RESOLUTION NO. 2011-219

Adopted by the Sacramento City Council

April 12, 2011

ADOPTING THE SWANSTON STATION DESIGN GUIDELINES FOR THE SWANSTON STATION DESIGN REVIEW DISTRICT

BACKGROUND

A. The Swanston Station Design Guidelines were prepared in conjunction with the Swanston Station Specific Plan. A noticed public hearing was held by the Design Commission to review the Swanston Station Design Guidelines, the establishment of the Swanston Station Design Review District, the amendment of the boundaries of the existing North Sacramento Design Review District, to accept public comments, and to recommend approval of the new design review district and adoption of the design guidelines.

B. The Swanston Station Design Guidelines contain architectural and streetscape design standards to be applied to projects located within the Swanston Station Design Review District and Specific Plan boundaries.

C. The Swanston Station Design Guidelines provide design guidance for private and public projects within the Swanston Station 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.

D. The Swanston Station 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 Swanston Station Design Review District.

E. The Swanston Station Design Guidelines are consistent with the Swanston Station Specific Plan, the North Sacramento Community Plan and the 2030 General Plan.

F. On April 21, 2010, the Design Commission conducted a public hearing for which notice was given pursuant Sacramento City Code Sections 17.132.170 and 17.132.160 and forwarded to the City Council a recommendation to approve the Swanston Station Design Guidelines for application within the Swanston Station Design Review District.

G. On April 12, 2011, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Sections 17.132.170 and 17.132.160, and received and considered evidence concerning adoption of the Swanston Station 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 April 12, 2011, the City Council hereby adopts the Swanston Station Design Guidelines attached as Exhibit A for application within the Swanston Station Design Review District. If a certain type of development project within the Swanston Station Design Review District is not referenced in the Swanston Station Design Guidelines, in that event the North Sacramento Design Guidelines shall apply.

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

Table of Contents:

Exhibit A - Swanston Station Design Guidelines

Adopted by the City of Sacramento City Council on April 12, 2011 by the following vote:

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

Noes: None.

Abstain: None.

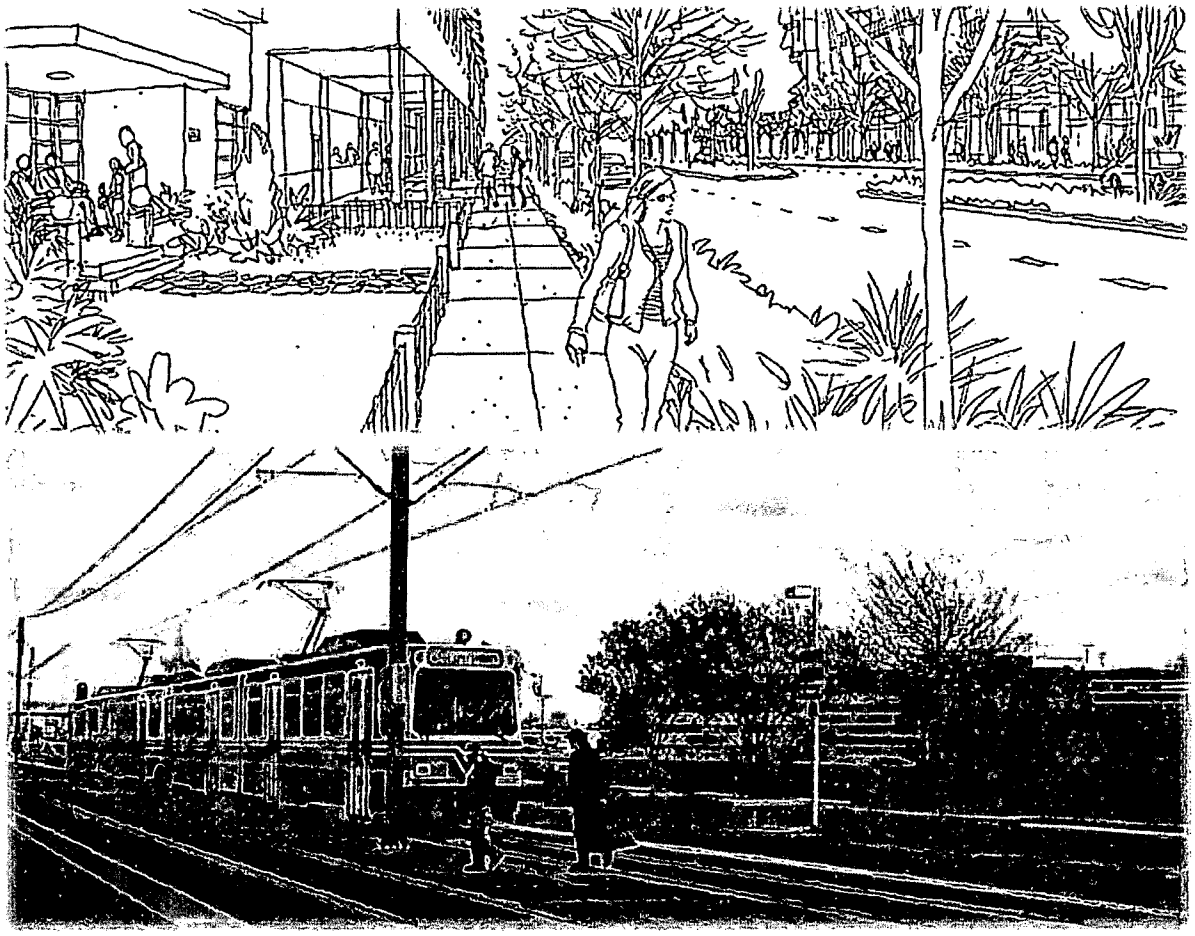
Absent: None.

Mayor Kevin Johnson

Attest:

Shirley Concolino, City Clerk

Swanston Public and Private Realm Design Guidelines



North Sacramento Redevelopment Area

December 2010

Table of Contents

Introduction
- Purpose and Goal of the Design Standards and Guidelines
- The City's Commitment to Sustainability
- How to Use the Design Standards and Guidelines
- Design Review Process
- Location of the Swanston Design Review District

Public Realm Design Standards and Guidelines
- Introduction
- General Street Design Standards and Guidelines
  - 1 Roadways
  - 2 Sidewalks and Landscaping
  - 3 Crosswalks and Bulbouts
  - 4 Cross-Track Connections
  - 5 Public-Private Interface
  - 6 Street Furniture and Lighting
  - 7 Signage
  - 8 Local Residential Streets – 60 Feet Right-of-Way
  - 9 Local Residential Streets – 50 Feet Right-of-Way
- Street Specific Design Standards and Guidelines
  - 10 Dixieanne Avenue
  - 11 Arden Way
  - 12 El Camino Avenue
  - 13 Evergreen Street
  - 14 Silica Avenue
- Open Space Design Standards and Guidelines
  - 15 Neighborhood Parks
  - 16 Pocket Parks
  - 17 Transit Plaza and Promenades
  - 18 Greenways
  - 19 Mews

Private Realm Design Standards and Guidelines
- Introduction
- Layout and Orientation
  - 20 Building Scale
  - 21 Massing and Scale
  - 22 Building Heights and Stepbacks
  - 23 Building Setbacks
  - 24 Building Character and Façade Articulation
  - 25 Parking
  - 26 Alleys and Service Access
  - 27 Stormwater Management
  - 28 Passive Cooling
- Building Prototypes

29 Row Houses and Town Homes
30 Lofts and Live-Work Units
31 Low Intensity Condominiums
32 Mixed-Use Buildings
33 High Intensity Condominium/Mixed-Use Development
34 Commercial Building

Introduction

PURPOSE AND GOAL OF THE DESIGN STANDARDS AND GUIDELINES

The design guidelines for the Swanston Design Review District should be used as another tool, in addition to land use and zoning regulations, to promote the high quality development of a transit village around the Swanston Station.

The goal for design review within the Swanston Design Review District is to provide an effective method for guiding development of the physical environment and character of the streets, buildings and open spaces within the Swanston Station Transit Village. The guidelines contained herein are not intended to be absolutely prescriptive, but rather to provide sufficient flexibility for creativity and variety in new developments and public space designs.

Site Design and Planning Guidelines have been organized into the following categories:

1. Site Design and Planning of the Public Realm
2. Site Design and Planning of the Private Realm

These guidelines build upon previous planning documents including the 2006 North Sacramento Residential and Commercial Design Guidelines, the North Sacramento Community Plan and the City of Sacramento Pedestrian-Friendly Street Standards, and have been developed in coordination with the Northeast Line Light Rail Station Plan.

THE CITY'S COMMITMENT TO SUSTAINABILITY

In 2006, the Sacramento City Council adopted a vision for the city reflecting the Council's commitment to "sustainability and livability." Based on the Council's vision, the City continues to develop and refine standards and guidelines intended to influence the design of future development in Sacramento.

In the meantime, these Design Standards and Guidelines include a number of specific guidelines that address environmentally responsive site, building, and landscaping design.

HOW TO USE THE DESIGN STANDARDS AND GUIDELINES

Each subsection in the Design Standards and Guidelines is organized to include some or all of the following elements:

Design Principle
The design principle is a general concept that must be met by all projects and forms the basis for individual design guidelines.

Rationale
The rationale explains the key features of a design principle and how it relates to the neighborhood context.

Design Guidelines
The general Design Guidelines provide a list of recommendations to ensure that a design principle is appropriately applied to project design.

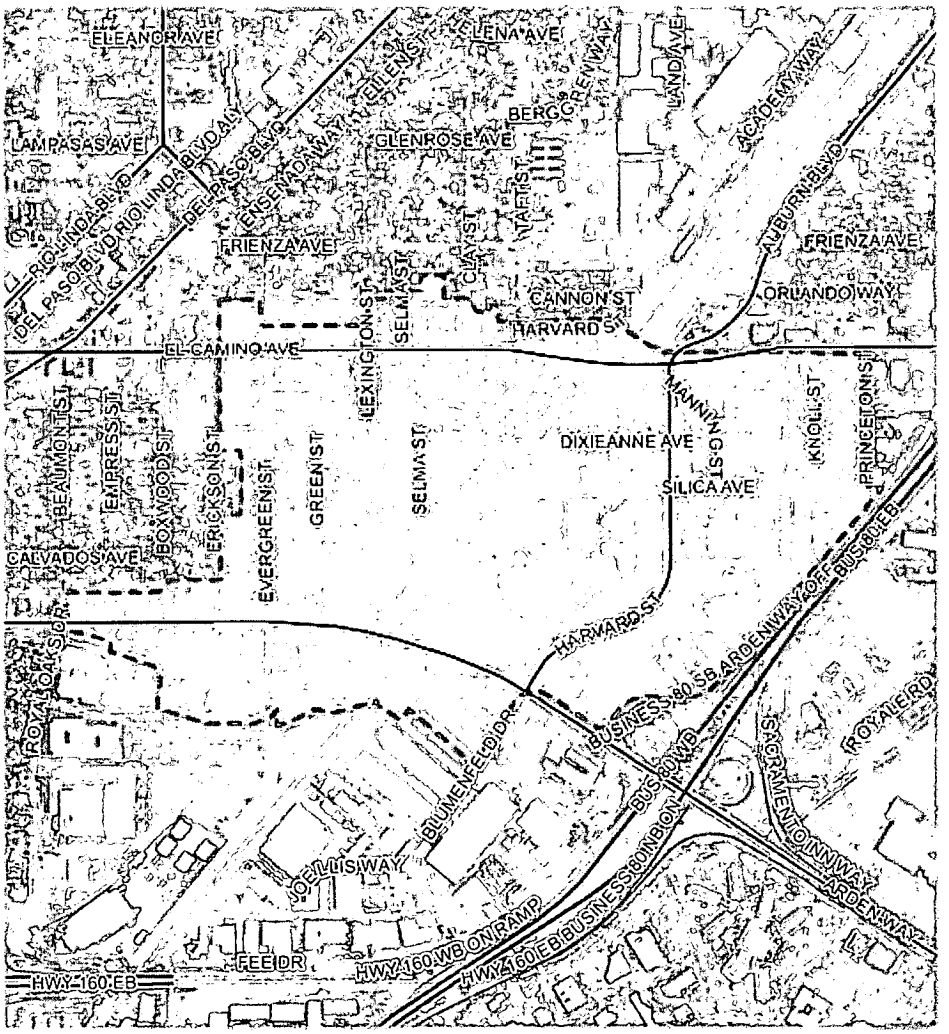
Graphics
Drawings and photos provide visual support for the principles and guidelines.

DESIGN REVIEW PROCESS

City planning staff must review the design of any proposed infill project or major renovation of or addition to an existing structure within the North Sacramento Redevelopment Area and the Swanston 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 planning 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 Design Review staff or the appropriate review board, as necessary, an application for a building permit may be submitted, provided that any other planning entitlements needed for the project have been approved.

LOCATION OF THE SWANSTON DESIGN REVIEW DISTRICT

The Swanston Design Review District is located within the City of Sacramento, in North Sacramento, west of Business 80 roughly bounded by the Western Pacific Railroad, Traction Avenue, Eleanor Avenue, Del Paso Boulevard, Auburn Boulevard, El Camino Avenue, Business 80, Arden Way, and the Southern Pacific Railroad, as shown in the map below, and on page 5.



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

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

Public Realm Design Standards and Guidelines

INTRODUCTION

The public realm - composed of the streets, sidewalks, and public open spaces - plays a crucial role in the vitality, perception and livability of an area. The intent of design guidelines for the public realm is to enhance the pedestrian environment throughout the transit village. The public realm includes the "Main Street" of Dixieanne and Silica avenues, the arterials (El Camino Avenue and Arden Way), entry streets and collectors (including Evergreen and Harvard streets), local streets (including 50 and 60 feet wide streets), and usable open spaces, including neighborhood parks, pocket parks, and plazas.

The guidelines, particularly those regarding roadways, sidewalks and planter strips, were developed to the maximum extent possible to be consistent with the City of Sacramento's Pedestrian-Friendly Street Standards. However, the rights-of-way of most streets in North Sacramento are constrained. The design guidelines were developed to recommend a balance between the sometimes conflicting needs of automobiles, pedestrians, bicyclists, ADA and healthy trees.

The public realm plays a large role in determining the quality of life in a neighborhood, as it provides the social spaces, gathering spots, and connective tissue that binds it together. By redesigning and enhancing the public realm around the Swanston transit station, residents, workers and commuters will be more likely to be willing to walk to the station rather than drive. As a result, the full potential of the transit village as a non-auto-oriented neighborhood can be realized. Further, public realm improvements will make the area safer by providing more "eyes on the street" and including traffic calming elements to slow vehicles traveling through the area.

The design guidelines focus on two primary components of the public realm: streets and open spaces. They begin with general guidelines for streetscape design, then guidelines for the hierarchy of open spaces being proposed for the transit village, and end with guidelines for specific streets.

GENERAL STREET DESIGN STANDARDS AND GUIDELINES

1 Roadways

Design Principle

Adequate right-of-way shall be provided for cars and bicycles dependent upon the functional classification of the roadway.

Rationale

A well-designed street provides travel lanes that provide an acceptable level of comfort for the proscribed user without overbuilding, which can encourage speeding and unsafe passing. Many of the streets within the district were built prior to annexation into the City of Sacramento and therefore do not provide adequate right-of-way for all of the modes anticipated.

Design Guidelines

1-1 Arterial streets should have 12 feet wide travel lanes. Eleven feet wide travel lanes next to bike lanes are acceptable on arterials with constrained right-of-way.

1-2 Ten feet wide turn lanes are acceptable where right-of-way is constrained.

1-3 Local streets should have 11 feet wide travel lanes. Ten feet wide travel lanes are acceptable for local streets with constrained right-of-way.

1-4 Parking lanes along arterials and collectors should be eight feet wide for on-street parallel parking. Seven feet wide parking lanes are acceptable on arterials with constrained right-of-way.

1-5 Distinctive striping should be provided intermittently for motorcycles, scooters, and neighborhood electric vehicle parking.

1-6 Parking lanes along local streets should be seven feet wide.

1-7 Dedicated bicycle lanes should be six feet wide along designated Class II bicycle routes in the Bicycle Master Plan. Bike lanes next to raised curbs will include the two feet wide gutter.

1-8 Class III bicycle routes should be provided along collector and local streets where right-of-way is constrained.

2 Sidewalks and Landscaping

Design Principle

Sidewalks shall be fully accessible to all regardless of age or ability. Healthy and sustainable landscaping should be provided wherever possible to enhance the comfort of pedestrians.

Rationale

Safe and comfortable travel ways for pedestrians of all physical abilities is a necessity, not a luxury. A healthy tree canopy, tree wells, and separated sidewalks work in conjunction to further enhance the pedestrian experience thereby encouraging more people to walk.

Design Guidelines

2-1 Continuous five feet wide pathways compliant with the Americans with Disabilities Act (ADA) should be provided along all streets where feasible.

2-2 Pedestrian easements should be provided within the private realm to allow wider ADA accessible sidewalks and trees and landscaping amenities to the pedestrian realm where feasible.

2-3 Planter strips should be located between sidewalks and roadway to provide a safety buffer for pedestrians from traffic where feasible. Tree wells can be used instead of planter strips in cases where there are parking or bicycle lanes next to sidewalks.

2-4 Six feet wide planter strips and tree wells should be provided along streets where feasible. Five feet wide planter strips and tree wells are acceptable where right-of-way is constrained.

2-5 Planter strips should be planted with shade-providing trees and shrubs.

2-6 Clearance below the street tree canopy should be at least twelve feet from finished sidewalk elevation to provide clear emergency and service access, to allow light from pedestrian-scale street lights, and to allow for a visual connection along sidewalks and medians.

3 Crosswalks and Bulbouts

Design Principle

Enhanced street crossings shall be provided throughout the District.

Rationale

Wide, clearly marked crosswalks alert drivers to the existence of pedestrian traffic and provide a heightened sense of safety for travelers on foot. Bulbouts contribute further by narrow the street crossing distance thereby minimizing the time in which pedestrians and vehicles are in conflict.

Design Guidelines

3-1 Clearly marked minimum 10 feet wide crosswalks should be provided at controlled intersections as prescribed in the Swanston Transit Village Specific Plan.

3-2 Bulbouts should be provided at intersections where feasible to minimize crossing distance and to increase pedestrian visibility.

3-3 Midblock bulbouts should be added as prescribed in the Swanston Transit Village Specific Plan to increase planting space for trees by removing parking spaces where feasible.

3-4 Mid-block crosswalks should be a minimum of 10 feet wide and highly visible.

3-5 Alternative paving materials should be used for crosswalks to heighten visibility and lend identity to the area where feasible.

4 Cross-Track Connections

Design Principle

Pedestrian and bicycle options available to safely and efficiently access both sides of the rail corridor shall be enhanced.

Rationale

Proximity to the light rail station is only a benefit if convenient connections exist to allow passengers to efficiently congregate and disperse. Current conditions provide minimal infrastructure for bicyclists and pedestrians to access property on the east side of the rail corridor to support transit-oriented development.

Design Guidelines

4-1 One or more pedestrian and bicycle bridges of at least 20 feet in width should be provided across the rail tracks in the

District to allow adequate room and comfort for multi-modal users.

5 Public-Private Interface

Design Principle

An open and inviting interface shall be created between the public right-of-way and private property.

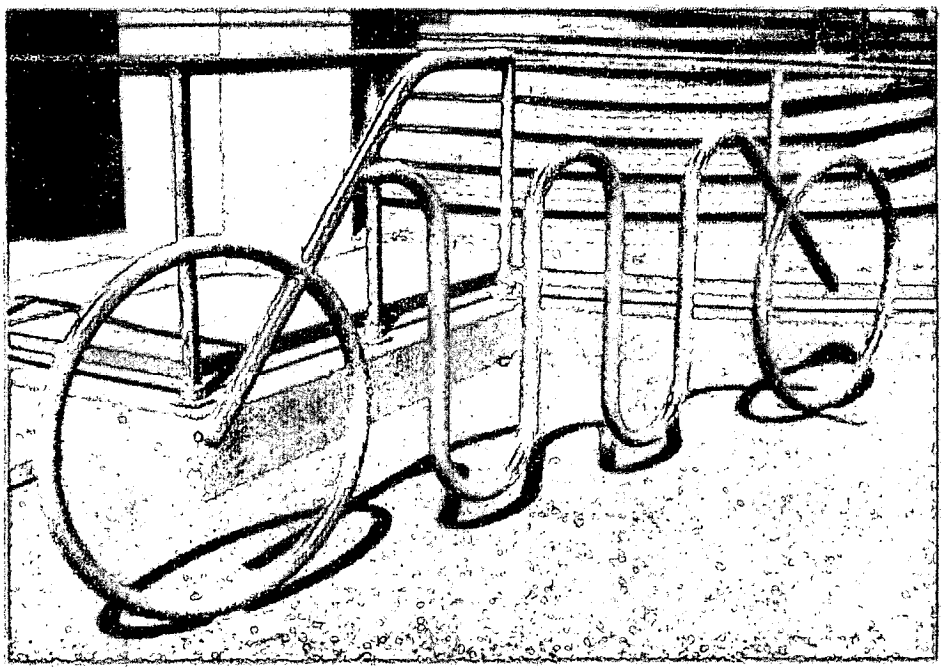
Rationale

Strong connections between the private and public realms help to create safe, comfortable and enriching pedestrian experience.

Design Guidelines

5-1 Where feasible, trees should be planted on private lots three to five feet from the edge of the sidewalk where the right-of-way is too constrained to accommodate street trees along sidewalks.

5-2 Front yard fences on private lots should be at least 50% open and no higher than three feet so as to not serve as a barrier between the public and private realms.



6 Street Furniture and Lighting

Design Principle

Pedestrian-scale street amenities that visually and functionally enhance the walking experience shall be provided in the District.

Rationale

Appropriately scaled lighting, art, receptacles, and street furniture communicate to the public that pedestrians are welcome and encouraged. Bicycle racks are an important element of the streetscape that can be made less utilitarian by going beyond simple hitching posts.

Design Guidelines

6-1 Pedestrian-oriented and automobile-oriented street lighting should be provided along major pedestrian corridors and arterials, such as Arden Way and El Camino Avenue.

6-2 Pedestrian-scaled streetlights should be at a lower height (approximately 12 feet high), closer spaced, and use full spectrum bulbs.

6-3 Pedestrian-oriented streetlights should be provided on all local streets and pedestrian paths, such as the transit and diagonal promenades, to improve safety and comfort.

6-4 Pedestrian-oriented streetlights should include receptacles to power seasonal decorations.

6-5 Pedestrian-friendly streetscape amenities, including seating, trash cans and public art, should be provided at key nodes along major pedestrian corridors, such as Dixieanne Avenue.

6-6 Bicycle racks and/or lockers should be provided at the transit station plaza and bus transfer center.

6-7 Bicycle racks should be provided intermittently along designated bicycle routes in the City's Bicycle Master Plan.

6-8 Artistically designed bicycle racks should constitute a significant percentage of the racks provided.

7 Signage

Design Principle

Aesthetically pleasing and informative signage shall be provided in the District to distinguish the Swanston Area and to help in wayfinding.

Rationale

Clearly marked facilities will encourage safe and efficient travel through the Swanston area for all modes of travel.

Design Guidelines

7-1 Public signage should be used to announce entry into the Swanston Station Transit Village by placing it at gateways at Evergreen Street and Arden Way and El Camino Avenue and at the beginning of the diagonal promenade at the intersection of Lexington Street and Dixieanne Avenue.

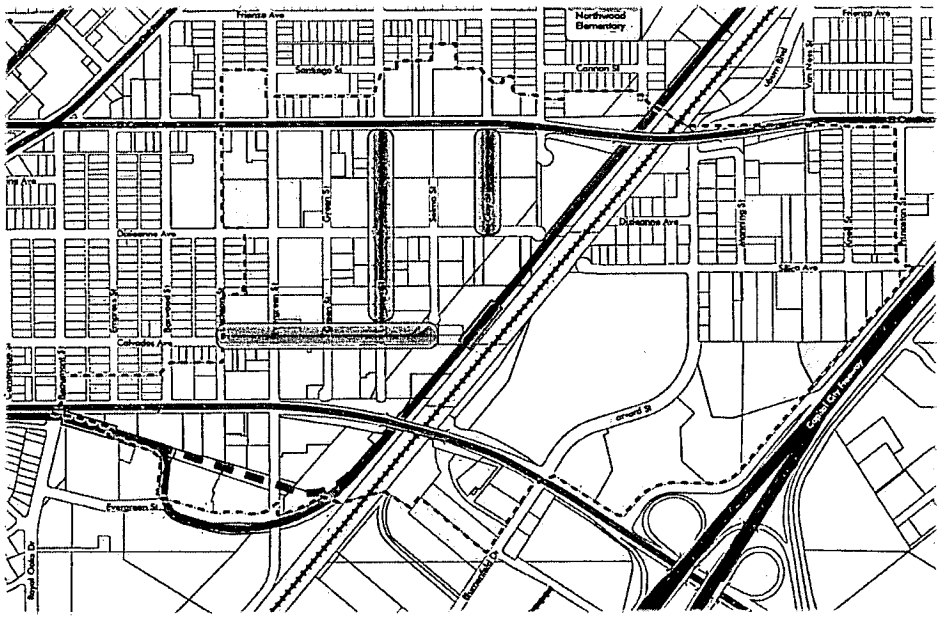
7-2 Employ public signage for vehicular, pedestrian and bicyclist wayfinding to the transit station and nearby destinations, such as Arden Fair Mall and Del Paso Boulevard.

7-3 Coordinate colors, shapes and graphics of signage with the City's signage system.

7-4 Signage should be used to emphasize key locations, intersections and focal points, such as the pedestrian bridge and Dixieanne Park.

7-5 Temporary signage/banners should be used to celebrate seasonal and special events.

8 Local Residential Streets – 60 Feet Right-of-Way



Design Principle

The neighborhood local streets will contribute to the pedestrian and bicycle environment by providing tree-shaded, traffic-calmed streets.

Rationale

The area around the Swanston station is laid out on a grid pattern composed of neighborhood local streets that connect the area with neighborhoods to the north and west. They primarily serve local traffic, though in many instances they are only paper streets and dead-end at vacant lots. The local streets have few pedestrian amenities, such as continuous sidewalks or trees to provide shade.

Design Guidelines

Roadway

8-1 Maintain existing configuration of the roadway with one travel lane in both directions and parking lanes on both sides of the road.

8-2 Where feasible, paper streets, including Lexington and Selma streets, should be improved to break up large blocks and improve connectivity and walkability.

Pedestrian Realm

8-3 Provide minimum 6 feet 6 inch wide planter strips (including curb) along the sidewalks for trees and landscaping.

8-4 Provide Class III bicycle route signage along streets designated as such by the Bicycle Master Plan.

Public-Private Interface

8-5 Buildings with residential uses that front onto neighborhood local streets should have a minimum 15 feet front yard setback where feasible.

8-6 North-south oriented buildings with residential uses should have a minimum ten feet side setback where feasible.

9 Local Residential Streets – 50 Feet Right-of-Way

Design Principle

The 50 feet wide streets are envisioned as supporting the circulation network with a strong pedestrian realm and improved infrastructure.

Rationale

The local residential streets alternate between 60 and 50 feet rights-of-way. The existing 50 feet wide streets are similar to the 60 feet streets with poor pedestrian amenities substandard infrastructure.

Design Guidelines

Roadway

9-1 A minimum 30 feet wide roadway should allow for two travel lanes and parking on both sides according the City of Sacramento Pedestrian-Friendly Street Standards.

Pedestrian Realm

9-2 Five feet wide pedestrian easements should be provided where feasible to accommodate sidewalk and planter strip dimensions that meet the City of Sacramento Pedestrian-Friendly Street Standards where feasible. Reference design

guidelines for Local Residential Streets - 60 Feet ROW for dimensions.

9-3 Planter strips (including curb) should be provided to the satisfaction of Urban Forestry along the sidewalks for trees and landscaping where feasible.

9-4 Sidewalks on both sides of the street shall be prioritized over planter strips where right-of-way is constrained.

9-5 Trees should be planted in bulbouts and within private front setbacks where feasible.

Public-Private Interface

9-6 Buildings with residential uses that front onto neighborhood local streets should have a minimum 15 feet front yard setback where feasible.

9-7 North-south oriented buildings with residential uses should have a minimum ten feet side setback where feasible.

STREET SPECIFIC DESIGN STANDARDS AND GUIDELINES

10 Dixieanne Avenue

The guidelines in this section focus on Dixieanne Avenue between Erickson Street and the intersection with the tracks. These guidelines are recommended to be applied along Dixieanne Avenue westward until the intersection with Del Paso Boulevard despite it being outside of the study area covered by this plan.

Design Principle

Dixieanne Avenue is to become the "Main Street" of the neighborhood and is accorded a special design.

Rationale

Dixieanne Avenue is distinguished from any other street in the City of Sacramento by its design as a "green street" that attenuates and filters surface runoff with permeable paving and stormwater drainage planters. On-street parking, alternative paving and traffic-calming measures support Dixieanne Avenue as a safe and enjoyable main street for surrounding residents.

Roadway

10-1 A minimum 30 feet wide roadway should be maintained including two travel lanes and parking.

10-2 Seven feet wide on-street parking should be provided on either side of the street.

10-3 A double row of trees should be provided along Dixieanne Avenue by removing on-street parking spaces and replacing them with bulbouts and tree wells to provide valuable shade for pedestrians according to the Swanston Station Transit Village Plan.

10-4 Permeable paving should be provided along the parking lane and between bulbouts to lend identity to the street and reduce surface runoff where feasible.

10-5 The addition of two landscaped traffic circles should be considered by the City's Traffic Engineer at Lexington and Evergreen streets if feasible in order to provide traffic-calming in the neighborhood.

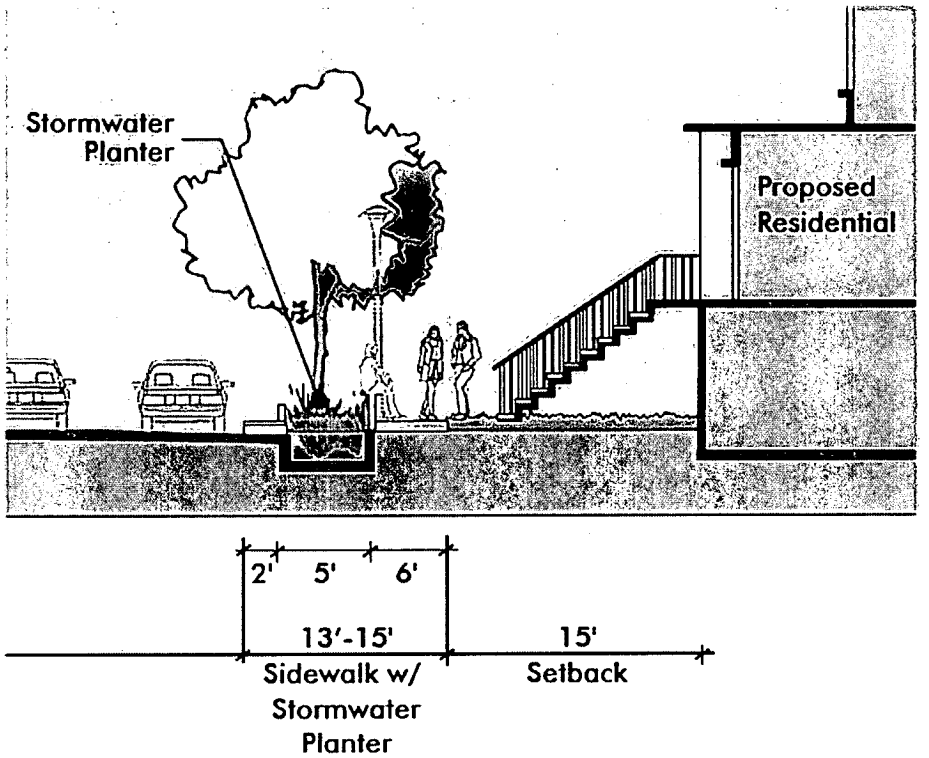
10-6 Crosswalks should be added at the intersections of Dixieanne Avenue at Lexington Street and Dixieanne Avenue at Evergreen Street if feasible.

Pedestrian Realm

10-7 Create 15 feet wide sidewalks separated from the roadway by a stormwater drainage planter.

10-8 Provide 1½ feet separation, included in the sidewalk width, from the stormwater drainage planter and the on-street parking space to allow room for car doors to open.

10-9 Plant native, sustainable trees and shrubs in the stormwater drainage planter.



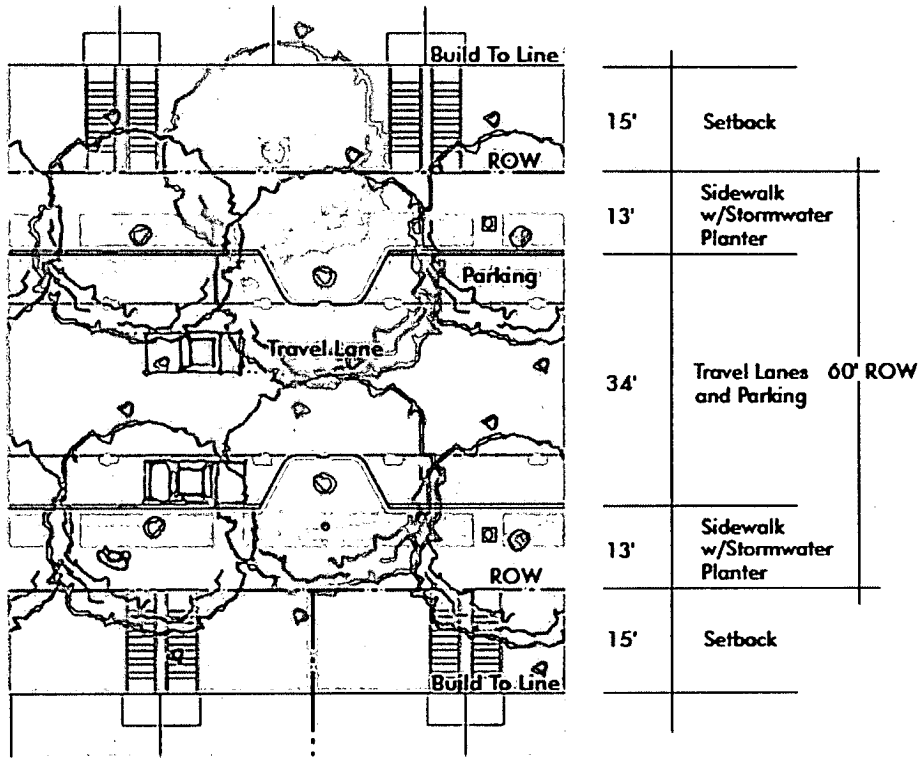
10-10 Provide streetscape amenities such as pedestrian-scaled lighting. Provide benches at key nodes along the length of the street where feasible.

Public-Private Interface

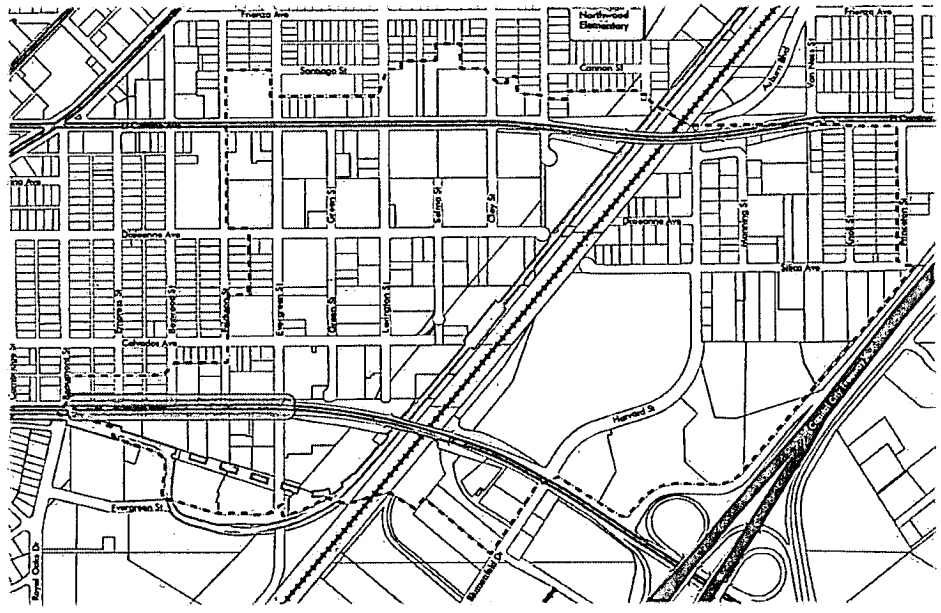
10-11 Residential buildings should be setback 10-15 feet on either side of Dixieanne Avenue to provide privacy for adjacent residential development.

10-12 Trees should be planted within the setback to provide additional shade and enclosure to pedestrians where feasible.

10-13 Property edges should be articulated with landscaping and fences on private lots at least 50% open and no higher than three feet so as to not serve as a barrier between the public and private realms and landscaping.



11 Arden Way



The guidelines in this section focus on Arden Way between the Royal Oaks light rail station and Harvard Street. Arden Way is a key vehicular connection in North Sacramento, which currently provides a

poor pedestrian environment with narrow sidewalks, few street trees, and barriers in the form of light rail tracks and fences.

Design Principle

Arden Way is envisioned as a redesigned arterial that better provides for pedestrians along its length.

Rationale

With an improved streetscape, new residential uses are expected to be infilled in currently vacant and underutilized parcels.

Roadway

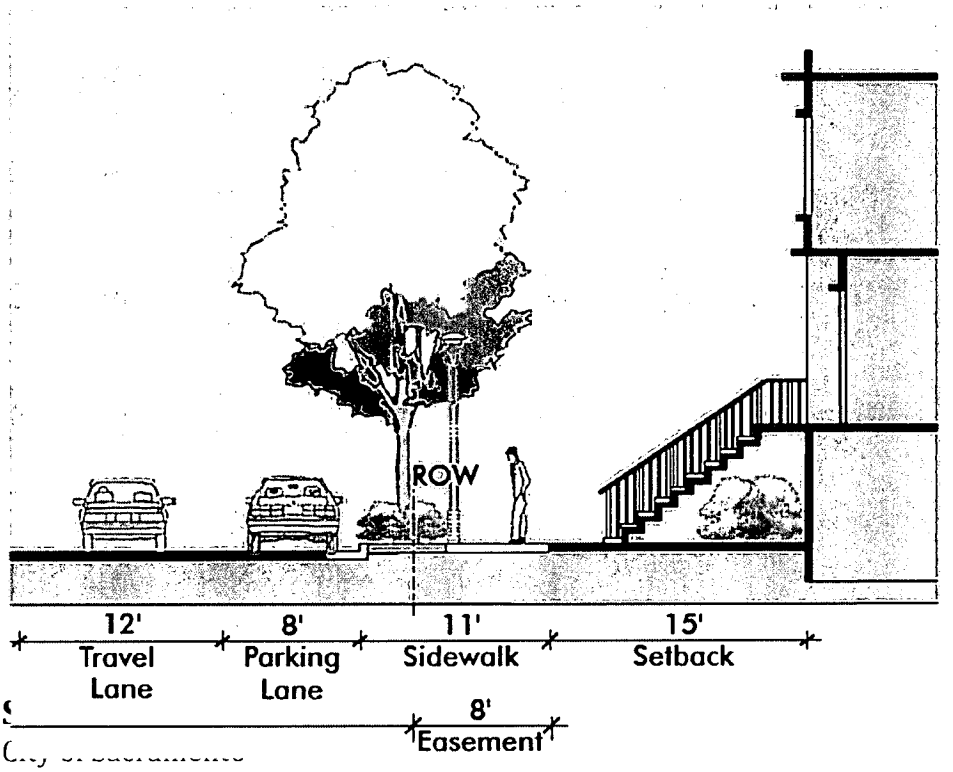
11-1 Create a boulevard between Royal Oaks Drive and Evergreen Street with two 12 feet wide travel lanes in either direction.

11-2 Provide a 10 feet wide central tree-lined median that becomes a turn pocket at key intersections.

11-3 Create left hand turn pockets at Beaumont Street/Royal Oaks Drive, Boxwood Street, and Evergreen Street to allow significant tree planting within median.

11-4 Maintain and strengthen crosswalks at Beaumont Street/Royal Oaks Drive, Boxwood Street, Evergreen Street, and Harvard Street. Provide 10 feet wide crosswalks to link the transit village with development south of Arden Way according the Swanston Station Transit Village Plan.

11-5 An eight feet wide pedestrian easement should be acquired from adjacent property owners to allow for an 8 feet wide on-street parking lane and 11 feet wide sidewalk with a planter



strip.

11-6 Add a signalized intersection at Boxwood Street to better handle traffic and pedestrian volume.

Pedestrian Realm

11-7 Create a six feet wide planting strip (including curb) along the sidewalks to provide a tree-lined buffer between the pedestrian realm and fast-moving traffic. The planting strip may decrease to four feet (including curb) to accommodate wider sidewalks at key locations.

11-8 The Arden Way overpass should be improved with pedestrian amenities such as wider sidewalks, landscaping, etc. if feasible.

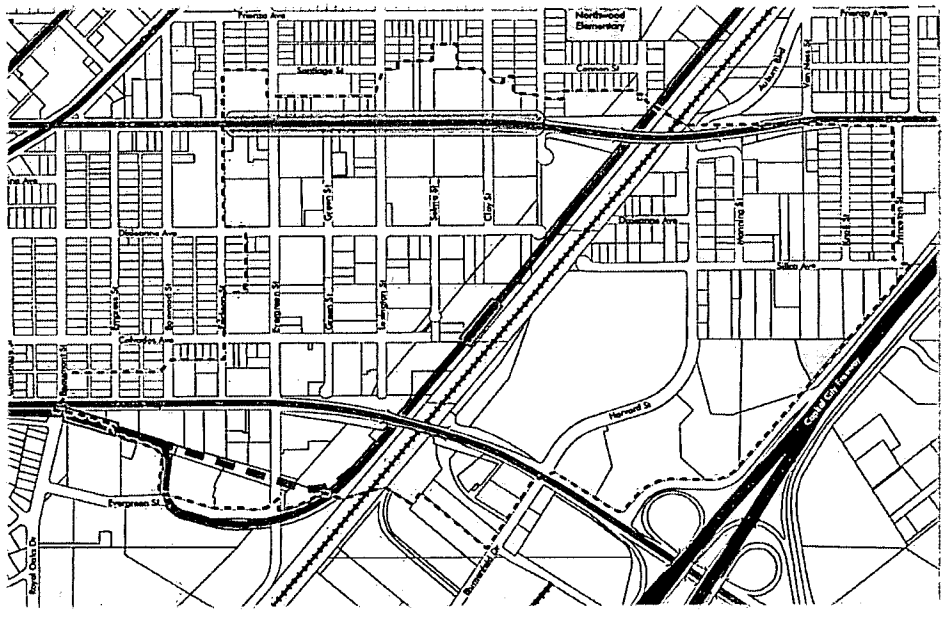
Public-Private Interface

11-9 Residential only uses should be setback 10-15 feet along both sides of the street to provide privacy.

11-10 Trees should be planted within the setback to provide additional shade and enclosure to pedestrians where feasible.

11-11 Outdoor seating and spill-out uses from ground floor retail should be provided within setbacks where feasible.

12 El Camino Avenue



These guidelines are relevant to El Camino Avenue between Erickson Street and Knoll Street. El Camino Avenue is a major arterial in the area and serves as a strong connection to Del Paso Boulevard, the commercial Main Street of North Sacramento. El Camino Avenue is currently a wide, auto-dominated arterial lined by RV sales lots, strip

centers, and vacant land. Sidewalks are narrow and often non-existent and the overpass is hazardous for pedestrians and bicyclists.

Design Principle

El Camino Avenue is envisioned as a tree-lined boulevard that provides a safe and comfortable environment for pedestrians and bicyclists.

Rationale

Mixed-use and residential uses are appropriate along El Camino, with parking set behind buildings to enhance street definition and the pedestrian environment.

Roadway

12-1 Two 11 feet wide travel lanes should be maintained in either direction, along with a 10 feet wide turn lane at major intersections.

12-2 15 feet easements beyond the existing right-of-way should be acquired to allow for on-street parking, dedicated bicycle lanes, and pedestrian realm improvements.

12-3 Six feet wide Class II bike lanes should be provided in either direction consistent with the City of Sacramento Bicycle Master Plan.

12-4 Seven feet wide on-street parking lanes should be provided.

12-5 10 feet wide crosswalk connections should be provided at Evergreen Street, Lexington Street, Clay Street and Van Ness Street to link the transit village with development north of El Camino Avenue.

12-6 A signalized intersection should be provided at the intersection of Lexington Street and El Camino Avenue.

Pedestrian Realm

12-7 An eight feet wide planting strip should be provided along the sidewalks to provide a tree-lined buffer between the pedestrian realm and the roadway.

Public-Private Interface

12-8 Residential only uses should be setback 10 to 25 feet along both sides of the street to provide privacy.

12-9 Outdoor seating and spill-out uses from ground floor retail should be provided within setbacks where feasible.

12-10 Porches, stoops, etc. should be provided within the front setback for residential uses.

12-11 Trees and landscaping should be planted within the front setbacks of residential uses to provide additional shade and amenities for pedestrians where feasible.

13 Evergreen Street

Evergreen Street serves as the primary collector on the west side of

the tracks. It is currently configured with sidewalks and gutters; improvements to the street should focus on building off of the existing infrastructure.

Design Principle

Evergreen Street is envisioned as the gateway street to the transit village with entry nodes around the intersections with Arden Way and El Camino Avenue.

Rationale

To the south of Arden Way, improvements should be made to Evergreen Street's pedestrian and bicycle environment as it serves as a key connector to Woodlake Elementary School.

Roadway

13-1 The existing roadway configuration should be maintained with one travel lane and one parking lane on each side of the street.

13-2 Mid-block crosswalks should be provided as safe pedestrian connections and to increase walkability.

13-3 Where possible, mid-block crossings should be aligned with greenways and mews that provide pedestrian connections through blocks.

13-4 The addition of two landscaped traffic circles should be considered by the City's Traffic Engineer at intersections with Dixieanne and Calvados avenues to slow traffic and create a safer pedestrian environment.

Pedestrian Realm

13-5 The existing sidewalk, curb and gutter configuration should be maintained.

13-6 Minimum six feet wide sidewalks should be provided.

13-7 The existing four feet wide planter strips on either side of the street should be maintained.

13-8 A continuous row of trees should be planted in the existing planting strip add new tree wells should be added as necessary where the planting strip does not exist.

13-9 Pedestrian-scaled street lighting should be provided along the sidewalks.

13-10 Bulbouts should be provided at key locations, particularly at mid-blocks, as prescribed in the Swanston Station Transit Village Plan by removing parking spaces where feasible.

13-11 Bulbouts should be designed to minimize reconfiguration of the existing roadway infrastructure, including sidewalks, curbs and gutters.

13-12 Crosswalks should be provided at bulbouts to minimize crossing distances for pedestrians.

13-13 Trees and landscaping should be planted at bulbouts to create distinctive markers.

13-14 Where possible, increase planting strip area around trees.

Public-Private Interface

13-15 Minimum 10 feet side setback should be provided for buildings that are oriented north-south to avoid blank walls along Evergreen.

13-16 Trees should be planted within side and front setbacks to provide additional shade and enclosure to pedestrians where feasible.

13-17 Buildings on corners should be designed to address both streets on which they front to enhance the pedestrian environment where feasible.

14 Silica Avenue

The focus of these guidelines is on Silica Avenue between the tracks to the west and Princeton Street to the east. Silica is currently lined with industrial uses and is trafficked by many trucks that serve the adjacent buildings.

Design Principle

Silica Avenue is envisioned as a "Main Street" east of the tracks with an industrial, edgy character, a mix of uses and a comfortable pedestrian environment.

Rationale

Due to the number of viable existing industrial uses along Silica Avenue, incremental change is expected. The industrial uses will continue to be served by truck traffic and driveway curb cuts; as a result, public realm improvements will be made as lots are developed.

Roadway

14-1 12 feet wide travel lanes, one in either direction, that can accommodate vehicle and truck traffic should be provided.

14-2 Eight feet wide parking lanes on either side of the street should be provided.

14-3 Where possible, remove parking spaces to add tree wells to provide shade for pedestrians.

14-4 Minimum 10 feet wide crosswalks should be provided at the intersection of Harvard Street and Silica Avenue.

Pedestrian Realm

14-5 Pedestrian-scaled lighting shall be provided along the street to enhance safety and the pedestrian experience.

14-6 Dedicated pedestrian easements should be acquired to provide 12-15 feet wide sidewalks and planting strips as it transitions into a more non-industrial street where feasible.

Public-Private Interface

14-7 The primary façade of buildings should front onto Silica Avenue to provide "eyes of streets" where feasible.

14-8 Residential uses should be setback 10-15 feet for live-work and mixed-use buildings.

14-9 Building articulation, such as colonnades, porticos, porches, stoops, etc, should be provided within front setbacks.

OPEN SPACE DESIGN STANDARDS AND GUIDELINES

15 Neighborhood Parks

Design Principle

Adequate open space shall be provided to foster an active and engaged community.

Rationale

Winner's Circle Park is the only neighborhood park in the station area. Renovation was recently completed providing a variety of open space features to serve local residents. The new neighborhood parks that are proposed are envisioned as becoming neighborhood focal points and gathering spaces. They will provide needed recreational space and will be significant amenities for new and existing residents.

Design Guidelines

Size and Distribution

15-1 Neighborhood parks shall be evenly distributed throughout the area, such that one is within 1/4-mile walking distance of every resident and commercial user in the area. Typically 2.5 acres of park space per 1,000 people is required with a variety of programmed spaces.

Amenities

15-2 Trees shall be planted within neighborhood parks to provide needed shade. Trees with low canopy clearance shall be avoided so as to not block lines of sight.

15-3 Amenities such as seating, tables, water fountains, shade structures, etc. shall be provided for park users.

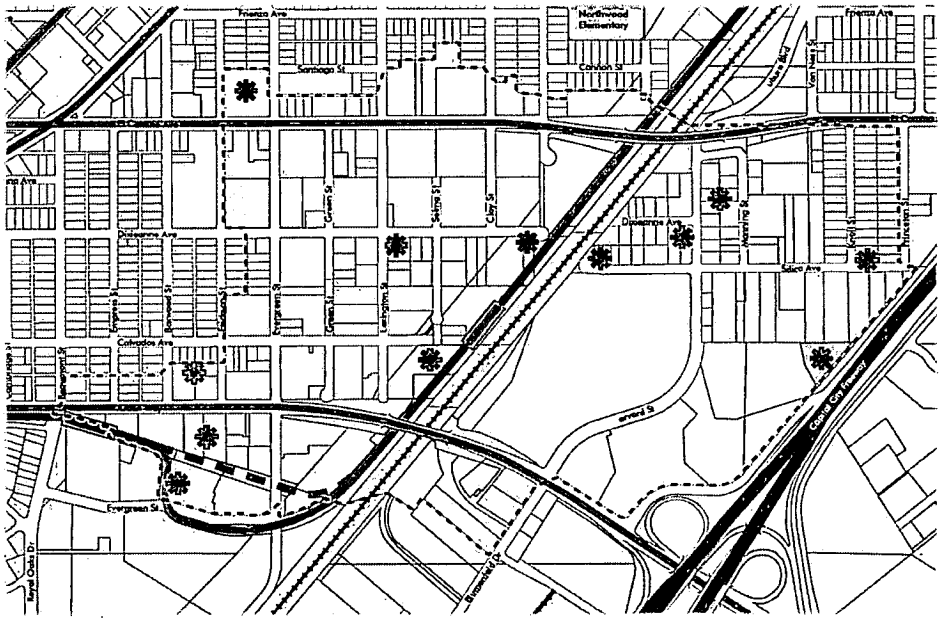
15-4 Sufficient lighting shall be provided throughout the parks and especially along pathways for additional safety.

Public-Private Interface

15-5 Buildings with residential uses that front onto neighborhood parks should have a minimum 15 feet front yard setback where feasible to activate and frame the space and provide additional safety.

15-6 Front yard fences on private lots should be at least 50% open and no higher than three feet to provide a meaningful connection between residents and park users.

16 Pocket Parks



Design Principle

Adequate open space shall be provided to foster an active and engaged community.

Rationale

The Dixieanne tot-lot just outside the station area boundary is currently the only pocket park in the area well-used by children, youth and local residents. A wide distribution of pocket parks is envisioned to provide more intimate open spaces, serve daily open space needs and provide visual relief and buffers between developments.

Design Guidelines

Size and Distribution

16-1 Pocket parks and greenways should be distributed to be within 1/8-mile walking distance from all residents and commercial users if feasible.

16-2 Existing pocket parks, such as the park behind Hilton Hotel, should be improved along with access to such parks.

16-3 A new pocket park that serves as a bookend to the "Main Street" and to the transit promenade should be developed by closing off traffic on Dixieanne Avenue at Clay Street.

Amenities

16-4 All pocket parks shall be equipped with play equipment areas, gathering space, and multi-use play areas.

16-5 Pathways for ADA access through pocket parks shall be a minimum five feet wide.

16-6 Adequate lighting and trees shall be provided within pocket parks.

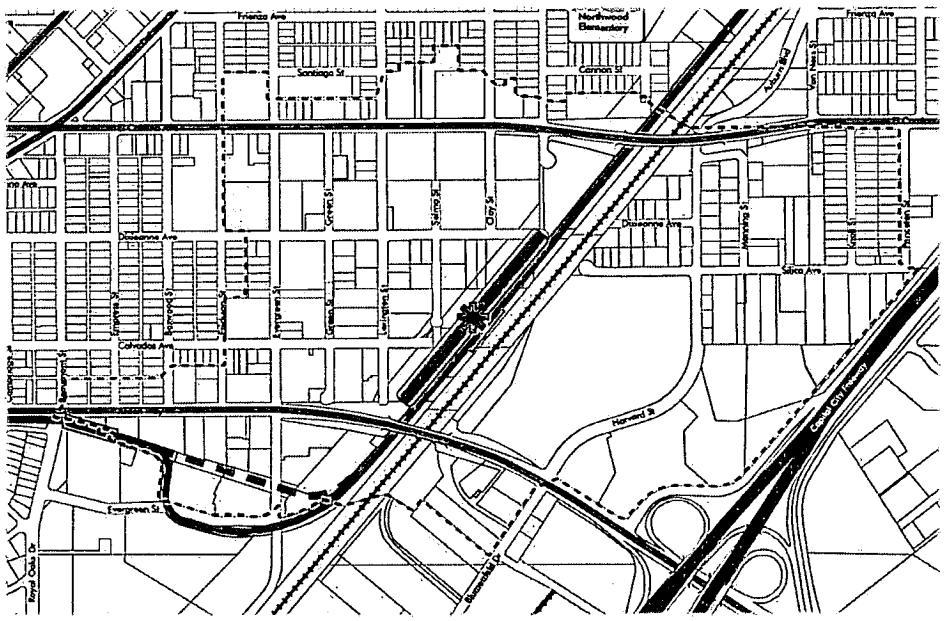
16-7 Pocket parks should use natural drainage bioswales as a way to filter surface run-off where feasible.

Public-Private Interface

16-8 Buildings with residential uses that front onto pocket parks should have a minimum 15 feet front yard setback where feasible to activate and frame the space and provide additional safety.

16-9 Front yard fences on private lots should be at least 50% open and no higher than three feet to provide a meaningful connection between residents and park users.

17 Transit Plaza and Promenades


Fremont Ave
Sacramento St
Cannon St
Dixieanne Ave
Colorado Ave
Evergreen St
Sacramento Northern Bikeway
Sacramento Northern Bikeway
Sacramento Northern Bikeway

Rationale

Currently the light rail station is surrounded by a sparsely used parking lot. The station has minor amenities for riders and is difficult to access from nearby streets. The transit platform area is envisioned as a plaza with amenities such as shade shelters, benches and trees for use by riders. A promenade that runs parallel to the tracks connects the station with the pedestrian/bicycle bridge to the north and a future relocated bus transfer center to the south.

Design Guidelines

Size and Distribution

17-1 A minimum 25 feet wide promenade and landscaping area should be provided between the light rail tracks and development adjacent to the station platform. A minimum 20 feet wide promenade shall be extended from these limits northeast to connect with the bicycle/pedestrian bridge and southwest to connect with the relocated bus transfer center.

17-2 A minimum five feet wide planting strip shall be provided along the promenade as a buffer to any proposed residential only uses.

Amenities

17-3 Amenities such as benches, trees and landscaping, pedestrian-scaled lighting and shade structures shall be provided at the station plaza and along the promenades.

17-4 Alternative paving at the transit plaza and along promenades shall be provided to increase visibility and identity.

Public-Private Interface

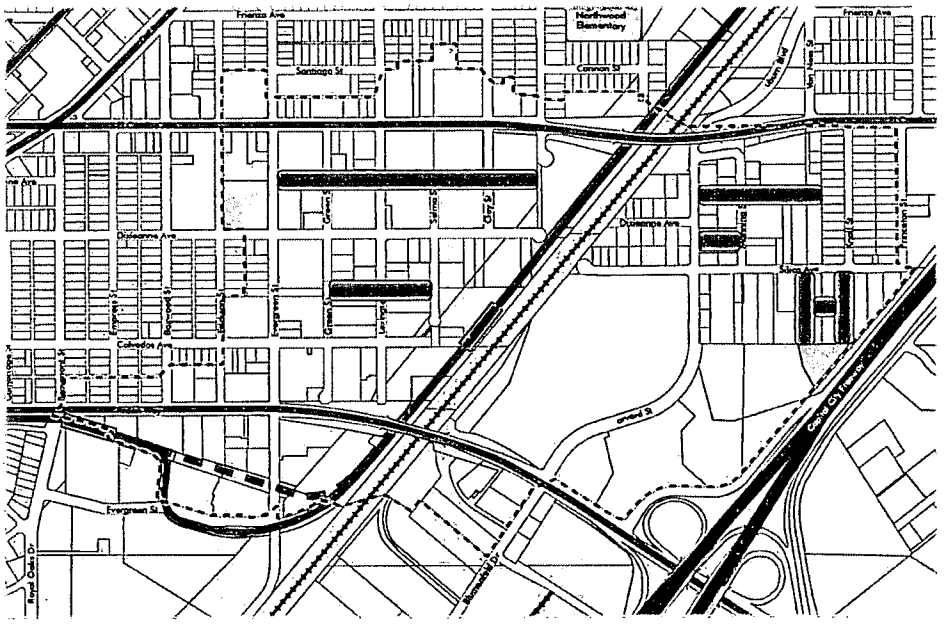
17-5 Buildings that front onto the transit promenade that are exclusively residential should have a minimum 10 feet front yard setback where feasible.

17-6 Ground floor residential uses along the promenade should be three feet above grade to enhance privacy.

17-7 The primary building facade of residential uses adjacent to the promenade should face the promenade to enhance safety and activate the corridor.

17-8 Outdoor seating for small-scale retail uses should be provided on the transit plaza where feasible to activate the space.

18 Greenways



Design Principle

Long blocks shall be broken with accessible greenways.

Rationale

Greenways are envisioned as opportunities to break up the existing long north-south block structure, to link between destinations, and to buffer between new and existing development. They will provide multi-modal access for pedestrians and bicyclists and can serve ecological and stormwater functions by including swales in their design.

Design Guidelines

Size and Distribution

18-1 A continuous greenway should be provided along the blocks between Winners Circle Park and the proposed neighborhood park on Clay Street.

18-2 Greenways should be at least 60 feet wide in order to serve as useable open space for adjacent residents.

Amenities

18-3 Continuous minimum five feet wide pathways compliant with the Americans with Disabilities Act (ADA) shall be provided within greenways.

18-4 Adequate lighting should be provided along greenways.

18-5 Pedestrian amenities such as seating, trash cans, etc. should be provided along greenways in accordance with design guidelines for pocket parks.

18-6 Bioswales should be used along the greenways to attenuate surface run-off where feasible.

18-7 Landscaping, trees, and grass should be planted along greenways where feasible.

Public-Private Interface

18-8 Buildings with residential uses that front onto greenways should have a minimum 15 feet front yard setback where feasible to provide "eyes on the greenway" and activate the space.

19 Mews

Design Principle

Safe, comfortable and accessible mews shall be provided to access the station. A system of mews between buildings will be created to break the building edge, increase connectivity, and create a strong pedestrian network through the station area.

Rationale

Mews are envisioned as primarily hardscape pathways that are fronted by development and provide additional pedestrian access through blocks and buildings. The diagonal mews leading from Dixieanne Avenue to the transit station is envisioned as a wide hardscaped and landscaped pathway that shortens the walking distance to the station.

Design Guidelines

Size and Distribution

19-1 Mews shall be at least 7 feet wide providing sufficient ADA access

19-2 A 40 feet wide diagonal mews should be provided between the transit plaza and the corner of Dixieanne Avenue and Lexington Street to enhance access to the station.

Amenities

19-3 Adequate lighting should be provided along mews.

19-4 Mews should be paved with permeable paving to lend identity to the connections and to minimize surface run-off.

19-5 Trees in tree wells should be provided along mews.

Public-Private Interface

19-6 Buildings with residential uses that front onto mews should have a minimum 15 feet front yard setback where feasible to provide "eyes on the greenway" and activate the space.

19-7 Upper story stepbacks should be provided on building faces along mews for balconies and other outdoor uses intended to promote interaction between the private and public realms where feasible.

Private Realm Design Standards and Guidelines

INTRODUCTION

The "private realm" refers to the buildings and land that are on privately-owned lots and parcels. 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 provide flexibility for creative expression and design of buildings within the private realm, but serve to guide those aspects of the private realm that have a direct affect on the surrounding public context.

Because this document is concerned with guiding the development of a transit village, the private realm design guidelines have been tailored to the following types of private development:

1. Transit-oriented buildings that capitalize on the proximity to the multi-modal transit station;
2. Market-friendly building prototypes, including row houses, town homes and mixed-use buildings, that have the greatest chance of supporting investment and increasing home ownership to the area;
3. New building prototypes, such as live-work lofts and flex units, whose industrial character is suited to the existing character of North Sacramento. These new prototypes also remain flexible for a variety of uses depending on market demand; and
4. Building prototypes that respect the surrounding character and community vision. High density building prototypes provide large residential populations close to the station and also are in character with the larger scale development to the east of the tracks are also explored.

The private realm design guidelines are organized into two sections. The first is concerned with overarching design guidelines for aspect of

building design that impact the character of development within the transit village. These include building layout and orientation, setbacks and stepbacks, massing and scale, building character and façade articulation, service areas and access entry, and parking. The second section focuses on design guidelines for the development of specific building prototypes.

LAYOUT AND ORIENTATION

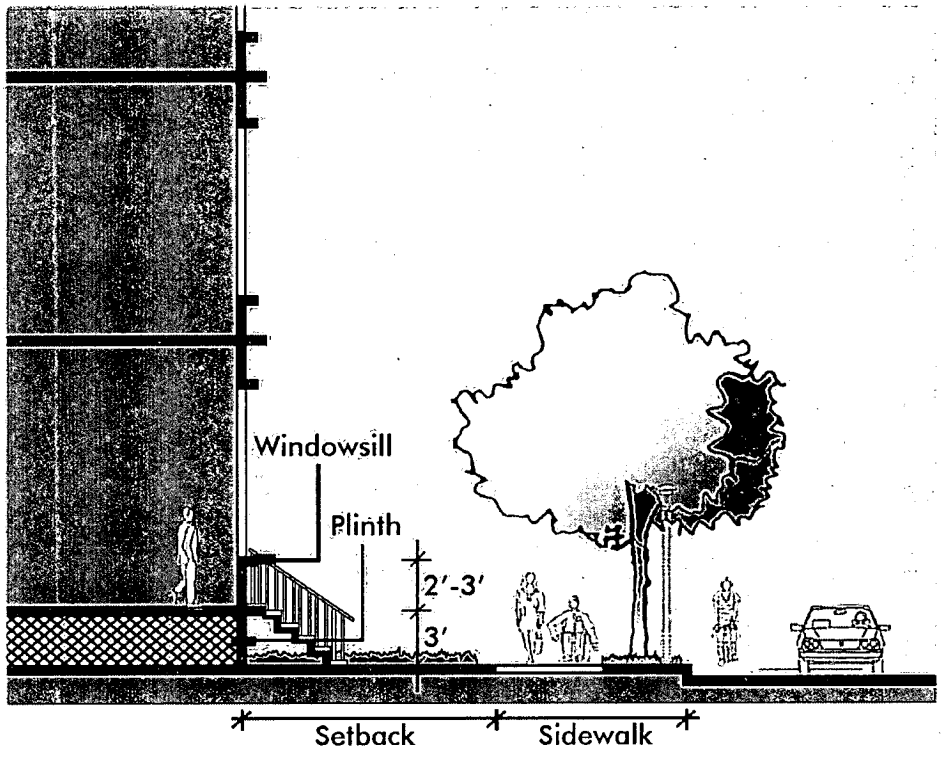
20 Building Scale

Design Principle

Buildings shall be appropriately scaled and oriented to enhance the streetscape with active facades.

Rationale

An environment that strikes a balance between the public realm and the adjacent buildings will enhance the function of both the street and the uses within the buildings.



Design Guidelines

20-1 Orient buildings such that the primary active façades and key pedestrian entries of the buildings face the street or mid-block greenways and mews.

20-2 Corner buildings shall actively address both streets with pedestrian friendly entries where feasible.
20-3 Provide privacy for ground floor residential and office uses by elevating the first floor three feet above grade and allowing windowsills to be two to three feet above floor level.
20-4 Locate quasi-public residential spaces within buildings, such as living rooms, along the building edges that front the street to maximize opportunities for "eyes on the street".
20-5 Provide parking and access to parking in the side and rear of lots to minimize passive pedestrian edges along the streets.
20-6 Orient new development to minimize exposure to the southwest and west sun to minimize heat gain of buildings.
20-7 Buildings, especially individual residential units, shall have access to sun and air on at least two sides to provide adequate light and ventilation where feasible.

21 Massing and Scale

Design Principle

Provide larger scale development east of the tracks that scales down appropriately to complement existing lower scaled residential development.

Rationale

Larger Scale development is appropriate east of the tracks but should scale back down to respect existing smaller scaled development.

Design Guidelines

21-1 Large-scale buildings should be developed to the east of the tracks in keeping with the scale of existing commercial buildings where feasible.
21-2 Respect the scale and grain of existing residential developments in the Dixieanne and Ben Ali neighborhoods with the massing and scale of new residential development.
21-3 Refer to the Central Core Design Guidelines for further direction

22 Building Heights and Stepbacks

Design Principle

Provide larger scale development along arterials with greater heights allowed east of the tracks to complement existing larger development.

Rationale

Larger scale development is most appropriate on arterials and east of the tracks to complement larger existing development.

Design Guidelines

22-1 Four to five story buildings should be developed along arterials, such as El Camino Avenue and Arden Way. Buildings should be a minimum of two stories along arterials to enhance street definition where feasible.

22-2 Two to three story buildings for residential uses that are closest to existing low density residential development should be developed west of the tracks. Allow three to seven story buildings for residential uses west of the tracks closest to the transit station.

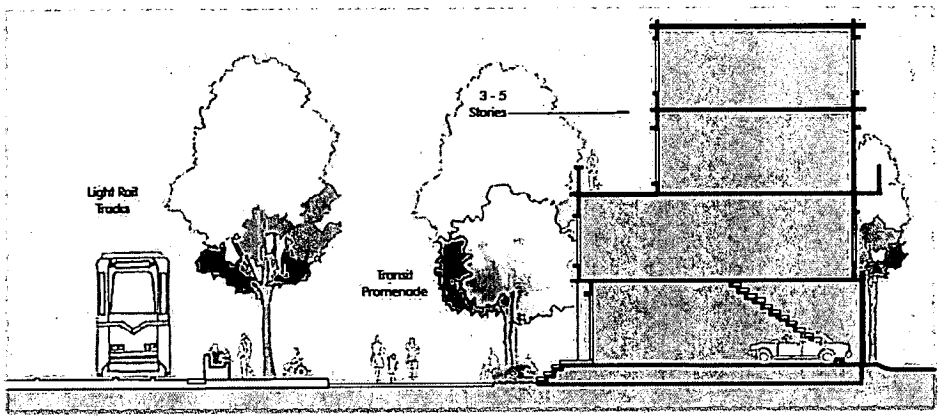
22-3 Buildings exceeding seven stories should be concentrated east of the tracks in keeping with existing large scale development and as envisioned by the 2030 General Plan.

22-4 Provide transitions between large scale, tall buildings and existing small scale buildings by stepping down building heights or providing stepbacks within buildings.

22-5 Allow stepbacks at two stories and above.

22-6 Levels should have 15 to 20 feet floor to floor height for commercial uses where feasible.

22-7 Step back upper stories of buildings to minimize shadows cast on public amenities such as parks and greenways.



23 Building Setbacks

Design Principle

New buildings shall set back and/or step back appropriately in relation to existing mature trees and planned trees.

Rationale

Setbacks are important for creating a sense of enclosure, allowing adequate room for tree canopy and shade cover for pedestrians, and having ecological implications for heat gain and passive cooling.

Design Guidelines

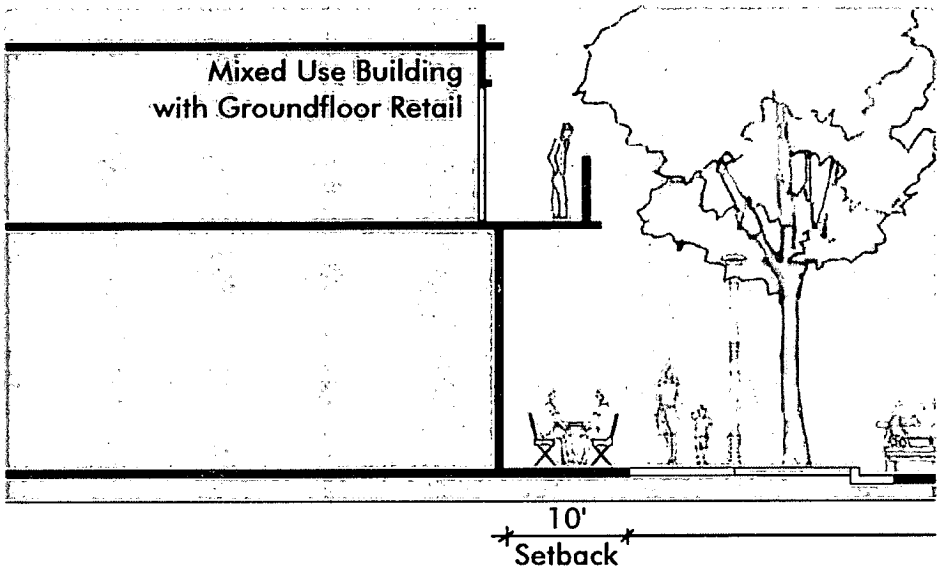
23-1 Provide five to 10 feet setbacks for commercial and mixed-use buildings and 15 to 25 feet setbacks for residential uses along major arterials.

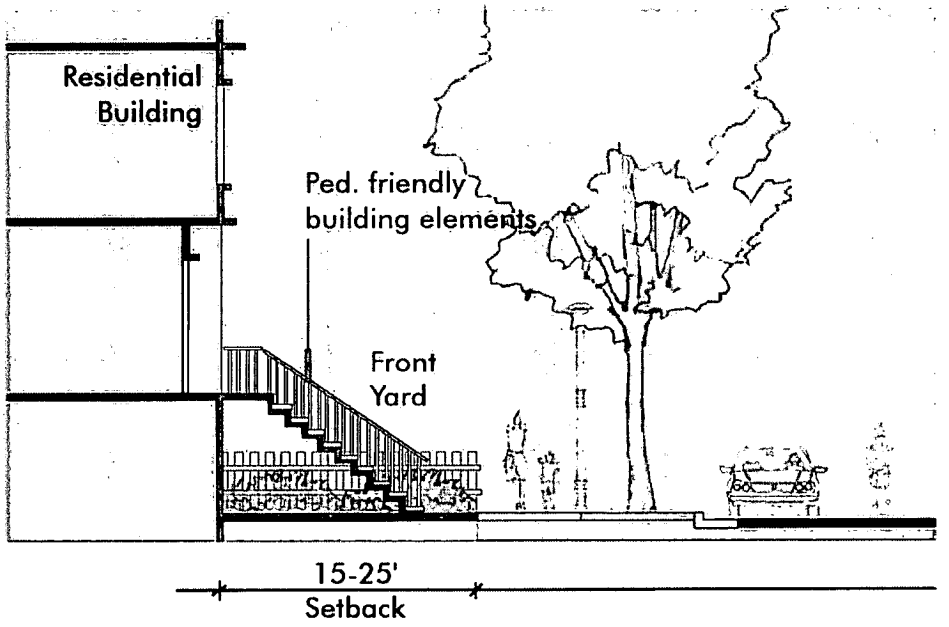
23-2 Provide 15 feet front setbacks for buildings with residential uses on the ground floor for gardens, private open space, etc.

23-3 Ensure a minimum 10 feet side setback from the right-of-way line for corner buildings.

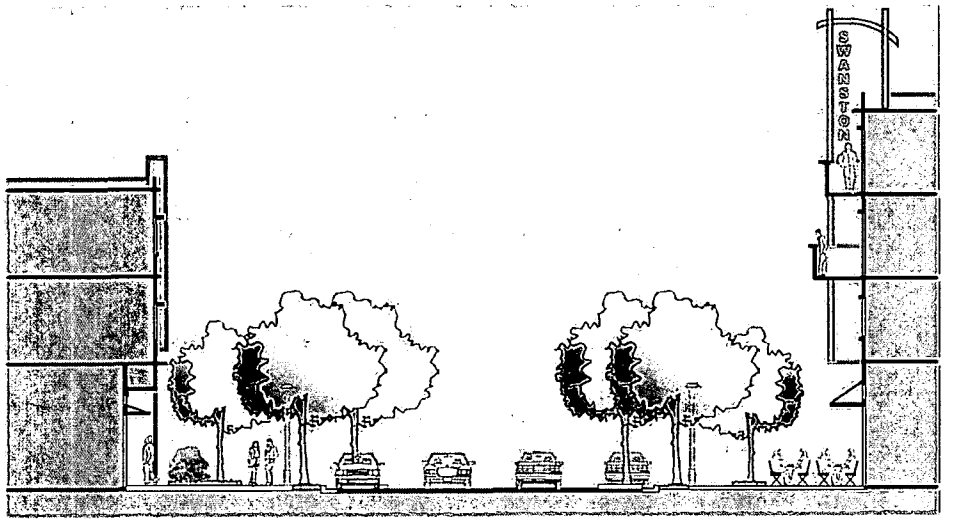
23-4 Incorporate pedestrian-friendly elements, such as balconies, front porches and stoops, within front setbacks of new residential and mixed-use buildings.

23-5 Allow commercial signage and awnings to extend up to five feet into setbacks.





24 Building Character and Façade Articulation



Design Principle

The street walls defining urban blocks shall be articulated to create rhythm and variety, achieving a fine-grained pattern to the urban fabric.

Rationale

Streets lined with blank and unarticulated walls create a stark, foreboding and uninteresting environment for pedestrians.

Design Guidelines

24-1 Prioritize articulation of facades along pedestrian- friendly corridors identified in the Urban Design Concept, such as Dixieanne Avenue and key travel routes to nearby schools. Discourage blank walls along street-fronting facades on any street.

24-2 Utilize building elements such as cornices, lintels, sills, balconies, awnings, porches, stoops, etc to enhance building facades.

24-3 Incorporate vertical and horizontal architectural elements to mitigate long unbroken building facades.

24-4 Use materials, forms and colors on buildings that provide visual interest to the pedestrian and contribute to the street edge.

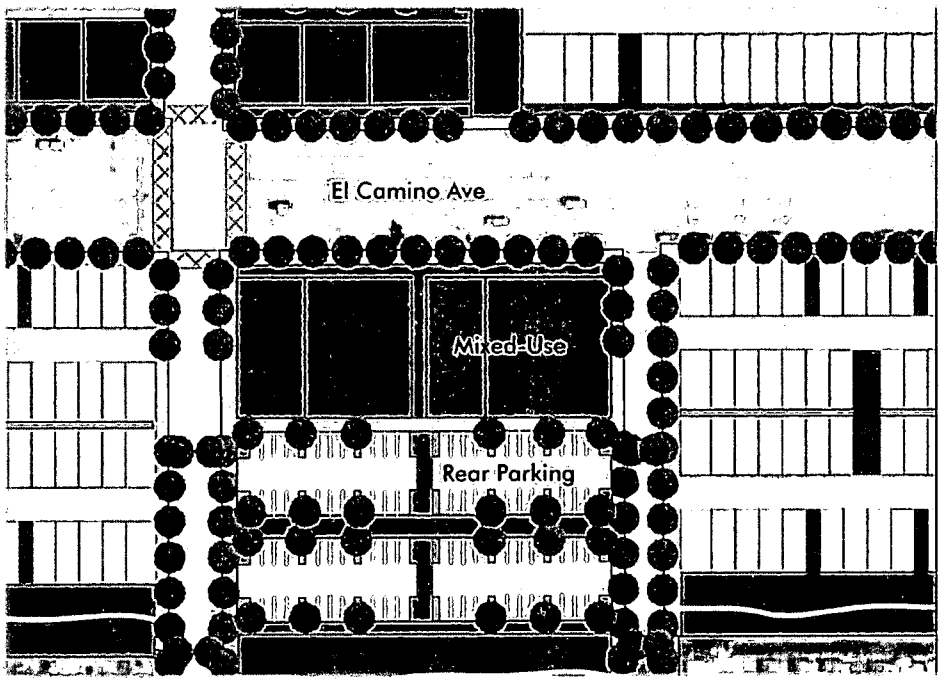
24-5 Ground floor commercial uses should have non-reflective glass windows fronting onto sidewalks. When windows face southwest and west, frame them with protruding vertical and horizontal shading elements such as lintels, sills, and awnings to provide adequate protection from glare.

24-6 Articulate and accentuate roofs of key residential buildings, especially at street corners and entries to developments.

24-7 Provide architectural styles that use sustainable building practices and materials, and ecologically-sensitive design solutions, including solar panels, light shelves and cool roofs.

24-8 Provide distinctive buildings either through massing, height, articulation and/or unique roof silhouettes to serve as gateways to the transit village at the intersection of Evergreen Street and Arden Way and El Camino Avenue.

25 Parking



Design Principle

Surface parking shall be located on the side of, or behind, any use, and should be designed with sustainability measures to mitigate its environmental impacts.

Rationale

Surface parking on private parcels is not an efficient land use in the transit village, and inherently accelerates stormwater runoff and raises temperatures in the city. In the rare occasion that surface parking may be deemed an acceptable and appropriate parking solution - such as in very low-intensity use areas of the city, measures should be taken to minimize its environmental impact.

Design Guidelines

25-1 Ensure all surface parking in new developments is located behind or to the side of residential, commercial and mixed-use structures.

25-2 Reduce commercial parking requirements if parking spaces are provided in lots that are shared with other buildings, especially if the building uses have different peak-demand time periods.

25-3 Use existing parking garages as shared parking facilities for transit riders where feasible.

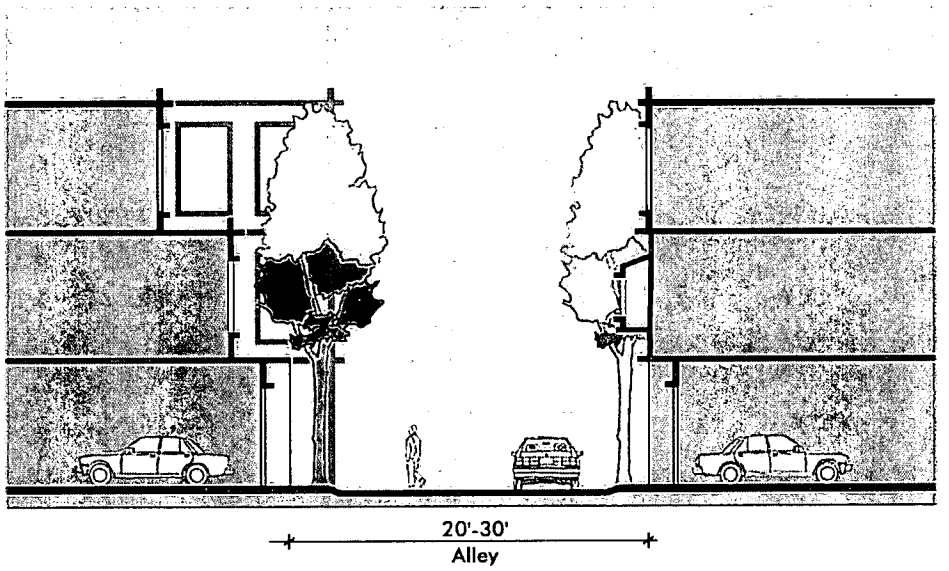
25-4 Develop parking structures east of the tracks to provide parking spaces for transit riders and new commercial and mixed-use buildings. Articulate parking structures to minimize the presence of blank walls and large entries.

25-5 Allow for a portion of the parking requirements of individual projects to be satisfied by on-street parking where feasible.

25-6 Provide opportunities for developers to un-bundle parking to allow residents to choose whether or not they rent and/or own their own parking space.

25-7 Run-off from existing and planned parking lots should be attenuated with options such as permeable paving and swales where feasible.

26 Alleys and Service Access



Design Principle

Utilize alleys as frontage for housing, parking, commercial activity and open space.

Rationale

Sacramento's alleys are a city-wide resource which should be fully utilized and enhanced, rather than remain as primarily service ways. Alleys typically provide primary or secondary vehicular access to residential properties, and occasionally support residential, commercial or industrial uses.

The 20' alley right-of-way width is just wide enough for one-way vehicular traffic without either sidewalks or curbs. This width, with structures built at zero-lot line, is insufficient for proper head-in turning into a garage.

Design Guidelines

26-1 Provide access to new residential, commercial, and mixed-use developments from rear alleys.

26-2 Minimize alley and service access driveway curb cuts along key pedestrian routes.

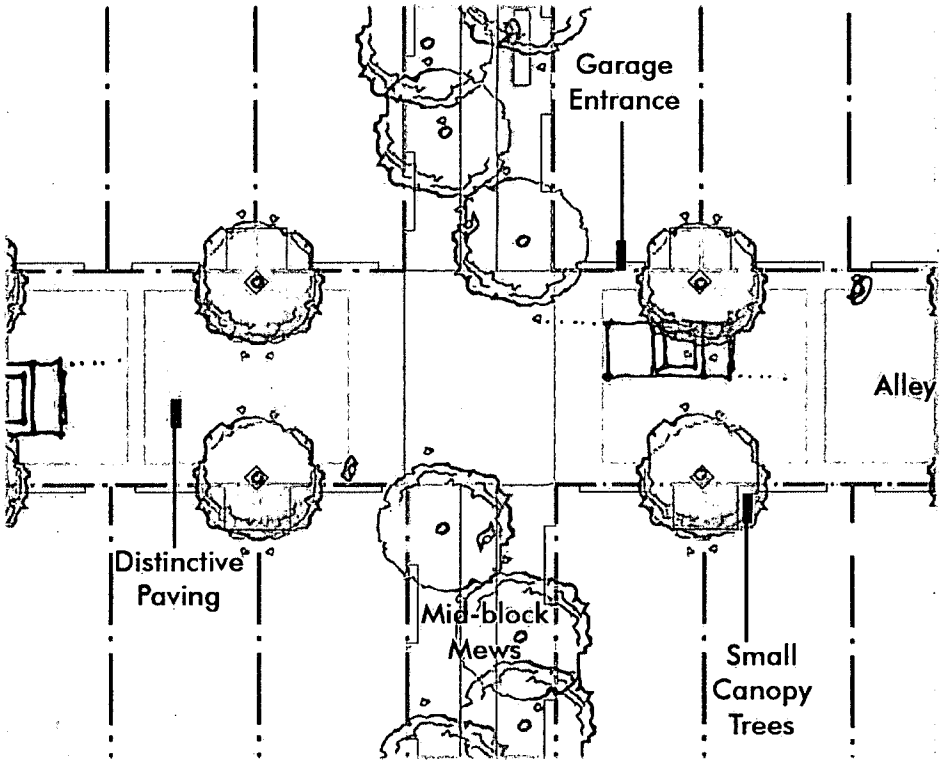
26-3 Ensure alleys are a minimum of 20 feet wide to allow for emergency access and landscaping.

26-4 Where possible, provide small canopy trees along new alleys and driveways.

26-5 Provide distinctive paving along alleys to distinguish them from roadways and to provide cues to vehicles to proceed at a slower velocity.

26-6 Connect mid-block pedestrian pathways through buildings across alleys with special paving.

26-7 Include tree plantings and landscaped buffers along alleys to screen and mitigate the impact of new multi-story buildings on existing residential buildings, and to create a more pedestrian-friendly environment along alleys.



27 Stormwater Management

Design Principle

New buildings shall be designed for optimum sustainability, especially with respect to energy performance and resource conservation.

Rationale

A sustainable stormwater system will improve water quality, provide cost-effective solutions, allow development without overburdening existing infrastructure systems, and reduce the impact that urban run-off inflicts on natural environments.

Design Guidelines

Overarching Guidelines

27-1 Integrate stormwater run-off reduction and treatment best management practices (BMP's) to maximize ecological considerations where feasible.

27-2 Establish a hierarchy for run-off management, beginning at the building, then the lot, open spaces and finally the roadway. Maximize run-off management at each of these levels to minimize run-off into the existing stormwater system.

Private Realm

27-3 Ensure the design of new development integrates stormwater BMP's on-site to maximize their effectiveness.

27-4 Use intensive and extensive green roofs and water collection devices, such as cisterns and rain barrels, to capture rainwater from the building for re-use where feasible.

27-5 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.

27-6 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.

27-7 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.

27-8 Minimize on-site impermeable surfaces, such as concrete, asphalt and hardscaping.

27-9 Utilize permeable pavers, porous concrete, porous asphalt, reinforced grass pavement (turf-crete), cobblestone block pavement etc. to detain and infiltrate run-off on-site.

27-10 Use shared driveways and alleyways to reduce impermeable paving.

27-11 If infiltration BMP's are applicable, use infiltration planters, rain gardens and infiltration trenches to absorb stormwater.

27-12 If infiltration is not a desired goal, utilize flow-through planters and swales and rain gardens with clay, geo-textile or other

impermeable material as liners.

Public Realm

27-13 Use permeable surfaces (permeable pavers, porous concrete, etc) on public plazas and promenades in the private realm, while maintaining ADA compliance where feasible.

27-14 Utilize stormwater BMP's such as vegetated swales, stormwater planters and rain gardens with engineered soils and proper plant choices to treat run-off in greenways and pocket parks designed on private and public land.

27-15 Meander swales to maximize surface area for treatment.

27-16 Use landscaping with plants that can withstand pollutants and are effective in their removal where feasible. Explore grasses such as Juncus, Carex and Festuca are effective at removing pollutants and are attractive options for landscaping.

28 Passive Cooling

Design Principle

New buildings shall be designed for optimum sustainability, especially with respect to energy performance and resource conservation.

Rationale

Appropriate solar access reduces energy requirements by minimizing heat gain and loss and improves comfort levels and environmental benefits.

Design Guidelines

Orientation and Layout

28-1 Orient new lots and buildings with the long axis along a north-south orientation to minimize heat gain.

28-2 Configure buildings in such as way as to create internal courtyards to trap cool air while still encouraging interaction with streets and open spaces.

Stepbacks and Setbacks

28-3 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.

Landscaping

28-4 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.

28-5 Minimize impervious surfaces that have large thermal gain. Plant groundcovers that prevent ground reflection and keep the surface cooler, preventing re-radiation.

28-6 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.

Building Articulation

28-7 Provide awnings, canopies and deep-set windows on south-facing windows and entries to minimize heat gain.

28-8 Use exterior shades and shade screens on east, west and south-facing windows as alternate methods for blocking sunlight.

28-9 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.

28-10 For buildings with exposed east and west sides, provide vertical shading or fins.

28-11 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.

28-12 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.

28-13 Include high ceiling vaults and thermal chimneys to promote rapid air changes and to serve as architectural articulation for buildings.

28-14 Use wing walls (vertical solid panels placed alongside of windows perpendicular to the wall on the windward side of the building) to accelerate the natural wind speed due to pressure differences.

BUILDING PROTOTYPES

29 Row Houses/Town Houses

Design Principle

Row houses/ town houses shall be designed to add character, architectural style and residential variety to the District.

Rationale

Row houses/town houses add a distinct attached multi-story housing product to the variety of options available to residents of the District.

Design Guidelines

Orientation and Layout

29-1 Maximize the number of units and building entries fronting the street to provide maximum "eyes on the street".

29-2 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.

29-3 Encourage tandem parking within residential units.

29-4 Provide parking in the rear of lots accessed by existing alleys.

Massing and Setbacks

29-5 Encourage two- to four-story buildings.

29-6 Front setbacks should be minimum 15 feet for each unit to allow for open spaces for gardening, barbequing, etc.

29-7 Where possible, variation in front setback depth should be provided to enrich the pedestrian experience.

29-8 Upper floors should be stepped back to create opportunities for balconies.

Building Articulation

29-9 Articulate the front facades with a rhythm of windows and other elements, including porches, stoops and balconies.

29-10 Where possible, provide variations on building elements, including roof silhouettes, proportion of fenestration, and colors in adjoining residential units.

29-11 Upper story balconies should be allowed to protrude up to six feet from the building edge.

Ecological Considerations

29-12 Encourage the use of solar panels to provide alternative methods of energy generation.

29-13 Encourage the use of disconnected drain spouts to disrupt the flow of runoff to the stormwater system.

Public-Private Interface

29-14 Front setbacks should be designed to allow maximum opportunities for interaction between residents and neighbors.

29-15 Trees should be planted within front setbacks, three to five feet from the edge of adjoining parcel lines, to provide shade to pedestrians and residents.

29-16 Porches and balconies should be allowed within the front setbacks.

29-17 Articulate property edges with fences and landscaping.

29-18 Front yard fences should be at least 50% open.

29-19 Front yard fences and shrubs should be no more than three feet high.

30 Lofts and Live-Work Units

Design Principle

Lofts and Live-work units shall be designed to add character, architectural style and residential variety to the District.

Rationale

Lofts and live-work units provide a unique opportunity to provide open floor-plan residential opportunities in either new construction or in converted industrial buildings.

Design Guidelines

Orientation and Layout

30-1 The flexible space component of the unit shall be oriented towards the public realm of streets and pedestrian pathways to optimize business visibility.

30-2 Ensure orientation of the glazed double height built spaces to face north to minimize glare and heat gain within buildings.

30-3 Parking spaces should be located within each unit and/or in shared parking lots in the rear of developments.

30-4 Tandem parking should be encouraged.

30-5 Parking and access to live-work units should be provided from side and rear driveways.

Massing and Setbacks

30-6 Encourage floor-to-floor heights of 15 feet.

30-7 Allow 10 to 15 feet wide front setbacks to provide privacy. Allow the setbacks to accommodate architectural elements, including colonnades and awnings.

30-8 Encourage the street facing facades to have minimal stepbacks in upper floors.

Building Articulation

30-9 Live-work units can be designed to reflect the simple and functional, yet edgy, character of industrial buildings.

30-10 Articulate the front facades with big double height windows, awnings, saw tooth roofs, etc.

30-11 Allow upper story balconies to protrude four to six feet from the building edge.

Public-Private Interface

30-12 Allow awnings and signage to protrude within front setbacks.

31 Low Intensity Condominiums

Design Principle

Low intensity condominiums shall be designed to add character, architectural style and residential variety to the Swanston area.

Rationale

The addition of low intensity condominiums in the District will add to the variety of housing options by providing ownership opportunities in a shared residential development.

Design Guidelines

Orientation and Layout

31-1 Orient the maximum number of units and building entries fronting streets, pedestrian pathways and open spaces to provide the maximum "eyes on the street".

31-2 Parking should be contained in underground or ground floor podium parking. Parking can also be contained in shared parking courts.

31-3 Parking should be accessed from alleys.

Massing and Setbacks

31-4 Encourage three- to five-story buildings.

31-5 Allow approximately 10 to 15 foot front setbacks for lower intensity condominiums.

31-6 Step back upper floors by a minimum of five feet to provide opportunities for balconies.

Building Articulation

31-7 Articulate front facades with balconies, porches, stoops, etc.

31-8 Where possible, provide variations in building elements, including roof lines, fenestration and color.

31-9 Provide distinctive vertical and horizontal elements to break up the massing of buildings, and to provide shade and protection from the elements.

31-10 Encourage the provision of individual entries to units rather than a single entry to promote interaction between residents and neighbors.

Ecological Considerations

31-11 Minimize west- and south-facing facades to minimize heat gain.

31-12 Configure multiple units around a central climate- effective courtyard to capture cool breezes and enhance passive cooling effectiveness.

31-13 Articulate roofs to maximize effectiveness of solar panels.

Public-Private Interface

31-14 Plant trees and landscaping within front setbacks, to provide privacy and shade for pedestrians and residents.

31-15 Provide privacy for ground floor residential units by allowing them to be three to five feet above the sidewalk level.

32 Mixed-Use Buildings

Design Principle

Mixed-use buildings shall be designed to add character, architectural style and residential variety to the Swanston area while providing opportunities for neighborhood serving services to collocate with housing.

Rationale

The provision of mixed-use buildings in the District serves to layer residents with commercial and office uses with the goal of reducing travel, maximizing foot traffic, providing eyes on the street, and supporting transit.

Design Guidelines

Orientation and Layout

32-1 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.

32-2 Locate the majority of the commercial uses within the building along the edge of the sidewalk.

32-3 Include adjacent on-street parking to fulfill on-site parking requirements for the retail component of the buildings.

32-4 Provide parking in the rear of the lot, preferably accessed by side roads, existing alleys, and driveways.

Massing and Setbacks

32-5 Allow buildings to be three to five stories high. Ensure that buildings are at least two stories high.

32-6 Allow 15 to 25 foot front setbacks for ground floor residential units that front the street.

32-7 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.

Building Articulation

32-8 Maximize the number of building entries, especially of office and retail businesses, along the façade fronting the major street. Emphasize the primary entry of buildings (e.g. entrance lobby) with vertical elements.

32-9 Where possible, locate pedestrian-oriented entries of the upper floor residential units along the street fronting façade.

32-10 Articulate the front facades with a rhythm of windows, both along the ground floor and upper residential floors.

32-11 Ensure that the ground floor is as transparent as possible to connect the pedestrians and the building users.

Public-Private Interface

32-12 Allow residential balconies and commercial awnings and signage to protrude four to six feet from the building edge into the sidewalk realm.

32-13 Landscape front setbacks of the street fronting ground floor residential component of the mixed-use buildings.

32-14 Provide privacy for ground floor office and residential units by allowing them to be three feet above the sidewalk level.

33 High Intensity Condominium/Mixed-Use Development

Design Principle

High-intensity condominium/mixed-use development shall be designed to add character, architectural style and residential variety to the Swanston area while providing opportunities for neighborhood serving services to collocate with housing.

Rationale

High-intensity condominium/mixed-use development adds to variety of housing in the District by providing higher end residential product in taller buildings layered with employment opportunities.

Design Guidelines

Orientation and Layout

33-1 Create a strong building edge by orienting the front facades and building entries along the street.

33-2 Required parking should be located in podium parking.

33-3 Allow stacked parking for the residential component of the building where feasible.

33-4 Provide access to podium parking via rear and side alleys and driveways.

33-5 Encourage the creation of roof top open spaces to be used by residents with limited private open space opportunities.

Massing and Setbacks

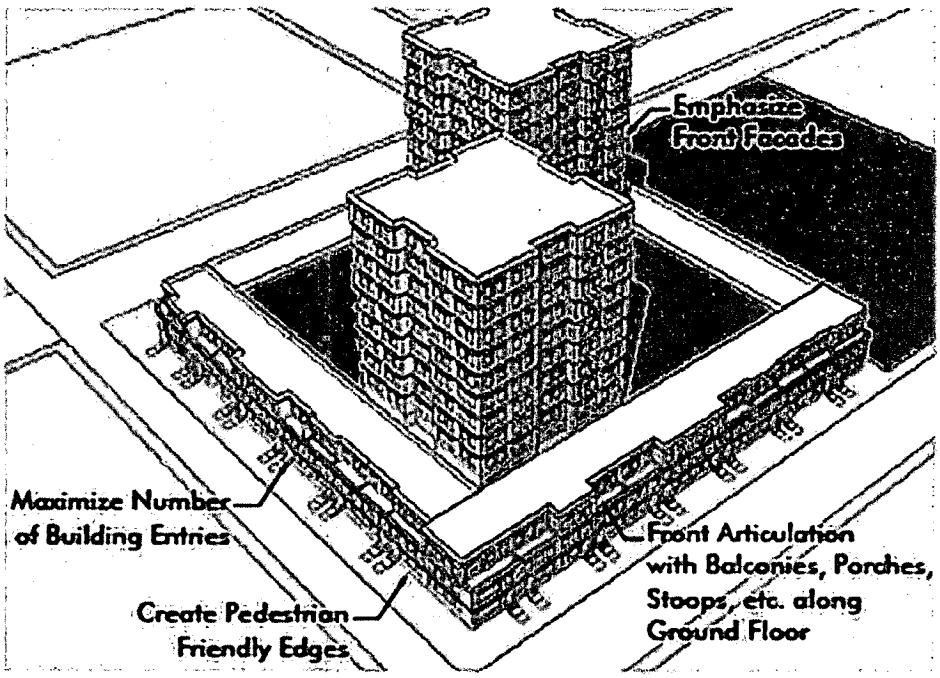
33-6 Provide 15 to 25 foot setbacks for ground floor residential uses to allow for private gardens and front yards. Allow 10 foot setbacks for ground floor retail and commercial uses.

33-7 Step back massing in upper floors to allow for balconies and visual interest.

33-8 Ensure first three floors of development are human- scaled and pedestrian-friendly, by including row houses, ground floor retail, etc.

33-9 Encourage the use of slim 'point' towers to accommodate residential uses in the upper floors.

Building Articulation



33-10 Maximize the number of building entries, especially of office and retail businesses, along the façade fronting the major street. Orient residential entries along local residential streets.

33-11 Include porches, stoops, colonnades, etc. along the ground floor.

33-12 Emphasize the front facades with a rhythm of fenestrations (doors and windows), both along the ground floor and upper residential floors.

33-13 Break the massing of long horizontal and vertical building faces with architectural design elements including minor stepbacks, balconies, and color.

33-14 Minimize garage entries by articulating the facade, recessing the entry, etc.

Public-Private Interface

33-15 Provide privacy for ground floor residential and office uses by allowing them to be built three feet above the sidewalk level while ensuring ADA access to primary building entrances.

33-16 Plant trees within front setbacks, three to five feet from the edge of adjoining parcel lines, to provide shade to pedestrians and residents.

33-17 Encourage building stepbacks to be used as balconies and other active spaces that enhance the interaction between the private and the public realm.

34 Commercial Buildings

Design Principle

Commercial buildings shall be designed to integrate well with the streetscape and to address the public on a human scale at street level.

Rationale

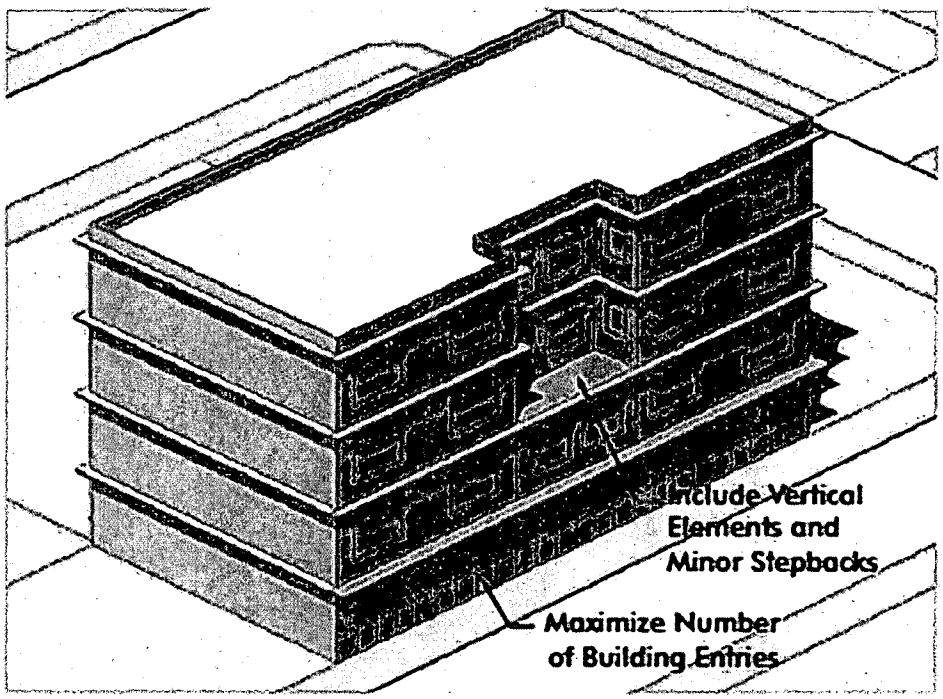
Well-designed commercial buildings add to the visual character of a community and enhance the pedestrian experience by engaging passersby with active storefronts, display windows, interesting architectural features, and inviting entrances.

Design Guidelines

Orientation and Layout

34-1 Orient the primary façade of commercial buildings at grade level along major streets.

34-2 Where possible, allow parking requirements for the retail component of commercial buildings to be satisfied by adjacent



on-street parking.

34-3 Provide parking in the rear of lots.

34-4 Allow integrated stormwater drainage facilities, such as swales for the rear parking lots where feasible.

Massing and Setbacks

34-5 Ensure buildings are at least two stories high.

34-6 Locate the majority of the building façade and commercial building uses along the edge of the sidewalk

34-7 Allow stepbacks after the second floor to ensure that buildings provide a minimum amount of definition to the street.

34-8 Minimize shadows cast on community amenities such as greenways and parks by creating upper floor stepbacks.

Building Articulation

34-9 Maximize the building entries along the primary street façade. Emphasize the primary entry of buildings.

34-10 Break the mass of some of the long and larger commercial buildings with architectural design elements including vertical elements and minor stepbacks.

34-11 Emphasize the front facades with a rhythm of fenestrations (doors and windows), both along the ground floor and upper floors.

Ecological Considerations

34-12 Encourage the use of vertical and horizontal shades, fins and overhangs to block summer sun.

34-13 Encourage the use of disconnected drain spouts to interrupt the direct flow of runoff to the stormwater system.

Public-Private Interface

34-14 Provide privacy for first floor commercial uses by allowing them to be built three feet above the sidewalk level while ensuring ADA access to primary building entries.

34-15 If possible, provide opportunities for seating and gathering within the building façade, minor building setbacks and sidewalks adjacent to the building.