

RESOLUTION NO. 2011-150

Adopted by the Sacramento City Council

March 15, 2011

AMENDING THE NORTH SACRAMENTO DESIGN GUIDELINES AS PART OF THE NORTHEAST LINE IMPLEMENTATION PLAN (LR09-21)

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 July 24, 2007, the City Council accepted the Northeast Line Light Rail Stations Plan as the guiding vision for development within the quarter mile radius around the Globe, Arden/Del Paso, and Royal Oaks light rail stations. This plan consisted of design guidelines, recommended land use changes and an infrastructure assessment.
- 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 Northeast Line Light Rail Corridor.
- D. Design guidelines from the Northeast Line Light Rail Stations Plan will augment the North Sacramento Design Guidelines and give specific design direction for housing types that will occupy the urban corridor.
- E. On January 12, 2011 the City Design Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve the proposed amendments to the North Sacramento Design Guidelines, for which notice was given pursuant to Sacramento City Code Section 17.200.010(C)(2)(a) (publication).
- F. On March 15, 2011 the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code Section 17.200.010(C)(2)(a) (publication).

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

- Section 1. Environmental Determination: The City Council has approved the environmental review of the Project as being within the scope of the 2030 General Plan Master EIR by Resolution No.2011-146.

Section 2. Based on the verbal and documentary evidence received at the hearing, the City Council approves the amendments to the North Sacramento Design Guidelines as set forth in Exhibits A and B.

Section 3. Exhibits A and B are a part of this Resolution.

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EXHIBIT A: Amendments to the North Sacramento Design Guidelines – Part I

EXHIBIT B: Amendments to the North Sacramento Design Guidelines – Part II

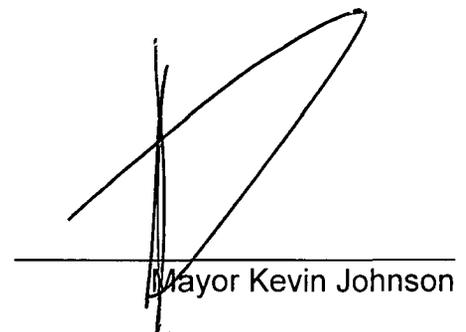
Adopted by the City of Sacramento City Council on March 15, 2011 by the following vote:

Ayes: Councilmembers Ashby, D Fong, R Fong, Pannell, Schenirer, Sheedy, and Mayor Johnson.

Noes: None.

Abstain: None.

Absent: Councilmembers Cohn, and McCarty.



Mayor Kevin Johnson

Attest:



Shirley Concolino, City Clerk

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Multi-family Residential

27 Interior Common Spaces

Design Principle

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

Rationale

Interior common spaces should foster a sense of community by designing buildings that allow residents to see and access common spaces. Common spaces should offer amenities that invite use, such as seating, shade, and tot lots.

Design Guidelines

- 27-1 Ground floor units should have doorways that open onto interior common spaces.
- 27-2 All units that overlook interior common spaces should have windows that allow residents to easily see these areas.
- 27-3 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.
- 27-4 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.
- 27-5 Common open space should be designed as a visible, accessible transition between the street and individual units.
- 27-6 Outside storage facilities for (bicycles, bbq's, ect.) are strongly encouraged to minimize clutter on balconies.



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



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

Town House and Row House

Town houses and Row houses are defined as multi-story single-family residential units and are currently the most market-friendly building prototype. Row houses generally front public streets, while town houses are often located along internal pedestrian pathways and mews.

Development can also be designed to have more of a multi-family character. Depending on the intended character of the development, staff and the applicant can refer either to the single family section of these guidelines or the multi-family section for further design guidance.



Row houses that face the street create an attractive environment.

SITE DESIGN

This section addresses the location of row houses and town house 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.

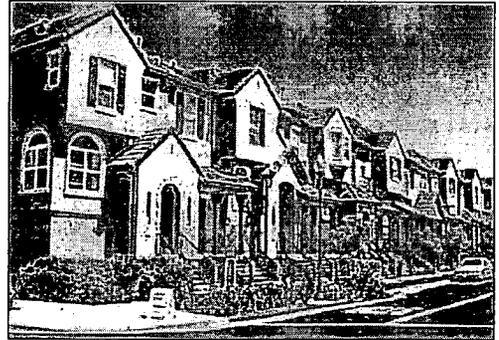
39 Relationship to the Street

Design Principle

Development 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

Development 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."

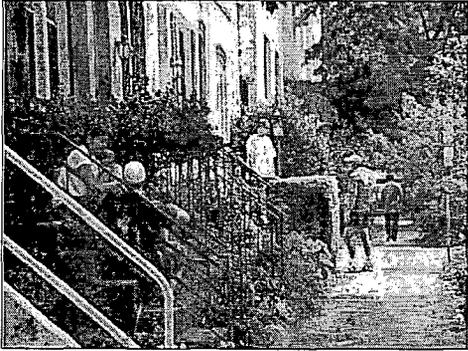


Maximize the number of units and building entries fronting the street to allow maximum "eyes on the street".

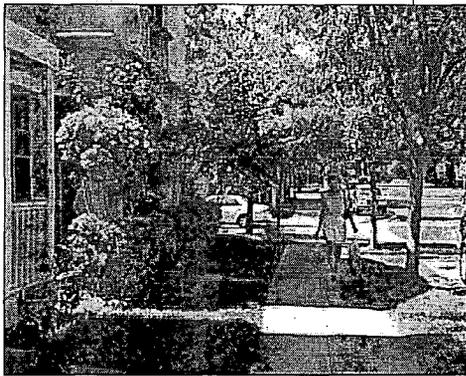
Design Guidelines

- 39-1 Maximize the number of units and building entries fronting the street to allow maximum "eyes on the street".
- 39-2 Configure residential developments so that the majority of the 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.
- 39-3 Provide parking in the rear of the lots accessed by existing alleys and new minimum 20 feet wide driveways.
- 39-4 Ensure adequate (5-20 ft) setbacks for each unit to allow for open spaces for gardening, barbecuing, etc.
- 39-5 Where possible, provide variation in front facade depth to enrich the pedestrian experience.
- 39-6 Stepback upper floors to create opportunities for balconies.

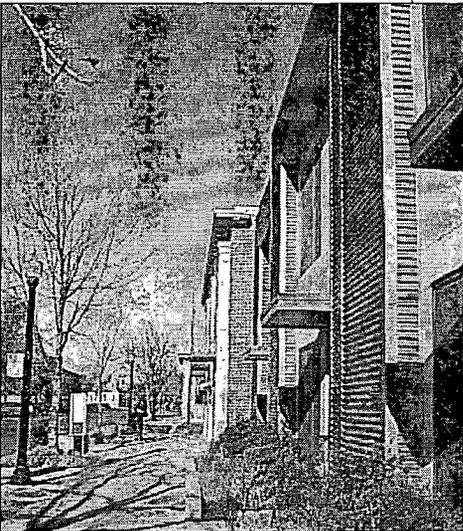
Town House and Row House



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



This development has setbacks similar to those of surrounding single-family homes.



This development has smaller setbacks that are similar to those of adjacent commercial buildings.

40 Setbacks

Design Principle

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

Rationale

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

Design Principles

- 40-1 Development 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.
- 40-2 Individual buildings can also be designed with an articulated front, with porches closer to the street.
- 40-3 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.
- 40-4 In residential neighborhoods, design front setbacks to allow maximum opportunities for interaction between residents and neighbors.
- 40-5 In commercial areas, setbacks that locate buildings close to the street are preferred.

Town House and Row House

41 Scale and Mass

Design Principle

Development should be compatible with the scale and mass of existing structures in the vicinity.

Rationale

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

- 41-1 Development that is 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.
- 41-2 Encourage two- to four-story buildings.
- 41-3 Setback upper floors to create opportunities for balconies.
- 41-4 Multi-story structures should be articulated to break up the facade and minimize massing.
- 41-5 Two-story structures should have multiple rooflines with corresponding gables that are consistent in style and materials with the overall structure.
- 41-6 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.



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

42 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

- 42-1 A network of public streets, internal streets, driveways, paseos etc. is encouraged, when feasible.
- 42-2 Driveways should be designed to be accessible and safe for both pedestrians and motorists.
- 42-3 Internal paths such as paseos should be designed to improve pedestrian circulation and connections throughout the site.
- 42-4 Pedestrian connections to adjacent existing or future retail developments is encouraged.

Town House and Row House

43 Interior Common Spaces

Design Principle

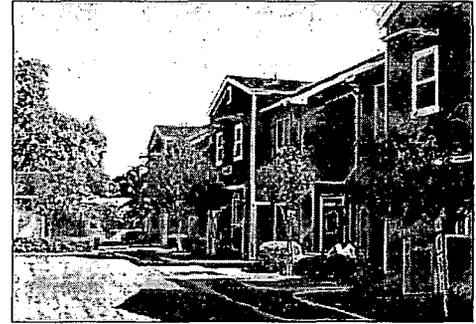
Development should provide interior common spaces that are easily accessible. Individual units adjacent to common spaces should have facades with entry features and windows that open onto those common spaces.

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

- 43-1 Units should have doorways that open onto interior common spaces.
- 43-2 All units that overlook interior common spaces should have windows that allow residents to easily see these areas.
- 43-3 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.
- 43-4 Common open space should be designed as a visible, accessible transition between the street and individual units.
- 43-5 Outside storage facilities for (bicycles, bbq's, ect.) are strongly encouraged to minimize clutter on balconies.



Development with doors and windows that face out on the common open space area.



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

Town House and Row House



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

44 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

- 44-1 Row house developments should use tuck-under or below grade garages.
- 44-2 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.
- 44-3 Garage doors should have small opaque or transparent windows, to allow light into the garage and to reduce the visual prominence of the door.



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

45 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

Development 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

- 45-1 Parking lots shall conform to City Municipal Code Section 17.64.030, "development standards for parking facilities," which specifies stall size and design.
- 45-2 Smaller, scattered lots will provide better access to residents and be less visually obtrusive than a single large lot.
- 45-3 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.
- 45-4 Underground parking in private or shared garages accessible from the street is acceptable if it does not interfere with pedestrian access to the street.
- 45-5 Provide parking in the rear of lots accessed by side streets or alleyways.

Lofts and Live Work Units

Lofts and live-work units allow for flexible spaces that can be used for both residential and non-residential purposes. This building prototype is well suited for the largely industrial sections of North Sacramento as the transit stations area transition into non-industrial mixed use residential neighborhoods. Industrial character and design refers to a style that evokes back to the reuse of structures. Although new construction does not necessarily have to follow an industrial character or design.

For further design guidance please refer to the multi-family section of these guidelines.



Live-work lofts.

Lofts and Live Work Units

46 Orientation and Layout

Design Principle

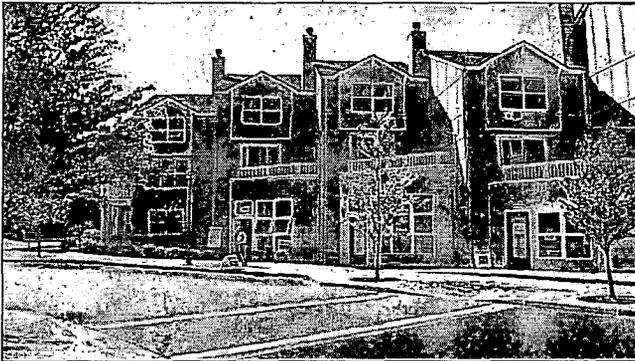
Lofts and live work units should be oriented towards public streets to increase pedestrian interaction and facilitate activity between residential and non-residential building uses.

Rationale

Proper building orientation can promote pedestrian friendly design and energy efficiency.

Design Guidelines

- 46-1 Orient the flexible space component of the unit towards the public realm of streets and pedestrian pathways to optimize business visibility.
- 46-2 Facades with large amounts of glazing should be oriented towards the north to minimize glare and reduce heat gain.



Live work units flex space oriented towards public realm.

Lofts and Live Work Units

47 Massing & Setbacks

Design Principle

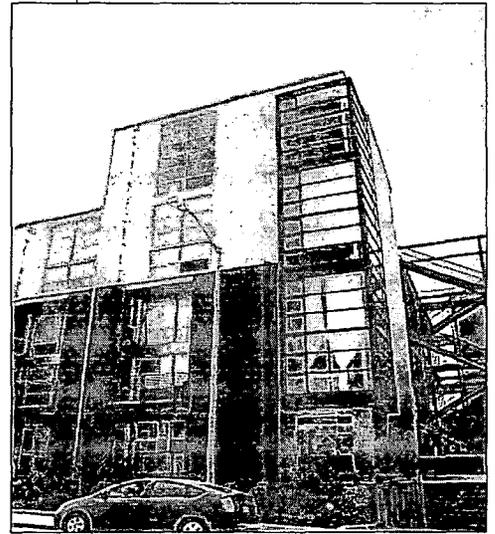
Maintain an industrial nature of the building while signaling the human, residential elements of the use. Building massing and setbacks should occur at a human scale and promote connectivity to streets, and complements the best examples of surrounding massing and setbacks..

Rationale

Massing and setbacks will transition smoothly from predominate uses that surround the property.

Design Guidelines

- 47-1 Encourage floor-to-floor heights of fifteen feet.
- 47-2 Allow five to fifteen foot wide front setbacks to provide privacy and to accommodate architectural elements such as colonnades and awnings.
- 47-3 Encourage the street facing facades to be vertical with little or no setbacks.



Loft and live work structure with industrial character and appropriate massing and setbacks which actively engage the street.

Lofts and Live Work Units



Live-work lofts articulated with large windows and awnings.

48 Building Articulation

Design Principle

The facades of structures should be visually interesting and while they may emphasize an industrial character, the project should complement adjacent structures.

Rationale

The unique nature of industrial buildings should be promoted with interesting esthetic treatments.

Design Guidelines

- 48-1 Design the front façade of live work units to reflect the simple and functional, yet edgy, character of industrial buildings.
- 48-2 Front facades can be articulated with big double height windows, awnings, saw tooth roofs, etc.
- 48-3 Allow upper story balconies to protrude four to six feet from the building edge.

49 Private Realm

Design Principle

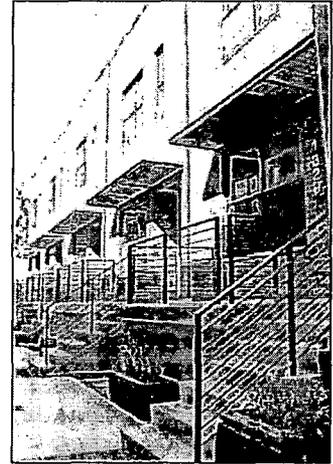
The "private realm" refers to the buildings and land that are on privately-owned lots and parcels. The private realm should consist of private and semi-private transitional spaces between the public realm and buildings, that serve to enhance the vitality of the community.

Rationale

The design of the private realm will have a significant impact on the quality of the public realm, as private buildings provide the edges to streets and open spaces. These guidelines serve to guide those aspects of the private realm that have a direct affect on the surrounding public context.

Design Guidelines

- 49-1 Accommodate elements in the front setbacks, that provide flexibility to be used as residential oriented porches or business entry alcoves, whichever best suits the use of the live-work unit.
- 49-2 Allow awnings and signage to extend into front setbacks.
- 49-3 Consider the use of elevated front porches that evoke an appearance of industrial loading docks.
- 49-4 Outside storage facilities for (bicycles, bbq's, ect.) are strongly encouraged to minimize clutter on balconies.



Lofts with elevated front porches.

50 Building Orientation, Setbacks, and Build-to Lines

Design Principle

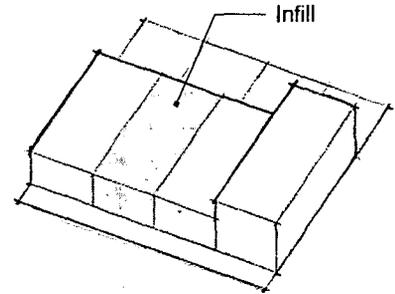
Buildings should be constructed to the front of the property line behind the sidewalk, with allowable variation in the setback to provide for café seating, plazas, and other additions to the public realm.

Rationale

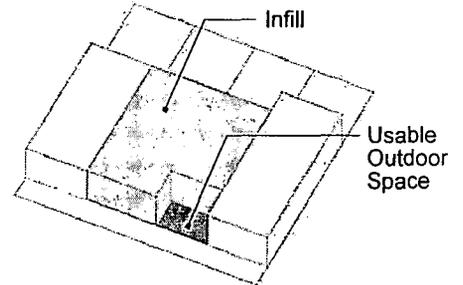
Commercial buildings in urban areas have typically been built to the front of the property line behind the sidewalk, creating a line of buildings with a consistent "streetwall" that supports a strong relationship between the building, the sidewalk, and the street. This streetwall should be reinforced by new construction and additions. The streetwall may be varied to create usable public spaces such as outdoor café dining and small plazas with seating.

Design Guidelines

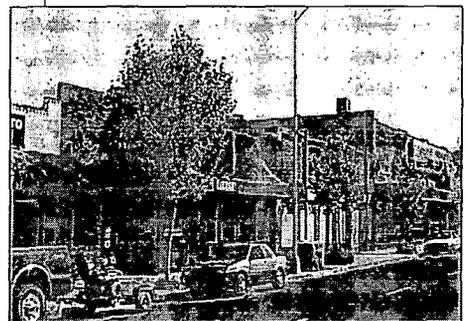
- 50-1 Buildings should be constructed to the front of the property line and from side property line to side property line.
- 50-2 Facades that front onto a public street should be built parallel or nearly parallel to the public right-of-way.
- 50-3 A portion of the front setback may be increased by as much as 15 feet, if that setback is used as public space, such as outdoor restaurant seating or a courtyard with public access. A minimum of 60% of the front facade should be constructed up to the front setback.
- 50-4 Buildings at corners may be set back to create corner entries or "chamfered" entries in order to actively address both streets with pedestrian friendly entries.
- 50-5 New buildings should provide an appropriate setback to allow rear- and side-yard facing windows on existing buildings to have access to light, air, and usable space between buildings.



New construction and additions should be built to the back of the sidewalk or at the front of the property line.



New construction and additions may increase a portion of the front setback if designed as usable outdoor space.



Many buildings on Del Paso Boulevard are built to the property line.

Commercial

- 50-6 The ground floor of buildings within or near transit-oriented development areas should be oriented toward the street, adjacent plazas, or parks.
- 50-7 Orient buildings such that the primary active building facades and key pedestrian entries of the buildings face the street.
- 50-9 Encourage maximum building edges and open spaces, such as front yards and outdoor restaurant seating, to front on to sidewalks to encourage pedestrian activity.
- 50-10 Orient new buildings to minimize solar heat gain.
- 50-11 Individual residential units should have access to sun and air on at least two sides to encourage adequate light and ventilation.
- 50-12 Incorporate pedestrian friendly elements including balconies and front porches within front setbacks.

51 Parking

Design Principle

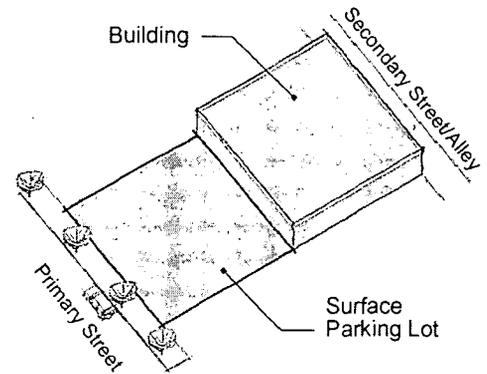
Parking areas should provide vehicular access without compromising pedestrian accessibility and the character of the public realm on primary commercial streets. Parking lots should be placed at the rear of the building, when feasible, to not obstruct views of the building's front facade from the street.

Rationale

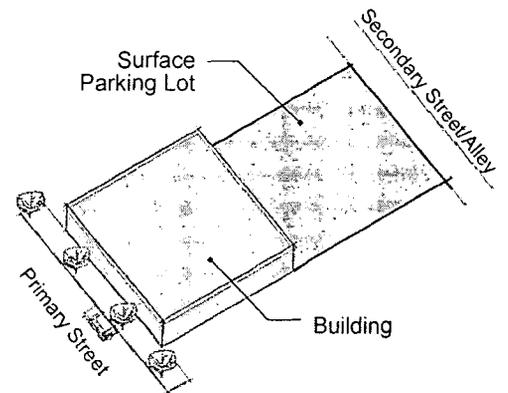
Adequate and accessible parking areas are important to the viability of commercial districts. However, large surface parking lots fronting the street can create the appearance of a vacant and uninviting area that detracts from the visual continuity of the commercial streetwall and impedes and discourages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

Design Guidelines

- 51-1 Parking lots should be located behind the commercial frontage on Del Paso Boulevard, which is the major pedestrian street in North Sacramento. 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 highly discouraged.
- 51-2 Large surface parking lots should be avoided in favor of several smaller parking lots.
- 51-3 A portion of a project's parking requirements may be satisfied by on-street parking, as permitted by the City.
- 51-4 Driveways into parking lots should be located on side streets, where feasible. Access to parking on major pedestrian streets should be minimized.
- 51-5 Parking lots should include signage and well-designed locations for ingress and egress that reduce conflicts with pedestrian movement.
- 51-6 Access to commercial buildings from rear or side parking lots or alleys should be well maintained and kept clear of obstructions.
- 51-7 Parking lots, driveways, and walkways should be connected with those of neighboring sites to consolidate traffic and minimize conflicts with pedestrian and automobile circulation.
- 51-8 Shared parking for such uses as retail, office, entertainment and housing is strongly encouraged, especially near the transit centers.



Avoid placing parking in the front of the building.



Parking should be unobtrusive to encourage an active street life and a comfortable pedestrian environment. Parking should be placed behind, under, or on the side of buildings.

Commercial



The facade of this parking structure has been designed to complement the adjoining commercial building.

- 51-9 Provide convenient on-street motorcycle parking to encourage motorcycle and scooter use. Parking bays should be striped perpendicular to the sidewalk in the on-street vehicular parking zone.
- 51-10 Easily visible and accessible bicycle parking should be provided near Del Paso Boulevard, El Camino Avenue, and Arden Way.

Parking Structure Design Guidelines

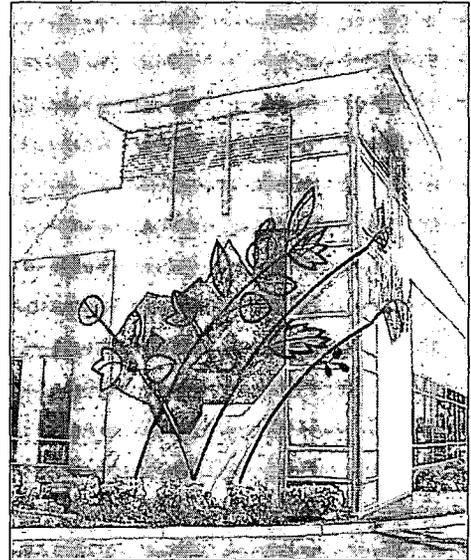
- 51-11 Parking structures are encouraged, where financially feasible, particularly near transit centers. Surface parking should be avoided in close proximity to transit centers.
- 51-12 Parking structures that are located on primary commercial streets should be designed with retail, office, or other uses at the street level to avoid monotonous blank walls.
- 51-13 Parking structures should be designed with architectural features that complement existing commercial, office, and mixed use buildings in the vicinity.
- 51-14 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.
- 51-15 Automobile entry and exit ramps should be located mid-block or toward service areas rather than facing primary pedestrian streets.
- 51-16 Pedestrian entry and exit features should be clearly marked and open onto primary pedestrian streets and routes.

ARCHITECTURAL ELEMENTS

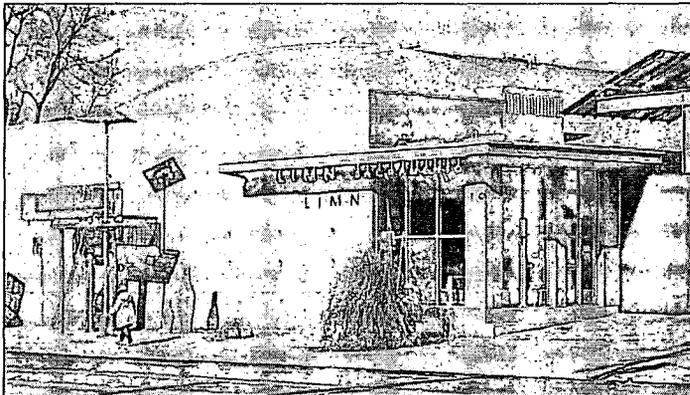
Architectural design guidelines address the exterior of buildings and their relationship to the surrounding built context. It is paramount to ensure that the design of the building complements the community setting and character and contributes to the public realm. Architectural design should promote commercial buildings that are:

- visually welcoming from the primary pedestrian street;
- similar in mass and scale to other commercial buildings in the area; and
- constructed of high-quality materials that will contribute to the longevity of the building.

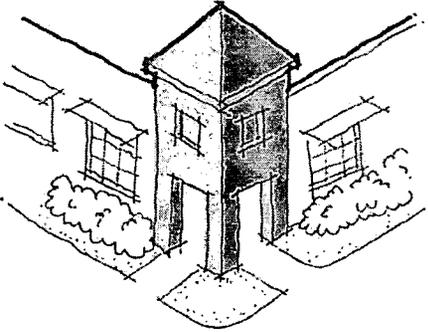
Respect the past Art Moderne and Streamline Moderne architectural style along Del Paso Boulevard by not replicating or imitating the architecture, but continuing its essence, which was inspired by technology and the emerging love affair America had with machines. Simple and functional architecture that highlights the juxtaposition of strong architectural elements, such as contrasting strong horizontal and vertical lines with curving forms and complimenting subdued earthy base building colors with bright and dark colored trims.



High quality materials and creative design on the Plaza del Paso building



This retail store references traditional local architectural elements with its small round windows and entry feature, while the building's signage and sculptures display cutting-edge architectural design.



Building entries at corners should address both sides.

52 Building Height, Massing, and Scale

Design Principle

The size and scale of commercial buildings should be compatible with existing development in commercial districts.

Rationale

To ensure compatibility with existing development, new development should appear similar in massing and scale, and the heights of new buildings should generally fall within the height range of existing buildings on the block. Corner sites offer a special opportunity for providing additional building height and can serve as anchor sites for a block.

Design Guidelines

- 52-1 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.
- 52-2 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.

Commercial

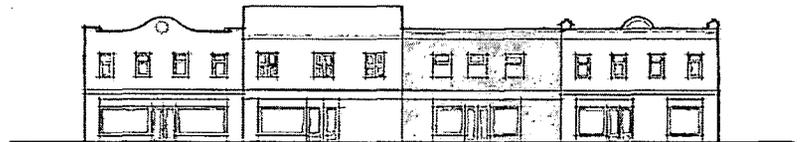
- 52-3 Appropriately scaled doors, windows, awnings, and detailing can reduce the appearance of mass.
- 52-4 Buildings on corner lots provide an opportunity for structures that exceed the average height on the block and can serve as anchor points.
- 52-5 Building heights should not block important view corridors in the neighborhood.
- 52-6 The floor-to-floor height used in older, established buildings should be maintained in new construction.
- 52-7 Encourage larger scale buildings along major arterial roads like Del Paso Boulevard and Arden Way to transition to lower scale buildings along local streets such as Canterbury Road and Boxwood.
- 52-8 Respect the adjoining residential developments with the massing and scale of new developments.

Sustainability Guidelines

- 52-9 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.



New construction and additions that deviate from the typical proportions of height, width, and depth may appear out of scale with existing buildings.



New construction and additions should respect the typical proportions of height, width, and depth.

Commercial

53 Building Facades

Design Principle

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

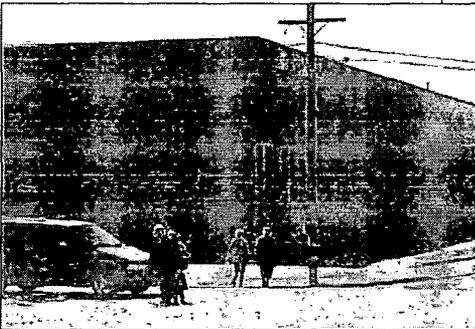
Rationale

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 are unattractive and uninviting and should be avoided. Instead, elements should be used to create visual interest, including windows, doors, awnings and canopies, trellises, detailed parapets, or arcades.

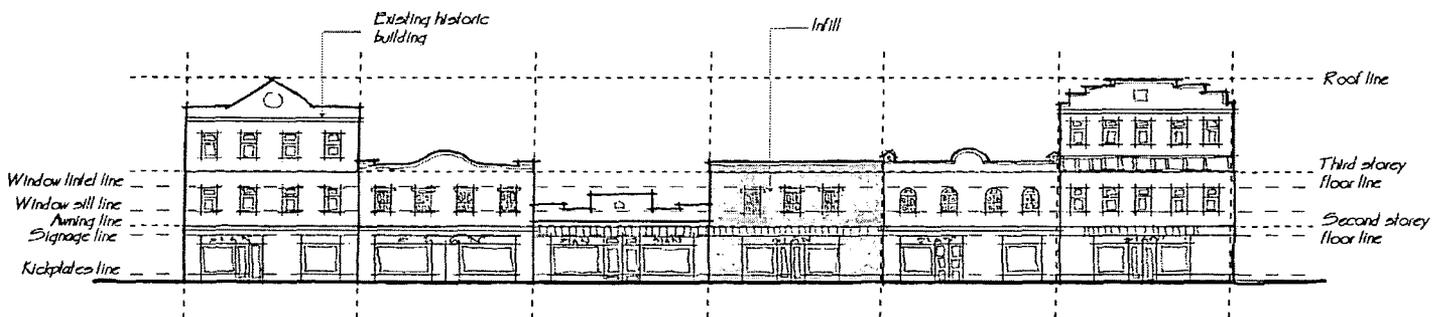
In recent decades, new buildings have increased in size and scale, creating greater challenges to creating human-scaled commercial environments. Therefore, appropriate architectural elements, such as window openings, commercial displays, frequent building entries, ornamentation, awnings and canopies,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

Design Guidelines

- 53-1 Doors, windows, floor heights, cornice lines, signage, and awnings should be appropriately scaled to reduce the mass of buildings as they are experienced at the street level.
- 53-2 The primary facade of a building must face a public street and include an entry that is accessible from that street.
- 53-3 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.



Avoid expansive blank walls along streets.



New construction, additions, and alterations should draw from existing architectural features.

Commercial

- 53-4 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.
- 53-5 Architectural features, such as display windows, pilasters, lattices, and alcoves for product display, can provide visual relief on buildings that cannot achieve continuous openings along the street and sidewalk.
- 53-6 Facades can also be articulated with insets, partial setbacks, and small pedestrian plazas, (see Section 39, "Building Orientation").
- 53-7 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.
- 53-8 Highly reflective or dark tinted glass should be avoided.
- 53-9 Street facades of commercial buildings in areas of predominantly older buildings must have a ground floor base of a durable material, such as stone, tile, or certain types of finished concrete, where feasible.



Renovated corner entry on Del Paso Boulevard



This commercial structure is a contemporary interpretation of traditional design.

Commercial

53-10 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.

53-11 Utilize building elements such as cornices, lintels, sills, balconies, awnings, porches, stoops, etc to enhance building facades.

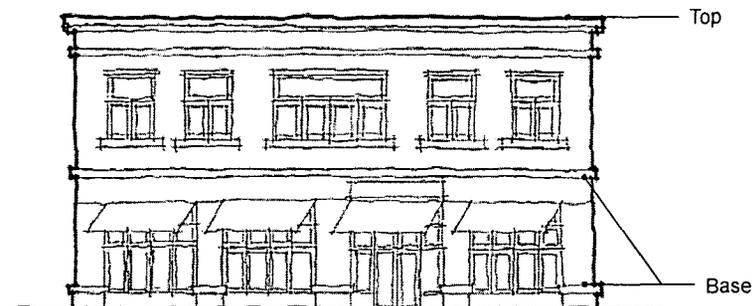
53-12 Incorporate vertical and horizontal architectural elements to mitigate long unbroken building facades.

53-13 When windows face southwest and west, frame windows with protruding vertical and horizontal shading elements such as lintels, sills, etc to provide required protection from glare and heat load.

53-14 Interpret key signature elements of the Art/ Streamline moderne style in modern 21st Century building context, to create extremely pedestrian friendly and visually interesting building facades, by grouping windows to create strong horizontal lines, using doors made of large plate glass, and incorporating materials in innovative ways.

53-15 Reduce the mass of some of the long and larger commercial buildings with architectural design including vertical elements and minor setbacks.

53-16 If possible, provide opportunities for seating and gathering within the building façade, minor building setback and sidewalks adjacent to the building.



New construction and additions are encouraged to use horizontal elements to create a "top" and "base" that give definition to the building and break down its elements to a more human scale.

56 Entry Features

Design Principle

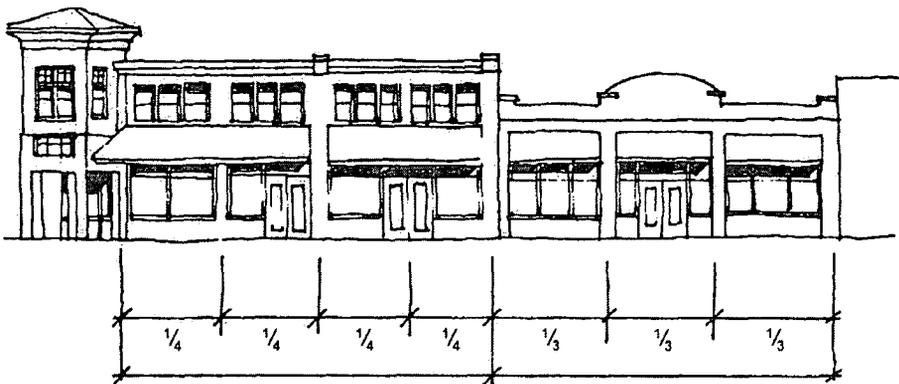
Entry features of commercial buildings should be clearly visible to pedestrians, with a defined relationship to the street and sidewalk.

Rationale

A recessed entry helps to break up the massing of a building and makes 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

- 56-1 Primary entries should be located on major sidewalks to provide clearly visible pedestrian access.
- 56-2 The size of the entry should be proportional to the building.
- 56-3 Secondary entries may be located at the side or rear of the building to provide access from parking areas.
- 56-4 Entries should be clearly defined with signage and architectural details.
- 56-5 In mixed-use buildings, the entrance to residential uses on the second story should be clearly defined and easily accessible.
- 56-6 Buildings near transit centers should provide clear pedestrian access and entry features oriented toward the transit center.
- 56-7 Maximize the building entries along the primary street façade. Emphasize the primary entry of buildings.



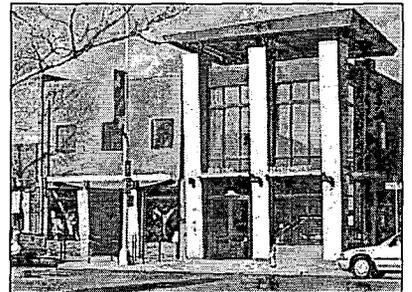
Building openings should maintain the proportions and spacing of other openings on the block.



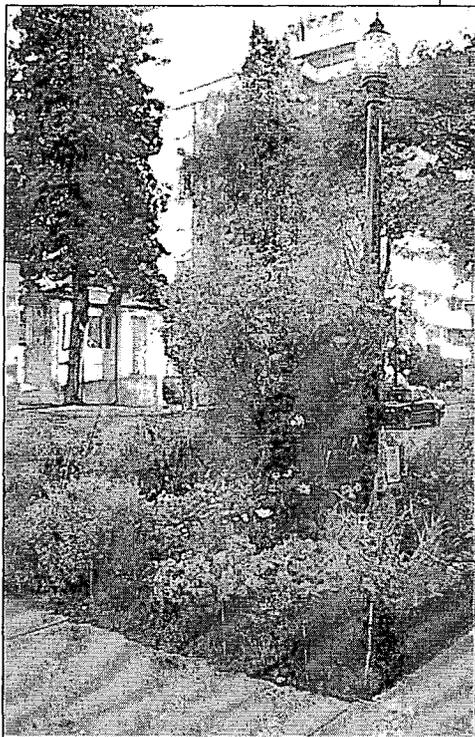
This recessed entry on the public library is typical of many older buildings on Del Paso Boulevard.



The Supper Club has a more contemporary recessed entry and door.



New Faze on Del Paso Boulevard has a dramatic corner feature with a street level entry opening onto the pedestrian way.



Landscaped areas add to the beauty of commercial districts.

66 Landscape Elements

Design Principle

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

Rationale

Parks, plazas, and town squares should be developed as the focus of commercial areas, with commercial development opening directly onto these spaces. Parks, plazas and town squares should include landscape elements, such as ornamental plants and water features, to create visual interest and an attractive, appealing environment.

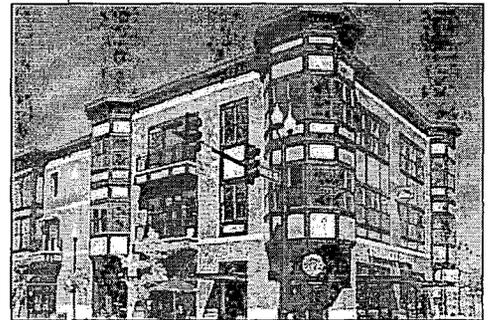
Design Guidelines

- 66-1 Landscaping shall conform to all relevant City of Sacramento regulations and guidelines, including the City of Sacramento Municipal Code, "Landscaping and Paving Regulations," Chapter 124.625.
- 66-2 Plant species should be suitable for the Sacramento climate. Low-water landscaping materials are encouraged.
- 66-3 High-maintenance annuals and perennials should be used only as smaller landscape elements.
- 66-4 Anticipate the full growth of landscaping materials so that trees and shrubs do not conflict with lighting and roofs.
- 66-5 Landscaped areas are preferred over impermeable paved surfaces.
- 66-6 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.
- 66-7 Turf and groundcover are more effectively irrigated with a conventional spray system. Head-to-head spray coverage is recommended. Avoid overspray onto adjacent areas.
- 66-8 A drip irrigation system is recommended for shrubs and trees to provide deeper, more even watering. Drip irrigation permits greater water conservation than a conventional spray system.
- 66-9 Bare soil should be planted or mulched to minimize run-off.
- 66-10 Include tree planting along the alley to screen and soften the impact of new development to create a more pedestrian-friendly environment along alleyways.

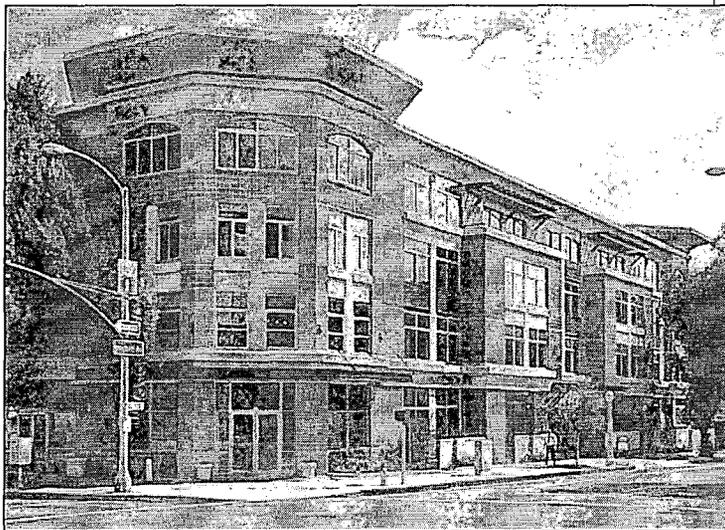
Mixed-Use Development

Mixed-use development combines commercial with other uses, such as office and residential. When mixed-use development is vertical in form, the commercial and office professional uses should be on the first story, with residential above. 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 surface, which can be articulated with windows, balconies, and patios.

Additional design guidelines from the multifamily and commercial chapters should be referenced as well.



Mixed-use building with ground floor retail and residential above, Orenco Station, Oregon



This mixed use building has a strong corner treatment, a clearly defined base, and an articulated facade.

Mixed-Use Development

68 Orientation & Layout

Design Principle

Mixed-Use buildings should be constructed to the property line behind the sidewalk, with allowable variation in the setback to provide public amenities.

Rationale

Mixed-Use buildings in urban areas have typically been built to the front of the property line behind the sidewalk, creating a line of buildings with a consistent "streetwall" that supports a strong relationship between the building, and the public realm. This streetwall should be reinforced by new construction and additions. The streetwall may be varied to create usable public spaces such as outdoor café dining and small plazas with seating.

Design Guidelines

- 68-1 Create a strong building edge along the street to maximize visibility of the commercial uses, which in turn provides eyes on the street.
- 68-2 Provide parking in the rear of the lot, preferably accessed by side roads, and existing alleys and new minimum 20 feet wide driveways.
- 68-3 Articulate driveways and parking lots with special paving and trees.



Mixed-use building built to the street edge with ground floor retail and residential above.

69 Massing & Setbacks

Design Principle

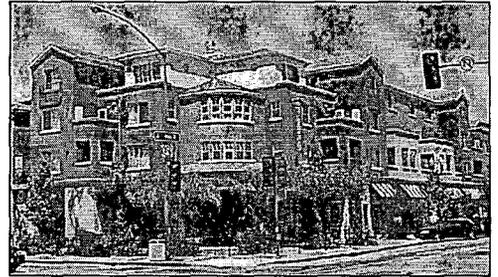
The size and scale of mixed-use buildings should be complement existing development in commercial districts.

Rationale

New mixed-use development should respect the scale and massing of existing surrounding development. Corner sites offer a special opportunity for providing additional building height and mass can serve as an anchor for the block.

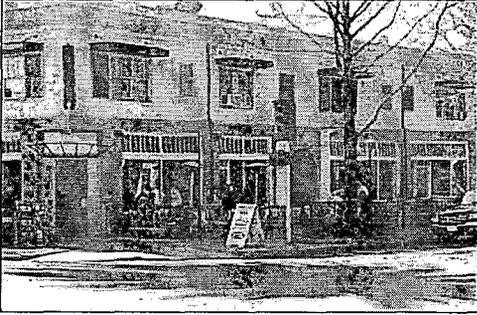
Design Guidelines

- 69-1 Locate the majority of the building façade and commercial building uses along the edge of sidewalk.
- 69-2 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 smaller scale residential development.



Mixed-use building with varied setbacks and massing .

Mixed-Use Development



Ground floor commercial uses should have larger windows to engage the public realm and differentiate from the residential above.

70 Building Articulation

Design Principle

Buildings should include ground floor transparency, design details and features that provide a significant contribution to the streetwall and overall pedestrian experience.

Rationale

Public access and greater visibility will promote successful development.

Design Guidelines

- 70-1 Maximize the number of building entries, especially of office and retail businesses, along the façade fronting the major street. Emphasize primary entry of buildings (e.g. entrance lobby) with vertical elements.
- 70-2 Where possible, locate pedestrian-oriented entries of the upper floor residential units along the street facing façade.
- 70-3 Articulate the front facades with rhythm of windows, both along the ground floor and upper residential floors.
- 70-4 Ensure that ground floor is as transparent as possible to connect the pedestrians and the building users.



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

71 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 will have a significant impact on the quality of the public realm, as private buildings provide the edges to streets and open spaces. These guidelines serve to guide those aspects of the private realm that have a direct affect on the surrounding public context.

Design Guidelines

- 59-1 The use of residential balconies and commercial awnings which extend into the public realm is encouraged.
- 59-2 Landscape front setbacks of the street facing ground floor residential component of the mixed-use buildings.
- 59-3 Provide privacy for first floor office and residential units by allowing them to be three feet above the sidewalk level.

Exhibit B

1. Insert a photo/illustration of a building on a corner with a “chamfered” entry to correspond with guideline 50-4.
2. In the Architectural Elements section of the Commercial chapter (P. 87) add an additional paragraph stating:

“Creative design that does not specifically reflect past architectural styles in the area are acceptable as long as the character and form of the design is complementary to surrounding architecture.”
3. Include sustainability sub-sections in the new Town House/Row House, Lofts and Live/work Units, and Mixed Use sections to be consistent with other City of Sacramento design guidelines.