1. Each required off-street parking space shall be accessed by an aisle or driveway. All off-street parking facilities shall be designed with an appropriate means of vehicular access to a street or to an alley to cause the least interference with traffic movements.
2. Except for designated accessible parking spaces, no parking spaces shall be required to be individually accessible.

a. For non-residential uses, tandem parking, stacking, and valet parking may be used to meet parking requirements.

b. For residential uses, tandem parking per stacking, and valet parking may be used to meet parking requirements.

3. Parking spaces in any parking lot or parking structure for any use other than single-family dwellings shall not be designed or located so as to permit a vehicle to enter or exit a parking space directly from a public thoroughfare. Driveways to the public thoroughfares shall be by forward motion of the vehicle. Ingress to and egress from parking spaces shall be from an on-site aisle or driveway.

4. The location of required on-site parking in all zones is regulated by setbacks and set forth in Chapter 3 (Building Form). All off-street parking areas shall be separated at least five feet from buildings in order to make room for sidewalks, landscaping, and other plantings between the building and the parking area. This separation may be eliminated to the rear of buildings in areas designed for unloading and loading of materials.

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chapter 3

West Sacramento Grand Gateway

Building Form Standards

Introduction

This Chapter provides the building form standards applicable to the development within the West Sacramento Grand Gateway Project Area. These standards are intended to ensure that future development will reinforce walkability and bikeability, and maintain beneficial relationships with the existing scale and character of the West Sacramento built environment.

The building form standards are organized by building type and frontage type. This approach is intended to provide flexibility in the location of retail, residential, and flex spaces while providing detailed standards for the form of the building (building type) and the interface of the building with public realm (frontage type). These standards establish specific physical parameters including:

- Number of units
- Building placement
- Parking
- Building form (building height and footprint)
- Allowed frontage types
- Open space
- Pedestrian access

Building Types Overview

Overview of Allowed Building Types

Townhouse. This Building Type is a small to medium-sized structure consisting of 3-8 townhouses placed side-by-side and sharing a common party wall. This Type is typically located within medium-density neighborhoods or in a location that transitions from a primarily single-residence neighborhood into a neighborhood main street.
Syn: Rowhouse

Stacked Flats. This Building Type is a medium- to large-sized structure that consists of multiple dwelling units. Each unit may have its own individual entry, or may share a common entry. This Type is appropriately scaled to fit adjacent to neighborhood serving main streets and walkable urban neighborhoods. This Building Type may include a courtyard.

Courtyard. This Building Type is a medium- to large-sized structure that consists of multiple side-by-side and/or stacked dwelling units accessed from a courtyard or series of courtyards. Each unit may have its own individual entry, or up to three units may share a common entry. This Type is appropriately scaled to fit in sparingly within primarily single-family or medium-density neighborhoods.

Live/Work . This Building Type is a small- to medium-sized attached or detached structure that consists of one dwelling unit above and/or behind a flexible ground floor space that can be used for residential, service, or retail uses. Both the ground-floor flex space and the unit above are owned by one entity. This Type is typically located within medium-density neighborhoods or in a location that transitions from a neighborhood into a neighborhood main street.

Overview of Allowed Building Types (continued)

Main Street. This Building Type is a small- to medium-sized structure, typically attached, intended to provide a vertical mix of uses with ground-floor commercial, service, or retail uses and upper-floor commercial, service, or residential uses. This Type makes up the primary component of a neighborhood main street and portions of a downtown main street.

Mid-Rise. This Building Type is a medium- to large-sized structure, 3–6 stories tall, built on a large lot that incorporates structured parking. It can be used to provide a vertical mix of uses with ground-floor retail or service uses and upper-floor service or residential uses; or may be a single-use building, typically service or residential, where ground floor retail is not appropriate. This Type could include a mid-sized hotel. This Type is a primary component of an urban downtown providing high-density buildings.

Allowed Building Type & Frontage Type Combinations

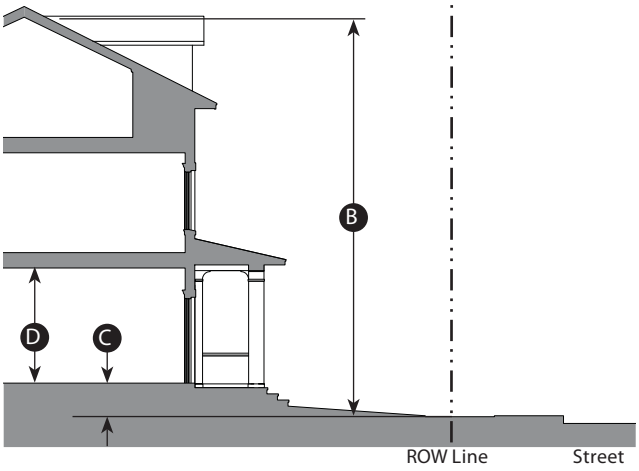
Building Type	Frontage Types					
	Stoop	Forecourt	Dooryard	Shopfront	Gallery	Terrace
Townhouse	A	–	–	–	–	–
Stacked Flats	A	A	A	–	–	–
Courtyard	A	A	A	A	A	–
Live/Work	–	–	A	A	A	A
Main Street	–	A	A	A	A	A
Mid-Rise	–	A	A	A	A	A
Key	A= Allowed			– = Not Allowed		

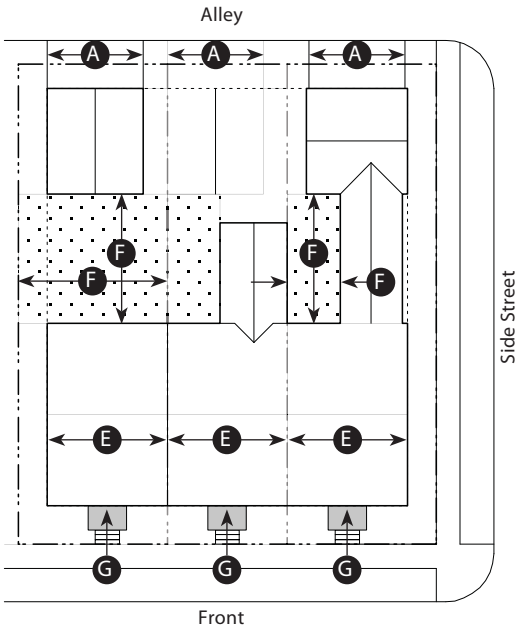
Building Type: Townhouse

Description
This Building Type is a small to medium-sized structure consisting of 3-8 townhouses placed side-by-side and sharing a common party wall. This Type is typically located within medium-density neighborhoods or in a location that transitions from a primarily single-residence neighborhood into a neighborhood main street. Syn: Rowhouse

Number of Units	
Units per Townhouse	1 per floor max.
Townhouses per run	3 min.; 8 max.

Building Placement	
Build-to Lines (Distance from ROW / Lot Line)	
Front	8' min.; 14' max.
Side Street	5' min.; 11' max.
% of Building at BTL	
Front	100%
Side Street	50% min.
Setbacks (Distance from ROW / Lot Line)	
Side	0'
Rear	5'





Key

ROW / Lot Line

Build-to Line (BTL)

Key

ROW / Property Line

Setback Line

Frontage

Private Open Space

Parking		
Miscellaneous		
Parking shall be accessed from a rear alley.		
Parking Drive Width	20' max.	A
Building Form		
Height		
Building Height	2 stories min.	B
Ground Floor Finish Level	18" min.	C
Ceiling Height, Ground Floor	10'min. clear	D
Footprint		
Unit Width	18' min.; 36' max.	E

Allowed Frontage Types		
Stoop		
Open Space		
Private Open Space		
Area	100 sf min.	
Minimum Clear Dimension	8' min.	F
Required street setbacks and driveways shall not be included in the private open space area calculation.		
Required private open space must be located behind the main body of the building.		
Pedestrian Access		
Main Entrance Location	Front	G
Each unit shall have an individual entry facing a street.		

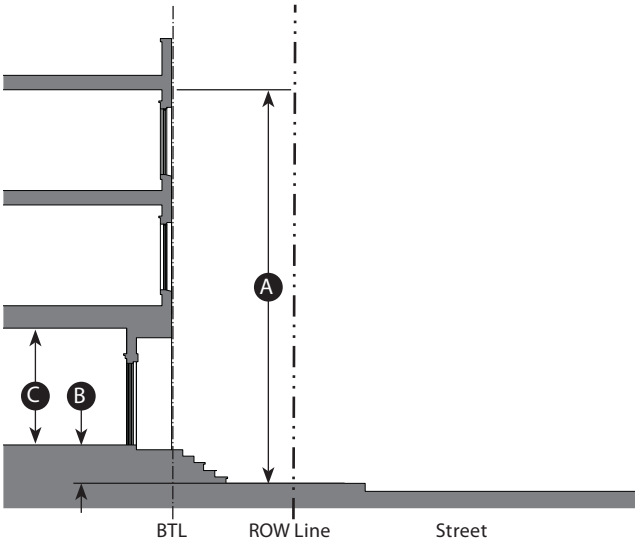
Building Type: Stacked Flats

Description
The Stacked Flats Building Type is a medium- to large-sized structure that consists of multiple dwelling units. Each unit may have its own individual entry, or may share a common entry. This Type is appropriately scaled to fit adjacent to neighborhood serving main streets and walkable urban neighborhoods. This Building Type may include a courtyard.

Number of Units	
Units	7 min.; No max.

Building Placement	
Build-to Lines (Distance from ROW / Lot Line)	
Front	8' min.; 14' max.
Side Street	5' min.; 11' max.
% of Building at BTL	
Front	100% [1]
Side Street	50% min.
Setbacks (Distance from ROW / Lot Line)	
Side	0'
Rear	5'

[1] 50% min. allowed with the Forecourt Frontage Type.



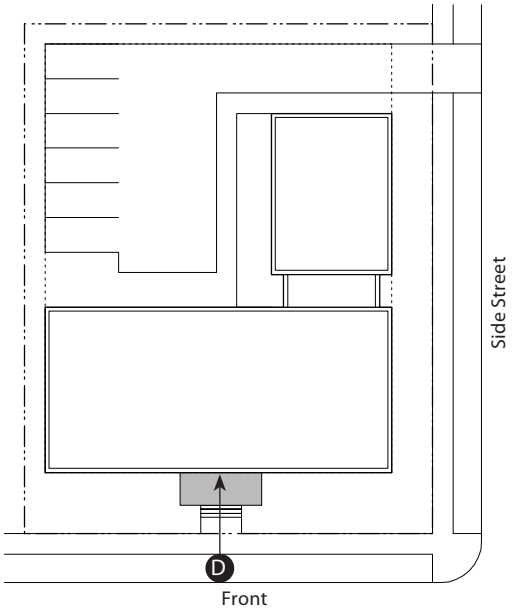
Key

ROW / Lot Line

Build-to Line (BTL)

Parking	
Miscellaneous	
Parking Drive	
Width	20' max.
% of Frontage along Front	20% max.
Building Form	
Height	
Building Height	2 stories min; 5 stories max. (A)
Ground Floor Finish Level	18" min. (B)
Ceiling Height, Ground Floor	10' min. clear (C)
Miscellaneous	

Any buildings wider than 75' shall be designed to read as a series of buildings no wider than 50' each.



Key

ROW / Property Line

Setback Line

Frontage

Private Open Space

Allowed Frontage Types
Stoop
Forecourt
Dooryard
Open Space
Private Open Space
No private open space requirement.
Pedestrian Access
Main Entrance Location: Front (D)
Upper floor units shall be able to be accessed by a common entry along the front.
On corner lots, ground floor units may enter from the side street.
Loading docks, overhead doors, and other service entries may not be located on street-facing facades.

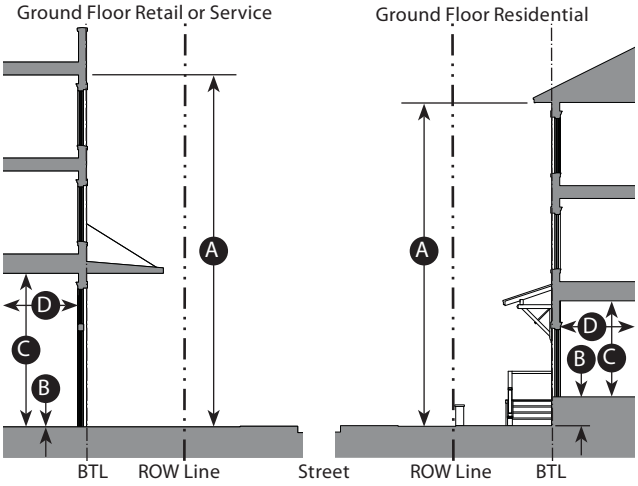
Building Type: Courtyard

Description

The Courtyard Building Type is a medium- to large-sized structure that consists of multiple side-by-side and/or stacked dwelling units accessed from a courtyard or series of courtyards. Each unit may have its own individual entry, or up to three units may share a common entry. This Type is appropriately scaled to fit in sparingly within primarily single-family or medium-density neighborhoods.

Number of Units	
Units	3 min.; no max.
Building Placement	
Build-to Lines (Distance from ROW / Lot Line)	
Front	0' min.; 15' max.
Side Street	0' min.; 15' max.
% of Building at BTL	
Front	75% min.[1]
Side Street	50% min.
Setbacks (Distance from ROW / Lot Line)	
Side	0'
Rear	5'
Parking	
Miscellaneous	
Parking Drive	
Width	20' max.
% of Frontage along Front	20% max.

[1] 50% min. allowed with the Forecourt Frontage Type.

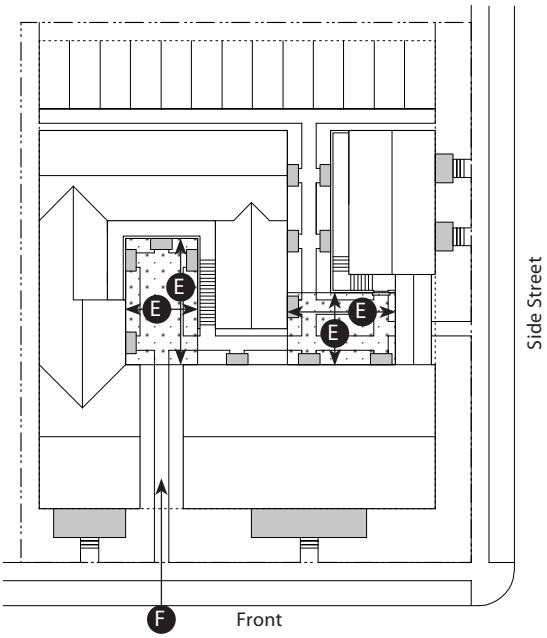


Key

ROW / Lot Line

Build-to Line (BTL)

Building Form		
Height		
Building Height	2 stories min; 4 stories max.	A
Ground Floor Finish Level		B
Residential	18" min.	
Retail or Service	6" max.	
Ceiling Height, Ground Floor		C
Residential	10' min. clear	
Retail or Service	14' min. clear	
Footprint		
Depth, Ground-Floor Space		D
Residential	30' min.	
Retail or Service, Front	50' min.	
Retail or Service, Side Street	30' min.	
Miscellaneous		
Any buildings wider than 75' shall be designed to read as a series of buildings no wider than 50' each.		
Allowed Frontage Types		
Stoop	Shopfront	
Forecourt	Gallery	
Dooryard		



Key

ROW / Property Line

Setback Line

Frontage

Open Space

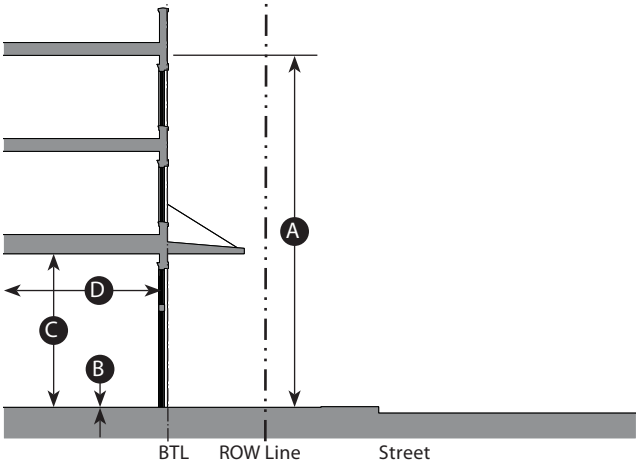
Open Space		
Private Open Space		
No private open space requirement.		
Courtyards		
Min. Clear Dimension	12' min.	E
Width-to-Height Ratio	1:2 min. to 2:1 max.	
Depth-to-Height Ratio	1:1 min. to 3:1 max.	
Area (Total)	400 sf min.; 50 sf/unit min.	
Buildings must define a minimum of two courtyard edges.		
Courtyard edges not defined by a building should be defined by a 6' stucco or masonry wall.		
Pedestrian Access		
Courtyards shall be accessible from the front.		F
The main entry of ground floor units is directly off of a courtyard or a street.		
Each unit may have an individual entry.		
Pedestrian connections should link all buildings to the public right-of-way, courtyards, and parking areas.		
Passages through buildings (zaguans) and between buildings should be provided to connect multiple courtyards.		
Stairs accessing upper floors may serve no more than three units.		

Building Type: Live/Work

Description
The Live/Work Building Type is a small- to medium-sized attached or detached structure that consists of one dwelling unit above and/or behind a flexible ground floor space that can be used for residential, service, or retail uses. Both the ground-floor flex space and the unit above are owned by one entity. This Type is typically located within medium-density neighborhoods or in a location that transitions from a neighborhood into a neighborhood main street. It is especially appropriate for incubating neighborhood-serving retail and service uses and allowing neighborhood main streets to expand as the market demands.

Number of Units	
Units	2 min.[1]
Building Placement	
Build-to Lines (Distance from ROW / Lot Line)	
Front	0' min.; 15' max.
Side Street	0' min.; 15' max.
% of Building at BTL	
Front	100%
Side Street	50% min.
Setbacks (Distance from ROW / Lot Line)	
Side	0'
Rear	5'

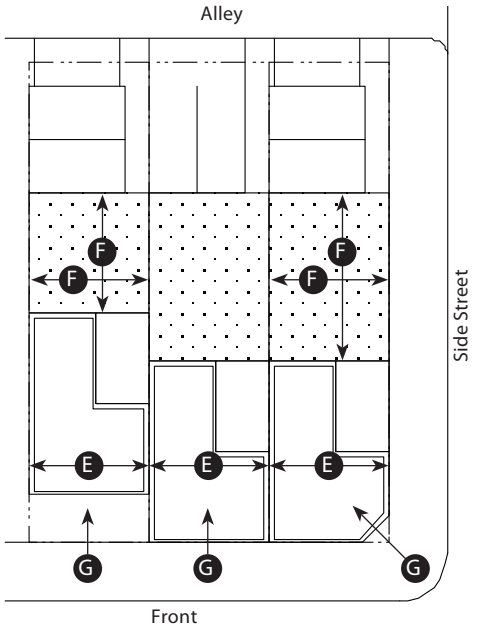
[1] One ground floor unit and one upper floor unit.



Key

ROW / Lot Line

Build-to Line (BTL)



Key

ROW / Lot Line

Setback Line

Frontage

Private Open Space

Parking		
Miscellaneous		
Parking shall be accessed from a rear alley.		
Parking Drive Width	20' max.	
Building Form		
Height		
Building Height	3 stories	A
Ground Floor Finish Level	6" max.	B
Ceiling Height, Ground Floor	14' min. clear	C
Footprint		
Depth, Ground-Floor Space	24' min.	D
Unit Width	18' min.; 36' max.	E

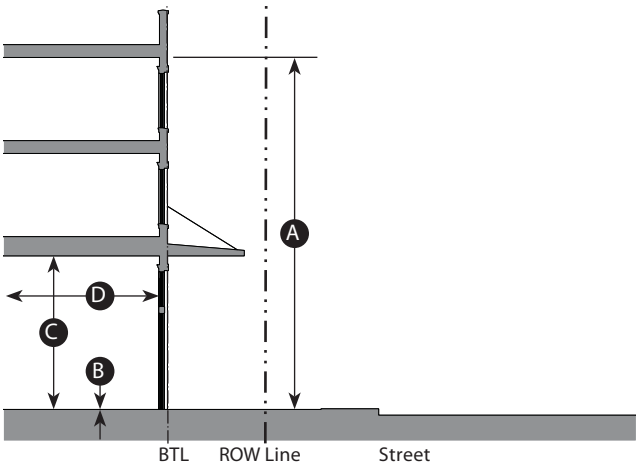
Allowed Frontages		
Dooryard	Gallery	
Shopfront	Terrace	
Open Space		
Private Open Space		
Area	100 sf min.	
Minimum clear dimension	8' min.	F
Required street setbacks and driveways shall not be included in the private open space area calculation.		
Required private open space must be located behind the main body of the building.		
Pedestrian Access		
Main Entrance Location	Front	G
Ground-floor space and upper unit must have separate entries.		

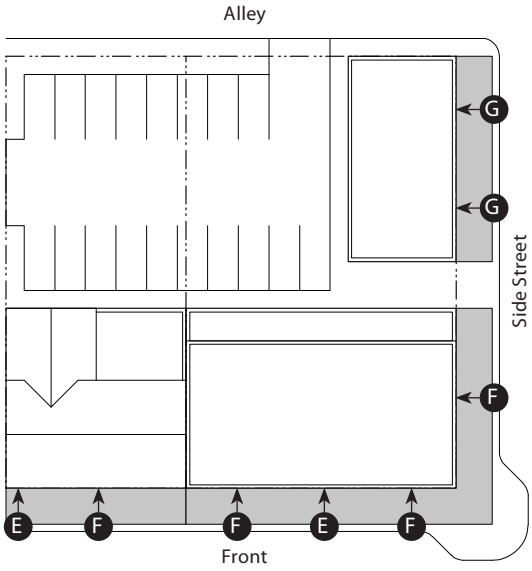
Building Type: Main Street

Description
The Main Street Building Type is a small- to medium-sized structure, typically attached, intended to provide a vertical mix of uses with ground-floor commercial, service, or retail uses and upper-floor commercial, service, or residential uses. This Type makes up the primary component of a neighborhood main street and portions of a downtown main street.

Number of Units	
Units	Unrestricted
Building Placement	
Build-to Lines (Distance from ROW / Lot Line)	
Front	0' min.; 10' max.
Side Street	0' min.; 15' max.
% of Building at BTL	
Front	100%[1]
Side Street	80% min.
Setbacks (Distance from ROW / Lot Line)	
Side	0'
Rear	5'

[1] 70% min. allowed with the Forecourt Frontage Type.





Key

ROW / Lot Line

Build-to Line (BTL)

Parking	
Miscellaneous	
Parking Drive	
Width	20' max.
% of Frontage along Front	20% max.
Building Form	
Height	
Building Height	2 stories min.; 4 stories max. (A)
Ground Floor Finish Level	6" max. (B)
Ceiling Height, Ground Floor	14' min. clear (C)
Footprint	
Depth, Ground-Floor Space	50' min. (D)
Miscellaneous	

Any buildings wider than 75' shall be designed to read as a series of buildings no wider than 50' each.

Key

ROW / Property Line

Setback Line

Frontage

Private Open Space

Allowed Frontage Types	
Dooryard	Terrace
Forecourt	Gallery
Shopfront	
Open Space	
Private Open Space	
No private open space requirement.	
Pedestrian Access	
Main Entrance Location	Front (E)
Upper floor units shall be able to be accessed by a common entry along the front. (F)	
On corner lots, ground floor units may enter from the side street. (G)	

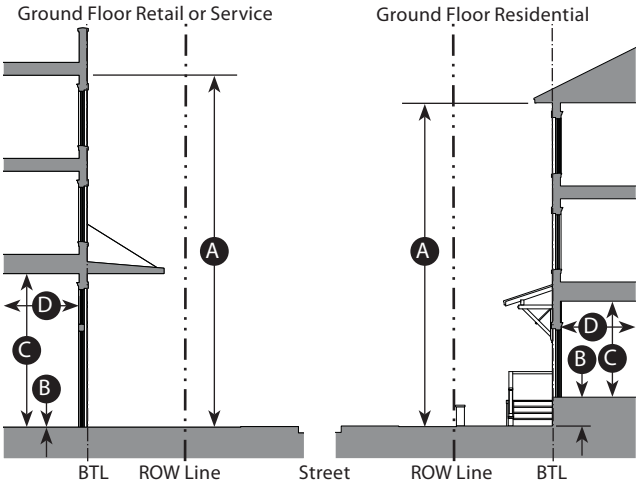
Loading docks, overhead doors, and other service entries may not be located on street-facing facades.

Building Type: Mid-Rise

Description

The Mid-Rise Building Type is a medium- to large-sized structure, 3–6 stories tall, built on a large lot that incorporates structured parking. It can be used to provide a vertical mix of uses with ground-floor retail or service uses and upper-floor service or residential uses; or may be a single-use building, typically service or residential, where ground floor retail is not appropriate. This Type could include a mid-sized hotel. This Type is a primary component of an urban downtown providing high-density buildings.

Number of Units	
Units	Unrestricted
Building Placement	
Build-to Lines (Distance from ROW / Lot Line)	
Front	0' min.; 10' max.
Side Street	0' min.; 15' max.
% of Building at BTL	100%
Setbacks (Distance from ROW / Lot Line)	
Side	0'
Rear	5'
Parking	
Parking Drive	
Width	20' max.
% of Frontage along Front	20% max.

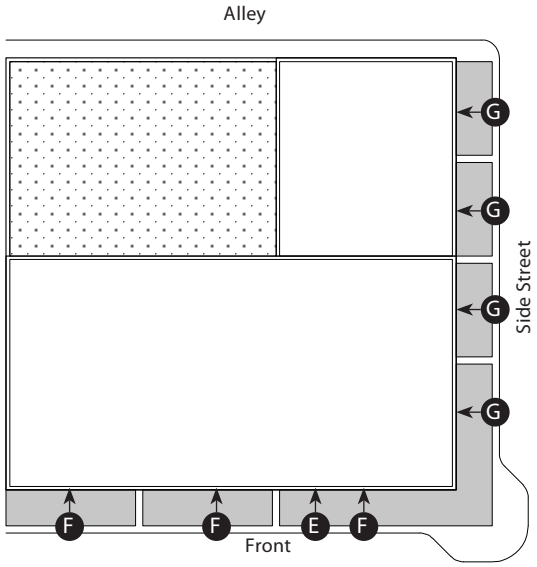


Key

ROW / Lot Line

Build-to Line (BTL)

Building Form		
Height		
Building Height	3 stories min; 65' max.	A
Ground Floor Finish Level		B
Residential	18" min.	
Retail or Service	6" max.	
Ceiling Height, Ground Floor		C
Residential	10' min. clear	
Retail or Service	14' min. clear	
Footprint		
Depth, Ground-Floor Space		D
Residential	24' min.	
Retail or Service,	50' min.	
Miscellaneous		
Any buildings wider than 75' shall be designed to read as a series of buildings no wider than 50' each.		
Allowed Frontage Types		
Dooryard	Terrace	
Forecourt	Gallery	
Shopfront		



Key

ROW / Property Line

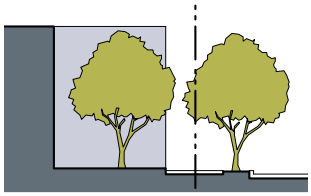
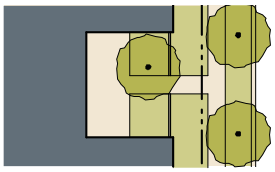
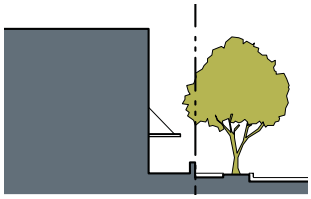
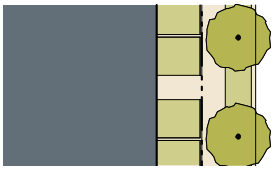
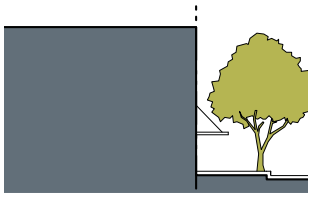
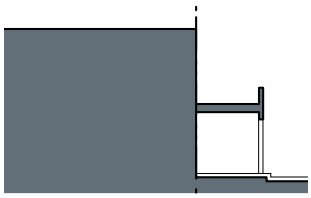
Setback Line

Frontage

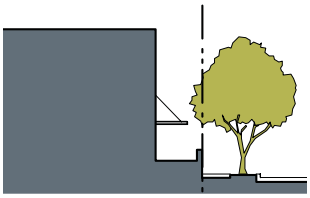
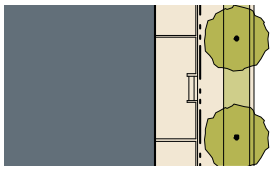
Open Space

Open Space		
Private Open Space		
No private open space requirement.		
Pedestrian Access		
Main Entrance Location	Front	E
Upper floor units shall be able to be accessed by a common entry along the front.		F
Ground floor units may have individual entries along the front or side street.		G
Loading docks, overhead doors, and other service entries may not be located on street-facing facades.		

Frontage Types Overview

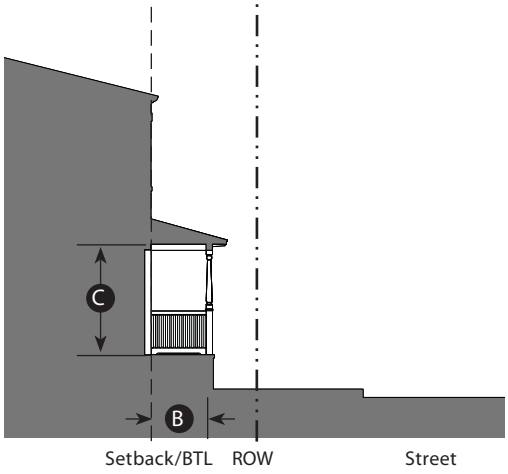
Frontage Types Overview		
Section View	Plan View	Frontage Type
LOT/ PRIVATE FRONTAGE R.O.W.	LOT/ PRIVATE FRONTAGE R.O.W.	
		Stoop: The main facade of the building is near the frontage line and the elevated stoop engages the sidewalk. The stoop shall be elevated above the sidewalk to ensure privacy within the building. Stairs from the stoop may lead directly to the sidewalk or may be side-loaded. This Type is appropriate for residential uses with small setbacks.
		Forecourt: The main facade of the building is at or near the frontage line and a small percentage is set back, creating a small court space that is open to the public ROW. The space could be used as an entry court or shared garden space for apartment buildings, or as an additional shopping or restaurant seating area within commercial areas.
		Dooryard: The frontage line is defined by a low wall or hedge and the main facade of the building is set back, creating a small dooryard. The dooryard shall not provide public circulation along a ROW. The dooryard may be raised, sunken, or at grade and is intended for ground floor residential in flex zones, live/work, and commercial uses ≤2,500 sf.
		Shopfront: The main facade of the building is at or near the frontage line with an at-grade entrance along the public way. This Type is intended for retail use. It has substantial glazing at the sidewalk level and may include an awning that may overlap the sidewalk. It may be used in conjunction with other frontage types. Syn: Retail Frontage, Awning .
		Gallery: The main facade of the building is at the frontage line and the gallery overlaps the sidewalk. This Type is intended for buildings with ground-floor commercial uses. The gallery should provide the primary circulation along a frontage and extend far enough from the building to provide adequate protection and circulation for pedestrians.

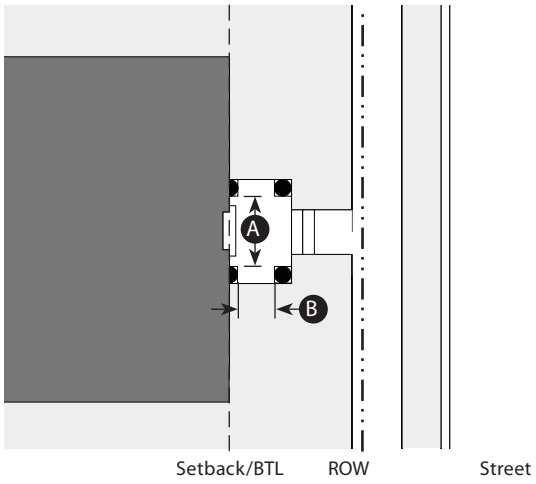
Note: For the allowed building type and frontage type combinations see the Table on page 3-3.

Frontage Types Overview (continued)		
Section View	Plan View	Frontage Type
LOT / PRIVATE FRONTAGE R.O.W.	LOT / PRIVATE FRONTAGE R.O.W.	
		Terrace: The facade is at or near the frontage line with an elevated terrace providing public circulation along the facade. This Type can be used to provide at-grade access while accommodating a grade change. Frequent steps up to the terrace are necessary to avoid dead walls and maximize access. This Type may also be used in historic industrial areas to mimic historic loading docks.

Note: For the allowed building type and frontage type combinations see the Table on page 3-3.

Frontage Type: Stoop





Key

–··– ROW / Lot Line ––– Setback/BTL

Description
Stoop: The main facade of the building is near the frontage line and the elevated stoop engages the sidewalk. The stoop shall be elevated above the sidewalk to ensure privacy within the building. Stairs from the stoop may lead directly to the sidewalk or may be side-loaded. This Type is appropriate for residential uses with small setbacks.

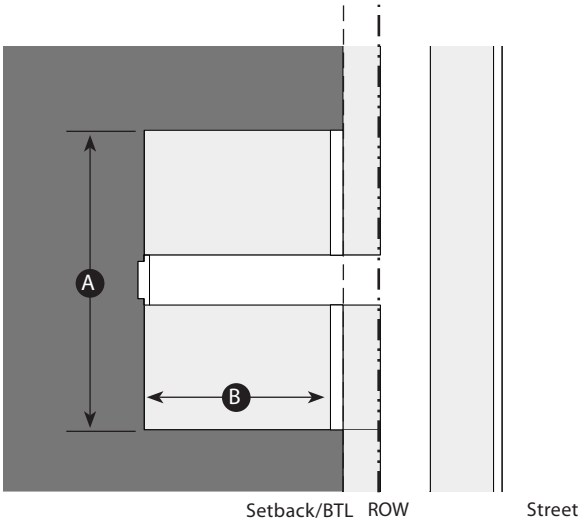
Size		
Width, clear	5' min.; 8' max.	A
Depth, clear	5' min.; 8' max.	B
Height, clear	8' min.	C
Height	1 story max.	
Depth of Recessed Entries	6' max.	

Miscellaneous
Stairs may be perpendicular or parallel to the building facade.
Ramps shall be parallel to facade or along the side of the building.
The entry door shall be covered or recessed to provide shelter from the elements.
All doors must face the street.

This stoop on single-family dwelling with a medium setback engages the street.

These stoops on townhouses with slightly recessed entries and a minimum setback allow the steps to engage the street.

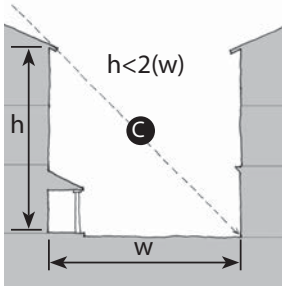
Frontage Type: Forecourt



Key

–·–· ROW / Lot Line ––– Setback/BTL

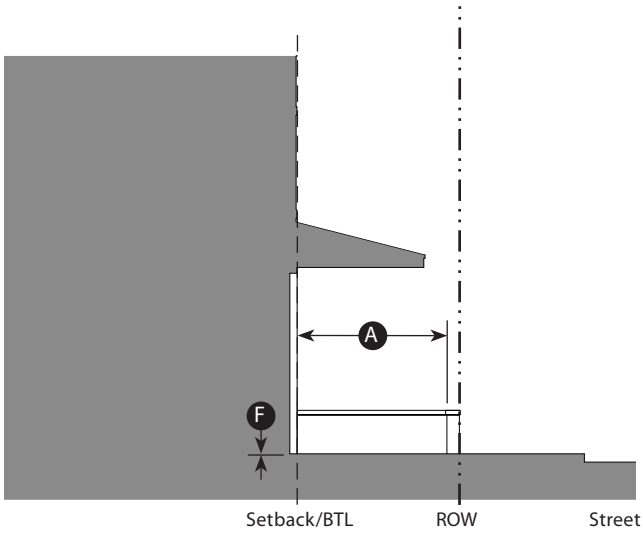
Description		
Forecourt: The main facade of the building is at or near the frontage line and a small percentage is set back, creating a small court space that is open to the public ROW. The space could be used as an entry court or shared garden space for apartment buildings, or as an additional shopping or restaurant seating area within commercial areas.		
Size		
Width, clear	12' min.	A
Depth, clear	12' min.	B
Ratio, Height to Width	2:1 max.	C
Miscellaneous		
Forecourts should be used sparingly and should not be repeated along a block frontage.		
Forecourts may not be enclosed or fenced off from the public ROW.		
The proportions and orientation of these spaces should be carefully considered for solar orientation and user comfort.		

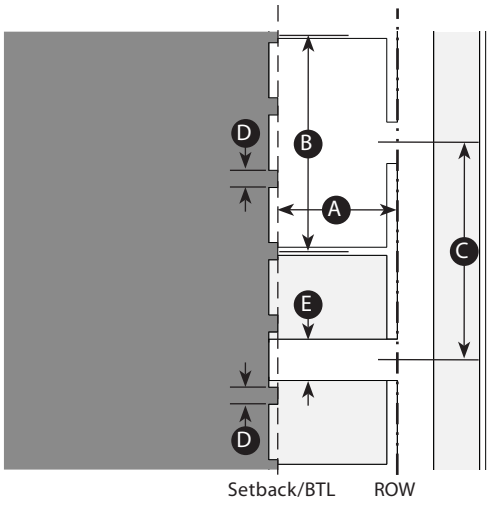


This residential forecourt provides prominent entry yard and breaks down the overall massing along the street.

This commercial forecourt provides an outdoor dining area *along a vibrant commercial street. The ROW is defined by a* low wall.

Frontage Type: Dooryard





Key

–··– ROW / Lot Line ––– Setback/BTL

Description
Dooryard: The frontage line is defined by a low wall or hedge and the main facade of the building is set back a small distance creating a small dooryard. The dooryard shall not provide public circulation along a ROW. The dooryard may be raised, sunken, or at grade and is intended for ground floor residential in flex zones, live/work, and small commercial uses ≤2,500 sf.

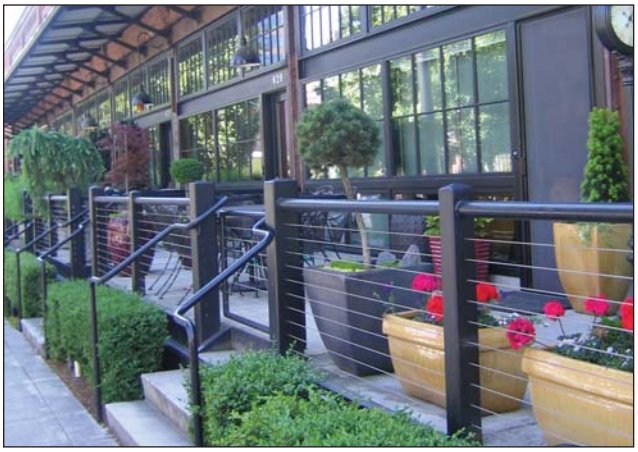
Size		
Depth, clear	8' min.	A
Length	50′ max.	B
Distance between Entries	25' max.	C
Distance between Glazing	4′ max.	D
Ground Floor Transparency	50% min.[1]	
Depth of Recessed Entries	3′ max.	
Path of Travel	3' min.[2]	E
Finish Level above Sidewalk	3′-6" max.	F
Finish Level below Sidewalk	6′ max.	

Miscellaneous
For live/work and commercial uses, these standards are to be used in conjunction with those for the Shopfront Frontage Type. In case of conflict between them, the Dooryard standards shall prevail.
Low walls (12″-36″) used as seating are encouraged.
Shall not be used to provide access to more than one ground floor entry.

[1] For live/work and commercial uses only.

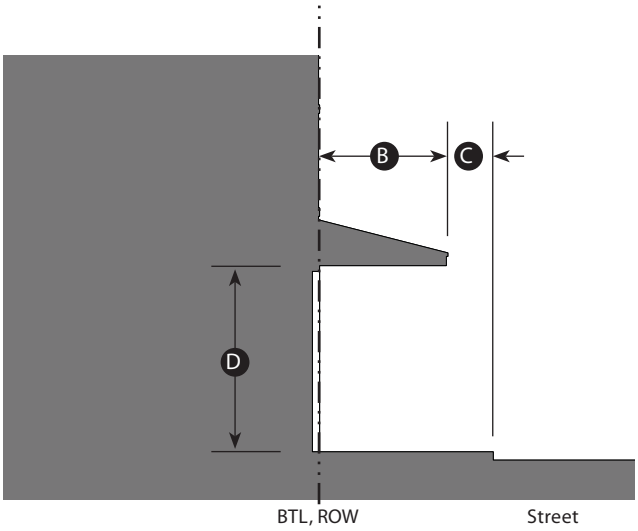
[2] Must also meet ADA requirements where applicable.

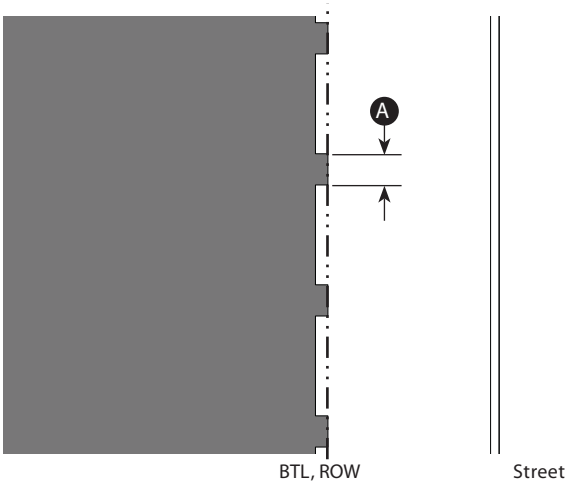
An example of a series of small commercial dooryards



An example of a series of residential dooryards. Each dooryard has its own steps with railings providing separation between the dooryards of adjacent units.

Frontage Type: Shopfront





Key

–·–· ROW / Lot Line ––– Setback/BTL

Description
Shopfront: The main facade of the building is at or near the frontage line with an at-grade entrance along the public way. This Type is intended for retail use. It has substantial glazing at the sidewalk level and may include an awning that may overlap the sidewalk. It may be used in conjunction with other frontage types.

Size		
Distance between Glazing	2' max.	A
Ground Floor Transparency	75% min.	
Depth of Recessed Entries	3' max.	

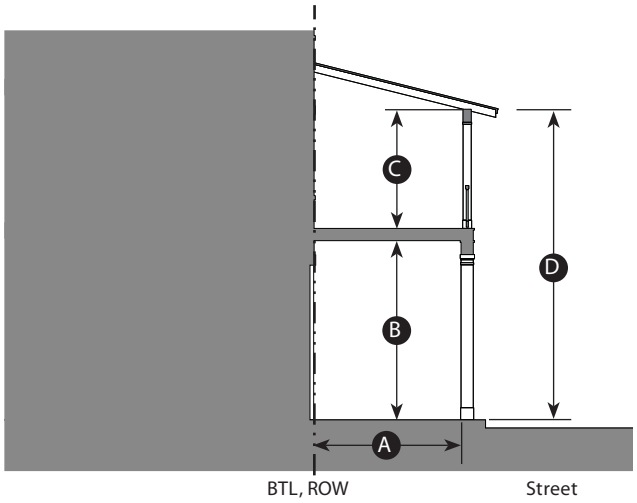
Awning		
Depth	4' min.	B
Setback from Curb	2' min.	C
Height, clear	8' min.	D

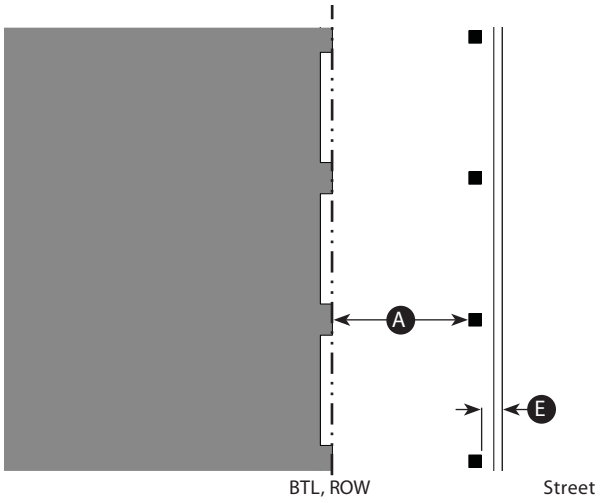
Miscellaneous
Residential windows shall not be used.
Doors may be recessed as long as main facade is at BTL.
Operable awnings are encouraged.
Open-ended awnings are encouraged.
Rounded and hooped awnings are discouraged.
Shopfronts with accordion-style doors/windows or other operable windows that allow the space to open to the street are encouraged.
This Type may be used for non-retail ground floor uses to allow for future convertibility to ground floor retail.

An example of a shopfront with a chamfered corner entry

An example of a shopfront with a recessed doorway

Frontage Type: Gallery





Key

–···– ROW / Lot Line ----- Setback/BTL

Description

Gallery: The main facade of the building is at the frontage line and the gallery element overlaps the sidewalk. This Type is intended for buildings with ground-floor commercial uses and may be one or two stories. The gallery should be used to provide the primary circulation along a frontage and extend far enough from the building to provide adequate protection and circulation for pedestrians.

Size

Depth, clear	8' min.	A
Ground Floor Height, clear	11' min.	B
Upper Floor Height, clear	9' min.	C
Height	2 Stories max.	D
Setback from Curb	2' min.	E

Miscellaneous

These standards are to be used in conjunction with those for the Shopfront Frontage Type. In case of conflict between them, the Gallery standards shall prevail.

Upper-story galleries facing the street must not be used to meet primary circulation requirements.

Galleries must have a consistent depth along a frontage.

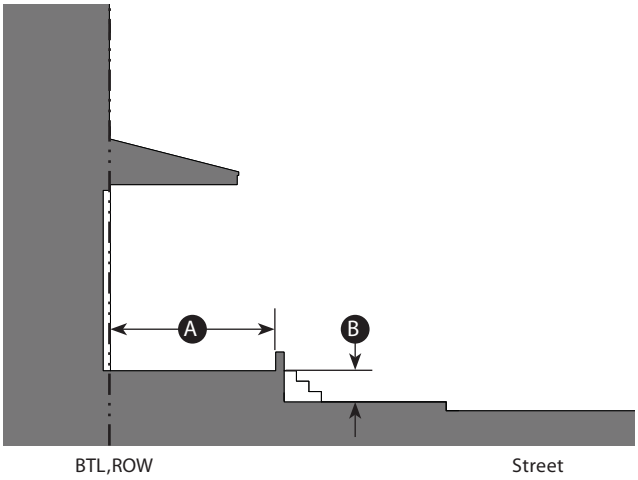
Galleries must project over a sidewalk.

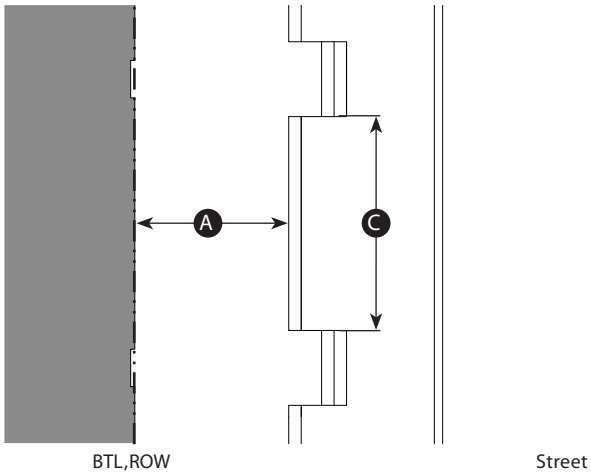
Encroachment permits are required.

A one-story gallery with second floor access

A two-story gallery

Frontage Type: Terrace





Key

–·–· ROW / Lot Line ----- Setback/BTL

Description

Terrace: The main facade is at or near the frontage line with an elevated terrace providing public circulation along the facade. This Type can be used to provide at-grade access while accommodating a grade change. Frequent steps up to the terrace are necessary to avoid dead walls and maximize access. This Type may also be used in historic industrial areas to mimic historic loading docks.

Size

Depth, clear	8' min.	A
Finish Level above Sidewalk	3'6" max.	B
Length of Terrace	150' max.	
Distance between Stairs	50' max.	C

Miscellaneous

These standards are to be used in conjunction with those for the Shopfront Frontage Type. In case of conflict between them, the Terrace standards shall prevail.

Low walls used as seating are encouraged.

An example of a terrace in a historic industrial district

An example of a terrace used to accommodate a change in grade. The low walls are used to provide seating.

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West Sacramento Grand Gateway

Civic Space Standards

chapter 4

Introduction

This Chapter establishes the civic space and open space standards applicable to the development within the West Sacramento Grand Gateway Project Area. These standards are intended to ensure that the West Sacramento Grand Gateway provide the neighborhood with a diverse palette of parks and other publicly accessible civic spaces.

This Chapter includes an overview of civic space types and detailed standards for the allowed civic space types. These standards include:

- Size and location
- General character
- Typical uses

See Chapter 7 for examples of allowable open space frameworks and the City Council's preferred open space alternative along with additional required street trees and parklet improvements to the east-west connector.

Design of Civic and Open Spaces

The standards established in this Chapter are intended to provide the neighborhood with a diverse palette of parks and other publicly accessible civic spaces, publicly or privately owned, that are essential components of walkable urban environments.

There are six different civic space types defined in the overview of civic space types. Two of the civic space types, Playgrounds and Community Gardens, may be incorporated into any of the other nine types or may stand alone. The illustration and description of each civic space type are illustrative in nature and not regulatory. The service area, size, frontage and disposition of elements standards of each civic space type are regulatory.

A. **Service Area.** Describes how the civic space relates to the City as a whole and the area that will be served by the civic space.

B. **Size.** The overall range of allowed sizes of the civic space.

C. **Frontage.** The relationship along property lines of a civic space to adjacent buildings or lots.

   1. The front of the lots attached to or across a thoroughfare from a civic spaces should face on to the civic space to the maximum extent possible.

   2. Building. Lots that are attached to or across a thoroughfare from civic spaces listed as having an "building" frontage shall have the front of the lot facing on to the civic space for a minimum of three quarters of the civic space perimeter.

   3. Independent. Lots that are attached to or across a thoroughfare from civic spaces listed as having an "independent" frontage may have the front, side street, or rear of the lot facing on to the civic space.

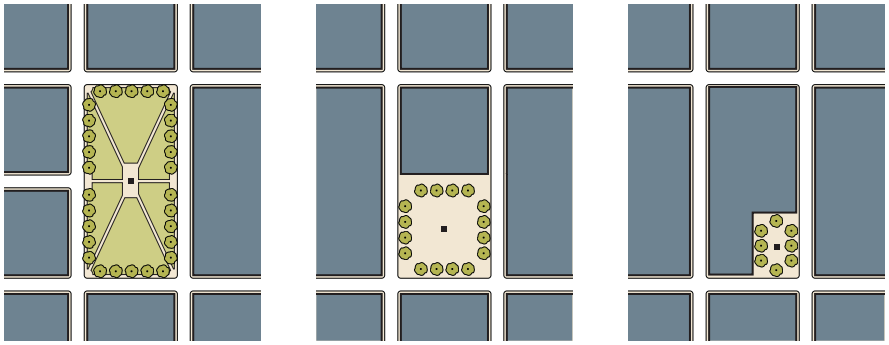
D. **Disposition of Elements.** The placement of objects within the civic space.

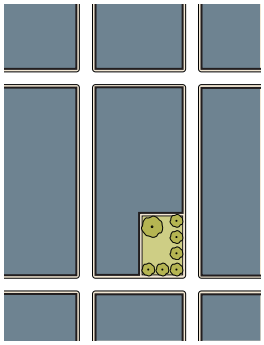
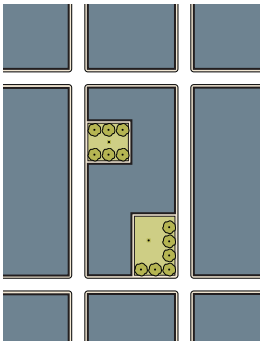
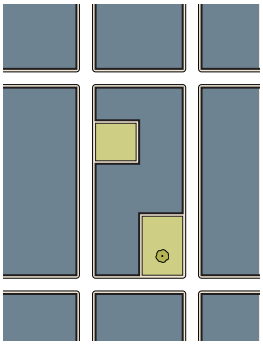
   1. **Natural.** Civic spaces with natural character are designed in a natural manner with no formal arrangement of elements.

   2. **Formal.** Civic spaces with a formal character have a more rigid layout that follows geometric forms and has trees and other elements arranged in formal patterns.

   3. **Informal.** Civic spaces with an informal character have a mix of formal and natural characteristics.

E. **Typical Facilities.** This list is not intended to be a complete list of facilities allowed nor is it intended that every civic space would contain each of the facilities listed. Facilities larger than the indicated gross square footage (gsf) require review and approval.

Civic Space Types Overview			
Civic Space Type	Neighborhood Square	Plaza	Pocket Plaza
Illustration			
Description	An open space available for civic purposes, unstructured and limited amounts of structured recreation.	A formal open space available for civic purposes and commercial activities. Plazas are typically hardscaped.	A formal open space available for civic purposes and commercial activities. Pocket Plazas are typically hardscaped.
Location and Size			
Location			
Service Area	Neighborhood	Neighborhood	Neighborhood
Size			
Minimum	¼ acre	¼ acre	2,000 sf
Maximum	1 acre	½ acre	¼ acre
Character			
Frontage	Building	Building	Building
Disposition of Elements	Formal	Formal	Formal
Typical Facilities			
	Passive and Active (unstructured) Recreation, Accessory Structure, Drinking Fountains, Community Facility < 5,000 gsf, Paths and Trails	Passive Recreation, Accessory Structure, Drinking Fountains, Paths and Trails	Passive Recreation, Accessory Structure, Drinking Fountains, Paths and Trails

Civic Space Types Overview			
Civic Space Type	Pocket Park	Playground	Community Garden
Illustration			
Description	An open space available for informal activities in close proximity to neighborhood residences.	An open space designed and equipped for the recreation of children. A Playground should be fenced and may include an open shelter. Playgrounds may be included within other civic spaces.	An open space designed as a grouping of garden plots that are available to nearby residents for small-scale cultivation. Community Gardens may be included within other civic spaces.
Location and Size			
Location			
Service Area	Neighborhood	Neighborhood	Neighborhood
Size			
Minimum	2,000 sf	-	-
Maximum	1 acre	-	-
Character			
Frontage	Building	Independent or Building	Independent or Building
Disposition of Elements	Formal or Informal	Formal or Informal	Formal or Informal
Typical Facilities			
	Passive Recreation, Accessory Structure, Drinking Fountains, Paths and Trails	Accessory Structure, Drinking Fountains, Paths and Trails	Accessory Structure, Drinking Fountains, Paths and Trails

Civic Space Type: Neighborhood Square

Description

The Neighborhood Square provides a public space for active and passive recreation. Within the West Sacramento Grand Gateway Project Area, the Neighborhood Square will provide a central location for residents, workers, students, and visitors to gather. This space may be used to assist in the creation of a retail destination by surrounding it with ground floor retail that faces onto the space. The space shall be primarily landscaped with lawns or naturally disposed trees and shrubs with a hardscaped, formal edge. The Neighborhood Square should be detached with streets on all four sides. Retail and residential units shall front onto the neighborhood green wherever possible to activate the space.

Size and Location	
Clear dimension	50′ min.
Length	100′ min.

General Character
Linear or rectangular open space
Lawns or formally disposed trees and shrubs
Surrounded by streets on all four sides
Spatially defined by landscaping and building frontages across streets

Typical Uses
Passive and unstructured active recreation
Civic uses, including: outdoor pavilions, open-air shelters, outdoor assembly, outdoor seating
Commercial uses, including: farmer's markets, outdoor dining

Civic Space Type: Plaza

Description

Plazas add to the vibrancy of streets within more urban areas and create open spaces available for civic purposes and commercial activity. Building frontages and tree-lined street edges shall define these spaces. Plazas shall have a hardscaped edge and have a primarily hardscaped surface. Large hardscaped areas shall include elements such as potted plants, trees, tables and chairs, kiosks, or fountains to provide pedestrian scale. If trees are included, they shall be formally arranged and of appropriate scale. Casual seating shall be provided.

Size and Location

Clear dimension	50' min.
At least one frontage shall be along a street.	

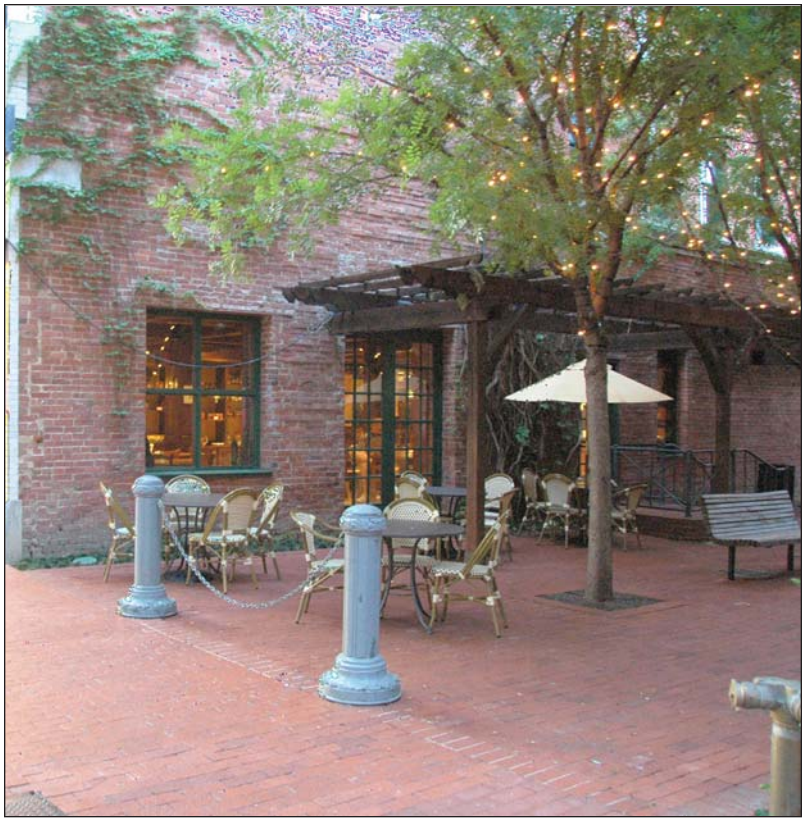
General Character

- Formal open space
- Hardscaped edge
- Trees and potted plants
- Urban or intimate character
- Spatially defined by building frontages or tree-lined streets
- Kiosks or fountains

Typical Uses

- Passive and unstructured active recreation
- Civic uses, including: outdoor pavilions, open-air shelters, outdoor assembly, outdoor seating
- Commercial uses, including: farmer's markets, outdoor dining

Civic Space Type: Pocket Plaza



Description

Pocket plazas function in a similar manner and follow the same rules as the larger plazas. These smaller scaled spaces create more intimate places for seating or dining and provide a place where commercial and neighborhood activity can spill into. These plazas can also be used to create a formal space in front of a prominent building entrance.

Size and Location

Clear dimension	20' min.; 50' max
At least one frontage shall be along a public ROW	

General Character

- Formally disposed
- Primarily hardscaped
- Trees and planting optional
- Building frontage on at least three sides

Typical Uses

- Passive recreation
- Smaller civic uses, including: outdoor pavilions, open-air shelters, outdoor assembly, outdoor seating
- Smaller commercial uses, including: food carts, outdoor dining, and information kiosks

Civic Space Type: Pocket Park

Description

These smaller parks provide secondary focal points for neighborhoods. These parks accommodate a wide-range of activities and vary in character, sensitive to the specific needs and surroundings of each. The landscape may be formal or informal with arrangements of trees and shrubs, utilizing the natural landscape of both open and wooded areas, and are typically furnished with paths, benches, and open shelters.

Generally, these parks may be located in public locations, such as the intersection of principal streets, or in more intimate locations, such as mid-block locations or even tucked away from the street. They can be regularly or irregularly shaped.

Size and Location

Clear dimension	20′ min.; 50′ max.
At least one frontage shall be along a public ROW	

General Character

- Formal or informal open space
- Primarily landscaped
- Trees and shrub plants
- Natural or intimate character

Typical Uses

- Passive recreation
- Smaller civic uses, including: outdoor pavilions, open-air shelters, outdoor assembly, outdoor seating

Civic Space Type: Playground

Description

Playgrounds are open spaces designed and equipped for the recreation of children. They shall be interspersed within residential areas so that every neighborhood or freestanding development area has at least one playground. Playgrounds may be freestanding or located within larger neighborhood parks, pocket parks, or civic spaces.

Playgrounds should serve as quiet, safe places protected from the street and typically in locations where children do not have to cross major, if any, roads to get to. Often playgrounds and tot-lots are located in the center of larger blocks and interspersed within residential areas. An open shelter, play structures or interactive art and fountains may be included with landscaping between. Shaded areas and seating must be provided. Playgrounds may be included within larger parks and public spaces.

Size and Location

Clear dimension	20' min.

General Character

Focused towards children

Protected from traffic

Independent of building frontage

Typical Uses

Passive and unstructured active recreation

Smaller civic uses, including: outdoor pavilions, open-air shelters, outdoor assembly, outdoor seating

Play structures, interactive art, fountains

Civic Space Type: Community Garden

Description

Community gardens are groupings of garden plots that are available to nearby residents for small-scale cultivation. Such gardens may be provided as a component of other publicly-accessible open spaces and/or civic uses, or may be provided as freestanding open spaces.

Size and Location

Clear dimension	20′ min.

General Character

Space organized for agriculture

Regular planting beds

Independent of building frontage

Typical Uses

Passive recreation

Gardening/agriculture

chapter 5

West Sacramento Grand Gateway

Thoroughfares

Introduction

The Thoroughfares Chapter establishes regulations for streets and alleys within the West Sacramento Grand Gateway Project Area. This Chapter includes detailed standards for each street type that include:

- Movement type and design speed
- Overall width
- Lane assembly
- Public frontage assembly

See Chapter 7 for examples of allowable circulation frameworks and the City Council's preferred circulation alternative along with additional required throughfare improvements to the east-west connector.

Thoroughfare Design

A. Thoroughfares are intended for use by vehicular and pedestrian traffic and to provide access to lots and open spaces.

B. Thoroughfares shall generally consist of vehicular lanes and public frontages.

C. Thoroughfares shall be designed in context with the urban form and general intention of the areas through which they pass. Within the more urban areas, pedestrian comfort shall be a primary consideration of the thoroughfare design. Design conflict between vehicular and pedestrian movement generally shall be decided in favor of the pedestrian.

D. The standards for pedestrian and bicyclist safety, comfort and access shall establish thoroughfare movement type and design speed. The movement type and design speed shall be the primary consideration used to determine the dimensions of each thoroughfare element, such as vehicular lanes and turning (curb) radii.

   Following is a list of movement types:

   1. **Yield**. Drivers shall proceed slowly, with extreme care, and shall yield to approaching traffic when vehicles are parked on both sides of the thoroughfare creating essentially one through lane. A yield thoroughfare is the functional equivalent of traffic calming. In addition to yield movement use on normal thoroughfares, this movement is used for alleys and rear lanes. For these applications, the primary purpose is access to rear-loaded driveways/access for residential and commercial property.

   2. **Slow**. Drivers can proceed carefully with an occasional stop to allow a pedestrian to cross or another car to park. The character of the thoroughfare should make drivers uncomfortable exceeding the design speed due to the presence of parked cars, sense of enclosure from buildings and street trees, tight turning radii, and other design elements. Design speed is 20-25 mph.

   3. **Low**. Drivers can generally expect to travel without delay at the appropriate design speed. Thoroughfare design supports safe pedestrian movement at the higher design speed. This movement type is appropriate for thoroughfares designed to traverse longer distances or connect to higher intensity locations. Design speed is 30-35 mph.

E. Thoroughfares shall be designed to accommodate the types of vehicles expected to use each thoroughfare on a daily basis. Occasionally, large vehicles are expected on all thoroughfares. All thoroughfares shall allow these vehicles to safely pass without major difficulty. It is expected that large vehicles may encroach on the opposing lane when making turning movements.

F. **Additional Design Considerations.** Other factors that need to be considered in the selection of an appropriate thoroughfare type include the following:

   1. **Parking.** The provision of parking on site or on the thoroughfare may need to be considered in the selection of the appropriate thoroughfare type.

   2. **Truck Access.** Thoroughfares that provide access to high volumes of large trucks may need additional design considerations to mitigate potential negative effects on walkability.

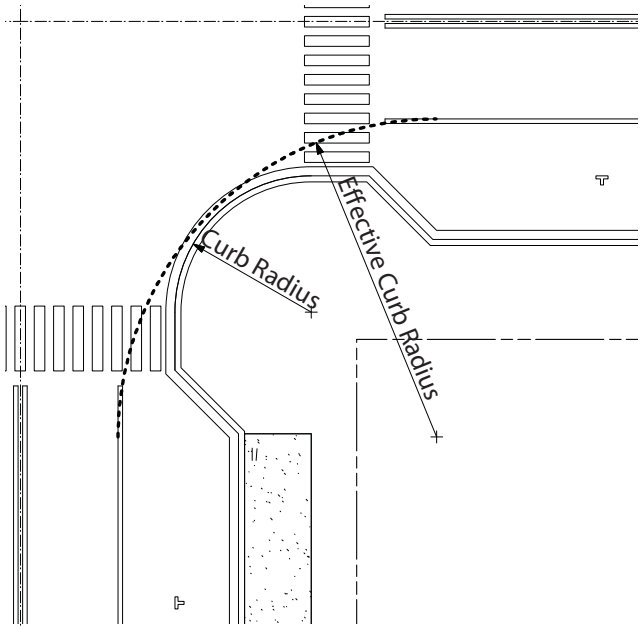
   3. **Fire/Emergency Access.** Additional design considerations may be needed to accommodate fire/emergency access, including, but not limited to, the location of rolled curbs and bulb-outs to accommodate fire truck outriggers.

Intersection Design

A. Street design of narrow streets and compact intersections requires designers to pay close attention to the operational needs of transit, fire and rescue, waste collection and delivery trucks. For this reason, early coordination with transit, fire and rescue, waste collection and other stakeholder groups is essential.

B. More regular encroachment of turning vehicles into opposing lanes will occur at compact intersections. Therefore, frequency of access, traffic volumes and the speeds on intersecting streets at those intersections shall be considered when designing intersections. For fire and rescue, determination of the importance of that street for community access should be determined, e.g. primary or secondary access.

C. The designer should use turning templates or software to evaluate intersections to ensure adequate operation of vehicles can occur. Location of on-street parking around intersections should be evaluated during this analysis to identify potential conflicts between turning vehicles and on-street parking. Bike lanes and on-street parking will increase the effective curb return radius, by providing more room for the wheel tracking of turning vehicles.



Bicycle Facilities

Bicycle Facilities Standards	
Class I: Multi-Use Trail	
Width	
One-way	10' min.
Two-way	12' min.
Class II: Bicycle Lane	
Movement Types	Slow, Low
Width Adjacent to:	
Rural Edge	6' min.
Parking	6' min.
Curb and Gutter	5½' to face of curb
Class III: Shared Lanes/Bicycle Boulevard	
Movement Types	Yield, Slow
Vehicle Lane Width:	
w/ Sharrows	14' min.
w/ Super Sharrow Lane	12' min.

Bicycle Facility Types

A. **Class I: Multi-Use Trail.** These facilities provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians.

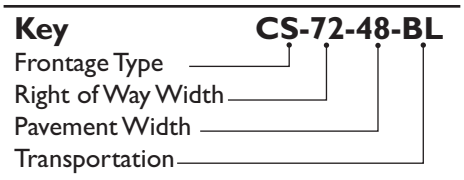
B. **Class II: Bicycle Lane.** Bike lanes provide a restricted right-of-way and are designated for the use of bicycles with a striped lane on a street or highway.

C. **Class II: Bicycle Route/Shared Lane.** These bikeways provide a right-of-way designated by signs or pavement markings for shared use with motor vehicles.

Thoroughfare Assemblies

A. The thoroughfare assemblies on the following pages have been approved by the City for use within the West Sacramento Grand Gateway Project Area.

The Key below indicates the meaning of the letters and numbers used for the naming convention of the thoroughfare assemblies used on the following pages. The example (CS-72-48-BL) can be found on page 5-9 for reference.



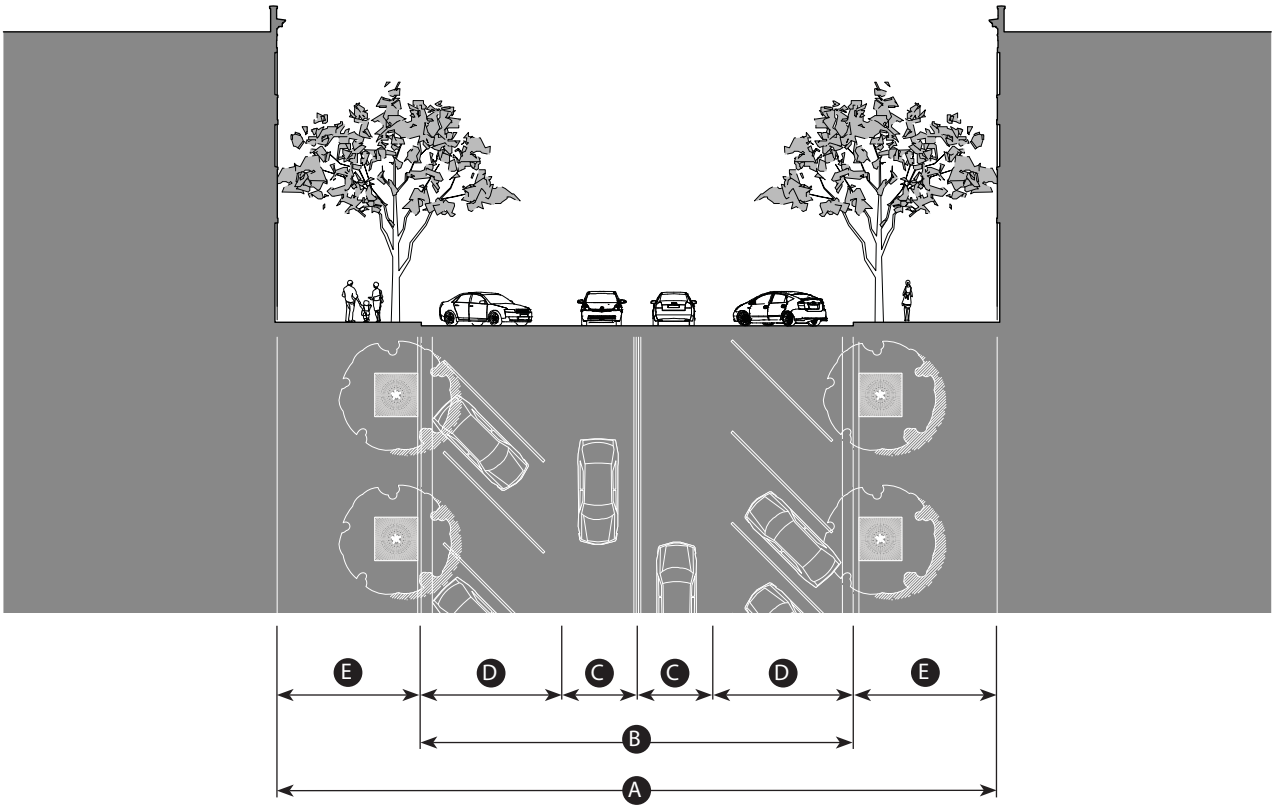
Highway:	HW
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Rear Alley:	RA
Rear Lane:	RL
Bicycle Lane:	BL
Bicycle Route:	BR
Transit Route:	TR

B. The required right-of-way width for the approved assemblies, when used in combination with the required building heights, build-to-lines, and setbacks in Chapter 3 (Building Form Standards), will ensure that the proportions of the street provide a pleasing pedestrian environment.

C. **Right-of-Way Width.** The right-of-way width is defined as the distance from the back of the public sidewalk to the back of the public sidewalk. Based on the building type and frontage type, the right-of-way limit maybe coterminous with the build-to-line. See Chapter 3 (Building Form Standards) for standards for building types and frontage types.

D. **Pavement Width.** The pavement width is the distance within the right-of-way width that is measured curb face to curb face and generally contains the traffic lanes, bicycle lanes, and parking lanes.

Thoroughfare Assemblies

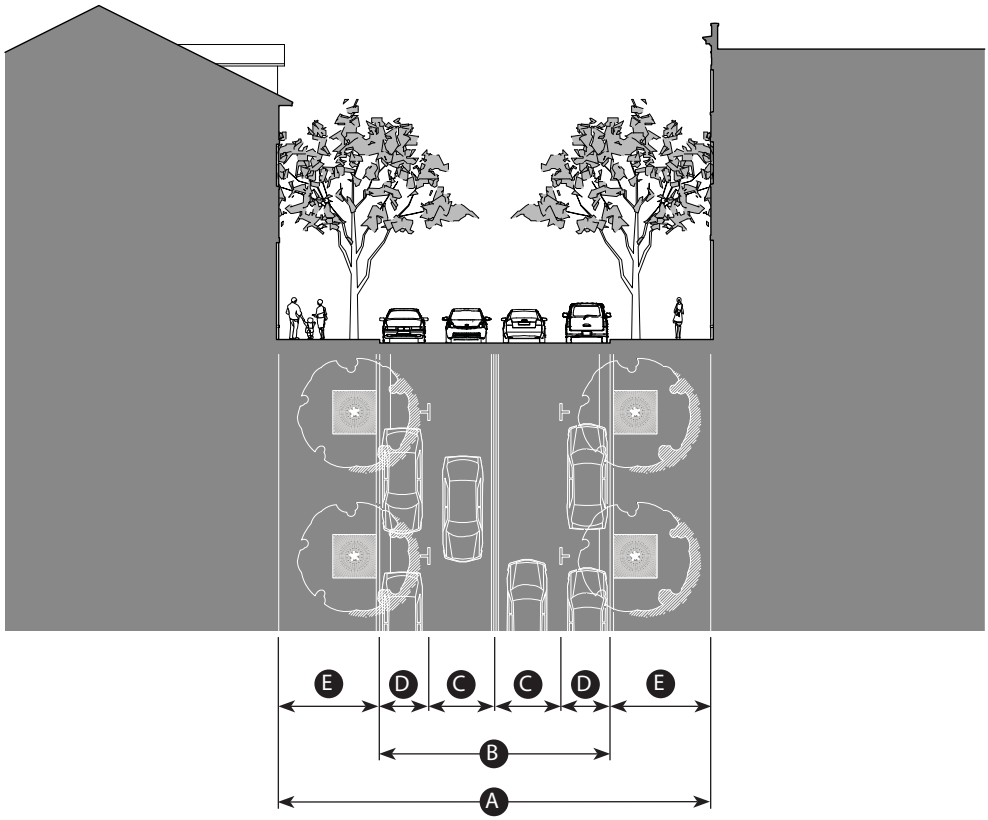


Thoroughfare Assembly CS-100-60

Application		
Ground Floor Use	Commercial or flex	
Movement Type	Slow	
Design Speed	20 mph	
Overall Widths		
Right-of-Way (ROW) Width	100'	A
Pavement Width	60'	B

Lane Assembly		
Traffic Lanes	2 @ 12'	C
Bicycle Lanes	None	
Parking Lanes	2 @ 18', marked 45º angled parking	D
Medians	None	
Public Frontage Assembly		
Frontage Type	Commercial street	
Drainage Collection Type	Curb and gutter	
Planter Type	4'x6' tree well	
Landscape Type	Trees at 30' o.c. avg.	
Lighting Type	Post, column, or double column	
Walkway Type	20' sidewalk	E
Curb Type	Square	

Thoroughfare Assemblies (continued)

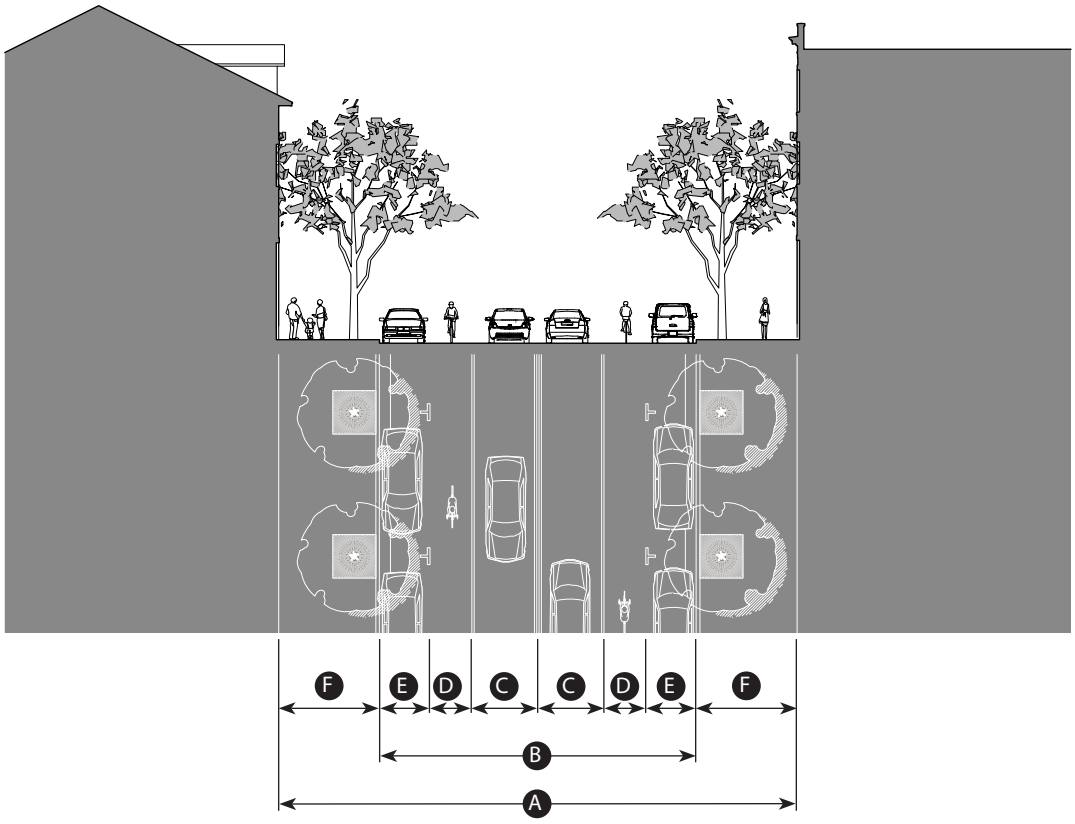


Thoroughfare Assembly CS-60-36

Application		
Ground Floor Use	Commercial or flex	
Movement Type	Slow	
Design Speed	25 mph	
Overall Widths		
Right-of-Way (ROW) Width	60'	A
Pavement Width	36'	B

Lane Assembly		
Traffic Lanes	2 @ 10'	C
Bicycle Lanes	None	
Parking Lanes	2 @ 8', marked	D
Medians	None	
Public Frontage Assembly		
Frontage Type	Commercial street	
Drainage Collection Type	Curb and gutter	
Planter Type	4'x6' tree well	
Landscape Type	Trees at 30' o.c. avg.	
Lighting Type	Post or column	
Walkway Type	12' sidewalk	E
Curb Type	Square	

Thoroughfare Assemblies (continued)

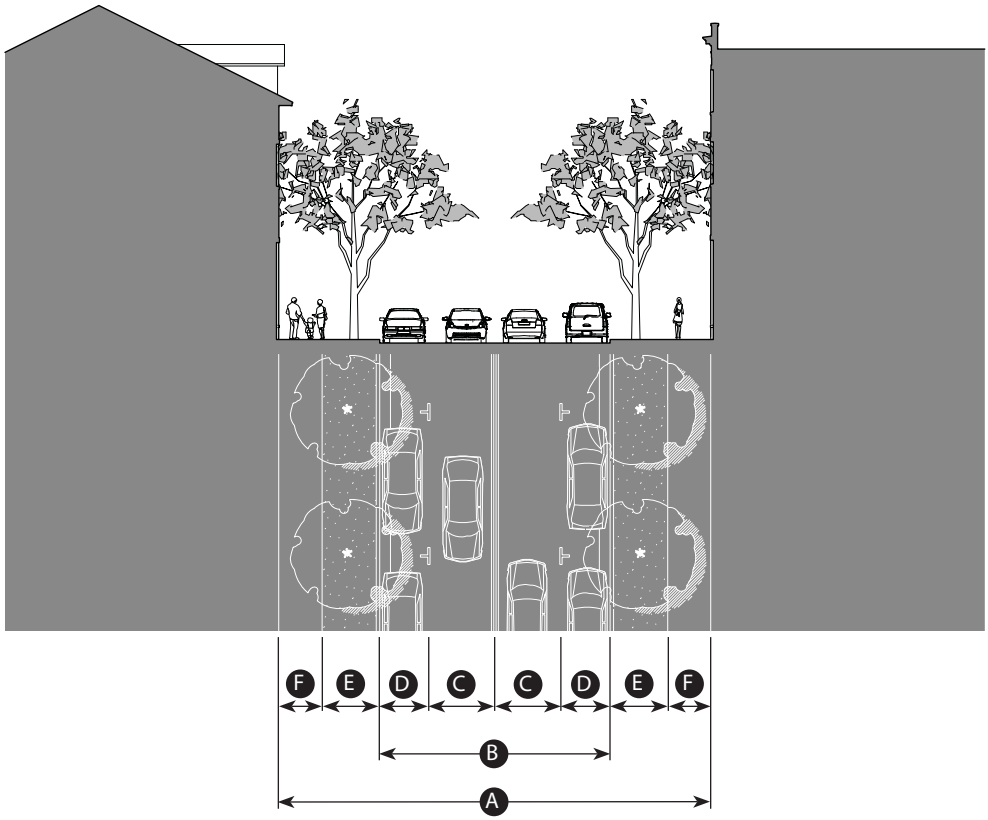


Thoroughfare Assembly CS-72-48-BL

Application		
Ground Floor Use	Commercial or flex	
Movement Type	Low	
Design Speed	30 mph	
Overall Widths		
Right-of-Way (ROW) Width	72'	A
Pavement Width	48'	B

Lane Assembly		
Traffic Lanes	2 @ 10'	C
Bicycle Lanes	2 @ 6'	D
Parking Lanes	2 @ 8', marked	E
Medians	None	
Public Frontage Assembly		
Frontage Type	Commercial street	
Drainage Collection Type	Curb and gutter	
Planter Type	4'x6' tree well	
Landscape Type	Trees at 30' o.c. avg.	
Lighting Type	Post or column	
Walkway Type	12' sidewalk	F
Curb Type	Square	

Thoroughfare Assemblies (continued)

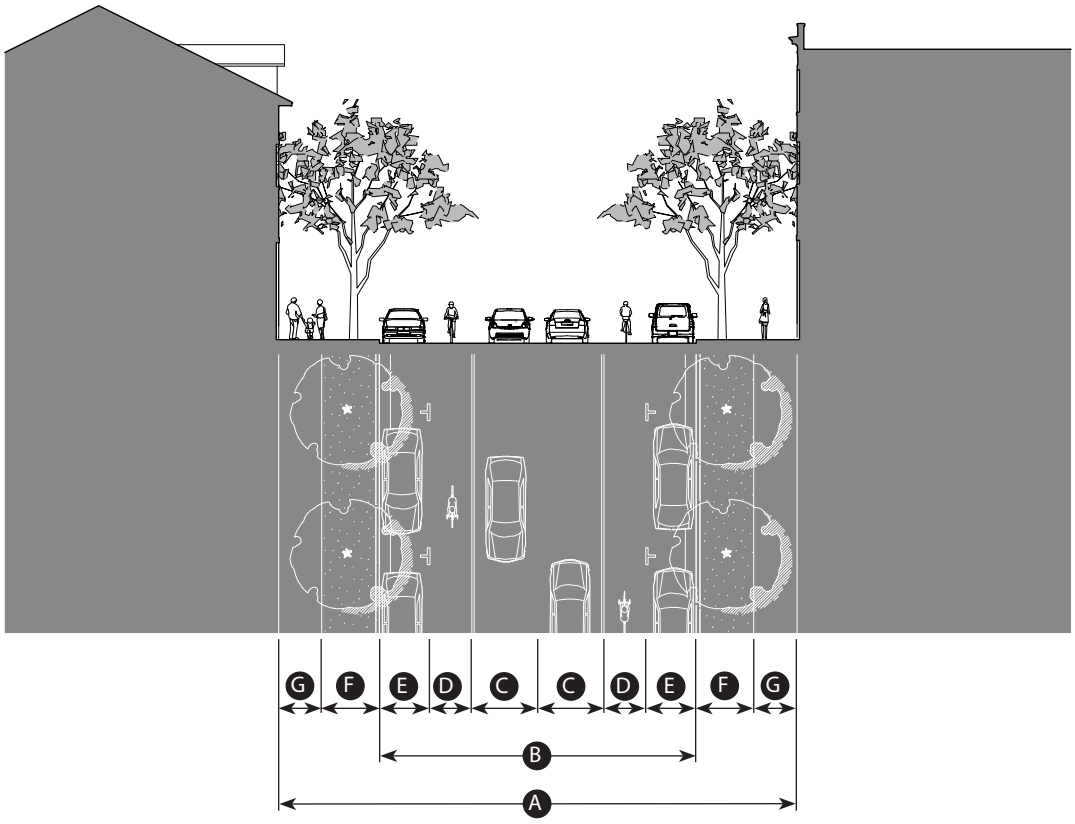


Thoroughfare Assembly AV-60-36

Application		
Ground Floor Use	Commercial or flex	
Movement Type	Slow	
Design Speed	25 mph	
Overall Widths		
Right-of-Way (ROW) Width	60'	A
Pavement Width	36'	B

Lane Assembly		
Traffic Lanes	2 @ 10'	C
Bicycle Lanes	None	
Parking Lanes	2 @ 8', marked	D
Medians	None	
Public Frontage Assembly		
Frontage Type	Commercial street	
Drainage Collection Type	Curb and gutter	
Planter Type	5' continuous planter	E
Landscape Type	Trees at 30' o.c. avg.	
Lighting Type	Post or column	
Walkway Type	7' sidewalk	F
Curb Type	Square	

Thoroughfare Assemblies (continued)

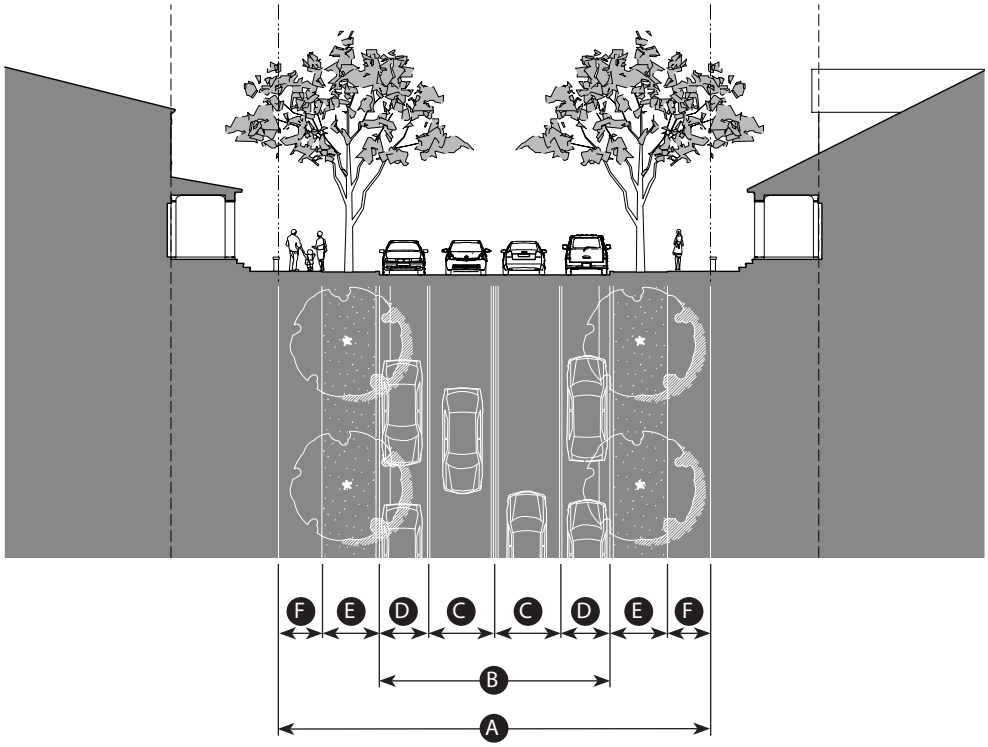


Thoroughfare Assembly AV-72-48-BL

Application		
Ground Floor Use	Commercial or flex	
Movement Type	Low	
Design Speed	30 mph	
Overall Widths		
Right-of-Way (ROW) Width	72'	A
Pavement Width	48'	B

Lane Assembly		
Traffic Lanes	2 @ 10'	C
Bicycle Lanes	2 @ 6'	D
Parking Lanes	2 @ 8', marked	E
Medians	None	
Public Frontage Assembly		
Frontage Type	Commercial street	
Drainage Collection Type	Curb and gutter	
Planter Type	5' continuous planter	F
Landscape Type	Trees at 30' o.c. avg.	
Lighting Type	Post or column	
Walkway Type	7' sidewalk	G
Curb Type	Square	

Thoroughfare Assemblies (continued)

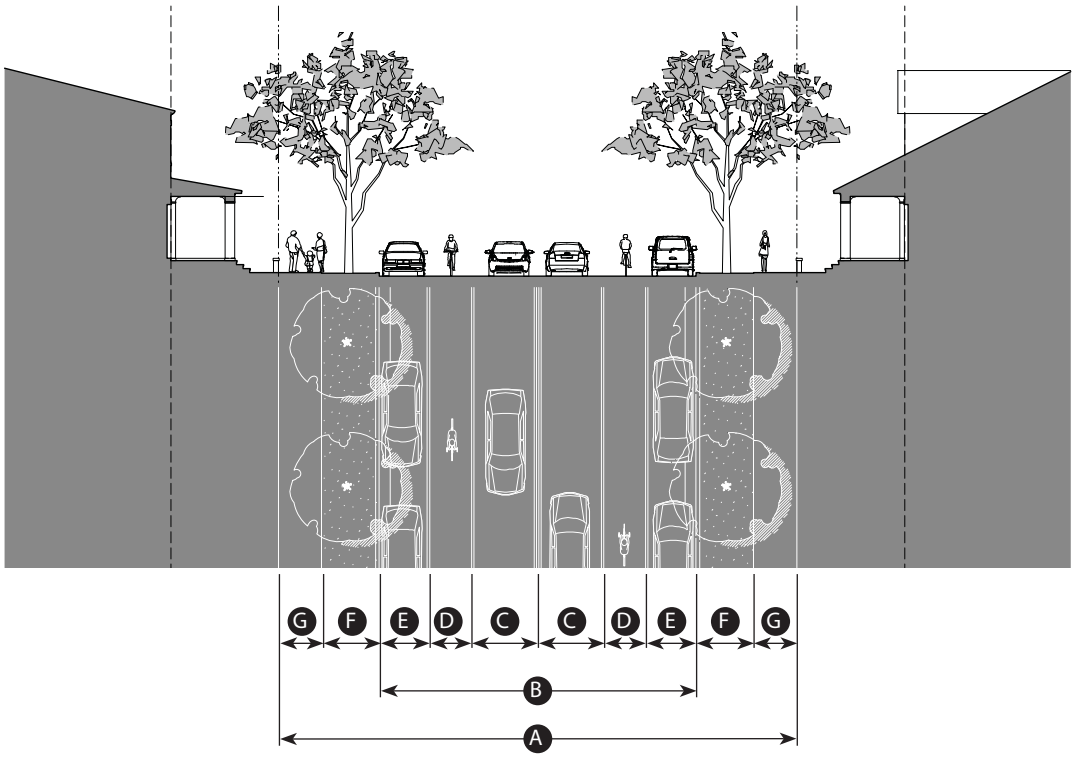


Thoroughfare Assembly ST-60-36

Application		
Ground Floor Use	Residential	
Movement Type	Slow	
Design Speed	25 mph	
Overall Widths		
Right-of-Way (ROW) Width	60'	A
Pavement Width	36'	B

Lane Assembly		
Traffic Lanes	2 @ 10'	C
Bicycle Lanes	None	
Parking Lanes	2 @ 8', marked	D
Medians	None	
Public Frontage Assembly		
Public Frontage Type	Street / avenue	
Drainage Collection Type	Curb and gutter	
Planter Type	6' continuous planter	E
Landscape Type	Trees at 30' o.c. avg.	
Lighting Type	Pipe, post, or column	
Walkway Type	6' sidewalk	F
Curb Type	Square	

Thoroughfare Assemblies (continued)

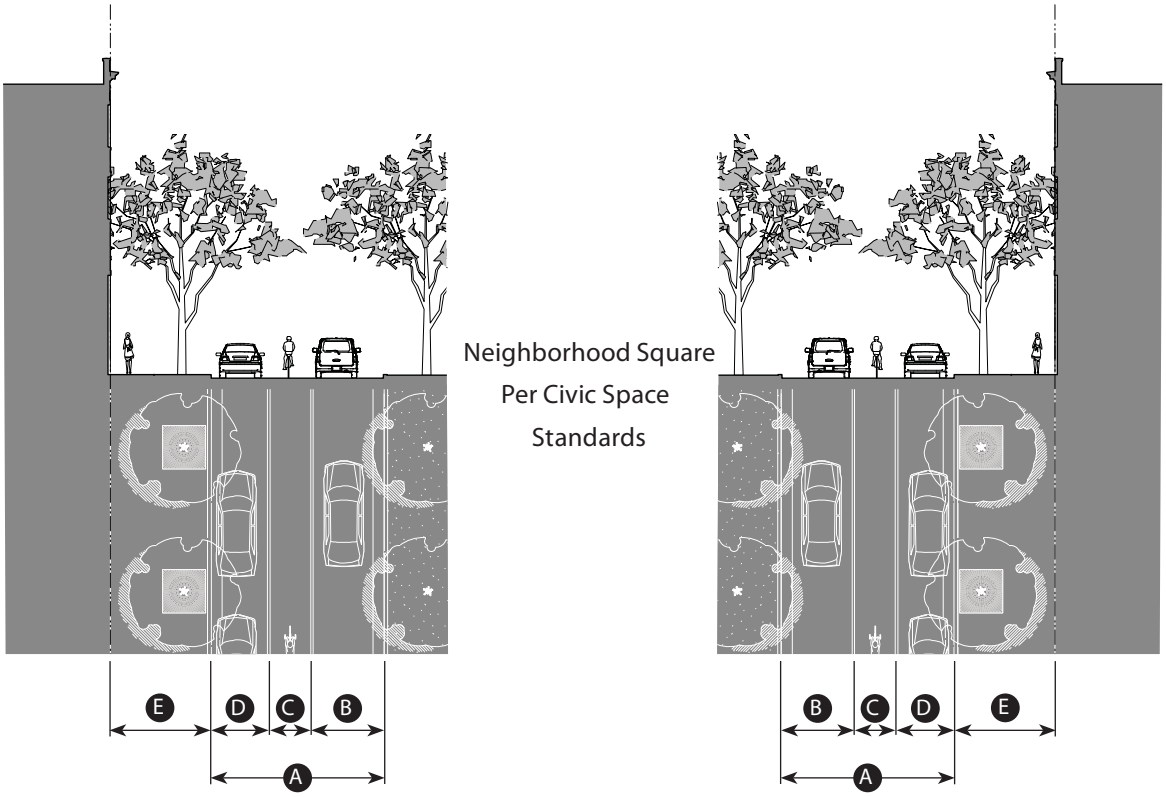


Thoroughfare Assembly ST-72-48-BL

Application		
Ground Floor Use	Residential	
Movement Type	Low	
Design Speed	30 mph	
Overall Widths		
Right-of-Way (ROW) Width	72'	A
Pavement Width	48'	B

Lane Assembly		
Traffic Lanes	2 @ 10'	C
Bicycle Lanes	2 @ 6'	D
Parking Lanes	2 @ 8', marked	E
Medians	None	
Public Frontage Assembly		
Public Frontage Type	Street / avenue	
Drainage Collection Type	Curb and gutter	
Planter Type	6' continuous planter	F
Landscape Type	Trees at 30' o.c. avg.	
Lighting Type	Pipe, post, or column	
Walkway Type	6' sidewalk	G
Curb Type	Square	

Thoroughfare Assemblies (continued)

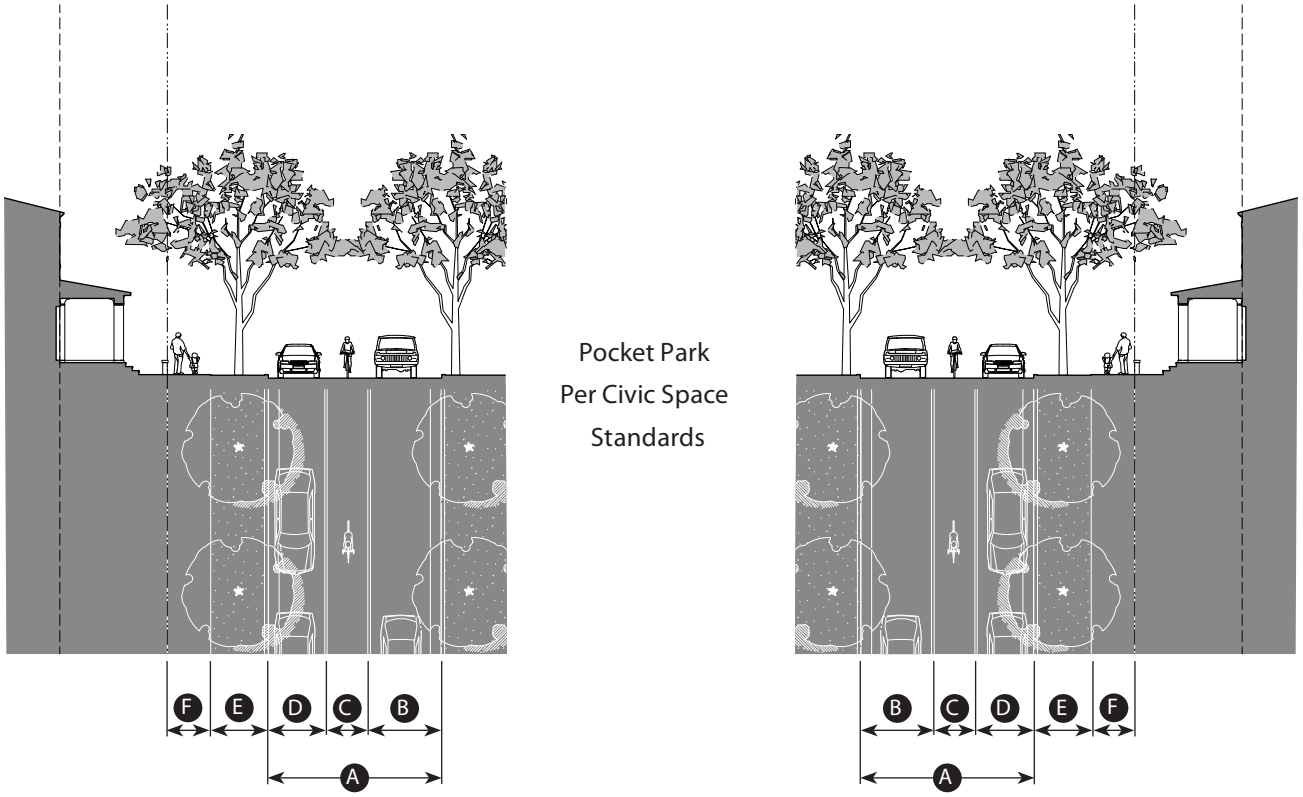


Thoroughfare Assembly CS/DR-28-BL

Application		
Ground Floor Use	Commercial or flex	
Movement Type	Low	
Design Speed	30 mph	
Overall Widths		
Pavement Width	2 @ 28'	A

Lane Assembly		
Traffic Lanes	2 @ 12'	B
Bicycle Lanes	2 @ 6'	C
Parking Lanes	2 @ 8',	D
Medians	None	
Public Frontage Assembly		
Frontage Type	Commercial street / drive	
Drainage Collection Type	Curb and gutter	
Planter Type	4'x6' tree well	
Landscape Type	Trees at 30' o.c. avg.	
Lighting Type	Post or column	
Walkway Type	12' sidewalk	E
Curb Type	Square	

Thoroughfare Assemblies (continued)

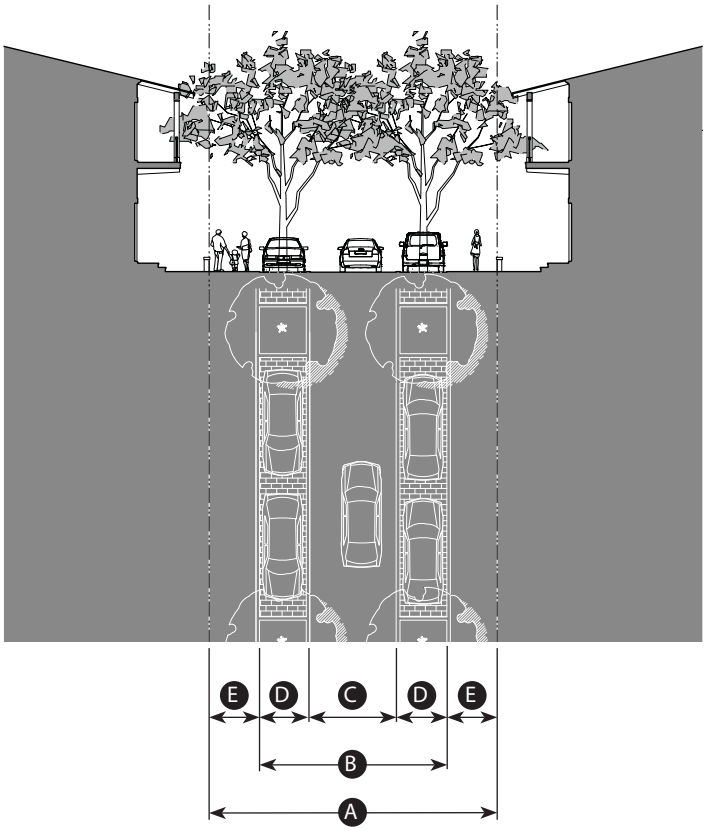


Thoroughfare Assembly ST/DR-28-BL

Application		
Ground Floor Use	Residential	
Movement Type	Low	
Design Speed	30 mph	
Overall Widths		
Pavement Width	2 @ 28'	A

Lane Assembly		
Traffic Lanes	2 @ 12'	B
Bicycle Lanes	2 @ 6'	C
Parking Lanes	2 @ 8',	D
Medians	None	
Public Frontage Assembly		
Frontage Type	Street / drive	
Drainage Collection Type	Curb and gutter	
Planter Type	6' continuous planter	E
Landscape Type	Trees at 30' o.c. avg.	
Lighting Type	Post or column	
Walkway Type	6' sidewalk	F
Curb Type	Square	

Thoroughfare Assemblies (continued)

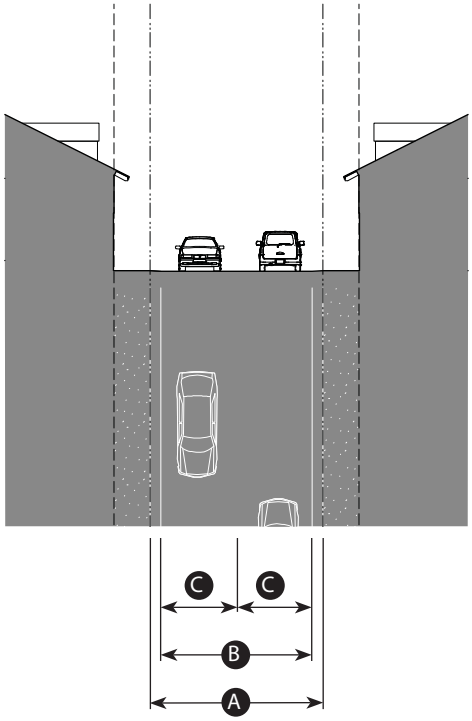


Thoroughfare Assembly ST-40-26

Application		
Ground Floor Use	Residential	
Movement Type	Yield	
Design Speed	<20 mph	
Overall Widths		
Right-of-Way (ROW) Width	40'	A
Pavement Width	28'	B

Lane Assembly		
Traffic Lanes	1 @ 14'	C
Bicycle Lanes	None	
Parking Lanes	2 @ 7', marked	D
Medians	None	
Public Frontage Assembly		
Frontage Type	Street	
Drainage Collection Type	Valley gutter or sheet flow	
Planter Type	6'x6' planter at 50' o.c.	
Landscape Type	Trees at 50' o.c. avg.	
Lighting Type	Post or column	
Walkway Type	6' sidewalk	E
Curb Type	Rolled or flush	

Thoroughfare Assemblies (continued)

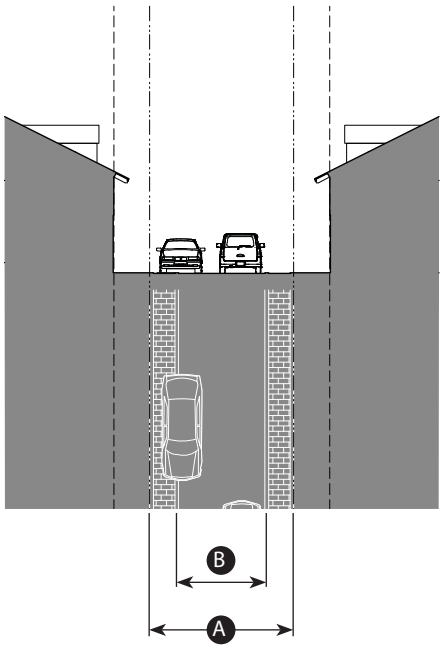


Thoroughfare Assembly RA-24-21

Application		
Ground Floor Use	Commercial or flex	
Movement Type	Slow	
Design Speed	<20 mph	
Overall Widths		
Right-of-Way (ROW) Width	24'	A
Pavement Width	21'	B
Lane Assembly		
Traffic Lanes	2@10'6"	C
Bicycle Lanes	None	
Parking Lanes	None	
Medians	None	

Public Frontage Assembly	
Frontage Type	Rear alley
Drainage Collection Type	Valley gutter or sheet flow
Planter Type	None
Landscape Type	None
Lighting Type	Pipe or post (if provided)
Walkway Type	None
Curb Type	Rolled or flush

Thoroughfare Assemblies (continued)



Thoroughfare Assembly RL-20-14

Application	
Ground Floor Use	Residential, commercial, or flex
Movement Type	Yield
Design Speed	<20 mph
Overall Widths	
Right-of-Way (ROW) Width	20' (A)
Pavement Width	14' (B)
Lane Assembly	
Traffic Lanes	1@14' (B)
Bicycle Lanes	None
Parking Lanes	None
Medians	None

Public Frontage Assembly	
Frontage Type	Rear lane
Drainage Collection Type	Valley gutter or sheet flow
Planter Type	None
Landscape Type	None
Lighting Type	Pipe or post (if provided)
Walkway Type	None
Curb Type	Rolled or flush

Public Frontages

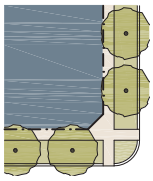
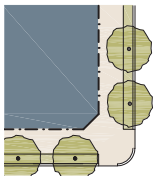
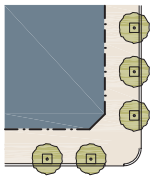
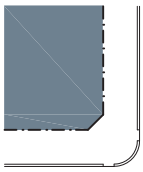
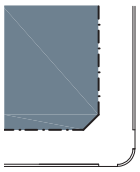
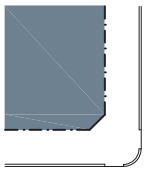
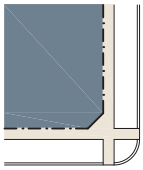
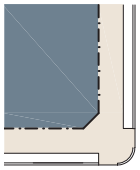
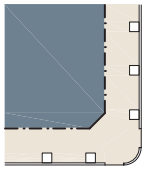
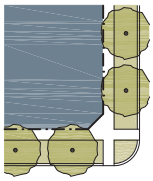
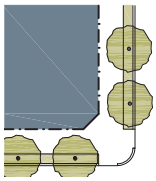
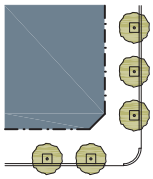
Public Frontage Types

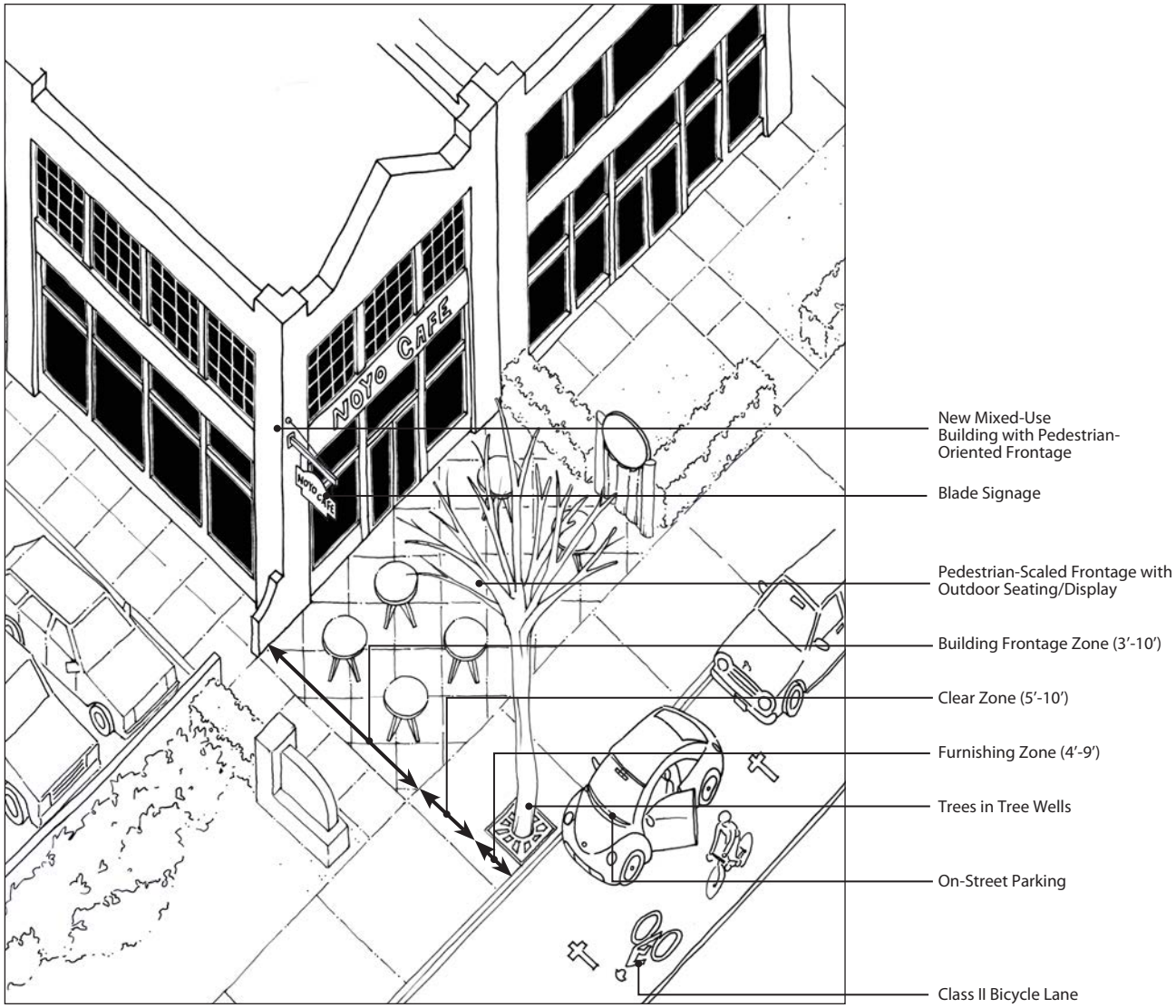
The public frontage is the area between the curb of the vehicular lanes and the property line/ROW.

Public Frontage Type	LOT/ PRIVATE FRONTAGE — R.O.W./ PUBLIC FRONTAGE
(ST) For Street. The For Street Frontage has raised curbs drained by inlets and sidewalks separated from the vehicular lanes by individual or continuous planters. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced allee.	
(DR) For Drive. The For Drive Frontage has raised curbs drained by inlets and a wide sidewalk or paved path along one side, related to a civic space. It is separated from the vehicular lanes by individual or continuous planters. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced allee.	
(AV) For Avenue . The Avenue Frontage has raised curbs drained by inlets and wide sidewalks separated from the vehicular lanes by a narrow continuous planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced allee.	
(CS) For Commercial Street or Avenue. The For Commercial Street or Avenue Frontage has raised curbs drained by inlets and very wide sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates. The landscaping consists of a single tree species aligned with regular spacing where possible.	
(RA) For Rear Alley. The Rear Alley Frontage is located to the rear of lots. It consists of a paved surface and ribbon curb at the edges adjacent to property lines or buildings. Alleys are typically not landscaped.	
(RL) For Rear Lane. The Rear Lane Frontage is located to the rear of lots. It consists of a paved surface and compacted gravel or similar material placed on the outer edges. Lanes are typically not landscaped.	

Public Frontage Standards (continued)

This table provides the dimensional standards for the public frontage elements - curbs, walkways, and planters - relative to ground floor uses and specific public frontage. The assembly row assembles all of the elements for the various frontage types.

Ground Floor Use	Residential	Flex	Flex / Commercial
Public Frontage Type	ST-DR	DR-AV	DR-CS
Assembly: The principal variables are the type and dimension of curbs, walkways, planters and landscape			
Total Width	12' - 16'	12' - 19'	12' - 30'
Curb: The detailing of the edge of the vehicular pavement, incorporating drainage			
Type	Raised Curb	Raised Curb	Raised Curb
Walkway: The pavement dedicated exclusively to pedestrian activity			
Type	Sidewalk	Sidewalk	Sidewalk
Width	6' min.	7' min.	12' min.
Note: the placement of curb ramps shall match the desired path of pedestrian travel.			
Planter: The layer which accommodates street trees and other landscape			
Arrangement	Regular	Regular	Opportunistic
Species	Single/Alternating	Single	Single
Type	Continuous Planter	Continuous Planter	Tree Well
Width	5' min.	5' min.	4'x6' min. (tree wells located within walkway width)


NOYO CAFE
New Mixed-Use Building with Pedestrian-Oriented Frontage
Blade Signage
Pedestrian-Scaled Frontage with Outdoor Seating/Display
Building Frontage Zone (3'-10')
Clear Zone (5'-10')
Furnishing Zone (4'-9')
Trees in Tree Wells
On-Street Parking
Class II Bicycle Lane

chapter 6

West Sacramento Grand Gateway

Architectural Guidelines

Introduction

This Chapter provides an overview of some of the architectural approaches that are appropriate to the West Sacramento Grand Gateway Project Area. These descriptions represent a broad sampling and are not intended to be all-inclusive.

The Grand Gateway Project Area is at the juncture of multiple planning areas that express a diversity of architectural styles. To the east, Old Town Sacramento provides a traditional precedent for a mixed-use "Main Street" environment. Along West Capitol Avenue, existing commercial and hotel buildings have elements characteristic of mid-century architectural styles. Newer buildings including the Civic Center represent a more contemporary architectural expression that draws from industrial precedents.

All of these architectural styles serve as appropriate precedents that projects within the Grand Gateway should seek to emulate, in order to maintain a diverse range of architectural expression that is in keeping with the surrounding area. Projects may thus reflect either traditional or contemporary architectural influences. These guidelines seek to ensure that public spaces within the Grand Gateway are well-defined by different buildings that share proportions and relationships between openings, walls, and roofs, and that have exterior elements that are scaled to pedestrians.

These guidelines will be used to facilitate staff-level design review for all projects in the West Sacramento Grand Gateway Project Area.

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Traditional Architectural Approaches

Introduction

The Grand Gateway Project Area is in close proximity to several clusters of historic 19th-century architecture, including the Old Town Sacramento Historic District and the Sacramento Railyards. These areas share common elements and vocabulary that are supportive of pedestrian-oriented environments that would be appropriate to emulate at the Grand Gateway.

Massing and Composition

Traditional buildings are common to downtown and "Main Street" environments. Multi-story facades are typically divided into base, body, and top with the ground floor taller than the shorter upper floors and finished by a significant parapet. Ground floors often have expansive areas of glass interrupted by structural columns with transoms to allow light into the interior. Upper floor windows tend to be smaller and vertically-proportioned.

Massing

Buildings with traditional architectural expression are composed of simple rectilinear forms upon which elements such as bay windows, cornices, and ornamental woodwork are added.

Facade Composition

Buildings shall have a clearly defined top, middle, and base.

Buildings shall have a regular and symmetrical pattern of openings and bays.

Bay windows are primary elements that provide a secondary horizontal rhythm on the facade.

Roofs may be accessible and be used as balconies or terraces.

Roof Forms

Large building massings have a flat or low-pitched roof with a parapet wall.

Small building massings may have a flat or low pitched roof with a parapet wall or low pitched roof with hips or front gables.

Walls

Walls may be composed of brick, stucco, or wood/composite siding.

Decorative moldings and/or applied ornament in stone or cast concrete may be used to express the vertical division between the base, body, and top of the building.

Openings

Storefronts

Storefronts have large expanses of glass with tall windows. Transom windows are often utilized.

Entry ways are commonly recessed but may also be flush with the storefront window or as a corner entry.

Storefront frames may be made of wood, metal, or aluminum and are typically recessed from the facade a minimum of 6" and a maximum of 1'.

Storefront glass should be transparent and should not be tinted, mirrored or colored.

At street corners, entry doors may be located at a 45 degree angle to the corner of the building.

Windows

Window types include double hung, casement, french casement, and fixed. Sliding windows are not allowed.

Windows shall have vertical proportions with clear glass panes. When muntins are utilized, they should be at least 3/4" in width and 1/2" in depth.

When windows are ganged a minimum 4" wide mullion should be used to separate each window.

Openings are typically finished with a segmented arch, jack arch, stone lintel, or ornamental arch.

All windows should have a sill. The sill should not be integrated into a "picture frame" surround.

Doors

Doors typically have simple, rectilinear panels and windows. Transoms are often utilized.

Doors may be single, french, or paired, and may have square or arched tops.

Site Definition

Attached Elements

Awnings, galleries, and canopies may extend over the sidewalk and may be used to provide shelter for passing pedestrians, emphasize ground floor uses, and/or add visual interest to buildings.

Landscape

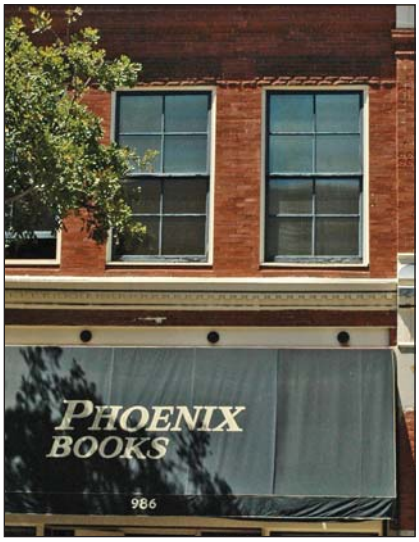
Where buildings are at the zero-lot line, planting at the ground floor should be limited to pots or other forms of moveable planters.

Internal courtyards and street-facing forecourts should be finished with hardscape, landscape, and where appropriate, street furniture.

Signage

Buildings are encouraged to integrate painted signage as part of their design.

Signage should be made of materials used on the building exterior, such as wood.



Contemporary Architectural Approaches

Introduction

Contemporary architectural expression in West Sacramento has drawn from industrial precedents and clusters of mid-century modern structures. Recent infill along West Capitol Avenue, including the City Hall and the Sacramento City College have established an architectural vocabulary that is contemporary and is strongly supportive of pedestrian environments.

Massing and Composition

Contemporary buildings are common to West Sacramento and include both industrial precedents as well as Mid-century Modern commercial buildings. These buildings share common proportions and basic forms with traditional buildings but generally provide a more playful approach to combining facade elements and materials. Buildings typically have a clearly delineated base however the top is often understated or streamlined. Window treatments tend to emphasize horizontal lines, building corners, and asymmetrical patterns.

Massing

Buildings with contemporary architectural expression are composed of simple rectilinear forms to which external elements such as box bays, cantilevered sunshades and roof canopies are added.

Facade Composition

Buildings emphasize asymmetrical patterns and compositions

Strong emphasis on horizontally or vertically composed elements, at times placed to create accents or contrast

High proportion of glazing to wall surface is common

Roof Forms

Roofs are typically flat or low-sloped with understated parapet walls.

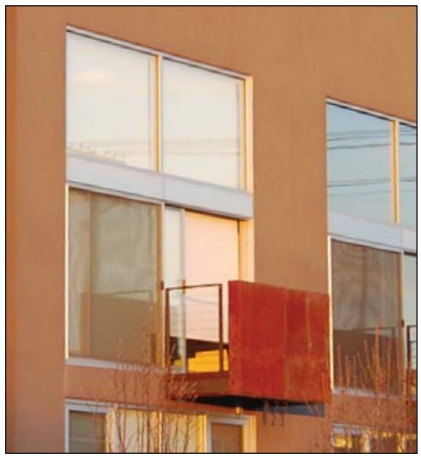
Walls

Walls may be composed of stucco, composite paneling, corrugated metal, or siding.

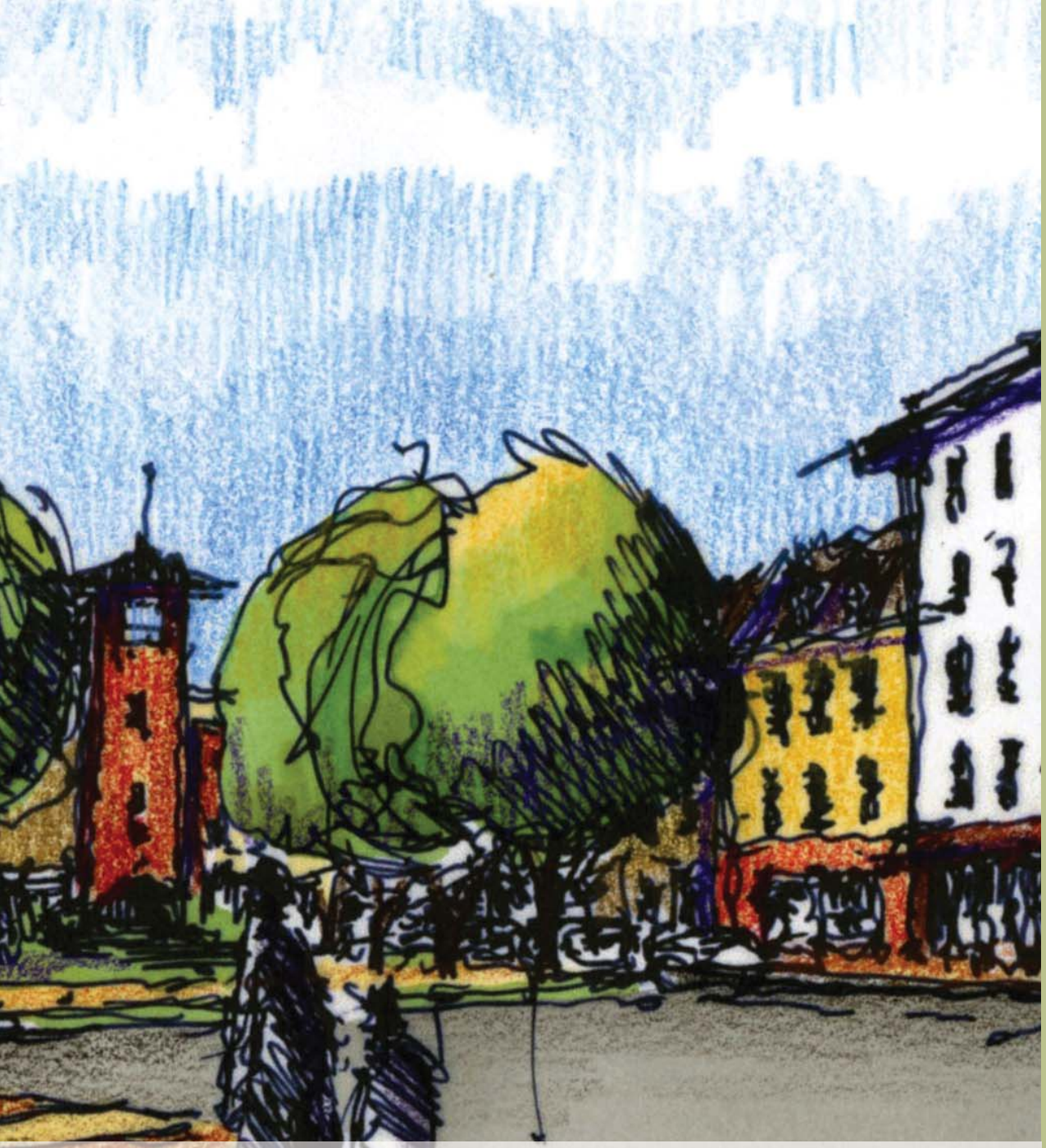
Wood may be used only as an accent material.

Corrugated metal may be galvanized, galvalume, or stainless finish, and should be left unpainted.

Openings
Storefronts
Storefronts have large expanses of glass with tall windows. Transom windows are often utilized.
Entry ways are commonly recessed but may also be flush with the storefront window or as a corner entry.
Storefront frames are typically made of metal or aluminum.
Storefront glass should be transparent and should not be tinted, mirrored or colored.
At street corners, entry doors may be located at a 45 degree angle to the corner of the building.
Windows
Window types may include casement, awning, double-hung, and fixed. Sliding windows are not allowed.
Windows are typically vertically proportioned.
Muntins when utilized should be 1/2" min. in depth and width.
All windows should have a surround at least 3 1/2" wide and 3/4" deep
Sills should have relief from the facade plane.
Windows may be ganged to form horizontally or square proportioned punched openings
Windows may wrap the corner a of building.
Doors
Doors typically have simple, rectilinear panels and windows. Transoms are often utilized.
Doors may be single, french, or paired.



Site Definition
Attached Elements
Awnings, and canopies may extend over the sidewalk and may be used to provide shelter for passing pedestrians, emphasize ground floor uses, and/or add visual interest to buildings.
Canopies are deep, cantilevered elements typically made of simple wood or metal members, with roofs in corrugated metal, glass, or wood.
Landscape
Planting at street edge may be utilized in front of low walls to enhance frontage.
Internal courtyards and street-facing forecourts should be finished with hardscape, landscape, and where appropriate, street furniture.
Lighting
All lighting shall be downward facing.
Brass and gold finishes should be avoided.
Signage
Buildings are encouraged to integrate painted signage as part of their design.
Signage should be made of materials used on the building exterior, such as metal, aluminum, or steel.



chapter 7

West Sacramento Grand Gateway

Implementation

Introduction

This Chapter provides implementation recommendations and examples of what the development of the West Sacramento Grand Gateway could look like resulting from the regulations provided in this Planned Development Document. It also includes the City Council's preferred development concept (Example B) and required refinements design to enhance the development's connection to the City's riverfront.

Proposed Land Use and Zoning

The West Sacramento Grand Gateway Project Area is envisioned as a vibrant mixed-use destination that creates a prominent gateway to its downtown and Civic Center areas, and a complementary transition to the urban development in neighboring districts. Land use within the Project Area shall meet the land use requirements of the existing Zoning Code with the following standards that are intended to promote mixed-use development that is walkable and bikeable.

1. Multifamily residential development that is not part of a mixed-use building, such as townhomes, stacked flats, and courtyard apartment buildings and as described in Chapter 3 (Building Form) are allowed provided the following conditions are met:

    a. The residential only development is part of a larger planned mixed-use development strategy for the site that achieves a net minimum density of 30 du/ac per the goals of the City's General Plan.

    b. Residential-only development may not occupy more than 50% of the developable site area, excluding Civic Space and Street ROW's.

    This revision is intended to allow a portion of the West Capitol Mixed-Use Site parcel north of West Capitol Avenue ROW (see map on page 1-4). to be developed as a residential only development. Preliminary analysis identified this area as being challenging for pedestrian-oriented retail due to site constraints.

2. The development of the site shall integrate site-planning strategies that provide for a pedestrian-oriented retail address in close visual proximity to Tower Bridge Gateway and West Capitol Avenue. Such strategies may include, but not be limited to, secondary "Main Streets," and/or the incorporation of attached, pedestrian plazas and open spaces.

3. **Flex Space.** Flex space, ground floor space that is designed to accommodate live/work or commercial uses but may be used as ground floor residential space in the short term, is an important tool in enabling the evolution of a mixed-use retail destination over time. Flex space is encouraged to be used in the West Sacramento Grand Gateway Project Area so that the amount of retail space can grow or contract over time as market conditions change.

   Note: The image above provides an example of a ground floor space designed to accommodate ground floor commercial uses in the long-term, but is accommodating a ground floor residential use in the short-term. Two separate entries provide independent access to the ground and upper floor units. A high percentage of glazing meets the requirements for a shopfront frontage, but landscaping provides screening for the interim residential use. The replacement of the landscaping with hardscaping would enable the ground floor to function as a commercial space.

Parking

A. **General Parking Strategies**

1. **Parking Maximums.** This Planned Development Plan establishes parking maximums for development within this project area. These parking maximums are intended to ensure that parking is able to respond to market demand while ensuring that the provision of parking does not limit the development intensity required to meet the Transit-Oriented Development goals of this project. It is anticipated as the site is developed and the streetcar is implemented, the market demand for parking will decrease and later phases of development will provide less parking.
2. **Surface Parking.** Market and economic conditions may require the use of surface parking to meet parking demand in the short term.
    a. Surface parking shall be located and screened to minimize the impact of surface parking on the pedestrian environment.
    b. To the extent possible, surface parking shall be located at the middle of the block with buildings defining the public ROW.
    c. To the extent possible, public off-street surface parking provided in the initial phases of development shall be designed so that it can be replaced by structured parking in later phases of development.
3. **Structured Parking.** The desired intensity of mixed-use development at full build-out will likely require a public parking structure. The location of a public parking structure should be considered in the design of the street and block network within the project area.
    a. Structured parking shall be wrapped and designed to create a pedestrian friendly experience.
    b. Ingress and egress locations shall consider circulation patterns, stacking, and the pedestrian environment.

B. **Parking Management.** In order to minimize the parking required to meet market demand, the following parking management techniques are recommended.

1. **Shared Parking**. All new non-residential parking shall be shared parking — spaces that are available for public use, rather than reserved for the tenants and visitors associated with any particular property or set of properties. Sharing these spaces, while providing reserved parking for residents, will reduce the amount of parking necessary to:
    a. Accommodate demand generated by land uses on these key opportunity sites;
    b. Satisfy financial backers: and
    c. Maintain optimal market appeal.
2. **Unbundling Parking Costs.** Property owners should reduce parking consumption by selling and/or leasing parking access separately from the sale and/or lease of building space/dwelling units. This cannot only help reduce the cost of housing and commercial-use space, it also provides direct economic incentives to drive less and own fewer cars.

3. **Transit Benefits.** As an alternative to providing parking spaces, property owners should consider providing residents and workers with free, unlimited-ride transit passes. This has been shown to be very effective in increasing inbound commuter mode shares for transit.
4. **Car-Share Parking.** Access to car-share vehicles has been shown to reduce vehicle-ownership rates among on-site residents, and can reduce common barriers to transit use among on-site residents.
5. **Bike Parking.** Providing ample bike parking can help increase cycling rates among commuters and visitors, and reduce car ownership among residents.
6. **Price Off-Street Parking.** Charging for parking is the most direct way to both reduce parking demand, and ensure that end-users carry more of the cost of providing off-street accommodations. Parking demand is often equated with demand for free parking. Adding a direct cost to parking, however, can quickly bring demand in line with available supplies — which makes much better economic sense than trying to bring supplies in line with demand for free parking. To encourage turnover of parking spaces as necessary to support local retail businesses, property-owners should be encouraged to provide free or reduced price parking for the first two hours.

Proposed Alternatives: Example Build-out Scenarios (A-C)

The examples on the following pages are intended to illustrate how the site could develop based on the standards contained in this planned development document and are non-regulatory. These examples are based on the three design alternatives that were presented to the Community, Planning Commission, and City Council. The feedback received from the community, Planning Commission, and City Council related to those design alternatives is contained in the Appendix.

These examples are not intended to represent a preferred development or the only possible development alternatives for the project area. They are intended to assist staff and the community by providing an illustrative example to understand what the development may look like.

Example A. Example A organizes the 3 blocks of development north of Tower Bridge Gateway around a formal neighborhood square that provides a primary mixed-use/retail address for the project. The West Capitol underpass connection was left open, using the park to calm and orient traffic through the site. The southwestern block accommodates structured parking to achieve greater development intensity.

Example B. Example B organizes the 3 blocks of development north of Tower Bridge Gateway around a formal plaza that terminates the view corridor of West Capitol Avenue. In Example B, the retail is focused along the perimeter streets. A small pocket park adjacent to the West Capitol underpass provides greater traffic calming, while leaving the route open to vehicular traffic. The southwestern block accommodates structured parking to achieve greater development intensity.

Example C. Example C organizes the 3 blocks of development north of Tower Bridge Gateway around a formal plaza at the intersection of Garden and Tower Bridge Gateway and a pedestrian paseo between the plaza and the West Capitol Avenue underpass. This example proposes closing the West Capitol underpass to all but emergency vehicle traffic, pedestrians, and bicyclists. In this example, structured parking is accommodated as a free standing structure on the northwestern corner of the project area.

Example Build-Out A

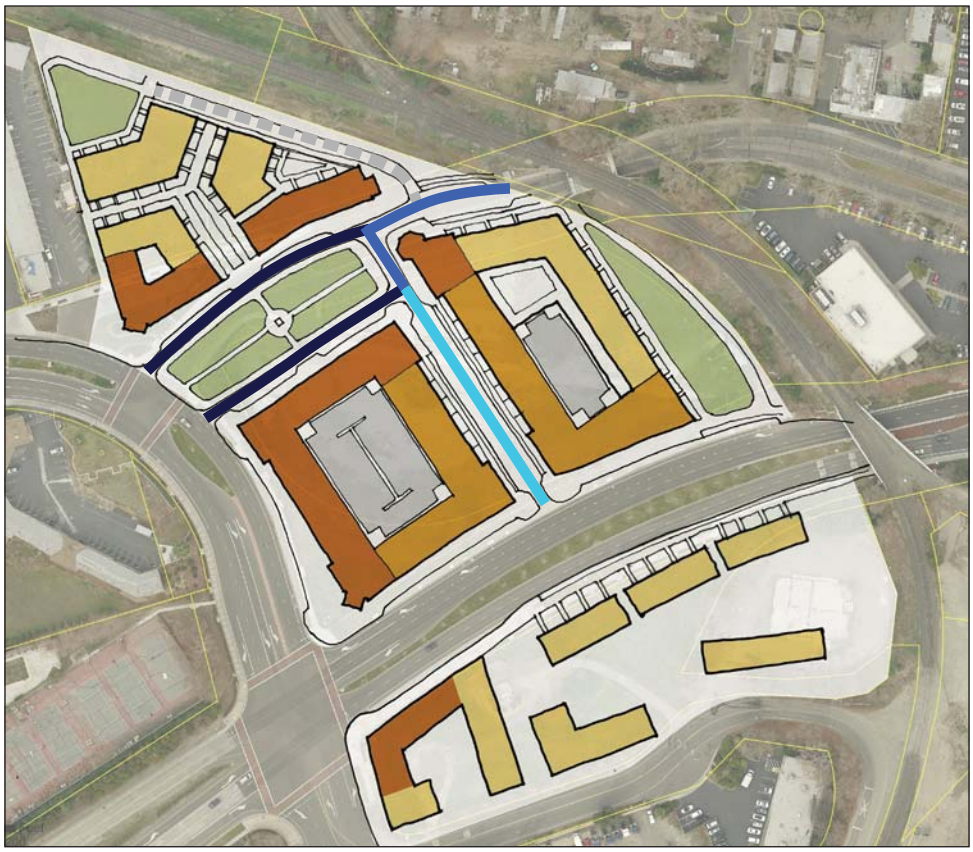
Building Types

- A Townhouse/Stacked Flats (p. 3-4 / p. 3-6)
- B Live/Work (p. 3-10)
- C Main Street (p. 3-12)
- D Mid-Rise (p. 3-14)

Civic Space Types

- 1 Neighborhood Square (p. 4-6)
- 2 Pocket Plaza (p. 4-8)
- 3 Pocket Park (p. 4-9)
- 4 Playground (p. 4-10)

Example Build-Out A

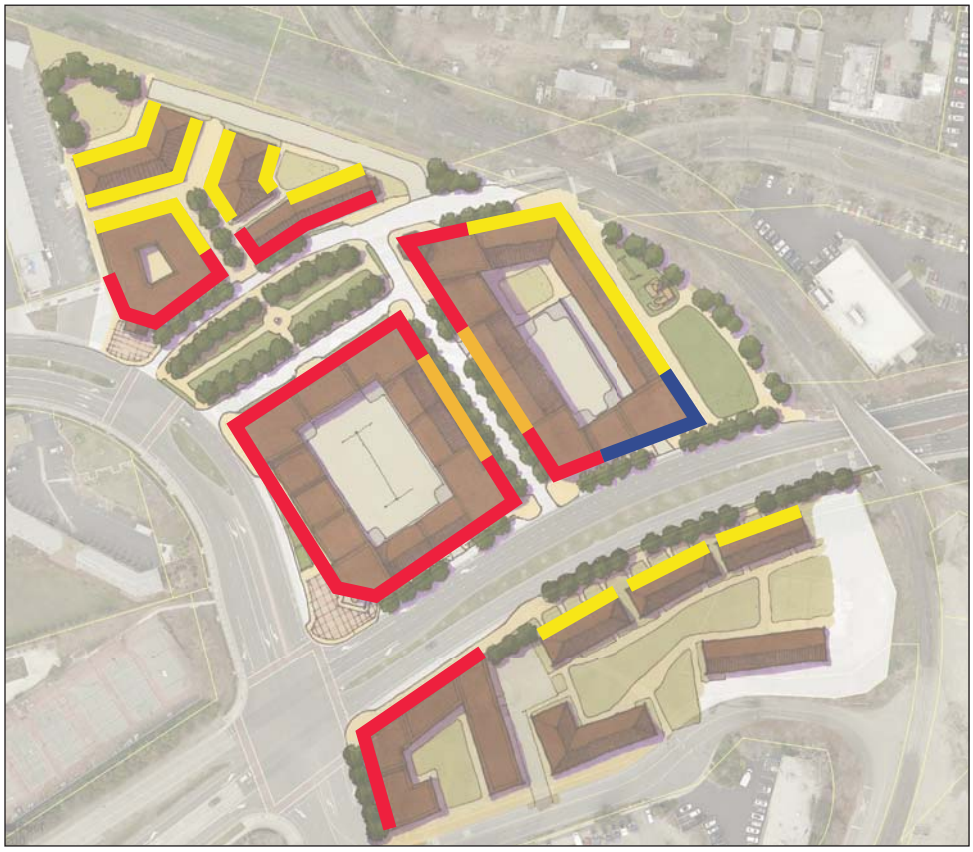


Ground Floor Uses

- Commercial
- Live/Work or Flex
- Residential

Thoroughfares

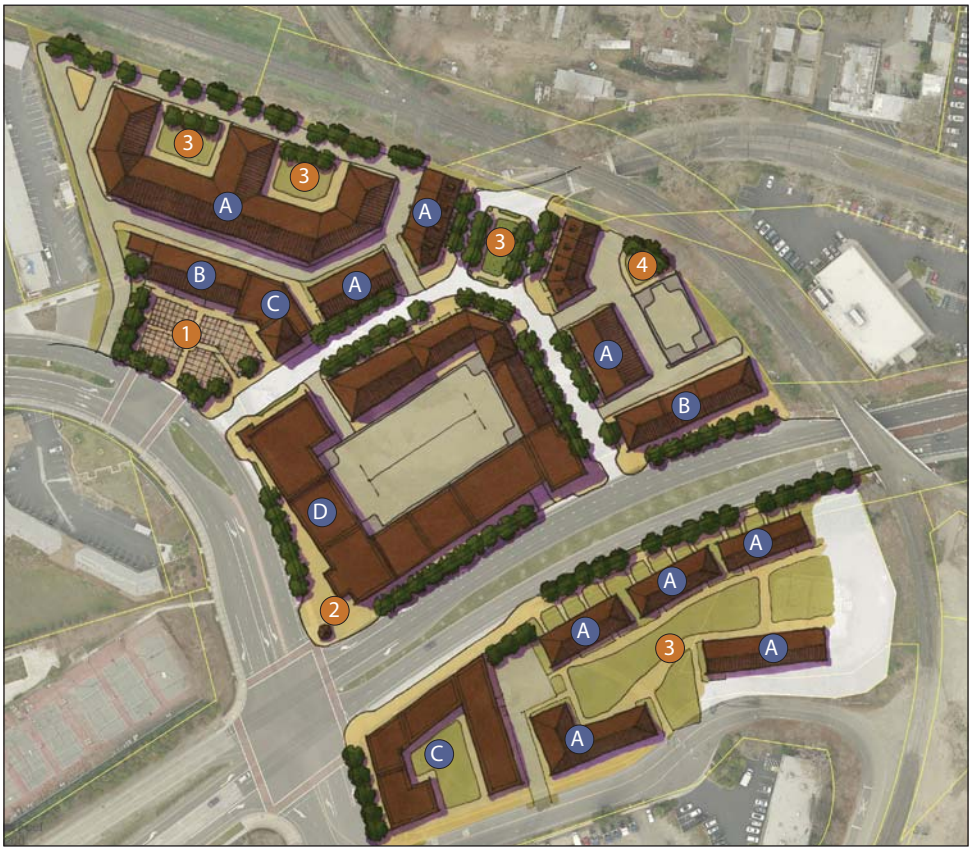
- CS/DR-28-BL (p. 5-14)
- CS-72-48-BL (p. 5-9)
- AV-60-36 (p. 5-10)
- RL-20-14 (p. 5-18)



Frontage Types

- Stoop/Dooryard (p. 3-18 / p. 3-20)
- Dooryard (p. 3-20)
- Shopfront/Gallery (p. 3-21 / p. 3-22)
- Shopfront/Terrace (p. 3-21 / p. 3-23)

Example Build-Out B



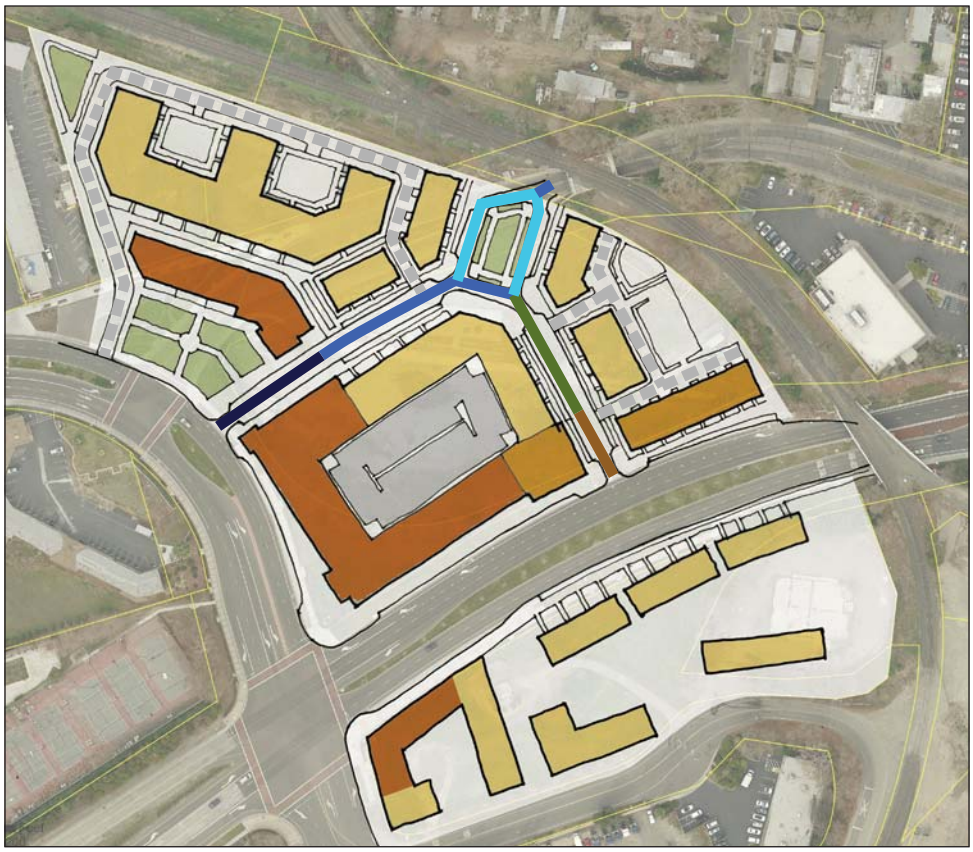
Building Types

- A Townhouse/Stacked Flats (p. 3-4 / p. 3-6)
- B Live/Work (p. 3-10)
- C Main Street (p. 3-12)
- D Mid-Rise (p. 3-14)

Civic Space Types

- 1 Plaza (p. 4-7)
- 2 Pocket Plaza (p. 4-8)
- 3 Pocket Park (p. 4-9)
- 4 Playground (p. 4-10)

Example Build-Out B

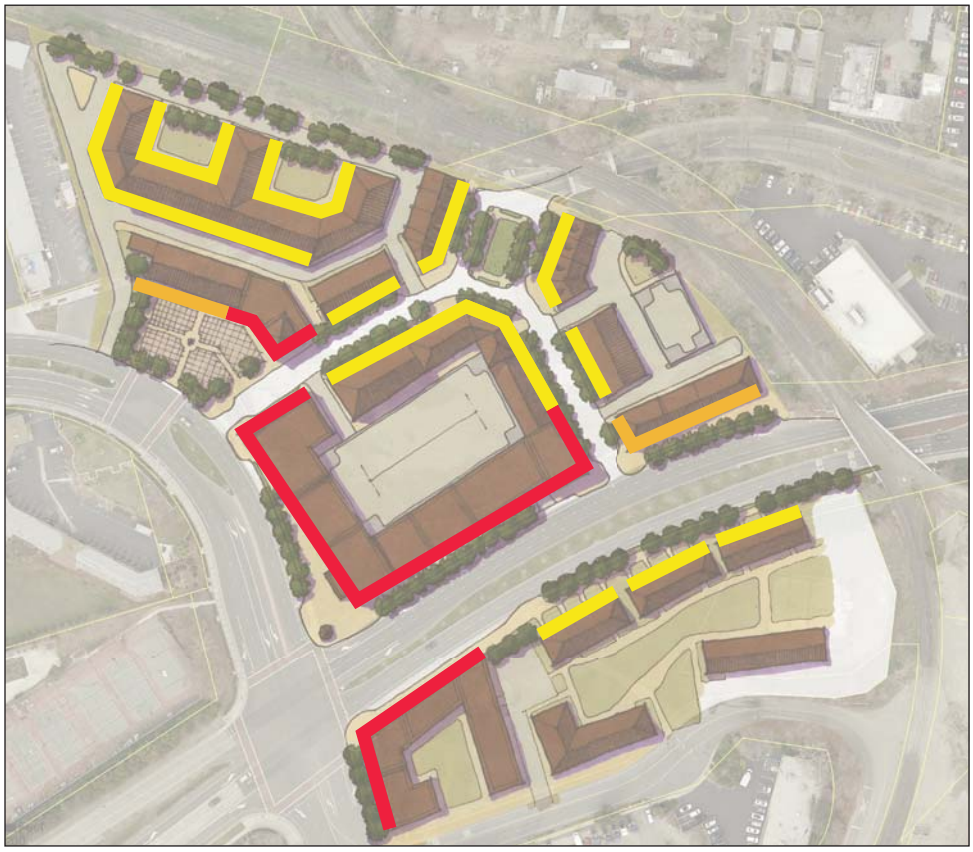


Ground Floor Uses

- Commercial
- Live/Work or Flex
- Residential

Thoroughfares

- CS-72-48-BL (p. 5-9)
- ST-72-48-BL (p. 5-13)
- AV-60-36 (p. 5-10)
- ST-60-36 (p. 5-12)
- ST/DR-28-BL (p. 5-15)
- RL-20-14 (p. 5-18)



Frontage Types

- Stoop/Dooryard (p. 3-18 / p. 3-20)
- Dooryard (p. 3-20)
- Shopfront/Gallery (p. 3-21 / p. 3-22)

Example Build-Out C

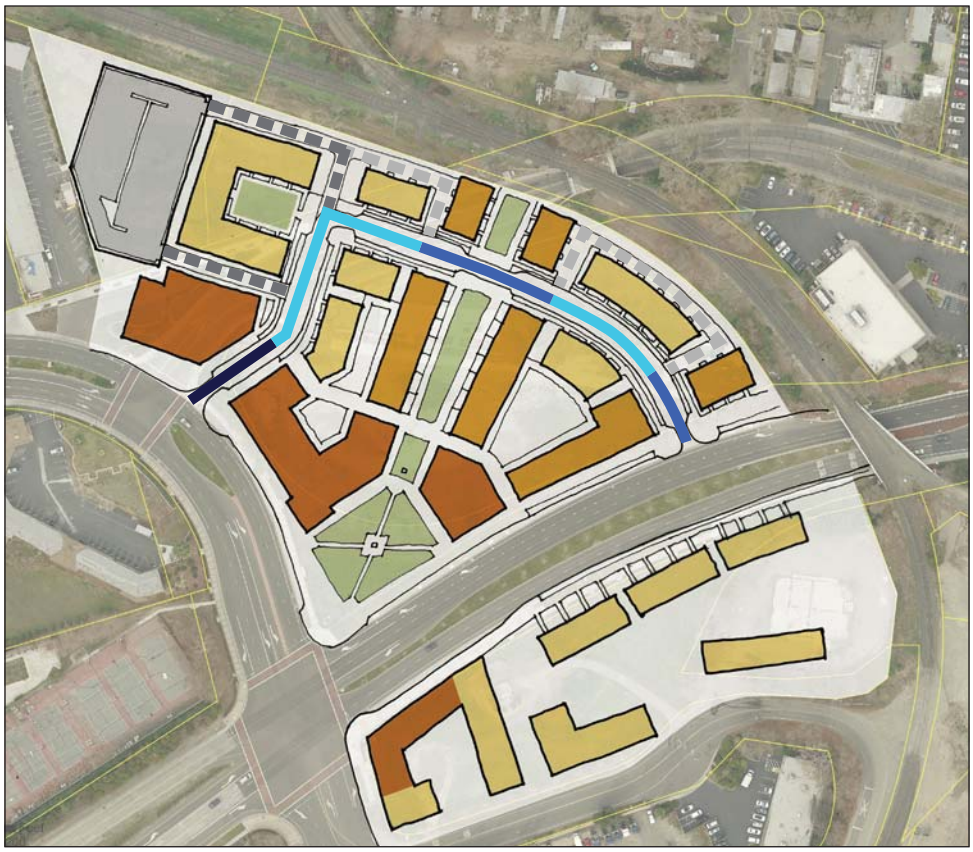
Building Types

- A Townhouse/Stacked Flats (p. 3-4 / p. 3-6)
- B Courtyard
- C Live/Work (p. 3-10)
- D Mid-Rise (p. 3-14)

Civic Space Types

- 1 Plaza (p. 4-7)
- 2 Pocket Plaza (p. 4-8)
- 3 Pocket Park (p. 4-9)
- 4 Playground (p. 4-10)

Example Build-Out C

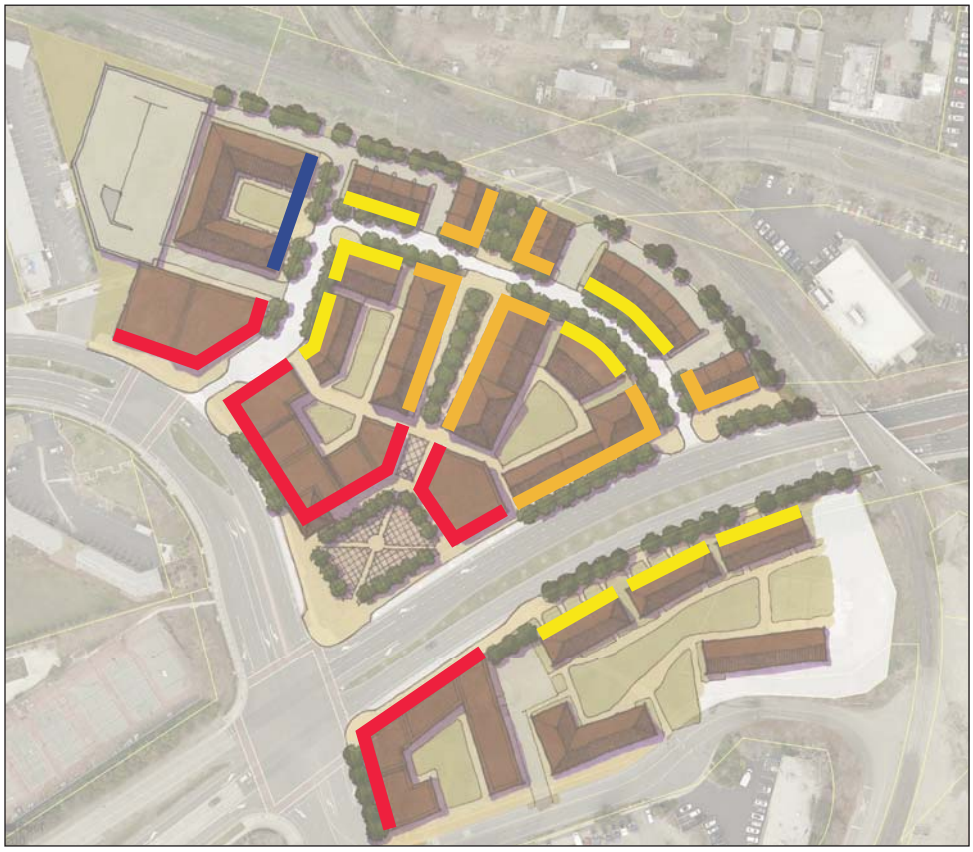


Ground Floor Uses

- Commercial
- Live/Work or Flex
- Residential

Thoroughfares

- CS-72-48-BL (p. 5-9)
- AV-72-48-BL (p. 5-11)
- ST-72-48-BL (p. 5-13)
- RA-24-21 (p. 5-17)
- RL-20-14 (p. 5-18)



Frontage Types

- Stoop/Dooryard (p. 3-18 / p. 3-20)
- Dooryard (p. 3-20)
- Shopfront/Gallery (p. 3-21 / p. 3-22)
- Forecourt (p. 3-19)

Preferred Alternative: Initial Concepts Example B Refinement

On January 9, 2013, the City Council was presented with example build-out scenarios. In their discussion, many council members expressed the desire to see Example B modified to include some aspects of Example C, in particular, the centralized parklike feature. A summary of the City Council's comments is available on page A-9. In response to the Council's direction, staff and its consultant prepared two alternate versions of Example B, which limited or adjusted vehicle circulation along the east-west connector.

These examples were presented at a City Council workshop on March 20, 2013. A summary of that workshop is located on page A-10.

Example D. Example D modifies Example B by prohibiting vehicle traffic along the east-west connector and creating a paseo effect that is designed to be carried westerly to the riverfront. It creates a more prominrny pedestrain experiance from West Capitol Avenue's Civic Center to the railroad underpass.

The consultant expressed some concerns with this modification to Example B as it limits vehicular circulation for the whole site to one street and would make circulation very challenging if the underpass were ever to be closed. The consultant also stated that this circulation configuration would provid limited access points to the structured parking garage.

Example E. Example E modifies Example B by revising the two-way street along the east-west connector to be a one-way street east of the prosposed parking garage enterance. This is an improvement to the vehicular circulation as proposed in Example D, but maintains the enhanced pedestrian experience for the westerly portion of the road.

The consultant also expressed some concerns with this modification to Example B as this combination of one-way and two-way streets may confuse users. They also noted that fire access will lilkey require the one-way street to be widened in such a way that would detract from the pedestrian enhancements and further aggrevate the potential confusion to users.

Preferred Alternative: Improving Example B

Example B has the most utilitarian street and block layout. However, it lacks the dramatic open space and place-making features found in the other two examples. In order to incorporate the City Council's direction and reinforce the site's connection to the riverfront, the pedestrain experience along the east-west connector must be enhanced without sacrificing the funactionality of the street. The primary objective of these enhance- is to narrow the feel of the street without limiting the traffic flow.

Street Trees. By placing the trees in the right-of-way, the usable area of the side-walk is increased without impacting the the canopy expected in paseo. The trees make the street feel narrow and can pro-some traffice calming. Additionally, they provide a barrier between the vehicle's space and the pedestrian's.

Parklets. Parklets are small public spaces that replace 1-2 parking spaces. They can provide seating for restaurants or bicycle parking, while keeping the sidewalk clear for the pedestrian, simply act as pocket park spaces.

Action Plan

Implementation is essential to the successful realization of the Grant Gateway Project Area. Listed below are many of the follow-up actions on which the City staff will be working on for the next three years following approval of the document and selection of the preferred alternative.

- Enact the proposed land use and zoning changes designed to encourage a residentially-anchored mixed-used micro-village complementary to the surrounding development as a General Plan amendment during the General Plan update.
- Develop sign regulations that are consistent with City standards including the integration and approval of a Uniform Sign Program.
- Prepare a market study for the anticipated retail uses on the site to ensure that vitality-inducing design and parking measures are maximized.
- Develop and implement a comprehensive parking program for the project by:
  - Coordinating in the preparation of the City's urban parking program;
  - Analyzing the construction, design and functionality of a structure in the overall context of the project area and the operation of a public parking structure on the site;
  - Developing and adopting an onsite parking program for the site; and
  - Developing and adopting interim and conversion parking standards.
- Monitor the decision-making process related to the improvements to the West Capitol Avenue Union Pacific Railroad overpass, and if necessary, return to City Council with alterations to the preferred alternative to reflect any changes to circulation framework.
- Analyze the impacts of the streetcar infrastructure, such as overhead structure, pull-outs, loading, etc. on circulation elements and frontage standards.
- Establish a mechanism for the dedication of roadways, open space and other public amenities and infrastructure.
- Pursue improvements that enhance both bicycle and pedestrian connections from the Civic Center to the Riverfront.
- Create and implement a comprehensive redevelopment plan that identities and endeavors to resolve all major impediments to expeditious development for the project area. The redevelopment plan will:
  - Recommend an approach to resolve all of the real property issues on the project area, including the incorporation of the Tower Court parcel into the Successors Agency long-range property management plan;
  - Describe the infrastructure capacity for the proposed development on the site;
  - Addresses the brownfield remediation required on the site;
  - Prescribe a mechanism for the relocation of the cell tower or its incorporation into a building onsite; and
  - Propose trigger points for the City Council to consider when taking action to abandon portions of Tower Bridge Gateway and West Capitol Avenue.
- Propose to the City Council a marketing and development strategy for the project area which will include a recommended developer-selection process.

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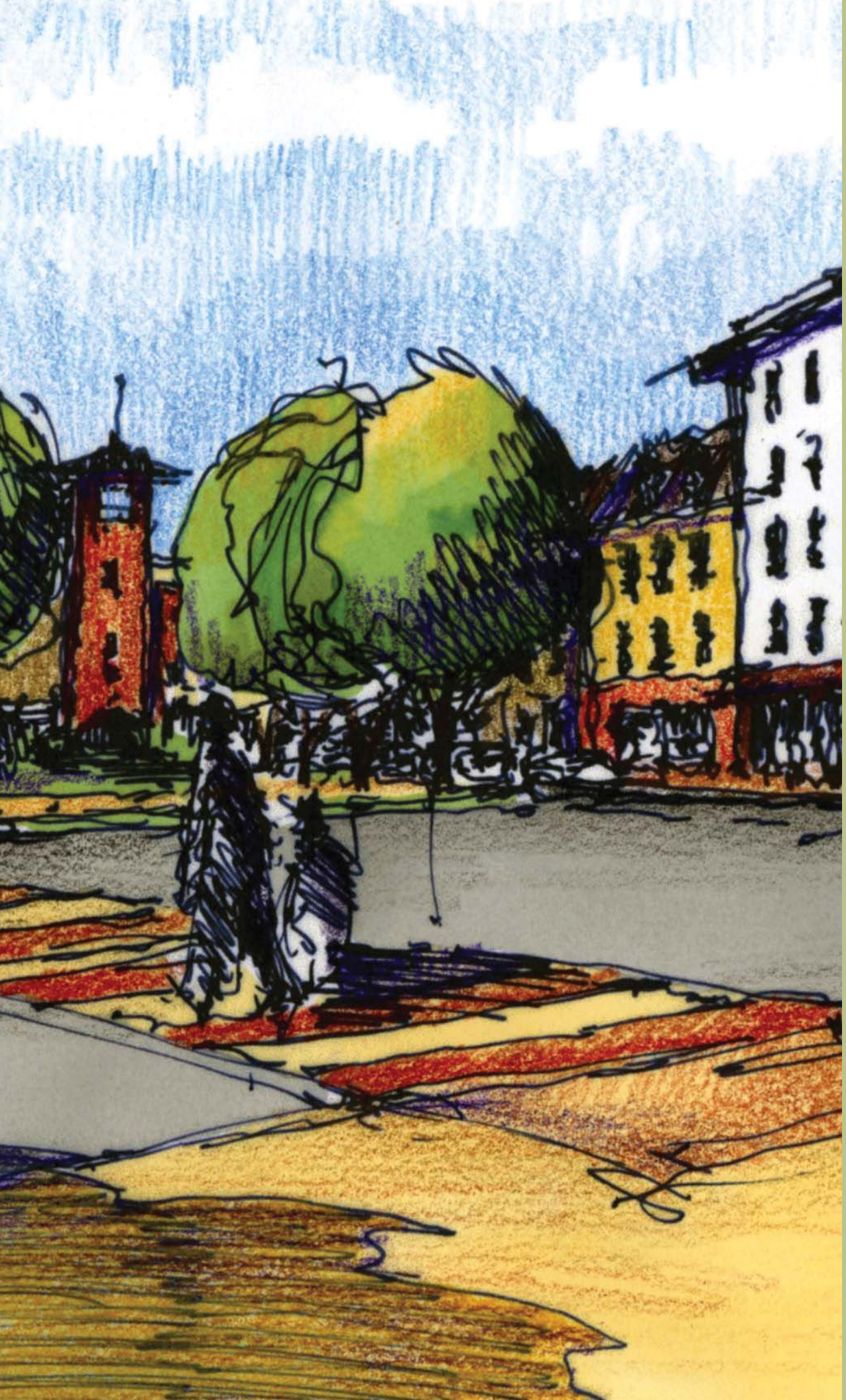

West Sacramento Grand Gateway

Appendix

Appendix

A

Community Workshop Summary

On December 6, 2012 the City facilitated a public workshop and presentation to the Planning Commission of initial design concepts for the project area. Work presented included three framework diagrams, initial design concepts, and precedent images of building types and frontage types. The purpose of the workshop and presentation was to receive community input on the vision for the future development of the site. Prior to the workshop, the following four planning objectives had been identified:

- Determine and locate the focus of commercial activity on the site;
- Determine the terminus of the West Capitol Avenue view corridor;
- Resolve the West Capitol Avenue connection (portion runs through the project area); and
- Determine the location and role of civic space.

The framework plans specifically targeted various ways these four planning objectives could be addressed.

Design Alternatives Summary

The three design alternatives looked at different ways that streets, blocks, civic spaces, and buildings could be organized to achieve the goals and objectives for the project. Alternatives were designed to accommodate a range of development intensity so that changes in market demand would not adversely affect the essential concepts of each proposal. At low intensities, the site might see development up to 3 stories in height, with surface parking provided. At higher intensities, the site might see development of up to 5 stories, with structured parking in one or more garages.

Site Capacity and Program

The site capacity (excluding the Delta Lane Project) provides between 60 and 275 dwelling units and between 50,000 and 100,000 square feet of non-residential space, depending on market potential. This results in residential densities of between 10 and 45 dwelling units/acre and a nonresidential FAR of under .5, compliant with the existing land use and zoning designations.

Community Response Summary

Community reactions to the schemes at the public workshop were largely positive. Commenters mentioned that they generally liked the concept of a mixed-use neighborhood or "village" on the Grand Gateway project area, and the potential the project area has for adding beneficial amenities to the neighborhood, especially pedestrian-oriented retail that could be reached on foot from nearby. The different kinds of civic spaces that each scheme provided were also seen as overwhelmingly positive, as well as its proximity to the planned light rail route. Commenters had mixed views of appropriate architectural character for the project area. Some commenters mentioned the proximity to Old Town Sacramento and the opportunity to extend the general theme and character of 19th-century masonry buildings with galleries to the area. Others liked the potential for contemporary architectural expression to respond to some the project area's most recent development such as the Iron Works lofts and City Hall.

The presentation to the Planning Commission was well received, and the Commission was excited about the ensuing synthesis of the three neighboring planning documents. Commissioners liked the density afforded by a mixed-use development, the various proposed public spaces, and the importance placed on pedestrian connectivity. The proposed flexibility was very well received, especially the idea of live/work units. There was general concern over the land use adjacent to the railway (especially proposed residential), and the serviceability of commercial uses.

Community Workshop Summary: Initial Concepts

Example A

ExampleA organizes the three blocks of development north of Tower Bridge Gateway around a formal neighborhood square that provides a primary mixed-use/retail address for the project. The West Capitol underpass connection remains open, using the park to calm and orient traffic through the site. The two blocks along Tower Bridge Gateway can accommodate structured parking to achieve greater development intensity.

Comments Received on Example A

Community members liked the park and commercial address terminating the West Capitol vista.

Commissioners liked the prominence of a park as an important terminus to the recent improvements of West Capital Avenue.

Example B

Example B organizes the three blocks of development north of Tower Bridge Gateway around a formal plaza/green that terminates the West Capitol Avenue view corridor. In Example B, the retail is focused on the perimeter streets. A small green provides a secondary address for townhouses adjacent to the West Capitol underpass, furthering traffic calming efforts while leaving the route open and accessible to vehicular traffic. The block at the corner of Tower Bridge Gateway and West Capitol can accommodate a parking structure to achieve greater development intensity.

Comments Received on Example B

Community Members liked the plaza and commercial address terminating the West Capitol vista.

Commissioners made comments suggesting this as the cost efficient use of the site. Similarly to Option A, Commissioners liked its proposal of a public space to terminate the vista and activity of West Capital.

Example C

Example C organizes the three blocks of development north of Tower Bridge Gateway around a formal plaza at the intersection of Garden and Tower Bridge Gateway and a pedestrian paseo between the plaza and the West Capitol Avenue underpass. This option proposes closing the West Capitol underpass to all but emergency vehicle traffic, pedestrians, and bicyclists. In this option, structured parking is accommodated as a free standing structure on the northwestern corner of the project area.

Comments Received on Example C

Several community members liked the pedestrian paseo address at the center of the project, and found it could offer a very appealing living environment. Commenters liked the concept of closing the old West Capitol alignment to all through traffic with the exception of emergency vehicles. One commenter noted that the diagonal paseo provided a very clear and attractive connection to the Bridge District to the south while Examples A and B provided a more "guarded" or internalized address. Residents of the nearby Ironworks lofts were attracted to the paseo as a potential amenity within walking distance.

Commissioners responded positively to the possibilities of the paseo, both in the priority given to pedestrians, and in its ability to offer an intimate experience of commercial spaces away from the busy vehicular activity of West Capital Avenue and Tower Bridge Gateway. Hesitations were also raised in regards to Examples C - those being that Example C could be the hardest to see devel opment, and it would inhibit what little connectivity there is north to south across the site. Other concerns involved the parking structure being too far from the proposed commercial activity, and the consultant team was asked to consider the loss of viability of the paseo with the topography change downhill.

This matrix provides a summary of the different characteristics of design alternative.

	Focus of Commercial Activity	West Capitol View Corridor	West Capitol Access & Connection	Location/Role of Civic Space	Circulation Elements & Block Size
Example Build-out A 4.92 acres of developable land	• Centered around open space • Frontage onto W. Capitol Ave and Grand St	• Terminates onto an public space • Mildly elongates the back to have frontage onto W. Capitol Ave	• Retains the connection as-is • Introduces traffic calming feature	• Used as focal point for the end of the City's Civic Center	• Introduces equal size block faces on TBG • Flex space introduced along TBG, W Capitol Ave, and along new connection point • Introduces new paths of travel
Example Build-out B 5.88 acres of developable land	• Increased frontage onto W. Capitol Ave, Grand St and TBG	• Terminates on commercial structure • Enhances viability of the back parcel	• Retains connection as-is • Introduces transition park feature near railroad overcrossing • Introduces traffic calming feature	• Minor public spaces • Gateway features to be incorporated in the frontage of the building	• Prominent block on TBG • Flex space introduced along TBG • Relocates existing Garden St and W. Capitol Ave intersection to the south • Introduces new paths of travel
Example Build-out C 5.01 acres of developable land	• Centered around plaza • Frontage onto W. Capitol Ave and Grand St	• Terminates on commercial structure • Enhances viability of the back parcel	• Eliminates vehicular connection • Retains pedestrian and bicycle connection	• Establishes new pedestrian corridor with focal point (plaza)	• Largest block on TBG • Flex space introduced along TBG • Introduces new paths of travel • Convertible circulation with rail removal

City Council Review of Initial Design Concepts

The initial design concepts were presented to the City Council on January 9, 2013. The following is a summary of the City Council's discussion.

Streetcar

The streetcar is a foundational concept to this project and should be reflected not only in the design of the circulation and open space elements of the project but in the land-use program. Council members expressed the desire to focus the interface of the public and private realm on the streetcar; their direction included their support of commercial designs to support and enhance transit spots and visual and structural improvements that encourage pedestrian activity at the ground level along Tower Bridge Gateway. The consultant's approach which allowed for the proposed examples to be developed at a range of density dependent on parking (surface vs. structure) threshold was mostly dismissed. Council directed staff to retain a higher level of fidelity to the existing vision of a higher density product and to avoid the pitfalls and shortcomings of surrounding projects on publicly-owned land.

In addition to a lower density program not meeting the City's vision for the area, several council members further acknowledged that such a program would not allow the City to fulfill its sustainability objectives. The streetcar is a core element of meeting the City's environmental sustainability goals, but it requires significant initial investment and ridership to succeed. In order for the investment to be economically sustainable, it must be supported by higher density development.

Parking

Several council members commented on the integration of parking within the development, its relationship to the streetcar and to the proposed and surrounding development intensity. The concept of interior surface parking lots was rejected for various reasons, while the concept of a wrapped parking structure was encouraged. Most council members in their comments related to the streetcar, expressed a desire to see a parking program on the site that was reduced to an urban condition that reflects the increased walkability of the project. Due to the proximity to the streetcar line, Raley Field and the Civic Center, staff was advised to consider the concept capturing the parking on the site in a City-operated structure.

Connecting to the Riverfront

Circulation on the site should be orientated to create an east-west connection between the downtown and the waterfront. The Union Pacific Railroad overpass and active rail line are physical barriers disconnecting this site from the riverfront neighborhoods and causing travelers to rely heavily on Tower Bridge Gateway as their connector. This condition, however, should not result in the development of a focus feature for pedestrian travel, such as a plaza, on Tower Bridge Gateway cautioned several council members. For this site, the connection should be accomplished by creating a paseo-like feature along the portion of West Capitol Avenue between Garden Street and the overpass. To support internal traffic throughout the site, this linear park-style connector will support vehicular traffic, although the council members were split on whether travel under the overpass should be limited to pedestrians and bicyclists only.

Preferred Example Build-out

The objective of the presentation was not to have the council members select a preferred example however, some did indicate a preference. One council member stated that he preferred Example A, while the remaining members preferred the spirit of Example C modified to fit the orientation of Example B with increased park features.

City Council Review of Master Planning Document and Implementation Strategies

The Master Planning Document and Implementation Strategies were presented to the City Council on March 20, 2013. The following is a summary of that discussion.

Planning Commission Recommendation

On February 21, 2013, the Planning Commission recommended the City Council approve the Grand Gateway Master Planning Document. In its action, the Commission requested minor refinements to development visions and forwarded a request to review implementation strategies when executed.

At the March 20, 2013 meeting, the Council requested clarification regarding the action taken by the Commission. Staff informed the Council that suggested language from the Commission would be carried over to the planning document unless the Council directed otherwise. Although, the Council raised concerns related to the Commission's perspective of the overall parking program no direction was given to modify the Planning Commission's requests.

Alternative Examples Discussion

During workshop meetings with the Planning Commission and City Council, staff presented three development Examples (Examples A, B, C). After receiving feedback, staff subsequently returned to the Planning Commission and City Council with two additional Examples (Examples D and E).

Example D combines Example B and C and includes a paseo effect along the portion of West Capitol Avenue between Garden Street and the Union Pacific Railroad (UPRR) overpass. This design element was added to respond to Council comments made during the first public workshop. Example D eliminates vehicular access on West Capitol Avenue at the UPRR overpass while continuing to accommodate pedestrian and bicycles. The elimination of vehicular traffic on West Capitol is in line with the majority opinion discussed at prior workshops. However, Opticos raised concerns about the limited vehicle circulation through the site created by a new a cul-de-sac, which could result in directional vehicular circulation conflicts with a planned parking structure.

In response to the circulation issues they raised, Opticos developed Example E. Example E provides for two-way traffic into a parking structure and one way traffic between the parking structure circular park element. The right-of-way (ROW) design would need to be sized to meet fire requirements and to avoid conflicts from cars abutting a one way street and two-way street transition.

In addition to Examples D and E, Opticos altered vehicular traffic along a portion of West Capitol Avenue by enhancing the pedestrian experience in Example B. Design elements were integrated into the guidelines that include the placement of street trees within the ROW to achieve a more narrow two way street and reduce the scale and feel of a one-way street while still maintaining two-way traffic. Other design Examples include parklets which minimize the scale of streets and introduce public areas to the streetscape which encourage a pedestrian friendly environment while providing vehicular access into the parking garage.

Preferred Alternative

Based on feedback heard at the previous workshops, staff returned to the March 20, 2013 Council meeting with modifications to the draft document. One of those changes included an enhanced Example B that includes the integration of a paseo and park elements and two-way vehicular circulation leading up to the entry of the planned parking structure. This modified Example

majority support from the Council as the Preferred Alternative.

Planned Parking Program

The Council expressed the project area is ripe for planning and the timing is ideal to plan for project densities and lay the framework to deemphasize vehicles and capitalize on street car. The Council reinforced the vision that the downtown area is a perfect opportunity for transit; with a streetcar financing plan being developed Council stated the Grand Gateway Master Planning Area meets the objective of a transit oriented micro-village fully utilizing streetcar. Future development opportunities within the project area and implementation measures shall rely heavily on a streetcar transit component.

The Council expressed that initial development opportunities shall not be dependent on surface parking lots and parking levels shall not be set at maximum levels. There was concern that a high amount of parking spaces on the onset could be a detriment to the vision and objectives of the downtown area and nearby Bridge District, more specifically, as the area develops it will be difficult to downsize parking areas. Clear direction was given to set parking at minimum levels at the onset which would further reinforce the utilization of transit, walking, and biking.

Structured parking is a key component of the Grand Gateway Master Planning Area and the Council reinforced this concept. The City has many examples of an oversupply of parking in its development projects and in some cases it works such as the Southport Town Center but in the case of the City's urban centers, the Council expressed a desire to limit the amount of surface and on-street parking and push the parking into structures. The planning vision of the Grand Gateway is a midtown style walkable, restaurant oriented environment supported by a parking structure. The Council reinforced and emphasized structured parking as a critical component for the overall success of the downtown area.

West Capitol Avenue Connection

After multiple meetings, the general consensus of the Council is to close the West Capitol Avenue extension to its terminus on 5th Street. This segment currently presents challenges to the surrounding urban core and presents a huge circulation problem for the Bridge District, Raley's Landing area, and the downtown. Council did not see any utility for this street segment and stated that access to the Raley's headquarters and mobile home park would continue to be utilized with a minor street redesign such as striping and right-in and right-out controls onto 5th Street.

Form Base Code

Council supports a form base code model for the Grand Gateway project area. The form base code allows building form to speak to the city by integrating place and surrounding environment into project design. The form based code also provides an opportunity to streamline the development and permitting process.

Implementation Strategy

Chapter 7 includes an implementation strategy for revitalization of the site. An action plan was created to identify the many follow-up actions needed to get the site development ready. The Council was supportive of the action items and no direction was given to implement any of the action items at this time. In an effort to advance development on the site, staff will enact the proposed land use and zoning changes designed to encourage a residentially anchored mixed-use micro-village complimentary to the surrounding development as a General Plan amendment during the General Plan update.

Appendix

West Sacramento Grand Gateway

Appendix

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Grand Gateway

City of West Sacramento, California

• Initial Analysis Summary Memo •

October 2012

OPTICOS

Appendix

West Sacramento Grand Gateway

Appendix

Table of Contents

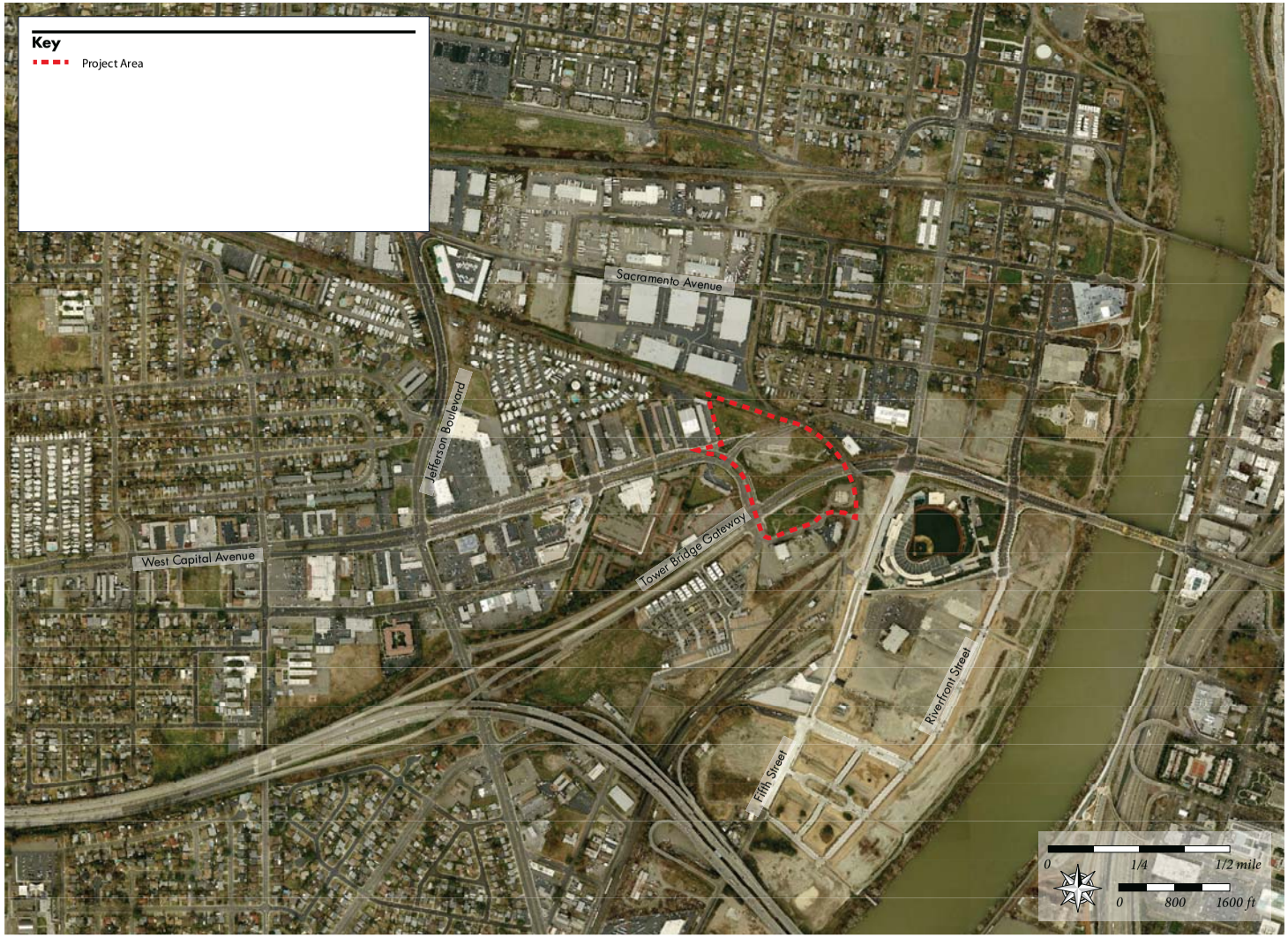
Introduction

This document briefly summarizes the existing conditions, surrounding land uses, bicycle and pedestrian sheds, the existing regulatory framework, and planning efforts to date for the project area. The purpose of this document is to provide the design team with a foundational understanding of the project area upon which the initial concepts and ultimately the planned development document will be based.

The following maps identify the Land Use, existing Zoning, Street Network, Existing Truck Routes, Connectivity and Barriers, Topography, Parks Trails and Landmarks, Community Amenities, and School Facilities. Each map contains a brief summary of findings related to how the analysis may impact the project area design. Special attention is given to how the analysis will impact walkability and bikeability between the project site and surrounding destinations (parks, community amenities, and school facilities).

The excerpts from the existing regulatory documents at the end of this document are provided as a resource to ensure that the planned development plan for the Grand Gateway reflects the previous vision for the project and surrounding area.

Aerial



Aerial
Findings:
The aerial image shows that the area immediately surrounding the project area consists primarily of vacant land, industrial uses, and larger footprint buildings on larger lots.
The Sacramento River is located just to the east of the project area and serves as the boundary between the cities of West Sacramento and Sacramento.
The primary view corridors to the proposed site will be down West Capitol Avenue and Tower Bridge Gateway looking east. Development on the project site should provide elements that will terminate these view corridors.
The closest residential uses to the project area are the residential neighborhood located to the northeast across the railroad tracks, The Ironworks Lofts & Homes located southwest of the intersection of Tower Bridge Gateway and Garden Street, the Casa Mobile Home Park located north of City Hall, and the Magaret McDowell Manor located southwest of the intersection of Jefferson Boulevard and Merkley Avenue. In addition to the existing residential uses, within the Bridge District, there are 4,000 planned units. These surrounding residential uses provide a large number of potential patrons whom could walk or bicycle to the site if good pedestrian and bicycle infrastructure is provided.
Between the project site and City Hall, there are several hotels are located on the north side of West Capitol Avenue.
Nearby Capitol Bowl (north side of West Capitol Avenue, just west of the project site) is a community asset that has recently undergone renovation. Development on the project site could build upon this existing community destination by providing strong pedestrian and bicycle connections between Capitol Bowl and future development.

Project Site Map

General Land Use Areas

General Land Use Areas

Findings:

The project area is composed of the Central Business District and River Mixed-Use General Plan Land Use Designations.

Central Business District Land Use:

Provides for restaurants, retail, service, professional and administrative office, hotel and motel uses, multi-family residential units, public and quasi-public uses, and similar and compatible uses.

FAR for offices not to exceed 3.0. FAR for all other uses not to exceed 0.60.

Residential densities in the range of 12.1 to 25.0 units per acre, though residential uses in this designation subject to discretionary review and approval. Residential uses in the CBD were assumed to have 2.25 persons per dwelling unit.

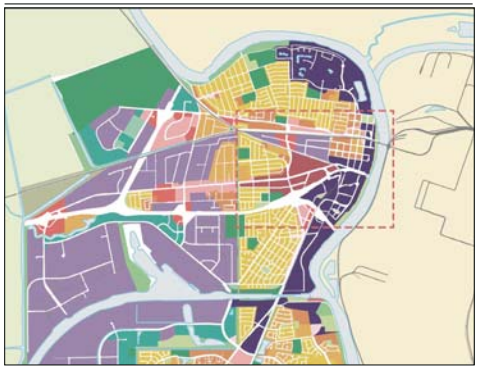
River Mixed-Use Land Use:

Provides for marinas, restaurants, retail, amusement, hotel and motel uses, mid-rise and high-rise offices, multifamily residential units oriented principally to the river, public and quasi-public uses, and similar and compatible uses. The designation is applied only to relatively large, vacant, or underutilized areas adjacent to the Sacramento River and the barge canal.

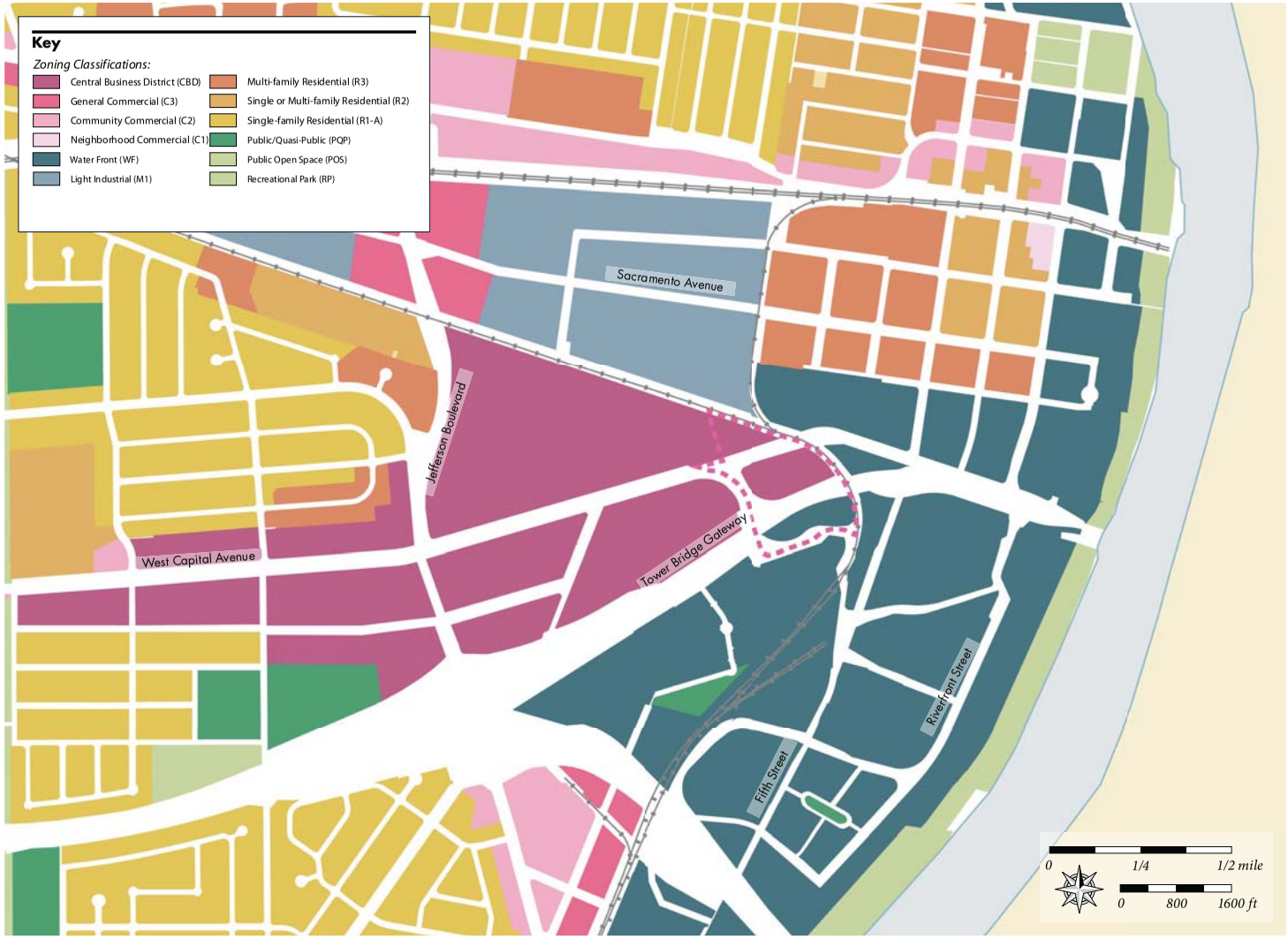
All development under this designation must be approved pursuant to an adopted master development plan.

FAR for offices not to exceed 10.0, while the FAR for other uses not to exceed 3.0.

Residential densities shall be at least 25.1 units per acre, with densities at 25.0 units per acre or less subject to discretionary review. The RMU designation is assumed to have an average of 1.8 persons per dwelling unit.



Zoning



Zoning

Findings:

The project area north of Tower Bridge Gateway is currently zoned Central Business District (CBD).

This area is intended to promote the orderly development of retail shopping facilities to service the present and future needs of the surrounding residential community, while preserving and expanding the unique characteristics of the City's original commercial center.

Appropriate uses include restaurants, retail, service, professional and administrative office, hotel and motel uses, multi-family residential units, and similar and compatible uses.

The maximum FAR in the CBD zone is .6 for commercial uses and 3.0 for office uses.

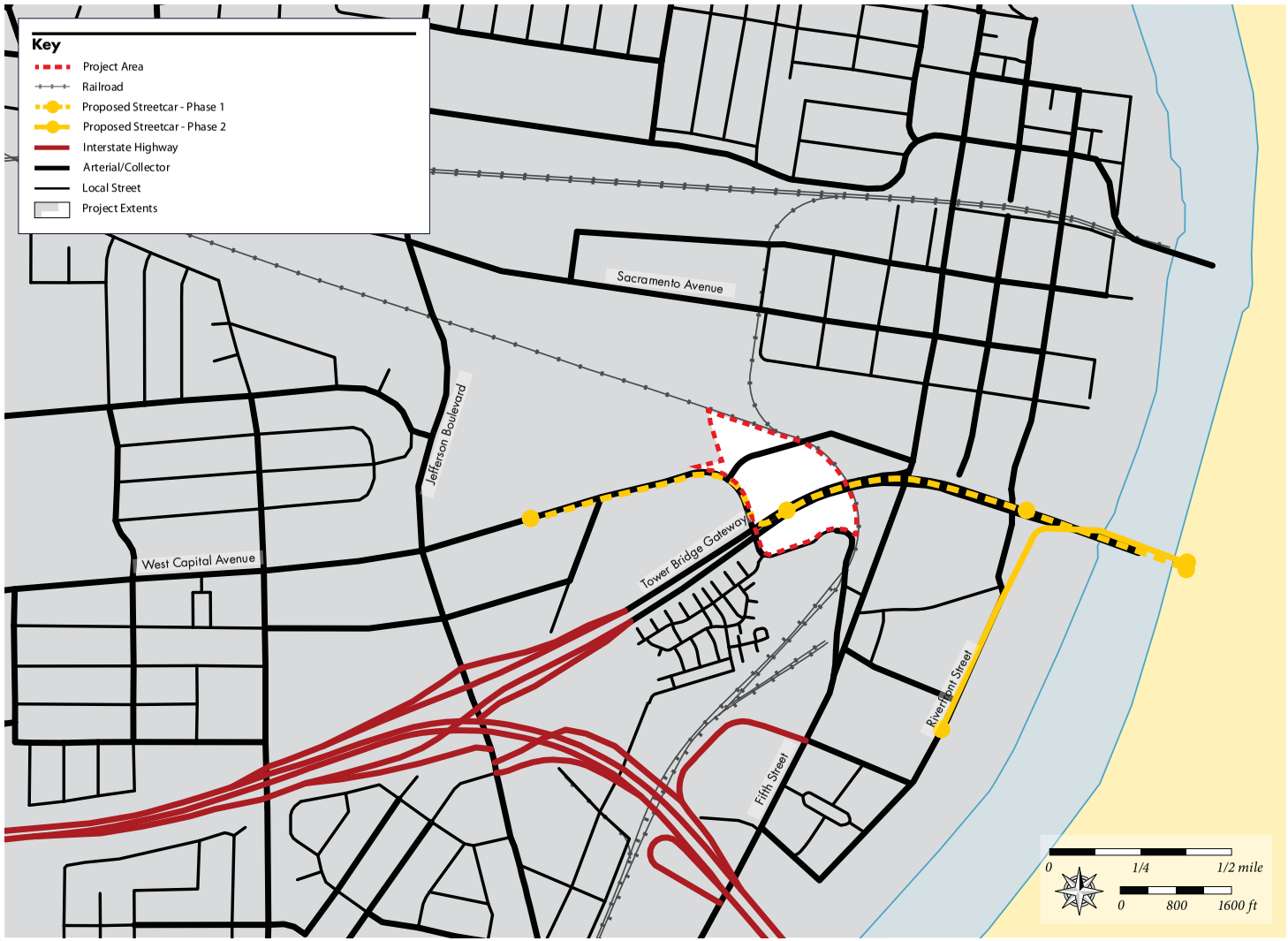
The maximum height in the CBD zone is 65'.

The project area south of Tower Bridge Gateway is currently zoned Waterfront (WF).

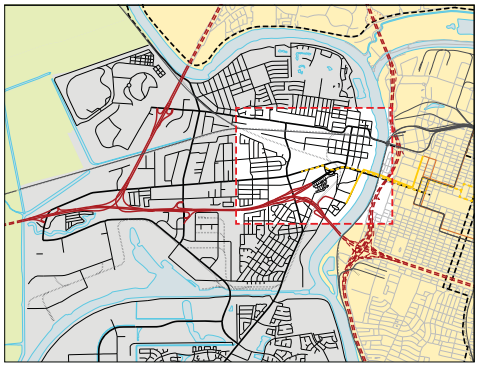
This area is intended to promote mixed-use development.

Currently these parcels are encumbered by an affordable housing covenant.

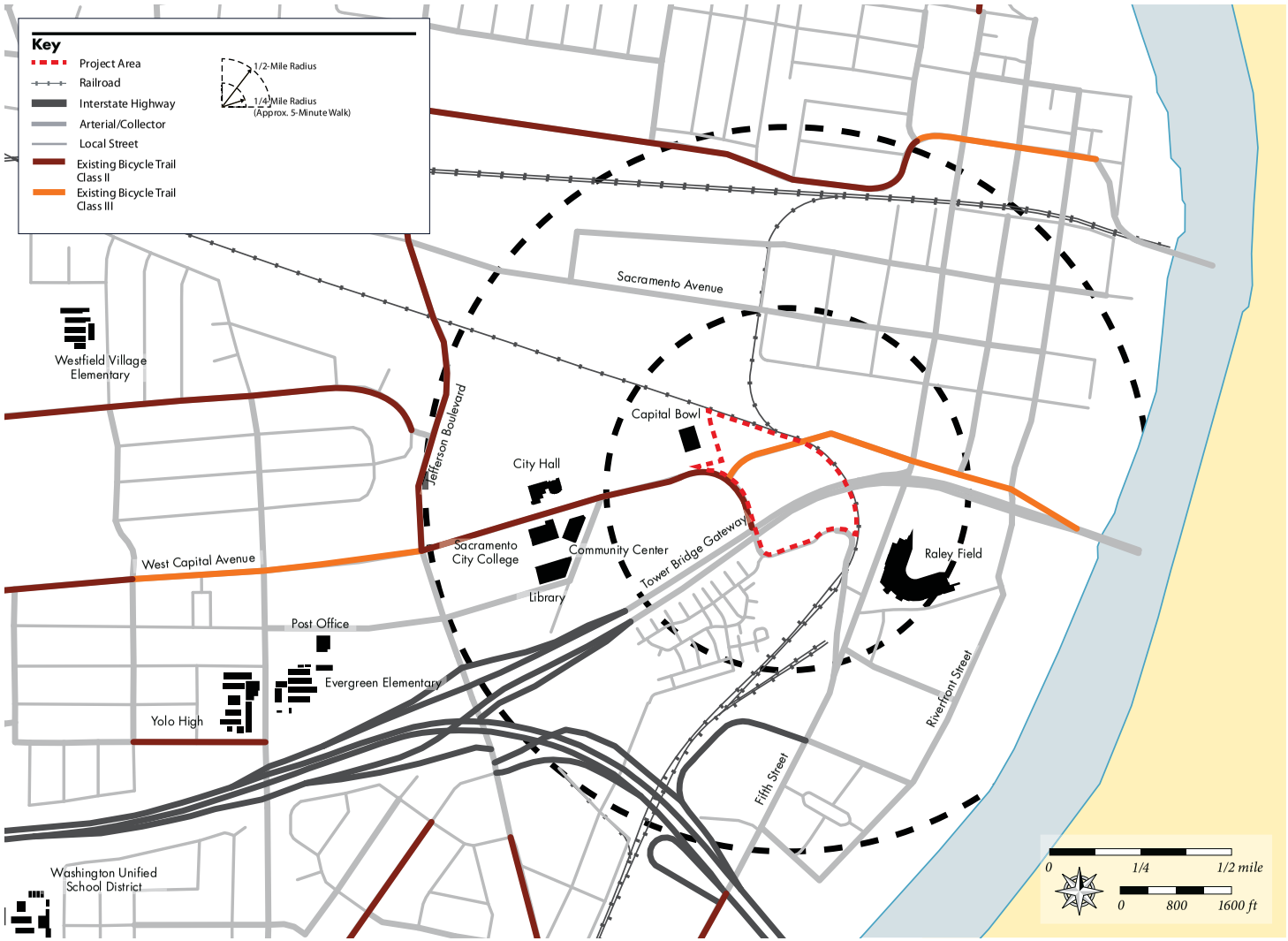
Street Network



Street Network
Findings:
The irregular street grid and low connectivity (very few intersections) near the project area indicates that pedestrian, bicycle, and vehicular traffic will be focused on West Capitol Avenue and Tower Bridge Gateway.
The small portion of West Capitol Avenue that runs through the project area between Garden Street and 5th Street does not appear to be critical to the overall vehicular circulation of the area. Based on site observations, this portion of West Capitol Avenue is being used primarily by drivers to bypass the intersection of Garden Street and Tower Bridge Gateway. However, this connection under the railway is very important for pedestrian and bicycle circulation.
The proximity of the intersections of 5th Street and West Capitol Avenue and 5th Street and Tower Bridge Gateway has the potential to create traffic queuing and intersection signalization issues during peak traffic periods.



Existing Bicycle Routes



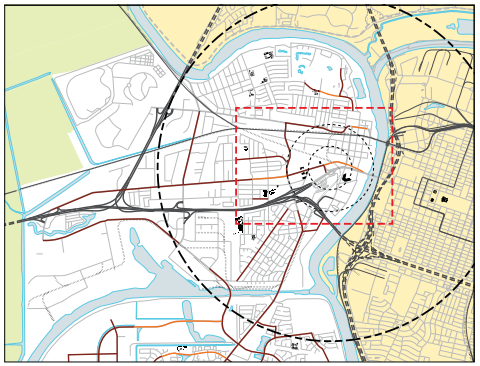
Existing Bicycle Routes

Findings:

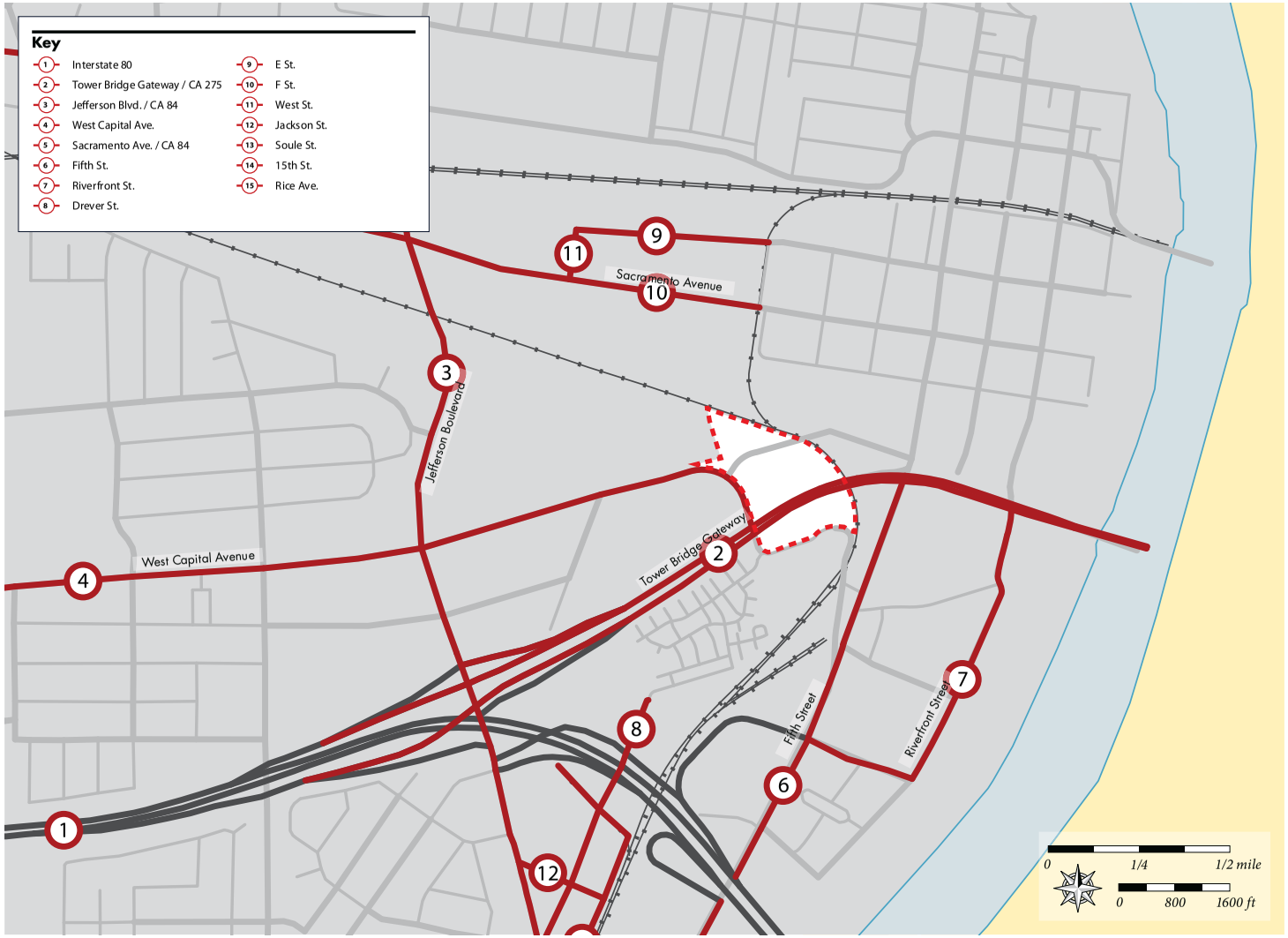
The extension of West Capitol Avenue through the site plays an important role in the Bicycle Network by providing an alternate E-W route to Tower Bridge Gateway which has higher traffic volumes.

Because there are bicycle routes adjacent to and through the project site, development on the site would benefit from the provision of bicycle racks and secure bicycle storage for residents and visitors.

At a regional scale, improved N-S bicycle connections and connections to surrounding schools and community amenities would benefit the



Existing Truck Routes

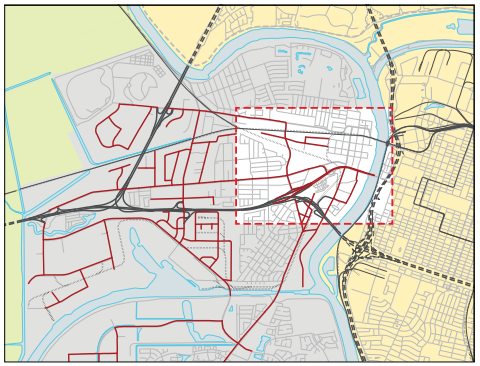


Existing Truck Routes

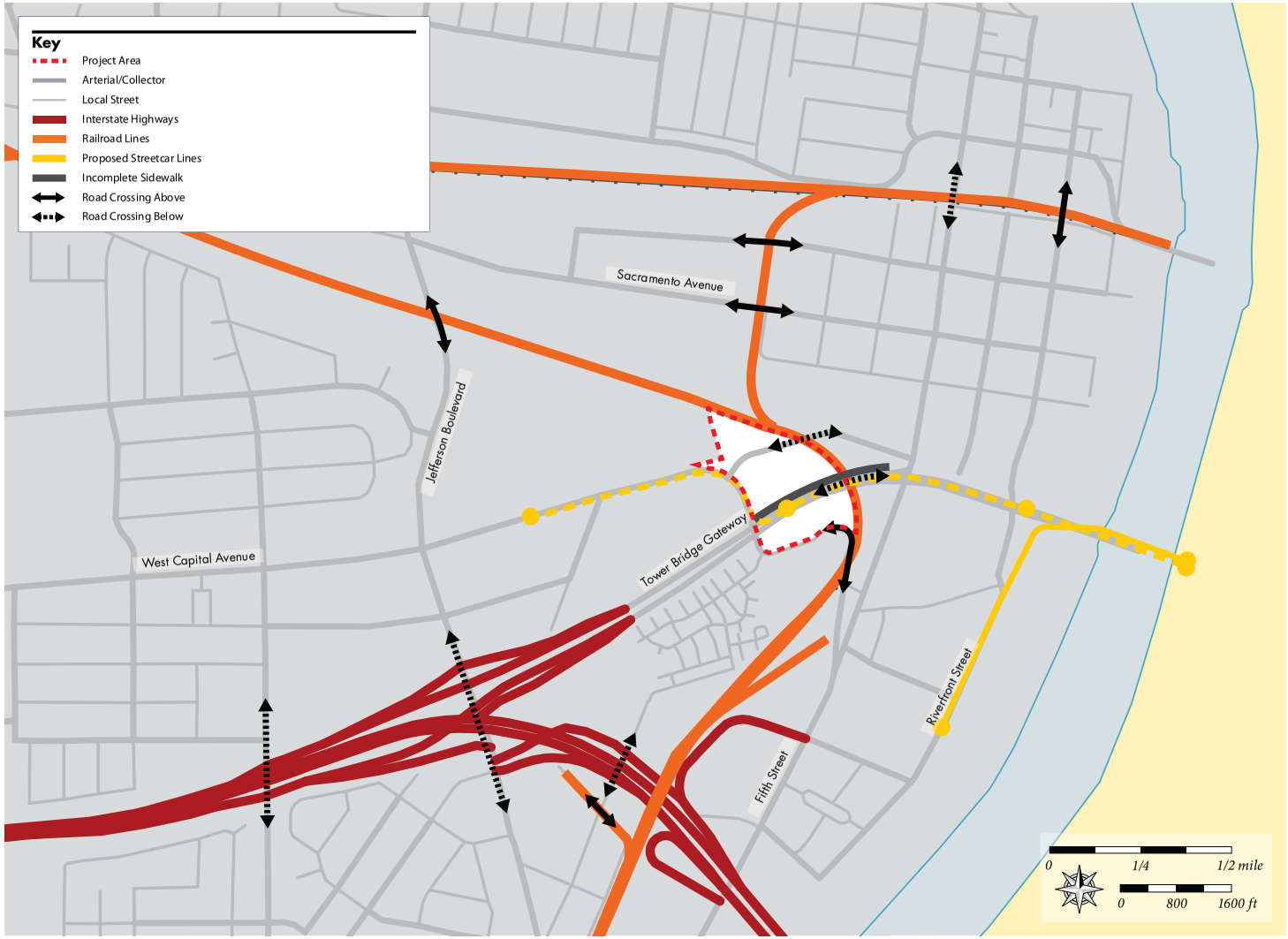
Findings:

Tower Bridge Gateway and West Capitol Avenue both serve as truck routes within the project area.

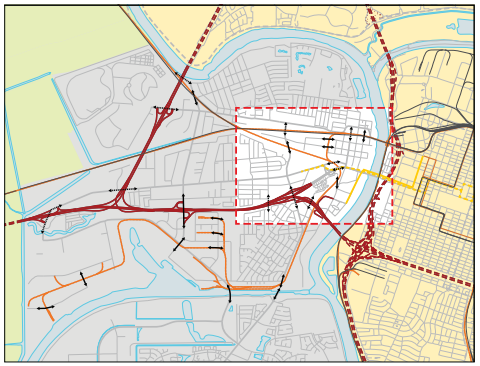
At a regional scale, the two truck routes on Tower Bridge Gateway and West Capitol Avenue provide parallel truck routes for a relatively limited length with the two routes merging at the east end and west ends of town. There may be the potential for focusing truck traffic on one of these two parallel routes through West Sacramento.



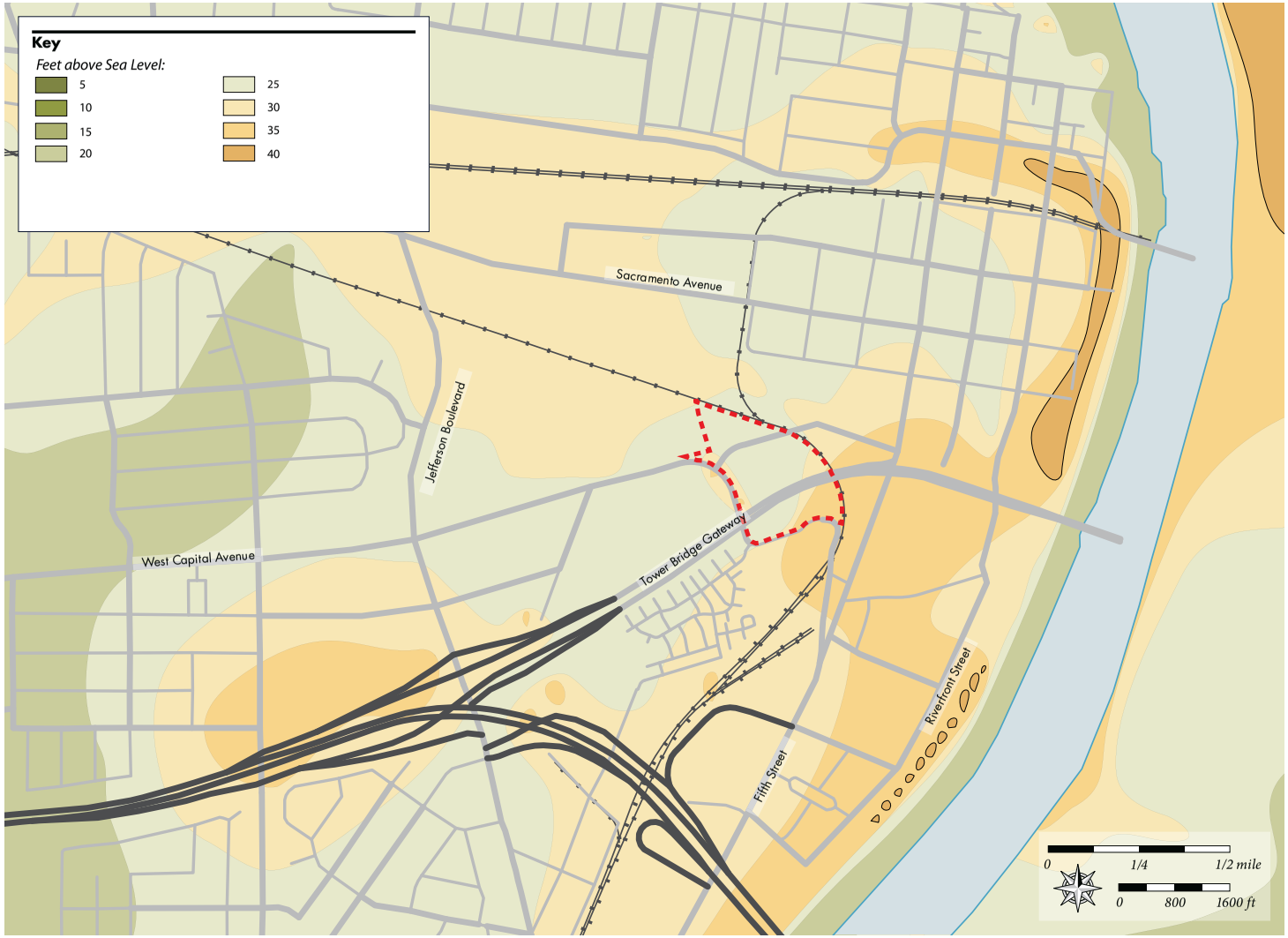
Connectivity and Barriers



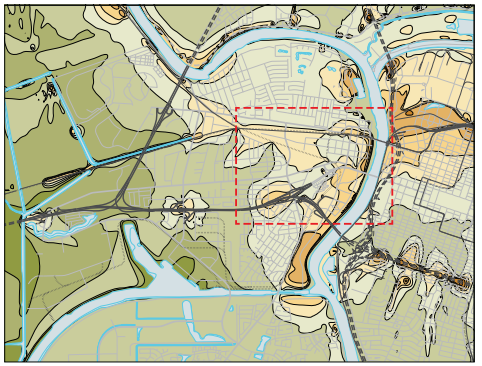
Connectivity and Barriers
Findings:
The active railroad spur along the eastern and northern boundaries of the project area creates a barrier between the project area and the nearby residential neighborhood to the northeast.
The lack of a sidewalk on the north side of Tower Bridge Gateway between 5th Street and Garden Street creates a barrier for pedestrian connectivity. Sidewalk improvements along this frontage will greatly improve connections between the site and Raley Field and future development within the Bridge District.
Underpasses provide the only access to the project area from the east and should be thought of as arrival points to the project area.
Improvements to the underpasses are important to increase pedestrian, bicycle, and vehicular access to the project area.
The neighborhood to the northeast would greatly benefit from connectivity improvements. There currently are only 6 access points for the entire neighborhood, all of which cross the surrounding railroad tracks.
The future streetcar stop near the intersection of Garden Street and Tower Bridge Gateway will be an important transit connection to Sacramento that should be considered in the plans for future development of the project area.



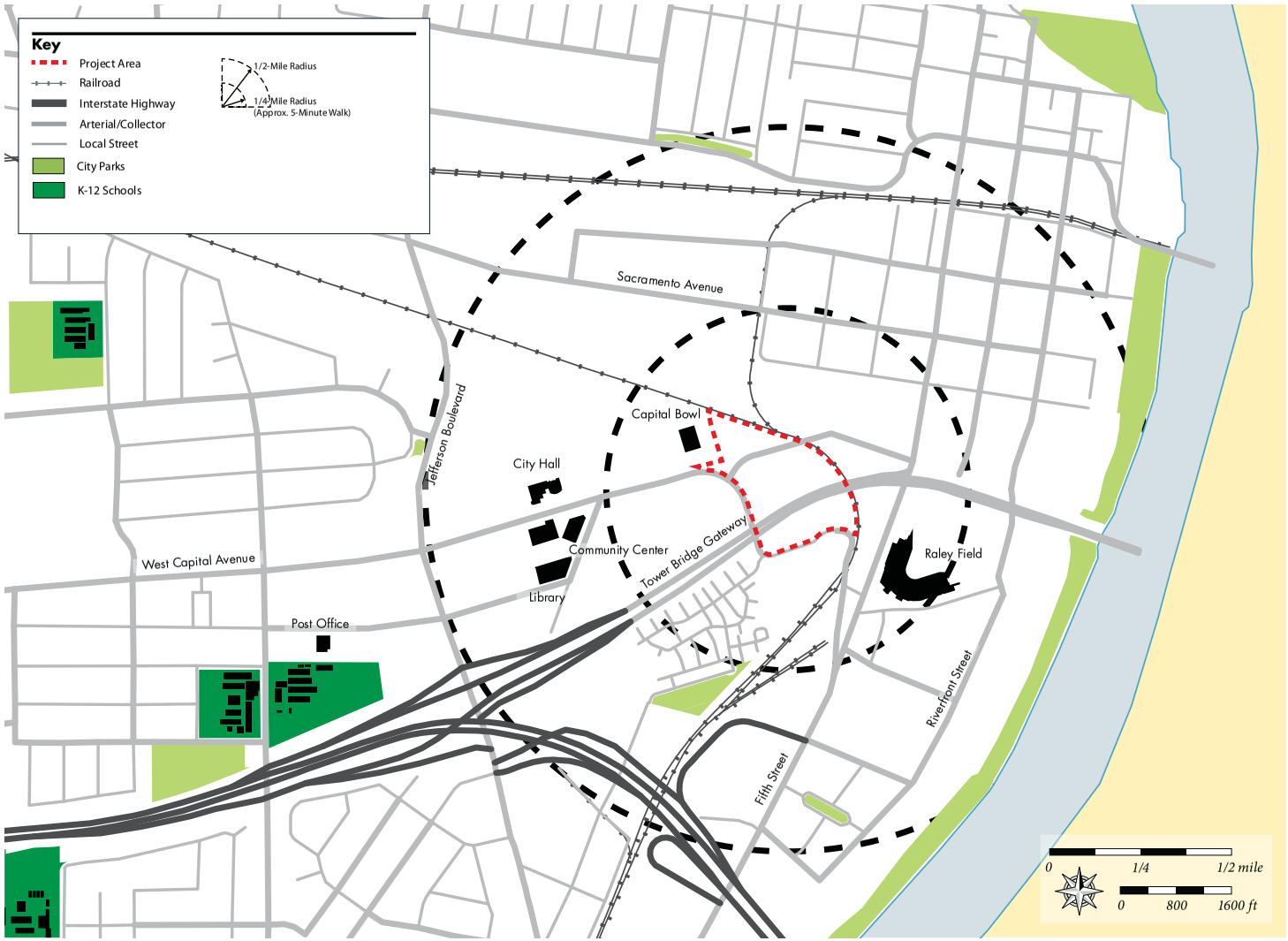
Topography



Topography
Findings:
The topography of the project area will have to be considered when developing alternative development scenarios.
Within the project area there is a grade change of approximately 10' from east to west.
The railroad spur that forms the eastern boundary of the project area is elevated while the street grades drop so that the streets can pass under the railroad. Careful consideration will have to be given to how ground floor uses and units relate to the railroad, the street, and the grade change between the two.



Parks, Trails and Landmarks

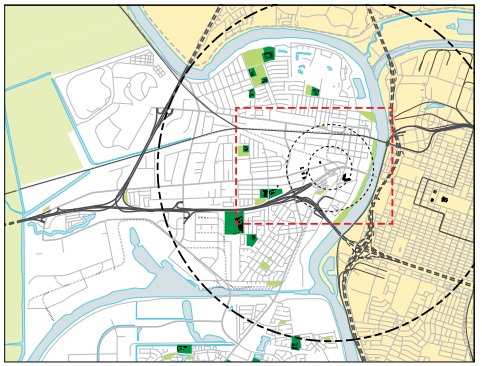


Parks, Trails and Landmarks

Findings:

Within a 1/4 mile radius of the site (a 5 minute walk) there is very little open space. A small park located within the project area could help attract people to the site

Within a 1/2 mile radius of the site (a 10 minute walk) there is access to the River Front Park and several smaller neighborhood parks. Providing pedestrian and bicycle connections to these parks would benefit the project area.



Community Amenities

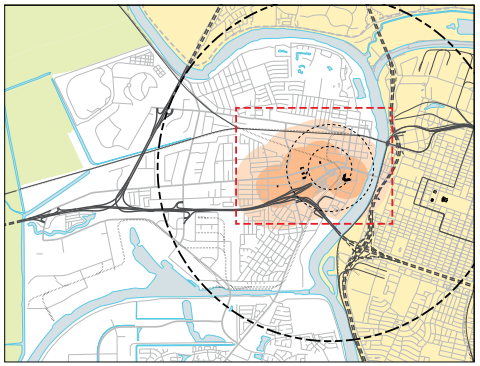
Community Amenities

Findings:

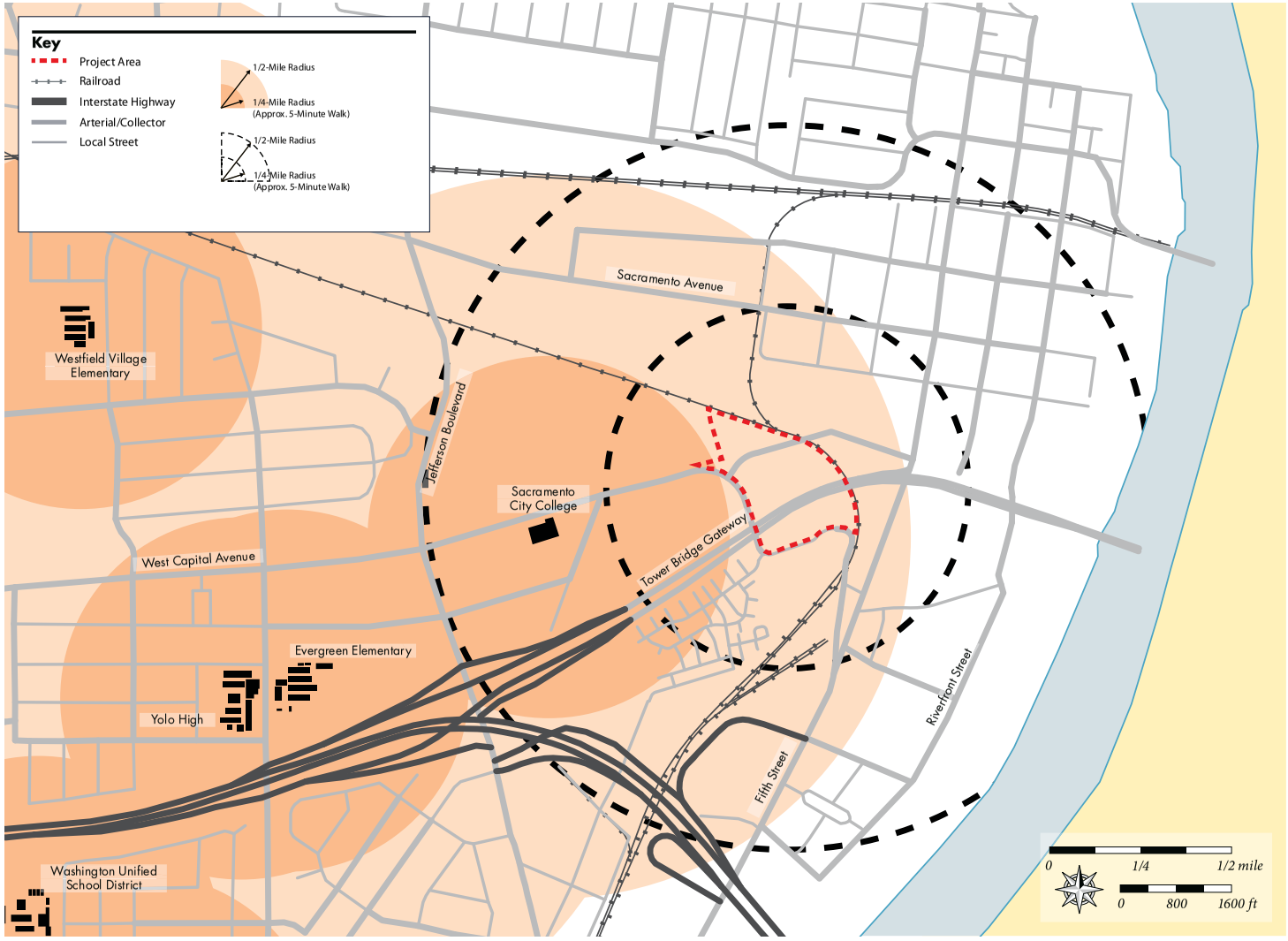
The project area is within a 5-10 minute walk from City Hall, the Community Center, the Library, Capitol Bowl, and Raley Field.

The surrounding amenities provide potential users of public space and potential customers for commercial uses.

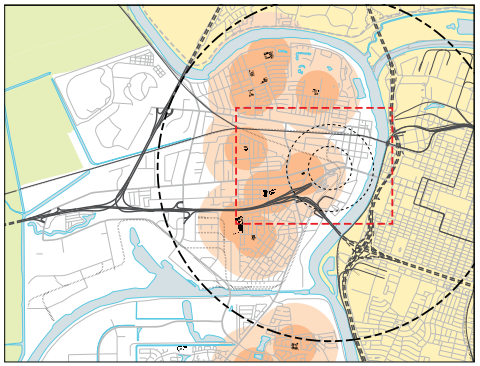
The proximity of these uses should be considered when developing a program for the project area. The City Hall will provide a potential lunch crowd and the ball park will provide potential evening and night users before and after baseball games. Capital Bowl provides an existing community destination the future development can build upon.



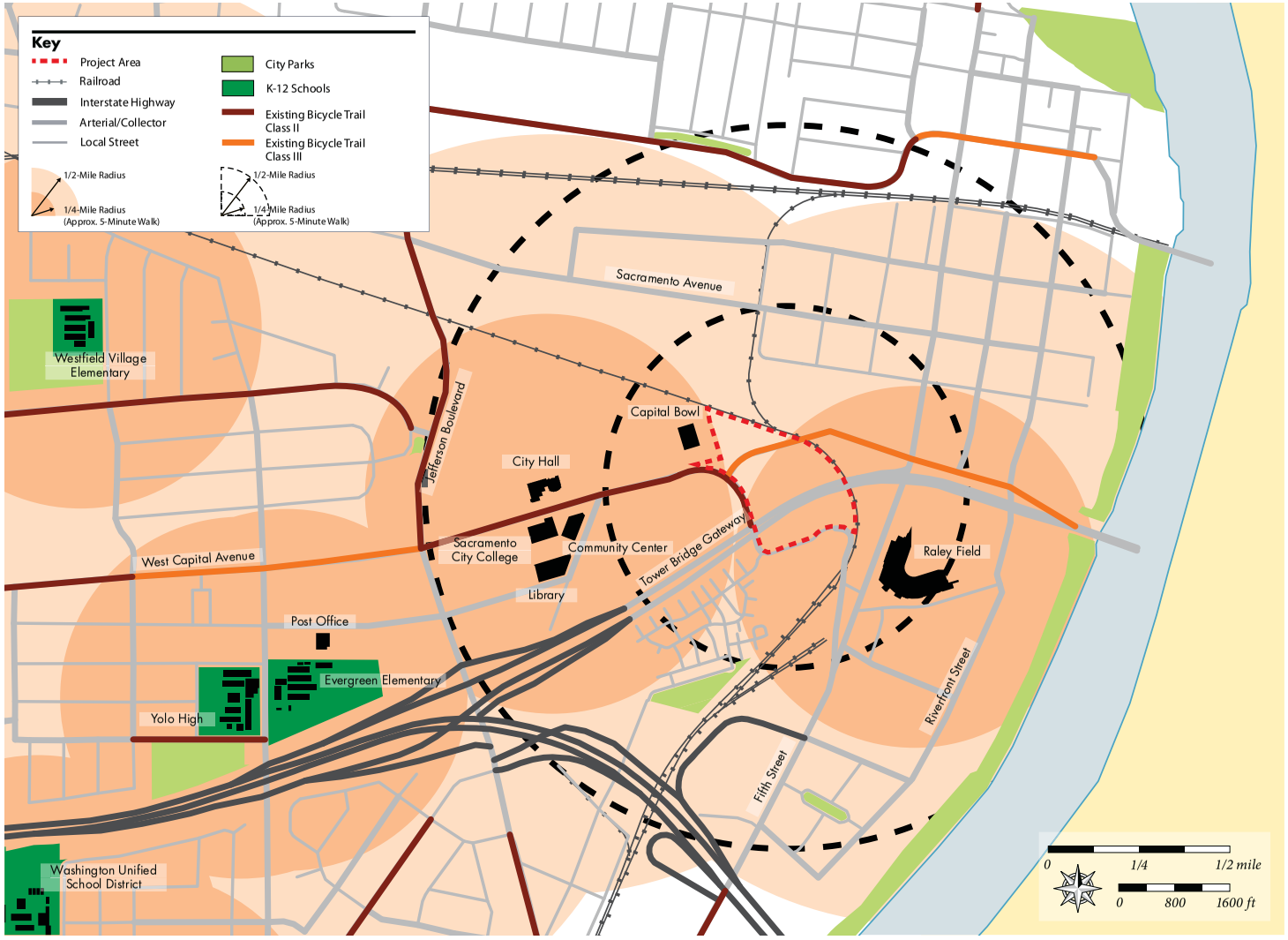
School Facilities



School Facilities
Findings:
Sacramento City College is located within a 5-10 minute walk of the project area.
The proximity of Sacramento City College should be considered when programming the project area. Students could easily walk to residences, retail, cafes, and restaurants located within the project area.
Connections between the project area and the surrounding Elementary Schools and High School located just outside of the 1/2 mile radius could be strengthened by improving the bicycle network and providing safe routes for bicycling.

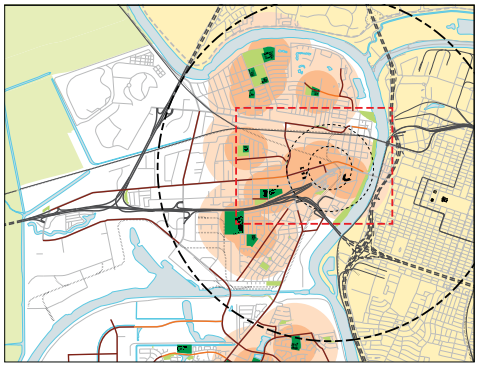


Composite Map

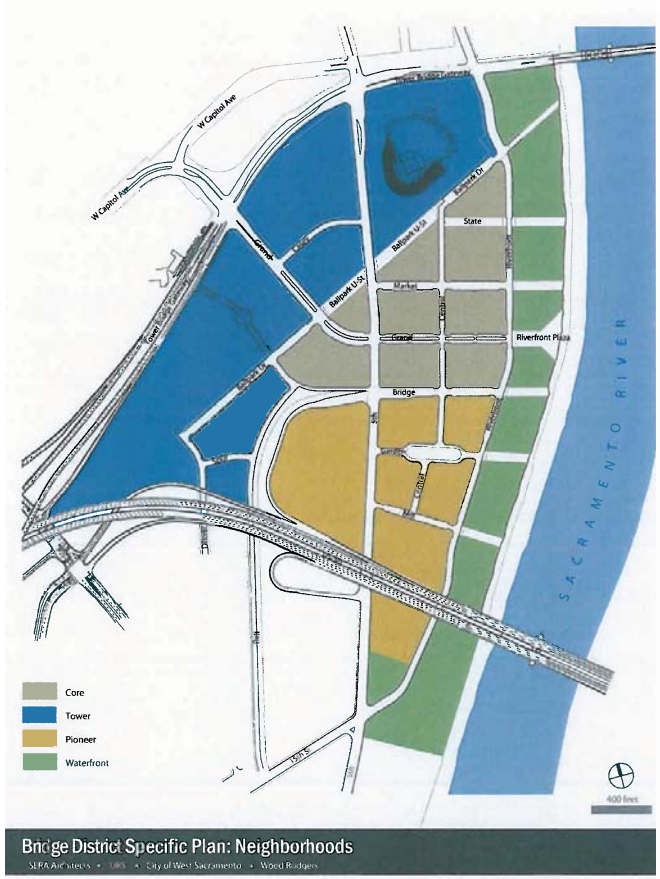


Note:

This map provides a composite map that contains the information found on the previous maps in order to provide a single map where one can see the street network, bicycle routes, and the location of parks, trails, landmarks, community amenities, and school facilities. Please refer to the previous maps for findings related to the maps and walkability and bikeability.



Existing Regulatory Plans - Bridge District Specific Plan



Bridge District Specific Plan: Neighborhoods

SERA Architects • URS • City of West Sacramento • Wood Rodgers

2.5 The Tower Edge Neighborhood

2.5.1 Purpose

The Tower Edge is comprised of large parcels of land between Tower Bridge Gateway and Ballpark Drive. The dividing streets, Ironworks Avenue, 5th and Grand, provide direct links to the Washington neighborhood and the Central Business District to the north on West Capitol Avenue. In the other direction, they provide easy access to the Core and Waterfront. It is anticipated that public streets and open spaces will subdivide the large parcels represented in this Plan, but the Plan defers their alignments and locations to enable comprehensive and flexible planning of those neighborhoods. The size, flexibility and privacy afforded these blocks commend them for residential uses. Thus, with the exception of those areas close to Highway 50, the Tower Edge is designated as a required residential area in which at least half of any development is to be in residential use, and in which the prevailing character will be residential.

2.5.2 Tower Edge Policies

1. *The City will encourage uses, activities and configurations that are compatible with the Bridge District, Tower Bridge Gateway, and neighborhoods to the north and west.*

2. *The City will require implementation of measures that will reduce exposure to traffic noise near residential developments.*

3. *The city will promote transit infrastructure and ridership in the Tower Edge with the goal of expanding the Downtown/Riverfront Streetcar to other neighborhoods within the Bridge District.*

2.5.3 Tower Edge Development Guidelines

The development guidelines describe desirable behavior, not specific solutions. More specific design standards for the public and quasi-public realm are presented in *Volume 2*.

a. **Provide an Inviting Residential Environment:** The best used public spaces are located at natural activity nodes that provide a safe environment, interesting and pleasant experiences.

   i. *Develop all public areas as visually accessible and well-lit spaces.*

   ii. *Concentrate public services at locations where the greatest diversity of public activity is anticipated.*

   iii. *Develop and maintain both passive and active recreational spaces that remain accessible to all residents. Locate them so that they provide neighborhoods with individual identities.*

b. **Respect Neighbors:** Projects in the Tower Edge neighborhood should address the adjacency with the Washington and West Capitol Avenue areas in their designs.

   i. *Develop vehicular access and parking for new projects so that it does not conflict with the circulation systems for existing neighborhoods.*

   ii. *Locate and orient mid-rise and high-rise structures along the edge of Highway 50 and the off ramp at Tower Bridge Gateway so that optimal acoustic protection is provided for residential projects to the north and east.*

c. **Respect the Structure of the District:** The western end of Ballpark Drive is located in the Tower Edge, giving special significance and prominence to that location. An opportunity exists to create a counter-point to views of Tower Bridge in the opposite direction.

   i. *Capitalize on axial views towards Tower Bridge from the western extremity of the Tower Edge.*

   ii. *Consider a landmark feature to mark the western terminus of Ballpark Drive.*

d. **Use the Tower Edge to Define and Link Adjacent Neighborhoods:** The Tower Edge serves several functions related to the Bridge District and adjacent neighboring land uses. The Tower Edge provides a transition between urban core densities near the center of the Bridge District and less dense development north of Tower Bridge Gateway. Changes in topography together with existing plantings that border Tower Bridge Gateway define the edge between these neighborhoods. The Grand, Fifth and Riverfront crossing of Tower Bridge Gateway provide an opportunity to introduce footpaths and bike paths, extending the network of local circulation beyond the Bridge District. Tower Edge open space closest to the US-50 Interchange provides a further opportunity to buffer adjacent land uses.

   i. *Design landscaping to achieve effective screening and treatment.*

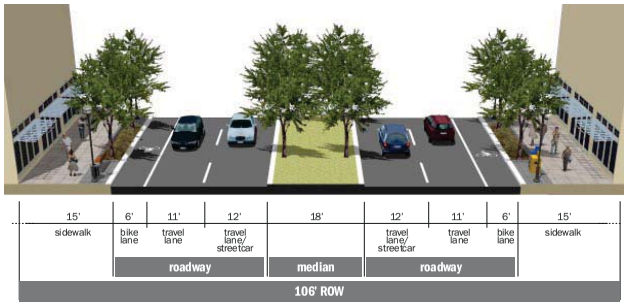
   ii. *Provide dense screen plantings near the Highway 50 transition to Tower Bridge Gateway.*

   iii. *At locations where the Tower Edge is connected to Tower Bridge Gateway at grade, use landscape to reinforce links across it to adjoining neighborhoods.*

   iv. *Mark important entrances to the Bridge District with appropriate landscape features.*

   v. *Use a finer level of detail in landscape design for areas of pedestrian circulation along the neighborhood boundary.*

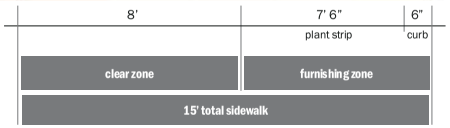
Existing Regulatory Plans - Bridge District Specific Plan



GRAND #1 CROSS-SECTION
TOWER BRIDGE GATEWAY TO BALLPARK DRIVE

Concept

Grand is the civic street within the Bridge District. It will serve as the gateway into the district, linking the existing civic center uses west of the district to the West Sacramento Riverfront. To highlight this ceremonial procession to the river, Grand will be wide, with special paving and curbs, and with a tree-lined median and sustainable bio-swale for part of its dimension. The street will provide a large, fine-leafed tree canopy to shade walkways and the street, and the streetscape character will re-enforce this "green" vision. Grand consists of four distinct, though visually consistent segments. Details for segments 1-3 (spanning from Tower Bridge Gateway to Riverfront) may be found within this section. See page 44 for streetscape requirements for Riverfront Plaza. See page 68 for intersection paving requirements. See Volume 3 chapter 5 for additional information about the Plaza.



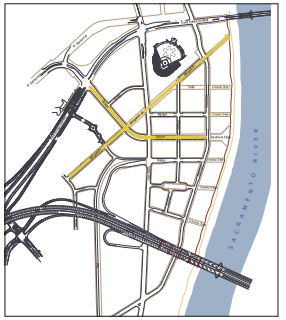
GRAND #1: THE PEDESTRIAN REALM
TOWER BRIDGE GATEWAY TO BALLPARK DRIVE

Public realm furnishings along "Streets of Civic Significance"

Within the Bridge District, two streets are of special significance, and as such, will warrant special public realm furnishings to highlight their special position within the street hierarchy.

Grand serves as the gateway into the district, linking existing civic uses west of the district to the West Sacramento Riverfront. The widest street in the district, it provides a ceremonial, tree-lined procession to the river. Ballpark is laid out in its axial alignment in order to frame and preserve views to Tower Bridge, which helps to give the Bridge District its unique sense of place.

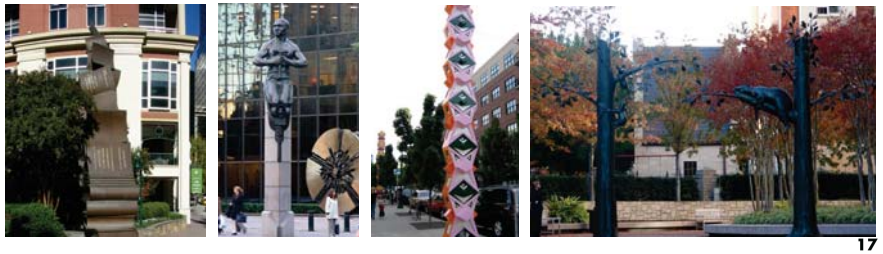
Special, place-making furnishings should be provided within the public realm along both of these streets. These may include public art, fountains or other water features, special signage, and/or special lighting.



Street of Civic Significance

FOUNTAINS AND WATER FEATURES

SPECIAL SIGNAGE



Existing Regulatory Plans - Washington Specific Plan

FIGURE 3

RIVERFRONT MIXED USE (RMU)

Along the river and West Capitol Avenue, 53.5 acres are zoned Waterfront (WF) with a General Plan designation of Riverfront Mixed Use (RMU). In this area, mid-rise and high-rise offices, multi-family residential units, hotels and motels, retail, restaurants, amusement and marinas are permitted uses. The intent of this designation is to create a mixed use zone with an array of intensive uses that is oriented toward the river or toward West Capitol Avenue, a major city thoroughfare and entryway to the City.

Building heights are not to exceed 250 feet and office floor area ratios (FAR) shall not exceed 3:1. The FAR for other commercial uses is not to exceed 3:1 and the FAR for residential is not to exceed 1:1. Average residential densities shall be in the range of 25.1 to 50.0 units per gross acre. This creates the opportunity for the provision of many residences near a large number of workplaces and near present and future public transit rights-of-way. Household size is assumed to be an average of 2.25 persons per dwelling unit.

Existing Regulatory Plans - Washington Specific Plan

State Route 275

It is in the ultimate plans for both the Washington Specific Plan Area and the Triangle area for State Route 275 to convert from an elevated, controlled access highway to an at-grade highway with signalized intersections at both Third and Fifth Streets. Until more detailed grading, roadway and intersection design studies are completed, the relationship between adjacent parcels and State Route 275 is not known.

State Route 275 plays a special role in the community in that it is an extension of the Tower Bridge and Capitol Mall into the City of West Sacramento.

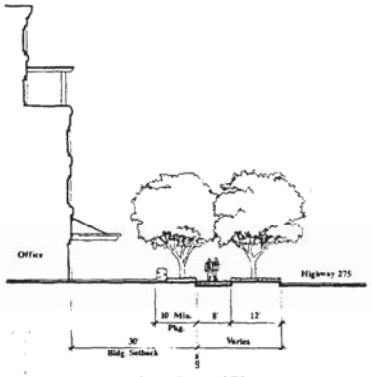
Ultimately, adjacent development will be high density and of a corporate/office nature. The street will act as an extension of the high and mid-rise office uses found on the Sacramento side of the river and will play a ceremonial role as an introduction into the city and, conversely, as a part of the entry sequence to the State Capitol. Building relationships, tree plantings, lighting and other elements should therefore be formal and stately in character to reflect this street's importance. A double row of trees should be provided along each side providing shade and buffering for a pedestrian walkway with small landscaped forecourts or front yards separating the buildings from the busy, high traffic street. The following criteria indicate preferred relationships and street character:

Land Use and Density

- Land uses adjacent to State Route 275 shall be consistent with Figure 3:Land Use in this Specific Plan. Primary designations are Riverfront Mixed Use and Central Business District. The intent is for the street to act as an extension of the office uses on the Sacramento side of the river.

Building Frontage

- To the extent possible, buildings should be oriented perpendicular to the highway's alignment with the primary front of the building facing the highway.



State Route 275

- Buildings shall be set back a minimum of thirty (30) feet from the ultimate right-of-way line.

Pedestrian Systems

- Sidewalks should be provided on both sides of the street and separated from the curb by a minimum of twelve (12) feet of landscape area.
- Sidewalks shall be eight (8) feet wide

Landscape

- The resulting parkway located between curb and walkway should be landscaped with turf.
- A double row of street trees, triangulated formally and straddling the walkway, should be planted to provide a protected pedestrian zone and formal ceremonial linkage to the Tower Bridge.
- Tree spacing on each side of the walkway should not exceed forty (40) feet on center.
- Minimum tree size shall be 24 inch box.
- Species should be consistent the length of the street and of a species designated by the Community Development Department.
- Landscape between the back of sidewalk and front of building should be formal in nature with a consistent plant palette.

Parking

- Parking shall be provided per the City of West Sacramento Zoning Code.
- Off street parking lots and long expanses of parking structure should be avoided directly adjacent to the highway frontage.
- Surface parking shall be set back a minimum of ten (10) feet from the ultimate right-of-way line.
- On-street parking will not be allowed on State Route 275.

Existing Regulatory Plans - Washington Specific Plan

West Capitol Avenue Extension

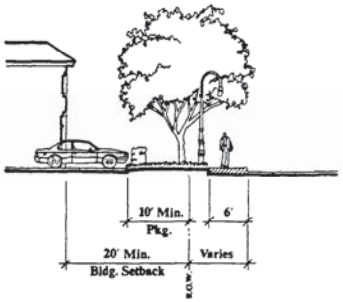
Because of the ultimate reconstruction of State Route 275 with at-grade, signalized intersections at Fifth and Third street, West Capitol Avenue will to be realigned within the Washington neighborhood. A proposed alignment is indicated on the plans incorporated in this Specific Plan. This alignment will cause considerable disruption for several existing parcels, but is important to meet city-wide circulation needs and to link and integrate the Washington area with the rest of the community.

Land Use and Density

- New land uses along the realigned West Capitol Avenue shall be consistent with Figure 3: Land Use in this Specific Plan. The primary designation is Riverfront Mixed Use. The intent is for the street to act as an extension and linkage of commercial activities into the neighborhood from the rest of the city, with termination at Raley's Landing.
- The minimum single family detached lot size on lots fronting West Capitol Avenue shall be 4,000 square feet.

Building Frontages

- To the extent possible, buildings shall be oriented perpendicular to the street's alignment with the primary front of the building facing the street.
- Buildings shall be set back no less than twenty (20) feet from the back of ultimate right-of-way.



West Capitol Avenue Extension

- To the extent possible, access should be taken from side streets perpendicular to West Capitol Avenue.

Pedestrian Systems

- Continuous curb adjacent sidewalks should be constructed on both sides of the street. Sidewalk widths should be a minimum six (6) feet.
- Thematic pedestrian lighting with an historical theme should be installed the length of the street.
- Where possible, accent walkway paving should be utilized at intersections, project entries or other significant locations.

Landscape

- The very high quality street tree canopy of the existing alignment should be extended along the new alignment and continued to the street terminus at Raley's Landing. Because of the desire to minimize the right-of-way for the realignment, some of these trees may need to be located on private property.
- Street trees should be planted behind back of sidewalk at a distance no greater than six (6) feet.
- Minimum street tree size shall be 15 gallon.
- Street tree spacing should not exceed thirty (30) feet on center.
- Species shall be consistent with the scale of the street and of a type designated by the Community Development Department.

Parking

- Parking shall be provided per the City of West Sacramento Zoning Code.
- Direct frontage of parking structures should be minimized to the extent possible, with ground floor retail frontage wherever feasible.
- Off-street parking lots should not be located directly adjacent to the street but should be internal to any new project. If parking lots must be adjacent to the street they shall not constitute more than 50% of the frontage of the subject block.
- Surface parking shall be set back a minimum of five ten (10) feet from the ultimate right-of-way line.
- On-street parking is allowed on West Capitol Avenue.