REPORT TO COUNCIL
City of Sacramento

915 I Street, Sacramento, CA 95814-2604
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13

Public Hearing
October 19, 2010

Honorable Mayor and
Members of the City Council

Title: Florin Road Corridor Plan – Policies, Rezones and Design

Location/Council District: Florin Road from Tamoshanter Way to Franklin Blvd., Districts 5 and 8

Recommendation: Conduct a public hearing and adopt 1) a **Resolution** approving environmental review of the actions implementing the Florin Road Corridor Plan, 2) a **Resolution** amending the 2030 General Plan to add new policies to the South Area Community Plan chapter and to establish the Florin station area as a Transit Village Development District under State law; 3) a **Resolution** amending the General Plan land use diagram to change the land use designation for parcel 049-0010-103-0000 from Suburban Neighborhood Low Density to Traditional Neighborhood Medium Density; 4) a **Resolution** approving the Florin Road Corridor Design Guidelines; 5) an **Ordinance** rezoning various parcels on the Florin Road Corridor; and 6) an **Ordinance** establishing the new Florin Road Corridor Design Review District per Chapter 17.132 of the City Code.

Contact: Remi Mendoza, Associate Planner, 808-5003; Desmond Parrington, AICP, Infill Coordinator, 808-5044.

Presenters: Desmond Parrington, Infill Coordinator

Department: Community Development

Division: Planning

Organization No: 21001223

Description/Analysis

Issue: City staff is seeking Council approval of: 1) the rezone of 56 properties to encourage a greater mix of development on Florin Road and to bring the sites into consistency with the 2030 General Plan; 2) an amendment to the South Area Community Plan Chapter of the 2030 General Plan to add new policies for the Florin

Road Corridor and to establish the quarter-mile area around the Florin light rail station as a Transit Village Development District in accordance with the State Transit Village Development Planning Act of 1994; 3) an amendment to the 2030 General Plan land use diagram to change the land use designation for parcel 049-0010-103-0000 from Suburban Neighborhood Low Density to Traditional Neighborhood Medium Density in order to facilitate development on this constrained site; 4) the creation of a new design review district for the Florin Road Corridor to promote quality development; 5) the use of new design guidelines for the new Florin Road Corridor Design Review District; and 6) approval of the environmental review of the project.

These actions are part of the overall Florin Road Corridor planning effort. This is a joint planning effort between the City and the County of Sacramento begun in late 2007 to promote coordinated planning and economic revitalization along the corridor. The boundaries extend along Florin Road between Tamoshanter Way in the City and Stockton Boulevard in the County. The Florin Road Corridor planning effort developed specific strategies to address housing, economic development, infrastructure and financing, public safety, and design needs of the corridor. These strategies will encourage well-designed infill and economic development along Florin Road. More detail on the Florin Road Corridor planning effort and the background on these strategies is included in Attachment 1.

A significant amount of outreach was done for these actions including community meetings, a website, presentations to business and community groups, newspaper advertisements, and noticing to property owners, businesses, and residents. A full description of the City's outreach efforts is included in Attachment 1. Public comments were generally supportive of these efforts; however, some changes have been made to accommodate individual property owner concerns.

Policy Considerations:

Rezoning for consistency with the Land Use Diagram is a top priority implementation measure of the 2030 General Plan. Furthermore, this is consistent with the goal of the Florin Road Corridor planning effort to promote redevelopment and reinvestment on Florin Road. The addition of the General Plan policies and the land use amendment are also consistent with the recommendations of the 2030 General Plan, which encourages mixed-use corridors and transit-oriented development. The creation of a new design review district and the use of design guidelines further the 2030 General Plan goal to require excellence in the design of the City's form and structure through development standards and clear design direction.

Environmental Considerations:

California Environmental Quality Act (CEQA): An Initial Study was prepared for the Project. Based on the Initial Study, it was determined that this is a subsequent project within the scope of the General Plan Master EIR. No additional environmental review is required per CEQA Guidelines Section 15177. A copy of

the notice and the Initial Study is available at:
http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/documents/FlorinRoadCorridorPlanNoticeInitialStudy.pdf

Sustainability Considerations: The changes recommended in this report are designed to eventually transform Florin Road from an auto-oriented corridor dominated by commercial strip centers into a multi-modal, mixed-use corridor that provides opportunities for people to live and work in the corridor, thereby reducing vehicle miles traveled and related greenhouse gases.

Committee/Commission Action: Staff presented these actions to the Design Commission on September 15, 2010, to Planning Commission on September 23, 2010 and to the Law & Legislation Committee on September 21, 2010. Planning Commission recommended the rezones and the General Plan amendments to Council while Design Commission unanimously recommended the creation of the Florin Road Corridor Design Review District and the use of new guidelines. The Law and Legislation Committee also recommended the creation of the new design review district and the rezones.

Rationale for Recommendation: These actions implement the 2030 General Plan land use policies and the recommendations from the joint City-County Florin Road Corridor planning effort. These changes are designed to support reinvestment and revitalization of the corridor and establish similar design and development standards in both the City and County.

Financial Considerations: Not applicable.

Emerging Small Business Development (ESBD): Not applicable.

Respectfully submitted by: _____
David Kwong
Planning Director

Approved by: _____
Max Fernandez
Director of Community Development

Recommendation Approved:

Gus Vina
Interim City Manager

APPROVED AS TO FORM:
CITY ATTORNEY

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Attachment 1

Background

The City's new 2030 General Plan identified Florin Road as one of the opportunity areas for future growth, particularly as a center for the community and as a mixed-use corridor. In order to lay the foundation for growth and revitalization of the entire corridor, City Council directed staff in late 2007 to partner with the County in a joint planning effort for the entire corridor. The resulting effort, called the Florin Road Corridor Plan, consists of a number of coordinated planning studies and actions designed to foster well-designed infill and redevelopment along the corridor. This effort has taken on greater urgency as the economic recession has had a negative impact on the corridor resulting in high vacancy rates and the closure of almost all the auto dealerships that have operated there since the 1970s. The actions contained in this report carry out recommendations from the Florin Road Corridor Plan.

As a result of several background studies, including market analyses and planning and economic studies, there was a recognition that the corridor needed to shift from a predominantly commercial area to one that supports a greater mix of uses, including residential, retail and office development. Currently, almost all of the corridor is zoned C-2 (General Commercial; refer to Attachment 2). Commercial areas should be located at key sites such as major intersections where they are more likely to be successful over the long-term. As a result, City and County staff looked at ways of encouraging more mixed use on the corridor. This included reducing the amount of commercial zoning such as C-2 and replacing it with zoning that supported mixed-use development while concentrating commercial at the intersections of Florin and Franklin, Florin and 24th Street, and near Highway 99 and Stockton Boulevard where there is the highest visibility and greatest likelihood of long-term success. Much of the commercial that exists between these areas is currently either vacant or is struggling. Thus, staff is proposing over time to promote a greater mix of uses by eventually rezoning those parcels from C-2 to RMX (Residential Mixed-Use).

City staff is proposing the rezone of 56 parcels on Florin Road to bring them into consistency with the 2030 General Plan and also to implement the recommendations of the Florin Road Corridor Plan as shown on the maps in Attachments 2 and 3 and in Exhibit A of Attachment 9. The rezones will help fulfill the vision for Florin Road as a mixed-use corridor and as a destination for the area.

Due to concerns about the impact of the rezones on existing business, staff is taking a gradual approach to the rezoning in this first phase and limiting the rezoning effort to 56 parcels as this time (refer to Attachment 3 and Exhibit A of Attachment 9). Staff proposes to rezone those sites that are vacant or where the property owners support the proposed rezone. In addition, changes will also be made around the light rail station area to encourage higher density, transit-supportive development. These rezones implement part of the Florin Road Station Area TOD Concept and Guidelines that was accepted by Council in February 2009. Many of the proposed rezones include changing sites zoned C-2-R to C-2. The C-2-R designation requires site plan review by Planning

staff. Since staff proposes the creation of a new Florin Road Corridor Design Review District, the separate site plan requirement would be redundant as it will be part of the design review process.

As the economy improves and mixed-use and residential development become economically feasible again on the corridor, staff will likely bring forward additional rezoning proposals to encourage that type of development. The risk of doing those rezones now is that property owners could be saddled with zoning that requires them to build something which is not yet feasible in the current market.

The proposed General Plan land use change is for one parcel (APN: 049-0010-103-0000) that is accessed from 29th Street south of Florin (refer to Exhibit A of Attachment 6). The land use is being changed from Suburban Neighborhood Low Density (3-8 units/acre) to Traditional Neighborhood Medium Density (8-21 units/acre). Under the current land use designation, it is unlikely the site will be able to be developed with large single-family homes because of the parcel's limited access off of 29th Street. Compact single family homes or town homes are more likely to be feasible on this location and would be permitted under the new designation.

Staff is also proposing the addition of new policies in the Florin Road section of the South Area Community Plan chapter of the 2030 General Plan (refer to Exhibit A of Attachment 5). These policies address both the Florin Road Corridor and more specifically, the Florin light rail transit station area. The policies are an outgrowth of the Florin Road Corridor planning effort and support the development of a mixed-use corridor on Florin Road. In addition, they establish the area within a quarter-mile of the Florin light rail station as a Transit Village Development District in accordance with the Transit Village Development Planning Act of 1994 (California Government Code section 65460 *et seq.*), which will make the area eligible for future State incentives and funding.

In addition to the rezones and policy changes, staff is recommending the creation of a new design review district in the Florin Road Corridor area (refer to Exhibit A of Attachment 8). The Florin Road Corridor has been dominated by small strip centers and some big box format retailers, with little landscaping, and buildings set back great distances from the street front to accommodate parking. In some cases, very little attention has been paid to building design or site design issues. Staff believes that the creation of a design review district and the use of design guidelines for Florin would help improve the area, provide helpful guidance to developers, stimulate more investment over time, and create a more welcoming environment for shoppers, residents, and visitors.

The proposed guidelines address design for commercial, mixed-use, and residential development (refer to Exhibit A of Attachment 7). There is also a section that deals specifically with the Florin light rail station area. The guidelines deal with such issues as: site design; building massing and scale; relationship to the street; facades; materials; signage; parking design; and site elements including landscaping, storage areas, and fencing.

Community Outreach

In conjunction with the County and the consultant team, City staff conducted extensive outreach for the Florin Road Corridor Plan in late 2007 and 2008, including several community meetings, stakeholder interviews, youth planning sessions, on-line surveys, and booths at the Florin farmer's market. More recently in July 2010, City staff sent out over 2,000 notices about the rezones, land use change, and design review district to property owners, businesses, residents, and tenants on Florin Road and within 500-feet of the district boundary. In addition, the General Plan amendments were advertised in the paper in accordance with City Code Section 17.200.010. A City webpage (www.sacgp.org/florin) was created where information on the rezones, General Plan amendments, policy addition, design review district and the guidelines were available for review and comment for over a month. In addition, staff gave presentations to the Florin Road Partnership board of directors and to businesses at the Partnership's general meeting in July.

Planning and Neighborhood Services staff worked together to alert neighborhood and community groups in the area about the changes and notified them about the community workshop in August. Staff met with property owners and held a community workshop on August 11, 2010, where staff described the proposed changes and answered questions. There were few comments in opposition to the creation of the design review district or on the guidelines. The public was generally supportive of staff's efforts on Florin Road.

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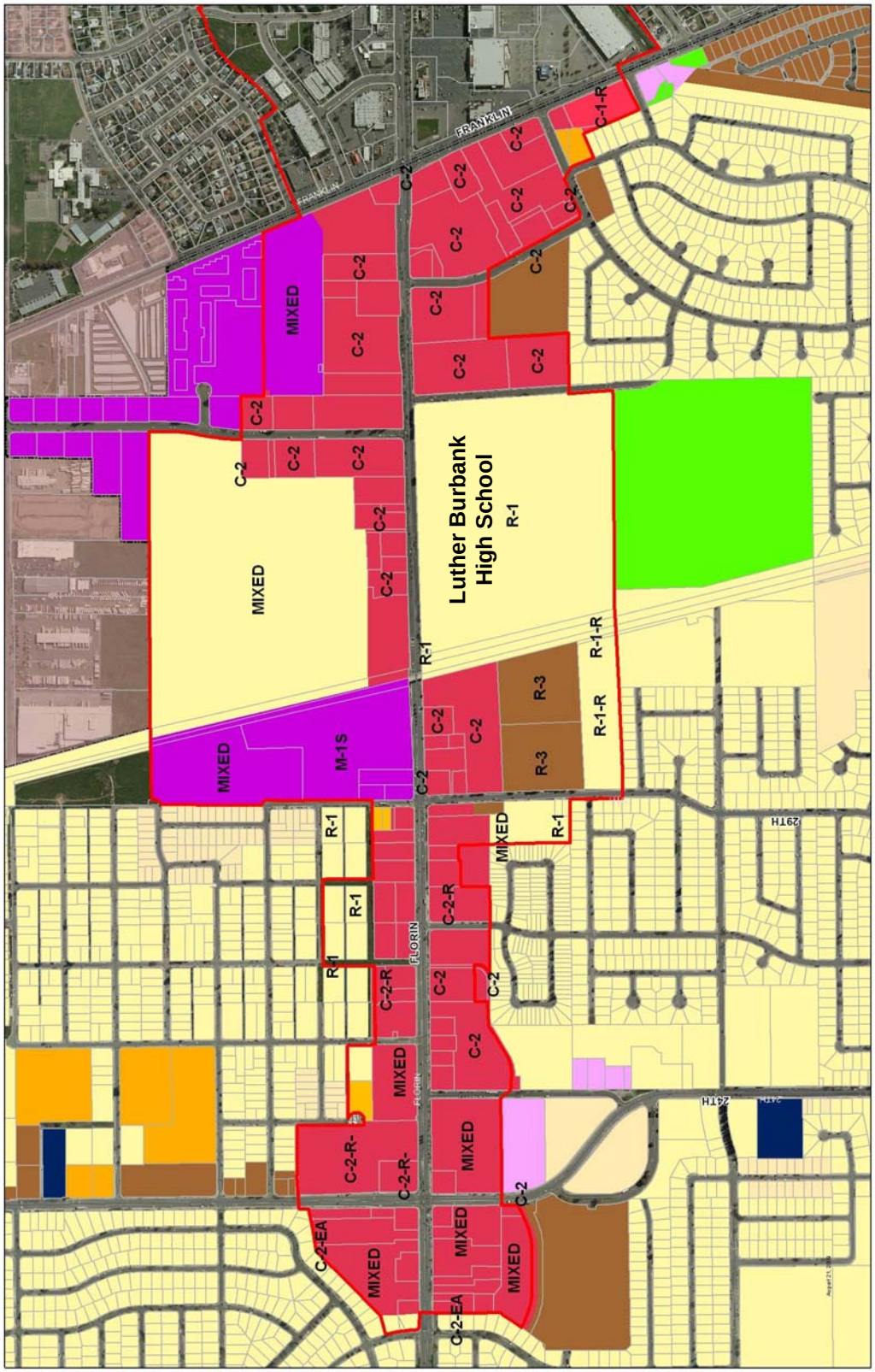
Attachment 2

Existing Zoning



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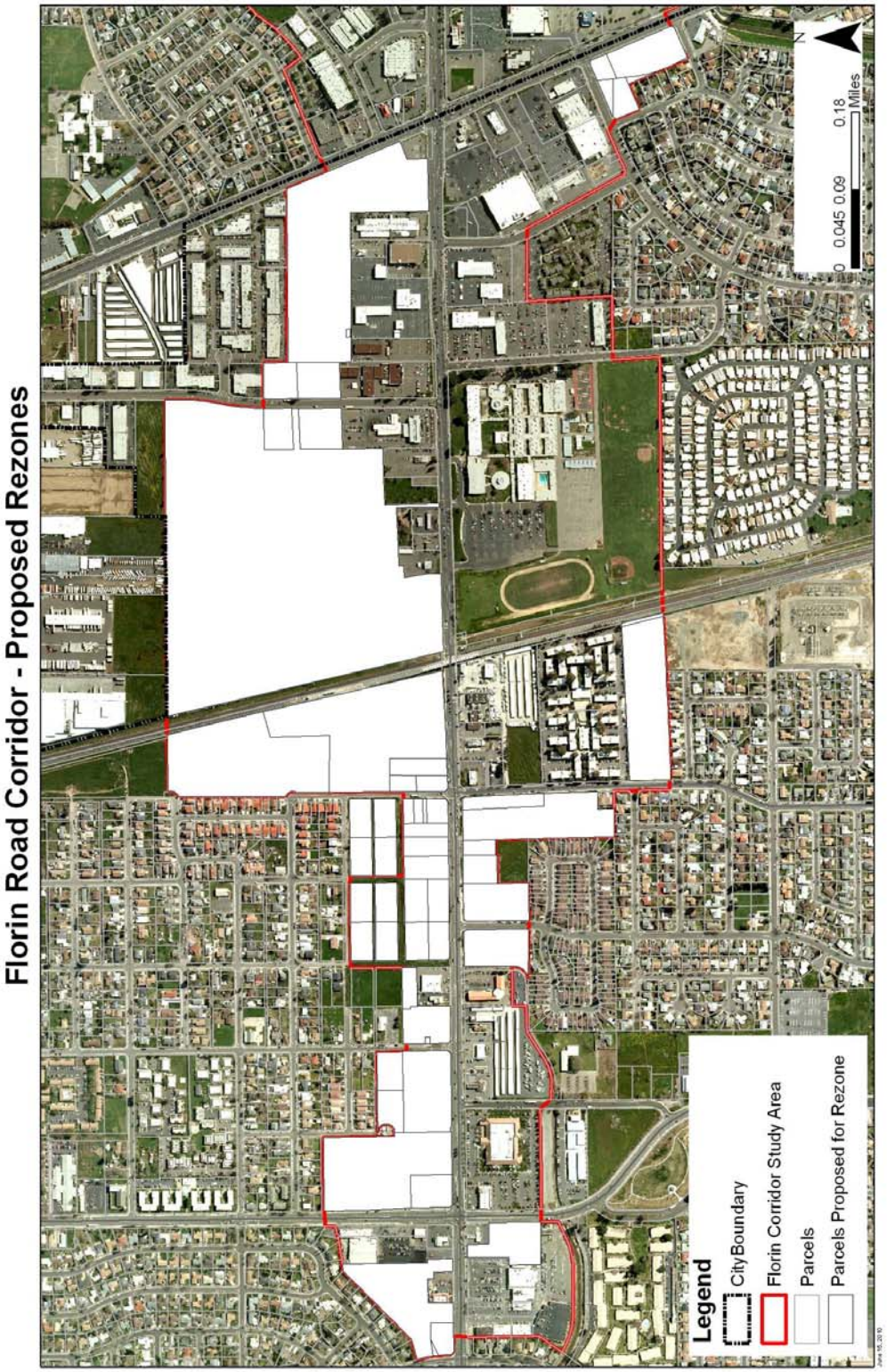
Sites Affected by Proposed Rezoning



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Attachment 4

RESOLUTION 2010- ___

Adopted by the Sacramento City Council

APPROVING ENVIRONMENTAL REVIEW FOR THE ACTIONS IMPLEMENTING THE FLORIN ROAD CORRIDOR PLAN

BACKGROUND

A. On September 23, 2010, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the land use change, rezones, and design review implementation actions recommended as part of the Florin Road Corridor Plan.

B. On October 19, 2010, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(1)(a) and (c) including publication and mail within 500 feet and received and considered evidence concerning implementation actions for the Florin Road Corridor Plan.

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

Section 1. The City Council finds that the Master Environmental Impact Report for the 2030 General Plan was certified on March 3, 2009 and the 2030 General Plan was adopted on that date.

Section 2. The City of Sacramento was the Lead Agency for the Master EIR.

Section 3. An initial study has been prepared for the project, and concluded that the project was described in the Master EIR and that the project would not cause any additional significant environmental effects that were not examined in the Master EIR. No new additional mitigation measures or alternatives are required, and the project is within the scope of the Master EIR.

Section 4. The City has incorporated all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR. The City has provided notice of its intended action by publishing the required notice in a newspaper of general circulation in the area affected by the project, and by posting the notice in the office of the county clerk for a period of thirty days, as required by CEQA Guidelines Section 15177 and 15087.

Section 5. The City Council directs that, upon approval of the Project, the City's Environmental Planning Services shall file a notice of determination with the County Clerk of Sacramento County and, if the Project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of CEQA section 21152.

Section 6. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

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Attachment 5

RESOLUTION NO. 2010- ___

Adopted by the Sacramento City Council

AMENDING THE SOUTH AREA COMMUNITY PLAN CHAPTER OF THE SACRAMENTO 2030 GENERAL PLAN TO ADD POLICIES FOR THE FLORIN ROAD CORRIDOR AND ESTABLISHING THE FLORIN TRANSIT VILLAGE DEVELOPMENT DISTRICT (LR07-008)

BACKGROUND

A. On October 15, 2002, the City Council accepted the Transit for Livable Communities (TLC) recommendations, which provided recommendations and strategies for transit-supportive development proximate to existing and future light rail stations.

B. On October 2, 2007, the City Council directed staff to work with the County of Sacramento to initiate the Florin Road Corridor planning effort to ensure similar design and development standards across the corridor and promote revitalization of the area. This effort consists of land use changes, rezones, design guidelines, a streetscape master plan, infrastructure analysis, a financing strategy and other background studies.

C. On March 3, 2009, the City Council adopted the 2030 General Plan, which includes land use and policy direction to promote infill development in key opportunity areas, including commercial corridors and areas served by transit such as the Florin Road Corridor.

D. On October 6, 2009, the City Council designated the Florin Road Corridor as a Tier 1, high priority, shovel-ready area in order to promote reinvestment efforts in the area and to prepare the area for new development that would fulfill the vision of the 2030 General Plan and Florin Road Corridor planning effort.

E. The policies in Exhibit A for the Florin Road Corridor and the Florin Transit Village Plan Area are consistent with the goals and policies of the South Area Community Plan and the 2030 General Plan.

F. The policies included in Exhibit A of this resolution support the City and County's vision for the Florin Road Corridor and were drafted in accordance with the provisions of the State Transit Village Development Act (Government Code section 65460 et seq.), which encourages mixed-use development at higher densities around transit stations.

G. An environmental review of the project determined that these actions constitute a subsequent project within the scope of the General Plan Master EIR.

H. On September 23, 2010 the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve the Florin Road Corridor Plan implementation actions (LR07-008).

I. On October 19, 2010, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(1) (a) and (c) (publication and mail (500 feet)), and received and considered evidence concerning the Florin Road Corridor Plan implementation actions (LR07-008).

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

Section 1. The South Area Community Plan chapter of the 2030 General Plan is hereby amended to add the language and policies identified in Exhibit A.

Section 2. All land within the South Area Community Plan that is not more than a quarter mile from the Florin light rail station is hereby designated the Florin Transit Village Development District pursuant to the Transit Village Development Planning Act of 1994 (Government Code section 65460 et seq.). The Florin section of South Area Community Plan chapter of the 2030 General Plan shall serve as the transit village plan for the Florin Transit Village Development District.

Section 3. Exhibit A is a part of this Resolution.

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Exhibit A – South Area Community Plan Policies

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Exhibit A
2030 General Plan/South Area Community Plan Amendment
Policy Additions

[To be inserted after the infrastructure challenges discussion on page 3-SA-36 of the South Area Community Plan chapter of the City's 2030 General Plan.]

Policies for the Florin Road Corridor/Florin Subregional Center

In order to promote reinvestment and the long-term success of the Florin Road Corridor area, the City and County of Sacramento jointly prepared the Florin Road Corridor Plan, a planning effort to ensure a consistent vision for the revitalization of both the City and County side of the Florin Road Corridor. The Plan is comprised of specific individual strategies designed to address the housing, economic development, infrastructure, public safety, and design needs of the corridor. Key policies from that planning effort are listed below and apply to the City portion of the area shown in Figure SA-FRC-1 (see

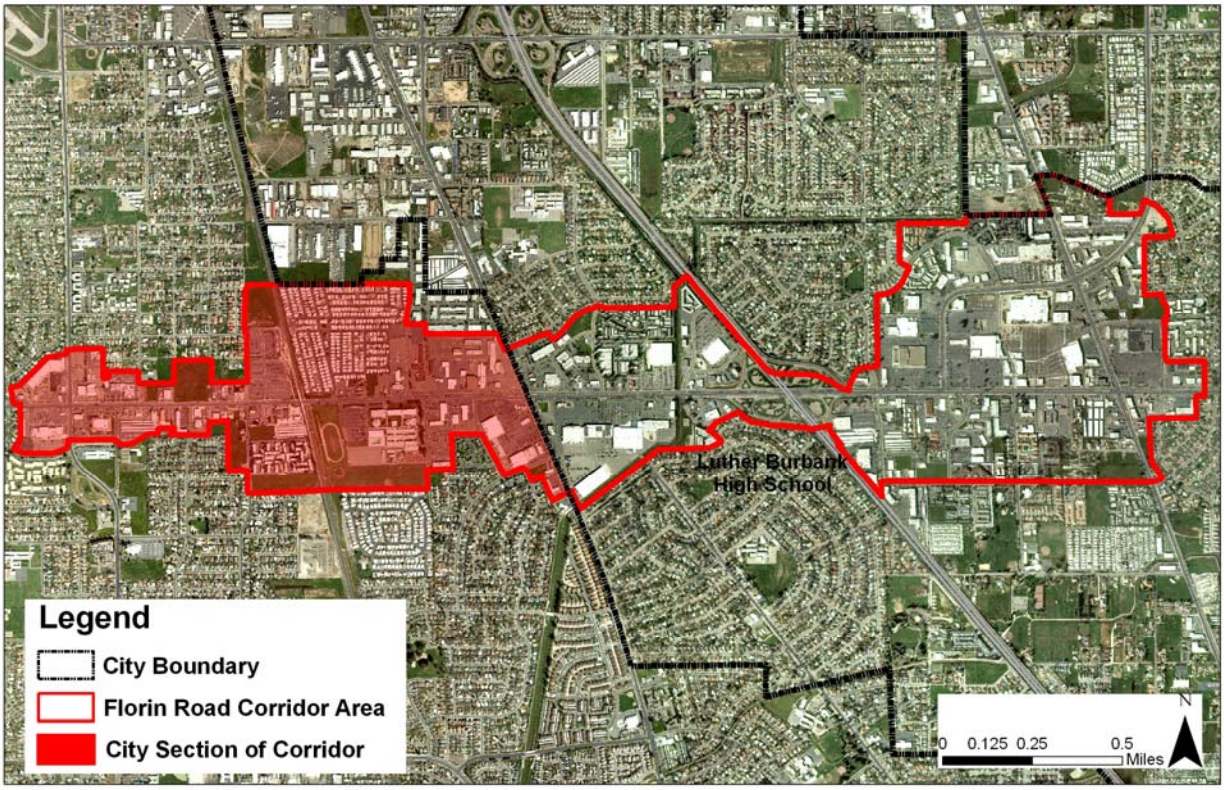


Figure SA-FRC-1 – Florin Road Corridor showing City section (shaded)**.**

shaded area).

SA.FRC 1.1 **Commercial Nodes.** The City shall create key commercial nodes by concentrating commercial zoning around the key intersections of 24th Street and Florin and Franklin Blvd. and Florin. *(RDR)*

SA.FRC 1.2 **Mixed-Use Corridor.** The City shall promote more mixed-use development on the corridor between the key commercial nodes through the use of zoning, flexible development standards, and other development incentives. *(RDR)*

SA.FRC 1.3 **Residential Development.** The City shall encourage high quality residential development along the corridor, especially in areas between the major commercial nodes, by allowing residential and mixed-use development in commercial zones. *(RDR)*

SA.FRC 1.4 **Large Parcel Development.** The City shall encourage the addition of new streets and smaller block sizes as well as bicycle/pedestrian pathways to help provide better access to large parcels and to develop a more walkable environment. *(RDR)*

SA.FRC 1.5 **Reinvestment and Redevelopment.** The City shall explore regulatory options and tools that facilitate land assembly, identify financial resources, and promote reinvestment in order to encourage new development on the corridor. *(RDR, FB)*

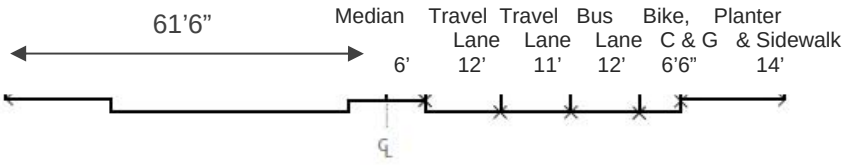
SA.FRC 1.6 **Economic Development.** In conjunction with the Florin Road Partnership, the City shall continue to use the enterprise zone and pursue other incentives to support existing businesses and attract new employers. *(JP, MPSP)*

SA.FRC 1.7 **Parks and Gathering Places.** The City shall encourage the development of parks, plazas, and other types of gathering places for people at key locations, such as the light rail station or commercial nodes, on Florin Road and promote events and programming for those places. *(RDR)*

SA.FRC 1.8 **Circulation.** The City shall require circulation improvements that promote a multi-modal (e.g., pedestrian, bicycles, transit, and automobiles) transportation network on Florin Road. *(RDR, MPSP)*

SA.FRC 1.9 **Bus Rapid Transit.** The City shall provide sufficient right-of-way along Florin Road between Indian Lane and Franklin Boulevard in order to support improved transit service there, including bus rapid transit (BRT) lanes or business access transit (BAT) lanes, consistent with the Sacramento Regional Transit Master Plan and to the satisfaction of the City's Department of Transportation. Refer to example Florin Road cross section in Figure SA.FRC-2 below. *(RDR, MPSP)*

Figure SA.FRC-2
Florin Road – Example BRT Configuration
4-Lane Arterial with Bus Rapid Transit Lanes
(123' ROW)



SA.FRC 1.10 **Transportation Network.** The City shall evaluate the transportation network and work with property owners and developers to increase opportunities for improved access to large parcels and to create pedestrian scale blocks along the Florin Road Corridor. *(RDR, MPSP)*

SA.FRC 1.11 **Civic and Educational Uses.** The City shall encourage educational and civic uses, such as youth centers and vocational schools, to support surrounding neighborhoods and promote business growth. *(RDR)*

SA.FRC 1.12 **Safety.** The City shall support public safety efforts of the Florin Road Partnership and continue to promote close coordination between the City Police Department and County Sheriffs and the California Highway Patrol to maintain a safe environment for businesses and residents. *(SO)*

SA.FRC 1.13 **Infrastructure.** The City shall pursue funding to improve infrastructure on Florin Road to create "shovel-ready" development sites. In addition, the City shall ensure that development plans provide adequate water, sewer, and drainage capacity on Florin. *(FB, RDR, MPSP)*

SA.FRC 1.14 **Utility Undergrounding.** The City shall work with SMUD and cable companies to place power lines underground on Florin Road. *(JP)*

SA.FRC 1.15 **District Themes.** As shown below in Figure SA-FRC-3, the City shall promote the development of a "neighborhood district" on Florin west of the railroad tracks and a civic, cultural and sports/ entertainment district east of the tracks in order to inform the scale and character of development. *(RDR, JP)*

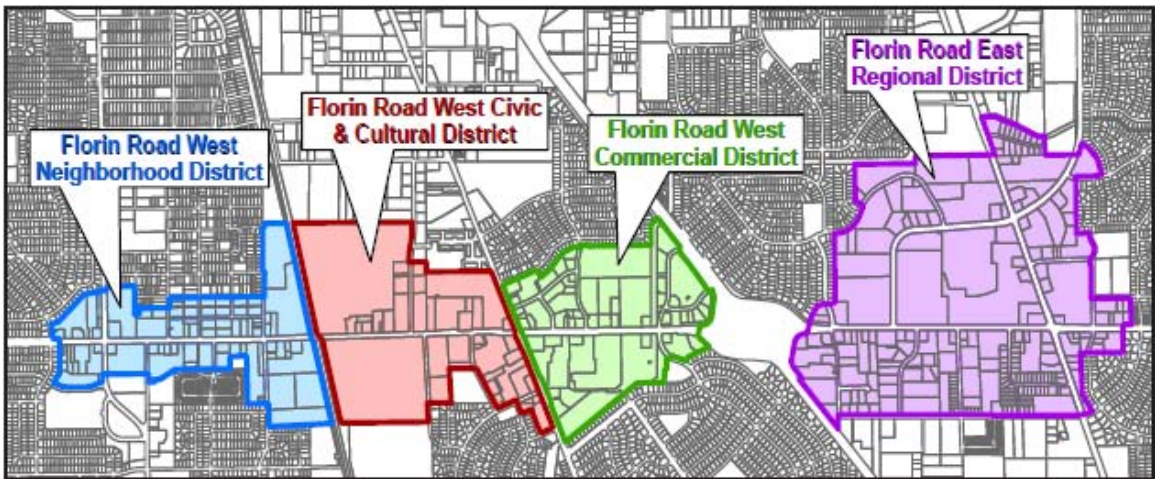


Figure SA-FRC-3 – Florin District Overview Map

SA.FRC 1.16 **Gateways.** At the major entrances to the corridor (i.e., 24th Street and Florin and at Franklin and Florin), the City shall encourage the use of gateway elements and support higher building heights in order to create an attractive entry to the corridor. *(RDR)*

SA.FRC 1.17 **Security Through Design.** The City shall continue to promote and use Crime Prevention Through Environmental Design (CPTED) design techniques in its review of new development on Florin Road, encouraging street-level activity and plenty of "eyes on the street." *(RDR)*

Florin Transit Village Plan

The Florin Transit Village Plan Area covers the area in orange shown on the map. In accordance with State law, the Florin Transit Development District encompasses the area within a quarter mile of the existing light rail station. The Transit Village Plan Area is envisioned as a mixed-use community with range of housing types as well as retail services, facilities, and parks and greenways that serve residents as well as surrounding neighborhoods. The large parcels that currently exist would be broken up into a series of smaller blocks with streets and pedestrian pathways that would serve residents as well as commuters. The north and south side of Florin is envisioned as a "main street" with commercial uses that line the street while higher density mixed-use development would be located interior to the project and along Indian Lane. Mixed-use and residential development would be built around a series of parks and greenways.

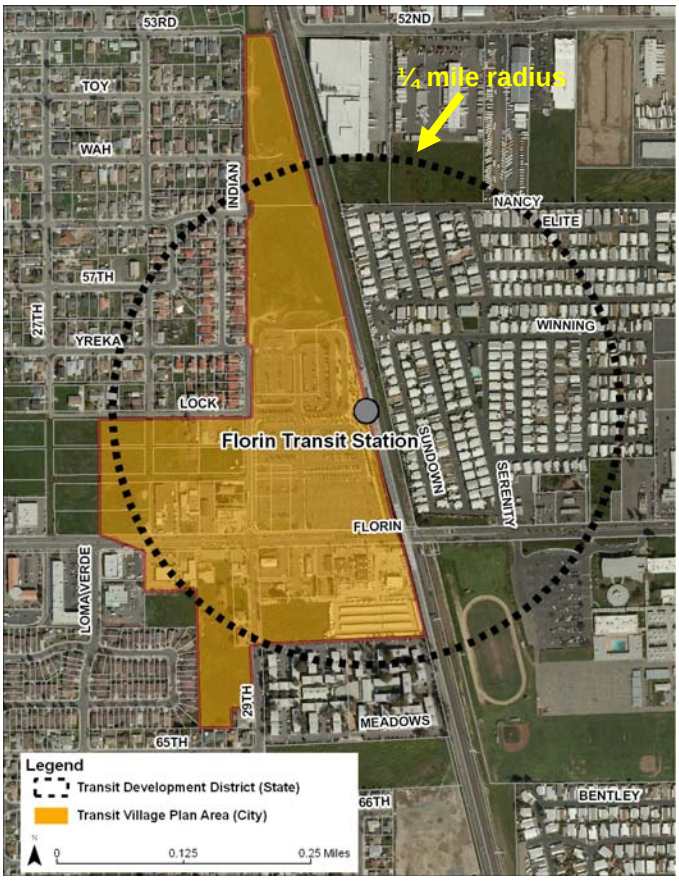


Figure SA-FTV 1: Florin Transit Village Plan area with Florin Transit Development District boundary (1/4 mile radius from station)

The focal points of the village would be the central park and the transit plaza adjacent to the light rail tracks which would be bordered by higher density mixed-use development. As the area develops over time, town homes, duplexes and other compact single family residential buildings would be built to the north and the west of the station in order to blend with the surrounding single family neighborhoods. Financial and regulatory incentives will be provided to encourage development of transit supportive and sustainable development consistent with the Plan in a manner that avoids conflicts with existing residential neighborhoods**.**

The following policies are based on recommendations from the *Florin Road Station Area Transit Oriented Development Concept and Guidelines* (2009). The Florin Transit Village Plan Area, as shown above in Figure SA-FTV-1, was adopted as a transit village plan pursuant to California Government Code Section 65460.2. The policies identified below apply to the Florin Transit Village Plan Area (shaded area in Figure SA-FTV-1).

SA.FTV 1.1 **Transit Supportive Uses.** The City shall encourage uses within the Florin Transit Village that have daily or frequent patronage, such as offices, hotels, or high-density development. *(RDR)*

SA.FTV 1.2 **Incompatible Uses.** The City shall discourage uses within the Florin Transit Village that might be detrimental to transit ridership such as those with low frequency patronage, or automobile related uses, such as warehouses, self-storage, service stations, or car sales lots. *(RDR)*

SA.FTV 1.3 **Variety of Housing Types.** Through the use of zoning, incentives, and flexible development standards, the City shall encourage a range of housing types including such housing types as compact single-family housing, townhouses, condominiums, lofts and apartments that meet the needs of a diverse population. *(RDR)*

SA.FTV 1.4 **Screening and Buffering.** The City shall require new development in the Florin Transit Village to provide screening and buffering from adjacent industrial uses (e.g. railroad tracks) in the form of landscaping, masonry walls, or parking lots (surface and structure) to reduce potential noise and visual impacts. *(RDR)*

SA.FTV 1.5 **Ground Floor Visibility.** The City shall require windows to be provided on the street level of new buildings in the Florin Transit Village as a visual link between business and pedestrians. Ground-floor commercial facades facing streets, sidewalks, pedestrian routes and public plazas shall have non-reflective, transparent windows. *(RDR)*

SA.FTV 1.6 **Development Incentives.** The City shall pursue grant funds and whenever possible offer economic and/or regulatory incentives for transit-oriented development (TOD) projects in the plan area. *(RDR, FB)*

SA.FTV 1.7 **Infrastructure Financing.** The City shall pursue funding for infrastructure improvements in the transit village area and shall require new development to participate in a funding program or pay their fair share for infrastructure improvements. *(FB)*

SA.FTV 1.8 **Greenways, Parks and Public Spaces.** The City shall require that development of the Florin Transit Village area include a variety of public spaces and gathering places such as parks and plazas as well as a network of pedestrian greenways that link the open spaces to residences, businesses, and the station area. *(RDR)*

SA.FTV 1.9 **Street Network and Design.** The City shall require a network of streets that establish an urban block pattern in order to ensure that traffic will move slowly through the area, and pedestrians will be able to cross at intersections with safety and ease. Furthermore, as the only signalized entrance in the station area, the City shall require that Indian Lane is designed so that it becomes a safe entry point for pedestrians, automobiles and bicycles. *(RDR, MPSP)*

SA.FTV 1.10 **Connections.** The City shall ensure clear, safe and convenient access to and from the station area including connections to the surrounding neighborhoods, Luther Burbank

High School and eventual connections to residential and commercial areas east of the light rail tracks. *(RDR, MPSP)*

SA.FTV 1.11 **Parking.** The City shall support reduced parking ratios for transit oriented residential or commercial development in the transit village area and promote the efficient design and use of parking including curbside parking, shared parking, and the use of parking structures for higher density development and park-and-ride areas. *(RDR)*

SA.FTV 1.12 **Coordination.** The City shall coordinate closely with Regional Transit, the Florin Road Partnership, neighborhood associations, and other business and community groups in the development of the transit village area. *(IGC, JP)*

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Attachment 6

RESOLUTION NO. 2010- ___

Adopted by the Sacramento City Council

AMENDING THE
SACRAMENTO 2030 GENERAL PLAN
LAND USE DIAGRAM FOR PARCEL 049-0010-103-0000

BACKGROUND

A. On October 2, 2007, the City Council directed staff to work with the County of Sacramento to initiate the Florin Road Corridor planning effort to ensure similar design and development standards across the corridor and promote revitalization of the area. This effort consists of land use changes, rezones, design guidelines, a streetscape master, infrastructure analysis, a financing strategy and other background studies.

B. On March 3, 2009, the City Council adopted the 2030 General Plan, which includes land use and policy director to promote infill development in key opportunity areas, including commercial corridors and areas served by transit.

C. Based on a review by City staff of parcel 049-0010-103-0000 located on 29th Street south of Florin Road, it was determined that the current General Plan land use designation of Suburban Neighborhood Low Density (3-8 du/ac) would hamper development of the site given the dimensions of the property and its limited access from 29th Street.

D. Staff determined that the Traditional Neighborhood Medium Density (8-21 du/ac) would allow for more development possibilities and would serve as a buffer between the higher density apartments to the north and the low density single family development south of the property.

E. On September 23, 2010 the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve the Florin Road Corridor Plan implementation actions (LR07-008).

F. On October 19, 2010, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(1) (a) and (c) (publication and mail (500 feet), and received and considered evidence concerning the Florin Road Corridor Plan implementation actions (LR07-008).

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

Section 1. The General Plan land use diagram is hereby amended to change the designation for Assessor Parcel Number 049-0010-103-0000 from Suburban Neighborhood Low Density to Traditional Neighborhood Medium Density as shown in Exhibit A.

Section 2. Exhibit A is a part of this Resolution.

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Exhibit A – General Plan Land Use Diagram Change

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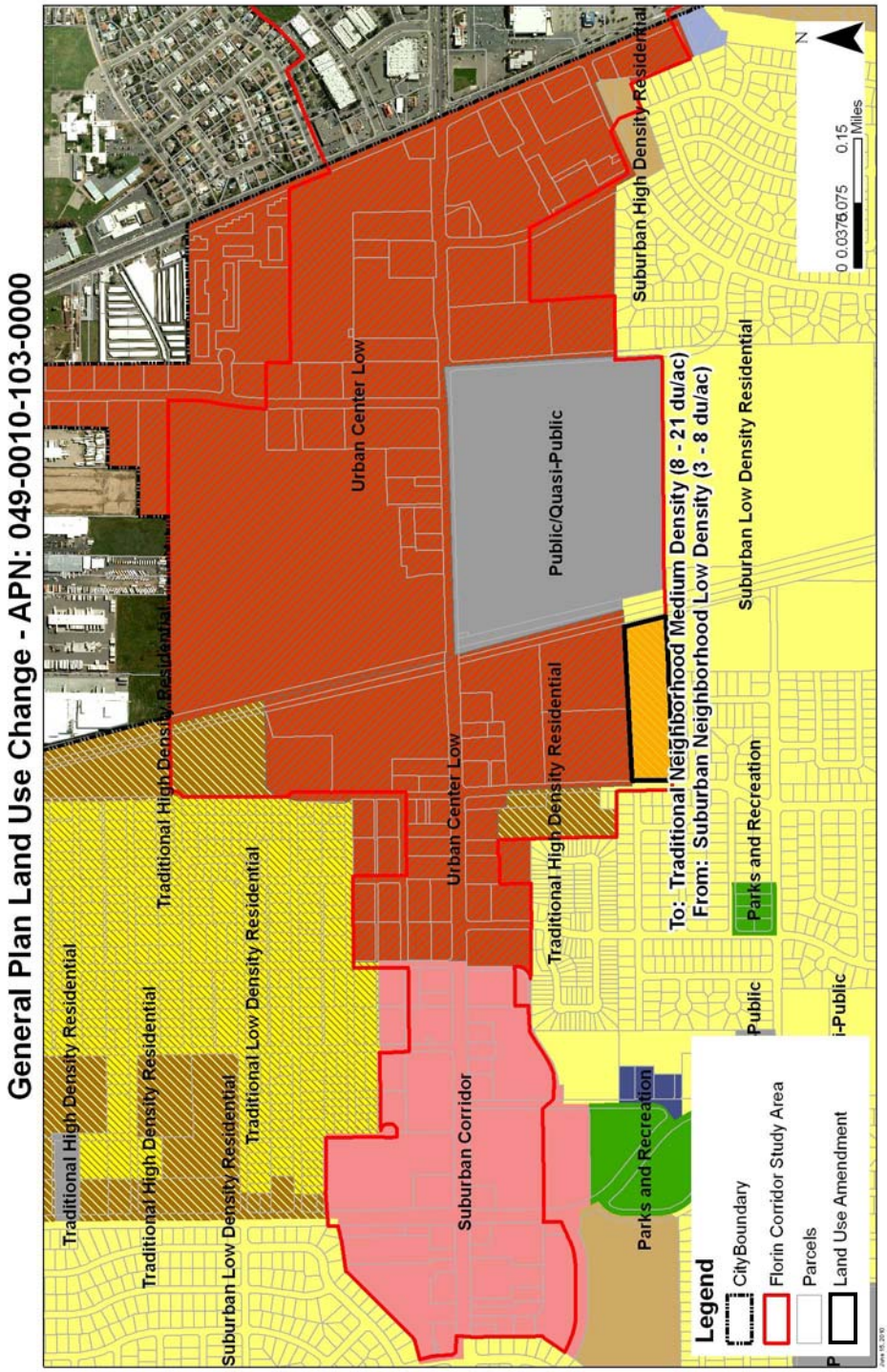
Exhibit A
Amendment to 2030 General Plan Land Use Diagram
APN: 049-0010-103-0000



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Attachment 7

RESOLUTION NO. 2010- ___

Adopted by the Sacramento City Council

ADOPTING THE FLORIN ROAD CORRIDOR DESIGN GUIDELINES FOR THE FLORIN ROAD CORRIDOR DESIGN REVIEW DISTRICT

BACKGROUND

A. The Florin Road Corridor Design Guidelines were prepared in conjunction with the Florin Road Corridor Plan. A noticed public hearing was held to review the Florin Road Corridor Design Guidelines and establishment of the Florin Road Corridor Review District to accept public comments and to recommend approval of the new design review district and adoption of the design guidelines by the Design Commission.

B. The Florin Road Corridor Design Guidelines contain architectural and streetscape design standards to be applied to projects located within the Florin Road Corridor Design Review District boundaries.

B. The Florin Road Corridor Design Guidelines provide design guidance for private and public projects within the Florin Road Corridor Design Review District in a manner that will allow for transit-oriented and mixed-use development while preserving and enhancing the qualities that would contribute to a vibrant, economically robust and pedestrian- and transit- friendly urban area.

C. The Florin Road Corridor Design Guidelines include both design principles and guidelines that distinguish between mandatory and advisory provisions that will be used by city staff and the Design Commission and Planning Commission in determining the appropriateness of any proposed building or structure, or the alteration of an existing building or structure located within the Florin Road Corridor Design Review District.

D. The Florin Road Corridor Design Guidelines are consistent with the Florin Road Corridor Plan, the South Area Community Plan and the 2030 General Plan.

E. On September 15, 2010, the Design Commission conducted a public hearing for which notice was given pursuant Sacramento City Code Section 17.132.160 and forwarded to the City Council a recommendation to approve the Florin Road Corridor Design Guidelines for application within the Florin Road Corridor Design Review District.

F. On October 19, 2010, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.132.160, and received and considered evidence concerning adoption of the Florin Road Corridor Design Guidelines.

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 held on October 19, 2010, the City Council hereby adopts the Florin Road Corridor Design Guidelines attached as Exhibit A for application within the Florin Road Corridor Design Review District.

Section 2. Exhibit A is a part of this Resolution.

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Exhibit A - Florin Road Corridor Design Guidelines

Florin Road Corridor

Design Guidelines

Final Draft

September 29, 2010

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I. Introduction

PURPOSE OF THE DESIGN GUIDELINES

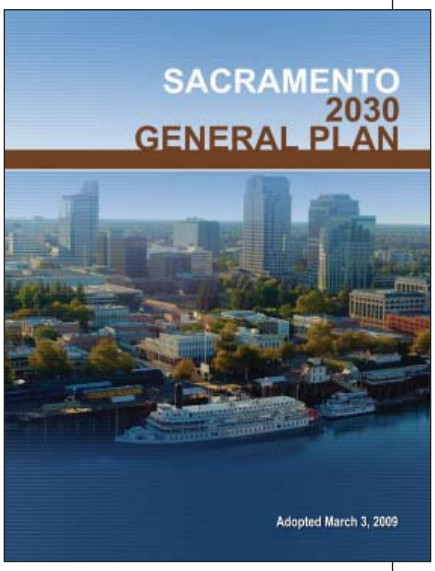
The Florin Road Corridor Design Guidelines (Design Guidelines) have been developed for the Florin Road Corridor Design Review District. They provide consistent design principles for residential and commercial structures to contribute to the creation of an area with a positive, cohesive sense of place, and can improve the overall character of the corridor by making it a more attractive, safe, and inviting place to work, shop and live. In addition, the section on the Florin Light Rail Station provides guidance for new development at the existing light rail stop. Lastly, the Sustainable Design section provides energy and resource conservation recommendations for new development.

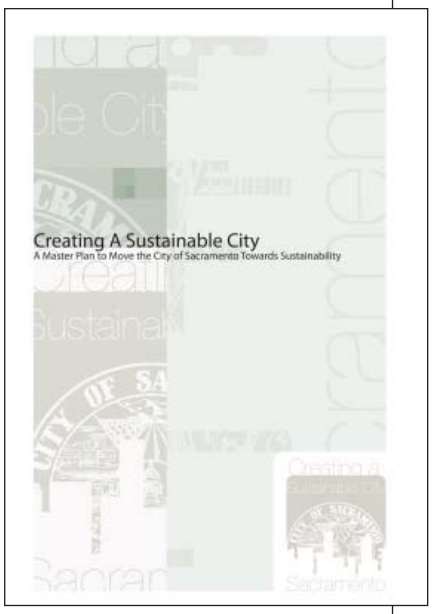
Developed from the Florin Road Development Guide, a joint City-County guide for projects on the corridor, these Design Guidelines have been created for use by residents, developers, design professionals, City of Sacramento (City) staff, and the City's Design Commission. They are intended to facilitate the design review process by helping applicants and staff identify and devise solutions for design issues early in the application process. In summary, these Design Guidelines are intended to:

- create a sense of place and enhance community identity and pride;
- encourage high-quality development and creative design options;
- provide clear and usable design direction to project applicants, developers, designers, and City planning staff;
- protect and enhance property values and community economic viability
- facilitate a clear and expeditious project review process.

Projects will be reviewed for compliance with the design principles identified in this document. Although it is understood that not all design principles will be applicable to all proposed projects, conformance with relevant principles is required.

Overall, the Design Guidelines are intended to encourage consistent design while allowing for variety and innovation. City staff do not advocate a particular architectural style or styles, and will review all applications on the basis of this document.





THE CITY'S COMMITMENT TO SUSTAINABILITY

The City of Sacramento is committed to creating a sustainable future for its residents. The 2030 General Plan outlines the city's strategies to achieve this goal. Planning and developing a truly sustainable future depends on a healthy environment, strong economy, and the social well-being of Sacramento residents. Factors that contribute to achieving this goal are as follows:

- Protect the environment: reduce carbon emissions that contribute to climate change, conserving air, water, land, soils, minerals, natural habitat, energy, and protecting aesthetic resources;
- Foster economic growth: create good jobs, income, and financial resources;
- Promote equity and social well-being: provide good education, income, health, safety, arts, and cultural attainment for all;
- Focus on compact, mixed-use growth patterns; encourage infill development and the reuse of under utilized properties;
- Encourage transit-oriented development: intensify development near public transit and mixed-use activity centers to encourage walking, biking, and use of public transit;
- Locate jobs close to housing: provide opportunities for employees to live close to their jobs which will lead to increased walking and reduced automobile use;
- Encourage "green building" practices: use solar energy systems, architectural design to reduce heat gain, recycled construction materials, and water conservation measures;

By carrying out these strategies, the City of "Sacramento will become the most livable city in America"

HOW TO USE THE DESIGN GUIDELINES

Each subsection within the Design Guidelines is organized to include the following elements:

Design Principle

The *design principle* is a general concept that must be met by all projects, and is further delineated by the individual design guidelines.

Rationale

The *rationale* explains the key features of the design principle and how it relates to the context of the corridor.

Design Guidelines

The *design guidelines* provide a list of specific recommendations to ensure that appropriate design principles are applied to project design.

Graphics

Each section within the Florin Road Corridor Design Guidelines is supplemented by drawings and photos that are intended to provide visual support for the principles and guidelines.

DESIGN REVIEW PROCESS

City staff must review the design of any proposed infill project or major renovation of or addition to an existing structure within the Florin Road Corridor Design Review District. City staff will then provide early notification to adjacent property owners and community groups of the proposed project. Applicants should expect to communicate with City staff at several key junctures in the application process, including a pre-application meeting and a meeting following the review process to discuss any revisions. Once a project has been approved by City staff, the Design Director or the Design Commission, as necessary, an application for a building permit may be submitted if other planning entitlements needed for the project have been approved.

OTHER PLANNING DOCUMENTS AND REQUIREMENTS

These Design Guidelines regulate the design of buildings in the Florin Road Corridor Design Review District and should be used in conjunction with other City planning documents including the City's General Plan, Zoning Code and Zoning Map. The General Plan is the City's long-term plan that includes goals and policies that govern land use, growth and development for Sacramento. The City's Zoning Code (Title 17 of the City's Municipal Code) and Zoning Map regulate what uses can go where and the development standards to which new development must be built. In general, projects need to be consistent with both the General Plan and Zoning in order to proceed. Any new project or major modification will require plan review and approval as well as building permits. Before beginning any new project, property owners or developers should consult with City staff and with neighborhood and business groups. Other requirements that may apply to individual projects include:

- Landscaping and Paving: Chapter 17.68 of the City's Zoning Code establishes the requirements for landscaping and paving for development.
- Parking: Parking requirements for specific uses are set forth in Chapters 17.64 and 17.68.040 of the City's Zoning Code.
- Street Design: Street design (cross sections) must be compatible with the City's Street Design Manual.
- Walls/Gates/Fences: Chapter 17.76 of the City's Zoning Code address the siting and design of walls, fences and gates.
- Water Efficient Landscaping: Chapter 15.92 of the City's Municipal Code) governs the quality, quantity, and variety of plant materials identified in the open space/landscaping section.
- Water Quality: Development should incorporate urban run-off mitigation measures as identified in the City's Stormwater Quality Improvement Program's Stormwater Quality Design Manual.

LOCATION OF THE FLORIN ROAD CORRIDOR DESIGN REVIEW DISTRICT

The Florin Road Corridor and Design Review District is located within the City of Sacramento, from Tamoshanter Way in the west to Franklin Boulevard in the east, as shown on the maps below.

Residents and business owners who wish to determine whether their property is within the Florin Road Corridor Design Review District may call the help line at (916) 808-5656 or view maps at the City's website:

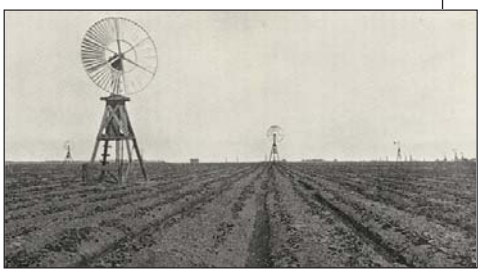
http://www.cityofsacramento.org/dsd/maps/DesignReviewMaps.cfm

Florin Road

HISTORY OF THE FLORIN ROAD CORRIDOR

The colonial history of Florin began with an English born settler named James Rutter, who arrived in California in 1852. In 1858, Rutter moved south, becoming the first to settle in the area, near present day Florin and Power Inn roads, which later became known as Florin. Spanish cattle were grazing on the untilled land when he first arrived. Rutter obtained cuttings of Tokay grapes from Senator George Rich, who had imported them from Europe, and established the first commercial planting of Tokays in the state. His grapes won him many awards in the east and Midwest as well as California, thus bringing national recognition to the Florin area. It was cuttings taken from Rutter's vineyards that were introduced to Lodi where they also flourished and brought fame to that area as well.

According to common belief, the name of Florin was given to the locality about 1864 by Judge E.B. Crocker who noted the profusion of wildflowers in the area and commented that it should be called Florin, after the Spanish word flor, meaning flower. A post office was established in 1869, the same year the Southern Pacific Railroad (then the Central Pacific Railroad) completed its line through the area. However, the town was not officially established and its name accepted until 1875.



Strawberry farm in Florin area

With the completion of the railroad, Chinese laborers began to arrive seeking agricultural work and while the Chinese had been free to immigrate to the United States in the 1850s, the Japanese had not. By 1885, a centuries- old ban on the emigration of Japanese from their country began to ease, and the first Japanese came to this country. In 1898, four Japanese families settled in Florin, leased some land, and began to grow strawberries. The successful cultivation of strawberries, first assisted by the availability of Chinese labor, grew in volume. By 1902, three shipping companies had been established in Florin, and strawberries were being shipped by train to locations as far away as Chicago and the Mississippi Valley. This success attracted more Japanese who were anxious to find employment and would work for low wages.

The ethnic gap widened in Florin between the Japanese and Americans in the early teens. The Japanese population in Florin greatly increased and by 1912 appeared to equal or even outnumber Caucasians. In 1913, the Anti-Alien Land Bill, excluding Japanese from land ownership, was passed. The rural communities of Florin, Walnut Grove, Isleton and Courtland in Sacramento County adopted the legislative amendment and established separate schools for Asian students.

In 1941, with the onset of World War II and the Japanese attack on Pearl Harbor, fear gripped the west coast. The Japanese Americans in Florin were gathered and put on trains to internment camps for the duration of the war. Their removal from Florin essentially caused its demise, because 80 percent of the population at that time was Japanese American.

When the war was over and the Japanese Americans returned to Florin, there was little of what they had left. The agricultural lands and residences that remained had suffered from a lack of care and maintenance. The markets had changed and could not support the same type of pre-war agricultural activity. A number of former Japanese American residents left the area and turned to other vocations. Changing markets and the loss of so many of its former residents started the town of Florin on a path of decline.

The post World War II era also brought changes to the farms on the west side of Florin Road and in the City of Sacramento. The Meadowview community was emerging out of thousands of acres of farm land as home after home was constructed to meet the demands of growth in the city. By 1957 new three bedroom homes starting at an affordable $13,000 had attracted thousands of new residents in the area, with many of Sacramento's leaders calling Meadowview one of the most desirable new communities in the city.

The residential development in Meadowview was balanced by appropriate commercial developments, including local retail establishments. In the late 1960s and throughout the 70s new federal policies that targeted poverty and new housing projects began to take their toll on communities similar to Meadowview. Residents feared large affordable housing projects in their thriving community. In time, many of the residents that flocked to Meadowview as young professionals seeking quality housing for their young families had started to move away. Eventually businesses closed and the thriving intersection of 24th Street and Meadowview Road, in the heart of the Meadowview community, showed few signs of activity. It would take the community two decades to rebound.

To the east, what was once the town of Florin is lower density housing and vacant land. Once productive and verdant, the farms are now surrounded by an encroaching development. Old Florin Town has lost some of its identity, and a number of its old structures have been destroyed. However, there is still an identifiable core of residences, churches and commercial buildings that can evoke a sense of the time and place when Old Florin Town was the center of a thriving agricultural community.

One-time farm land to the west slowly transformed in the 1950s and 60s into one of the region's premier destinations for retail, with a number of roadways connecting to Meadowview, Franklin, Valley Hi and Greenhaven. Southgate Plaza, on the city/county line, first anchored the retail corridor with a full-scale department store and a number of other large and small retailers. In the early 1960s the Cordano Company developed Florin Mall and through the 1970s and 80s retail flourished as people across the region flocked to the booming retail establishments on Florin Road.

Albertsons in Southgate Plaza.

Florin Road Toyota

Residential growth continued to push southward and by 1980 nearly all of the land around the Mall and Southgate Plaza was developed. The primarily blue collar, middle class residential areas in the Florin area continued to prosper through the 1980s, with dozens of large scale retail stores calling the three mile corridor home, including Best Products, Montgomery Ward, Sears, Weinstocks, JCPenney, four grocery stores, hundreds of community serving retailers and nearly a dozen car dealerships.

The 1990s brought new challenges to the corridor, with a changing retail marketplace and continued growth in the south county (Elk Grove). The aging roadway and shopping establishments needed significant updating to compete with the new retail development further to the south. Slowly businesses began to close their doors. By the late 1990s the businesses had launched a new initiative, and created the state's first commercial corridor Property–based Business Improvement District (PBID). Leaders of the new district, in conjunction with community advocates and elected officials, charted a path for the future. Their plan called for extensive economic development and the pursuit of dozens of streetscape enhancements on the corridor. The "pooling" of private resources, coordinated advocacy, and a renewed commitment from the public sector began to pay off by the late 1990s. Nearly $12 million of funding had been secured for roadway improvements by the end of the decade, and just in time. Vacancy rates on the corridor had climbed to their highest point in history by 1997.

Florin Road Partnership

Florin Road Partnership

By the early 2000s the area showed signs of recovery, vacancies dropped and the Partnership cemented its place as the organization that would help lead the charge. Unfortunately, by 2008 the severe economic recession impacted many of the region's commercial corridors including Florin. This resulted in rising vacancy rates and the closure of a number of businesses along the corridor including several of the auto dealerships. However, with its proximity to Downtown Sacramento, its continuing role as one of the major retail corridors in the City, and the growing, diverse population in the surrounding area, the Florin Road Corridor is well positioned for its renewal as one of the key destinations in the region.

II. Commercial Design Guidelines

Well-designed commercial development can help create a sense of place for the Florin Road Corridor. Developing an urban pattern which is pedestrian-oriented, walkable, safe and a visually appealing is the focus for new commercial development. The following commercial design guidelines lay the ground work to assist developers, building professionals, and residents in positively transforming the Florin Road Corridor.

New commercial development on Florin Road should be designed to encourage pedestrian activity adjacent to the street with site furniture, shade trees, and other amenities.

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SITE DESIGN

This section provides direction for the site design of new commercial development and the renovation of existing structures. Effective site planning techniques should create a unified commercial environment with an urban form that promotes a pedestrian-oriented walkable corridor. The major principles of commercial site design are intended to:

- create a comfortable and welcoming pedestrian environment;
- enhance the vitality of the commercial district;
- create a distinctive character and sense of place for commercial streets; and
- clearly define the public realm with a “streetwall” of commercial buildings that frame the street.

This commercial district creates a comfortable and welcoming pedestrian environment.

1 Building Orientation, Setbacks, and Build-To Lines

Buildings should use varied setbacks and roof heights to create an attractive environment.

Design Principle

Buildings should be constructed to the front of the property line behind the sidewalk, with allowable variation in the setback to provide for café seating, plazas, and other additions to the public realm.

Rationale

Commercial buildings in suburban areas have typically been built with large expanses of parking in the front. While this design serves the needs of auto-oriented consumers, it creates a hostile environment for pedestrians and as a result discourages pedestrian activity on the corridor. New development and major renovations of existing structures should bring buildings closer to the street to serve the needs of both automobiles and pedestrians. Buildings should front on the street and provide a visually interesting shopping experience.

Building articulation, landscaping and openings enrich the customer experience.

Design Guidelines

1-1 Buildings should be oriented toward the closest primary street.

1-2 Whenever possible, new commercial construction on Florin Road should place buildings close to the property line near the sidewalk, with parking lots located at the rear or side of buildings.

1-3 Deep building setbacks behind large expanses of parking or vacant areas are discouraged.

1-4 Encourage distinction between buildings on the same block face by varying setbacks, roof heights, stepbacks, building articulation, landscaping treatment, etc. to provide a richer pedestrian experience.

1-5 Buildings on corner lots should address both streets with windows, entryways, architectural detailing, and/or landscaping. If possible corner projects should provide some architectural element to anchor the corner. This can be accomplished using a building feature element and/or strong landscaping features.

Commercial districts have buildings built to the property line.

2 Large Parcel Development

Design Principle

Large parcel development such as “big box” retail should focus on creating a safe and welcoming pedestrian-oriented environment in addition to serving the needs of auto-oriented consumers. Site design of large parcel development should be consistent with the over-arching commercial design guidelines.

Rationale

Big box retail is characterized by large buildings with long frontages and monotonous facades. Buildings have sizeable setbacks from the street edge with large parking lots in between. Circulation patterns throughout these sites typically are auto-oriented.

Design Guidelines

2-1 Stand alone “big box” retail stores are discouraged. Large stores should be part of retail or mixed-use centers, wrapped with storefront buildings, or integrated into in-line shops.

2-2 New development should serve the needs of both pedestrians and auto-oriented consumers.

2-3 Site design should include pedestrian pathways connecting internal streets, public streets and building entrances to improve pedestrian safety.

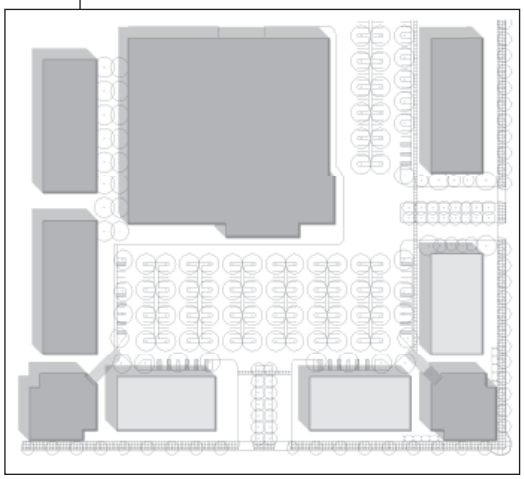
2-4 Building architecture should be attractive, varied and human-scaled to enhance the character of the site.

2-5 Parking lots should be located behind the commercial frontage on major pedestrian streets. Where parking at the rear of the building is not possible, it may be located in an interior side lot. Large areas of parking at the front of the building or corner lots is highly discouraged.

2-6 Shared parking arrangements between uses is strongly encouraged, especially if the building uses have different peak-demand time periods.

2-6 When the primary building is set back from the street and larger surface parking lots are located adjacent to public sidewalks should be screened with appropriate design elements, such as low fences, walls, landscaping and/or ‘micro-retail’ (small retail pads).

2-7 Encourage distinction between buildings on the same block face by varying setbacks, roof heights, stepbacks, building articulation, landscaping treatment, etc. to provide a richer pedestrian experience.



Large stores should be part of centers with surrounding retail or other uses.

Shared parking arrangements with clear pedestrian pathways are encouraged.

When the building is set back from the street, parking areas should be screened using low fences and trellises.

Monument signs should relate to the pedestrian edge.

2-8 For developments with long frontages, monotonous facades should be avoided. This can be achieved by breaking up the building mass, in particular the roofline, and incorporating variety, articulation, vertical elements, color, landscaping and material changes to add interest.

2-8 Pedestrian walkways should connect each primary entrance of a commercial building to adjacent parking lots, structures, or site amenities and public sidewalks. Pedestrian routes are required, by law, to be ADA accessible.

2-8 Monument signs that relate to the pedestrian edge and lower traffic speeds are preferred to taller signs.

3 Parking

Design Principle

Parking areas should provide vehicular access without compromising pedestrian accessibility and the character of the public realm on primary commercial streets. Parking lots should be placed at the rear of the building, when feasible, to not obstruct views of the building's front facade from the street.

Rationale

Adequate and accessible parking areas are important to the viability of commercial districts. However, large surface parking lots fronting the street can create the appearance of a vacant and uninviting area that detracts from the visual appearance of the corridor and impedes and discourages pedestrian traffic. Parking lots located at the rear or sides of commercial buildings are a recommended alternative.

Design Guidelines

Surface Parking

3-1 Parking lots should be located behind the commercial frontage on major pedestrian streets. Where parking at the rear of the building is not possible, it may be located in an interior side lot. Parking at the front of the building or corner lots is discouraged.

3-2 Driveways into parking lots should be located on side streets, where feasible. Access to parking on major pedestrian streets should be minimized.

3-3 Parking lots with dead ends or that require backing out onto drives should be avoided whenever possible.

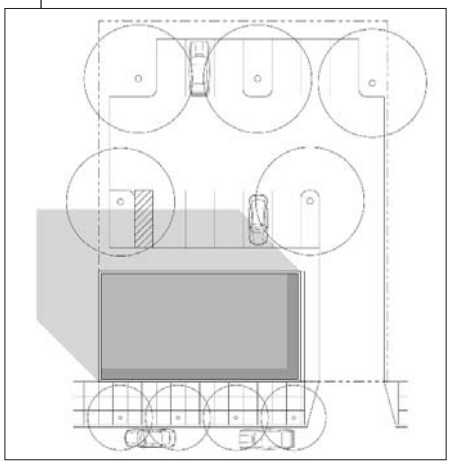
3-4 When possible, large parking lots (over 50 vehicles) should have more than one point of entry/exit.

3-5 Parking lots should include signage and well-designed locations for ingress and egress that reduce conflicts with pedestrian movement.

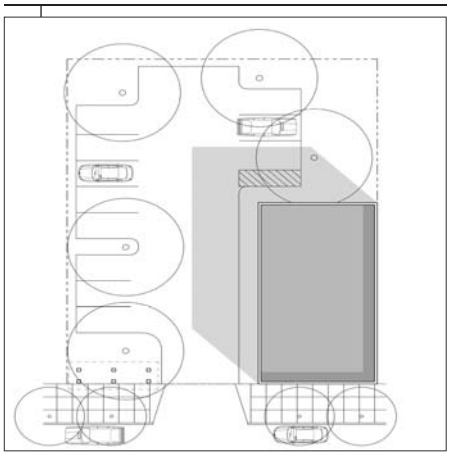
3-6 Shared parking arrangements between uses is strongly encouraged, especially if the building uses have different peak-demand time periods.

Structured Parking

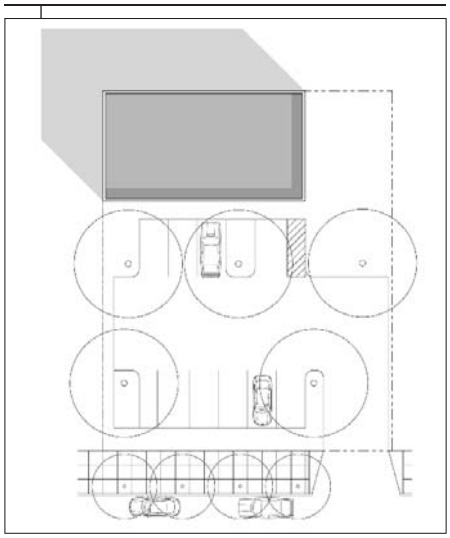
3-7 Parking structures that are located on primary commercial streets should have a minimum of 25% of the total ground floor area devoted to retail, office, or other uses at the street level to avoid monotonous blank walls.



PREFERRED: Building fronting primary street with parking in the rear.



MAY BE CONSIDERED: Building and parking fronting primary street.



DISCOURAGED: Large setback of building and parking fronting street.

3-8 Parking structures should be designed to incorporate passive safety design features to create a secure facility. The use of glass for pedestrian stairways and adequate interior lighting are encouraged.

3-9 Parking structure entry/exit ramps should be mid-block or toward service areas rather than facing pedestrian streets.

4 Circulation

Design Principle

Balanced circulation routes should be provided to facilitate safe and convenient vehicular and pedestrian access and movement.

Rationale

Vehicular movements on commercial sites include customers, employees, as well as delivery trucks and trucks that remove trash. Pedestrians include people walking and bicycles. There are also visual impacts to circulation. For the customer, the arrival to the site is part of the 'first impression' that can contribute to a positive experience. Getting into the site should be convenient and clearly obvious to avoid frustration. Once on the site, it should be clear where to go to park the car or bicycle, and the parking area should be reasonably secure and protected from the overhead sun. Trucks that arrive and leave the site for delivery, or picking up of trash, may conflict with both cars, and pedestrians. The service areas trucks access are usually separate from access points of customers and employees.

This landscaped walkway allows pedestrian access to local businesses.

Increasing the walkability of commercial corridors enhances pedestrian activity and opportunities for retail spending. Turning shopping from a series of tasks to an experience-oriented activity produces friendly and vibrant areas where people choose to return.

Design Guidelines

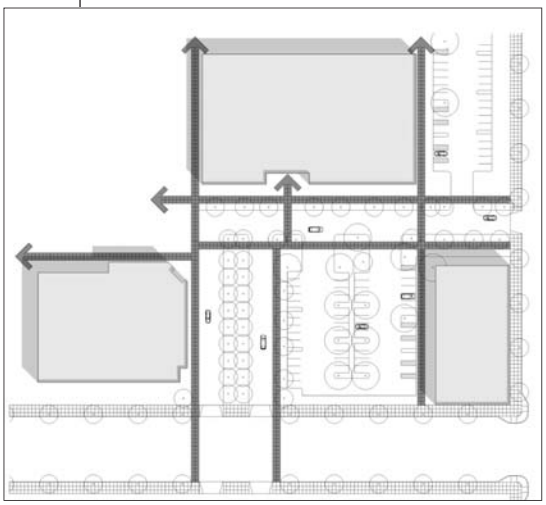
Pedestrian Circulation

4-1 Pedestrian planning should provide for easy access to public bicycle/pedestrian ways, nodes, neighborhood centers and transit stops. Pedestrian routes should be as obvious, direct, and simple as possible.

4-2 Pedestrian walkways should connect each primary entrance of a commercial building to adjacent parking lots, structures, or site amenities and public sidewalks. Pedestrian routes are required, by law, to be ADA accessible.

4-3 Pedestrian and vehicular entries should be separate. For purposes of improving visibility and safety, pedestrian access may employ changes grade, texture, material, color and/or finish to differentiate from driveways.

4-4 Walking distances to transit services should be considered in project design. Pedestrian accessibility should be measured by the actual paths available.



Pedestrian pathways should connect primary entrances to adjacent parking lots and structures.

Bicycle parking should be located close to buildings.

Large parking lots with no defined pedestrian pathway are unacceptable.

4-5 Bicycle parking should be located close to, and with direct access to buildings. Parked bicycles should be out of the travel paths. Screening for bicycles may be desirable, if they can still be visible for security.

4-6 Projects should be consistent with and supportive of the policies of the City's Pedestrian Master Plan and Bicycle Master Plan (see Appendix).

4-7 Facilities and amenities should be made accessible to people with disabilities.

Vehicle Circulation

4-8 Driveways, parking lots, and access routes should be consolidated whenever feasible to limit curb cuts, minimize development costs, and reduce auto/pedestrian conflicts. Minimizing curb cuts reduces impacts to pedestrians, cyclists and on-street parking.

4-12 Textures, patterns, and colors are encouraged in the design of paved parking areas or entries.

4-13 Large monolithic areas of unbroken, single-color, untextured paving are discouraged. Use planting, site features, berms, etc to break up large areas.

4-14 Where practicable and appropriate, connections between adjacent non-residential development should be provided, so that vehicles will not have to re-enter public streets. This reduces traffic conflict at entry/exit points.

4-15 Highlighting project entryways drives and parking court entries by using landscape or pavement features is generally encouraged to enhance the streetscape.

4-16 To the greatest extent feasible, common or shared service and delivery access should be provided for adjacent buildings. Locations for service access can be prone to greater potential conflict between trucks and cars and pedestrians, and be higher maintenance areas, so minimizing their occurrence can provide design and operation benefits.

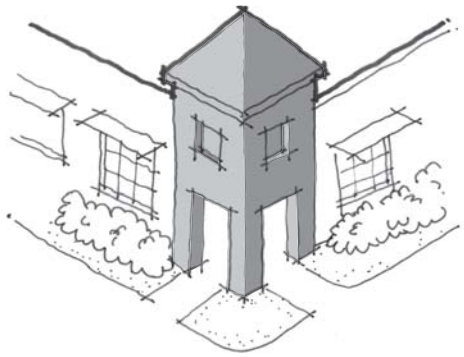
4-17 Access points for service trucks and pick up of garbage and trash should be separated to the extent possible from cars. The heavier demands of trucks, particularly when lifting dumpsters, should be considered in the paving design (such as by using concrete in front of dumpster enclosures rather than asphalt).

ARCHITECTURAL ELEMENTS

Architectural design guidelines address the exterior of buildings, as well as the relationship of these buildings to the surrounding built context. It is paramount to ensure that the design of the building enhances the corridor and strengthens the character of the community. Architectural design should promote commercial buildings that are:

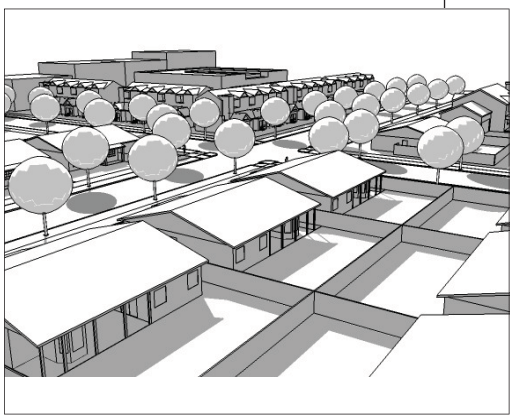
- visually welcoming from the primary pedestrian street;
- use appropriate mass and scale to create and support a pedestrian-oriented urban environment.
- constructed of high-quality materials that will contribute to the longevity of the building.
- encourage the use of materials, forms and colors on buildings that provide visual interest to the pedestrian and contribute to the street edge.
- encourage architectural styles that use sustainable building practices and materials, and ecologically-sensitive design solutions, including solar panels, light shelves and cool roofs.

Human-scaled design can contribute to a pedestrian-friendly commercial district.



Buildings at corners can exceed the average height and anchor the block.

Structures that exceed the average height on the block and can serve as anchor points.



Taller commercial buildings should be located on major streets and development should transition to lower heights adjacent to residential areas.

5 Building Height, Massing, and Scale

Design Principle

The size and scale of commercial buildings should be compatible with existing development and should encourage an urban pattern along Florin Road.

Rationale

To ensure new development uses appropriate massing and scale to promote a pedestrian-friendly urban form along Florin Road.

Design Guidelines

5-1 Encourage building heights of 20 to 35 feet floor to floor, but avoid blocking important view corridors in the neighborhood.

5-2 New, higher buildings can reinforce the established building heights along a block by stepping back upper floors that are above the average building height along the street.

5-3 A building that is larger than the average of buildings on the same block should break up the mass of the structure with articulation of the structure into smaller components, and the creation of multiple surfaces.

5-4 Appropriately scaled doors, windows, awnings, and detailing, particularly at the ground floor level, can reduce the appearance of mass.

5-5 Projects on corner lots or at defined nodes or gateways are encouraged to provide prominent visual landmarks such as a projecting tower, promenade, arcade, or other pedestrian-oriented feature. These types of ‘signature’ elements can help anchor a node and give it a unique identity and sense of place.

5-6 Provide transitions between large scale, tall buildings and existing small scale buildings by stepping down building heights or providing stepbacks within buildings.

5-7 Step back the massing of the building development such that it is at its highest intensity along major streets and at its lowest when adjacent to existing residential development.

6 Building Facades

Design Principle

Building facades should be designed to create visually interesting buildings that offer variety along the commercial street.

Rationale

Building facades provide the interface between the built environment and the public realm. Historically, commercial districts have consisted of buildings that are one or two stories in height and cover entire lots. This pattern creates a regular rhythm of building mass and streetwalls. A streetwall of varied building facades is visually appealing and enhances the pedestrian environment. Blank walls at the ground floor level or large expanses of parking are unattractive and uninviting that should be avoided. Instead, elements should be used to create visual interest, including awnings and canopies, trellises, detailed parapets, or arcades.

In recent decades, new buildings have increased in size and scale, creating greater challenges to creating human-scaled commercial environments. Therefore, appropriate architectural elements, such as window openings, commercial displays, frequent building entries, ornamentation, windows, doors, awnings and canopies, contribute to a pleasant urban streetscape.

The main entrance of a building should open directly on to a public walkway

Design Guidelines

6-1 The primary facade of a building should face a public street and include entries that are accessible from the street, where feasible.

6-2 The main entrance of a building without street edge facades should open directly onto a publicly accessible walkway. This walkway should connect directly to an adjacent street sidewalk.

6-3 Building facades facing streets should be lined with windows, entries, and openings that provide indoor and outdoor views to the public rights-of-way and sidewalks. Continuous blank wall surfaces are not allowed.

6-4 Highly reflective or dark tinted glass should be avoided.

6-5 Utilize appropriately scaled architectural elements such as doors, windows, lintels, sills, balconies, stoops, cornice lines, pilasters, lattices, alcoves, signage, and awnings to enhance building facades and provide visual relief on buildings that cannot achieve continuous openings along the street and sidewalk.

6-6 Facades can also be articulated with insets, partial setbacks, and small pedestrian plazas (see Section 1, “Building Orientation, Setbacks, and Build-to Lines”).

Building facades should be lined with windows with outdoor views.

A variety of elements such as signage, cornices, and awnings can enhance a facade.

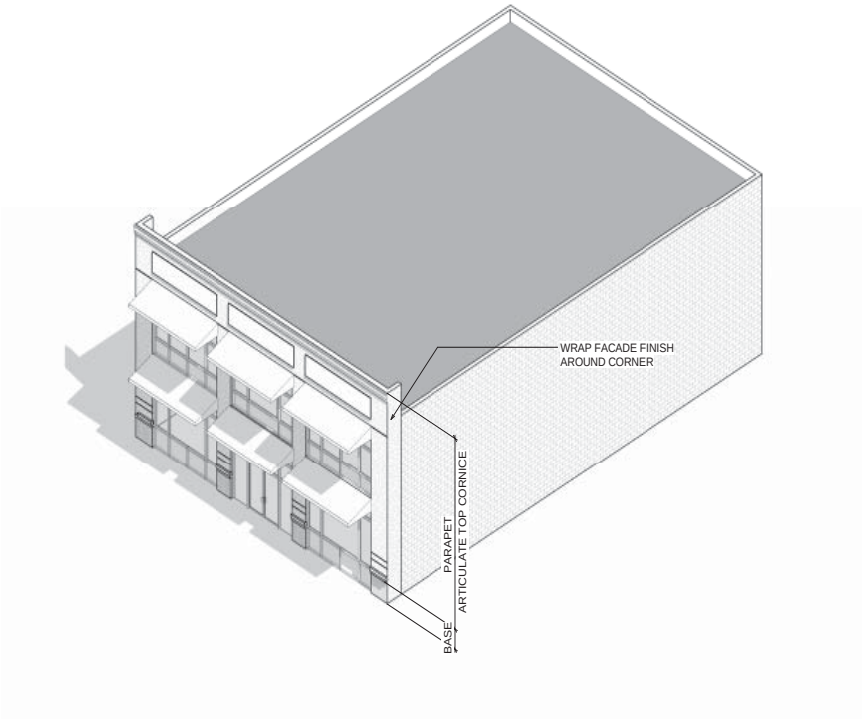
Long monotonous facades are discouraged.

Breaking up the building mass, particularly the roof line is encouraged to add variety and interest to the building.

6-7 For developments with long frontages, monotonous facades should be avoided. This can be achieved by breaking up the building mass, in particular the roofline, and incorporating variety, articulation, vertical elements, color, landscaping and material changes to add interest.

6-8 Building facades should be designed to create a recognizable "base" and "top." Building bases and tops can be created with variations in:

- building wall thickness;
- use of special materials;
- changes in colors and materials on window trim;
- cornice treatments;
- roof overhangs with brackets; and
- use of ornamental building lines.



Building facades should have a clearly defined "base" and "top."

7 Additions

Design Principle

Additions should be consistent with and not disrupt the architectural style, massing, proportions, and scale of the existing building.

Rationale

Additions should be designed as an adjunct that does not visually interfere with the original structure. The architectural details on the addition should be designed to reflect those on the original building.

Design Guidelines

7-1 An addition should respect, but be subordinate to, the design of the original building, and should be designed so that the form of the original structure can still be recognized.

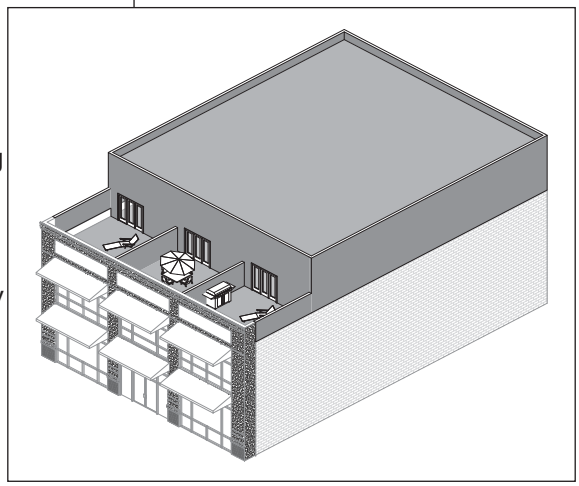
7-2 An addition should not alter or destroy the architecturally defining features of the building, such as original porches, columns, railings, stairs, windows, doors, and roof and eave forms.

7-3 A large addition should be broken down into smaller, varied components that relate to the scale and massing of the original structure.

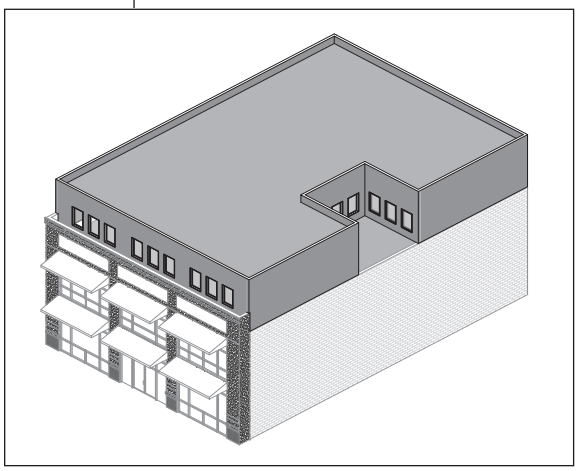
7-4 An addition should be compatible with the overall character of the property, block, and neighborhood.

7-5 An addition should be set back from the primary facade, especially if the additions are taller than the original building.

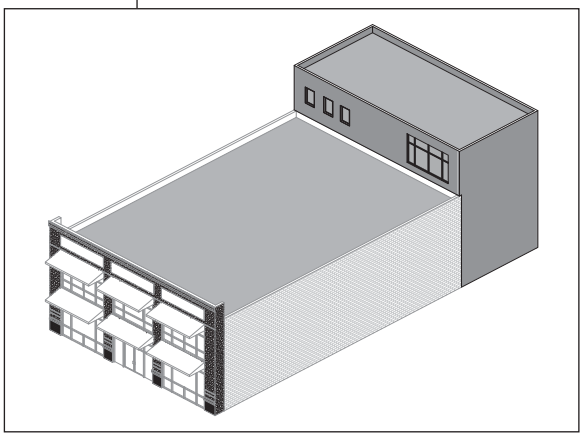
7-6 Where appropriate, additions should bring the building closer to the street front.



Residential addition to the top of the structure, with a second-story setback from the existing facade.



Commercial addition to the top of the structure, with a second-story setback from the existing facade.



Addition at the rear of the original structure.

8 Roof Forms

Design Principle

The roof forms of new development should reflect the roof lines of the best quality existing commercial structures.

Rationale

Flat roof lines are typical of much established commercial development. New commercial development should try to emulate this existing form to maintain the character of the corridor. However, variation in roof shapes can be desirable if compatible with existing buildings on the block.

Design Guidelines

8-1 Articulated facade surfaces with multiple roof lines are encouraged for taller buildings to avoid an appearance of mass and to add interest.

8-2 Roof parapets may be used to add visual interest to flat roof lines.

8-3 One-story buildings should avoid the use of exaggerated, sloped roof forms.

8-4 Special roof forms on corner buildings are encouraged to help accentuate the corner location.

Multiple roof lines help add interest to buildings

Special roof forms on corner buildings are encouraged.

9 Entry Features

Design Principle

Entry features of commercial buildings should be clearly visible to pedestrians, with a defined relationship to the street and sidewalk.

Rationale

A recessed entry helps to break up the massing of a building and make the threshold immediately apparent to pedestrians. Decorative features, such as awnings, canopies, lighting, and signage, can also be used to clearly define and articulate an entryway.

Design Guidelines

9-1 Primary entries should be located on major sidewalks to provide clearly visible pedestrian access.

9-2 The size of the entry should be proportional to the building.

9-3 Secondary entries may be located at the side or rear of the building to provide access from parking areas.

9-4 Entries should be clearly defined with signage and architectural details.

9-5 In mixed-use buildings, the entrance to residential uses on the second story should be clearly defined and easily approachable from a public street or sidewalk.

Primary entries should be on major sidewalks to provide pedestrian access.

Entries should be clearly defined.

10 Windows and Doors

Design Principle

The proper placement and design of windows and doors should be used to create visual interest in commercial buildings and complement existing style of development along the street.

Rationale

The proper placement of windows and doors along a street frontage is one of the best methods of creating visual interest and reducing the appearance of mass. Storefront windows at the street level can be used to allow pedestrians to see into the structure, and individuals inside the building to view the street, improving visual surveillance of the area outside the building and increasing security.

Windows and doors should occupy most of the ground floor.

Design Guidelines

10-1 Windows, entries, and doors should occupy most of the wall surface on the ground floor.

10-2 Building openings, such as windows and doors, should maintain the proportions and spacing of other openings on the block.

10-3 Headers, trim, and sills of windows of new buildings should be well articulated in design, dimensions, and profiles.

10-4 Windows should be made of clear glass to allow pedestrians to see into the structure. A 70% visible light transmittance is recommended for visibility. Use of mirrored or dark tinted glass is not allowed.

10-5 Windows with authentic mullions that contain true divided lights are encouraged.

10-6 Doors should primarily be constructed of transparent materials, such as panels with glass, full-light glass, or glass panes in a wood or metal frame.

10-7 Security bars on the outside of commercial windows are highly discouraged.

10-8 Ground floor commercial uses are required to have non-reflective glass windows fronting onto sidewalks. When windows face southwest and west, frame them with protruding vertical and horizontal shading elements such as lintels, sills, and awnings to provide adequate protection from glare.

Commercial doors should be constructed of transparent glass.

10-9 Window grills are a common element in many City commercial corridors. Simple tubular metal grills mounted on the exterior are discouraged, since they are generally unattractive and do not meet the intent of this section. Alternatives that are architecturally integrated include:

- Interior mounting of the grills
- Using grills that are decorative in character
- Using windows that by their size and geometry offer inherent protection from intrusion.

10-10 Innovative solutions to window security that have architectural enhancement character are encouraged.

10-11 Solid roll-down security grates should not be used on the exterior of the building; however, they may be placed on the interior of storefront glazing or entry doors.

11 Color

Design Principle

Color should be used in a way that complements the surrounding structures and adds to the liveliness and character of commercial districts.

Rationale

Matching existing color schemes can lead to blocks, or an entire district, in one repetitive color. In general, the major design principle in the selection of building colors is to be compatible with, but not identical to, surrounding development.

Design Guidelines

11-1 Colors should be compatible with those of the neighboring buildings.

11-2 Creative use of colors is encouraged. Unique or unusual color schemes will be considered on a case-by-case basis during the design review process.

11-3 Building colors that complement natural materials, such as brick, stone, tile, and terra cotta, are encouraged as a primary building color.

11-4 Contrasting accent colors are encouraged for architectural details, awnings, and entrances.

11-5 Colors should be selected with consideration for the orientation of buildings. Colors on south- and west-facing facades will often appear warmer, due to sun exposure, than the same colors on the north or east sides.

11-6 Fluorescent, neon, or “dayglo” colors are generally discouraged as the primary color.

12 Materials

Design Principle

Buildings should be constructed of high-quality materials that add to the longevity of the structure and provides a pleasing appearance as the materials age.

Rationale

High-quality finish materials promote the longevity of a building and add to its character, particularly on the ground floor, where people are most likely to come in contact with the building and can easily see and touch the materials.

Design Guidelines

12-1 Durable, solid facing materials should be used.

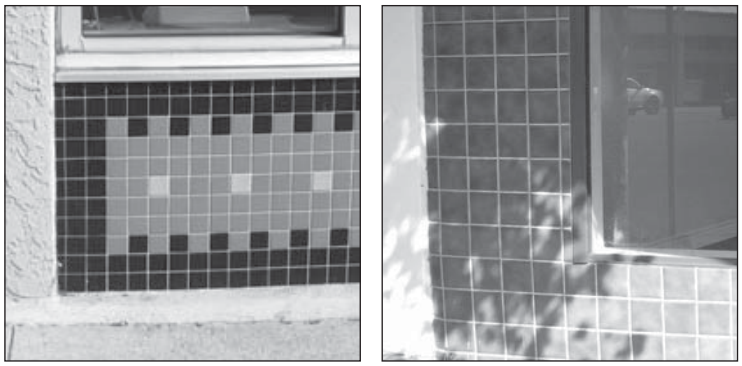
12-2 Brick, tile and other masonry-type materials are encouraged. When using these materials as a veneer, attention should be paid to the corner treatment and similar details so that the materials do not appear to be too thin.

12-3 Wood should be milled, with a smooth, painted finish.

12-4 Use of the following materials is not allowed:

- vinyl or grooved plywood siding
- raw, raised grain, or rough-sawn wood

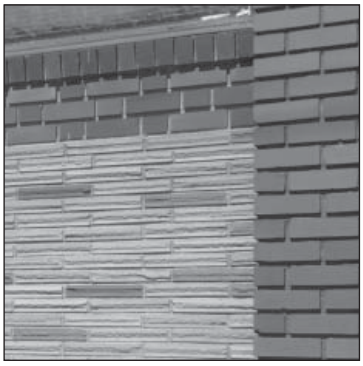
12-5 Stucco covered foam, although not recommended, is acceptable if properly detailed and applied. Special attention to durability is required at lower levels accessible to the pedestrian.



Ceramic tile

Stucco

Stucco, tile, and glass block



Brick of varied textures and patterns

Buildings with canvas awnings.

Steel overhangs help to articulate commercial entries, offer shade, and add architectural interest to the building.

13 Canopies, Awnings, and Arcades

Design Principle

When incorporated into a commercial building, canopies, awnings, and arcades should be made of high-quality components that complement the overall design, colors, and materials of the building.

Rationale

Canopies, awnings, arcades, and overhangs are traditional commercial design elements that articulate the building facade and create variety and interest at the street level. They also serve the practical purposes of providing space for signage of commercial uses, shading windows during the summer to reduce energy use, and providing shade and weather protection for pedestrians, encouraging walking instead of auto use.

Design Guidelines

13-1 Canopies, awnings, arcades, and overhangs are encouraged over window displays and entries along public sidewalks on the ground floor of commercial buildings.

13-2 Canopies, awnings, and overhangs that project into the public right-of-way are subject to a City revocable encroachment permit. Contact the Building Division of the City Community Development Department for more information.

13-3 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.

13-4 Canopies and awnings should fit within individual bays or structural divisions of the building facade rather than extending beyond a single bay, unless the building structure dictates an alternative placement.

13-5 Use of a continuous awning for the windows in the upper floors is discouraged. Each window should be articulated with an individual canopy or awning, with awnings extending no more than halfway down the window. The color and style should complement ground-level awnings and canopies on the same building.

13-6 Self-supporting canopies and awnings are recommended.

13-7 Brightly colored awnings should be compatible with the colors used on the main building. Uncolored or light-colored canvas awnings may be appropriate for dark and north-facing facades to allow daylight to filter through to storefronts and second-story windows.

13-8 Canvas, fire-resistant acrylic, and metal are preferred materials for awnings. Vinyl, plastic, plasticized fabric, and fiberglass awnings are strongly discouraged.

13-9 Awnings, decorative roofs, and miscellaneous entry features may project into the front public right-of-way, provided that they are not less than 8 feet above the sidewalk.

13-10 Canopies and awnings should only be internally illuminated where appropriate to the architectural style of the building.

13-11 Canopies and awnings should be designed to provide window shading to reduce energy use.

Steel awnings

Signage should complement the building as sown above.

Monument signs should be placed near parking entrances.

Materials for monument signs should be compatible with the building and adjoing buildings.

14 Signage and Graphics

Design Principle

Building identification signs and graphics should enhance the appearance of the building and contribute to the overall character of the street while minimizing the appearance of clutter.

Rationale

Attractive, artistic, well-proportioned, and carefully located signs can enhance the character of commercial districts. Signage should be used for information, direction, and wayfinding, and not for advertising specific products. Too much and too prominent signage can be confusing, visually cluttering, and detract from a streetscape. Large monument signs are useful only when viewed from far away, and at high speeds. Smaller signs can be functional, and do not compete with the building design for prominence.

Design Guidelines

14-1 All commercial signage is subject to a City of Sacramento sign permit. Contact the Community Development Department for more information.

14-2 Signage can be wall-mounted, projecting, combined with awnings, or placed on windows. Hanging signs with projecting lettering are encouraged.

14-3 Allow commercial signage and awnings to extend up to five feet into setbacks.

14-4 Cabinet and pole signage are discouraged.

14-5 Materials and colors of signage must be compatible with those of the building as well as adjoining buildings.

14-6 Signage should be modest in scale and appearance, and should complement, not overpower, the building.

14-7 Signage should not obscure important architectural elements, such as windows, cornices, or decorative details.

14-8 Individual shop signs in a single storefront should relate to each other in design, size, color, lettering style, and placement on the building.

14-9 Buildings with multiple tenants should have a common signage program and include a multiple directory.

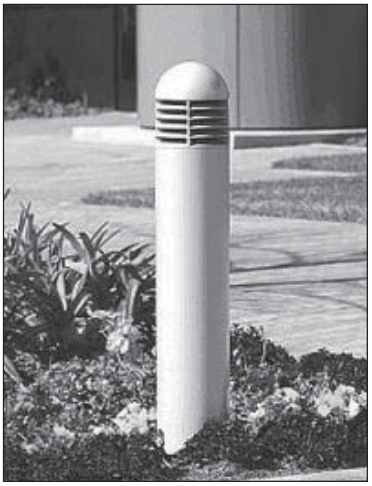
14-10 Attached or monument signs are encouraged for use in all non-freeway oriented development. These signs are to be directed to pedestrian use and should be at the average pedestrian eye level.

14-11 Monument signs should be placed near gateways or parking entrances.

14-12 Signage should be designed for it's effect both during the day, and at night. Sign lighting should be indirect to avoid glare and harshness.

14-13 Signage should be the minimum in size and number needed to do the job. Excess signage creates visual clutter and defeats the purpose of signage.

Pedestrian pole lighting with a solid top eliminates light spillover and glare.



Pedestrian-scaled bollard lighting

15 Lighting

Design Principle

Lighting fixtures should be designed to complement and enhance the site and architectural style of the building and should be compatible with the character of the corridor.

Rationale

Lighting on buildings and sites can have a dramatic effect on the mood, quality, and character of commercial districts. The color, intensity, and types of lighting used in streets, on buildings, and in landscaping contributes to the character of commercial areas.

Adequate and carefully placed lighting can improve the safety and security of a site, adjacent streets, and surrounding properties. Visibility at intersections and pedestrian crossings can also be enhanced with appropriate lighting.

Design Guidelines

Building

15-1 Exterior lighting should be architecturally integrated with the building style, material and colors.

15-2 Specialized lighting is appropriate for building features, entries, building towers, and other architectural elements.

15-3 Use of neon, marquee lighting, and other specialized lighting is appropriate in some areas, and may be used for restaurants and entertainment uses.

15-4 Lighting should provide even illumination. Flashing, pulsating, rotating, or otherwise moving light fixtures are not appropriate.

15-5 Lighting fixtures must not obscure major architectural features.

15-6 Lighting should not direct unwanted glare toward adjacent residential or other sensitive areas. Downlighting and specialized fixtures that reduce sky-lighting and glare are encouraged.

15-7 Lighting should be provided at building entries, for safety and to visually accent the entry.

15-8 Entries should get accent lighting that creates a focal point, such as by the use of recessed fixtures over the door locations.

Site

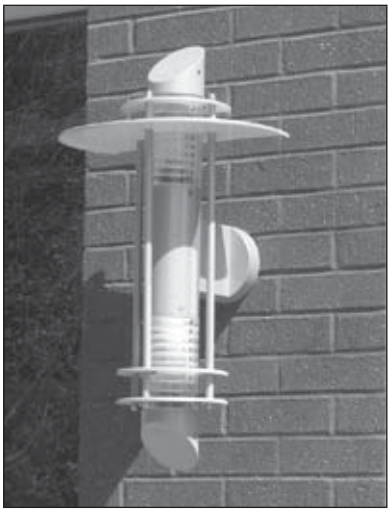
15-9 Coordinate planting and lighting plans. Choose appropriate light pole size and location to avoid conflicts between mature trees and lighting.

15-10 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.

15-11 Raised light pole bases should be attractively designed and well-detailed to be compatible with the overall project.

15-12 Parking areas and entry drives should be lighted to facilitate pedestrian movement and safety, especially where parking is located away from street views. Pole mounted lighting should be spaced for both functional effectiveness as well as energy efficiency, and generally be no taller than 16 feet. Cutoff type fixtures should be used where glare could be a problem for adjacent properties or streets.

15-13 Landscape lighting which creates a sense of beauty and character is encouraged. Most effective landscape lighting design hides the light source; for example uplighting trees can create a pleasing night effect, but this is negated if the glare from the fixture is visible.



Contemporary lighting

16 Service Areas and Utilities

Design Principle

Service and utility areas, including loading docks, storage areas, mechanical systems, and trash bins, should be screened from view and integrated into the design of the project.

Rationale

Although necessary and functional aspects of commercial districts, service areas, loading docks, delivery areas, and mechanical equipment can be unsightly and noisy and may detract from the quality of the urban environment. 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 visual blight.

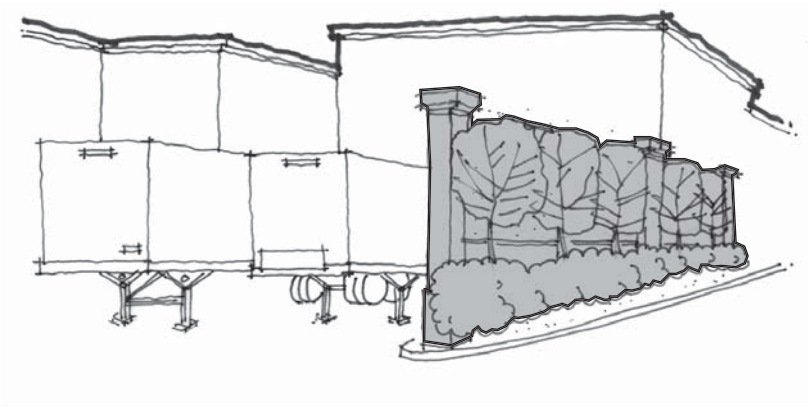
Design Guidelines

Service Areas and Loading Areas

16-1 Service areas, including loading docks, storage areas, and trash bins, should be screened from adjoining walkways.

16-2 To the extent feasible, loading areas should be located and designed to minimize their visibility from public areas and adjacent properties. Loading areas should be accessible from side streets, interior parking garages, or the rear of buildings rather than from the fronts of buildings.

16-3 Landscaping and decorative walls and fences should be used to screen mechanical equipment, loading areas, and other service areas.



Service/loading and trash areas should be screened from view with landscaping, walls, or other structures.

16-4 The design of accessory structures and storage areas should be consistent with the overall architectural design of the adjoining building. Roof pitches should match those of the main building roof. Exterior materials and colors should also be consistent with primary structures.

The rear of this commercial building has been carefully screened.

Mechanical Systems

16-5 Mechanical equipment, such as air conditioning units, pipes, ducts, vents, access doors, meters, transformers, and other building systems equipment that produce noise, exhaust, or visual unsightliness, should be located away from pedestrian ways and should be screened or hidden from public view.

16-6 Roof-mounted equipment should be concealed behind parapets or screen walls. Where screen walls are used, they should be integral to the building design.

16-7 Where possible, provide shade adjacent to mechanical equipment to reduce temperature at air intakes.

16-8 Utility equipment such as transformers, electric and gas meters, electrical panels and junction boxes should be screened by walls and/or landscaping. Cluster utilities and services where feasible.

Trash Enclosures

16-9 All outdoor trash and garbage containers should be located at the rear of lots away from public view and screened with solid, decorative walls that match the design of the primary structure. Where possible, trash enclosures should not be located along the pedestrian ways and streets.

16-10 Trash enclosures should contain enough space to facilitate both waste disposal and recycling. Containers should not block each other and should be user friendly.

16-11 Trash enclosure design should address solid waste personnel safety. All enclosures should have access routes that allow solid waste personnel to easily access dumpsters for collection. Vertical curbs should be avoided, and materials for sidewalk or driveway access should be flat to prevent wheels from becoming stuck.

16-12 Trash enclosures are required to be constructed of split face block, brick, stucco over block or similar quality materials that are durable. Avoid the use of plain cinder block.

16-13 Landscaping should be incorporated around trash enclosures to provide for more effective screening.

As shown above, trash enclosures should be placed at the rear of the buildings and screened from view.

For additional information on trash enclosures please refer to City Municipal Code Section 17.72.040.

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STREETSCAPE GUIDELINES

The design of the streetscape should address the relationship between commercial buildings and the public realm by providing such amenities as street trees, street furniture, landscaping, and paving. A successful streetscape should foster a sense of place and feelings of community pride and ownership. It can also enhance the value of commercial properties. Elements such as street trees and street furniture should contribute to a walkable, pedestrian-scaled environment. The streetscape design in the neighborhood should also support public social interaction and enhance the vitality of the commercial district. The *Florin Road Streetscape Master Plan* provides additional guidance for streetscape improvements along the Florin Road Corridor.

Streetscapes that include landscaping, lighting, and street furniture help to create an inviting commercial district.

Landscaping should screen parking lots from the street while still allowing some visibility to promote safety.

17 Parking Lot Design

Design Principle

The visual prominence of parked vehicles shall be minimized whenever possible. Parking lots should be screened from the street and nearby sidewalks and provide shade to parked automobiles.

Rationale

Pedestrian safety, screening, and efficient vehicle circulation should be the focus of parking lot design. Parking areas should be as small as is needed for the purpose intended. Parking lots should be adequately screened with fences, walls, and landscaping. Trees and landscaped areas incorporated into parking lots can help to soften paved areas, reduce heat during the summer months by providing shade, and filter pollutants from the air.

Design Guidelines

17-1 Surface parking lots adjacent to public sidewalks should be screened with appropriate design elements, such as fences, walls, landscaping and or 'micro-retail'.

17-2 Screening materials should not block views of the parking lot from passing cars to promote visual surveillance of the lot.

17-3 Use of a trellis-style structure attached above a wall or fence can help maintain the character of the streetwall and improve the pedestrian environment along the street.

17-4 Parking lots shall be planted with trees to provide a minimum of 50% shading after 15 years in conformance with City Municipal Code Section 17.68, "Landscaping and Paving Regulations."

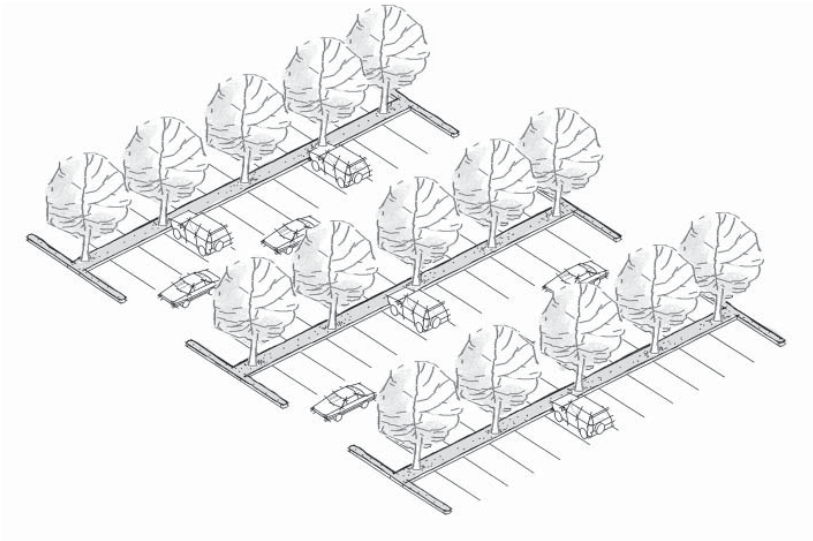
17-5 Trees planted in parking lots should be protected with curbs, bollards or tree grates, or located on landscaped walkways.

17-6 Lighting in parking areas is a key design component. Lighting should avoid glare that affects adjacent properties. The design of the fixture and it's height should be compatible with the overall site and building design. See also the principles under site security.

This landscaped walkway allows pedestrian access to local businesses.

17-7 Pedestrian walkways should connect each primary entrance of a commercial building to adjacent parking lots, structures, or site amenities and public sidewalks, such that pedestrians can easily and safely navigate through a parking lot. Pedestrian routes are required, by law, to be ADA accessible.

Example of micro-retail treatment at corner of parking lot.



Parking lots should be designed to provide 50% shading after 15 years.

Large unbroken expanses of asphalt are ugly and get extremely hot in the summer.

A trellis and fence used effectively as screening for parked cars.

Street trees soften the appearance of a commercial street.

Street trees provide welcome shade for pedestrians.

18 Street Trees

Design Principle

Street trees should provide a visual frame to the street and offer shade and comfort to visitors to commercial districts.

Rationale

Street trees soften the appearance of the commercial streetscape, and make it more comfortable for pedestrians by providing essential shade during the summer months.

Design Guidelines

18-1 Street trees should be carefully planted and spaced to ensure that commercial businesses are easily visible and accessible.

18-2 Street trees that are not planted and maintained by the City, and that project into the public right-of-way, are subject to a City revocable encroachment permit. Contact the Community Development Department for more information.

18-3 Street trees should be easy to maintain, reduce sidewalk damage, and provide a sufficiently large, wide canopy to shade the sidewalks.

18-4 Street trees must be pruned to provide a clear space between the lower branches and the sidewalk and roadway to prevent damage and provide a clear view of building signage, ground floor windows, and doors (14 feet above the roadway and 8 feet above the pedestrian path of travel).

18-5 Street trees within the public right-of-way must not be trimmed or removed without consulting the City's Urban Forest Services Division (916-808-6257).

18-6 Tree species should be suitable for the Sacramento climate, and should be selected for water conservation. Refer to the following lists for recommended species:

Sacramento Tree Foundation
http://www.sactree.com/

City of Sacramento Urban Forest Services Division
http://www.cityofsacramento.org/transportation/urbanforest/

18-7 The Florin Road Streetscape Master Plan calls for canopy trees to be placed in 7-foot or wider tree wells. An approved tree list includes the following species: Quercus agrifolia, Celtis australis, Liriodendron tulipifera, Pistachia chinensis, and Zelkova serrata. In general, larger trees should be planted at the main entrys to the corridor including the intersections of Florin and Franklin Blvd and 24th and Florin.

19 Landscape Elements

Design Principle

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

Rationale

Landscape elements, such as ornamental plants and water features, help to create visual interest and create an attractive, appealing environment.

Design Guidelines

19-1 Landscaping compatible with building design is encouraged. Trellises, arbors, cascading landscaping, vines and perimeter garden walls are encouraged.

19-2 Landscaping shall conform to the City Municipal Code Section 17.68, “Landscaping and Paving Regulations.”

19-3 Plant species should be suitable for the Sacramento climate. Low-water landscaping materials are encouraged.

19-4 High-maintenance annuals and perennials should be used only as smaller landscape elements.

19-5 The full growth of landscaping materials should be anticipated so that trees and shrubs do not conflict with signage, lighting and roofs.

19-6 Landscaped areas are preferred over impermeable paved surfaces.

19-7 An automatic irrigation system must be installed to provide consistent coverage of all landscaped areas. Automatic controllers with rain shut-off valves will allow for greater water conservation. Irrigation controls should be screened from view by landscaping or other attractive site materials.

19-8 Turf and groundcover are more effectively irrigated with a conventional spray system. Head-to-head spray coverage is recommended. Avoid overspray onto sidewalks and adjacent properties.

19-9 A drip irrigation system is recommended for shrubs and trees to provide deeper, more even watering. Drip irrigation also permits greater water conservation than a conventional spray system.

19-10 Bare soil should be planted or mulched to avoid unsightliness and unnecessary run-off.

19-11 Landscaping must not impede access to hydrant connections or other essential services, but can be used in a good design to soften these elements and make them blend in.

Landscaped areas add to the beauty of commercial districts.

Turf areas balanced with a variety of ground covers, shrubs, and trees is acceptable.

Large monotonus turf areas with no shrubs or ground cover creates a bleak landscape and is unacceptable.

19-12 Retain existing mature trees in landscaping, site, and building plans whenever possible. Note that City permits may be required to prune or remove existing trees, particularly large trees.

19-13 Security issues should be considered in the landscape design of the site, including creation of barriers and screening. Openness and visibility can be maintained even with significant landscape coverage, with proper selection and maintenance of plant materials.

20 Site Amenities

Design Principle

Appropriate site amenities that complement the surrounding architecture should be selected and installed along the entire building front so as to increase opportunities for people to congregate and interact.

Rationale

Site amenities, such as pedestrian kiosks, benches, transit shelters, newspaper racks, trash cans, and café tables, encourage pedestrian use and increase opportunities for casual social interaction and enhance the appeal and vitality of the commercial corridor.

Design Guidelines

20-1 Street furniture should be attractive, functional, easy to maintain, high quality, and vandal resistant.

20-2 Street furniture must not block the sidewalk or access to parking.

20-3 Seating is highly encouraged. A variety of seating alternatives, such as benches, seat walls, and café tables is possible.

20-4 Incorporation of public art into site and building design is recommended.

20-5 The pattern and texture of ground paving materials should enhance the quality of the district. Use of high-quality brick, stone, textured concrete, terrazzo tile, or other decorative pavers is encouraged.

20-6 Hardscape materials that can endure Sacramento's intense weather conditions should be selected.

20-7 Bicycle racks that complement other street furniture should be provided.

20-8 Site amenities provided by a commercial development project should be accessible from the sidewalk and/or public walkways. Site amenities that are 'fragile' or moveable, or those that might serve as icons attracting vandalism, should be in secure areas of the site.

20-9 Site amenities such as public art/sculpture, fountains or other water features, public plazas or open space, and landscape features, are strongly encouraged,

Seating can consist of conventional benches.

Trash receptacles should be provided at regular intervals.

A variety of site amenities can create attractive spaces for people to gather.

21 Fences Walls and Gates

Design Principle

Fences, walls and gates should be made of high quality materials that are consistent with the style of the building to enhance the overall character of the site and contribute to the positive appearance of the corridor.

Rationale

Fences, walls and gates are useful in screening unattractive areas such as parking lots and utilities and providing safety and security for the site and building.

Design Guidelines

21-1 Gates should be integrated into a design to be unobtrusive when open, and obvious when closed. Please note there are city requirements that will affect gates, to avoid 'backing up' of vehicles into the street.

21-2 Fencing and gating should be designed as an integrated part of the site, rather than as a separate element. For example, a planter can be integrated with a wall; or a wall can be a continuation of the architecture of an adjacent building.

21-3 Masonry walls or fences should be designed to minimize visual monotony through changes in plane, height, material or texture and/or significant landscape massing where appropriate.

21-4 Blank, undivided expanses of wall without changes in plane, texture, masonry pattern, or without relation to human scale are discouraged.

21-5 Fencing should be of decorative design compatible with the building architecture and with the wall element, if provided.

21-6 Alternative fencing designs and materials, (for example wrought iron with brick columns eight foot on center, or hedges combined with shortened walls) are encouraged. Woven wire (chain link) fencing, or razor/barbed/concertina wire is highly undesirable or in some cases not permitted and should be avoided (refer to the City's Zoning Code).

21-7 Wrought iron fencing of the stock black tubular variety is encouraged to be accented with plants, brick or stone pilasters, or other features. Long uninterrupted lines of tubular black fencing are discouraged.

21-8 Fencing should be screened to the greatest extent possible with landscaping to soften the appearance.

21-9 Solid fencing, walls, large hedges, or other similar barriers exceeding four (4') feet in height are generally discouraged.

Example of decorative fencing that is incorpporated into the overall design.

Example of a wall designed to screen parking areas from the adjacent alley.

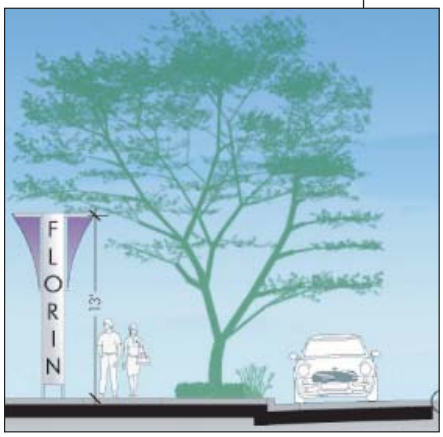
21-10 Fencing should allow pedestrian ingress and egress to the project site. Fencing should not create a barrier to pedestrian movement.

21-11 Where a portion of the site is concealed for aesthetic reasons, secure access should be provided. Where gates are provided, they should enhance the appearance of the property as seen from the street or adjoining properties.

21-12 Fencing must not exclude use of hydrants or fire department connections. All gates should have “knox” access for emergency use subject to review and approval by the City of Sacramento Fire Department.

21-13 Screen walls at outdoor dining areas should be scaled accordingly for visibility and safety.

An example of wrought iron fencing accented with stone.



Conceptual Florin Road gateway element

An example of a gateway at the entry to the Oak Park neighborhood.

Smaller theming elements can be used to highlight a district or area.

22 Gateways

Design Principle

Gateways and corridor identification elements such as signs, low walls, tall arches, or freestanding sculptures and or corner treatments installed at the intersections of Florin Road and 24th Street and Florin Road and Franklin Blvd will enhance community identity along the Florin Road Corridor.

Rationale

Creating a sense of place and building community identity are vital to the health of the Florin Road Corridor. Gateways and corridor elements serve as wayfinding points for visitors to the corridor and creates a sense of place for residents.

Design Guidelines

22-1 Gateway and corridor elements installed at the intersection of Florin Road with 24th Street and the intersection with Franklin Blvd. is encouraged.

22-2 If a theme is present, the corridor elements should respect and reflect that theme.

22-3 Elements should be visible from a minimum of 100 feet down the Corridor in any direction (at a vehicle passenger's eye level, approximately 4 feet off the ground).

22-4 Smaller theming elements shall serve as gateways at the locations identified in the Florin Road Streetscape Master Plan. These elements shall occupy an expanded right of way in these locations.

22-5 Tree and shrub placement shall accommodate this visibility requirement. Sizes of elements shall be designed to achieve 100 feet of visibility requirement.

III. Mixed-Use Design Guidelines

The Mixed-Use Development section outlines good design practices for buildings with residential units over commercial uses. Site design and building design should focus on creating an active, accessible and vibrant pedestrian environment. Mixed-use developments should be properly designed to fit into the context of the surrounding community. Buildings should be built up to the street edge. Ground floor commercial uses should address the public realm and the street.

Mixed-use buildings provide a variety of residential units and ground floor commercial/ retail services. Where higher residential densities and commercial uses are appropriate, mixed-use buildings should be incorporated throughout the Florin Road Corridor.

A subset of mixed-use development, live work lofts provide housing as well as office space for unique small business which adds to the mix of commercial services along the Florin Road Corridor.

This mixed-use center combines ground floor retail with housing above in a modern design.

Mixed-use building with ground floor retail and residential above.

Mixed-use building with ground floor retail.

Live-work lofts.

23 Site Design

Design Principle

Mixed-use developments should be designed to activate the street and to promote active walkable corridors and friendly communities.

Rationale

Mixed-use development combines commercial development with other uses, such as office and residential. Vertical mixed-use buildings typically have higher residential densities and have ground floor commercial/ retail services. While horizontal mixed-use development incorporates different uses from building to building along the street frontage. Mixed-use development in general creates a more vibrant, active pedestrian environment in and around the public and private realms. Ideal locations include frontage along Florin Road, side streets and locations adjacent to the transit plaza.

Design Guidelines

23-1 Orient the front facades of buildings towards the street edge to create a strong building edge that maximizes visibility to commercial uses and provides eyes on the street.

23-2 When mixed-use development is vertical in form, the commercial and office professional uses should be on the first story, with residential above.

23-3 When mixed-use development is horizontal in form, the commercial uses should relate to both the street and adjacent residential uses. Buildings should be designed with both connectivity between uses and the type of uses in mind. The use of courtyards and plazas can provide connections yet provide a separation to avoid noise and other impacts.

23-4 Locate the majority of the commercial uses within the building along the edge of the sidewalk.

23-5 Step back the massing of the building development such that it is at its highest intensity along major streets and at its lowest when adjacent to existing residential development.

23-6 Maximize the number of building entries, especially of office and retail businesses, along the façade fronting the major street.

23-7 Where possible, locate pedestrian-oriented entries of the upper floor residential units along the street fronting façade.

23-8 Provide privacy for ground floor office and residential units by allowing them to be three feet above the sidewalk level.

23-9 Provide parking in the rear or side of the lot, preferably accessed by side roads, and existing alleys.

23-10 The entrance to residential uses on the second story should be clearly defined and easily approachable from a public street or sidewalk.

23-11 Non-residential facilities should not present a rear elevation to the front or side of any residential unit.

23-12 Courtyards can be shared by different uses, such as office and residential. When a courtyard is to be shared by residential units and office or retail businesses, provide individual outdoor spaces for the residential units that are private visually and functionally.

23-13 Avoid views to private outdoor residential spaces and circulation from commercial uses to maintain privacy for the residential uses.

This mixed-use building has a clearly defined base, and an articulated facade.

This mixed-use building has a clearly defined base, and an articulated facade.

Ground floor commercial uses should have larger windows to differentiate from the residential above.

24 Architectural Elements

Design Principle

All architectural elements should be constructed of high-quality materials to promote longevity and a visually pleasing appearance which compliment adjacent buildings.

Rationale

To ensure new or renovated buildings, use a variety of materials, forms and colors that provide visual interest to the pedestrian and contribute to the value of surrounding development.

24-1 Articulate the front facades with windows, both along the ground floor and upper residential floors.

24-2 Allow residential balconies and commercial awnings and signage to protrude four to six feet from the building edge into the sidewalk realm.

24-3 The first story should be designed with a large percentage of windows, doors, and other transparent surfaces. Upper stories should have a larger percentage of opaque surfaces, which can be articulated with windows, balconies, and patios.

24-4 Emphasize the primary entry of buildings (e.g. entrance lobby) with vertical elements.

24-5 Articulate the front facades with rhythm of windows, both along the ground floor and upper residential floors.

24-6 Ensure that the ground floor is as transparent as possible to connect the pedestrians and the building users.

24-7 Recessed or projecting room volumes, gables or other roof forms that break the roof line should be used to delineate individual rooms and dwelling units on upper floors.

24-8 The location and sizing of windows should be used to differentiate between types of uses.

24-9 The design of the commercial component of a mixed-use project should maintain a strong public presence through clear glass, interior and exterior lighting, display areas, awnings, or signage.

24-10 New mixed-use development located in an established residential neighborhood, should be designed with architectural features that complement the character of the surrounding homes.

24-11 New mixed-use development located adjacent to primarily commercial areas should complement and connect with neighboring office and retail uses.

25 Site Elements

Design Principle

Site elements which include landscaping, fencing, paving, as well as common facilities, such as mailboxes, and trash receptacles should enhance the appearance and functionality of mixed-use development.

Rationale

High-quality site elements can increase the beauty and value of the property, and when carefully selected, can also contribute to the visual continuity of the street.

25-1 Landscape front setbacks of the street fronting ground floor residential component of the mixed-use buildings.

For additional site elements including: lighting, landscaping, irrigation, fencing parking, hardscape surfaces, and utilities, please refer to the appropriate section. Commercial mixed-use buildings with retail and office should refer to the Commercial Guidelines section while residential mixed-use developments should refer to the Multi-family Residential Guidelines section.

High quality site elements such as paving and landscaping can create attractive spaces around mixed-use development.

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IV. Residential Design Guidelines

The Residential Design Guidelines are intended to be applied to all residential infill construction, as well as additions or renovations to existing dwellings. Separate sections in this document address the design of single-family and multi-family dwellings.

These Design Guidelines are intended to provide principles and guidelines that support reinvestment and redevelopment of the corridor, transforming the Florin Road over time from an auto-dominated suburban retail environment into an active, vibrant mixed-use urban corridor.

Development at the Richmond BART station illustrates the kind of residential development that could occur near the Florin light rail station.

Multi-family development

Town house development

Single family detached home

RESIDENTIAL DEVELOPMENT BUILDING TYPES

A variety of residential building types should be considered for new residential development in the Florin Road Corridor area. A mix of multi-family and attached and detached single family, where zoning permits, will provide housing options and enhance the overall character of the Florin Road Corridor.

Multi-family

Multi-family buildings are defined as residential structures with three or more units. Example include apartments and condominiums.

Single family

Row Houses and Towns Houses

Row houses and town homes are defined as multi-story, non-stacked, single-family residential units. Row houses typically have above grade front entrances facing public streets or internal pedestrian pathways with tuck under parking or garages located in the rear of the unit. Town homes typically have at grade front entrances facing public streets with garages located in the front of the unit. Front accessed parking often allows for town houses to have small backyards. The more elongated and typically taller design of row houses and rear parking means row houses often appear more dense than town houses.

Standard Detached Single Family Homes

A single-family home is a separate dwelling unit in which only members of a single family live. The unit is a stand-alone structure with its own lot.

Multi-family Residential

The Multi-family Residential Design Guidelines outline good design practices for multi-family development. Florin Road has some existing multi-family development. Future multi-family development near established single-family homes should complement those homes without appearing too massive or out of scale. Multi-family development in the vicinity of Florin Road should also be designed to complement nearby commercial development.

Example of multi-family development that incorporates commercial elements at the ground level as well as single-family elements to complemenent adjacent homes.

SITE DESIGN

This section discusses the location of multi-family structures on the lot, their orientation toward the street and adjacent buildings, and the location of parking lots and parking structures.

Good site design of multi-family structures should ensure that residents can easily access them from the street, with entryways clearly located on the street side. Parking areas, utilities, and service facilities should be located toward the rear of the site. Common spaces should be toward the interior of the site so that all residents can easily access these facilities, and to provide additional safety for small children.

Setbacks for multi-family structures should be similar to those of established structures in the area. If the established context consists of single-family homes, multi-family structures should have similar setbacks, and the design of the multi-family structures should minimize the mass of the buildings. Multi-family structures located in or near commercial corridor may have smaller setbacks similar to the guidelines for new commercial buildings.

A multi-family structure with defined entries, gates, and paths.

26 Relationship to the Street

Design Principle

Multi-family structures should present a facade that encourages interaction with the street by including entry features, windows, and landscaping along the street side of the building.

Rationale

Multi-family structures that are adjacent to a public street should encourage residents to actively engage with that street through a variety of design elements. In addition to improving the visual quality of the streetscape, design elements should allow residents to see and be seen from the street, enhancing neighborhood interaction, improving safety and providing “eyes on the street.”

Design Guidelines

26-1 Multi-family structures that present a blank wall to the street are not allowed.

26-2 Multi-family structures that are constructed as infill near an existing single-family residential neighborhood should provide a streetside facade that is complementary to these single-family homes in style and massing.

26-3 Multi-family structures should have entry features that front onto the street, including a door and porch or stoop that relate directly to the street frontage.

26-4 Recessed entry features are strongly discouraged. Residents should be able to see and be seen as they enter and exit their residences.

26-5 Streetside windows should be installed that provide views of the street from active living spaces.

26-6 Small, landscaped private entry yards afford an attractive appearance on the street side and allow residents to control and take pride in these areas.

26-7 Pedestrians should have clear, unobstructed access to the street and to nearby transit stops.

26-8 Paths and access points should be clearly visible during the day and well lit after dark.

Blank walls facing the street are not allowed.

Private front yards that are visible to the street can help residents to see and engage with the public realm.

27 Setbacks

Design Principle

Setbacks of multi-family residential structures should reflect the appropriate commercial or residential context.

Rationale

When multi-family residential structures are placed on busy commercial streets, smaller setbacks that locate the building closer to the street are preferred. Multi-family structures constructed near single-family residential neighborhoods should reflect the larger setbacks typically found in those areas.

Design Guidelines

27-1 Large multi-family developments should be designed with varied setbacks that contribute to an interesting streetscape and avoid a monotonous streetwall. Continuous lines of buildings with the same setback should be avoided.

27-2 Individual buildings can also be designed with an articulated front, with porches closer to the street than recessed garages.

27-3 In residential neighborhoods, multi-family housing should adopt the predominant setback, but should also vary the building facade to relieve the appearance of mass.

27-4 Design front setbacks to allow maximum opportunities for interaction between residents and neighbors.

These multi-family homes have been designed with setbacks and architectural features similar to those found in single-family homes.

This contemporary multi-family development has been designed with setbacks similar to adjacent commercial development.

28 Interior Common Spaces

Design Principle

Multi-family structures should provide interior common spaces that are easily accessible. Individual units adjacent to common spaces should have facades with entry features and windows that open onto those common spaces.

Rationale

Interior common spaces should ideally foster a sense of community. This can be facilitated by building facades that allow residents to see and easily use common spaces. Common spaces should offer amenities that invite use, such as seating, shade, and tot lots.

Design Guidelines

28-1 Ground floor units should have doorways that open onto interior common spaces.

28-2 All units that overlook interior common spaces should have windows that allow residents to easily see these areas.

28-3 Common amenities, such as tot lots, seating areas, and swimming pools, should be provided that cater to all age ranges, from small children to the elderly, as appropriate.

28-4 Common facilities such as recreation rooms, and laundry and mail areas should be located adjacent to common open space to increase activity in these areas.

28-5 Common open space should be designed as a visible, accessible transition between the street and individual units.

Interior common spaces can offer seating and areas for informal activities.

This multi-family complex has an inviting interior common space with picnic area.

29 Scale and Mass

Design Principle

Multi-family residential structures should be consistent with the scale and mass of existing structures in the vicinity.

Rationale

Multi-family development should use design and construction methods that minimize the appearance of mass with multiple rooflines, articulated facades, and architectural detailing that break up the facade and do not overwhelm adjacent lower-scale residential.

Design Guidelines

29-1 Multi-family structures that are constructed as infill near an existing single-family residential neighborhood should provide a streetside facade that is complementary to these single-family homes in style and massing.

29-2 Encourage two- to four-story buildings.

29-3 Setback upper floors to create opportunities for balconies.

29-4 The second story on two-story structures should be articulated to break up the facade and minimize the appearance of mass.

29-5 Two-story structures should have multiple rooflines with corresponding gables that are consistent in style and materials with the overall structure.

29-6 Architectural detailing, such as dormer and other types of decorative windows, complementary trim, porch details, decorative shutters, and wainscoting, can reduce the appearance of bulk and mass by providing visual interest.

Multiple roof lines can reduce the appearance of mass in large multi-family structures.

The facade of this multi-family structure has been designed with architectural detailing to add interest and reduce mass.

30 Parking

Design Principle

Parking should be located at the rear or interior of the complex, where feasible. Parking lots that face the street or are on the side of multi-family housing should be minimized.

Rationale

Multi-family residential structures should encourage residents to have an active relationship with the street(s) adjacent to the development. To this end, 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 spaces.

Design Guidelines

30-1 Parking lots shall conform to City Municipal Code Section 17.64.030, “development standards for parking facilities,” which specifies stall size and design.

30-2 Smaller, scattered lots will provide better access to residents and be less visually obtrusive than a single large lot.

30-3 Covered parking should be located so that it does not interfere with front entries or access to interior common spaces.

30-4 Parking areas should be screened from adjacent structures with landscaping strips. However, screening should not exceed 4 feet in height, and should be permeable so that areas can be viewed by passing pedestrians and vehicles.

30-5 Underground parking in private or shared garages accessible from the street is acceptable if it does not interfere with pedestrian access to the street.

30-6 Provide parking in the rear of lots accessed by side streets or alleyways.

These units face the street, while parking is located at the rear of the building.

Parking is in small, dispersed lots in the interior of this multi-family development. The materials on the carport also match those on the main buildings.

Large unarticulated parking lots are discouraged.

ARCHITECTURAL ELEMENTS

This section addresses the specific structural elements that can contribute to the positive appearance of multi-family housing.

All architectural elements should be constructed of high-quality materials to promote longevity and have a visually pleasing appearance. Variety of design and materials is desirable if complementary to the existing neighborhood. If located in an established residential neighborhood, multi-family housing should be designed with architectural features that complement the character of adjacent single-family homes. Similarly if located adjacent to primarily commercial area the housing should complement and connect with neighboring office and retail uses.

This row house development has been designed with architectural features similar to those in single-family homes.

31 Garages

Design Principle

The visibility of multi-family garages from the street should be minimized.

Rationale

Primary buildings should front on the street while the presence of the garages should be minimized. The prominence of garages detracts visually from the residential development and depending upon the placement can lead to conflicts between vehicles and pedestrians.

Design Guidelines

31-1 Garages should be located beneath, at the side, or at the rear of multi-family structures.

31-2 No garages shall front on Florin Road.

31-3 Garages should be varied in their location to minimize the impact of a row of garage doors.

31-4 Garages should be grouped in small clusters rather than unbroken lines.

31-5 Rows of garages or carports around the perimeter of a development should be avoided.

31-6 Garage and carport materials and architectural styles should complement the materials and styles of the primary buildings.

Multi-family garages separated by landscaping.

Multi-family garages separated by pathways.

Long spans of garages is discouraged.

Landscaped entry area, steps, and a small porch have been constructed for each unit in this multi-family structure.

The entryways in these contemporary units are marked by a change of material - high quality wood paneling - that contrasts with the adjacent stucco.

32 Entry Features

Design Principle

The principal entry to each unit should be clearly visible from the street and include a porch, stoop, or other entry feature.

Rationale

Entry features should be designed to give definition to the façade of multi-family residential structures. Adding features such as a porch, stoop, portico, or overhang provides visual interest, clearly defines the primary entryway for residents and visitors, and creates visibility and safety.

Design Guidelines

32-1 Entryways to each individual unit should include some form of entry feature, such as a porch or portico, that adds visual interest to the overall structure.

32-2 To promote visibility and security, front doorways should not be recessed to the extent that they are not clearly visible.

32-3 The style of porch and portico columns should be consistent with the scale and style of the building.

32-4 Porch columns and railings should be constructed of high-quality materials that complement the materials used in the overall structure.

32-5 Encourage the provision of individual entries to units rather than a single entry to promote interaction between residents and neighbors.

32-6 Provide privacy for ground floor residential units by allowing them to be three feet above the sidewalk level.

33 Lighting

Design Principle

All common areas and accessways should be adequately lit during low-light periods. Light fixtures should complement the architectural style of the home.

Rationale

Lighting is important no only from a design standpoint but also for the safety and security of residents and visitors. Lighting fixtures should be selected with consideration for the type of use in each area of the complex. Parking lots should be adequately lit so that residents and visitors can easily negotiate parking areas. The lighting of paths and walkways should be adequate for pedestrians to walk safely without light spillover into nearby units. The design and style of light fixtures should complement the style of the buildings.

Design Guidelines

33-1 Lighting should be provided in all common areas, including parking, vehicular and pedestrian entries, walkways, and at common facilities such as mailboxes and swimming pools.

33-2 Lighting fixtures should be designed for exterior use and should be weather resistant.

33-3 Materials, size, color, and design of light fixtures should be consistent with the style of the structures.

33-4 Ornamental pedestrian lighting in common areas should not exceed 12 feet in height. Lighting for parking areas should not exceed 14 feet in height. Pedestrian lighting, such as lighted bollards, should not exceed 4 feet in height.

33-5 Lighting of parking lots, landscaping, and pedestrian walkways should not result in light spillover to interior residential units or adjacent homes, and should not cast glare on the public way and adjacent properties.

33-6 The lights should provide even illumination levels. Flashing or pulsating light fixtures should be avoided.

Decorative lighting

Pedestrian-scaled pathway bollard lighting

34 Signage and Addresses

Design Principle

Entry signage should be provided at all primary access points to the complex and within the complex, as needed, to ensure wayfinding. Entry signage identifying the development and its address should be easily visible from the street to assist visitors and emergency vehicles.

Rationale

Signage promotes wayfinding, and should be easy to read from the street and well-lit at night. Signage also contributes to the character of the complex, and should complement the style and character of the buildings.

Design Guidelines

34-1 Interior vehicle and pedestrian circulation routes should be clearly marked by signage.

34-2 Individual units should have addresses with letters that are 4-8 inches high.

34-3 All signage should be illuminated and clearly visible after dark.

Pedestrian-scaled signage assists wayfinding in multi-family developments.

Signage with lighting (in landscaping)

Signage with landscaping and lighting

Single-family Residential

The Single family Residential section outlines good design practices for single family attached and detached housing development. Attached single family housing is defined as row house or town Although the limited amount of single family housing in the Florin Road Corridor is predominantly detached, there is great opportunity to develop a variety of compact single family developments such as row houses and town houses, adding to the mix of residential housing options along the Florin Road Corridor.

Typical single family detached housing near Florin Road

This row house development has been designed with architectural features similar to those in standard single-family homes.

SITE DESIGN: ROW HOUSE AND TOWN HOUSE

Site design addresses the location of row houses and town houses on their lots, its overall layout relative to the site, its orientation toward the street and adjacent buildings, and the location of parking and utilities Good site design of row house and town house structures, should:

- complement the scale, massing and setbacks of existing detached homes on the block;
- structures located in or near a commercial corridor may have smaller setbacks similar to the guidelines for new commercial buildings;
- provide an entry facing the street to create a welcoming appearance and to give homes “curb appeal”;
- guest parking areas, utilities, and service facilities should be located toward the interior of the site;
- common spaces should be toward the interior of the site.

Row houses that face the street create an attractive environment.

35 Relationship to the Street

Design Principle

Row house and town house structures should present a facade that encourages interaction with the street by including entry features, windows, and landscaping along the street side of the building.

Rationale

Row house and town house structures that are adjacent to a public street should encourage residents to actively engage with that street through a variety of design elements. In addition to improving the visual quality of the streetscape, design elements should allow residents to see and be seen from the street, enhancing neighborhood interaction, improving safety and providing “eyes on the street.”

Design Guidelines

35-1 Structures that are constructed as infill near an existing single-family residential neighborhood should provide a streetside facade that is complementary to these single-family homes in style and massing.

35-2 Structures should have entry features that front onto the street, including a door and porch or stoop that relate directly to the street frontage.

35-3 Streetside windows should be installed that provide views of the street from active living spaces.

35-4 Small, landscaped private entry yards afford an attractive appearance on the street side and allow residents to control and take pride in these areas.

35-5 Pedestrians should have clear, unobstructed access to the street and to nearby transit stops.

35-6 Paths and access points should be clearly visible during the day and well lit after dark.

Row houses with entries that front the street.

These town homes have setbacks similar to those of surrounding single-family homes.

These homes have smaller setbacks that are similar to those of adjacent commercial buildings.

36 Setbacks

Design Principle

Setbacks of row house and town house residential structures should reflect the appropriate commercial or residential context.

Rationale

When row house and town house residential structures are placed on busy commercial streets, smaller setbacks that locate the building closer to the street are preferred. Row house and town house structures constructed near single-family residential neighborhoods should reflect the larger setbacks typically found in those areas.

Design Guidelines

36-1 Row house and town house developments should be designed with varied setbacks that contribute to an interesting streetscape and avoid a monotonous streetwall. Continuous lines of buildings with the same setback should be avoided.

36-2 Individual buildings can also be designed with an articulated front, with porches closer to the street.

36-3 In residential neighborhoods, row house and town house should adopt the predominant setback, but should also vary the building facade to relieve the appearance of mass.

36-4 In residential neighborhoods, design front setbacks to allow maximum opportunities for interaction between residents and neighbors.

36-5 In commercial areas, setbacks that locate buildings close to the street are preferred.

37 Interior Common Spaces

Design Principle

Row house and town house structures should provide interior common spaces that are easily accessible. Individual units adjacent to common spaces should have facades with entry features and windows that open onto those common spaces.

Rationale

Interior common spaces should ideally foster a sense of community. This can be facilitated by building facades that allow residents to see and easily use common spaces. Common spaces should offer amenities that invite use, such as seating, shade, and tot lots.

Design Guidelines

37-1 Units should have doorways that open onto interior common spaces.

37-2 All units that overlook interior common spaces should have windows that allow residents to easily see these areas.

37-3 Common amenities, such as tot lots, seating areas, and swimming pools, should be provided that cater to all age ranges, from small children to the elderly, as appropriate.

37-4 Common open space should be designed as a visible, accessible transition between the street and individual units.

Town houses with doors and windows that face out on the the comon open space area.

This town house development has a common area with amenities such as play equipment.

This three-story row house development sets the third floor back and has a facade that is complementary to nearby single-family homes.

As shown above, architectural detailing can help break up the mass of a development.

38 Scale and Mass

Design Principle

Row house and town house structures should be consistent with the scale and mass of existing structures in the vicinity.

Rationale

Row house and town house development should use design and construction methods that minimize the appearance of mass with multiple rooflines, articulated facades, and architectural detailing that break up the facade.

Design Guidelines

38-1 Row house and town house structures that are constructed as infill near an existing single-family residential neighborhood should provide a streetside facade that is complementary to these single-family homes in style and massing.

38-2 Encourage two- to four-story buildings.

38-3 Setback upper floors to create opportunities for balconies.

38-4 The second story on two-story structures should be articulated to break up the facade and minimize the appearance of mass.

38-5 Two-story structures should have multiple rooflines with corresponding gables that are consistent in style and materials with the overall structure.

38-6 Architectural detailing, such as dormer and other types of decorative windows, complementary trim, porch details, decorative shutters, color and wainscoting, should vary from unit to unit to reduce the appearance of bulk and mass by providing visual interest.

39 Guest Parking

Design Principle

Guest parking should be located on internal streets throughout the site. Parking lots that face the street or are on the side of row house and town house should be minimized.

Rationale

Row house and town house structures should encourage residents to have an active relationship with the street(s) adjacent to the development. To this end, guest parking should be located in the interior of the development so as not to interfere with access to the street or interior common spaces.

Design Guidelines

39-1 Parking lots shall conform to City Municipal Code Section 17.64.030, “development standards for parking facilities,” which specifies stall size and design.

39-2 Smaller, scattered lots will provide better access to residents and be less visually obtrusive than a single large lot.

39-3 Parking areas should be screened from adjacent structures with landscaping strips. However, screening should not exceed 4 feet in height, and should be permeable so that areas can be viewed by passing pedestrians and vehicles.

39-4 Underground parking in private or shared garages accessible from the street is acceptable if it does not interfere with pedestrian access to the street.

39-5 Provide parking in the rear of lots accessed by side streets or alleyways.

40 Circulation

Design Principle

A network of public streets, internal streets, driveways, and paseos should be used throughout the development to enhance circulation within the site and connectivity to the adjacent neighborhood.

Rationale

Good site design of streets, driveways, and paseos enhances the interaction between pedestrians and motorists. A hierarchy of circulation options will promote safety and add to the character of the development.

Design Guidelines

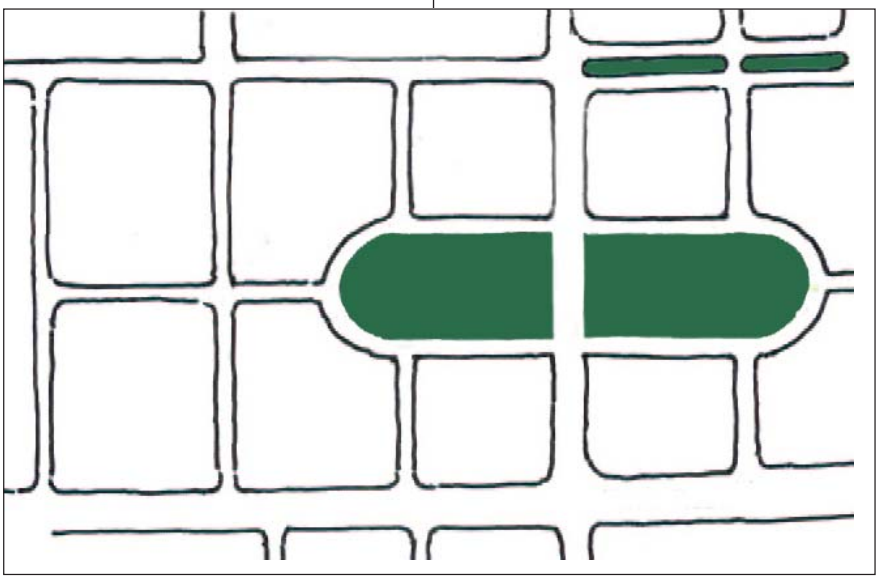
40-1 A network of public streets, internal streets, driveways, paseos etc. is encouraged, when feasible.

40-2 Internal streets should include the same elements as nearby public streets. Elements might include sidewalks, parallel parking and landscaping.

40-3 Driveways should be designed to be accessible and safe for both pedestrians and motorists.

40-4 Internal paths such as paseos should be designed to improve pedestrian circulation and connections throughout the site.

40-5 Pedestrian connections to adjacent existing or future retail developments is encouraged.



This conceptual circulation pattern shows a network of streets, parks, and greenbelts that can be used to connect new development to the surrounding area.

41 Garages

Design Principle

Row house garages should be located in the rear of the unit and accessed by an internal street or alley. Town house garages should be located at the front of the unit.

Rationale

To minimize the visual prominence of garages row house and town house garages should be designed to blend into the structure.

Design Guidelines

41-1 Row house developments should use tuck-under or below grade garages.

41-2 Town house developments are encouraged to use two car tandem garages rather than traditional two car garages to reduce the visual impact of large garage doors, when feasible.

41-3 No garage shall front on Florin road.

The garages are located at the rear of this row house development.

Access to these garages is at the rear of each unit.

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SITE DESIGN: SINGLE FAMILY DETACHED HOMES

Site design for typical detached single-family homes addresses a home's location on the lot, its orientation toward the street and adjacent buildings, and its overall layout relative to the site. The site design of infill homes and additions to existing homes should emphasize respect for the context of established structures. In addition, infill homes and some additions, where appropriate, should:

- reflect the scale of existing homes on the block;
- in most cases, be located toward the front of the lot;
- provide an entry facing the street to create a welcoming appearance and to give homes "curb appeal";
- minimize the appearance of the garage by locating it recessed to the main structure at the side or rear of the home; and
- minimize the appearance of mass in two-story homes with an articulated facade.

Typical home near the Florin Road Corridor

Relatively smaller front yard setbacks are typical of many homes near the Florin Road Corridor.

42 Setbacks and Orientation

Design Principle

The front setback and the placement of the home on the lot should correspond to the prevailing setbacks of other homes on the block to create a consistent appearance along the street.

Rationale

Well-designed homes enhance their street by respecting the existing context while not succumbing to uniformity. Front yard setbacks may be slightly varied to create interest, but should contribute to the established assemblage of homes on the block.

Design Guidelines

42-1 Homes should be oriented toward the front of the lot to encourage an active visual relationship with the street.

42-4 The front setback of the home should be an average of the setbacks of existing homes on the block.

42-5 Infill construction footprints should generally be parallel to lot lines. Residential structures should not be placed at odd angles to the street and neighboring properties.

43 Scale and Mass

Design Principle

An infill home should be compatible with the overall scale and mass of other homes on the block. An addition to an existing home should be compatible with the scale and mass of the existing home, as well as with the scale and mass of other homes on the block.

Rationale

Although new infill homes and additions to existing homes are addressing demand for more square footage, they also should respect earlier, established homes by minimizing the appearance of bulk and mass through site layout and architectural design.

Design Guidelines for Infill Construction

43-1 Homes on long, narrow lots should be oriented perpendicular to the street to minimize the appearance of mass.

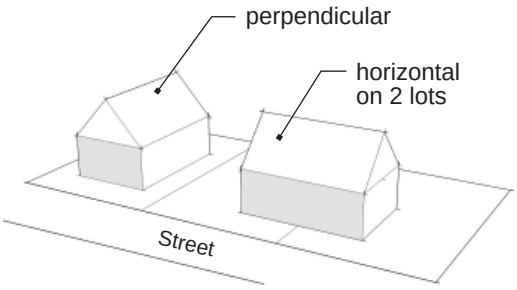
43-2 The mass of a larger structure should be broken down into smaller components that are similar in scale to other buildings in the neighborhood.

Design Guidelines for Additions

43-3 Additions should respect the massing, scale, and height of the primary structure.

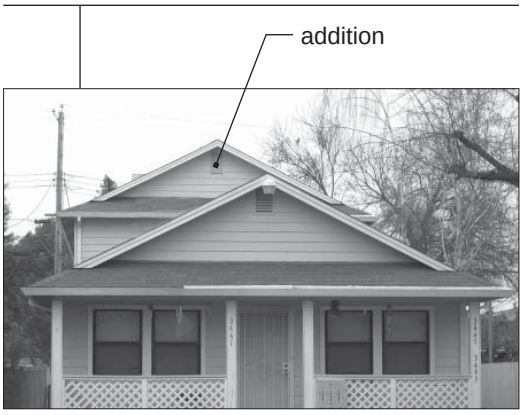
43-4 Additions that are taller than the original building should be located at the rear of the building so that the new addition does not visually overpower the original structure.

43-5 Large additions should be broken down into smaller, varied components that relate to the scale and massing of the original structure.



Orient homes on small lots perpendicular to the street. These buildings have identical square footage, but the home on the left appears smaller because it is perpendicular to the street.

The facade of this home has been broken down into smaller components to reduce the appearance of mass.



Additions should be located at the rear so as not to overpower the original structure.

Architectural details and articulated facades can help to minimize the appearance of two-story infill homes.

Bay or bow windows can help to articulate a residential facade as exemplified in these two-story duplex units.

Dormer windows and other decorative roof elements help to break up the mass of a two-story home.

44 Number of Stories

Design Principle

Two-story homes are acceptable in areas where one-story homes predominate, but they should be designed to minimize the appearance of mass of the second story.

Rationale

two-story infill structures have the capacity to appear out of scale with other homes on a block. Therefore infill homes should be carefully designed so as not to overwhelm adjacent one-story homes.

Design Guidelines

44-1 The front of the home should not present an unbroken two-story wall to the street. Facades should be articulated to break up the surface, add interest, and minimize the appearance of mass. Articulation should include at least two of the following features:

- protruding or recessed facade surfaces
- bow, bay, or dormer windows
- horizontal elements such as cornices, window lintels, or horizontal bands
- porches or porticoes

44-2 All sides of the homes should be given visual interest through the careful placement of windows, while also protecting the privacy of the adjacent home. No side of a two-story home should present an entirely blank facade.

44-5 Infill duplexes constructed on narrow lots (40 feet wide or less) should be designed as two-story stacked units. These structures should conform to the same principles outlined above, with articulation of the facade and the addition of architectural elements.

45 Garages

Design Principle

The garage should be placed at the side or rear of the home to minimize its visibility from the street.

Rationale

Garages located at the front of homes often create large unsightly spaces made of blank garage doors, driveway surfaces and parked cars.

Design Guidelines

45-1 Garages shall conform to all relevant City regulations and guidelines, including the City Municipal Code Section 17.80.040, “Residential Accessory Structures and Use Regulations.”

45-2 On-site parking may be an attached or detached garage. Attached garages should be recessed a minimum of 3 feet behind the front facade (the main front wall) of the home. However, garages that are recessed 3 feet behind the front of the porch will be considered on a case-by-case basis.

45-5 Garage design, siding, roofing, trim, and window materials should match the character and materials used on the primary residence.

45-6 No garage shall front on Florin Road.

Attached garage recessed from the front facade of the home

Shared driveways between two adjacent lots are encouraged, where feasible, to minimize the paved area at the front of the home

Alternative driveway materials, such as turf strips, can minimize the amount of paving in driveways.

46 Parking and Driveway Location

Design Principle

On-site parking should be located at the side or rear of the lot, whenever feasible, to minimize parking along the facade facing the street and afford an unobstructed and attractive view of the home.

Rationale

Many homes have been designed with extensive driveways and parking at the front of the home. Infill development should place driveways and parking toward the side of the lot so that the front yard is visually attractive and can be landscaped.

Design Guidelines

46-1 Driveways for single-family homes should not be located on Florin Road, but instead on side streets with less traffic.

46-2 Parking shall conform to all relevant City regulations and guidelines, including the City Municipal Code Section 17.64.020, “Parking Requirement by Land Use Type,” which states that one off-street parking space is required per dwelling unit.

46-3 Shared driveways between two adjacent lots are encouraged, where feasible, to minimize the paved area at the front of the home.

46-4 Single-car garages or tandem garages are encouraged to reduce the extent of paved driveway areas.

ARCHITECTURAL ELEMENTS

This section addresses the specific structural elements that can contribute to the positive appearance of single family homes including larger detached homes on a typical lot as well as higher density homes such as town houses and row houses.

Architectural elements include the detailing of the home, such as roofing, siding, windows, and doors. Infill homes and additions or renovations to existing homes should respect the architectural style of established homes on the block, while also reflecting contemporary construction methods. Similarly, if located adjacent to a commercial area, the development should complement and connect with neighborhing office and retail uses.

All architectural elements should be constructed of high-quality materials to promote longevity and a pleasing appearance. Variety of design and materials is desirable if complementary to the existing context.

These row houses have facade details and colors that distinguish them as individual units.

Photo Courtesy of DesignLens

This home has architectural details scaled to the proportions of the home.

47 Architectural Character and Detailing

Design Principle

An infill home should be designed in a cohesive architectural style that complements the best examples of existing residential development on the block.

Rationale

Structures that are compatible with existing homes contribute to a sense of place and add to the character of the area. Use of character-defining features, such as porches, columns, balustrades, brackets, rafters, and decorative trim, enhances visual compatibility.

Design Guidelines

47-1 The architectural design of infill construction should complement the architectural styles of existing homes on the block. If there is a mixture of styles on a block, then the design of infill construction may be more flexibly interpreted.

47-2 Architectural features and detailing should be proportional to the scale of the home, as well as to other homes on the block of a similar architectural style.

47-3 Additions should be designed with architectural details that are similar to those of the existing structure, but simpler and visually distinguishable.

47-4 If located in or adjacent to a commercial area, the structure should complement and connect with neighborhing office and retail uses.

48 Roof Styles

Design Principle

The design of a roof on an infill home should correspond to the prevailing designs of roofs on homes in the established neighborhood context. The design of the roof on additions and renovations should correspond to the roof style and pitch of the existing structure.

Rationale

The pitch, style, and orientation of the roof in an infill home should be similar, but not necessarily identical to, the roof styles of existing homes on the block to encourage respect for the established context while allowing for variety.

However, the pitch, style, and orientation of the roof on a renovation or addition should be identical to that of the existing home, while any crossing gables should match the established pitch and style of the existing roof.

Design Guidelines

48-1 Roof design on infill structures should be similar to the shape, pitch, overhang, gable orientation and material of the roof design of existing homes on the block.

48-2 Flat roofs are discouraged and should be used only if they are common in neighboring residences.

48-3 The roof forms and slopes of additions should be similar to those of the original structure.

Gable roof with front-facing gables

Gable roof with side-facing gables and shed-roofed dormer windows

Gable roof with clipped end

Attractive porch detailing complements home

Entryway to row house with potico.

49 Entry Features

Design Principle

The principal entry to each home should face and be clearly visible from the street and include a porch, stoop, or other entry feature.

Rationale

Entry features accent the front facade of a home and add visual interest. To give definition to front of a home and provide visual interest, entryways should be defined by entry features such as a porch, stoop, portico, or overhang.

Design Guidelines

49-1 Entry features are encouraged on all new homes, and are a recommended renovation for existing homes, where feasible.

49-2 Entry porches and porticoes in two-story homes should be one story to minimize the appearance of bulk.

49-3 To promote visibility and security, front doorways should not be recessed to the extent that they are not clearly visible.

49-4 The style of porch and portico elements should be consistent with the scale and style of the home.

49-5 Porch columns and railings should be constructed of high-quality materials that complement the materials used in the overall exterior of the home.

50 Doors

Design Principle

Doors should be made of high-quality materials and include decorative elements such as raised panels, sidelights, and transoms that are appropriate to the overall design of the home.

Rationale

Doors are an important architectural feature that offer security and visual appeal. For this reason, doors should be made of high-quality materials that protect the home, while also offering aesthetic appeal through decorative elements that correspond to the style of the home.

Design Guidelines

50-1 Doors are character-defining features of a home and should be appropriately designed to contribute to the overall composition of the house.

50-2 Doors should not be flat surfaces, but should include raised panels, glass, or some other form of detailing and articulation.

50-3 Doors should be of high-quality materials, such as metal or solid-core wood.

50-4 Door framing should be slightly recessed or extended to lend interest and definition to the entry.

Door with sidelights, transom, and raised panels

Photo Courtesy of DesignLens

Window detailing, such as shutters, adds interest.

Photo Courtesy of DesignLens

Casement window with wooden frame and sill

Single-hung windows with wooden frame

Attractive window detailing

Photo Courtesy of DesignLens

51 Windows

Design Principle

Windows should be constructed of high-quality materials and designed to complement the style of the home.

Rationale

High-quality materials and construction techniques should be used to ensure the longevity of windows and enhance their aesthetic appeal.

Design Guidelines

51-1 Windows should complement the style of the home. Recommended window styles include casement, single-hung sash, and double-hung sash windows.

51-2 Windows with multiple panes provide interest and definition to a home's facade and are encouraged.

51-3 Window frames, sash, trim, and sills may be wood, vinyl, or a paintable fiberglass composite. Unpainted metal is not allowed.

51-4 A consistent window treatment should be used on all sides of the building.

51-6 Windows used in new additions and remodels should be similar to those in the primary structure.

51-7 Reflective or tinted glass and opaque plastic skylights are discouraged.

52 Siding

Design Principle

The siding used on new homex or addition to an existing home should be durable, consistent with the style and character of the home, and complement the siding materials used on other homes on the block.

Rationale

Siding, and other forms of architectural cladding, should not only complement the style of new infill homes, but should be consistent with siding materials commonly used on other homes in the neighborhood to avoid appearing out of context. Siding used on additions should match siding on the existing home to the greatest extent possible.

Design Guidelines

52-1 The architectural cladding should be consistent with the majority of the homes on the block.

52-2 The architectural cladding should be used consistently on all sides of the house.

52-3 Where lap siding is the predominant form of siding on the block, it should be used for infill construction as well.

52-4 Wood lap siding should be applied horizontally and should be similar in scale, proportion, texture, and finish to the wood lap siding traditionally used on the block. Other types of siding, such as flush siding and drop siding, are acceptable if they have precedence in other homes on the block.

52-5 Several lap siding materials are available, with some recommended over others:

Recommended:	**Discouraged:**
Wood	Vinyl
Cement fiber	T1-11
	Aluminum

52-6 Where lap siding is not the predominant material, wood, brick, stone, and stucco are also acceptable materials.

52-7 Stucco must be smooth, troweled plaster. Spray-on, “popcorn” stucco is not allowed.

52-8 The use of two materials, with one employed as wainscoting, can often add to the interest of the home.

52-9 Highly reflective metals, glass, plastic, and vinyl should be avoided.

Wood lap siding

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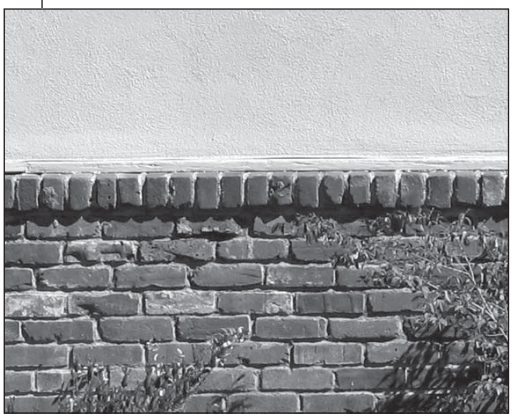
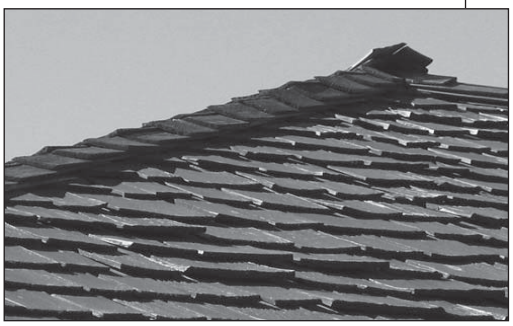
Smooth Stucco

Brick



Brick wainscoting on smooth stucco

Laminated dimensional shingles



Wood shakes

Lightweight concrete shingles

Tile shingles

53 Roofing

Design Principle

Roofing on new homes should be durable and complement the style of the home. Roofing on an addition or renovation should be durable, and complement the roofing on the existing home.

Rationale

Roofing materials should be durable to ensure their attractiveness and continued functionality for many years. Roofing materials should also be suitable for the context.

Design Guidelines

53-1 Roofing materials must have a minimum 30-year guarantee. Roofing with a 40-year guarantee is encouraged.

53-2 The color and materials used for roofing should complement the color and architectural style of the home. Accent colors may be used, but they should not overwhelm the home, or clash with other homes on the block.

53-3 The following materials are recommended:

- laminated dimensional (asphalt) shingles;
- wood shingles/shakes;
- laminated dimensional fiberglass shingles;
- lightweight concrete shingles;
- terra cotta tile or lightweight concrete tile; or
- slate shingles;
- Alternative composite shingles using cool roof technology (see appendix for more information)

Exceptions to these roofing materials will be made on a case-by-case basis.

53-4 Metal roofing is typically inappropriate and highly discouraged.

54 Lighting

Design Principle

Light fixtures should be consistent with the architectural style of the home and should provide adequate illumination of the front entry so that it is clearly visible from the street. For town houses and row houses, all common areas and accessways should be adequately lit during low-light periods.

Rationale

Lighting fixtures should be adequate to illuminate the addresses and the front entryway. Lighting fixtures should be selected with consideration for the type of use in each area of the development. Parking should be adequately lit so that residents and visitors can easily negotiate parking areas. The lighting of paths and walkways should be adequate for pedestrians to walk safely without light spillover into nearby units. The design and style of light fixtures should complement the style of the buildings.

Design Guidelines

54-1 Lighting contributes to the security of the home and is required for the front entry, walkways, and garage area. Recessed entryways should be clearly lit.

54-2 Lighting fixtures should be designed for exterior use and should be weather resistant.

54-3 Materials, size, color, and design of light fixtures should be consistent with the style of the structures.

54-4 Site lighting should not result in light spillover to interior residential units or adjacent homes, and should not cast glare on the public way and adjacent properties.

54-5 The lights should provide even illumination levels. Flashing or pulsating light fixtures should be avoided.

54-6 For town houses and row houses, lighting should be provided in all common areas, including parking, vehicular and pedestrian entries, walkways, and at common facilities such as mailboxes and swimming pools.

54-7 For town houses and row houses, ornamental pedestrian lighting in common areas should not exceed 12 feet in height. Lighting for parking areas should not exceed 14 feet in height. Pedestrian lighting, such as lighted bollards, should not exceed 4 feet in height.

Simple, streamlined lighting fixtures can complement a wide variety of home styles.

High-quality lighting fixtures can enhance the appearance of the home.

Addresses should be illuminated and easily visible from the street.

55 Signage and Addresses

Design Principle

Entry signage identifying the development and its address should be easily visible from the street to assist visitors and emergency vehicles.

Rationale

To assist emergency vehicles and contribute to the safety of the home, address lettering should be affixed near the door and should be large enough to be seen from the street. Signage promotes wayfinding, and should be easy to read from the street and well-lit at night. Signage also contributes to the character of the development, and should complement the style and character of the buildings.

Design Guidelines

55-1 The address should be illuminated and visible from the street.

55-2 Address numbers should be 4-8 inches high.

55-3 The preferred location to display the address is affixed to the front of the home, adjacent to the front door, whenever possible.

55-4 For town houses and row houses, interior vehicle and pedestrian circulation routes should be clearly marked by signage.

55-5 All signage should be illuminated and clearly visible after dark.

Residential Site Elements

Site elements include those features that are auxiliary to the residential unit, such as landscaping, fencing, paving, as well as common facilities, such as mailboxes, and trash receptacles. Site elements are typically used to enhance the appearance and functionality of the residential unit.

High-quality site elements can increase the beauty and value of the property, and when carefully selected, can also contribute to the visual continuity of the street.

Interior pedestrian path

Native bunch grasses are an excellent alternative to turf.

A variety of trees, shrubs, and ground covers provide visual interest at all levels.

56 Landscaping

Design Principle

Landscaping should be used on the site to positively contribute to the appearance of the home and site and to create a sense of visual continuity along the street. The front yard should be planted with landscaping materials that may include a mixture of turf, groundcover, and decorative shrubs. For multi-family and mixed-use buildings Landscaping should be provided within all streetside setbacks, common areas, and parking lots to provide shade and create visually appealing exterior spaces.

Rationale

Use of a variety of landscaping plants and materials can help create visual interest and define the character of the Florin Road Corridor. Trees provide shade, reduce energy consumption in the summer, help to filter air pollution, and can increase property values. Landscaping elements should be selected not only with consideration for the style of the residential structures, but should also complement the landscaping of other buildings on the block.

Design Guidelines

General

56-1 Bare soil should be planted or mulched with bark, stone, or other suitable materials to avoid unnecessary runoff.

56-2 Plant species should be suitable for the Sacramento climate. Low-water landscaping materials are encouraged.

56-3 Refer to the following lists for more information about recommended species:*

Sacramento Tree Foundation
http://www.sactree.com/

Sacramento Municipal Utility District (SMUD)
http://www.smud.org/en/residential/trees/Pages/index.aspx

City of Sacramento Urban Forest Services Division
http://www.cityofsacramento.org/transportation/urbanforest/

**Please note that City Urban Forest Service comments and conditions supercede those of other entities.*

56-4 Street trees should be retained. Consult the City of Sacramento Urban Forest Services Division (916-808-6257) for questions regarding the care of street trees. Private tree services are available to consult before trimming or removing mature trees; however, pruning or removal of heritage trees requires issuance of a City Urban Forest Services permit.

56-5 Trees species should be selected so that each tree's canopy at full growth can be accommodated by the site. A variety of tree species representing a range of sizes will contribute to the visual interest is recommended.

56-6 New planting strips located between the sidewalk and street should be a minimum of 7 feet wide to promote the health of shade trees.

56-7 Proper tree staking techniques should be followed to promote healthy tree growth.

Multi-Family

56-8 Landscaping shall conform to the City Municipal Code Section 17.68.010, "Landscaping requirements," which requires that the front and street side setbacks must be planted with landscaping materials that primarily consist of turf or low-growing groundcover.

56-9 Trees should be planted in the setbacks and common areas at intervals appropriate to the full spread of the mature trees.

Single-family

56-10 Landscaping shall conform to the City Municipal Code Section 17.68.010, "Landscaping requirements," which states that a maximum of 40% of the front yard setback may be paved for parking and driveways, with an additional 10% for walkways or uncovered patio use. The remaining portion of the yard must be landscaped.

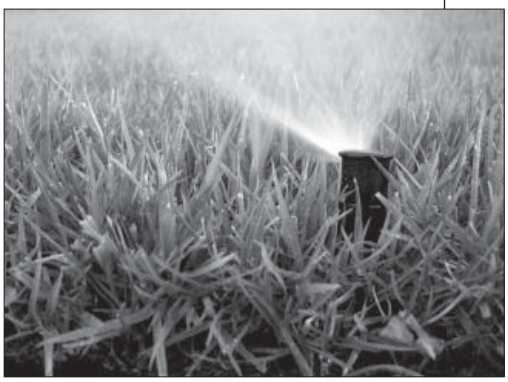
56-11 A minimum of two trees should be planted in the front yard. A minimum of three trees should be planted for homes on corner lots where the yard permits full canopy growth.

Drought tolerant and native species can be effecitvely mixed with turf to create a balanced landscape.

Groundcovers, such as this Vitex species, can provide a low-water alternative to turf.

Landscaped areas should be mulched with bark or stone.

Landscaping and fencing define the common area, but interior spaces are easily seen from the street.



A conventional spray system is most effective for turf and groundcover.

A drip irrigation system provides deeper watering for shrubs and trees.

57 Irrigation

Design Principle

An automatic irrigation system should be provided for new construction to maintain the health and positive appearance of all landscaped areas.

Rationale

The seasonal extremes of the Sacramento climate make regular irrigation of planted areas mandatory. Automatic irrigation ensures regular and consistent watering, and promotes healthy landscaping.

Design Guidelines

Multi-family

57-1 An automatic irrigation system must be installed to provide consistent coverage of all landscaped areas.

57-2 Turf and groundcover are more effectively irrigated with a conventional spray system. Head-to-head spray coverage is recommended. Avoid overspray onto sidewalks and adjacent properties.

57-3 A drip irrigation system is recommended for shrubs and trees to provide deeper, more even watering. Drip irrigation also permits greater water conservation than a conventional spray system.

57-4 Automatic controllers with rain shut-off valves will allow for greater water conservation.

57-5 Irrigation controls must be screened from view by landscaping or other attractive site materials.

Single-family

57-6 An automatic irrigation system should be installed in the front yard to provide consistent coverage of all planted areas. A home on a corner lot should have an automatic irrigation system that covers the yards fronting both streets. Automatic controllers with rain shut-off valves provide greater water conservation.

57-7 If there is a front planting strip, the homeowner is responsible for the irrigation and maintenance of it.

57-8 Turf and groundcover are more effectively irrigated with a conventional spray system. Head-to-head spray coverage is recommended. Avoid overspray onto sidewalks and adjacent properties.

57-9 A drip irrigation system is recommended for shrubs and trees to provide deeper, more even watering. Drip irrigation also permits greater water conservation than a conventional spray system.

57-10 Irrigation controls must be screened from view by landscaping or other attractive site materials.

58 Fencing

Design Principle

Fencing must be of high quality materials that are consistent with the style of the structure to enhance the overall character of the residential unit and contribute to the positive appearance of the neighborhood. For multi-family development, fencing should complement the design of the buildings and define the boundary of the complex without obstructing physical or visual access.

Fencing should be a visual enhancement of the buildings.

Rationale

Fencing should be selected to complement the character of the structure as well as the overall character of the neighborhood. Front yard fencing should be selected not simply as a security measure, but for its decorative qualities.

Design Guidelines

Multi-family

58-1 Fencing shall conform to the City Municipal Code Section 17.76, “Wall, Fence and Gate Regulations,” which states that front fencing may not exceed 4 feet in height, while side and rear fencing may not exceed 6 feet in height.

58-2 Fencing should be perceived as an enhancement, not a barrier, and should not obstruct pedestrian access.

58-3 Fencing adjacent to any street should have a minimum of 50% transparency.

58-4 High-quality materials, including wood, metal, stucco, and some forms of vinyl fencing, are acceptable fencing materials. Stucco must be smooth plaster.

58-5 Combining materials, such as metal with brick or stucco pillars, is an attractive way to give interest to fencing and is recommended.

58-6 Articulate property edges with fences and landscaping. Ensure fences and shrubs are no more than three feet high.

This fencing defines the boundaries of the complex but allows easy visibility from the exterior.

Single-family

58-7 Fencing shall be located and constructed in conformance with the City Municipal Code Section 15.156, “Fences,” and Section 17.76, “Wall, Fence and Gate Regulations.” Per Section 17.76, fencing on the front or side yard adjacent to a street of residential properties shall not exceed 4 feet in height, unless it is made of wrought iron or tubular steel, in which case the fencing may be up to 6 feet in height. However, to increase the aesthetic appeal of the Florin Road neighborhood, these Design Guidelines discourage the installation of fences over 4 feet in the front or side yard adjacent to the street.

58-8 Fencing must allow unobstructed visibility of the front entrance, and in the case of homes on corner lots, the front and side entrances, to promote visual surveillance of the front yard and aid in crime prevention.

58-9 Front yard fencing should have a minimum of 50% transparency.

58-10 The style, materials, and color of the fencing should complement the style, materials, and color of the home.

58-11 High-quality materials, including wood, metal, stucco, and some forms of vinyl fencing are acceptable fencing materials. Stucco must be smooth plaster.

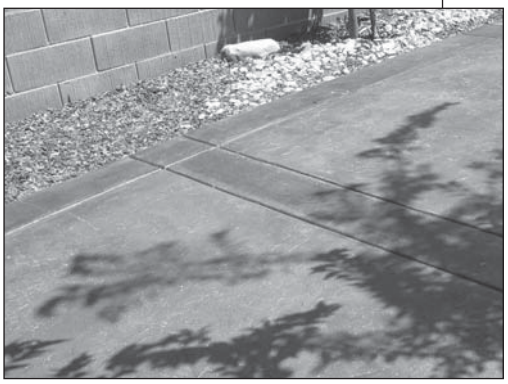
58-12 Chain link fencing is highly discouraged for use as a front yard feature. Solid stucco walls are also discouraged, but stucco may be used in conjunction with other materials.

A tall hedge that provides a good place for intruders to hide should be avoided.

Wooden fence with 50% transparency

Metal fence with brick column

Metal fence with ornamental top



Concrete paving can be enhanced with detailing and the use of integral color.

The interlocking pavers in this shaded parking lot help to keep stormwater runoff on-site.

Pervious paving reduces stormwater runoff.

59 Paving/Hardscape Surfaces

Design Principle

The paving materials selected should contribute to the overall appearance of the home. For multi-family development walkways and common areas should incorporate decorative paving treatments and pervious paving treatments. Parking lots should incorporate pervious paving treatments, where feasible.

Rationale

Large impervious surfaces constructed of concrete or asphalt should be minimized at the front of the home. Instead, alternatives, such as brick, stone, concrete pavers, and patterned concrete, should be used as appropriate. Some of these alternative forms of paving can offer the added benefit of minimizing stormwater run-off and the need for supplementary irrigation, as water is able to percolate down through the spaces between paving units.

Design Guidelines

Multi-family

59-1 Impervious surfaces should be limited to driveways, parking lots, walkways, and common areas.

59-2 Alternative paving surfaces are encouraged for walkway surfaces in common areas, where brick, modular pavers, and various forms of stamped or integrally colored concrete are appropriate. Pedestrian walkways must balance enhanced appearance with universal access; therefore, materials such as flagstones are not appropriate for common walkways unless installed in a manner that ensures accessibility.

59-3 Use of permeable materials, such as permeable asphalt, grasscrete, and modular pavers, are encouraged to reduce stormwater runoff in parking lots. Where possible, drainage should be directed into planting areas to increase percolation of water runoff. Alternative paving treatments must be approved by the Community Development Department.

Single Family

59-4 Paved areas shall not exceed those defined by City Municipal Code Section 17.68.010, “Landscaping requirements,” which states that a maximum of 40% of the front yard setback may be paved for parking and driveways, with an additional 10% for walkways or uncovered patio use.

59-4 Alternative paving surfaces, such as concrete pavers, brick, or stone are encouraged for driveway surfaces to reduce the appearance of large, paved areas.

60 Utilities and Storage Facilities

Design Principle

The visibility of utilities and storage facilities such as trash enclosures and mechanical equipment, should be minimized by placing them at the side or rear of the structure and screening them from view from the street.

Rationale

Utilities and service features are less attractive but necessary parts of the home. These features should be placed at the side or rear of the home, and screened by fences and landscaping. Alley access can facilitate placement of and access to these features at the rear of the home.

Common facilities, such as mail areas, laundry rooms, swimming pools, and playgrounds, should be easy for residents to find and use. Trash receptacles and utility boxes should be equally accessible but screened from public view to protect the visual quality of the development.

Trash enclosure is screen view in this apartment complex.

Design Guidelines

Multi-family

Trash and Recycling Enclosures

60-1 Trash and recycling receptacles should be screened from view. Landscaping around trash enclosures will help to soften and screen what may otherwise be an unattractive structure.

60-2 Curbs and other impediments should be avoided so that receptacles are easily accessible for trash removal.

60-3 Trash/recycling enclosures must be made of a durable material, such as brick, concrete, or stucco, and should complement the design of the primary structures.

60-4 Trash/recycling enclosures should be located so that noise and odors are not detectable by nearby residents.

Storage Areas

60-5 Storage for personal items should be provided in structures that match the design and materials of the primary buildings.

60-6 Storage areas should be located so that residents can easily access them from parking areas.

Utilities, Mechanical, Heating, Ventilating, and Air Conditioning

60-7 All utilities, including radio and cable lines, should be installed underground. The visibility of roof-mounted satellite dishes should be minimized.

Attractive and accessible mailbox facility

Appropriate screening of HVAC unit behind fence

60-8 Mechanical equipment should be included in the design of the building where possible. If this is not feasible, it should be screened with a solid enclosure and landscaping.

60-9 Exterior utility equipment should be placed in low-traffic areas and screened by landscaping.

60-10 Where feasible, heating, ventilation, and air conditioning units should be placed on the north side of buildings (if not the street side) to shade the units and minimize energy consumption

Single-family

60-11 Trash receptacles should be placed in the side or rear yard and adequately screened by landscaping or a side yard fence.

60-12 Storage sheds should be located in the rear yard. Placement in the side yard is acceptable if the shed is adequately screened by landscaping or a side yard fence.

60-13 Accessory structures should be similar in character and materials to the main building, but subordinate in massing, scale, and height.

60-14 Antennae should be mounted at the rear of the home. Satellite dishes should be mounted on the home to minimize their visibility.

60-15 Heating and cooling units should not be roof-mounted or placed at the front of the home. Heating and cooling units should be placed in the attic or at the side or rear of the home and screened by a side yard fence or landscaping. Solar panels do not need to be screened.

61 Access Ramps

Design Principle

Ramps that provide access to the front or side of the home should be safe, designed to match the style of the home, and constructed of durable materials that complement those used on the home.

Rationale

Ramps that provide universal access to single-family homes should be designed so that they look like they are a part of the home to the greatest extent possible. The ramp should be designed to minimize its size and bulk without compromising safety and ease of access. Materials used should complement those used on the home, i.e., a concrete ramp with brick facing could be used on a brick home, while a wooden ramp might be more suitable for a home with wood lap siding.

Design Guidelines

61-1 Any ramp providing access to a single-family residence should be designed to meet standards found in the Americans with Disabilities Act, available for review at:

www.ada.gov/stdspdf.htm

Under ADA standards, a ramp should be designed with a slope ranging between 1:12 and 1:20 (5 to 8% slope), and should include 59-inch landings at the top and bottom of any run. A handrail should be included on all ramps higher than 6 inches.

61-2 The ramp should be designed so that it does not detract from existing architectural elements at the front of the home. The specific location and angle of the ramp may vary, depending on the design of the home and its location on the lot.

61-3 Ramps should be constructed of sturdy, long-lasting materials, such as wood, brick, or concrete. Ramp materials should complement those used on the home. Where appropriate, facing materials used on the home may be affixed to the side of the ramp.

61-4 Modular aluminum ramps are discouraged from use at the front of the home.

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V. Florin Light Rail Station Design Guidelines

The Florin Light Rail Station Design Guidelines are intended to be applied to the 56 acres surrounding the Florin Light Rail Station in the area known as the Florin Transit Village Plan Area (refer to the map on the following page).

At the Florin Road Station, there is a tremendous opportunity to provide quality development which is oriented towards and compatible with the Sacramento Regional Transit (RT) system. It is the goal of the City of Sacramento to have this area develop into a transit oriented development (TOD). Achieving this goal will provide mixed-use housing opportunities for a variety of citizens while improving the opportunities to use rail transit for trip-making – thus providing travel options, reduce greenhouse gas emissions and reduce traffic congestion in the area.

The vision for the 56-acre area Florin station transit village is that of a mixed-use community with range of housing types as well as retail services, facilities, and parks and greenways that serve residents as well as surrounding neighborhoods. The large parcels that currently exist would be broken up into a series of smaller blocks with streets and pedestrian pathways that would serve residents as well as commuters. The north and south side of Florin is as envisioned a “main street” with commercial uses that line the street while higher density mixed-use development would be located interior to the project and along Indian Lane. Mixed-use and residential development would be built around a series of parks and greenways. The focal points of the village would be the central park and the transit plaza adjacent to the light rail tracks which would be bordered by higher density mixed-use development. As the area develops over time, town homes and other compact single family residential buildings would be built to the north and the west of the station in order to blend with the surrounding single family neighborhoods.

Signage at the Florin Station

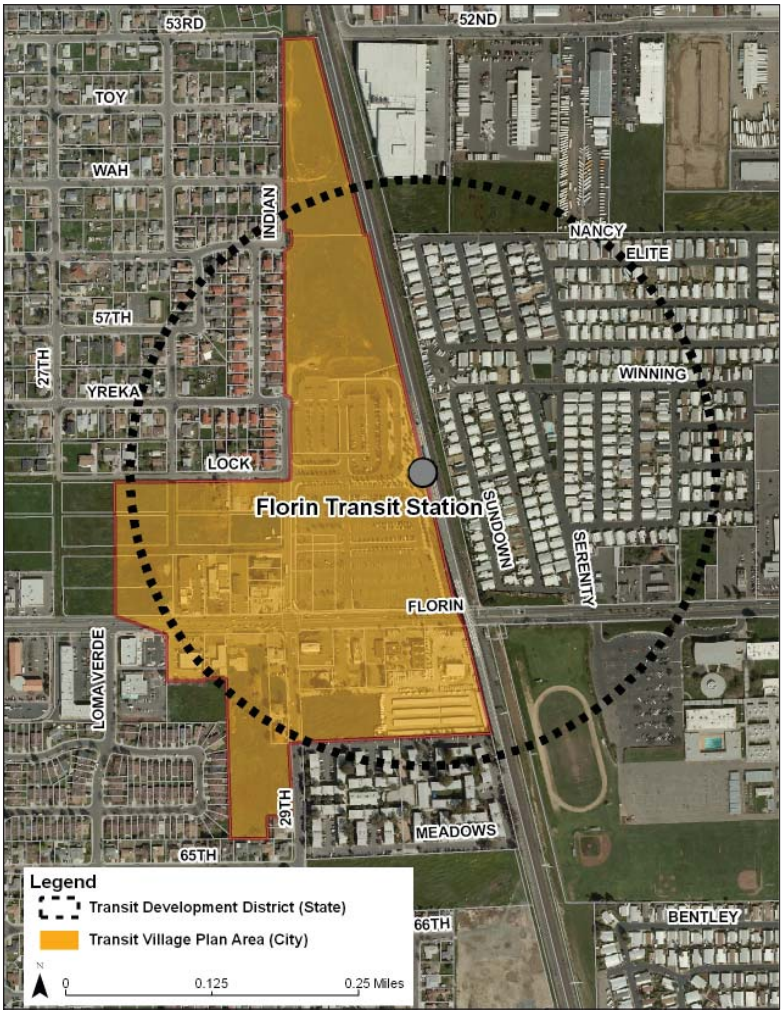
Introduction

Sacramento Regional Transit-Light Rail

View of existing Florin station.

The area is expected to develop over time with initial development expected on the 22 acres owned by Regional Transit. The Florin Light Rail Station Design Guidelines apply to the Florin Transit Village Plan Area (shown as the shaded area in the map below) and are intended to help developers and property owners with their projects to ensure that they develop in a manner consistent with the vision of the Florin Station Transit Village.

For more information, please refer to the Florin Road Station Area Transit Oriented Development (TOD) Concept and Guidelines (2009).



Florin Transit Village Plan Area - shaded area identifies where the light rail station design guidelines apply.

SITE DESIGN

The Florin Road Light Rail Station Transit Village is envisioned to be an urban mixed-use transit-oriented development TOD, which promotes the use of alternative modes of transportation. Quality pedestrian oriented design which supports walking and cycling and promotes light rail use, should be the focus of the development. The Transit Village shall consist of pedestrian oriented streets, blocks, buildings, and open spaces that reinforce safety and enhance the vitality of the community. The following guidelines are intended to be used in addition to the commercial and residential design guidelines in the design of the private realm, building types, and open space. The Transit Village development should:

- be considered in the context of the Florin Light Rail Station and the context of the surrounding Florin Road Corridor;
- create a comfortable and welcoming mixed-use transit oriented community;
- use a mix of residential and commercial building types to enhance the character of the community;
- provide a variety of commercial and retail services for light rail passengers and for the greater community;
- use green building and sustainable design methods;
- provide adequate pedestrian connections throughout the entire site; and
- create a distinctive character and sense of place for the Florin Road Corridor.

Outdoor seating

Elevated patios

Outdoor seating

62 Private Realm

Design Principle

The “private realm” refers to the buildings and land that are on privately-owned lots and parcels. The private realm should consist of private and semi-private transitional spaces between the public realm and buildings, that serve to enhance the vitality of the community.

Rationale

The design of the private realm can have a significant impact on the quality of the public realm, as private buildings typically provide the edges to streets and open spaces. The guidelines serve to guide those aspects of the private realm that have a direct affect on the surrounding public context.

Design Guidelines

62-1 Buildings should be set back 6 feet from back of sidewalk to allow for spill-out uses from ground floor retail such as outdoor seating.

62-2 Where possible, encourage trees within the setbacks to provide additional shade and enclosure for pedestrians.

62-3 Allow porches, stoops, etc. within the front setback for residential uses.

63 Blocks

Design Principle

The overall design of the blocks should follow a grid-like pattern.

Rationale

The grid-like pattern is the most efficient use of land. Pedestrian scaled blocks promote walkability and enhance the public realm.

Design Guidelines

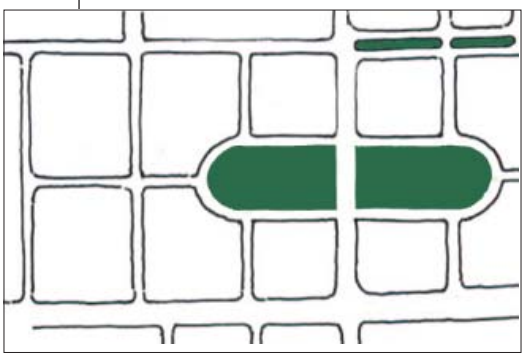
63-1 The perimeter of the blocks shall not exceed 1,600 feet.

63-2 Encourage distinction between buildings on the same block face by varying setbacks, roof heights, stepbacks, building articulation, landscaping treatment, etc. to provide a richer pedestrian experience.

63-3 Provide variation in fenestration, color, architectural elements, etc. between multiple adjoining units to add interest to the pedestrian environment.

63-4 Encourage the development of apartments, live-work row houses, town homes and mixed-use buildings within the same block face to add variety to the pedestrian experience and to create a mixture of uses and types of residential units.

63-5 The neighborhood should consist of blocks of mixed-use development defined by streets and sidewalks designed for pedestrians and bicycles first, and then, for cars.



This conceptual illustration shows a street network made up of of smaller blocks.

This mixed-use development creates an active environment for pedestrians.

Covered area at transit plaza

Shade structures, seating and landscaping create an attractive transit plaza area

This transit plaza is located near office uses and offers attractive landscaping, seating and shelter for transit users.

64 Transit Plaza

Design Principle

The transit plaza is envisioned as the hub of the transit village. It should include a plaza with amenities such as shade shelters, benches, trees, and transit oriented retail for use by light rail passengers.

Rationale

The transit plaza is the focal point of the transit village. Users of light rail, both residents and non residents of the Transit Village, should be provided with services and amenities which bolster and enhance light rail use.

Design Guidelines

64-1 Improve the existing plaza at the transit station to better serve light rail riders and adjacent uses by encouraing development that faces and activates the plaza.

64-2 Provide a 25 feet wide multi-use path and landscaping area between the light rail platform and tracks and the adjacent buildings.

64-3 Provide a five foot wide planting strip along the tracks facing residential uses.

64-4 Include amenities at the transit plaza such as benches, trees and landscaping, pedestrian-scaled lighting and shade structures.

64-5 Include special paving at the transit plaza and along promenades leading to the transit plaza to increase visibility and identity.

64-6 Provide 10 feet front residential setbacks for buildings that front onto the light rail tracks.

64-7 Allow ground floor residential uses facing the light rail tracks to be three feet above grade for privacy.

64-8 Allow outdoor seating from small-scale retail uses on the transit plaza to activate the space.

65 Open Space

Design Principle

A variety of open spaces should be incorporated into the overall design of the Transit Village to provide active and passive recreation opportunities for residents.

Rationale

A wide distribution of small open spaces are envisioned to provide more intimate open spaces. Pocket parks can serve daily open space needs and provide visual relief and buffers between development.

Design Guidelines

65-1 Ensure pocket parks are no less than 60 feet wide to provide adequate space for users.

65-2 Distribute pocket parks and greenways to be within 1/8-mile walking distance from all residents and commercial users.

65-3 Program open space areas with amenities such as play equipment areas, gathering space, and multi-use play areas.

65-4 Ensure provision of minimum five feet wide pathways for ADA access through pocket parks.

65-5 Ensure the provision of adequate lighting and trees within all open space areas.

65-6 Provide adequate planting area for at least one large canopy species tree in each park to ensure a minimum level of shade coverage and tree related benefits.

Pocket park

This small open space provides trees and benches near transit-oriented devleopment.

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VI. Sustainable Design Practices

The sustainability design guidelines are intended to provide additional guidance on sustainable practices for design and construction of site and building. The use of sustainable practices, when feasible should be the goal of new development.

The guidelines are separated into site design guidelines and building design guidelines. They are designed to encourage resource and energy conservation in new development and should be incorporated whenever possible.

Minor improvements can improve building efficiency.

SITE DESIGN

This section provides recommendations on sustainable practices that can be employed for site design for projects. The guidelines in this section can help reduce energy and water use resulting in lower maintenance and operating costs over the long run. These are not requirements, but a useful list of design recommendations that can be utilized to improve energy efficiency and conserve resources. Key components include:

- Landscaping to provide shade and reduce energy needs
- Planting and irrigation systems to conserve water
- Permeable paving to reduce stormwater runoff
- Lighting to achieve energy efficiency

Permeable paving can help reduce storm water run-off.

66 Site Elements

Design Principle

The proper selection of site elements, consisting of landscape materials, irrigation materials, hardscape materials, and lighting materials will promote a long-lasting, resource efficient, sustainable development.

Rationale

Landscape elements are crucial to the sustainability of new development. Site level landscape design and building design should be considered as a whole. Trees and shrubs provide numerous benefits, such as aesthetics, shade to people and buildings, stomwater management and reducing the heat island effect.

Sustainable site design is the first step in reducing the amount of irrigation required. To conserve water select native and drought tolerant plant species. In addition to plant selection, proper operation and maintenance of the irrigation system should be done regularly to conserve water.

Hardscape materials that are durable and long lasting can reduce maintenance costs and more aesthetically pleasing than asphalt or plain concrete. Permeable materials reduce storm water run off and allows water to infiltrate into the ground. Light colored materials help to reduce the heat island effect.

Design Guidelines

Landscape: Trees and Vegetation

Landscape elements such as trees, shrubs, and groundcovers should be used throughout new development to enhance site and building sustainability.

66-1 Tree and plant species should be suitable for the Sacramento climate. Drought tolerant and native species are highly encouraged.

66-2 Deciduous shade trees and shrubs should be planted, where appropriate, to shade the west and south sides of buildings/ homes and all paved areas to reduce heat transmission.

66-3 Use groundcovers to prevent ground reflection and keep the surface cooler, preventing re-radiation.

66-4 For buildings with exposed east and west sides, use vegetation along the east and west walls as it is the most effective way of minimizing heat gain.

Trees can provide shade as well as cool buildings.

Bio-swales collect stormwater runoff and improve run-off water quality.

Drip irrigation systems can reduce water use.

66-4 All planting areas, including those designed to accommodate the 2-foot overhang on parking spaces, should be landscaped with groundcover or other planting materials to reduce stormwater runoff.

66-5 Paved and hardscaped surfaces should be shaded by trees, shade structures, or photovoltaic solar panels, when possible, to reduce heat transmission and reduce energy consumption.

66-6 Deciduous shade trees and shrubs should be planted on the west and south sides of buildings and homes to minimize solar heat gain and increase energy efficiency.

66-7 Alternatives to turf, such as groundcovers that can tolerate foot traffic, are encouraged.

66-8 Use 3”-5” of wood chips or bark multch in planting beds to retain moisture, control weeds and to promote healthy soil.

66-9 Parking lot and building shading with deciduous trees can provide significant reductions in cooling requirements and reduce the urban heat island effect.

66-10 Provide rain gardens and stormwater planters to manage stormwater run-off from the disconnected drain spouts and impervious surfaces on-site. Ensure adequate space and design for water to drain to reduce opportunities for ponding and utilize splash pads to minimize erosion under the drain spout.

66-11 Ensure medium- to large-canopy trees are planted in the front yards of private development and in greenways, parks and plazas to serve as interceptor trees for rainfall, slowing and reducing the amount of rainfall that falls to the ground.

66-12 Meander swales to maximize surface area for treatment.

66-13 Encourage the use of landscaping with plants that can withstand pollutants and are effective in their removal. Explore grasses such as Juncus, Carex and Festuca are effective at removing pollutants and are attractive options for landscaping.

66-14 The use of drainage bio-swales is encouraged to reduce stormwater runoff and to provide for surface water infiltration and groundwater recharge. Bio-swales should be designed to avoid conflicts with the planting of large and medium canopy species trees.

Irrigation

Every attempt should be made to conserve water by reducing the amount of irrigation required to sustain the landscape.

66-16 Landscape design should incorporate measures to conserve water, including plant selection and consideration of subsurface or drip irrigation.

66-17 Irrigate plants in the evening or early morning, to reduce water loss to evaporation.

66-18 Adjust irrigation controllers for seasonal weather conditions.

66-19 Use a shorter two cycle watering schedule, instead of a single long schedule.

Hardscape Materials

Durability, permeability and color should be considered in the selection of hardscape materials.

66-20 Use of permeable paving materials, such as permeable asphalt, grasscrete, and modular pavers, are encouraged to reduce stormwater runoff. Where possible, drainage should be directed into planting areas to increase percolation of water runoff.

66-21 Light colored paving materials should be considered for use as primary paving materials to reduce heat transmission.

66-22 The use of pervious paving and bio-swales is encouraged to reduce stormwater runoff.

66-23 Light colored paving materials are preferred for primary paving materials to reduce heat transmission. Darker colors may be used in small amounts to add visual interest.

66-24 Minimize on-site impermeable surfaces, such as concrete, asphalt and hardscaping.

66-25 Utilize permeable pavers, porous concrete, porous asphalt, reinforced grass pavement (turf-crete), cobblestone block pavement etc. to detain and infiltrate run-off on-site.

66-26 Pervious hardscape materials that reduce the heat island effect and stormwater runoff are encouraged.

66-27 Use of paving materials with recycled content is encouraged.

66-28 Parking lots which are part of new developments with 1 acre or more of impervious area are generally required to provide treatment control measures that capture and treat stormwater runoff through settling, filtration, and /or biodegradation. Water treatment planters should not to conflict with tree planting per City parking lot design guidelines.

Lighting

66-29 Compact fluorescent bulbs and photocell sensors are encouraged to achieve energy efficiency.

66-30 Reduce light pollution at night by properly sizing exterior light fixtures.

66-31 Use solar powered light fixtures where appropriate.

Alternative surfaces such as grass pavers keep stormwater runoff on-site and reduce heat production.

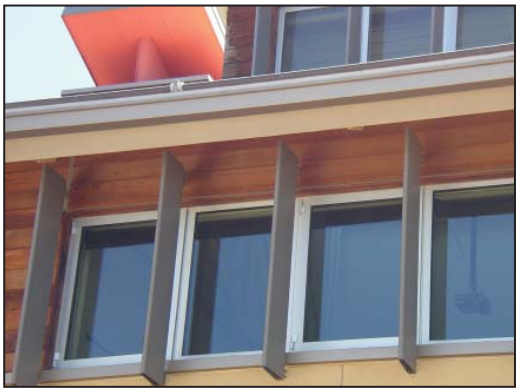
Modular pavers are another attractive alternative that helps to keep stormwater runoff onsite.

Compact fluorescent light (CFL) bulbs reduce energy use compared to typical incandescent bulbs.

BUILDING DESIGN

This section provides recommendations on sustainable practices that can be employed for the design of buildings. The guidelines in this section can help reduce energy and water use for buildings resulting in lower maintenance and operating costs over the long run. These are not requirements, but a useful list of design recommendations that can be utilized to improve energy efficiency and conserve resources. Key components include:

- Building orientation to reduce energy needs
- Passive cooling designs to reduce heat gain
- Building articulation to provide shading
- Types of windows and doors to improve energy efficiency
- Building materials that reduce air quality impacts and include recycled content



Building orientation can reduce energy needs.

67 Resource Conservation

Design Principle

New developments and rehabilitation of existing buildings should incorporate building design features that conserve resources.

Rationale

Attention to energy and resource conservation in design will lead to short- and long-term economically and environmentally sustainable development.

Design Guidelines

Energy: Building Orientation

67-1 Orient new buildings to minimize exposure to the southwest and west sun to minimize heat gain of buildings.

67-2 Orient new lots and buildings with the long axis along a north-south orientation to minimize heat gain.

67-3 Configure buildings in such as way as to create internal courtyards to trap cool air while still encouraging interaction with streets and open spaces.

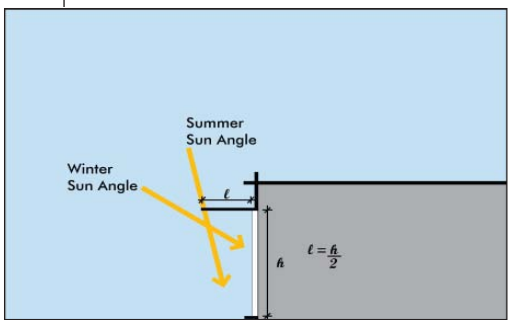
67-4 Minimize shade cast by buildings on greenways, parks and open spaces by stepping back upper floors on north-facing sides of buildings on the south-side of open spaces.

67-5 Massing design should provide opportunities for daylighting and solar panels. Glazing should be located predominantly on the north and south sides of the structure, with glazing on the west side of the structure minimized unless the west side is the street side.

67-6 Configure residential developments so that the majority of units minimize exposure to the south-west and west sun while still allowing plenty of light and ventilation from at least two sides in each unit.

67-7 Whenever possible, buildings should be oriented on the site to maximize solar access on southern exposures so that features such as photovoltaic solar panels and daylighting can be incorporated into the architectural design.

67-8 Solar access for daylighting and solar panels should be considered in massing design. Glazing should be located predominantly on the north and south sides of the structure. Glazing on the west side of the structure should be minimized, unless the west side of the structure is the street side.



Design and orient buildings to take advantage of the sun's angle to increase natural light, yet reduce heat gain.

Internal courtyards can help trap cool air.

Solar panels on southern exposures of buildings can reduce electricity use.

Awnings on south facing windows can reduce heat gain.

Energy: Passive Cooling

67-9 Plant deciduous trees on the south side of buildings to shade the south face and roof during the summer while allowing sunlight to penetrate buildings in the winter.

67-10 Minimize impervious surfaces that have large thermal gain. Plant groundcovers that prevent ground reflection and keep the surface cooler, preventing re-radiation.

67-11 For buildings with exposed east and west sides, use vegetation along the east and west walls as it is the most effective way of minimizing heat gain.

67-12 Use exterior shades and shade screens on east, west and south-facing windows as alternate methods for blocking sunlight.

67-13 Maximize natural cooling by installing high vents or open windows on the leeward side of the building to let the hottest air, near the ceiling, escape. In addition, create low open vents or windows on the windward side that accepts cooler air to replace the hotter air.

Energy: Building Articulation

67-14 Provide awnings, canopies and deep-set windows on south facing windows and entries to minimize heat gain.

67-15 Use exterior shades and shade screens on east, west and south-facing windows as alternate methods for blocking sunlight.

67-16 Use horizontal overhangs, awnings or shade shelters above south windows to block summer sun but allow winter sun. Encourage overhang width to equal half the window height to shade the window completely from early May to mid-August yet allow for winter sun.

67-17 For buildings with exposed east and west sides, provide vertical shading or fins.

67-18 Maximize natural cooling by installing high vents or open windows on the leeward side of the building to let the hottest air, near the ceiling, escape. In addition, create low open vents or windows on the windward side that accepts cooler air to replace the hotter air.

67-19 Ensure that leeward openings have substantially larger total area (50 to 100%) larger than those on the windward side to ensure adequate pressure to facilitate air movement.

67-20 Include high ceiling vaults and thermal chimneys to promote rapid air changes and to serve as architectural articulation for buildings.

67-21 Use wing walls (vertical solid panels placed along side of windows perpendicular to the wall on the windward side of the building) to accelerate the natural wind speed due to pressure differences.

Energy: Windows and Doors

67-22 Skylights are encouraged to daylight the interior floor area, thus reducing energy use and creating a more pleasant retail/ commercial environment.

67-23 Prismatic glazing is encouraged to increase the energy efficiency of skylights.

67-24 Windows should be oriented to maximize controlled daylighting from the south and north.

67-25 The use of insulating glazing such as LoE2 is encouraged to increase energy efficiency.

67-26 Daylighting should be incorporated into the architectural design of the home, where feasible, to increase energy efficiency.

67-27 Energy consumption of buildings can be reduced through design choices. Examples include building orientation that minimizes sun exposure on glazing, use of shade trees to reduce solar gain, reducing interior volume, using light colored roofing materials such as 'cool roof' coating, etc.

67-28 Install energy efficient lighting in public and private areas where feasible.

67-29 Install measures such as Energy Star rated roofs, strategically placed shade trees, shaded pavement and other landscaping to reduce site and building temperatures.

67-30 Where possible, include renewable energy measures such as photovoltaic (PV) roofs and ground source heat pumps. Avoid PV installations that conflict with trees or strategically located tree plantings as trees typically provide a wider range of environmental benefits than PV panels.

67-31 Where feasible, heating, ventilation, and air conditioning units should be placed on the north side of the building (if not the street side) to shade the units and minimize energy consumption.

67-32 LED's, Compact fluorescent bulbs and photocell sensors are encouraged to achieve energy efficiency.

67-33 Photovoltaic solar panels or solar shingles such as "solar slate" are encouraged to reduce the home's use of energy from conventional sources.

67-34 The use of "cool roof" options, including lighter colored roofing and reflective coatings, is encouraged to achieve energy efficiency.

"Cool roof" options can achieve higher energy efficiency.

Photo Courtesy of Met Tile

Energy efficient windows can help reduce heating and cooling costs.

Photo by Greg Vojtko

The use of compact fluorescent bulbs can improve energy efficiency.

Green roofs can help capture rainwater for building reuse.

Water

67-35 Encourage the use of intensive and extensive green roofs and water collection devices, such as cisterns and rain barrels, to capture rainwater from the building for re-use.

67-36 Utilize disconnected drain spouts to interrupt the direct flow of rainwater from the building to the stormwater system. Integrate these features to articulate building character.

Materials

67-37 Use recycled and sustainability harvested building materials wherever possible.

67-38 Use low voc paints and coatings when feasible, and avoid use of solvent and other materials that negatively impact air quality.

67-39 The use of materials that include recycled content is encouraged.

67-40 Reuse and recycling of materials, and selection of materials which are produced using sustainable methods such as plantation grown wood is encouraged.

Appendices

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Commercial and Home Improvement Funding 112

Appendix B — Sustainability Through High Performance Building Design 115

Appendix C — Glossary of Terms 117

APPENDIX A — ADDITIONAL RESOURCES

These resources provide more information about the neighborhoods, as well as relevant City programs and ordinances.

General Planning Resources

Sacramento Municipal Code

Title 17 of the Sacramento Municipal Code contains information relevant to development standards, including height limits and setbacks. The code is available at:

http://www.qcode.us/codes/sacramento/

Go to the zoning code section.

Florin Road Streetscape Master Plan

The streetscape master plan provides standards, requirements and recommendations for the public right-of-way and streetscape for Florin Road.

Commercial and Home Improvement Funding

Commercial Revitalization Program

This SHRA program offers free architectural and construction management services for business owners interested in improving the appearance and function of older commercial buildings. Property owners must invest a minimum of $10,000 in improvements to be eligible. Funding for improvements is provided as a matching rebate up to $50,000. For more information, contact SHRA at (916) 440-1322.

Grow Sacramento Fund

The Grow Sacramento Fund (GSF) is a non-profit lender providing small business loans under the U.S. Small Business Administration's 7(a) program. GSF offers technical assistance and provides loans between $25,000 and $2,000,000 at market rate financing for new and expanding businesses in the City and County of Sacramento. Loans may be used to acquire land and buildings, make leasehold improvements, and purchase machinery and equipment. For more information, contact SHRA at (916) 440-1322.

Targeted Commercial Corridors

Older commercial corridors are key to the economic vitality of the city. Florin Road between Franklin Boulevard to 24th Street is a Targeted Commercial Corridor, which makes it eligible for technical assistance and public funding for commercial development. For more information, contact the City at (916) 808-7223.

Home Repair and Improvement Programs

SHRA administers several home repair and improvement programs, including emergency repair, accessibility, and repair assistance for seniors. Homeowner rehabilitation loans are also available. To learn more about these programs, see the SHRA website or contact the SHRA at (916) 264-1500.

www.shra.org/Content/Housing/HomeRepair/HomeRepairTOC.htm

Historic Preservation Standards

U.S. Secretary of the Interior's Standards for Rehabilitation

The U.S. Secretary of the Interior sets the standard for the rehabilitation and maintenance of historic structures. While these Design Guidelines are not intended to set standards for historic structures, some of the information on this National Park Service website may be useful to individuals who want to learn more about how to protect residential properties that are 50 years old or older.

http://www.nps.gov/history/hps/tps/tax/rhb/index.htm

City of Sacramento Historic Preservation

The City's Historic Preservation Department oversees the environmental review of potentially historic structures 50 years old or older. Structures proposed for demolition may also be subject to review as potentially eligible for listing on the City's register of historic landmarks and contributing resources. The City has adopted the Secretary of the Interior's Standards for review of historic preservation projects under Sacramento Municipal Code, Chapter 17.134, which can be found at:

http://www.qcode.us/codes/sacramento/view.php?topic=17-v-17_134&highlightWords=historic+preservation&frames=on

Work done in compliance with the U.S. Secretary of the Interior's Standards is considered to have a less than significant impact for purposes of environmental review under the California Environmental Quality Act (CEQA).

Business Assistance

Florin Road Partnership

The Florin Road Partnership Property and Business Improvement District (PBID) was established by property and business owners in 1997. The Partnership provide streetscape improvements, economic development, marketing, and security services to property owners above and beyond those provided by the City and County of Sacramento. Contact the Partnership at (916) 424-4230 or www.florinroad.com.

City of Sacramento - Economic Development Assistance

The City of Sacramento's Economic Development Department provides technical assistance, incentives, and other types of assistance to businesses. For more information contact the City at (916) 808-7223 or go to the website at: http://www.cityofsacramento.org/econdev/.

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APPENDIX B — SUSTAINABILITY THROUGH HIGH PERFORMANCE BUILDING DESIGN

The City encourages builders and owners to construct structures that are designed, built, renovated, operated or reused in a sustainable and resource-efficient manner. Buildings should be designed to meet certain objectives such as protecting occupant health; using energy, water, and other resources more efficiently; and reducing the overall impact to the environment. These design features are not only the responsible thing to do for the environment and our community but they will also help lower expenses and create a more comfortable living space.

While the City has included a number of sustainability design guidelines in this document, this appendix includes more resources to assist in building cost-effective, sustainable and resource-efficient buildings.

Whole Building Design

City of Sacramento Green Building Code, Information on City standards and incentives.
http://www.cityofsacramento.org/dsd/building/green-building/

U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Program
The LEED program is intended to promote "green" design and construction practices that can result in more environmentally sensitive design and development. For more information, go to:
www.usgbc.org/

Build It Green, New Home Construction Green Building Guidelines, November 2009.
www.builditgreen.org/guidelines--checklists/#Guidelines

Celery Design Collaborative, *San Mateo Countywide Guidelines: Sustainable Buildings,* 2004.
www.recycleworks.org/greenbuilding/gbg_intro.html

National Institute of Building Sciences, Whole Building Design Guide.
http://www.wbdg.org/

Sacramento Green Building Task Force
The Green Building Task Force was designed to provide a method and a structure to conduct research, gather input and work collaboratively to develop practical and innovative recommendations for our region.

http://sacgreentaskforce.org/

Energy

Sacramento Municipal Utility District (SMUD)
SMUD offers a variety of resources, including a reference room, educational workshops and seminars, and a program that promotes the use and evaluation of innovative technologies by consumers.
Overview of SMUD Programs
www.smud.org/en/education-safety/Pages/index.aspx

Promotions, Rebates, and Financing Website
www.smud.org/en/rebates/Pages/index.aspx

Residential Solar Website
www.smud.org/en/community-environment/solar/Pages/index.aspx

Energy Star Program
http://www.energystar.gov/

Lighting

California Lighting Technology Center, Residential Lighting Design Guide,
Best Practice and Lighting Design to Help Builders Comply with California's 2005 Title 24 Energy Code
http://cltc.ucdavis.edu/content/view/181/176/

Energy Design Resources, Day-lighting Design Brief
www.energydesignresources.com/Technology/DaylightingDesign.aspx

Water

California Urban Water Conservation Council, H2ouse: Water Saver Home Website
www.h2ouse.org

Landscaping

Sacramento Tree Foundation, Publications and Guidelines Website,
www.sactree.com/aboutUs/publications.html

Cal Recycle Drought Tolerant Landscaping Guide
http://www.calrecycle.ca.gov/Organics/xeriscaping/

Materials

California Integrated Waste Management Board, Construction and Demolition (C&D) Debris Recycling Specifications
www.ciwmb.ca.gov/ConDemo/Specs/

Green Project Specifications
www.ciwmb.ca.gov/greenbuilding/Specs/

Green Product Directories
www.ciwmb.ca.gov/greenbuilding/ToolKit.htm#Product

Cool Roofs
www.consumerenergycenter.org/coolroof/

APPENDIX C — GLOSSARY OF TERMS

Arcade: a roofed passageway with shops on either side.

Balustrade: a railing with supporting columns known as balusters.

Capital: the uppermost section of a column or pillar, which is often decorated.

Cladding: the protective exterior surface of a building, such as wood, metal, brick, or stucco.

Cornice: a crowning, overhanging projection from the roof, usually the uppermost segment of the entablature in classical architecture.

Dormer: a structure projecting from a sloping roof that usually includes a small gable with one or more vertical windows.

Facade: the exterior surface of a building.

Gable: the triangular end of a wall above the eaves that abuts the roofline above it.

Infill: new construction on vacant or redeveloped lots within an established neighborhood.

Manufactured Home: a factory-built home that is shipped to and installed at the site.

Massing: the arrangement of the physical volume of a building.

Mullion Window: a window with vertical and horizontal strips that divide the window into separate panes.

Paseo: lighted, paved walkways separated from traffic and used to connect individual buildings in a residential development or to link residential villages to schools, parks, shopping areas, etc.

Pitch (of a roof): recorded as a ratio of vertical to horizontal measures. A 5:12 roof, for instance, means 5 inches of vertical rise for every 12 inches of horizontal run.

Plinth: the solid base of a column or pillar, which is often square, round, or rectangular.

Portico: a range of columns or arches connected to or merged with the facade of a building that forms a walkway or porch.

Ribbon Window: A horizontal series of narrow windows across the facade of a building.

Running Gear: the tires, wheels, axles, and springs that allow a manufactured home to be moved from place to place without dismantling it.

Setback: (1) The prescribed distance between the lot line and the edge of the building's footprint. (2) The horizontal distance between the exterior wall of one floor and the next story exterior wall.

Sidelight: an area of framed glass along the sides of a door.

Site-built: constructed at the site of the building without use of prefabricated sections.

Streetwall: the line or "wall" formed by the front facades of buildings on a block or street.

Transom: an area of framed glass at the top of a door or window.

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Attachment 8

ORDINANCE NO. 2010 -____

Adopted by the Sacramento City Council

ESTABLISHING THE FLORIN ROAD CORRIDOR DESIGN REVIEW DISTRICT

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

Section 1. The Florin Road Corridor Design Review District is hereby established pursuant to section 17.132.160 of Title 17 of the Sacramento City Code (the Zoning Code). The boundaries of the Florin Road Corridor Design Review District are depicted in Exhibit A, which exhibit is attached and incorporated herein by this reference. The design guidelines applicable to the Florin Road Corridor Design Review District are set out in the Florin Road Corridor Design Guidelines, which are a part of the Florin Road Corridor Plan and are to be adopted by resolution concurrently with the adoption of this ordinance, and as they may be amended from time to time.

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Exhibit A - Florin Road Corridor Design Review District Boundaries

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Exhibit A - Florin Road Corridor Design Review District Boundaries

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Attachment 9

ORDINANCE NO.

Adopted by the Sacramento City Council

AMENDING TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) BY REZONING VARIOUS PARCELS OF REAL PROPERTY ON FLORIN ROAD FOR CONSISTENCY WITH THE 2030 GENERAL PLAN

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

Section 1. Title 17 of the Sacramento City Code (the Zoning Code) is amended by rezoning the properties depicted in the attached Exhibit A and identified by APN and address in the attached Exhibit B, from the existing zone to the proposed zone as set forth in Exhibit B. The attached Exhibits A and B are incorporated herein by reference.

Section 2. Rezoning of the property shown in the attached Exhibit A, by the adoption of this Ordinance, will be considered to be in compliance with the requirements for the rezoning of property described in the Zoning Code, as amended, as those procedures have been affected by recent court decisions.

Section 3. The City Clerk of the City of Sacramento is directed to amend the official zoning maps, which are part of the Zoning Code, to conform to the provisions of this Ordinance.

Table of Contents:

Exhibit A – Florin Road Rezone Map
Exhibit B – List of Rezone Properties

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Exhibit A – Florin Road Rezone Map

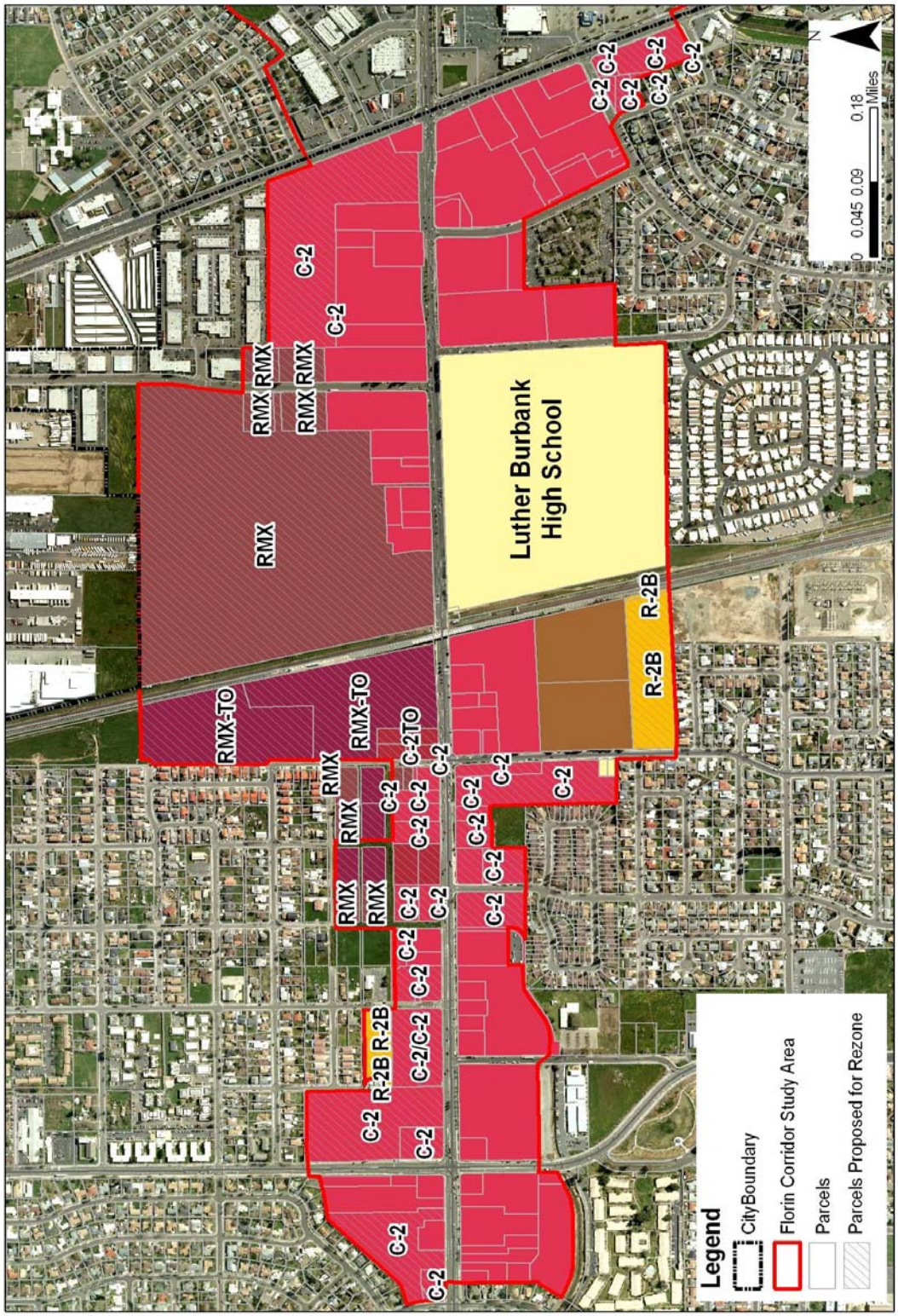

Exhibit B – List of Rezone Properties

APN	NUMBER	STREET	EXISTING ZONE	PROPOSEDZONE
04101120320000	3201	FLORIN RD	R-1/C-2	RMX
04101110060000	7101	INDIAN LN	M-1S/M-1S	RMX-TO/RMX-TO
04101110050000	3001	FLORIN RD	M-1S	RMX-TO
04101120240000	0	LUTHER DR	C-2	RMX
04101120230000	0	LUTHER DR	C-2	RMX
04101200220000	3815	FLORIN RD	M-1S/C-2	C-2
04101120210000	0	LUTHER DR	C-2	RMX
04101120300000	0	LUTHER DR	C-2	RMX
04100730250000	2401	FLORIN RD	C-2-R	C-2
03503340320000	2251	FLORIN RD	C-2/R-1	C-2
04101200110000	0	FLORIN RD	M-1S	C-2
04100850020000	7104	INDIAN LN	R-1	RMX
04100850010000	2816	LOCK AV	R-1	RMX
04100830020000	0	LOCK AV	R-1	RMX-TO
04100830010000	0	LOCK AV	R-1	RMX
04100850030000	7114	INDIAN LN	R-1	RMX-TO
04100850040000	0	SAM AV	R-1	RMX-TO
04100830030000	0	SAM AV	R-1	RMX-TO
04100830040000	0	SAM AV	R-1	RMX
04100730150000	7120	WOODBINE AV	R-1	R-2B
04100730110000	7120	WOODBINE AV	R-2A	R-2B
04101110070000	0	INDIAN LN	M-1S	C-2-TO
04101110040000	2935	FLORIN RD	M-1S	C-2-TO
04100750070000	0	27TH AV	C-2-R	C-2
04100750060000	7141	WOODBINE AV	C-2-R	C-2
04100730160000	2501	FLORIN RD	C-2-R/C-2	C-2
04100860210000	7116	INDIAN LN	R-2A	RMX
04100860220000	2815	FLORIN RD	C-2-R	C-2
04100860230000	2813	FLORIN RD	C-2-R	C-2
04100860320000	2811	FLORIN RD	C-2-R	C-2
04100860280000	0	SAM AV	C-2-R	C-2-TO
04100860290000	0	SAM AV	C-2-R	C-2
04100730240000	7155	24TH STREET	C-2-R	C-2
04100860270000	7136	INDIAN LN	R-2A	RMX
04101110080000	2931	FLORIN RD	M-1S	C-2-TO
04100860260000	0	INDIAN LN	C-2-R	C-2
04100750050000	0	SAM AV	C-2-R	C-2
04100860070000	2829	FLORIN RD	C-2-R	C-2

APN	NUMBER	STREET	EXISTING ZONE	PROPOSEDZONE
04100860310000	0	FLORIN RD	C-2-R	C-2-TO
04100860300000	0	FLORIN RD	C-2-R	C-2
03503340180000	2221	FLORIN RD	C-2/R-1	C-2
03503340190000	0	TAMOSHANTER WY	R-1	C-2
04900210060000	2860	FLORIN RD	C-2-R/R-3	C-2
04900210050000	2800	FLORIN RD	R-1/C-2-R	C-2
04900210310000	2770	FLORIN RD	C-2-R	C-2
04900210420000	2750	FLORIN RD	C-2-R	C-2
04900210360000	2730	FLORIN RD	C-2-R	C-2
04900210350000	2700	FLORIN RD	C-2-R	C-2
04700120140000	2378	FLORIN RD	C-2/C-2-4	C-2/C-2
05000100470000	7282	FRANKLIN BL	C-2-R	C-2
04902700050000	0	MEADOWGATE DR	R-2B	C-2
04902700150000	7290	FRANKLIN BL	C-1-R	C-2
04902700060000	0	MEADOWGATE DR	R-2B	C-2
04900101030000	0	29TH ST	R-1-R	R-2B
04902700070000	0	FRANKLIN BL	C-1-R	C-2
04902700090000	0	FRANKLIN BL	C-1-R	C-2