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DEPARTMENT OF
PLANNING AND DEVELOPMENT

CITY OF SACRAMENTO
CALIFORNIA

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ROOM 200
SACRAMENTO, CA
95814-2998

January 29, 1991

BUILDING INSPECTIONS
916-449-5716

Transportation and Community Development Committee
Sacramento, California

PLANNING
916-449-5604

Honorable Members in Session:

**SUBJECT: ALHAMBRA CORRIDOR DESIGN GUIDELINES AND PROJECT STATUS
(M90-010)**

LOCATION: From 26th to 34th Street and from "B" to "W" Streets

SUMMARY

The Alhambra Corridor Design Guidelines have been developed to help preserve and enhance the quality and character of the unique neighborhoods that exist in the corridor. This effort also involves the expansion of the Design Review District boundaries to 34th Street on the eastside of the corridor.

The attached guidelines have been reviewed and approved by the Design Review and Preservation Board and the Planning Commission. The guidelines reflect modifications and input from the Alhambra Corridor Committee (see Exhibit C), and the Commission during their review.

The work program for the Alhambra Corridor study has been divided into four phases. The work to be completed during these phases include:

1. Phase One - Goals and Policy Development
2. Phase Two - Design Guidelines
3. Phase Three - Land Use, Development Standards, Zoning Recommendation and Environmental Determination.
4. Phase Four - Rezoning and Plan Amendments

The Design Guidelines are based on a set of policies that were developed to guide the plan. The policies were developed during phase one of the plan and were reviewed by the Alhambra Corridor Committee and the Planning Commission (see Exhibit B for Goals and Policies). The attached Design Guidelines complete phase two of the Plan. The

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Design Guidelines apply to the corridor east of Business 80 freeway and include the following characteristics:

1. Establish a 300 foot Residential Preservation Transition Buffer Area from mixed residential neighborhoods and from single family neighborhoods on the eastside of the corridor;
2. Attempt to reintroduce a theme reminiscent of the Alhambra Theater along with the attendant quality and character that was once prominent in the area east of I-80;
3. Preserve the character and scale of existing neighborhoods in the corridor; and
4. Increase pedestrian access into and through the corridor.

Table of Attachments

The following table identifies the exhibits included in this report and the page number(s) where they are located.

1. Residential Preservation Transition Buffer Area and special features map, figure 1 (pg. 8)
2. Existing Zoning, Figure 2 (pg. 9)
3. Design Guidelines - Appendix A, B, and C.
4. Alhambra Corridor, Goals and Objectives - Exhibit B-1-B-7
5. Letters of support from Alhambra Corridor Committee chair and president of East Sacramento Improvement Association. (Exhibit C)

BACKGROUND

History:

In April of 1988 a draft environmental impact report was prepared on the Alhambra Corridor. This report was not completed due to the need for more specific plan details on land use. The environmental report was prepared in response to changes that were occurring within the corridor. There were six projects that had pending requests for land use changes or involved increased intensities that were evaluated as part of the environmental study. One of the projects included a 48 acre (Centrage) parcel located on the north eastern part of the study area. This site was deleted from the current Alhambra Corridor Study boundaries because it was undergoing separate analysis and did not contain the same characteristics that the remainder of the corridor possessed. The other projects are as follows:

1. Sims Hardware located between 28th and 29th streets and I and J Streets. This project involves an office retail complex with 20,365 square feet of retail space, 27,365 square feet of medical office space and 29,685 square feet of general office space. The project underwent separate environmental analysis for traffic impacts. This site is currently under development and near completion.
2. Farmers Market Plaza is located under Business 80 freeway, between R and S Streets. This project involves approximately 51,000 square feet of retail and commercial use plus a 64,700 square foot, 269 space parking facility. The project has been approved but not constructed. A separate environmental analysis was completed on this project prior to approval.
3. Farmers Market Place is located between R and S Streets from 30th Street to Alhambra Boulevard. This project involves approximately 176,000 square feet of office. The State Department of Transportation has leased this space since the project was completed. A separate environmental analysis was completed on this project prior to its approval.
4. Senior Citizens Project located between H and I Streets and 26th and 27th Streets. This site consists of one City block of land which has been cleared or is being cleared for future development. The site was originally proposed for use as a senior citizens complex. A number of other proposals have been considered for this site, however, no specific project has been brought forward in the form of a formal application.
5. Alhambra Medical Office is located at N Street and Alhambra Boulevard. This project is located on the site of the old Goodwin Cole building and an abandoned street that was located between the completed "Med Clinic", and the medical office site. These sites were subsequently merged to complete the "Med Clinic" complex. Separate environmental analysis was completed on the Goodwin Cole part of this development. The remainder of the site was developed without planning review since it conformed to the standards in place at the time of development.

Phase One - Goals, Objectives - Policies

Some of the information that was provided in the environmental report was used in developing the policies in phase one of the Alhambra Corridor Plan. The policies were developed to help provide a framework upon which the plan is being developed. The goals and policies developed for the corridor can be seen in the attached Exhibit B. The overall policies recommended for use in the corridor address the following neighborhood concerns:

- preservation of neighborhood scale and quality
- traffic problems
- loss of housing
- maintaining neighborhood character and,
- the need to have existing older neighborhoods be the basis upon which new development is measured for compatibility as opposed to some of the newer and in certain cases less desirable development in the area.

Phase Two - Design Guidelines

The attached Design Guidelines (see Exhibit A) include design characteristics for the various neighborhoods in the corridor. One such neighborhood is the Alhambra "Special Features" area located on the east side of the corridor between "I" and "P" Streets. Design characteristics for this area include Spanish architecture with a moorish influence along with courtyards and fountains.

Other neighborhood and special design features include:

1. A Residential Preservation Transition Buffer Area establishing a 300 foot buffer area adjacent to residential neighborhoods. These guidelines encourage development in the buffer zone to be compatible in scale, bulk, height and design to nearby residential neighborhoods.
2. Specific guidelines have been created to guide new development east of Business 80 freeway in: single family, commercial/retail and mixed use/industrial neighborhoods.
3. Provisions to encourage pedestrian-friendly features are also a key design component of these guidelines. Pedestrian features included in the guidelines are: groundfloor window glazing to provide pedestrian interest; courtyards to invite the attention of pedestrians; providing greater pedestrian accessibility through improved alley front development; landscape features such as canopied trees; special landscape features; pedestrian oriented signage; and public art. The Planning Commission also requested that minimum standards for window glazing at street level be included in the guidelines. Since no standards exist in the City today, additional study of this issue is needed and will be brought back in the form of an amendment to the guidelines at a later date.
4. The guidelines encourage the use of a Public Art Element which can include: fountains, special tile design or architectural features; and works of art incorporated into the site design.

5. A landscape element has been included in the guidelines. The landscape element has been developed to encourage continuity within the corridor while providing a pleasant setting for development in the area. During the public hearings on the landscape provisions, concern was expressed regarding the overhead power lines on the west side of Alhambra Boulevard which impedes tree development and tree selection. It has been recommended by the Design Review Board to the Commission that efforts should be taken by the City to have overhead wires on Alhambra Boulevard placed underground. A policy statement has been included in the guidelines to make it a priority that the City assist in the effort to have the overhead wires placed underground.

The landscape element of the plan was reviewed and modified by a Committee of landscape experts at the recommendation of the Design Review and Preservation Board.

Plan Status - Phase Three & Four

The next phase (Phase Three) of the Alhambra Corridor Plan development includes the land use and zoning provisions recommended for use in the corridor. This phase is expected to be available for public comment in late January of 1991. The Planning Commission will receive the recommended land use plan in February or March of 1991 and their final recommendations will then be transmitted to the Council.

Once the preferred land use and zoning recommendations have been approved by the Council, the Environmental Division will make their determination on additional environmental work that needs to be completed on the plan. At that time, cost associated with the environmental analysis will be brought before the City Council for approval. Individual projects within the Alhambra Corridor will require separate environmental determination and analysis.

The final phase (four) of the plan will include rezoning, plan amendments, and amendments to the zoning ordinance that will be needed to implement the Alhambra Corridor Plan. Efforts to coordinate with and incorporate recommendations of a traffic planning study (G and H Streets Study) will also be included in the plan prior to its completion. The G and H Streets Study is being conducted by the City Traffic Engineer as the result of traffic problems that have been occurring in this area. This plan will recommend strategies to slow down traffic through the area and where possible minimize the number of vehicles using this area as a transportation corridor. The recommendations of the "R" Street Corridor plan, where it overlaps with the Alhambra Corridor boundaries, will also be incorporated into this plan when "R" Street is completed.

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VOTE OF THE PLANNING COMMISSION

The City Planning Commission on October 4, 1990, by a vote of 6 with 2 absent, one vacancy, and December 13, 1990 voted 8 to 1 absent in support of the attached Design Guidelines for the Alhambra Corridor.

ENVIRONMENTAL DETERMINATION

The Environmental Services Manager is in the process of reviewing the Alhambra Corridor draft guidelines and policies. A negative declaration is expected in February prior to these guidelines being submitted to the City Council for final action.

FINANCIAL DATA

There are no additional costs beyond the staff costs approved in the 1990-91 Department Budget for this project at this time. Phase four of this Plan's development will involve environmental processing costs which will be presented to the City Council during this phase.

POLICY CONSIDERATIONS

These Guidelines are intended to support the following City's General Plan Goals and Policies:

- "It is the policy of the City to enhance and maintain the quality of life by adhering to high standards for project and plan evaluation, as these relate to the following characteristics that help define the quality of life in the City". (GP, Sec. 1, pg 30)
 - The image a community projects is partly reflected in the quality and design of its development. Design and development guidelines are authorized in some communities in the City. In some areas which lack guidance, the character and integrity of the community is threatened since design and compatibility are features often overlooked. To create pleasant attractive neighborhoods, it may be necessary to develop minimum standards and guidelines for residential, commercial and industrial development that reflect the image and needs of affected communities. (GP, Sec. 1, pg 30)
- "It is the policy of the City to promote, reuse and rehabilitation of existing urban development as a means to meet projected growth". (GP, Sec. 1, pg 34)
- "Improve the quality of residential neighborhoods Citywide by protecting, preserving and enhancing their character". (GP, Sec. 2, Goal A, pg 10)

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- Prohibit the intrusion of incompatible uses into residential neighborhoods through adequate buffers, screening and zoning practices that do not preclude pedestrian-access to arterials that may serve as transit corridor". (GP, Sec. 2, pg 12)

MBE/WBE IMPACTS

There are no MBE/WBE impacts associated with this item.

RECOMMENDATION

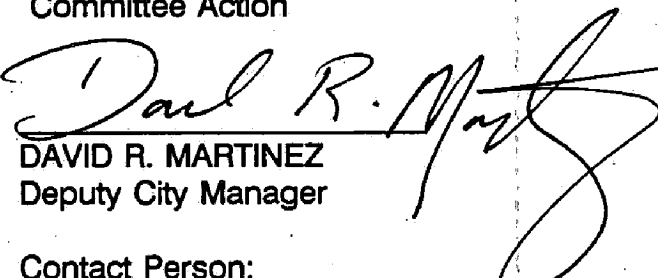
Staff recommends that the Transportation and Community Development Committee approve and forward the attached report and Guidelines to the City Council.

Respectfully submitted,

SCOT MENDE
Senior Planner

Recommendation Approved for
Committee Action

Approved


DAVID R. MARTINEZ
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January 29, 1991
Districts 1, 3, 4 and 5

ALHAMBRA CORRIDOR

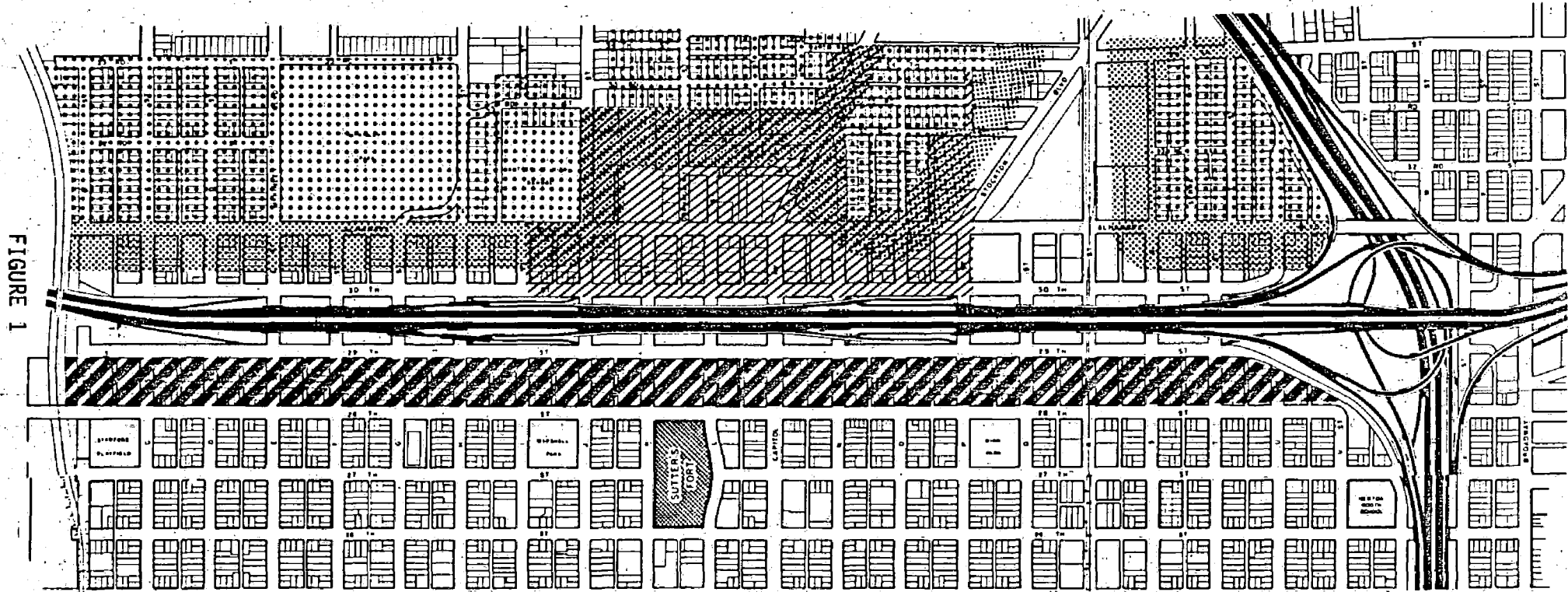
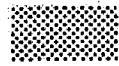


FIGURE 1



NEIGHBORHOOD TRANSITION
BUFFER AREA



SINGLE FAMILY ZONE

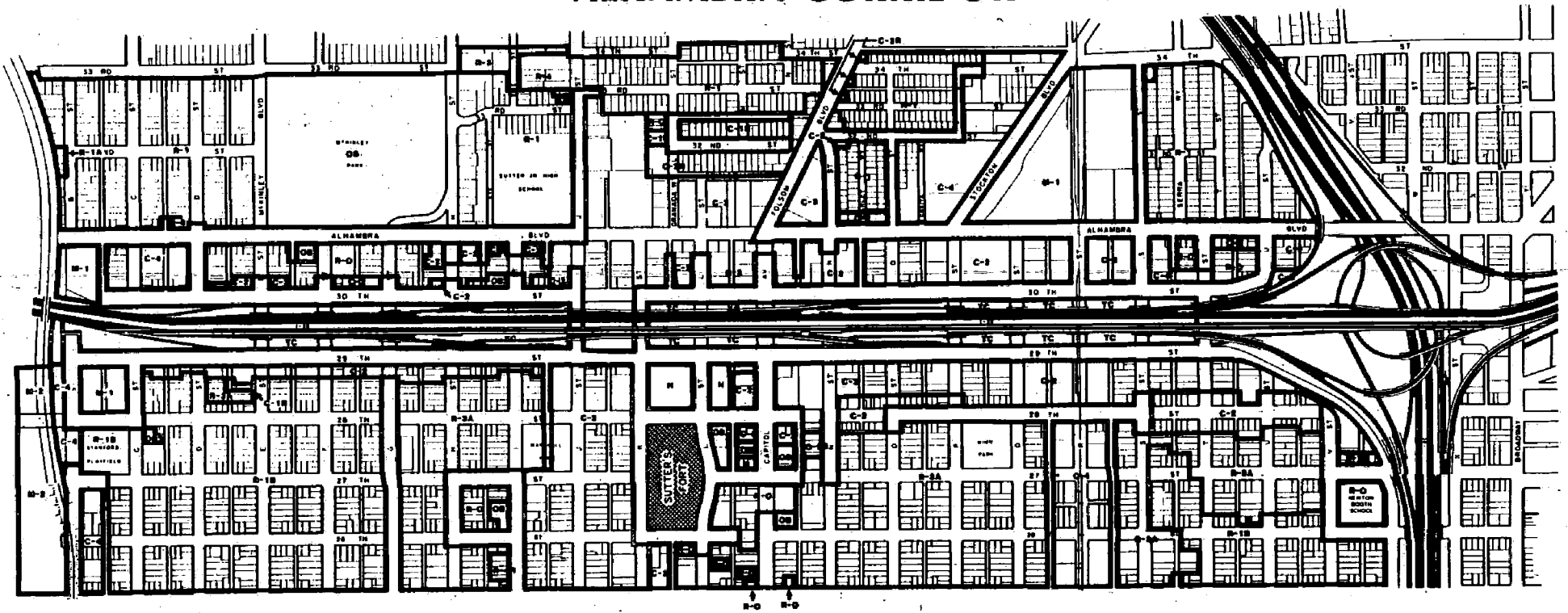


DESIGN GUIDELINE BOUNDARIES
FOR SPECIAL FEATURES



MIDTOWN RESIDENTIAL
PRESERVATION TRANSITION
BUFFER AREA

ALHAMBRA CORRIDOR



City of Sacramento Planning and Development

R-1	SINGLE FAMILY	R-4R	HIGH DENSITY RES. REVIEW	C-1R	LIMITED COMMERCIAL REVIEW	H	HOSPITAL
R-1B	SINGLE FAMILY	R-O	RESIDENTIAL OFFICE	C-2	COMMERCIAL	OS	OPEN SPACE
R-3A	MED. DENSITY RES.	OB	OFFICE BUILDING	C-2R	COMMERCIAL REVIEW	M-1	INDUSTRIAL
R-4	HIGH DENSITY RES.	C-1	LIMITED COMMERCIAL	C-4	HEAVY COMMERCIAL	M-2	INDUSTRIAL

FIGURE 2

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EXHIBIT A

ALHAMBRA CORRIDOR DESIGN GUIDELINES

- I. **Introduction** - The Alhambra Corridor Study Area consists of 400± acres along the eastern extent of the Central City. Its most prominent feature for years has been the elevated Business 80 Freeway, the concrete spine of the Corridor and an edge between Midtown and East Sacramento. More recently multi-story office buildings have become prominent to view. However, the Corridor is much more than a freeway and office buildings. It is made up of several neighborhoods, each with its own character and each serving distinct urban functions. Besides the Design Review Guidelines of the Design Review/Preservation Board, these additional guidelines have been developed to more specifically address the form and function of the Corridor, as a whole, as well as of each neighborhood, individually.

Design review of individual buildings and their sites will ultimately be as significant as land use, density, traffic flow and zoning provisions in determining the future vitality of the Alhambra Corridor. These provisions will help ensure the proper relationship and connection with surrounding development between neighborhoods in the corridor, East Sacramento and Midtown.

One of the goals of the Alhambra Corridor Citizens Advisory Committee is the retention of the human scale of development in the Corridor. Those who appreciate that quality and seek a more pedestrian friendly environment in the Alhambra Corridor, also see the need for design guidelines to both retain and enhance those qualities for future public benefit. Another goal of the Committee is to increase the number of residential units, with one of a number of possible mechanisms being utilization of alley frontages. Such development would also contribute to the concept of a pedestrian friendly environment by transforming what are often unattractive service lanes into pleasant alternative routes for walking or bicycling.

There are numerous examples of existing projects and block faces that illustrate the benefits of designing for human scale and pedestrian movement. However, they for the most part exist in isolation, separated by projects that are unfortunately less sensitive to those qualities. There exist opportunities to fill in the gaps and thus create for the corridor an environment that is both human in scale and pedestrian friendly throughout. With these factors in mind the following guidelines have been developed at the neighborhood level to address the specific characteristics of each type of neighborhood located in the Alhambra Corridor.

Residential Neighborhoods - Most of the houses in the residential neighborhoods east of Alhambra Boulevard were constructed between the turn of the century and the start of W.W.II. The buildings are true to the particular architectural style and

not a mix of two or more styles as is found in the central city. The design styles found in the residential areas are: Mediterranean, Mission, Spanish, Colonial, Period Revival, Queen Anne, Eastlake, Stick, Italianate, some Blends as well as Craftsman and California Bungalow.

Alhambra Boulevard - A significant architectural and historic feature of this portion of the corridor was the Alhambra theater which was demolished to make way for the development of the Safeway Market. It is believed by many that the character of the area has been eroded with the loss of the theater. Both the form and function of this area began to change with the removal of the theater giving way to new architectural styles and new uses. The few remaining sites that still reflect the original character of this area can be seen on the structure at Alhambra and Granada Way, the remnants of the theater garden in the Safeway parking lot and the building on the South west side of "Q" Street and Alhambra Boulevard.

Although the theater has been demolished, the character of this area can be revived to an extent through the recreation of the architectural richness that was reminiscent of the theater and the area. This is not an effort to replicate what was once here but to revive the flavor these features provided in this portion of the corridor.

In the commercial areas the influence of Spanish Colonial Revival and Mission Revival, is found as well as vernacular brick on buildings. The industrial area has some brick industrial structures as well as concrete tilt-up and corrugated metal buildings.

Midtown - This area contains a variety of styles enabling new development numerous options for design. Development in this area should follow the adopted Design Review Guidelines Plan and Historic Preservation requirements.

Other Commercial Strips and the Transportation Corridor - Commercial sites and areas not specifically identified in these guidelines should comply with the adopted Design Review Guidelines Plan along with some specific features identified in this Plan.

Industrial Neighborhoods - The industrial neighborhoods in the Alhambra Corridor are located in areas adjacent to residential development. In many cases these industrial sites are under pressure for change and reuse. In an effort to protect and preserve the character of the adjacent existing single family neighborhoods new development should conform to the criteria identified for the Neighborhood Preservation Transition Buffer areas where applicable.

Neighborhood Preservation Transition Buffer Area - A Transition Buffer Area of 300 feet from single family neighborhoods has been established to help preserve the

character and scale of existing residential neighborhoods. Guidelines for development in these areas address appropriate features to ensure compatibility and reduce scale.

Pedestrian Features - The Alhambra Corridor serves as an important link for pedestrian movement into the downtown area. The Corridor has existing pedestrian opportunities that should be enhanced through the appropriate design of new development and the inclusion of pedestrian access features.

Landscaping - Landscaping is an important design element of any building. Landscaping can be used to soften the building edge and to a degree offset the scale of a building. Appropriate landscaping can also help define new and existing pedestrian paths as well as provide a canopy for the pedestrian.

II. GUIDELINES

A. RESIDENTIAL NEIGHBORHOODS

1. Single Family

- a. **Site Plan:** The site layout should maintain the existing front and side yard setback established in the neighborhood.
- b. **Elevations:** The elevation design of the new structures should be compatible to the existing neighborhoods through the use of complimentary forms, texture and material. The scale of the new structure should blend into the existing neighborhood.
- c. **Material:** All exterior materials found on the existing traditional residential structures in the neighborhood are appropriate to be used as dictated by the projects architectural design. Materials which are discouraged are: vertical board and bat and grooved plywood, imitation materials, such as synthetic stone or imitation brick and aluminum or vinyl siding.
- d. The architectural style of any new alley development shall be compatible with the better of the surrounding existing structures located along the alley and adjacent streets. Enhancements, such as a dormer windows, etc., are encouraged, especially on detached garages, when appropriate for the architectural style being used.

- e. The design of structures along the alley shall minimize the visual prominence of any garage doors.
- f. Provide landscaping as an added interest to encourage pedestrian use of the alleys.
- g. General Design Guidelines: The adopted Design Review Guidelines Plan shall prevail except where the Alhambra Corridor plan is more restrictive.

2. Multiple Family Residential Neighborhood

- a. Site Plan: The site layout should maintain the scale and rhythm of the existing neighborhood.
- b. Elevations: The elevations design of the new structure(s) should be compatible to the existing neighborhood through the use of complimentary forms, texture and material. The scale of the new structure should blend into the existing neighborhood. The use of a varied setback to the exterior walls and roof forms, which reflect the architectural character of the neighborhood, is strongly encouraged. The same design theme and materials should be used on all building elevations visible from the street or alley.
- c. Material: Materials, which are in harmony with the existing neighborhood, are encouraged. Materials, which are discouraged are: vertical board and bat or plywood panels; imitation materials, such as synthetic stone or imitation brick and aluminum or vinyl siding.
- d. Pedestrian Friendly Features: Development with property abutting an alley are encouraged to minimize the importance of garage doors and parking. Landscaping and special architectural features that add interest to these areas will help encourage the use of alleys by pedestrians. Sidewalks should also be consistent in texture and design to ensure continuity for pedestrian use.
- e. Landscaping: The project must include a landscaping and irrigation plan. Landscaping features should provide adequate open space and comply with the criteria identified on Section II-E.

- f. Parking should be adequately screened and located outside of front setback areas.
- g. General Design Guidelines: The adopted Design Review Guidelines Plan shall prevail except where the Alhambra Corridor plan is more restrictive.
- h. If the project is within a Neighborhood Preservation Transition Area it should conform to the criteria identified in Section II-D.
- i. Trash Storage:
 - 1) Efforts to minimize the number of trash containers and facilities is strongly encouraged. To assist in this effort, provisions for combined facility locations between property lines, will be encouraged in the Alhambra Corridor. Reducing the number of trash facility locations will help create a more pedestrian friendly environment within the alley ways in the corridor.
 - 2) Trash facilities should be located away from on-site open space and courtyard areas.
 - 3) Trash storage areas should comply with the provision identified in the City's adopted Design Review Guidelines.

B. MIXED USE NEIGHBORHOODS

1. Commercial Buildings

- a. Site Plan: The layout of commercial buildings in the same neighborhood as established residential buildings, must be compatible to the extant neighborhood.
- b. Elevations: The elevations of the new commercial project should compliment the existing streetscape. The same design theme and materials should be used on all building elevations visible from the street or alley. The roof line of the new project should repeat the pitch and rhythm of the existing streetscape.
- c. Material: The exterior material should not be foreign to the existing neighborhood. If a new material is introduced to the

streetscape by the new project, the new material must be compatible to the existing buildings.

- d. **Landscaping:** The project must include a landscaping and irrigation plan. The landscaping should help to ease the new project into the surrounding residential neighborhood. The landscaping on the site must reduce or soften the impact of the project on the surrounding residential neighborhood.
- e. **Pedestrian Friendly Features:** Development with property abutting an alley are encouraged to minimize the importance of garage doors and parking. Landscaping and special architectural features that add interest to these areas will help encourage the use of alleys by pedestrians. Additional lighting along the alley is also encouraged in this area. Sidewalks should also be consistent in texture and design to ensure continuity for pedestrian access.
- f. **Signs -** Attached or monument signs are encouraged for use in all non-freeway oriented development. These signs are to be directed to pedestrian use and should be at the average pedestrian eye level. Signs should comply with the General Design Review Guidelines.
- g. **General Design Guidelines:** The adopted Design Review Guidelines Plan shall prevail except where the Alhambra Corridor plan is more restrictive.
- h. If the project is located in a Neighborhood Preservation Transition Buffer Area it should conform to the criteria identified in Section II-D.
- i. **Trash Storage:**
 - 1) Efforts to minimize the number of trash containers and facilities is strongly encouraged. To assist in this effort, provisions for combined facility locations between property lines, will be encouraged in the Alhambra Corridor. Reducing the number of trash facility locations, will help create a more pedestrian friendly environment within the alley ways in the corridor.
 - 2) Trash facilities should be located away from on-site open space and courtyard areas.

- 3) Trash storage areas should comply with the provision identified in the City's adopted Design Review Guidelines.

C. COMMERCIAL NEIGHBORHOODS

1. Commercial Infill - Alhambra Special Features Area

- a. Site Plan: The site layout should be planned to reinforce the earlier architectural character of the neighborhood.
 - (1) Spanish Colonial Revival and Mission revival with a Moorish influence were the prevalent architectural styles during the heyday of this area. The site plan of any new project should reflect the form of those styles in the use of courtyards visible from the street, fountains, and pedestrian access into and through the project area.
 - (2) Parking should be placed in the rear of the project to protect the view from the street and to facilitate pedestrian and transit orientation. Parking areas should be adequately screened either through landscaping or other screening features. The parking lots should also provide adequate lighting for the users safety.
- b. Elevations: A continuation of the Spanish Colonial Revival and Mission Revival styles with the Moorish influence is most appropriate.
 - (1) Those styles used towers, domes, pilasters, columns, capitals, corbels, arched windows and door openings, as well as horizontal wood lintels.
 - (2) The surface of the exterior was handled as a pre-machine finish. The unevenness of hand finishing is preferred.
- c. Material: Exterior materials should include; tile roofing, stucco walls, decorative tile trim, terra-cotta floor.
- d. Pedestrian Friendly Features: Development in this portion of the corridor is encouraged to include a Public Art Element,

smaller scale architectural features and clear window glazing, in addition to courtyards and fountains, to enhance the pedestrian experience into and through this area. The Public Art Element encourages art incorporated into private development to enhance the visual experience within the corridor. The type of features intended under this provision include: mosaic tiled entries, sculptures, unique landscaping or architectural features. These features should be confined to the site and not encroach onto the public right-of-way. Sidewalks should be similar in texture and design for continuity.

Courtyards should be designed in a manner that clearly define the courtyard space with a physical element such as an arched entry and walls that provide a sense of enclosure and protection. This space should project this sense to the building occupant and also be easily perceived as such by passersby inviting them into the space if not physically inviting them visually.

The alleys within the commercial areas of Alhambra Boulevard should be integrated as additional pedestrianways to enhance the east-west pedestrian linkage between the Midtown and East Sacramento neighborhoods. When possible provide additional landscaping along the alleys. Even when present in segments, landscaping would help to create a pedestrian friendly environment. Physical and/or visual access to any courtyards, fountains, etc. that are located along the alleys would be enhanced. Additional lighting along the alley is also encouraged in this area.

Increased use of the alleys and improved commercial vitality of the area is possible by encouraging the development of storefronts along the alley to house any new shops that do not require the higher visibility available along the streets. Encourage the location of secondary entrances from the pedestrianized alleys and creation of additional storefronts for existing businesses and offices that front onto a main street.

Efforts to preserve and promote additional use of the decorative cast iron historic street lights, should be encouraged in this portion of the corridor.

- e. **Landscaping:** The landscaping should be complementary to the building and the commercial area and should comply with Section II-E of these guidelines.
- f. **General Design Guidelines:** The adopted Design Review Guidelines Plan shall prevail except where the Alhambra Corridor plan is more restrictive.
- g. **Signs:** Attached or monument signs are encouraged for use in all non-freeway oriented development. These signs are to be directed to pedestrian use and should be at the average pedestrian eye level. Signs should comply with the General Design Review Guidelines.
- h. If the project is located within a Neighborhood Preservation Transition Buffer Area, it should conform to the criteria identified in Section II-D.

3. Other Commercial Strips and Transportation Corridor

- a. **Site Plan:** The site layout should provide for courtyards and open spaces which may be used for outdoor services and activities with clearly defined pedestrian pathways.
- b. **Elevations:** The exterior elevations of the project should provide small scale architectural features that relate to the pedestrian level, the visual mass of the building should be reduced by variations in the facade surface and clear window glazing.
- c. **Material:** The materials used on the exterior of the building must work in concert with the design of the structure. False or imitation material should be avoided.
- d. **Landscaping:** The landscaping should be complementary to the building and the commercial area and should comply with the landscape criteria identified in Section II-E of these guidelines.
- e. **Pedestrian Friendly Features:** In addition to those features previously mentioned the inclusion of a Public Art Element is strongly encouraged to promote pedestrian use. The Public Art Element encourages art incorporated into private development to enhance the visual experience within the

corridor. The type of features intended under this provision include; mosaic tiled entries, sculptures, unique landscaping or architectural features. Sidewalks should be similar in texture and design to ensure continuity for pedestrian access.

- f. **General Design Guidelines:** The adopted Design Guidelines Plan shall prevail except where the Alhambra Corridor plan is more restrictive.
- g. **Signs:** Attached or monument signs are encouraged for use in all non-freeway oriented development. These signs are to be directed to pedestrian use and should be at the average pedestrian eye level. Signs should comply with the General Design Review Guidelines.
- h. If the project is located in a Neighborhood Preservation Transition Buffer Area, it should conform to the criteria identified in Section II-D.
- i. **Trash Storage:**
 - 1) Efforts to minimize the number of trash containers and facilities is strongly encouraged. To assist in this effort, provisions for combined facility locations between property lines, will be encouraged in the Alhambra Corridor. Reducing the number of trash facility locations will help create a more pedestrian friendly environment within the alley ways in the corridor.
 - 2) Trash facilities should be located away from on-site open space and courtyard areas.
 - 3) Trash storage areas should comply with the provision identified in the City's adopted Design Review Guidelines.

C. INDUSTRIAL NEIGHBORHOODS

1. Industrial Neighborhoods

- a. **Site Plan:** The site layout of new projects in industrial neighborhoods must protect and preserve the character of existing adjacent residential neighborhoods. Courtyards, open spaces and architectural features should be provided to

integrate the two uses when a change of use is proposed from industrial to something more compatible with the adjacent residential uses.

- b. Landscaping: New or enhanced landscaping must be provided and should comply with the landscape criteria identified in Section II-E.
- c. General Design Guidelines: The adopted Design Review Guidelines Plan shall prevail except where the Alhambra Corridor plan is more restrictive.
- d. Pedestrian Friendly Features: New uses in these neighborhoods should help to bridge adjacent residential uses through clearly defined pedestrian pathways. These pathways should be similar in texture and design to ensure continuity for pedestrian access.
- e. Signs: Attached or monument signs are encouraged for use in non-freeway oriented development. Signs should comply with the General Design Review Guidelines.
- f. If the project is located within a Neighborhood Preservation Transition Buffer Area it should conform to the criteria identified in Section II-D.
- g. Trash Storage:
 - 1) Efforts to minimize the number of trash containers and facilities is strongly encouraged. To assist in this effort, provisions for combined facility locations between property lines, will be allowed in the Alhambra Corridor. Reducing the number of trash facility locations will help create a more pedestrian friendly environment within the alley ways in the corridor.
 - 2) Trash facilities should be located away from on-site open space and courtyard areas.
 - 3) Trash storage areas should comply with the provision identified in the City's adopted Design Review Guidelines.

D. NEIGHBORHOOD PRESERVATION TRANSITION BUFFER AREA



1. A Neighborhood Preservation Transition Buffer area of 300 feet from single family neighborhoods has been created to protect these areas from incompatible development.
2. New development located within the 300 foot Neighborhood Preservation Buffer area should incorporate the following provisions into the project's design:
 - a. A design that is similar in scale and architectural character with adjacent single family residential structures; (styles prevalent east of Alhambra include Mediterranean, Mission, Spanish, Colonial, Period Revival as well as Craftsman and California Bungalow) (west of Alhambra prevalent styles include the above as well as Queen Anne, East Lake, Stick, Italianate and some Blends.)
 - b. Exterior wall finishes and roofing materials should be similar to those used in adjacent residential neighborhoods. A roof pitch of at least 4/12 is encouraged for structures using pitched roof designs.
 - c. Visual disruptions to the existing street scape are strongly discouraged in the Neighborhood Preservation Areas. These areas were created to ensure the compatibility of new construction to the existing residential neighborhood. Disruptive features would include, excessive massing of the building, incompatible architectural design, and placement on the site.
 - d. A landscape element should be included as part of the overall design. Landscaping will soften the hard edge of commercial development when it is adjacent to residential use. The landscape element should adhere to the criteria and plant list identified in Section II-E of these guidelines.

E. LANDSCAPE ELEMENT

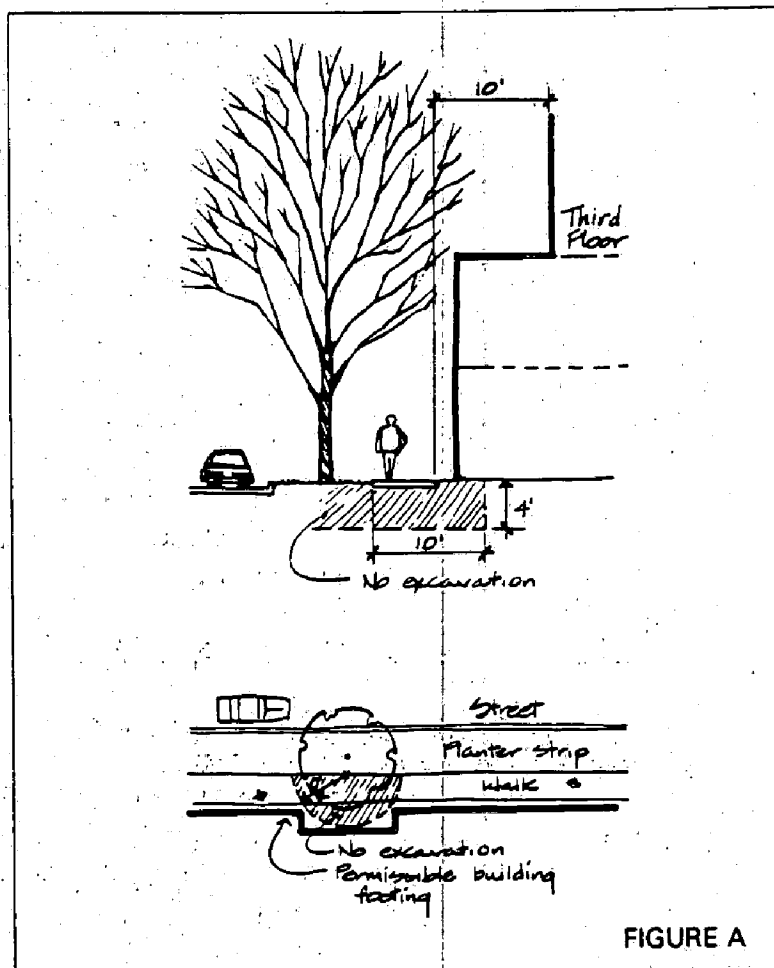
The following provisions and tree species have been identified for use in the Alhambra Corridor to ensure a healthy environment for landscape features and corridors.

1. Tree Planting Standards

- a. Where there are existing trees present, tree planting areas

should provide a minimum of 10 feet of unexcavated or minimally excavated soil area radiating from the curbside of sidewalk directly behind the tree. Soil depth shall be a minimum of 4 feet from the surface unless otherwise stated. This area shall not be subject to excavation greater than 12". Where there are no existing trees, tree planting areas should provide a minimum of 10 feet of soil area radiating from the curbside of sidewalk directly behind the tree planting location with a minimum depth of 4 feet from the surface unless otherwise stated. Street trees will be required. (see figure A)

- b. Ten-foot setback for the third story and above (10' measured from back edge of sidewalk) in addition to an 8' planting strip and sidewalk width.
- c. Encourage park strips in back of curb between the sidewalk and street, and encourage large shade trees.



2. Alhambra Boulevard From I Street to P Street

Alhambra Boulevard is currently lacking in trees due to natural loss and loss during new construction. Since this is a major pedestrian corridor, new projects will be required to provide tree planting in the public right-of-way strip adjacent to the sidewalk. To ensure a uniform theme and continuity in this area, the use in the public right-of-way along Alhambra Boulevard should include trees that are compatible with the mediterranean features identified for this portion of the corridor. Based on this theme the following trees have been identified for use in this area:

a. Public Right-of-Way - East side of street

Deciduous Trees

- (1) Platanus acerifolia (London Plane Tree) - 80' high, 30' to 40' spread.
- (2) Celtis sinensis (Chinese Hackberry) - grows to 40' high with a 50' to 60' spread.
- (3) Quercus Lobata (Valley Oak) - to 70' high with a 60' to 80' spread.

b. Public Right-of-Way - West side of street

Evergreen Trees

Deciduous Trees

- (1) Pistacia chinensis (Chinese Pistache) - 40'- 60' high with 40'to 50' spread. Colorful Fall leaves.
(Public Right-of-way Alhambra)

3. Tree Suggestions For Other Areas in the Alhambra Corridor

Public right-of-way medians in other parts of the corridor that lack trees will be required to plant trees in these areas. The type of tree to be used should conform to those approved by the city arborist. On site landscaping should utilize trees that provide a canopy for pedestrian comfort and scale. The following is a list of trees that are approved for use in these areas:

- a. Large Trees (40' and over in height, to be planted where there are no overhead wires)

Evergreens

- (1) Quercus suber (Cork Oak) is evergreen and will grow to 70' - 100 feet high, with equal spread.
- (2) Cinnamomum camphora - (Camphor) grows to 50+' with 65'-70' spread. (Needs deflectors min. size 36" box)
- (3) Quercus agrifolia (Coast Live Oak) - grows to 30' to 60' high, 50' to 60' wide
- (4) Washingtonia robusta (Mexican Fan Palm) - grows to 100' high, with 15' spread.
- (5) Washingtonia filifera (Calif. Fan Palm) - grows to 60' high, 12' spread.
- (6) Quercus ilex (Holly Oak) grows 40' to 70' high, equal spread.
- (7) Arecastrum romanzffian (Brazilian Queen Palm) grows to 40' or 50' high 15'-20' spread.

Deciduous

- (2) Celtis sinensis (Chinese Hackberry) grows to 40 feet with 50' to 60' foot spread, with upright branching. There are no flowers, pods, etc. Or, C. occidentalis (Common hackberry) is larger than C. Australis, grows to 50 feet, branches more pendulous.
- (4) Platanus acerifolia (London Plane Tree) grows to 80' in height, 30' to 40' spread, withstands smog, soot, dust, reflected heat.
- (5) Quercus coccinea (Scarlet Oak) grows to 60' in height, bright scarlet leaves in fall.
- (6) Quercus rubra (Red Oak) fast growth to 90', broad crown, high spreading branches.

b. Medium Trees (30 to 40' in height)

Evergreens

- (1) Ligustrum lucidum (Glossy Privet) is evergreen, round headed, 15 - 20 foot spread, large clusters of small yellow flowers in Spring, followed by black berries.
- (2) Magnolia grandiflora (v Samuel Sommers) (Magnolia) grows 30' - 40' high with a 30+' spread (flowering).
- (3) Geijera parviflora (Autralian Willow) - grows to 25' to 30' high with 20' spread.
- (4) Podocarpus elongatus v gracilior (Fern Pine) - grows 40' to 50' high with a 10' to 20' spread (36" min. box size).
- (5) Schinus molle (California Pepper Tree) - grows to 25'-40' with a 30' spread.
- (6) Ceratonia siliqua (Carob) - grows to 30' in height with 30' spread.

Deciduous

- (2) Sapium sebiferum (Chinese Tallow Tree) grows 35 foot diameter, round or conical crown, outstanding fall color.
- (4) Aesuculus carnea (Red Horsechestnut) grows 30' wide crown, 8" long plumes of soft pink or red flowers in April and May.
- (5) Lagerstroemia indica (Crepe Myrtle) grows to 30' in height used for summer color accent.
- (6) Crateaegus phaenopyrum (Scarlet Hawthorne) grows to 25' high 30' spread.
- (7) Pyrus callberyana (Aristocrat Pear) grows to 35' high with 30' spread.

4. On site landscaping elements should include trees as well as ground cover and shrubs. Appropriate trees include any of the trees mentioned in these guidelines. All landscaping should include live plant material.
5. A maintenance plan utilizing professional landscape maintenance provisions should also be included in the plan. Street tree and landscape element watering should not interfere with pedestrian movement.
6. Inspection by the City arborist shall be required if roots over 2" in diameter are located during construction and may not be cut without the approval of the City Arborist.
7. Discourage surface spray systems for tree watering and encourage the use of the following system for street trees:
 - a. A low-flow bubbler with 3/4 crushed rock inside of a 4" diameter ABS 3' depth pipe should be encouraged.
 - b. Discourage the use of root deflectors that surround the root ball of newly planted trees to avoid root constriction. Allow for the use of root deflectors that line curbs and sidewalks where trees are planted in park strips.
8. It will be a priority of this plan that the City work with SMUD and other agencies to have the overhead utility wires removed, and placed underground on Alhambra Boulevard. This will allow for taller trees to be planted on the west side of Alhambra Boulevard. These guidelines will be revised to reflect the use of taller trees when the underground work has been completed. In an effort to preserve existing trees during underground utility installation a "Directionally Controlled Horizontal Drilling" technique will be encouraged. This will prevent excessive damage to existing root systems along Alhambra Boulevard.

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EXHIBIT A

Species	Height	Canopy Width	Deciduous/ Evergreen	Flowering	Street Tree	Accent Tree	Courtyard/ Other	Eastside	Westside
1. * <u>Platanus acerifolia</u> (v. Bloodgood) (London Plane Tree) (Dominate tree for Alhambra Blvd.)	80'	30' - 40'	D		X	X		X	
2. * <u>Platanus acerifolia</u> (v. Yarwood) (London Plane Tree) (Dominate tree for Alhambra Blvd.)	80'	30' - 40'	D		X	X		X	
3. * <u>Celtis sinensis</u> (Chinese Hackberry)	40'	50' - 60'	D		X	X	X	X	
4. * <u>Quercus lobata</u> (Valley Oak) (Limited availability)	70'	60' - 80'	D		X	X		X	
5. * <u>Pistacia chinensis</u> (Chinese Pistache) (Dominate tree for Alhambra Blvd.)	40' - 60'	40' - 50'	D	Fall color	X	X			X
6. * <u>Crateagus phaenopyrum</u> (Scarlet Hawthorne)	25'	20'	D	Pink flower		X			X
7. * <u>Pyrus calleryana</u> (Aristocrat Pear)	35'	30'	D	Fall color		X			X
8. <u>Cinnamomum camphora</u> (Camphor) (36" min box size with deflectors)	50+	65' - 70'	E			X		X	
9. <u>Magnolia grandiflora</u> (v. Samuel Sommers) (Magnolia) 24" min box size	30-40'	30+	E	White		X			X
10. <u>Geijera parviflora</u> (Australian willow)	25' - 30'	20'	E			X			X
11. <u>Ceratonia siliqua</u> (Carob)	30'	30'	E			X			X

Species	Height	Canopy Width	Deciduous/ Evergreen	Flowering	Street Tree	Accent Tree	Courtyard/ Other	Eastside	Westside
12. <u>Podocarpus elongatus</u> <u>v. gracilior</u> (Fern Pine) 36" min box size	40' - 50'	10' - 20'	E			X			X
13. <u>Quercus suber</u> (Cork Oak)	70'-100'	70'-100'	E			X	X	X	
14. <u>Quercus ilex</u> (Holly Oak)	40'-70'	40'-70'	E			X	X	X	
15. <u>Tilia cordata</u> (Little Leaf Linden) (Problems)	50'	15'-30'	D			X	X		X
16. <u>Celtis australis sinensis</u> (European Hackberry)	40'	40'	D			X	X	X	
17. <u>Celtis occidentalis</u> (common Hackberry)	50'	40' - 50'	D			X	X		
18. <u>Quercus coccinea</u> (Scarlet Oak)	60'	35' - 50'	D	Colorful (Red fall leaves)		X	X		
19. <u>Quercus rubra</u> (Red Oak)	90'	40'-70'	D	Red fall color		X	X		
20. <u>Sorbus aucuparia</u> (European Mtn Ash)		15'-20'	D	White Flowers Red Berries		X	X		
21. <u>Sapium sebiferum</u> (Chinese Tallow Tree)	35'	35'		Fall Color			X		
22. <u>Lagerstroemia indica</u> (Crepe Myrtle) (mildew resistant variety)	25'-30'	15'-20'	D			X	X		
23. <u>*Quercus agrifolia</u> (Coast Live Oak)	30'-60'	50'-60'	E			X		X	
24. <u>Washingtonia robusta</u> (Mexican Fan Palm)	100'	15'	E			X	X		

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Species	Height	Canopy Width	Deciduous/ Evergreen	Flowering	Street Tree	Accent Tree	Courtyard/ Other	Eastside	Westside
25. <u>Washingtonia filifera</u> (Calif. Fan Palm)	60'	12'	E			X	X		
26. <u>Arecastrum romanzffianum</u> (Brazilian Queen Palm)	40'50'	15'-20'	E			X	X		
27. <u>Pinus pinea</u> (Italian Stone Pine) Overall not recommended						X	X	X	
28. <u>Schinus terebinthifolius</u> - (Brazilian Pepper Tree)	25'	25'	E			X	X		X
29. <u>Schinus molle</u> (Calif. Pepper Tree)	25'-40'	30'	E			X			X

*Preferred street trees that conform to the Mediterranean theme for Alhambra Boulevard, to ensure a uniform theme on Alhambra Boulevard.

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species.cht

APPENDIX A

(A)

Species	Height	Canopy Width	Deciduous/ Evergreen	Flowering	Street Tree	Accent Tree	Courtyard/ Other	Eastside	Westside
1. <u>*Plantanus acerifolia</u> (v. Bloodgood) (London Plane Tree) (Dominate tree for Alhambra Blvd.)	80'	30' - 40'	D		X	X		X	
2. <u>*Platanus acerifolia</u> (v. Yarwood) (London Plane Tree) (Dominate tree for Alhambra Blvd.)	80'	30' - 40'	D		X	X		X	
3. <u>*Celtis sinensis</u> (Chinese Hackberry)	40'	50' - 60'	D		X	X	X	X	
4. <u>*Quercus lobata</u> (Valley Oak) (Limited availability)	70'	60' - 80'	D		X	X		X	
5. <u>*Pistacia chinensis</u> (Chinese Pistache) (Dominate tree for Alhambra Blvd.)	40' - 60'	40' - 50'	D	Fall color	X	X			X
6. <u>*Crataegus phaenopyrum</u> (Scarlet Hawthorne)	25'	20'	D	Pink flower		X			X
7. <u>*Pyrus calleryana</u> (Aristocrat Pear)	35'	30'	D	Fall color		X			X
8. <u>Cinnamomum camphora</u> (Camphor) (36" min box size with deflectors)	50+	65' - 70'	E			X		X	
9. <u>Magnolia grandiflora</u> (v. Samuel Sommers) (Magnolia) 24" min box size	30-40'	30+	E	White		X			X
10. <u>Geijera parviflora</u> (Australian willow)	25' - 30'	20'	E			X			X
11. <u>Ceratonia siligua</u> (Carob)	30'	30'	E			X			X

(B)

Species	Height	Canopy Width	Deciduous/ Evergreen	Flowering	Street Tree	Accent Tree	Courtyard/ Other	Eastside	Westside
12. <u>Podocarpus elongatus</u> <u>v. gracillior</u> (Fern Pine) 36" min box size	40' - 50'	10' - 20'	E			X			X
13. <u>Quercus suber</u> (Cork Oak)	70'-100'	70'-100'	E			X	X	X	
14. <u>Quercus ilex</u> (Holly Oak)	40'-70'	40'-70'	E			X	X	X	
15. <u>Tilia cordata</u> (Little Leaf Linden) (Problems)	50'	15'-30'	D			X	X		X
16. <u>Celtis australis sinensis</u> (European Hackberry)	40'	40'	D			X	X	X	
17. <u>Celtis occidentalis</u> (Common Hackberry)	50'	40' - 50'	D			X	X		
18. <u>Quercus coccinea</u> (Scarlet Oak)	60'	35' - 50'	D	Colorful (Red fall leaves)		X	X		
19. <u>Quercus rubra</u> (Red Oak)	90'	40'-70'	D	Red fall color		X	X		
20. <u>Sorbus aucuparia</u> (European Mtn Ash)		15'-20'	D	White Flowers Red Berries		X	X		
21. <u>Sapium sebiferum</u> (Chinese Tallow Tree)	35'	35'		Fall Color			X		
22. <u>Lagerstroemia indica</u> (Crepe Myrtle) (mildew resistant variety)	25'-30'	15'-20'	D			X	X		
23. * <u>Quercus agrifolia</u> (Coast Live Oak)	30'-60'	50'-60'	E			X		X	
24. <u>Washingtonia robusta</u> (Mexican Palm)	100'	15'	E			X	X		

Species	Height	Canopy Width	Deciduous/ Evergreen	Flowering	Street Tree	Accent Tree	Courtyard/ Other	Eastside	Westside
25. <u>Washingtonia filifera</u> (Calif. Fan Palm)	60'	12'	E			X	X		
26. <u>Arecastrum romanzffianum</u> (Brazilian Queen Palm)	40'50'	15'-20'	E			X	X		
27. <u>Pinus pinea</u> (Italian Stone Pine) Overall not recommended						X	X	X	
28. <u>Schinus terebinthifolius</u> (Brazilian Pepper Tree)	25'	25'	E			X	X		X
29. <u>Schinus molle</u> (Calif. Pepper Tree)	25'-40'	30'	E			X			X

*Preferred street trees that conform to the Mediterranean theme for Alhambra Boulevard.

**ALHAMBRA CORRIDOR
GOALS, OBJECTIVES AND POLICIES**

These draft staff goals and policies were developed in response to the Alhambra Citizen Advisory Committee recommendations. The goals and policies will provide the foundation for the implementation plan and give clearer direction during project development and review.

The attached goals and policies were also developed to address concerns and issues over new development that is occurring in the Corridor. Some of the issues that led to the development of these policies include: increased demand for and intensity of new development; the need for preservation of existing neighborhoods; increased traffic and parking problems; incompatibility of new development; housing loss; and the inadequacy of plans, policies and guidelines to help guide new development in some areas.

At the present time the East Sacramento Planning Area has no specific goals or policies for development in this community. Plan Policy for this community is limited to the General Plan which is not site-or neighborhood-specific. Plan policy for the Midtown area is included in the 1980 Central City Plan, however, this plan has not been updated and policies for new development in this area may not be adequately addressed.

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**GOALS AND OBJECTIVES
ALHAMBRA CORRIDOR**

A. Single Family Neighborhoods

Goal 1. Maintain and improve the character, quality and vitality of individual neighborhood

Objectives:

- a. Protect existing and new residential development from physical and visual encroachment by non-residential development.
- b. Ensure that new development maintains the scale and character of existing neighborhoods by adhering to adopted guidelines and standards for these neighborhoods.
- c. Preserve the unique qualities of each individual neighborhood through the project review process.
- d. Continue to provide needed service and improvements to these areas.
- e. Protect this neighborhood from traffic and parking problems generated outside the neighborhood

B. Mixed Residential Neighborhoods

Goal 1. Maintain the diverse character and housing opportunities provided in these urban neighborhoods.

Objectives:

- a. Limit commercial uses to those serving neighborhood needs on property with commercial zoning.
- b. Support efforts to maintain and improve the quality of housing within these neighborhoods.
- c. Ensure that new development maintains the scale and character of existing neighborhoods by adhering to adopted plans and zoning provisions for adjacent commercial development.

- d. Protect this neighborhood from traffic and parking problems generated outside the neighborhood

C. Mixed Use Neighborhoods

Goal 1. Provide the opportunity for a balanced mixture of uses in select neighborhoods adjacent to transit facilities and transportation corridors.

- a. Establish provisions to ensure a balanced mixture of land uses in these neighborhoods.
- b. Develop the necessary guidelines and standards to ensure the compatibility and vitality of mixed use neighborhoods and projects.
- c. Encourage the use of ground floor space for neighborhood-related commercial uses to attract pedestrian interest and usage in commercial projects.
- d. Concentrate the most intensive mixed use development adjacent to light rail stations and freeway access.
- e. Protect this neighborhood from traffic and parking problems generated outside the neighborhood.

D. Commercial Neighborhoods

Goal 1. Maintain the neighborhood character of existing commercial neighborhoods while allowing for limited office use to serve the medical complex in this area.

- a. Encourage the concentration of medical facilities adjacent to the freeways and away from residential neighborhoods and local serving commercial areas.
- b. Establish guidelines and standards to preserve the scale and character of neighborhood commercial centers.
- c. Encourage the use of groundfloor space for neighborhood serving commercial uses to accommodate pedestrian access and interest.

- d. Protect and enhance the quality of neighborhood commercial areas through maintenance improvement programs and services.
- e. Protect the character and identity of unique commercial districts during the project review process.
- f. Establish appropriate transportation management plans for new development in these neighborhoods to minimize the traffic impacts of new development.

E. Industrial Neighborhoods

Goal 1. Provide the opportunity for reuse and rehabilitation of heavy commercial and industrial neighborhoods to take advantage of close in living while reducing the number of obsolete and underutilized buildings and sites.

- a. Ensure the provision of housing in these neighborhoods when granting requests for reuse to help ease the transition into adjacent residential neighborhoods.
- b. Promote the development of mixed use projects near light rail stations and transit corridors.
- c. Establish provisions that define the appropriate mixture of uses in mixed use projects.
- d. Provide for the continued operation and expansion of existing heavy commercial uses in a manner that does not adversely affect the development and operation of new mixed use projects.
- e. Encourage attractive new development that is compatible with adjacent neighborhoods by expanding the Design Review District into these neighborhoods.
- f. Incorporate traffic control, parking and transportation measures into these areas.

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**POLICIES
ALHAMBRA CORRIDOR**

A. Single Family Neighborhoods

Implementation Policies

1. Expand the Design Review District to include areas identified for mixed and commercial uses to ensure that adjacent residential uses are protected from encroachment by new development.
2. Preserve the existing lower density single family quality of these neighborhoods by requiring new development to incorporate these qualities into the design of new project fronting on streets with single family uses. These qualities should include the scale, design, setbacks and building materials used in adjacent residential development.
3. Maintain the scale and character of existing single family neighborhoods by requiring that the Design and Project Review process consider existing characteristics when processing commercial applications adjacent to these areas.
4. Incorporate adopted traffic control, parking and transportation measures as identified in the neighborhood Preservation Transportation Plan (H Street, East Sacramento and Midtown) to protect these areas from traffic problems.

B. Mixed Residential Neighborhoods

Implementation Policies

1. Restrict commercial uses on commercially zoned property to neighborhood related retail and services such as corner grocery stores, pharmacies and other needed neighborhood services.
2. Continue to preserve and provide varied housing opportunities in these neighborhoods.
3. Maintain the scale and character of these neighborhoods by requiring that the Design and Project Review process consider existing characteristics when processing applications in these areas.

4. Promote City programs that aid in the improvement of rental housing to property owners in these neighborhoods.
5. Incorporate adopted traffic control, parking and transportation measures as identified in the Neighborhood Preservation Transportation Plan (H Street, East Sacramento and Midtown).

C. Mixed Use Neighborhoods

Implementation Policies

1. Maintain the vitality of mixed use neighborhoods by requiring that at least 25% of all ground floor commercial space be used for neighborhood related retail and commercial services.
2. Require the replacement of all residential units lost to conversion or new development within these neighborhoods to ensure a balanced mixture of uses.
3. Require that at least 50% of all new development on R-O zoned property be retained for residential use.
4. Preserve all historically significant structures and sites from alteration or demolition through the Design Review and Preservation process.
5. Allow for the concentration of higher intensity mixed use development adjacent to light rail stations and freeway access through the application review process.
6. Develop mixed use guidelines to assist developers in achieving workable mixed use projects.
7. Promote the inclusion of child care facilities within large (1/2 block or greater) mixed use projects.
8. Ensure that adequate parks and open space is provided for new residents by adhering to existing open space requirements.
9. Develop transportation programs that help mitigate any adverse effects of new development in these neighborhoods on traffic and parking problems that may occur in adjacent residential neighborhoods.

D. Commercial Neighborhoods

Implementation Policies

1. Direct the development of medical related facilities adjacent of freeways and light rail stations by designating a medical facilities overlay zone.
2. Maintain the scale and character of existing neighborhood commercial clusters by designating these areas as neighborhood commercial preservation overlay zones.
3. Restrict the use of ground floor space in these areas to neighborhood and community related services and retail uses.
4. Assist organized business associations in these commercial neighborhoods with the formation of Business Improvement Districts. Target funds from these Districts for shared parking facilities, improvement, maintenance, promotion and other programs.
5. Develop transportation programs tailored to smaller scale commercial clusters.

E. Industrial Neighborhoods

Implementation Policies

1. Establish overlay transition zones that identify appropriate setbacks, landscaping and heights for heavy commercial and industrial property located adjacent to residential neighborhoods.
2. Allow for increased intensity and density for mixed use projects adjacent to light rail stations.
3. Encourage mixed residential and commercial development in these neighborhoods by allowing office uses to exceed the 25 percent maximum allowed in the C-4 zone when residential uses are provided for at least 40% of the site.
4. Ensure the continued operation and expansion of viable heavy commercial uses in these neighborhoods.

5. Expand the Design Review District to existing industrial (M-1) and heavy commercial (C-4) zoned property in the corridor to ensure the compatibility of new development with existing neighborhoods.
6. Develop a Transportation Management plan for each of these neighborhoods along with provisions for participation by individual projects in an effort to mitigate the cumulative impacts of new development in these areas.

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*East Sacramento
Improvement Association, Inc*

P.O. Box 19147
Sacramento, CA 95819

January 14, 1991

Mike Davis, Director
Department of Planning and Development
1231 I Street
Sacramento, CA 95814

Dear Mr. Davis:

Re: Alhambra Corridor

The East Sacramento Improvement Association strongly supports the staff's recommendations regarding the design guidelines for the Alhambra corridor.

This study was originally approved by the City Council in 1987 when they approved the Alhambra corridor EIR, established a citizen's advisory committee, and placed a moratorium on building permits. These actions were the result of applications by Simms Hardware, Farmer's Market, Centrage, and the Goodwin and Cole replacement (Medclinic).

The citizen's advisory committee was composed of neighborhood representatives, major businesses, landowners, and developers and it met on a weekly basis until they completed their recommendations in 1988 after hundreds of hours of work and discussion. Their recommendations were presented to the Planning Commission. We are very pleased that staff's recommended design guidelines are consistent with the concepts and principles recommended by the advisory committee; ie, the encouragement of pedestrian use and access, preservation of the character and quality of existing neighborhoods, emphasis on landscaping, and an effort to revive the architectural richness of the Alhambra theatre.

We are concerned, however, that the original EIR for the Alhambra corridor was found to be illegal and has never been completed. It seems that in this case the City put the proverbial cart before the horse by approving the developments then requesting a study and EIR. The City should have ordered the present study first, then an EIR, then approved the developments. We hope this is never repeated.

The Association appreciates the efforts of the Planning staff on this study and eagerly await the timely completion of the remaining study phases. We don't have the patience to wait another 4 years!

Sincerely,



Rick McWilliam, president

*East Sacramento
Improvement Association, Inc*

*P.O. Box 19147
Sacramento, CA 95819*

January 14, 1991

Sharon Caudle, Associate Planner
Department of Planning and Development
1231 I Street, Suite 300
Sacramento, CA 95814

Dear Sharon:

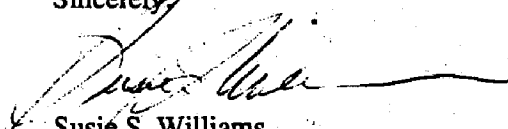
I have reviewed the Alhambra Corridor Design Guidelines document and I am very pleased with the product.

The guidelines provide a thoughtful and effective framework for future development of the Alhambra Corridor. If implemented, the guidelines will provide for a corridor that is sensitive to the surrounding residential neighborhoods while allowing development to occur. They will also help to create an area that people will want to use, visit and explore.

As an original member of the Alhambra Corridor Citizens Advisory Committee, I am particularly pleased to see that the guidelines call for neighborhood buffer zones. The Advisory Committee felt from the beginning that the long term health and vitality of the residential neighborhoods bordering the corridor would depend upon some type of buffer.

Sharon, I thank you for the expertise and depth of thought you brought to this project and for the time you spent working with members of the Advisory Committee to develop the guidelines. You have produced a document that proves that excellence can occur when concerned citizens and government professionals work together.

Sincerely,


Susie S. Williams
Alhambra Corridor Advisory Committee
East Sacramento Improvement Association