

[a model for small public places]

FOR THE CITY OF SACRAMENTO

BY TAMARA MALMSTROM





[a model for small public places]

FOR THE CITY OF SACRAMENTO

A SENIOR PROJECT
PREPARED TO THE FACULTY OF THE
LANDSCAPE ARCHITECTURE DEPARTMENT
UNIVERSITY OF CALIFORNIA, DAVIS
IN PARTIAL FULFILLMENT OF
THE REQUIREMENTS FOR THE
DEGREE OF BACHELORS OF SCIENCE OF
LANDSCAPE ARCHITECTURE

ACCEPTED AND APPROVED BY:

FACULTY MEMBER - MARK FRANCIS, FASLA

FACULTY MEMBER - PATSY OWENS, ASLA

COMMITTEE MEMBER - MARY DE BEAUVIERES, PRINCIPAL PLANNER

COMMITTEE MEMBER - JEFF NITKA, LANDSCAPE ARCHITECT

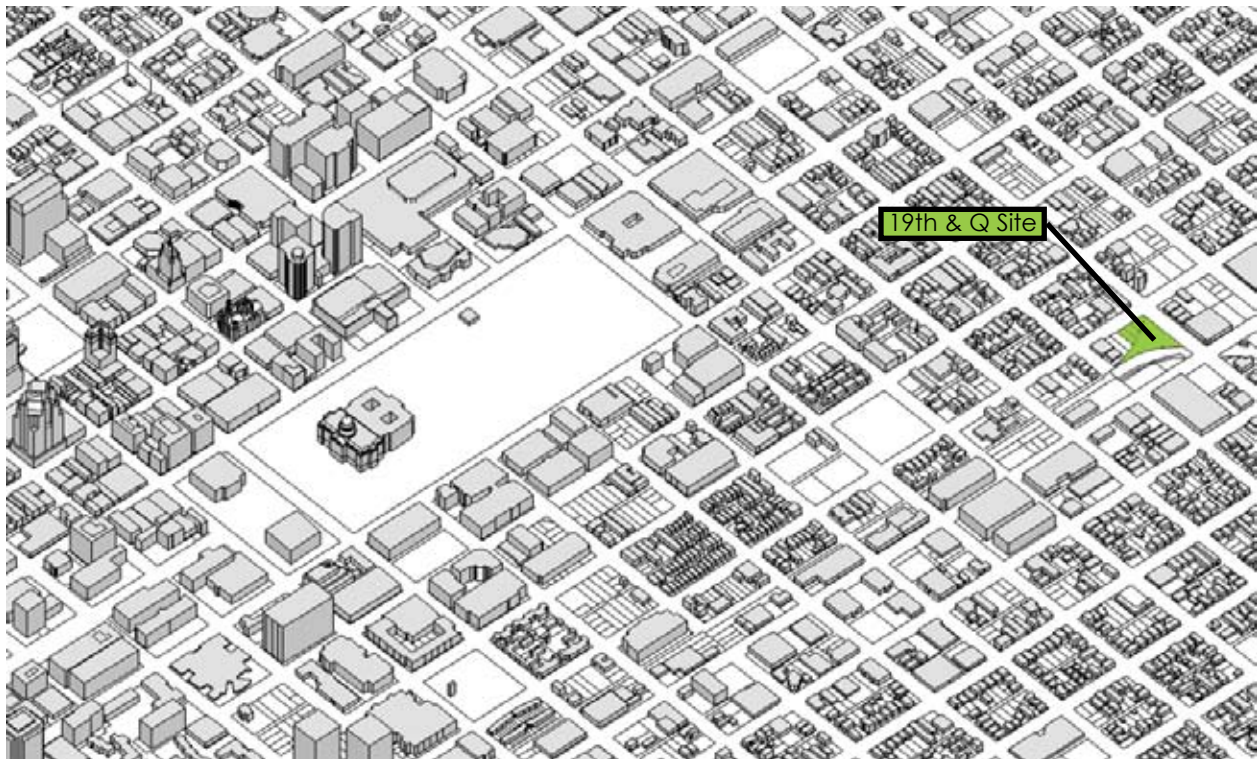
COMMITTEE MEMBER - STEVEN GIGUIERE, LANDSCAPE ARCHITECT

COMMITTEE MEMBER - GREG TAYLOR, SENIOR URBAN DESIGNER

TAMARA MALMSTROM
SPRING 2008

“The image of a great city stems largely from the quality of its public realm - its streets, boulevards, parks, squares, plazas, and waterfronts.”

Cyril B. Paumier



[abstract]

The City of Sacramento's Department of Parks & Recreation is currently developing a vision, purpose, policies, and implementation strategies for the creation of small parks and urban plazas (Small Public Places) in higher density areas of the City and in park deficient neighborhoods where there are no large undeveloped parcels. Inclusion of these Small Public Places into Sacramento's park system will allow the City greater flexibility in meeting its park acreage service level goals and will provide the public with a greater variety of park types to meet neighborhood recreational needs. The Central City Planning Area was recommended by City Council as an appropriate location to test the Small Public Places program with this model project.

The model project is located alongside the light rail tracks at 19th and Q Streets in Midtown, Sacramento. This vacant scrap of land will soon become a vibrant public place in the heart of our Capitol City. For this project, I have designed a plaza that will provide people relief from the dense land use patterns of Midtown. This scope of this project includes case studies in San Francisco, site overview and analysis, and finally, a site design. Through performing case studies I found there to be a number of elements that make a successful Small Public Place and should be considered when designing future sites. The 19th and Q site design considers all of the elements found in the case studies, behavioral mapping analysis, and related plans that focus on the project area. The 19th and Q site design will be used as a model for future planning and implementation of Small Public Places.



Buddleja davidii

[thank you]

TODD GORDON, MY FIANCE - for meeting me freshman year, falling in love, and going through life by my side.

TIA, MY POOCH - for my much needed study breaks with all our walks and petting sessions.

MARK FRANCIS - for all the articles, ideas, and inspiration you offered me.

PATSY OWENS - for all your interest during the course of this project.

MARY DE BEAUVIERES - for being such terrific boss and for your constant support and guidance.

JEFF NITKA - for our site visits and your patience with all my stupid questions.

STEVEN GIGUIERE - for helping me get creative with my design.

GREG TAYLOR - for inspiring me with your knowledge, experience, and excitement for urban design.

JONATHAN BOWHAY - for my cup of coffee every morning at work and being my BFF all through college.

[contents]

1. INTRODUCTION	1
1.1 Statement of Purpose	3
1.2 Significance of the Project	4
2. RESEARCH	7
2.1 Overview of Small Public Places	9
2.1.1 Definition	
2.1.2 Vision and Purpose	
2.1.3 Project Development and Public Meetings	
2.1.4 Proposed Policies	
2.1.5 Financial Considerations	
2.1.6 Park Purpose	
2.1.7 SPP Matrix	
2.1.8 Summer of Stakeholder Comments	
2.1.9 Next Steps	
2.2 Case Studies from San Francisco	21
2.3.1 Background	
2.3.2 Methodology	
2.3.3 Case Studies	
3. SITE OVERVIEW	51
3.1 Site Context	53
3.1.1 Sacramento & the Central City	
3.1.2 Surrounding Area, 1/2 Mile Radius	
3.1.3 R Street Corridor	
3.1.4 Behavioral Mapping	
3.2 Site Analysis	78
4. SITE DESIGN	81
4.1 Design Concept	83
4.2 Design Guidelines	83
4.3 Programming – Uses/Activities	83
4.4 Design Elements	84
4.4.1 Food	
4.4.2 Topography	
4.4.3 Seating	
4.4.4 Special Lighting	
4.4.5 Water Features	
4.4.6 Bike Rental Station	
4.4.7 Vegetation	
4.4.8 Materials	
4. REFERENCES	103
5. LIST OF FIGURES	105

CHAPTER 1

[introduction]



“Sacramento will be the most livable city in America.”

Sacramento General Plan



Sacramento State Capitol

[introduction]

1.1 STATEMENT OF PURPOSE

The City of Sacramento recently purchased a half-acre vacant lot, its first purchase of land for park purposes in the central city in over 30 years. The site sits alongside the light rail tracks at 19th and Q Streets in Midtown, Sacramento. (see Figure 1) This unused, lead-contaminated scrap of land will soon become a vibrant public place in the heart of the City. For this project, I will design a small park or urban plaza that will provide people relief from the dense land use patterns of Midtown. Transforming this lot will allow our booming population to discover the rewards of public life and help build vibrant communities.

This project is part of a broader effort for the City of Sacramento. I am working with the Advance Planning Section of the Department of Parks and Recreation which is leading the effort to develop a vision, purpose, policies, and implementation strategies for the creation of small parks and urban plazas (Small Public Places) in higher density areas of the City and in park deficient neighborhoods where there are no large undeveloped parcels. Inclusion of these Small Public Places into Sacramento's park system will allow the City greater flexibility in meeting its park acreage service level goals and will provide the public with a greater variety of park types to meet neighborhood recreational needs.

The Central City Planning Area was recommended by City Council as an appropriate location to test the Small Public Places program with a model project, due to its number of high-density infill developments, its visibility, and the City's current focus on a related project, the Sacramento Central City Urban Design Guidelines & Plan. Staff will seek direction from Council in Summer 2008 to include the Small Public Places Program in the City's Parks and Recreation Master Plan, and to be reflected in the 2030 General Plan Update, the Central City Urban Design Guidelines & Plan, and in other related plans. The proposed vision, purpose, and policies for Small

Public Places are consistent with both the City's overall Strategic Plan goal and the General Plan vision of becoming "the most livable city in America".

They are also consistent with the Smart Growth Principles adopted by Council in 2001, the Preferred Blueprint adopted for the region by the Sacramento Area Council of Governments (SACOG) in 2004, the 2030 General Plan Vision and Guiding Principles adopted by Council in 2005, and the Regional Greenprint goals adopted by Council in 2005.

The research for this project includes case studies of other Small Public Places in San Francisco. An analysis of their successes and failures guide this site design. It also includes conducting a comprehensive analysis of area surrounding the 19th and Q site and the site itself. This context research will include City-wide, Planning-Area wide, neighborhood, and site specific analysis. The R Street Corridor Plan will be reviewed discussed, as the site lies within the boundaries of this plan.

The products for this project include case studies, surrounding and site analysis, program development, and a draft master plan. For the case studies I will visit Small Public Places in San Francisco and analyze what elements make them a success or failure. The draft master plan will serve to guide and influence the final design and will be used as a model for future planning and implementation of Small Public Places. By the end of the project, I will have developed a clear understanding of what design possibilities are appropriate for such places.

1.2 SIGNIFICANCE OF THE PROJECT

The need for Small Public Places is in response to the City's implementation of smart growth principles which call for higher density development, primarily in infill locations. The City's 2030 General Plan is consistent with these smart growth concepts, as it proposes growth focused more on infill development and less on traditional growth patterns that expand the City's boundaries. One of the critical issues facing the City is decreasing land supply and increasing population. There is a diminishing supply of vacant parcels that may be developed as neighborhood or community parks. As the City continues to develop, there are fewer acres of land available to be dedicated for parks, limiting the City's ability to meet its resident's needs.

The City has a service level goal of providing five acres of neighborhood and community parkland per thousand people, with 2.5 acres to be in neighborhood parks less than 10 acres in size, and 2.5 acres in community parks 10-60 acres in size. The Parks and Recreation Department needs to rethink how it can provide these parks for our increasing population. The challenge is particularly high in: 1) existing urban areas such as the Central City; 2) high density transit-oriented developments (TODs); and 3) areas that have a limited number of neighborhood parks and few undeveloped parcels. Inclusion of these Small Public Places (SPP) into Sacramento's parks and recreation system will provide greater flexibility in meeting the City park acreage service level goal and will provide the public with a greater variety of park types to meet recreational needs. SPP will help fill park deficiency gaps and create public gathering places that will promote community building and provide needed relief from the intensity of dense land use patterns.

This research and model project for the City of Sacramento serves to guide the planning, design, and development of the 19th and Q site, as well as provide information for development of future Small Public Places. This project contributes to the profession of landscape architecture because not only is it directly affecting Sacramento's Parks & Recreation Department, but it is applicable to other cities faced with the same issues.

**Imagine a public space
bustling with people. Great
downtowns fill cities with life.**



Ottawa, Canada

CHAPTER 2

[research]





Figure 2-1 Public Workshop, November 2007

[research]

2.1 OVERVIEW OF SMALL PUBLIC PLACES

2.1.1 DEFINITION

Small Public Places (SPP) are small neighborhood-serving parks and plazas between 1/18th of an acre and five acres in size. They are to be part of Sacramento's City-owned park system, and are to be the smallest component of the Neighborhood Park category which includes parks up to 10 acres in size.

2.1.2 VISION AND PURPOSE

The need for Small Public Places is in response to the City's implementation of smart growth principles that call for higher density development, primarily in infill locations; and public demand to provide a variety of park experiences, including small parks, to meet a diversity of recreational needs. These concepts are prevalent in the formulation of the 2030 General Plan, where the City's proposed growth is focusing more on infill development ("growing inward"), and less on traditional growth patterns that expand the City's boundaries. With a diminishing supply of vacant parcels that may be developed as neighborhood or community parks to meet the City's service level goal of five acres of neighborhood and community parkland for every 1,000 people, the Parks and Recreation Department is "rethinking" how it provides neighborhood and community parks for the increasing population. This is particularly true in existing urban areas, such as the Central City; in high density transit-oriented developments; and in areas that have a limited number of neighborhood parks and few undeveloped parcels. Inclusion of these Small Public Places into Sacramento's parks and recreation system will allow the City greater flexibility in meeting its park acreage service level goal and will provide the public with a greater variety of park types to meet neighborhood recreational needs. Small Public Places will help fill park deficiency gaps and help to create public gathering places that will foster a sense of community by providing needed relief from the hardscape and intensity of dense land use patterns.

2.1.3 PROJECT DEVELOPMENT AND PUBLIC MEETINGS

Staff first presented the concept of Small Public Places at a public workshop on May 8, 2006. The concept was then presented as an informational report to the Parks and Recreation Commission; to the Planning Commission; and then to City Council on May 30, 2006. Council directed Parks and Recreation staff to report back with a common vision and purpose for Small Public Places within the City's park and recreation system, and recommendations on policy changes that would be required to implement that vision and purpose.

Since then, a multi-disciplinary, interdepartmental City staff team (including representatives from the departments of Development Services, Transportation, Economic Development, Neighborhood Services, Police, Parks and Recreation, and the City Attorney's Office) has further developed the concepts for Small Public Places into the draft vision and policies included herein. This latest effort has been presented by staff as follows:

- Public Workshop (10/25/2007)
- Parks and Recreation Commission (11/7/ 2007)
- Planning Commission (11/15/2007)
- Sacramento Youth Commission (11/19/2007)
- Development Oversight Commission (12/3/007)
- River District Board (12/5/2007)
- BIA (1/9/2008)
- Career Academy (1/17/2008)
- City Council Workshop (4/1/2008)
- Staff to report-back to City Council with Policies for Adoption (Summer 2008)

Comments from these meetings are shown on Attachment 3: "Summary of Stakeholder Comments". Staff intends to return to Council this Summer for the adoption of the proposed policies.



Figure 2-2 Policy Team Meeting, September 2007

2.1.4 PROPOSED POLICIES

There are five policies being further developed by staff in regards to Small Public Places

POLICY 1: Target Areas

SPP are not appropriate in all areas of the City. They are intended to be provided primarily in approved "specified infill areas", and in park deficient neighborhoods where large parcels of undeveloped land are in short supply. These "specified infill areas" have been created to encourage certain types of development. The designated infill areas are shown in color on the Specified Infill Areas map; the infill areas include the Central City, 65th Street Transit Village, commercial corridor and residential target areas. The City recognizes that there may be locations outside these target areas where SPP may be appropriate, and will consider them on a case-by-case basis.

POLICY 2: Park Purpose

The purpose of each of the SPP will drive the park's location, size, configuration and design. A park's purpose could include: exercise, education, reconnection or socializing, relaxation, a venue for a special use (such as entertainment, a market, or a fair), or a memorial to historic or cultural heritage. Only after the purpose of the park is decided should the appropriate location, size, configuration and design of the park be determined.

POLICY 3: Type & Size

SPP are proposed to vary in size from 1/18th acre to five acres, depending on the intended type of park to be developed. A SPP may be a small version of a traditional neighborhood park (such as the East Lawn Children's Park, located at the intersection of 42nd St. and Folsom Blvd.), or a paved plaza with seating, planters, water feature and art (as has been contemplated in the Railyards project). It may be a pedestrian-oriented alley, series of alleys, or promenade serving as a recreational destination in

and of itself, or a primary access to an area of significant recreational value. The type of SPP determines the minimum size for that park.

POLICY 4: Meeting Park Needs with SPP

The addition of SPP to the City's park inventory does not change the City's existing park service level goal of providing five acres of neighborhood and community park land for every 1,000 residents (2.5 acres in neighborhood parks and 2.5 acres in community parks). Meeting the City's Quimby Ordinance requirements (City Ordinance 2003-060) is typically fulfilled through on-site land dedication. As a rule, the Department of Parks and Recreation (DPR) tries to meet this goal during the entitlement process through dedication of land for parks, except for subdivisions containing 50 parcels or less, where an in-lieu fee equal to the land value is paid. DPR can also agree to accept a combination of land and in lieu fees to meet these requirements. A Development Agreement may also provide flexibility in achieving the service level goal, such as requesting an on-site recreation center and/or rooftop facility in high rise development.

To implement SPP, DPR is also researching mechanisms used by other cities to encourage the development of SPP in urban settings. A report back on staff's findings will be included in the next round with Council. In any event, the City will continue to provide an appropriate mix of various sized neighborhood parks (from 1/18th of an acre to 10 acres) and community parks (10 to 60 acres) within each Community Planning Area to meet the needs of the community.

POLICY 5: Siting

The location of each of the SPP is proposed to be driven by the park's fundamental purpose. In addition, each of the SPP is proposed to be sited to be physically and visually open and easily accessible to the public. It should also be located with "eyes on the park" for heightened security and safety, and to maximize its benefit to the neighborhood.

2.1.5 FINANCIAL CONSIDERATIONS

In the long term,

a. It is likely that, in infill areas where land is in short supply, fewer acres of park land will be proportionally dedicated and more Quimby in-lieu fees will be collected from private development projects.

b. Funding will have to be provided for the higher costs and service levels associated with SPP for land acquisition, design, and construction as well as for on-going maintenance, security, and programming.

c. To provide new SPP in existing park-deficient neighborhoods, it will be necessary for new funding sources to be identified, because: 1) the City's principal sources of funding for park acquisition and development are applied only to new development (Quimby Act and Park Development Impact Fee programs); and 2) the costs associated with the design, construction, maintenance, security, and programming are higher for Small Public Places.

2.1.6 PARK PURPOSE

The "purpose" of each SPP shall be determined first--prior to deciding its location, size, configuration and design. Then, the appropriate location, size, configuration and design of each SPP shall be decided based on its "purpose". Examples of park purpose include:

1. EXERCISE

Example: Tot lots and play parks.

Typical Design Elements: Play areas, sports fields, play courts, walkways, drinking fountains, misters, par course, artwork.

2. EDUCATION

Example: Interpretive park, demonstration garden.

Typical Design Elements: Plant material, signage, amphitheater, overlooks, seating, tactile elements, shade structures, artwork, design theme.

3. RECONNECTION; SOCIALIZING

Example: Any gathering spot.

Typical Design Elements: Benches, tables, shade structures, paved plazas, trees, plant material, drinking fountains, artwork.

4. RELAXATION

Example: Seating plazas, sunning parks.

Typical Design Elements: Trees & plants, benches, water feature, music, quiet areas, nature areas, shade structures, food, artwork.

5. SPECIAL USE VENUE

Example: Markets, fairs, entertainment (music, art, plays, etc.)

Typical Design Elements: Paved plazas, amphitheater, food, bathrooms, benches, tables, electrical hook-up, lighting.

6. HORTICULTURAL HERITAGE

Example: Memorial parks (Police, MLK), heritage parks

Typical Design Elements: Paved plazas, amphitheater, shade structures, benches, kiosks, signage, artwork, design theme.



Pioneer Square, Portland



Pike's Place Market, Seattle

2.1.7 SPP MATRIX

The "TYPE" of SPP is determined by the following:

- Purpose
- Surrounding Land Use
- Size & Shape
- Programming

TYPE	MIN. SIZE	DEFINITION	EXAMPLES
Traditional Parks <ul style="list-style-type: none"> • Urban Parks • Neighborhood Parks • Commons • Tot lots 	1/3 acre	Primarily green/softscape with multiple recreational uses, usually within residential neighborhoods.	Fremont St. Rose of Lima J.Neely Johnson Muir Winner's Circle
Plaza Parks <ul style="list-style-type: none"> • Plazas • Civic Square • Town Square • Pocket/Vest Pocket Park 	1/10 acre	Primarily hardscape for passive recreation, social gathering and special events, Usually adjacent to high-intensity development (residential, commercial, professional, institutional).	Chavez Plaza Pioneer Square (Portland) City Square (Melbourne) Paley Park (N.Y.C.)
Community Garden Parks <ul style="list-style-type: none"> • Fruit/Vegetable Gardens • Agriculture Plots 	1/18 acre	Food producing with an active, hands-on interaction with plants for production.	Fremont Southside J.Neely Johnson Candlestick Point (S.F.)
Experiential Garden Parks <ul style="list-style-type: none"> • Horticulture/Flower • Observation • Zen/Meditative • Arboretum • Demonstration 	1/18 acre	Theme gardens for learning, viewing, and interacting.	Butchart Gardens (Victoria) Rose Garden (San Jose) U.C. Davis Arboretum (Davis) Rain Gardens (Portal)
Promenade Parks <ul style="list-style-type: none"> • Promenades 	50' wide	Wider, non-vehicular, "external or edge" corridor serving as primary access to a park, open space, or significant landscape feature; OR as a "destination" in-and-of-itself.	Pike's Place Market (Seattle) 3rd St. Market (Santa Monica) Embracadero (S.F.) Riverwalk Promenade Las Ramblas (Barcelona)
Paseo Parks <ul style="list-style-type: none"> • Pedestrian Alley System • Paseos 	20' wide	Narrower, non-vehicular, "internal" corridor serving as primary access to a park, open space, or significant landscape feature; OR serving as part of a system or greater whole.	El Paseo (Santa Barbara)

Figure 2-3 SPP Matrix

2.1.8 SUMMARY OF STAKEHOLDER COMMENTS

To the right is Figure 2-3, which summarizes the comments gathered from the following meetings:

1. City Council (05/30/2006)
2. Public Workshop (10/25/2007)
3. Park and Recreation Commission (11/07/2007)
4. Planning Commission (11/15/2007)
5. Sacramento Youth Commission (11/19/2007)
6. Development Oversight Commission (12/03/2007)
7. River District Board (12/05/2007)
8. Building Industry Association (1/9/08)
9. City Staff "Policy Team" (1/10/08)

COMMENT	STAFF RESPONSE
1) To SPP criteria, add: a place within a neighborhood/community that serves as a focal point, a gathering place, etc.	Special public places are included under the proposed park purpose of Reconnection/Socializing and/or Special Use.
2) Include water to the list of park elements (water features, fountains, ponds, etc.).	Done.
3) SPP should be incorporated around our light rail stations/transit villages. Get written comments from Regional Transit regarding the SPP proposal.	Regional Transit was invited to attend a SPP staff presentation, and will be asked to submit written review comments. RT's comments will be included in staff's report back to Council in summer 2008.
4) Due to heavy use and higher expectations for cleanliness and design, SPP do cost more to develop and maintain. The City must budget more and/or develop alternative programs/strategies to fund SPP. (Businesses and the City to share in cost of maintenance; encourage local neighborhoods to compete for public funding; secure/accept corporate funding; allow cart vendors, kiosks; encourage donations from private benefactors; pursue joint use and funding, etc.). Use Davis as a model.	ADDRESS IN NEXT PHASE: Cost and funding is to be addressed in Staff's report back to Council in summer 2008. Identify and estimate the increased costs associated with SPP and strategies for securing funding for design, construction, programming, maintenance, and security. Rooftop parks and indoor facilities are even more expensive and will require additional funding to develop and maintain.
5) Consider use of transportation funds for parks along pedestrian/bicycle links. Create more walkable neighborhoods and business districts.	ADDRESS IN NEXT PHASE: Cost and funding is to be addressed in Staff's report back to Council in summer 2008.
6) Accommodate exceptions in the design of SPP (i.e. size, use, design elements). Be flexible and responsive to the particular situation and neighborhood. (48 th and M St is a plaza smaller than 1/18 th of an acre. Similar plazas should qualify as SPP.)	The proposed minimum size for a SPP is a general rule intended for park planning and design purposes. Staff will be flexible and responsive, open to exceptions in minimum size and alternative uses on a case-by-case basis.
7) Be open to non-traditional park uses such as farmers' markets.	This can be, and is already being, done in City parks.
8) Landscaping alone should not constitute a SPP (i.e. medians and streetscapes).	To qualify, a SPP must be (1) designed and used primarily as a public park; or (2) be the primary access way to a park.
9) Where possible, build neighborhoods around parks. Savannah, Georgia has a variety of types of small parks as part of the community's historic fabric. Its small parks range from commercial, to residential, to "artsy", to passive, etc.	Agreed. ADDRESS IN NEXT PHASE: Use Savannah as one model for SPP. Policies and practices of other (model) cities will be addressed in Staff's report back to Council in summer 2008.

Figure 2-4 Summary of Stakeholder Comments

COMMENT	STAFF RESPONSE
10) Add pictures of rooftop gardens to the presentation.	Done.
11) Develop rooftop options for SPP as we create vertical neighborhoods in the downtown area. Ensure that rooftop parks are accessible to the public.	ADDRESS IN NEXT PHASE: Rooftop parks will be addressed in Staff's report back to Council in summer 2008.
12) Prepare an inventory of successful, heavily used small parks in the Sacramento area and in other cities. Use these existing examples as case studies for research and analysis.	ADDRESS IN NEXT PHASE: Policies and practices of other (model) cities will be addressed in Staff's report back to Council in summer 2008.
13) At transit oriented developments (TODs), the park standard of five acres /1000 residents is too restrictive, and should be lowered.	With Council approval, Staff agrees to accept park land dedications on-site at TODs as low as 2.5 acres per 1,000 residents. The balance of the park land requirement would be collected in park in-lieu fees (for an equivalent of five acres per 1,000 residents land and fee). Any lowering of the City's park land requirement below five acres per 1,000 residents would not be staff supported, and would have to be approved by City Council.
14) Include an art aspect to the Experiential Garden Parks purpose.	Incorporate into Design Guidelines.
15) Address safety and security issues in the design and siting of SPP (i.e. drugs, sex offenders, graffiti). Ensure "eyes on the park" and neighborhood ownership.	Park safety and security is an issue particularly at night and in certain neighborhoods. Safety and security can be enhanced through appropriate siting and good design.
16) Site SPP at strategic locations for maximum benefit and success.	Incorporate into Design Guidelines.
17) Central City needs to revamp and redefine its parks. Redesign underutilized parks around daytime and nighttime purposes. Identify opportunities for new park land acquisition in high-density, infill areas where vacant land is in short supply.	ADDRESS IN NEXT PHASE: Identify park opportunities within the Central City pilot area. Prepare a schematic Opportunities Map that includes areas for new SPP, and existing sites that are underutilized. Develop design and programming ideas by researching how other cities have successfully included SPP in their downtowns. Secure funding for re-developing existing, underutilized parks.
18) Provide creative alternatives to provide public parks in areas where land is limited. Provide separate, public elevators to rooftop gardens. Consider basement parks with bocce ball courts and bowling alleys. Provide indoor/underground community centers.	Incorporate into SPP implementation phase.

Figure 2-5 Summary of Stakeholder Comments

2.1.9 NEXT STEPS

1. Adoption and Model Project.

Staff will return to Council in early summer 2008 for adoption of policies governing Small Public Places for inclusion in the City's 2008 Park and Recreation Master Plan update (currently underway), the 2030 General Plan, Central City Urban Design Guidelines & Plan, and other relevant plans/documents. Staff also intends to bring forward information on the design and estimated costs of SPP. This park site in the Central City is a model project to include a draft Master Plan. This model project will serve as a test case, allowing staff to refine and apply proposed policies and provide a design example for SPP.

2. Future Phase: Costs, Implementation, and Guidelines.

a. Higher Costs and Service Levels. City staff recognizes the higher costs for SPP and the need for increased service levels. Staff will further explore the higher costs and service levels associated with land acquisition, design, construction, on-going maintenance, security, and programming.

b. Implementation Strategy. Financial strategies will be necessary to implement the above policies, including providing sufficient neighborhood and community park acres and adequate financing for the development and maintenance of SPP. The Central City Community Planning Area is recommended as the first "test area" for initial implementation of the SPP project. A future task will include the development of a master planning map to show how and where the inclusion of Small Public Places can offset park deficiencies.

c. Design Guidelines. Design guidelines will be developed to address such things as consistency with the character of the surrounding development and greater neighborhood, visibility and accessibility, and the amount of landscaping that will be incorporated into each type of SPP.

Draw from case study observations of public spaces, to show what makes public spaces succeed.



2.2 CASE STUDIES FROM SAN FRANCISCO

2.2.1 Background

San Francisco is a highly desirable place to visit, work, and live. It is the most populous city in California and is renowned for its steep rolling hills, an eclectic mix of Victorian and modern architecture, and famous landmarks, including the Golden Gate Bridge, Alcatraz Island, the cable cars, Coit Tower, and Chinatown.

In 1985, the City of San Francisco developed an Area Plan for its Downtown that focuses on enhancing open space. The plan aims to create "linked, sunny open spaces around the high-density urban core" (San Francisco's 1985 Downtown Plan). It recognizes how open space is becoming increasingly important as the number of persons in downtown grows. Meeting this demand for additional open space is a real necessity, as development intensifies and greater pressure is placed on the limited downtown park space.



Figure 2-6 San Francisco

There is a need for SPP in downtown San Francisco and they are a vital ingredient to the health of this bustling city. "Small open spaces...include plazas, garden parks, greenhouse spaces, and "snippets" - or small sunny sitting areas. In short, the Plan calls for spaces for people to sit, relax, watch, and enjoy the city" (San Francisco's 1985 Downtown Plan).

There are a series of Open Space objectives and policies that are in Chapter 9 of San Francisco's Area Plan for Downtown, summarized below:

OBJECTIVE 9

Provide quality open space in sufficient quantity and variety to meet the needs of downtown workers, residents, and visitors.

Policy 9.1: Require usable indoor and outdoor space, accessible to the public, as part of new downtown development.

Policy 9.2: Provide different kinds of open space downtown, including sun and view terraces, landscaped gardens, plazas, parks, snippets, and public enclosed spaces. Policy 9.3: Give priority to development of two categories of highly valued open space; sunlit plazas and parks, as they are ground level and benefit more people.

Policy 9.4: Provide a variety of seating arrangements in open spaces throughout downtown.

Policy 9.5: Improve the usefulness of publicly owned rights-of-way as open space.

OBJECTIVE 10

Assure that open spaces are accessible and usable.

Policy 10.1: Develop an open space system that gives every person living and working downtown access to a sizable sunlit open space within convenient walking distance.

Policy 10.2: Encourage the creation of new open spaces that become a part of an interconnected pedestrian network.

Policy 10.3: Keep open space facilities available to the public.

Policy 10.4: Provide open space that is clearly visible and easily reached from the street or pedestrian way.

ultimate goal is to create a connected link of new and existing open spaces rather than isolated and secluded failures.

OBJECTIVE 11

Provide contrast and form by consciously treating open space as a counterpoint to the built environment.

Policy 11.1: Place and arrange open space to complement and structure the urban form by creating distinct opening in the otherwise dominant streetwall form of downtown.

Policy 11.2: Introduce elements of the natural environment in open space to contrast with the built-up environment

The Plan also identifies key implementation actions: Require open space for most nonresidential uses; Allow the open space requirement of new buildings to be met off-site by developing open space on public land; Continue to acquire and develop new publicly owned open space to serve downtown residential areas; Acquire needed open space through use of eminent domain powers when other means fail.

Prior to adopting the "Downtown Plan" in 1985, there were no design standards for open spaces, and developers could earn credit for developing spaces even if they were unattractive, inaccessible, and unwelcoming. This "Downtown Plan" requires that one square foot of public space be used for every fifty square feet of new office space and they must follow the City's design guidelines. They must indicate how a proposed open space will contribute to downtown's vitality, prior to approval. The ultimate goal is to create a connected link of new and existing open spaces rather than isolated and secluded failures.





As described earlier, Sacramento is now developing their own typology of open spaces, just as San Francisco did in 1985. San Francisco had categorized spaces by size, use, relationship to street, style, predominant function, architectural form, and location. Their typologies are summarized below:

1. Street Plaza.

A small portion of public open space immediately adjacent to the sidewalk and closely connected to the street (i.e. seating edge, widened sidewalk, bus-waiting place, pedestrian link, corner sun pocket, arcade plaza).

2. Corporate Foyer.

Generally part of a new, high-rise building to provide an elegant entryway (i.e. decorative porch, impressive forecourt, stage set).

3. Urban Oasis.

More heavily planted and more secluded from the street, like a standard garden or park (i.e. outdoor lunch plaza, garden oasis, roof garden).

4. Transit Foyer.

A type of plaza space created for easy access in and out of heavily used public transit terminals, often encouraging street entertainers, vendors, and people watchers (i.e. subway entry place, bus terminal).

5. Grand Public Place.

A larger town-square or piazza type space that generally attracts a greater variety of users, and can accommodate the lunch crowds, outdoor cafes, passerby's, concerts, art shows, exhibits, and rallies (i.e. city plaza, city square).

2.2.2 Methodology

Since this effort began for San Francisco, more than a dozen small public places have been developed. These include lush street-side plazas that are highly successful, as well as hard to find ones that are unwelcoming failures.

I decided to perform case studies on some of these places to evaluate what makes them successful or not, to develop criteria for designing Small Public Places. This analysis will serve to identify design elements to help influence my 19th and Q site design, which will serve as a model for SPP's for Sacramento.

I specifically focused on taking field notes on the following items, as I feel they are important elements to consider:

- location activity
- visibility/accessibility
- ease of circulation
- water feature present
- amount and variety of seating options
- variety of seating orientations
- amount and choice of vegetation
- levels/topography
- focal point
- food nearby
- design character

Each case studies include field notes, a plan or isometric view of the site, and photographs.

“Making high quality places for people is one of the most democratic actions a city can provide for its citizens.”

Greg Taylor

2.2.3 Case Studies

The map below (Figure 2-2) illustrates each site location, with the individual case studies to follow.

1. Justin Herman Plaza
2. 101 California
3. Crown-Zellerbach building (One Bush Plaza)
4. 501 Market (Mechanic's Plaza)
5. 525 Market
6. 101 2nd Street
7. 560 Mission
8. 100 1st Street
9. 500 Howard (Foundry Square)
10. 199 Fremont




Figure 2-8 Case Study Locations Map




1. Justin Herman Plaza

 [Ground floor, outdoors]

 [Planter edges, seatwall]

 [0.18 acre]

 [Accessible 24 hours/day]

 [In the area]

Field Notes

This plaza is in an excellent location, surrounded by restaurants, cafe's, and shops. It is located directly across the street from the Ferry Building. The angular fountain is the focal point of this plaza, which is at the north end of the large, paved open space. There are concrete seating walls around the entire perimeter of this 12" sunken plaza.

Successful Features:

- busy location
- visible and accessible
- large central open space
- interactive water fountain
- outdoor tables and chairs
- bicycle and skateboard friendly

Unsuccessful Features:

- too much open space
- many homeless users
- lack of vegetation

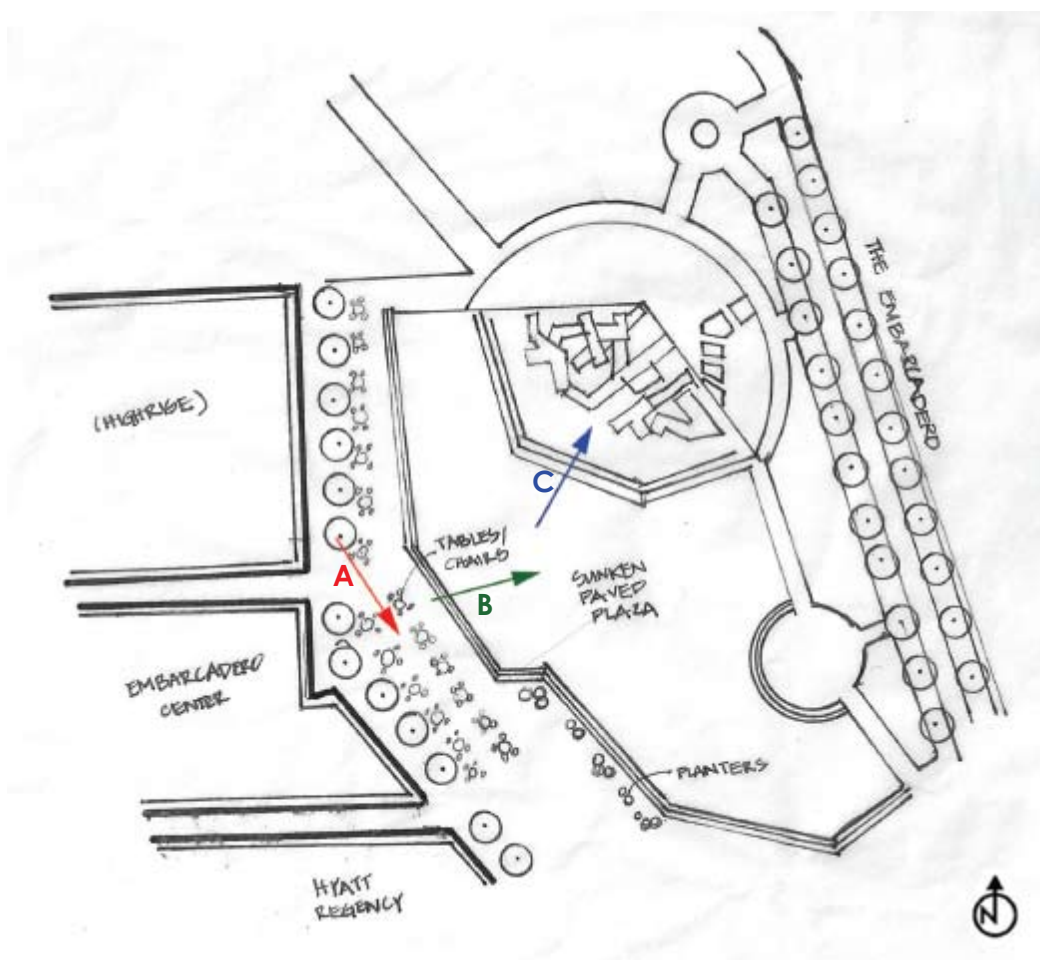







Figure 2-9 Justin Herman Plaza



2. 101 California

- | | | |
|---|---|---|
|  [Ground floor, outdoors] |  [Terraced seatwall] |  [0.87 acre] |
|  [Accessible 24 hours/day] |  [Adjacent cafe] | |

Field Notes

At the corner of California and Davis Streets sits this heavily used SPP. This granite-paved, triangular plaza contains seasonal flowers, seating, and a fountain. The flower-filled planters provides privacy for people sitting on the steps. The steps allow for informal seating and flexibility for visitors. The fountain is the focal point of the open area.

Successful Features:

- Privacy while sitting
- Informal seating
- Water feature
- Street visibility

Unsuccessful Features:

- Lack of shade trees
- No imposing security

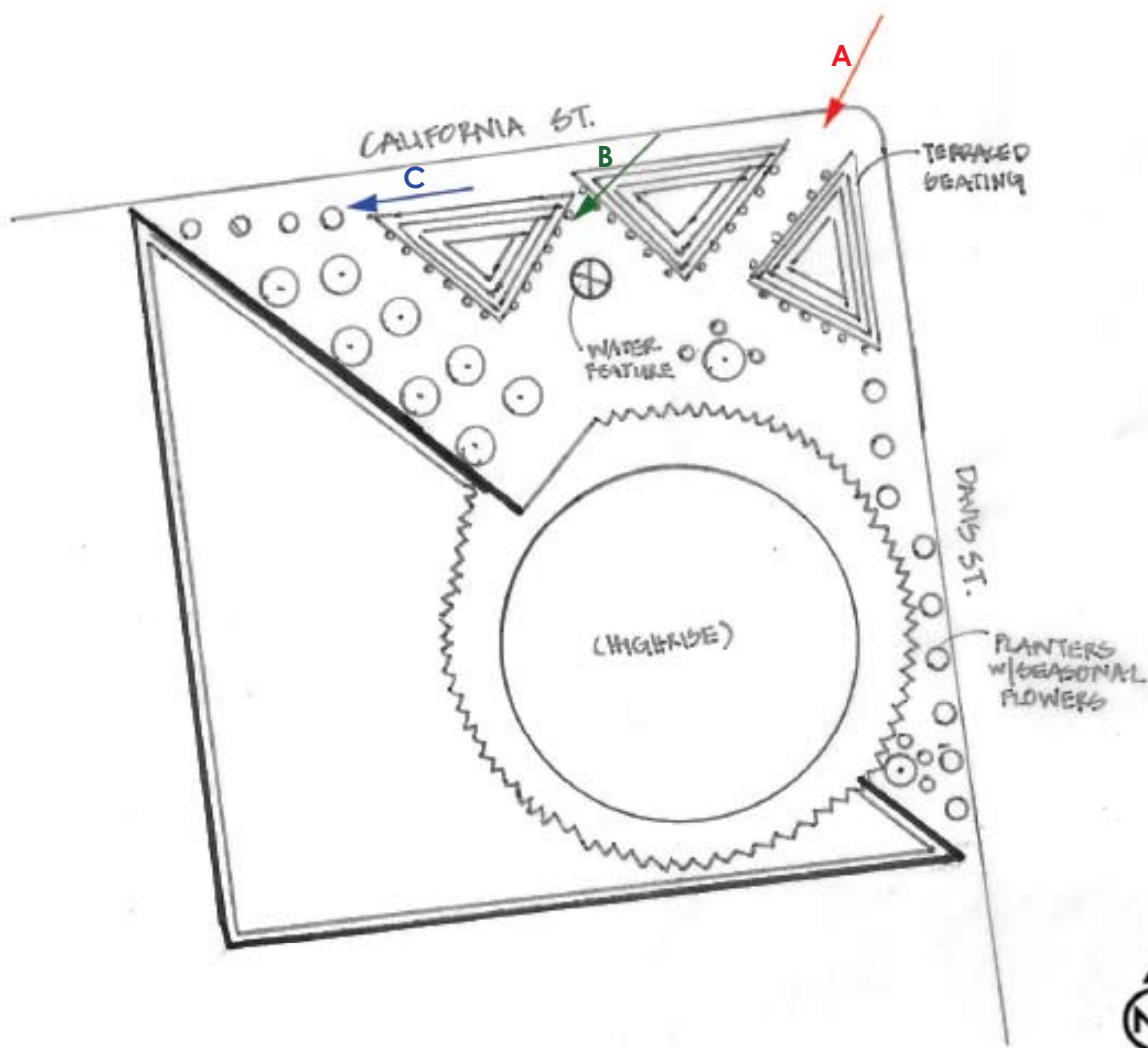







Figure 2-10 101 California



3. One Bush Plaza/Crown-Zellerbach building

- | | | |
|---|--|---|
|  [Sunken plaza, outdoors] |  [Stepped entryway] |  [0.68 acre] |
|  [Accessible 24 hours/day] |  [None] | |

Field Notes

In the middle of the Financial District, this below street level plaza, has few entry points, and minimal seating. However, the boundary ledge seat wall along Sansome Street is used for sitting and watching pedestrians passby and overlooks the sunken plaza. This sunken plaza is 8 feet below street level, has a small fountain sculpture, and is heavily planted. The surface of the main plaza area is cobblestone, which makes it difficult to walk on if you are in heels.

Successful Features:

- Water feature
- Steps for informal seating
- Heavily planted

Unsuccessful Features:

- Below street level
- Few entry points
- Minimal seating options
- Cobblestone pavement
- No food services nearby

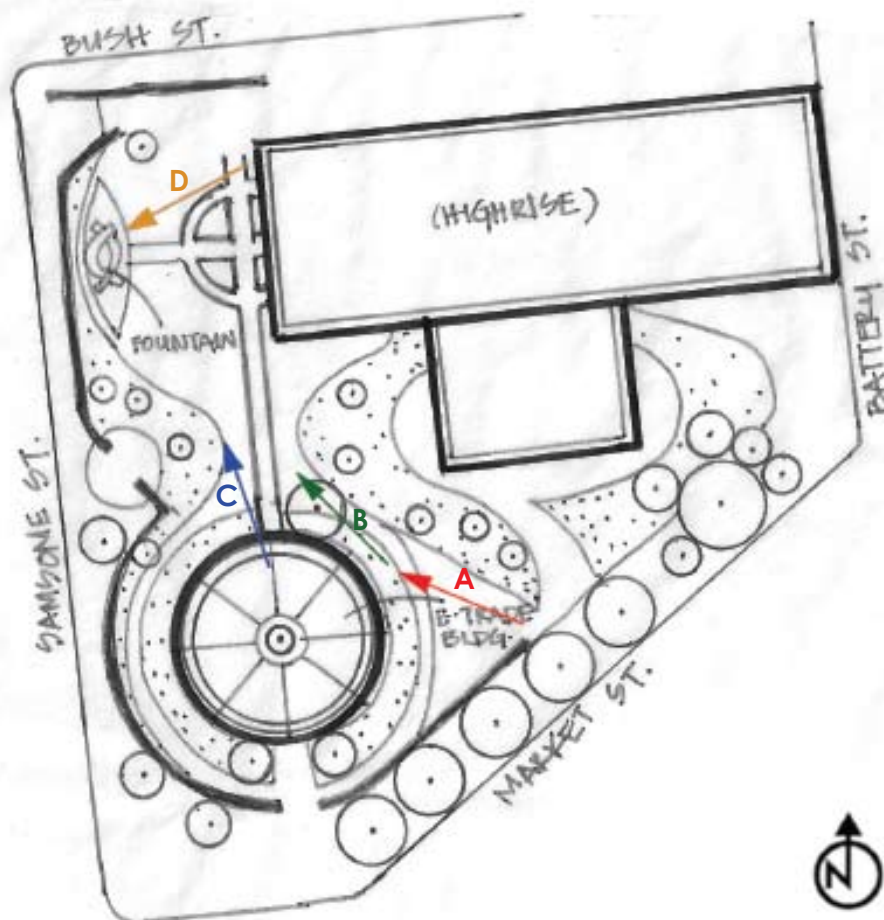




Figure 2-11 One Bush Plaza/ Crown Zellerbach Building



4. Mechanic's Plaza (501 Market Street)

 [Ground floor, outdoors]

 [Benches, statue ledge]

 [0.2 acre]

 [Accessible 24 hours/day]

 [Adjacent to Quiznos and Jamba Juice]

Field Notes

At the corner of Market and Battery Streets is this a small, three-sided street plaza. The design is simple, with three rows of benches, huge bollards, and the Donahue Monument. The plaza receives good sunlight and is obviously a separate space from the sidewalk, defined by the slight level change and variation in paving material. The large bollards define the sidewalk's edge and the row of trees define the building's edge. The wooden benches are the most used space in the plaza, although their orientation does discourage social interaction.

Successful Features:

- Ease of circulation
- Proximity to sidewalk
- Statue as focal point
- Separation of plaza from sidewalk
- Water fountain on sidewalk

Unsuccessful Features:

- Pigeon droppings
- Lack of seating
- Seating orientation

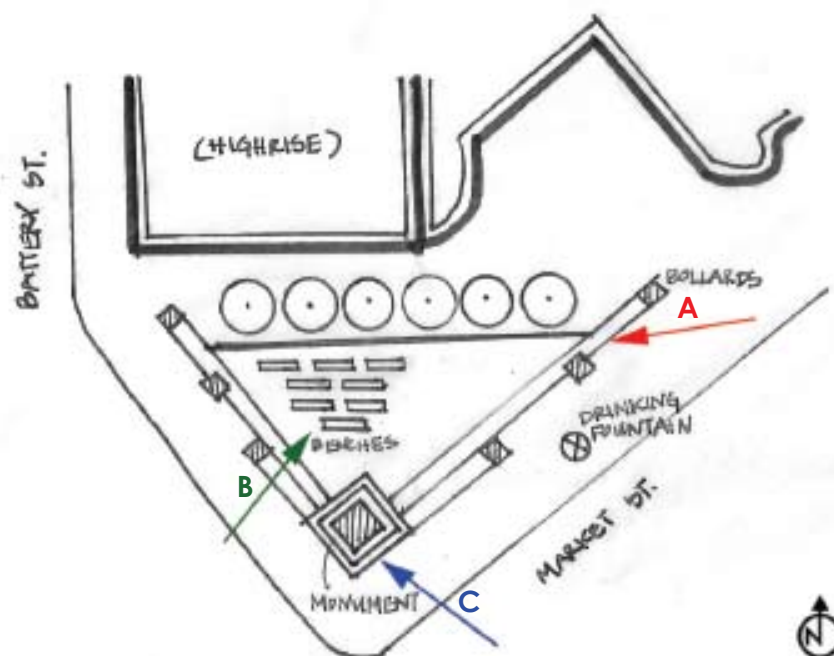







Figure 2-12 Mechanic's Plaza (501 Market Street)



5. 525 Market

-  [1st & upper terrace, outdoors]
  [Steps, chairs, granite benches]
  [0.18 acre]
-  [Accessible 24 hours/day]
  [Chipotle, others in the area]

Field Notes

Directly adjacent to busy Market Street, this plaza is in a prime location. It attracts a variety of people that pass by it frequently, and is welcoming because it does not give the impression that it is a private space. There are many local restaurants and cafes in the area. There is seating that is oriented towards the street, which is good for people watching. There are also several granite benches that are great for sitting where people can rest and socialize.

Successful Features:

- No visible security personnel/cameras
- Location along a busy street
- Variety of seating options
- Water features
- Proximity to food

Unsuccessful Features:

- Upper terrace underdeveloped
- Lack of tables
- Noise level at times

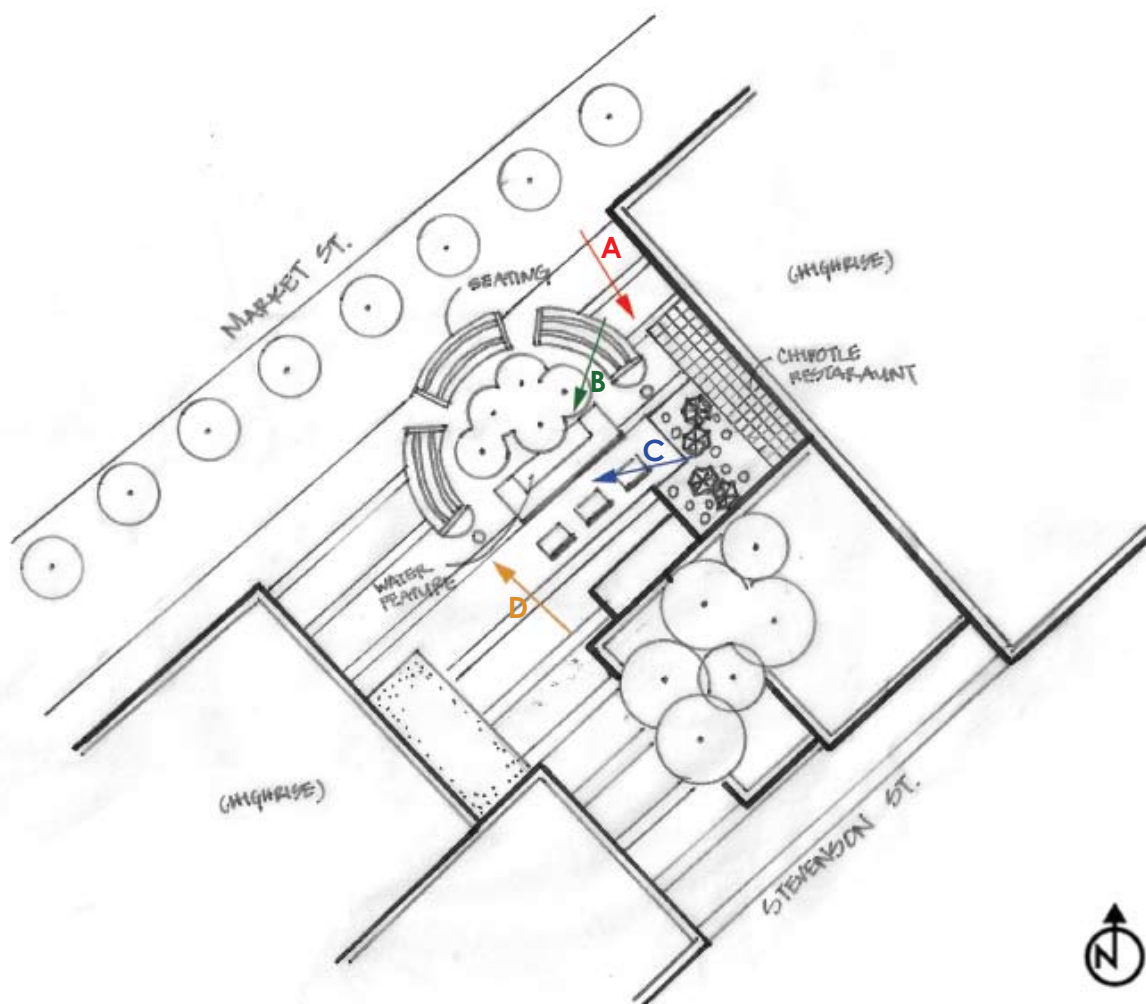


Figure 2-13 525 Market



6. 101 Second Street



[1st and 2nd floors]



[Tables/chairs, large granite bench]



[0.1 acre]



[8am – 6pm, Mon – Fri]



[Starbucks on-site, others nearby]

Field Notes

At the corner of 2nd and Mission Street, this private-public space is one of the better small public places in downtown San Francisco. This art pavilion is encased in a 60' tall glass structure. It really feels open to the public, with its tables and chairs encouraging people to sit and escape the harsh weather conditions outdoors. There is a sign outside indicating that it is "dedicated public open space." This corporate office lobby feels more like an art pavilion and a great indoor public space for people to escape for warmth on a cool SF day. Many of the others spaces are less welcoming because of inaccessibility or guards making it discouraging to enter.

Successful Features:

- Natural lighting through glass walls
- Impressive architecture
- Ability to people watch
- Handicap accessible
- Food available on-site
- Plenty of seating
- Non-imposing security & cameras
- 2nd floor with seating

Unsuccessful Features:

- Limited art on display

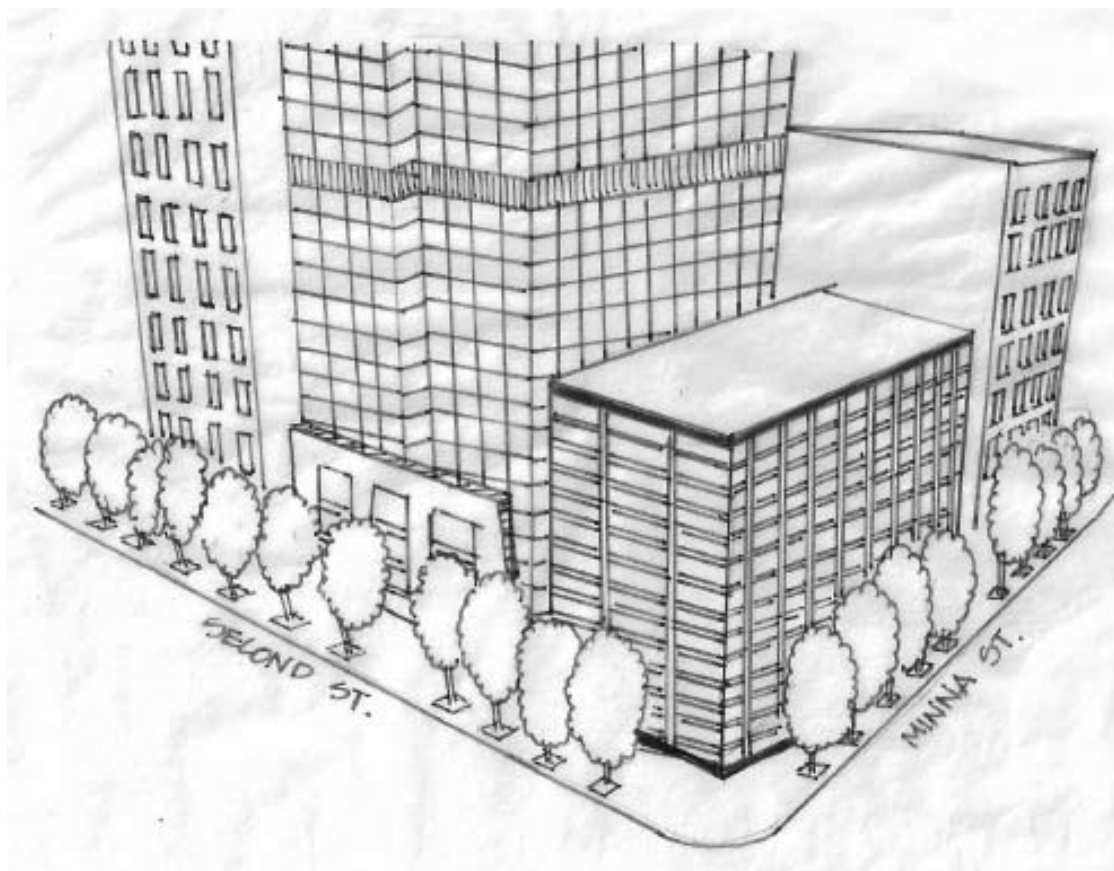
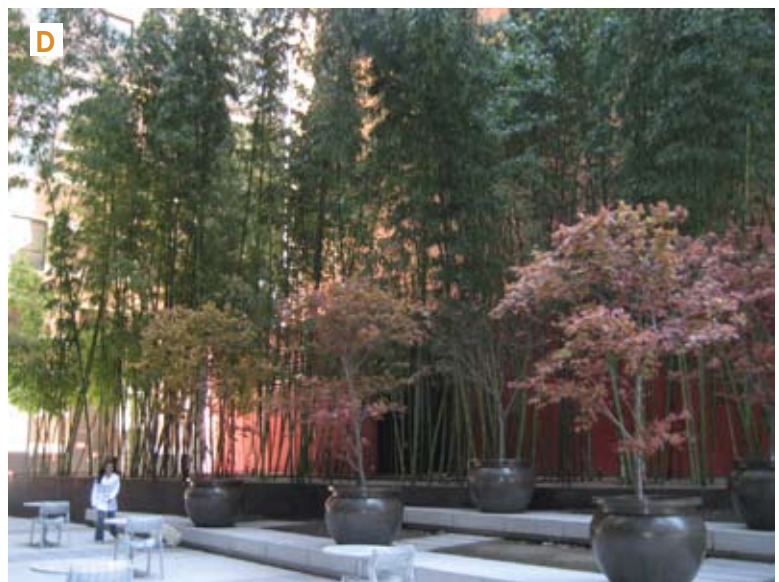
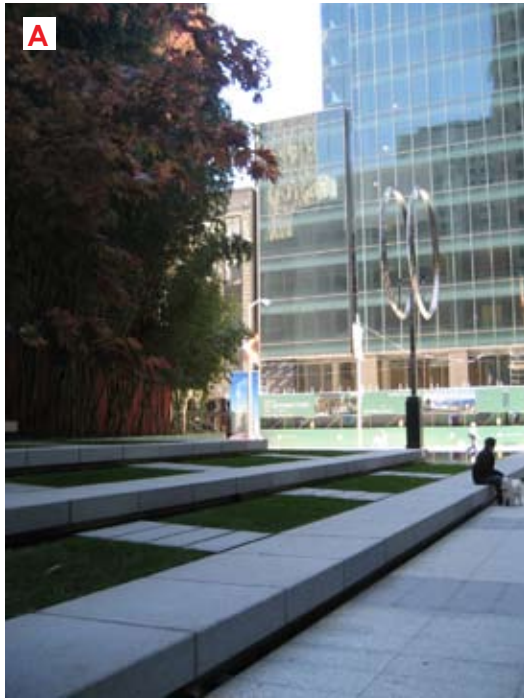


Figure 2-14 101 Second Street



7. 560 Mission

 [Ground floor, outdoors]



[Tables, concrete benches, seatwall]



[0.14 acre]



[Accessible 24 hours/day]



[Deli in main building facing the site]

Field Notes

This space is accessed just to the right of the main entrance of 560 Mission Street or from the rear along Jessie Street through a bamboo pathway. There is an impressive bamboo forest, unique revolving art sculpture, and plenty of seating. The endless seatwall provides ample seating opportunities. The site is tucked between two large buildings, so it is protected from harsh winds. The security here is tight since they have a full view from their glass encased lobby. Although tempting, you are not allowed to walk out onto the water, on the stones that lead up to the kinetic sculpture.

Successful Features:

- Endless seatwall
- Reflecting pool and kinetic sculpture
- Bamboo forest
- Proximity to sidewalk
- Food available on-site

Unsuccessful Features:

- Imposing security
- Lack of private nooks

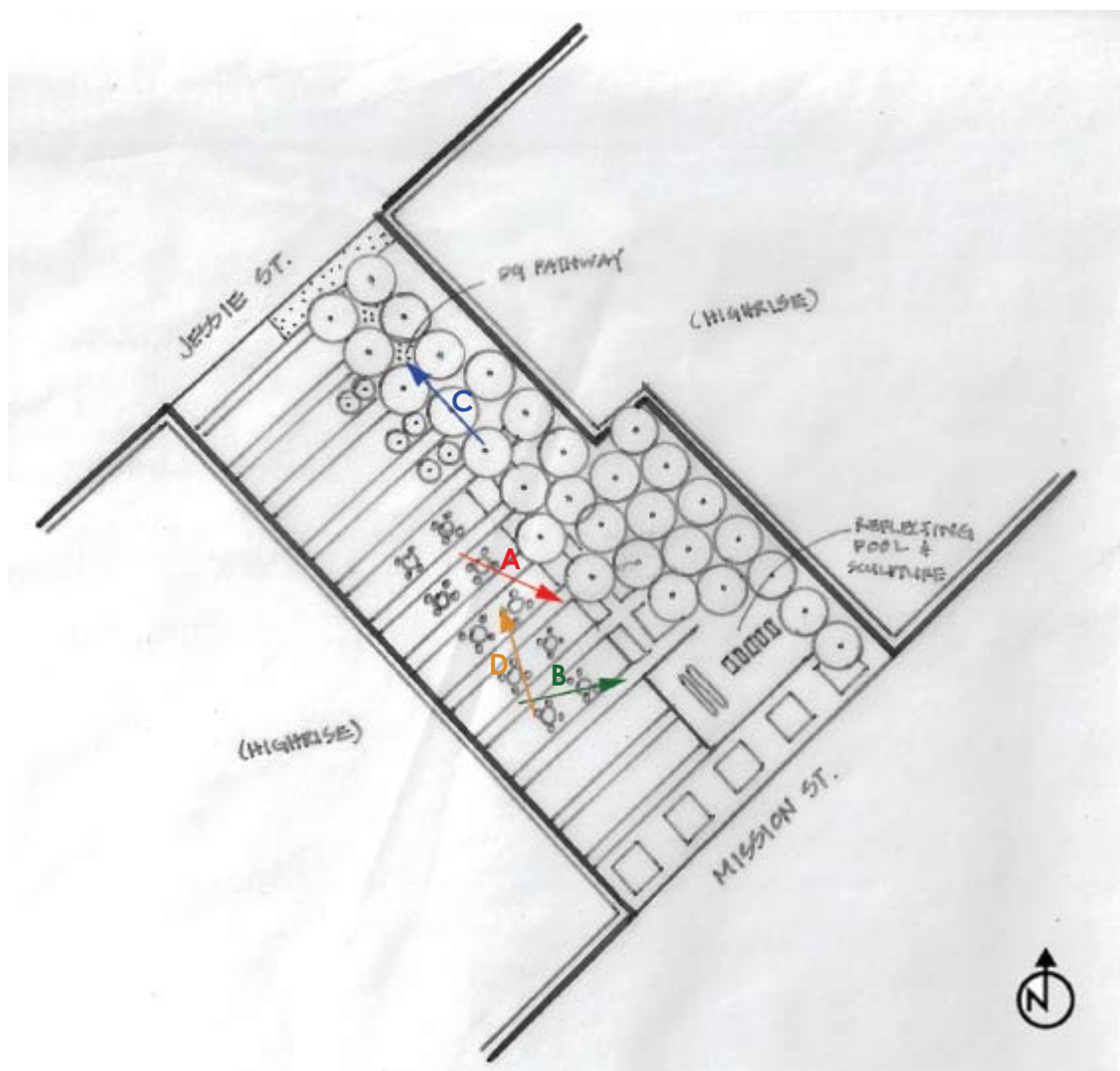



Figure 2-15 560 Mission



8. 100 First Street

 [2nd floor, outdoors]

 [Tables/chairs, seatwall]

 [0.18 acre]

 [Accessible 24 hours/day]

 [Tapioca Cafe]

Field Notes

The steps leading to this site are between the main entrance of the building and a Tapioca Cafe, along Mission Street. Main entrance that may not be entirely welcoming, since it is not at ground level. This open, lush sun terrace was built atop a parking garage. It is looked down upon by the surrounding tall office buildings. This small public place features a water fountain, raised planters, and stainless steel tables and chairs. It is well used during lunch hours for eating and socializing. The design of the space with various levels proves a comfortable setting, where people can feel a sense of enclosure and privacy.

Successful Features:

- Sunny and open
- Vast amount of vegetation
- Water features
- Different levels provide private areas
- Contemporary design
- Endless seatwall
- No imposing security & cameras
- Food available on-site

Unsuccessful Features:

- Lack of street visibility
- Lack of shade trees
- Lack of moveable chairs

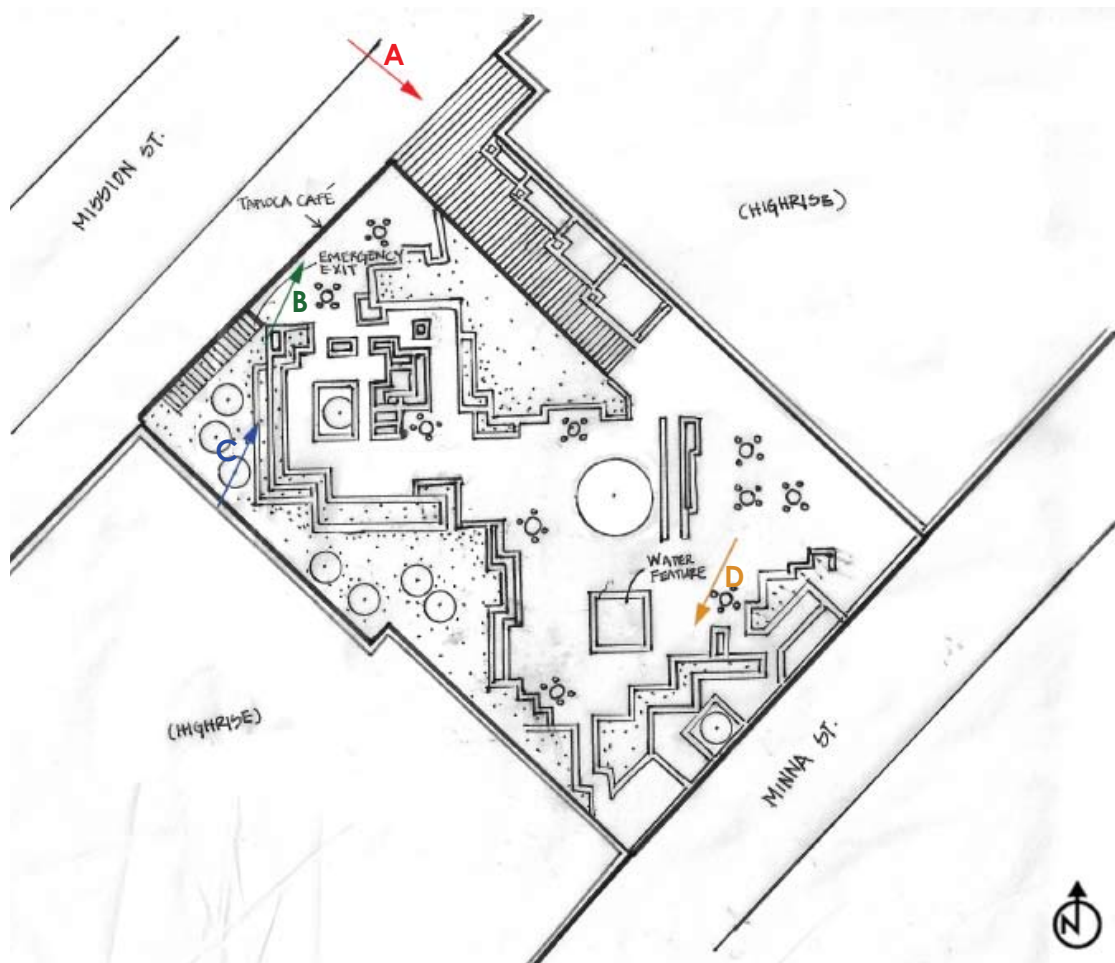
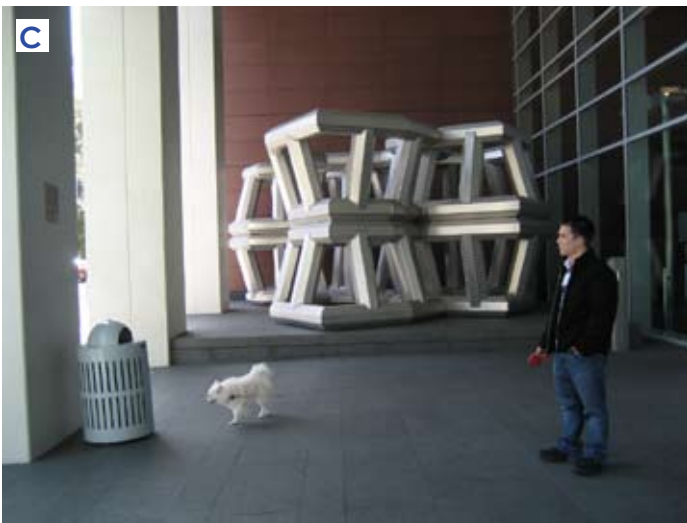


Figure 2-16 100 First Street



9. 500 Howard (Foundry Square)

 [Ground floor, outdoors]



[Planter edges, seatwall]



[0.06 acre]



[Accessible 24 hours/day]



[Pete's Coffee located on-site]

Field Notes

Foundry Square is made up of three noisy plazas at the corners of 1st and Howard Streets. There are three 10-story buildings at three of the corners. The elevated spaces seem to connect the space to the building more than the sidewalk. They are made of black granite and have large modern sculptures and tulip trees. All of the planters have scratch marks from skateboarders. The seating is at the edge of circular planters with sharp grass poking out, which is discouraging. The security is rather tight, as there are surveillance cameras and front desk security has a full view of the space through glass walls.

Successful Features:

- Interesting sculptures
- Proximity to sidewalk

Unsuccessful Features:

- Elevated from sidewalk
- Lack of signage
- Imposing security
- Heavy traffic is noisy and invasive to privacy
- Poor seating options

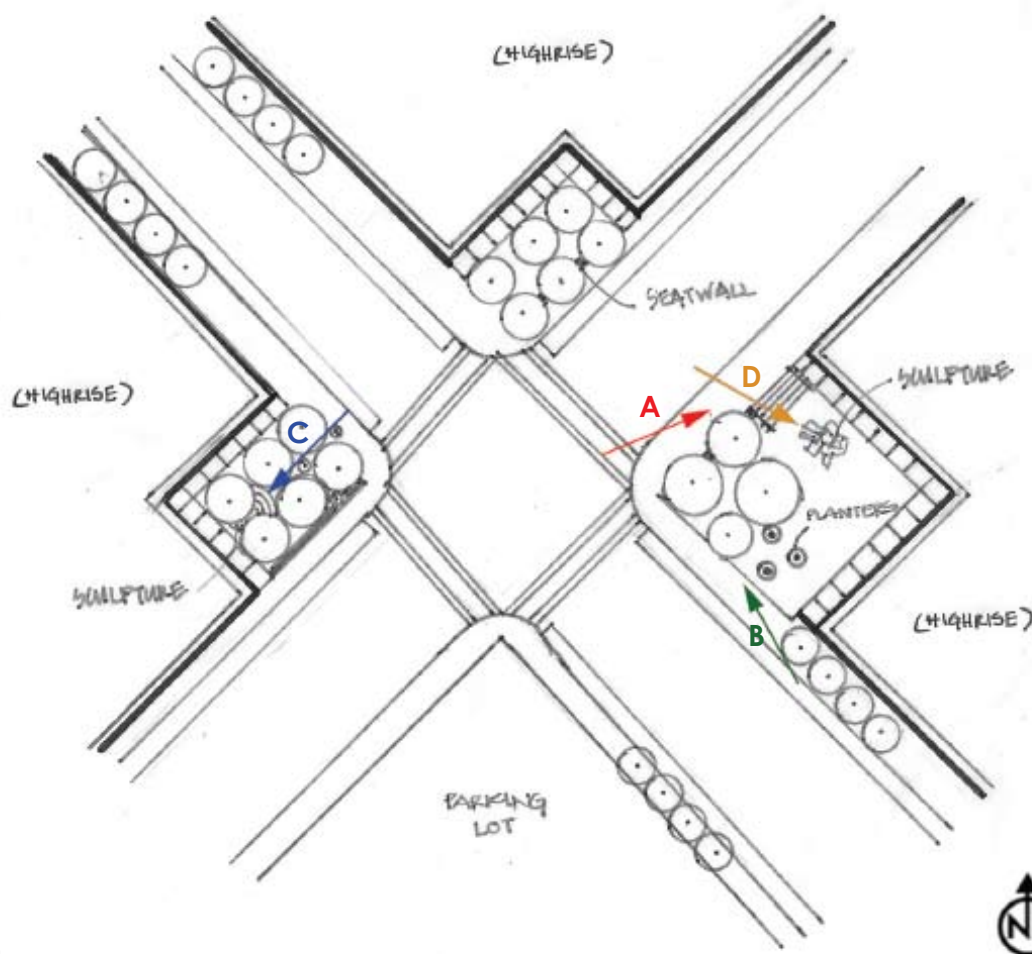



Figure 2-17 500 Howard (Foundry Square)



10. 199 Fremont Street

 [Ground floor, outdoors]

 [Stepping stones, seatwall]

 [0.08 acre]

 [Accessible 24 hours/day]

 ["Town Hall" Restaurant located on-site. Others adjacent.]

Field Notes

This poetry and sculpture garden is located at the corner of Fremont and Howard Streets. The garden has three major elements: (1) a large granite sculpture, (2) Poet Hass' words on the plaza wall, and (3) a small dripping fountain tucked in the back of the plaza, designed to "tick like a clock," which evokes the times of day and times of year, and passage of time in a busy downtown plaza. Hass' time based words: when? NOW? why? "Days Elapse", Or as Hass puts it "Daisy Laps." This is a great garden in the middle of a busy city. The only issue is that there are no tables, so eating or socializing is quite uncomfortable here.

Successful Features:

- Meaning to the landscape elements
- Art inspired
- Proximity to sidewalk
- Pavement design creates interest
- Food available on-site

Unsuccessful Features:

- Lots of dead space
- Imposing security
- Lack of tables

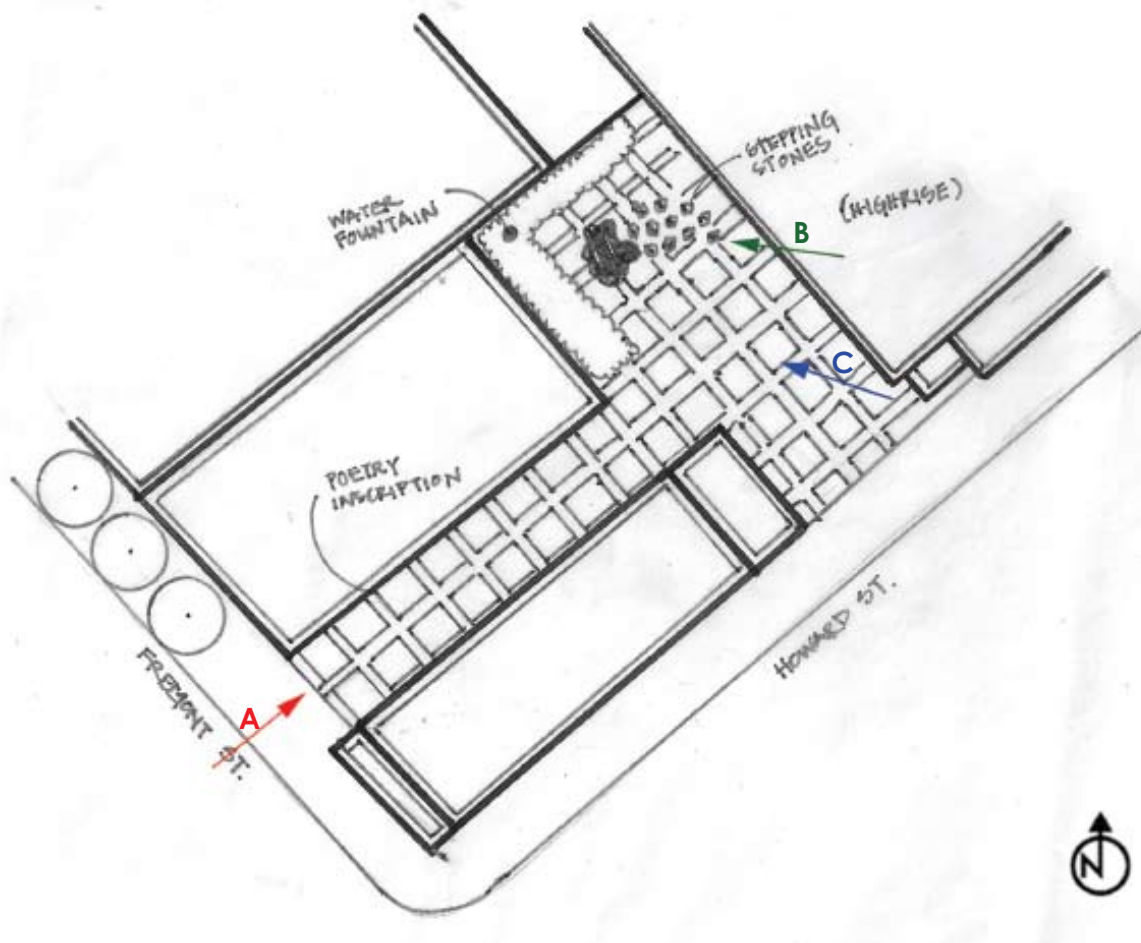


Figure 2-18 199 Fremont

Transform this space into a great public destination that is lively, secure, and distinct in character.



Summary of Case Study Findings

The following table summarizes my observations. The data shows that the many of the public spaces that I found particularly successful, included many of these elements. Considering including these elements when designing Small Public Places would be a beneficial strategy. I plan to consider all of these when designing the 19th and Q Site, Sacramento's model for Small Public Places.

	busy location	visibility/ accessibility	ease of circulation	water feature	seating options	seating orientation	vege-tation	levels	focal point	food nearby	design character
Justin Herman Plaza	X	X		X	X			X	X	X	X
101 California	X	X		X	X	X	X	X	X	X	X
Crown-Zellerbach	X	X		X			X	X	X		X
Mechanic's Plaza	X	X	X		X			X	X	X	X
525 Market	X	X	X	X	X	X	X	X	X	X	
101 2nd Street	X	X			X	X			X	X	
560 Mission	X	X	X	X	X	X	X	X	X	X	X
100 1st Street	X		X	X	X	X	X	X	X	X	X
Foundary Square	X							X	X	X	
199 Fremont	X	X	X	X		X			X		X

Figure 2-19 Summary of Case Study Findings

CHAPTER 3

[site overview]

19th & Q Site



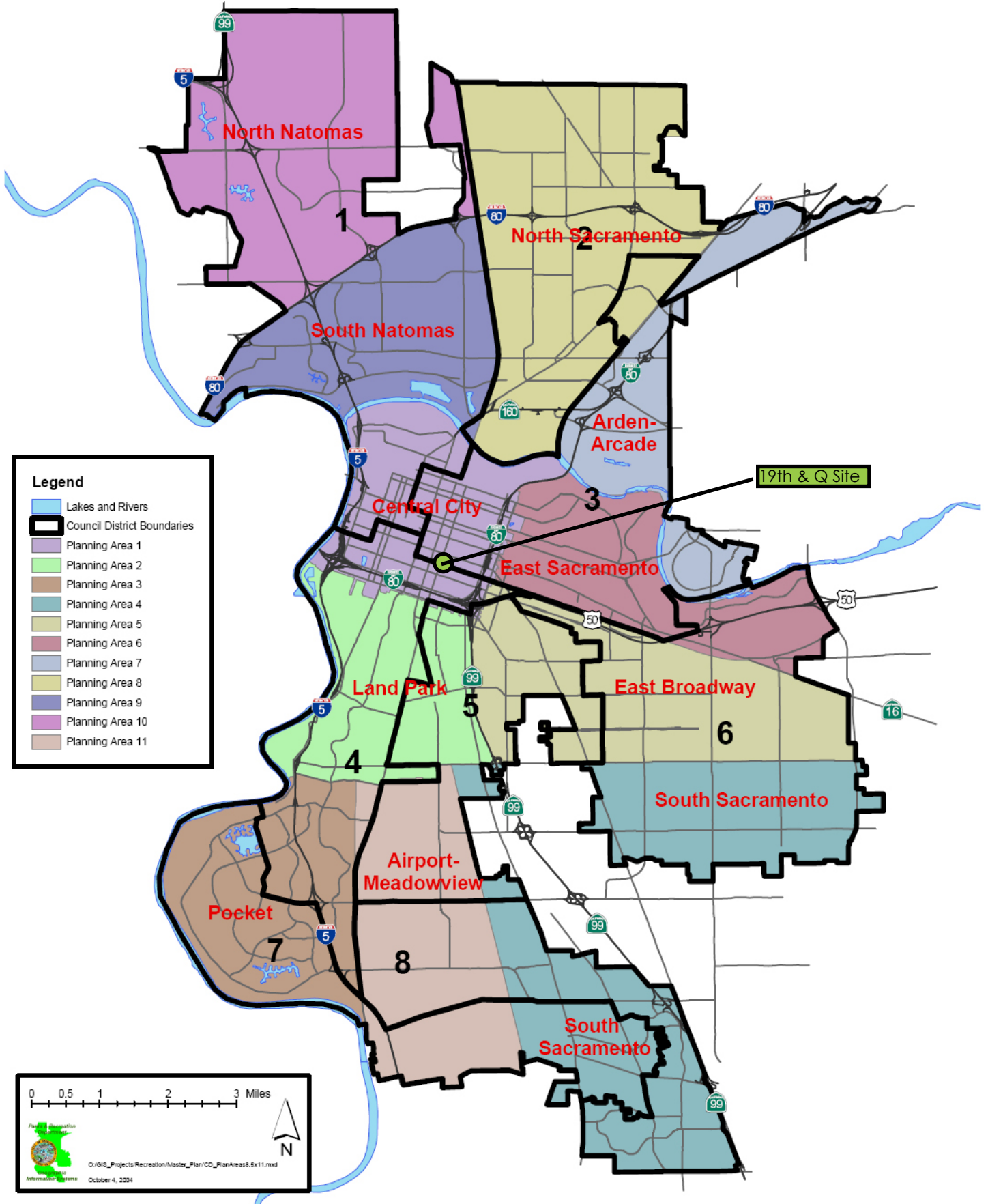


Figure 3-1 City of Sacramento Planning Areas

[site overview]

3.1 SITE CONTEXT

3.1.1 Sacramento & the Central City

Founded in 1849, Sacramento is California's State capital and is a healthy, growing city. As of the 2007 census, there are now 467,343 people living in Sacramento. The City of Sacramento is dedicated to accomodating growth and change, while preserving and enhancing the qualities and characteristics that make it such a desirable place to live.

There is a recognition that quality of life is dependent on facilitating and enriching the lives of the residents. Successful landuse and urban design will ensure that the physical forms and patterns of future development will provide this higher quality of life and more sustainable future for Sacramento.

Sacramento is broken up into 11 Community Plan Areas, with the 'Central City' at the heart of the City. Surrounding Central City is South Natomas on the north, North Sacramento and Arden Arcade on the northeast corner, East Sacramento on the eastern boundary, East Broadway and South Sacramento on the southeastern corner and Land Park, Airport-Meadowview, and Pocket on the south. The City of West Sacramento is situated to the west of the Central City.

The Central City Community Plan area is bounded by the Sacramento River on the west, the American River on the north, Business 80 and Alhambra Boulevard on the east, and Broadway on the south. Figure 3-2 shows the Central City Planning Area boundary.

This Plan Area is laid out in a grid pattern with numbered streets running north-south and lettered streets running east-west. The major streets in this network include 15th Street and 19th Street running south; 16th Street and 21st Street running north; J Street running east; I Street running west; and Capitol Avenue running east/west. In addition to these major streets, the I Street Bridge and Tower Bridge connect Sacramento with West Sacramento and the Light Rail lines connect Downtown with northeastern, eastern, and southern Sacramento.

This bustling urban downtown holds State government buildings, corporate offices and businesses, high-rise condominiums, historic neighborhoods, parks and recreational areas, restaurants and shops, schools, and industrial and manufacturing complexes. Parks and recreation areas are distributed throughout the Central City grid and include over 20 small plazas, city parks, waterfront areas like Tiscornia Park (9.83 acres) at the confluence of the American River and Sacramento River, and Sutter's Landing Regional Park (172.60 acres).

With more people living downtown, there is more active street life, more street-level shops and entertainment, and more residents dedicated to protecting and enhancing vibrant, healthy urban neighborhoods. As the Central City continues to grow, there is a need for more parks and open space to create the kind of livable, walkable urban neighborhoods that people want to live in.

The following information provides calculation estimates for the Central City's park acreage needs. It is important to understand where we are in meeting the park and open space needs of Sacramento's residents. The analysis below addresses both existing conditions and projected conditions at buildout year 2030.

I. Existing Conditions

A. Population

19,445 d.u.* x 2.5 pph**
= 43,612.5 residents

B. Park Acreage Service Level Goal

48,612.5 residents x 5 ac/1000 residents
= 243.06 acres

C. Existing Park Acreage Deficiency

Neighborhood Parks
 121.53 required - 47.10 existing
=74.43 acres needed

Community Parks

121.53 required - 74.06 existing
= 47.47 acres needed

II. Buildout 2030

A. Population

58,853 d.u.* x 2.0 pph**
= 117,706 residents

B. Park Acreage Service Level Goal

117,706 residents x 5 ac/1000 residents
= 558.53 acres

C. Park Acreage Deficiency

Neighborhood Parks
 294.27 required - 47.10 existing
=247.17 acres needed

Community Parks

294.27 required - 74.06 existing
= 220.21 acres needed

II. Buildout 2030 - Regional Parks

A. Population

Increase in residents from 48,612.5 (2007)
 to 117,706 (2030)
= 69,093.5 resident increase

B. Regional Park Serving Acreage

69,093.5 residents x 8 ac park/1000
= 552.75 acres needed

* dwelling units (d.u.)

** people per household (p.p.h.)

Note: The number of d.u. and p.p.h. are estimates only, from the City's Long-range Planning Department.

From the data, we can conclude that The Central City is deficient in meeting park acreage needs. The City seriously needs to begin implementing Small Public Places to meet its park service level goals and improve its quality of life for current and future generations.

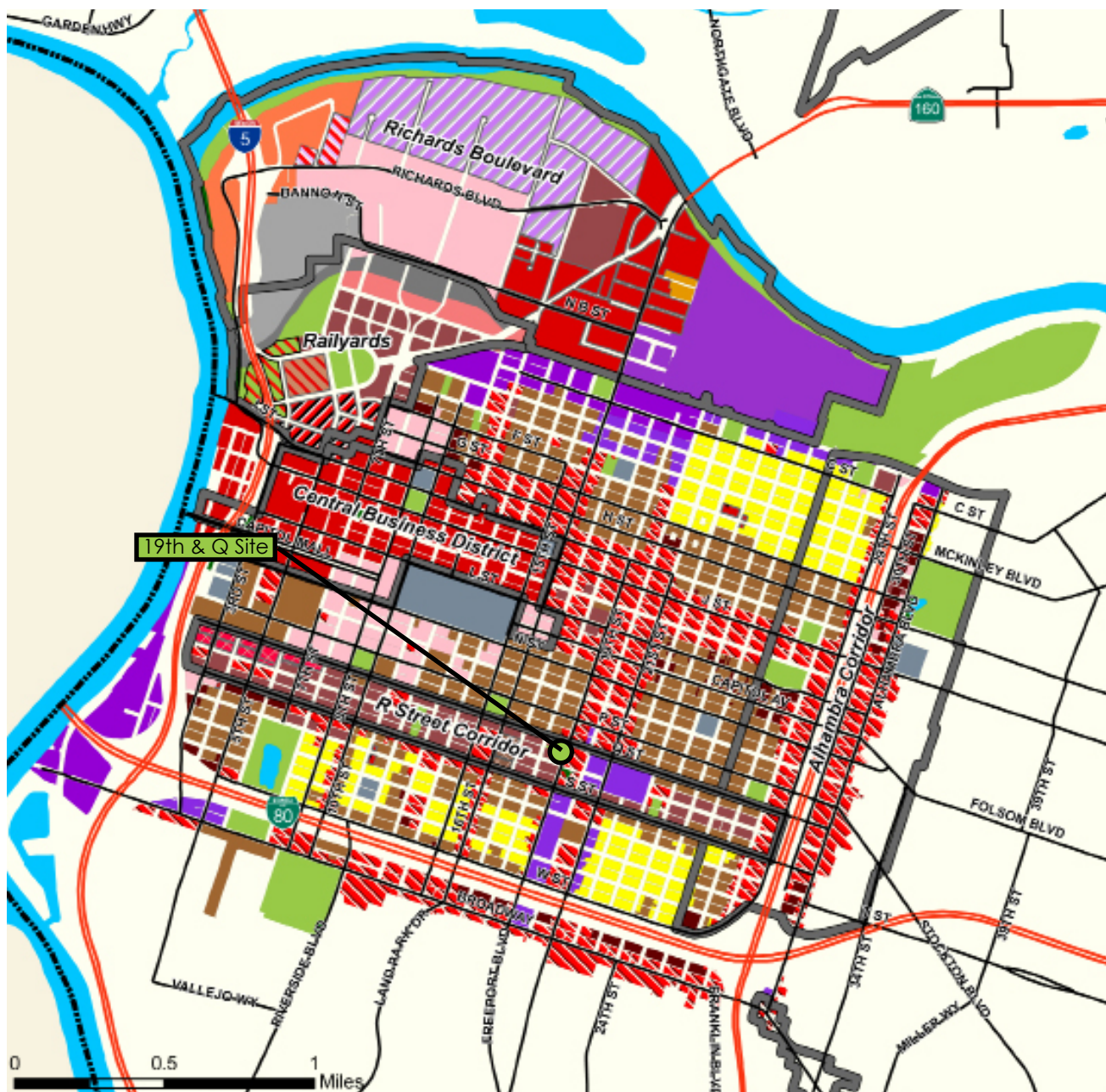


Figure 3-2 Central City Community Area Plan

Community Plan Designations

Parks/Open Space	General Commercial Mixed Use	Highway Commercial
Riverfront Commercial Recreational	Office	Industrial Highway Commercial
Central Shops Historical District	Multi Use	Heavy Commercial
Low Density Residential	Service Commercial	Industrial
Residential	Neighborhood Commercial	Industrial Preserve
Multi Family Residential	General Commercial	Industrial-Residential
Residential Mixed Use	Downtown Commercial Mixed Use	General Public Facilities
Residential Mixed Use District	Intensive Mixed Use	Public Utilities
Residential Office	Transit Oriented Commercial Mixed Use	Transportation/Rail Intermodal

Legend

City Boundary
Special Planning District
Water
Highway
Major Roads



3.1.2 Surrounding Area, 1/2 Mile Radius

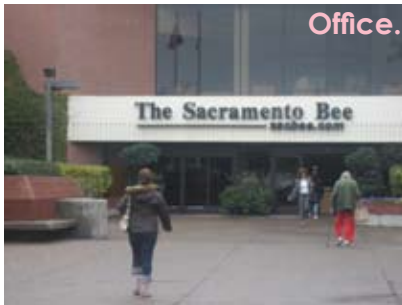
Neighborhood parks are intended to serve residents within a 1/2 mile radius. This next level of analysis is at this neighborhood scale, encompassing everything within a 1/2 mile radius of the site. The surrounding area has a mix of uses, with the majority being residential, commercial, mixed-use, and office buildings. (See Figure 2.5 Land Use Map).

Existing parks in the area include Capitol Park, Fremont Park, and Fremont Community Garden. Park amenities include restrooms, grass, picnic benches, fountains, play structures, swings, and tot lots. The nearest light rail stop to the site is the 16th and R Street stop. In addition, there is a bus stop along 19th street, adjacent to the site.



Figure 3-3 Surrounding Area, 1/2 Mile Radius

Multi-family Residential.



Commercial.

INVENTORY OF BUILDINGS

1. 19th and Q Park Site
2. R Street Market (Safeway, UPS, Panda Express, Pete's Coffee, Daphne's Greek Cafe, R Street Lofts)
3. Orchard Supply Building (proposed Mixed Use)
4. Fremont Park
5. Q Street Lofts
6. Mixed Use Rehab
7. Cafe Bernardo, Empire Night Club, Space 07 Salon, R15 Bar
8. JB Management Vacant Lot
9. Naked Lounge and Housing Project
10. Crystal Ice (proposed Mixed Use)
11. Mixed Use Development
12. Whiskey Hill Lofts and Rite Aid
13. Benny's Bar & Chita's Mexican Grill
14. Eleanor McClatchy Community Center
15. California Conservation Corps. & AT&T
16. Jims Color Corner & Fins Market & Grill
17. Capitol Park
18. Hangar 17 Bar & Grill & Ernesto's Mexican Food
19. CA Environmental Protection Agency - Air Resources Board & Dad's Sandwiches
20. Hitomi Sushi
21. Hot Italian (coming soon)
22. Sacramento Bee
23. CA Stage, The Space, and Alliance Francaise de Sacramento
24. Mochi Yogurt
25. Starbucks, Nishiki Sushi, Supercuts, Pronto, Uncle Vito's Pizza
26. Simons Restaurant & Enterprise Rent-a-car
27. Department of Education, State of CA
28. Pizza Hut, Kamon Sushi Lounge, Flame Club, Gardenas Cigars
29. Nicks Market - Fresh Sandwiches
30. Unique Travel & Kung Fu Karate
31. Quickly (Japanese Food) & Angel's Taco's
32. Harry's Cafe, Lynn's Beauty Salon, 16th Street Smog, J.W. Auto Repair
33. Kwo G's Market (Oriental & American)
34. Monte Carlo Club
35. Auto Glass
36. Berkeley Psychic Institute
37. Design West
38. Vicanza Pavillion
39. YMCA
40. HMR Architects & Cornett Portraits
41. Tea Cup Cafe (Chinese Restaraunt) & The Press Club
42. Royal Peacock Tatoon, Cafe's, Headsfirst Hairstyling, Townhouse Bar, & The Midtown Building (Apartments)
43. Barber Salon, Zelda's Pizza, I <3 Terriyaki, Fresh Mex Jalepenos
44. First Choice Chinese Restaurant, Washington Mutual, Extreme Novelties, Body Jewelry & Pizza by the Slice
45. Trend Setters Salon Spa, Bode/Bode Locksmiths, Vintage Clothing, & Stonegrill
46. Timetested Books, Gifts & Greeting Cards, ED Threads, Club 21 Bar & Grill
47. Merchantile Saloon, Capitol Dawg, & Jack's Urban Eats
48. Rubicon Brewing Company, The Waterboy, & Reck's Cycles
49. Chez Sheree Salon & Day Spa
50. Paul's Automotive Inc., Old Tavern Bar & Grill, & Salon Sansevero
51. Moore's Shu Chinese Martial Arts
52. Whiskey Wild Saloon
53. 1801 L. Street & Harv's Carwash
54. City Sud's Laundramat, American Graffiti Tattoo's, Chipotle, Felicia Strati
55. Zuda Yoga, Coventry Gallery & Framing, Axis Callery (Contemporary Art)
56. Zebra Club
57. Zocalo's, Java City, Paesano's Pizzeria, 58 Wine Bar, Gotham Apparel
58. Crepeville
59. Buckhorn Grill
60. Zanibar World Imports



MAP LEGEND

- | | | |
|--------------------------|---------------------------------|-------------|
| Park/Open Space | Office | Highway |
| Low Density Residential | Commercial | Major Roads |
| Multi Family Residential | Heavy Commercial | |
| Mixed Use | General Public Facilities | |
| Residential Office | Transportation/ Rail Intermodal | |

Figure 3-4 Land Use Inventory Map

3.1.3 R Street Corridor

The 19th & Q Site lies within the boundaries of the R Street Corridor, which is a 27-block long, two-block wide special planning district within Sacramento's Central City Community. The Capitol Area Development Authority (CADA) has been in partnership with the City of Sacramento and the State of California to revitalize the R Street Area. The City of Sacramento directed and developed the planning effort to create the R Street Master Plan, which was adopted in 1996. The City is now working to implement the land use plan, development standards, and design guidelines for the corridor.

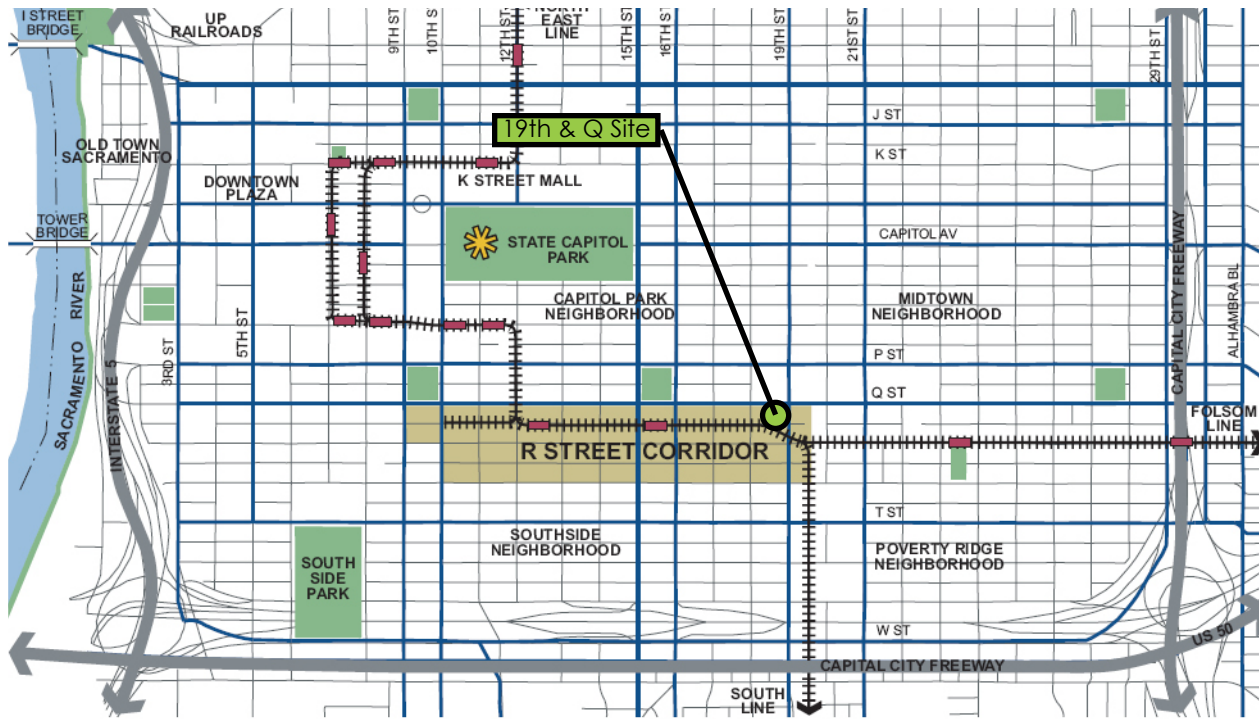
As the state capitol, the City of Sacramento is abundant with significant and historic landmarks. The R Street Corridor includes the first railroad line west of the Mississippi. The R Street Corridor is an older industrial area with many under-utilized buildings and older warehouses, and is within walking distance to Light Rail and the State Capitol. When implemented, the R Street Corridor Plan will transform this area into a new transit-oriented, mixed-use neighborhood. The plan is to transform this area into a truly unique and distinguished neighborhood.

In regards to providing parks within the R Street Corridor, the Implementation Plan states the following:

The City shall provide up to 20 acres of parks and/or open space to meet the current City park standard of five acres per 1,000 residents. [Source: Central City Community Plan; R Street Corridor Community Plan; Open Space and Community Facilities; Parks – Policy 8.1] Rail Stations at 13th and 23rd Streets. [Source: Central City Community Plan; R Street Corridor Community Plan; Implementation; Parks/School – Implementation Action 12]

The City shall improve existing neighborhood parks serving the Corridor (Southside, Roosevelt, Fremont, Winn) with active uses and family facilities to serve future residents of the Corridor. [Source: Central City Community Plan; R Street Corridor Community Plan; Open Space and Community Facilities; Parks – Policy 8.5]

The City shall investigate the feasibility of public purchase of the park sites designated between 18th and 20th Streets as well as the mini parks designated at the Light.



Legend

- Project Study Area
- Open Spaces
- Sacramento River
- State Capitol Building
- Main Highways
- Major Arterial Streets
- Light Rail
- Light Rail Stations

Figure 3-5 R Street Corridor



R Street Area

HISTORY OF R STREET

1854 : Levee constructed down R Street. Sacramento Valley Railroad Company constructed California's first railroad on top of the R Street Levee.

1890 : Levee taken down, along with rail lines and another rail line was constructed.

- For 75 years R Street was an important industrial/warehouse district for the City -

1970 : Rail service ended

1986 : Regional Transit opened Light Rail. The community was divided on how to develop around the R Street Light Rail system, so the City began to Master Plan for the Corridor.

1996 : City Council approved the R Street Corridor Master Plan, which is a long-term vision and land-use plan.

- Since 1996, the vision for R Street has developed slowly because market forces and implementation efforts have focused development to other areas of the City. -



CADA R STREET IMPLEMENTATION PLAN

The following goals and strategies are part of the CADA R Street Implementation Plan and will be the guidelines for the design for the 19th & Q site:

Preserved Historic Structures and Character.

Maintain the interesting history and rich physical characteristics that provides R Street with its unique place within the City.

Create a Place.

Enhance and strengthen the public realm to create a unique and interesting neighborhood that is safe, pleasant, walkable, and aesthetically pleasing to the pedestrian experience. Placing a priority on public open spaces will provide amenities for area residents and produce a sense of identity for the corridor.

See Future Through the Past.

Maintain the interesting history and rich physical industrial/warehouse fabric that exists through preservation and reuse of historical structures and the high quality design of future development projects along the R Street Corridor.



Various workshops were held in order to develop goals and strategies for the implementation plan.

- A** Existing/Built
- B** Planned
- C** Approved Under Construction
- D** Significant Opportunity Sites



7. Q Street Lofts

A



8. JB Management Vacant Lot
16th to 17th Street on north side of R Street

D



9. Orchard Supply Building
17th to 18th Street on north side of R Street

D

REALIZING THE R STREET VISION

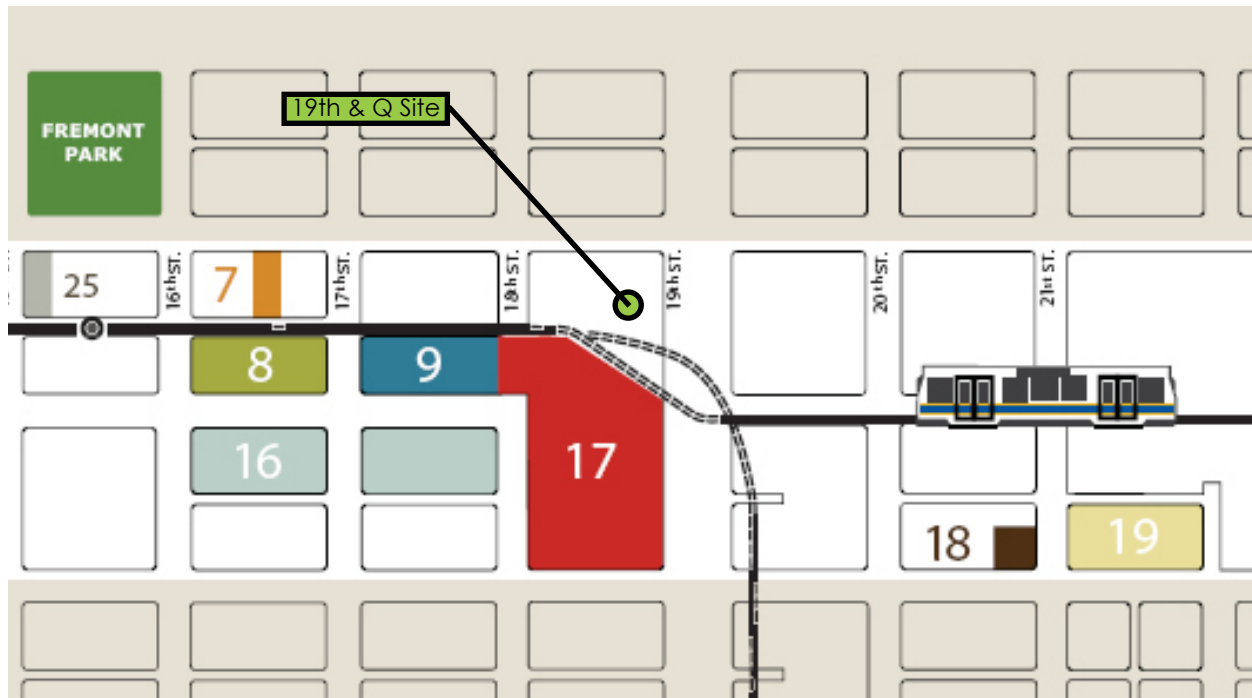


Figure 3-6 Urban Design Concept

The 19th and Q site location is ideal for a Small Public Place, as it is adjacent to Light Rail and the R Street Market, a major hotspot in Midtown. It is home to Safeway, Peet's Coffee, Panda Express and other restaurants.



17. R Street Market
18th to 19th Street
on R and S Streets

A



16. Crystal Ice
16th to 18th on south
side of R Street

D



18. Mixed Use
Development
Northwest corner of
21st and S Streets

C



19. Whiskey Hill Lofts
and Rite Aid
21st to 22nd Street
on S Street

C

Multi-modal Transportation



Figure 3-7 Multi-modal Transportation

Legend

- | | | |
|------------------------|----------------------------|------------------------|
| Structured Parking | Light Rail Stations | Major Collector Street |
| Surface Parking | Designated Bike Lane | Minor Local Streets |
| On-Street R St Parking | Regional Transit Bus Route | |
| Light Rail | Public Alley | |

R Street is well-served by multiple modes of transportation. The light rail runs east-west, and has stations centrally located at 13th Street and 16th. There are bus and shuttle routes that connect the corridor to key City destinations. Bicycling is another popular transportation mode supported by City-dedicated bicycle routes, which are along 11th, 18th, T and 20th Streets.

However, much of R Street does not support a pedestrian friendly experience. There is a lack of pedestrian connections to the local and neighborhood destinations, like the RT Stations and bus stops. This is because pathways are poorly maintained or discontinuous, which impede pedestrian movement through the corridor. Also, mid-block alleys are underutilized as secondary access routes.

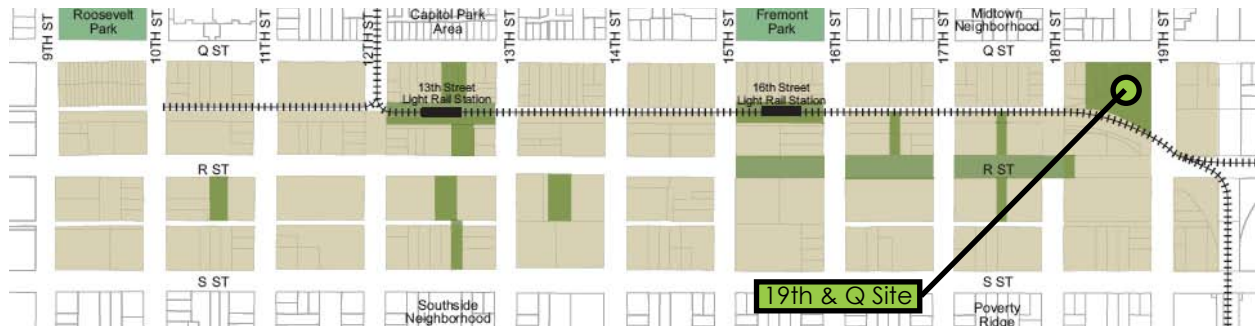
The R Street Corridor Plan aims to enhance pedestrian and bicycle activity in the area by:

- utilizing vacant and underutilized spaces to develop buildings with pedestrian-friendly edges
- improving the pedestrian character along the north-south streets with traffic calming features
- encouraging pedestrian and bicycle traffic to continue through the numbered streets that are encumbered by RT tracks, the 12th Street abandonment, and near the retail development at the R Street Market.



Figure 3-8 "Chalk it Up" Art Festival, Fremont Park

Potential Pocket Park Locations



Legend

- Study Area Blocks
- Potential Usable Public Open Space Sites
- Light Rail Stations

Figure 3-9 Potential Pocket Park Locations

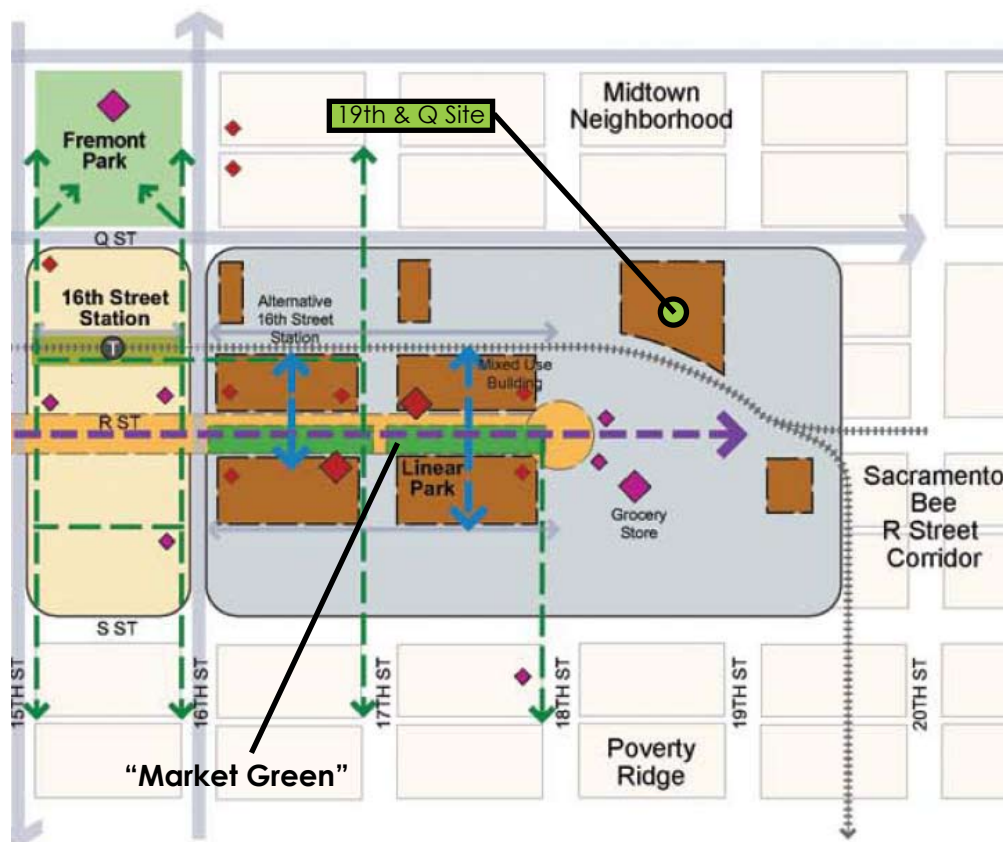
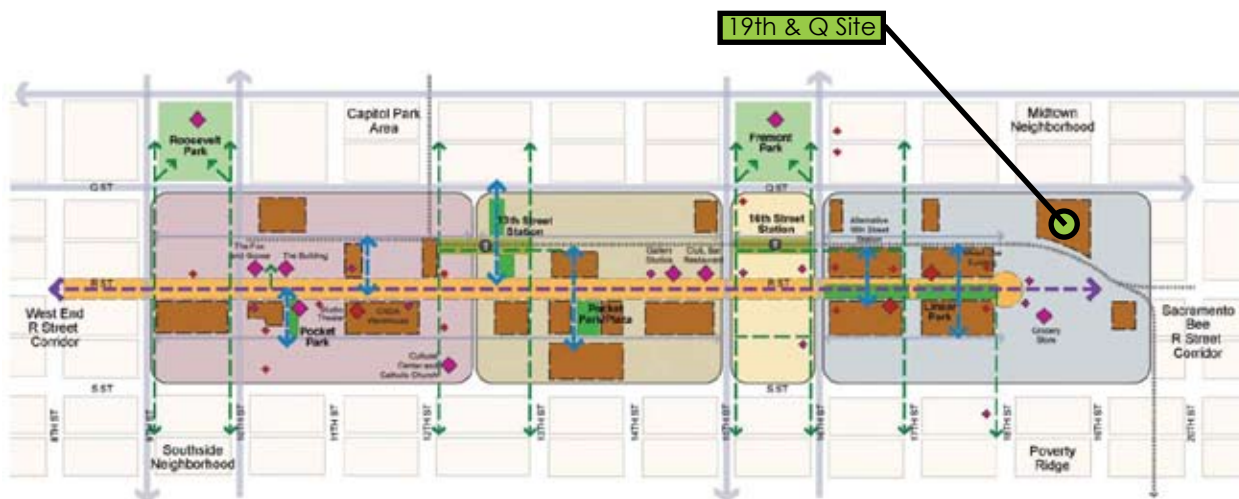
The R Street Corridor Plan specifically calls for the inclusion of pocket parks and plazas. These potential “Small Public Places” will complement the larger existing open spaces in nearby parks (including Fremont Park and Southside Park) to meet the recreational needs of the greater community.

The Proposed "Market Green"

The Market Green is a two block long central open space within the existing underused R Street right-of-way that connects to the recently completed R Street Market. The 19th & Q Site will have pedestrian connections to this open space.

The space is a shaded area with trees running down the center of the street. There are trellis shelters, awnings, seating, benches, lighting, and other pedestrian-scale amenities.

The Market Green can serve as a small pocket plaza with limited parking for the retail and commercial uses on weekdays, and transform as a space to host flea markets, farmer markets or other community events and festivals on the weekends.



M G
HODGE JACOBSON BOLTSMAN INC.
800 Nevada Avenue
Berkeley, CA 94710
310.845.7549



Figure 3-10 Circulation Plan and Proposed "Market Green"

**Parks, plazas and squares
succeed when people come
first, not design.**



3.1.4 Behavioral Mapping

Methodology

Behavioral mapping is a type of observation research that tracks behavior over space and time. It is a way to track pedestrian traffic and can reveal how or when a particular space is being used, or not used. The purpose is to illustrate how people actually use the space. The method involves taking a site plan and sitting down at various observable locations to chart where people's locations and activities occur. The intent is to get an idea of the activity that surrounds the site.

This map was created over several days during different times of the day and reflects observations made on the following days and conditions:

Saturday (3/1/08) @ 1:00 pm (sunny, windy)
Monday (3/3/08) @ 11:00 am (mostly sunny, cool)
Wednesday (3/5/08) @ 3:00 pm (sunny, windy)
Friday (3/7/08) @ 7:00 pm (partly sunny, cool)

The map includes both dots and lines to represent the observed activities. The dots are used for people on sidewalks, parking areas, and open spaces, whereas the lines are for people crossing the street.



Figure 3-11 Behavioral Map

OBSERVATION DATA

Saturday (3/1/08) at 1:00 PM

	Total Observed	Sex		Age						Activities/Props															
		Male	Female	0-6 Y.O.	7-18 Y.O.	18-34 Y.O.	35-50 Y.O.	51-65 Y.O.	over 65	Walking	Running	Biking	Skateboarding	Sitting	Standing	Talking	Eating	Drinking	Smoking	Parking car	Entering store	Dog	Cane	Laptops	Stroller
#	86	45	41	2	10	31	32	8	3	50	1	5	1	2	5	3	7	8	3	13	10	2	0	0	2
%	100%	52%	48%	2%	12%	36%	37%	9%	3%	58%	1%	6%	1%	2%	6%	3%	8%	9%	3%	15%	12%	2%	0%	0%	2%

Monday (3/3/08) at 11:00 AM

	Total Observed	Sex		Age						Activities/Props															
		Male	Female	0-6 Y.O.	7-18 Y.O.	18-34 Y.O.	35-50 Y.O.	51-65 Y.O.	over 65	Walking	Running	Biking	Skateboarding	Sitting	Standing	Talking	Eating	Drinking	Smoking	Parking car	Entering store	Dog	Cane	Laptops	Stroller
#	100	65	35	5	4	41	24	19	7	29	0	11	0	5	5	20	5	10	1	13	20	0	2	0	1
%	100%	65%	35%	5%	4%	41%	24%	19%	7%	29%	0%	11%	0%	5%	5%	20%	5%	10%	1%	13%	20%	0%	2%	0%	1%

Wednesday (3/5/08) at 3:00 PM

	Total Observed	Sex		Age						Activities/Props															
		Male	Female	0-6 Y.O.	7-18 Y.O.	18-34 Y.O.	35-50 Y.O.	51-65 Y.O.	over 65	Walking	Running	Biking	Skateboarding	Sitting	Standing	Talking	Eating	Drinking	Smoking	Parking car	Entering store	Dog	Cane	Laptops	Stroller
#	95	54	41	2	15	37	25	10	6	25	3	18	0	4	1	9	2	4	5	16	18	2	1	0	1
%		56%	43%	2%	16%	39%	26%	11%	6%	26%	3%	19%	0%	4%	1%	9%	2%	4%	5%	17%	19%	2%	1%	0%	1%

Friday (3/7/08) at 7:00 PM

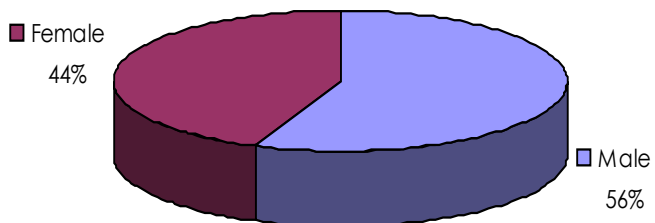
	Total Observed	Sex		Age						Activities/Props															
		Male	Female	0-6 Y.O.	7-18 Y.O.	18-34 Y.O.	35-50 Y.O.	51-65 Y.O.	over 65	Walking	Running	Biking	Skateboarding	Sitting	Standing	Talking	Eating	Drinking	Smoking	Parking car	Entering store	Dog	Cane	Laptops	Stroller
#	138	70	68	8	28	51	37	6	8	27	5	10	2	9	2	12	5	8	8	20	21	6	1	1	1
%		51%	49%	1%	20%	37%	17%	4%	6%	20%	4%	7%	1%	7%	1%	9%	4%	6%	6%	15%	15%	4%	1%	1%	1%

DATA SUMMARY

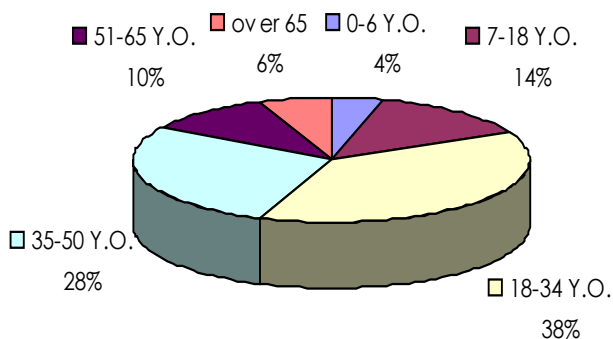
	Total Observed	Sex		Age						Activities/Props															
		Male	Female	0-6 Y.O.	7-18 Y.O.	18-34 Y.O.	35-50 Y.O.	51-65 Y.O.	over 65	Walking	Running	Biking	Skateboarding	Sitting	Standing	Talking	Eating	Drinking	Smoking	Parking car	Entering store	Dog	Cane	Laptops	Stroller
#	419	234	185	17	57	160	118	43	24	131	9	44	3	20	13	44	19	30	17	62	69	10	4	1	5
%		56%	44%	4%	38%	38%	28%	10%	6%	31%	2%	11%	1%	5%	3%	11%	5%	7%	4%	15%	16%	2%	1%	1%	1%

DATA SUMMARY

SEX



AGE



ACTIVITIES/ PROPS

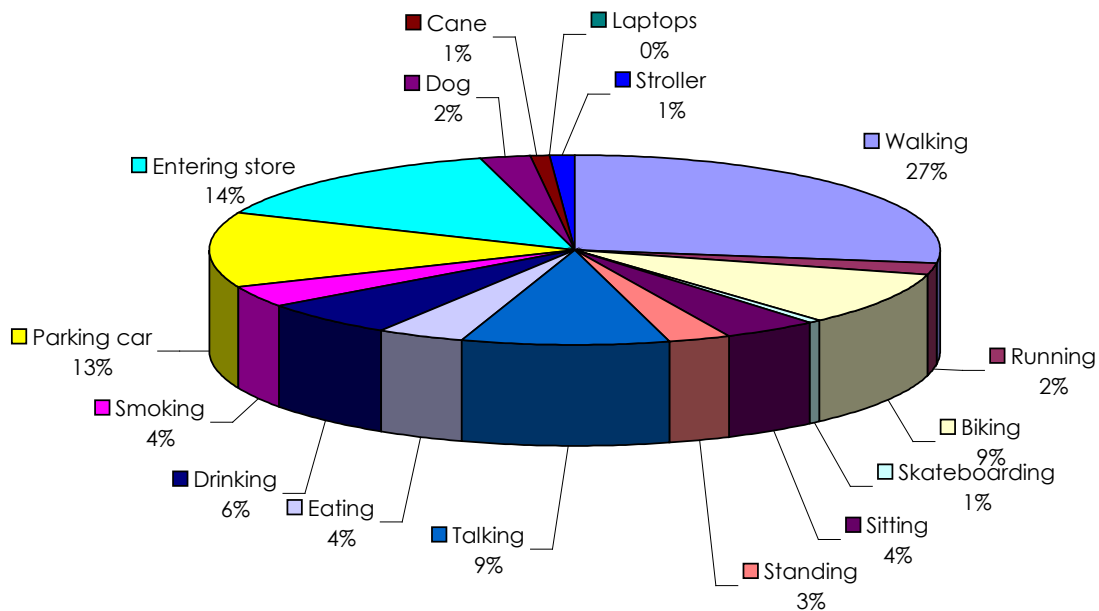


Figure 3-12 Behavioral Mapping Analysis

Mapping Results

In the four hours of observation, 419 people were observed on streets, sidewalks, parking lots and open spaces surrounding the site. The weather conditions were not ideal, so these results are probably lower than other times of the year. The overall findings are summarized below:

- For sex, there were slightly more males than female users.
- For age, the largest observed user group were 18-34 year olds (38%), followed by 35-50 year olds (38%), 7-18 year olds (14%), 51-65 year olds (10%), over 65 (6%), and 0-6 year olds (4%).
- For activities/props, the largest observed category was walking (27%), followed by entering store (14%), parking car (13%), biking (9%), talking (9%), drinking (6%), sitting (4%), eating (4%), smoking (4%), standing (3%), running (2%), dog (2%), talking (1%), skateboarding (1%), cane (1%), laptops (0%).

Conclusions

This study of the area surrounding the 19th and Q site illustrates the surrounding activity and users. The site has such potential to become a lively Small Public Place, as there are already diverse users with a wide range of activities/props. The observations are especially helpful in predicting circulation, for determining where to create entries. Pedestrian traffic will come from all three corners of this site, with the greatest traffic coming from the northeast and southern most corners.

The northeast corner (A) has most users walking east from "The Sandwich Spot" at the corner of 18th and Q Streets, biking southwest down 19th Street, or walking northwest along Q Street from "Whiskey Wild Saloon." The southern most corner (B) has most users walking northeast from the R Street Market, after grabbing lunch at Daphne's Greek Café or Panda Express. The northwest corner (C) opens up to the pedestrian alleyway running east-west that ends at 18th Street. Connecting this site to the existing pedestrian alleyway will create a link from the 16th Street light rail stop to this Small Public Place. Redeveloping this site into a thriving destination will have a significant impact on the revitalization the R Street Corridor.



View southwest from the corner at 19th and Q Streets.



Figure 3-13 19th and Q Site



View north from the corner at by the light rail tracks and 19th Street.



View west along the light rail tracks .

3.2 SITE ANALYSIS

LOCATION

The previous analysis of the area indicates that this Small Public Place would be highly welcomed and used. The entire planning area is lacking parks and open space, so it would not be a redundant addition to the neighborhood. This plaza will serve a currently unserved population and will soon become a new hotspot for midtown. The plaza is located so that a variety of people might use it - lunchtime clientele, local residents, nearby office workers, and will attract both daytime and nighttime users.

It's proximity to the R Street Market, shopping, busy streets, local residents, transportation, offices, and restaurants makes it such a terrific location. The light rail station is nearby, as is the bus stop adjacent on 19th Street. The location of the plaza ties into the proposed R Street Corridor and will facilitate pedestrian movement and connectivity through midtown. The corner location enables the plaza to become an active place to meet, pass through, and people watch. It has excellent views into the site from the surrounding streets and for people riding past on the Light Rail.

EXISTING CONDITIONS

The site has no significant grade changes or existing trees that will remain on-site. It is a vacant, dirt-filled lot that has contaminated soil, which would need to be excavated prior to construction. There are elevated levels of lead & arsenic to at least 3 feet deep.

OPPORTUNITIES

An important opportunity lies in celebrating the rich history of the R Street Corridor. The Sacramento Valley Railroad tracks originally bisected this site, providing an opportunity for incorporation into the design. The plaza will serve to create an awareness of the industrial nature that ran through the R Street Corridor.

CONSTRAINTS

Lightrail on the plaza's southern boundary will require fencing. The parking lot to the west of the site will need to be screened. There is an existing parking lot on-site, on land that is not yet City-owned lots. These parcels would need to be acquired prior to developing this plaza, or re-design to only include those parcels that the City has purchased.

**Turn this public space
into vital a community place,
with programs, uses, and
people-friendly settings that
build local value and serve
community needs.**



CHAPTER 4

[site design]



Maintain the historic and unique essence of the R Street Corridor.



Figure 4-1 Sacramento Valley Railroad, 1856

[site design]

4.1 DESIGN CONCEPT

Completed in 1856, the Sacramento Valley Railroad ran down R Street and was the first commercial railroad west of the Mississippi. The R-Street Corridor has a rich industrial past that has left a mark on the landscape with steel and lumber. Instead of masking this imprint in time, this plaza will celebrate the rich industrial character of R Street with a railroad theme forming the backbone of the design. The original Sacramento Valley Railroad tracks bisected this site and will be incorporated into the plaza design. The future of R Street is a transformation from a blighted warehouse district to a truly unique and distinguished neighborhood.

The train themed plaza and adjacent Light rail serve as a reminder of the variety of alternative transportation modes - from train to light rail and buses, to cars, bikes, and walking. As gas prices are skyrocketing and population densities are increasing, public transportation is becoming more and more a necessity. Demands for alternative modes of transportation are increasing, and this railroad themed plaza, with its adjacent light rail and bus stop, bike rental station, and pedestrian connectivity to the corridor addresses this need. It encourages non-vehicular transportation.

The plaza aims to maintain the historic and unique essence of the R-Street corridor. It will become a high energy space for residents, office workers, and the public. The plaza is a catalyst to enhancing the corridor's pedestrian circulation. In addition, with the bike rental stations, adjacent light rail and bus stop, and railroad themed plaza, this high density area will be celebrating more sustainable forms of transportation.

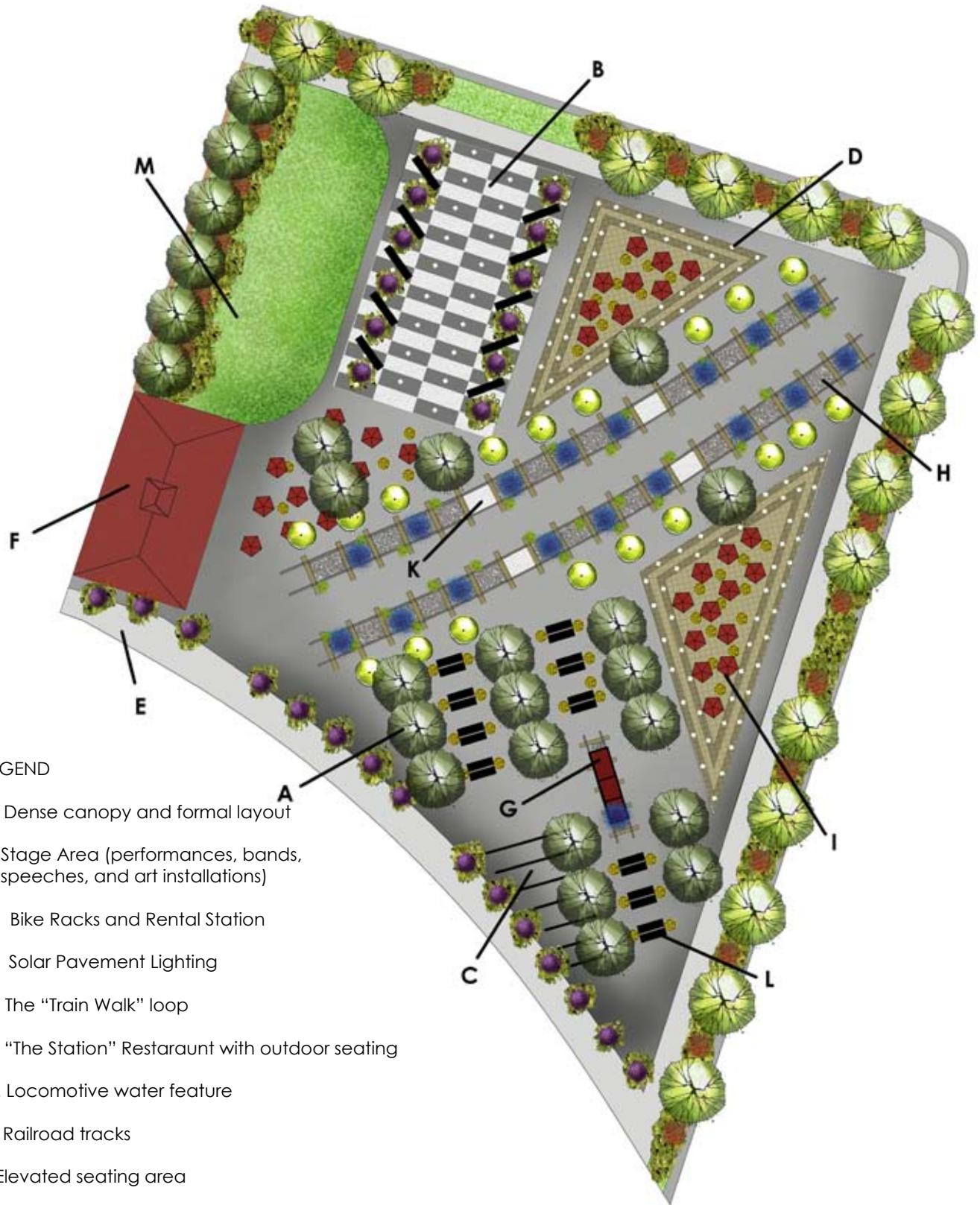
4.2 DESIGN GUIDELINES

I considered all the important design elements taken from my case studies, when designing the plaza:

- location activity
- visibility/accessibility
- ease of circulation
- water feature present
- amount and variety of seating options
- variety of seating orientations
- amount and choice of vegetation
- levels/topography
- focal point
- food nearby
- design character

4.3 PROGRAMMING - USES/ACTIVITIES

- sitting
- eating
- relaxing
- isolation
- socializing
- art installations
- speeches
- performances
- bands
- walking
- biking
- active areas
- passive areas



- LEGEND
- A. Dense canopy and formal layout
 - B. Stage Area (performances, bands, speeches, and art installations)
 - C. Bike Racks and Rental Station
 - D. Solar Pavement Lighting
 - E. The "Train Walk" loop
 - F. "The Station" Restaraunt with outdoor seating
 - G. Locomotive water feature
 - H. Railroad tracks
 - I. Elevated seating area
 - J. Custom-made train wheel shaped tree grates.
 - K. ADA crossingS
 - L. Back-to-Back Seating
 - M. Sloped Lawn Area

Figure 4-2 Site Design



Figure 4-3 Site Design with Context

4.4 DESIGN ELEMENTS

- All landscape elements should keep with the historic design character.
- Have a variety in color, texture, form, sitting spaces, landscape elements, levels, vegetation, and subspaces to create more interesting plaza.
- Maximize vegetation to create a cooling effect and include water features, since hard pavement retains heat.
- Define subspaces with grade changes, planting diversity, and seating arrangements.
- Program the plaza to attract both daytime and nighttime users.
- Use materials such as metal, steel, and cobblestone in the drinking fountains, trash receptacles, lighting, and raised planters.

4.4.1 FOOD

Food attracts people and people bring places alive. Having a restaurant will attract more users and help create a lively plaza. The restaurant is called "The Station," as the building architecture resembles a Train Depot, in keeping with the design theme.



Figure 4-4 View Looking East From the Elevated Seating Area

“Food attracts people, who attract more people.”

William H. Whyte



4.4.2 TOPOGRAPHY

Elevated seating areas are aesthetically preferable to a having a flat plaza. The elevated seating areas are able to look down onto the plaza and stage area. The sloped lawn area at the west end of the plaza provides seating space and aesthetic relief from the pavement, for sitting or sunbathing in a more casual fashion, and looks down on the stage as well.





Figure 4-5 View looking northeast at the elevated seating area

Exciting performances and events will bring this plaza to life, and bring out a diverse crowd.



4.4.3 SEATING

There are a variety of seating options, both in shaded and sunny areas (under tree canopies and in the open.) There are also backless benches in the stage area and movable chairs for 'groups' under the tables with umbrellas. Seating is offered along edges on the stair steps and close to focal points, like the locomotive fountain which has benches facing each other to encourage social interaction.



Figure 4-6 View looking southwest at the backless benches and stage



Figure 4-7 View looking northeast at the dense canopy shading those users who are sitting and socializing by the locomotive train.



4.4.4 SPECIAL LIGHTING

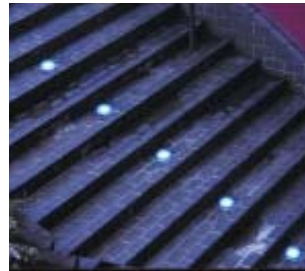
SolarCap - light emitting tiles.

There are solar light tiles on major pathways, on the 'stage' area, and on the steps leading to the elevated seating area.

SolarCaps is an amazing new all-weather, solar powered self-contained outdoor lighting system. They can shine all night, are water-proof, environmentally friendly and maintenance free. Full charge takes as little as 1 hour under direct sunlight, and when fully charged they can last up to 12 hours.



“Crystal Fountain” allow you to program the color of water that sprays. Like painting water! This will complement the solar tiles well and make it a hotspot for the nighttime crowds as well.



4.4.5 WATER FEATURES

There are two different water features on site. The first are the water sprays that come out of the crushed stone along the railroad tracks. The second is the locomotive sculpture which is really the focal point of the plaza. Here it has water spraying out of the smoke stack.



Figure 4-8 View looking north at the water sprays along the railroad tracks



Figure 4-9 View looking west at the locomotive water sculpture

4.4.6 BIKE RENTAL STATION

Having a shared bike system is an innovative approach to public transport. The plan includes a bike rental station for people to take down the R Street corridor & all over midtown. This will enhance and activate the 'midtown grid'.

Bicycle-sharing programs create a more mobile public and lessen the environmental impacts of our transportation activities.

Bicycles have several advantages over other modes of public transportation, such as:

- reach underserved destinations,
- require less infrastructure,
- are relatively inexpensive to purchase and maintain,
- generally do not add to vehicular congestion,
- do not create pollution in their operation, and
- provide the user with the added benefit of exercise.

In addition, bikes may increase trips on other modes of public transportation, as they expand the reach of trains and buses.





Figure 4-10 View looking west at the bike racks



Encourages multi-modal transportation

4.4.7 VEGETATION

Trees will buffer the adjacent parking lot and provide much needed shade. Colorful foliage or seasonal color will add interest to the landscaping. A more natural plant selection will aid in creating the rustic feel for the plaza.

In addition, the plants selected for the plaza need to meet the following criteria:

- prefer or thrive with moderate to little or no summer water
- are relatively pest and disease free
- are attractive year-round with little maintenance



Babiana stricta 'Purple Star'



Calamagrostis x acutiflora 'Karl Foerster'



Lavandula angustifolia



Leptospermum scoparium 'Ruby Glow'



Asteriscus maritimus 'Gold Coin'

Figure 4-11 Vegetation



Zelkova serrata



Muhlenbergia rigens



Gazania hybrids



Nasella tenuissima

4.4.8 MATERIALS

The paving will include embossed and colored concrete with grout inbetween to resemble cobblestone. There will be crushed rocks between the train tracks and sloped lawn in back of the plaza. Although there is much hard pavement, it is important to maximize vegetation, to create a cooling effect. There are also custom-made steel train wheel tree grates. All elements of the plaza, including bollards, paving, seating, lighting, signage, fountains, should help give this plaza a distinctive character.



Custom tree grates



Stamped concrete cobblestone



Trash receptacle



Planter

Figure 4-12 Materials



[references]

- Creswell, J.W. 1994. *Research design : Qualitative & Quantitative Approaches*. Thousand Oaks: Sage Publications.
- Marcus, C.C. & Francis, C. 1980. *People Places : Design Guidelines for Urban Open Space*. Second Edition. New York: Wiley.
- Whyte, W.H. 1980. *The Social Life of Small Urban Spaces*. Washington, D.C.: Conservation Foundation.
- Fleming, R.L. 2007. *The Art of Placemaking*. London: Merrell Publishers Limited.
- Francis, M. 2000a. A Case Study Method for Landscape Architecture. *Landscape Journal*.
- , 2003. *Urban Open Space: Designing for User Needs*. Washington, D.C.: Island Press.
- Wooley, H. 2003. *Urban Open Spaces*. New York, N.Y.: Spon Press.
- Thaller, M. (2007) Cool cosmos. Retrieved August 27, 2007, from <http://coolcosmos.ipac.caltech.edu/>
- Project for Public Spaces, Inc. (2007) Ten Principles for Creating Successful Squares. Retrieved November 2007, from <http://www.pps.org/squares/>
- Project for Public Spaces, Inc. (2007) Our Approach to Downtowns. Retrieved December 2007, from <http://www.pps.org/squares/>
- Rebar Group (2008) San Francisco's Privately-Owned Public Spaces. Retrieved January 2008, from <http://www.rebargroup.org/projects/commonspace/index.html>

[figures]

2. RESEARCH

Figure 2-1 Public Workshop, November, 2007	8
Figure 2-2 Policy Team Meeting, September 2007	10
Figure 2-3 SPP Matrix	15
Figures 2-4 & 2-5 Summary of Stakeholder Comments	17-18
Figures 2-6 & 2-7 San Francisco	21
Figure 2-8 Case Study Locations Map	27
Figure 2-9 Justin Herman Plaza	29
Figure 2-10 101 California	31
Figure 2-11 One Bush Plaza/ Crown Zellerbach Building	33
Figure 2-12 Mechanic's Plaza (501 Market Street)	35
Figure 2-13 525 Market	37
Figure 2-14 101 Second Street	39
Figure 2-15 560 Mission	41
Figure 2-16 100 First Street	43
Figure 2-17 500 Howard (Foundry Square)	45
Figure 2-18 199 Fremont	47
Figure 2-19 Summary of Case Study Findings	49

3. SITE OVERVIEW

Figure 3-1 City of Sacramento Planning Areas	52
Figure 3-2 Central City Community Area Plan	55
Figure 3-3 Surrounding Area, 1/2 Mile Radius	56
Figure 3-4 Land Use Inventory Map	59
Figure 3-5 R Street Corridor	61
Figure 3-6 Urban Design Concept	65
Figure 3-7 Multi-modal Transportation	66
Figure 3-8 "Chalk it Up" Art Festival, Fremont Park	68
Figure 3-9 Potential Pocket Park Locations	69
Figure 3-10 Circulation Plan and Proposed "Market Green"	71
Figure 3-11 Behavioral Map	73
Figure 3-12 Behavioral Mapping Analysis	75
Figure 3-13 19th and Q Site	77

4. SITE DESIGN

Figure 4-1 Sacramento Valley Railroad, 1856	82
Figure 4-2 Site Design	84
Figure 4-3 Site Design with Context	85
Figure 4-4 View Looking East from the Elevated Seating Area	86
Figure 4-5 View looking northeast at the elevated seating area	89
Figure 4-6 View looking southwest at the backless benches and stage	90
Figure 4-7 View looking northeast at the dense canopy providing shade	90
Figure 4-8 View looking north at the water sprays along the railroad tracks	93
Figure 4-9 View looking west at the locomotive water sculpture	93
Figure 4-10 View looking west at the bike racks	95
Figure 4-11 Vegetation	95-99
Figure 4-12 Materials	101
