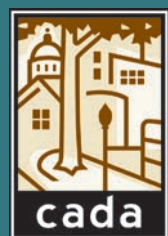




envision o street concept plan



CAPITOL AREA DEVELOPMENT AUTHORITY

APRIL 2020

ENVISION O STREET CONCEPT PLAN

Accepted by the Capitol Area Development Authority Board of Directors on April 24, 2020.

This plan was prepared in close partnership with the City of Sacramento, California Department of General Services, Sacramento Regional Transit District, and a wide variety of State agencies, institutions, museums, non-profits, businesses, residents, artists, homeowners associations, and other stakeholders who call O Street home.

ACKNOWLEDGMENTS

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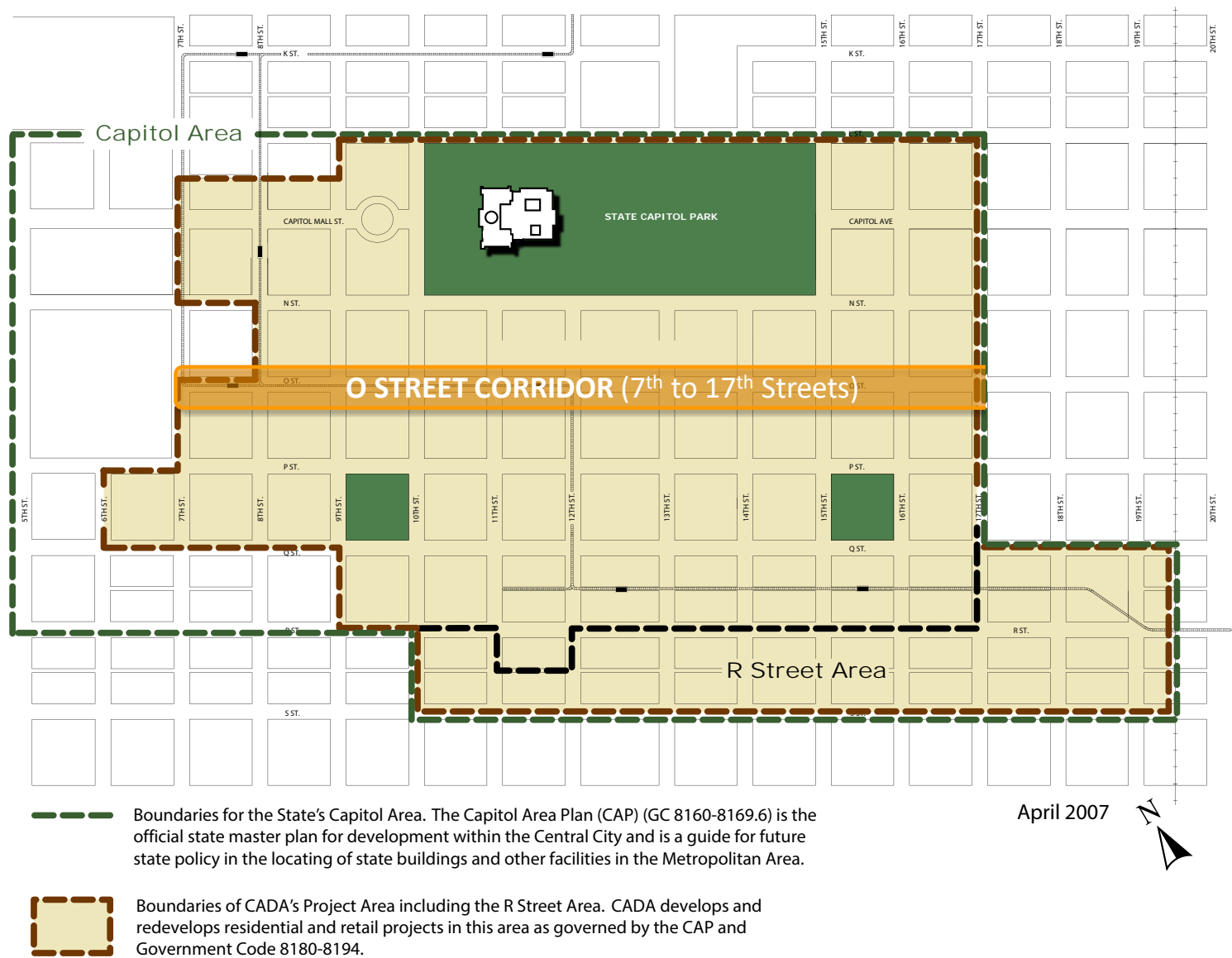
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CHAPTER I. INTRODUCTION



IN THIS CHAPTER

- Background and Project Purpose
- Planning Process
- O Street Steering Committee
- Community Engagement Events
- Document Overview



BACKGROUND AND PROJECT PURPOSE

O Street in Downtown Sacramento is home to several State of California office buildings, large civic uses, a range of residential uses, pockets of local retail, and two light rail stations. While the corridor is used daily by thousands of commuters and residents, it lacks strong connections among the various uses and poor linkages to adjacent areas. As a result, the corridor feels isolated and empty, especially during non-business hours and on weekends. While there are many important uses and destinations along the corridor, O Street has not materialized into the “major pedestrian pathway linking the majority of Capitol Area destinations,” as envisioned by the State of California’s 1997 Capitol Area Plan. Numerous surface parking lots further diminish the area’s vibrancy and walkability.

Now, imagine a rejuvenated O Street with new State buildings, residential, commercial, and cultural places that creates a unified identity for the Corridor and strengthens its linkages to the State Capitol Campus, R Street, 15th and 16th Street corridors, and Midtown Sacramento.

This Envision O Street Concept Plan (“Plan”) is a conceptual design plan covering the ten-block segment between 7th and 17th Streets. By building on the existing assets and the unique character of the O Street Corridor (“Corridor”), this plan describes streetscape design strategies that will increase the safety and comfort of all travel modes and create a network of welcoming public spaces that will contribute to establishing O Street as a premier pedestrian-scale corridor.

Leading the planning effort for O Street is the Capitol Area Development Authority (CADA)—a joint powers authority of the City of Sacramento and the State of California. CADA’s mission is to enhance the livability, sustainability, and inclusivity of nearly 50 blocks in Downtown Sacramento through partnerships, property ownership, property management, streetscape projects, and art/civic projects. CADA has taken the lead in efforts to improve the physical appearance of O Street and to enhance it as a key corridor for those who live, work, and play in or adjacent to it.

Through the Envision O Street planning process, CADA and its partner agencies and the public have articulated a clear vision for ensuring the corridor serves all users.

PROJECT GOALS FOR THE O STREET CORRIDOR PLAN

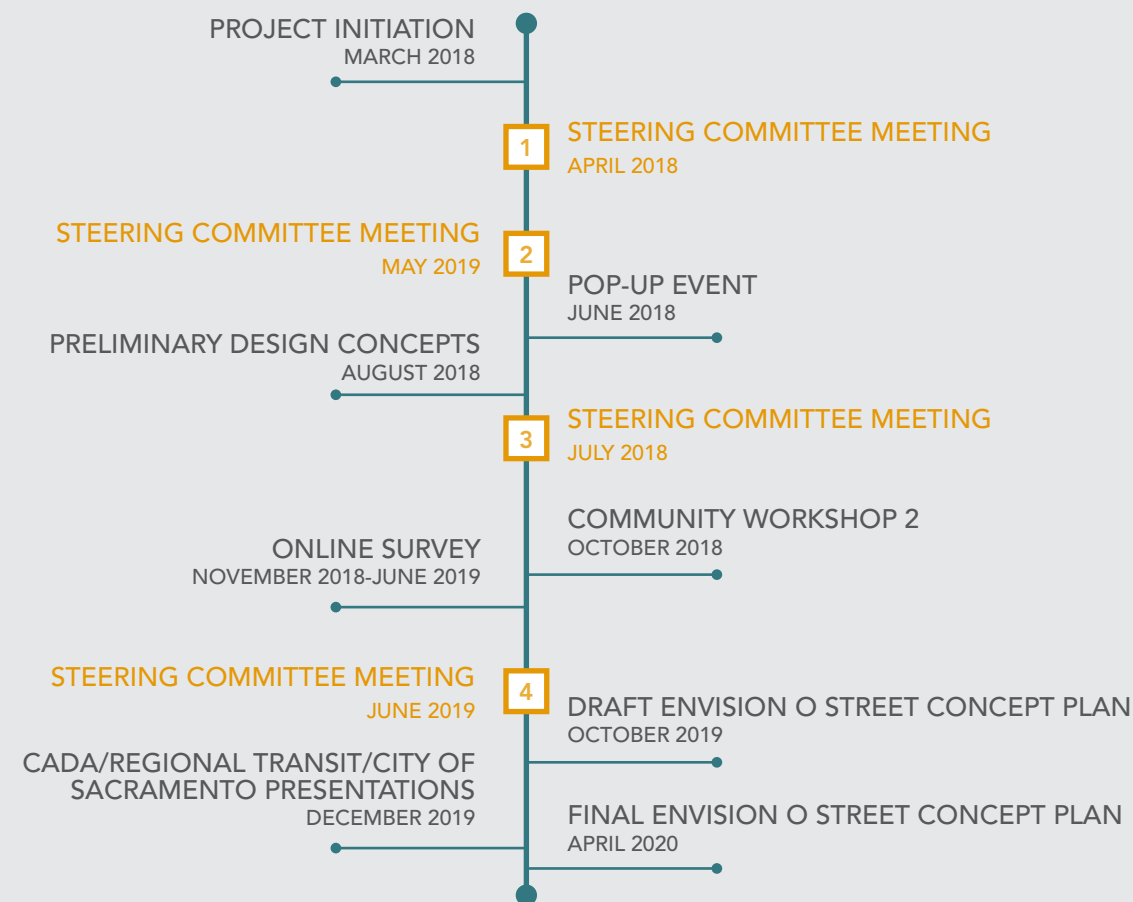
CADA and the Steering Committee members identified the following key project goals to help guide the planning and design process for O Street. These goals were used throughout the process as a way to “test” different ideas and objectives, ensuring that the final strategies included in the study meet the needs of all stakeholders.

1. ENCOURAGE MULTI-MODAL TRAVEL FOR ALL USERS, INCLUDING PEDESTRIANS, BICYCLISTS, TRANSIT RIDERS, AND DRIVERS
2. PROVIDE GREATER VISUAL INTEREST AND AESTHETICS
3. INCREASE SUSTAINABILITY AND WATER CONSERVATION
4. REPLACE MISSING TREES AND IMPROVE LANDSCAPING
5. IMPROVE CONNECTIVITY ALONG THE CORRIDOR AND TO SURROUNDING DISTRICTS AND NEIGHBORHOODS
6. ACTIVATE UNDER-UTILIZED PUBLIC SPACES AND PLAZAS
7. DEMYSTIFY STATE AGENCIES AND THEIR FUNCTIONS





PROJECT SCHEDULE



PLANNING PROCESS

Since 2009, CADA has worked to plan, design, and construct upgraded streetscape elements along key corridors in the CADA Project Area. This includes construction of improvements on R Street beginning in 2009 and 16th Street beginning in 2011. CADA's work on these corridors is now nearly complete, leaving O Street as the next corridor requiring significant focus. O Street presents considerable challenges to creating a more attractive, environmentally sustainable, and safer Corridor than currently exists, in part because the streetscape has not changed significantly since construction of light rail in the mid-1980s.

While changes have been slow to take place, there has been many previous and concurrent studies and community engagement efforts. These efforts were used as a starting point for this study, and include the following:

- » IMAGINE O STREET (2009)
- » RESTORATION OF ARTWORK AT 9TH AND O STREETS (2011)
- » RT STREET FIXTURES MAPPING (2013)
- » RT REPAINTING/IMPROVEMENTS FOR PLATFORMS AND STREET FURNITURE (2013)

- » O STREET EXISTING CONDITIONS INVENTORY (2015)
- » O STREET WALK AUDIT AND CORRIDOR ASSESSMENT (2016)
- » O STREET PLANNING PRIORITIES (2017)
- » DESIGN-BUILD SERVICES FOR NEW STATE OFFICE BUILDINGS (2017-2020)

In February 2018, CADA began a process to work with partner public agencies (State of California, City of Sacramento, and Sacramento Regional Transit) and the community (including workers, local businesses, and residents) to develop a new concept for the Corridor. The effort focused on creative, sustainable, and healthy ideas for the Corridor to be improved to benefit all modes of travel and the overall pedestrian experience. This planning process included a series of community workshops, stakeholder meetings, pop-up events, and online surveys.

The diagram to the left encapsulates the planning and design process, and the following pages summarize the major community ideas and themes from each engagement event.

O STREET STEERING COMMITTEE

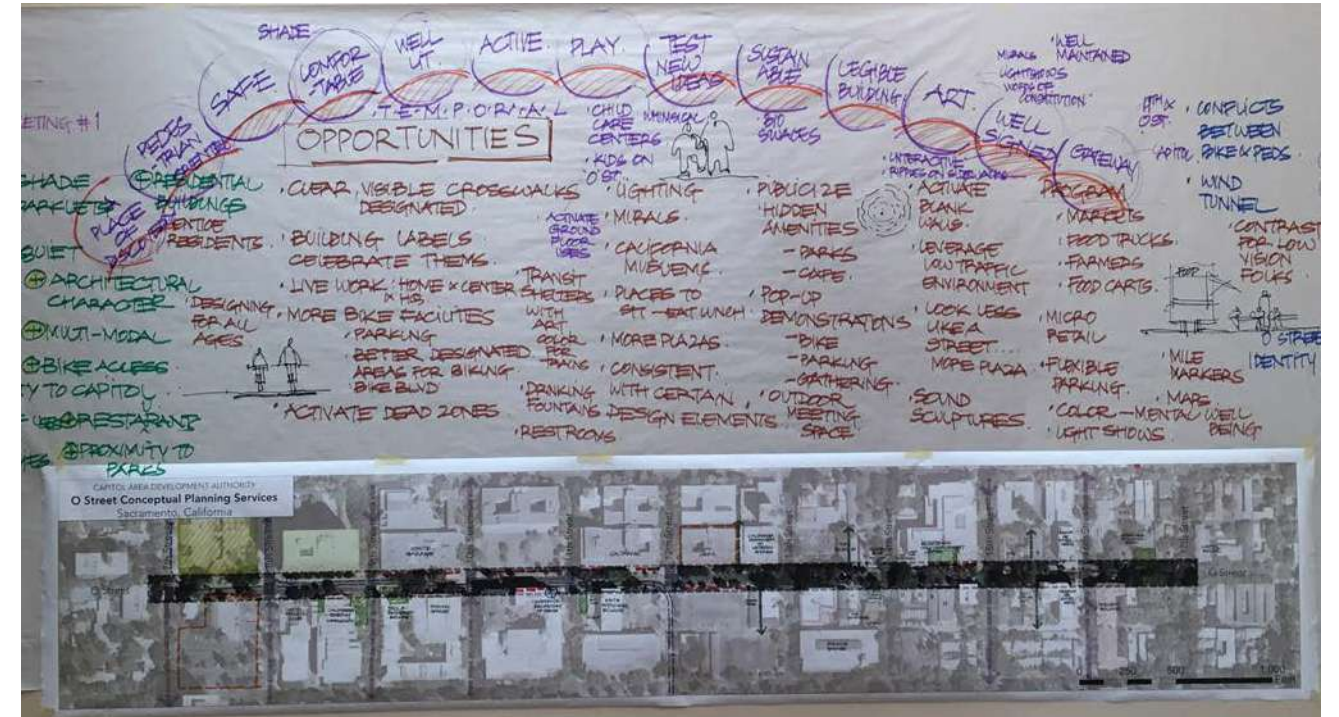
CADA formed the O Street Steering Committee to represent a wide range of stakeholder interests. The Committee, which advised the project team during the development of the plan, included representatives from several State agencies, the City of Sacramento, CADA, Regional Transit, California Museum, and nearby residents, businesses, neighborhood associations, nonprofit groups, and others.

Four Steering Committee meetings were conducted at key project milestones between April 2018 and July 2019. The meetings were designed so that members had the opportunity to review issues and opportunities, brainstorm potential solutions, and discuss emerging and preferred design ideas. Committee members' ideas and insights were critical to the development of this Plan.



AGENCIES AND ORGANIZATIONS REPRESENTED ON STEERING COMMITTEE INCLUDED:

American Association of Retired Persons
 California Department of Education
 California Department of Employment Development
 California Department of General Services
 California Department of Transportation
 California Department of Veterans Affairs
 California Department of Water Resources
 California Energy Commission
 California Museum
 Capital Athletic Club
 Capitol Park Homeowners Association
 City of Sacramento
 City of Sacramento, Councilmember Hansen's Office
 Crocker Museum
 Friends of Light Rail
 Midtown Association
 Milestones Child Development Center
 Sacramento Area Bicycle Advocates
 Sacramento Regional Transit District
 Saratoga Townhomes Association
 Society for the Blind
 Somerset Parkside Homeowners Association
 WALKSacramento

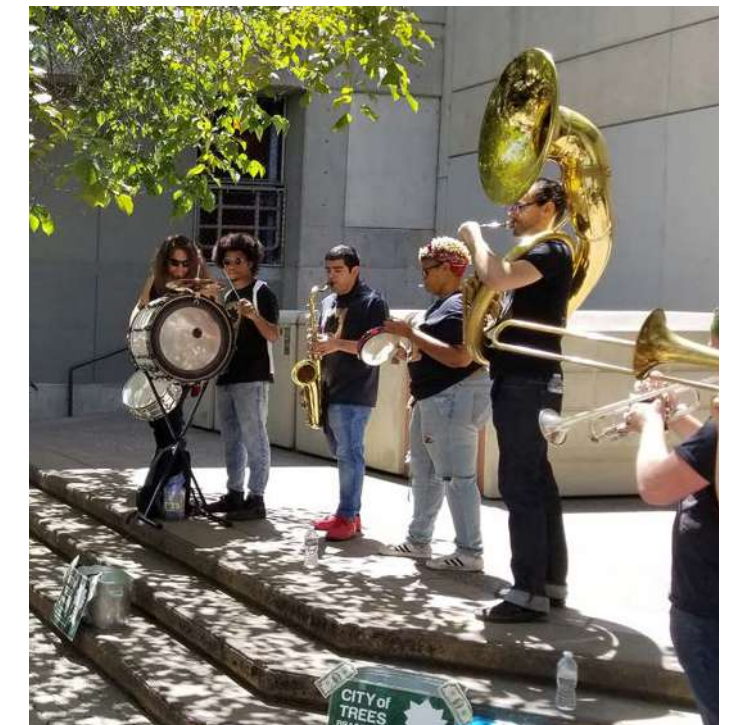
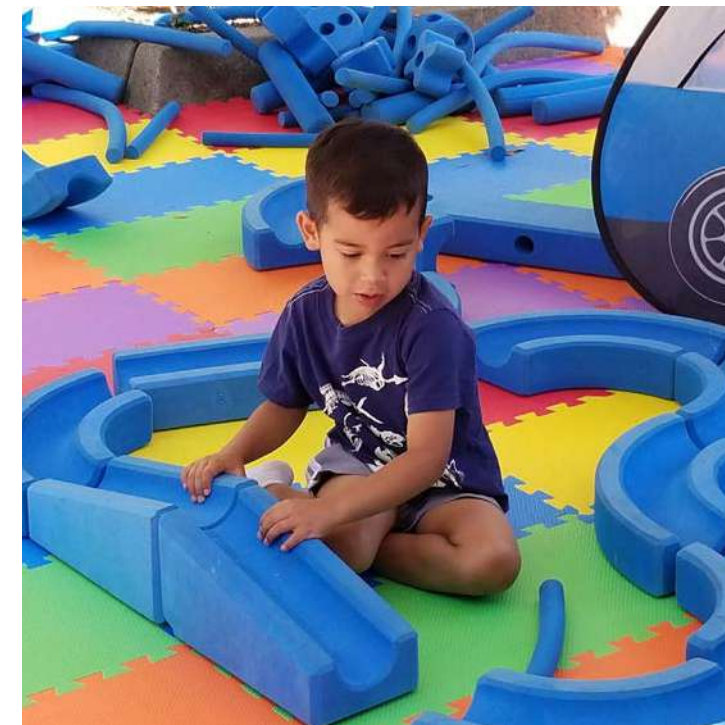


O STREET POP-UP EVENT

On June 28, 2018, CADA hosted an outdoor pop-up workshop to introduce the Envision O Street Project to the public and invite public comment on the pros and cons of the street and what might be done to improve it.

Over 300 people attended the streetscape and mobility pop-up event at 9th and O Streets. The pop-up allowed people to “test” design concepts in real time, assign priority rankings, and add comments related to the proposed improvements. The pop-up was focused on highlighting eight improvements and programming concepts:

- » CREATIVE CROSSWALK
- » PROTECTED BICYCLE LANE
- » CHILDREN’S’ CREATIVE PLAY AREA
- » PUBLIC AGENCY DISPLAYS
- » PARKLET
- » LANDSCAPED PEDESTRIAN BULB-OUT
- » FOOD VENDORS
- » LIVE MUSIC



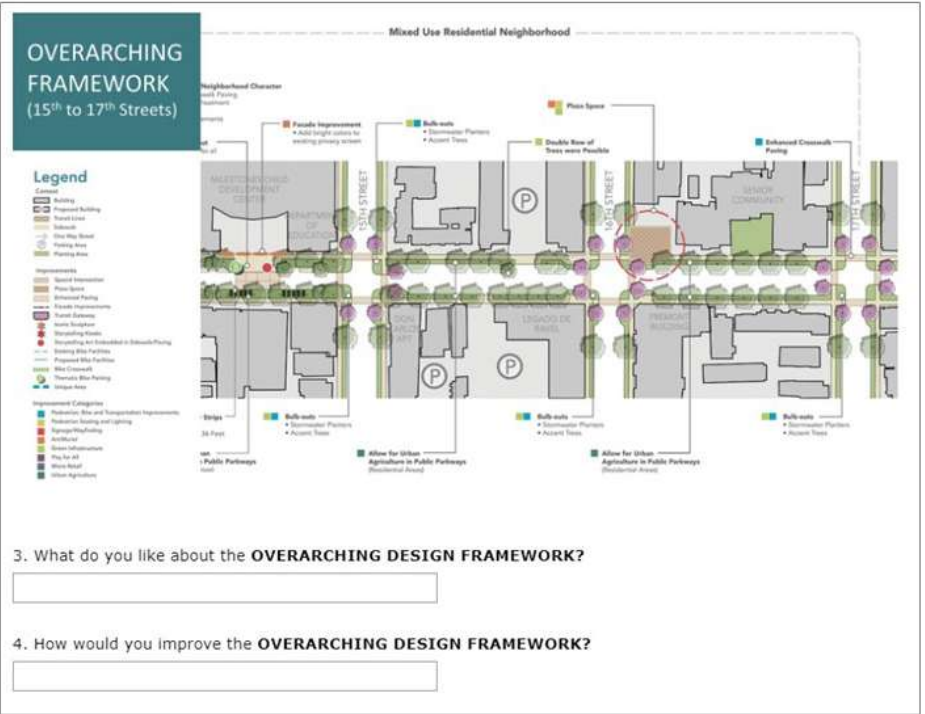
COMMUNITY WORKSHOP 2
AND ONLINE SURVEY

On October 3, 2018, CADA hosted two community workshops (one in the afternoon and another in the evening) to seek feedback on the emerging Draft Design Framework for the O Street Corridor. The workshops included an overview presentation followed by a review and discussion of the various concepts. Participants were able to add their comments either directly to the posters or by sticky notes.

Following the workshops, CADA posted an online survey that presented the same content

as the workshops. The survey was an opportunity to reach an even greater number of residents, property owners, and other users of O Street.

The online survey was available and promoted from December 2018 through June 2019. In total, CADA received responses from more than 188 individuals who provided over 1,500 online comments. The vast majority of the comments were supportive of the emerging Draft Design Framework (as shown on the following page).



WHAT WE HEARD

During the October 2018 community workshops and the online survey, the project team received feedback on the Draft Design Framework from more than 200 people.

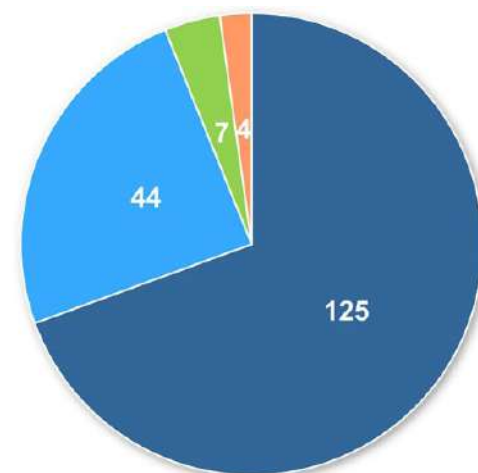
Overall, the reaction to the draft concepts was very positive, as shown in the polling results and key themes on this page. These comments and further ideas from the community were essential for refining the various concepts presented in the Draft Design Framework.



KEY THEMES

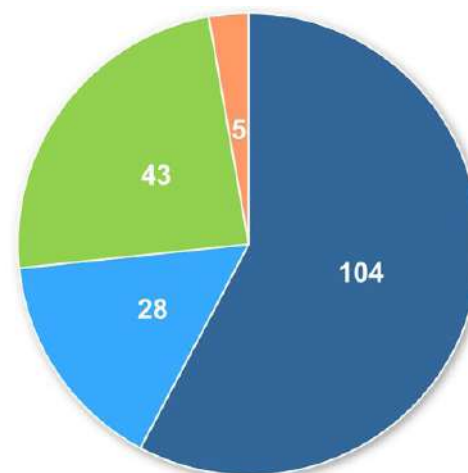
- » Ensure the corridor is safe for all modes of travel
- » Add more retail and dining opportunities
- » Create fully-protected bicycle intersections and more amenities
- » Address homelessness and safety
- » Improve wayfinding and signage to parking areas
- » Make the 14th and O Street intersection a four-way stop
- » Ensure there is adequate night lighting for safety, and also additional whimsical lighting at key areas
- » Ensure new features are well-maintained and last a long time
- » Create more retail and pedestrian only spaces

Overarching Design Framework



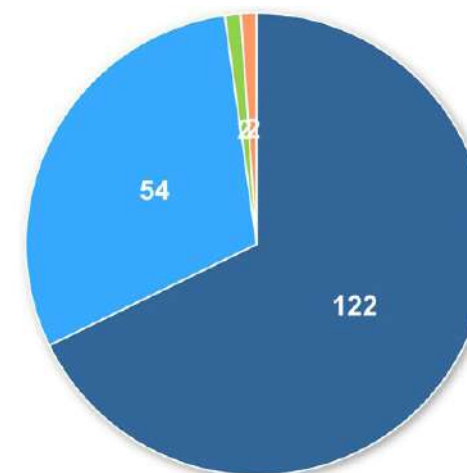
■ Liked the Design Framework
 ■ Liked the Design Framework with Changes
 ■ Neutral
 ■ Disliked the Design Framework

Draft Street Cross Sections



■ Liked the Street Cross Sections
 ■ Liked the Street Cross Sections with Changes
 ■ Neutral
 ■ Disliked the Street Cross Sections

Concept Sketches



■ Liked the Concept Sketches
 ■ Liked the Concept Sketches with Changes
 ■ Neutral
 ■ Disliked the Concept Sketches

DOCUMENT OVERVIEW

This Envision O Street Concept Plan document is organized to reflect the planning and design process described above. As shown to the right, each chapter builds upon information presented in the prior chapter. The Plan culminates in Chapter IV with specific block-by-block design concepts and Chapter V with detailed cost estimates, funding recommendations, and implementation action items.



CHAPTER I. INTRODUCTION

Explains the Plan’s background and purpose, provides an overview of recent and current planning efforts, summarizes community desires, and outlines the organization of the document.



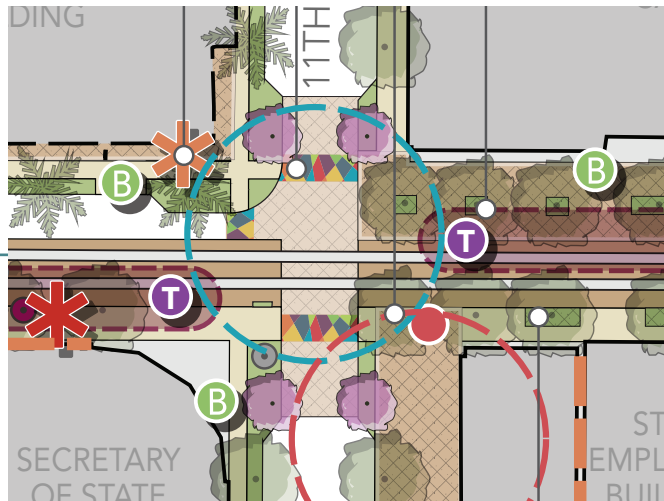
CHAPTER II. EXISTING CONDITIONS

Summarizes existing conditions; highlights the regional and local context; and identifies key assets, challenges and opportunities facing the O Street Corridor.



CHAPTER III. OVERALL DESIGN FRAMEWORK

Defines the overarching Vision, Goals, and Design Guidelines that will influence specific improvements along the Corridor.



CHAPTER IV. CORRIDOR DESIGN CONCEPT

Presents specific intersection and block improvements to establish the character and functionality of the proposed public realm.



CHAPTER V. IMPLEMENTATION

Identifies approximate costs, prioritizes improvements, organizes prospective financing and funding strategies, and identifies potential partnerships to best move the project forward.



CHAPTER II. EXISTING CONDITIONS



IN THIS CHAPTER

- Introduction
- Existing Context
- Landmarks and Destinations
- Existing Assets
- Major Challenges

II. EXISTING CONDITIONS



INTRODUCTION

The O Street Corridor is a critical spine connecting major employment areas in Downtown with vibrant mixed-use neighborhoods in Midtown. The Corridor plays a key role supporting the Central Business District, the Capitol Area, and the R Street Corridor via north-south connections.

Although home to several major State office buildings and thousands of employees on a daily basis, the O Street Corridor is hampered by a range of impediments that limit its full potential as a center of activity in the urban core. Activity along the Corridor typically occurs during weekday business hours, despite several businesses being open in the evenings and hundreds of residents living full-time along the Corridor. Much of this can be attributed to the lack of amenities on O Street and the presence of large mid-century State office buildings that are neither especially inviting nor active outside of business hours.

Since light rail was installed in the mid-1980s, O Street has remained largely unchanged. It suffers from physical barriers that impede movement, inhospitable streetscapes and poor maintenance that make pedestrian travel unpleasant, and perceptions of danger that make people feel unsafe. The physical barriers include numerous un-screened surface parking lots, parking structures, relatively few retail opportunities, lack of strong connections and identity between nodes of activity, and difficult bicycle/pedestrian crossings at major intersections. Long, monotonous building facades and excessive trash further detract from

the pedestrian experience. Inadequate and outdated lighting, as well as dark corners and alcoves contribute to a sense of insecurity in the Corridor, particularly at night. These conditions lead to a harsh, bleak, and unsafe pedestrian environment that does not capitalize on the heavy foot-traffic generated by several light rail stations and bus stops in the Corridor.

Difficult pedestrian and bicycle crossings further reduce the viability of O Street as a key pedestrian pathway linking Capitol Area destinations as envisioned by the 1997 State of California's "Capitol Area Plan." Numerous large surface parking lots and structures further restrict the area's potential as a well-traveled pedestrian corridor. Although O Street is adversely affected by numerous factors that discourage safe and active transportation for all users, there are several inherent assets that will help the Corridor thrive. These assets are discussed further on the succeeding pages.

Although State office uses dominate much of the Corridor, the eastern end is decidedly more residential and commercial in nature. Small-scale apartment buildings and sidewalk patios create a much more welcoming, neighborhood feel. Connections to the vibrant 15th-16th Street corridor mark this transition in scale and uses to Midtown Sacramento.

EXISTING CONTEXT

The O Street Corridor is located in the heart of Downtown Sacramento, just one block away from the State Capitol grounds and Capitol Park. O Street passes through a major employment center, particularly for State jobs, that draws employees from throughout the Sacramento region via light rail, bus, and automobile. Due to its downtown location, the O Street Corridor is host to a diverse mix of uses and architectural styles, with a rich history and heritage both along O Street and in surrounding areas (see composite diagram below).

O Street is a relatively calm transportation corridor, in part due to interrupted connections to the rest of the Central City street grid. The Corridor is

intersected by six major one-way arterials (7th, 8th, 9th, 10th, 15th, and 16th Streets) that carry high volumes of north/south traffic across the Corridor. The Corridor is bounded to the north and south by one-way arterials (N Street and P Street) that provide high-capacity connections to the balance of the Central City grid and adjacent major highways.

O Street’s central location provides easy access to many of the Sacramento region’s most popular destinations. Within walking or biking distance are the West Sacramento waterfront and Raley Field, Old Sacramento, the Railyards, the River District, the American River Parkway, and many popular

urban neighborhoods. Cultural destinations such as the Crocker Art Museum, Golden 1 Center, Community Center Theater, Memorial Auditorium, and Sacramento Convention Center are all nearby. Trails along the Sacramento and American Rivers are also easily accessible from the O Street Corridor.

At the eastern edge of the project area along the 15th–16th Street corridor serves as a vibrant hub of civic, entertainment, and residential uses.

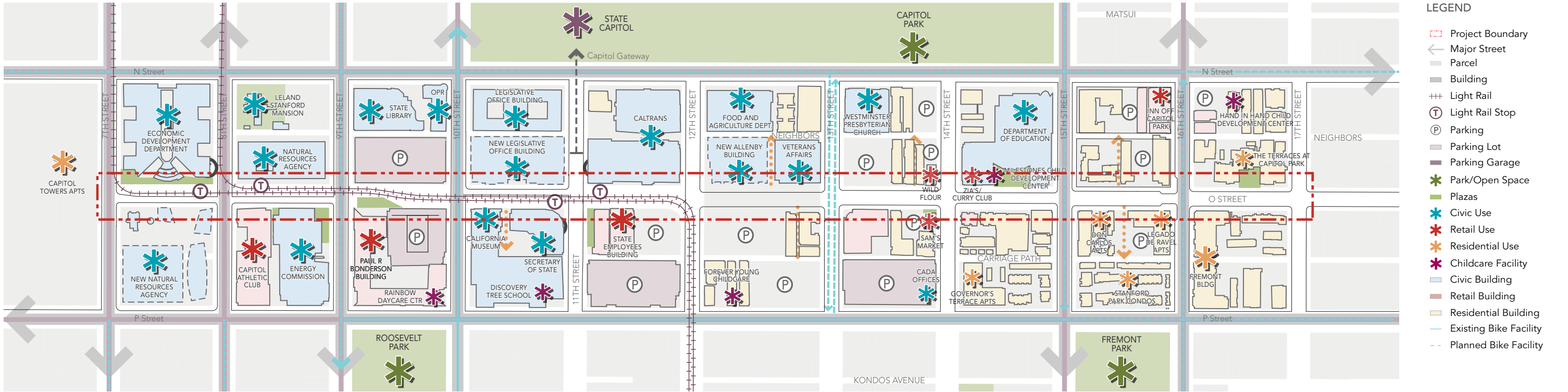
Together, all these existing features provide an opportunity to create a “showcase street” that contributes to the renaissance of downtown

shopping, employment, entertainment, and urban housing near employment centers.

The following pages summarize the key existing conditions along the O Street Corridor, divided into the following sections:

- » LANDMARKS AND DESTINATIONS
- » EXISTING ASSETS
- » MAJOR CHALLENGES

O STREET EXISTING CONTEXT COMPOSITE DIAGRAM



LANDMARKS AND DESTINATIONS

O Street’s proximity to the Sacramento region’s most popular destinations for entertainment, employment, and housing is one of its greatest strengths, and should be leveraged to lead the Corridor’s revitalization. The following is a summary of key landmarks and destinations on or near the corridor:

- » **CALIFORNIA STATE CAPITOL**
The State Capitol is the heart of State government and is also the key focal point for all of Downtown Sacramento. It serves an important role as a key destination for many State officials and employees along the Corridor, as a large number of meetings and hearings take place at the Capitol building. The building will soon undergo a major remodeling.
- » **DOWNTOWN COMMONS (DOCO)**
DOCO is quickly becoming the major retail and entertainment center in Downtown. Home to a variety of stores and restaurants, the Golden 1 Center, and the Kimpton Sawyer hotel, DOCO is a strong draw for people throughout the region and within the O Street corridor.

- » **CALIFORNIA MUSEUM**
Opened in 1998, the California Museum has become a popular destination, located just one block from Capitol Park. It draws tourists, school field trips, and locals, helping to activate the corner of O and 10th Streets. A major new State office building is being constructed directly across O Street from the museum.
- » **CROCKER MUSEUM**
The Crocker Art Museum is located on O Street and just a few blocks west of the project area. The museum features the world’s foremost display of California art and is renowned for its holdings of European master drawings and international ceramics. The Museum has also dedicated the historic building’s entire first floor as an education center, which includes four classrooms, space for student and community exhibitions, the Gerald Hansen Library, and Tot Land.
- » **HISTORIC BUILDINGS**
O Street is home to historic architecture and establishments such as Posey’s Cottage and the Heilbron House, and is just one block south of the Leland Stanford Mansion State Historic Park (8th and N). Embracing the history and architecture of O Street’s past is an important part of the Corridor’s story — both now and into the future.

- » **ESTABLISHED LOCAL BUSINESSES**
Although some O Street businesses have recently closed, many businesses on the O Street Corridor are well-established and well-patronized, such as Sam’s Market, Capital Athletic Club, Vallejo’s restaurant, and La Bou. Newer businesses such as Zia’s Deli, Wild Flour Cafe, Cap City Squeeze, Capital Dry Clean and TableVine have also established themselves as popular destinations.
- » **ADJACENT MIXED-USE CORRIDORS/ NEIGHBORHOODS**
O Street is quietly tucked near several bustling corridors and neighborhoods: the R Street Corridor, the 15th-16th Street Corridor, Southside Park neighborhood, the Broadway District, the Kay district, DOCO, and Midtown, among others.
- » **NEARBY PARKS**
In addition to its location one block away from Capitol Park, O Street is adjacent to several highly-popular city parks, including Fremont Park and Roosevelt Park. Atop a State office building, there is a rooftop park overlooking the 700 block of O Street. The soon-to-be-completed Natural Resources Agency office complex will offer beautiful outdoor spaces that will be open to the public.

CALIFORNIA MUSEUM



CALIFORNIA STATE CAPITOL



HEILBRON HOUSE



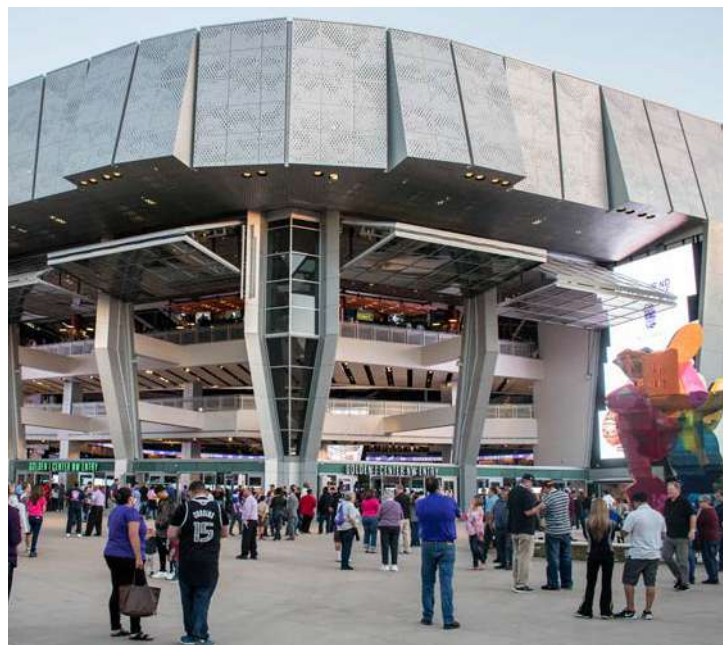
R STREET MIXED-USE CORRIDOR



FREMONT PARK



GOLDEN 1 CENTER



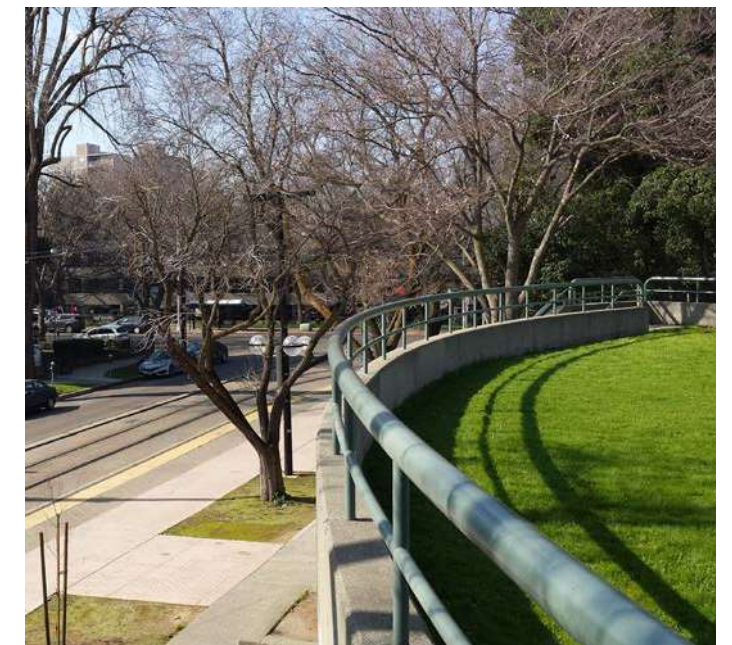
VALLEJO'S RESTAURANT



15TH-16TH STREET CORRIDOR



700 BLOCK ELEVATED PARK



II. EXISTING CONDITIONS

EXISTING ASSETS

O Street has many of the good “bones” found in successful and thriving urban areas, including: centralized location, large employment base, distinct character and street intimacy, high transit connectivity, wide sidewalks, diverse land uses, proximity to nodes of activity, and momentum from new development. Identifying and folding these strengths into a cohesive strategy for the future will help create a more thriving, livable, and memorable experience of the Corridor. Key existing Corridor assets include the following:

» STATE AGENCY HEADQUARTERS

The O Street Corridor is home to a significant State employment base, including the headquarters of several State agencies. These employees make good wages and support local businesses, particularly during the mornings and lunch hour.

» MULTI-MODAL TRANSPORTATION

O Street is currently well-served by bus and light rail, along with growing bicycle and scooter “shares” and transportation network companies, such as Uber and Lyft. Several existing and planned bicycle lanes are located near O Street and on major arterial roads that cross O Street.

» LIMITED VEHICLE ACCESS

Most of the corridor has limited vehicle access, and in turn, larger public right-of-way available to program pedestrian and light rail features.

» DIVERSE MIX OF USES AND DESTINATIONS

There is a strong mix of uses along the Corridor, including office, commercial, residential, institutional, retail, restaurants, park space, and entertainment uses. Many major destinations are within a convenient distance from the O Street Corridor, including the State Capitol, State office jobs, the Convention Center, the R Street Corridor, the Golden 1 Center, dense residential buildings, cultural destinations, and parks.

» RECENT AND FUTURE MAJOR PROJECTS

There are several major development projects either recently completed or currently under construction along the Corridor, including the new Natural Resources Building (8th and O), new Legislative Offices (11th and O), new Office Building (12th and O), and Legado de Ravel (16th and O). Other major projects nearby include EVIVA Midtown (16th and N) and 16 Powerhouse (16th and P). Finally, CADA is developing a five-story, 56-unit apartment building on the 1300 block of O Street.

CALIFORNIA SECRETARY OF STATE OFFICES



ENERGY COMMISSION OFFICES



DEPARTMENT OF EDUCATION OFFICES



BICYCLE LANES (10TH STREET)



WILD FLOUR CAFE



LIMITED VEHICLE ACCESS



LEGADO DE RAVEL



LIGHT RAIL STATIONS



CAPITAL DRY CLEAN



WIDE SIDEWALKS WITH STREET TREES



EVIVA MIDTOWN



MAJOR CHALLENGES

It is critical that this Plan is driven by local context and feedback from those who know the Corridor the best - the community, the Steering Committee, and other stakeholders. In order to position O Street to be a truly successful place, it is necessary to identify and address the challenges impeding the Corridor’s success.

During the planning process, the following nine issues were identified as barriers to O Street’s revitalization. Recommendations in Chapters III and IV are intended to address these challenges:

» POOR TRANSIT RIDERSHIP EXPERIENCE

Negative user experiences on transit or while waiting for transit can severely limit the likelihood of “choice” riders utilizing transit on a regular basis. Reduced ridership will decrease revenue available for maintenance or service upgrades for SacRT, while increasing congestion and vehicle miles traveled.

» LACK OF CONNECTIVITY

Poor active transportation connections between the O Street Corridor and major destinations Downtown limit the flow of people into the Corridor. Without improved visual connections (“viewsheds”) to major landmarks, O Street’s prominence will continue to be restricted, discouraging street activity and neighborhood vibrancy.

» EXPANSIVE GREY WALLS

The O Street Corridor is dominated by State office buildings, most of which have expansive concrete walls, tinted windows, and hard materials. This leaves the Corridor feeling uninviting and harsh.

» INACTIVE PLAZAS AND PUBLIC SPACES

The Corridor has severely underused plazas and public spaces, both at and above street level. These contribute to a bleak environment and encourage people to hurry through or avoid the Corridor, rather than enjoy it.

» SAFETY CONCERNS AND POOR MAINTENANCE

The Corridor feels unsafe and there is trash scattered about. Deep building recesses and blind spots create personal safety concerns for pedestrians. These factors leave a poor impression on people, particularly first-time visitors. Missing safety features include: shortened pedestrian crossings, adequate pedestrian lighting, and emergency call boxes.

» LACK OF PROGRAMMING

The Corridor has no regular programming for its public spaces, creating multiple blocks of underutilized streetscape. Lacking programmed events, O Street offers very limited opportunities for workers, residents and visitors to do more than use the corridor as a simple thoroughfare.

» INACTIVE STREET LIFE

Under-activated ground-floor uses, un-programmed public spaces, and poor streetscape infrastructure have led to a street that feels desolate in some locations, particularly along the western portion of the Corridor.

» LACK OF VISUAL INTEREST

O Street is a bleak environment with little visual interest, harsh streetscape furnishings, minimal public art, and inadequate vegetation.

» LACK OF STORYTELLING

Despite being the headquarters for major State agencies, the buildings do not tell the story of the tenant agencies or their specific functions/roles.

» SIGNIFICANT EXPANSES OF TURF

The Corridor has many planting strips, located in the public right-of-way, that are planted with turf. The City of Sacramento and the State of California encourage landowners to replace turf with climate-adapted, low water-consuming landscaping.

» HOMELESSNESS

As is true throughout Downtown Sacramento and the region, homelessness is prevalent along O Street.

POOR LIGHT RAIL STATION EXPERIENCE



LACK OF CONNECTIVITY



INACTIVE PLAZAS AND PUBLIC SPACES



LACK OF PROGRAMMING



LACK OF VISUAL INTEREST



EXPANSIVE GREY WALLS



SAFETY AND CLEANLINESS CONCERNS



HIGH WATER USE TURF AREAS



LACK OF STORYTELLING



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CHAPTER III. OVERALL DESIGN FRAMEWORK

IN THIS CHAPTER

- Plan Framework
- Community Vision
- Overarching Goals
- Design Principles



III. OVERALL DESIGN FRAMEWORK



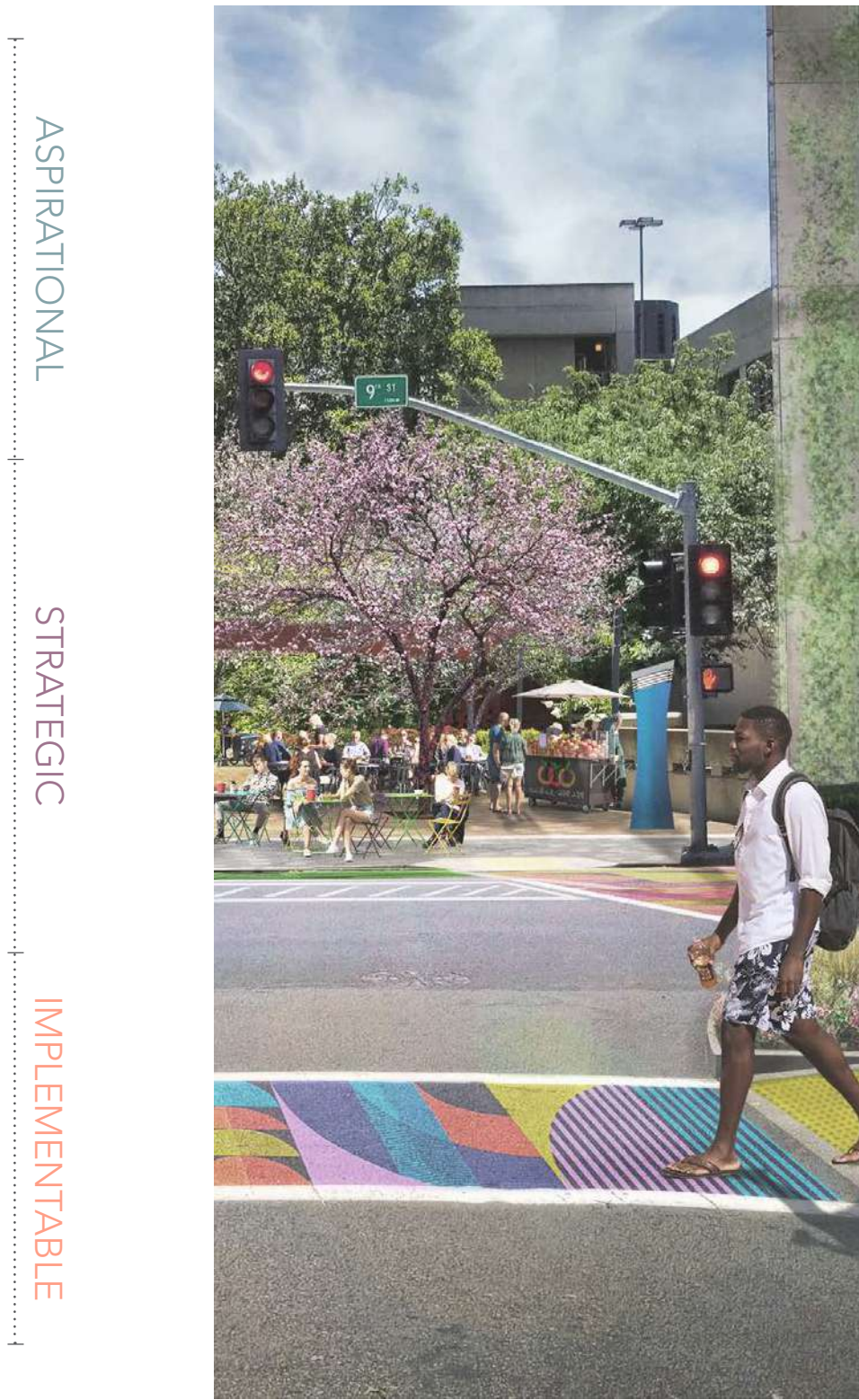
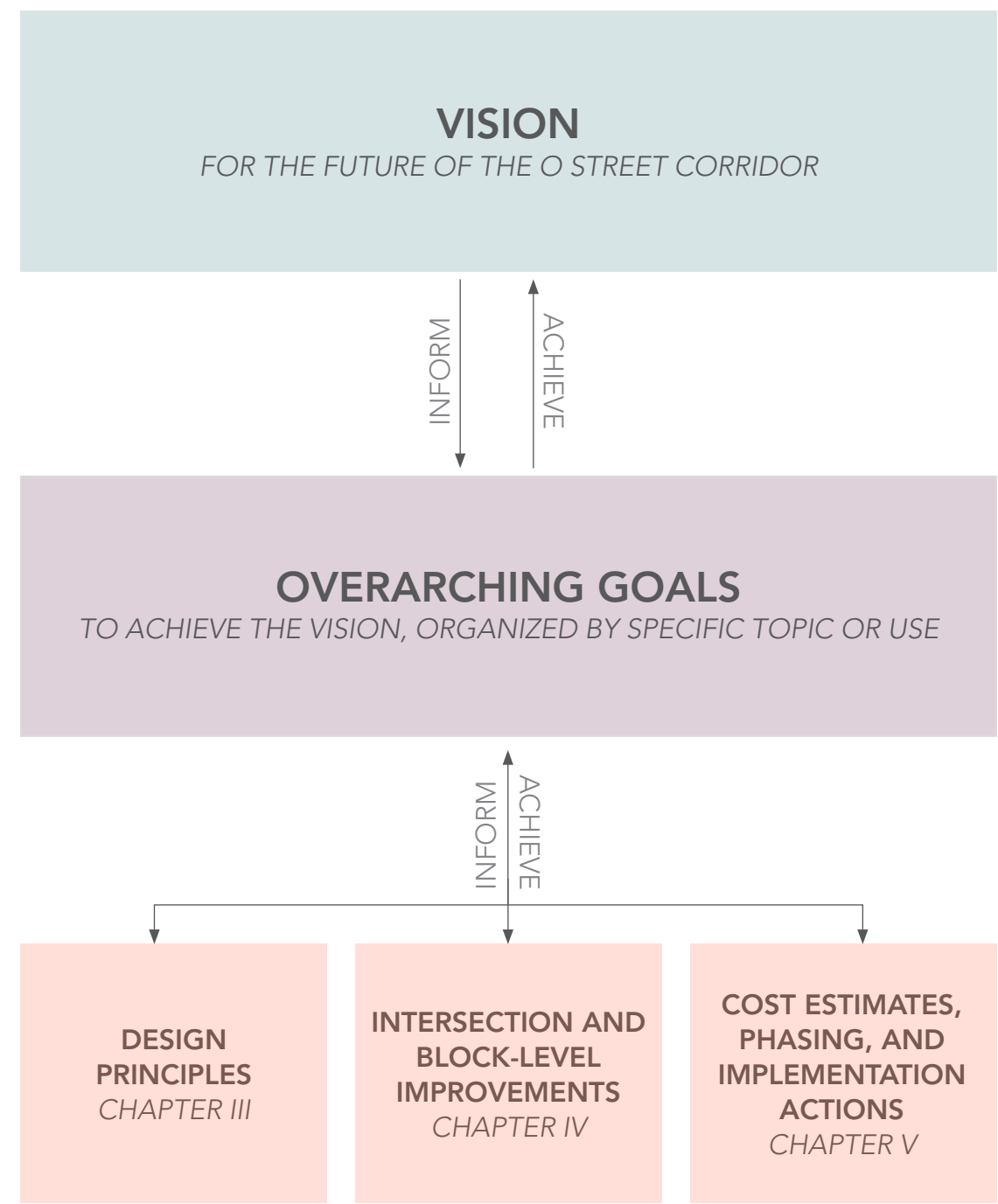
An artist rendering showing a variety of potential improvements to the 11th Street and O Street intersection, including creative crosswalks, new light rail platform, interactive kiosk, murals, climate-appropriate landscaping, and activated plazas.

PLAN FRAMEWORK

A framework of a Overarching Goals and Design Principles is an essential guide to realizing the Vision for the O Street Corridor. Based on input from community members, the O Street Steering Committee, CADA, State agency partners, and other stakeholders, CADA has identified seven Goals and five Design Principles that are specific to the O Street Corridor.

Building upon the planning efforts described in Chapter I, these Goals and Design Principles provide an overarching framework for the specific, block-by-block improvements recommended in Chapter IV.

This following chapter presents the community Vision for the future of the O Street Corridor. This includes the specific Goals and unique Design Principles that will help CADA, the City of Sacramento, and the State Department of General Services implement the ideas and concepts included in this Plan. A diagram showing the overall hierarchy of this Plan Framework is shown to the right.



COMMUNITY VISION

The community provided extensive input and ideas during the planning and design process. Central to their desires is the Vision that will inform all improvements within the public realm of O Street for years to come.

The O Street Corridor will be...

- I. WELCOMING
- II. SAFE AND CONVENIENT FOR ALL MODES OF TRAVEL, FOR PEOPLE OF ALL ABILITIES, AND DURING ALL TIMES OF THE DAY
- III. COMFORTABLE AND WELL-CONNECTED BY TRANSIT
- IV. PEDESTRIAN-ORIENTED IN SCALE AND FEATURES
- V. LINED BY ACTIVE AND PLAYFUL OUTDOOR SPACES, BOTH PERMANENT AND TEMPORARY
- VI. HEALTHY, SUSTAINABLE, AND INCLUSIVE OF ALL PEOPLE
- VII. CELEBRATORY OF THE HISTORY AND MISSION OF THE VARIOUS STATE AGENCIES ON THE CORRIDOR

ENVISION AN O STREET CORRIDOR THAT IS . . .



I. WELCOMING



III. WELL-CONNECTED BY TRANSIT



V. PLAYFUL



II. SAFE FOR ALL USERS



IV. PEDESTRIAN-ORIENTED



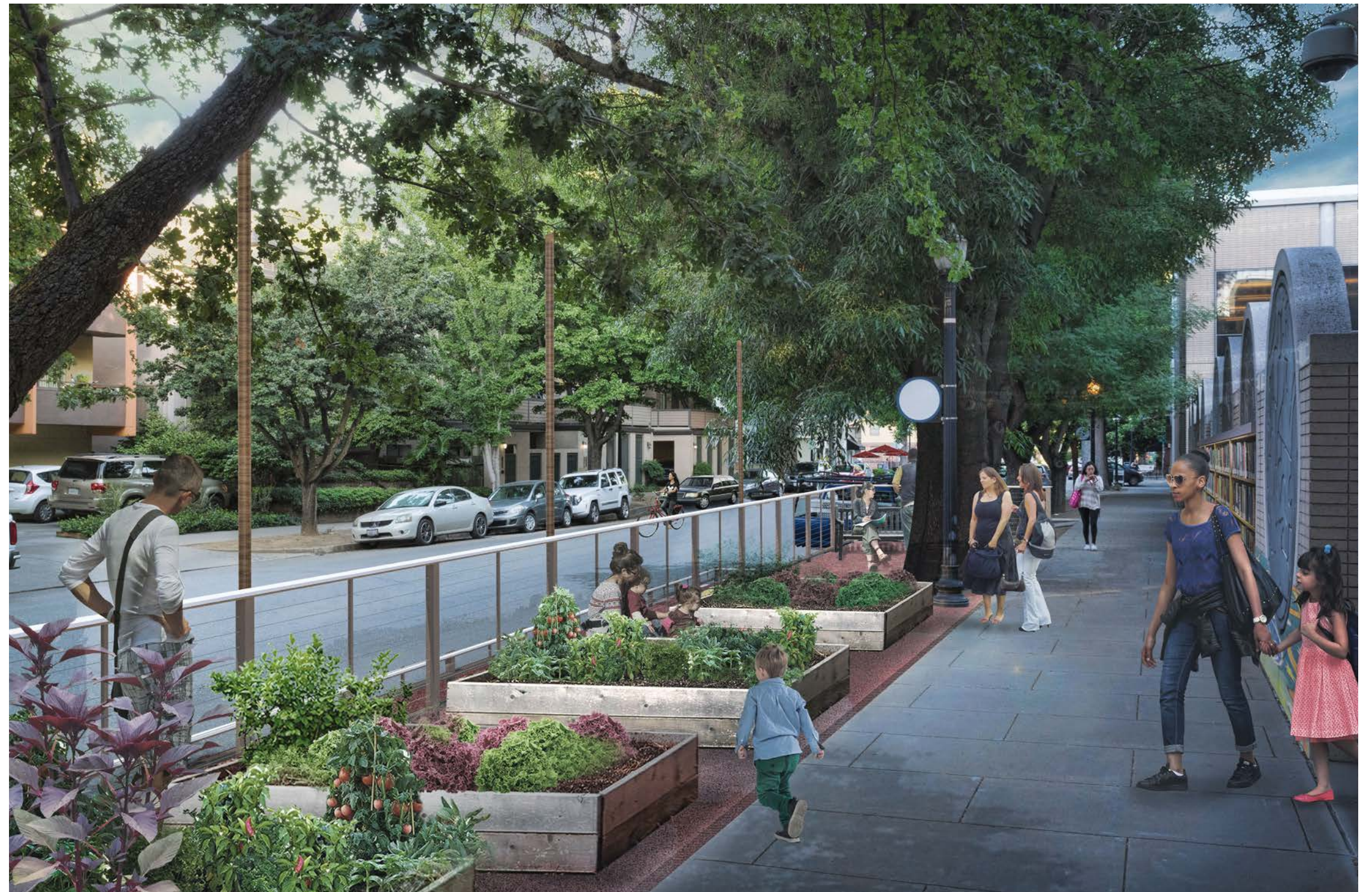
V. ACTIVATED WITH PROGRAMMED EVENTS



VI. HEALTHY AND SUSTAINABLE



VII. REFLECTIVE OF HISTORY & CONTEXT



An artist rendering showing a variety of potential improvements to the 1400 block of O Street, including an expanded sidewalk, urban agriculture and pollinator garden, and children's play area tied to the existing daycare.

OVERARCHING GOALS

In order to achieve the high aspirations reflected in the community Vision for O Street, CADA, the City of Sacramento, the State Department of General Services, and other partners will need to work from a common set of goals. These goals will help inform design and investment decisions in the coming years.

The Corridor will most likely be improved on a block-by-block basis, because of costs and logistics (e.g., reducing disruptions to State agency operations and local residents). As such, the goals shown to the right will be taken into consideration as individual building and streetscape projects are proposed, in order to ensure the future O Street Corridor has a consistent and integrated design.



GOAL 1

ENCOURAGE MULTI-MODAL TRAVEL FOR ALL USERS OF THE CORRIDOR, INCLUDING MOTORISTS, PEDESTRIANS, BICYCLISTS, AND TRANSIT RIDERS



GOAL 2

PROVIDE GREATER VISUAL INTEREST AND IMPROVED DESIGNS TO BOTH STREETSCAPE ELEMENTS AND NEW/ REMODELED BUILDINGS



GOAL 3

INCREASE WATER CONSERVATION, REPLACE MISSING TREES, AND PROMOTE CLIMATE-ADAPTED AND ATTRACTIVE DESIGN IN CORRIDOR LANDSCAPING



GOAL 4

IMPROVE CONNECTIVITY BETWEEN O STREET AND SURROUNDING MIXED-USE DISTRICTS AND RESIDENTIAL NEIGHBORHOODS



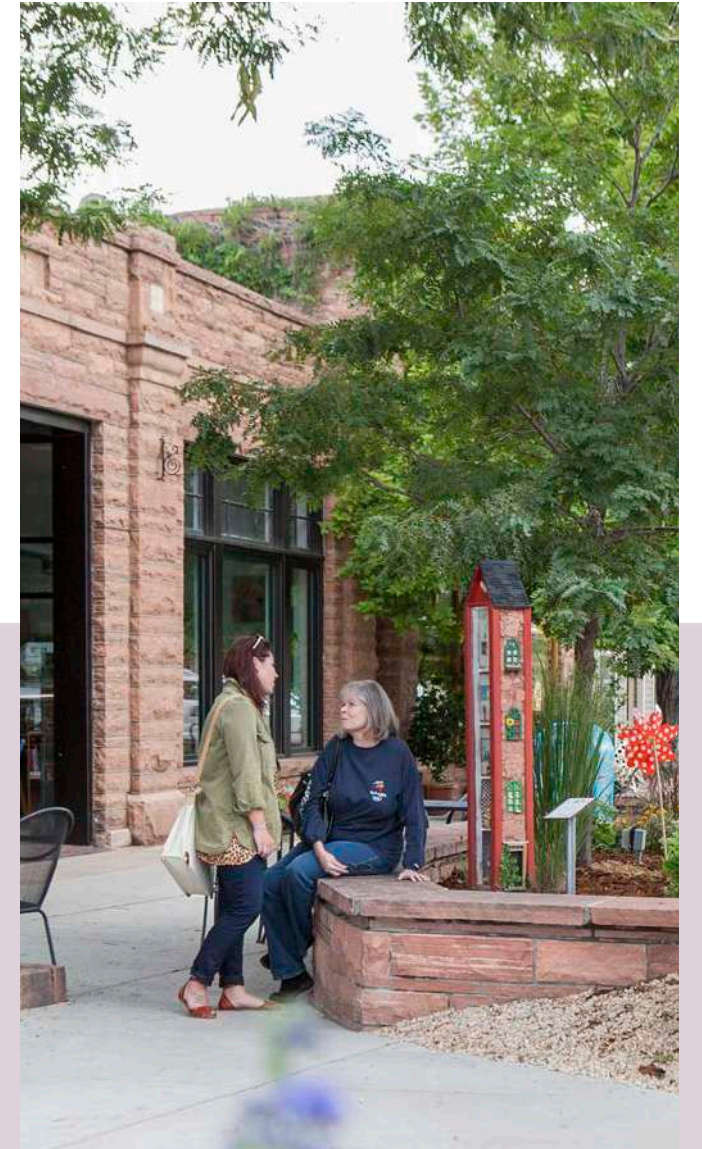
GOAL 5

ACTIVATE UNDER-USED PUBLIC SPACES WITH NEW RETAIL, DINING AND PLAY USES, AND PUBLIC ART



GOAL 6

DEMYSTIFY STATE AGENCIES AND THEIR FUNCTIONS BY ADDING INFORMATION AND SIGNAGE TO HIGHLIGHT THEIR HISTORY AND MISSIONS



GOAL 7

ENSURE EACH BLOCK OF THE CORRIDOR IS IMPROVED AT THE APPROPRIATE SCALE AND WITH USES/FEATURES THAT WILL BENEFIT SURROUNDING USES

DESIGN PRINCIPLE A

BUILD UPON THE EXISTING ASSETS AND UNIQUE CHARACTER OF THE CORRIDOR

1. CALIFORNIA STATE CORRIDOR.

Encourage larger scale programming and activities within the public realm that provide energy, interest, and retail uses for the many employees who visit the western end of the Corridor during the week.

2. MIXED-USE RESIDENTIAL NEIGHBORHOOD.

Encourage smaller-scale and more intimate uses that serve residents of the eastern end of the Corridor.

3. RETAIL AND DINING EXPERIENCE.

Expand retail and dining opportunities west of 13th Street, especially ones that are tied to temporary programming, pop-up events, food trucks, or kiosks.

4. ACCESS TO PARKING STRUCTURES AND LOTS.

Improve signage and wayfinding for motorists accessing parking structures adjacent to the Corridor.

5. MICRO-RETAIL.

Encourage the creation of smaller micro-retail uses east of 13th Street that can be easily added within the public realm that provide dining options and amenities to workers and residents.

6. DAYCARE FACILITIES.

Support existing daycare facilities through the Corridor with new play areas, improved safety, and secure access features incorporated into the design of the public realm.



Larger events and festivals



Micro-retail kiosk



Temporary food truck events



Smaller scale dining and entertainment uses



Mobile farmers market



Community ambassador/safety program

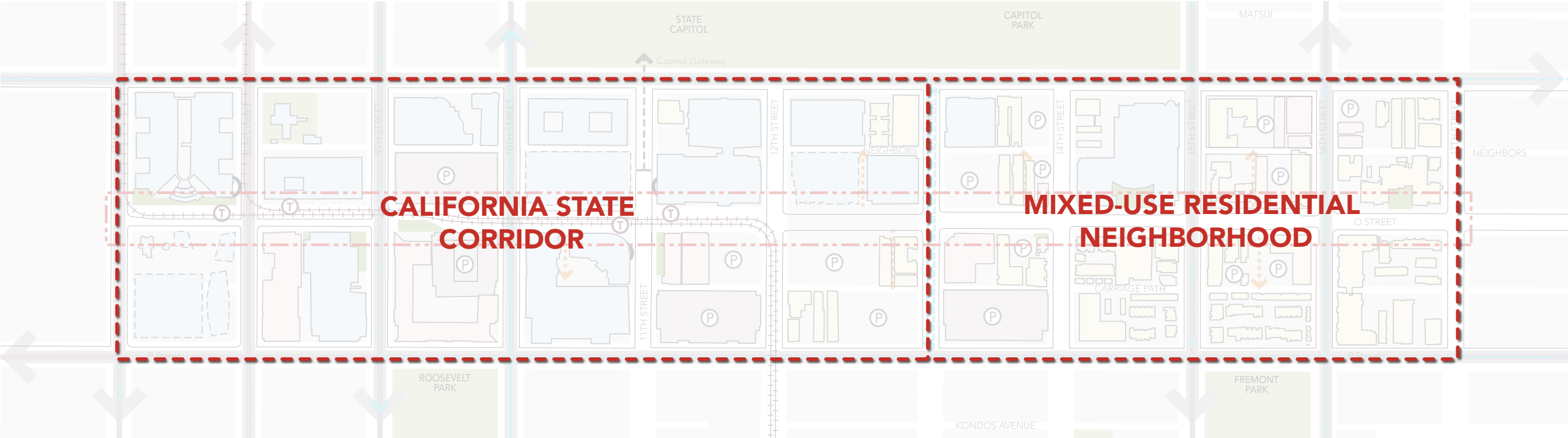
CALIFORNIA STATE CORRIDOR



MIXED-USE RESIDENTIAL NEIGHBORHOOD



DISTINCT CHARACTER AREAS AND ASSETS



- LEGEND
- Project Boundary
 - Major Street
 - Parcel
 - Building
 - Light Rail
 - Light Rail Stop
 - Parking
 - Parking Lot
 - Parking Garage
 - Park/Open Space
 - Plazas
 - Civic Use
 - Retail Use
 - Residential Use
 - Childcare Facility
 - Civic Building
 - Retail Building
 - Residential Building
 - Existing Bike Facility
 - Planned Bike Facility
 - Storytelling Medallion
 - Storytelling Kiosk
 - Pedestrian Mews
 - Creative Crosswalks
 - Murals/Facades

DESIGN PRINCIPLE B

IMPROVE SAFETY AND ACCESS FOR ALL USERS AND ALL MODES OF TRAVEL

- 1. MULTI-MODAL IMPROVEMENTS.** Continue to build upon O Street's potential to be a more multi-modal street by enhancing pedestrian facilities, upgrading transit stop amenities, and improving accommodations for emerging forms of transportation such as shareable vehicles and rideshare.
- 2. SAFETY FOR ALL MODES OF TRAVEL.** Ensure that people of all abilities and using all modes of travel, including bicyclists, scooter riders, skate boarders, and transit riders, are able to travel safely within the Corridor. Accessibility improvements should be added throughout the Corridor. Install four-way stop signs and rectangular rapid-flashing beacons in select locations. The map shows key intersections identified for major pedestrian improvements.
- 3. LIGHTING.** Improve street lighting to activate and program derelict public realm spaces and add greater vitality and human presence throughout the Corridor, increasing the sense of personal safety.
- 4. LIGHT RAIL STATION IMPROVEMENTS.** Improve transit station design and amenities to improve the experience for transit riders and to increase ridership.
- 5. CREATIVE CROSSWALKS.** Create crosswalks that incorporate creative art elements, including special paving materials, colors, patterns, and signage to heighten visibility and lend identity to the crossing. Ensure designs are readily discernible from the pedestrian perspective.
- 6. BICYCLIST MOBILITY AND SAFETY.** Although O Street is not planned as a major bicycle corridor, it is connected to a robust bicycle network. Ensure that future designs for intersections on roads that are classified as bicycle routes incorporate appropriate bicycle features, including striping, buffers, and protections as appropriate. Seamlessly integrate well-located bicycle parking facilities into streetscape design.
- 7. PEDESTRIAN BULB-OUTS.** Install bulb-outs at busy intersections and at mid-block pedestrian crossings to improve safety and reduce roadway crossing distances.
- 8. COMMUNITY SAFETY.** Work closely with the City of Sacramento and California Department of General Services to ensure the O Street Corridor is well maintained, regularly patrolled, and included in (covered by) efforts to reduce crime and homelessness.



Bicyclist mobility and safety



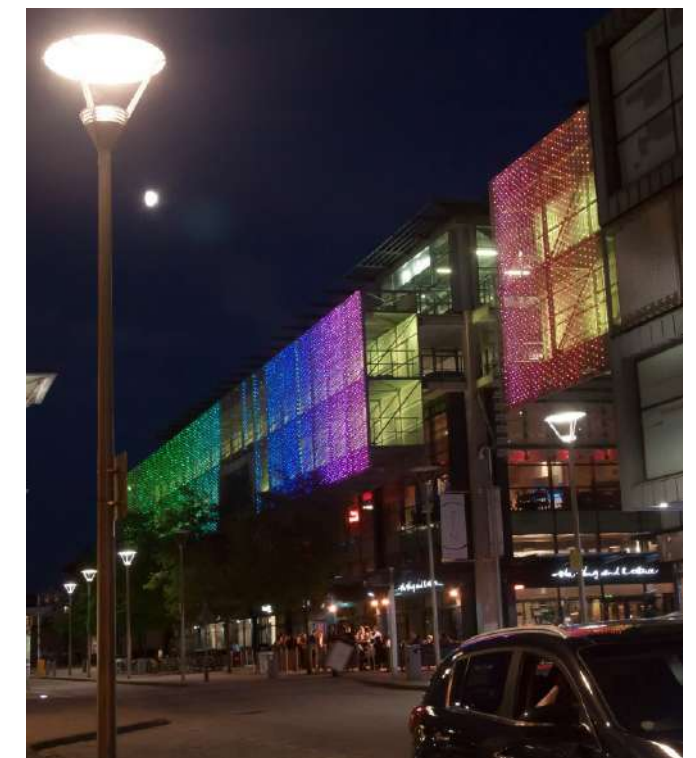
Safe travel for people of all abilities



Improved sidewalks



New light rail station layouts



Street lighting and illuminated building facades



Pedestrian-scale lighting

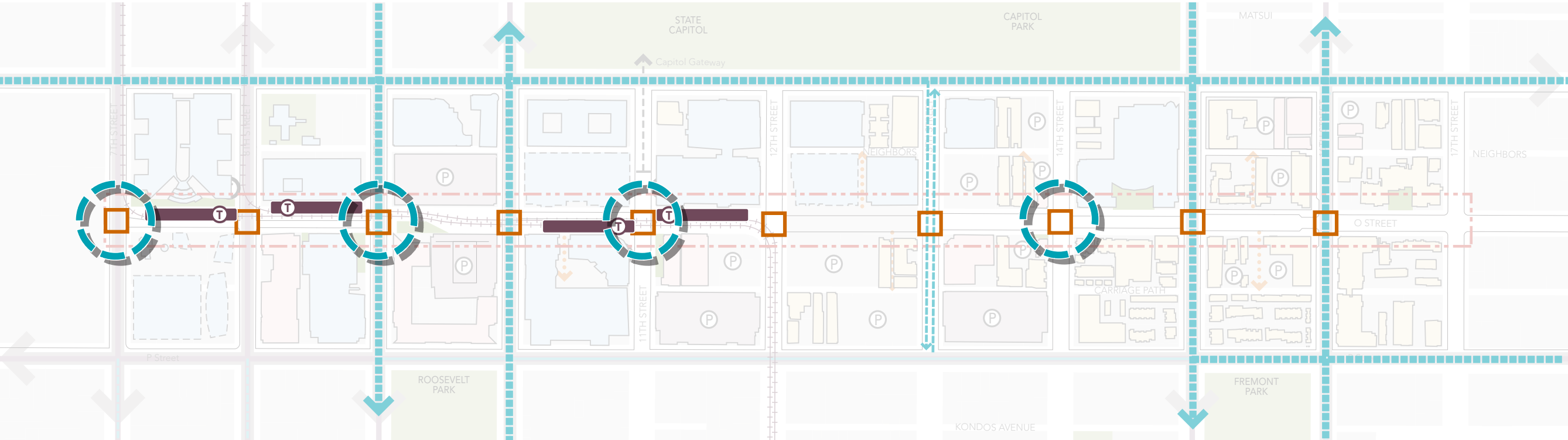
TRANSIT STATION IMPROVEMENTS



CREATIVE AND SAFE CROSSWALKS



OPPORTUNITY AREAS FOR MULTI-MODAL IMPROVEMENTS



- LEGEND
- Project Boundary
 - Major Street
 - Parcel
 - Building
 - Light Rail
 - Light Rail Stop
 - Parking
 - Parking Lot
 - Parking Garage
 - Park/Open Space
 - Plazas
 - Civic Use
 - Retail Use
 - Residential Use
 - Childcare Facility
 - Civic Building
 - Retail Building
 - Residential Building
 - Existing Bike Facility
 - Planned Bike Facility
 - Storytelling Medallion
 - Storytelling Kiosk
 - Pedestrian Mews
 - Creative Crosswalks
 - Murals/Facades

DESIGN PRINCIPLE C

CELEBRATE AND TELL THE STORY OF CALIFORNIA'S HISTORY, INCLUDING THE UNIQUE MISSIONS OF STATE AGENCIES AND INSTITUTIONS

1. **INFORMATIONAL KIOSKS.** Add informational kiosks throughout the corridor that provide information about State agencies, information about Sacramento, real-time transit information, and other data that is helpful to workers, residents, and visitors.

2. **MEDALLIONS.** Consider a program to create medallions along the Corridor that signify historic events or places, State agencies, or other interesting features.

3. **MURALS.** Continue to install artistic and historic murals. In particular, develop an artist program to create murals on State buildings that speak to the tenant agency's unique history or purpose.

4. **PROGRAMMED EVENTS FOR STATE AGENCIES.** Work with State agencies located along to Corridor to program major agency-specific events within the public realm. This can include block parties or other similar events that help to bring energy to the Corridor while also
- being convenient for workers. Incorporate design solutions into streetscape infrastructure that support the needs of special events. For instance, ensure that improvements made to the streetscape and sidewalk areas in front of the California Museum include more outdoor space and a safety/buffer from light rail trains.

5. **INTERACTIVE ART INSTALLATIONS.** Encourage the creation of interactive art features that incorporate light, sound, or touch to create interest and interaction along the Corridor.

6. **REPLACE AND UPGRADE EXISTING INFRASTRUCTURE THAT DETRACTS FROM VIBRANCY.** Work closely with the State Department of General Services and other property owners to replace aging infrastructure that discourages a vibrant public realm. This includes the existing steam vent "mushrooms" along the Corridor that are planned to be replaced by DGS with new, taller art pieces and public realm improvements.



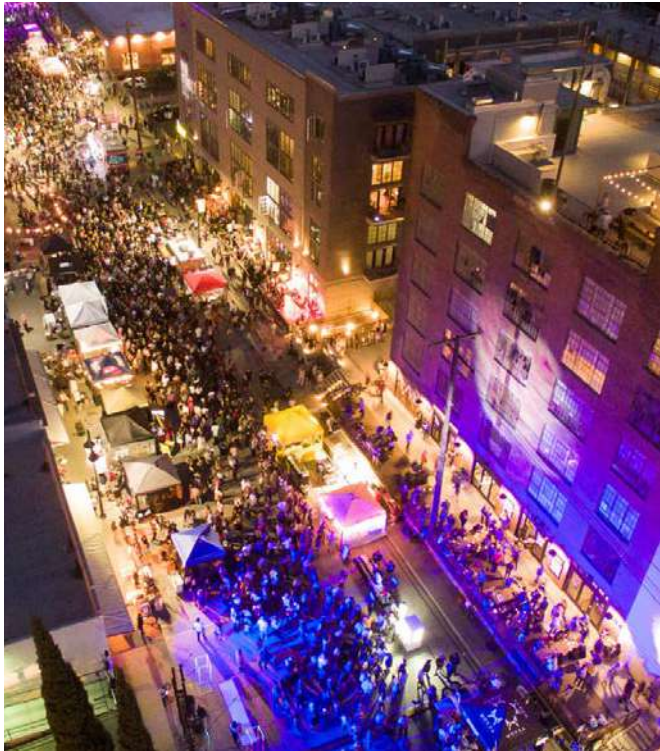
Creative and interactive art installations



Medallions



Informational kiosk



Programmed special events



New art pieces to replace existing steam vent "mushrooms"

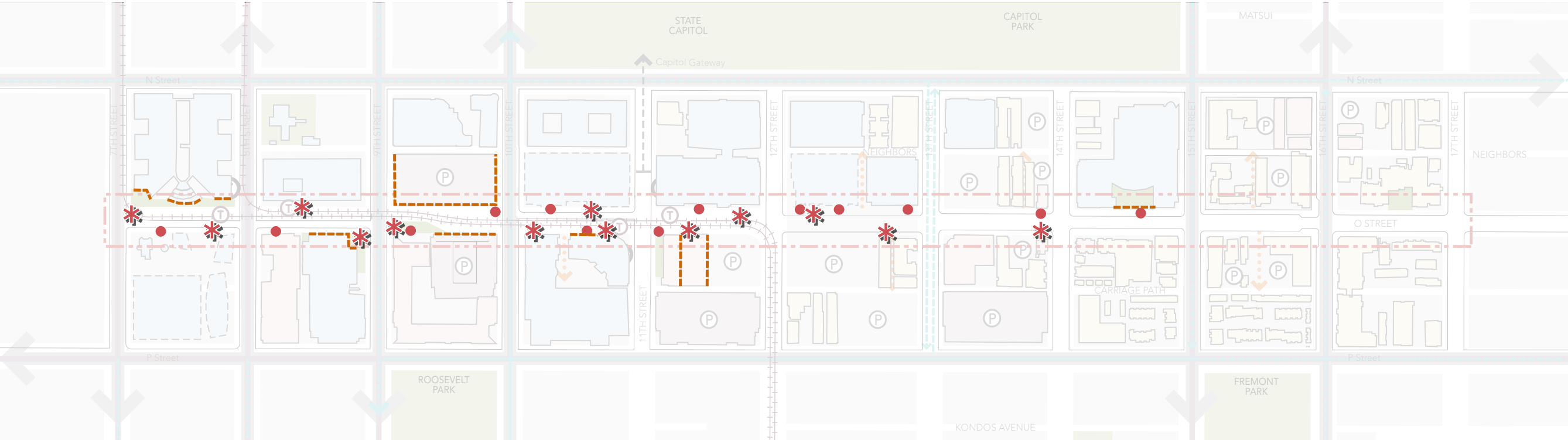
INFORMATIONAL KIOSKS AND POP-UP BOOTHS



CREATIVE MURALS AND ART PIECES



INFORMATIONAL KIOSKS AND MEDALLIONS



- LEGEND
- Project Boundary
 - Major Street
 - Parcel
 - Building
 - Light Rail
 - Light Rail Stop
 - Parking
 - Parking Lot
 - Parking Garage
 - Park/Open Space
 - Plazas
 - Civic Use
 - Retail Use
 - Residential Use
 - Childcare Facility
 - Civic Building
 - Retail Building
 - Residential Building
 - Existing Bike Facility
 - Planned Bike Facility
 - Storytelling Medallion
 - Storytelling Kiosk
 - Pedestrian Mews
 - Creative Crosswalks
 - Murals/Facades

DESIGN PRINCIPLE D

CREATE A NETWORK OF DIVERSE AND INCLUSIVE OPEN SPACES

1. **PLAZAS.** Redesign and upgrade plazas throughout the Corridor to improve aesthetics, promote social interaction, and encourage people to be outdoors. In particular, focus major plaza redesigns at the intersections of 9th, 11th, 12th, 14th and 16th Streets (see Chapter IV).
2. **PLAY AREAS.** Incorporate active play areas for children into the public realm near existing or planned daycare facilities and the California Museum.
3. **PEDESTRIAN MEWS.** Create interesting, beautiful, safe, and programmed mews between buildings along the O Street corridor to provide additional public space and access to alleys or other streets.
4. **URBAN AGRICULTURE.** Create well-maintained and well-functioning urban agricultural areas within the public realm, particularly adjacent to residential areas where the street right-of-way has room to accommodate them, such as in the Mixed-Use Residential Neighborhood.
5. **SHADE AND ORNAMENTAL TREES.** Plant new shade and ornamental trees throughout the O Street Corridor to improve the pedestrian experience and promote sustainability by improving stormwater quality, reducing the urban heat island effect, and improving air quality.
6. **TREE PLACEMENT.** Ensure that street trees provide shade to pedestrian areas (sidewalks, plazas, mews) while not interfering with bus or light rail movement, obstructing pedestrian or bicycle circulation patterns, hindering visibility, or obscuring signage.
7. **CLIMATE-APPROPRIATE PLANT PALETTE.** Plant drought-tolerant and low-maintenance plants and landscaping to replace existing turf and inappropriately-paved portions of the streetscape, creating a pollinator pathway and a consistent plant palette.
8. **LANDSCAPED BIOSWALES.** Install bioswales next to sidewalks, bulb-outs, and public plazas consistent with Low Impact Development (LID) best practices, incorporating trees where there is sufficient spacing.
9. **PERMEABLE PAVING MATERIALS.** Encourage the use of permeable pavement or porous asphalt for sidewalks, surface parking areas, and adjacent to tree wells to increase infiltration of stormwater runoff.



Active and attractive plaza space



Large shade trees



Sustainable landscaping



Programmed events and activities



Permeable paving



Pedestrian mews



Landscaped bioswales

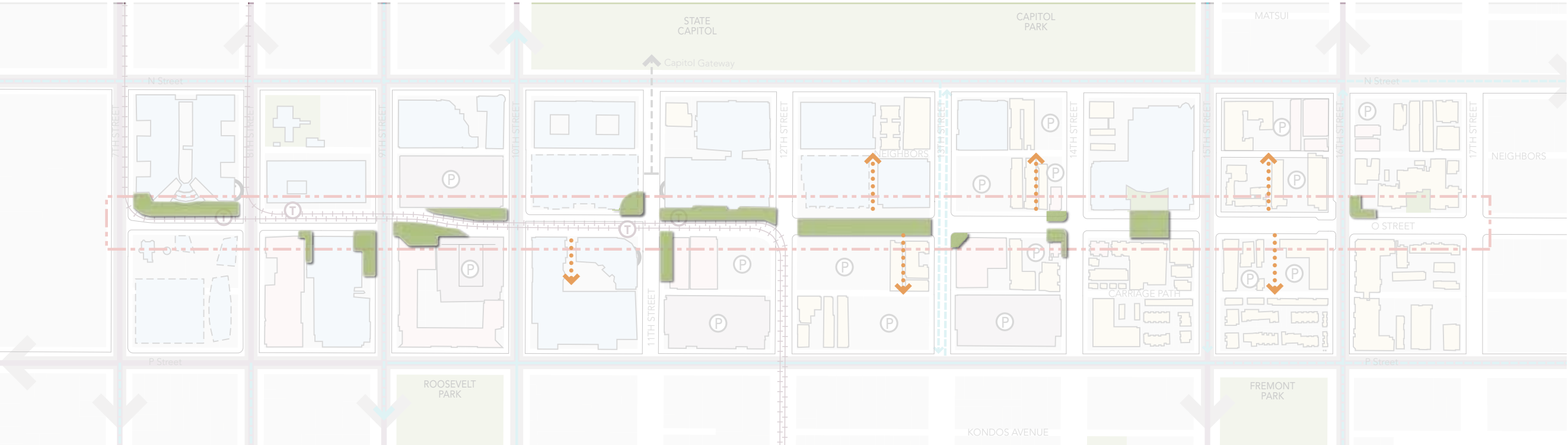
ACTIVATED PARKS AND PLAZAS



PLAY AND EXERCISE AREAS



OPEN SPACE AND PLAZA OPPORTUNITY AREAS



- LEGEND
- Project Boundary
 - Major Street
 - Parcel
 - Building
 - Light Rail
 - Light Rail Stop
 - Parking
 - Parking Lot
 - Parking Garage
 - Park/Open Space
 - Plazas
 - Civic Use
 - Retail Use
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 - Creative Crosswalks
 - Murals/Facades

PRECEDENT DESIGN EXAMPLE
16TH STREET MALL
DENVER, COLORADO

Denver's 16th Street Mall is an example of a vibrant, people-centered transit street in an urban core. Tall office and commercial buildings line the 16th Street Mall, many with active street-frontages featuring shops and restaurants. The 16th Street Mall is an active public gathering place, hosting public art, festivals, and pop-ups.

In addition to large public events, street furniture, lighting, and other placemaking interventions like signs and public art attract residents and visitors year-round. Cyclists are welcome on weekends, but cannot ride the 16th Street Mall on weekdays due to heavy pedestrian, transit, and vehicular traffic.



PRECEDENT DESIGN EXAMPLE 6TH AVENUE PORTLAND, OREGON

6th Avenue in downtown Portland is a multi-modal transit street with bus, light rail, vehicular, bike, and pedestrian traffic. It is also a vibrant public space, with public art, street furniture, and active building frontages lined with cafes, restaurants, bars, and retail. Like O Street, 6th Avenue is lined by large office buildings, some residential uses, and wide sidewalks.



CLIMATE-APPROPRIATE
LANDSCAPING

SIGNAGE AND DISTINCTIVE
STREET FURNITURE

BUS AND LIGHT RAIL

BIKE INFRASTRUCTURE

WIDE SIDEWALKS FOR
PEDESTRIANS AND SPILL-OVER
USES

PRECEDENT DESIGN EXAMPLE
**CREATIVE CROSSWALKS
 PROGRAM**
AUSTIN, TEXAS

Painted crosswalks have become ubiquitous as a pedestrian safety measure across the United States and around the world. The instantly recognizable white stripes lead pedestrians and alert drivers to pay extra attention. But a growing trend involves cities abandoning the blasé white uniform for colorful, eye-catching options that serve both as art and enhanced safety tools.

Austin, Texas, has established a creative crosswalks program to “enliven city streets as engaging and safe places for people.” Community members submit ideas to the City for creative crosswalks they’d like to see in their neighborhood, and the City helps the project move forward if it meets design and material guidelines. The community must cover the cost — which generally runs \$3,000-\$5,000 for project installation and two years of maintenance — but the community can apply for neighborhood grants.





CHAPTER IV. CORRIDOR DESIGN CONCEPT

IN THIS CHAPTER

- Corridor Design Concept
- Common Improvements
- Individual Intersection and Block Improvements





CORRIDOR DESIGN CONCEPT

The Corridor Design Concept (pages 42-43) illustrates the desired character and experience for the Corridor envisioned in this Plan. Building on the Overall Design Framework in Chapter III, the Corridor Design Concept identifies specific locations for each type of improvement at each intersection and on each block of O Street. The Design Concept is the visual blueprint for the Corridor that will be used by CADA, the State Department of General Services (DGS), the City of Sacramento, and other partners to create a cohesive, integrated identity throughout the Corridor.

Various improvements identified in this chapter will be further refined based on detailed traffic and infrastructure analysis to be conducted during the development of the construction drawings and project specification and estimates (PS&E). The development of the improvements will need close coordination and review by relevant City staff, State agencies, and other key stakeholders including Regional Transit.

COMMON IMPROVEMENTS

The Palette of Common Improvements (page 41) describes those improvements that will be created along the entire Corridor. These safety, convenience, and placemaking interventions include creative crosswalks, bicycle amenities, storytelling elements, more street trees and climate-adapted landscaping, pedestrian-scale lighting, murals and other art, and new State of California steam vents.


INDIVIDUAL INTERSECTION AND BLOCK IMPROVEMENTS

Following the Corridor Design Concept and Common Improvements are detailed summaries of the major improvements anticipated for each intersection and block along the corridor (pages 44-63). This includes a vision for each block followed by a summary of major design concepts proposed on each block. These concepts are further illustrated with representative photos and street cross-sections.

PALETTE OF COMMON IMPROVEMENTS


CREATIVE CROSSWALKS

Retain artists at key intersections to paint temporary and permanent creative crosswalks to improve aesthetics, increase safety, and promote the unique character of O Street.




BICYCLE RACKS

Install more bicycle racks and parking facilities throughout the Corridor, focusing on locations that are near State agency buildings, museums, restaurants, and apartments.



BICYCLE SHARE FACILITIES

Work with bike share companies to expand the number of bicycle docking stations (powered and non-powered) along the Corridor to increase multi-modal transportation options.



STORYTELLING KIOSKS/MEDALLIONS

Install storytelling kiosks and artistic medallions to celebrate the unique history and mission of the State agencies located along the Corridor.



ADDITIONAL STREET TREES

Plant climate-appropriate street trees throughout the Corridor to improve aesthetics, increase the amount of shade for pedestrians, and expand Sacramento's urban tree canopy.




SUSTAINABLE LANDSCAPING

Replace existing turf areas with more sustainable, climate-appropriate landscaping. This includes creating additional landscaped areas along the Corridor as blocks are developed, linking planted areas thematically using a common plant palette.



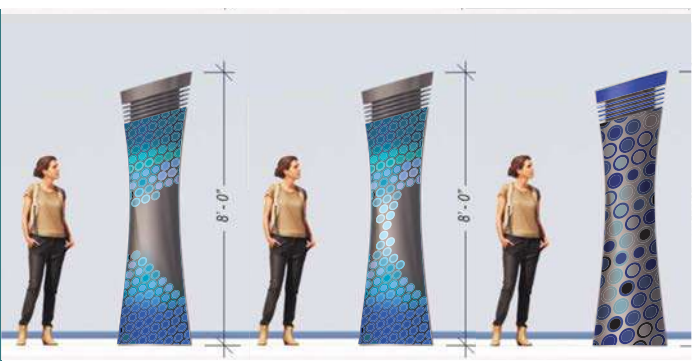
PEDESTRIAN LIGHTING

Install pedestrian-scale street lighting along the Corridor to promote safety and a pleasant nighttime experience for workers, residents, and visitors.

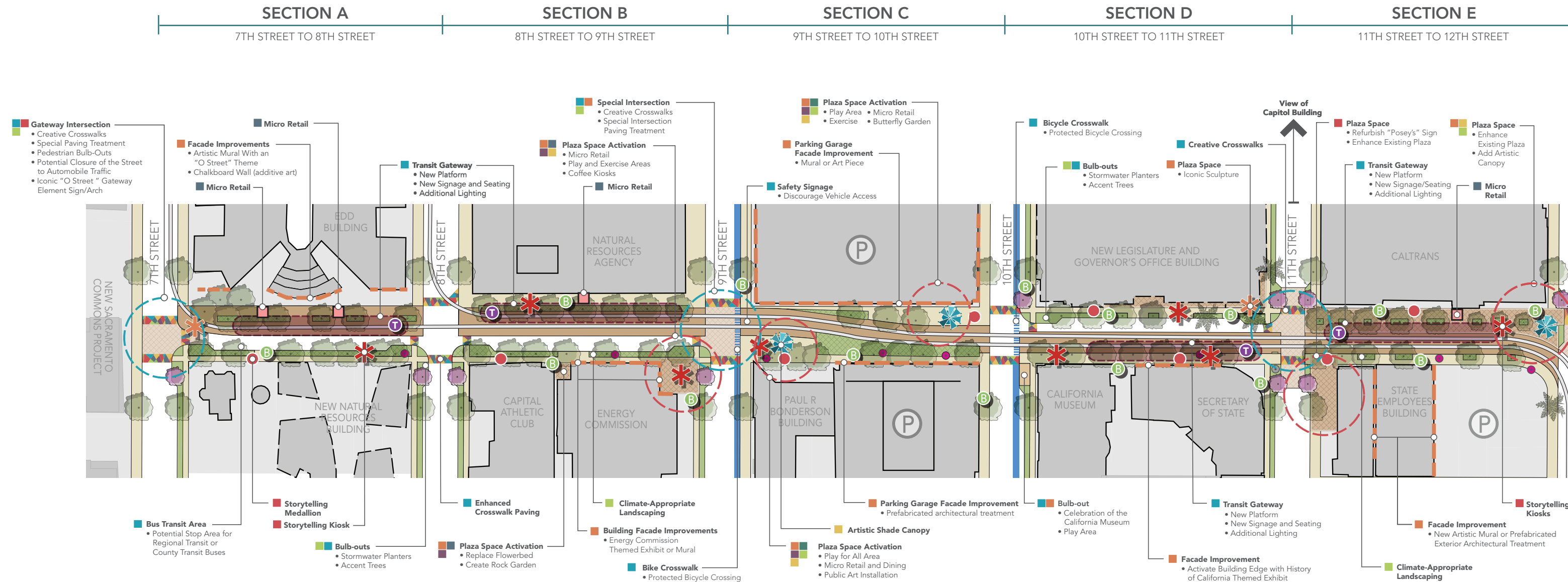


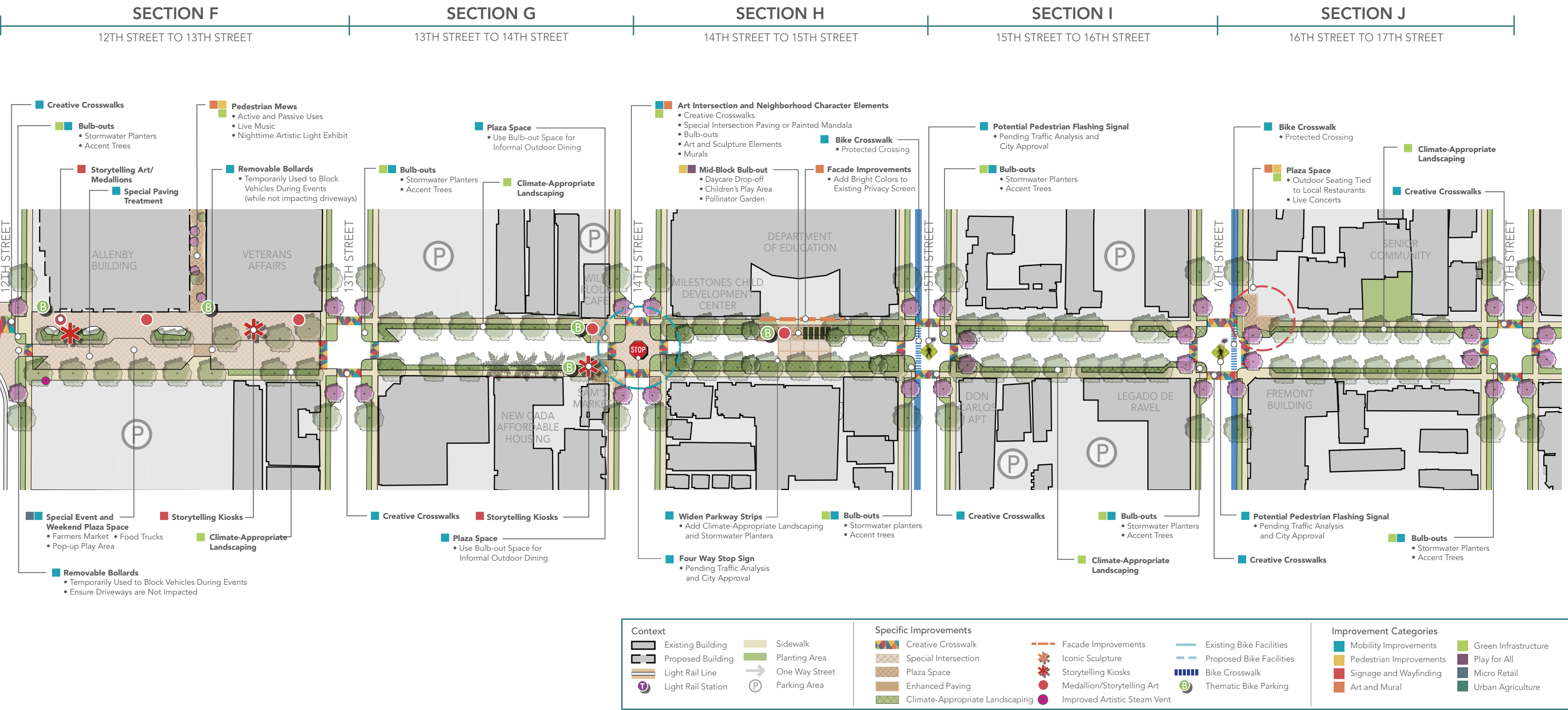
RE-DESIGNED STEAM VENTS

Replace the existing State-owned "mushroom" steam vents with new artistic vents. These new vents will provide artistic interest along the Corridor.



CORRIDOR DESIGN CONCEPT DIAGRAM





SECTION A

7TH STREET TO 8TH STREET

The 700 block is envisioned to be an iconic gateway for the California State Corridor and into Downtown Sacramento. There are currently two major development projects under construction along this part of the corridor: **Sacramento Commons** and the State of California's **Natural Resources Building**. These projects are the dominant projects in this section of the Corridor and will significantly increase the number of people on this block. As such, there is a need to improve sidewalks, better activate the streetscape, and improve the existing light rail and bus transit facilities.

Major improvements envisioned for Section A include the following:

TRANSIT GATEWAY

Create a new light rail platform, display signage, lighting, and other features to improve safety and the transit rider experience. This could include re-routing buses to have stops on O Street so they are closer to the light rail station.

FACADE IMPROVEMENTS

Improve the facade of the Economic Development Department building on the north side of the block with murals, artistic elements related to O Street, or a chalk wall to promote interest and activity. Refurbish the existing rooftop park, construct a rooftop play area and childcare center, and create an area for food vendors.

STORYTELLING ELEMENTS

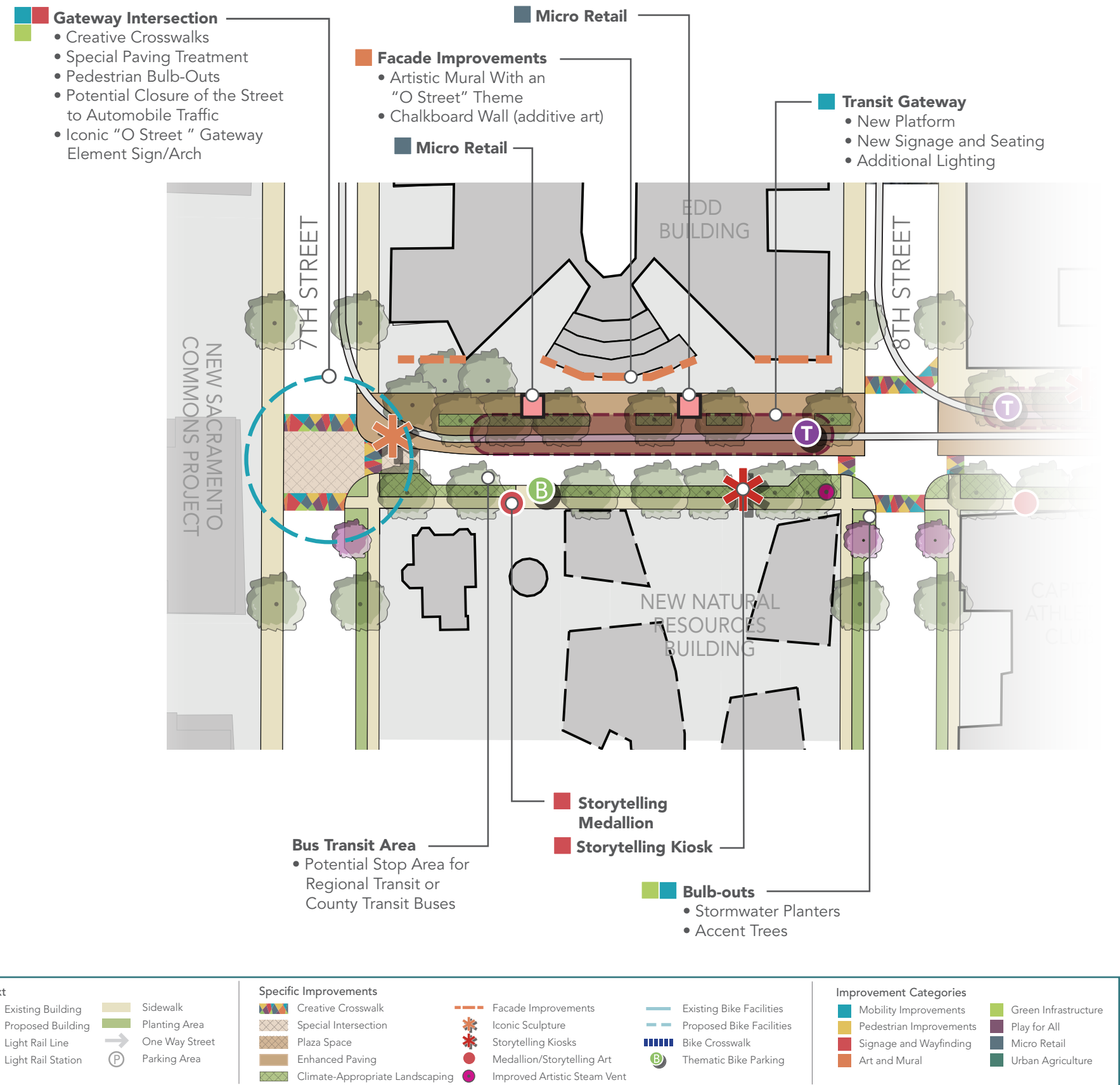
Incorporate kiosks and artistic medallions to highlight the important roles of State agencies that occupy nearby offices.

MICRO RETAIL

Create micro retail/vendor areas adjacent to the light rail station to provide more amenities and activate the block.

IMPROVED/SUSTAINABLE LANDSCAPING

Incorporate climate-appropriate landscaping, shade trees, stormwater planters on the south side of O Street, and bulb-outs at the intersections.



EXAMPLES OF MAJOR IMPROVEMENTS // 7TH STREET TO 8TH STREET



TRANSIT GATEWAY



FACADE IMPROVEMENTS



STORYTELLING ELEMENTS

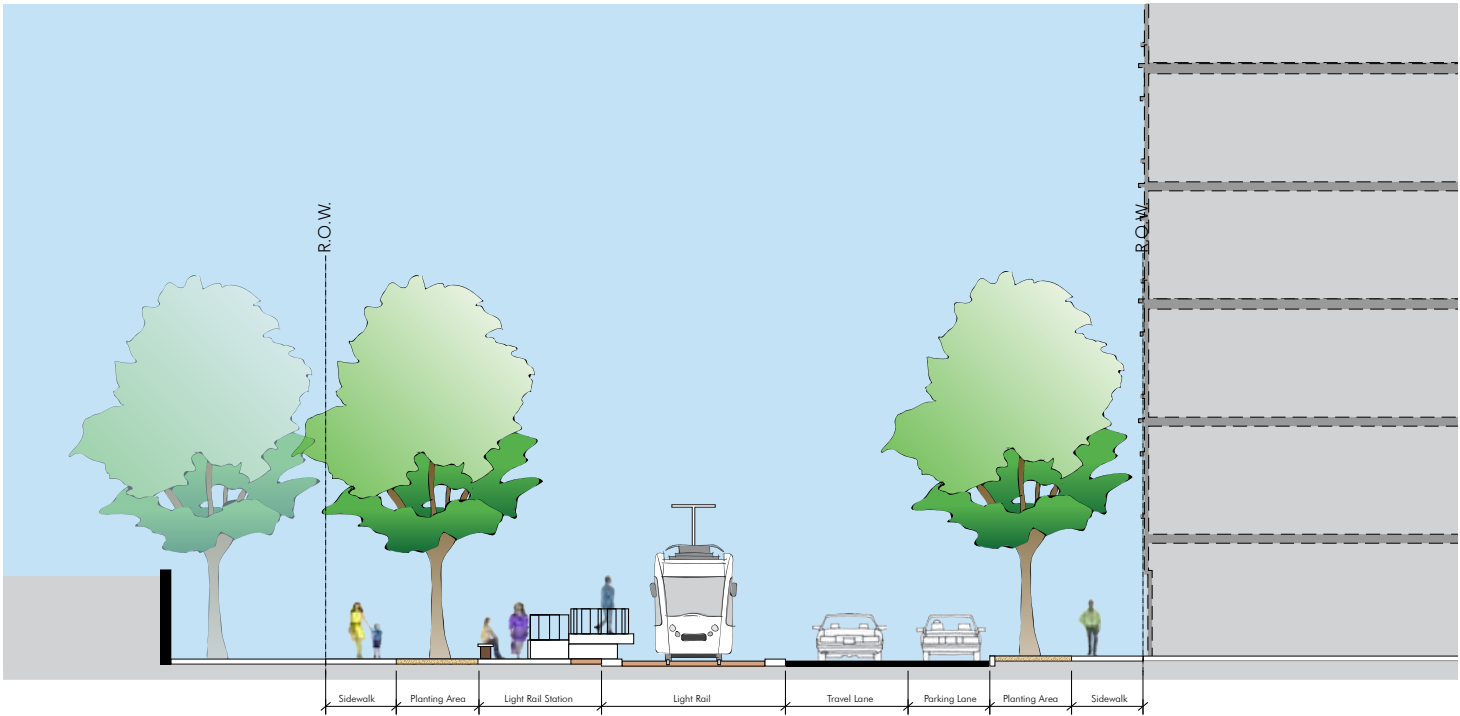


MICRO RETAIL KIOSK

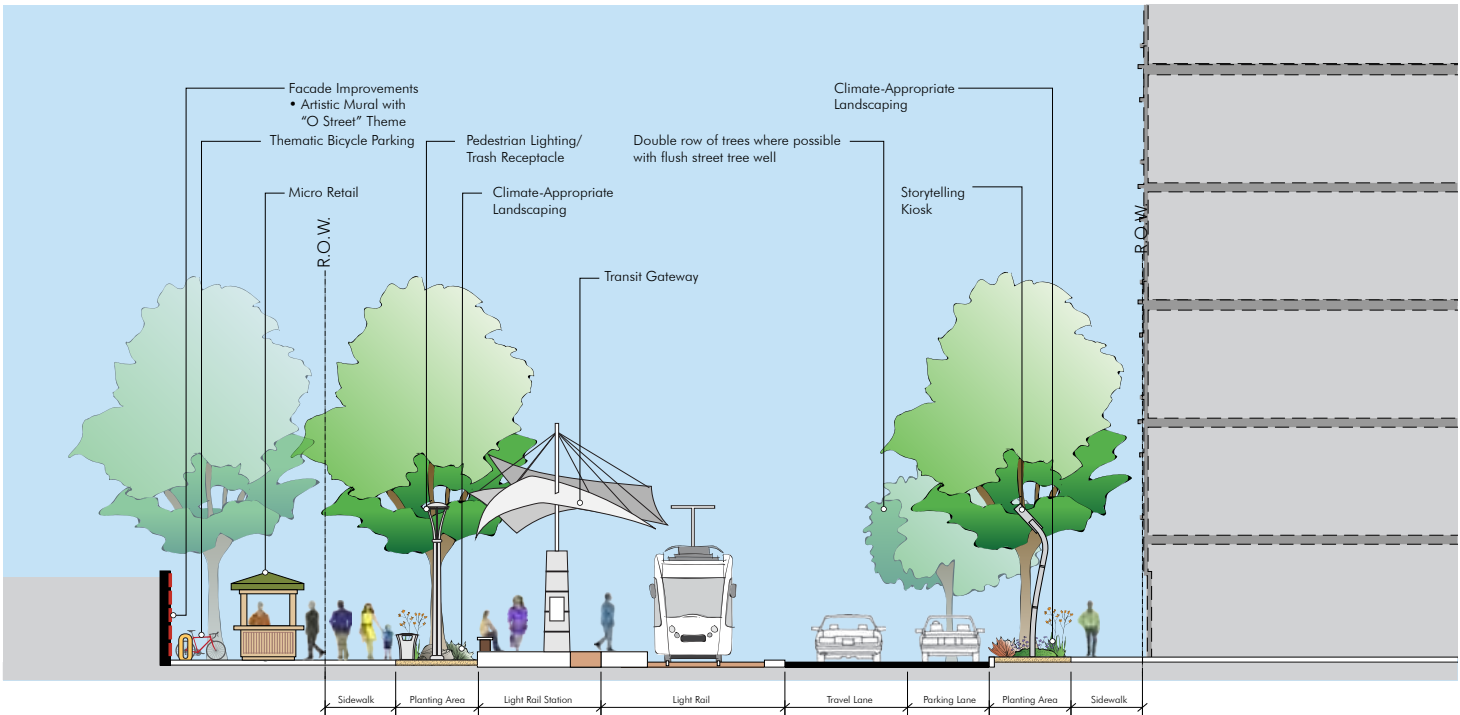


CLIMATE-APPROPRIATE LANDSCAPING

EXISTING STREETSCAPE // 7TH STREET TO 8TH STREET



PROPOSED STREETSCAPE IMPROVEMENTS // 7TH STREET TO 8TH STREET



SECTION B

8TH STREET TO 9TH STREET

The 800 block is envisioned to be an improved transit gateway with a new light rail platform, lighting and signage. Both sides of this block will have improved sidewalks and landscaping. The **Energy Commission Building** will feature a new mural. The existing 1960s era **Natural Resources Building** on the north side of the block is scheduled to undergo a major renovation once the new building is completed and occupied.

Major improvements envisioned for Section B include the following:

TRANSIT GATEWAY

Create a new light rail platform, display signage, lighting, and other features to improve safety and the transit rider experience.

FACADE IMPROVEMENTS

Add a mural or themed artistic elements to the facade of the Energy Commission building to highlight the mission and history of the Energy Commission.

PLAZA SPACE ACTIVATION

Improve two existing plazas on the south side of the block. The smaller mid-block plaza will be redesigned to replace the large concrete structure with climate-appropriate landscaping. The larger plaza at the corner of 9th Street will be activated with

micro retail, potential play areas, retail kiosks, and interpretive signage.

MICRO RETAIL

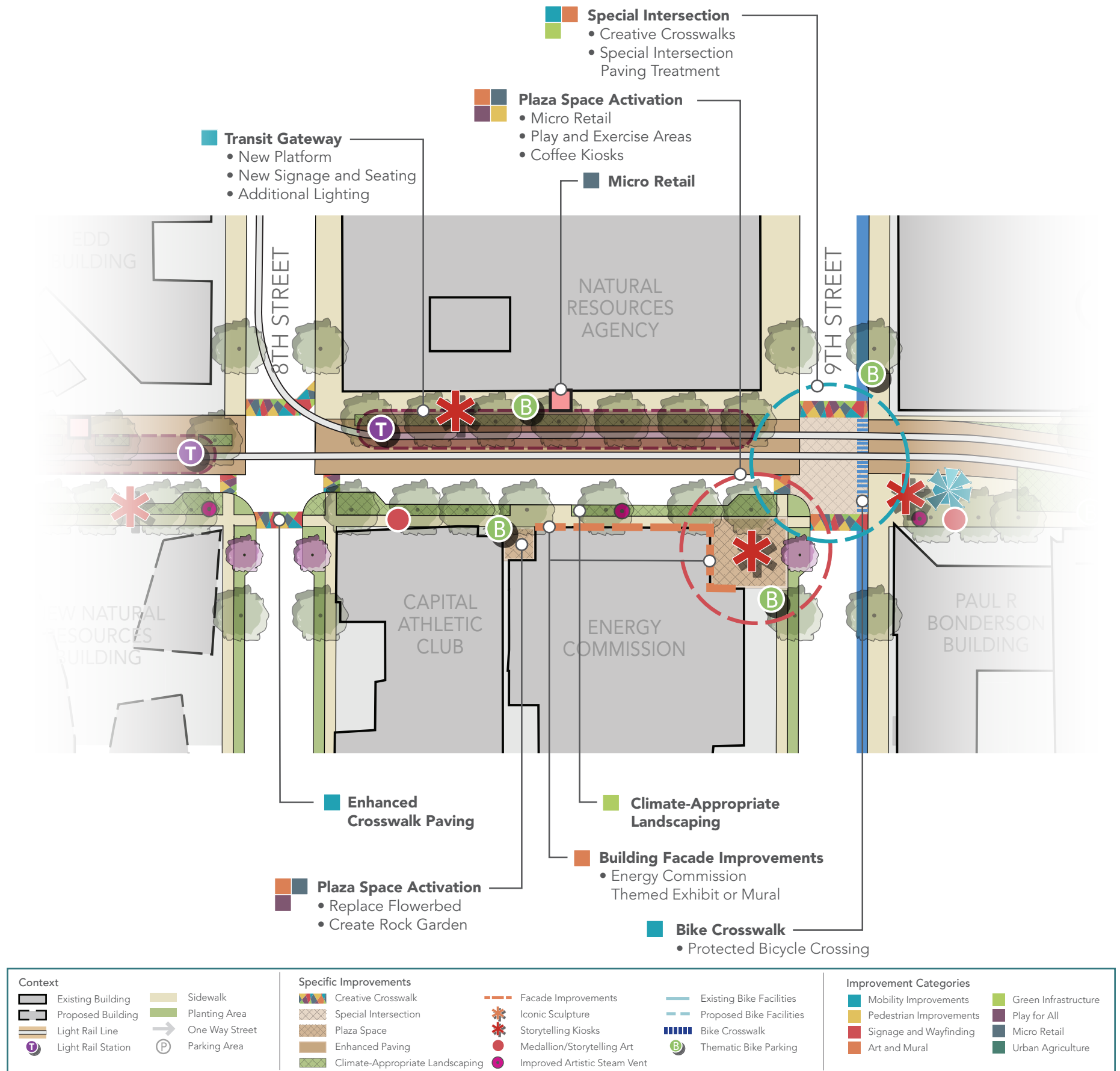
Create micro retail/vendor areas on the north side of O Street, adjacent to the light rail station.

SPECIAL INTERSECTION

Improve the 9th Street intersection with ADA-compliant creative crosswalks, pedestrian bulb-outs, and improved climate-appropriate landscaping.

BIKE CROSSWALK

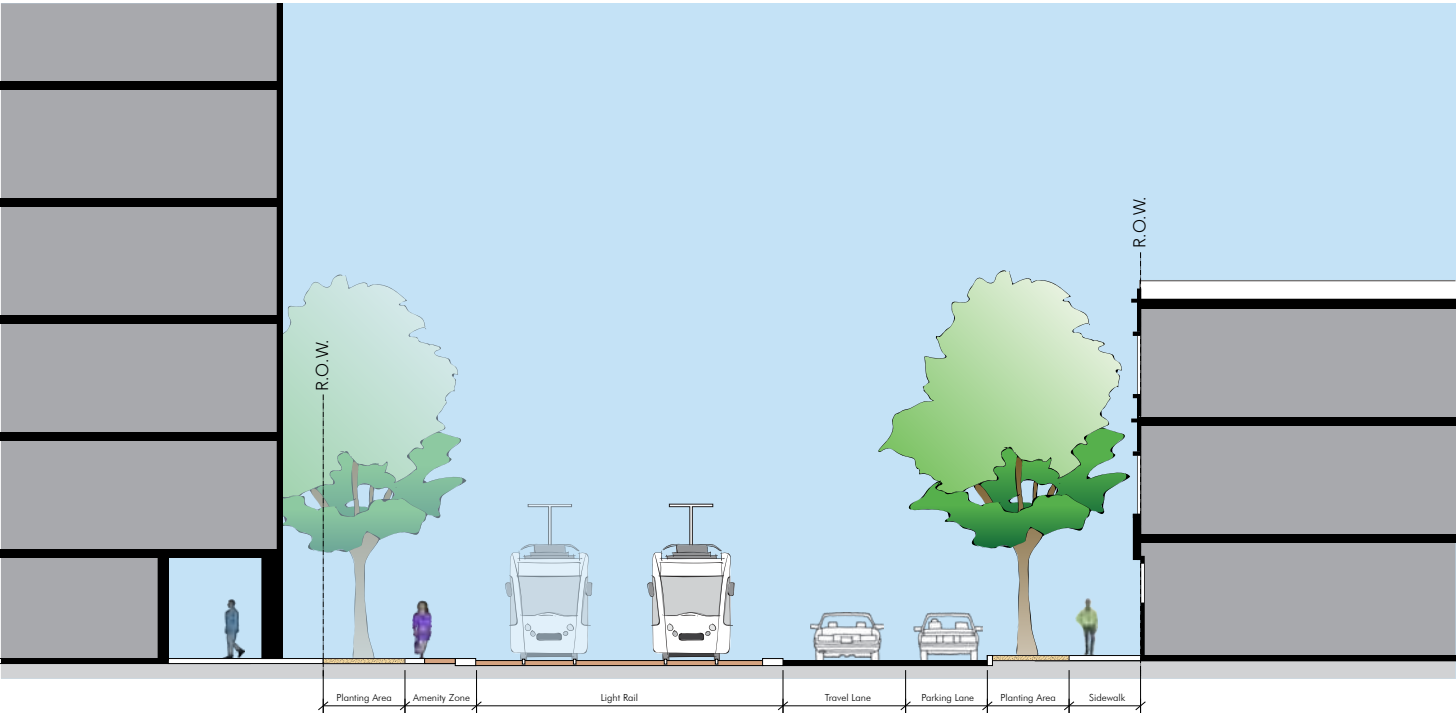
Add a bicycle crosswalk on the eastern side of 9th Street, as part of the protected bike lane the City of Sacramento's Grid 3.0 Plan calls for.



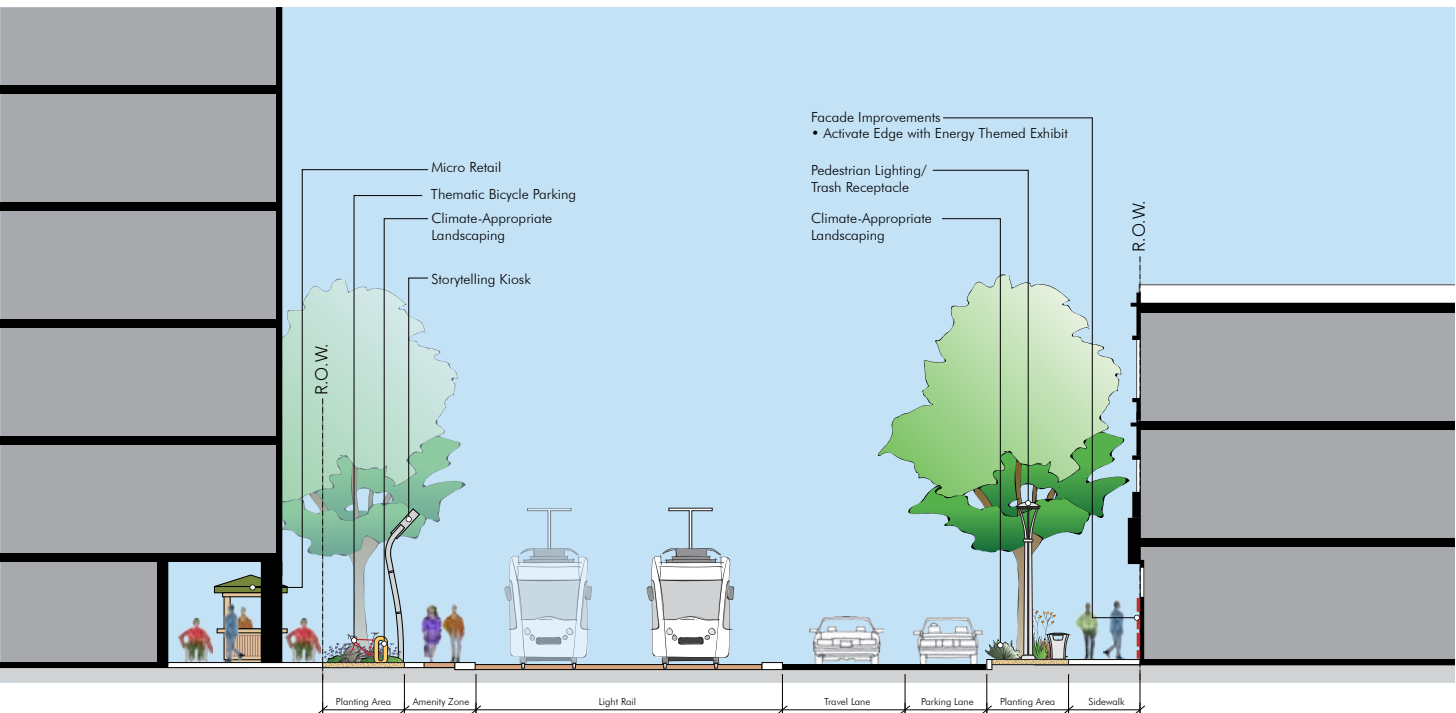
EXAMPLES OF MAJOR IMPROVEMENTS // 8TH STREET TO 9TH STREET



EXISTING STREETSCAPE // 8TH STREET TO 9TH STREET



PROPOSED STREETSCAPE // 8TH STREET TO 9TH STREET



SECTION C

9TH STREET TO 10TH STREET

The 900 block is envisioned to be a multi-purpose outdoor plaza and event space, enhanced on both ends of the block by creative crosswalks and improved pedestrian amenities. Along the block, both DGS parking garages will be enhanced with creative murals or art installations that will provide interest to the corridor. In addition, existing landscaping will be improved with more street trees and sustainable plants.

Major improvements envisioned for Section C include the following:

PLAZA SPACE ACTIVATION

Redesign the large plaza at the corner of 9th Street to include new public art, an artistic canopy, play and exercise areas, and micro retail. It will function as a major social gathering space on the western portion of the O Street Corridor, highly visible from adjacent office buildings, such as the existing Natural Resources Building, Energy Commission, and the Bonderson Building.

PARKING STRUCTURE FACADE IMPROVEMENTS

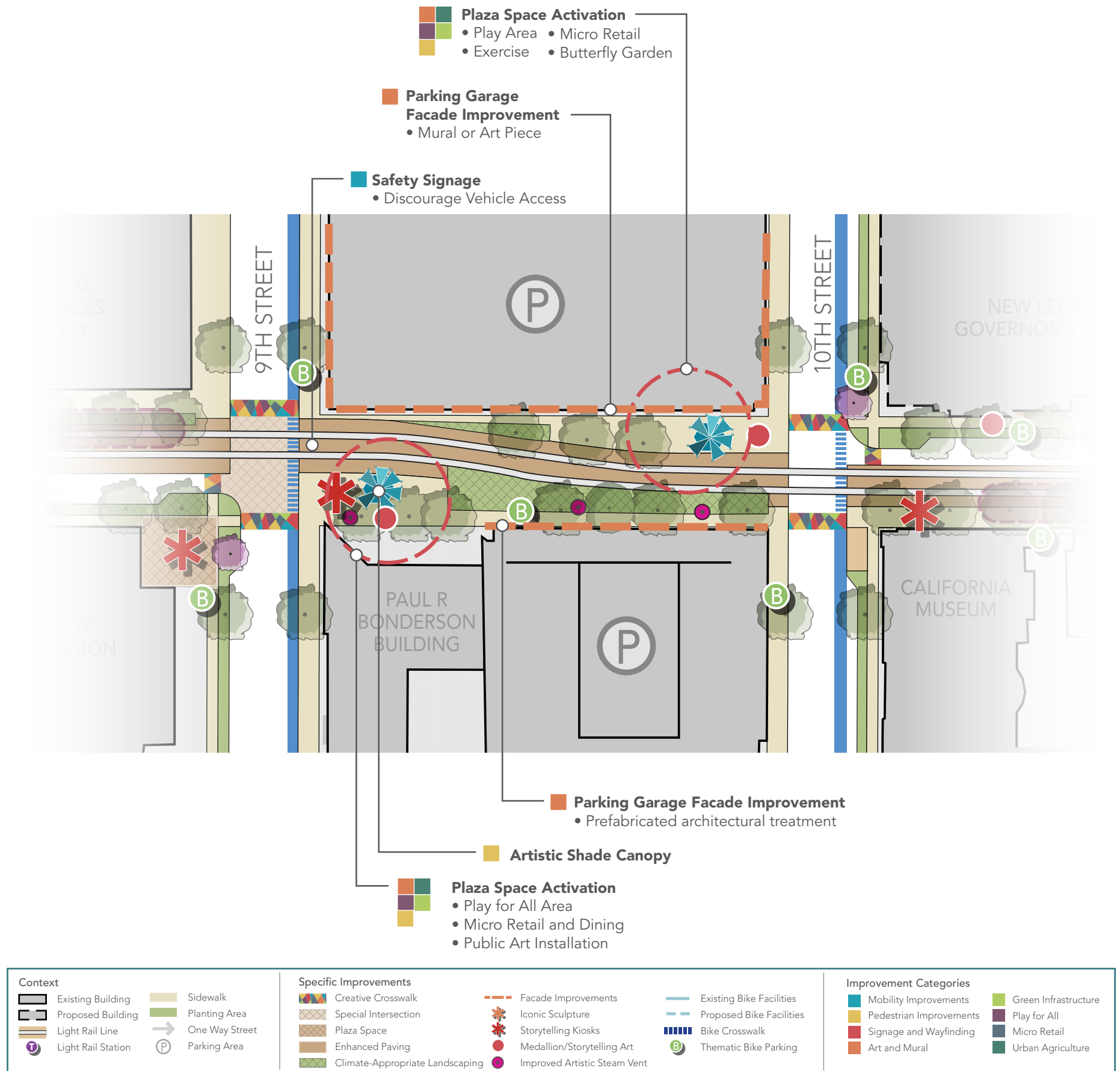
Enhance both DGS parking structures with facade improvements that include new murals or art features (e.g., unique architectural elements, dynamic lighting, etc.).

STORYTELLING ELEMENTS

Incorporate kiosks and artistic medallions to highlight the important roles of State agencies with nearby offices.

IMPROVED/SUSTAINABLE LANDSCAPING

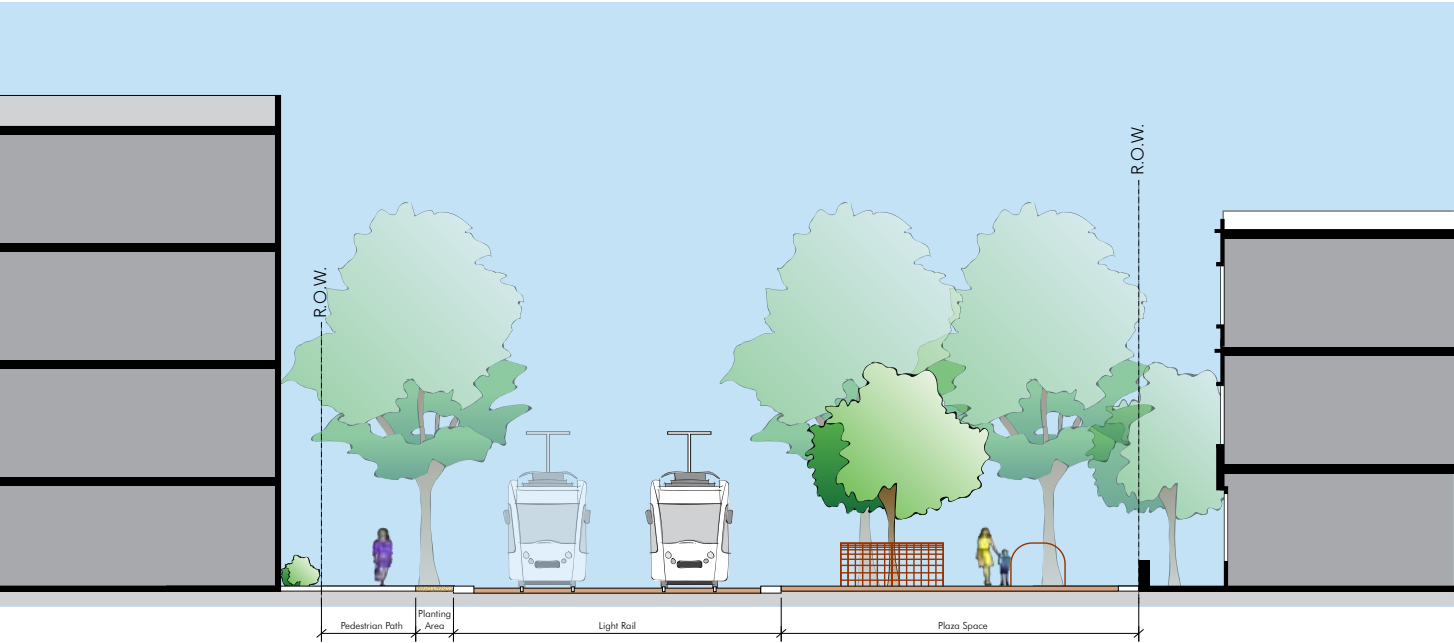
Add climate-appropriate landscaping, more shade trees, stormwater planters on both sides of this block, and bulb-outs at the intersections. It is envisioned that this block will be one of the first blocks to receive improved landscaping, and will test plants and techniques that will eventually be used on other blocks along the Corridor. This block will be a major stop along a proposed pollinator pathway.



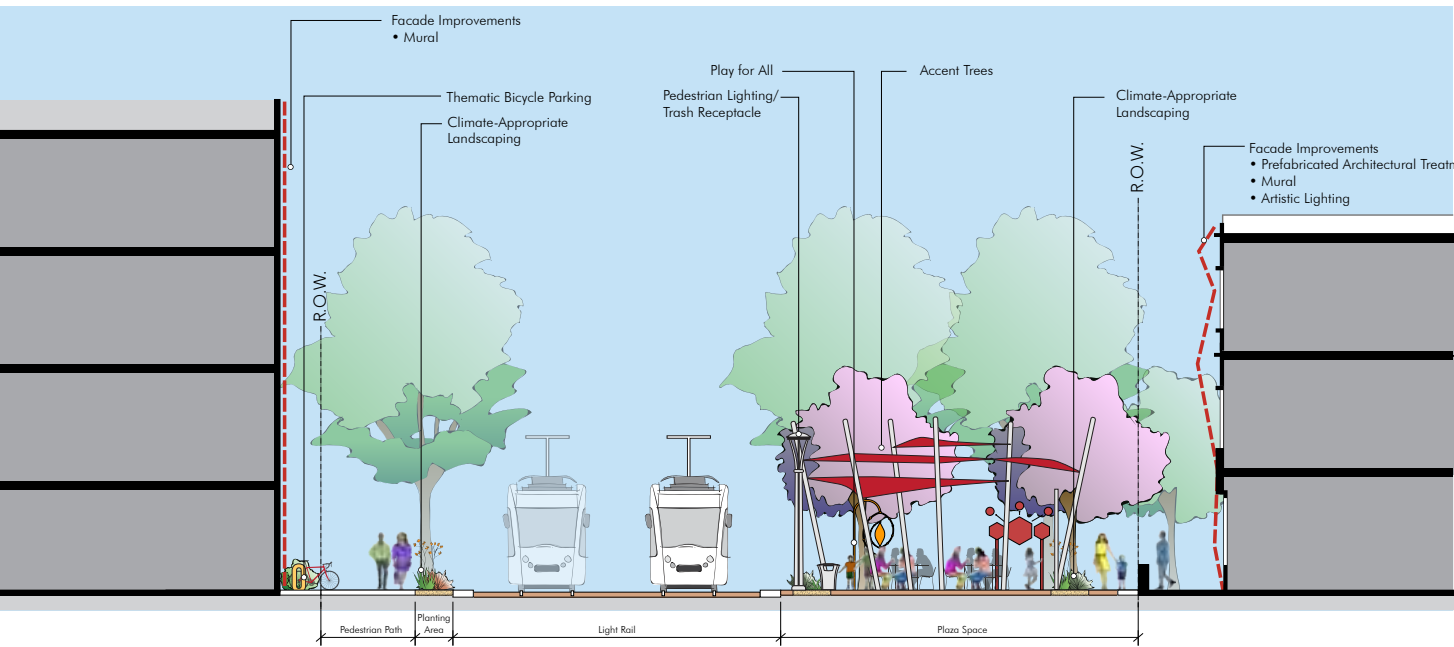
EXAMPLES OF MAJOR IMPROVEMENTS // 9TH STREET TO 10TH STREET



EXISTING STREETScape // 9TH STREET TO 10TH STREET



PROPOSED STREETScape // 9TH STREET TO 10TH STREET



SECTION D

10TH STREET TO 11TH STREET

The 1000 block is envisioned to be a ceremonial block that is closely tied to three State agencies and institutions: **California Museum, Secretary of State**, and the **Legislature and Governor's Office Building** currently under construction on the north side of the block. Major enhancements will occur along this block to improve aesthetics and safety, and to celebrate the roles and functions of the State agencies with nearby offices. For safety and security reasons, this block will likely have restricted vehicle access through 2026, after which artistic and other enhancements can be installed.

Major improvements envisioned for Section D include the following:

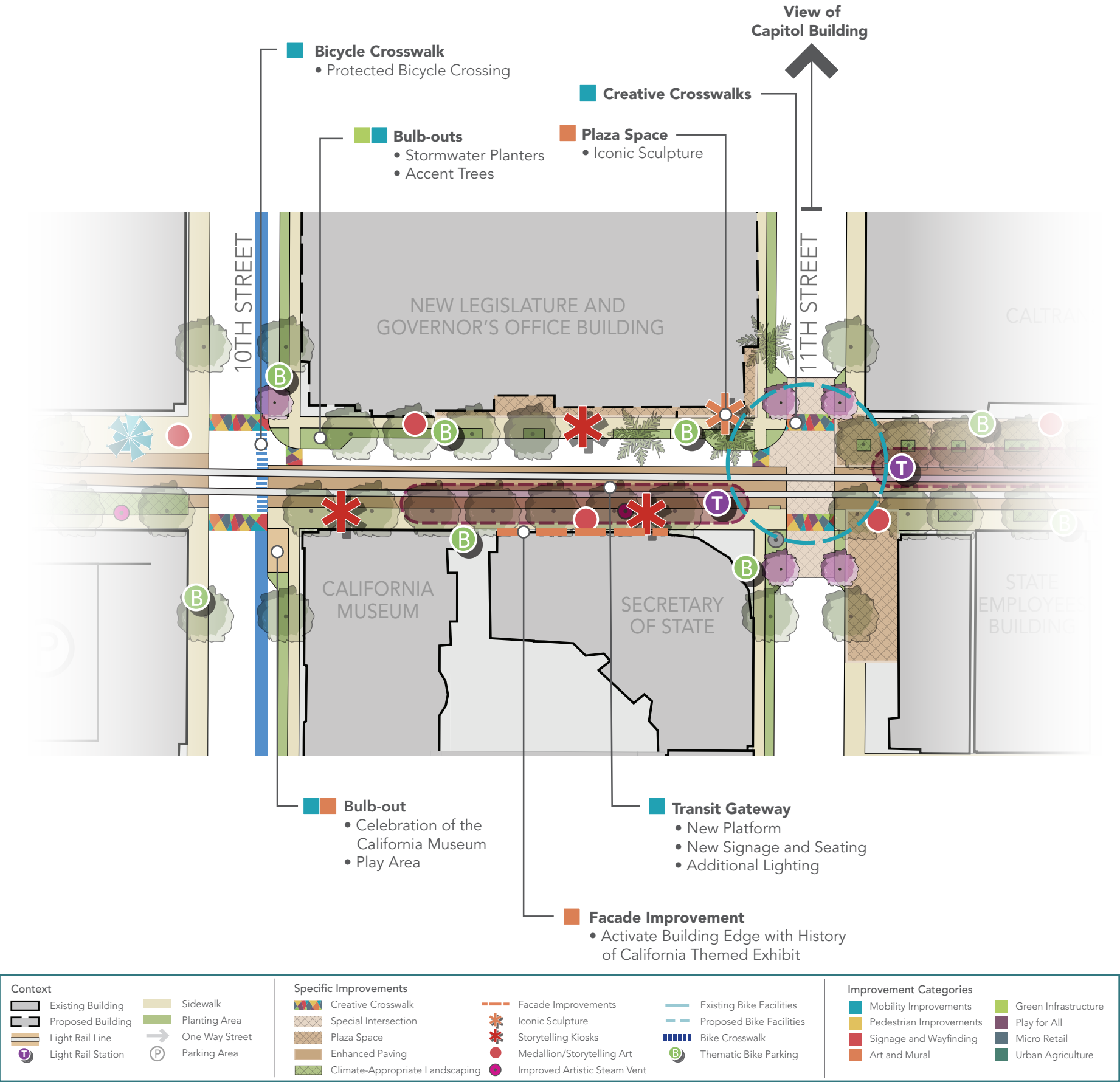
- TRANSIT GATEWAY

Create a new light rail platform, display signage, lighting, and other features to improve safety and the transit rider experience.
- BULB-OUTS

Create new pedestrian bulb-outs at the 10th Street intersection to improve safety and aesthetics. This will include an extension of the bulb-out adjacent to the California Museum as an area for art features and to help with line queues.
- FACADE IMPROVEMENTS

Improve the facade of the Secretary of State building on the south side block with a themed mural or artistic elements that highlight California's history and/or the agency's mission.
- PLAZA SPACE ACTIVATION

Create new plaza space and activation in front of the Legislature and Governor's Office Building. This plaza should include active retail uses and other features that help activate the streetscape.



EXAMPLES OF MAJOR IMPROVEMENTS // 10TH STREET TO 11TH STREET



TRANSIT GATEWAY



BULB-OUTS

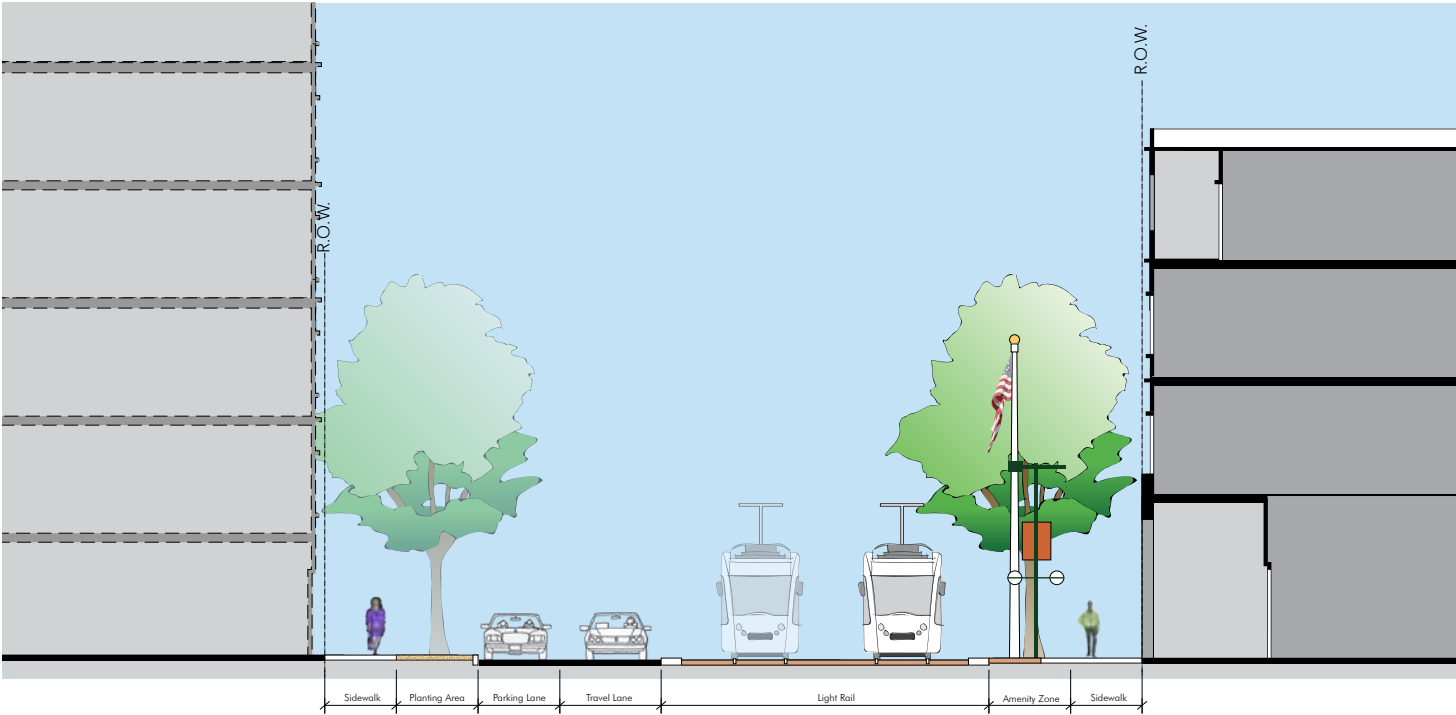


FACADE IMPROVEMENTS

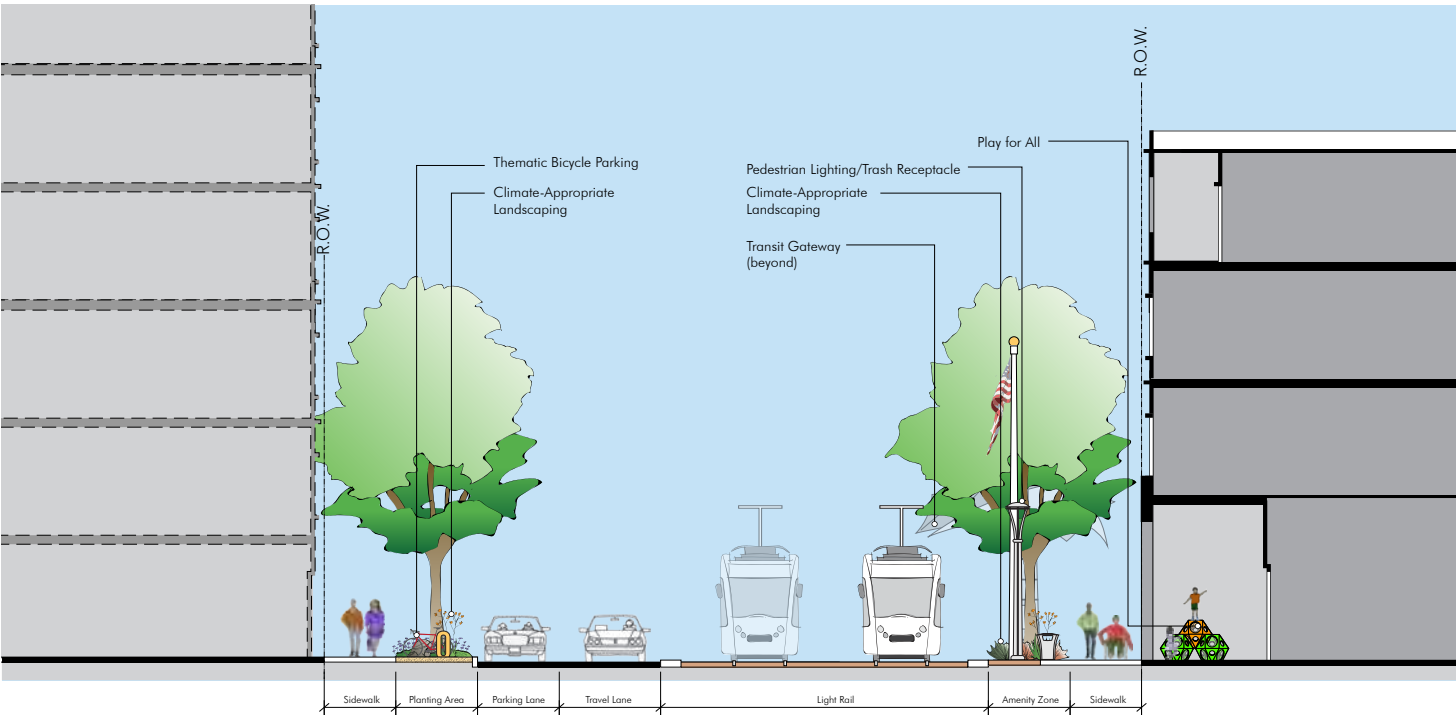


PLAZA SPACE ACTIVATION

EXISTING STREETScape // 10TH STREET TO 11TH STREET



PROPOSED STREETScape // 10TH STREET TO 11TH STREET



SECTION E

11TH STREET TO 12TH STREET

The 1100 block is envisioned to be an iconic gateway for residents and employees along the O Street Corridor and into Downtown Sacramento. This block also contains the headquarters for the **California Department of Transportation** (Caltrans), so there is an opportunity to improve connectivity for all modes of travel to highlight Caltrans' history and mission as part of efforts to upgrade the light rail station.

Major improvements envisioned for Section E include the following:

PLAZA SPACE

Work with local restaurants to better program and activate the plaza at 11th Street. This will include refurbishing the historic "Posey's" neon sign and adding more outdoor dining uses. Redesign the plaza at 12th Street to incorporate more bicycle and pedestrian amenities and an artistic shade structure.

TRANSIT GATEWAY

Create a new light rail platform, display signage, lighting, and other features to improve safety and the transit rider experience.

FACADE IMPROVEMENTS

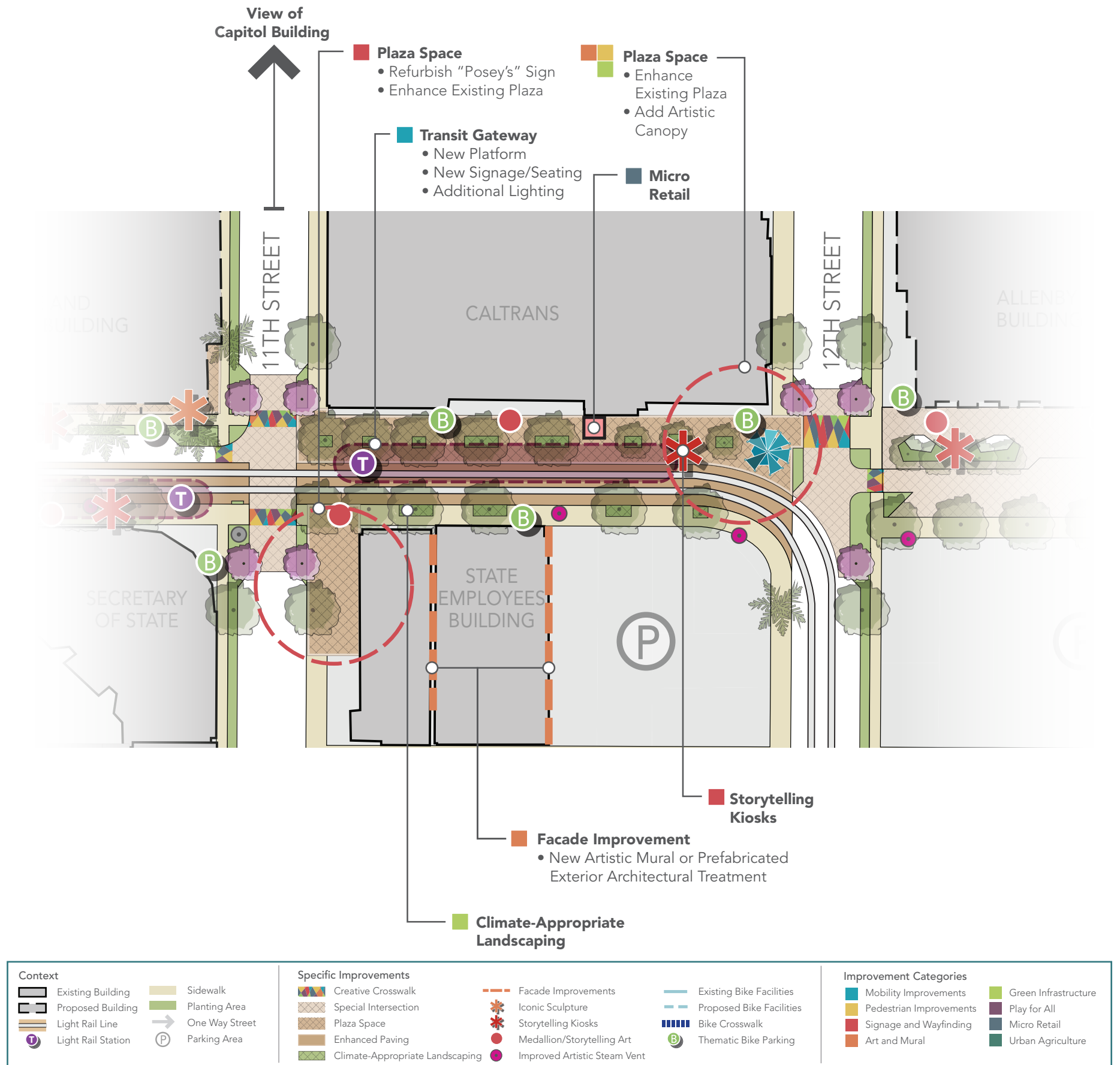
Install new artistic murals on the sides of the California State Employees building overlooking the plaza at 11th Street and the parking lot at 12th Street.

STORYTELLING ELEMENTS

Incorporate a kiosk and medallions to highlight Caltrans.

MICRO RETAIL

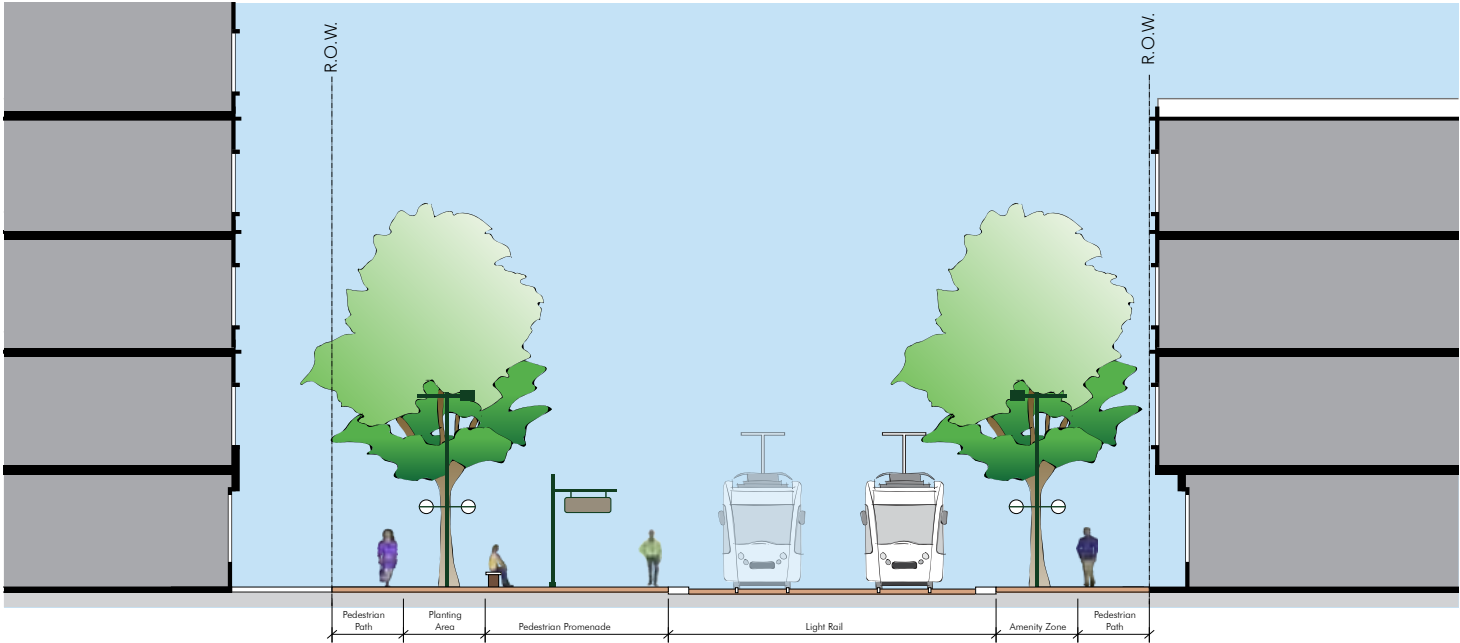
Identify micro retail/vendor areas adjacent to the light rail station.



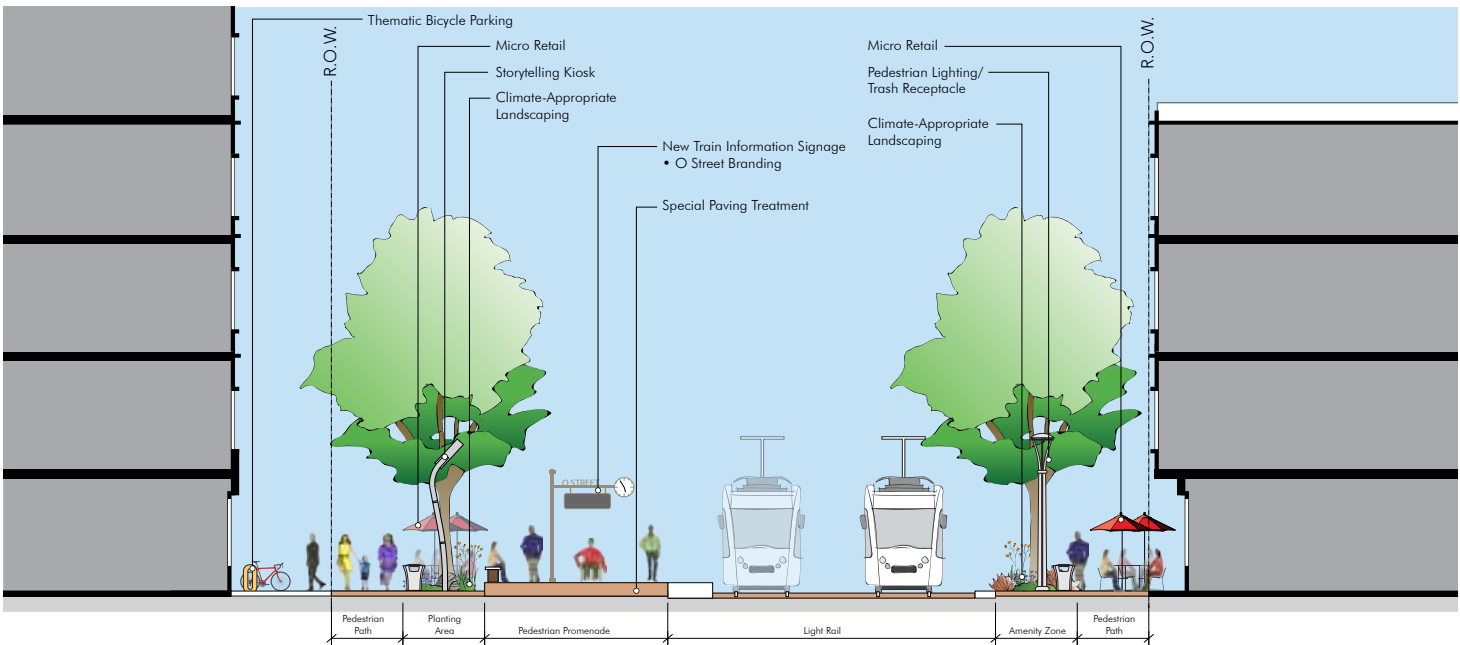
EXAMPLES OF MAJOR IMPROVEMENTS // 11TH STREET TO 12TH STREET



EXISTING STREETScape // 11TH STREET TO 12TH STREET



PROPOSED STREETScape // 11TH STREET TO 12TH STREET



SECTION F

12TH STREET TO 13TH STREET

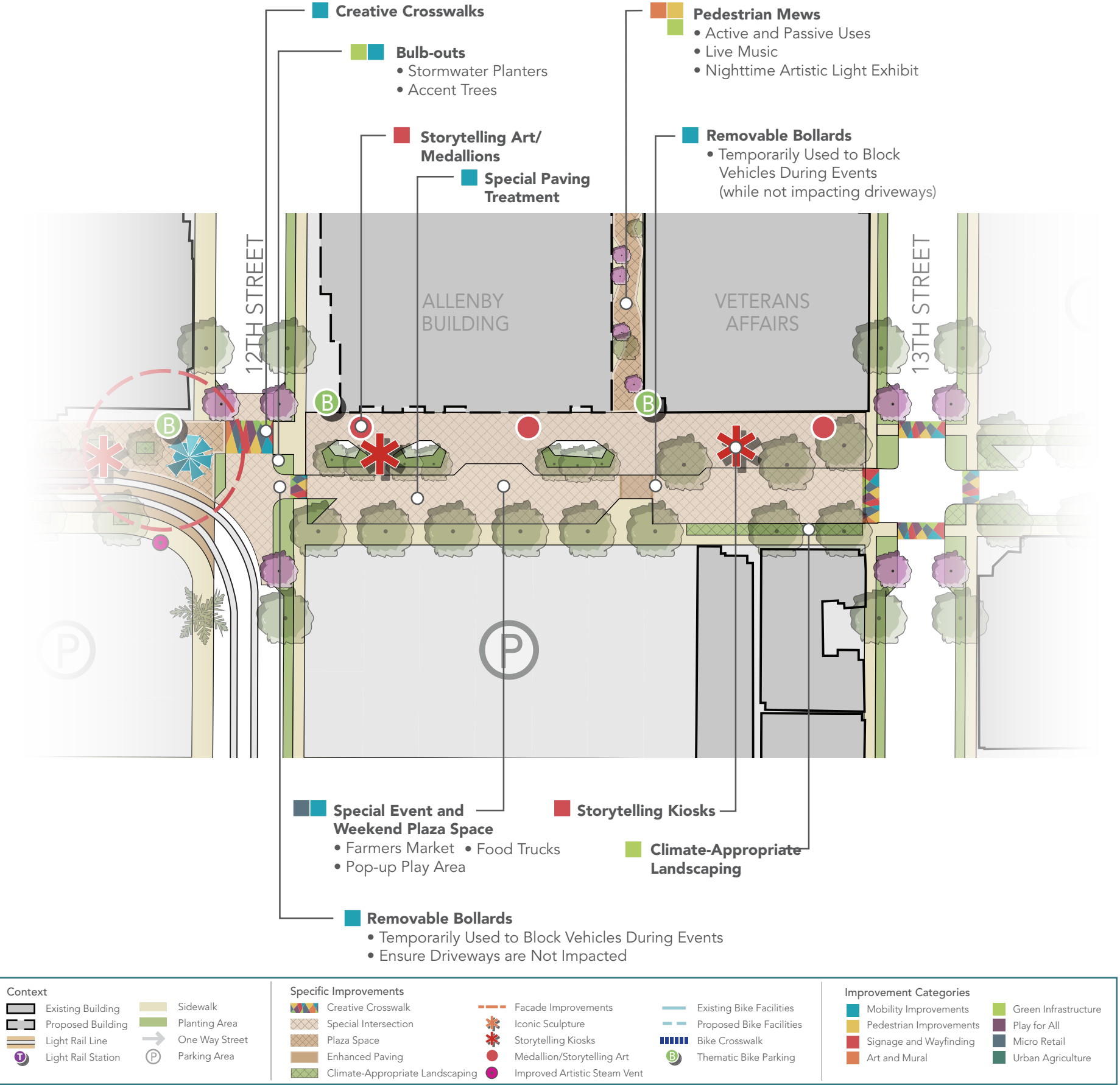
The 1200 block is envisioned to become a multi-programmable event space closely tied to the **Allenby State Office Building**. This block is owned and controlled by the State of California, and DGS is reconstructing the block with creative crosswalks, access-controlled bollards, a large outdoor plaza and seating space (on the north side), and flexible parking. This block is unique along the Corridor because the State of California owns the O Street right-of-way. DGS will maintain diagonal street parking on the south side of the block and drop off areas on the north side of the block in front of the **Veterans Affairs** building, which is adjacent to the Allenby Building.

Major improvements envisioned for Section F include the following:

SPECIAL EVENT AND WEEKEND PLAZA SPACE
Reconstruct the north side of the block to include a large pedestrian sidewalk and flexible plaza space. This area will be closely tied to a new one-way drive aisle and angled parking. This entire area will have the ability to be closed off to vehicle traffic temporarily so it can be programmed for large community events, including Farmers Markets, pop-up play areas, food truck events, and other similar uses.

PEDESTRIAN MEWS
Create a passive and active pedestrian mews between the Allenby Building and the Veterans Affairs building. The mews will link to other pedestrian amenities envisioned for Neighbors Alley.

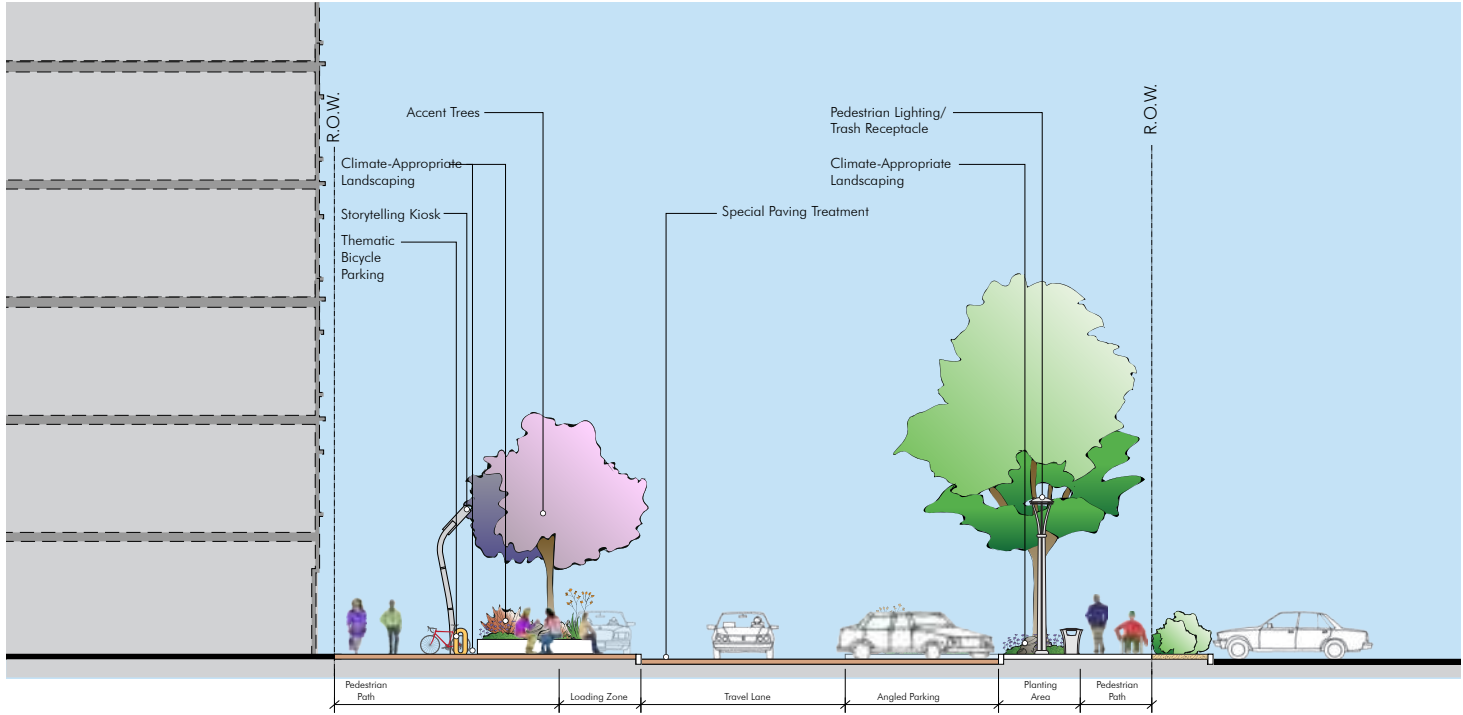
STORYTELLING ELEMENTS
Incorporate kiosks to highlight the important roles of local State agencies and medallions to serve artistic purposes.



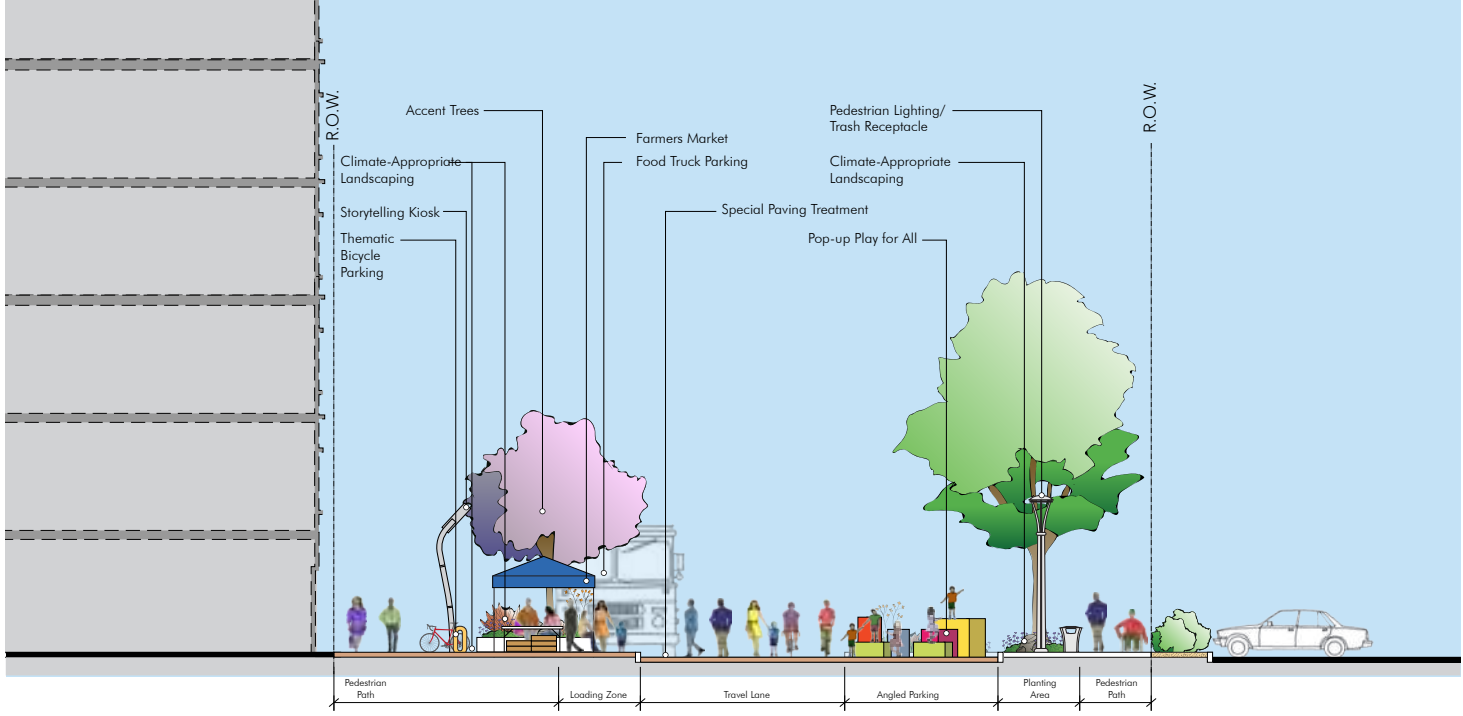
EXAMPLES OF MAJOR IMPROVEMENTS // 12TH STREET TO 13TH STREET



PROPOSED STREETSCAPE—WEEKDAY // 12TH STREET TO 13TH STREET



PROPOSED STREETSCAPE—WEEKEND // 12TH STREET TO 13TH STREET



SECTION G

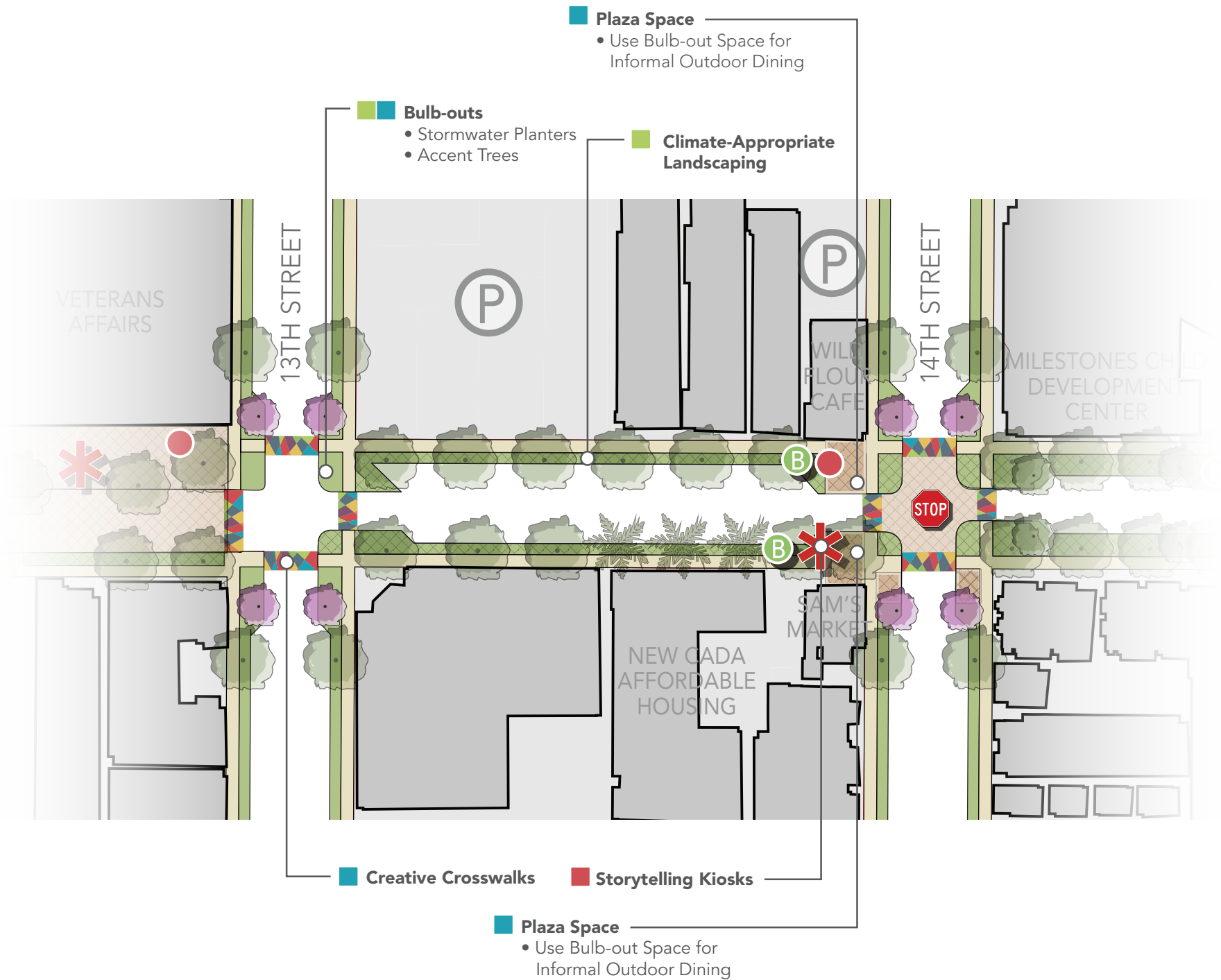
13TH STREET TO 14TH STREET

The 1300 block is envisioned to be a transition between the urban scale and character of the State Corridor section (western portion) and the Mixed-Use Neighborhood section (eastern portion) of O Street. Streetscape improvements will be more residential in scale and function to ensure they support existing residents, restaurants and small businesses.

Major improvements envisioned for Section G include the following:

CLIMATE-ADAPTED PLANTS
Promote the creation of urban agriculture or installation of native plantings within the landscaped portions of the streetscape. This will include the planting of fruit trees, areas to grow vegetables, and pollinator gardens.

PLAZA SPACE
Install bulb-outs at the 14th Street intersection that will include generous space for outdoor dining uses tied to existing restaurants and businesses.

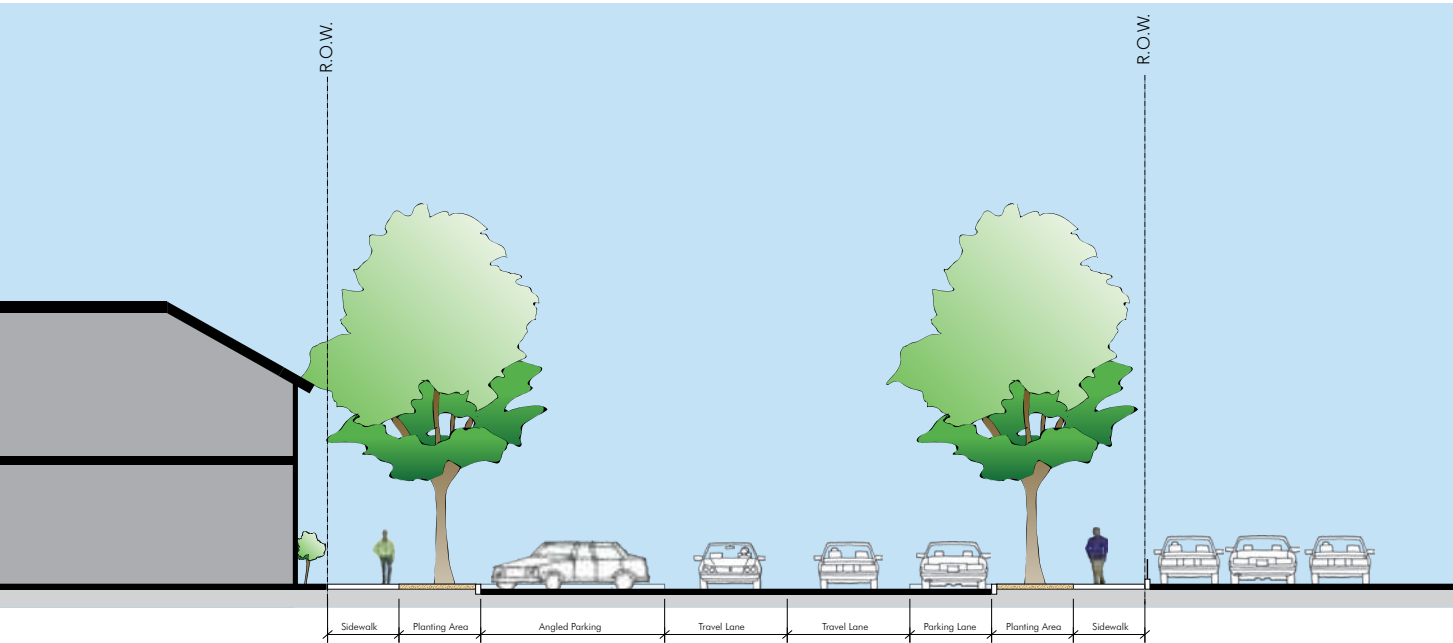


Context		Specific Improvements		Improvement Categories	
Existing Building	Sidewalk	Creative Crosswalk	Facade Improvements	Mobility Improvements	Green Infrastructure
Proposed Building	Planting Area	Special Intersection	Iconic Sculpture	Pedestrian Improvements	Play for All
Light Rail Line	One Way Street	Plaza Space	Storytelling Kiosks	Signage and Wayfinding	Micro Retail
Light Rail Station	Parking Area	Enhanced Paving	Medallion/Storytelling Art	Art and Mural	Urban Agriculture
		Climate-Appropriate Landscaping	Improved Artistic Steam Vent		
			Existing Bike Facilities		
			Proposed Bike Facilities		
			Bike Crosswalk		
			Thematic Bike Parking		

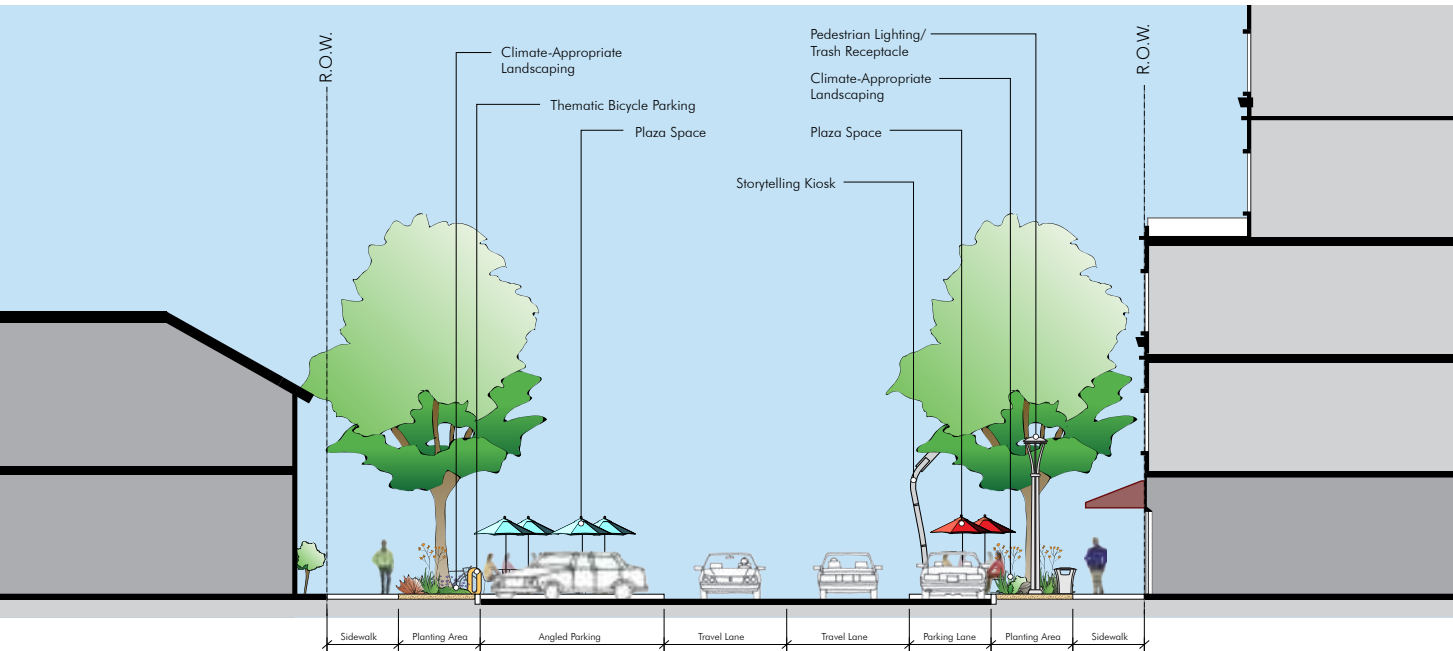
EXAMPLES OF MAJOR IMPROVEMENTS // 13TH STREET TO 14TH STREET



EXISTING STREETSCAPE // 13TH STREET TO 14TH STREET



PROPOSED STREETSCAPE // 13TH STREET TO 14TH STREET



SECTION H

14TH STREET TO 15TH STREET

The 14th and O Street intersection is envisioned to be the focal point for the residential neighborhood portion of the corridor. There are already several restaurants and businesses at the intersection that help activate the area. Sidewalks will be widened to accommodate urban agriculture and a mid-block children's play area tied to the activities at the **Milestones Child Development Center**. These uses will help create energy and play along the corridor, at the appropriate scale for the existing residential neighborhood, while maintaining on-street parking.

Major improvements envisioned for Section H include the following:

ART INTERSECTION AND NEIGHBORHOOD CHARACTER ELEMENTS

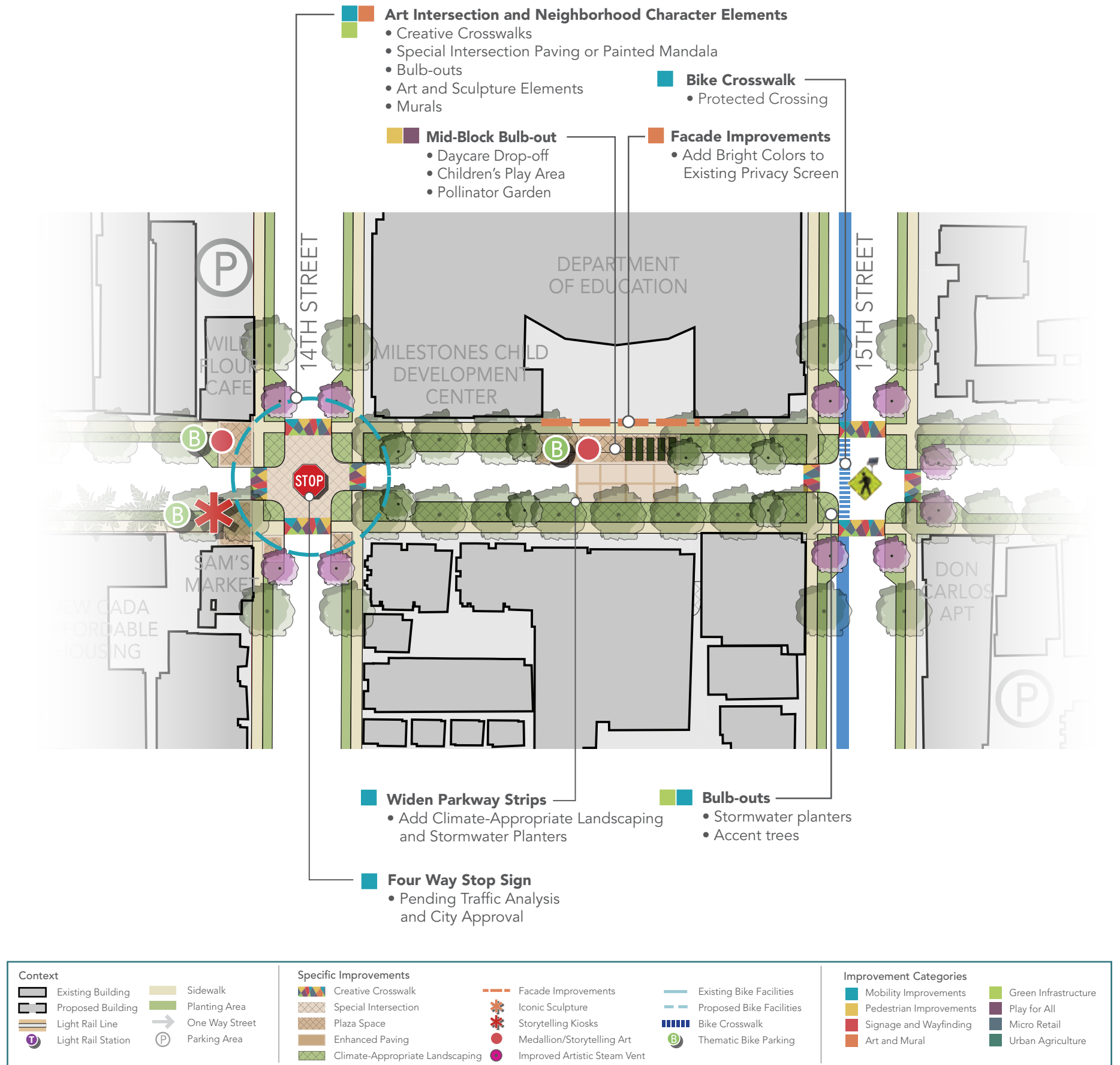
Improve the 14th Street intersection with bulb-outs, special pavement treatments, and enhanced crosswalks. Murals will be added to buildings fronting the intersection, and art/sculptural elements will be added. Pending a traffic analysis, the City should create a four-way stop at this intersection to improve pedestrian safety and eliminate driver confusion.

MID-BLOCK BULB-OUT

Add a mid-block bulb-out in front of the Milestones Child Development Center to increase children's play activities along the street and to support the daycare uses at the center. This area will be designed so it is safe and engaging for children, while also providing spaces for parents to rest and relax.

URBAN AGRICULTURE AND WIDENED PARKWAY STRIP

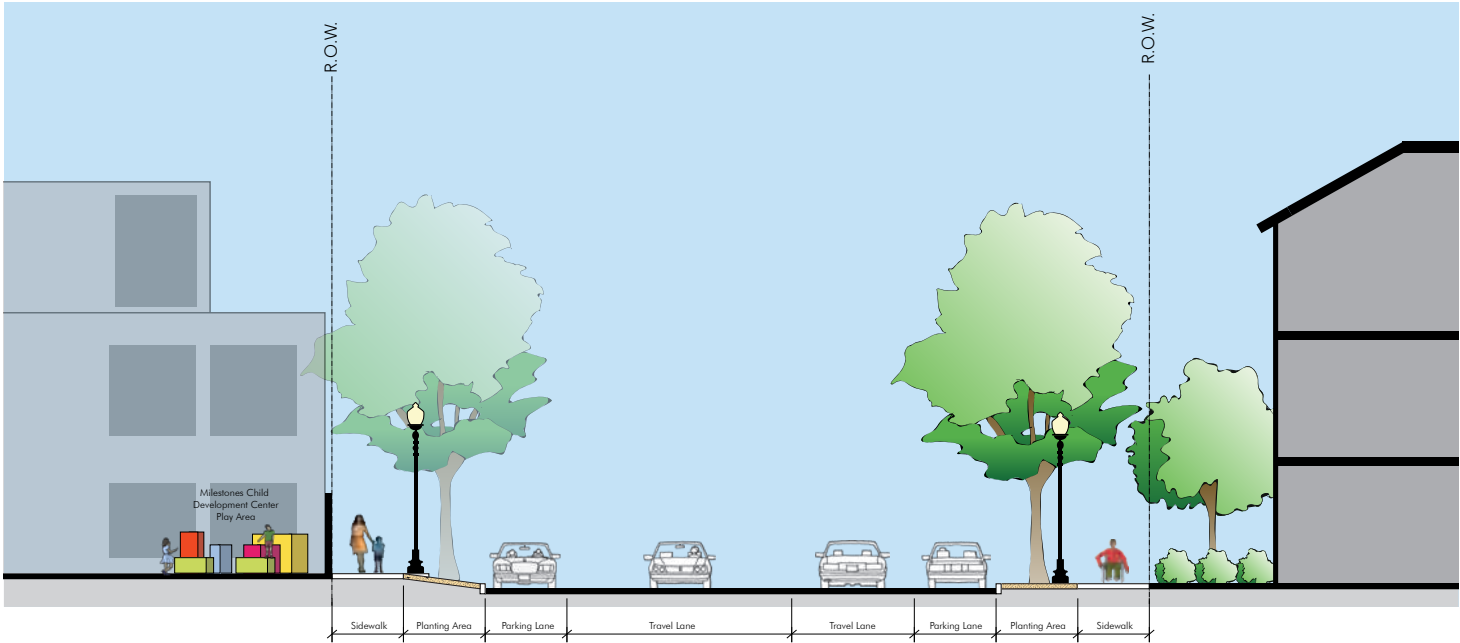
Promote the creation of urban agriculture within the landscaped portions of the streetscape. This will include the planting of fruit trees, areas to grow vegetables, and pollinator gardens.



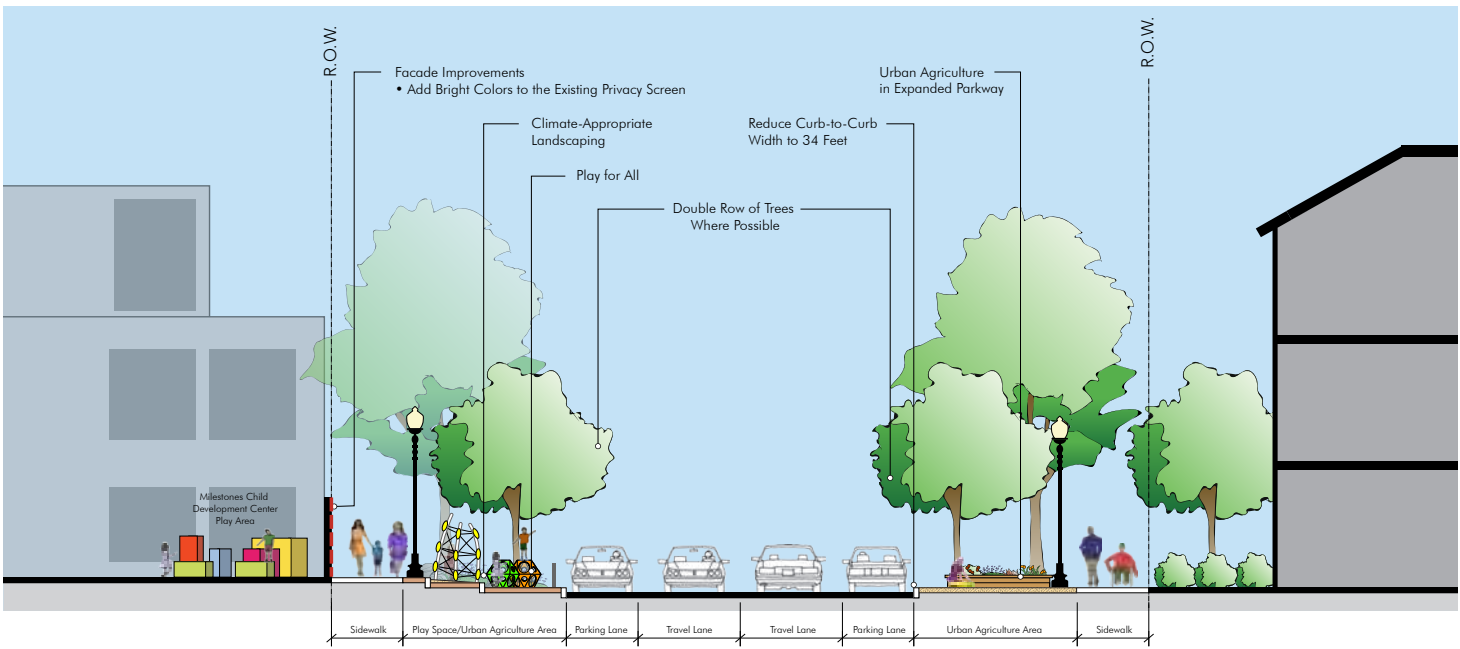
EXAMPLES OF MAJOR IMPROVEMENTS // 14TH STREET TO 15TH STREET



EXISTING STREETSCAPE // 14TH STREET TO 15TH STREET



PROPOSED STREETSCAPE // 14TH STREET TO 15TH STREET



SECTION I

15TH STREET TO 16TH STREET

The 1500 block is envisioned to receive minor improvements to better support the existing residential neighborhood. This could include installing a signalized intersection at 15th Street (pending a traffic study and City approval) or installing pedestrian flashing signals to improve pedestrian, bicycle, and vehicle safety. Additional trees will be added where appropriate to create a double row of trees. Landscaping will be improved with a climate-appropriate plant palette.

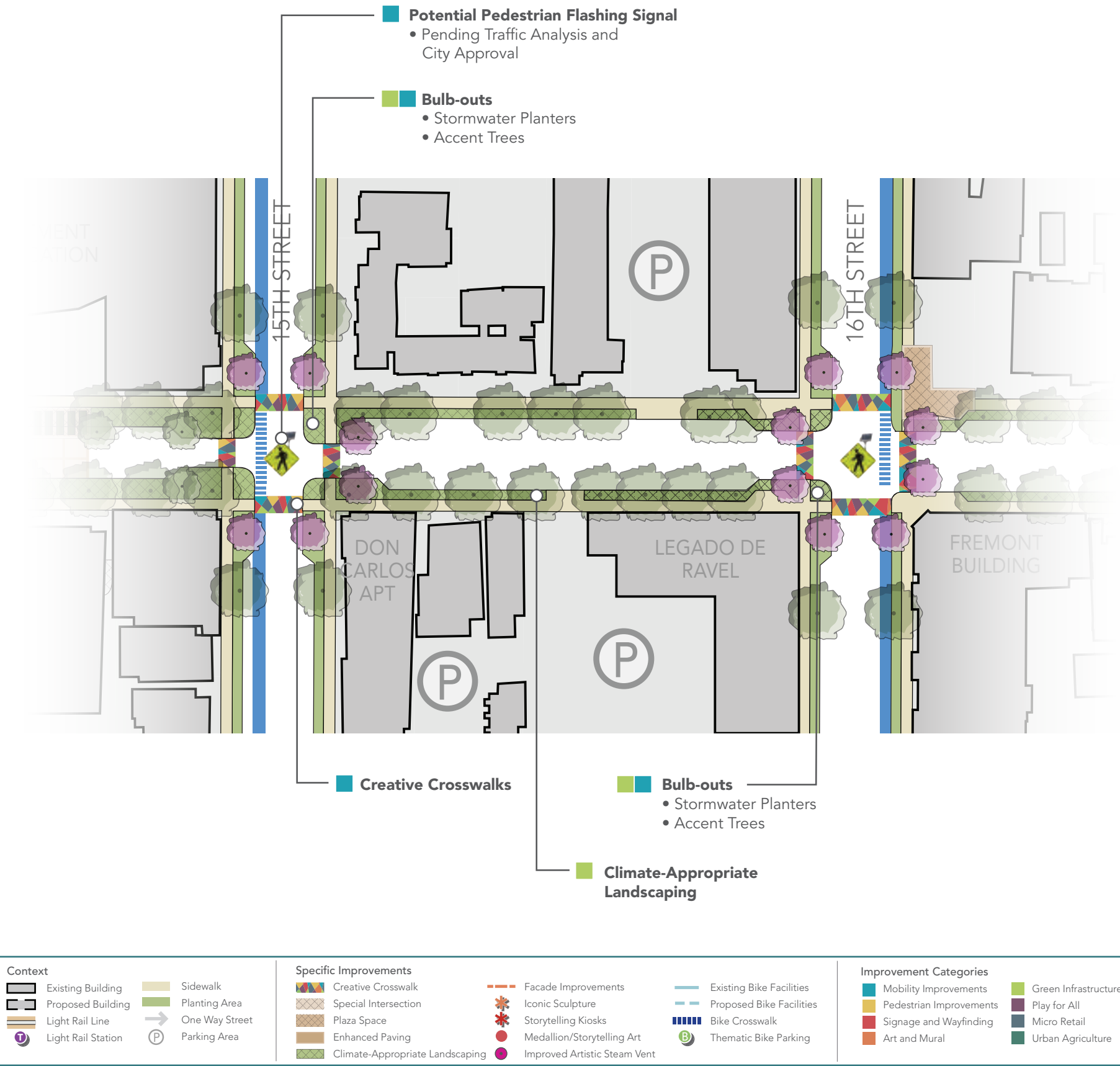
Major improvements envisioned for Section I include the following:

POTENTIAL PEDESTRIAN FLASHING SIGNAL INTERSECTION

Consider installing either four-way traffic signals or rapid flashing pedestrian signals at the 15th Street intersection to improve safety for all users. The beacons would be a combination of lighted pedestrian signs and flashing signals embedded in the crosswalk. A traffic study will be prepared by the City of Sacramento to determine the level of improvement.

BULB-OUTS

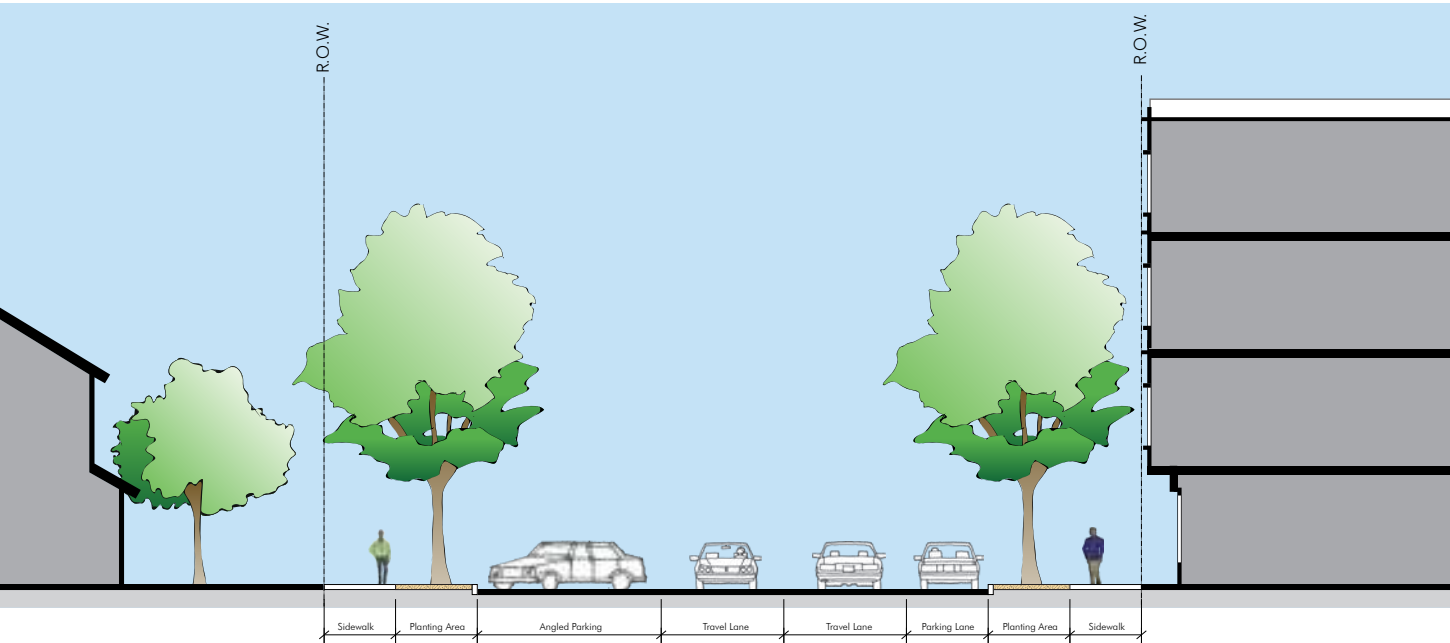
Add new pedestrian bulb-outs at the 15th Street intersection to reduce pedestrian crossing distances, reduce vehicle speeds, and improve safety and aesthetics.



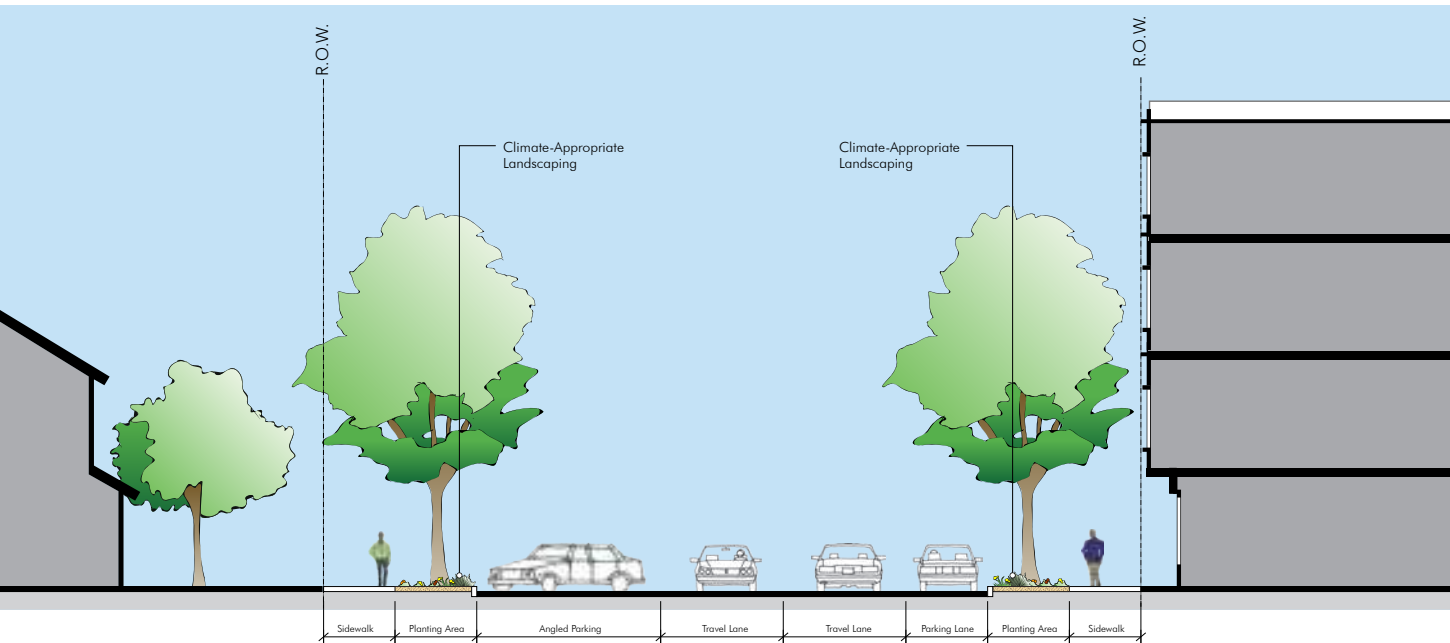
EXAMPLES OF MAJOR IMPROVEMENTS // 15TH STREET TO 16TH STREET



EXISTING STREETScape // 15TH STREET TO 16TH STREET



PROPOSED STREETScape // 15TH STREET TO 16TH STREET



SECTION J

16TH STREET TO 17TH STREET

The 1600 block is envisioned to receive minor improvements to better support the existing commercial and residential neighborhood. This possibly includes installing a signalized intersection at 16th Street (pending a traffic study and City approval) to improve pedestrian, bicycle, and vehicle safety. Additional trees will be added where appropriate to create a double row of trees. Landscaping will be improved with a climate-appropriate plant palette.

Major improvements envisioned for Section J include the following:

POTENTIAL PEDESTRIAN FLASHING SIGNAL INTERSECTION

Consider installing either four-way traffic signals or rapid flashing pedestrian signals at the 16th Street intersection to improve safety for all users. The beacons would be a combination of lighted pedestrian signs and flashing signals embedded in the crosswalk. A traffic study will be prepared by the City of Sacramento to determine the level of improvement.

PLAZA SPACE

Work with local restaurants and businesses to create an active and programmed outdoor plaza at the northeastern corner of

16th Street. This plaza will be a space for adults to gather and socialize, tied to the various restaurants and bars located on 16th Street. The plaza will be programmed with live music and other events. It will be closely tied with the design of a potential new residential building located on the current CADA surface lot.

URBAN AGRICULTURE OR CLIMATE-ADAPTED PLANTS

Promote the creation of urban agriculture or installation of climate-adapted plantings within the landscaped portions of the streetscape. This will include the planting of fruit trees, areas to grow vegetables, and pollinator gardens.



Context		Specific Improvements		Improvement Categories	
	Existing Building		Creative Crosswalk		Mobility Improvements
	Proposed Building		Special Intersection		Pedestrian Improvements
	Light Rail Line		Plaza Space		Signage and Wayfinding
	Light Rail Station		Enhanced Paving		Art and Mural
	One Way Street		Climate-Appropriate Landscaping		Green Infrastructure
	Parking Area		Facade Improvements		Play for All
			Iconic Sculpture		Micro Retail
			Storytelling Kiosks		Urban Agriculture
			Medallion/Storytelling Art		
			Improved Artistic Steam Vent		
			Existing Bike Facilities		
			Proposed Bike Facilities		
			Bike Crosswalk		
			Thematic Bike Parking		

EXAMPLES OF MAJOR IMPROVEMENTS // 16TH STREET TO 17TH STREET



INTERSECTION WITH PEDESTRIAN FLASHING SIGNALS AND BULB-OUTS

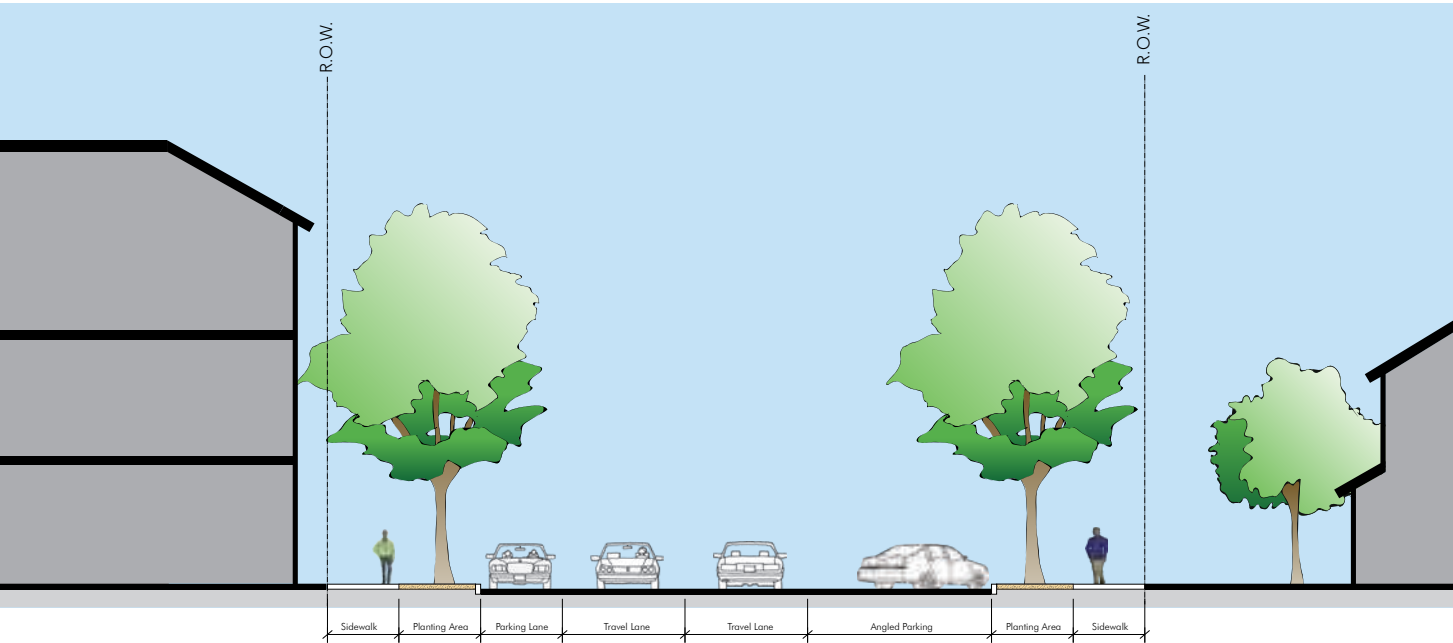


PLAZA SPACE

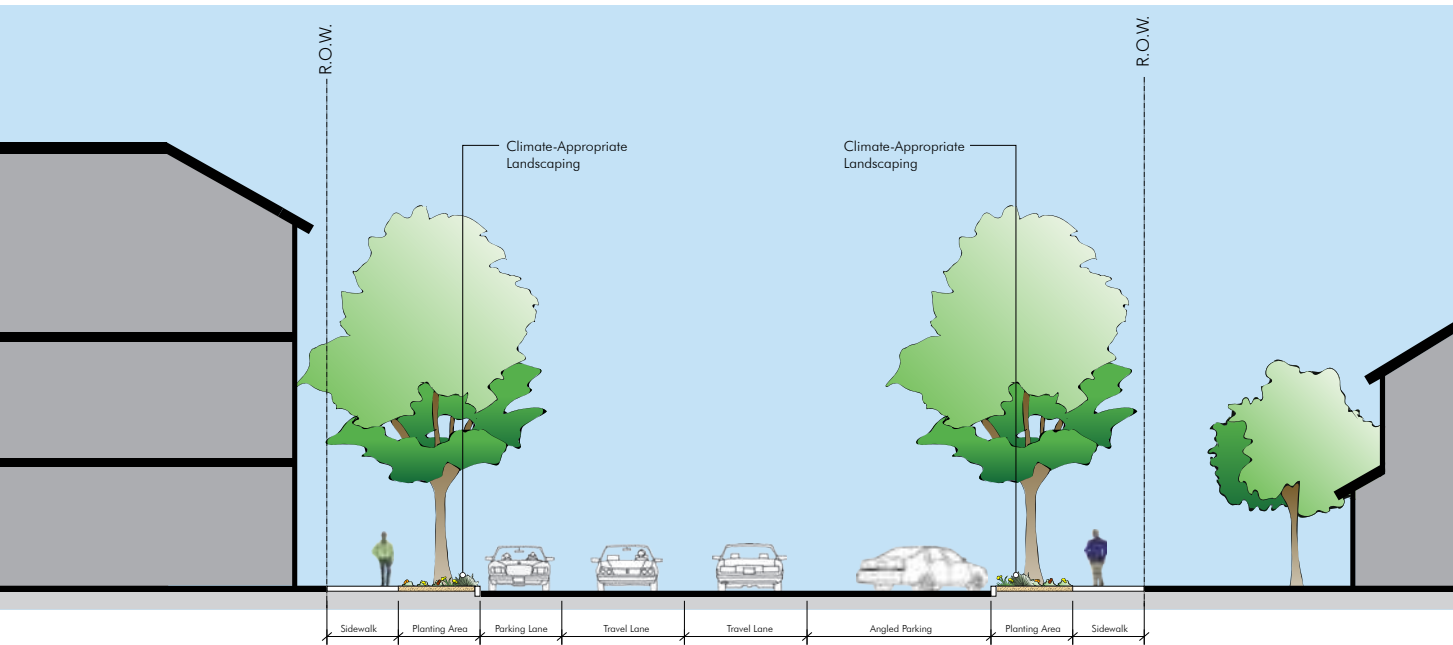


POLLINATOR GARDEN

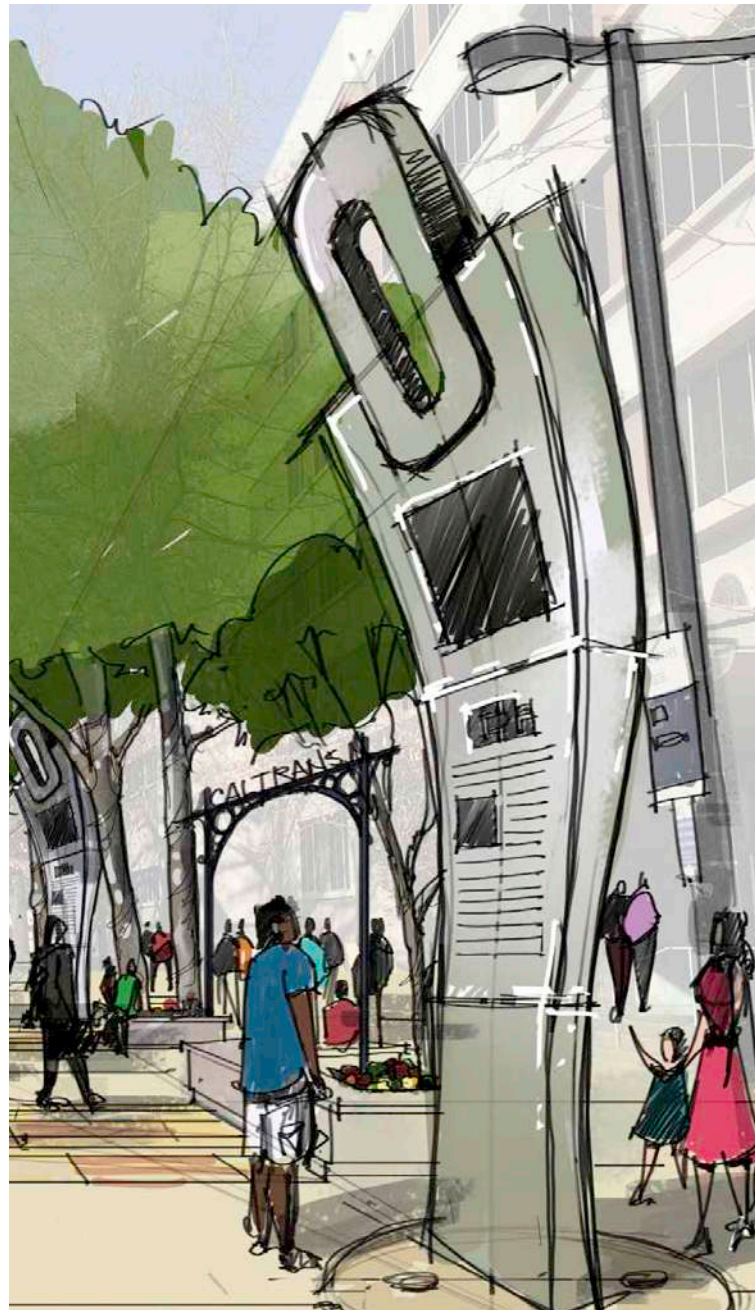
EXISTING STREETScape // 16TH STREET TO 17TH STREET



PROPOSED STREETScape // 16TH STREET TO 17TH STREET



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CHAPTER V. IMPLEMENTATION

IN THIS CHAPTER

- Introduction
- Current and Planned Major Development Projects
- Phasing Strategy
- Cost Estimates
- Potential Funding Sources
- Next Steps





INTRODUCTION

The potential for O Street is immense. There is a strong desire by CADA, the State of California, the City of Sacramento Regional Transit, and other local stakeholders to foster the revitalization of this corridor. This includes substantial new private and public development projects throughout the 10 block project area. Combined with the streetscape concepts included in this document, the near and long term investment in O Street will result in a more vibrant, thriving, and engaging neighborhood for workers and residents for generations to come.

However, O Street is not envisioned to be redeveloped all at one time. It will require incremental change to ensure funding is secured and the long-term vision for the corridor is achieved. As mentioned earlier, the corridor is home to many State agencies, all of whom will need to work collaboratively to realize the goals and ambitions advanced in this Plan. CADA recognizes the importance of working in tandem with its strategic partners along the Corridor, including DGS and various other State agencies, the City of Sacramento, and Regional Transit.

CURRENT AND PLANNED MAJOR DEVELOPMENT PROJECTS

O Street benefits from already seeing significant investment from both the State of California and private developers. Currently (2019), the State of California is building three new major office buildings on the corridor. This includes the new **Natural Resources Agency** headquarters, **Legislature and Governor’s Office Building**, and **Allenby Building**. Combined, these three buildings will have space for approximately 5,900 employees.

In addition, a major infill residential project called **Sacramento Commons** will add nearly 2,000 additional residential units on the west side of the corridor at 7th and O Street. This project is approved by the City of Sacramento, and construction started in mid-2019. It also includes a new hotel and large amount of retail and dining space. These four projects are identified on the diagram on the following page.

Lastly, there is also the potential for **infill housing** projects on the corridor. Four key sites have been identified that are currently either surface parking lots, controlled by CADA or the State of California, or sites previously identified as CADA development areas. The diagram on the following page identifies the location of each of these projects. The following text provides a summary of each of these future development sites.

5. SURFACE PARKING LOT

The existing parking lot controlled by the State at the southwest corner of O and 12th Street has the potential for a multi-family residential or mixed-use project. Near light rail, it would provide needed transit-oriented development.

6. ALLENBY BUILDING PARKING LOT

The State-owned surface parking lot on the south side of the 1300 block of O Street has the potential for a multi-family residential, mixed-use project. Near light rail, it would provide needed transit-oriented development in Downtown.

7. CADA SMALL STUDIO APTS. PROJECT

CADA is developing a project with 56 small studio apartments with ground floor retail. The five-story affordable housing project is on State land and is expected to be completed in 2022. This is one of the first projects under Executive Order N-06-19 Affordable Housing Development.

8. 16TH STREET PROJECT

CADA, working with the State of California, has been in discussions around creating a larger mixed-use project with affordable housing on the east side of 16th Street. This project would be similar in scale to Lagado de Ravel and the Fremont Building.



1. SACRAMENTO COMMONS

Includes two high-rise and two mid-rise residential buildings, and a mixed-use building, along with 74,122 square feet of neighborhood support and retail. It will also have a 20-story hotel-condo project and approximately 1,470 new residential units.



2. NATURAL RESOURCES BUILDING

Includes a new 21 story, 875,500 square foot building that will have with office, assembly, storage, parking, retail, and dining space. It is estimated to hold 3,450 employees when completed.



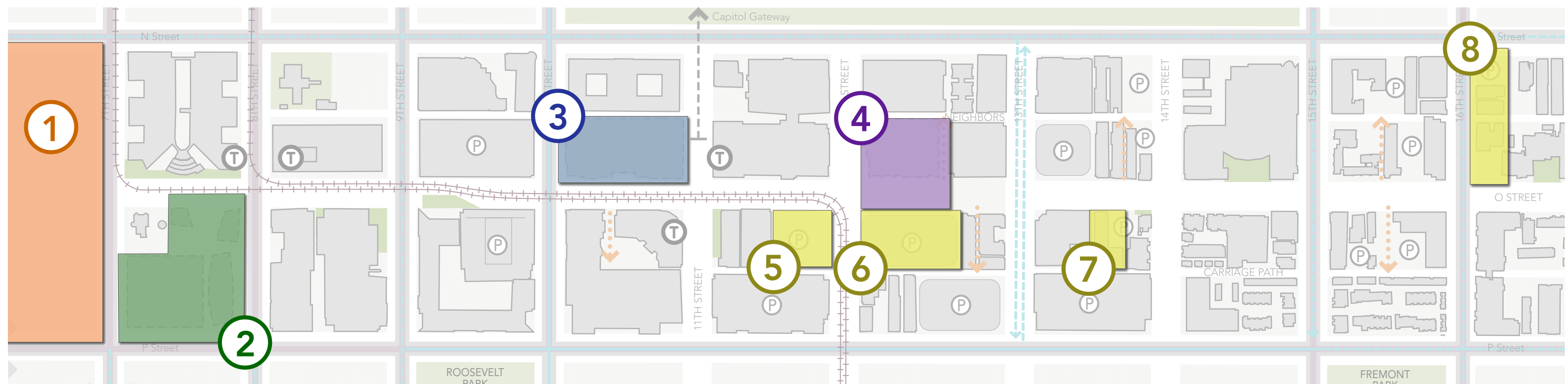
3. LEGISLATURE/GOVERNOR'S OFFICE BLDG.

Includes a new 10-story, 472,000 square foot building that will be used as Legislative and Executive branch office space while the State Capitol is being remodeled. It is estimated to hold 1,250 employees when completed.



4. ALLENBY BUILDING

Includes a new 11-story, 372,000 square foot building with office, assembly, building support, parking, commercial food service space, and pedestrian plaza space. It is estimated to hold 1,200 employees when completed.



PHASING STRATEGY

Each intersection and block on the corridor will likely be constructed with new streetscape and mobility improvements at different times. The diagram below identifies the anticipated phasing strategy for each block. This approach builds from a realistic foundation from which to allocate limited resources, and is grounded in realistic project time lines and input from agency partners and stakeholders.

IMMEDIATE (2020-2022)

Includes intersections and blocks that are currently being improved as part of new State buildings under construction. The 900 Block is also included because there is interest from various stakeholders to see immediate improvements made to this block. This category includes the following blocks, anticipated to be completed by 2022:

» 700 BLOCK

» 900 BLOCK

» 1000 BLOCK

» 1200 BLOCK

SHORT TERM (2022-2025)

Includes intersections and blocks that are best positioned for grants and other funding sources, and also in the most need of improvements based on community feedback. These blocks also include the remaining light rail stations which are anticipated to be upgraded by SacRT over the next five years. This category includes the following blocks, anticipated to be completed by 2025:

» 800 BLOCK

» 1100 BLOCK

» 14TH STREET INTERSECTION

LONGER TERM (2025+)

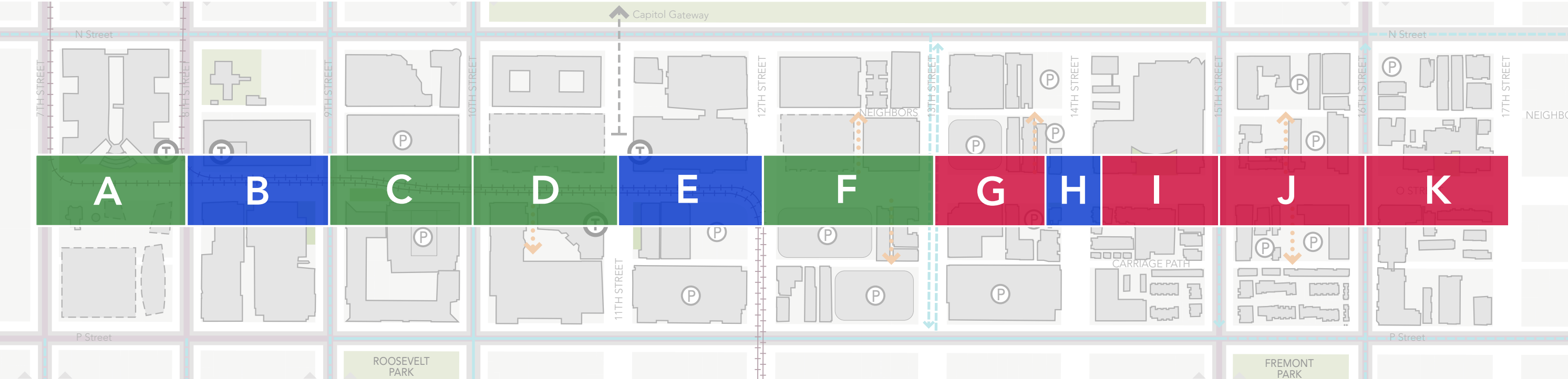
Includes intersections and blocks that are more expensive or have less of an immediate need for streetscape improvements. This category includes the following blocks, anticipated to be completed beyond 2025:

» 1300 BLOCK

» 1400 BLOCK

» 1500 BLOCK

» 1600 BLOCK



COST ESTIMATES

The following cost estimates shown in **Tables 1** and **2** provide an approximate budget for the proposed Envision O Street Concept Plan improvements. The budget presents order of magnitude costs by intersection and block in order to help CADA strategically prioritize spending. These cost estimates are based on the Conceptual Plan and will need to be refined and updated once more detailed construction drawings are created.

Note: The cost estimates in Table 2 do not include items funded by the City of Sacramento (painted bicycle lanes), State of California (sidewalk and street improvements tied to new buildings, and artistic steam vents) or the Sacramento Regional Transit District (new Transit Gateways).

TABLE 1: COST ASSUMPTIONS Hardscape Elements	
IMPROVEMENT TYPE	EST. PER UNIT COSTS
Climate-Appropriate Landscaping	\$12/sq. ft.
Special Intersection	\$16/sq. ft.
Plaza Space	\$10/sq. ft.
Enhanced Paving	\$12/sq. ft.
Stormwater Bulb-out	\$12/sq. ft.
Stop Signs	\$8,500/each
Pedestrian Flashing Lights	\$40,000/intersection
Storytelling Kiosk	\$5,000/each
Sidewalk Medallion	\$2,000/each
Micro Retail (new electrical hook-up and retail structure)	\$10,000/each
Transit Gateway (new raised platform, shelter, benches, lighting, etc.)	\$1,000,000/each
Bicycle Rack	\$600/each
Iconic Sculpture	\$50,000/each
Urban Agriculture	\$2,000/each
Artistic Steam Vent	\$25,000/each

TABLE 2: ESTIMATES PROJECT COST BY SEGMENT		
SEGMENT	IMPROVEMENT TYPE	EST. COSTS
A 7th Street Intersection and 700 Block	Building facade improvements, storytelling elements, micro retail, climate-appropriate landscaping, gateway intersection improvements, crosswalk improvements, and pedestrian bulb-outs.	\$725,000
B 8th Street Intersection and 800 Block	Facade improvements, plaza space activation, micro retail, intersection improvements, bicycle racks, and enhanced crosswalk designs and paving.	\$870,000
C 9th Street Intersection and 900 Block	Plaza space activation, parking garage facade improvements, storytelling elements, improved/sustainable landscaping, and bicycle racks.	\$1,000,000
D 10th Street Intersection and 1000 Block	Pedestrian bulb-outs, facade improvements, plaza space activation, and enhanced crosswalk paving.	\$560,000
E 11th Street Intersection and 1100 Block	Plaza space, facade improvements, storytelling elements, micro retail, and refurbished "Posey's" sign.	\$1,380,000
F 12th Street Intersection and 1200 Block	Enhanced crosswalk paving, bulb-outs, and special paving treatment.	\$235,000
G 13th Street Intersection and 1300 Block	Additional plaza space, storytelling elements, and bulb-outs.	\$480,000
H 14th Street Intersection	Art intersection with neighborhood character elements, mid-block bulb-outs, and a four-way stop sign.	\$180,000
I 1400 Block	Widened parkway strip, children's play area, pollinator garden, and facade improvements	\$940,000
J 15th Street Intersection and 1500 Block	Potential signalized intersection or pedestrian flashing signal intersection (pending a traffic study), pedestrian bulb-outs, and a double-row of trees.	\$580,000
K 16th+17th Street Intersections and 1600 Block	Potential signalized intersection pedestrian flashing signal intersection (pending a traffic study), plaza space, enhanced crosswalk paving, and pedestrian bulb-outs.	\$690,000
TOTAL ESTIMATED COSTS (including escalation and soft costs)		\$7,640,000

POTENTIAL FUNDING SOURCES

In order to implement streetscape and placemaking improvements, multiple funding sources will need to be used by CADA in partnership with other agencies. These funding opportunities as shown in **Table 3** include local, State and Federal resources, especially for projects related to improvements that are sustainable, increase multi-modal transportation, and improve safety. The table to the right summarizes potential funding sources for each general improvement area.

NEXT STEPS

Following completion of the Envision O Street Concept Plan, CADA staff will present this document to the CADA Board of Directors for review and formal acceptance. This action is not approval of the proposed improvements, but rather an expression of the CADA Board’s support for the Concept Plan and for further design work by CADA. CADA will also work with City of Sacramento and Regional Transit staff to seek acceptance of the document by the Sacramento City Council and SacRT Board.

Following acceptance of the Concept Plan by CADA and based on feedback provided by the CADA Board and the City, the next step toward implementation of the Plan would involve completion of 30 percent design documents. Completion of 30 percent design is a key milestone following which the City Council and CADA Board will be asked to approve the design. Fundraising to pay for construction documents and for actual construction will, in some cases, require these milestones be achieved in order for the project to be competitive. As part of the 30 percent design process, CADA will explore a range of approaches to the maintenance of streetscape elements.

Following completion of 30 percent design, CADA will work with project stakeholders to identify and secure funding needed to construct the various improvements.

TABLE 3: POTENTIAL FUNDING SOURCES		
GRANT/PROGRAM	AGENCY	PRIMARY FOCUS
Street Maintenance Programs	City of Sacramento	Roadway maintenance improvements
Measure U Funding	City of Sacramento	Flexible, but tied to neighborhood benefits
City General Fund/CIP	City of Sacramento	Flexible
Streetscape Corridor Grants	SACOG	Multi-modal streetscape improvements
Affordable Housing and Sustainable Communities	SGC/HCD	Active transportation infrastructure and streetscape improvements
Transit and Intercity Rail Capital Program (TIRCP)	CalSTA and Caltrans	Capital project to modernize rail systems; some transit programs
Community Development Block Grant (CDBG)	HUD	Funding towards affordable housing, economic development, and sustainability
Low Carbon Transit Operations Program (LCTOP)	Caltrans/CARB/SCO	Reduce greenhouse gas emissions in transit systems
Community Design Grant	SACOG	Placemaking projects tied to housing, transportation, and compact development projects
Active Transportation Program (ATP)	Caltrans/SACOG	Active transportation infrastructure and programs/education
Our Town	National Endowment for the Arts	Creative placemaking program; arts, culture, and design
Joint Development	Federal Transit Administration (FTA)	Public-private partnerships between transit agencies and developers
Opportunity Zones	GovOps	Tax incentives for development and jobs in designated census tracts
Enhanced Infrastructure Financing Districts (EIFD)	Legislation: SB 628/AB 313	Economic development and job creation through tax-increment financing