

## POLICY DOCUMENT PART 2

# URBAN STRUCTURE & DESIGN ELEMENT

Urban structure and design integrates diverse development concepts on many levels. From the overall city, to building and site design, to streetscape design, the goals and policies presented in this element provide for the visual pattern of land use. At the citywide level, these concepts focus on the overall structure of the city and how it connects different areas and transitions from rural areas to the city's urban core. This Element includes general and more specific guidance for gateways and entryways and the waterfront. Finally, building, site, and streetscape design ensure that each area of the city and its buildings are unique and in harmonious.

Recognizing the interdependence, policies in the Land Use Element should be consulted when reviewing urban structure and design policies to ensure that the physical form, design, and architectural style of development and redevelopment advance the City's desire for high-quality development.

## West Sacramento Neighborhoods & Districts

Figure 3-1 depicts the 25 neighborhoods and districts that make up the city of West Sacramento. These areas were defined by the age of neighborhoods or districts, land use types, streets, development patterns, and logical contiguous areas. Within each area are discrete neighborhoods, commercial and mixed-use centers, industrial districts, corridors, and other community facilities and features. The following paragraphs provide a brief summary of the key characteristics desired for each of the neighborhoods and districts shown in Figure 3-1.

### CENTRAL BUSINESS DISTRICT (CBD)

The Central Business District will continue to evolve into the civic and cultural center of West Sacramento. It will serve as the city's "downtown," and lead to the "main street" commercial character of West Capitol Avenue. The CBD will be anchored by uses such as City Hall, the Turner library, the Community Center, and the Los Rios community college. In the short- to mid-term, the CBD shall be defined as the existing downtown area focused on the intersection of West Capitol Avenue and Jefferson Boulevard.

### WATERFRONT DISTRICTS

#### Washington, Bridge District, Pioneer Bluff, and Stone Lock

The Waterfront will become a series of vibrant mixed-use districts lining the Sacramento River from the Washington neighborhood in the north, through the Bridge District and Pioneer Bluff, and into Stone Lock in the south. The Waterfront districts will form the urban core of West Sacramento. They will include a mix of high-rise and mid-rise residential and office buildings near the water and dynamic

residential mixed-use neighborhoods. Each district will have retail, entertainment, shopping, restaurants, and public gathering places.

### HISTORIC CITY NEIGHBORHOODS

#### Broderick, Bryte, Michigan/Glide, and Old West Sacramento

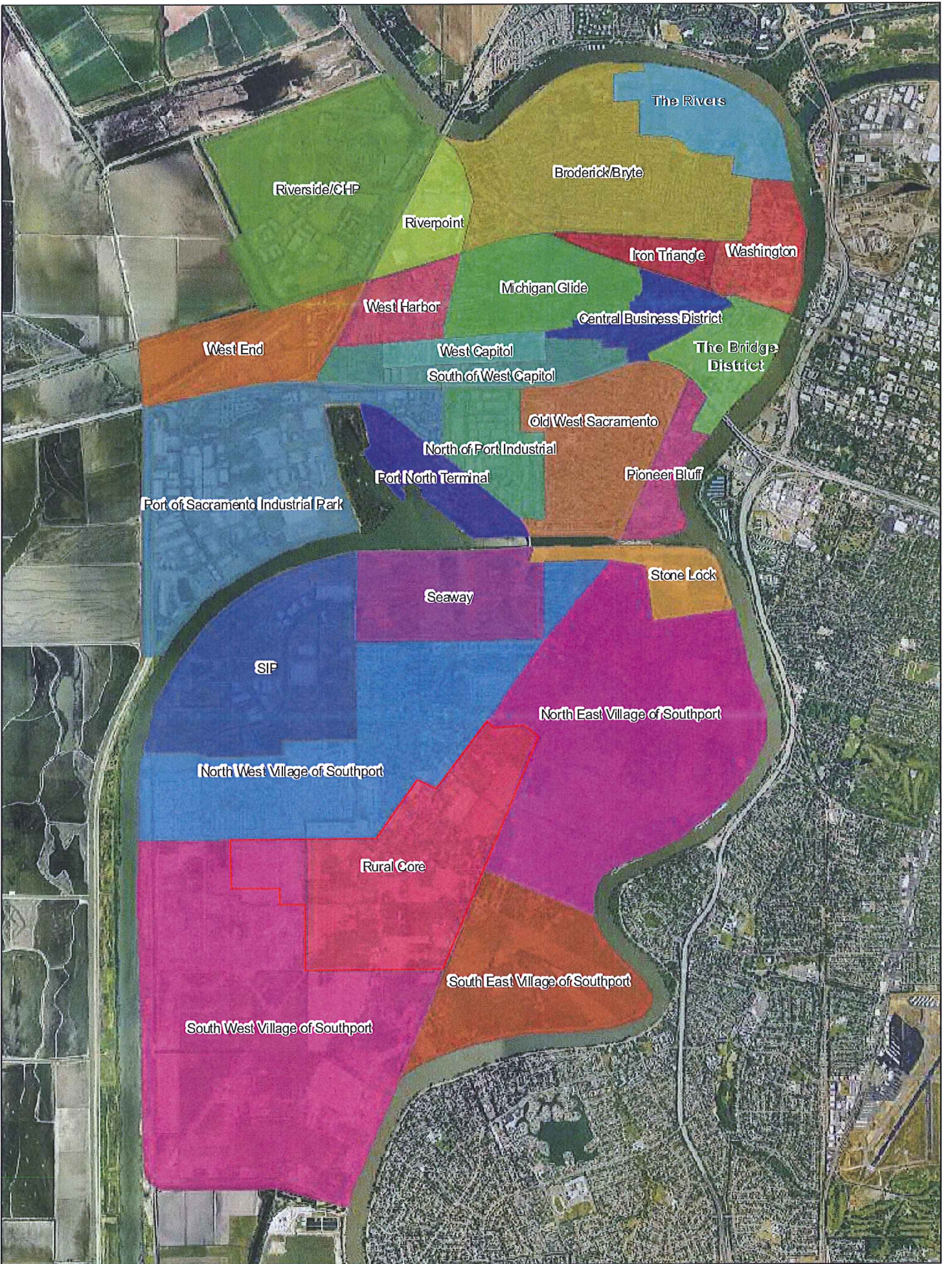
The historic city neighborhoods will not change significantly but will experience some redevelopment and revitalization. Most development in these areas will consist of infill on vacant lots and redevelopment of dilapidated structures.

### SOUTHPORT VILLAGES

#### Northeast, Northwest, Southeast, and Southwest

The Southport villages will continue to develop largely as planned since 2000. However, each village will have some small increases in density or new mixed-use development, providing opportunities to integrate a variety of residential uses and/or neighborhood commercial services into existing and planned neighborhoods.







### **WEST CAPITOL AVENUE CORRIDOR**

#### **West End, West Capitol, and South of West Capitol**

The West Capitol Avenue corridor east of Interstate 80 (West Capitol, South of West Capitol) will continue its transition into a “grand residential boulevard” with a residential emphasis between commercial nodes at Harbor and Jefferson Boulevards. Development will be characterized by residential uses and mixed-use (*i.e.*, residential over retail and office). Reuse of existing underutilized buildings will preserve the area’s distinct character while re-energizing the corridor with new activity. Wide sidewalks with sidewalk cafes and pedestrian amenities will provide social gathering places. West of Interstate 80 (West End), the corridor may be identified as a special study area to help determine its long-term uses.

### **HISTORIC INDUSTRIAL DISTRICTS**

#### **West Harbor, Michigan/Glide, and Iron Triangle**

The city’s historic industrial districts will transition and transform over time. West Harbor and Michigan/Glide will retain their historic industrial uses, but may introduce supporting commercial uses. Some existing, underutilized industrial sites will also redevelop. The Iron Triangle, an industrial area located adjacent to the Central Business District and Washington neighborhood, will start to transition to an urban, residential area; however, most of the industrial uses will remain during the timeframe of this General Plan.

### **THE PORT**

#### **North of Port Industrial, Port North Terminal, Seaway, Port of Sacramento Industrial Park, and Southport Industrial Park**

The Port and adjoining industrial areas will maintain their status as the industrial and shipping center of the region. Seaway will become a mixed-use employment center (business and maritime industrial and support services). Where appropriate, open space enhancements will provide additional linkages to Lake Washington and the city’s open space network.

### **RURAL CORE**

The Rural Core, made up of open space and larger-lot single-family homes, will maintain its rural character and continue to serve as a village separator to provide clear village identity in Southport.

### **OTHER DISTRICTS**

#### **Riverside/CHP and Riverpoint**

The Riverside/CHP area will develop as an employment center consisting of a mix of light industrial and business park uses, including research and development facilities. The area will also include employment center supporting retail sales and services, such as restaurants, fitness centers, and office services. Riverpoint is an established regional commercial center.

## Citywide Urban Structure and Design

Citywide urban structure and design involves the arrangement of the city's neighborhoods, districts, and corridors and the buildings, public spaces, circulation systems, and open spaces that create them. Policies in this section provide guidance and concepts for creating a well-organized and aesthetically-pleasing layout of the city. These concepts focus on achieving a positive experience for residents, employees, and visitors.

### GOAL UD-1

**To promote development and urban design that creates neighborhoods, districts, centers, and corridors that are unique and contribute positively to the overall urban structure and character of West Sacramento.**

#### UD-1.1 Overall Urban Structure and Design

The City shall ensure that development and redevelopment projects and plans, and urban design plans and guidelines for neighborhoods, districts, and corridors reflect the citywide urban structure and design concepts set out in the General Plan. (RDR/MPSP)

#### UD-1.2 Transition to Rural Landscapes

The City shall ensure that transitions between urban and rural areas at the edge of the community do not diminish the visual quality of open space. (RDR)

#### UD-1.3 Travel Experience ♥

The City shall seek to ensure that the urban structure and design of the city contributes positively to the overall travel experience by automobile, rail, transit, boat, foot, and bicycle within and through the city. (MPSP)

#### UD-1.4 Distinctiveness and Integrity

The City shall endeavor to maintain and enhance the distinctiveness and integrity of the various neighborhoods, districts, centers, and corridors within the city. (RDR/MPSP)

#### UD-1.5 Urban Skyline

The City shall promote the development of a distinctive urban skyline that reflects the vision of West Sacramento with a prominent core that contains the city's tallest buildings, complemented by smaller urban centers with lower-scale mid- and high-rise development. (RDR/MPSP)

#### UD-1.6 City Center

The City shall promote the Central Business District (CBD) as the center of West Sacramento's civic and cultural life. (MPSP)

#### UD-1.7 Complete Neighborhoods 🌍 ♥

The City shall promote the design of complete and well-structured neighborhoods that respect and respond to the physical characteristics, buildings, streetscapes, open spaces, and urban forms that contribute to their overall character and livability. (RDR/MPSP)

#### UD-1.8 Historical Context

The City shall encourage and support the rehabilitation and development of buildings and structures that reflect the historical character of West Sacramento's agricultural, industrial, and river-oriented past. (RDR)

#### UD-1.9 Street Patterns 🌍 ♥

The City shall protect well-defined existing street patterns and require new development and redevelopment projects to create walkable, pedestrian-scaled blocks, publicly-accessible mid-block and alley pedestrian routes where appropriate, and appropriately scaled sidewalks. (RDR/MPSP)



### UD-1.10 Industrial Design ♥

The City shall require that new and renovated industrial properties and structures incorporate high-quality design, safety and maintenance, including appropriate on-site landscaping and buffers; sidewalks; visual screening of areas used for outdoor storage, natural and electronic surveillance systems, processing, and other operations; consistent architectural treatment; consistent and well-designed signage; control of on-site lighting, noise, odors, vibrations, toxic materials, truck access, and other factors; and employee amenities, such as outdoor seating. (RDR)

### UD-1.11 Open Space Features 🌍 ♥

The City shall promote an urban structure and design that incorporates the open space features of West Sacramento's waterfront, rural landscapes, and parks, including visual access, natural surveillance and development that complements the natural environment. (RDR)

### UD-1.12 Development Regulations ♥

The City shall promote design excellence by ensuring City development regulations clearly express intended rather than prohibited outcomes and reinforce rather than inhibit quality design. (RDR/MPSP)

### UD-1.13 Design Review ♥

The City shall require design review that focuses on achieving appropriate form and function for new development and redevelopment to promote creativity, innovation, safety and quality design. (RDR)

## Gateways and Entryways

Well-designed gateways provide a sense of arrival into a community and its unique neighborhoods, districts, and corridors. They define transitions from adjacent areas and create first impressions of the city. Similarly, clearly identified entryways to the city's neighborhoods, districts, and corridors

maintain unique areas of the city and create a sense of place for residents and businesses. Policies in this section provide guidance on creating clear entries into the city and its neighborhoods, districts, and corridors. They include strategies and design elements for using signage, landscapes, lighting, and public art to define entrances.

**Gateway:** Major entrances to the city, including the Tower Bridge, I Street Bridge, Capitol City Freeway/Causeway,

**Entryway:** Entry points to neighborhoods and districts and along corridors within the city.

## GOAL UD-2

**To provide a distinct and visually-pleasing experience for residents and visitors entering gateways to West Sacramento and entryways to the city's unique neighborhoods, districts, and corridors.**

### UD-2.1 Community Gateways and Entryways ♥

The City shall maintain distinctive gateways and entryways that provide a sense of arrival and create a unique community identity for West Sacramento and the city's unique neighborhoods, districts, and corridors. (RDR/MPSP)

### UD-2.2 Contrast between Urban and Rural

The City shall strive to enhance the sense of arrival in West Sacramento as one enters the city by heightening the contrast between rural and natural areas and urban areas. (RDR/MPSP)

### UD-2.3 Unique & Individual Gateways

The City shall promote each gateway and entryway by protecting and enhancing their unique characteristics (e.g. historical and cultural features, landscapes, and natural



environments) and developing new architectural and/or landscape treatments. (RDR/MPSP)

#### **UD-2.4 Features and Amenities**

The City shall use a combination of streetscape, building orientation and placement, community art, and signage to create memorable entries to West Sacramento and the city's neighborhoods, districts, and corridors. Items that detract from the gateway image, such as attention-getting devices, outside storage, and off-premise commercial signs shall be discouraged or prohibited. (RDR/MPSP)

#### **UD-2.5 River-crossings and Bridges**

The City shall promote the enhancement of river-crossings and bridges to create strong, positive, and memorable gateways into West Sacramento and to reinforce the significance of historical bridges. (RDR/MPSP)

#### **UD-2.6 Capitol City Freeway (U.S. 50) and I-80**

The City shall work with Caltrans and private property owners to improve the visual quality of traveling on the Capitol City Freeway (U.S. 50) and Interstate 80 in West Sacramento by improving the maintenance of the highway right-of-way and adjacent properties, enforcing city codes, reducing and/or consolidating billboards, encouraging new investment on visible sites, maintaining and improving landscaping and lighting, and screening industrial uses. (RDR/IGC)

#### **UD-2.7 Districts and Neighborhoods**

The City shall ensure that development or redevelopment projects located next to gateways and entryways include features and amenities (e.g., signs, public art, streetscape enhancements, and architectural styles) that clearly demonstrate to travelers that they are entering West Sacramento or a unique area of the city. (RDR/MPSP)

## **The Waterfront**

West Sacramento's waterfront along the Sacramento River is in transition. The historic low-intensity and industrial focus of the waterfront has already begun to change (e.g., CalSTRS, Riverwalk Park, the Barn). Over the timeframe of the General Plan the waterfront is expected to transition into a vibrant urban environment where people live near their work and where cultural and recreational opportunities are easily accessible. Policies in this section seek to create a series of high-quality, urban districts and neighborhoods that use the Sacramento River as the central organizing theme of development. Policies build upon concepts of river focused development, well-connected circulation, physical and visual access to the river, and complementary design.

### **GOAL UD-3**

**To promote West Sacramento's waterfront as the active and vibrant urban core of the city that celebrates the Sacramento River as the focus of development and activity.**

#### **UD-3.1 River City Image**

The City shall promote development along the waterfront that establishes an image of West Sacramento as a river city. (MPSP)

#### **UD-3.2 Waterfront Urban Core**

The City shall encourage development along the waterfront to include a range of high density and intensity urban uses that establish the waterfront as the city's urban core. (RDR/MPSP)

#### **UD-3.3 Waterfront Development**

**Focused**

The City shall require development along the waterfront to use the Sacramento River as a focal point to guide the scale, building

orientation, and intensity of development. (RDR/MPSP)

#### **UD-3.4 Architectural Style and Building Design**

The City shall encourage architectural styles and building designs that incorporate and feature the natural river environment as a guiding theme. (RDR/MPSP)

#### **UD-3.5 Connectivity**

The City shall ensure that development along the waterfront provides for and strengthens connectivity through improved public open space, pedestrian and bicycle circulation, transportation systems, and visual corridors. (RDR/MPSP)

#### **UD-3.6 Removing Barriers**

The City shall seek to overcome or remove barriers to connectivity along the waterfront that divides neighborhoods and districts (e.g., Pioneer Bridge, railroad). (RDR/MPSP)

#### **UD-3.7 Riverfront Parks and Open Spaces**

The City shall require development along the waterfront to contribute to a world-class system of riverfront parks and open spaces that create a continuous riverfront "greenbelt" and provide a multitude of recreational opportunities, both passive and active. (RDR/MPSP)

#### **UD-3.8 Physical and Visual Access**

The City shall require development along the waterfront to maximize visual and physical access to the Sacramento River. (RDR/MPSP)

#### **UD-3.9 Complementary**

The City shall ensure that development along the waterfront complements the character and functions of adjacent neighborhoods and districts. (RDR/MPSP)

#### **UD-3.10 Sacramento Riverfront Master Plan**

The City shall use the Sacramento Riverfront Master Plan to guide development and design of the waterfront. (RDR/MPSP)

### **Streetscapes**

Well-designed and -maintained streetscapes improve the visual quality of surrounding areas and enhance the travel experience. Street design can serve to visually and physically complement adjacent development, open space networks, and city gateways and entryways. Policies in this section provide guidance on the design of streets and the elements that contribute to an inviting public realm.

#### **GOAL UD-4**

**To create durable, safe, and attractive streetscapes that support business activities, reinforce a sense of place, and make walking an attractive choice for moving within the city.**

#### **UD-4.1 Overall Streetscape Design**

The City shall ensure that streetscape design contributes to and defines the overall character of surrounding districts, neighborhoods, centers, and corridors. (RDR/MPSP)

#### **UD-4.2 Appropriate Features**

The City shall ensure that streetscape design includes features (e.g., sidewalks, lighting, canopy trees, landscaping, public art, furniture) that are appropriate for the intended use of the street and adjacent land uses. (RDR/MPSP)

#### **UD-4.3 Compatible Design**

The City shall ensure that streetscape design complements surrounding architecture, responds to the scale and proportion of the street, and brings coherence and unity



through a consistent use of materials and features. *(RDR/MPSP)*

#### **UD-4.4 Consistent Detailing and Application**

The City shall ensure that streetscape designs use materials and features consistently to create a distinct and continuous streetscape surface. *(RDR/MPSP)*

#### **UD-4.5 Appropriate Separation**

The City shall encourage streetscape designs that result in clear separation between the pedestrian environment and roadway by placing street furniture, landscaping, and street trees at the edge of the sidewalk. *(RDR/MPSP)*

#### **UD-4.6 Unique Streetscape Features**

The City shall encourage unique streetscape features such as special paving treatments and landscaping, street vendors and sidewalk cafes, distinct street and/or pedestrian lighting, public art, awnings, wayfinding signage, and banners. *(RDR/MPSP)*

#### **UD-4.7 Maintenance**

The City shall strive to ensure streetscapes are managed and maintained to appropriate, safe, and serviceable standards. *(RDR/MPSP)*

#### **UD-4.8 Open Space and Trees**

The City shall require that new roadways and roadway improvement projects include planting strips and landscaped medians sized for canopy trees. *(RDR)*

#### **UD-4.9 Green Street Features**

The City shall encourage streetscapes to include green street features that capture and absorb stormwater runoff and create attractive natural urban greenspaces. *(RDR/MPSP)*

#### **UD-4.10 Durable Materials and Construction**

The City shall ensure that streetscape designs use durable materials and construction methods to ensure a long life span and minimal maintenance. *(RDR/MPSP)*

#### **UD-4.11 Reduce Clutter**

The City shall strive to reduce and eliminate superfluous and redundant streetscape furniture and signage, and place new furniture and signs only where they are needed. *(RDR/MPSP)*

#### **UD-4.12 Accessible Streetscape Design**

Recognizing the benefits well-designed streetscapes provide for people with disabilities, the City shall ensure streetscape design features, materials, and dimensions meet safety and accessibility concerns such as non-slip pavement texture, appropriate curb ramp slope, and adequate sidewalk width and clearance. *(RDR/MPSP)*

#### **UD-4.13 Rural Streetscapes**

To protect rural character, the City shall ensure rural area streets are kept to a minimum width to the degree possible. Alternative pedestrian accommodations to curb adjacent sidewalks (e.g., trails) will be encouraged and allowed. *(RDR/MPSP)*

### **Building and Site Design**

Buildings are the most pronounced elements of a community. They shape and create space by forming the walls and corridors of the city. Well-placed and -designed buildings and groups of buildings influence the urban experience and, ultimately, create a sense of place. Policies in this section provide guidance on building and site design that fosters consistent and aesthetically-pleasing development and is in harmony with surrounding areas.



## GOAL UD-5

**To promote and enhance building and site design that produces a distinctive, complementary built environment whose forms and character reflect West Sacramento's unique historic and architectural context and distinct neighborhoods and districts.**

### UD-5.1 Spatial Unity

The City shall ensure that the scale of new and old development is complementary. Projects that include multiple buildings should group structures to create spatial unity. (RDR)

### UD-5.2 Iconic Buildings

The City shall encourage development of iconic public and private buildings in key locations to create new landmarks and focal features that contribute to the city's structure and identity. (RDR)

### UD-5.3 Historic Development Patterns

The City shall ensure that infill development respects existing historic structures, block and lot patterns, streetscapes and landscapes, and scale and character. (RDR)

### UD-5.4 Changes in Scale

The City shall ensure that the siting and height of buildings do not result in abrupt changes in building scale. The City shall require that the scale and massing of new development in higher-density centers and corridors provide appropriate transitions in building height and bulk that are sensitive to the physical and visual character of adjoining neighborhoods that have lower development intensities and building heights. (RDR)

### UD-5.5 Attractive Building and Site Design

The City shall emphasize attractive building and site design during the development

review process by giving careful attention to building scale, mass and placement, orientation, architecture, materials, landscaping, screening of equipment and loading areas, and design considerations. (RDR)

### UD-5.6 Design for Public Safety ♥

The City shall encourage buildings and site designs that enhance public safety and discourage crime by providing street-fronting uses ("eyes on the street"), adequate lighting and sight lines, and features that cultivate a sense of community ownership. (RDR)

### UD-5.7 Site Planning Techniques ♥

The City shall encourage sensitive site design and site planning that avoids monotonous and monolithic buildings. Design and site planning techniques should include articulation and segmentation of the wall and roof planes, pedestrian-scaled building details, visual openings in the wall plane, smaller building footprints, appropriate building and story setbacks, and hierarchical landscaping. (RDR)

### UD-5.8 Building Orientation ♥

The City shall encourage street- or open space-oriented building design that engages pedestrians through features such as building siting, build-to and setback lines, façade articulation, ground floor transparency, and location of parking. Commercial and mixed-use buildings should orient toward the public front of properties and residential buildings should include entries and stoops fronting the street. (RDR)

### UD-5.9 Architectural Quality

The City shall maintain high standards for architectural quality by requiring the use of natural materials and authentic architectural detailing. (RDR/MPSP)



**UD-5.10 Site Parking** ♥

The City shall require development to place parking in a manner that minimizes the visual dominance of parking while maintaining surveillance through natural and/or electronic means to ensure safety and crime prevention. *(RDR)*


**UD-5.11 Sidewalks** ♥

The City shall determine appropriate sidewalk locations and widths based on the purpose and use of an area and the scale and massing of buildings. Sidewalks should be designed to accommodate an appropriate concentration of pedestrians. *(RDR/MPSP)*

**UD-5.12 Wireless Communication Facilities** ♥

The City shall require that buildings constructed of sufficient height to host wireless communication facilities be designed to accommodate façade and/or roof-mounted installations to promote good wireless access throughout the community for convenience and safety. *(RDR)*



 <b>Table 3-3 Urban Structure and Design Implementation Programs</b>		2016-2018	2019-2023	2024-2035	Annual	Ongoing
1. The City shall develop design guidelines for community gateways and entry points, industrial and business park developments, complete neighborhoods, and streetscapes.						
Implements Which Policy(ies)	UD 2.1, 2.3, 2.7		✗			
Responsible Department(s)	Community Development					
Supporting Department(s)	Public Works; Economic Development					
2. The City shall update the West Capitol Avenue design guidelines to enhance the design and development standards for the Central Business District and include streetcar improvements.						
Implements Which Policy(ies)	UD 1.1, 1.4, 4.1	✗				
Responsible Department(s)	Community Development					
Supporting Department(s)	Economic Development					
3. Where deemed appropriate to promote quality development in a specific area, the City shall adopt and implement architectural design standards regulated by design review for multiple-family, commercial, office, and mixed-use development.						
Implements Which Policy(ies)	UD 1.1, 1.13, 5.1					✗
Responsible Department(s)	Community Development					
Supporting Department(s)	Economic Development					