

## Sacramento Kings Entertainment and Sports Center Central City Urban Design Guidelines Checklist

The following list identifies areas within the City's *Central City Urban Design Guidelines* (Guidelines) where the design of the Sacramento Kings Entertainment and Sports Center (ESC) may face specific challenges. While the ESC design largely conforms to the Guidelines, and has used the Guidelines to help develop the design of both the arena and surrounding plaza, there are a few areas where these Guidelines may not fully anticipate the unique challenge of building an Arena in the downtown setting. In any case, we believe that the arena design meets the spirit and intent underlying these Guidelines.

Summaries and excerpts of the relevant Guidelines sections, from both the Public and Private Realm, are followed by comments in red italics.

### **SECTION 3, CHAPTER 3 – PUBLIC REALM**

#### **Subsection B: Travelway Realm**

##### **SECTION 1: STREET TYPES**

##### *Corridor Streets (page 3-4 through 3-6)*

L, J, and 5<sup>th</sup> Street are considered “corridor streets” that serve as arterials through downtown Sacramento that are intended to provide “efficient” circulation and connect freeways and regional highways. The City encourages widened sidewalks on corridor streets and sidewalk bulb-outs at street intersections on one-way corridor streets. Where bicycle lanes cannot be accommodated and bicyclists must ride in travel lane with vehicular traffic, the addition of ‘sharrows’ (i.e., pavement markings that indicate that vehicles must share the lane with bicyclists) should be considered. Street trees should have a more vertical canopy in areas where sidewalks are narrow. It would be desirable to have the trees align with the light standards to increase the effective dimension of the pedestrian zone.

*Due to the function of L Street as the primary southern access point for pedestrians attending events at the arena, design considerations for safe and efficient concurrent movement of large numbers of people may not be able to accommodate all the recommendations given for corridor streets. Likewise, due to the needs of media truck access and vehicle drop offs it will be difficult to impossible to provide parallel on-street parking on both sides of the street.*

### One-way Transit Street (7th & 8th Streets)

Portions of certain downtown streets can accommodate light-rail transit within the existing right-of-way. One of the travel lanes is shared with the light-rail tracks, while the other two carry vehicular traffic. On-street parking is restricted to the side opposite the light-rail tracks.

#### Recommendations

- Ensure that the sidewalk adjacent to the tracks is wide enough to accommodate a station stop with disabled access ramps.
- On-street parallel parking is restricted to the side of the street opposite the light-rail tracks.

*In general, the design guidance for transit streets should not affect the design as there will be more than 600 foot distance between the light rail off 7<sup>th</sup> Street and the main entrance located off 5<sup>th</sup> Street. Modifications to the west side of 7<sup>th</sup> Street to accommodate pedestrian flows and auto drop-off for the arena may be required through cooperative agreement with PUD owners.*

### **SECTION 3: INTERSECTIONS**

Page 3-26: Pedestrian crossings should be designed as an integral and critical component of the street system that accommodates vehicular, bicycle and pedestrian circulation.

- Announce the presence of a crossing zone
- Slow vehicular traffic as it passes through the crossing zone
- Minimize the crossing time/distance for pedestrians
- Demarcate a clear and unambiguous zone for pedestrians

Strategies to achieve the objectives involve minimizing the curb-to-curb crossing distance, adding curb extensions, and reduce corner radii; high visibility crosswalk markings and use of different paving materials; pedestrian-scaled lighting at crosswalks.

*In general, the intent and requirements of this section of the Design Guidelines should be achievable with the City's understanding that intersections and associated pedestrian crossings adjacent to the arena need to provide safe and direct access to and from the arena during before and after events.*

#### **Subsection C: Pedestrian Realm**

Dedicate adequate space within the public street right-of-way to support a safe, comfortable, attractive and robust pedestrian environment sufficient in width for the desired level of pedestrian activity (pages 3-31 and 32)

- Minimum sidewalk width of 14 feet.
- Use of curb extensions
- Providing adequate space for each of the three functional zones (pedestrian, amenity, frontage)

*At certain times, when the drop-off area is being used before Games or events, the L street sidewalk would be less than 14'. As crowd flows are much larger following events, it is envisioned that this area would not be used as a drop-off and would be part of the sidewalk during these times.*

Pedestrian environment and the quality of the pedestrian experience shall be further enhanced, defined and made legible through the use of coordinated, attractive, and high-quality paving surfaces. (pages 3-33 and 34)

Functional zone (page 3- 35 and 36):

- Amenities that enhance pedestrian experience
- Spaces for passive or sedentary activities, particularly at transit stops (seating, steps, low walls, etc.)
- Street trees and vegetation should add color and visual interest

Provide adequate horizontal and vertical clearance (pages 3-37 and 38)

- Minimum 8' clearance'
- At least 50% of sidewalk width should be the pedestrian zone

Public amenity zone (pages 3-40 and 41)

- Should comprise 35% of sidewalk width
- Intersection opportunities for landscaping where curbs are extended
- Continuity of streetscape features with unified design identity
- Use of porous pavement or landscaping to benefit stormwater management

Street furnishing and amenities (pages 3-44 and 3-45):

- Provide ample bicycle parking and bike racks – but not to the extent these block pedestrian zone

Provide street lighting for a safe and attracting setting for nighttime use of public spaces (page 3-47 and 3-48):

- Unified design identity that is appropriate for the scale of street and level and character of nighttime activity
- Light poles should allow for hanging of banners
- 12' – 15' height

Landscaping should enrich pedestrian experience, downtown aesthetic, and ecological function (page 3-53 through 56)

- Scale, shade, and buffering for sense of comfort

- Add interest through above ground planters and movable landscaping elements (pots, hanging planters, etc.)
- Generally placed in public amenity zone
- Climate appropriate and water conserving
- Promote water re-use (rainwater harvesting, recycled water for irrigation)

*The ability to accommodate streetscape features described above will depend on the design requirements for the L Street access point to the arena. Of primary concern are design and maintenance of a large enough clear zone for pedestrian flow especially after events.*

Small Public Places (pages 3-60 and 3-61)

*See comments on private realm design guidance.*

Public Art (pages 3-62 and 63)

- Integrate public art into streetscape elements (street furniture, paving, transit shelters, etc.)  
*(Note: Examples include the recently redeveloped R Street, between 10<sup>th</sup> and 13<sup>th</sup> Streets—monuments, rails embedded in the street pavement, bicycle racks, and other streetscape elements integrate art with function.; 13<sup>th</sup> Street between J and L Streets, a shared auto / pedestrian street; and the small public space in Land Park referenced above).*
- Public art should be educational, interactive, and contribute to a unified design theme whenever possible.
- Should not obstruct driver's view

*See comments on private realm design guidance.*

## **SECTION 3, CHAPTER 4 – PRIVATE REALM**

### **Subsection B: Site Planning**

#### **SECTION 1: SETBACKS AND BUILD-TO LINES**

Setbacks appropriate to the district, typically similar to its immediately adjacent existing buildings—appropriate for its building type, its adjacent buildings, and its location in the city. (pages 4-2 and 3)

- Main building massing should be established along build-to line (based on required percentage of building frontage in the guidelines)

*Design of ESC along L street maintains the build-to-line, but some setbacks and openings will be required for entry areas and for crowd flow. This is consistent with recommendations that retail and mixed-use buildings along transit corridors should be setback 0'-10', as the L street frontage will contain some retail.*

- Zero setback for commercial buildings

*May need further setbacks on L street for crowd flow. These areas to be designed so that they enhance the L street corridor, and create a welcome entrance to the ESC.*

### Section 3: Lot Coverage

Penetration of air and light into the interior of the lot is also a prime concern--lot coverage may be maximized on the ground floor (page 4-7)

- On upper levels: Lot Coverage by the building footprint should not exceed 75% of the overall lot area.

*The lot coverage of the ESC is approximately 69%, including the full venue footprint including the upper level sky terrace extensions.*

- On lower levels (no more than 25% of # of floors): lot Coverage by the building footprint may be up to 100%
- Require open space can be an occupiable terrace or courtyard.

### Section 4: Open Space

To be provided on-site for new developments, in a range of public, common and private open space types (page 4-8 and 9)

- Must be open to the street or public right-of-way and accessible / meet ADA requirements
- Should be provided either as a dedicated courtyard or plaza.
- Public open space should include hard and soft landscaping, areas for sun and shade, benches and water features, where appropriate

Can include small public places (as described in Public Realm section and Parks Master Plan) with an identified purpose (such as education, socializing, exercise, and relaxation)

- Should have seating and central design features
- Adequate access to natural light and combination of soft- and hardscapes
- Should provide ecological function – stormwater management, water filtration, recycling
- Accessibility to highest number of users from a public sidewalk
- Provide signage of adequate size and location to inform public

*The ESC has been designed to meet the spirit of the design principles set forth in this section of the guidelines. It is important to note that the public plaza will seamlessly cross boundaries between the ESC and the surrounding development parcels. This will be achieved by shared design, maintenance, and operation of these spaces. The design features as mentioned in these Guidelines will need to be provided while also serving the primary function of the arena site public spaces to accommodate the flow of large numbers of people in and out of the facility.*

**Section 6: Project Size and Building Type (page 4-11)**

- If the elimination of a street or alley is proposed, the publicly-accessible right-of-way or easement should be kept in its place
- If project is more than 2.5 acres, should be subdivided with an appropriate number of public streets; if greater than one quarter of a city block, should include at least 2 buildings types, and roof heights which include at least a 15' variance across the project

*As the arena parcel is larger than 2.5 acres it will meet the spirit and intent of the Guidelines by opening up the existing large mega-block and creating outdoor public connections from all sides. The building massing will provide a variety of setbacks and articulations including those between the arena and it's base, the practice courts and the Riverview terrace. All facades have been designed in such a way so that there aren't any massive, blank walls lacking articulation or openings.*

**Section 7: Site Access , Service, and Utilities (page 4-12 and 13)**

Minimize the functional and visual impact of site access areas, service areas and utilities connections and carefully designed along and located along the least- trafficked edges of the parcel

- For major projects, trash storage facilities, loading docks mail rooms and other service related functions should be located within the interior space
- For major projects, truck parking for pick-up and deliveries should be located on-parcel
- Access into service facility should be located on the alley not on a public street
- The facade around the service opening should be treated in a decorative manner, consistent with the character of the main building.

*There is no alley on this site, but we will be loading down and under the plaza to minimize visual impact from street.*

**Subsection D: Massing and Building Configuration (pages 4-25 to 4-56)**

- Uniform placement of buildings at the sidewalk and /or consistency with historic patterns (*the arena will create a new context for an entire city block*)
- Uniformity of street wall height
- Articulation of the top of the streetwall height or use of step-back to maintain visual prominence of the street wall
- Use of plantings or other hardscape / softscape devices to create or maintain spatial definition
- Bulk controls should lead to a distinctive urban skyline

*As mentioned in previous points we will be providing some setbacks, articulations, and planting, to make it relate to the surrounding city scape. It will, however, be of a scale more similar to the convention center than a historic block. And so we will aim to meet the spirit and intent of the guidelines while seeking some concessions on the detailed requirements.*

*While the ESC is largely designed to follow the build-to line on L street, the setback on 5<sup>th</sup> street will be landscaped in such a way as to maintain the spatial definition of the street edge.*

#### Commercial & Commercial/Mixed-Use Buildings

1. Low-rise (Up to 50' height)
  - i. No bulk reduction required
  - ii. No setback from street required
2. Mid-rise (Up to 85' / Life-safety limit height)
  - iii. No bulk reduction required.
  - iv. No setback from street required
3. High-rise - Above 85' height
  - v. Maximum average tower floor plate: 20,000 sq ft
  - vi. Maximum plan dimension: 160'
  - vii. Maximum diagonal dimension: 200'
  - viii. 10% bulk reduction required for the top 20% of the tower height, measured from grade. No step back from street required

*The arena will be classified as a mid-rise, and therefore restrictions stated for high-rise do not apply.*

#### **Section 3e: Rooftops (page 4-38)**

Use of rooftop treatments that reduce heat island effects, such as high solar reflectivity materials or coatings, green roofs, or photo-voltaic panels on at least 50% of rooftop. Whenever possible, design flat roofs that provide accessible public open space.

*We are exploring a number of options relating to the rooftop design as it is intended for the arena to be distinctive from above. Strategies to reduce heat island effect will be incorporated into the design of this 'fifth façade'.*

#### **Section 4a-l: Facades (pages 4-39 to 4-56)**

- Design facades that activate the frontage zone next to the sidewalk
- Facades should be transparent at street level—blank walls of more than 12' are discouraged
- Articulation of street wall should include features such as notched set-backs, balconies, or other architectural devices that are not repetitive over more than 30% of a block or 50% of the height of a building
- Entrances that are well designed, appropriately scaled, and easy to find—should be visually prominent, include public art if possible
- Use of similar materials, colors, and treatments as surrounding buildings (*this would be hard to achieve for the arena itself given the desire for an iconic structure*)

- Lighting that enhances massing, serves as an urban art form, creates a distinctive urban character that showcases Sacramento historic architecture, if color washes are used, integrate into the building

*We believe our design meets the spirit and intent of these guidelines. The truck entry doorways are larger than 12' in width, but they will be articulated in their design as suggested in ways as suggested by the guidelines. While the lower level of the building on L street is more continuous than the rest of the façade, the contrast between it and the vertical panels of the building on top will create a very dynamic and highly articulated façade.*

#### **Section 8: Public Art**

Integration of public art into the building (examples: Old and New US Bank Towers across from Caesar Chavez Park and 601 Capitol Mall)

*This is a great opportunity, and just need to make sure the artwork relates to and helps augment the design of this unique venue.*