RESOLUTION NO. 2009-034

Adopted by the Sacramento City Council

January 13, 2009

AMENDING THE DELTA SHORES PLANNED UNIT DEVELOPMENT (PUD) GUIDELINES AND SCHEMATIC PLAN TO DEPICT THE DELTA SHORES PUD DEVELOPMENT (P06-197)

BACKGROUND

A. On December 11, 2008, the Planning Commission conducted a public hearing on, and forwarded to the City Council the Delta Shores PUD Project with no recommendation; and

B. On January 13, 2009, the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code sections 17.180.050(D), and received and considered evidence concerning the Delta Shores PUD Project.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1 Based on the verbal and documentary evidence received at the hearing on the Delta Shores PUD Project, the City Council approves the Delta Shores Schematic Plan Amendment and Delta Shores Development Guidelines Amendment for the Delta Shores PUD.

Section 2 The City Council approves the amended Delta Shores PUD Schematic Plan and Development Guidelines based on the following Findings of Fact:

1. The PUD amendment conforms to the General Plan and the Airport Meadowview Community Plan; and

2. The PUD amendments meet the purposes and criteria stated in the City Zoning Ordinance in that the PUD facilitates mixed uses designed to assure that new development is healthy and of long-lasting benefit to the community and the City; and

3. The PUD Amendments will not be injurious to the public welfare, nor to other property in the vicinity of the development and will be in harmony with the general purposes and intent of the Zoning Ordinance in that the PUD ensures that development be well-designed, and that the residential uses will not create a negative impact on adjacent uses.

Section 3 The Schematic Plan and Development Guidelines for the Delta Shores PUD are amended as attached hereto as Exhibit A and Exhibit B, respectively, subject to the following Conditions of Approval:

1. Site access to individual parcels will be determined as part of the Special Permit review process. Good engineering practices will be utilized in the access review. Site access shall be at the discretion of the Department of Transportation

2. All proposed PUD elements within public right-of-way (Street Cross-Sections, Landscaping etc) shall be to City Standards and at the discretion of the Department of Transportation.

3. The applicant shall provide a temporary fire station prior to the issuance of the first Certificate of Occupancy in the regional commercial center. A permanent fire station shall be provided prior to the issuance of the first residential building permit with the exception of the residential units to the west of Interstate 5, and the single family residential lots to the north of Delta Shores Circle North between Master Parcel Map Park Lot P-6 and 24th Street. The installation of these stations shall be to the satisfaction of the Fire Department.

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Exhibit A: Delta Shores Amended PUD Schematic Land Use Plan
Exhibit B: Delta Shore PUD Guidelines

Adopted by the City of Sacramento City Council on January 13, 2009 by the following vote:

Ayes: Councilmembers Cohn, Fong, Hammond, Pannell, Sheedy, Tretheway, Waters, and Mayor Johnson.

Noes: Councilmember McCarty.

Abstain: None.

Absent: None.

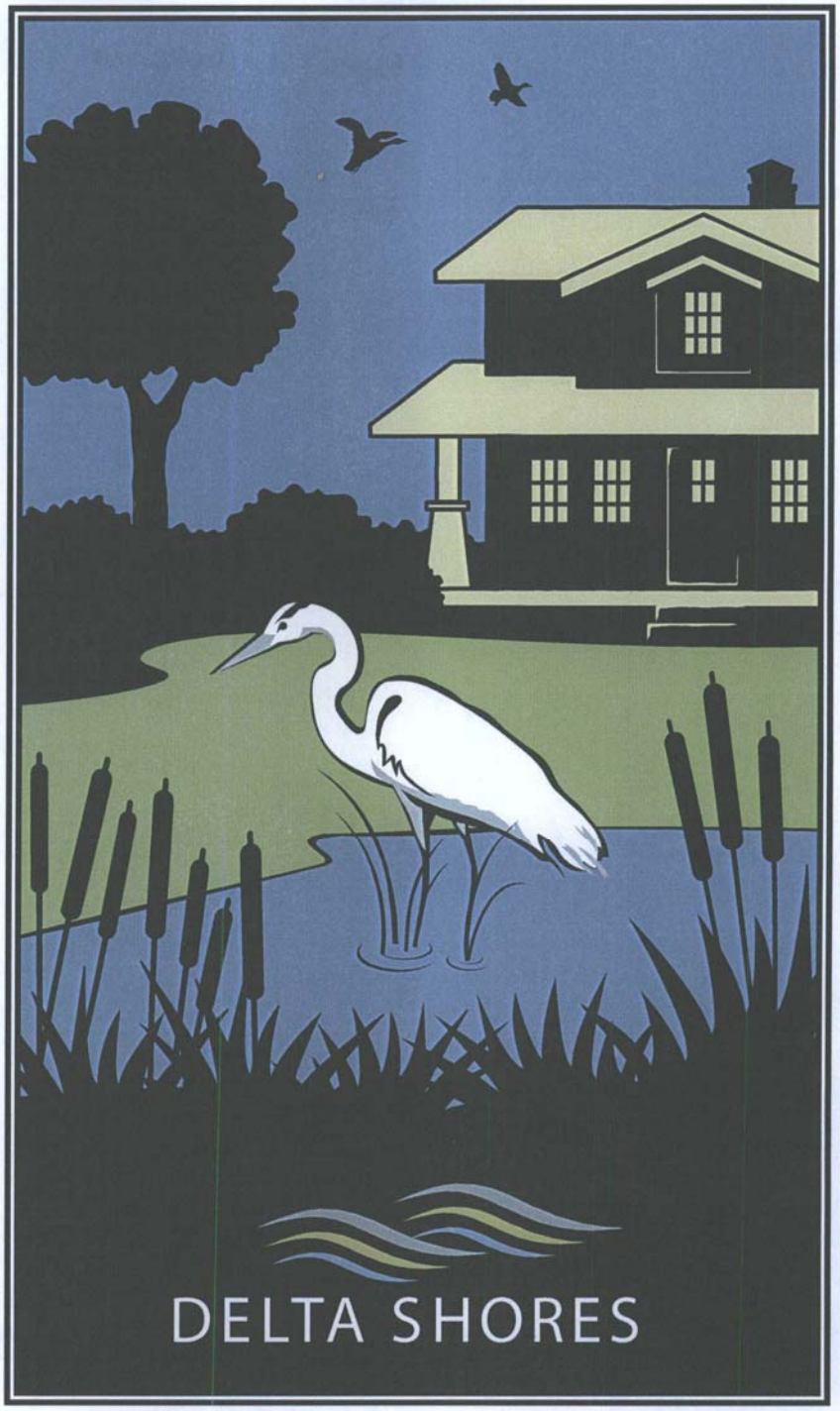
Mayor Kevin Johnson

Attest:

Shirley Concolino

Shirley Concolino, City Clerk

Exhibit A: Delta Shores Amended PUD Schematic Plan

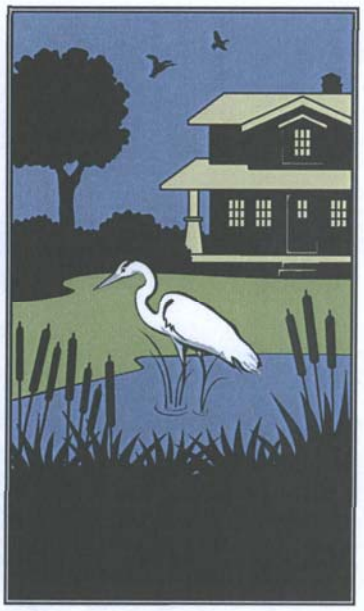


PLANNED UNIT DEVELOPMENT GUIDELINES

City of Sacramento

M&H REALTY PARTNERS VI L.P.

EDAW | AECOM



DELTA SHORES

PUD GUIDELINES

City of Sacramento

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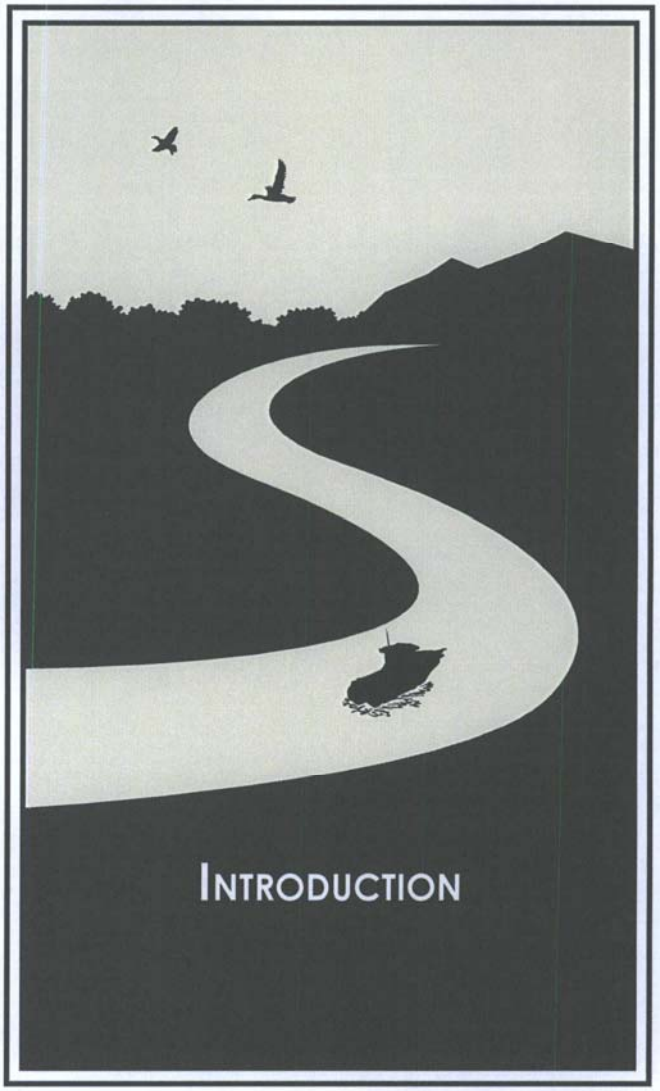


Introduction

INTRODUCTION

1.1 PROJECT OVERVIEW

1.1.1 Location

Delta Shores is a new, livable master-planned community located within the city limits of the City of Sacramento. The approximately 782-acre project site is located within the southern boundary of the city along Interstate 5 (I-5). The site includes approximately 120 acres west of I-5 partially fronting Freeport Boulevard, and approximately 620 acres east of I-5.

Delta Shores will be bisected by the future Cosumnes River Boulevard, which will ultimately connect State Route (SR) 99 to the east with I-5 to the west and extend to Freeport Boulevard.

Figure 1.1: Regional Context

1.1.2 Site History

Initial plans for development of the Delta Shores area were prepared in the early 1980s and a Planned Unit Development (PUD) was approved but never implemented. The site is currently identified in the City of Sacramento General Plan (General Plan) and Airport-Meadowview Community Plan (Community Plan) for high-tech industrial, commercial, and residential uses. However, the site remained in various forms of agricultural use as substantial urban development has occurred around the area.

A number of long-range infrastructure planning efforts on the project site are now in the implementation and permitting stages: sewer interceptor lines and water mains are being installed as part of the Lower Northwest Interceptor, and the extension of Cosumnes River Boulevard from Freeport Boulevard to Franklin Boulevard and I-5 Interchange improvements are now in the final construction document stage after the environmental impact report was certified on May 15, 2007 under the California Environmental Quality Act/National Environmental Policy Act [CEQA/NEPA]. In addition, levee improvements along a portion of the southern boundary of Delta Shores east of I-5 have recently been completed for Morrison Creek.

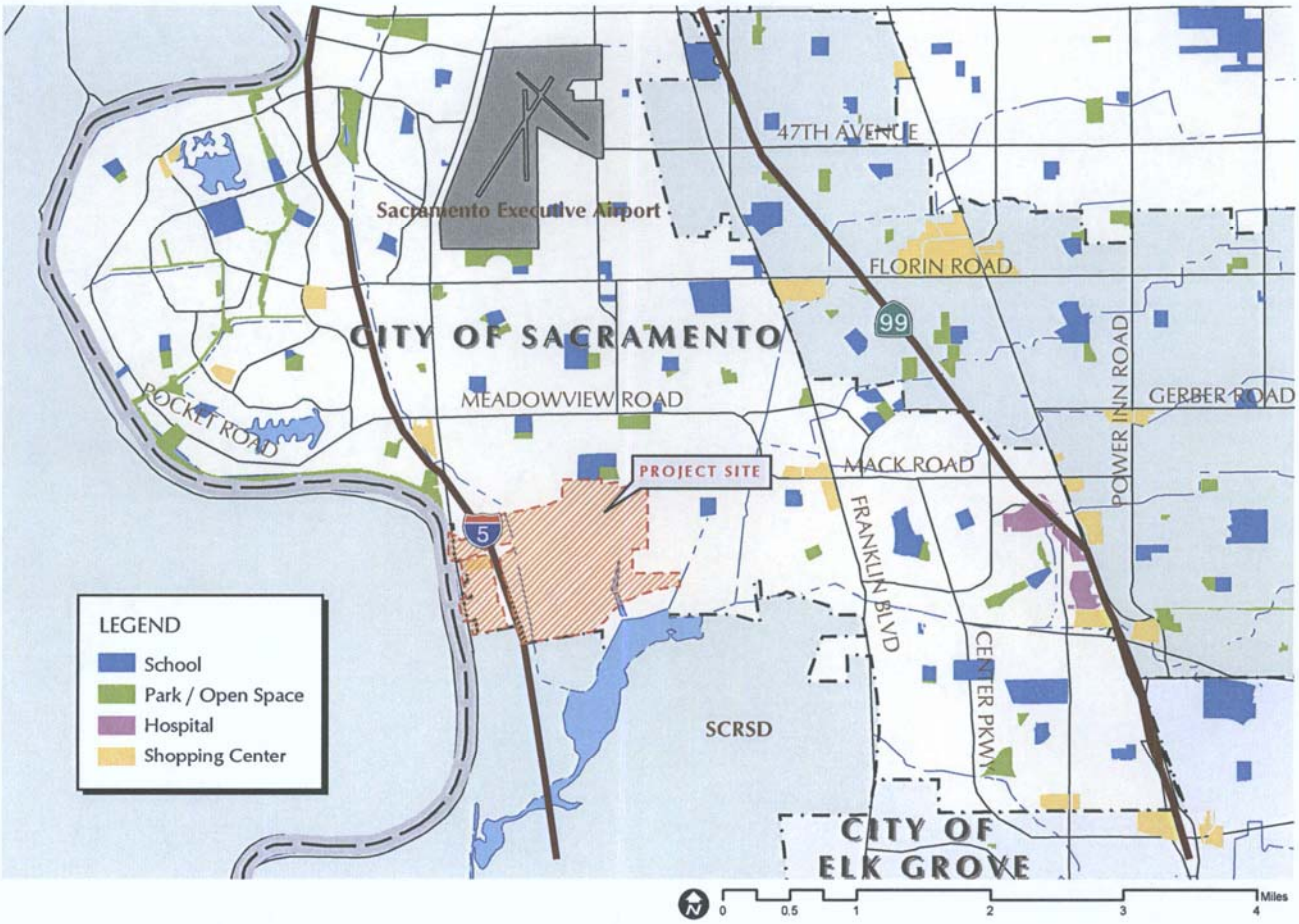


Figure 1.2: Site Context

The proposed Schematic Plan for Delta Shores is consistent with direction provided by the General Plan, Community Plan, the Sacramento Area Council of Governments' (SACOG's) Blueprint Plan, and input from the City of Sacramento's planning staff and neighbors of the project.

Public outreach efforts for the project coincided with the General Plan update process. The Delta Shores Schematic Plan reflects the culmination of the feedback received from the General Plan Town Hall meetings and the community aspirations as expressed during the community meetings held by the Delta Shores Development team.

Delta Shores parcels to the west of I-5

Electric power line easement running through the site

24th Street to the north of the site

Stone Creek Road and construction on the Lower North West Interceptor

Site photographs of existing conditions

1.2 Vision and Goals

The vision for Delta Shores focuses on high-quality architecture, creation of walkable neighborhoods, recognition of the unique natural setting of the site, and responsiveness to market demands for residential and retail opportunities within the Airport-Meadowview community. The Schematic Plan contributes to building a visually interesting and integrated community. In this regard, the Delta Shores Planned Unit Development Guidelines are formulated in a flexible manner to encourage creative solutions to various design opportunities.

The project goal is to build an integrated community promoting smart-growth principles to enhance quality of life, including low-impact development, interconnected and pedestrian-friendly neighborhoods, and easy access to public transit.

Maintaining a high quality of life and retaining the charm and character of the surrounding neighborhoods are important goals identified by the City and the neighbors of the project. New development projects within the Delta Shores site are intended to achieve the following design goals:

- Implement the vision of Delta Shores and promote an identity for the Airport-Meadowview area
- Enhance quality of life and the natural environment
- Create a pedestrian friendly transit oriented community
- Encourage design innovation and flexibility
- Protect and improve property values through design continuity
- Emphasize the creation of public places that foster social interaction and support family activities

To achieve these goals, this comprehensive set of Development Guidelines has been devised for the project.

1.3 Development Phasing

Delta Shores development will be implemented in several phases. The first phase consists of the Regional Retail Center south of the Cosumnes River Boulevard and adjacent high density development. This will help to create a vibrant horizontal mixed-use node near the Village Center connected by the pedestrian overpass on Delta Shores Circle (south). The south detention basin will also be constructed during this phase to mitigate water detention and quality needs. The second phase will include development of the residential areas west of I-5 adjoining the existing Freeport neighborhood. The third phase consists of the Regional Retail areas north of Cosumnes River Boulevard and most of the residential areas between Cosumnes River Boulevard and 24th Street. The wetland areas and the detention areas, along with the balance of the residential areas, the mixed-use Town Center and the community park will be developed in the final phase. These phases are the likely sequence of development but are not mandatory. Market forces, infrastructure availability and other factors may result in modifications to phasing. Nothing in these Guidelines shall require development in any particular sequence or in any particular geographic phase.

1.4 Purpose of these Development Guidelines

These Development Guidelines define the necessary criteria to promote quality design for Delta Shores. The guidelines are intended to combine the design and implementation of the Delta Shores community, and unify the design of individual parcels into one integrated community.

The Development Guidelines influence the community's visual character and integrity by establishing high standards for site planning, architecture, and landscape design for new construction. The Development Guidelines include both mandatory standards and design recommendations to provide a systematic development framework for Delta Shores. The Development Guidelines and the City's review process will ensure that development projects within the site implement the City's goals, objectives, and policies. The PUD Development Guidelines include the following components and features:

- Development standards in cases where the existing Sacramento City Code are not sufficient or applicable
- Written and graphic descriptions of how all land within the PUD will be used
- Written and graphic descriptions of design principles and design intent to be achieved by new development to implement the Delta Shores vision
- Written and graphic descriptions of guidelines and recommendations that may be followed based on smart urban design practices

The Delta Shores Development Guidelines will be used in the detailed planning and design of new projects. Through modification of the zoning provisions of the Sacramento City Code, the PUD Development Guidelines create zoning standards applicable solely to the Delta Shores PUD area, while incorporating certain existing zoning standards by reference.

Property owners, developers, and design professionals are encouraged to review the Development Guidelines carefully before commencing planning and design studies. Each development should demonstrate how it meets the intent of these Development Guidelines. This design approach values creativity and allows for multiple solutions for any particular design issue. Flexibility and innovation are strongly encouraged. To that end, the use of the words "shall" and "must" has been purposely limited.

1.5 Administration

1.5.1 Procedures for Approval

The Delta Shores development is a Planned Unit Development. These guidelines, as approved and adopted by the Sacramento City Council, are intended to implement the goals and policies of the General Plan and Community Plan, and to serve as a supplement to the existing Sacramento Zoning Code. In addition, the Delta Shores Development Guidelines will establish the necessary criteria to promote quality design for the project.

The City Council, Planning Commission, and City Planning staff will use the Development Guidelines to review development proposals for Delta Shores, and to implement the project's vision. All developments, whether as individual buildings or phased collectively, must comply with the appropriate discretionary entitlement process administered by the Planning Director, Planning Commission, City Council, or other approval processes, as required by the City Code.

Any development must comply with the Development Guidelines, as well as with the General Plan, Zoning Code, and Community Plan. To the extent that the provisions of these Development Guidelines conflict with development standards or regulations in the Sacramento Zoning Code, these Development Guidelines shall prevail.

The vision for Delta Shores focuses on high-quality architecture, creation of walkable neighborhoods, and responsiveness to the unique natural setting of the site and meets market demands for residential and retail opportunities within the Airport-Meadowview community.

Amendments to the Schematic Plan and/or PUD Design Guidelines shall be approved by the appropriate city body in accordance with the provisons of the Sacramento Municipal Code and Development Agreement, if applicable. The Schematic Plan approved concurrently with these Development Guidelines is conceptual in nature, and modifications that do not materially affect the substance, nature or character of the PUD, including, but not limited to, the number or configuration of parcels, may be made during the Special Permit or Plan Review process without the need for subsequent legislative actions by the City Council.

When consistent with these Development Guidelines, development in the PUD shall be subject to approval under Chapter 17.180 of the Sacramento Zoning Code as it reads as of the date of approval of these Development Guidelines or as it may be amended in the future.

1.5.2 Code and Zoning Provisions

Provisions of the Sacramento City Code and the Sacramento Zoning Code as they exist as of the date of approval of these Development Guidelines are set forth in the Development Guidelines for the convenience of the reader. These code provisions may be amended in the future and any such amendments will apply to development in the Delta Shores PUD. The reader is urged to confirm what amendments, if any, may have been made to the code prior to submitting a development application.

1.6 Organization

These guidelines are organized into eight sections. The Introduction provides a brief overview of the Delta Shores community vision and a description of the plan. The remaining sections articulate criteria to which new projects must respond in their product designs.

Chapter 1: Introduction

Chapter 2: Residential Neighborhoods

Chapter 3: Commercial Centers

Chapter 4: Mixed-Use Town Center

Chapter 5: Parks and Open Space

Chapter 6: Circulation and Streetscape

Chapter 7: Public Facilities

Chapter 8: Landscape Design

Plan Overview and Principles

1.7 Design Principles

The Schematic Plan for the Delta Shores PUD employs various sustainable design values such as reduction of land consumption through higher net residential densities; less dependence on automobile trips through location efficiency and adjoining land use compatibility; use of low-impact stormwater management techniques; resource conservation; energy efficiency; and quality design and innovation.

As an urban infill area, Delta Shores embraces many of the smart-growth design principles outlined by the SACOG Blueprint Plan. The planning and design concepts of Delta Shores are consistent with the Blueprint Plan's growth principles, as summarized below.

The Delta Shores Schematic Plan embraces the seven design principles outlined by the SACOG Blueprint Plan

Provide a variety of transportation choices.
Integrate mixed-use development.
Encourage low-impact, compact development.
Provide diversity in housing choices.
Utilize and strengthen existing infrastructure.
Create attractive communities with a strong sense of place.
Preserve open spaces and natural resources.

Aerial photograph of Delta Shores project site (Source: Frayji Design Group Inc., April 2005)

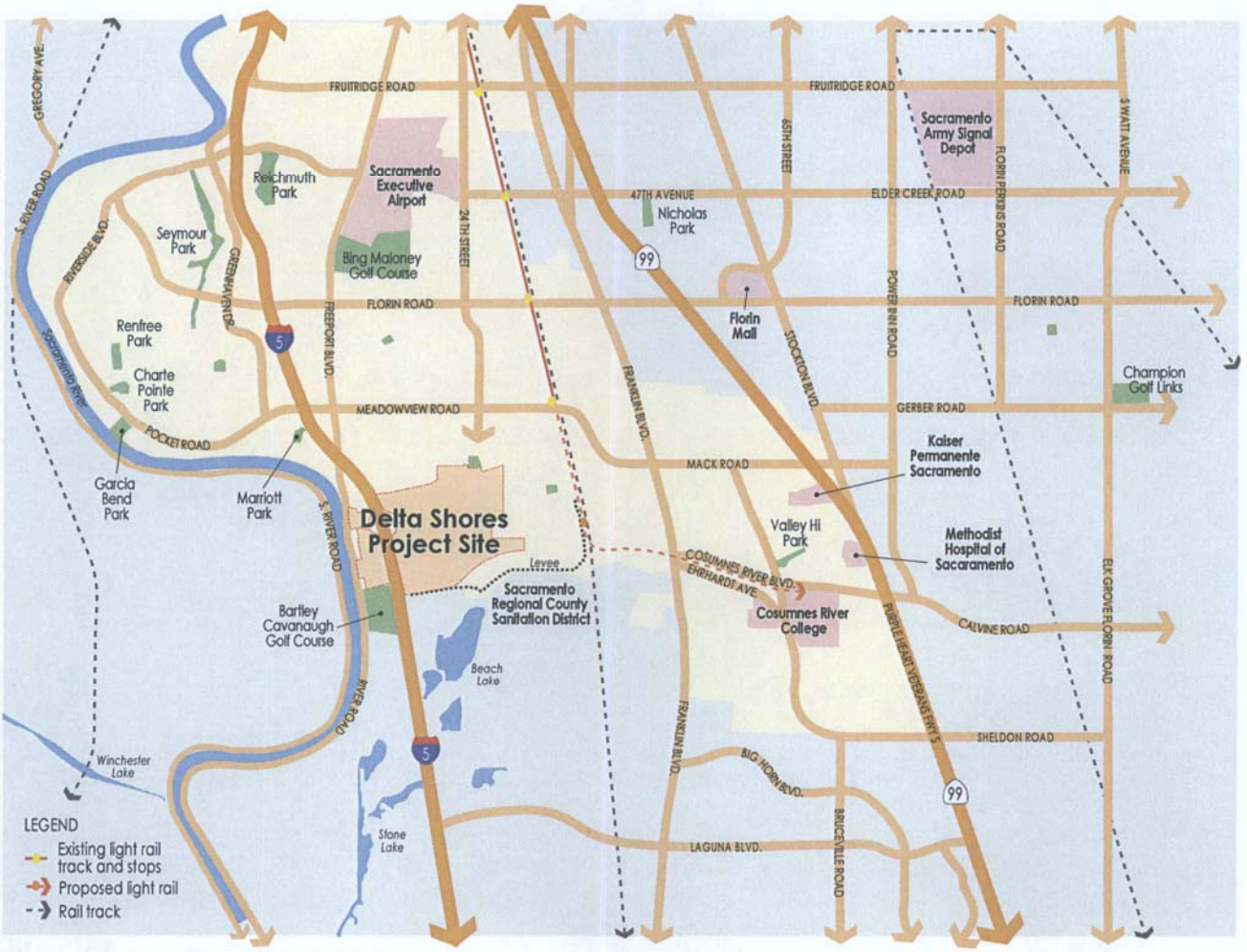


Figure 1.3: Community Context - Public Transportation Routes, Railways and Light Rail

1. Transportation Choices

Provide people with a variety of transportation choices including walking, bicycling, bus, and light rail to reduce reliance on automobile trips.

The Delta Shores project promotes "location-efficient" urban development connected by a range of transportation modes including walking, bicycling, and use of bus, light rail, or carpool options. Delta Shores is the largest vacant urban infill site in the city. It is well located for access to downtown to the north, the Sacramento River to the west, Elk Grove to the south, and Cosumnes River College to the east. The street right-of-way designs provide for all modes of travel; thus, the remaining auto trips will be, on average, shorter and less frequent.

Public facilities within the project area (such as schools and a fire station) have been carefully sited to serve the community while being easily accessible to surrounding neighborhoods.

The regional shopping center along the I-5 frontage provides convenient access to quality shopping for both the Delta Shores community and the south Pocket and Meadowview areas. The neighborhood shopping center within the mixed-use village center area will provide opportunities for business creation and neighborhood retail for Delta Shores and Meadowview residents.

2. Mixed-Use Developments

Encourage the integration of mixed land uses to achieve better places to live.

The Delta Shores Schematic Plan provides locations for neighborhood-serving, mixed-use development that supports nonresidential uses and higher density residential uses on a single parcel or within a 1,200-foot (approximately 1/4 mile) walking distance of the retail core. The location of homes, shops, and entertainment uses near each other will create active and vital neighborhoods. These mixed-use villages also function as local activity centers, contributing to a sense of community, where people can walk or bike to meet and socialize. This mixture of uses can be either in a vertical arrangement (mixed in one building) or horizontal (with a combination of uses in proximity). Delta Shores provides two mixed-use centers with direct vehicular and pedestrian connections planned to the future neighborhood transit village to the east.

Integration of mixed land uses creates better places to live.

3. Compact Development

Take advantage of compact building design to reduce land-consumptive development practices and create walkable neighborhoods that are desirable places to live, work, learn, worship, and play.

Delta Shores is committed to providing compact and connected neighborhoods creating a sense of community. This approach allows Delta Shores development to maximize open spaces, parks, and recreational trails or paseos.

Delta Shores provides a range of housing types and densities, creating environments that are more compact and efficient while encouraging a healthier and more environmentally friendly community. This compact development encourages more walking, biking, and public transit use, as well as shorter auto trips. Higher intensity housing and uses are clustered near the village center and the town center.

Compact building design reduces land-consumptive development practices and creates walkable neighborhoods.

4. Housing Choice and Diversity

Provide a range of housing opportunities and choices for people of all incomes.

The Delta Shores Schematic Plan provides for a variety of places where people can live – apartments, condominiums, townhomes, and single-family detached homes on lots of varying sizes. The range of housing choices provides opportunities for people of varied lifestyles, income levels, and ages. The housing options of Delta Shores provide for families, singles, seniors, and people with special needs by following ADA regulations in housing design.

A range of housing opportunities provides choices for people of all incomes.

5. Use of Existing Assets - Higher Intensity Infill Development

Strengthen and direct development toward existing communities, utilizing resources that existing neighborhoods offer to conserve open spaces and irreplaceable natural resources on the urban fringe.

In urbanized areas, development on infill or vacant lands, intensification of the use of underutilized parcels, or redevelopment can make better use of existing public infrastructure. Located along I-5, just north of lands controlled by the Sacramento Regional County Sanitation District (SRCSD) and within 1/2 mile of a future light rail station, Delta Shores is the largest vacant urban infill site within the Sacramento city limits. The surrounding areas are completely developed and urbanized. The extension of Cosumnes River Boulevard will provide a major transportation link between SR 99 and I-5 in southern Sacramento. Provision for a major commercial and residential neighborhood along Cosumnes River Boulevard is important to the Delta Shores infill concept. Both storm drainage and sanitary sewer facilities have been planned and constructed to serve future development within the project site, although this infrastructure will need to be modified to accommodate the proposed street patterns and overall layout of the Delta Shores Schematic Plan.

Furthermore, the Delta Shores community recognizes the value of resource efficiency to enhance the quality of life of residents. The Development Guidelines encourage new developments to use high-quality construction practices that promote energy efficiency, water efficiency, proper construction waste management, efficient irrigation, light pollution reduction, and use of recycled and locally available materials.

Strengthen and direct development toward existing communities, utilizing resources that existing neighborhoods offer, to conserve open spaces and irreplaceable natural resources on the urban fringe.

6. Quality Design

Foster distinctive, attractive communities with a strong sense of place through quality design that responds to community values and architectural distinctiveness.

Good site and architectural design is an important factor in creating a sense of community and a sense of place. Delta Shores incorporates quality design details early in the plan creation process. A primary concept of Delta Shores is to ensure the quality of the public realm. Quality in the public realm consists of the relationship of buildings to the street, setbacks, placement of garages, sidewalks, street landscaping, the aesthetics of building design, connected streets and paths, bike lanes, and the width of streets. These factors will influence the attractiveness of living in Delta Shores, facilitate the ease of walking and biking to work or neighborhood services, and contribute to the creation of a sense of place.

Foster distinctive, attractive communities with a strong sense of place through quality design that responds to community values and architectural distinctiveness.

"Community sustainability requires a transition from poorly managed sprawl to land use planning practices that create and maintain efficient infrastructure, ensure close-knit neighborhoods and sense of community, and preserve natural systems."

Smart Communities Network

7. Natural Resource Preservation and Restoration

Preserve and enhance open spaces, critical environmental assets, and natural resources.

The Delta Shores design concept incorporates public-use open space (such as parks, town squares, trails, and greenbelts), along with wildlife and plant habitat preservation, and promotes environmentally friendly practices such as energy efficient design, water conservation stormwater management, and use of shade trees to reduce the ground temperatures in the summer (heat island effect).

Low Impact Development (LID) principles will be incorporated into project design (as identified in the Environmental Impact Report and Air Quality Management Plan) to allow for localized and effective water quality management using measures that generally require less maintenance than conventional controls. In addition to conserving resources and protecting species, this principle improves the overall quality of life by providing places for everyone to enjoy the outdoors. The Delta Shores Schematic Plan is designed around an interconnected system of trails, parks, and open spaces centered on a wetland corridor that leads to the community park and future regional park being planned by the City to the south. In addition, the Delta Shores plan integrates wetland habitat areas and stormwater detention ponds.

Preserve and enhance open spaces, critical environmental assets, and natural resources.

1.8 Design Framework

1.8.1 Land Use Concept

The Schematic Plan illustrates the general intent of Delta Shores to create an integrated mixture of land uses based on compatibility, accessibility, and economic demands. The land uses within the project include residential, commercial, open space, parks, and institutional (Refer to Table 1.1 Schematic Land Use Summary Table). The design concepts and principles of the Schematic Plan are described below.

1. Centers

A major component of the framework of Delta Shores is the location and design of two commercial/ residential, mixed-use centers and a direct connection to a planned neighborhood transit village located east of the project site, adjacent to the planned light rail station (on property located immediately east of the Delta Shores project area).

Regional Retail Center

A focal point for the whole of south Sacramento is a new Regional Retail Center that will provide region-serving commercial and hospitality uses, lifestyle uses such as community entertainment and shopping, and highway-oriented retail services. The shops within the Regional Retail Center will front onto the Village Center Plaza, creating an active, walkable pedestrian place in the heart of Delta Shores. The Village Center Plaza is strategically located along the extension loop of 24th Street with visibility from I-5.

Directly adjacent and connected to the central entertainment area is a cluster of higher density residential uses. The housing and entertainment centers are designed around a central pedestrian walkway, connected by a pedestrian bridge over the intervening collector street.

The Village Center Plaza and commercial uses will accommodate approximately 1.3 million square feet of commercial uses, including opportunities for large-format retail stores, specialty commercial uses, a movie theater, restaurants, and other entertainment-type retail uses.

Regional Retail Center

Table 1.1: Schematic Land Use Summary Table

Land Use	Net Acres	% of Total Acres
Residential		
Low Density (4-7 du/ac.)	136.89	17.50%
Medium Density (8-14 du/ac.)	177.92	22.74%
High Density (15-22 du/ac.)	64.36	8.23%
Commercial - Mixed Use		
Mixed Use Town Center	19.93	2.55%
Village/ Regional Center	121.70	15.56%
Neighborhood Commercial	5.52	0.71%
Public/ Quasi-Public		
Community Center (Private)	2.60	0.33%
Fire Station	2.00	0.26%
Utility-Water and sewer lift station	1.73	0.22%
Utility - Electrical Substtation	0.54	0.07%
Elementary Schools		
School 1	9.98	1.28%
School 2	9.92	1.27%
Parks and Open Space		
Parks	61.20	7.82%
Open Space	24.45	3.13%
Wetland Restoration	22.94	2.93%
Detention	31.70	4.05%
Trails	3.58	0.46%
Circulation		
Major Streets	85.17	10.89%
Total	782.13	100.0%

Figure 1.4: Land Use Concept

Mixed-Use Town Center

A mixed-use Town Center will be located within a 1/2 mile walking distance of most of the residential neighborhoods and in the physical center of Delta Shores. This Town Center will accommodate approximately 161,600 square feet of neighborhood-serving retail uses (i.e. grocery store, drugstore, and neighborhood services) within a cluster of high-density housing. The Town Center is envisioned as the community social gathering place, a walkable, pedestrian environment with connections to the community open space and trail network, neighborhood parks, and the future regional park south of Delta Shores.

2. Residential Neighborhoods

The Delta Shores Schematic Plan accommodates a maximum of 5,222 new homes consisting of a mixture of low-, medium-, and high-density housing units to suit the needs of people of varying family structures and socioeconomic groups. Construction of a variety of housing types is envisioned. In addition to conventional single-family residential and higher density attached multifamily units, the neighborhoods will accommodate newer housing types including small-lot homes, detached townhomes, zipper lots, zero-lot-line homes, detached cluster homes, and a variety of attached residential for-sale and rental units.

High density residential prototype

The residential neighborhoods are organized in a series of smaller clusters to enhance the sense of identity and sense of place within each neighborhood. The neighborhoods are connected through an informal grid of streets and interconnected pedestrian paths and bike trails, all providing access to the Town and Village Centers, schools, parks, and the future Regional Park and Transit Center. Local connecting streets provide direct access to the Village Center, the Mixed-Use Town Center, and the future Transit Village to the east.

The overall neighborhood organization and the variety of housing types for Delta Shores will foster a more compact form of development and a more efficient use of this infill site than a traditional residential subdivision.

Residential streetscape

The general intent of the Delta Shores Land Use Plan is to create an integrated mixture of land uses based on compatibility, accessibility, and economic trends.

3. Neighborhood Schools

Delta Shores provides sites for two elementary schools (approximately 10 acres each) adjacent to two neighborhood parks (approximately 5 acres each). The elementary schools and neighborhood parks are located in the center of their respective residential neighborhoods, one to the north of Cosumnes River Boulevard and a second to the south. The proposed school sites are linked to surrounding residences through the system of on- and off-street pedestrian paths, bike paths, and paseos. To enhance open space, pedestrian access, and educational opportunities, the northern school site is also adjacent to a central open space and wetland area. The school sites are proposed sites only and the decision of whether or not to build the elementary schools and where to build them will be made by the school district.

School next to a park and seasonal wetland feature

The Delta Shores Land Use Plan includes various forms of open and public spaces that will function as outdoor living spaces in the community.

1.8.2 Open Space, Parks, and Recreation Concept

Active Parks and Recreation

The neighborhoods are served by a large community park (26.56 acres) adjacent to the future regional park envisioned by the City south of the project site, six neighborhood parks (3 - 6.5 acres each), two mini parks (1 - 2.5 acres each), multiple image/pocket park facilities (0.5 - 1 acre or less) and two plazas within the mixed-use centers.

The Quimby Act requires 58.23(net) acres of parkland to accommodate the project's maximum unit count of 5,222. Presently the development provides 61.2 acres of parklands. Several of the parks are sited adjacent to school sites, open-space areas, and paseos, maximizing the connectivity to the off-street trail system and enhancing visual access to open space in the neighborhoods. The range of parks provides opportunities for both active and passive recreational uses including ball fields, hard-court play areas, picnic areas, and tot lots. Larger neighborhood parks are located adjacent to the schools to maximize joint-use opportunities. The community park is located in the eastern portion of the project site, south of the future Cosumnes River Boulevard and adjacent to the City-envisioned regional park, thereby maximizing opportunities for active park uses.

The image parks provide character design elements to the higher intensity residential neighborhoods, thus increasing the quality of life for residents and providing additional "green" relief and gathering areas for informal neighborhood socializing and social interaction. These parks provide multiple opportunities for passive and active recreation uses such as tot lots, small greens, half-court basketball for "pick-up" ball games, community gardens, and quiet meditation areas.

In addition to these more formal public parks, the Delta Shores Master Plan includes urban public spaces in the form of plazas, and gathering spaces within the Town and Village Centers. These spaces function as outdoor living rooms for the community and places for formal and informal gatherings, public events, and meetings. Critical to the success of these more public plazas is their proximity and relationship to retail uses, entertainment, food, and restaurants. Delta Shores also provides a 2.6-acre private community recreation center for residents with a community pool, exercise rooms, and meeting spaces.

Open-Space Restoration

Delta Shores includes the restoration of a historic drainage area that has been graded and farmed for generations. The plan envisions restoring this historic drainage swale to a functional wetland feature that leads through the project site to Morrison Creek, south of the site. This 22.94 acre open-space wetland feature, which includes a 50-foot upland buffer area, will provide an on-site surface storm drainage swale that will flow through water quality basins into a stormwater detention basin proposed to be located on the south portion of the site.

Soccer Field

Figure 1.5: Parks and Open Space Plan

The water quality basins, detention basin, and mitigation wetlands will serve as dual-use features.The features will be designed to provide aesthetic views,. trails and active-use areas, as well as to provide for utility functions. The water detention and mitigated wetland will also help .enhance the visual quality of this area. To maximize community benefit, the central open-space corridor is coupled with .off-street pedestrian and bicycle trails that extend north-south through the site, including a pedestrian bridge over the future Cosumnes River Boulevard and through the Town Center. It is understood, however, that this restoration, including its design and accessibility to the public, will be subject to the requirements of a Federal Clean Water Act Section 404 permit and a Section 401 Water Quality Certification from the California Regional Water Quality Board.

Open space trail

Open space trail

1.8.3 Circulation Plan

Pedestrian Trails, Paseos, and Bikeways

The Delta Shores Schematic Plan area is internally linked through a system of on- and off-street pedestrian paths, bicycle trails, and paseos. All the paths, trails, and paseos are envisioned as landscaped corridors linking the parks, Village and Town Centers, and schools. The off-street paths and corridors will range in width from 15 to 50 feet, depending on the adjoining uses.

The major pedestrian link will extend along the restored wetland feature, linking the existing schools and parks of the adjoining Meadowview neighborhood to the north with the future regional park to the south.

Roadway Network

The Delta Shores plan provides a network of local streets, arterials, and collectors throughout the site, organized as an informal street grid to distribute and disperse traffic loads and improve connectivity throughout the site. The street network is envisioned to include a comprehensive system of bikeway facilities both on- and off- street. The roadway network provides connections to Cosumnes River Boulevard along 24th Street, and minor roadways to the Meadowview neighborhood to the north. Key roadway segments are described below.

Cosumnes River Boulevard Extension

Cosumnes River Boulevard will extend through the site in an east/west direction. It is envisioned by the City as a six-lane divided roadway between I-5 and 24th Street and a four-lane divided roadway east of 24th Street. Delta Shores development is anticipated to generate impact fees and other funding sources that would assist the City and California Department of Transportation (Caltrans) in constructing the boulevard extension to 24th Street on an accelerated schedule.

I-5 Interchange Improvements

A key improvement planned for the site is the construction of the I-5/Cosumnes River Boulevard freeway interchange. The planned interchange improvements include demolition of the existing Stone Creek Boulevard overpass and construction of a new partial cloverleaf interchange with signalized off-ramps. The I-5 interchange improvements include parcel trades and utility relocation to accommodate the freeway widths for new on- and off-ramps. Delta Shores development is anticipated to generate impact fees and other funding sources that would assist the City and Caltrans in constructing the interchange on an accelerated schedule.

Community Connections

Community connections are provided to the existing Meadowview neighborhood to the north through the extension of 24th Street and several smaller local streets within the project site. Additional potential connections to the adjoining site to the east are anticipated, potentially to Detroit Avenue. Pedestrian and bike connections are encouraged throughout the development for multi-modal connectivity. The east end of the project site is within an approximately 1/2 mile radius of the proposed light rail stop on Cosumnes River Boulevard. The development will also have local and regional bus connections to provide public modes of transportation and reduce dependency on personal automobiles.

Figure 1-6: Circulation Plan

Pedestrian/bike overpass

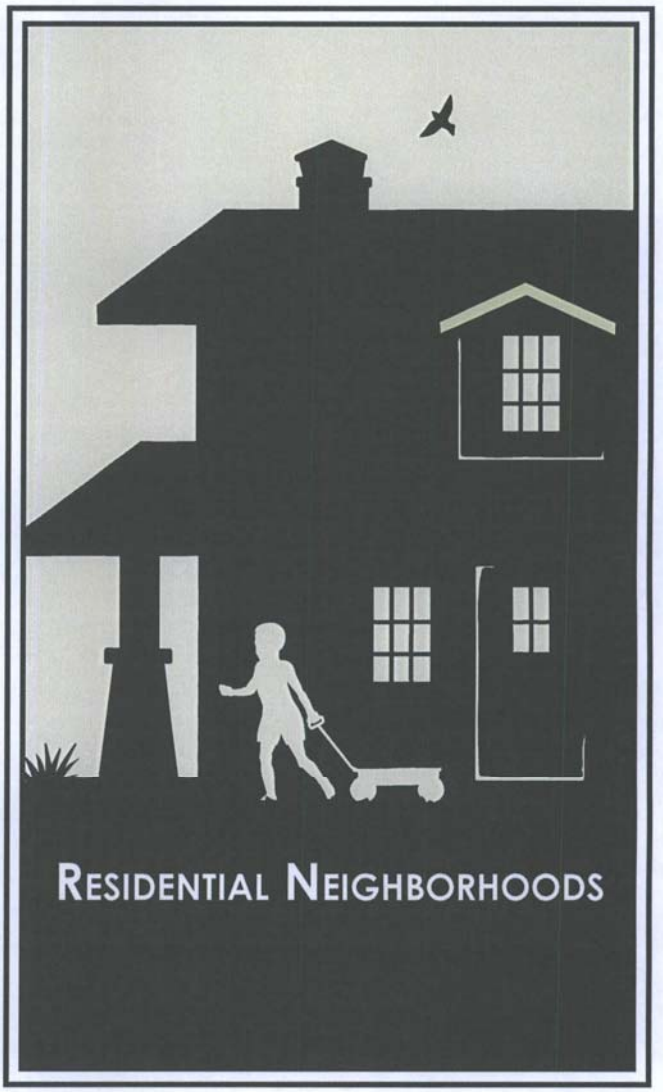
Community Design, Entry Features, and Gateways

The roadway system of Delta Shores includes landscape features that establish the character and quality of the new neighborhoods. Entry features and gateway signs are envisioned along the major collector streets leading into the site from Cosumnes River Boulevard. All streets are envisioned as well-landscaped public spaces with large-canopy street trees planted within the street parkways. The design of the public realm is intended to create a high-quality, pedestrian-oriented environment that encourages residents to walk and bike to local parks, commercial centers, and the future light rail transit stop.

Community entry landmark

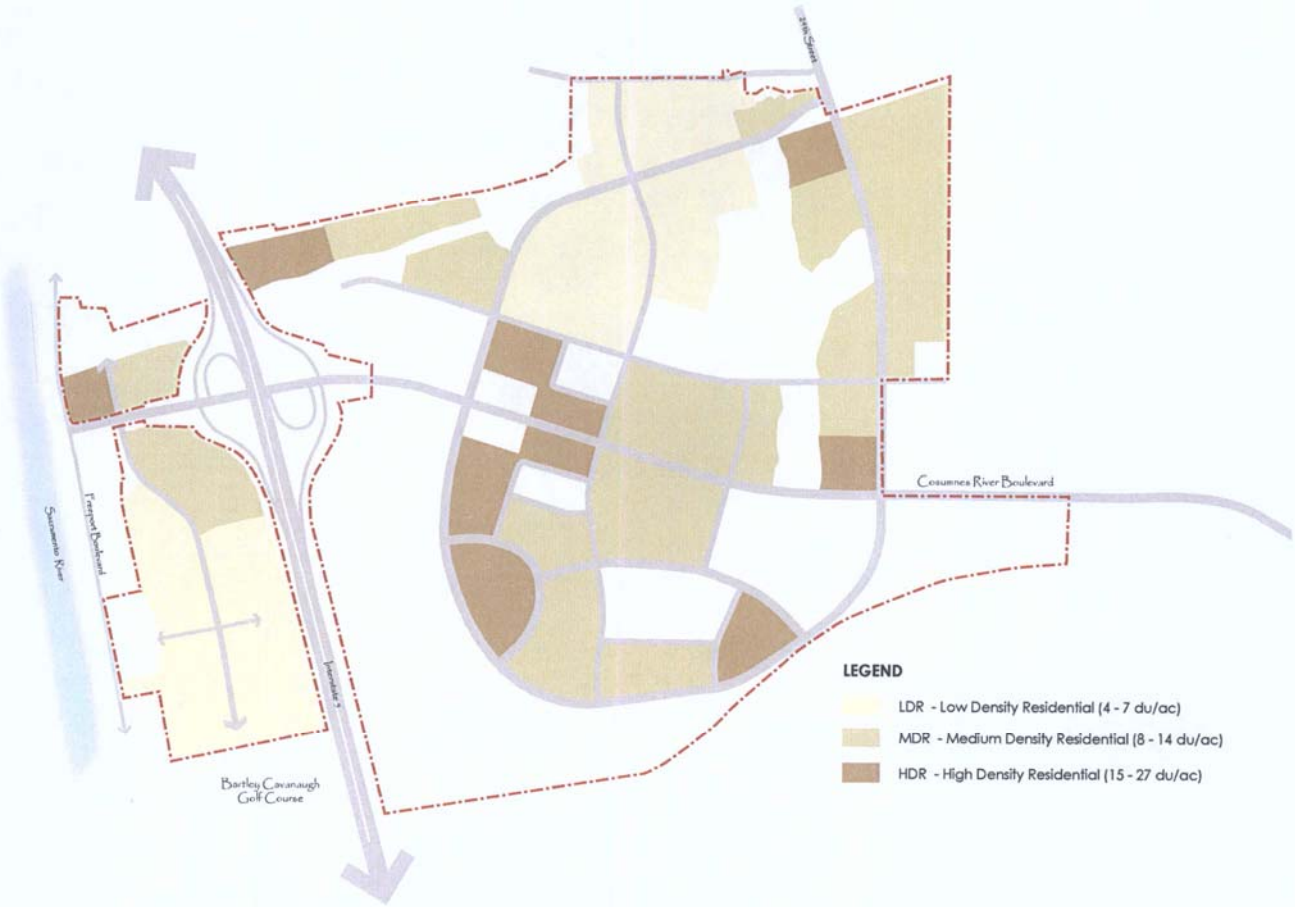
Land Use		Density Range	Acres	Percent	Units
Residential					
LDR	Low Density Residential	4-7 DU/AC	136.89	17.50%	675
MDR	Medium Density Residential (detached)	8-14 DU/AC	88.96	11.37%	1,246
	Medium Density Residential (attached)	8-14 DU/AC	88.96	11.37%	1,246
HDR	High Density Residential	15-27 DU/AC	54.36	6.95%	1,736
	Subtotal		379.17	48.48%	4,904
Commercial - Mixed Use					
C	Mixed Use Town Center	23-29 DU/AC	19.93	2.55%	187
C	Village/ Regional Center		121.70	15.56%	
C	Corner Retail		5.52	0.71%	
	Subtotal		147.15	18.81%	187
Public/Quasi-Public					
CC	Community Center		2.60	0.33%	
F	Fire Safety		2.00	0.26%	
W	Utility - Water		1.65	0.21%	
S	Sewer lift station		0.08		
SS	Utility - Electrical Substation		0.54	0.07%	
	Subtotal		6.87	0.87%	
Schools					
ES	School 1		9.98	1.28%	
ES	School 2		9.92	1.27%	
	Subtotal		19.90	2.54%	
Parks and Open Space					
P	Parks		58.12	7.43%	
OS	Open Space		24.45	3.13%	
OS-WL	Wetland Restoration		22.94	2.93%	
OS-D	Detention		31.70	4.05%	
Trails	Trails		3.59	0.46%	
	Subtotal		140.79	17.54%	
Circulation					
	Major Streets		88.25	11.28%	
	Subtotal		88.25	11.28%	
	Total		782.13	100%	5,092

Figure 1.7: Illustrative Concept Plan


RESIDENTIAL NEIGHBORHOODS

Residential Neighborhoods

Delta Shores is organized as a community of neighborhoods with distinct characteristics. The Delta Shores Schematic Plan proposes multiple connections between residential neighborhoods and the commercial core that complement the community's natural and designed open spaces. The basic design elements and criteria included in the following guidelines are focused on "place-making" - providing creative new approaches to the design of high-quality, high-amenity neighborhoods. The underlying objective is that neighborhood form not only follows function, but also provides visually interesting places.



Residential Land Uses

2.1 Design Principles

The Delta Shores Schematic Plan closely follows the goals envisioned by the Community Plan. The Schematic Plan encourages the creation of a community pattern that links existing neighborhoods to the new development. The Delta Shores Development Guidelines propose to establish this "sense of place and community" by achieving communitywide design principles that emphasize mobility, compactness, diversity and quality of design.

Mobility

The Schematic Plan provides transportation choices that include public transit and a well-designed, pedestrian-oriented street system, that incorporates a bicycle and pedestrian network. Residential neighborhoods are conveniently located near commercial areas and well connected by a grid street pattern and by pedestrian-oriented greenways to encourage walking and biking.

Providing transportation choices that integrate both vehicular and nonvehicular modes of traffic helps in creating lively residential neighborhoods.

A low-impact, compact development approach promotes the creation of public gathering places and contributes to the sense of community.

Compactness

The Schematic Plan encourages low-impact, compact development. The highest concentration of housing density has been placed in areas with easy access to the regional and neighborhood shopping centers, and the parks and open spaces within the community. The Schematic Plan has varied densities in response to the practical considerations of compatibility with adjoining land uses and availability to a broad segment of the market. This compact-development approach promotes the creation of public gathering spaces and contributes to a sense of community.

The plan accommodates high-density residential areas within close proximity to commercial centers, parks, and open spaces.

Diversity

The Development Guidelines encourage a range of housing types, suitable for people of varying lifestyles, income levels, and age groups. Homes are designed to create variety in scale and architectural form and massing, which reinforces the neighborhood and street character.

Homes should be designed to create variety in scale and architectural form and massing.

Quality of Design

High quality of design and construction is envisioned for the Delta Shores community to enrich residents' quality of life and enhance the property values of the community and its adjoining areas. Porches and architectural detailing that achieves a "human scale" in design will be used to orient homes toward public areas and create interactive social spaces.

Ground-level architectural elements and detailing are used to achieve "human scale" in design.

Accommodating various lifestyles by providing a range of housing options brings vibrancy and variety to the residential developments.

2.2 Development Standards

Development standards have been incorporated to ensure a consistent design approach for all residential development within Delta Shores. The standards in this chapter will be used to assist the City in evaluating the merit of the development proposals.

The Delta Shores Schematic Plan proposes a target of 5,092 residential units with an estimate of approximately 675 Low Density Residential units (13.3% of the total), 2,492 Medium Density Residential units (48.9% of the total), 1,738 High Density Residential units (34.1% of the total), and 187 Mixed-use Residential units (3.7% of the total). The average net density for Delta Shores is approximately 13 dwelling units per acre (du/ac) [Refer to Table 2.1 "Residential Land Use Summary"].

In order to achieve a diversity of housing types and creativity in architectural design, densities and lot sizes may vary as long as each neighborhood is in substantial conformance with the development standards. Minor deviation determinations will be made at the discretion of the Planning Director. Additional designs or creative solutions (for example: flag-lots, zero lot lines, cluster homes, duplexes, halfplexes) that are substantially consistent with the design intent of the original Development Guidelines may be approved as part of a special permit process.

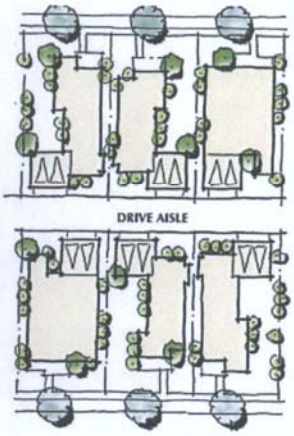
Table 2.1: Residential Land Use Summary

	Du/ac (max.)	LDR		MDR		HDR		Mixed-Use		Subtotal			
		Number	Acres	Number	Acres	Number	Acres	Number	Acres	Units Number	%	Acres Number	%
High Density Residential Housing Types													
Townhomes/ Attached Product	27					1738	64.36			1738	34.13%	64.36	16.69%
Medium Density Residential Housing Types													
Attached SFD Garden Cluster (2,300 sq.ft)	14			1246	88.96					1246	24.47%	88.96	23.07%
Detached Micro Lot (3,000 sq.ft.)	14			1246	88.96					1246	24.47%	88.96	23.07%
Low Density Residential Housing Types													
Single-Family (5,000 sq.ft.)	5	437	80.02							437	8.58%	80.02	20.75%
Single-Family (6,500 sq.ft.)	4	178	39.64							178	3.50%	39.64	10.28%
Single-Family (7,200 sq.ft.)	3	60	17.23							60	1.18%	17.23	4.47%
Mixed Use Housing Types													
Mixed-use	29							187	6.44	187	3.67%	6.44	1.67%
Total		675	136.89	2492	178.04	1738	64.36	187	6.44	5092	100.00%	385.61	100.0%

Note: The maximum number of units possible is 5,222, but the target number of units is 5,092. The Quimby park calculation is based on the maximum number of residential units. In the event, the maximum residential density, or housing types are modified as this project develops, so as to cause the amount of parkland required to exceed 58.12 acres, an additional parkland dedication or payment of an in-lieu fee shall be required in accordance with Chapter 16.64 of the City Code.

Residential Neighborhoods

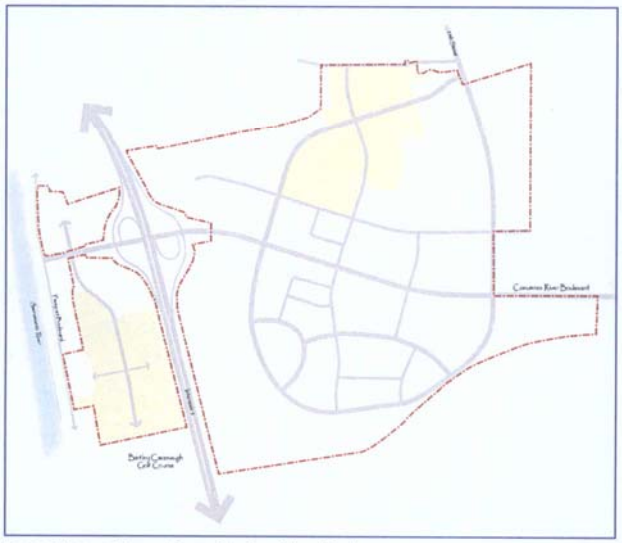
Single-family residence (4-5 du/ac)



A low-density residential prototype

Single-family residence (6-7 du/ac)

2.2.1 Low Density Residential – (R-1-PUD – 4-7 du/ac)



Location of Low Density Residential

Single-family residence (4-5 du/ac)

Low density residential

Intent

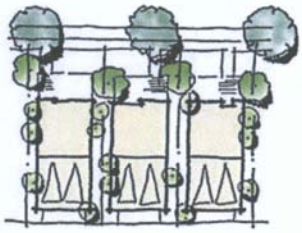
In Delta Shores the lower density housing is envisioned along the northern edge of the site east of I-5 (along the extension of 24th Street) and on the west side of I-5 to maintain continuity and compatibility with the existing Meadowview and Freeport neighborhoods. The Low Density Residential (LDR) neighborhoods will be characterized by well-designed single-family homes on lot sizes ranging between 5,000 and 7,200 square feet (sq. ft.), and densities between 4 and 7 du/ac.

Development Standards

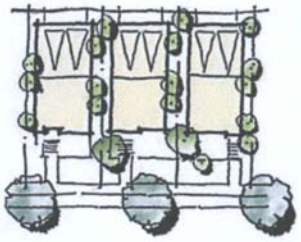
Refer to Table 2.2 "Delta Shores Residential Development Standards Summary" for the development standards that should be used for the R-1-PUD zone. These standards are intended to supplement and supersede the development standards identified in the Standard Single-Family (R-1) Zone described in the Sacramento City Code. To the extent that the development standards in these Development Guidelines conflict with the Sacramento City Code, these development standards shall prevail.

Residential Neighborhoods

Alley-loaded small lot products (9-13 du/ac)



DRIVE AISLE

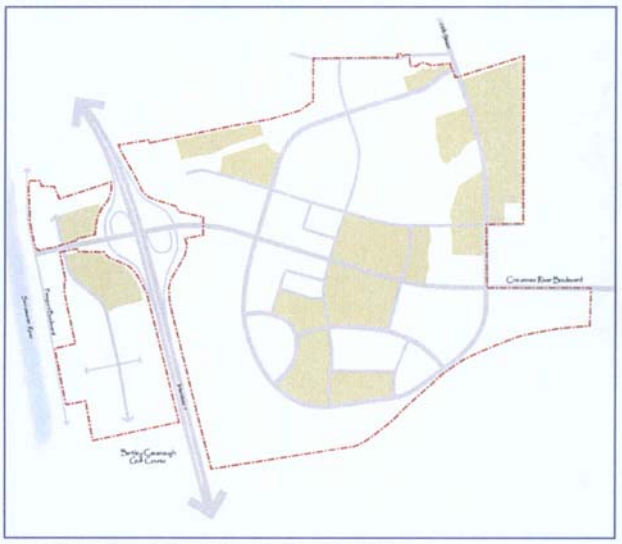


NEIGHBORHOOD STREET

Attached condominiums (9-13 du/ac)

Small-lot single-family residence (8-9 du/ac)

2.2.2 Medium Density Residential – (R-1A-PUD – 8-14 du/ac)



Location of Medium Density Residential

Small-lot single-family residence (8-9 du/ac)

Medium density residential

Intent

The Delta Shores Schematic Plan locates the medium density housing types as a transition between the higher density areas near the commercial uses and collector roads and the lower density housing at the northern edge of the eastern portion of the site. The medium density residential (MDR) neighborhoods will be characterized by single-family attached and detached units in a variety of lot configurations such as garden clusters (2,300 sq. ft.), micro-lot homes (3,000 sq. ft.), and entry-level single-family homes (4,000 sq. ft.), with densities between 8 and 14 du/ac.

Development Standards

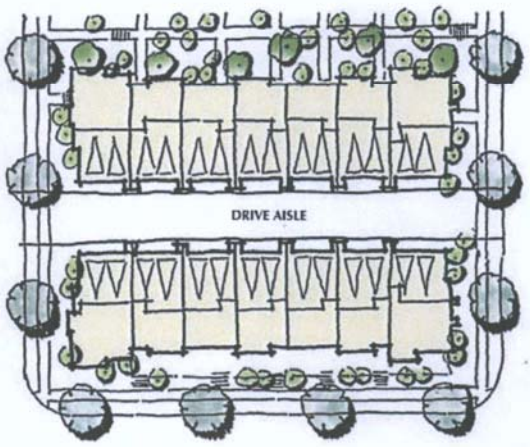
Refer to Table 2.2 "Delta Shores Residential Development Standards Summary" for the development standards that should be used for the R-1A-PUD zone. Unless otherwise mentioned, these standards are intended to supplement and supersede the development standards identified for the Single-family Alternative Zone described in the Sacramento City Code. To the extent that the development standards in these Development Guidelines conflict with the Sacramento City Code, these PUD development standards shall prevail.

Residential Neighborhoods

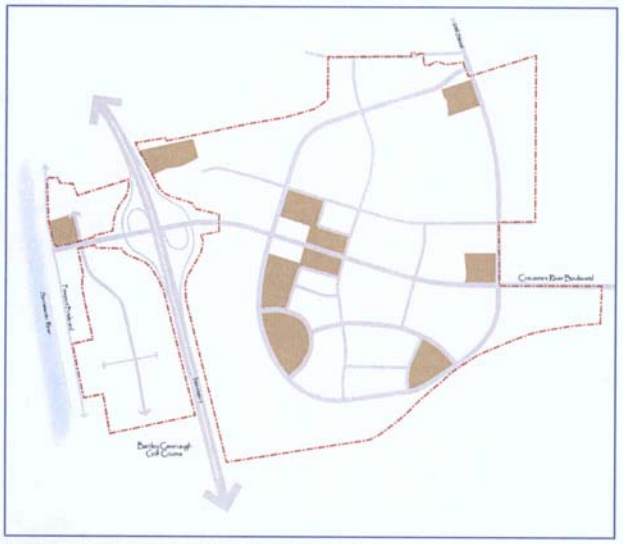
Attached townhomes (10-16 du/ac)

Attached tucked-under prototype

A high-density residential prototype



2.2.3 High Density Residential – (R-3-PUD - 15-27du/ac)



Location of High Density Residential

Intent

Higher density housing types have been located along collector roads and adjacent to public facilities and commercial uses. The High Density Residential (HDR) neighborhoods will be characterized by townhomes, condominiums, and apartments, with densities ranging between 15 and 27 du/ac.

Development Standards

Refer to Table 2.2 "Delta Shores Residential Development Standards Summary" for the development standards that should be used for the R-3-PUD zone. Unless otherwise mentioned, these standards are intended to supplement and supersede the development standards identified for the Multi-Family Alternative Zone described in the Sacramento City Code. To the extent that the development standards in these Development Guidelines conflict with the Sacramento City Code, these development standards shall prevail.

Contemporary style townhomes

High density residential

Table 2.2: Delta Shores Residential Development Standards Summary

BUILDING TYPE	DENSITY	Lot Coverage (%)	Lot Area (sq.ft.) [20]	Lot Width (ft.)	FRONT SETBACK			REAR SETBACK	SIDE SETBACKS	
					Main Residence		Open Porch or Balcony	Rear Yard	Interior Side Yard	Corner/ Street Side Yard
		Max.	Min.	Min.	Min.	Max.	Min.	Min.	Min.	Min.
Low Density (R-1-PUD)										
7,200 sq.ft.	4.0 - 5.0	50%	7,150	65'	15'	20'	10'	15'	5'	15'
6,500 sq.ft.	4.0 - 5.0	50%	6,000	60'	12.5'	15'	8'	15'	5'	10'
6,000 sq.ft.	4.5 - 6.0	50%	5,500	55'	12.5'	15'	8'	15'	5'	10'
5,000 sq.ft.	5.1 - 7.0	50%	4,500	45'	12.5'	15'	8'	15'	5'	10'
5,500 sq.ft -alley loaded	5.1 - 6.0	50%	5,000	50'	15'	20'	15'	5'	5'	10'
Medium Density (R-1A-PUD)										
4,200 sq.ft.	6.0 - 7.1	60%	4,000	40'	12.5'	15'	8'	15'	5'	10'
3,000 sq.ft.	7.1 - 10.0	60%	2,750	25'	12.5'	15'	8'	15'	5'	10'
2,300 sq.ft. detached condominium	9.0 - 13.0	60%	2,300	23'	12.5' [15]	NA	6'	15'	5'	10'
High Density (R-3-PUD)										
Attached condominium	15.0-27.0	NA	NA	NA	12.5'	20' [20]	4'	10'	5' [19]	10'
Multi-Family	15.0-27.0	NA	NA	NA	12.5'	20' [20]	4'	10'	5' [19]	10'

GENERAL NOTES:

1. *Additional housing designs or creative solutions (for example: z-lots, flag-lots, cluster homes, duplexes, triplexes) that are substantially consistent with the design intent of the Development Guidelines may be considered for approval as part of a special permit process.*
2. *Separation of buildings on separate lots must be a minimum of fifteen (15) feet.*
3. *A maximum of 15% of the units within any subarea may be smaller than the expressed lot size.*
4. *Architectural features such as, but not limited to, weather vanes, chimneys, etc., as are appropriate to the architectural style of the home may extend in height above the stated building height of the primary structure.*
5. *Accessory structures are limited to one (1) story, or ten (10) feet below the building height of the primary structure on the same lot, whichever is greater.*
6. *Rear-yard setback for a habitable structure on second story over garage may be three (3) feet, otherwise twenty (20) feet for all habitable structures.*
7. *Rear yard setback for the garage may be reduced to five (5) feet if abuts an alley.*
8. *Third-floor lofts, not to exceed five hundred (500) square feet, may be allowed in up to 25% of units.*
9. *First-floor front porch may encroach up to six (6) feet into front yard setback/building separation.*
10. *Architectural projections, including chimneys, eaves, and meter cabinets, may be allowed into side and rear yard setbacks a maximum of two (2) feet.*
11. *Architectural projections, including outside open stairways and decks, may be allowed into building separations. The minimum clear distance, allowing for such projections, shall be ten (10) feet.*

Garage Setbacks				Building Separation			Building Height			
Front Access	Side-in Access	Drive or Alley Access	Garage Side Yard	Front Façade to Any Other Façade	Side Façade to Side or Rear Façade	Rear Façade to Rear Façade	Primary Structure	Arch. Features	Accessory Structures	Parking Spaces
Min.	Min.	Min.	Min.	Min.	Min.	Min.	Max.	Max.	Max.	
20'	10'	NA	5'	NA	NA	NA	35'	8'	1 story	2/du
18'	10'	NA	5'	NA	NA	NA	35'	8'	1 story	2/du
18'	10'	NA	5'	NA	NA	NA	35'	8'	1 story	2/du
18'	10'	NA	5'	NA	NA	NA	35'	8'	1 story	2/du
NA	NA	4'[17]	5'	NA	NA	NA	35'	8'	1 story	2/du
18'	10'	4'[16]	5'	NA	NA	NA	35'	8'	1 story	2/du
NA	NA	4'[16]	5'	NA	NA	NA	35'	8'	1 story	2/du
NA	NA	4'[16]	5'	NA	NA	NA	35'	8'	1 story	2/du
NA	NA	4'[16]	NA	20'	10'	15'	45'	8'	1 story	1.5/du[18]
NA	NA	4'[16]	NA	20'	10'	15'	45'	8'	1 story	1.5/du[18]

12. *Open porches must be a minimum six (6) feet deep.*

13. *If the main entrance(s) face the rear-yard property line, the minimum width of the court between the entrance and the rear property line shall be fifteen (15) feet. This width may be reduced to required rear-yard setback of the building if the main entrance faces a minimum 20 foot wide alley.*

14. *If carriage or "in-law" units are added on rear detached garages of two story buildings, then two-story accessory structure is allowed.*

REFERENCED NOTES:

15. *Front-yard setback from public or private street is measured from back of sidewalk on streets with curb adjacent landscape parkway. Where sidewalk is adjacent to curb, the setback is ten (10) feet from back to sidewalk.*

16. *Alleys shall include a twenty-eight (28) foot easement (20 feet of pavement and 4 feet landscaped driveway apron on each side).*

17. *Lot width shall be measured at the front-yard setback for main residences.*

18. *1.5 spaces per dwelling unit + one (1) guest space per fifteen (15) units (guest space shall be clearly marked) (seven units or fewer do not require a guest space).*

19. *Add 1 foot/ story for buildings over three stories.*

20. *The front setback may include a planting strip.*

21. *If dwelling is a single story, lot coverage may not exceed 50% for low density units, or 60% for medium density units.*

2.3 Permitted Land Uses

The permitted land use table below has been modified from the Sacramento City Code and is applicable solely for the Delta Shores PUD area. The primary uses listed in "Table 2.3 Permitted Residential Land Uses in R-1-PUD, R-1A-PUD, and R-3-PUD zones" are allowed in the specified zones with appropriate City of Sacramento Zoning Code entitlements, while the listed secondary uses will require issuance of a special use permit. Any uses not listed in the table as either Primary or Secondary uses will not be allowed in the residential areas.

Table 2.3: Permitted Residential Land Uses in R-1-PUD, R-1A-PUD, and R-3-PUD zones.

Zoning Designation	Permitted Uses	
	Primary Uses	Secondary Uses
R-1-PUD (Standard Single-Family) [LDR]	Permitted uses in the R-1 zone include: • Live-work Units • Duplexes/Halfplexes • Home Occupations (permit required) • Model Home Complex/ Temporary Sales Office • Public and Private Parks, Recreation Facilities, and Community Center • Single-family Dwellings	Permitted uses in the R-1 zone requiring a special-use permit include: • Antenna or Communication Towers • Church • Deep Lot Developments (two homes on same lot) • Dormitories • Family Care Facilities • Fraternities/Sororities • Manufactured Homes • Private Schools • Religious Institutions • Religious Schools • Residential Care Facilities • Alternative Ownership Housing (townhomes, row houses, cluster, etc.) • Family Day Care Facilities • Temporary Residential Shelters • Home Childcare Facilities and Rooming and Boarding Houses (limited to two guests) • Schools: K-12 and Public • Second Residential Units
R-1A-PUD (Single-Family Alternative) [MDR]	Permitted uses in the R-1A zone include: • Alternative Ownership Housing (townhomes, row houses, cluster, etc.) • Live-work Units • Duplexes/Halfplexes • Home Occupations (permit required) • Model Home Complex/Temporary Sales Office • Public and Private Parks, Recreation Facilities, and Community Center • Second Residential Units • Single-Family Dwellings	Permitted uses in the R-1A zone requiring a special-use permit, including: • Antenna or Communication Towers • Church • Family Care Facilities • Manufactured Homes • Private Schools • Religious Institutions • Religious Schools • Residential Care Facilities • Family Day Care Facilities • Home Childcare Facilities • Rooming and Boarding Houses (limited to two guests) • Schools: K-12 and Public • Temporary Residential Shelters

Zoning Designation	Permitted Uses	
	Primary Uses	Secondary Uses
R-3- PUD (Multi-Family) [HDR]	Permitted uses in the R-3 zones include: • Alternative Ownership Housing (townhomes, row houses, cluster, etc.) • Apartments • Artist's Live-work Units • Condominiums • Duplexes/Halfplexes • Family Day Care Facilities • Home Childcare Facilities • Home Occupations (permit required) • Model Home Complex/ Temporary Sales Office • Second Residential Units	Permitted uses in the R-3 zones requiring a special-use permit, including: • Antenna or Communication Towers • Church • Dormitories • Family Care Facilities • Fraternities/Sororities • Manufactured Homes • Private Schools • Residential Care Facilities • Religious Institutions • Rooming and Boarding Houses (limited to two guests) • Schools: K-12 and Public • Temporary Residential Shelters

2.4 Site Development Guidelines

The site development guidelines have been established to encourage flexibility and creativity for Delta Shores' residential neighborhood design. The following guidelines apply to all residential types and densities unless otherwise mentioned. The guidelines are general recommendations that help to manifest the vision of the project. The numeric recommendations within this section are advisory and based on good urban design practices; they are intended to enhance the quality of design in the community when implemented. The residential areas within the Village Center mixed-use area are discussed in a separate chapter.

2.4.1 Neighborhood Organization

- Residential lots should be organized in block layouts with a modified grid pattern that encourages walking, biking, and the use of alternative modes of transportation.
- Access walkways should be provided to open spaces, parks, schools, and commercial centers from neighborhoods and within approximately 1/4 mile of each residence.
- Streets should be laid out in a pattern that allows motorists to make internal connections between adjacent residential neighborhoods without needing to drive to an exterior major road or collector street.
- Residential blocks and local streets should be pedestrian-oriented and in a pattern that reduces regional through traffic.
- Residential neighborhoods should provide a variety of smaller open spaces, mini parks, image/pocket parks, and seating places along the streets for informal neighborhood gatherings.
- Shade elements and structures should be considered integrally with neighborhood design to create comfortable outdoor and public spaces.
- Lots, blocks, trails, and walkways should be organized to encourage residents to walk and enjoy the neighborhood setting and nearby amenities such as parks, open spaces, schools, and shopping.

Ground floors of all homes should have an outdoor living space.

A coherent and connected open-space system should be provided within all neighborhoods.

Buildings should be placed and oriented toward open space.

2.4.2 Focus on Open Space

- Each residence should be designed with a usable, private outdoor living area. All ground-floor homes must have an outdoor living space, yard, courtyard, deck, or patio.
- A coherent and connected open-space system should be provided within or adjacent to all neighborhoods.
- Buildings should be placed and oriented such that open space is visible and accessible.
- Private outdoor living spaces may be enclosed or screened to provide privacy from surrounding homes and public spaces.

A private outdoor sitting area may be included within townhomes or apartments.

2.4.3 Building Setbacks

Residential building setbacks are a key element in defining private residential space and the public realm along streets. Setbacks may vary from neighborhood to neighborhood, adding to the residential character of the neighborhood. Setback lines should adhere to the minimum requirements as provided in Section 2.2 "Development Standards" in the Development Guidelines. Building setbacks along residential streets should vary to create visual interest and a changing street scene.

2.4.4 Land Use Compatibility

Landscaped buffers provide a physical and visual separation between non-compatible land uses to screen noise, light, sound, odor, and other potential nuisances to residents. Landscaped buffers between residential and nonresidential land uses that abut one another should be at least 15 feet wide.

- Orienting residential streets, parking lots, and driveways onto landscaped buffer areas of adjoining residential and nonresidential land uses is encouraged.
- Nonresidential site design should avoid locating service and trash areas, truck parking, and delivery bays adjacent to residential properties.
- Site and street lighting should avoid light spillage onto adjoining land uses.

Orienting residential streets, parking lots, and driveways toward landscape buffers is encouraged.

2.4.5 Building Orientation

Streetscapes should be designed as pedestrian-friendly places that provide residents with a sense of belonging, encouraging community interaction.

- Homes should be oriented toward the street, with entry areas and major indoor activity spaces facing the street.
- Large expanses of blank walls, garage doors, and utilities along the front areas of buildings and lots are discouraged.
- Building façades should be designed to provide visual surveillance of the public streets, public spaces, sidewalks, and open-space areas from inside the buildings to promote safety and security of the public realm with "eyes on the street."
- Building façades facing streets and walkways should be designed with entries, porches, and other architectural elements that create a more human-scale environment and provide transitions from public to private spaces. A clear entry sequence for ground-floor units extending from the public sidewalk to the front door may be accomplished through:
  - use of functional front porches (at least 6 feet deep and 8 feet wide) or front stoops;
  - clearly defined site and building entries that are in scale with the building and oriented directly to the street frontage;
  - front doors for each unit that are clearly identifiable from the adjacent street, with the use of distinctive architectural elements and materials to denote the permanence of the entry; and
  - use of light shining on the building address so that it is visible from the street at night.

Housing facades on corner lots should provide architectural features that emphasize street presence on both streets.

2.4.6 Presentation at Corners

The relationship of buildings to one another and the street is especially important at corners. Buildings on corner lots must address both streets. Corner lots are typically wider to accommodate the side-yard setback along the side street and allow for side porches. Traditionally, homes on corner lots are larger and have one- and two-story articulation on both the front and the side facing the corner street. Other considerations for corner lots include:

- Corner lots provide opportunities for larger building heights and forms to create a visual anchor at intersections.
- Side elevations should be generally equal to front elevations in detail and articulation.
- Garage access from an alley or the side street is encouraged.
- The housing façade facing the side street on corner lots should provide architectural features that create a presence to the street and improve the visual surveillance of the public realm.

Building facades should be designed to promote the safety and security of the public realm with "eyes on streets," by adding architectural elements such as porches, patios, and decks.

2.4.7 Streetscape Diversity

Primary techniques of creating a sense of variety within a street scene are to vary lot widths, building styles, building heights, and massing, and to include single-story elements in the profiles of the front façade. They may include:

- Each block should contain at least four different models and up to three elevations for each floor plan. Different models are defined as those with significant variation in floor plans, configurations, heights, and massing, as well as minor variations in size or number of bedrooms.
- No more than two of the same model with the same architectural style should be used on a single block face.
- Similar models with similar architectural styles should not be placed next to or across from one another.
- Architectural variety may be achieved by using a minimum of three basic colors; house materials that are texturally different yet visually compatible, and detailed window treatments, trim, porch elements, door design, and other variations in architectural ornamentation.
- Variations in first-level building massing may be achieved by introducing entry porches and courtyards.
- Varying building heights by mixing one- and two-story models also creates diversity along the street. Integrating higher vaulted or cathedral ceilings into the building façade at the entry can provide a transitional element that adds distinction to the front elevation.
- Staggering the building massing along the block is encouraged. The techniques used may differ depending on product types, ranging from two-story setbacks on higher density products to varying ground-floor setbacks on lower density housing types. A staggered setback should be achieved without sacrificing backyard depth and usable open spaces.

Diversity in low-density neighborhoods

Diversity in high- and medium-density neighborhoods

Architectural variety may be achieved by using a minimum of three basic colors.

A variety of models should be used along a street to encourage streetscape diversity.

2.4.8 Residential Street Face

House design should place entries, windows, front porches, covered terraces, and primary living areas (which may include living rooms, dens, dining areas, and family rooms) directly facing the street on all residential elevations.

The primary living areas of the home should visually dominate the street scene.

Proportional doors, windows, and other façade elements are encouraged.

2.5 Architectural Design

The following architectural guidelines have been established to ensure the consistent design quality and character of housing types that may be developed in Delta Shores. Provisions are included to address various architectural elements such as façade articulation, corner lots and perimeter edges, roofs, entries, porches and balconies, window treatments, and garage design and placement. The following general architectural guidelines should be considered for each residential design:

- The architectural character, form, and massing should be varied through changes in roof form, color, material, and texture.
- Quality application of siding materials and other exterior features is encouraged.
- Exterior exposed metals such as aluminum or steel doors, windows, screens, rooftops, and other surfaces should be anodized in a color or provided with a factory-finished approved color.
- All roof or ground-mounted mechanical equipment, satellite dishes, antennas, or other similar structures shall be screened from view with an enclosure that is compatible with the architectural theme of the attached or adjacent structure.

2.5.1 Form and Massing

Intent

The design of homes in Delta Shores should emphasize traditional rectilinear architectural forms and massing. The architecture should create variety among individual homes, and at the same time establish a distinctive neighborhood identity.

Guidelines

Simple, bold forms and well-proportioned massing will be used in the architecture of homes. A series of interlocking volumes instead of monolithic blocks will be used to create human-scale architecture.

- Vertical and/or Horizontal Stagger – Building wall planes should be staggered to provide shadow and depth.
- One-, Two-, and Three-Story Forms – Combinations of one-, two-, and three-story forms should be used to create variety in setback and overall building form. Stepped massing of building forms is encouraged.
- Forward-Facing Living Spaces – Forward-facing living spaces should visually dominate the street scene.
- Building Symmetry – A variety of both symmetrical and asymmetrical plan forms is encouraged.
- Elevation Style – Stylistic diversity can be achieved through a mix of elevation styles. Although no predetermined architectural styles have been selected for Delta Shores, varied and articulated elevation designs that provide a high level of visual interest are encouraged. An orderly relationship should be established among architectural elements used in elevations, such as windows, doors, porches, and entries.

2.5.2 Architectural Styles and Types

Intent

A broad mix of architectural products in different architectural styles is encouraged to create diversity within the neighborhoods, as opposed to the regular and monotonous "cookie-cutter" subdivisions. While imaginative and varied design is encouraged, the goal is to ensure that variation remains within the context of the overall design theme for the community.

Guidelines

The following guidelines relate to architectural styles in the community:

- Single-family homes along the same street should use a complementary and coordinated "family" of styles. Variation of architectural styles along the same street is appropriate if the overall massing, form, and setbacks of the homes are similar. Complementary colors, materials, and landscape treatments will provide a cohesive identity to the neighborhood.
- Authentic application of architectural styles is encouraged. Architectural styles should be visually compatible, and should possess general market appeal and community acceptance.
- Use of unique, contemporary, or experimental design styles can be appropriate in selected locations within Delta Shores. Landmark sites at key locations and intersections within neighborhoods and the mixed-use Town Center or Village Center area may be appropriate for contemporary and creative design solutions. Innovative design approaches and expressions provide opportunities to create community landmarks, can aid in wayfinding, and provide an artistic element and point of interest within the physical setting.

The architectural character, form, and massing should be varied through changes in roof form.

Building wall planes should be staggered to provide shadow and depth.

2.5.3 Roof Design

Intent

An array of roof forms, ridge heights, massing, and overhangs will create a sense of individuality and rhythm while maintaining a continuity of views along the street edge.

Guidelines

The overall profile and articulation should be gable or hip form to allow for continuous side slope along streets. Possible variation within this character will include varied roof pitches, covered porches/ verandas, and shed/gable dormers. Overhangs are encouraged, as are trellis/arbor structures for added character. Where consistent with the architectural style of the home, the roof form should be articulated through the use of dormers, bays, porch roofs, clerestories, cross gables, and hips to avoid a monolithic appearance.

Roof Slope – Roof slopes should vary with respect to the architectural style of the house. Typical roof slopes range from 4:12 to 8:12.

Ridgelines – The height of ridgelines and fascias should be designed to be appropriate to the architectural style of the building.

Broken Pitches – Broken roof pitches extending over porches, patios, or other similar features are encouraged.

Wide Overhangs – Wide overhangs providing shadow and depth are encouraged.

A broad mix of architectural products in various architectural styles is encouraged to create diversity within the neighborhoods.

A broad mix of architectural products in different styles is encouraged.

No more than two of the same model with the same architectural style should be used on a single block face.

Use of unique, contemporary, or experimental design styles can be appropriate in selected locations within Delta Shores.

2.5.4 Building Materials and Finishes

Intent

The materials will be integral to the design of homes and will not be applied in an arbitrary manner. Use of high quality durable materials helps in creating a sense of quality and permanence.

Guidelines

A mix of naturalistic materials such as stone, brick, wood, and stucco will be used in residences. These general materials, along with the following examples of additional acceptable materials, should be used to create a building design of quality and variety:

- siding with wood banding and trim,
- board and batten,
- stone/brick veneers,
- smooth to medium texture stucco,
- clay/concrete roof tile,
- fire-rated shakes and shingles,
- slate tile, and
- tongue-in-groove and beveled board siding.

While the use of a variety of building materials is encouraged, the application of such materials is critical to the overall appearance of homes. The following techniques should be used for the application:

- All surface treatments or materials should be designed to appear as an integral part of the design and not merely applied; all materials should wrap columns, porches, or balconies in their entirety.
- Abrupt changes of material should not occur at visible locations. Materials applied to an elevation should extend along its entire length.
- Selected finish materials should be used and applied appropriately, and should be durable and of high quality.

An array of roof forms, ridge heights, massing, and overhangs will create a sense of individuality and rhythm.

Roof slopes and ridges should vary with respect to the architectural style and character of the house.

Broken roof pitches extending over porches, patios, or other similar features are encouraged.

2.5.5 Colors

Intent

Color is a key element in enhancing the integrity and harmonious nature of the design of Delta Shores neighborhoods.

Guidelines

The color palette selected for a given residence should complement the palettes used for other homes in the neighborhood. The color requirements for neighborhoods of single-family and multifamily homes are identified below.

Single-family home neighborhoods:

- Single-family home neighborhoods should have a minimum of three color palettes per product type.
- The color scheme for each product type should contain a minimum of three colors, not including the roof color.
- Masonry may be substituted for one of the three colors on those styles that allow it.
- All primary field colors on each product should be discernibly different from each other.
- No more than one-third of the selected schemes may use the same fascia color.
- No more than one-third of the selected schemes may use the same trim color.
- Fascia and trim colors may be the same within a scheme.
- No two dwelling units with the same color scheme should be plotted adjacent to one another.

Brick

Field stone

Stucco

Stone

Stacked stone

Wood siding

Wood siding

Random stone layout

Residential Neighborhoods

Multifamily home neighborhoods:

- Multifamily product types should have a minimum of three color palettes.
- All primary and secondary colors should be discernibly different from all other field colors.
- The same fascia color may be used throughout.
- The same trim color may be used throughout.
- Fascia and trim colors may be the same within a scheme.

Color Application:

The application of color is as critical as the choice of color palette. Style-appropriate color applications, logical termination points, and color blocking should be considered in the early stages of design. The following criteria should be followed for color selection and application:

Color Selection – Building and material colors should complement the natural environment while providing depth, without reflectivity; use of rich earth tones and warm hues is encouraged. Highly saturated colors should be used sparingly.

Application on Wall Plane – Any field color used at the base of the building should continue down to the foundation or finish grade.

Color Transition – Color changes should occur at logical articulations of the roof and building wall, typically along plane breaks or inside corners.

Color Blocking – Color blocking, or the use of multiple colors, should be used only where appropriate to the architectural style.

Accent Colors – Accent colors should be used on railings, shutters, front doors, and similar visual enhancement features

Masonry Colors – Masonry colors should be in warm or neutral muted shades that contribute to the overall color composition. Grout colors should harmonize and blend with the colors found in the stone rather than contrast with them.

Fascia Colors – Fascia colors should be selected to complement the architectural style and overall color scheme of the building. Other types of exposed woodwork, beams, posts, railings, etc., should be colored to match the fascia.

Trim Colors – Trim colors should be used judiciously on understated window trim and recessed window areas, and should have an aesthetically pleasing visual effect rather than a distracting effect.

Garage Door Colors – Garage door colors should be selected to understate the presence of the garage while being consistent with the building's overall color composition.

Window Frame Colors – Window frame and mullion colors should set off the colors selected for the fascia.

Gutters and Downspouts – Exposed gutters and downspouts should be colored to match or complement the surface to which they are attached.

Building and roof colors should include rich earth tones and warm hues with low reflectivity, which do not detract from the natural environment.

Fascia and trim colors may be the same within a scheme.

All primary field colors should be discernibly different from each other.

2.5.6 Garage Placement and Parking

Intent

The relationship between home fronts and streets is critical to creating pedestrian-oriented neighborhoods. The percentage of building frontage allocated to living areas, dining rooms, entries, and other nongarage spaces should be maximized on all neighborhood streets.

Development Standards

Parking (both automobile and bicycle) shall be provided and maintained for all existing and new development, consistent with Sacramento City Code Section 17.64.

Standards for covered parking, whether garage or carport, should be consistent with regulations described in Sacramento City Code Section 17.80.040, "Attached Accessory Structures," and/or Sacramento City Code Section 17.80.050, "Detached Accessory Structures."

Alley-loaded garages

Guidelines

A variety of garage placements and orientations is encouraged in residential neighborhoods to minimize the visual dominance of cars and garage doors along the street. The diagrams shown depict examples of garage configurations that may be used in homes in Delta Shores. No more than one floor plan for each product type should feature a forward/flush garage plan. The various garage configurations are discussed below.

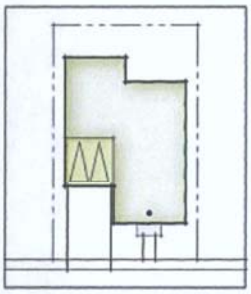
- Push-back Garages – Push-back garages are recessed from the front elevation to reduce visual mass. The garages may be shallow-, mid-, or deep-recessed, defined in order of increasing setback from the front of the house.
- Detached Garages – Detached garages are separated from the primary residence and are generally located toward the rear of the lot. Architectural details similar to those used on the primary residence should be applied to the detached garage.
- Rear-loaded Garages – Rear-loaded garages are accessed from a rear or side alley. Some garages may have operable doors on both the rear and front façade with vehicular access available on both sides.
- Corner Condition Garages – Corner condition garages provide the option of entering from the front face of the house. Side-street entry garages can be attached or detached.
- Side-street Garages – Side-street garages provide the option of entering from the side street, thereby eliminating the garage and driveway from the front face of the house. Side-street entry garages can be attached or detached.

- Turn-in Garages – Turn-in garages provide access from the front, side street, or rear alley with the driveway turning into the garage entering perpendicular to the street.
- Split Garages – Split garages are separated by a living space or entry area. This orientation lessens the impact of multiple garage doors on the street scene and reinforces the architecture of the living space or entry areas.
- Offset Garages – Offset garages have garage doors that are set back from one another to create depth and shadow, thus adding articulation and interest to the front façade of the dwelling.
- Forward/Flush Garage – Forward/Flush garages are placed in the forefront of a house, whereas flush garages are aligned with the front line of the building. Extra attention and treatments should be applied when using these configurations. A decorative garden fence, low wall with gates, trellis, porte-cochere, or additional landscaping should be used.

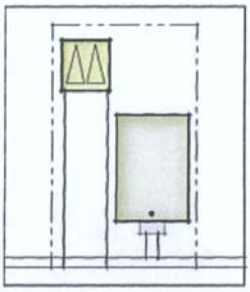
All front-facing garages should be offset from the primary structure, either recessed a minimum of 12 inches or having a pop-out of at least 12 inches projecting forward of the primary structure.

The appearance of three or more garage doors in a row facing the street should be minimized and in no case should exceed 60% of the building width.

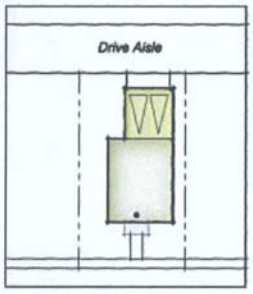
When more than two garage doors are included within a house design, architectural interest should be enhanced by providing offsets or shifting the orientation of the garage so that one or more garage doors do not face the street.



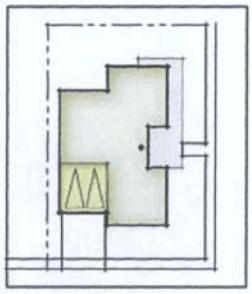
Push-back garage



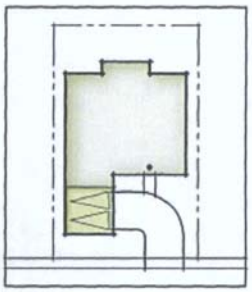
Detached garage



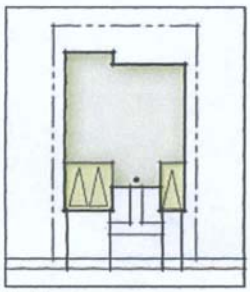
Rear-Loaded garage



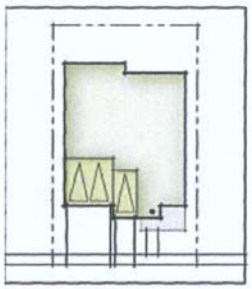
Corner garage



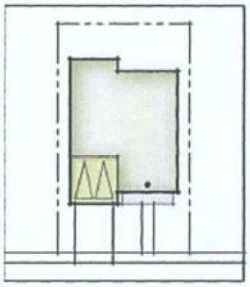
Turn-In garage



Split garage



Offset garage



Forward garage

Garage Examples

2.5.7 Architectural Detailing

Intent

Architectural detailing plays an important role in creating quality residential neighborhoods. Detail reinforces the building style, contributes to the quality of building design, and creates human scale architecture.

Guidelines

Regardless of the architectural style, the exterior detailing of the homes should be given importance to provide unique visual interest in the neighborhoods.

The following architectural detail elements may be included in the design of homes:

- wood or wrought iron (metal) railing, and vernacular rail/accent designs;
- wood or stucco outlookers, brackets, fascia, dentils, and corbels;
- wood or stucco trim surrounds, headers, and sills;
- decorative ceramic or clay tiles and pipe vents to match the color palette of the home;
- decorative wrought-iron (metal) grille work;
- decorative wood gable-end detailing;

Wrought iron railing

Entryways should be well articulated, functional and aesthetically pleasing.

Doors should be integrated with the form and mass of the structure.

A principal window can be used in the architectural design to serve as a focal point in the elevation.

Windows should appear not just as openings into the side of a box, but as architectural features.

- wood or manufactured shutters (Bermuda shutters, plank shutters, louvered shutters);
- structural columns/posts of 6 inches minimum;
- exterior wall- and building-mounted light fixtures that are integrated into the architectural concept of the house;
- electrical service meters located away from the front elevations of residential dwellings; and
- other authentic details specific to the architectural style.

The following design principles apply to entrances, doors, windows, and skylights of all buildings constructed within Delta Shores.

Entries

Entryways should be well articulated with restrained and understated lines.

- Entrances should be functional and aesthetically pleasing as well as consistent with each residence's architectural features.
- An understated entrance design scaled in a manner complementary to the overall mass of the home is preferred.
- Trellised entries or entry parts of a covered front terrace or porch are preferred.
- Entry walks should be separate from the garage parking area.
- Entrances should not be too ornate, monumental, or imposing.

Doors

Doors should be integrated into the form and mass of the structure in a subtle way that reflects the exterior architectural theme.

- Exterior doors should be covered where possible.
- Focal-point entry door design is preferred.
- Placement of doors and windows should consider the overall architectural exterior composition.
- A combination door/window design is preferred.

Windows

Windows should appear not just as openings into the side of a box, but as architectural features.

- Window placement should be chosen carefully to maximize natural lighting.
- Wood/clad/vinyl windows are preferred.
- Stacked window design is preferred.
- Highly reflective glass is prohibited for use in windows, glazed doors, skylights, or other exterior applications.
- All metal-clad wood windows and doors, or aluminum and vinyl windows and doors, must be color anodized or prefinished with baked enamel or other finish in an approved color.

A principal window should be used in the architectural design to serve as a focal point in the elevation. Each home in Delta Shores should have at least one principal window on all street-facing elevations. The design of the principal window should include one of the following elements:

- a prominent window recessed into the wall plane,
- a bay window projecting forward from the wall plane,
- an enhanced sill with corresponding roof element,
- an overhead trellis element that projects forward from the wall plane, or
- a decorative iron window gril that projects forward from the wall plane.

Regardless of the architectural style, the exterior detailing of the homes will be given importance to provide unique visual interest in the neighborhoods.

2.5.8 Outdoor Spaces

Intent

The community design of Delta Shores focuses on the public realm to create a quality living environment. Therefore, considering outdoor spaces during the early stages of home design contributes to the character of the neighborhood.

Guidelines

Detached homes in Delta Shores should integrate at least one usable outdoor living space – a covered porch, balcony, deck, mirador, courtyard, patio or loggia - in their design.

Covered Porches

A porch is a covered space at the front entrance of a home. Front porches can serve as outdoor living rooms, providing interactive fronts that allow informal viewing of the street, enhancing public safety and security. A porch should be designed as an integral part of the house, incorporating details, eaves, supports, and railings that are consistent with the architectural style and design of the residence. Porches should incorporate the following elements as suitable to the design and location of the dwelling:

- Roofing and tiles that match those used in the main roof design
- An optional trellis structure or second-floor balcony or overhang
- Columns used in conjunction with porches should convey a sense of strength and support.
- Porches should have a minimum depth of 6 feet, with 8-foot porches preferred.
- On corner lots or lots adjacent to open spaces, porches should wrap around the corner of the building.
- To emphasize the front entry, homes with steps proceeding up to porches are encouraged.

Covered porch

Balconies

A balcony is a projecting platform on the exterior wall of a building that is usually enclosed by a railing or balustrade, and can provide visual relief to the building mass. Balconies should be designed as an integral element of the building with details, eaves, supports, and railings that are consistent with the architectural style and design of the residence. Balconies may be covered or open; they may be either recessed into the mass of the building or designed as projecting elements. Balconies should have a minimum depth of 6 feet. The use of architectural enhancements such as decorative details on balconies is encouraged where appropriate to the architectural style of the residence. Columns used in conjunction with balconies should convey a sense of strength and support.

Balcony

Miradors

A mirador is a large second-story covered outdoor space. The purpose of the mirador is to provide indoor/outdoor living, similar to a balcony, but miradors are usually larger in area than typical balconies. Mirador design should be integral and consistent with the overall architecture of the home. Miradors are generally recessed into the mass of the building because of their size and may be placed on the front, side, or rear of the house. Miradors should be covered using a roof form consistent with that of the residence.

Courtyards

A courtyard is a ground-level outdoor space that is partially or fully enclosed by the building or courtyard walls. Courtyards are very effective in providing a transition from the public street to the interior of the residence. Courtyards may be located on the front, side, or rear of a house, or may be placed in the center of the floor plan. Courtyard walls may be embellished with stone, ceramic tiles, steps, recesses, cutouts, or wrought-iron accents appropriate to the architectural style of the residence.

Courtyard

Courtyards are very effective in providing a transition from the public street to the interior of the residence.

Loggias

A loggia is a covered outdoor space generally defined by colonnades or similar elements. Unlike a porch, which generally serves as a focal point to the main entry of the home, loggias provide covered outdoor space for multiple access points. The loggia may be located on the first or second floor and in front of the home.

Loggia

2.5.9 Energy Efficiency

Intent

Delta Shores is committed to building a sustainable, energy-conscious, and responsible community to reduce energy consumption and greenhouse gas emissions.

Development Standards

Residential developments within Delta Shores are encouraged to follow the energy performance standards set by the State Energy Standards Model. Other standards that should be referred to are the California Energy Star New Homes Program/ SDGE Current 2002 Program (CESNHP), and the California Home Energy Efficiency Rating System (CHEERS).

Guidelines

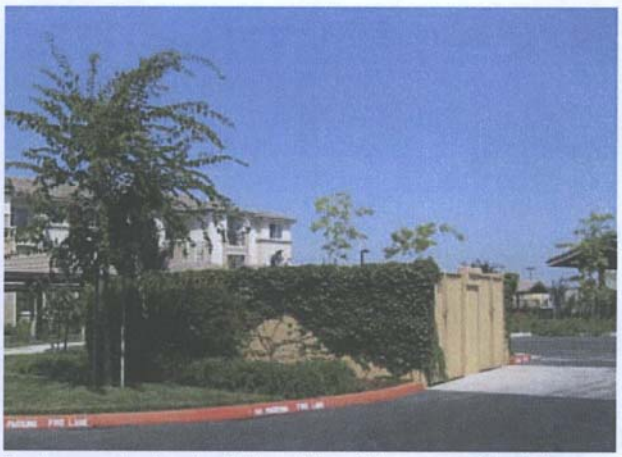
Residential development should consider energy efficient means of design and construction from the early stages.

- Home designs are encouraged to use passive solar heating and cooling concepts in their designs, such as using patio slabs and flooring materials along with building orientation to help reduce heating and cooling loads.
- Use of natural ventilation should be considered in home design, with operable windows located on adjacent or opposing walls to allow fresh air into the living spaces.
- Residential designs should include installation of energy-efficient windows (for example, Low E Vinyl, Argon Glass Filled Low E, Low E Wood Frame); roofs (solar roofs, green roofs, cool roof systems); insulation; and heating, ventilation and air conditioning (HVAC) systems.
- Inclusion of alternative energy sources such as solar panels on roofs, use of green power, and harnessing of wind energy on-site are encouraged.
- Building Energy Star-qualified residences should be considered.
- Energy-efficient home appliances such as Energy Star kitchen appliances, compact fluorescent lighting, and low-flow water fixtures should be considered early in the design to reduce electric loads.

Colored "cool roof" product.

Building integrated photovoltaic panels.

Buildings with natural ventilation options are highly recommended.



Trash receptacles should be at the side or rear of buildings away from public view.

Trash receptacles

Loading and trash areas should be functionally different from parking and pedestrian ways.

2.5.10 Utilities and Accessories

Intent

Special measures should be adopted to ensure that mechanical equipment does not detract from the architecture of the residence nor the quality of the public realm.

Development Standards

All accessory structures shall be consistent with Sacramento City Code Section 17.80.060, "Other Accessory Structures and Uses," unless otherwise mentioned in the following guidelines.

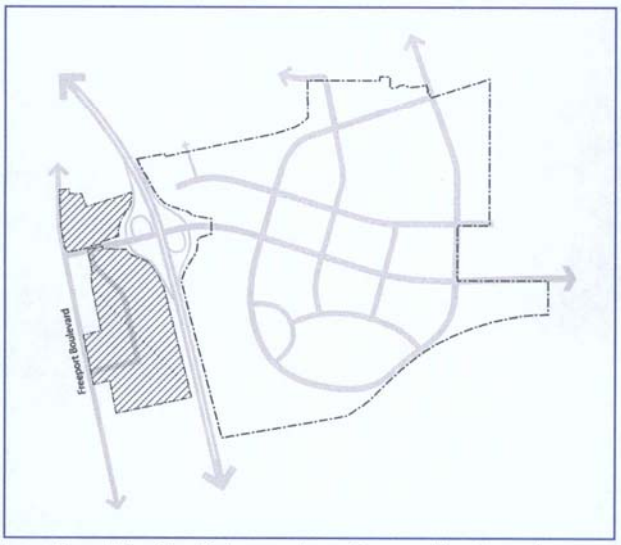
- Mechanical equipment, including heaters and air conditioners, shall not be located within the required front, interior side, or street side yards unless the equipment is screened and/or landscaped and is in compliance with all applicable noise standards and ordinances. Mechanical equipment is not counted in lot coverage computations.
- Any gates, barriers, or other control devices installed to restrict vehicular or pedestrian traffic through any alley, when authorized by the City Council pursuant to Section 12.40.020 of the Sacramento City Code, shall be installed and/or operated in such manner that adequate access is maintained pursuant to Sacramento City Code Section 12.40.070, "Access for Utilities, Freight, Emergency and Municipal Services."
- All trash and recycling areas shall be consistent with Sacramento City Code Section 17.72.040, "Development Standards for Recycling and Trash Enclosures."
- Each recycling and trash enclosure within a multifamily residential development shall be no greater than 250 feet from the nearest point of each unit.
- Each recycling and trash enclosure or receptacle within a multifamily residential development shall be designed to allow the convenient disposal of recyclable materials and trash by residents without having to open the main enclosure gates.

Guidelines

Mechanical equipment such as air conditioners, evaporative coolers, and television and radio antennas should not be mounted on the roof.

- Mechanical devices such as exhaust fans, vents, and pipes should be painted to match adjacent roof surfaces.
- Ground-mounted air conditioning units must be located behind side-yard privacy return walls or in rear yards for attached units.
- Loading, trash, and recycling areas should be accessible from the side or rear of buildings away from public view.
- Loading, trash, and recycling areas should be functionally separate from parking and pedestrian walkways for safety and to provide convenient access for delivery trucks.

2.6 Freeport Area Development Guidelines



Location of Residential area along Freeport Boulevard.

2.6.1 Freeport Character

Freeport is characterized by a range of architectural styles with rural characteristics, and a diversity of land use types and building sizes all within the same few blocks. Locals have affectionately referred to the character of Freeport as "funky." Freeport is representative of a more easy-going and small-town lifestyle where people can "do their own thing." In addition to Freeport residents, fishermen and boaters arrive early on the weekends to access the Sacramento River for a day's activities.

Residential, commercial and agricultural buildings and uses are dotted along a narrow country road, Freeport Boulevard. Commercial buildings include restaurants, bars, offices, retail stores, and agricultural production facilities. The street lacks continuous curbs, gutters, and sidewalks, and on-street parking is accommodated along the roadway edge.

The building arrangement along the street is informal and varied; many buildings are set back while others are built to the front property line. Building architecture includes both one-story commercial stores with flat roofs, and two-story residential dwellings.

Office building at the corner of Freeport Boulevard and Stone Crest Avenue

Freeport Boulevard residential building

Freeport Inn on Freeport Boulevard

2.6.2 Freeport Town Building Characteristics

Residential Design Characteristics

- Two-story homes with first floor built above the floodplain
- Porches on first and second floors
- Front porches and stoops with stairs to the street
- Steep sloping roofs
- Wide window trim
- Vertical window orientation
- Exposed rafters
- Roof shapes and roof slopes
- Use of details and decorative trim
- Multipaned windows
- Dormers and chimneys
- Battered pilasters
- Round porch columns

Freeport Street Characteristics

- Side-yard driveways
- Narrow streets
- Large shade street trees
- Use of ornamental palms at entries
- Varying front setbacks
- Limited sidewalks, curbs, and gutters

Freeport Building Materials

- Clapboard siding
- Stucco siding
- Stone base

Hotel use on Freeport Boulevard

Typical porches and balconies on Freeport Boulevard

Freeport is characterized by a range of architectural styles and rural characteristics, and a diversity of land use types and building sizes all within the same few blocks.

The Freeport community lacks curbs, gutters, and sidewalks.

Characteristic oak trees along Freeport Boulevard

Freeport is a conglomeration of building styles and characteristics, including older turn-of-the century residential styles as well as more contemporary commercial styles.

2.6.3 Freeport Architectural Styles

Freeport is a conglomeration of building styles and characteristics, including older turn-of-the century residential styles as well as more contemporary commercial styles. The range of styles includes, but is not limited to the following:

Turn-of-the Century Victorian Housing Styles

- Italianate
- Victorian
- Victorian Stick
- Queen Anne
- Victorian Farmhouse

1920s-1930s Housing Styles

- Craftsman
- Shingle
- California Bungalow
- Spanish Colonial
- Tudor
- Prairie
- French Country homes and cottages
- English County homes and cottages
- American Four Square
- Northern California and Bay Area

Freeport Community Landscaping Characteristics

Large shade street trees – oaks, walnut and pepper trees

- Valley Oaks and Walnut Trees
- Ornamental Entry Palms

2.6.4 Freeport Design Principles

The Delta Shores area adjacent to the town of Freeport is intended to be a residential neighborhood for both single-family homes, apartments, condominiums and owner occupied townhomes. All new buildings in the west Delta Shores area adjacent to the town of Freeport shall be designed and constructed to fit the character of the town of Freeport.

Intent

The intent of the Freeport Development Guidelines is to provide a set of site and building design principles that guide the design of new buildings in the west Delta Shores area adjacent to the town of Freeport. The site design, building styles, and landscape character are intended to blend with the visual character of the surrounding town of Freeport.

The west Delta Shores area is designed to create a new neighborhood as an extension of the community character of Freeport. Both the overall site planning and the architectural design of the west Delta Shores neighborhood are intended to be compatible with and fit the unique characteristics of Freeport.

Freeport is diverse architecturally and has evolved over 100 years creating a unique mix of land use and styles resulting in the distinct character of the Freeport community. Continuing change is therefore expected and appropriate; new design approaches should be encouraged while respecting the traditional character of Freeport.

By introducing new elements to the streetscapes, new construction has the potential to make immediate and lasting changes to the character of the area. This approach ensures protection of private-property values while preserving the unique character and quality of life in the community of Freeport. To accomplish this goal, the following objectives apply:

- New construction in the west Delta Shores neighborhood shall be compatible with the character of the adjacent Freeport area.
- The design principles encourage creative solutions that will enhance the character of Freeport. While compatibility is an objective, the intent is not to prevent innovative development or to freeze the neighborhood in time, making all buildings appear to be from a fixed period.
- New construction may express its contemporary nature, while relating visually to the architectural character and community resources that surround it; a new building should complement the character of existing Freeport structures without attempting to duplicate any existing design or detail.
- The design of new buildings in the Freeport area should be sensitive to the surrounding environment, and should capitalize on those features which create the unique riverfront character of Freeport. The nature of the Freeport community requires that the visual effect of new construction must be considered not only in relationship to the immediately adjacent structures, but also with regard to the broader context of the streetscape.
- Issues to be addressed in design development include site features and landscaping, setback, spacing, height, scale, massing, facade and openings (proportion, size, detailing), materials, texture, and roof forms.

Character of Freeport homes

The design of new buildings in the Freeport area should be sensitive to the surrounding environment, and should capitalize on those features which create the unique riverfront character of Freeport.

Proposed residential neighborhood along Freeport Boulevard.

Development Guidelines

Residential Site Layout and Design

Setbacks

- New construction in the west Delta Shores area of Freeport should provide setbacks that are sensitive to the setback of adjacent structures, and structures in the neighborhood.
- The lot arrangement of Delta Shores provides deep rear-yard setbacks adjacent to the surrounding Freeport properties, and provides wide landscaped street parkways to preserve existing trees along all property lines.
- Residential buildings are set back 15 to 20 feet from the front property lines and streets are designed with large (86-foot-wide) landscape parkways between the curb and sidewalks. The setback design provides a continuous wide setbacks along each residential block.
- Variation in building a setback along each residential block is encouraged and is compatible with the character and traditions of Freeport.

Building Spacing Along the Street

The spatial relationship among existing buildings along Freeport Boulevard provides an indication of an appropriate width and spacing for new construction. The range of building widths, size of lots, and the variety of land use types along the street varies greatly along Freeport Boulevard and lacks a cohesive rhythm and spacing of buildings along the major street. Many buildings are separated by large open-space yards, gravel parking lots, and landscaping. For this reason, Delta Shores has located a neighborhood park along Freeport Boulevard that preserves and maintains the openness and rural character of the street. Existing trees within this open space are preserved and new neighborhood park facilities are provided to create a central community gathering place for the community of Freeport.

Residential Neighborhoods

Driveways and Parking:

Parking access is typically to the side of residential structures to garages at the rear of each lot. The relocation of parking-from front yards to a less conspicuous portion of a residential lot is desirable.

- Lots that are accessed directly from the street can be accessed by side yard driveways. Cars can slip by the side of the house on a narrow drive with the garage doors and cars placed well beyond the façade.
- Attached garages and driveways should be designed to minimize the appearance of garage doors dominating the street face. A number of alternatives can lessen the impact of multiple garages facing the street. Alternatively, residential units may be alley loaded with garages in the rear.
- Rear-lot garages may include secondary or "in-law" units as traditional "carriage unit" designs. If such a unit is added, the carriage units provide a perfect home for a grandparent, teenager, or an affordable residential unit. The extra space can also be an ideal home office or family recreation room.
- Homes with garages facing the street should offset the garage door from the front façade a minimum of 2 feet.
- Side entry garages and parking courts help reduce the visual impacts of garage doors.
- Two and three car garages can be broken into multiple doorways, rather than one large opening.
- Tandem parking spaces within three car garages are a creative alternative to multiple garage doors.

Patios and Walkways

- Construction of walkways and patios with materials such as brick, stone, macadam, bituminous paving (blacktop), colored concrete, exposed aggregate concrete, and interlocking pavers is encouraged.
- Use of permeable paving materials on individual lots can help to reduce surface runoff.

Garages set back from the street with in-law unit above

Attached garages and driveways should be designed to minimize the appearance of garage doors dominating the street face.

Homes with garages facing the street should offset garage door from front façade.

Contemporary interpretation of Craftsman style

Architecture in keeping with Freeport character

Residential Architecture

Architectural Style

Buildings in the area adjacent to Freeport reflect a variety of traditional architectural styles and forms. New design should respect Freeport's context.

Contemporary expressions of traditional architectural styles are also acceptable in the Freeport area of Delta Shores.

- Building architectural design should avoid creating a false historical appearance by strictly reproducing past architectural forms.
- Traditional architectural styles typical of the Sacramento region and the community of Freeport include Craftsman and Craftsman bungalow; prairie styles; Victorian Queen Anne; Italianate; Tudor Revival; Spanish Revival;-French farmhouse; English country house, and English cottage.
- Typically, river communities in the Sacramento Delta regions are composed of two-story buildings with front stoops and porches with raised first floors to keep the living areas out of potential flood zones.
- Residential buildings have steep sloping roofs and incorporate varying eaves, dormer windows, and upper-floor decks.

Contemporary expressions of traditional architectural styles are acceptable in the Freeport area of Delta Shores.

Residential Neighborhoods

Building Height

Building heights and the eave or cornice lines of existing buildings within Freeport vary widely. Most residential buildings are two stories or more in height, with steep pitched roofs and raised front porches. Commercial buildings within Freeport are generally one story in height, with flat or low sloping roofs.

New construction in Delta Shores should provide a minimum height of two-stories in order to achieve the goal of compatibility with surrounding structures.

- Three-story structures are also compatible with Freeport building heights that generally have higher floor-to-floor height measurements.
- The first-floor heights of existing buildings are also important factors in defining an appropriate scale of buildings for the consideration of new construction. Generally, first-floor heights on older styles are 10 feet.

Scale

The size and proportion of buildings and building elements (such as doors, windows, details) are related to each other and to the spaces between them. New construction should be consistent in scale with surrounding building styles and their design elements.

Massing

- New construction should continue the pattern of massing, if any, of adjacent and neighboring structures. Large projects may need to be divided into a series of smaller elements that are compatible with the scale of surrounding structures.
- Most of the existing buildings in Freeport comprise a dominant mass fronting on the street, with subordinate forms of varying height to the rear. New construction should continue this pattern of primary and secondary masses. Large building forms should be divided into a series of smaller elements and blocks which vary the massing and scale along the street.
- Larger massing and scale buildings on corner lots help to establish and define the form of each block.

Façade and Openings (Proportion, Size, Detailing)

- New facades should be compatible with building style in proportion and relationships to wall area and openings. Windows and door openings should correspond to the rhythm and proportions of each architectural style.

Three story buildings consistent with Freeport character.

Porches are encouraged on the front façade of residential buildings and are consistent with the character and style of Freeport's residential architecture.

Porches

Generous front porches, raised above the sidewalk level, provide a strong residential street image and create a physical separation between the public spaces along the street and the semipublic spaces at the building entry. A small change in level makes a comfortable private place to sit and provide visual surveillance of the public street.

Porches are encouraged on the front façade of residential buildings and are consistent with the character and style of Freeport's residential architecture.

- Front porches may be either appended or recessed and should be at least 6 feet in depth and 10 feet in width, a sufficient size to provide seating and a small table.
- Porch slabs on grade on front façades are discouraged.
- Porch flooring, railings, columns, stairs, skirting, or other details should appear compatible with the architectural style of the building. The use of non-traditional materials, when not intrusive (clearly visible from the public right-of way), may be acceptable.
- Enclosure of porches on structures, especially on front, wrap-around porches is discouraged.
- Roofs on porches should match those on the main structure where possible.
- Steps leading up to porches may be of wood, stone, or concrete, as appropriate to the material and architecture of the main structure.
- Railings on porch stairs should have handrails and pickets to match the railing of the porch.
- Creative use of column brackets, railing pickets, trim and moldings, entry door designs, transoms, sidelights and front door trim all add to the texture and detail of porch design and contribute to the architectural style. Varying details between buildings helps create architectural interest and provides uniqueness between buildings on the same block.
- Front porch lighting should consist of down lights or recessed porch ceiling lighting. Appropriately shielded fixtures and lanterns add to creating the architectural style and differentiation of each building on a residential block.
- Elevated porches should be at least 18 inches from the front walkway. Heights between 18 and 30 inches are encouraged.

Traditional Porch

Traditional columns and brackets

Front porches provide visual surveillance of the street.

Doors and Entrances

The entry of a structure is a welcoming face to the street and should receive special attention. Doors should be compatible with the architectural style of the structure. Doors create a human scale for buildings and serve as a welcoming signature for each home. Care should be given to the type, scale, and quality of door selections. Often the door is part of an embellished entryway consisting of the door(s), sidelights, transoms, columns, pediment trim, or recessed entry. However, the size of such entrances should be in keeping with the scale of the building.

- Typical doors are constructed of either wood or metal and may be paneled. A combination of panels and glass, full-light glass (especially in commercial establishments), a number of lights (panes) in a wood or metal frame consistent with the architectural style of the building may be used. Louvered, sliding patio doors or flush mounted glass doors in metal frames are not recommended.
- Appropriate door materials are painted or stained wood, hardboard, fiberglass, or metal. Door color selection should be coordinated with house composition and the architectural style.
- Storm or screen doors should be the same size as the main door and be compatible in appearance.
- Sliding glass doors should be used only on rear or interior-side yard elevations.

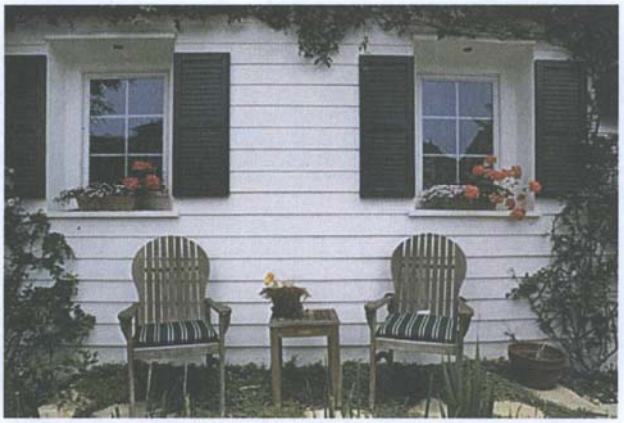
Craftsman style entry porch

Welcoming entry

Windows

The window type, composition, and proportion are key character-giving elements of individual building styles. Generally, doors and windows are proportioned vertically. Openings in the building mass give further definition by their specific architectural style: double-hung (single or multiple panes in each sash), casement, sliding, and specialty units (such as round, half-round, hexagonal, picture windows, or combination of types). Windows should be consistent with the style of architecture of the structure. The characteristics provided below are derived from an analysis of traditional Sacramento Valley river communities and the typical architectural styles found in Freeport.

- The use of imitation mullions (separators between window panes) that resemble the traditional windows of the architectural style is encouraged.
- Use of wide window trim in traditional architectural styles is encouraged.
- Flush, wall-mounted horizontal aluminum, or metal sliders are discouraged.



Proportional windows and shutters

- Window types appropriate to the character of Freeport include double-hung, single-hung, casement, and awning. Horizontal slider windows, in flush mounted metal sash, are not in keeping with the character of the area.
- Generally, windows should be vertical in orientation. Typical proportions are not less than 1.6 height to 1.0 in length. Proportions of 2:1 and 2.5:1 are more appropriate.
- Window openings with horizontal proportions can be divided into vertically proportioned or square segments. Smaller, single square accent windows or transom windows (less than 5 square feet) are appropriate as accents.
- The total area of windows on residential façades should be in a range of 25-40% of the total surface area of the façade that faces onto a residential street.
- Windows and entries facing onto the street help increase the visual surveillance of the public realm, increase the safety and security of the neighborhood and create a warm and inviting street façade.
- Appropriate window materials may include wood, metal, vinyl-clad wood, vinyl, enameled metal, or anodized aluminum. Mill-finished aluminum is not in keeping with the character of Freeport.
- Divided-light windows are encouraged. They may be either true divided light or mullion bars applied to the exterior of the window.
- Exterior shutters should be sized in proportion to the window openings.
- Specialty windows such as arches, half rounds, quarter circles, diamonds, and rounds should be limited on elevations as accent features.

Shutters

Where shutters are used consistent with the architectural styles of the building, the following rules apply, whether the shutter is operable or fixed.

- The width of shutters should be sufficient for each shutter to give the appearance (if not the function) of covering one-half of the window opening.
- The height, starting above the sill and ending below the lintel, shall be such that the shutter appears to cover the entire window when closed.
- The style of the shutter should be compatible with the style of the structure.
- For double windows, the width and height of each shutter shall be sufficient to cover 25% of the window and shall be consistent with the style of the structure.

Residential Neighborhoods

Residential Building Materials

Freeport's older buildings benefited from a simple vocabulary of materials, including wood, stucco, and wood clapboard. Today many more materials are available to clad buildings. Some are designed to simulate the materials of traditional styles at lower costs or with less maintenance.

- Materials for new construction should be selected from among those that are typical of the building style, and should be compatible with existing materials in color and texture. Wood frame and lap board siding are the predominant construction methods in older buildings in the community of Freeport. However, Freeport has a variety of building styles, and that creates a complex and uncoordinated assortment of materials that gives Freeport its unique and eccentric character.
- A structure is clad or covered in layers with the exposed layer being a weatherproof siding that, in addition to protection, gives the building its overall texture and line. Typical siding materials include wood shingle, wood tongue-and-groove, wood lap siding (clapboard), stucco, stone, and masonry.
- New material, such as concrete board, should match traditional siding character as closely as possible.
- If vinyl siding is being used, the width and style of the new materials should be as close as possible to the traditional siding materials consistent with the architectural style and details (e.g., corner boards, fascia, rake boards, sills, lintels, cornices). These finish details give the quality of craftsmanship to the structure and indicate the architectural style.
- Textures and patterns of wood, stucco, and stone compatible with those seen in surrounding building styles are appropriate.
- Wall materials exposed to the weather could be stone, stucco, painted wood, painted smooth hardboard, smooth-face fiber-reinforced cement board, stained cedar shingles, or painted wood. Brick is uncommon. Use of concrete and metal siding may be acceptable and would be consistent with the iconoclastic character of Freeport.
- New construction may employ a variety of wood trim and siding profiles. Beveled weatherboards and stucco siding are common traditional materials that remain in contemporary use. Siding with an exaggerated wood grained texture or excessively wide or narrow profiles, vertical wood siding, or wood paneled siding should be avoided.

Appropriate building materials in keeping with Freeport character

New construction may employ a variety of wood trim and siding profiles.

- The number of wall materials used in a single elevation should complement the architectural style of the building.
- Material changes should generally occur along a horizontal line, typically at floor lines, or at gable ends.
- Lighter materials are typically placed above those of heavier weight. For example, wood and stucco are placed above stone and concrete at the base of buildings.
- The use of synthetic siding materials, such as aluminum or vinyl, on the primary facade of a new building is discouraged. Synthetic siding is acceptable on secondary elevations (side or rear) where the synthetic material will not be readily visible from a public way. In this application, siding must have a profile that is compatible with traditional building styles in the community.
- New construction should avoid the use of the following as wall materials or finishes: asbestos, reflective glass, unparged or unpainted concrete block, split-faced concrete masonry units, porcelain-coated metal panels, permastone, formstone, and fiberglass.

Lighter materials placed above stone base

English Country style in stucco

Residential Neighborhoods

Texture

The architectural texture of a building refers to its actual physical and visual appearance created by its materials and details. Texture elements on buildings cast shadow or reflect light and contribute to the visual effect of the design expression of style and quality. Texture and building details also can help to give a more human scale to building façades, particularly at the pedestrian level at entries and porches.

- Windows and doorways should provide trim. Stucco walls can create details with deep raised relief around windows. Use of corner boards with wood or simulated siding adds texture to building façades.
- Design details such as eave moldings, overhangs, exterior columns, porch railings and gutter details all add texture and contribute to the style of the building architecture.

Texture created with materials and use of details

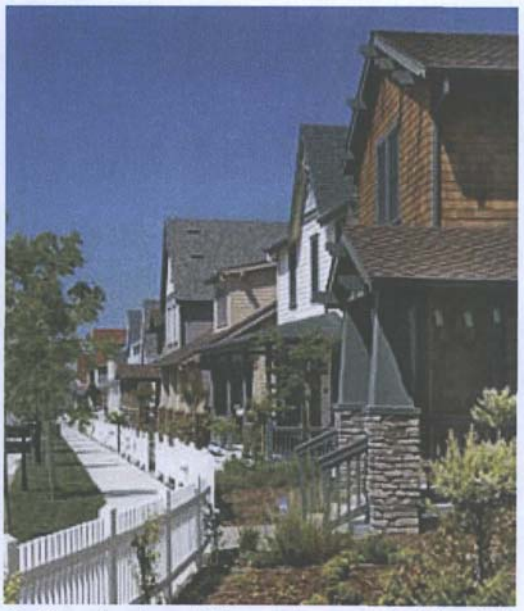
Painting and Colors

The selection and placement of color on residential buildings and the composition of color schemes used on a block are especially important in creating a pleasing and attractive neighborhood setting. When handled skillfully, color can complement architecture and contribute to quality of the entire neighborhood.

Traditionally, homes in turn-of-the-century northern California used white and pale color schemes. In the 1920s and 30s California Bungalow and Craftsman style buildings used natural tones in composition with stained wood. Many of these traditional color schemes are found in Freeport today. While no set color palette is identified for the Freeport area, the following guidelines are suggested to create compatibility with the surrounding community.

Variety of colors and materials used to create a diverse streetscape

Texture variations and building details should be used in the new construction to give a more human scale to building facades while tying them with the Freeport character.



Significant color variation on the same building style creates variety.

Different color palette on similar prototypes

- Significant variation in a range of colors on a block face is encouraged. Strong colors should be muted shades or tints of the pure hue to ensure that colors are subdued.
- Monotonous color palettes and high-gloss paints are discouraged.
- At least 60% of homes on a block face should have the main body of colors selected from a similar tonal range.
- At least 25% of homes on a block face should have the main body colors of the buildings selected from a livelier and different color Palette to create variety and interest.
- Using different color palettes on the same building style can help to create variety and differentiation between individual buildings of the same style.
- Highly saturated color hues can be used sparingly as accents.
- Generally, the color of corner trim should be similar to or lighter than the main body color.
- Roof colors and materials should be coordinated with the building wall colors as a unified composition.
- In most cases extremely saturated color hues such as reds, purples, bright yellows, and blues should be avoided along with mixtures of saturated colors that are not traditionally found in the Sacramento Delta communities.
- The painting of stone or other natural materials is not prohibited but is discouraged, and there are difficulties in removing paint once applied.

Residential Neighborhoods

Roof Form and Roofing Materials

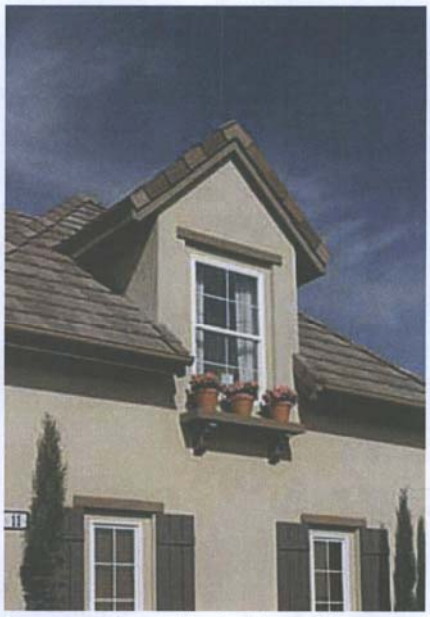
The profile of roofs against the sky is an important aspect of the character of streetscapes in Sacramento Valley communities such as Freeport. A variety of roof styles contribute to this effect, including gable, shed, hip, and barn styles. Freeport contains many architectural styles and roof shapes that create its unique character and community quality. However, residential buildings in the Freeport area are generally sloped roofs consistent with the traditional styles of the Sacramento Delta region.

Many residential buildings in the Freeport community have complex roofs made up of the primary form of the main roof and the secondary forms of roofs on additions such as porches, entries, and dormers. This variety is an important, traditional characteristic that may be incorporated into the design of new buildings. Roof types and shapes for residential buildings should consider the following and be compatible with the architectural style of the building:

- Roof styles may consist of gambrel, gable, hip, shed, and barn roofs.
- Roof materials may include standing seam metal, slate, asphalt or fiberglass shingles, and tile but not hot mopped asphalt.
- Roofs on porches, accessory structures, and building additions should match those on the main or existing structure where possible.
- Each residential building should strive to present one primary roof form. Secondary roofs include porch roofs, dormers, bays, cross gables, and hips.
- The arrangement of different roof forms, such as the primary front gable alternating with the primary side gable or primary hip roof, is highly encouraged.
- The primary roof form should be a steeper roof (5:12 and 8:12) accommodating the installation slope for solar panels. Secondary roof slopes can be shallower (3:12). Flat roofs on residential buildings are not consistent with the character of Freeport. Generally, flat roofs are appropriate for commercial buildings.
- In general, building forms and roofs should be well articulated to create visual interest in the front façade. Building articulation consistent with the architectural style can be created with open porches on the building, dormers facing the street, changes in building heights, a well-defined entry element, horizontal offsets (of at least 2 feet) in the principal building wall, or a change in the height of the front elevation rooflines.
- The primary building elevations toward the street should provide at least one articulation or change in the wall plane. Three or more articulation elements in front facades are better. Side elevations facing a side street should provide similar façade articulations.
- Steep roofs are encouraged to contain habitable spaces. This can be accomplished by lowering second-story plate heights and/or using dormers, or incorporating third stories with the principal roof.
- Some of the gable-roofed buildings in these traditional architectural styles use dormer windows. This traditional architectural element may be incorporated into a contemporary design.

Steep Pitched Roofs

- Primary pitched roofs may be of asphalt or wood shingles, concrete tile, slate, or ceramic tiles.
- Color variation in roofing materials is important to create diversity and architectural interest. At least three roof colors per residential block face should be used. Roof colors and materials should be coordinated with the wall colors and consistent with the architectural style of the building.
- Dormers should remain a minor design feature and should not dominate the roof slope and elevation where they appear; they should be aligned with the façade windows or located between the openings below.
- Dormers should be related to habitable spaces or the attic space of buildings and have a symmetrical gable, hip, shed or curved form. False dormers with false windows are not appropriate.
- The pitch of dormers should repeat that of the main roof. Shed dormers should be used only on roof slopes not visible from the street.
- Skylights may be incorporated into new construction, but must be designed with special care, as these elements can disrupt the continuity of the roofscape along the street. They should be located on secondary elevations not readily visible from the public way, and should be integrated into the overall roof form. The total skylight area should be limited to 15% of the corresponding floor area. The proportions of the skylight units should be comparable to those of the facade windows.



Dormer roof consistent with roof slope

Dormers related to habitable spaces in attic

The profile of roofs against the sky is an important aspect of the character of streetscapes in Sacramento Valley communities such as Freeport.

Mechanical Equipment

The type and location of new heating and cooling equipment and other mechanical devices should be carefully planned in new construction, as these elements can detract from both the building and its surroundings.

- Generally, rooftop mechanical units, television and radio antennae and satellite dishes should not be visible from the public way. If it is not possible, they should be screened and/or painted to blend with the building.
- Electrical, telephone, and cable service must be placed underground. Permanent mechanical equipment, including but not limited to air conditioner units, fuel tanks, gauges and meters, and through-the-wall systems are discouraged on the front façade.
- If the mechanical systems cannot be installed in the rooftop, they should be placed on the side or rear of the structure. Screening features such as fencing and landscaping should be incorporated into the installation.

Wheelchair Accessibility

While the need for reasonable access is important, the appearance of wheelchair accessible ramps should be in keeping with the building style. In addition, wheelchair accessible ramps should strive to achieve the following guidelines:

Ramps should be placed and designed as an integral part of the entry sequence of a building.

If possible, ramps should not be hidden on the side or rear of the buildings, requiring a separate special treatment.

- Ramps should be designed compatible in architectural style and color to the structure, i.e. porch style, materials, color scheme.
- To the extent, however, that this section, or any portion hereof, conflicts with federal law, federal law shall be controlling, and the conflicting portion of this section shall be deemed stricken.

Wheelchair accessible sidewalks

Freeport Landscaping

Historically, large-canopy shade trees are found in California's Delta towns and are still prevalent today in Freeport. The street-tree canopy creates a sense of enclosure within the public street and sidewalk and frames the outdoor rooms along the residential block.

- Street tees will be provided along all streets. Street trees are aligned in rows, parallel to the curb, and centered in the street parkways approximately 25 feet on center in residential neighborhoods.
- Street tree spacing will be adjusted to accommodate driveways while maintaining a regular street tree pattern.

Semi-Public Realm

Semi-private patios overlooking the public realm along the street

Public Realm

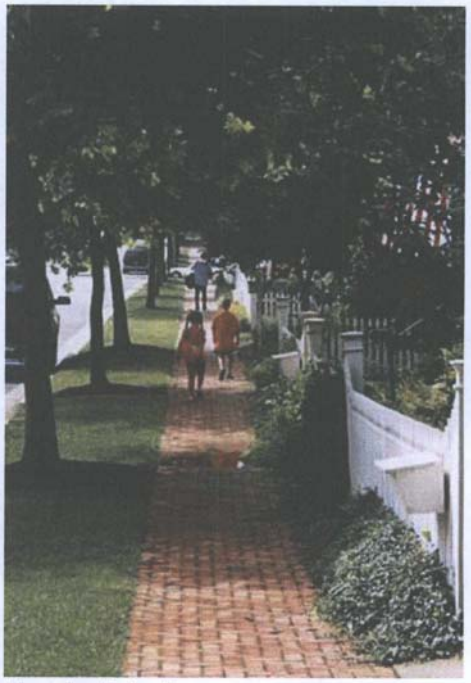
Private Realm

Residential Neighborhoods

Preservation of Existing Trees:

Removal of existing trees in the Delta Shores area adjacent to Freeport is restricted. The lot pattern, site design, and location of streets, parks and open spaces in Delta shores have been closely detailed to preserve existing large trees on the site. Existing oak trees, walnuts and other trees along property lines adjacent to the community of Freeport have been retained.

Existing trees preserved and incorporated into a new park



New street planting

Privacy Fences:

The construction of fences separating yards is common throughout the Freeport area. Fence heights are limited by the Zoning Ordinance. Fences help to define yards and provide privacy to outdoor private spaces. Traditionally, fences are located along property lines of private residences and contribute to the overall character of a neighborhood.

Fence design, color, and use of materials should be coordinated with the architectural design. A number of traditional fence designs are consistent with the character of Freeport. Traditional fence designs are "good neighbor" fences that are attractive from both sides and include wood fences, picket fences, and walls.

- Fence materials may include: wood, vinyl, plastic or masonry, semitransparent weathering stains, latex acrylic stain, or paints.
- Privacy fencing in front and rear yards may include a gate.
- The top 12-18 inches of the fence facing a public street or alley may incorporate a change in articulation, such as a semi-transparent lattice.
- Front-yard fences along side and rear yards are limited to 6 feet in height.
- Front and corner-lot fences are limited to 3 feet in height.
- Fences in the front yard shall be within the property, or at the building line of the front facade.
- The use of traditional painted picket fencing in front yards is encouraged. Solid flat-board fencing of any height is not permitted in the front yard.
- Use of wrought-iron railing may also be acceptable.
- Other fence types may include farm-rail fences.
- Fencing materials for parcels adjoining parks may also include tubular steel.

Traditional white picket fence

Residential Neighborhoods

Mailboxes:

Most mail receptacles are located on the building and consist of a small letterbox or a mail slot through the door. The use of post-mounted boxes is not prohibited provided that the box is of simple design, is in keeping with the character of the neighborhood, and meets U.S. Postal Service requirements.

Use of "gang" post-mounted mailboxes for 8 to 12 homes on a block are encouraged. Consolidation of mailboxes reduces the number of mailboxes along the street and provides an opportunity to encourage social interaction in a between neighbors.

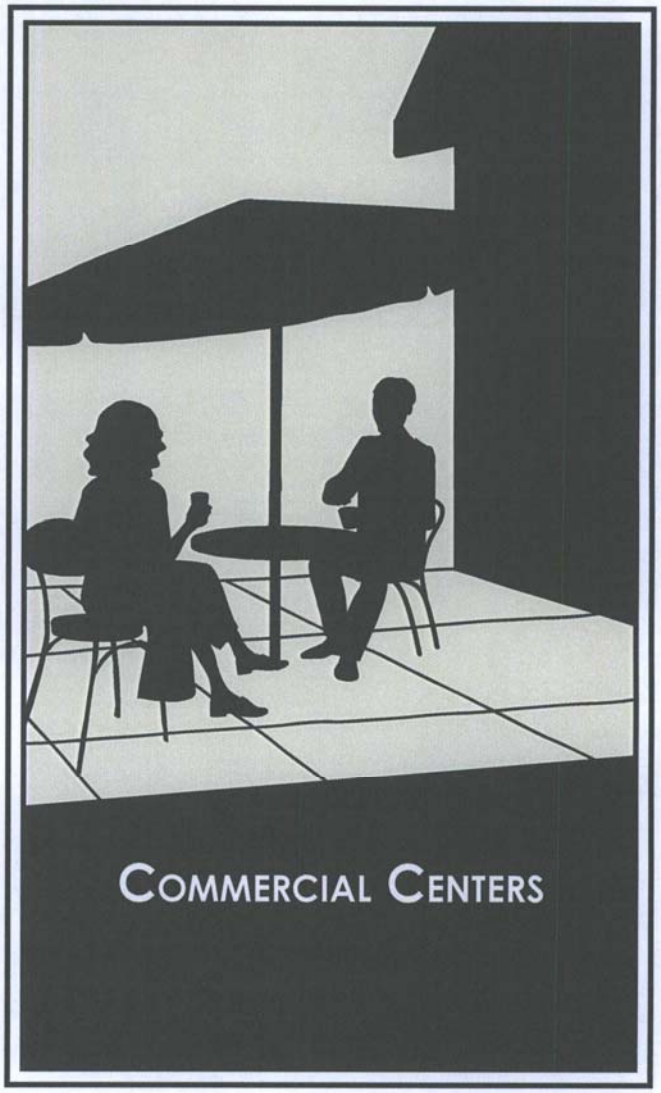
Consolidation of mailboxes

Accessory Buildings:

Accessory buildings play an important role in the character of Freeport. Many residential lots reflect the rural nature of Freeport and contain a number of accessory sheds, garages and agricultural outbuildings. The following guidelines provide for the flexibility and variety of accessory buildings in the Delta Shores residential neighborhood in keeping with the character of Freeport. Accessory buildings include detached garages, detached storage buildings, secondary "in-law" units, and garages with separate living units above them.

- Accessory buildings should be designed so that they are clearly secondary to the principal building on a lot. Whenever possible, use of windows, doors, balconies, and dormers on accessory buildings helps to create architectural interest and visual surveillance of the surrounding yards and alleyways.
- Accessory buildings should employ the same materials, building and roof forms, and window proportions as the principal building's architectural style.
- Accessory buildings should conform to the appropriate side and rear-yard setbacks as identified in these Development Guidelines.

Accessory structure in keeping with Freeport character


COMMERCIAL CENTERS

Commercial Centers

The commercial areas in the Delta Shores community consist of a Regional Retail Center, a Village Center Plaza, and a Town Center, designed to serve both the Delta Shores community and the south Sacramento regional area with a wide range of goods and services.

The commercial centers place particular emphasis on the establishment of a vibrant public realm, with an entertainment core located at the Village Center Plaza, and a residential/commercial mixed-use Town Center that will serve as a neighborhood gathering place. In addition, these commercial areas will be carefully landscaped to create an inviting atmosphere for a variety of users.

Each commercial area has been designed to be easily accessible via a variety of transportation choices. The Village Center Plaza and Town Center have been located near high-density residential uses with connecting landscaped paseos and a trails system designed to encourage pedestrian activity. All three commercial areas are located adjacent to the 24th Street extension, which will serve as the community's primary loop road and which is ideal for transit stops as well as conventional automobile access. The commercial areas are further connected via paseos and trails to the community open-space system, parks, and schools.

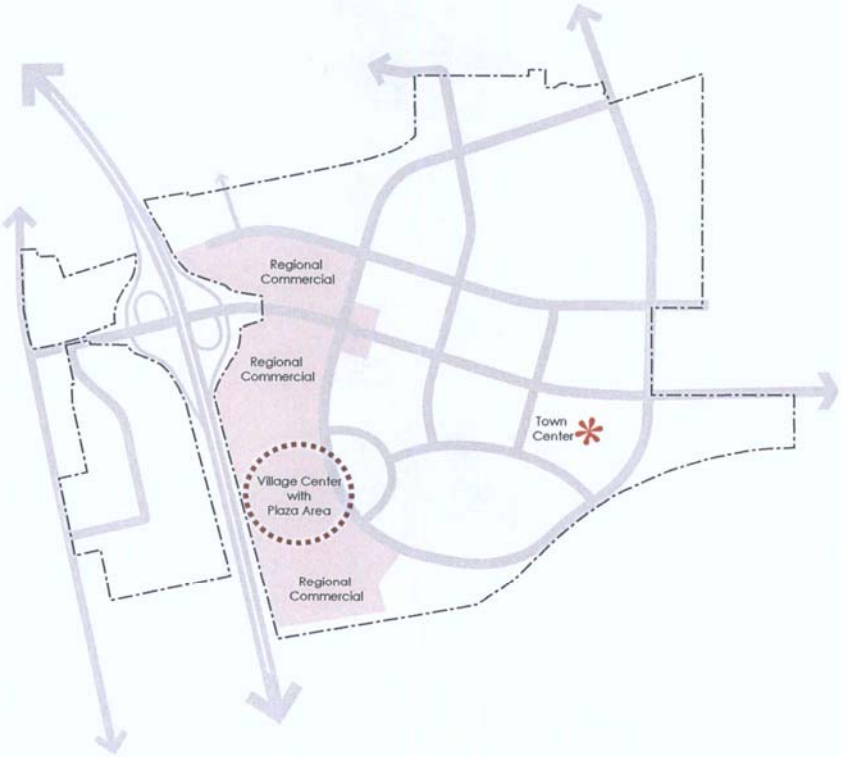


Figure 3.1: Location of Regional Commercial Center, Village Center, and Town Center

3.1 Commercial Center Design Framework

3.1.1 Regional Retail Center

The Regional Retail Center is a focal point for south Sacramento, providing region-serving commercial, hospitality, entertainment, and highway-oriented retail services. The center will be strategically located adjacent to I-5 at the proposed I-5/Cosumnes River Boulevard interchange. Approximately 1.3 million square feet of retail commercial uses may include home improvement, housewares, office supply, sporting goods, electronics, and clothing retailers.

Large format retail

Large format retail

Figure 3.2: Conceptual plan of the Regional Retail Center

The plaza should be landscaped with pedestrian amenities focused around various water and public art features.

A movie theater acts as an anchor for creating a pedestrian-friendly plaza

Small shops surrounding a plaza area

3.1.2 Village Center Plaza

The Village Center Plaza is centrally located within the larger Regional Retail Center, adjacent to the Delta Shores Circle South road. The Village Center Plaza is designed to serve as a mixed-use pedestrian hub linking the Regional Retail Center with high-density residential uses on the east side of the Delta Shores Circle South road via a pedestrian overpass and paseo (see the Schematic Plan in Section 1.9.1). The area will be served by public transportation, providing local and regional connections.

A theater or other entertainment-oriented tenant will anchor the western end of the Village Center Plaza. In addition, smaller scale commercial uses including restaurants with café seating will front onto the plaza, creating an entertainment-oriented promenade through the heart of the Regional Retail Center. The plaza will be extensively landscaped with pedestrian amenities focused around various water and or public art features to create a pleasant, year-round outdoor setting.

3.1.3 Mixed-Use Town Center

See Section 4, "Mixed-Use Town Center."

Figure 3.3: Conceptual plan of the Village Center - showing horizontal mixed-use that integrates commercial uses with adjoining high-density residential.

3.2 The Village Center Plaza and the Public Realm

Design Principles

The Village Center Plaza and other pedestrian gathering places should be designed with shade features, water and or public art features, seating, and other amenities that encourage pedestrians to use the area. The Village Center Plaza serves as a circulation node that connects nearby residential areas with the overall Regional Retail Center.

Intent

Pedestrian plazas such as the Village Center Plaza should create a pleasant, inviting public realm that offers areas for informal gathering and retail shopping uses.

Development Standards

Café seating must be consistent with the following standards as defined in Sacramento City Code Section 17.24.050, "Footnotes to the Land Use Charts."

- Outdoor café seating shall have a 4-foot minimum clear zone free of all obstructions between the outside edge of any café fixture and any fixed element within the pedestrian right-of-way. Fixed elements may include, but are not limited to, light and sign poles, landscaped areas, traffic signal poles, parking meters, flower pots, and waste containers.
- A decorative element, such as metal fencing or planters, may separate the outdoor café seating area from any adjacent pedestrian walkway.
- Café seating that projects into the public right-of-way is subject to a revocable encroachment permit from the Building Division of the City Development Services Department.

Pedestrian areas should be visually defined through paving changes.

Metal fencing or planters may be used to distinguish outdoor cafe areas from the adjacent pedestrian right-of-way.

Commercial Centers

Development Guidelines

- Logical routes for pedestrian circulation through the commercial areas should be identified and kept clear of obstructions. Preferred pedestrian routes can be visually defined through paving changes and the careful placement of pedestrian amenities.
- Trees and/or shade structures should be provided in pedestrian areas. Trees should be selected to offer a sufficient canopy size and density to offer meaningful shade to pedestrians, while not impairing visibility of adjacent tenant storefronts and signage. Likewise, shade structures should not be merely decorative, but should be designed to offer shade to pedestrians. The location of trees and shade structures should be coordinated with the location of seating areas so that seating is comfortably shaded, as seasonally appropriate.
- A variety of seating types can be provided, including seatwalls; movable seating (e.g., lightweight chairs); stationary seating (e.g., benches); and landscape elements. The various seating types should be coordinated with the overall design of the commercial area.
- Water features serve as natural gathering places. The Village Center Plaza should include seating areas that either are located close to a water feature (if provided) or are part of its overall design.
- To create a more inviting public realm, large paved areas such as the Village Center Plaza should be broken into smaller visual surfaces through the use of changes in decorative paving and the inclusion of landscape elements and pedestrian amenities. Large, undifferentiated paved pedestrian areas should be avoided.
- One or more community information boards or kiosks providing information about transit, ride sharing, neighborhood events, and recreational opportunities should be located at high-traffic areas and gathering places in the Village Center Plaza.

Cafe seating should be designed not to encroach on pedestrian right-of way.

Trees and/or shade structures should be provided in pedestrian areas.

The quality of the public realm is vital to creating successful communities where people enjoy living.

A variety of seating options should be provided in the public and pedestrian areas.

To create an inviting public realm, large paved surfaces should be broken into smaller visual surfaces and gathering spaces.

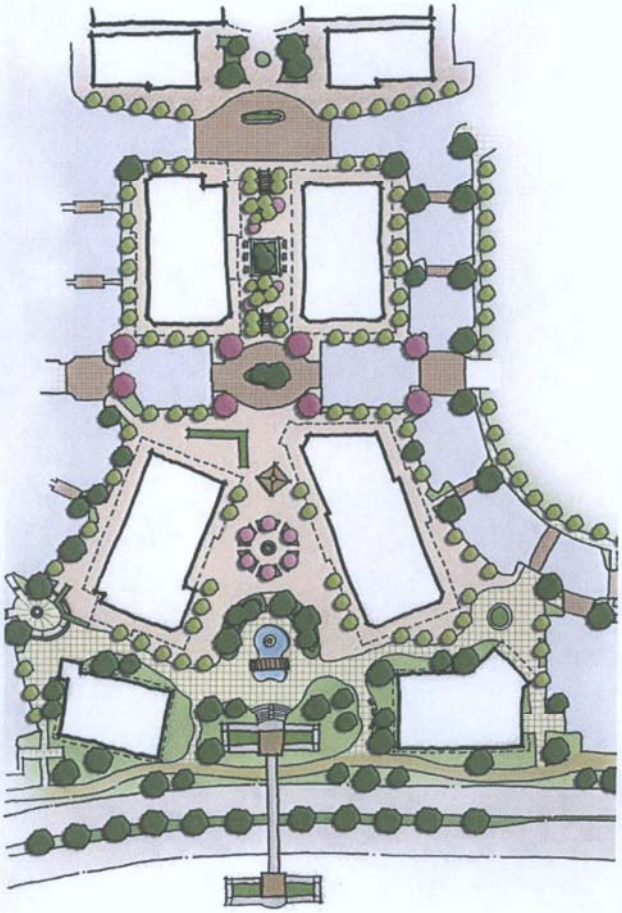


Figure 3.4: Conceptual Diagram of Village Center Plaza

3.3 Building Orientation and Setbacks

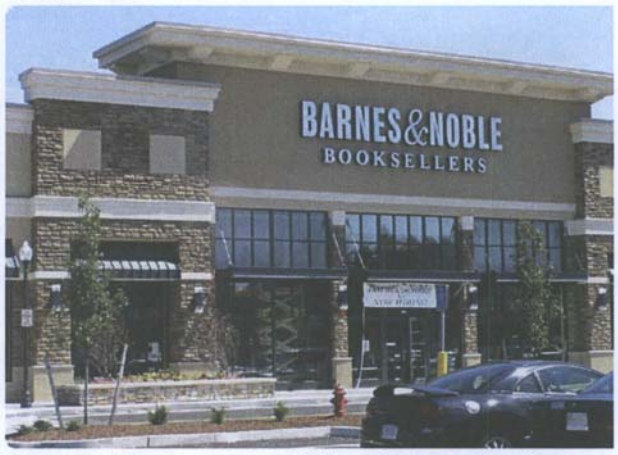
Design Principles

Building orientation and setbacks will vary, depending on whether structures are located in the Regional Retail Center or in the Village Center Plaza. Larger scale commercial buildings will be located adjacent to I-5 at the west side of the Regional Retail Center, whereas smaller scale buildings will be located adjacent to the 24th Street extension/loop road at the east side of the commercial area and in the Village Center Plaza. [Refer to Table 3.1 "Permitted Land Uses in C-2-PUD zone"]

Intent

The Regional Retail Center is intended to provide goods and services and efficient vehicular access for users from throughout the south Sacramento area. Buildings should therefore be easily visible from I-5 and major collector streets, and should front onto parking lots and pedestrian walkways at the center of the commercial area.

The Village Center Plaza is designed to create a lively public realm with informal seating areas, retail opportunities, and café dining. Buildings in this area will be surrounded by parking, with easy access to the different shop entries opening at various locations around the plaza to create a vibrant and inviting, pedestrian-oriented area.



Primary building façades should be oriented toward the interior parking and adjacent pedestrian walkways.

Varying setbacks of individual buildings to create visual interest is encouraged.

Development Standards

To be consistent with design principles and intent of the PUD, buildings in the C-2-PUD zone must meet the following setbacks:

Front	20 feet
Rear	0
Interior Side	0
Street Side	20 feet
Rear Adjacent to Residential or Office	15 feet
Interior Side Adjacent to Residential or Office	15 feet

Development Guidelines

Regional Retail Center

- Buildings should have a primary façade and entryway oriented toward the interior parking area adjoining pedestrian walkways.
- Setbacks of individual commercial buildings may be varied to create visual interest.

Village Center Plaza

- Buildings in the Village Center Plaza should have prominent windows or entryways along the plaza that encourage pedestrian activity. Secondary façades with public entryways should be located adjacent to the interior parking area.
- Buildings should be grouped to create a concentrated, positive outdoor setting.

The buildings within the Village Center Plaza should have prominent windows or entryways to encourage pedestrian activity.

Grouping buildings together in the Village Center Plaza helps to create concentrated positive outdoor space.

Commercial Centers

Pursuant to the appropriate requirements of the City Zoning Code, all uses allowed in the C-2 zone are allowed in the C-2 PUD zone except for the following prohibited uses:

Table 3.1: Prohibited Land Uses in C-2-PUD Zone

1. Adult entertainment business
2. Adult related establishment
3. Airport
4. Automobile Service as a Primary Use
5. Astrology, etc.
6. Cabinet Shop
7. Cleaning Plant
8. Delivery Service
9. Equipment Rental/Sales Yard
10. Flea Market
11. Furniture Refinishing
12. Gun/rifle range
13. Janitorial Service Company
14. Laundry, Commercial
15. Mortuary
16. Pest Control Company
17. Residential hotel - SRO
18. RV/mobilehome sales yard
19. RV Storage
20. Sign Shop
21. Sports Complex
22. Towing service and storage yard

3.4 Circulation and Parking

Design Principles

The Regional Retail Center will accommodate vehicular traffic in parking areas at the front of the large-scale retail buildings, with additional circulation routes clearly defined for pedestrians and bicycles. The Village Center Plaza will emphasize pedestrian circulation, reinforced by pedestrian connections to the Regional Retail Center and residential areas on the east side of the 24th Street extension/loop road. [Refer to Table 3.2 "Parking requirements for C-2-PUD zone".

Intent

The Regional Retail Center and Village Center Plaza should be designed to promote the efficient, safe, and convenient circulation of automobiles, bicycles, and pedestrians. Pedestrian circulation will be more active in the Village Center Plaza where the design of outdoor public spaces is intended to contribute to an inviting public realm.

Development Standards

Parking in the Village Center shall be consistent with the following provisions:

- Parking may be reduced for buildings larger than 10,000 sq. ft. gross floor area, based on a special permit pursuant to Sacramento City Code, Section 17.212.030.
- Parking facilities must provide handicap parking based on Title 24 of the Uniform Building Code.
- Parking requirements for a commercial shopping center shall be based on the square footage of the shopping center as a whole.
- Vehicle overhang is allowed into planter areas if the planter is a minimum of 6 feet wide, including curbs. Vehicle overhang is not allowed into front or side setback areas.
- 20% of the bicycle parking facilities shall be Class I facilities. The remaining parking facilities may be a mixture of Class I, II, or III bicycle parking facilities.
- Bicycle facilities shall provide a minimum 2-foot-wide by 6-foot-long parking space with a 5-foot maneuvering space behind the bicycle.

The Village Center Plaza should emphasize pedestrian connections to the Regional Center and residential land uses to the east.

Planting strips with shade trees should be used within the parking area to provide shade.

Commercial Centers

Development Guidelines

Parking Areas

- Parking should be located behind the commercial frontage on major streets, such as the 24th Street extension/loop road and Cosumnes River Boulevard.
- Parking lots should include signage and well-designed locations for ingress and egress that reduce conflicts with pedestrian movement.
- Service loading and service parking areas should be integrated into the circulation pattern to minimize conflicts with vehicles and pedestrians.

Pedestrian Circulation

- The overall site should be designed to encourage pedestrian access and circulation, with integrated walkways and easily visible, inviting building entryways.
- Major pedestrian access routes through parking lots should be clearly designated with a change of paving and paving color, landscaping, and the use of special signage and lighting.

Bicycle Circulation and Parking

- Bicycle routes into the Regional Retail Center should be clearly marked with pavement striping and signage.
- Bicycle parking should be provided at the Village Center Plaza and at all anchor stores or equally distributed along anchor tenant storefronts in the Regional Retail Center with safe, direct access to adjoining pedestrian walkways. Bicycle parking should be easily visible from store entries, windows, or security stations.

Parking lots are encouraged to have shade structures and plantings to create visual interest and provide shade.

Provision of bike racks within the retail area helps to promote environmentally friendly transport options.

Table 3.2 : Parking Requirements for C-2-PUD Zone

Permitted Land Use	Parking Requirements
Alcoholic Beverage, Beer, and Wine Sales for on- and off-premises consumption	1 space per 3 seats (up to 15% of total building area of the center may be used as restaurant(s) and bar(s) with the parking based on the shopping center as a whole rather than the above seating capacity requirements)
Athletic Clubs	See Retail Store
Amusement Centers, indoor	See Retail Store
Bakeries, Grocery Stores, Delis	See Retail Store
Banks	1 space per 400 gross sq. ft.
Barber and Beauty Shops	1 space per 250 gross sq. ft.
Bed and breakfast inn	1 space per 2 guest rooms + 1 for resident owner/manager
College Extension, Dance, etc. Schools	See Retail Store
Child Care Centers	1 space per 8 children
Churches	1 space per 4 seats within the main assembly room (if no seats, use maximum occupancy of room per building division)
Commercial Services	See Retail Store
Community Centers, public or private	See Retail Store
Convenience Markets, Copy shop, Diet Centers	See Retail Store
Drive-through Facilities	See Retail Store
Dry Cleaners, Laundromats	See Retail Store
Florists	See Retail Store
Furniture Stores	See Retail Store
Hotels, Motels	1 space per 2 guest rooms + parking for additional services (conference center/restaurant/etc.)
Laboratories, Medical Clinics, Opticians	1 space per 200 gross sq. ft.
Motel	1 space per guest room
Non-profit org – food prep for off-site consumption	See Retail Store
Offices	Not less than 1 space per 400 gross sq. ft. and not more than 1 space per 275 gross sq. ft.
Parking Garages	See Retail Store
Photographic Studios	See Retail Store
Printing and blueprinting	See Retail Store
Restaurants, Cafes	1 space per 3 seats (up to 15% of total building area of the center may be used as restaurant(s) and bar(s) with the parking based on the shopping center as a whole rather than the above seating capacity requirements)
Retail Stores	Parking requirements for all retail uses located within a C-2-PUD shall not exceed 4.5 spaces/ 1000 sq.ft. (blended total of Regional Retail Center)
School Vocational	1 space per 3 persons (use maximum occupancy per building division)
Service Stations	See Retail Store
Sidewalk Cafes	See Retail Store
Sign shop	See Retail Store
Social clubs	See Retail Store
Social service financial management	See Retail Store
Theaters	See Retail Store
Tire shop	See Retail Store
Tutoring center	Less than 50 students, use office ratio; 50 or more students, use retail ratio
Vet clinics	See Retail Store

Note: For commercial services except those in the chart : parking 1 space per 500 gross sq.ft.

3.5 Building Form: Scale, Massing, and Façades

Design Principles

Buildings in the different areas of the commercial center should be designed to create a unique shopping environment, while maintaining the scale of the area. The architecture for the Regional Retail Center and Entertainment Core will be a contemporary commercial fusion of industrial-warehouse, manufacturing and civic buildings with Craftsman and Colonial Revival influences. Primary decoration may consist of domed cupolas, deep cornices with corbelling, clerestory windows, signage as decoration, solid concrete wainscoting, pilasters and rich landscapes to buffer heights of the massing. The massing of the buildings should be additive masses of differing heights as cubes fused together. The buildings should typically have large entry components with storefront windows to allow light into the building. Commercial buildings fronting onto the Village Center Plaza should be similar in scale and mass to buildings typically found on traditional commercial streets. A traditional craftsman, tidewater or colonial architectural style may be used to highlight the buildings within the Village Center. The Village Center Plaza should incorporate contemporary architectural features such as flat and hip roofs with supporting beams, wood trellises, and wood siding, primarily designed to respond to the pedestrian scale.

Intent

Building façades provide the interface between the built environment and the public realm. Architectural elements should be used to create interest and variety and to create a more human-scaled environment.

To be consistent with Sacramento City Code Section 17.60.020, "Basic Height and Area Regulations" for the General Commercial (C-2) Zone, buildings should not exceed 45 feet in height.

Development Guidelines

- Building forms should be articulated to add interest and reduce the appearance of bulk and mass. Articulation can include variation in building setbacks, heights, and roof forms.
- Buildings can also be given definition if façades are designed with a recognizable "base" and "top" that includes:
  - the use of articulated materials or colors at the building base to visually anchor it at the pedestrian level;
  - changes in colors and materials at different levels; and
  - use of ornamental building lines (moldings, cornices, and seams) to accentuate floors and levels.
- Public entryways and architectural entry details should be proportional to the building. Entryways should be clearly defined and articulated with architectural details such as awnings, canopies, lighting, and signage.

The building base should be visually anchored by use of articulated materials, architectural details or colors at the pedestrian level.

Building forms should be articulated to add interest and reduce the appearance of bulk and mass.

Windows and doors should be made of clear glass to allow pedestrians to see into the structure except where tinted glazing is required by building orientation.

- All building entryways should open directly onto a publicly accessible walkway connecting directly to an adjacent sidewalk.

Regional Retail Center

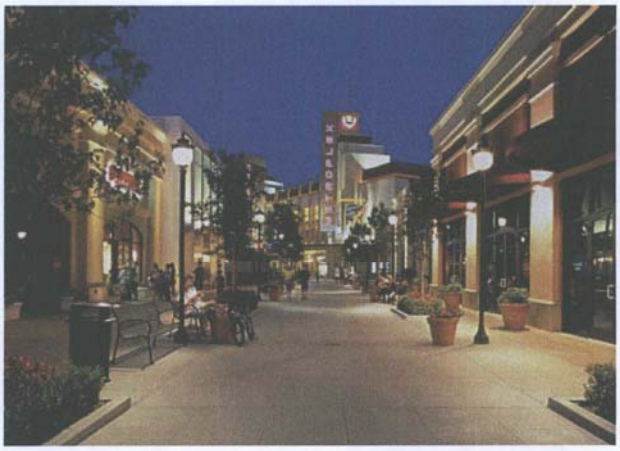
- Commercial structures adjacent to I-5 should provide a primary façade with public entryways and display windows fronting onto the parking area.
- All buildings with a façade that can be viewed from Cosumnes River Boulevard or the 24th Street extension/loop road should have a primary façade on the interior parking lot side of the building, with entryways and pedestrian walkways. A secondary, streetside façade located on Cosumnes River Boulevard or the 24th Street extension/loop road could include pedestrian entryways, windows, and other openings to create a visually inviting streetside façade.

Village Center Plaza

- Buildings should typically be one to two stories in height.
- Buildings at the ends of the Village Center Plaza can serve as landmarks that anchor the plaza by incorporating corner and entry features that exceed the height of the building.
- Doors, windows, floor heights, roof lines, signage, and awnings should be appropriately scaled to reduce the mass of buildings as experienced at the pedestrian level.

Doors and windows, floor heights, signage, and awnings should be scaled to the pedestrian level.

Variation of scale and massing help in maintaining a human scale in large format stores.



Buildings at the ends of the Village Center Plaza can serve as landmarks that anchor the plaza by incorporating corner and entry features that exceed the height of the building.

3.6 Color and Materials

Design Principles

Building colors and materials complement the difference in architectural styles identified for each area within the commercial center. The Industrial and Civic style of the Regional Retail Center or traditional styles of the Village Center should be highlighted with colors and materials which emphasize earth tones and natural materials such as stone, stucco, and wood. The predominant materials are masonry, stone, brick, plaster, wood and metal windows with slate shingles and metal roofs.

Intent

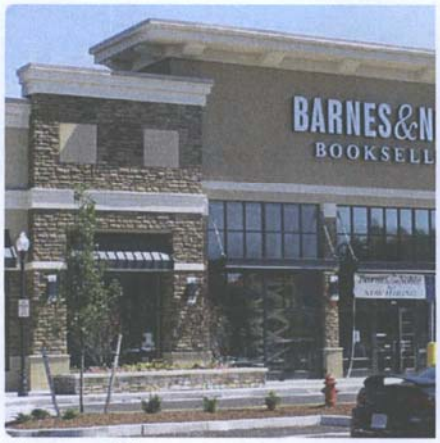
Colors should complement the architectural character of the Regional Retail Center and Village Center Plaza, while allowing for unique interpretation on individual commercial buildings. Buildings should be constructed of high-quality materials that promote the longevity of the structure and provide a pleasing appearance as the materials age.

Recommended materials appropriate for exterior materials include:

- stone and manufactured masonry;
- stucco;
- decorative masonry;
- horizontal wood lap siding with a smooth, milled surface; and
- board and batten siding, using 12-inch maximum distance between battens.

Development Guidelines

- One or more predominant colors should be used on each building and accented with two or more trim colors.
- The predominant color on a building should be compatible with the overall character of the commercial area.
- Creative use of accent colors is encouraged, and individual tenants are encouraged to interpret the basic color palette to highlight the distinctive nature of their establishment. Accent colors should complement the basic color palette for the commercial area. Accent colors may be used for architectural details, signage, lighting, and entry features such as awnings.
- Durable exterior materials should be used on all sides of the building.
- Use of vinyl or grooved plywood siding is not allowed.



Masonry or Stone veneer

Ornamentation including the Delta theme is recommended.

Stucco and/ or brick base

Cast stone ornamentation

3.7 Canopies, Awnings, Overhangs, and Arcades

Design Principles

Canopies, awnings, and overhangs may be used over display windows and entryways to articulate the façade of a building, particularly in the Village Center Plaza. Arcades can also be used to articulate outdoor café seating areas in the Village Center Plaza. Wood trellises are particularly suitable for the contemporary arts and crafts style of the commercial areas.

Intent

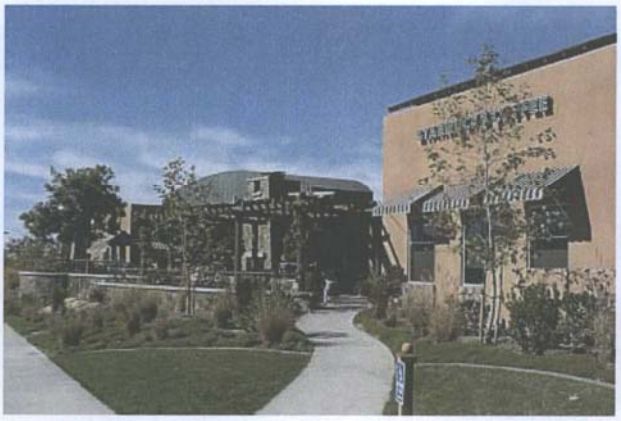
Canopies, awnings, overhangs, and arcades may be used at entryways and over building openings to help articulate the façade, provide visual interest at the pedestrian level, and offer protection from the weather.

Development Standards

- Awnings and related architectural features shall be at least 8 feet above the level of the pedestrian walkway.
- The name of the business may not be placed on the awning. Prototype national logos may be considered by businesses owner's on a case by case basis.

Development Guidelines

- Canopies, awnings, arcades, and overhangs are encouraged over window displays and entries along pedestrian walkways on the ground floor of commercial buildings.
- Awnings should be compatible with the colors used on the main building.
- Canvas, fire-resistant acrylic, and metal are preferred materials for awnings. Vinyl, plastic, plasticized fabric, and fiberglass awnings are strongly discouraged.



Canopies, awnings, arcades, and overhangs are encouraged over window displays.

Arcades should be designed with respect to the proportions of the building at the pedestrian level.

Shaded outdoor cafe seating area.

Trees and extended overhangs along the sidewalks create a comfortable and shaded pedestrian area.

3.8 Lighting

Design Principles

The color, intensity, and types of lighting used on buildings and in landscaping contribute to the character of commercial areas. Adequate and carefully placed lighting can also improve the safety and security of commercial areas.

Intent

Lighting fixtures should complement and enhance the architectural style of buildings and should be compatible with the character of the Regional Retail Center.

Development Guidelines

- All lighting should be designed to avoid directing unwanted glare off-site.
- All lighting fixtures should relate to the style and character of lighting for the entire commercial area.
- Lighting should provide even illumination. Flashing, pulsating, rotating, or otherwise moving light fixtures may not be used.
- Bulbs and reflectors used for external illumination should be shielded to reduce glare.

Building Lighting

- Distinctive accent lighting may be used on buildings to highlight individual tenants, provided that the lighting is complementary to the lighting style of the overall commercial area.
- Specialized lighting is appropriate for entries, building towers, and other unique architectural elements.
- Indirect "wall washing" is particularly desirable for buildings along I-5 and major adjacent streets.
- All front lighting should be baffled or obscured in channels where possible. Any exposed fixtures, shades, or other elements should be designed to contribute to the design of the storefront.
- All exposed or skeletal neon must be backed with an opaque coating.

Pedestrian Lighting

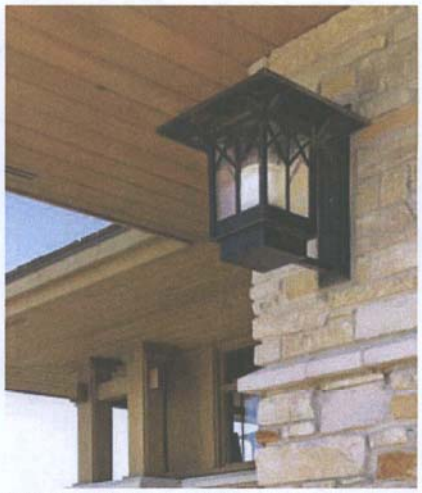
- Pedestrian areas should be lighted by pole- or bollard-type fixtures that are not more than 14 feet in height for pole lighting, or 3 feet in height for bollards.

Parking Lot Lighting

- Parking lot lighting should not exceed 40 feet in height.
- Specialized pedestrian-scale lighting should be provided along pedestrian walkways within parking lots.

Landscape Lighting

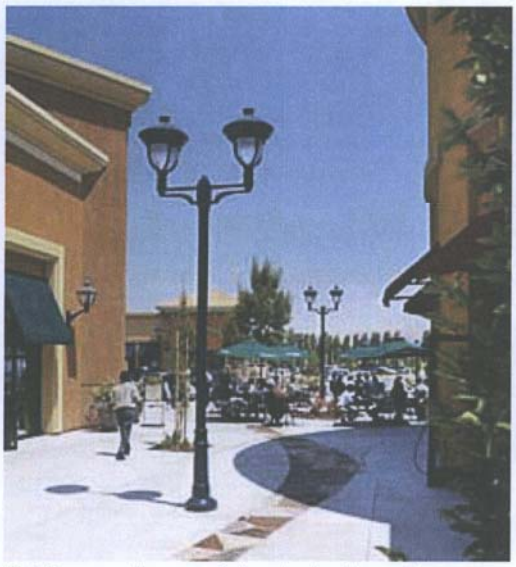
- Landscape lighting is supplemental only and should not be used to meet safety and wayfinding requirements.
- Uplights must be carefully selected to reduce glare.



Lighting fixtures should relate to the style and character of lighting for the entire commercial area.

Wall-mounted light fixture

Pedestrian areas should be lighted by pole- or bollard-type fixtures.



Lighting must be carefully selected to reduce glare.

Specialized lighting is appropriate for entries.

3.9 Services and Utilities

Design Principles

Loading and service areas should be placed at the rear of commercial buildings or at the side in the Regional Retail Center and the Village Center Plaza. Service and loading areas should be designed to minimize conflicts with vehicle and pedestrian circulation routes.

Intent

Functional service areas of buildings should receive concentrated design attention and consideration and should be carefully placed and screened to reduce noise and view of loading activities.

Development Standards

All loading areas shall be consistent with the following provisions.

- One off-street loading area shall be provided for each 40,000 sq. ft. in total gross floor area, or per the requirements of the individual tenants, which may be less.
- Each loading space shall be a minimum of 10 feet wide, 14 feet high, and 40 feet long.
- No loading space shall encroach on the public right-of-way.

All trash and recycling areas shall be consistent with the following provisions.

- Trash and recycling collection areas shall be adjacent to one another.
- No trash or recycling collection area shall encroach on required setback areas.
- Trash and recycling receptacles shall be screened from public view by landscaping, decorative walls, or fencing. Walls shall be a minimum of 6 feet high and shall be constructed of a solid masonry material with a decorative exterior surface similar to that used on the main structure.
- A concrete apron shall be constructed in front of each trash and recycling enclosure to facilitate pickup and protect adjacent asphalt.

Trash receptacle.

Development Guidelines

- Loading, trash, and recycling areas should be accessible from the side or rear of buildings away from public view where possible and should be functionally separated from pedestrian walkways for safety and to provide convenient access for delivery trucks.
- Mechanical equipment that produces noise, exhaust, or visual unsightliness should be located away from pedestrian ways. The equipment should be screened from public view at ground level in a manner consistent with the character of the building and the overall commercial area.

Loading Area

Trash and recycling receptacles should be screened from public view.

3.10 Landscape Elements

Design Principles

The Village Center Plaza should be developed as the focal point of the Regional Retail Center. The remainder of the Regional Retail Center should be landscaped with ornamental plants in landscaped setbacks to create a visually appealing environment.

Intent

Landscape elements should be used to foster an attractive and comfortable commercial environment.

Development Standards

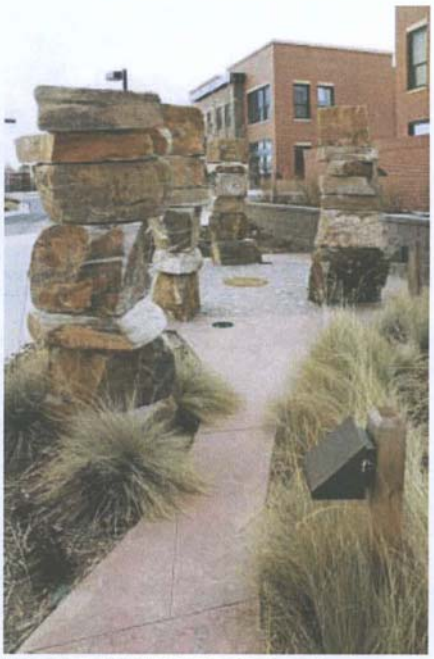
All landscaped areas shall be consistent with the following provisions.

- All minimum front and streetside setback areas shall be landscaped with predominantly low ground cover or turf.
- Surface parking lots shall be planted with trees selected to provide a minimum of 50% shading, based on the expected diameter of the trees after 15 years.
- All landscaped areas must have an automatic irrigation system.

Development Guidelines

Trees

- Street trees should be spaced no farther apart than 30 feet on center, and should be located in either a 6-foot-wide planting strip between the curb and sidewalk, or within a metal-grated tree planter area of at least 4 feet by 4 feet adjacent to the curb.
- Trees should be pruned to provide a clear space between the lower branches and the pedestrian walkway to prevent damage and provide a clear view of the ground floor of commercial buildings.
- Trees should be easy to maintain, reduce sidewalk damage, and provide a sufficiently large canopy to shade pedestrian walkways.



Use of dry landscaping features is encouraged.

Trees should be easy to maintain, and reduce sidewalk damage.

- The full growth of trees should be anticipated so that they do not conflict with lighting or roofs.
- Trees planted in surface parking lots should be protected with curbs or tree grates, or located in landscaped walkways.

Other Landscaping

- Surface parking lots should be screened from adjacent streets with landscaping. Screening materials should only partially block view lots from passing cars to promote safety within the lots.
- Plant species should be suitable for the Sacramento climate. Low-water landscaping materials are encouraged.
- High-maintenance annuals and perennials should be used only as accent elements.
- Automatic controllers with rain shutoff valves should be used to increase water conservation.
- Irrigation controls should be screened from view by landscaping or other attractive site materials.
- Turf and groundcover are most effectively irrigated with a conventional spray system. Head-to-head spray coverage is recommended. Overspray onto sidewalks and adjacent properties should be avoided.
- A drip irrigation system can provide deeper, more even watering and greater water conservation for shrubs and trees than a conventional spray system.

Trees planted in surface parking lots should be protected with curbs or tree grates, or located in landscaped walkways.

Low-water landscaping materials are encouraged.

3.11 Street Furniture, Pedestrian Structures, and Hardscaping

Design Principles

Street furniture such as benches and trash/recycling receptacles, and pedestrian structures such as information kiosks and transit shelters, should be of consistent design throughout each commercial area. Street furniture and pedestrian structures should be serviceable, attractive, and complementary to the overall design of each commercial area.

Intent

Street furniture, pedestrian structures, and hardscaping should be designed and located to enhance the pedestrian environment of commercial areas.

Development Guidelines

- Street furniture and pedestrian structures should be consistent with the character and style of each commercial area.
- Street furniture and pedestrian structures should be attractive, functional, easy to maintain, constructed of high-quality materials, and vandalism resistant.
- Street furniture should be installed in visible locations along pedestrian circulation routes.
- Stand-alone street furniture should be constructed of cast metal with a powdercoated finish in colors and styles that complement style of the commercial architecture.

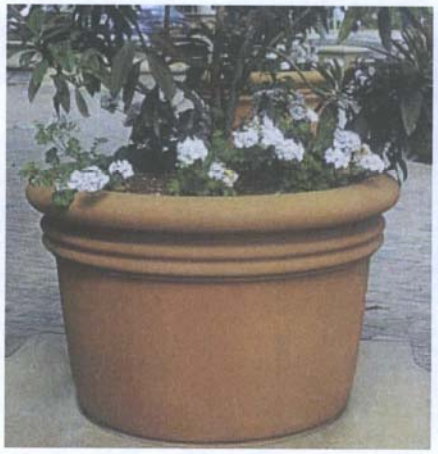
Street furniture and pedestrian structures should be serviceable, attractive, and complementary to the overall design of each commercial area.

Street furniture should be located in visible locations along pedestrian areas.

Commercial Centers

- A variety of seating alternatives, including seat walls and café tables, should be made available in addition to stand-alone benches.
- Brick, stone, textured/stamped/colored concrete, or other decorative paving treatments should be incorporated into pedestrian areas to define them and separate them from other uses, and create visual interest.
- Street furniture, pedestrian structures, and hardscaping should be designed to endure Sacramento's intense weather conditions.

Decorative textured paving should be incorporated into pedestrian routes to create visual interest.



Planter

Stand alone street furniture should be constructed of cast metal with a powdercoated finish in colors and styles that complement the style of the commercial architecture.

3.12 Signage and Graphics

Design Principles

Signage should incorporate creative use of colors, imagery, and materials. Attractive, artistic, well-proportioned, and carefully located signs can enhance individual buildings as well as the overall character of the commercial areas.

Intent

The following Master Sign Program has been established to regulate locations, sizes, design character, and materials for all project signage at Delta Shores to ensure that signage design is consistent with the project development plan and established architectural standards. This Master Sign Program shall be the singular guideline for all project signage design on or around the project.

The design of all project signage shall draw upon Sacramento Valley vernacular styles, reflecting materials, colors and imagery found in the valley. Signs must be designed as integral parts of landscaped areas to become part of the fabric that ties Delta Shores together as one place.

Approvals and Compliance

Review Process

All construction documents for signage, permanent or temporary, must be reviewed and approved by an authorized agent of Delta Shores prior to submittal to local governing agencies for review and permitting.

Code Compliance

All signage, permanent or temporary, must comply with applicable building codes and have the required local agency building permits prior to installation.

Interpretation

Where intent of these guidelines is found to be unclear, Delta Shores management shall interpret and make a decision for clarification subject to the review and approval by the City.

Unique Conditions

Where unique site conditions or building design dictates, Delta Shores Management will make recommendations for exceptions to these guidelines. These recommendations are subject to review by local governing agency.

Entry monumentation

Entry feature

Commercial Centers

Definition of Terms

Area (of sign): For sign panels or cabinets, the surface area of the sign panel or cabinet. For individual letters, the area within a box of not more than eight continuous straight lines forming a polygon around the outer limits of a sign message, including all figures and any background or color which is an integral part of the sign. The area of the second side of a two-sided sign shall not be counted as part of the sign area.

Banner: Any temporary sign made of fabric or another nonrigid material with no enclosing framework.

Commercial Signage: Signage with imagery and content that promotes services, goods, products and facilities that cannot be classified as Project or Tenant Identification.

Project Identification: A means of providing identity for the project, consisting of the project logo and/or the words "Delta Shores" or any combination thereof.

Quantity: The allowed maximum of each sign type.

Site: The entire development site known as Delta Shores.

Prohibited Sign Types

Unsafe or inadequately maintained signs are prohibited. All sign materials are constructed of noncorrosive materials or have noncorrosive finishes.

Temporary signs, window signs, placards, flags, pennants, and banners of any type are prohibited, except otherwise previously approved by the landlord and the City before to installation.

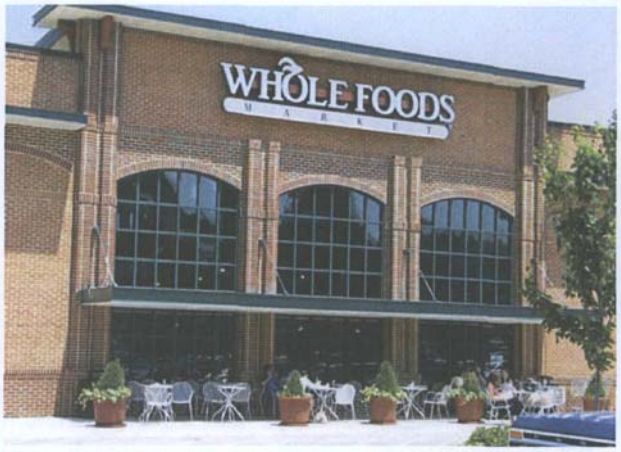
Exposed raceways, crossovers, conduits, neon tube conductors, and transformers should not be within the public right-of-way.

Animated, audible, or moving signs are not allowed except as provided in the Development Guidelines.

Signs affixed on vehicles (e.g., trucks, automobiles, trailers) that are used to advertise, identify, or provide direction to a use or activity not related to its rightful use, are prohibited.

Plastic faced, internally illuminated box-type cabinet signs are not allowed unless provided in the Development Guidelines.

Wall-mounted tenant identification sign



Sign colors should be selected to provide sufficient contrast against building.

Development Guidelines

- Signage should be compatible with the character of the Regional Retail Center's overall signage program. Imaginative, unique, and tasteful signs that display exceptional design are desirable, and tenants are encouraged to use distinctive type, styles, icons, and logos.
- Signage should be in scale with individual buildings and should allow adequate amounts of visual open space on the building façade.
- Signage should comprise the following types:

Signage should be compatible with the character of the Regional Retail Center's overall signage program.

Signage should be in scale with the building facade.

  - Tenant identification signs, including wall-mounted and monument types
  - Wayfinding and vehicular directional signage
  - Pole mounted banner signage
  - Product advertising kiosks

Parking and Regulatory Signage

- Signage materials should be compatible with those of the overall commercial center, and may include the following:
  - Sculpted wood, metal, or signfoam forms
  - Screens, grids, or mesh
  - Cut or fabricated steel
  - Dimensional letter forms with seamless edges
  - Opaque acrylic materials with matte finishes
- Signage may be illuminated in any of the following ways:
  - Reverse/halo channel neon
  - Channel letters with exposed neon
  - Silhouette illumination
  - Fiber optics
  - Internal and/or external illumination (Bulbs and reflectors shall be shielded)
  - L.E.D.
  - Opaque (e.g., aluminum) pan with routed graphics
- Signage color and finishes must follow the guidelines below:
- All Tenants' colors must be approved by the landlord prior to fabrication to assist in achieving a harmonious blend of colors and ensure compatibility.

- Sign colors should be selected to provide sufficient contrast against building background colors and ensure compatibility
- Colors within each sign should be compatible with the overall sign program on the building.
- Sign colors should provide variety and excitement.
- The color of letter returns should contrast with face colors for optimum daytime readability. The interior of open channel letters should be painted dark when against light backgrounds.
- Neon colors should complement related signage elements.

Color of letter returns should contrast with face colors for optimum daytime readability.

- Signage type styles and logos:
  - The use of logos and distinctive type styles is encouraged for all tenant signs. Tenants may adapt established type styles, logos, and/or icons that are used on similar locations operated by them in California and/or elsewhere in the U.S. These images must be architecturally compatible and approved by landlord.
- Signage sizes and quantities:
  - The sizes and quantities of tenant signs are outlined in the following criteria for each sign type. Notwithstanding the maximum square footage specified for copy area allowances, adequate amounts of visual open space shall be provided around wall signs so that they appear balanced and in scale in relation to their backgrounds.

The use of logos and distinctive type styles are encouraged for all tenant signs.

Prototypes

A. Multi-tenant ID Sign

Description
Sign oriented to freeway traffic with areas for display of project ID and tenant names/logos.

Quantity

- Two signs fronting Interstate 5

Allowable Messages

- Project ID
- Tenant ID (six/seven tenant names)
- Electronic reader board

Height

- 75 feet overall maximum
- 36 inches maximum tenant letter

Note: A1 is a similar sign only 35 feet in height.

Area

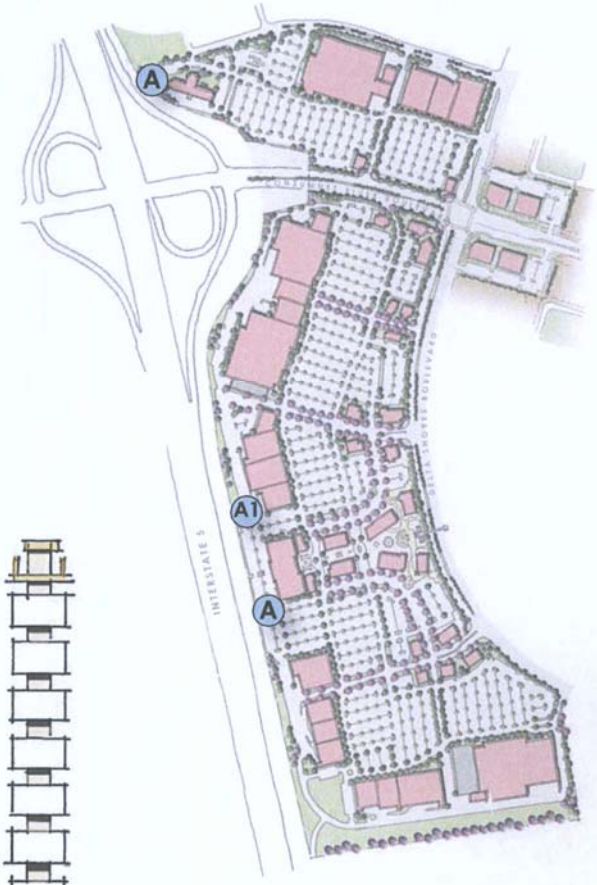
- 75 sq. ft. for project ID
- 75 sq. ft. per tenant face

Lighting

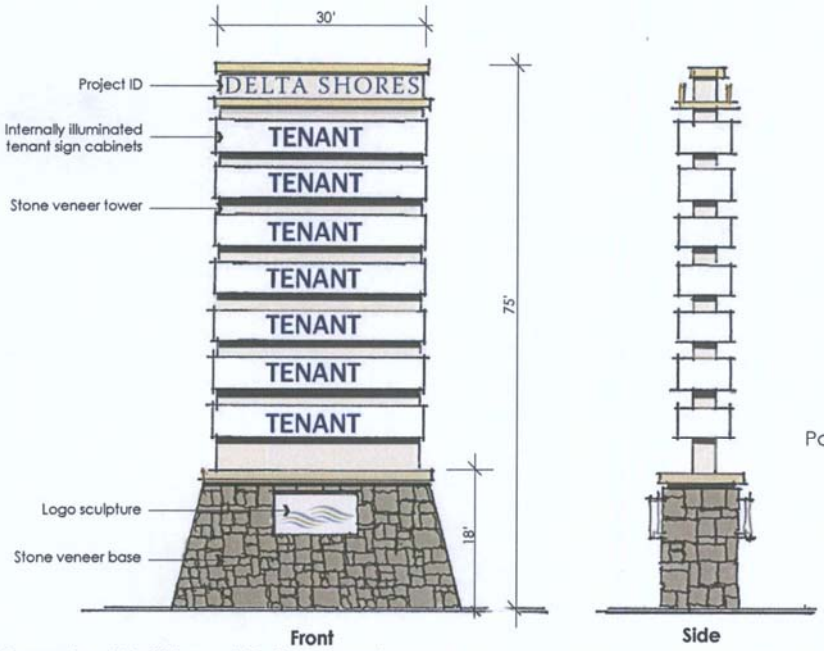
Halo, indirect, and/or internal illumination

Materials

Stone, natural and painted metals; acrylic for illuminated portions of sign, printed materials, and electronic display



Potential Locations of Types A and A1



Example of Multi-tenant ID Sign, Type A

B. Project ID Feature 1

Description
Single-sided sign oriented to freeway traffic with project identity to help define the project boundaries and establish project design vocabulary.

Allowable Messages

- Project ID

Height

- 15 - 30 feet to top of feature

Area

- 450 - 1,800 sq. ft.

Lighting
Feature shall be halo and indirectly lit from the surrounding landscaped areas. Integrated lighting may also be used.

Materials
A variety of materials may be used including but not limited to natural stone, natural and painted metals, wood, concrete.

Potential Location of Type B

Conceptual illustration of Project ID on an entry monument feature

C. Project ID Feature 2

Description
Single-sided sign oriented to arriving traffic on arterial streets providing project identity to help define the project entries and reinforce the design vocabulary.

Allowable Messages

- Project ID

Height

- 7 feet to top of lettering maximum

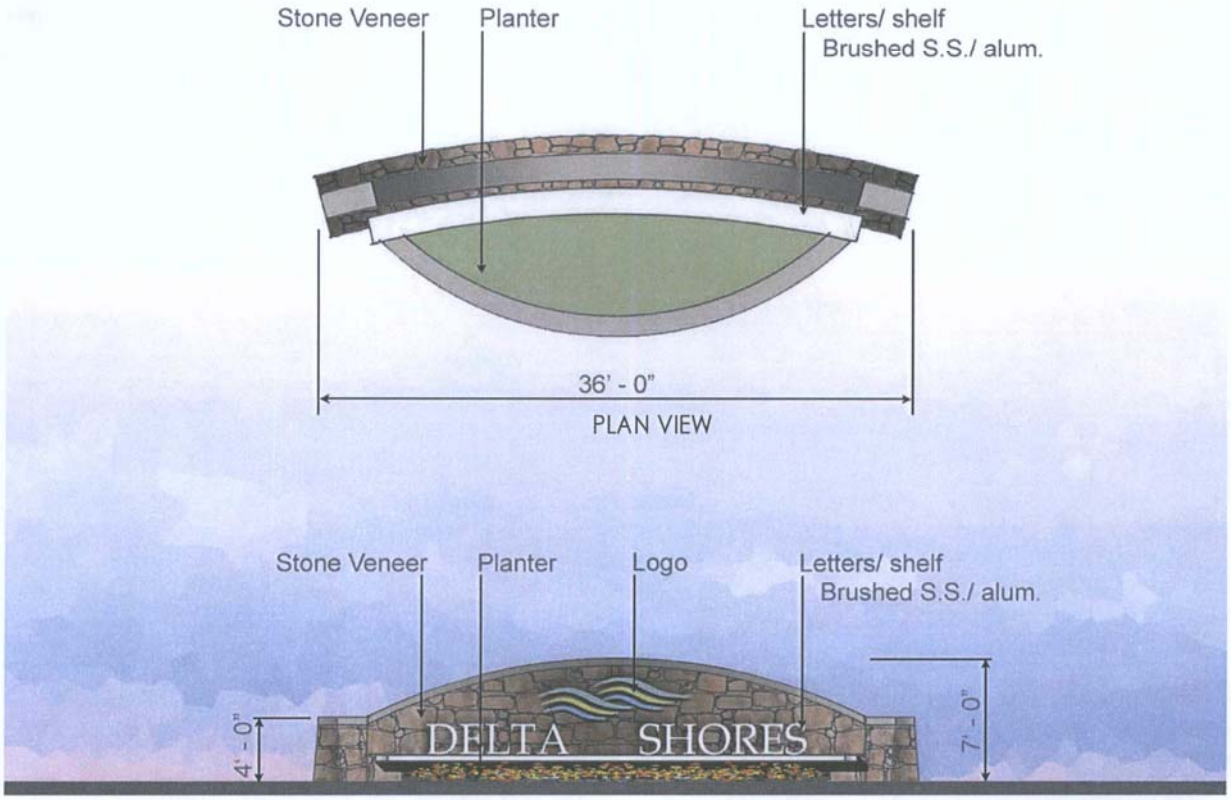
Area

- 70 sq. ft.

Lighting
Feature shall be halo and indirectly lit from the surrounding landscaped areas.

Materials
Natural stone, natural and painted metals.

Potential Locations of Type C



Example of Type C, Project ID Feature

D. Primary Intersection Feature

Description
Single- or double-sided sign oriented to roadway traffic with project identity to help define the project boundaries and establish project design vocabulary.

Allowable Messages

- Project ID and Tenant ID

Height

- 15 feet to top of feature

Area

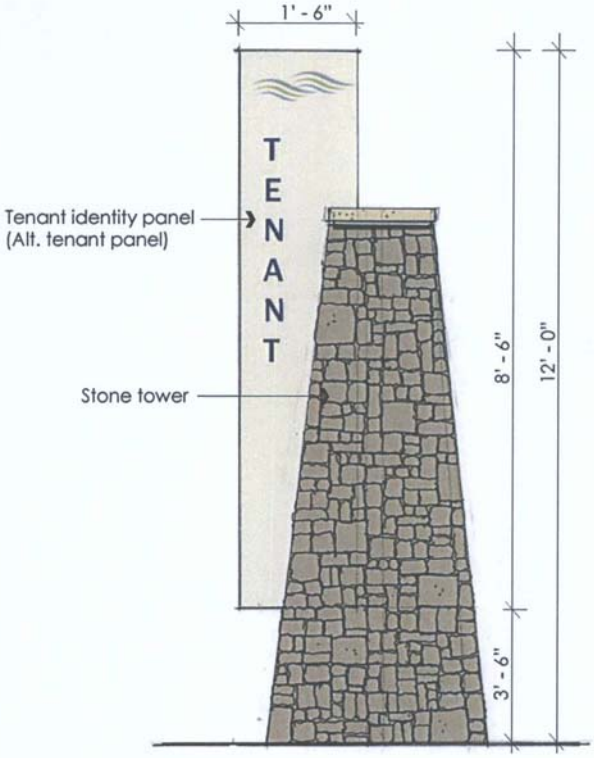
- 30 sq. ft. per sign face

Quantity
Up to eight per street frontage in each direction from corners indicated in "site area" graphic. Signs shall be located a minimum of 50 linear feet apart from one another.

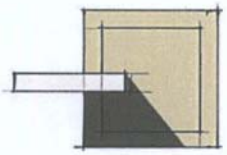
Lighting
Feature shall be halo and indirectly lit from the surrounding landscaped areas.

Materials
Natural stone, natural and painted metals

Potential Locations of Type D



ELEVATION



PLAN VIEW

Example of Type D

E. Tenant ID

Description
Single-sided sign to identify major tenants at I-5 off-ramps.

Allowable Messages

- One tenant name per panel

Height

- 20 feet to top of feature

Area

- 65 sq. ft. per sign face

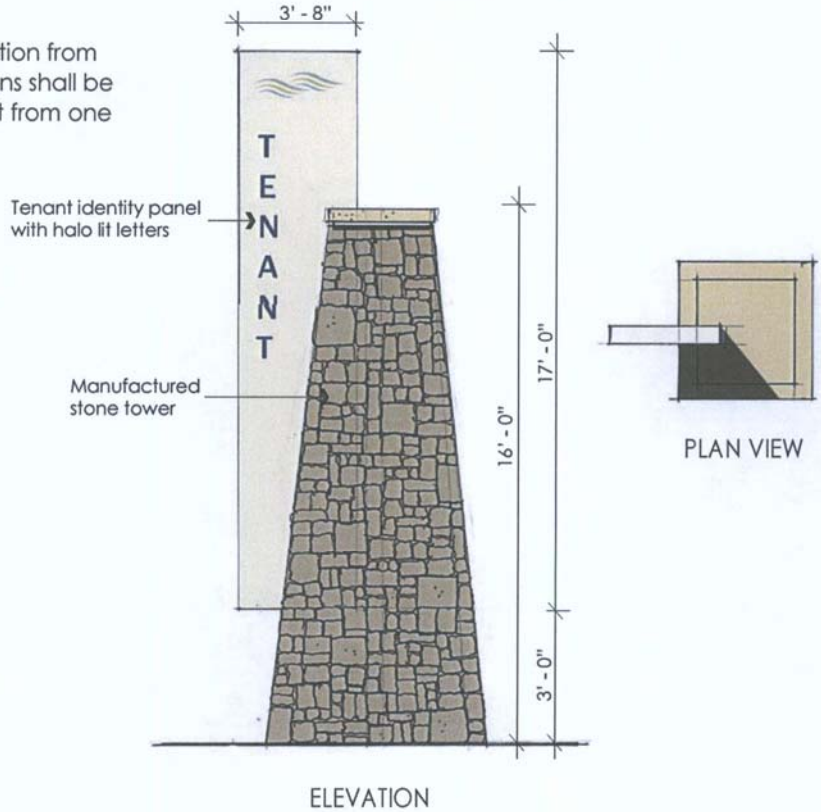
Lighting
Feature shall be halo and/or indirectly lit from the surrounding landscaped areas.

Materials
Natural stone, natural and painted metals

Setback
Placed at back edge of freeway buffer zone

Quantity
Up to six per street frontage in each direction from corners indicated in site area graphic. Signs shall be located a minimum of 50 linear feet apart from one another.

Potential Locations of Type E



Example of Type E

F. Anchor Tenant Signage (75,000 sq. ft. of lease space or more)

Quantity
One (1) sign on the front elevation and one (1) additional sign on a side or rear elevation, for a total maximum of two (2) signs. Tenants that have end units or are freestanding may have three (3) signs.

In addition to Tenant Name/Logo, an Anchor Tenant will be allowed (3) secondary signs per frontage. Secondary signs will be included in total allowed sign area for that individual elevation. Maximum 2 feet in height for secondary signs.

Allowable Messages

- Tenant name/logo

Area
Sign area should not exceed 80% of tenant frontage. Maximum sign area is 2 square feet of sign area per lineal feet of building frontage up to a maximum of 500 square feet per tenant frontage.

Typeface
Custom tenant logotype/name with Owner approval

Colors
Custom colors logotype/or colors with Owner approval

~~Figure 3.5 :~~ Example of Type F, Anchor Tenant Signage

G. Major Tenant Signage (10,000 sq. ft. – 74,999 sq. ft. of lease space)

Quantity

One sign on the front elevation and one additional sign on a side or rear elevation, for a total maximum of two signs. Tenants that have end units or are freestanding may have three signs.

In addition to the tenant name/logo, an anchor tenant will be allowed (3) secondary signs per frontage. Secondary signs will be included in the total allowed sign area for that individual elevation. Maximum 2 feet in height for secondary signs.

Allowable Messages

- Tenant name/logo

Area

Sign area should not exceed 80% of tenant frontage. Maximum sign area is 2 square feet of sign area per lineal foot of tenant building frontage up to a maximum of 300 sq. ft. per tenant frontage.

Typeface

Custom tenant logotype/name with owner approval

Colors

Custom colors logotype/or colors with owner approval

~~Figure 3.6 :~~ Example of Type G, Major Tenant Signage

H. Mid Size Tenant Signage (5,000 sq. ft. – 9,999 sq. ft. of lease space) and/or Single Tenant Pad Building (2,500 – 9,999 sq. ft. of lease space)

Quantity
One sign per elevation up to a maximum of three

Allowable Messages

- Tenant name/logo

Area
Sign area should not exceed 80% of tenant frontage. Maximum sign area is 2 sq. ft. of sign area per lineal foot of tenant building frontage up to a maximum of 200 sq. ft. per tenant frontage.

Typeface
Custom tenant logotype/name with owner approval

Colors
Custom colors logotype/or colors with owner approval

Example of Type H, Mid-size Tenant Signage

I. Multi-shop In Line Tenant Signage (less than 5,000 square feet of lease space)

Quantity
One sign on the front elevation and one additional sign on a side or rear elevation, for a total maximum of two signs. Tenants that have end units may have three signs.

Allowable Messages

- Tenant name/logo

Area
Sign area should not exceed 80% of tenant frontage. Maximum sign area is 2 sq. ft. of sign area per lineal foot of tenant building frontage up to a maximum of 100 sq.ft. per tenant frontage.

Typeface
Custom tenant logotype/name with owner approval

Colors
Custom colors logotype/or colors with owner approval

Example of Type I, Multi-Shop Tenant Signage

3.13 Freeway Visibility

Design Principles

All sides of the Regional Retail Center and the building façades fronting the I-5 corridor and visible to the public should be designed to present an attractive presence to the roadway.

Intent

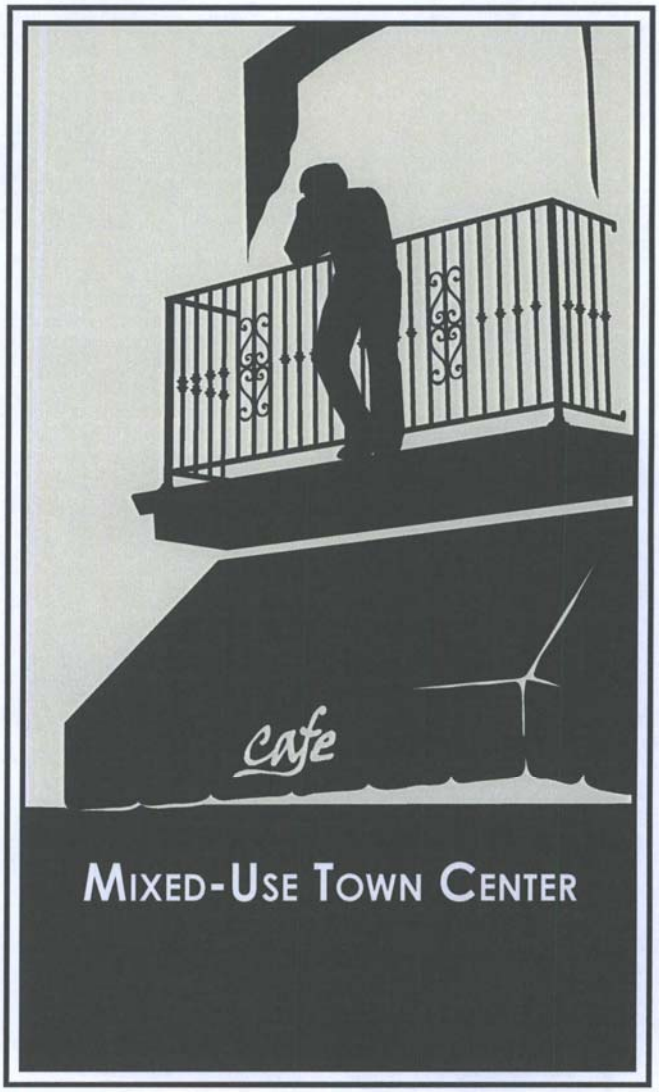
A major portion of the Regional Retail Center fronts onto the east side of the Interstate and is visible from the I-5 corridor extending from Cosumnes River Boulevard to the City's southern boundary. Portions of the Regional Retail Center include rear loading docks, parking, and the backs of buildings. While not the primary face of the center, the building facing the freeway is intended to create an attractive presence to the public traveling along the freeway. Loading docks should be screened with decorative walls and landscaping. Building massing on all sides of the center should be articulated to create an attractive façade. The backs of the center facing I-5 also provide opportunities for attractive signage of individual tenants to inform the motorist of the uses available in the center.

The Regional Retail Center also needs to meet functional requirements. The backs of the retail uses need to be designed to allow for visual surveillance during the day and at night to improve the safety and security of the parking and loading area, allow for fire truck access, and service access to utility lines and easements.

Development Guidelines

- The massing of the Regional Retail Center buildings should be separated into small units to avoid one long continuous building wall facing the freeway.
- Rear building façades should be articulated to create variety and interest to the building massing through changes in the building heights, use of decorative parapets to identify individual tenants, step backs in the building plane, changes in materials, colors, and the use of pilasters, individual tenant signs, awnings, and lighting details.
- The details of the building façades should be similar to the front design of the façade, including the use of colors and materials for individual building tenants. Individual tenant building spaces should be designed as one building component from front to back or a part of one building component in the center.
- All loading areas and loading docks should be screened from the freeway with solid, decorative block walls and landscaping.
- Use of special architectural design elements are encouraged to create visual interest along the rear building façades, such as changes in the use of decorative parapets, pilasters, overhangs, and trellis features.
- Landscaping along the freeway should be planted at regular intervals to maintain views between buildings, while screening the loading docks from the freeway.
- Variety and color should be used in the choice of trees and plantings along the freeway edge to enhance visual prominence and generate an interesting foreground for the buildings to the passersby.

Facades adjacent to and visible from the freeway should be designed to include interesting elevation variations and signage.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MIXED-USE TOWN CENTER

Mixed-Use Town Center

The commercial areas in the Delta Shores community consist of a Regional Retail Center, a Village Center Plaza, and a mixed-use Town Center, designed to serve both the Delta Shores community and the south Sacramento regional area with a wide range of goods and services. The commercial centers in Delta Shores place particular emphasis on the establishment of a vibrant public realm, with a pedestrian oriented retail core located at the Village Center Plaza, and a residential/commercial mixed-use Town Center that will serve as a neighborhood gathering place. In addition, these commercial areas will be carefully landscaped to create an inviting atmosphere for a variety of users.

Each commercial area has been designed to be easily accessible via a variety of transportation choices. The Town Center is located near high-density residential uses with a connecting pedestrian bridge over Cosumnes River Boulevard, landscaped paseos and a trails system designed to encourage pedestrian activity. The Town Center is also located adjacent to the 24th Street extension/loop road, which will serve as the community's primary loop road and which is ideal for transit stops as well as conventional automobile access. The commercial areas are further connected via paseos and trails to the community open-space system, parks, and schools.

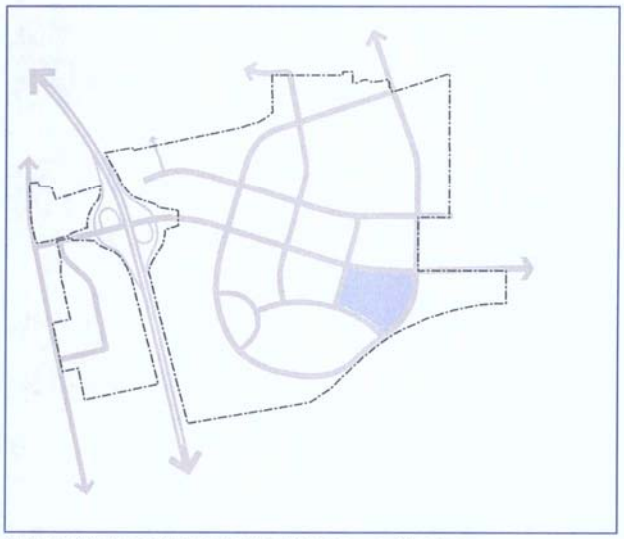


Figure 4.1: Location of Mixed Use Town Center

"Closely related to the quest for community is the growing appreciation of how town centers, main streets, and urban villages can put communities on the map and establish a strong identity for new residential communities and existing towns and suburbs."
- Charles C. Bohl

4.1 Commercial Center Design Framework

Town Center

The Town Center is designed as a residential/ commercial mixed-use area providing neighborhood-serving goods and services. The Town Center will be a central gathering place for local residents, with pedestrian amenities and facilities such as a health and recreation center that will encourage residents to congregate.

The Town Center will be designated Residential Mixed-Use (RMX-PUD) and will be designed to integrate both vertical mixed-use and horizontal mixed-use components [Refer to Table 4.1 "Permitted Uses in RMX-PUD zone"]. The horizontal mixed-use areas should place commercial/retail facilities (such as a grocery store, pharmacy, postal service, and cafes, among other potential tenants) adjacent to high-density residential. A vertical mixed-use structure with ground-floor commercial/retail and residential above will serve as a transitional use between the commercial area and high-density residential units in the Residential Mixed-Use (RMX-PUD) area. The Town Center is a centrally located node within Delta Shores' parks and open space system, providing excellent access to recreational opportunities and connectivity to other portions of the Delta Shores community.

Neighborhoods north of Cosumnes River Boulevard can access the Town Center via a paseo and open-space greenway and a pedestrian overpass that crosses Cosumnes River Boulevard. Neighborhood parks are located immediately east and south of the Town Center, providing nearby recreational opportunities for Town Center residents, while a portion of the southeastern corner of the Town Center borders the Community Park.

Figure 4.2: Conceptual design of the mixed use area

The Town Center design incorporates a water detention/water quality basin as a site amenity connecting the urban Town Center with the restored wetlands north of Cosumnes River Boulevard. The detention basin in the southern portion of the mixed-use parcel is connected by a creek to the wetland preserve north of Cosumnes River boulevard. This helps to create opportunities for a creekside promenade with restaurants and shops facing the water body.

Restaurants can provide outdoor seating areas adjacent to the creekside promenade.

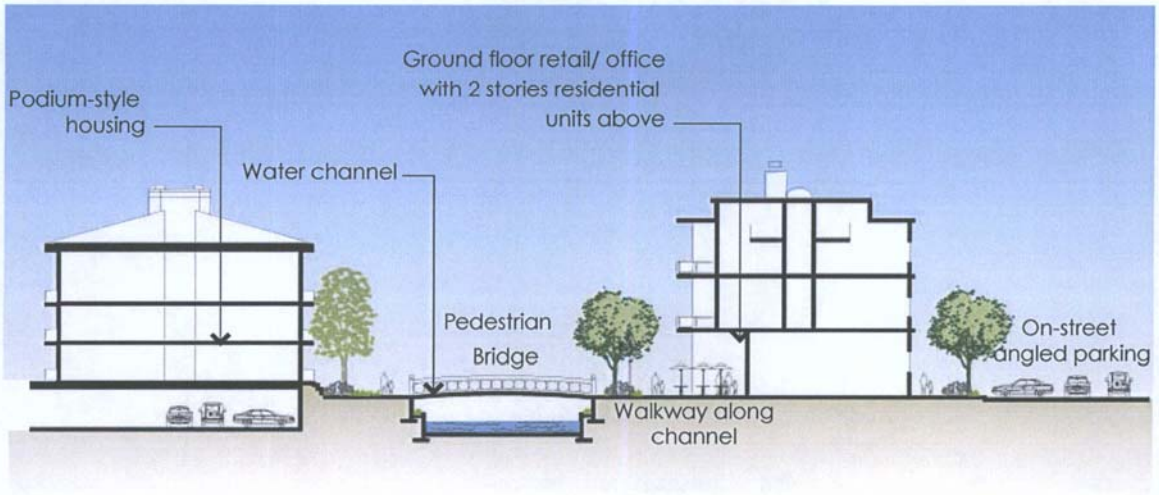


Figure 4.3: Conceptual section through the creek in the mixed use area

4.2 The Town Center and the Public Realm

Design Principles

The Town Center should have clearly defined pedestrian circulation areas that are distinct from automobile routes and encourage pedestrian activity with attractive landscaping, seating, and paving. Centrally located gathering areas should entice pedestrians with shade trees or structures, water features and/or public art, seating, and other amenities.

Intent

The Town Center should create a pleasant, inviting public realm that offers areas for informal gathering and emphasizes walkability and pedestrian amenities such as seating and shaded areas.

Development Standards

Café seating must be generally consistent with the following standards as defined in Sacramento City Code Section 17.24.050, "Footnotes to the Land Use Charts."

- Outdoor café seating shall have a 4-foot minimum clear zone free of all obstructions between the outside edge of any café fixture and any fixed element within the pedestrian right-of-way. Fixed elements may include, but are not limited to, light and sign poles, landscaped areas, traffic signal poles, parking meters, flower pots, and waste containers.
- A decorative element, such as metal fencing or planters, should separate the outdoor café seating area from any adjacent pedestrian walkway.
- Café seating projecting into the public right-of-way is subject to a revocable encroachment permit from the Building Division of the City Development Services Department.

Pedestrian amenities such as shaded seating areas should be provided to promote walkability with the Town Center.

Water features are natural gathering places

Large paved areas should be broken into smaller visual surfaces to create interest.

Development Guidelines

- Logical routes for pedestrian circulation through the commercial areas should be identified and kept clear of obstructions. Pedestrian routes should be consistently designed in the RMX areas to integrate the entire commercial area and encourage pedestrians to walk to businesses. Preferred pedestrian routes can be visually defined through paving changes and the careful placement of pedestrian amenities.
- One or more community information boards or kiosks providing information about transit, ride sharing, neighborhood events, and recreational opportunities should be located at high-traffic areas and gathering places in the Town Center.
- Trees and shade structures should be provided in pedestrian areas. Trees should be selected for size and density of canopy that can offer meaningful shade to pedestrians. Likewise, shade structures should not merely be decorative, but should be designed to offer shade to pedestrians. The location of trees and shade structures should be coordinated with the location of seating areas so that seating is comfortably shaded, as seasonally appropriate.
- A variety of seating types can be provided, including seatwalls; moveable seating (e.g., lightweight chairs); stationary seating (e.g., benches); and landscape elements. The various seating types should be coordinated with the overall design of the commercial area.
- Water features or public art features serve as natural gathering places. They should include seating areas that either are located close to the water and/or public art features are part of its overall design.
- Large paved areas should be broken into smaller visual surfaces through the use of changes in decorative paving, using stone, brick, or concrete with integral color, and the inclusion of landscape elements and pedestrian amenities such as seating and drinking fountains. Large, undifferentiated paved pedestrian areas should be avoided.

A pleasant, inviting public realm that offers areas for informal gathering.

The public realm is no longer considered "empty space" in the grand urban design scheme, but rather is viewed as a fundamental element in the definition of community and the revitalization of cities.

4.3 Building Orientation and Setbacks

Design Principles

The primary façades of buildings in the interior of the commercial site area should be oriented toward parking lots. Attractive façades and secondary entries, where appropriate, should also be provided on the street side to create visual appeal and facilitate pedestrian access. Buildings in the RMX area should be oriented close to the street with attractive streetside facades that allow easy pedestrian access.

Intent

Building orientation and setbacks will vary, depending on use and location, as described below.

Development Standards

The following development standards have been modified from Sacramento City Code Section 17.60.020, "Basic Height and Area Regulations," so that the buildings meet the following setbacks per the PUD:

Commercial Areas (RMX-PUD)

Front	20 feet
Rear	0 feet
Interior Side	0 feet
Street Side	20 feet
Maximum Lot Coverage	40%

Residential Areas (RMX-PUD)

Front	20 feet (may include width of planter strip adjacent to right-of-way)
Rear	15 feet reducible to 5 feet if lot widths abutting an alley
Interior Side	5 feet (structures with three or more units)
Street Side	5 feet (structures with three or more units)
Maximum Lot Coverage	70%
Minimum Lot Area (du/sq.ft.)	800 sq. ft.

Examples of Horizontal Mixed-Use Products

Examples of Vertical Mixed-Use Products

Development Guidelines

Commercial Areas (RMX-PUD)

- The primary façade and entryway should be oriented toward the parking area, with secondary entryways on the street side, where feasible.
- Buildings should be adjacent to a public street or pathway with parking areas located on the interior of the commercial area.

Residential Areas (RMX-PUD)

- Buildings at corner locations, such as the intersection of the 24th Street extension/loop road and Cosumnes River Boulevard, should have corner architectural treatments such as chamfered entryways, variations in building height (e.g., a tower), or other architectural features that serve as landmarks for the commercial area.
- Large residential buildings adjacent to the street should be designed with varied setbacks to provide interest to the streetscape and avoid a monotonous street wall.

One of the key elements of successful Town Centers, past and present, is the variety of attractive public gathering places they contain.

Pursuant to the appropriate requirements of the City Zoning Code the following uses are allowed within the RMX-PUD zone.

Table 4.1: Permitted Land Uses in RMX -PUD Zone

Zoning Designation	Permitted Uses	
	Primary Uses	**Secondary Uses**
RMX-PUD (Mixed-Use)	Permitted uses in the RMX zone, (limited to ground floor commercial uses except where mentioned), including: • Alcoholic Beverage, Beer, and Wine Sales for on- and off-premises consumption • Athletic Clubs (two-story) • Bakeries, Grocery Stores, Delis • Banks • Barbers & Beauty Shops • Bed & Breakfast Inns • Child Care Centers • College, campus and extension • Commercial Services • Community Centers, public or private • Convenience Markets (no gasoline service) • Copy Shops • Diet Centers • Dry Cleaners, Laundromats • Drive through facilities • Florists • Medical Clinics, Opticians • Offices • Parking Garages • Photographic Studios • Post Office • Police Sub-Station • Restaurants • Retail Stores • Sidewalk Cafes • Somatic Practitioners • Tutoring Centers • Vet Clinics • Senior Housing • Uses allowed in the R-3 PUD	Permitted uses in the RMX zone requiring a special use permit, including: • Churches • Laboratories • Social Clubs

4.4 Circulation and Parking

Design Principles

Circulation in the commercial areas should be coordinated so that automobile, pedestrian, and bicycle traffic can move safely and efficiently into and through the area. Automobile parking should be convenient, but should not dominate the RMX-PUD area. Because the Town Center will also serve as a pedestrian hub for nearby residential areas, pedestrian circulation into and through the RMX-PUD area should be clearly marked and easily understood. Well-defined pedestrian crossings must also be provided across major streets to ensure pedestrian safety.

Intent

The Town Center should be designed to promote the efficient, safe, and convenient circulation of automobiles, bicycles, pedestrians, and public transit.

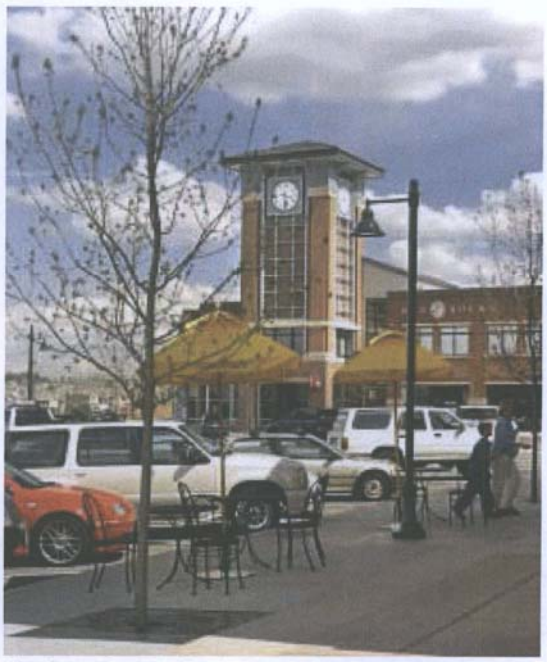
Development Standards

Parking in the Town Center shall be consistent with the following Sacramento City Code provisions.

- Parking may be reduced for buildings smaller than 10,000 sq. ft. gross floor area, based on a special permit pursuant to Section 17.212.040, and parking may be reduced for buildings

Bicycle parking should be provided throughout the Town Center at clearly visible locations.

Pedestrian circulation should be clearly marked.



The Town Center should be designed to promote the efficient, safe, and convenient circulation of automobiles, bicycles, pedestrians, and public transit.

The ratio of street width to building height defines streets as places with Town Centers, rather than mere transportation corridors.

Table 4.2 : Parking Requirements for RMX Zone

Permitted Land Use	Parking Requirements
Alcoholic Beverage, Beer, and Wine Sales for on- and off-premises consumption	1 space per 3 seats (up to 10% of total building area of the center may be used as restaurant(s) and bar(s) with the parking based on the shopping center as a whole rather than the above seating capacity requirements)
Appliance Repair Shops	See Retail Store
Athletic Clubs	2 space per 100 gross sq. ft.
Bakeries, Grocery Stores, Delis	See Retail Store
Banks	1 space per 400 gross sq. ft.
Barber and Beauty Shops	1 space per 250 gross sq. ft.
Bed and Breakfast Inns	1 space per 2 guest rooms + 1 for resident owner/manager
Child Care Centers	1 space per 8 children
Churches	1 space per 4 seats within the main assembly room (if no seats, use maximum occupancy of room per building division)
College Extension, Dance, etc. Schools	1 space per 3 persons (use maximum occupancy per building division)
Commercial Services	1 space per 500 gross sq. ft.
Community Centers, public or private	1 space per 100 gross sq. ft.
Convenience Markets, Copy Shop, Diet Centers	See Retail Store
Drive-through Facilities	1 space per 500 gross sq. ft.
Dry Cleaners, Laundromats	1 space per 500 gross sq. ft.
Florists	1 space per 500 gross sq. ft.
Furniture Stores	1 space per 500 gross sq. ft.
Medical Clinics, Opticians	1 space per 200 gross sq. ft.
Offices	Not less than 1 space per 400 gross sq. ft. and not more than 1 space per 275 gross sq. ft.
Parking Garages	1 space per 500 gross sq. ft.
Photographic Studios	1 space per 500 gross sq. ft.
Printing and Blueprinting	1 space per 500 gross sq. ft.
Restaurants, Cafes	1 space per 3 seats (up to 15% of total building area of the center may be used as restaurant(s) and bar(s) with the parking based on the shopping center as a whole rather than the above seating capacity requirements)
Retail Stores	Parking requirements for all retail uses located within a C-2-PUD shall not exceed 4.5 spaces/ 1000 sq.ft.
School Vocational	1 space per 3 persons (use maximum occupancy per building division)
Service Stations	See Commercial Services
Sidewalk Cafes	See Restaurants and Cafes
Sign Shops	See Commercial Services
Social Clubs	See Commercial Services
Social Service Financial Management	See Commercial Services
Theaters	1 space per 3 seats
Tire Shops	See Commercial Services
Tutoring Centers	Less than 50 students, use office ratio; 50 or more students, use retail ratio
Vet Clinics	See Commercial Services

Note: For mixed-use projects which incorporate both residential and commercial or service uses, the zoning administrator may waive or reduce up to 4 spaces or 50%, whichever is greater, of the required off-street parking requirement for ground floor commercial retail or service uses.

larger than 10,000 sq. ft. gross floor area, based on a special permit pursuant to Section 17.212.030.

- Parking for mixed-use projects with both commercial and residential uses may request a reduction of parking of up to four spaces or 50%, whichever is greater, of the required parking for ground-floor commercial uses. Additional parking waivers are subject to a Planning Commission special permit under Section 17.212.030.
- Parking facilities shall provide handicap parking based on Title 24 of the Uniform Building Code.

Section 17.64.030, "Development Standards for Parking Facilities"

- Vehicle overhang is allowed into planter areas if the planter is a minimum of 6 feet wide, including curbs. Vehicle overhang is not allowed into front or side setback areas.

Section 17.64.050, "Bicycle Parking Requirements"

- One bicycle parking facility shall be provided for every 20 required off-street vehicle parking spaces.
- 20% of the bicycle parking facilities shall be Class I facilities. The remaining parking facilities may be a mixture of Class I, II, or III facilities.
- Bicycle facilities shall provide a minimum 2-foot-wide by 6-foot-long parking space with a 5-foot maneuvering space behind the bicycle.

Development Guidelines

Parking Areas

- Main parking lots should be located behind the commercial frontage on major streets such as the 24th Street extension/loop road and Cosumnes River Boulevard, and/or within the interior of the commercial area.
- Parking structures that are located on primary streets such as the 24th Street extension/loop road and Cosumnes River Boulevard should be designed with retail, office, or other uses at the street level to avoid monotonous blank walls.
- Parking lots should include signage and well-designed locations for ingress and egress that reduce conflicts with pedestrian movement.
- Service loading and service parking areas should be integrated into the pedestrian access and circulation pattern to minimize conflicts with vehicles and pedestrians.

Pedestrian Circulation

- The overall site should be designed to encourage pedestrian circulation, with integrated walkways and easily visible, inviting building entryways.
- Major pedestrian access and routes through parking lots should be clearly designated with a change of paving and paving color, landscaping, and the use of special signage and lighting.

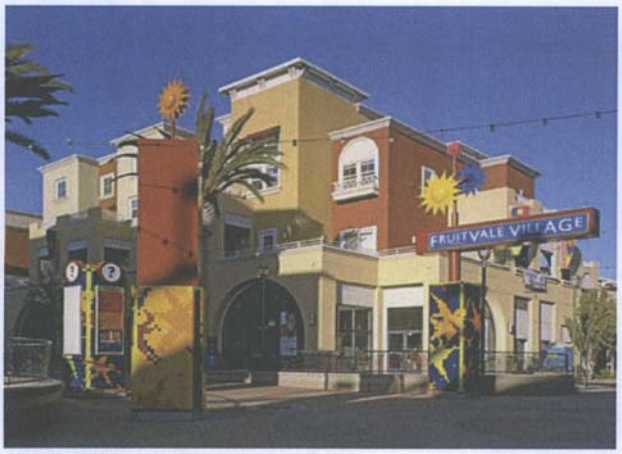
Bicycle Circulation and Parking

- Bicycle routes into and through the Town Center should be clearly marked with pavement striping and signage.
- Bicycle parking should be provided throughout the Town Center at clearly visible locations.

4.5 Building Form: Scale, Massing, and Façades

Design Principles

Large-scale buildings in the commercial area and commercial mixed-use structures in the RMX-PUD area should use architectural elements such as window openings, building entryways, changes in color and materials, and architectural ornamentation to provide visual interest and minimize the appearance of mass. Residential buildings in the RMX-PUD area should be designed with multiple wall surfaces and changes in color and materials to avoid a monolithic appearance.



Architectural elements should be used to create interest and variety and a more human-scaled environment.

Primary façades, including entryways and display windows, should be included on the parking lot side of buildings.

Intent

Building façades provide the interface between the built environment and the public realm. Architectural elements should be used to create interest and variety and to create a more human-scaled environment.

Windows, entries, and doors should occupy most of the wall surface on the ground floor of buildings fronting onto a plaza.

Building façades provide the interface between the built environment and the public realm.

Development Standards

Buildings shall not exceed the following height standards in the RMX-PUD zone:

Commercial Buildings	45 feet
Residential Mixed Use	55 feet

Development Guidelines

- Building forms should be articulated to add interest and reduce the appearance of bulk and mass. Articulation can include variation in building setbacks, heights, and roof forms.
- Buildings can also be given definition if façades are designed with a recognizable "base" and "top" that includes:
  - the use of articulated materials at the building base to visually anchor it at the pedestrian level;
  - changes in colors and materials at different levels; and
  - the use of ornamental building lines (moldings, cornices, and seams) to accentuate floors and levels.
- Commercial entryways should be clearly defined and articulated with architectural details such as awnings, canopies, lighting, and signage. Entryways and architectural entry details should be proportional to the building.
- All commercial and residential entryways should open onto a publicly accessible walkway connecting directly to an adjacent sidewalk.
- Commercial windows and doors should be made of clear glass to allow pedestrians to see into the structure.

Building forms and massing should be articulated to create visual interest by varying building setbacks, heights, and roof forms.

- Doors, windows, floor heights, roof lines, signage, and awnings should be appropriately scaled to reduce the mass of buildings as experienced at the pedestrian level.

Commercial (RMX-PUD)

- Primary façades, including entryways and display windows, should be included on the parking lot side of buildings in this area, with secondary entries and windows on the street side that can be seen from a major street such as the 24th Street extension/loop road or Cosumnes River Boulevard.

Residential Mixed-Use Commercial (RMX-PUD)

- Windows, entries, and doors should occupy most of the wall surface on the ground floor of buildings fronting onto the plaza.
- Street furniture and other pedestrian amenities should be made available in front of commercial businesses.

Residential (RMX-PUD)

- Ground-floor units on the street side should have entry features that open onto the pedestrian walkway, including a door and a small porch or stoop that relate directly to the street frontage.
- All units that overlook the street should have windows that allow residents to easily view the street.
- Ground-floor units on the interior side of residential buildings should have doorways that open directly onto the common area, with a door and small porch or stoop that provide direct access to the common area.
- All units that overlook interior common spaces should have windows that allow residents to easily see these areas.

4.6 Color and Materials

Design Principles

Building colors and materials in the Town Center should complement the contemporary arts and crafts style of architecture with agrarian and seaside village influences, which emphasize earth tones, and nature-based materials such as stone, stucco, and wood. Anchor tenants and corner buildings shall incorporate extensive use of stone on the ground floor, with stucco or wood above.

Intent

Colors should complement the architectural character of the Town Center, while allowing for unique interpretation on individual commercial buildings. Buildings should be constructed of high-quality materials that promote the longevity of the structure and provide a pleasing appearance as the materials age.

Appropriate exterior materials include:

- stone;
- stucco;
- decorative masonry;
- horizontal wood lap siding with a smooth, milled surface; and
- board and batten siding, using 12-inch maximum distance between battens.

Development Guidelines

- One or more predominant colors should be used on each building and accented with two or more trim colors.
- The predominant color on a building should be compatible with the overall character of the commercial area.
- Creative use of accent colors is encouraged, and individual tenants are encouraged to interpret the basic color palette to highlight the distinctive nature of their establishment. Accent colors should be muted and should complement the basic color palette for the

Creative use of accent colors is encouraged to enhance visual interest.

Building colors and materials in the Town Center should complement the contemporary arts and crafts style of architecture.

The right choice of color and materials enhances the vibrancy and liveliness in the sense of place.

One or more predominant colors should be used on each building and accented with two or more trim colors.

Stone masonry

Layered stone

commercial area. Accent colors may be used for architectural details, signage, lighting, and entry features such as awnings.

- Durable exterior materials should be used on all sides of the building.
- Use of vinyl or grooved plywood sidingis not allowed.

Heavy materials should be used at the base.

4.7 Canopies, Awnings, Overhangs, and Arcades

Design Principles

Canopies, awnings, and overhangs may be used over display windows and entryways to articulate the façade of a building, particularly in the RMX commercial area. Wood trellises complement the style of the commercial areas and can be used as a decorative element.

Intent

Canopies, awnings, overhangs, and arcades may be used at entryways and over building openings to help articulate the façade, provide visual interest at the pedestrian level, and offer protection from the weather.

Development Standards

Awnings, canopies, arcades, and overhangs should be generally consistent with Sacramento City Code Section 17.64.010, "Awnings and Canopies."

- Awnings and related architectural features shall be at least 8 feet above the level of the pedestrian walkway.
- Canopies, awnings, and overhangs that project into the public right-of-way are subject to a revocable encroachment permit from the Building Division of the City Development Services Department.

Awnings should be compatible with colors used on the main building.

Contemporary canopies, awnings, and overhangs may be used over display windows and entryways to articulate the building facade.

Awnings and canopies along shop fronts that provide shade will encourage pedestrian use and activity in the area.

Development Guidelines

- Canopies, awnings, arcades, and overhangs are encouraged over window displays and entries along pedestrian walkways on the ground floor of commercial buildings.
- Canopies, awnings, and arcades should be designed with respect for the proportions of the building in terms of size, shape, and placement unless a unique architectural style encourages something different.
- Awnings should be compatible with the colors used on the main building.
- Canvas, fire-resistant acrylic, and metal are preferred materials for awnings. Vinyl, plastic, plasticized fabric, and fiberglass awnings are strongly discouraged.

Awnings should be proportional to the building height.

4.8 Signage and Graphics

Design Principles

Signage should be consistent with the overall design of the Town Center, while incorporating creative use of colors, imagery, and materials.

Intent

Attractive, artistic, well-proportioned, and carefully located signs can enhance individual buildings as well as the overall character of the commercial areas. Signage should be used for information, direction, and wayfinding, and not for advertising specific products.

Development Standards

Commercial (RMX-PUD)

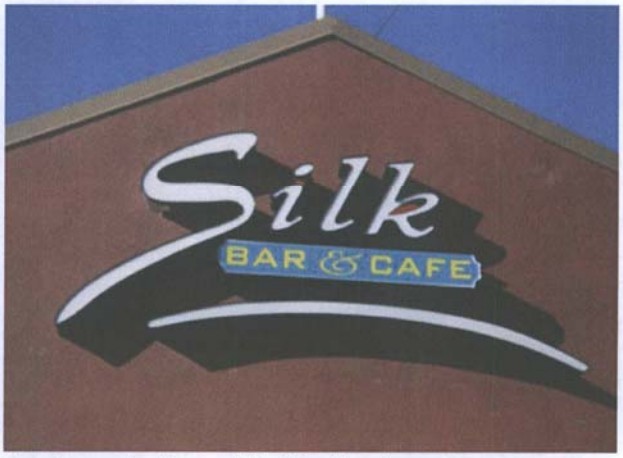
- See Section 3.12 for sign development standards for commercial uses.

Residential Mixed Use (RMX-PUD)

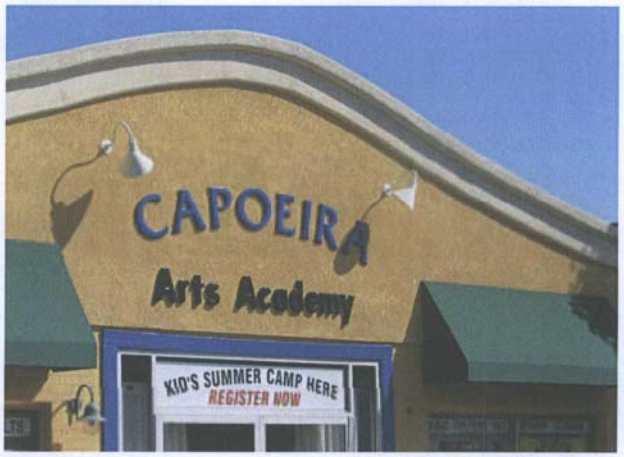
- Residential signage standards are the same as for multifamily uses, as defined in Section 15.148.150.

Development Guidelines

- Signage should be compatible with the character of the Regional Retail Center's overall signage program. Imaginative, unique, and tasteful signs that display exceptional design are desirable, and tenants are encouraged to use distinctive type styles, icons, and logos.
- Signage should be in scale with individual buildings and should allow adequate amounts of visual open space on the building facade.
- Signage will comprise the following types:
  - Tenant identification signs, including wall-mounted and monument types
  - Wayfinding and vehicular directional signage
  - Parking and regulatory signage



A wall-mounted tenant identification sign



Signage materials should be compatible with the overall Town Center.

Entry features

Signage may be to placed perpendicular to the building facade for better readability at pedestrian level.

- Signage materials should be compatible with those of the overall Town Center, and may include the following:
  - Sculpted wood, metal, or signfoam forms
  - Screens, grids, or mesh
  - Cut or fabricated steel
  - Dimensional letter forms with seamless edges
  - Opaque acrylic materials with matte finishes
- Signage may be illuminated in one or more of the following methods:
  - Reverse/halo channel neon
  - Channel letters with exposed neon
  - Silhouette illumination
  - Bud light sculptures or rope lighting
  - Fiber optics
  - Internal and/or external illumination
  - L.E.D.
  - Opaque (i.e., aluminum) pan with routed graphics; graphics to be backed with acrylic or ½ inch pushed through

Attractive and well-located signage helps to enhance individual buildings as well as the overall character of the Town Center.

4.9 Lighting

Design Principle

The color, intensity, and types of lighting used on buildings and in landscaping contribute to the character of the Town Center. Adequate and carefully placed lighting can also improve the safety and security of all areas within the Town Center.

Intent

Lighting fixtures should complement and enhance the architectural style of buildings and be compatible with the overall character of the Town Center.

Development Guidelines

- All lighting should be designed to avoid unwanted glare directing off-site. Downlighting and specialized fixtures that reduce glare are encouraged.
- All lighting fixtures should relate to the style and character of lighting for the entire commercial area.
- Lighting should provide even illumination. Flashing, pulsating, rotating, or otherwise moving light fixtures may not be used.

Commercial Building Lighting

- Distinctive accent lighting may be used on buildings to highlight individual tenants, provided that the lighting is complementary to the overall lighting style of the Town Center.
- Specialized lighting is appropriate for entries, building towers, public art, and other unique architectural elements.
- Indirect "wall washing" is particularly desirable for buildings along major adjacent streets.
- All exposed or skeletal neon must be backed with an opaque coating.

Wall-mounted light fixture

Wall-mounted light fixture

Wall-mounted light fixture

Downlighting and use of specialized fixtures that reduce glare are encouraged.

Pedestrian Lighting

- Pedestrian-scale lighting (in-ground, bollard, or pole lighting) should be used to define pedestrian walkways.
- Pole lighting should not exceed 14 feet, and bollard lighting should not exceed 3 feet in height.

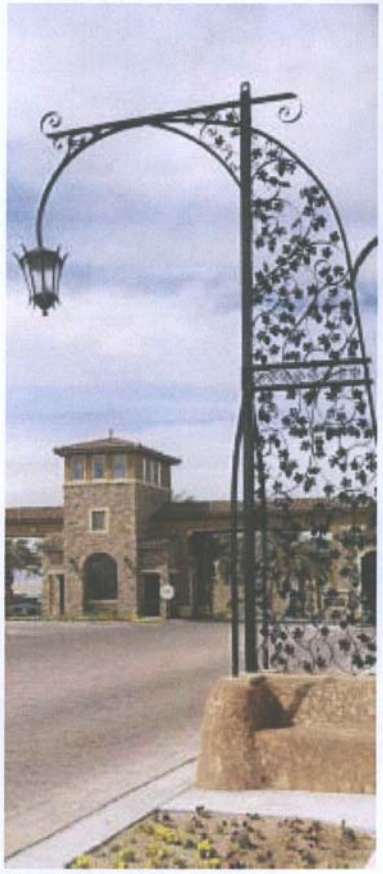
Parking Lot Lighting

- Parking lot lighting should not exceed 40 feet in height.
- Specialized, pedestrian-scale lighting, such as in-ground, pole, or bollard lighting, should be provided along pedestrian walkways within the parking lot.

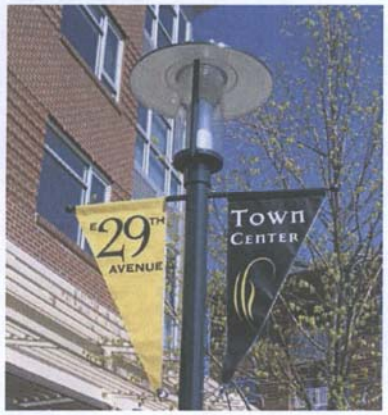
Landscape Lighting

- Landscape lighting is for decorative purposes and should not be used to meet safety and wayfinding requirements.
- Light sources should be concealed during daylight hours.
- Uplights must be carefully selected to reduce glare.

Pole-mounted light fixture.



Specialized lighting may be appropriate at the entries.



Pole-mounted light fixture.

The color, intensity, and types of lighting used on buildings and in landscaping contribute to the character of the Town Center.

4.10 Services and Utilities

Design Principles

Loading areas should be unobtrusively placed at the side or rear of commercial buildings in the RMX-PUD area. Mixed-use commercial buildings can be accessed from the rear, adjacent to the parking structure.

Intent

Functional service areas of buildings should receive the same design attention and consideration as more public spaces and should be carefully placed and screened to reduce noise and view of loading activities.

Development Standards

All loading areas shall be consistent with the following provisions.

- One off-street loading area shall be provided for each 40,000 sq. ft. in total gross floor area, or per the requirement of individual tenants, whichever is less.
- Each loading space shall be a minimum of 10 feet wide, 14 feet high, and 40 feet long.
- No loading space shall encroach on the public right-of-way.

All trash and recycling areas shall be consistent with the following provisions.

- Trash and recycling collection areas shall be adjacent to one another.
- No trash or recycling collection area shall encroach on required setback areas.
- Trash and recycling receptacles shall be screened from public view by landscaping, decorative walls, or fencing. Walls shall be a minimum of 6 feet high and shall be constructed of a solid masonry material with a decorative exterior surface similar to that used on the main structure.
- A concrete apron shall be constructed in front of each trash and recycling enclosure to facilitate pickup and protect adjacent asphalt.

Loading areas should be placed unobtrusively at the rear side of the building and screened from view.

A concrete apron in front of the trash enclosure facilitates pickup and protects adjacent asphalt.

Development Guidelines

- Loading, trash, and recycling areas should be accessible from the side or rear of buildings away from public view, and should be functionally separated from pedestrian walkways for safety and to provide convenient access for delivery trucks.
- Mechanical equipment that produces noise, exhaust, or visual unsightliness should be located away from pedestrian ways. The equipment should be screened from public view in a manner consistent with the character of the building and the overall commercial area.

4.11 Landscape Elements

Design Principles

The RMX-PUD area and the Commercial Mixed Use portion of the Town Center should be landscaped with ornamental plants in landscaped setbacks to create a visually appealing environment.

Intent

Landscape elements should be used to foster an attractive and comfortable commercial environment.

Landscaped elements should be used to foster an attractive and visually appealing environment.

Surface parking lots shall be planted with trees selected to provide a minimum of 50% shading, based on the expected diameter of the trees after 15 years.

Development Standards

All landscaped areas shall be consistent with the following provisions.

- A minimum 4-foot-wide landscaped planter shall be constructed adjacent to any public street, surrounded with a 6-inch-high raised concrete curb.
- All minimum front and streetside setback areas shall be landscaped with predominantly low ground cover or turf. No concrete, masonry, rock, gravel, wood bark, or chips shall be used instead of live plants and soil.
- Surface parking lots shall be planted with trees selected to provide a minimum of 50% shading, based on the expected diameter of the trees after 15 years.
- All landscaped areas must have an automatic irrigation system.

Development Guidelines

Trees

- Street trees should be spaced no farther apart than 30 feet on center, and should be located in either a 6-foot wide planting strip between the curb and sidewalk, or within a metal-grated tree planter area of at least 4 feet by 4 feet adjacent to the curb.
- Trees should be pruned to provide a clear space between the lower branches and the pedestrian walkway to prevent damage and provide a clear view of the ground floor of commercial buildings.
- Trees should be easy to maintain, reduce sidewalk damage, and provide a sufficiently large canopy to shade pedestrian walkways.

Landscape elements should be used to integrate residential and commercial land uses within the mixed-use area and foster an attractive commercial environment.

- The full growth of trees should be anticipated so that they do not conflict with lighting or roofs.
- Trees planted in surface parking lots should be protected with curbs or tree grates or located in landscaped walkways.

Other Landscaping

- Surface parking lots should be screened from adjacent streets with landscaping. Screening materials should not exceed 4 feet in height and should be permeable to allow views of parking lots from passing cars and promote safety.
- Plant species should be suitable for the Sacramento climate. Low-water landscaping materials are encouraged.
- High-maintenance annuals and perennials should be used only as accent elements.
- Landscaping should be designed so that there is an adequate line of sight for pedestrians and vehicles.
- Automatic controllers with rain shutoff valves should be used to increase water conservation.
- Irrigation controls should be screened from view by landscaping or other attractive site materials.
- Turf and groundcover are most effectively irrigated with a conventional spray system. Head-to-head spray coverage is recommended. Overspray onto sidewalks and adjacent properties should be avoided.

Landscaping should be designed so that there is an adequate line of sight for pedestrians and vehicles.

Use of textured patterns in pedestrian areas is encouraged to create visual interest.

- A drip irrigation system can provide deeper, more even watering and greater water conservation for shrubs and trees than a conventional spray system.

Trees selection should minimize maintainance, reduce sidewalk damage, and provide a sufficiently large canopy to shade pedestrian walkways.

4.12 Street Furniture, Pedestrian Structures, and Hardscaping

Design Principles

Street furniture, such as benches and trash/recycling receptacles, and pedestrian structures such as information kiosks and transit shelters should be of consistent design throughout each commercial area. Street furniture and pedestrian structures should be serviceable, attractive, and complementary to the overall design of each commercial area.

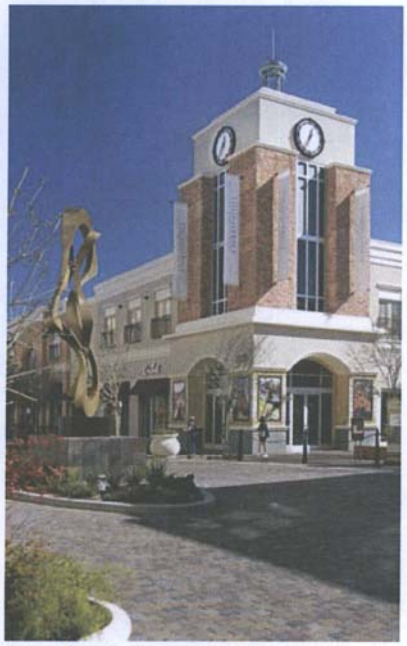
Intent

Street furniture, pedestrian structures, and hardscaping should be designed and located to enhance the pedestrian environment of commercial areas.

Development Guidelines

- Street furniture and pedestrian structures should be consistent with the character and style of each commercial area.

A variety of seating alternatives, including seat walls and café tables, should be made available in addition to stand-alone benches.

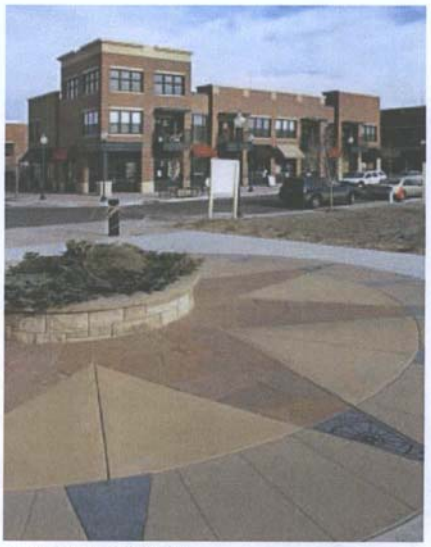


Street furniture and pedestrian structures should be consistent.

Street furniture, pedestrian structures, and hardscaping should be designed and located to enhance the pedestrian environment of commercial areas.

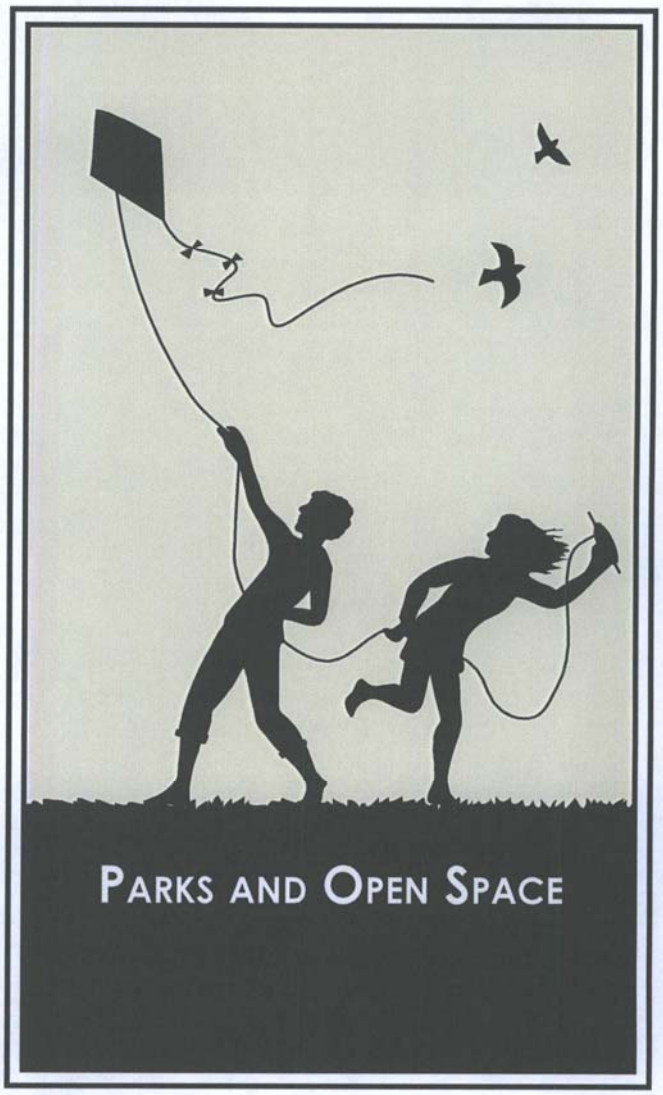
Mixed-Use Town Center

- Street furniture and pedestrian structures should be attractive, functional, easy to maintain, constructed of high-quality materials, and vandalism resistant.
- Street furniture should be installed in visible locations along pedestrian circulation routes.
- Stand-alone street furniture should be constructed of cast metal with a powdercoated finish in colors and styles that complement the style of the commercial architecture.
- A variety of seating alternatives, including seat walls and café tables, should be made available in addition to stand-alone benches.
- Brick, stone, textured/stamped/colored concrete, or other decorative paving treatments should be incorporated into pedestrian areas to define them and separate them from other uses, and create visual interest.
- Street furniture, pedestrian structures, and hardscaping should be designed to endure Sacramento's intense weather conditions.



Decorative paving

Street furniture should be installed in visible locations.


PARKS AND OPEN SPACE

Parks and Open Space

5.1 Overview

The Delta Shores parks and open space system offers opportunities for a variety of recreational experiences, including informal gathering and socializing in the urban plazas of the Town and Village Centers; organized sports and informal play activities in the playgrounds and sports fields of the community, neighborhood, and mini parks; and options for solitude and nature viewing in spaces adjacent to restored wetlands. These diverse areas are linked by a network of walkable, green trail corridors, paseos, and parkways that provide connectivity to destinations within the community and to the larger region.

The urban plazas in Delta Shores are located within commercial and high-density residential areas and will be designed to create lively and distinctive gathering places. Each park and plaza will also be designed with a character that contributes to local neighborhoods with a distinctive sense of place.

Figure 5.1: Park and Open Space Locations

Important site features include a wetland swale running north-south through the neighborhoods, and the wetlands and storm drainage ponds adjacent to the levee in the southern portion of the site and in the Town Center parcel. Trails will provide access to these open-space areas in a controlled manner that protects plants and wildlife habitat while allowing access to scenic values.

Delta Shores provides a total of of parks in accordance with Chapter 16.64 of the Sacramento City Code which establishes a minimum requirement of the Quimby mandated 5 acres of parkland per 1,000 population (Table 5.1). In addition, the Development Guidelines for Parks and Open Space have been developed in accordance with the City Department of Parks and Recreation's *Park Design Guidelines*, *Maintainable Park Design Guidelines*, and *City of Sacramento Bikeway Master Plan*. Table 5.2 includes a summary of the park facilities to be included in the Delta Shores community. Because parkland dedication requirements are based on unit type and count, the number of acres of parkland dedicated with the Delta Shores PUD establishes a limit on the number and type of units that may be approved without additional parkland dedication or in lieu fee obligations under Sacramento City Code Chapter 16.64.

As the urban focus shifts from industry to lifestyle, parks and open spaces are no longer simple supplements to their cities' cultures. They are essential to the evolution of successful and sustainable communities: underscoring civic identity, stimulating development, and providing a respite from the often overwhelming pace of urban life.

Table 5.1: Quimby Calculations for Required Park Acreage in Delta Shores

Residential Uses	Du/ac.	Max. No. of Units	Acres	Unit Type Factors*	Parks Area Reqd.
High Density Residential Housing Types (15 -27 du/ac)					
Townhomes	27.0	1,738	64.36	0.0088	15.29
Medium Density Residential Housing Types (8-14 du/ac)					
Attached Single-family Residences	14.0	1,246	88.96	0.0088	10.97
Detached Single-family Residences	14.0	1,246	88.96	0.0149	18.57
Low Density Residential Housing Types (4-7 du/ac)					
Single-family (5,000 sq.ft.)	5.5	437	80.02	0.0149	6.51
Single-family (6,500 sq.ft.)	4.5	178	39.64	0.0149	2.65
Single-family (7,200 sq.ft.)	3.5	60	17.23	0.0149	0.89
Mixed-Use Housing Types					
Mixed-Use podium style housing (25-29 du/ac)	29.0	187	6.44	0.0088	1.65
Park Requirement for target number of housing units		**5,092**	**385.61**		**56.53**

** Source: City of Sacramento Parks and Recreation Department*

Note:The park requirement of 56.53 acres is based upon the target number of residential units as reflected in Table 5.1. The park requirement based on maximum residential density and housing types of 5,222 units, is 58.23 acres. In the event the maximum residential density or the housing types are modified as this project develops so as to cause the amount of parkland required to exceed the figures outlined herein, an additional parkland dedication or payment of an in-lieu fee shall be required in accordance with Chapter 16.64 of the City Code.

Table 5.2: Delta Shores Parks Acreage Summary

Parks	Acres
Community Park (Park 1)	26.56
Neighborhood Parks	31.56
Park 2	3.10
Park 3	6.02
Park 4	5.30
Park 5	8.60
Park 6	5.05
Park 7	3.49
Mini-parks	3.08
Park 8	1.76
Park 9	1.32
Total Parks	**61.2**

5.2 Community Park

Size: 26.9 acres

Service Area: 1- to 2-mile radius

Population Served: Approximately 20,000 residents

Number in Delta Shores: 1

Delta Shores provides a site for one Community Park located south of the future Cosumnes River Boulevard, between the Town Center and the SRCSD property. The Community Park's proximity to the SRCSD site maximizes opportunities to provide a full complement of active and passive recreational uses within the area.

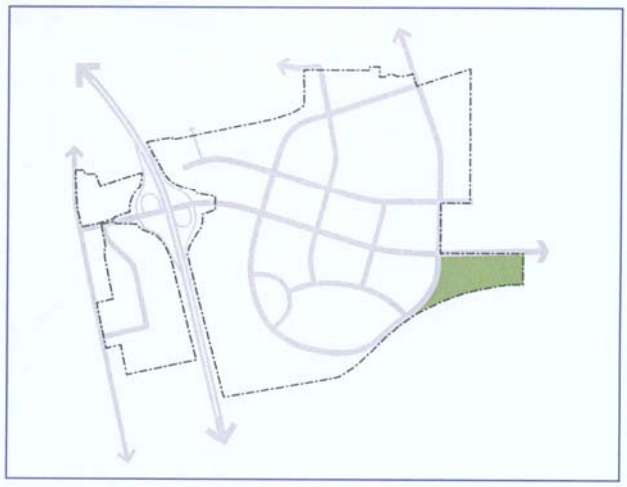
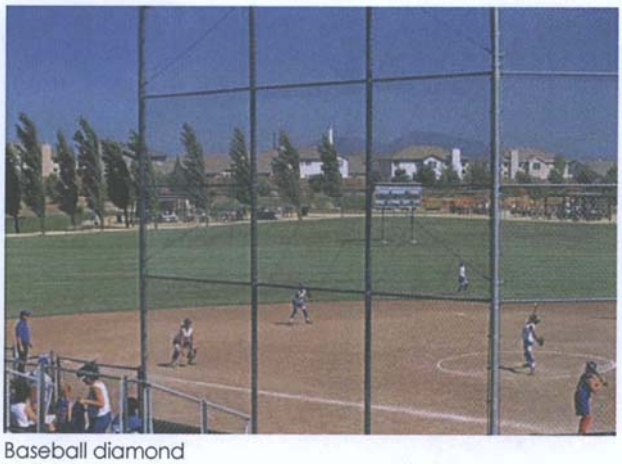


Figure 5.2: Park 1 Conceptual Plan — Community Park

Parks and Open Spaces

A Community Park is intended for a wide variety of higher intensity recreational uses, both passive and active, and may include unique amenities such as a community center, or natural features. Community Parks are larger than Neighborhood Parks and are intended to serve several neighborhoods. Typical amenities/facilities may include large turf areas used for open space, destination playgrounds, interactive water-play features, group picnic facilities, lighted and unlighted sports fields for organized sports, tennis courts, a community center, a senior center or teen center, concession/restroom facilities, and off-street parking lots. More passive uses are often incorporated into a Community Park, such as walking, interpretive displays, community and research gardens, and public art displays.



Baseball diamond

The Delta Shores Community Park site is strategically located at the southern end of the 24th Street extension/loop road adjacent to the Town Center. Trails through the site ultimately connect to the Pannell Meadowview Community Center located at 24th Street and Meadowview Road to the north, and are adjacent to the future proposed City Regional Park to the east.

Outdoor stage area

Community Park Development Guidelines

- Park circulation is designed to provide pedestrian access from the Town Center and from neighborhoods north of Cosumnes River Boulevard (outside of Delta Shores) via trails and paseos.
- Parking facilities will provide for a variety of transportation methods, including bicycles, and automobiles. Bike racks shall be provided for parking and storage of bicycles.
- Parking will be designed in accordance with the City's current parking standards, including the Parking Lot Tree Shading Design and Maintenance Guidelines.
- Easily accessible and adequate restrooms, lighting, signage, drinking fountains, trash/ recycling receptacles, and other pedestrian amenities shall be provided within the park.

Tennis courts with lights

5.3 Neighborhood Parks

Size: 3.0 – 6.5 acres

Service Area: 1/2-mile radius

Population Served: 2,000 – 5,000 residents

Number in Delta Shores: 6

Delta Shores includes sites for six Neighborhood Parks, two of which are conveniently located adjacent to schools to maximize joint-use opportunities. Facilities within these Neighborhood Parks should support adjacent proposed school sites, and could include unlighted baseball diamonds and soccer fields, half-court basketball courts, tot lots, and play areas.

Three other Neighborhood Parks are located along major parkways or paseos to maximize connectivity and access to the parks from surrounding neighborhoods. Each Neighborhood Park should be designed with amenities, site design, colors, materials, furnishings, and landscaping that resonate with the character of the surrounding neighborhoods. Like the Community Park, Neighborhood Parks should include passive recreational facilities such as individual and group picnic areas and trails.

A Neighborhood Park functions as the core recreational and open space facility within each neighborhood. It seeks a balance between active

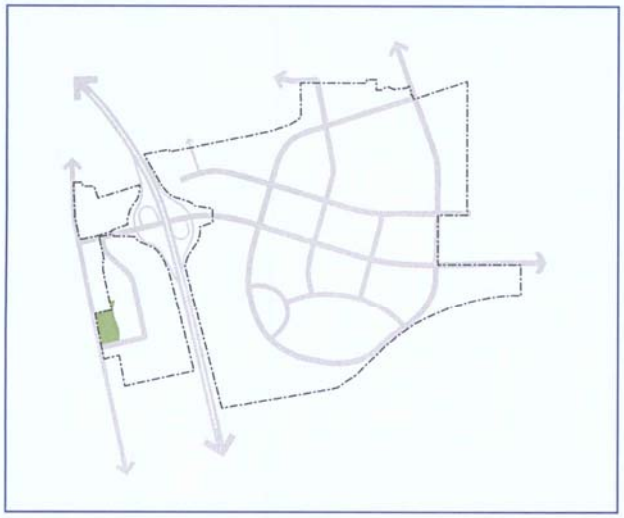


Figure 5.3: Park 2 Conceptual Plan — Neighborhood Park

and passive recreational uses, and creates a sense of place for the neighborhood. Recreational facilities could include sports fields, multiuse turf areas, hard-court games, children's play areas, picnic structures and tables, and social gathering areas.

Neighborhood Parks should be easily accessible to neighborhood residents, centrally located within neighborhoods, and within a safe walking and/or biking distance of surrounding residences.

Neighborhood Park Development Guidelines

- Each Neighborhood Park should have its own distinctive set of uses to allow for a diversity of experiences within the Delta Shores community.
- Residential units should front predominantly onto Neighborhood Parks, although side-on designs are acceptable under some circumstances.
- Landscaping should be used to enhance the visual quality and character of each

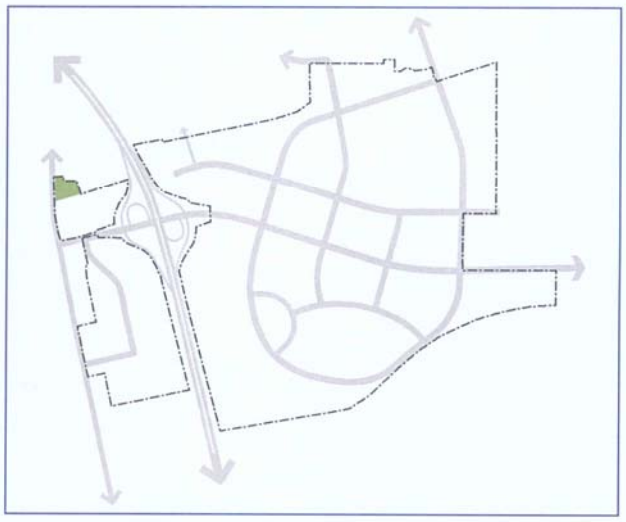


Figure 5.4: Park 3 Conceptual Plan — Neighborhood Park

Basketball court

Tot lot with picnic shed

Tot lot within a Neighborhood Park

Residential units fronting onto a neighborhood park

A Neighborhood Park seeks a balance between active and passive recreational uses, and creates a unique sense of place for the neighborhood.

park. Durability and aesthetics are prime considerations when choosing plantings in park areas.

- Easily accessible and adequate lighting, signage, drinking fountains, benches, and trash/recycling receptacles shall be provided.
- The sports facilities will not be lighted for night-time use to prevent light spillage to surrounding residential neighborhoods.

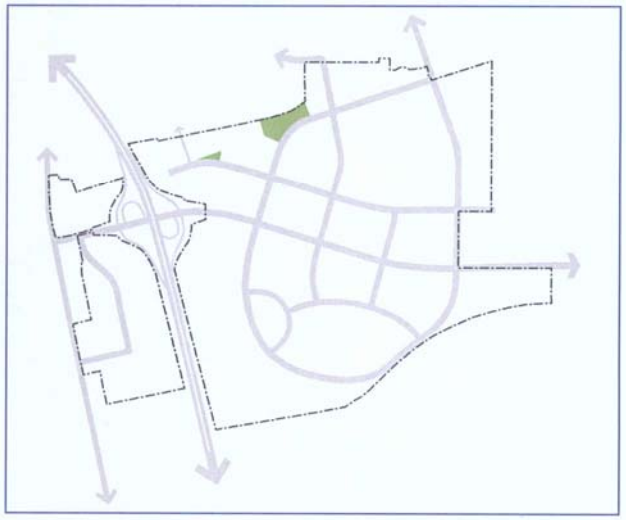


Figure 5.5: Park 4 Conceptual Plan — Neighborhood Park

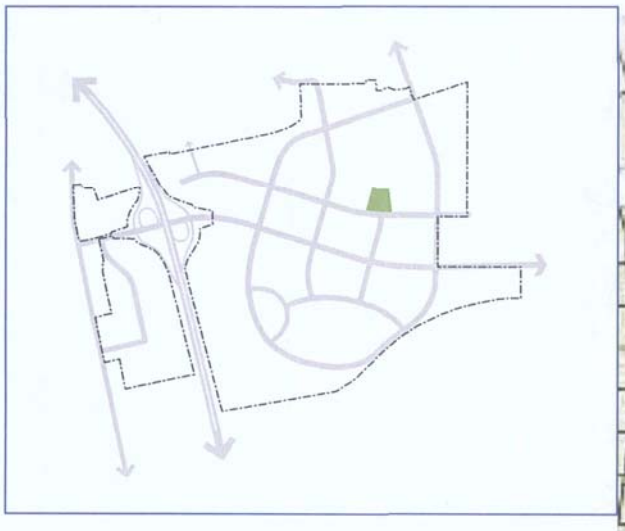


Figure 5.6: Park 5 Conceptual Plan — Neighborhood Park

Soccer field

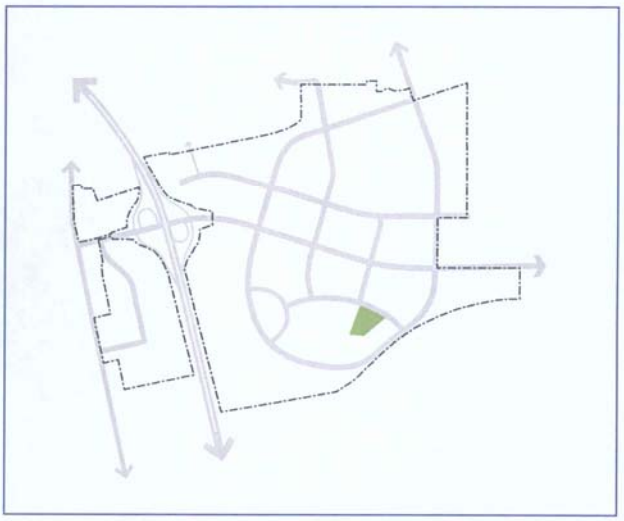
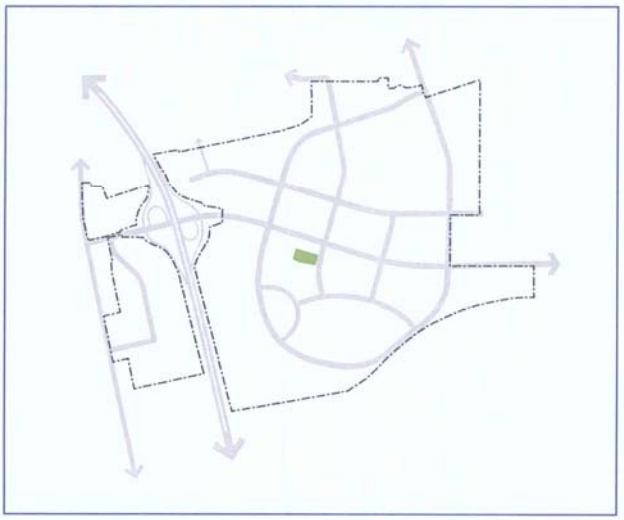


Figure 5.7: Park 6 Conceptual Plan — Neighborhood Park



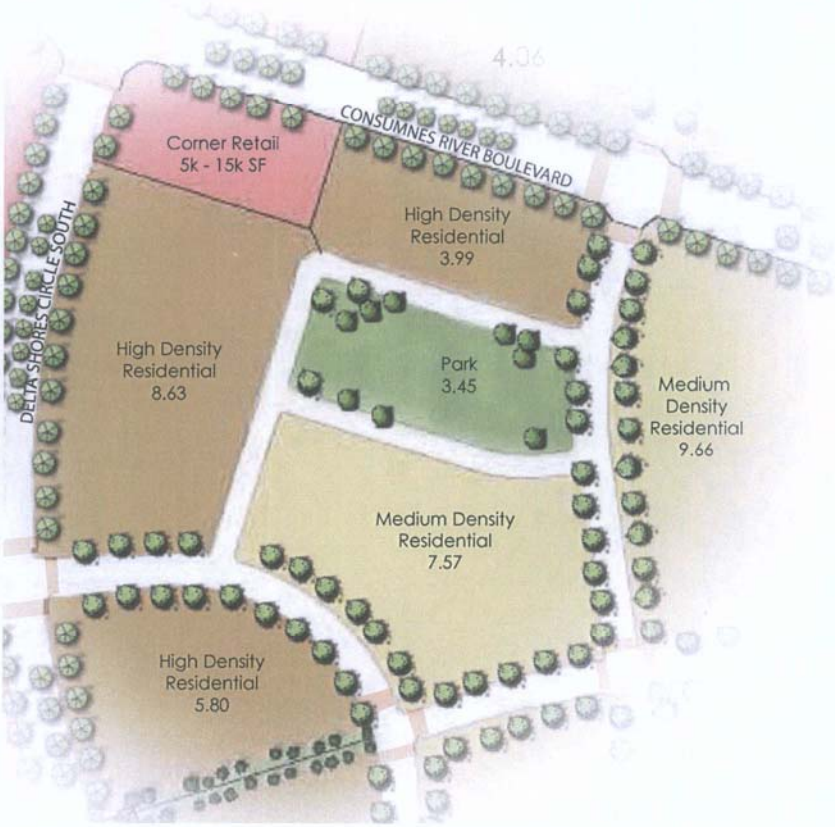


Figure 5.8: Park 7 Conceptual Plan — Neighborhood Park

5.4 Mini Parks

Size: 1.0 – 2.5 acres

Service Area: 1/4-mile radius

Number in Delta Shores: 2

Two mini-parks will be centrally located within higher density neighborhoods of Delta Shores, and are intended to serve as gathering areas for informal neighborhood social interaction. Mini-parks are designed to serve a concentrated or limited population surrounding the park. Mini-parks are also beneficial along open-space corridors or where arterials or other site features such as drainage corridors or trails bisect neighborhoods.

Mini-parks provide for a range of local recreational amenities such as a small turf area, seating, picnic facilities, half-court basketball courts, a volleyball court, a hard-court play area, and a small tot lot or children's playground. Mini-parks provide a small open-space respite within higher intensity residential areas where residents can easily enjoy an afternoon walk with small children, walk the family dog, meet neighbors, or play a small "pickup" game of Frisbee, football, soccer, or basketball. Mini-parks may be designed with high-amenity-value features within a neighborhood, including special design treatments, surfaces and materials, artwork, signage, lighting,

Mini-parks provide a small open-space respite within higher intensity residential areas.

Mini-parks provide for a range of local recreational amenities.

Mini parks provide a small open-space respite within higher intensity residential areas where residents can easily enjoy an afternoon walk with small children.

and landscaping, that create a distinct identity for a neighborhood.

Mini Park Development Guidelines

- Gathering places and amenities that appeal to a variety of ages should be included (e.g., seating areas for seniors or young parents watching children and small playgrounds for preschool-age children).
- Monument signage, lighting, and other design elements may contribute to park and neighborhood identity.
- Seating, drinking fountains, and trash/recycling receptacles shall be provided.
- Lighting should be carefully designed to provide safety during night but prevent light spillage to surrounding residential neighborhoods.

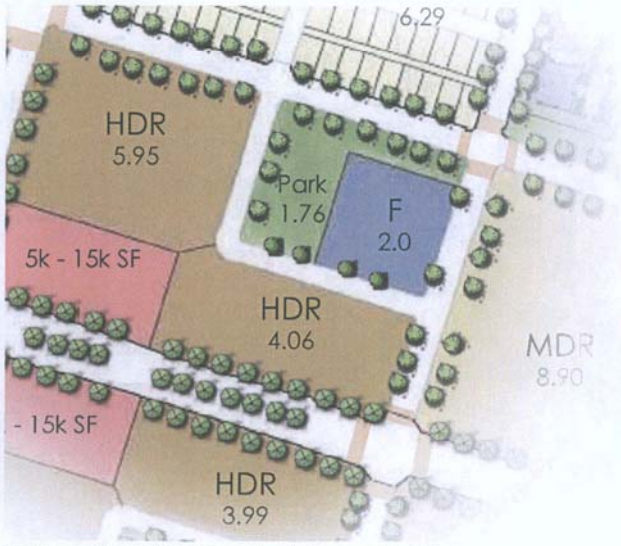


Figure 5.9: Park 8 Conceptual Plan — Mini Park

Figure 5.10: Park 9 Conceptual Plan - Mini Park

Parks and Open Spaces

Mini-parks along key roadways enhance the quality of the residential neighborhoods.

Mini-parks help to develop a unique character for neighborhoods.

5.5 Pocket/Image Parks

Size: 0.05 - 1.0 acre or less

Service Area: 1/4- mile radius

Number in Delta Shores: multiple

Pocket/Image Parks will be located throughout Delta Shores at locations to be determined at the individual subdivision design stage. Pocket/Image Parks provide opportunities for branding and identification of neighborhood or project character, as well as providing additional open-space amenities affording visual relief and recreational opportunities. Pocket/Image Parks are maintained and managed by homeowner or project management associations. Pocket/Image Park features are proposed as entry features to each neighborhood, such as along Freeport Boulevard, along the existing power line and utility corridors, and along the edges of wetlands and drainage canals.

Pocket/Image Parks include landscape features such as monument signs, entry signs, and entry architectural features, and special open-space amenities to take advantage of the unique characteristics of a site. These small Pocket/Image Park features can be included along pedestrian paths and exclusive trails, along key roadways, or incorporated into commercial centers as well as residential neighborhoods. These small open-space amenities can include small seating and gathering areas, a small children's tot lot, public art feature, community garden, or scenic overlook to a natural area.

Pocket/Image Park Development Guidelines

- Signage and other design elements should contribute to park and neighborhood identity.
- Signage, landscaping, and seating should be included in each Image Park.

Residences fronting on to greenways

Small seating area within an image park

Pocket park with a tot lot

5.6 General Development Guidelines for all Programmed Parks

The following guidelines apply to all programmed parks within Delta Shores, including the Community, Neighborhood, Mini, and Pocket/Image Parks.

- All park facilities and amenities shall be designed in accordance with the Sacramento City Code and all relevant City standards and guidelines.
- Parks should be designed to emphasize the character of each site, including landforms, existing trees, and rock outcroppings.
- Primary park entrances should be located near bus stops and/or crosswalks.
- All parcels developed adjacent to public parks and designated open space will require walls and/or fencing separating the private parcels from the public parks and/or designated open spaces. The ultimate design of walls and/or fencing adjacent to public parks and designated open spaces shall be conditioned through the entitlement process for each adjoining private development. The wall and/or fencing shall be to the satisfaction of the City Park Planning and Development Services (PPDS) Division.
- Playgrounds, picnic areas, parking, and restrooms (community park only) are complementary uses that should be clustered and connected by logical circulation routes.
- Playgrounds should be designed to comply with the Americans with Disabilities Act, which requires accessible elevated and ground-level components.
- Playground structures and activities are encouraged.
- Amenities such as playground equipment, furniture, signage, and lighting should be designed to be vandalism and graffiti resistant.
- Naturalistic landscape areas incorporating native and drought-tolerant plants should be used whenever possible in landscaping. Twenty percent of tree species must be California natives per City park design standards.
- Flowering tree species should be clustered at highly visible locations, such as park entries and along streets. Flowering trees and other species that produce high leaf, seed, or flower litter should not be planted near high-traffic areas such as picnic, play, and restroom areas.
- Tree types and planting must conform to the following City requirements:
  - Sacramento Tree Services Best Management Practices Review and Report
  - Sacramento City Code Section 12, "City Tree Ordinance"
  - Sacramento City Code Section 15, "Street Design and Standards"
  - *City Urban Forest Services Tree Planting List*

Playgrounds, picnic areas, parking, and restrooms are complementary uses that should be clustered and connected by logical circulation routes.

Parks should be designed to emphasize the character of each site, including landforms, existing trees, and rock outcroppings.

5.7 Town and Village Center Plazas and Small Public Places

Service Area: 1- to 5- mile radius

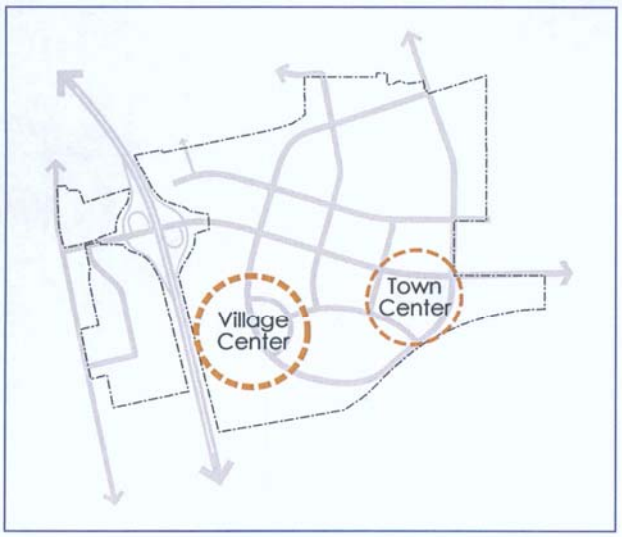
Number in Delta Shores: 2

In addition to the more formal public parks, Delta Shores includes two urban plazas located in the Town and Village Centers. These spaces function as outdoor living rooms for the community and provide places for formal and informal gatherings, public events, and meetings. Critical to the success of these more public plazas is their proximity and relationship to surrounding retail uses, food, and restaurants. (For development guidelines specific to the Town and Village Center plazas, see Chapters 3 and 4 of this document.)

These urban public places create a more livable, walkable, and unique urban character in the Town and Village Centers and create a unique outdoor experience supporting an active lifestyle.

Design Criteria

Safety – Eyes on the Plaza. Plazas are designed with safety in mind and arranged to provide for visual surveillance and control of the public spaces. Building entries, windows, and access are organized around the plazas and open on the public spaces.



Plaza design should include elements and organization to allow for and encourage community gatherings, events, and ceremonies.

Public places work better with ample outdoor seating areas.

Parks and Open Spaces

Public plazas are intended to help establish the Town and Village Centers as unique destinations within Delta Shores.

Public plazas are arranged to provide for visual surveillance and control of public spaces.

Accessibility – Public plaza spaces are designed as accessible places for persons of all physical abilities. The public plazas are organized to be easily accessible from surrounding retail uses and parking lots, and from adjoining residential neighborhoods. Each public space has direct connections to surrounding neighborhoods with grade-separated pedestrian overcrossings that link to the Delta Shores pedestrian and bicycle trail system.

Visibility from the Street – Successful public spaces have a direct connection to at least one adjoining street. A strong street relationship provides visual connections to the public space for the community passing by, and improves the safety of the plaza through increased visual surveillance by the police and public from the street.

Establishing Town and Village Centers as a Destination – The public plazas are intended to help establish the Town and Village Centers as unique destinations. Destinations are created both by the types of activities in and around the plazas and by the quality of design. Surrounding uses of each plaza include food services, restaurants, and cafes and entertainment. Plaza design should allow for and encourage community gatherings, events, and ceremonies. Smaller scale compact plaza design is better than larger plazas where the human scale and street-level activities may get lost.

Transit-Oriented Center – The Town Center is designed as a transit-oriented center allowing for a variety of modes of transportation, including automobiles, buses, bicycles, and walking. Bus stops and shelters should be located directly adjacent to the public space.

High Levels of Pedestrian Traffic – The public plazas of Delta Shores are located to encourage and support high pedestrian traffic. Higher intensity retail and entertainment uses and higher density housing are located around or near each plaza.

Destinations are created both by the types of activities in and around the plazas and by the quality of design.

Well-designed public spaces provide places in both shade and sunlight.

Maintenance and Operation for the Public Use and Enjoyment – Higher use areas help activate the public realm, improve the safety of the spaces, and discourage illegal and inappropriate behavior.

Variety of Seating – Public spaces work better if provided with large amounts of outdoor seating in a variety of forms. Benches, chairs, seating walls, and seating planters all contribute to making public spaces more usable on a regular basis. Seating should be located both in shaded areas and in sunny areas in a variety of arrangements. Outdoor eating areas should use movable seating.

Water Feature – Attractive and well-used public spaces are more successful if a water feature, fountain, or water art is incorporated in the design. Water can be used to create a central focus for a public plaza and provide cooling during summer months.

Public Art Displays – Public places provide opportunities for displays of public art in the form of monuments, sculpture, or landscaped elements. Public art can be linked to the local history of the community, special setting, or school programs. Public art helps establish the local identity of place and provide features that encourage discussions and social interaction.

Both Shading and Sunlight for Comfort – Well-designed public spaces provide places in both shade and sunlight. Shading in hot summer months is critical for creating a comfortable outdoor environment in the Sacramento region.

Both Hardscape and Greenscape (High-Quality Paving) – Well-designed public places are designed with high quality hardscape (high-quality paving) and greenscapes. Greenscapes may include trees, turf areas, flowering plants for color, and planters. The overall designs are more open, providing visible and physical connections with adjoining uses.

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

- Cyril B. Paumier

5.8 Open Spaces and Wetland Restoration

Open space areas are provided in the eastern and southern portions of the site, and along an existing power line easement in the northern portion of the project site. In the eastern portion of the site, there is an existing seasonal wetland drainage swale that flows from the north-eastern boundary of the property to the southern boundary where water drains off of the property and is pumped into the Morrison Creek south of the levee. This features historically and currently is comprised of cultivated farmlands of wheat, safflower and other dry-farmed grain crops with intermittent ruderal (weedy) vegetation typically found in disturbed wetland areas This drainage swale will be restored as an approximately 28-acre wetland preserve area. The drainage swale will be excavated to provide positive drainage from the surrounding development, and to accept storm water from neighboring developments located to the north of Delta Shores. All water entering the preserve would be subject to either active or passive treatment including the use of storm grates, bio-swales, bio-slopes, water quality basins, and other Low Impact Development strategies incorporated into the surrounding development.

Figure 5.13: Location of Open Space Buffers

The Wetland Preserve would provide open space for passive recreational use, would provide water treatment through active and bio-filtration, and would store floodwaters following storm events. Wetland restoration within the preserve includes the design of wetland swales, seasonal wetland features, emergent marsh, and detention basins. The existing swale feature will be excavated (deepened and widened), and wetland features more closely the resembling typical historic conditions will be created. The restoration will include creation of a low-flow channel, seasonal wetland features in the adjacent floodway, and the creation of "wet shelves" to accommodate emergent marsh vegetation. The restoration will include planting and seeding of native vegetation to restore a native riparian corridor centered along the low flow channel, and appropriate native grasses, shrubs, and trees in the adjacent seasonally-flooded and upland areas.

The proposed detention basins leading into the wetland areas requires comparatively higher maintenance and will accept storm water from the proposed development as well as the existing neighborhoods located to the north and north east. Currently, storm water collected from those existing surrounding neighborhoods is conveyed through the Delta Shores project site in a 48-inch underground pipe. It is delivered to an off-site pump station where it is discharged south of the levee. Significant improvements in water quality can be expected by the passive treatment in the drainage basins and bio-filtration in the wetland preserve.

Trails along the detention basin and seasonal wetlands will include overlooks and may include educational/ interpretive signage constructed along the perimeter of the detention and wetland areas. The Trails will connect the existing small neighborhood park and school to the north of the site south through the residential neighborhoods, across Cosumnes River Parkway on a pedestrian bridge to the mixed-use town center.

Alternative wetland preservation schemes may also be permitted subject to the review and approval of state and federal regulatory agencies. Alternative wetland preservation schemes may include adjustments to the size of the open space wetland areas, buffers, and adjustments to the size of adjoining housing areas and thus an adjustment to the total number of housing units that can be accommodated within the Delta Shores project area. In no case shall the total number exceed 5,222 housing units. If an alternative wetland and open space scheme is approved by the state and federal regulatory agencies, parkland dedication areas may also be adjusted to meet the City of Sacramento's parkland requirements per the Quimby Act.

Federal and State Permit Requirements

The provisions of this Section 5.8 may be superseded by the requirements set forth by the US Army Corps of Engineers and other federal and state regulatory agencies pursuant to various permits, including a Federal Clean Water Act Section 404 permit and the Section 401 Water Quality Certification issued by the California Regional Water Quality Board. In the event of any conflict, the provisions and requirements of the Section 404 Permit and the Section 401 Water Quality Certification shall apply.

Restored and preserved wetland

Figure 5.14: Wetland Preserve Area

Open Space Development Guidelines

- Off-street multi-use trails will be constructed within buffer zones adjacent to the Open Space Restoration area (See Figure 6.13).
- All parcels developed adjacent to public parks and designated open space will require walls and/or fencing separating the private parcels from the public parks and/or designated open spaces. The ultimate design of walls and/or fencing adjacent to public parks and designated open spaces shall be conditioned through the entitlement process for each adjoining private development. The wall and/or fencing shall be to the satisfaction of the City Park Planning and Development Services (PPDS) Division.
- Permeable fencing should separate the residential neighborhoods along the trails from wetland areas. Access points to the trails should be provided at suitable locations.
- Residential uses adjacent to the wetland areas should face onto the open space across a road or driveway. Residential uses shall not back onto open space/wetland areas with rear yard fences.
- Rear-yard fencing adjacent to open space should allow for observation of public areas to aid security.
- Facilities and pedestrian walkways should meet all ADA requirements.

Boardwalk along the wetland

- Dogs and other pets shall not be permitted off-leash near wetland areas.
- Appropriate lighting should be provided at all access nodes.
- Interpretive displays and structures should be installed along the trail systems.

Interpretive displays along wetland

Water quality/detention basin integrated as enhanced water features with the neighborhoods.

A major north/south shared-use trail will run adjacent to the northern wetland swale that will connect neighborhoods north of Cosumnes River Boulevard with the Town Center and nearby parks.

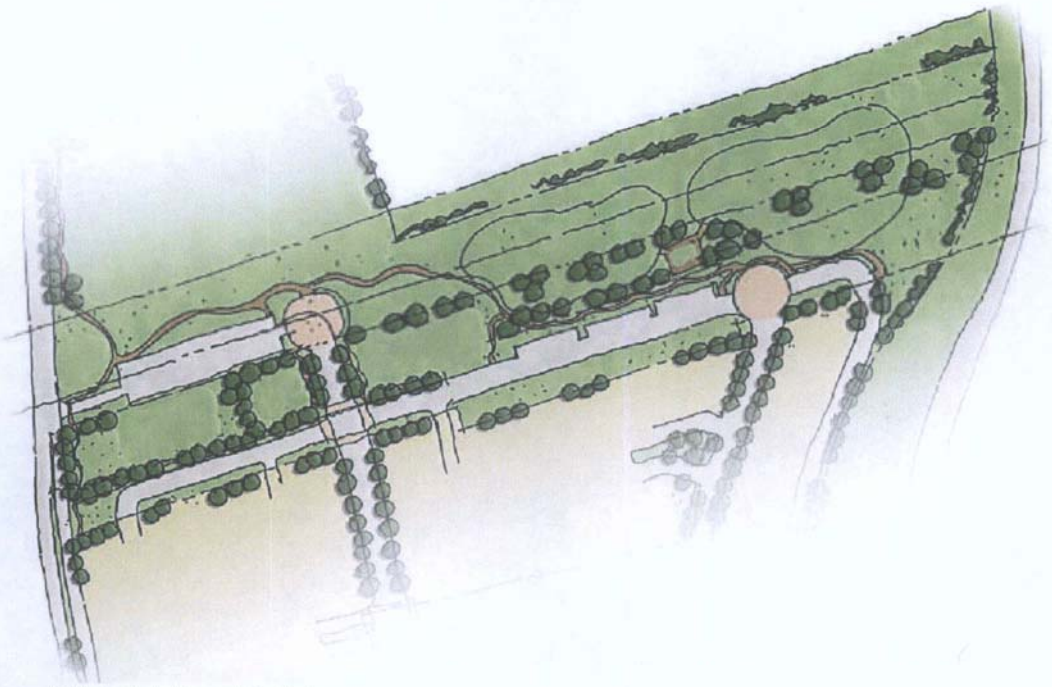


Figure 5.15: Trails Adjacent to Parks

Trails, Paseos, and Bikeways

Delta Shores is internally linked through a system of on- and off-street pedestrian paths, shared-use trails, widened sidewalks and paseos. These paths, trails, and paseos are envisioned as landscaped corridors linking the destinations within Delta Shores. In addition, many of the parks within Delta Shores are located adjacent to these paths, trails, and paseos, maximizing connectivity to residential neighborhoods and enhancing visual access to open-space areas.

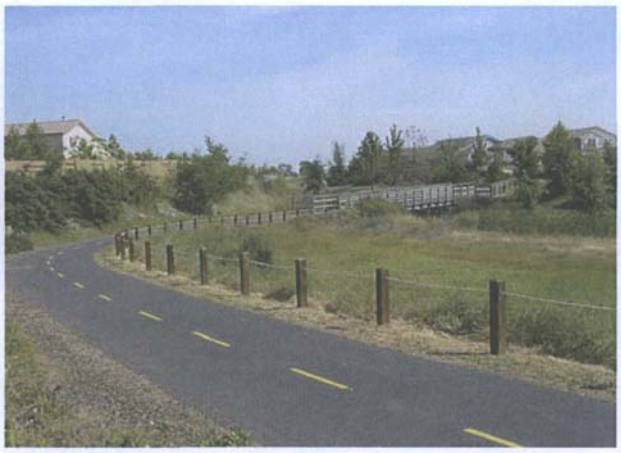
Delta Shores trails system is designed to maximize connectivity and bikeways will be integrated with existing and proposed bikeways in the City of Sacramento *Bikeways Master Plan*. The off-street trails system will include a segment of shared-use trail along its eastern perimeter that is intended to provide future connectivity to two trails identified in the City of Sacramento Bikeways Master Plan: the existing North Laguna Parkways Trail, which currently ends at Rexleigh Drive east of the project area, and a proposed rails-to-trails project along the Western Pacific spur, which is also east of the project area. In addition, pedestrian and bicycle access to the Community Park and adjoining potential City Regional Park will be available from the Town Center and adjacent high-density residential areas via a widened sidewalk leading to the Community Park's western boundary.

A major north/south shared-use trail will run adjacent to the Open Space swale that will connect schools, parks and the existing Meadowview Community Center and residential neighborhoods north of the project with the Mixed-Use, Town Center and adjacent schools and parks in Delta Shores. A pedestrian overpass will enable pedestrians and cyclists to safely cross Cosumnes River Boulevard.

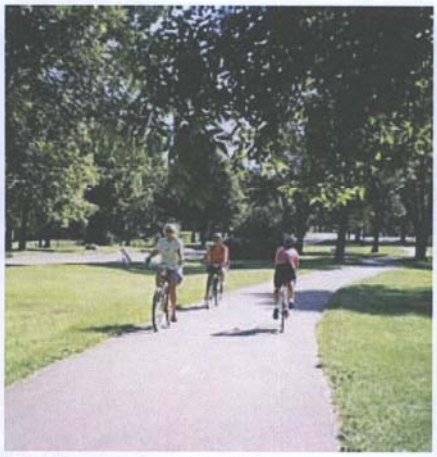
Figure 5.16: Trails and Paseos Link to Residential Neighborhoods and Parks

Interpretive displays along trails

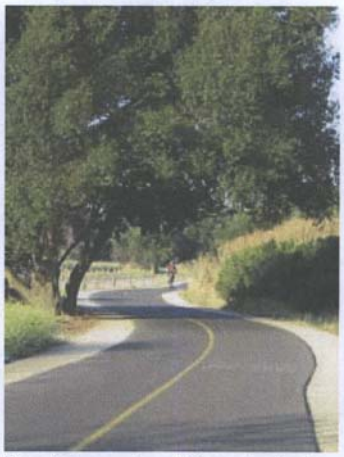
Pedestrian board bridge over an open swale area



Trail along the open space buffer adjacent to residential areas



The development should be interconnected with bike paths.



Shade trees should be planted in periodic groupings along trail corridors.

Buildings should front onto trails and paseos.

An existing electrical utility corridor located along the northern perimeter of Delta Shores provides an opportunity to connect the Regional Retail Center with nearby high-density residential neighborhoods and Neighborhood Parks. The utility corridor is designed as a open space paseo connecting to an existing bike trail in the Meadowview neighborhood north of Delta Shores via on street bike lanes and widened sidewalks. A widened sidewalk loop has been created along the 24th Street loop road connecting the residential areas south of Cosumnes River Boulevard, to the Regional Retail Center via a pedestrian overpass

The Town Center Plaza will be connected to the adjacent high-density residential area by a pedestrian overpass. A paseo through the heart of the residential area will connect with on-street bike lanes leading to the Town Center and Neighborhood, and Community Parks.

Trails, Paseos, and Bikeways Development Guidelines

- All parcels developed adjacent to public parks and designated open space will require walls and/or fencing separating the private parcels from the public parks and/or designated open spaces. The ultimate design of walls and/or fencing adjacent to public parks and designated open spaces shall be conditioned through the entitlement process for each adjoining private development. The wall and/or fencing shall be to the satisfaction of the City Park Planning and Development Services (PPDS) Division.
- Buildings should front onto trails, widened sidewalks and paseos; back- or side-on orientations may be possible depending on site constraints.
- Buildings that front onto trails and paseos should not have front-yard fencing. Partially visually permeable fencing may be installed along residential areas with back- or side-on orientations with 3 feet solid section from ground and another 3 feet permeable section above. This helps in maintaining privacy while also providing a visual link with the trails.
- Trail and paseo corridors will range from 25 to 50 feet in length.

- Paved trails should be 12 feet wide with two 2-foot-wide decomposed granite shoulders per City park design standards (except the 15-feet trail next to the restored wetland with 12-foot-wide asphalt and 3-foot-wide decomposed granite next to the wetland feature).
- Trails should be designed in full accordance with ADA requirements for accessibility.
- Pedestrian-scaled street lighting should be provided along paseos providing access to commercial areas, such as the paseo adjacent to the Town Center.

Circulation and Streetscape

"Great streets do not just happen. Overwhelmingly, the best streets derive from a conscious act of conception and creation of the street as a whole."
- Allan B. Jacobs

Design of the circulation and streetscape for a planned development is perhaps the most critical factor in promoting a healthy, safe and pedestrian-friendly community. The Delta Shores circulation and streetscape plan is designed to enhance the public realm in this community. The streets of Delta Shores will include pedestrian amenities within the public right-of-way such as pedestrian furniture, lighting, and trash receptacles. The streetscape development guidelines will apply to street corridors as well as landscape buffers, medians, and gateways.

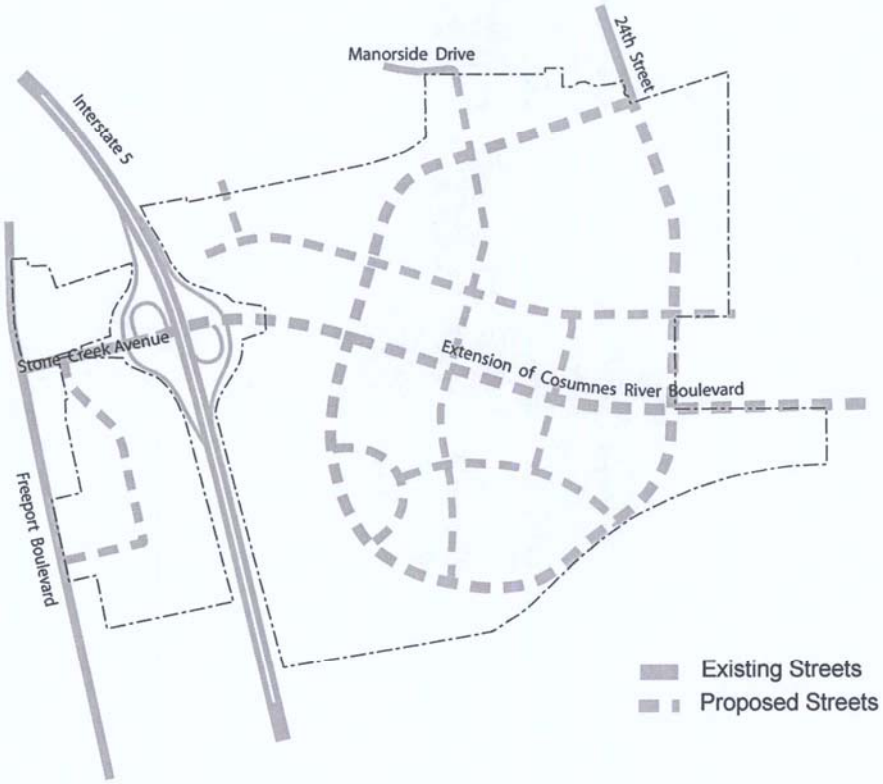


Figure 6.1: Circulation Concept

6.1 Design Principles

Enhancing community livability is the primary objective of the Delta Shores circulation plan. The circulation design focuses on the following design principles:

- Provide Travel Mode Choice – The plan provides ample choices of travel mode for vehicles, bicyclists, mass-transit providers, and pedestrians. Circulation choices can accommodate the needs of those who drive as well as those who do not, such as seniors, children, the disabled, and low-income families.
- Support Regional Multimodal Travel – The plan supports mass transportation and the regional transit system by accommodating multimodal travel on major travel routes.
- Create Pedestrian and Bicycle Connectivity – The creation of tree-lined sidewalks and off-street trails that connect to the neighborhoods is critical to minimize vehicular trips. The Delta Shores circulation plan encourages walking and biking for short trips.
- Support Public Social Interaction by Creating Activity Nodes – The Schematic Plan considers the creation of various activity nodes such as the Town Center, the Village Center, Neighborhood Parks, Image Parks, and Community Parks. The circulation plan helps integrate these nodal points by providing various interconnected routes to public destinations.
- Provide a Safe Environment – To create a safe environment, the exposure to vehicle accidents and other hazards must be reduced. By using various traffic calming methods, the design speeds on residential streets within the neighborhoods may be controlled to encourage safe driving practices and walkability.

The Delta Shores circulation plan provides ample choices for travel mode for vehicles, bicyclists, mass-transit providers and pedestrians.

Reducing building setbacks enhances the sense of security and decreases the crime rate in neighborhoods.

Creating pedestrian-friendly places increases the potential for residents to involve themselves in physical activity.

Various traffic calming methods may be used to encourage safe driving practices and walkability.

- Provide Physical Comfort – Creating attractive, pedestrian-friendly places also increases the potential for residents to involve themselves in more physical activity. The street design considers the need to create comfortable outdoor spaces by including landscape buffers, planting strips, street furniture, and lighting.
- Provide Spatial Definition by Orienting Buildings to the Streets – Providing spatial definition supports pedestrian accessibility and social interaction. Reducing building setbacks so that there are always "eyes on the street" also helps reduce crime in the neighborhood and increases the community's sense of security. It also creates an attractive physical environment that enhances the status and economic value of adjacent properties.
- Include Stormwater Management Practices in parking design – The use of pervious paving techniques in parking areas can effectively reduce the need for and cost of a separate stormwater system.
- Reduce the "Heat Island" Effect – Lane widths have been designed to reflect the City's pedestrian-friendly street standards. Including shade trees along streets helps reduce the heat island effect by keeping down the temperatures of asphalt surfaces and resulting neighborhood temperatures.

The design of streets directly affects the quality of life in a community. Therefore, the Delta Shores circulation plan endorses various good-design principles to enhance community livability.

6.2 Design Framework

The Delta Shores circulation plan focuses on connectivity and accessibility within the plan area and to the existing surrounding street and freeway networks. The plan provides a network of arterials, collectors, and local streets, throughout the site organized in a modified grid pattern. Delta Shores features a hierarchical network of streets to foster safe and efficient transportation. The roadways shown in the Circulation Master Plan form the primary circulation network throughout the project area. These roadways are the single most important element in influencing a unified development pattern that encourages pedestrian activity, transit usage, and safety. Each roadway is defined in detail within this document with respect to setbacks, locations of trees, sidewalks, etc. The project will have four main types of roads, differentiated by their intended function: regional thoroughfares, community connections, neighborhood streets, and local streets.

Delta Shores will be served by two major regional roadways: I-5 and Cosumnes River Boulevard. 24th Street will provide an important community connection to the Airport-Meadowview neighborhoods to the north. The eastern portion of the Delta Shores site will be accessed through the future I-5/Cosumnes River Boulevard interchange and Freeport Boulevard. The future extension of Cosumnes River Boulevard by the City will serve as a major regional connection between I-5 and SR 99.

Internal street designed with street furniture

Residential collector with separated sidewalks

The Delta Shores streetscape design focuses on connectivity and encourages pedestrian activity, thereby creating a public realm as a vital part of its design framework.

6.2.1 Future Extension of Cosumnes River Boulevard

The alignment of Cosumnes River Boulevard bisects the eastern portion of the plan area. It will be a main east-west regional thoroughfare within Delta Shores and will provide access to the light rail station on the Stone Boswell property on the east and to Highway 99 and beyond. There will be several signalized intersections on Cosumnes River Boulevard to allow access to the project site from the north and south. Full turning movements will be restricted to the signalized intersections.

6.2.2 24th Street

24th Street extends southward into Delta Shores to form a main north-south loop road. The northern extension of 24th Street will continue to be two lanes compatible with the existing width and nature of the road. The street will widen near the southern loop along the Regional Retail Center and Town Center to accommodate higher traffic demands. 24th Street will intersect Cosumnes River Boulevard at one point. The eastern intersection will provide access to the Town Center and the western intersection provides access to the regional commercial center.

6.2.3 Connections to Meadowview Neighborhoods

The street that runs north-south (parallel) to the 24th Street loop and connects to Manorside Drive and to the Meadowview neighborhoods in the north. It also connects the two proposed elementary schools on the site to John Still Middle School on the northern edge of the site.

Another connection to the Meadowview neighborhoods, near Cavalier Drive, provides access to the Regional Retail Center within the project site.

6.2.4 Neighborhood Connections on the west Side of I-5

The Delta Shores west side properties will have access from both Freeport Boulevard and the Stonecrest Avenue/ Cosumnes River Boulevard interchange on I-5.

6.2.5 Neighborhood Connections on the East Side of I-5

The east side properties will include two east-west traversing collector streets. The collector north of Cosumnes River Boulevard extends between the Regional Retail Center and the edge of the Stone Boswell property on the west. This street will provide an alternative and easy access to the Regional Retail Center from the Town Center and to the future light rail station to the east.

The second east-west road south of Cosumnes River Boulevard connects the Town Center to the Village Center and the Community Park. Two north-south roads are provided to connect the two east-west arterials. The resulting street pattern forms an interconnected grid, allowing ample choices for reaching any destination as well as helping to disperse traffic evenly throughout the site.

6.2.6 Residential Internal Streets

Residential internal streets will be designed as two-lane roadways with a 53-foot-wide right-of-way. They will provide direct access to the individual dwelling units within each neighborhood. On-street bicycle access will be encouraged without the use of formal, designated bicycle lanes.

Various traffic calming methods to enhance safety within neighborhoods can be employed along minor streets. The use of traffic calming devices in the design of internal streets is encouraged to facilitate pedestrian movement by shortening the pedestrian crossing distance at intersections and reducing vehicle speeds. These devices may include bulb-outs, roundabouts, speed tables, on-street parking, and raised crosswalks.

6.3 Street Standards and Guidelines

6.3.1 Site Access

Site access from adjacent roadways within Delta Shores varies a great deal, depending on the adjacent road and its proximity to proposed intersections. Site access to individual parcels in Delta Shores is general in nature. Specific site access locations and allowed turning movements for driveways will be determined by the City's spacing requirements and access standards through the special permit review process.

The streetscape shall be designed according to the following guidelines:

- Roads shall be designed for their dual roles as vehicular and nonvehicular transportation corridors with landscape berms or open-space parkways, containing bicycle and pedestrian trails.
- Local streets shall be located to facilitate local circulation and discourage regional cut-through traffic. The regional through traffic shall be concentrated on the proposed extension of Cosumnes River Boulevard and the extension of 24th Street.
- Multiple points of access to development areas are encouraged, to maximize the number of streets that carry traffic and the distribution of traffic loads from each development area.
- Neighborhoods should be designed with internal connecting streets to encourage a more open and accessible network for residents and to improve the distribution of traffic throughout the roadway network.

Type	No. of Lanes	Min. Driveway Spacing	Left turn from Street	Left turn to Street
Local Streets	2	per City Code	Allowed	Allowed
Collectors	4	250'	Left turn posket required	2-way turn lane required
Arterials	6	500'	Left turn pocket required	Prohibited
	8	not allowed	At signalized intersections	At signalized intersections

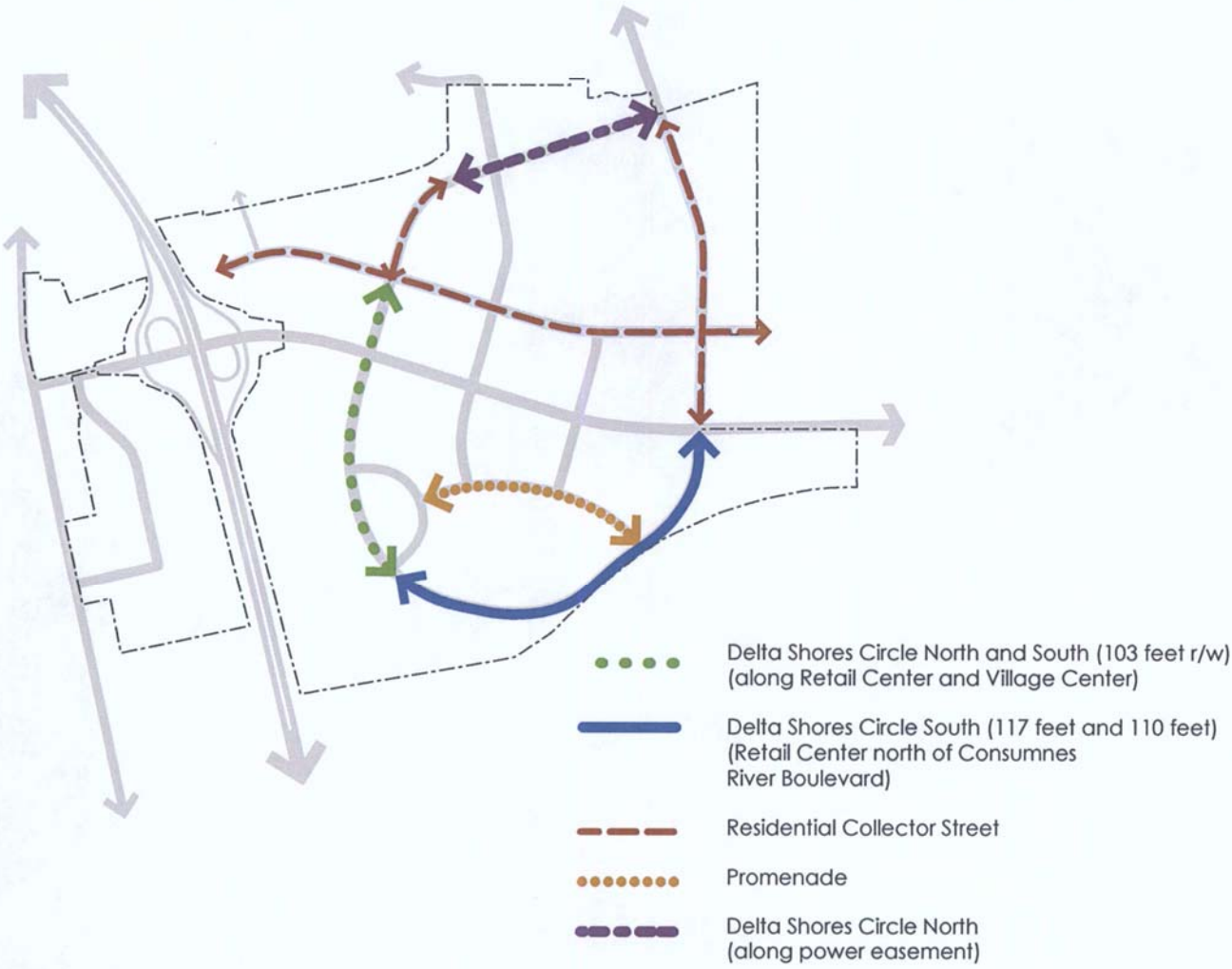


Figure 6.2: Street Type Locations

6.3.2 Street Types

1. Delta Shores Circle South
(Along the Regional Retail Center and Village Center)

Traffic Movement: Two-way

Traffic Lanes: 4

Right-of-Way Width: 103 feet

Traffic Lane Width: 11 feet and 12 feet

Bicycle Lane: 6 feet (both sides of the street)

Median Width: 12 feet

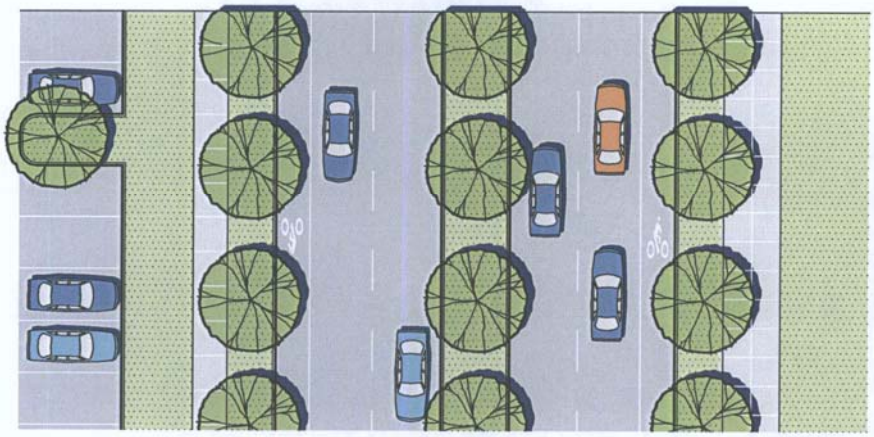
Parking: NA

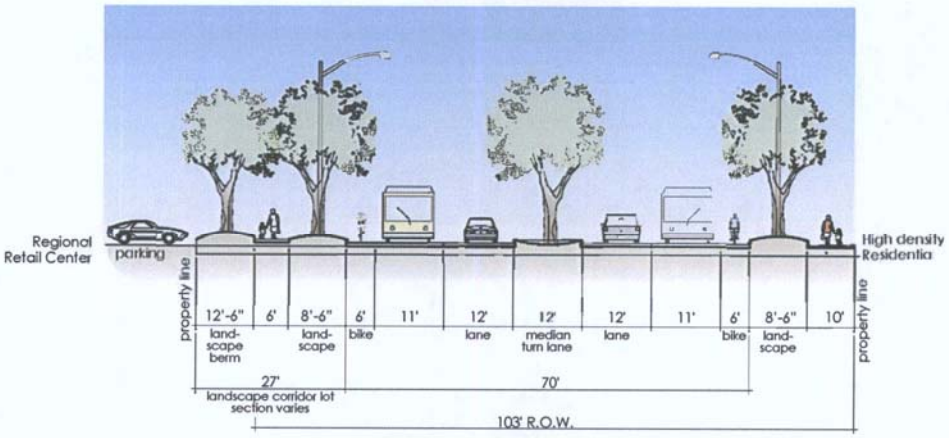
Parking Width: NA

Planting Strip: 8-1/2 feet (Both sides)

Sidewalk: 6 feet (Regional retail side) and 10 feet (Residential side)

Landscape Buffer in Front of Retail Property: 12-1/2 feet





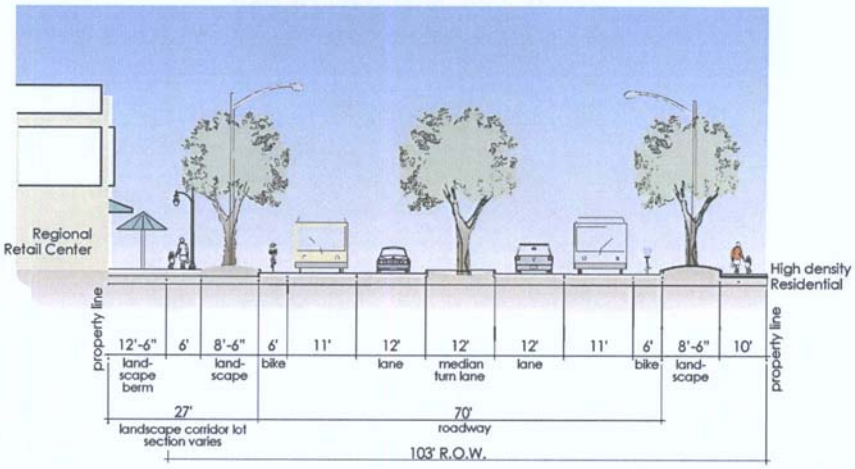


Figure 6.3: Delta Shores Circle North and South (Along Regional Retail Center and Village Center)

2. Delta Shores Circle South (Adjacent to MDR and Mixed-Use Town Center) –

Traffic Movement: Two-way

Traffic Lanes: 4

Right-of-Way Width: 110 feet

Traffic Lane Width: 11 feet and 12 feet

Bicycle Lane: 6 feet (both sides of the street)

Median Width: 12 feet

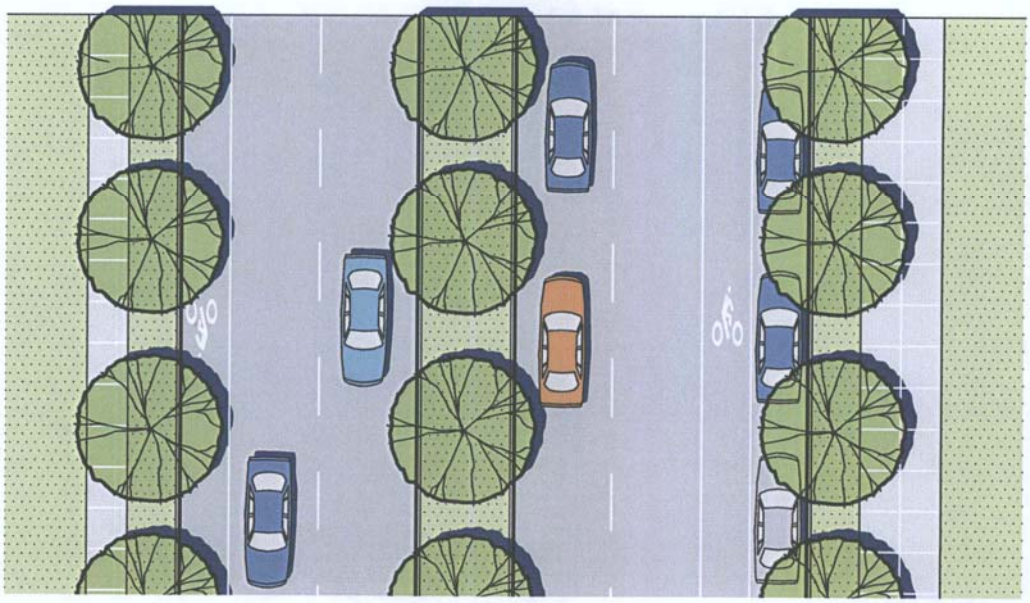
Parking: available only adjacent to MDR

Parking Width: 7 feet

Planting Strip: 8-1/2 feet

Sidewalk: 6 feet

Residential street with open space/park on the other Side.



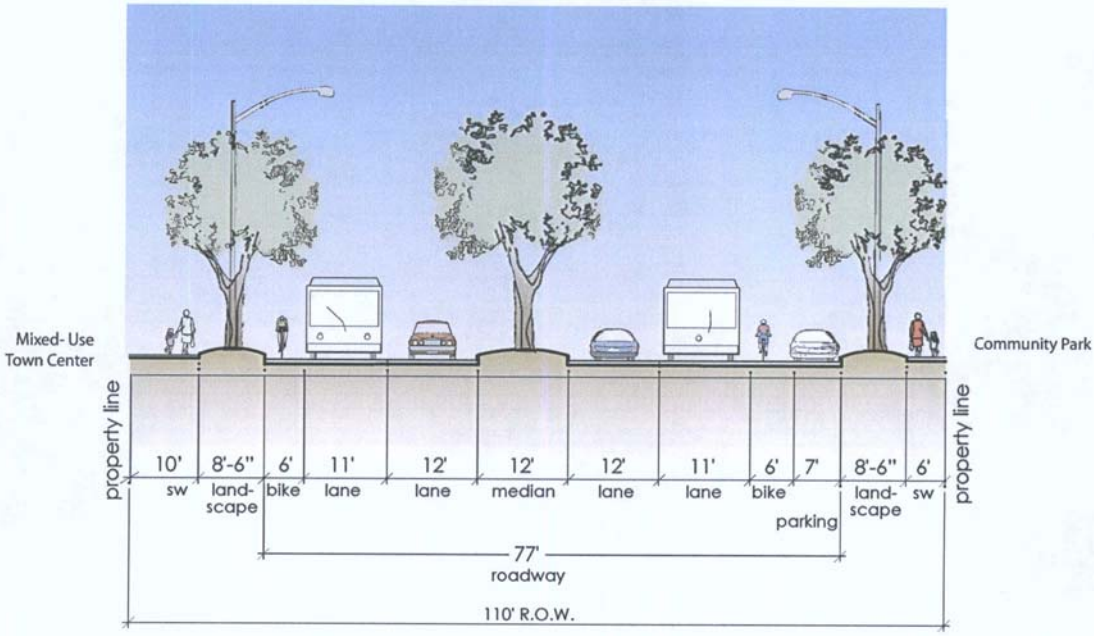


Figure 6.4: Delta Shores Circle South (South of Cosumnes River Boulevard).

3. Delta Shores Circle North (along electric power line easement)

Traffic Movement: Two-way

Traffic Lanes: 2

Right-of-Way Width: 115 feet

Traffic Lane Width: 11 feet

Bicycle Lane: 6 feet

Center Turn Lane: NA

Median Width: 44 feet

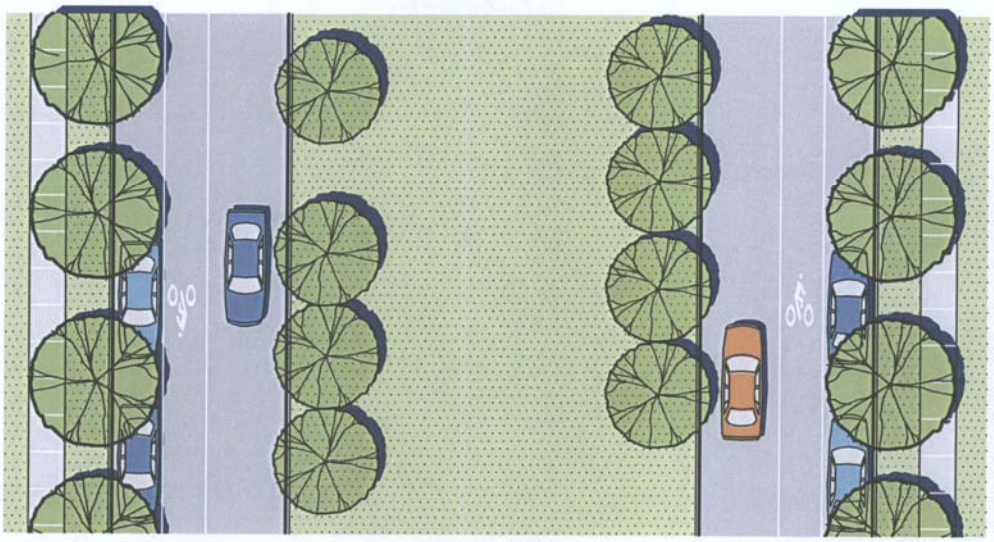
Parking: Both sides of the street

Parking Width: 7 feet

Planting Strip: 6-1/2 feet

Sidewalk: 5 feet

Typical photograph of electric towers within median.



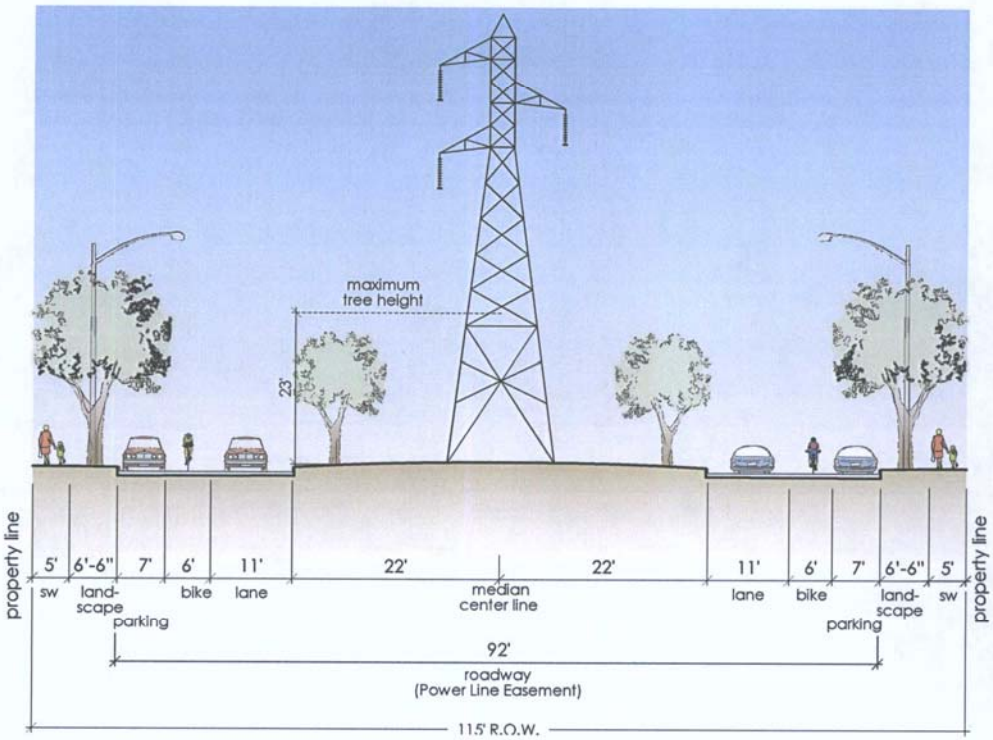


Figure 6.5: Extension Loop of 24th Street (Along Electric Power Line Easement)

4. Promenade
(connecting the Town Center to the Village Center)

Traffic Movement: Two-way

Traffic Lanes: 2

Right-of-Way Width: 83 feet

Traffic Lane Width: 11 feet

Bicycle Lane: 6 feet (both sides of the street)

Center Turn Lane: NA

Median Width: 12 feet

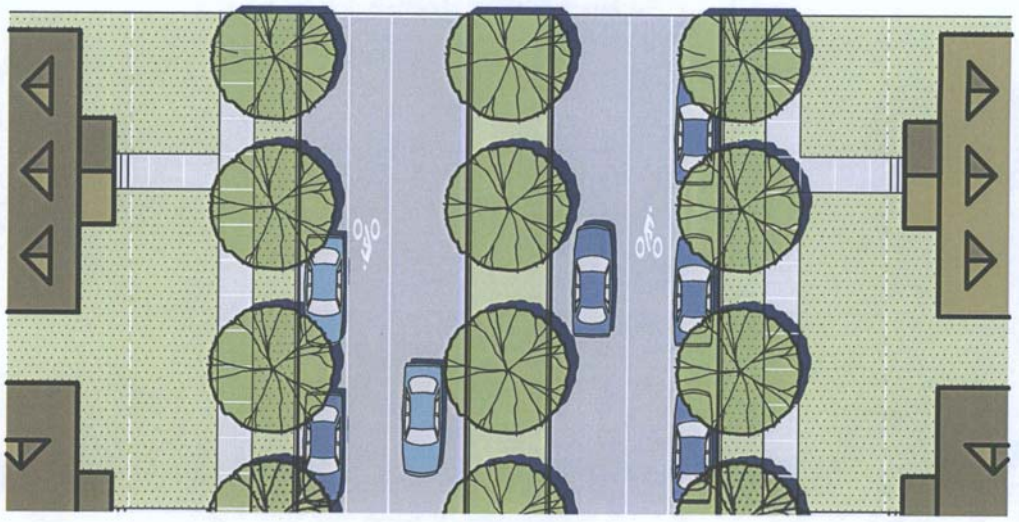
Parking: Both sides of the street

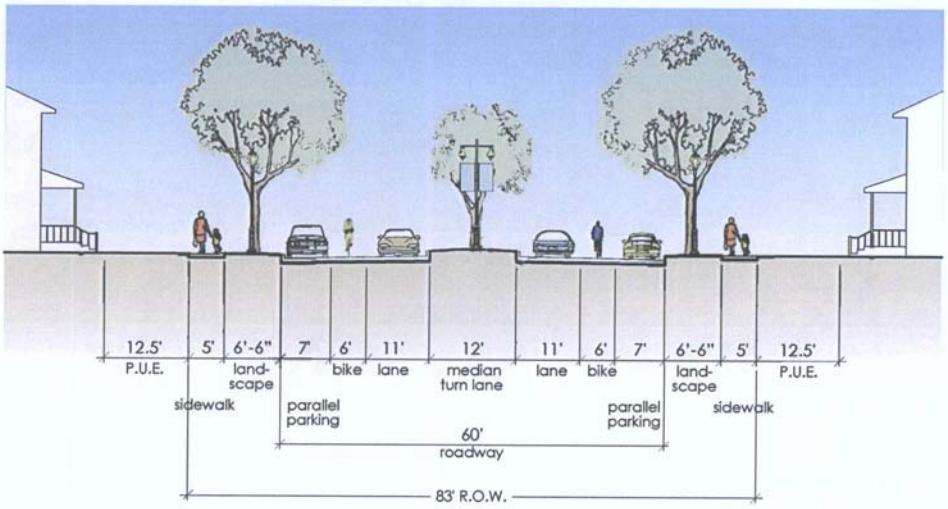
Parking Width: 7 feet

Planting Strip: 6-1/2 feet

Sidewalk: 5 feet

Designed median





Promenade (connecting Town Center to Village Center)

Figure 6.6: Promenade (Connecting the Town Center to the Village Center)

5. Residential Major Collector

Traffic Movement: Two-way

Traffic Lanes: 2

Right-of-Way Width: 83 feet

Traffic Lane Width: 10 feet

Bicycle Lane: 6 feet (both sides of the street)

Median Width: 12 feet

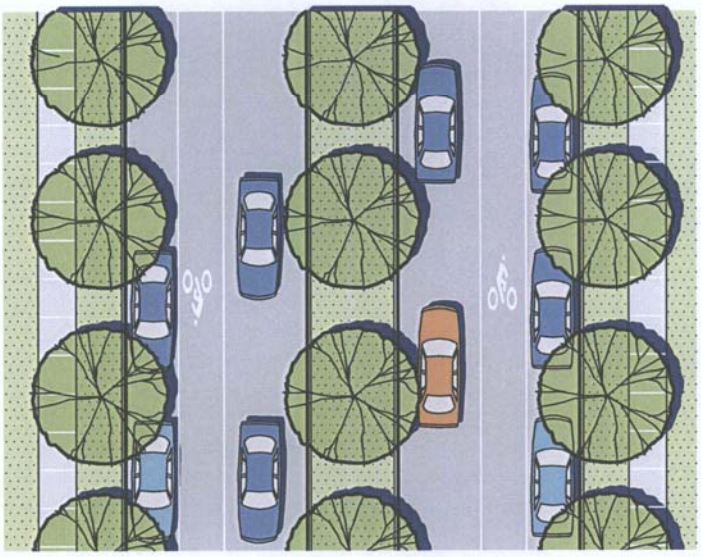
Parking: Both sides of the street

Parking Width: 7 feet

Planting Strip: 6-1/2 feet

Sidewalk: 5 feet

Typical Residential Collector



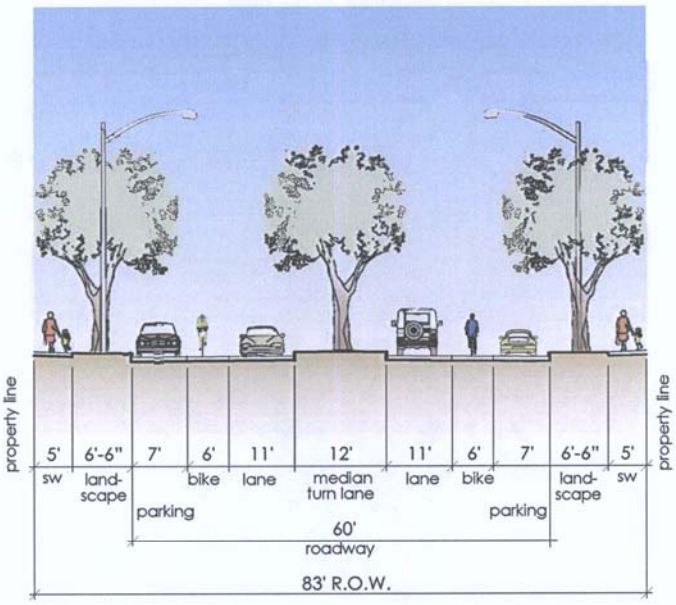


Figure 6.7: Residential Major Collector (Running Parallel north of Cosumnes River Boulevard)

6. Residential Internal Streets

Traffic Movement: Two-way

Traffic Lanes: 2

ROW Width: 53 feet

Traffic Lane Width: 15 feet

Bicycle Lane: Within travel lane

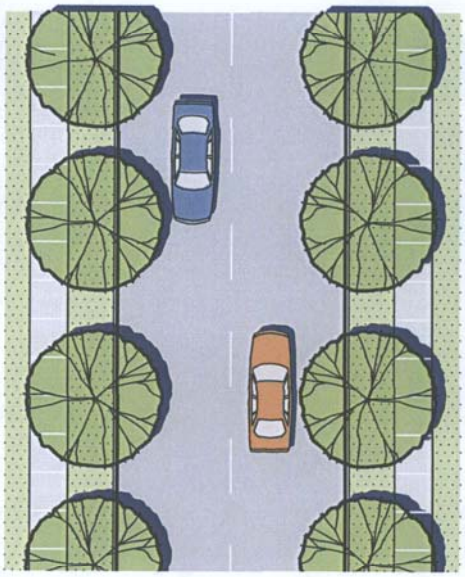
Center Turn Lane: NA

Median Width: NA

Parking : Within travel lane

Planting Strip: 6-1/2 feet

Sidewalk: 5 feet



Typical photograph of a Residential Internal Street.

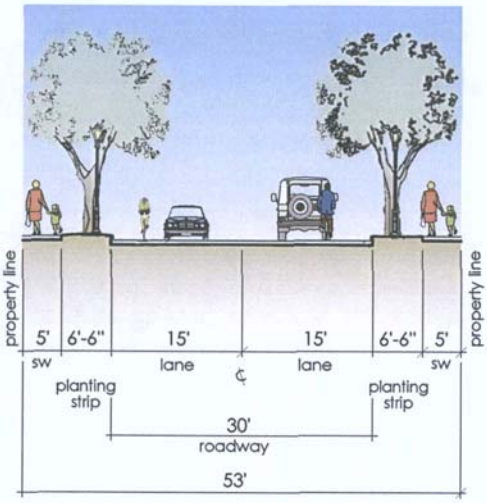


Figure 6.8: Residential Internal Street Section Type A

7. Residential Collector Street Minor

Traffic Movement: Two-way

Traffic Lanes: 2

Right-of-Way Width: 71 feet

Traffic Lane Width: 11 feet

Bicycle Lane: 6 feet

Center Turn Lane: NA

Median Width: NA

Parking: Both sides of the street

Parking Width: 7 feet

Planting Strip: 6' - 6"

Sidewalk: 5 feet

Roads shall be designed for their dual roles as vehicular and nonvehicular transportation.

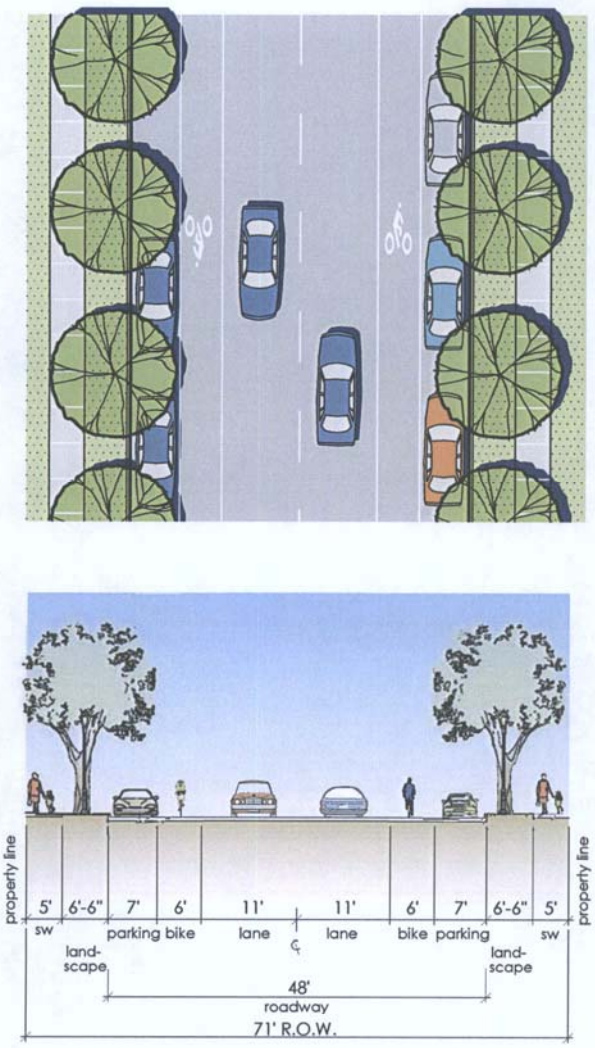


Figure 6.9: Residential Collector Street Minor

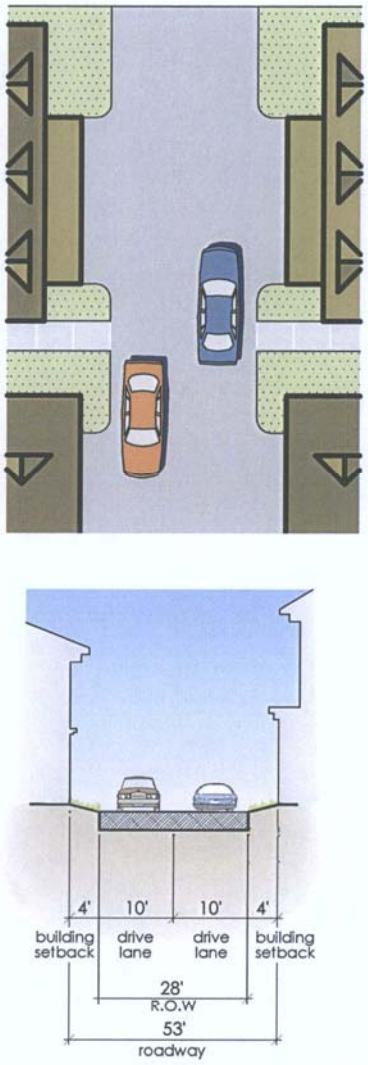


Figure 6.10: Typical Alley

6.4 Bike Circulation System

Delta Shores is planned with a network of bike paths, bike lanes, and routes connecting the area internally and to surrounding neighborhoods with a grid of connecting routes that link schools, parks and the Village and Town Centers.

6.4.1 Bike Classification System

Class 1 Off-Street Multi Use Trail

Off street multi-use bicycle and pedestrian paths are located along the major open space corridors in Delta Shores and provide north-south and east-west connections to major destinations including the Village, Town Center, the future light rail, and Transit Village to the east.

Class II On-Street Bicycle Lanes

Signed bicycle lanes are located within the street right-of-way outside of the parking lanes. Bicycle lanes are provided along all backbone streets within Delta Shores, including Cosumnes River Parkway and the 24th Street extension.

Class III On-Street Bicycle Routes

Bicycle routes are selected streets designated with bicycle signs completing the grid bicycle network throughout Delta Shores. Bicycles share the right-of-way auto within the residential street system.

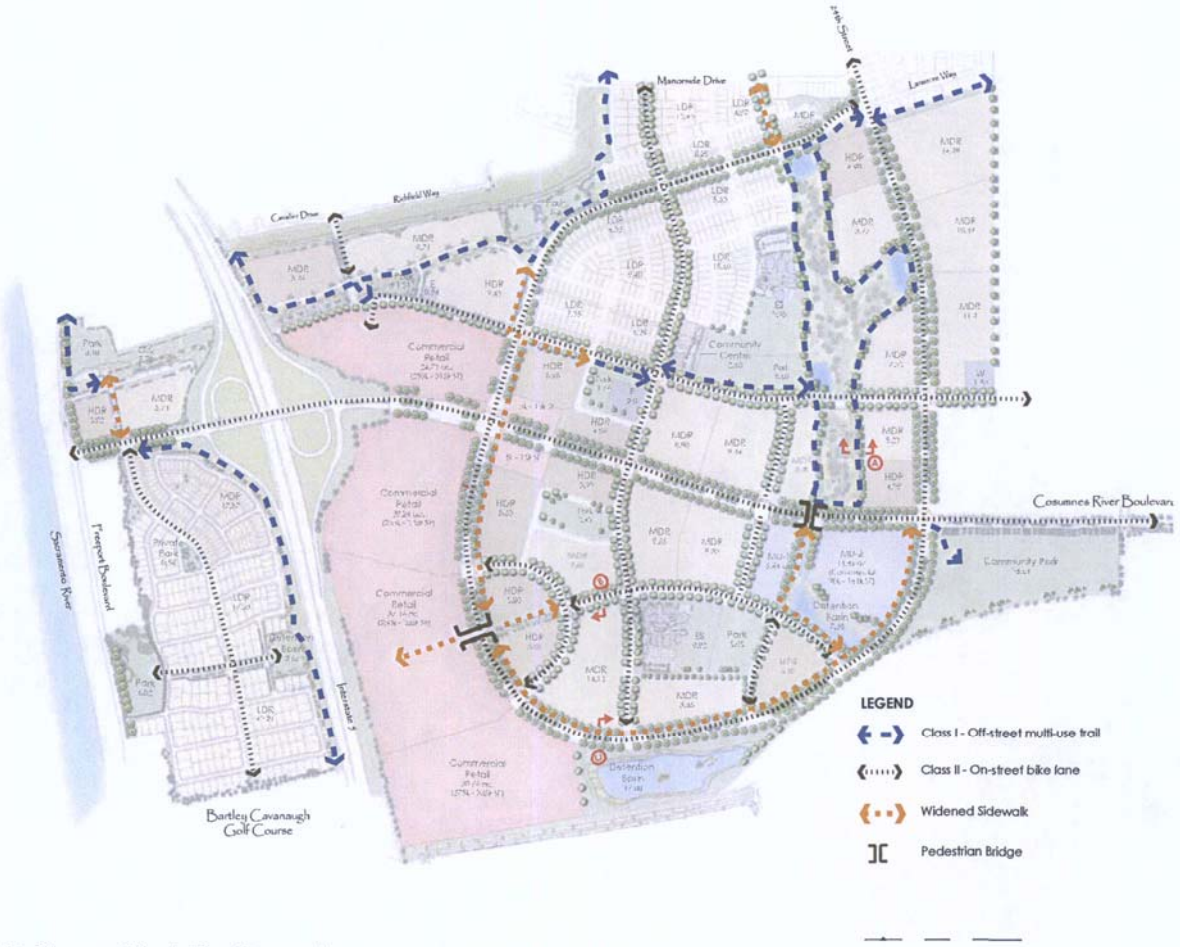
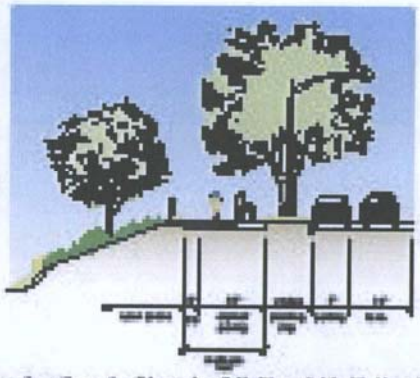


Figure 6.11: Bikeway Circulation Concept

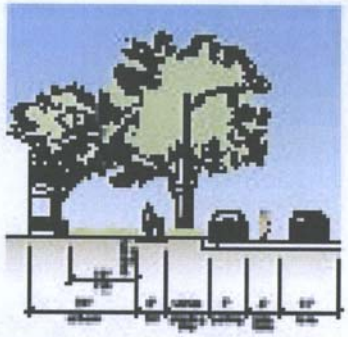
Circulation and Streetscape

Within the Delta Shores neighborhoods, all residential streets allow for bicycles in shared travel lanes within the street right-of-way. Residential streets are intended for slow, internal trips between residential neighborhoods, parks, schools, and provide access to the local collector streets in Delta Shores. These residential streets are designed as pedestrian and bicycle friendly, tree lined roadways that control the speeds and the amount of automobile traffic with traffic calming design measures. Bicycles and pedestrians are encouraged to share these travel ways on a regular basis.

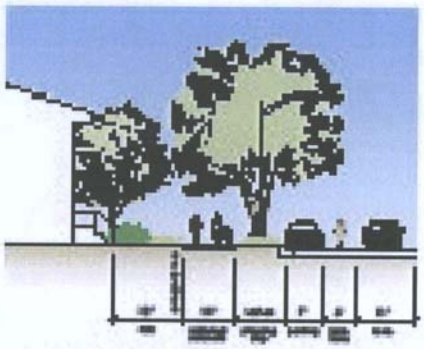
Class II - On-street bike lane



Cross Section A: Class I - Off-Street Multi-Use Trail



Cross Section B: Class II - On-Street Bike Lane

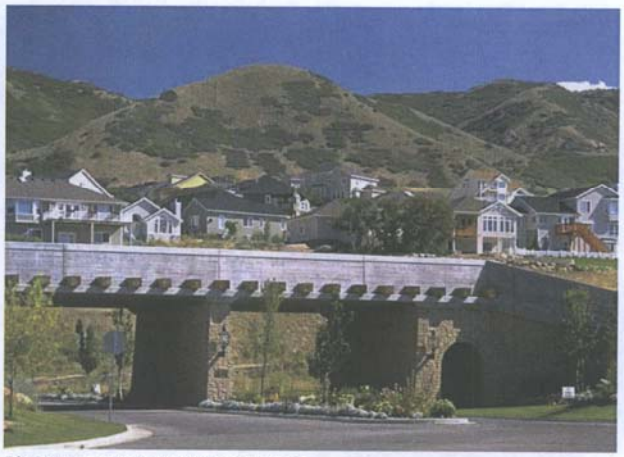


Cross Section C: Widened Sidewalk

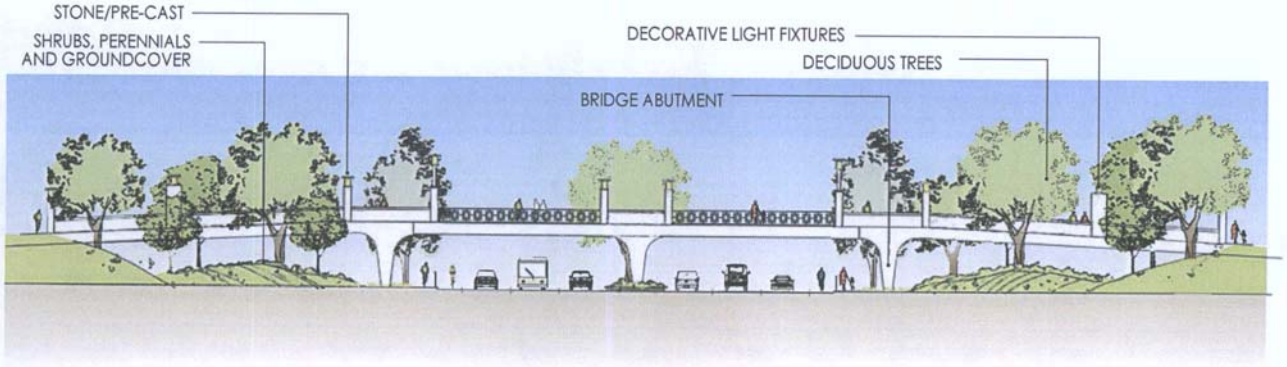
Figure 6.12: Concept trail and widened sidewalk sections

6.4.2 Bicycle and Pedestrian Bridges

Pedestrian and bicycle overpasses are provided at two key points in the system to create a safe, separated connection across Cosumnes River Boulevard leading to the Town Center and the commercial loop roadway leading to the Village Center. Bicycle and pedestrians ways are also provided on the overpass, across Interstate 5 connecting to Freeport Boulevard.



Bicycle and pedestrian bridge



Pedestrian Bridge

Figure 6.13: Conceptual design of pedestrian bridge

6.5 Community Entry Features

Entry and gateway signs provide visual landmarks and wayfinding cues along the major streets and roadways. In addition to providing identity to each district, village, neighborhood, and individual project site, these markers also help establish a style, character, identity, and quality for the Delta Shores community as a whole.

The entry/gateway concept embodies the notion of creating a visual language that uses architectural elements and the landscape materials to orient, inform, and give a sense of place for residents and visitors. It proposes a hierarchy of visual elements that together will project a level of quality and consistency unique to this community.

The entry/gateway concept contributes to the overall character of Delta Shores. Bold landscape and signage elements are organized as a hierarchy of entry experiences that are coordinated with the street layout and street landscape treatment. The hierarchy of Delta Shores entries includes community gateways, Town Center and Village Center monument signage, and project-level entries for commercial centers and individual residential neighborhoods.

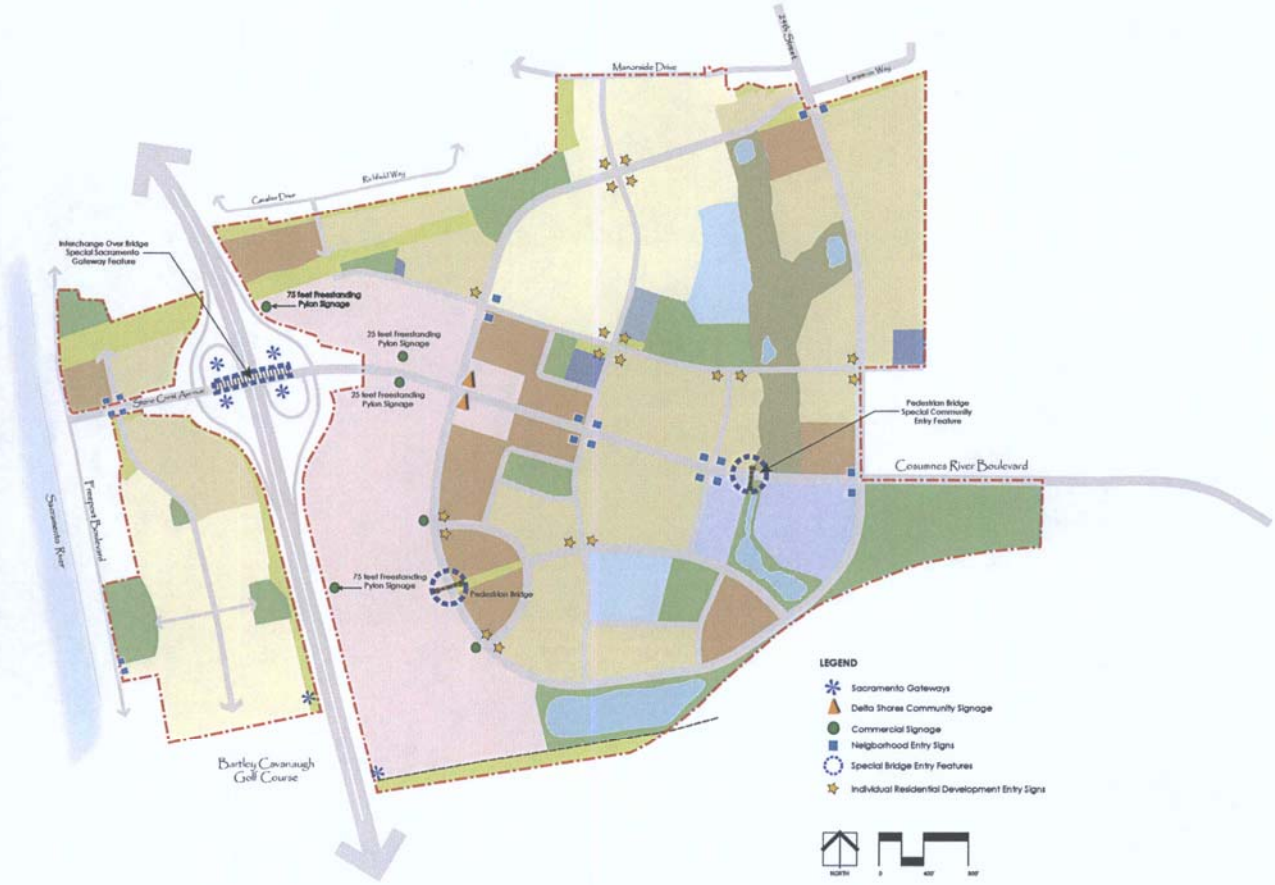


Figure 6.14: Location of Community Signage

6.5.1 Community Entries/Gateways

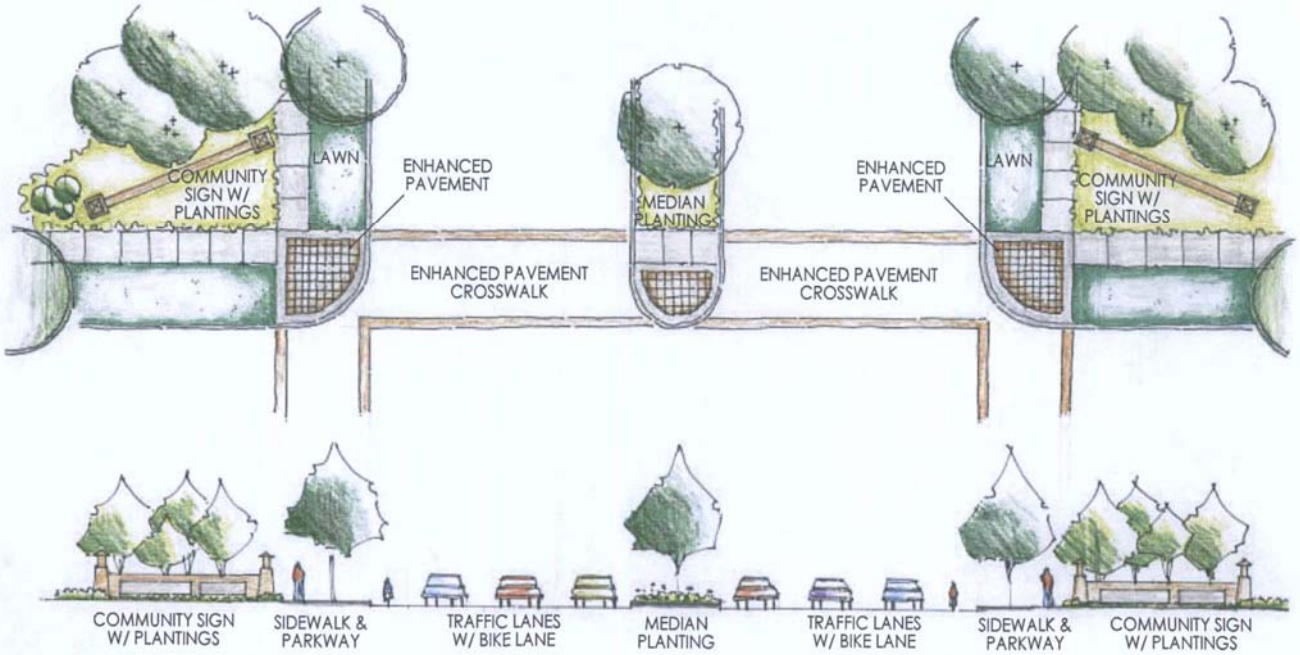
Delta Shores is situated on the southern edge of the city of Sacramento. It is a part of the greater Meadowview community. Community entries/ gateways will define both the edges of the city and the community and establish a sense of quality throughout the development. As the first visual element, community entries are envisioned as tall, vertical architectural features framed by landscape elements that define a portal to the community. The community entries should be designed to meet the following criteria:

- Community entries will use consistent materials, colors, and forms in a way that provides visual continuity to the area.
- Entries will be designed to announce the transition into Delta Shores with taller vertical elements as visual landmark entry monuments at the corners of major roads and secondary streets.
- The ground plane entering into the community shall be highlighted from the street with colored and textured paving integrated with the entry landscape design.
- Lighting and artistic elements may be integrated into the entry monuments to create a high-quality visual character for the community.

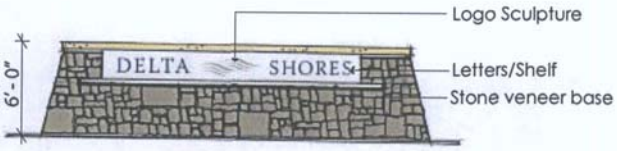
Figure 6.15: Conceptual Illustrations of Community Signage

Delta Shores community entries/gateways define both the entry to the city, the community and the neighborhoods.

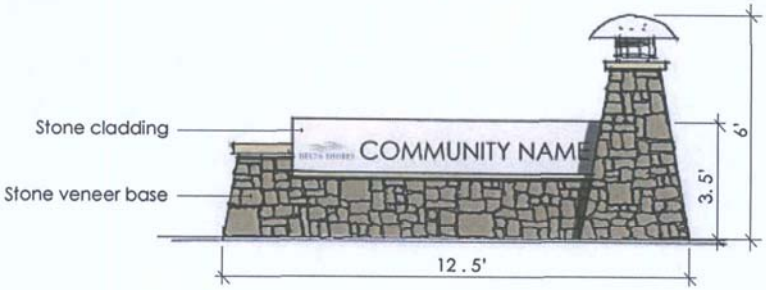
Circulation and Streetscape



Community Entry Signage Elevation & Plan



Community Signage - Alternative 1



Community Signage -Alternative 2

Figure 6.16: Conceptual Plan and Elevations of Community Entry Signage Options

6.5.2 Neighborhood/District Gateways

At the intermediate level, gateways occur along the major roads within Delta Shores to identify transitions between one neighborhood and another. The neighborhood entries also establish an overall project theme and identity. Entry monumentation may also distinguish one project area from another. Neighborhood gateways should be designed in coordination with the overall Delta Shores theme. These gateways will be incorporated into the landscape areas at major road intersections and should include similar materials, style, and design character as the much larger community entries.

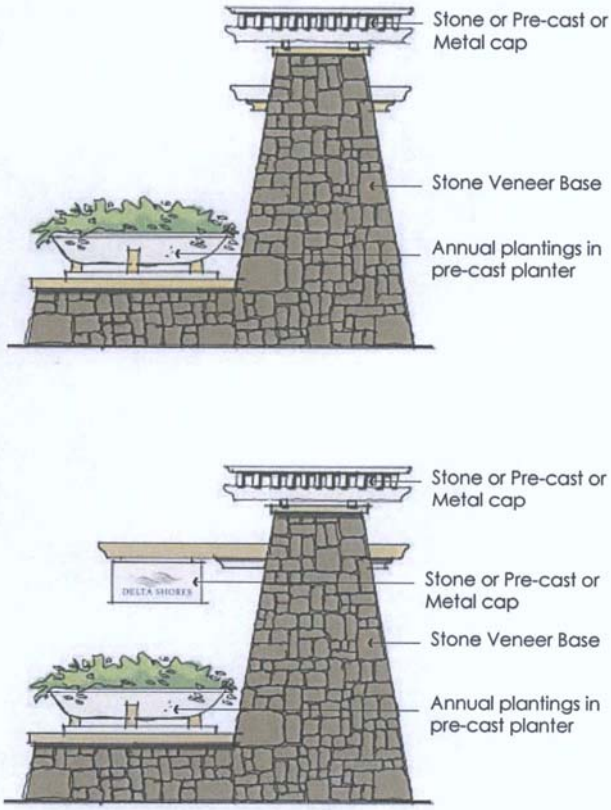


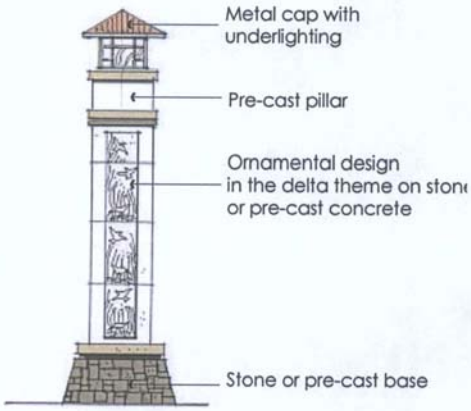
Figure 6.17: Conceptual Elevations of Neighborhood Entry Signage Options

The neighborhood gateways should be designed to include a coordinated palette of materials, landscape and plant varieties, signage, lighting, decorative walls, and other architectural forms.

Neighborhood/district gateways will define a number of distinct residential enclaves and, as such, will have a fundamental design structure. However, the design framework has the flexibility to respond to different aesthetic objectives.

Neighborhood and district gateways should include the following design elements:

- Gateway designs should incorporate pedestrian streetscape elements, such as streetscape furniture, lighting, and bus stops, where appropriate.
- Vertical elements featuring public art, taller landscape elements, arbors, and stone walls may be used to define the entrance to each district.
- Surface textures and colored paving materials should be incorporated into the ground plane.



Neighborhood gateways are integrated with landscaped areas at major road intersections and complement the style defined by the community entries.

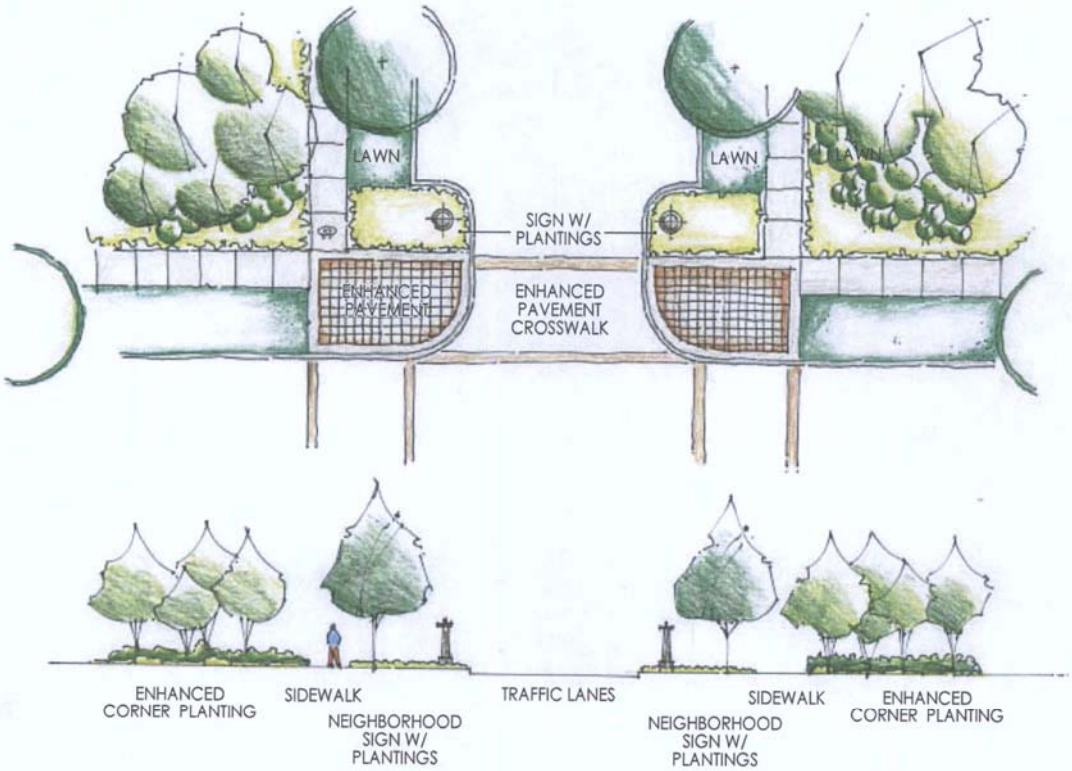


Figure 6.18: Conceptual Plan and Elevation of Neighborhood Entry Signage Options

6.5.3 Residential Neighborhood Entries

Residential neighborhood entries will be designed to reflect the individual character of a particular development within a defined palette of materials, colors, and finishes. Residential neighborhood entries will reflect a higher level of attention to details and convey a sense of individuality for each neighborhood.

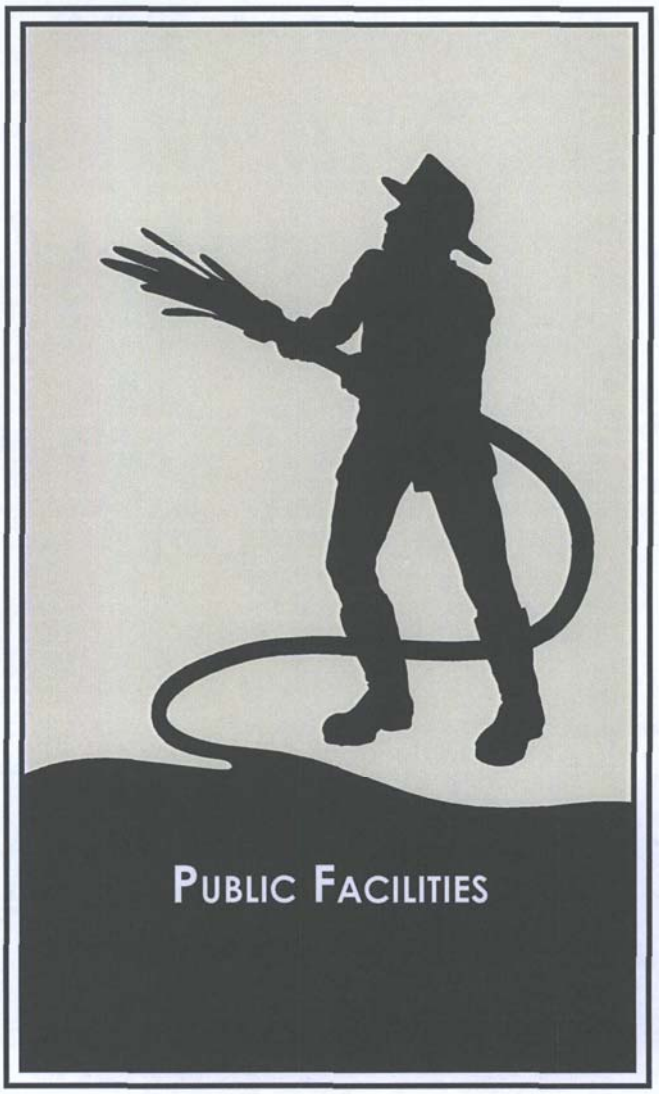
Smaller scale neighborhood entry features may be created along the internal street systems of individual residential areas. These landmark locations identify the transition into the residential areas and provide recognition for each residential project. These smaller scale neighborhood entries help create the special identity and character of each residential project and may include special lighting, plantings, and public art. Surface materials at the neighborhood entries should include special colored and textured paving to reinforce the public realm along the street, and help emphasize the distinctive visual character. To support the pedestrian environment, neighborhood entry features should incorporate pedestrian elements such as seating, pedestrian furniture, walls, special lighting, and other architectural treatments.

Residential neighborhood entries should reflect the design character of the individual development.

Small scale entry features along internal streets

The color and materials of residential neighborhood entries should match the palette used in the development.

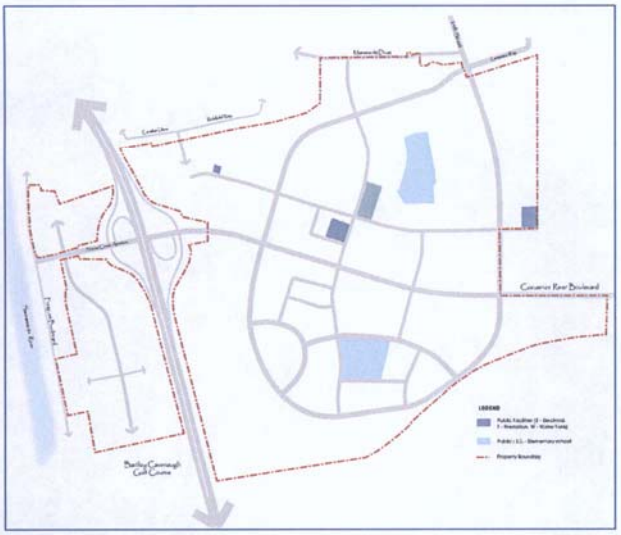
Residential neighborhood entries are intended to personalize each neighborhood and provide them with a sense of identity while tying into the overall community theme for Delta Shores.


PUBLIC FACILITIES

Public Facilities

This chapter provides an overview of the public facilities and services that are necessary to serve the buildout of Delta Shores. Public services that will be provided include sites for two elementary schools, a community center, a fire station, two electric substations, and a police substation.

Specific utilities that will be required by the development include sewer, water, stormwater drainage, electricity, telephone, cable, and solid-waste disposal. Utilities will be described in other documents and plans submitted with these PUD Development Guidelines.



Public Facilities Locations

7.1 Design Principles and Policies

SACOG Smart Growth principles encourage the implementation of environmentally friendly practices such as energy-efficient design, water conservation, stormwater management, and shade trees to reduce the ground temperatures in summer (i.e., to reduce the heat island effect).

The Delta Shores Schematic Plan endorses these smart-growth principles by implementing an efficient infrastructure system with guidelines that encourage requirements for low-water-use landscape irrigation (xeriscaping) and plumbing systems and promote use of recycled water and green power.

The underlying goals include the following:

- Create a comprehensively planned infrastructure system to serve the needs of future residents.
- Provide public facilities in sync with development phasing to serve new development without adversely affecting existing levels of service.
- Conserve energy and water through the implementation of energy efficient and water conservation designs.
- Use and preserve existing drainage ways as much as possible and design flood control facilities to preserve significant wetlands and avoid areas where sensitive features exist.

The following policies provide the framework for implementation of public facilities:

- New development and public facilities to serve new development shall be planned and developed according to the Sacramento City Code.
- Reasonable efforts shall be made to facilitate future connections to the system of public utilities and roads.
- Utility lines shall be placed underground to the maximum extent feasible.
- Utilities shall be designed and constructed to minimize future operation and maintenance costs to user.

7.2 Elementary Schools

Two school sites are proposed in the Delta Shores Schematic Plan. The school demand has been calculated as per the number of students generated and other adjoining school facilities to the project site. The location of the proposed school sites has been based on easy and safe access for the children as well as distributing the number of students generated by the development. These school sites are proposed sites only. The decision of whether or not to build the elementary schools and where to build them will be made by the school district.

[NOTE: No schematic plan amendment or any other discretionary review is required to develop the school sites pursuant to their underlying zoning should the school district decline to acquire the school sites within applicable time periods.]

The following development guidelines should be used in each school's design:

The architectural style of schools should complement other civic/community facilities.

Provide sufficient lighting and maintain views of the school grounds to enhance the sense of security.

Figure 7.1: Elementary School Locations

- Locate outdoor school facilities adjacent to the Neighborhood Park, and the school building close to public streets.
- Integrate outdoor school facilities with the recreation amenities of the neighborhood park to facilitate their joint use.
- Provide sufficient lighting and maintain views of the school grounds from local roadways to enhance security.
- Orient school buildings to maximize daylighting and natural ventilation to reduce energy costs.
- Encourage complementary and varied architectural styles that complement rcivic/ community facilities.
- Provide clearly defined ingress and egress routes to parking and drop-off areas for efficient traffic flow of school buses, private vehicles, pedestrians, and bicyclists.
- Provide safe, well-lit pedestrian and bicycle linkages to adjoining residential neighborhoods, parks, and open space to encourage walking and biking to school.
- Locate joint use parking facilities close to the Neighborhood Park for events in the park during nonschool hours.

7.3 Community Center

The Delta Shores Schematic Plan includes a site for a private community center for the local residents. The Community center provides a social gathering space for the residents and includes recreational facilities such as a gymnasium, social hall/community room, swimming pool, etc. Design of the facility should reflect the following development guidelines:

- Ensure high visibility and direct access from public streets and surrounding residential neighborhoods.
- Integrate the outdoor recreational features and landscape features of the community center with the adjoining neighborhood park.
- Create an inviting pedestrian and biking environment with prominent building entries and distinct paths and trails joining adjacent parks and open space.
- Locate parking facilities close to the neighborhood park to promote shared parking spaces.

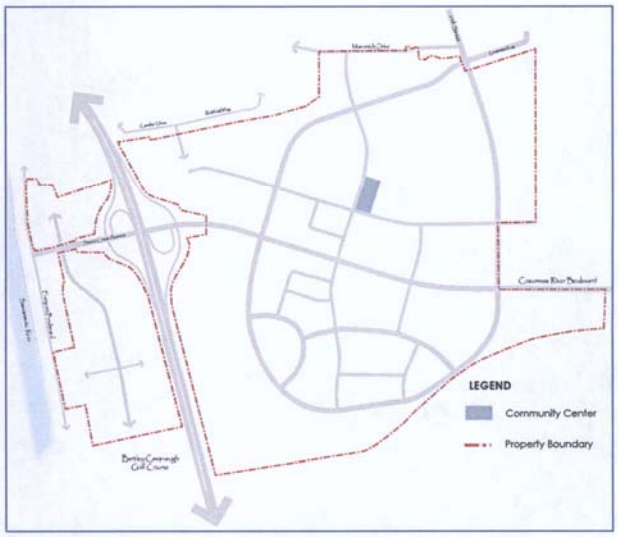


Figure 7.2: Community center location

The private Community Center is envisioned to have state-of-the-art amenities and architectural design.

The outdoor recreational facilities may be integrated with adjoining neighborhood Park.

7.4 Fire Protection

Analysis of the necessary station, equipment, staffing, and response time for Delta Shores has been performed by the City Fire Department. The Schematic Plan includes a 2-acre site for a fire station. The chosen location for the fire station is adjacent to the Retail Center east of I-5 and north of Cosumnes River Boulevard.

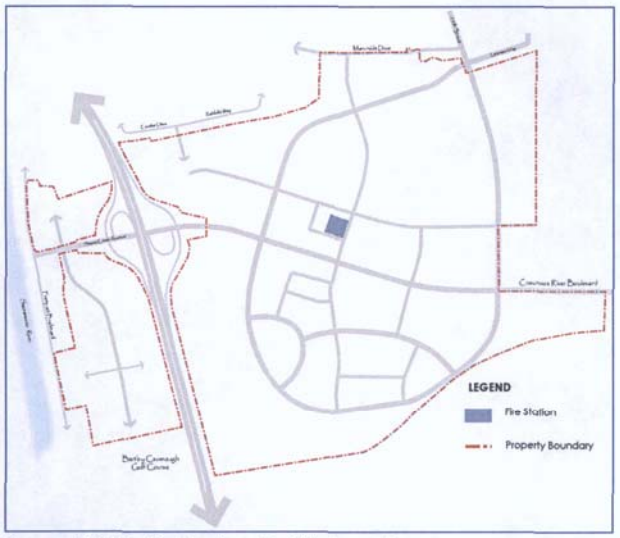
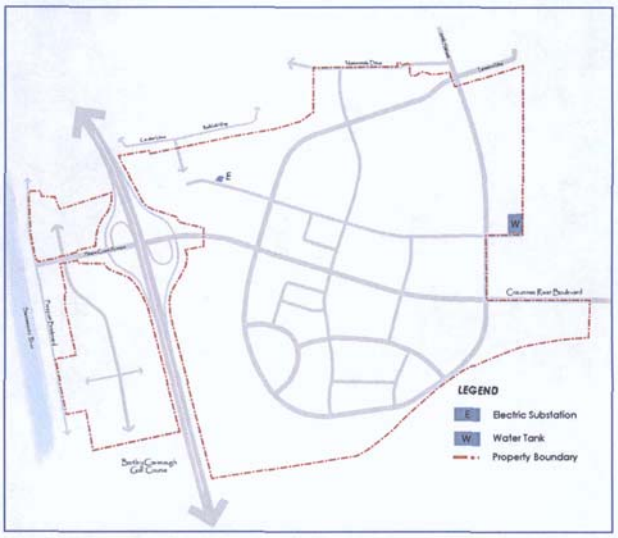


Figure 7.3: Fire Protection Facility Locations

A site for a fire-station will be included within the Delta Shores Plan.

7.5 Electric Substation

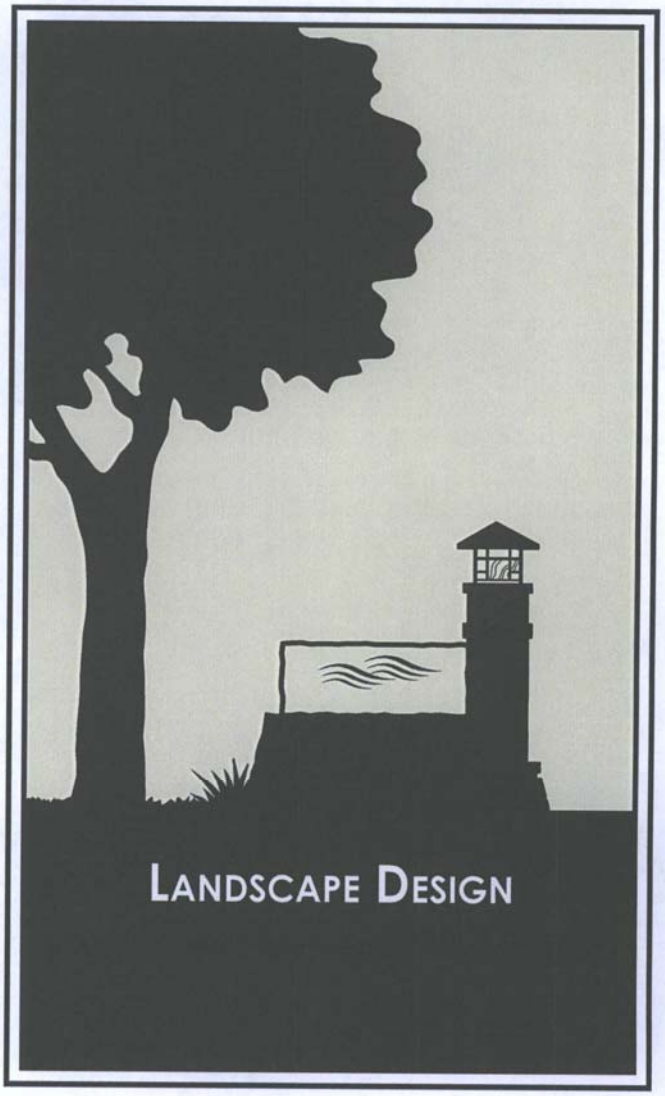
The Delta Shores Schematic Plan accommodates one site for electric substations. The substation is proposed to be built on the project site east of I-5 adjoining a mini park and medium density housing.



Electrical Substation and Water Tank Location

7.6 Water Storage Tank

A 1.65-acre site has been dedicated for the location of the water storage tank on the east most parcels of the Delta Shores plan area.


LANDSCAPE DESIGN

LANDSCAPE DESIGN

8.1 OVERVIEW

Landscape development guidelines are intended to provide direction for the design and organization of the "public realm," the spaces between buildings and the street. Landscape design covers outdoor spaces and includes planting materials, water conservation, fencing, outdoor furnishings, and public art. The principles and guidelines in this chapter are intended to ensure that Delta Shores provides a cohesive visual experience throughout the community, as demonstrated by design elements along streets and public open spaces. This cohesive appearance is created through the consistent use of landscaping, street furniture, lighting, and signage, among other elements.

Good landscaping helps to create an integrated neighborhood.

At the same time, guidelines have been included to encourage the creation of neighborhoods, parks, and commercial areas with a unique sense of character. These areas should provide an internally consistent design that is distinctive from, but complementary to, the overall design of the Delta Shores community.

Design of Delta Shores also includes practices to support the long-term sustainability of the community. The Sacramento City Council's 2006/07 strategic planning process identified "Sustainability and Livability" as one of five strategic goals for the City, and sets the vision and intent for this chapter. More specifically, the Development Guidelines reflect the influence of "Low Impact Development" guidelines for the City that provide innovative stormwater management techniques for site development. In addition, planting guidelines and plant lists emphasize the use of low-water, native, and ornamental plants and water conservation methods that are in keeping with the City's sustainability principles as identified in the *City of Sacramento Parks and Recreation Master Plan*.

Plants adjacent to buildings should be sited to provide shade during hot months.

8.2 Planting Design

Design Principles

Landscaping should be used to create both a dynamic appearance and visual continuity within Delta Shores, such as along parkways, arterials and collector streets, or to define unique neighborhoods and commercial centers.

Native and ornamental plants with low water needs should be used to save on maintenance costs and reduce the need for irrigation, fertilizer, and pest control, and should be emphasized in landscape planting plans.

Intent

Landscaping in Delta Shores should emphasize the use of low-water ornamental and native plants that contribute to an attractive, appealing environment while minimizing maintenance costs.

The landscape framework for Delta Shores has been organized into three broad approaches – formal, naturalistic, and transitional. This planting concept establishes areas from a more urban character to a more naturalistic open-space character and the transition areas between them. The planting design and plant palette reflect the nature of each area. More formal, linear design patterns are appropriate for urban-street corridors and commercial centers while a more naturalistic approach is appropriate in parks and open spaces. Transitional areas are landscaped spaces between the more urban settings and open spaces. Within this broad framework the guidelines encourage a range of creative design approaches.

Development Guidelines

- Landscaping should be used to reinforce the neighborhood and commercial character. Identifiable changes in street tree and shrub species should be coordinated with other identity-enhancing features such as entry monumentation.
- Planting plans should emphasize the use of California native plants and low-water ornamentals.
- Landscaping should be selected for year-round interest, offering fall color, interesting groundcover, flowers, or other seasonally changing characteristics.
- Plants adjacent to buildings should be sited to provide shade during hot months and to allow solar radiation to reach the building during colder months.
- Turf should be used primarily in active and passive play areas within parks and in small areas within residential front yards. Low groundcover with minimal water and maintenance needs should be used as an alternative to turf whenever possible. Turf use should be minimized in plazas, parkways, and paseos.
- A minimum of 20% of trees planted in parks should be native species per City planting requirements (see section 8.4, "Plant List").
- Tree selection for parks, and accents, as well as shrubs suitable to the Sacramento climate, are provided in the Plant List (see Section 8.4, "Plant List").

Street trees should be planted at regular intervals to accommodate mature growth.

8.3 Street Trees

Design Principles

Street trees should be selected based on the specific location within Delta Shores, such as residential or commercial areas, parks, and the hierarchy of streets. Street trees should be planted on all streets to create a large canopy that visually frames the travel way and public realm, providing shade and comfort to pedestrians as well as motorists. Street tree type and size should be selected based on the size and hierarchy or type of streets within Delta Shores. The streetscape design along each street provides continuity of the image and character within Delta Shores. Cosumnes River Boulevard, arterials such as 24th Street and Freeport Boulevard, and each local collector street should be treated with the same street tree selection. Street trees within each residential neighborhood should be consistent and selected so that the neighborhood can establish its own identity separate from other neighborhoods.

Intent

Street trees provide shade during hot summer months and help to lower the temperature of the surrounding neighborhood. Street trees also provide for filtration of the air, supply oxygen to the environment, and provide habitat for local birds and other species. Street trees help to maintain property values within neighborhoods, and they establish the character and quality of the community. Historically, California Central Valley towns and Sacramento are known for their large-canopy street trees, which have created a healthy, green urban forest.

Accent trees that display seasonal color and interest are encouraged at entryways and at important intersections and medians.

Street trees within residential neighborhoods should be selected to establish an identity for the neighborhood.

Street trees should be planted on all streets to create a large canopy that visually frames the travel way and public realm, providing shade and comfort to pedestrians as well as the motorists.

Development Guidelines

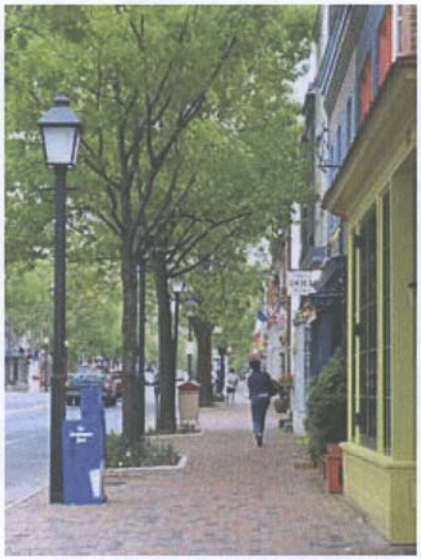
- Street trees should be planted at sufficient intervals to accommodate mature growth. The appropriate interval will depend on the species and variety of tree. When trees are planted in formal patterns, maximum spacing shall be no farther than 40 feet on center.
- Large-canopy trees that provide dense shade at maturity should be chosen for placement along pedestrian routes. Narrow, columnar trees are more suitable for street medians.
- Street trees should be easy to maintain, reduce sidewalk damage, and provide a sufficiently large, wide canopy to shade the sidewalks.
- Street trees should be pruned to provide a minimum 8-foot clear space between the lower branches and the pedestrian walkway to prevent damage to the tree and to allow passage of pedestrians and bicyclists. In commercial areas, the clear space also provides an unobstructed view of ground-floor signage, windows, and doors.
- Planting intervals can be modified to create interest, with clusters of trees placed near intersections or entry features, and in transitional areas to parks and open spaces.
- Accent trees that display seasonal color and interest are encouraged at entryways and at important intersections.
- Street trees suitable for the Sacramento climate are identified in the Plant List on the following page.

8.4 Plant List

The following trees and shrubs are the plants recommended for selection for Delta Shores development that meet the intent of the landscape guidelines. Alternative plant choices may be approved by the City.

Planting notes:

- All park strip and surface parking lot trees are to be planted in a gradual mound 2 inches to 3 inches higher than the surrounding grade and mulched with wood chips (playground fiber or coarser) to a depth of approximately 3 inches.
- No turf, groundcover or shrubs are to be planted within 3 feet of any tree trunk.
- Additional tree species are available on the following Web sites:
  - ***City of Sacramento Department of Parks and Recreation***
    www.cityofsacramento.org/parksandrecreation/urbanforest/index.html
  - ***Sacramento Tree Foundation***
    www.sactree.com/treeInfo/treesWeOffer.html
  - ***Sacramento Municipal Utility District (SMUD)***
    www.smud.org/residential/saving/trees/index.html



Street trees should be easy to maintain and reduce sidewalk damage.

STREET AND PARK TREES

Botanical Name	Common Name (Cultivars)
Deciduous (Ornamental)	
Acer freemanii	Autumn blaze maple
Acer platanoides	Norway maple
Acer rubrum	Red maple ("Red Sunset," "October Glory")
Carpinus betulus	European hornbeam
Celtis australis	European hackberry
Celtis occidentalis	Common hackberry
Ginkgo biloba	Maidenhair tree
Pistacia chinensis	Chinese pistache
Platanus acerfolia	Plane tree ("Bloodgood," "Yarwood," "Columbia")
Quercus macrocarpa	Bur oak
Quercus phellos	Willow oak
Quercus rubra	Red oak
Tilia americana	American linden
Zelkova serrata	Saw-leaf zelkova ("Green Vase")
Deciduous (California Native)	
Acer macrophyllum	Bigleaf maple
Arbutus menziesii	Pacific madrone
Platanus racemosa	California sycamore
Prunus illicifolia	Holly leaf cherry
Prunus i. lyonii	Catalina cherry
Quercus douglasii	Blue oak
Quercus lobata	Valley oak
Evergreen (Ornamental)	
Cedrus deodara	Deodar cedar
Eucalyptus microtheca	Coolibah
Pinus patula	Jelecote pine
Podocarpus gracillior	Fern pine
Quercus ilex	Holly oak
Quercus suber	Cork oak
Evergreen (California Native)	
Abies concolor	White fir
Pinus coulteri	Coulter pine
Pinus torreyana	Torrey pine
Quercus agrifolia	Coast live oak
Sequoia sempervirens	Coast redwood

Holly oak

California sycamore

Valley oak

Catalina cherry

Street and Park Tree Examples

Ornamental pear

Sour gum

Toyon

Western redbud

Accent Tree Examples

ACCENT TREES

Botanical Name	Common Name (Cultivars)
Deciduous (Ornamental)	
Acer buergeranum	Trident maple
Acer palmatum	Japanese maple
Cercis canadensis	Eastern redbud
Crataegus phaenopyrum	Washington hawthorn
Lagerstroemia indica	Crepe myrtle
Malus ioenis	Bechtel crabapple ("Plena")
Nyssa sylvatica	Sour gum
Osmanthus fragrans	Sweet olive
Pyrus kawakamii	Evergreen pear
Deciduous (California Native)	
Cercis occidentalis	Western redbud
Evergreen (Ornamental)	
Xylosma congestum	Shiny xylosma
Evergreen (California Native)	
Heteromeles arbutifolia	Toyon
Umbellularia californica	California Bay

SHRUBS

Botanical Name	Common Name (Cultivars)
Shrubs (Ornamental)	
Agapanthus africanus	Lily of the Nile
Arbutus unedo	Strawberry tree
Buxus japonica	Boxwood ("Green Beauty")
Cistus sp.	Rock rose
Cotoneaster sp.	Cotoneaster
Euonymus japonica	Euonymus
Lavendula sp.	Lavender
Ligustrum japonica	Privet
Nandina domestica	Heavenly bamboo
Photinia fraseri	Photinia
Pittosporum tobira	Japanese pittosporum
Rhamnus alaternus	Italian buckthorn
Rhaphiolepis indica	Indian hawthorn
Rosemarinaris officinalis	Rosemary
Westringia fruticosa	Coast rosemary
Shrubs (California Native)	
Amelanchier alnifolia	Western serviceberry
Arctostapholus manzanita	Manzanita
Arctostaphylos uva-ursi	Prostrate manzanita ("Point Reyes")
Carpenteria californica	Carpenteria
Baccharis pilularis	Dwarf coyote bush
Ceonothus sp.	Wild lilac
Cornus sericea	Redtwig dogwood
Fallugia paradoxa	Apache plume
Fremontodendron californica	Flannel bush
Heteromeles arbutifolia	Toyon
Philadelphus lewisii	Western mock orange
Potentilla fruiticosa	Bush cinquefoil
Rhamnus californica	Coffeeberry
Rhus integrifolia	Lemonade berry
Rhus trilobata	Skunkbush
Ribes sanguinium	Pink flowering currant
Rosa gymnocarpa	Bald hip rose
Rose woodsii	Wood's rose
Spiraea douglasii	Western spiraea

Manzanita

Wild lilac

Heavenly bamboo

Rock rose

Shrub Examples

Efficient water use does not mean changing our lifestyle. It means reducing water waste and innovating different ways to achieve an attractive and comfortable landscape that uses less water.

8.5 Irrigation and Water Conservation

Design Principles

Plants should be grouped in hydrozones, which are groupings of plants with similar watering needs. Irrigation should be calibrated to the water needs of each hydrozone to avoid over- and underwatering.

Low-water native plants and ornamentals should be used whenever possible, but some supplementary irrigation will still be needed to maintain these plants. The type of irrigation system used should be based on plant type and water use.

Intent

Water use should be minimized whenever possible for water conservation, while maximizing the beauty of landscaped areas.

Landscape water conservation may be achieved by combining with a stormwater drainage system.

Development Guidelines

- Automatic irrigation systems with a rain shutoff valve should be installed, as necessary, for planted areas.
- Moisture sensors should be installed at appropriate intervals in commercial and mixed-use areas and along streetscapes to minimize over watering.
- Irrigation controls should be screened from view from the street by landscaping or other attractive site materials.
- Turf and groundcover should be irrigated with a conventional spray system, using head-to-head spray coverage. Misting spray heads in turf areas, which lose a significant portion of their moisture to evaporation, should be avoided.
- Shrubs and trees should be irrigated with a drip system to provide deeper, more even watering and promote water conservation.
- Commercial buildings should be designed to employ a water collection system that can reuse roof runoff for irrigation purposes.
- Soil should be mulched with 3 - 4 inches of organic material, such as wood chips, to reduce evaporation, keep the soil temperature even, and control weeds.
- Perennials should be the predominant planting in commercial and mixed-use areas to minimize water use. Annuals, which have higher water needs, may be planted in selected accent areas, such as around entry monumentation, public plazas and at entries.

Soil should be mulched with organic materials to reduce irrigation needs.

Installation of automatic irrigation systems with rain shutoff valves and timers are encouraged.

Xeriscape can reduce water use by 60% .

- All park strips should be irrigated on a non-turf station by a minimum of 2 pop heads with 3' radius nozzles installed 30" to 40" from center to trunk line.

8.6 Fencing and Walls

Design Principles

High-quality fencing and wall materials should be used to contribute to the character of Delta Shores. Different types of fencing and walls can help define neighborhoods and commercial areas. In general, high masonry walls should be avoided except to screen or prevent access to commercial loading docks or public utility areas. Fencing should be permeable to allow visual access to view corridors, parks, and open space. Wherever possible, high sound walls along collector and arterial streets should be avoided.

Intent

Walls and fences on property lines and elsewhere throughout Delta Shores provide for privacy, security, and sound attenuation, and help to shape the character and image of individual homes and the neighborhoods. Fencing and walls can be used to demarcate specific use areas while creating a welcoming appearance that controls pedestrian movement between residential, commercial, and public use areas. Walls and fencing should not be used to enclose neighborhoods in a way that reduces connectivity, creating physical and visual barriers between neighborhoods. The design intent is to limit the use of sound walls along arterial and collector roads. To mitigate traffic noise and the possible negative visual impacts of continuous sound or privacy walls, a variety of design treatments and land use relationships are recommended.

Visually permeable fence

Development Guidelines

Residential

- The style, materials, and color of fencing in residential areas should complement the style, materials, and color of homes.
- Front-yard fencing and side-yard fencing in single-family residential neighborhoods should not exceed a maximum of 3 feet in height. Rear-yard fencing should not exceed 6 feet in height.
- Acceptable fencing materials include wood, metal, and mixed materials (e.g., metal posts between custom concrete columns).

Solid fence combined with opening on the top

- Good neighbor fences between residential units along property lines should be designed to be attractive on both sides.

Commercial

- Low, 18-inch-high walls may be used to demarcate special-use areas within the plazas and to serve as seat walls for pedestrian use.
- Trash/recycling areas should be screened by minimum 6-foot-high masonry walls or decorative screen fencing.
- Loading and service areas should be screened by minimum 6-foot-high walls and/or landscaping.

Perimeter

- Use of landscaped setbacks, earth berms, and use of frontage or loop streets and open ended cul-de-sacs can be used to provide additional setbacks and reduce the need for continuous sound walls.

Perimeter walls along I-5 should be constructed of decorative masonry with detailing consistent with entry monumentation.

Plants should be grouped in hydrozones, which are groupings of plants with similar watering needs.

A low height wall may be used for seating in the plazas and parks.

Parks and Open Space

- Where possible, residential buildings should front or side onto parks and open spaces, pedestrian trails, and paths to avoid use of fencing on open spaces .
- All parcels developed adjacent to public parks and designated open space will require walls and/or fencing separating the private parcels from the public parks and/or designated open spaces. The ultimate design of walls and/or fencing adjacent to public parks and designated open spaces shall be conditioned through the entitlement process for each adjoining private development. The wall and/ or fencing shall be to the satisfaction of the City Park Planning and Development Services (PPDS) Division.
- Low cable fencing should be provided along the wetland preserve area to limit public access but provide uninterrupted views to the restored wetland area. Alternative fencing designs are acceptable when approved by Army Corps of Engineers.

8.7 Paving and Hardscaping

Design Principles

Paving surfaces and hardscape designs should be selected carefully to contribute to the overall design scheme of pedestrian-oriented spaces. Variation of color, texture, and material adds to the visual interest of hardscaped areas, particularly in major public gathering areas such as plazas and along commercial walkways. Visual appeal should be balanced with functionality through the selection of materials that provide for on-site stormwater retention and contribute to groundwater recharge.

Intent

Diverse alternative paving and hardscape treatments are preferred over the monotonous use of impermeable, broom-swept concrete. A range of paving materials should be used to promote visual interest and reduce stormwater run-off.

Development Guidelines

Paving surfaces on residential lots should be limited to the driveway, walkways, and patios. Alternative paving treatments and materials are encouraged. Alternative materials suitable for driveways can be used for walkways and patios, such as flagstone, decomposed granite, or aggregate.

- Paving treatments suitable for residential use include:
  - Concrete paving strips used alternately with turf or groundcover
  - Pervious concrete pavers
  - Stone or brick on aggregate (not concrete) bases
- Paved surfaces in commercial and mixed-use areas may incorporate pervious paving treatments such as concrete pavers (many

Diverse alternative paving and hardscape treatments are preferred.

Visual appeal should be balanced with functionality through the selection of materials that allow stormwater runoff to stay on-site and contribute to groundwater recharge.

Variation of color, texture, and material adds to the visual interest of hardscaped areas, particularly in major public gathering areas such as plazas and along commercial walkways.

Permeable asphalt and concrete paving may be used in parking areas.

Stamped asphalt paving

types) and sandswept brick in the plazas, parking lots and pedestrian walkway areas.

- Pervious paving materials may be used in combination with impervious paving materials such as terrazzo tile and integral-color concrete to create a pleasing effect that will promote groundwater recharge.
- If used, pervious paving treatments must conform with ADA accessibility requirements. Pervious treatments such as grass-concrete should not be used for high-traffic areas and pedestrian walkways.
- Where conventional concrete paving is used, such as for sidewalks adjacent to residential, collector, and arterial streets, recycled and waste products can be incorporated into the construction process for resource conservation and minimizing energy wastage. For example, recycled concrete can be used as aggregate, and fly ash can be added to concrete mixes.

The use of pervious paving treatments in the plazas and pedestrian walkway areas is encouraged.

8.8 Lighting

Design Principles

Adequate lighting for streets, parks, open spaces, residential neighborhoods, and commercial centers increases the potential use of these spaces beyond daylight hours. Lighting should be used to improve safety within the community, and it should add to the character of the built environment without creating a nuisance with unnecessary glare, spillover to neighboring lots, or lighting directly up into the night sky. Street lights should contribute to the overall character of neighborhoods, using similar design themes as other streetscape features. Traditional design styles or contemporary interpretations of these styles are highly encouraged for light fixtures. A wide variety of light fixtures may be used depending on their location, intensity, or height requirements. However, it is highly recommended that each neighborhood uses light fixtures from the same family of styles to maintain the sense of integrity and continuity throughout Delta Shores.

Intent

Site lighting is a critical detail in enhancing neighborhood safety and security. The intent is to create the image and character of the traditional neighborhoods of the Sacramento Valley region by incorporating traditional design elements of a "craftsman" or early California style.

Pole-mounted site lighting fixture

Landscaping around site lighting fixtures

Downlighting fixture

Development Guidelines

- Downlighting should be used along public streets to emphasize circulation and reduce nighttime light pollution.
- The use of "bi-lighting" fixtures which combine taller street lights with shorter pedestrian lights is encouraged, except along commercial frontages.
- Lighting fixtures should use materials, colors and design elements of these earlier California styles such as wood, stone, and metal ornamentation.
- All light fixtures in the public areas within Delta Shores should be chosen to reduce glare and spillage onto neighboring properties. Lighting should be appropriately shielded to prevent overspill above the horizontal level.
- Selected light fixtures should meet the City's minimum requirements for ambient light levels.

8.9 Streetscape Furniture, Water Features, and Public Art

Design Principles

Street furniture should be attractive, functional, easy to maintain, high quality, and vandal resistant. Water features and public art should not be monumental in scale, but should be easily viewed by pedestrians, providing an additional reason for them to congregate in and enjoy public places.

Intent

Site furniture, water features, and public art contributes to an inviting public realm and provides opportunities for people to gatherand interact. Variety in product types within the same family of styles is encouraged to maintain continuity in the design theme while preventing monotony.

Development Guidelines

Plazas

- A variety of seating types should be provided in public places, including café seating, benches, seat walls, and movable seating.
- Seating should be coordinated with shade trees and/or structures.
- Plaza water features should be designed with built-in or nearby seating and tactile features that are appealing to pedestrians (e.g., water flowing over stone that is accessible to children's touch).
- Care should be taken to design water features in a manner that will reduce potential health hazards such as mosquito breeding, stagnant water,, etc.
- Innovative public art should be incorporated into the design of plazas.

Parks

- Site furniture, including benches, picnic tables, and trash/recycling receptacles, should be coordinated with the overall design of the park.

Site furniture including benches, and trash/recycling receptacles should be coordinated with the overall design of parks.

Seating should be coordinated with shade trees or structures.

Landscape Design

- Drinking fountains and trash/recycling receptacles should be placed in high-use areas of parks, such as picnic areas and playgrounds.
- Drinking fountains and barbecue grills shall meet specific City type/style requirements, as defined in the City Park Design Guidelines.
- In addition to site furniture located at picnic areas and playgrounds, seating should also be placed under shade trees or structures at various locations in the parks to offer informal places to sit.
- Public art can be incorporated into the design of entry features and near playgrounds and other high-traffic areas to strengthen the theme of each park.

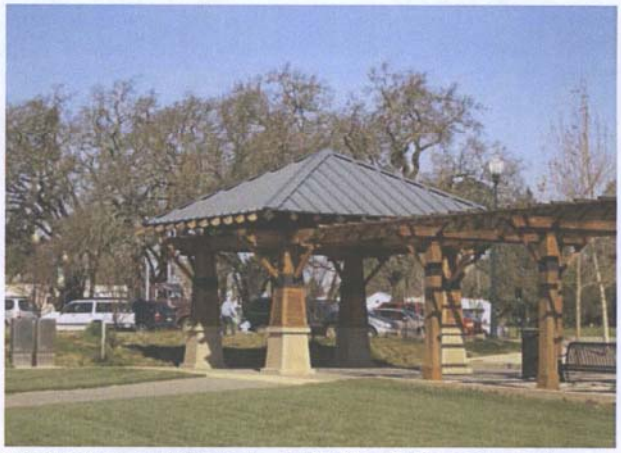
Trails and Paseos

- Seating, shade trees, drinking fountains, and trash/recycling receptacles should be placed at entry and exit points to trails and paseos, major intersections, and at intervals of approximately 1,200 - 1,400 feet along trails and paseos.

Transit Stops

- Transit stops located at convenient locations along major arterials and collector roads should be provided with bus shelters, seating, lighting, trash receptacles, and other amenities that are attractive, safe, and comfortable for users.

Seating, shade trees, drinking fountains and trash receptacles should be placed along trails and paseos.



Site furniture contributes to an inviting public realm that provides opportunities to gather, relax and interact.

8.10 Parking

Design Principles

The visibility of parking areas should be minimized by locating buildings adjacent to the street and dividing large lots into smaller parking clusters. Landscaping, low screen walls, landscaped berms, and other design elements should be used to screen parking areas from the street. Landscaping should be incorporated into the design of parking lots to soften paved areas, reduce heat during the summer months by providing shade, and help filter pollutants from the air.

Intent

Parking areas should be shaded, landscaped areas that provide for circulation by pedestrians and bicyclists, as well as efficient automobile circulation to reduce the visual impact of large expanses of parking and heat gain.

Development Guidelines

Single-Family Residential

- Use of common driveways, private streets, or alley-loaded access is encouraged for small-lot and attached residential building types.
    - Provide offsets between garage doors for architectural interest.

Multifamily Residential

- Parking lots should be located at the rear or in the interior of the development so as not to interfere with access to the street or interior common space.
- Smaller, scattered lots provide better access to residents and are less visually obtrusive than a single large lot.
- Underground parking in private or shared garages accessible from the street is desirable, if appropriate to the design of the structures.
- Garages should be varied in their location to minimize the impact of a row of garage doors. Rows of garages or carports around the perimeter of a development should be avoided.
- Parking should be landscaped and screened from adjoining uses and public streets. However, screening should not exceed 4 feet in height, and should be permeable so that areas can be viewed by passing pedestrians and vehicles.
- Convenient, accessible walkways should provide short, direct access from designated parking areas to dwellings.
- Garage and carport siding, roofing, and trim should match the materials used on the primary structure. The architectural styling of the garage should also match that used on the primary structures.

Landscaped entries to alley-loaded garages

Landscape Design

Commercial and Civic Uses

- Parking lots should be planted with trees to provide a minimum of 50% shading after 15 years in conformance with Sacramento City Code Section 17.68, "Landscaping and Paving Regulations." Shading should be calculated by using the expected diameter of the tree at 15 years.
- Parking lot stall size and configuration should conform to Sacramento City Code Section 17.64.030, "Development Standards for Parking Facilities."
- Parking lots adjacent to public sidewalks should be screened with appropriate design elements, such as low walls and landscaping. Screening materials should not block views of the parking lot from passing cars to promote safety within the lot.
- Parking lots should include signage and well-designed locations for ingress and egress that reduce conflicts with pedestrians and cyclists.
- Pedestrian routes through parking lots should be clearly designated with paving and landscaping. Entryways to major building entries should also be clearly visible.

Garage and carport siding, roofing, and trim should match the materials used on the primary structure.

Parking lots in commercial areas should be planted with trees that provide a minimum of 50% shade.

- Service loading and service parking areas should be integrated into the pedestrian access and circulation pattern to minimize conflicts with vehicles and pedestrians.
- Parking structures located on primary streets should be designed with retail, office, or other uses at the street level to avoid monotonous blank walls.
- Shared parking arrangements that reduce parking requirements are encouraged to avoid excessive parking.
- Major pedestrian access and routes through parking lots should be clearly designated with a change of paving and paving color, landscaping, and the use of special signage and lighting.
- Bicycle parking should be provided at all parks, commercial areas, and civic destinations.

Major pedestrian access and routes through parking lots should be clearly defined with change in the color and material of paving.

8.11 Landscape Setback Buffers

Design Principles

Landscape buffer areas should be provided to increase the compatibility between adjoining commercial and residential land uses to reduce potential conflicts. The buffer area setbacks shall include landscaped screen fences or berms and other features to control potential unwanted noise, light, glare, and odors impacting residents. In addition, landscape buffer setbacks shall be provided setbacks between urban activities and natural open spaces including wetlands to reduce potential impacts on natural habitat areas.

Intent

Good planning and design can help to increase the compatibility between the intensity and types of land uses by reducing potential conflicts, and generally make for better neighbors. Compatibility of adjoining land uses is concerned with the potential impacts and nuisances that may be created as a result of different types, intensity and levels of activity. Examples of such nuisances may include unwanted visual intrusions into private yards and windows, noise, light, glare, dust, unwanted traffic and congestion, shade and shadow impacts, and differences in the scale and character of adjoining architecture. Creating greater compatibility between disparate land use activities can be achieved through use of appropriate site design, increased setbacks, and the use of appropriate landscaped buffers.

While landscape buffers help provide greater compatibility between different types of land uses, the intent is also to reduce use of sound walls that can separate neighborhoods and create visual barriers along roadways, parks and open spaces. The land use pattern, street circulation, and site design of neighborhoods and centers is intended to create a more open and connected community and increase visual surveillance of public spaces.

Standards

- Landscaped setbacks shall be provided between commercial and residential land uses to create buffers to control potential conflicts.
- Landscaped buffer areas along rear and side yards shall be at least 10 feet in width, planted and screened with a minimum 6 foot decorative wall or fence.
- Landscape buffer areas between commercial loading docks and public streets and residential areas shall be a minimum of 15 feet in width, landscaped and screened with a berm and/or 6-foot high decorative wall.
- Landscape buffers shall be provided along all commercial parking lots along a public street a minimum of 15 feet in width, landscaped and screened with a low 3-foot wall and/or berm.

Development Guidelines

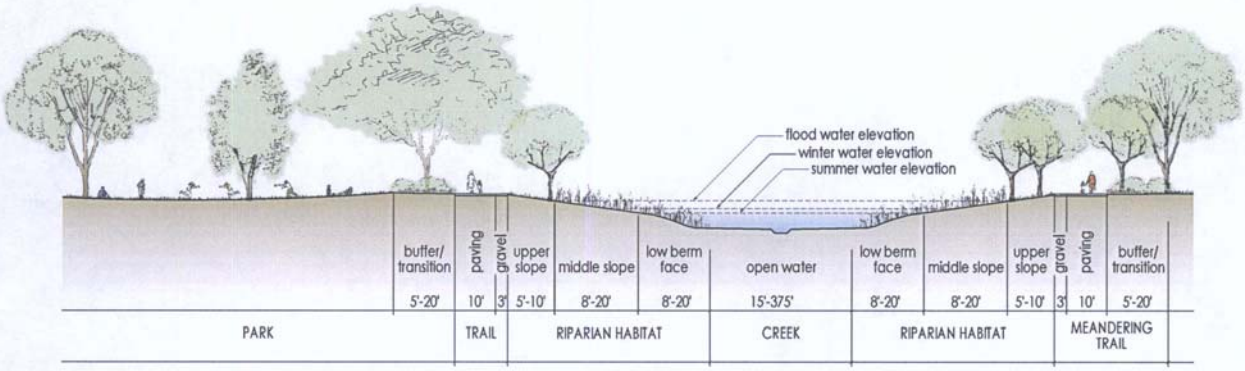
The land use pattern of Delta Shores is organized to provide an appropriate level of compatibility between residential neighborhoods, adjoining higher intensity commercial uses, open spaces and wetlands, and the surrounding community. A neighborhood park is located along Freeport Boulevard, creating a large open space setback to the new residential neighborhood and providing a community amenity to local Freeport residents. In addition, all open spaces and the restored wetland areas are provided with a 50-foot-wide open space buffer area and an additional 30-foot-wide landscaped buffer with trails and landscaping. In general, residential areas that adjoin commercial uses are separated with a roadway with wide landscaped setbacks. The following development guidelines provide direction on the design of landscaped buffers.

Open Space Buffer Design

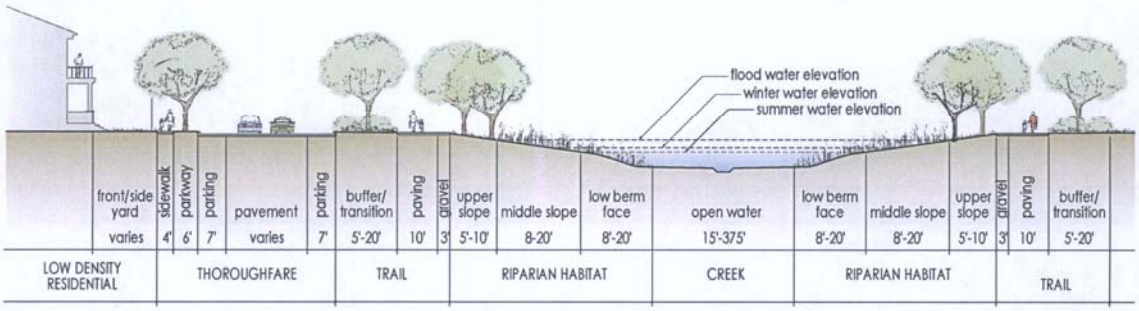
- In general, residential uses should either front onto or have their sides facing open space, parks, and recreation areas to provide visual control and surveillance of public spaces. Residential designs should avoid rear yards backing onto public open spaces, parks, trails, and recreation areas.
- A number of techniques may be employed in residential site design as buffers to adjoining uses such as: frontage roads, loop roads, "live-end" cul-de-sacs, and additional open space setbacks.

Commercial Landscape Buffer Design

- In general, commercial uses should front onto roadways adjoining residential neighborhoods and residential uses should either front onto or have side yards facing across commercial uses.
- Commercial uses and commercial parking areas should provide a sufficient landscaped setback along all roadways to create an overall landscaped boulevard design along the street.
- Landscape buffers should be planted with appropriate trees, shrubs and ground cover to create a visual screen between adjoining land uses.
- Landscape buffers in rear and side yards should be planted with trees, shrubs and ground cover to effectively screen unwanted visual intrusions from commercial areas to private residential yards.



Landscape Buffer Adjacent to Park

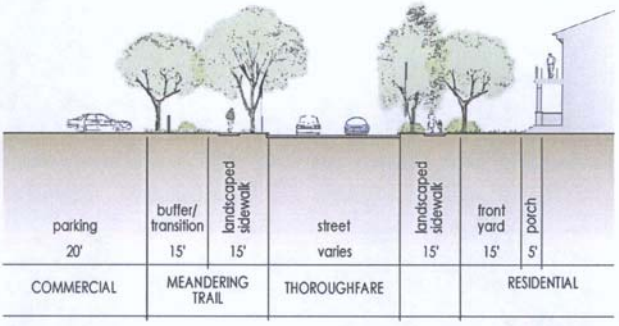


Landscape Buffer Along Residential Adjacent to Wetland

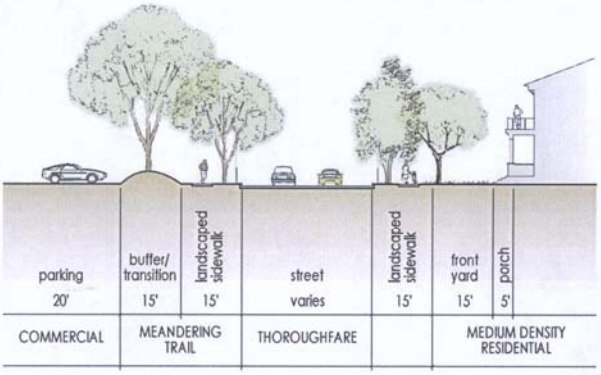
Landscape Design

Fences and Wall Design

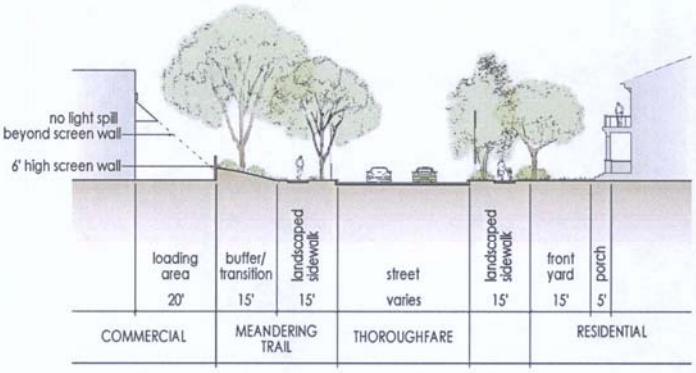
- Landscape buffers along rear and side yards should provide a minimum 6-foot high, decorative screen wall or fence along the property line.
- The visual prominence of walls and fences should be reduced through the use of landscape screening, trees, vines, shrubs, hedge plants and/or berms.
- Landscaped buffers along commercial loading areas shall be screened with a minimum 6-foot high decorative wall, landscaping, and/or berm to block views of loading and trash collection areas, to reduce noise from delivery trucks, and to help to control odors, noise, light and glare.
- Landscape buffers to commercial parking should be planted with trees, shrubs, and groundcover. A 3-foot high wall, fence, and/or landscaped berm should be used to help screen commercial parking lots from surrounding streets and uses. Screen walls, fences and berms should be of sufficient height to block views of the grill and lights of parked cars.
- Design of walls and fences should complement the surrounding residential and commercial architecture. A solid "good neighbor" wall or fence should be constructed of durable materials, and present a finished appearance from both properties.
- Chain link fencing, barbed wire fencing, or razor wire should not be used. Security fences are restricted to enclosure of large utility facilities in the Plan Area such as the power substation, corporation yards, and water tanks
  - Use of wrought iron fences is encouraged. Higher, 8- to 10-foot high fences or decorative block walls may also be appropriate, with surrounding



Landscape Buffer - Commercial Parking Area with Fence



Landscape Buffer - Commercial Parking Behind Low Berm



Landscape Buffer - Commercial Loading Area

landscaping such as ivy, vines, shrubs and trees to screen the barrier.

- Security fencing may include wrought iron barriers along the top.

- Commercial storage areas, delivery areas, and outdoor landscape material yards also may be enclosed within a higher 8- to 10-foot high screen wall, in the same style and materials as the main building architecture.

- Walls or fences of uses that abut open spaces should be designed with view fences. View fences are intended to provide privacy separation between land uses yet allow for visual connections into public open spaces, parks, and open spaces for visual surveillance.

  - View fences may consist of decorative metal fences, wood pickets, low cable fencing or rail fences.

  - View fences may be solid below 4 feet in height, with a more opaque or see-through material placed above to a maximum height of 6 feet.

  - See-through materials may include lattice, wrought iron, pickets, glass, or plexiglass, or wire mesh.

Lighting

- Lighting in commercial centers and commercial parking lots should be designed to limit light spillage and glare onto adjoining residential neighborhoods.

- All existing trees in the Delta Shores neighborhoods adjacent to the Freeport area should be preserved where ever possible and incorporated into parks, open spaces, and the rear yards of residences to maintain a suitable buffer and continuity with the existing Freeport community character.

Amenities within Buffers

- Landscape buffer areas are encouraged to incorporate on-site drainage swales into the design to reduce storm water run off and increase percolation into the ground water table. On site drainage swales should be designed as attractive landscaped zones with appropriate trees, shrubs and ground cover.

- Pedestrian amenities can also be incorporated into buffer areas such as pedestrian walkways, benches, trellis, planters, and lighting fixtures to create a pleasant place for people.

- Low monument signs, public art, and entry features may also be included in landscaped buffers that add to the overall character and senses of place from the community.

Landscape Buffer - Side and Rear Yard Commercial Area

Appendix

Delta Shores Commercial Center Anchor Tenant Checklist

Planning Division Authority and Criteria

New anchor tenant buildings within Delta Shores are subject to the Planned Unit Development (PUD) Development Guidelines. Buildings will be reviewed with an expedited review process utilizing the Anchor Tenant Checklist. Projects shall meet the standards identified in the checklist. The purpose of the checklist is to ensure that all new commercial construction within the Delta Shores PUD achieves quality design and adds value to the neighborhood.

Level of Review

If a project meets the checklist standards listed below, Planning Director's Plan Review is the required level of approval. If a specific checklist item cannot be met, the applicant shall provide an alternative and rationale for the use of the alternative. For projects that deviate from the checklist and an appropriate alternative and rationale are not provided, a Planning Commission Plan Review will be required.

	Delta Shores PUD Development Guidelines	**Complies with Guideline**	**Staff Verification**
1.0	Site Design (Sections 3.3, 3.9)		
1.1	Setbacks – Consistent with Zoning Ordinance		
	- Front – 20 feet		
	- Rear – 0 feet		
	- Interior Side – 0 feet		
	- Street Side – 20 feet		
1.2	Primary Façade/Entry Oriented toward interior parking areas or plaza		
1.3	Setbacks vary from adjacent buildings		
1.4	All loading areas shall comply with C2-PUD Zone		
1.5	All trash and recycling enclosures shall comply with C2-PUD Zone		
1.6	Loading, trash, and recycling areas shall be accessible from the side or rear of buildings away from public view and shall be functionally separated from pedestrian walkways		
1.7	Mechanical equipment shall be located away from pedestrian ways. The equipment shall be screened from public view at a ground level in a manner consistent with the character of the building and the overall commercial area		
2.0	Parking and Landscaping (Sections 3.4, 3.10, 3.11)		
2.1	Parking standards are consistent with the C2-PUD Zone		
2.2	Bicycle parking standards are consistent with the C2-PUD Zone		
2.3	Parking lot includes signage and well designed locations for ingress and egress		
2.4	Service loading and service parking areas are integrated into the circulation patter to minimize conflicts		
2.5	The site is designed to encourage pedestrian access and circulation with integrated walkways		

Appendix

Delta Shores PUD Development Guidelines	**Complies with Guideline**	**Staff Verification**
2.6 Major pedestrian access routes through parking lots are clearly designated through the use of the following elements:		
- change of paving and paving color		
- landscaping		
- signage		
- lighting		
- shade structures		
2.7 Bicycle routes are clearly marked with paving and signage		
2.8 Bicycle parking is evenly distributed along anchor tenant storefronts with safe, direct access to adjoining pedestrian walkways		
2.9 Bicycle parking (except for designated employee bicycle parking areas) is easily visible from store entries, windows or security stations		
2.10 Street trees should be spaced no farther apart than 30 feet on center, and should be located in either a 6-foot wide planting strip between the curb and sideway, or within a metal grated tree planter area of at least 4 feet by 4 feet adjacent to the curb		
2.11 Trees planted in surface parking lots shall be protected with curbs or tree grates or located in landscaped walkways		
2.12 Surface parking lots should be screened from adjacent streets with landscaping. Screening materials should only partially block lot view from passing cars		
2.13 Plant species should be suitable for the Sacramento climate		
2.14 High-maintenance annuals and perennials should be used only as accent elements		
2.15 Automatic controllers with rain shutoff valves should be used to increase water conservation		
2.16 Irrigation controls should be screened from view by landscaping or other attractive site materials		
2.17 Street furniture and pedestrian structures shall be consistent with the character and style of each commercial area		
2.18 Street furniture and pedestrian structure shall should be attractive, functional, easy to maintain, constructed of high-quality materials, and vandalism resistant		
2.19 Street furniture shall be installed in visible locations along pedestrian circulations routes		
2.20 Stand-along street furniture shall be constructed of cast metal with a powdercoated finish in colors and styles that complement the style of the commercial architecture		
2.21 A variety of seating alternatives, including seat walls and café tables, are available in addition to stand-alone benches		
2.22 Brick, stone, textured/stamped/colored concrete, or other decorative paving treatments are incorporated into pedestrian areas to define them and separate them for other uses, and create visual interest		
2.23 Street furniture, pedestrian structures, and hardscaping are designed to endure Sacramento's intense weather conditions		

	Delta Shores PUD Development Guidelines	**Complies with Guideline**	**Staff Verification**
3.0	**Building Design (Section 3.5)**		
3.1	Building articulation includes the following elements:		
	- variation in setbacks		
	- variation in height		
	- variation in roof form		
3.2	Building has a recognizable base and top and includes:		
	- use of articulated materials or colors at the base		
	- changes in colors and materials at different levels		
	- Use of ornamental building lines (moldings, cornices, and seams) to accentuate floors and levels		
3.3	Entryways are clearly defined with architectural details such as awnings, canopies, lighting, and signage		
3.4	Windows and doors are clear glass, except where tinted glazing is required by building orientation (avoid use of dark glazing and mirrored glass)		
3.5	All building entryways open directly onto a publicly accessible walkway		
3.6	Facades adjacent to and visible from 1-5 shall be in compliance with the elements listed below to create attractive, visually interesting elevations:		
	- signage		
	- varied roof heights		
	- variation in color		
	- multiple wall surfaces		
	- other architectural features		
3.7	Colors and Materials consistent with color/materials pallet		
3.8	One or more predominant colors used on the building and accented with two or more trim colors		
3.9	The predominate color on a building should be compatible with the overall character of the commercial area		
3.10	Accent colors shall be used on architectural details, signage, lighting, entry features, awnings		
3.11	Durable exterior materials shall be used on all sides of the building (use of vinyl or grooved plywood siding and sprayed-on, textured stucco is prohibited)		
3.12	Awnings and related architectural features are at least 8' above the pedestrian walkway		
3.13	Canopies, awnings, arcades and overhangs over window displays and entries are provided along pedestrian walkways on the ground floor of buildings		
3.14	Awnings are compatible with colors used on the main building		
3.15	Awnings are constructed of canvas, glass, and metal (avoid use of acrylic or vinyl awnings)		

Delta Shores PUD Development Guidelines		**Complies with Guideline**	**Staff Verification**
4.0	Lighting (Section 3.8)		
4.1	Accent lighting is complementary to the overall lighting style of the commercial center		
4.2	Specialized lighting is located at entries, building towers, and other unique architectural elements		
4.3	Indirect "wall washing" for buildings along I-5		
4.4	All front lighting should be baffled or obscured in channels		
4.5	Exposed fixtures, shades, or other elements are designed to contribute to the design of the storefront		
4.6	All exposed or skeletal neon is backed with an opaque coating		
4.7	Pedestrian areas shall be lighted by pole or bollard-type fixtures that are not more than 14 feet in height for pole lighting or 3 feet in height for bollards		
4.8	Parking lot lighting shall not exceed not exceed 40 feet in height		
4.9	Specialized pedestrian scale lighting shall be provided along pedestrian walkways within the parking lot		
4.10	Landscape lighting is supplemental only and shall not be used to meet safety and wayfinding requirements		
4.11	Uplights must be carefully selected to reduce glare		
5.0	Signage (Section 3.12)		
5.1	Signage is compatible with the character of the Center's signage program		