

Manufactured Homes

ARCHITECTURAL ELEMENTS

35 Creating an Attractive Streetside Facade

Design Principle

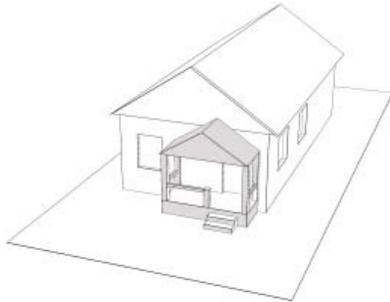
The manufactured home shall be selected to create an inviting front facade that faces the street.

Rationale

Manufactured homes should be designed to provide an inviting facade on the street side that includes a door, windows, and a porch. Construction of tilt-up roofing in manufactured homes allows control over the roof pitch, which can be tailored to the neighborhood.

Design Standards and Guidelines

- 35-1 All manufactured homes should have a door that faces the street side. The entry feature should be embellished with a porch or stoop in a style similar to other homes with porches on the block.
- 35-2 The street side should have at least one window from a major interior living area (not a bathroom window).



Manufactured homes must be constructed with a front porch or stoop.

36 Applying Site-Built Home Standards to Roof Design

Design Principle

The pitch and style of the roof shall not be flat, but shall be consistent with the roof pitches and styles of the established neighborhood context.

Rationale

The flat roof of older manufactured homes can be avoided. Newer models offer gable roofs with a roof pitch similar to those found in site-built homes.

Design Standards and Guidelines

- 36-1 The roof pitch should be consistent with the neighborhood context, and should have a minimum rise of 5 inches for 12 inches of horizontal run.
- 36-2 The roof should include eaves that project and have a minimum overhang of 12 inches, including 4 inches for gutters.

Manufactured Homes



This manufactured home has been constructed with brick over the foundation and a front porch to give the appearance of permanency.

37 Giving an Appearance of Permanency

Design Principle

The manufactured home shall be installed on the site so as to give the appearance of a permanent home.

Rationale

Running gear should be removed and the manufactured home should be installed with the same level of permanency as a single-family home.

Design Standards and Guidelines

- 37-1 Any running gear, tongue, axles, and wheels should be removed at the time of installation.
- 37-2 The home should be installed on a permanent concrete or masonry and concrete foundation.
- 37-3 Siding, brick facing, or other high-quality exterior treatment should be used to fully cover the wheels and any gap beneath the bottom of the home. This exterior treatment should extend above the finished floor level of the home and be coordinated with the overall siding used on the home.

38 Selecting Suitable Materials

Design Principle

The materials used on the manufactured home shall be consistent with the materials found on site-built, single-family homes in the neighborhood.

Rationale

Every effort should be made to ensure that the materials used on the manufactured home are indistinguishable from those used on other homes in the neighborhood.

Design Standards and Guidelines

- 38-1 The siding used on the manufactured home should be consistent with siding on other homes on the block.
- 38-2 Brick or stone wainscoting are recommended where appropriate.
- 38-3 The roof should be surfaced with a material of one of the same types recommended for site-built homes, including composition, tile, or cement fiber shingles.

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Commercial Design Guidelines



Commercial Design Standards and Guidelines

The commercial areas in North Sacramento display varied urban design patterns and architectural styles that reflect their unique historical influences. The traditional, more pedestrian-oriented “main street” form is found on Del Paso Boulevard, while the mid-20th century, auto-oriented form is found on Arden Way and El Camino Avenue.

Despite the range of historical periods and architectural variety found in North Sacramento, the neighborhood’s commercial streets will benefit from design guidelines that strengthen their walkability and visual appeal, as defined in these Design Standards and Guidelines.



The human-scaled design of this building on Del Paso Boulevard contributes to a pedestrian-friendly commercial district.

Introduction

COMMERCIAL HISTORY AND NEIGHBORHOOD CONTEXT

The relevant history of each commercial area is outlined in this section, with an emphasis on architectural styles, construction materials, and notable buildings found on primary commercial streets. The architectural styles mentioned in this section are described in greater detail in Appendix C, “Commercial Architectural Styles,” at the end of this document.

North Sacramento was developed after the advent of the automobile, and its street patterns and commercial areas reflect this. The major commercial streets established under the influence of the Johnstons in the early 20th century, including Del Paso Boulevard, Arden Way, and El Camino Avenue, were intended to carry a significant amount of automobile traffic. Del Paso Boulevard, at 100 feet wide, was considered unusually wide for its time.

Although the City of North Sacramento was formally established in 1924, its commercial success expanded dramatically when a bridge connecting North Sacramento to Sacramento was constructed in 1934. Del Paso Boulevard then became one of the most traveled roads in northern California and served as the catalyst for a successful adjoining commercial and industrial corridor.

The prosperity of the area declined after the North Sacramento Freeway (SR 160) was constructed in 1955 and diverted traffic from the area. Despite consolidation with the City of Sacramento in 1964, North Sacramento continued to suffer from economic stagnation.



Renovated Streamline Moderne building



“Iceland” ice skating rink on Del Paso Boulevard

Introduction

Recent efforts to revitalize North Sacramento have brought a diverse range of businesses and infrastructural improvements. The neighborhood enjoys a variety of restaurants, entertainment venues, retail stores, and services that attract visitors from throughout the Sacramento area. Del Paso Boulevard continues to be a key thoroughfare between Sacramento and areas to the north, including Natomas. Recent streetscape improvements have attempted to mitigate the impact of this traffic with landscaped medians, signage, street trees, and other improvements.

The architecture on Del Paso Boulevard represents a wide range of styles popular from the 1920s through the present. Del Paso Boulevard has several fine examples of Art Deco and Streamline Moderne architecture, while recent infill development represents a variety of more contemporary styles.

El Camino Avenue and Arden Way are active commercial streets that provide convenience shopping, including groceries, fast food, and banking, as well as some larger scale retail businesses providing such goods as recreational vehicles. These streets carry a high volume of local and through traffic, and do not exhibit the pedestrian scale of development found on Del Paso Boulevard. Architecture along El Camino Avenue and Arden Way primarily reflects late twentieth century contemporary design typical of large-scale development. Nevertheless, design techniques that can improve the visual appeal of these streets are suggested in these Design Standards and Guidelines, including screening of parking areas, building orientation and facade design, and landscaping treatments.

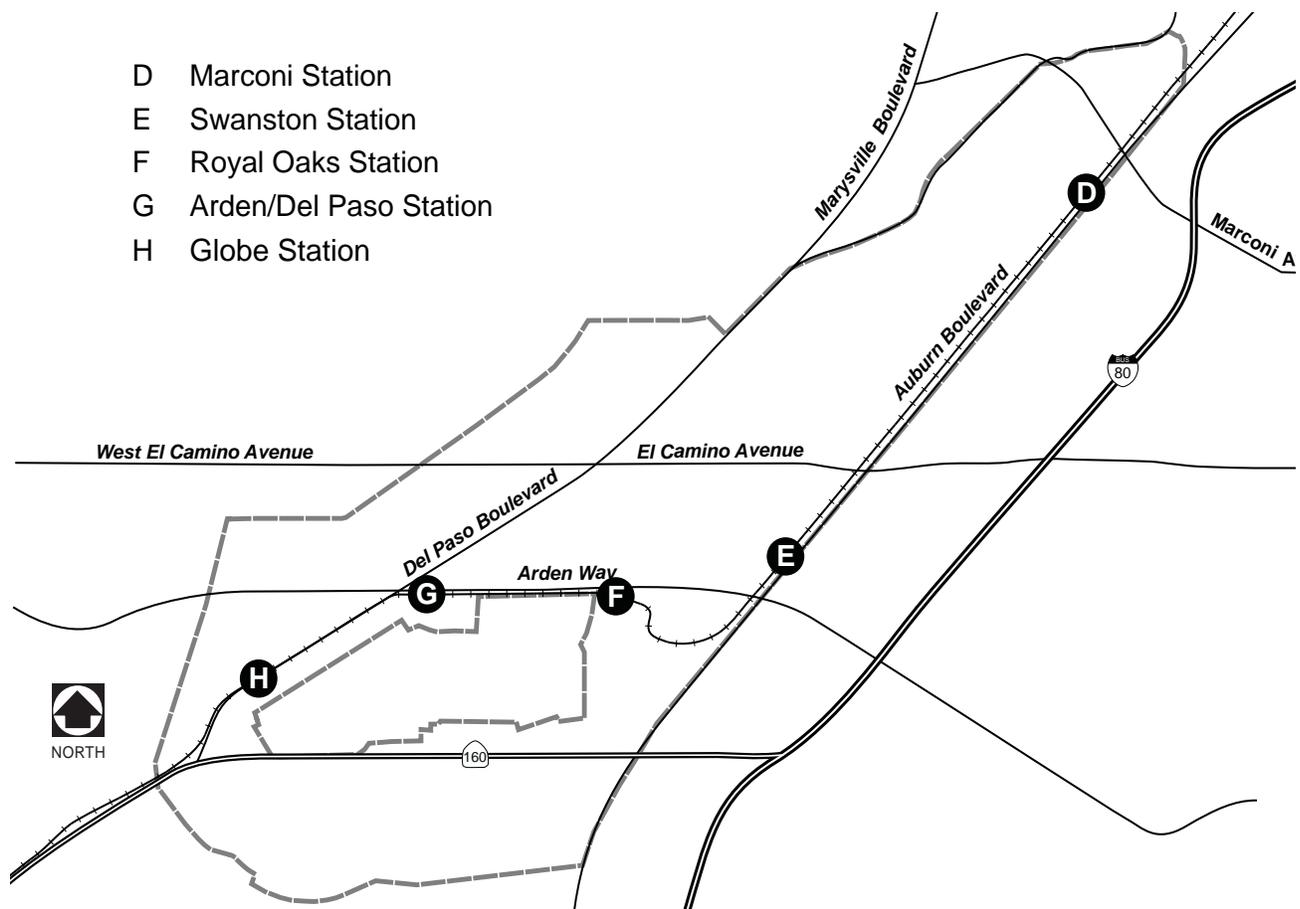


The North Sacramento School District office is a notable civic building in the North Sacramento neighborhood.

Introduction

NORTH SACRAMENTO REGIONAL TRANSIT STOPS

There are five Sacramento Regional Transit stops in North Sacramento: Globe, Arden/Del Paso, Royal Oaks, Swanston, and Marconi. Future mixed-use development will be focused around these five stops, with the Swanston stop receiving particular design attention based on the *Swanston Station Village Plan* to be completed in 2007.



- Please note: the lettering system identifying the stops is derived from that used by Sacramento Regional Transit.

TRANSIT-ORIENTED DEVELOPMENT

The new transit-oriented development (TOD) around North Sacramento's transit stops will be based on recognized design principles. These TOD principles include:

- a concentration of commercial, office/professional, and residential uses around the transit stop;
- mixed-use buildings that have front entries focused toward major pedestrian streets, town squares, or plazas;
- enhanced bicycle and pedestrian facilities and routes within the transit district; and
- a reduction of auto-oriented facilities to encourage more bicycle and pedestrian activity.

Design guidelines tailored to the specific characteristics of TODs have been included in the Commercial Design Standards and Guidelines. The City will give preference to projects that are designed in accordance with these Design Standards and Guidelines.

For additional information, see Appendix A, Transit-oriented Development, and Appendix D, Checklist for Evaluating Transit-Supportive Uses.



The Arden/Del Paso Transit Stop on Arden Way

Commercial

SITE DESIGN

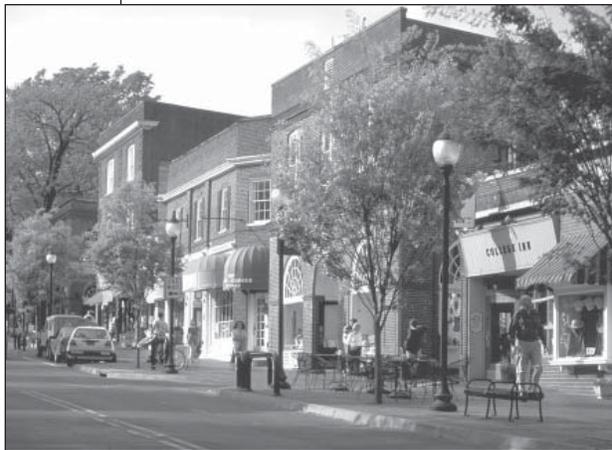
This section provides direction for the site design of new commercial development and the renovation of existing structures. Effective site planning techniques should create a unified commercial environment that reflects the character and history of the area.

The major principles for commercial site design are intended to:

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



A commercial district with a traditionally designed “streetwall” of buildings



A pedestrian-oriented commercial district can include street trees, cafe seating and wide sidewalks.

39 Building Orientation, Setbacks, and Build-to Lines

Design Principle

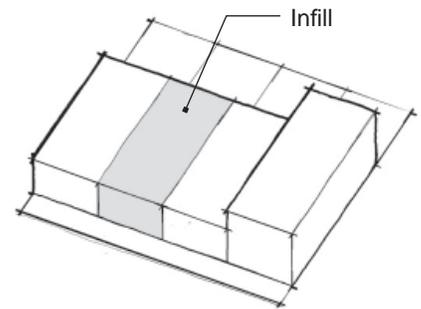
Buildings shall be constructed to the front of the property line behind the sidewalk, with allowable variation in the setback to provide for café seating, plazas, and other additions to the public realm.

Rationale

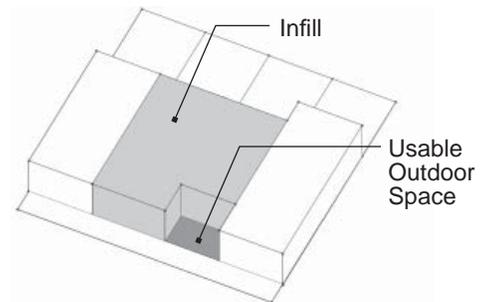
Commercial buildings in urban areas have typically been built to the front of the property line behind the sidewalk, creating a line of buildings with a consistent “streetwall” that supports a strong relationship between the building, the sidewalk, and the street. This streetwall should be reinforced 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 Standards and Guidelines

- 39-1 Buildings should be constructed to the front of the property line and from side property line to side property line.
- 39-2 Facades that front onto a public street should be built parallel or nearly parallel to the public right-of-way.
- 39-3 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.
- 39-4 Buildings at corners may be set back to create corner entries or “chamfered” entries.
- 39-5 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.
- 39-6 The ground floor of buildings within or near transit-oriented development areas should be oriented toward the street, adjacent plazas, or parks.



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

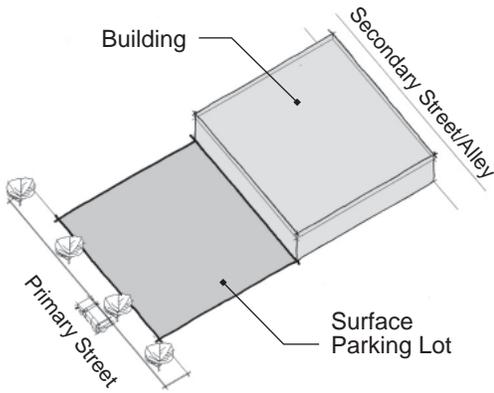


New construction and additions may increase a portion of the front setback if designed as usable outdoor space.

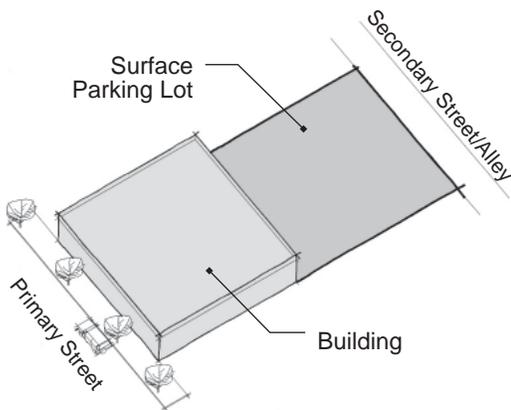


Many buildings on Del Paso Boulevard are built to the property line.

Commercial



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.

40 Parking

Design Principle

Parking areas shall provide vehicular access without compromising pedestrian accessibility and the character of the public realm on primary commercial streets. Parking lots shall 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 Standards and Guidelines

- 40-1 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.
- 40-2 Large surface parking lots should be avoided in favor of several smaller parking lots.
- 40-3 A portion of a project's parking requirements may be satisfied by on-street parking, as permitted by the City.
- 40-4 Driveways into parking lots should be located on side streets, where feasible. Access to parking on major pedestrian streets should be minimized.
- 40-5 Parking lots should include signage and well-designed locations for ingress and egress that reduce conflicts with pedestrian movement.

Commercial

- 40-6 Access to commercial buildings from rear or side parking lots or alleys should be well maintained and kept clear of obstructions.
- 40-7 Parking lots, driveways, and walkways should be connected with those of neighboring sites to consolidate traffic and minimize conflicts with pedestrian and automobile circulation.
- 40-8 Shared parking for such uses as retail, office, entertainment and housing is strongly encouraged, especially near the transit centers.
- 40-9 Easily visible and accessible bicycle parking shall be provided near Del Paso Boulevard, El Camino Avenue, and Arden Way.

Parking Structure Design Standards and Guidelines

- 40-10 Parking structures are encouraged, where financially feasible, particularly near transit centers. Surface parking should be avoided in close proximity to transit centers.
- 40-11 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.
- 40-12 Parking structures should be designed with architectural features that complement existing commercial, office, and mixed use buildings in the vicinity.
- 40-13 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.
- 40-14 Entry and exit ramps shall be located mid-block or toward service areas rather than facing primary pedestrian streets.
- 40-15 Pedestrian entry and exit features shall be clearly marked and open onto primary pedestrian streets and routes.



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

Commercial

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.



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



The Limn furniture 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.

41 Building Height, Massing, and Scale

Design Principle

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

Rationale

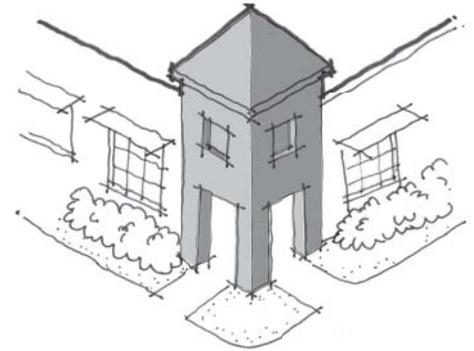
To ensure compatibility with existing development, new development should appear similar in massing and scale, and the heights of new buildings should generally fall within the height range of existing buildings on the block. Corner sites offer a special opportunity for providing additional building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

Design Standards and Guidelines

- 41-1 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.
- 41-2 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.
- 41-3 Appropriately scaled doors, windows, awnings, and detailing can reduce the appearance of mass.
- 41-4 Buildings on corner lots provide an opportunity for structures that exceed the average height on the block and can serve as anchor points.
- 41-5 Building heights should not block important view corridors in the neighborhood.
- 41-6 The floor-to-floor height used in older, established buildings should be maintained in new construction.

Sustainability Guidelines

- 41-7 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.



Building entries at corners should address both sides.



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 shall respect the typical proportions of height, width, and depth.

Commercial

42 Building Facades

Design Principle

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

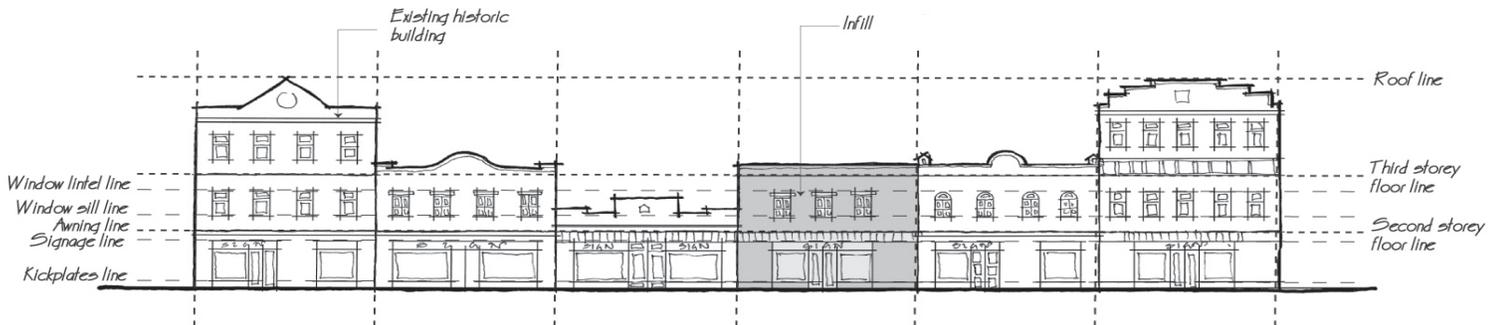
Rationale

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.



Avoid expansive blank walls along streets.



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

Commercial

Design Standards and Guidelines

- 42-1 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.
- 42-2 The primary facade of a building must face a public street and include an entry that is accessible from that street.
- 42-3 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.
- 41-4 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.
- 42-5 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.
- 42-6 Facades can also be articulated with insets, partial setbacks, and small pedestrian plazas, (see Section 39, "Building Orientation").



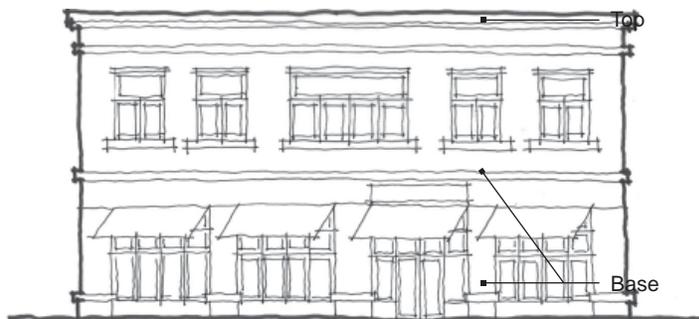
Renovated corner entry on Del Paso Boulevard



This commercial structure is a contemporary interpretation of traditional design.

Commercial

- 42-7 Solid roll-down security grates shall not be used on the exterior of the building; however, they may be placed on the interior of storefront glazing or entry doors.
- 42-8 Highly reflective or dark tinted glass should be avoided.
- 42-9 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.
- 42-10 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.



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.

Commercial

Design Standards and Guidelines for Mixed Use Buildings

42-11 Mixed-use development combines commercial development 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 as described in Guideline 42-4, 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.

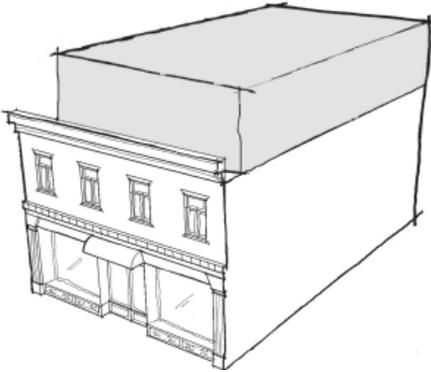


Mixed-use building with ground floor retail and residential above, Orenco Station, Oregon



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

Commercial



Addition to the top of the structure, with a second-story setback from the existing facade

43 Additions

Design Principle

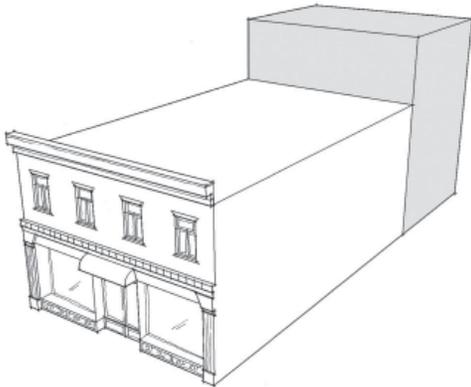
Additions shall be consistent with and not disrupt the architectural style, massing, proportions, and scale of the existing building.

Rationale

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

Design Standards and Guidelines

- 43-1 An addition should respect, but be subordinate to, the design of the original building, and should be designed so that the form of the original structure can still be recognized.
- 43-2 An additions should not alter or destroy the architecturally defining features of the original building, such as porches, columns, railings, stairs, windows, doors, and roof and eave forms.
- 43-3 A large addition should be broken down into smaller, varied components that relate to the scale and massing of the original structure.
- 43-4 An addition should be compatible with the overall character of the property, block, and neighborhood.
- 43-5 An addition should be set back from the primary facade, especially if the addition is taller than the original building.



Addition at the rear of the original structure

44 Roof Forms

Design Principle

The roof forms of new development shall reflect the rooflines of established commercial structures.

Rationale

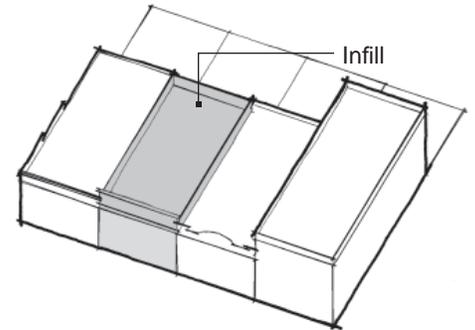
Flat rooflines are typical of much established commercial development. New commercial development should try to emulate this existing form to maintain the character of the neighborhood. However, variation in roof shapes can be desirable if compatible with existing buildings on the block.

Design Standards and Guidelines

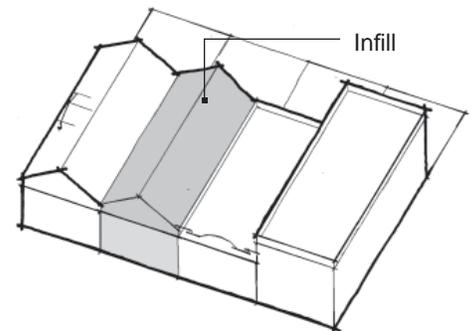
- 44-1 Articulated facade surfaces with multiple rooflines are encouraged for taller buildings to avoid an appearance of mass and to add interest.
- 44-2 Roof parapets may be used to add visual interest to flat roof lines.
- 44-3 One-story buildings should avoid the use of exaggerated, sloped roof forms.
- 44-4 Special roof forms on corner buildings are encouraged to help accentuate the corner location.

Sustainability Guidelines

- 44-5 The addition of photovoltaic solar panels is encouraged to reduce energy use.
- 44-6 The use of “cool roof” materials and or “green” roofs is encouraged to reduce energy use, heat transmission, and stormwater runoff and improve the water quality of stormwater runoff.
- 44-7 Roofing options that include recycled content are encouraged.



Infill project with a flat roof similar to other nearby existing structures.



An infill project with a pitched roof in areas where nearby buildings have pitched roofs is acceptable.



Typical flat commercial roof

Commercial



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.

45 Entry Features

Design Principle

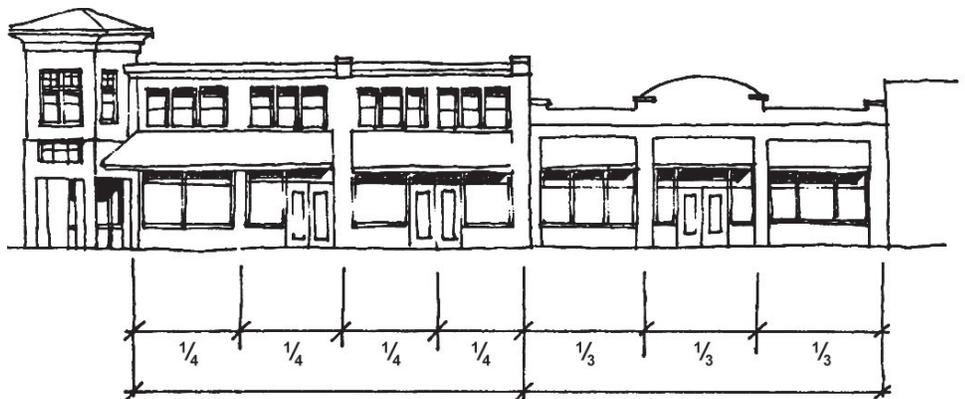
Entry features of commercial buildings shall be clearly visible to pedestrians, with a defined relationship to the street and sidewalk.

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 Standards and Guidelines

- 45-1 Primary entries should be located on major sidewalks to provide clearly visible pedestrian access.
- 45-2 The size of the entry should be proportional to the building.
- 45-3 Secondary entries may be located at the side or rear of the building to provide access from parking areas.
- 45-4 Entries should be clearly defined with signage and architectural details.
- 45-5 In mixed-use buildings, the entrance to residential uses on the second story should be clearly defined and easily approachable from a public street or sidewalk.
- 45-6 Buildings near transit centers should provide clear pedestrian access and entry features oriented toward the transit center.



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

46 Windows and Doors

Design Principle

The proper placement and design of windows and doors shall be used to create visual interest in commercial buildings and contribute to the stylistic coherence of development along the street.

Rationale

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

Design Standards and Guidelines

- 46-1 Windows, entries, and doors should occupy most of the wall surface on the ground floor.
- 46-2 Building openings, such as windows and doors, should maintain the proportions and spacing of other openings on the block.
- 46-3 Headers, trim, and sills of windows of new buildings should be well articulated in design, dimensions, and profiles.
- 46-4 Windows should be made of clear glass to allow pedestrians to see into the structure. Use of mirrored or dark tinted glass is not allowed.
- 46-5 Windows with authentic mullions that contain true divided lights are encouraged.
- 46-6 Doors should primarily be constructed of transparent materials, such as panels with glass, full-light glass, or glass panes in a wood or metal frame.
- 46-7 Security bars on the outside of commercial windows are highly discouraged.



A commercial facade lined with transparent glass is highly desirable.

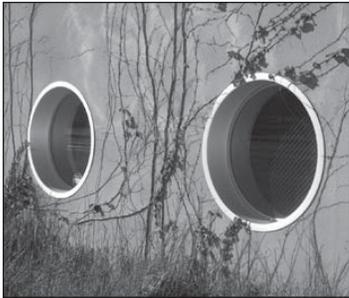


Commercial doors should primarily be constructed of transparent glass.

Commercial



Glass block can be found in some older buildings in North Sacramento, and may be used in small amounts in infill and renovations.



Round windows have been used on some contemporary buildings in North Sacramento, referencing windows of local Streamline Moderne structures.

- 46-8 Glass block is a construction material common to Streamline Moderne construction that allows illumination while maintaining privacy. It can be found in North Sacramento, and is suitable as a decorative element, provided that it does not significantly obscure the overall visibility into the front facade.
- 46-9 The spacing of windows must follow the facade patterns of older buildings on the block, where feasible.

Sustainability Guidelines

- 46-10 Skylights are encouraged to daylight the interior floor area, thus reducing energy use and creating a more pleasant retail/commercial environment.
- 46-11 Prismatic glazing is encouraged to increase the energy efficiency of skylights.
- 46-12 Windows should be oriented to maximize controlled daylighting from the south and north.
- 46-13 The use of insulating glazing such as LoE² is encouraged to increase energy efficiency.

47 Color

Design Principle

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

Rationale

The use of pre-approved colors can lead to a repetitive streetscape that is lacking in distinction and interest. Matching existing color schemes can also lead to blocks, or an entire district, in one repetitive color. In general, the major design principle in the selection of building colors is to be compatible with, but not identical to, surrounding development.

Design Standards and Guidelines

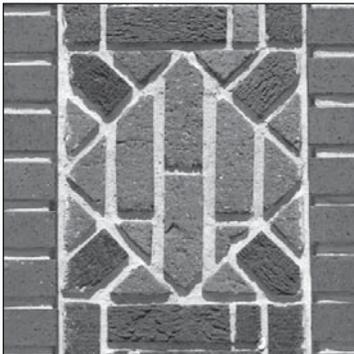
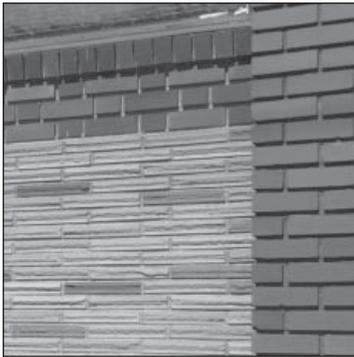
- 47-1 Colors should be compatible with those of the neighboring buildings.
- 47-2 Creative use of colors is encouraged. Unique or unusual color schemes will be considered on a case-by-case basis during the design review process.
- 47-3 Building colors that complement natural materials, such as brick, stone, tile, and terra cotta, are encouraged as a primary building color. Building colors should avoid more intense colors as a primary design element.
- 47-4 Contrasting accent colors are encouraged for architectural details, awnings, and entrances.
- 47-5 Colors should be selected with consideration for the orientation of buildings. Colors on south- and west-facing facades will often appear warmer, due to sun exposure, than the same colors on the north or east sides.
- 47-6 Fluorescent, neon, or “dayglo” colors are strongly discouraged as the primary color.



Stucco



Stucco, tile, and glass block



Brick of varied textures and patterns

48 Materials

Design Principle

Buildings shall be constructed of high-quality materials that will promote the longevity of the structure and provide a pleasing appearance as the materials age.

Rationale

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

Design Standards and Guidelines

- 48-1 Use of materials commonly found on other commercial buildings in North Sacramento is recommended, including brick, stucco, stone, terra cotta, ceramic tile, glass, and steel.
- 48-2 Durable, solid facing materials should be used.
- 48-3 Use of the following materials is not allowed:
 - vinyl or grooved plywood siding
 - sprayed-on, textured stucco
 - raw, raised grain, or rough-sawn wood
- 48-4 Materials for new buildings should be selected from the established range of exterior wall materials used in older buildings in the area.
- 48-5 Wood should be milled, with a smooth, painted finish.

Sustainability Guidelines

- 48-6 The use of materials that include recycled content is encouraged to reduce waste.



Ceramic tile



49 Canopies, Awnings, and Arcades

Design Principle

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

Rationale

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

Design Standards and Guidelines

- 49-1 Canopies, awnings, arcades, and overhangs are encouraged over window displays and entries along public sidewalks on the ground floor of commercial buildings.
- 49-2 Canopies, awnings, and overhangs that project into the public right-of-way are subject to a City revocable encroachment permit. Contact the Building Division of the City Development Services Department for more information.
- 49-3 Canopies, awnings, and arcades should be designed with respect for the proportions of the building in terms of size, shape, and placement unless a unique architectural style encourages something different.
- 49-4 Canopies and awnings should fit within individual bays or structural divisions of the building facade rather than extending beyond a single bay, unless the building structure dictates an alternative placement.

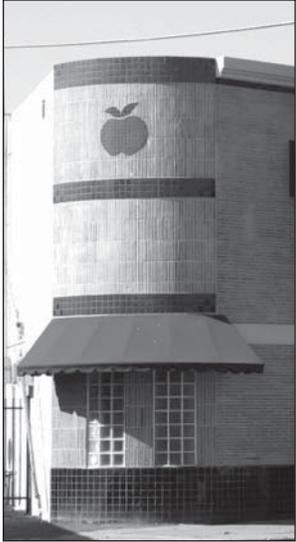


Canvas awning



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

Commercial



A corner awning

- 49-5 Use of a continuous awning for the windows in the upper floors is discouraged. Each window should be articulated with an individual canopy or awning, with awnings extending no more than halfway down the window. The color and style should complement ground-level awnings and canopies on the same building.
- 49-6 Self-supporting canopies and awnings are recommended.
- 49-7 A variety of solid and striped colored awnings may be considered.
- 49-8 Brightly colored awnings should be compatible with the colors used on the main building. Uncolored or light-colored canvas awnings may be appropriate for dark and north facing facades to allow daylight to filter through to storefronts and second-story windows.
- 49-9 Canvas, fire-resistant acrylic, and metal are preferred materials for awnings. Vinyl, plastic, plasticized fabric, and fiberglass awnings are strongly discouraged.
- 49-10 Canvas awnings often fade and deteriorate over time. Canvas awnings will need regular maintenance and periodic replacement.
- 49-11 Awnings, decorative roofs, and miscellaneous entry features may project into the front public right-of-way, provided that they are not less than 8 feet above the sidewalk.
- 49-12 Canopies and awnings should only be internally illuminated where appropriate to the architectural style of the building.
- 49-13 Canopies and awnings should be designed to provide window shading to reduce energy use.
- 49-14 Canopies and awnings must not cover historical decorative ornaments, cornices, transoms, or other architectural elements of the facade.



Steel awnings



50 Signage and Graphics

Design Principle

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

Rationale

Attractive, artistic, well-proportioned, and carefully located signs can enhance the character of commercial districts. Signage should be used for information, direction, and wayfinding, and not for advertising specific products. Signage should enhance the character of existing older buildings, and can help new development to be compatible with existing development.

Design Standards and Guidelines

- 50-1 All commercial signage is subject to a City sign permit. Contact the Building Permits Division of the City Development Services Department for more information.
- 50-2 Signage can be wall-mounted, projecting, combined with awnings, or placed on windows. Hanging signs with projecting lettering are encouraged.



Signage applied to a glass window



Lettering affixed to the facade of the building is common on buildings on Del Paso Boulevard. Enotria's signage consists of raised letters with a directional arrow to show the location of the front entry.

Commercial



Older signage, such as Iceland's original neon signs, can contribute to the established character of the commercial district, and should be retained when appropriate.

- 50-3 Cabinet and pole signage are discouraged.
- 50-4 Materials and colors of signage should be compatible with those of the building as well as adjoining buildings.
- 50-5 Signage should be modest in scale and appearance, and should complement, not overpower, the building.
- 50-6 Signage must not obscure important architectural elements, such as windows, cornices, or decorative details.
- 50-7 Individual shop signs in a single storefront should relate to each other in design, size, color, lettering style, and placement on the building.
- 50-8 Buildings with multiple tenants should have a common signage program and include a multiple directory.



Limn's unique signage is suspended from the overhang and throws a shadow against the building's wall.

51 Lighting

Design Principle

Lighting fixtures shall be designed to complement and enhance the architectural style of the building and shall be compatible with the character of the area.

Rationale

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

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

Design Standards and Guidelines

- 51-1 Building lighting should relate to the style and character of lighting on the whole site.
- 51-2 Use of neon, marquee lighting, and other specialized lighting is appropriate in some areas, and may be used for restaurants and entertainment uses.



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



Pedestrian-scaled bollard lighting

Commercial



Contemporary lighting

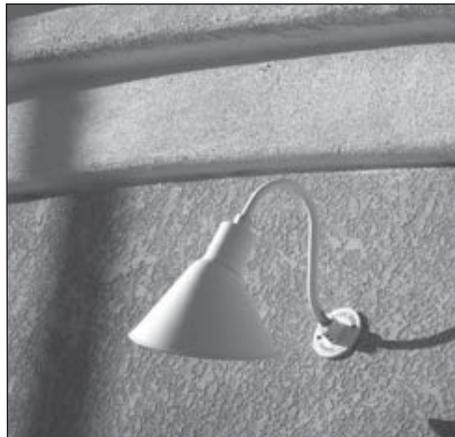


Contemporary lighting

- 51-3 Specialized lighting is appropriate for building features, entries, building towers, and architectural elements.
- 51-4 Lighting should provide even illumination. Flashing, pulsating, rotating, or otherwise moving light fixtures are not appropriate.
- 51-5 Lighting fixtures must not obscure major architectural features.
- 51-6 Lighting should not direct unwanted glare toward adjacent residential or other sensitive areas. Downlighting and specialized fixtures that reduce sky-lighting and glare are encouraged.
- 51-7 Pedestrian areas should be lighted by pole- or bollard-type fixtures that are not more than 14 feet in height for pole lighting, or 3 feet in height for bollards.
- 51-8 Neon lighting is encouraged along Del Paso Boulevard.

Sustainability Guidelines

- 51-9 Compact fluorescent bulbs and photocell sensors are encouraged to achieve energy efficiency.



Gooseneck lighting

52 Services and Utilities

Design Principle

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

Rationale

Although necessary and functional aspects of commercial districts, service areas, loading docks, delivery areas, and mechanical equipment can be unsightly and noisy and may detract from the quality of the urban environment. Functional service areas of buildings should receive the same design attention and consideration as more public spaces and should be carefully placed and screened to reduce noise and visual blight.

Design Standards and Guidelines

Service Areas and Loading Areas

- 52-1 Service areas, including loading docks, storage areas, and trash bins, should be screened from adjoining walkways.
- 52-2 To the extent feasible, loading areas shall be located and designed to minimize their visibility from public areas and adjacent properties. Loading areas shall be accessible from side streets, interior parking garages, or the rear of buildings rather than from the fronts of buildings.
- 52-3 Landscaping and decorative walls and fences should be used to screen mechanical equipment, loading areas, and other service areas.



The rear of this commercial building has been carefully screened.

Commercial

52-4 Where feasible, loading areas should be functionally separated from parking and pedestrian walkways for safety and to provide convenient access for delivery trucks.

Mechanical Systems

52-5 Mechanical equipment, such as air conditioning units, pipes, ducts, vents, access doors, meters, transformers, and other building systems equipment that produce noise, exhaust, or visual unsightliness, should be located away from pedestrian ways.

52-6 All such equipment should be screened or hidden from public view in a manner consistent with the character of the building and the surrounding district.

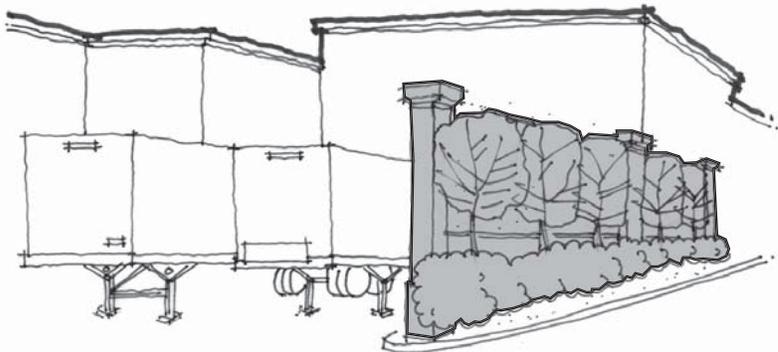
52-7 Rooftop and ground mounted mechanical equipment and trash storage areas should be screened from view from adjoining properties and public rights-of-way.

Trash Enclosures

52-8 All outdoor trash and garbage containers should be located at the rear of lots away from public view and screened with solid, decorative walls that match the design of the primary structure. Where possible, trash enclosures should not be located along the pedestrian ways and streets.

Sustainability Guidelines

52-9 Where feasible, heating, ventilation, and air conditioning units should be placed on the north side of the building (if not the street side) to shade the units and minimize energy consumption.



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

STREETSCAPE GUIDELINES

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



Street trees soften the appearance of a commercial building on Del Paso Boulevard.

Commercial



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

53 Parking Lot Design

Design Principle

Parking lots shall be screened from the street and nearby sidewalks and provide shade to parked automobiles.

Rationale

Parking lots should be adequately screened with fences, walls, and landscaping. Trees and landscaped areas incorporated into parking lots can help to soften paved areas, reduce heat during the summer months by providing shade, and filter pollutants from the air.

Design Standards and Guidelines

- 53-1 Surface parking lots adjacent to public sidewalks should be screened with appropriate design elements, such as fences, walls, and landscaping.
- 53-2 Screening materials should not block views of the parking lot from passing cars to promote visual surveillance of the lot.
- 53-3 Pedestrian routes through parking lots should be clearly designated with paving and landscaping.
- 53-4 Use of a trellis-style structure attached above a wall or fence can help maintain the character of the streetwall and improve the pedestrian environment along the street.



This landscaped walkway allows pedestrian access to local businesses.

Commercial

53-5 Parking lots shall be planted with trees to provide a minimum of 50% shading after 15 years in conformance with City Municipal Code Section 17.68, "Landscaping and Paving Regulations." Shading should be calculated by using the expected diameter of the tree at 15 years. A link to the City of Sacramento Parking Lot Tree Shading Design and Maintenance Guidelines is available at:

cityofsacramento.org/parksandrecreation/urbanforest/#right

53-6 Trees planted in parking lots should be protected with curbs, bollards or tree grates, or located on landscaped walkways.

53-7 Use of permeable materials, such as permeable asphalt, grasscrete, and modular pavers, are encouraged to reduce stormwater runoff. Where possible, drainage shall be directed into planting areas to increase percolation of water runoff.

Sustainability Guidelines

53-8 All planting areas, including those designed to accommodate the 2-foot overhang on parking spaces, should be landscaped with groundcover or other planting materials to reduce stormwater runoff.

53-9 The use of bio-swales is encouraged to reduce stormwater runoff.

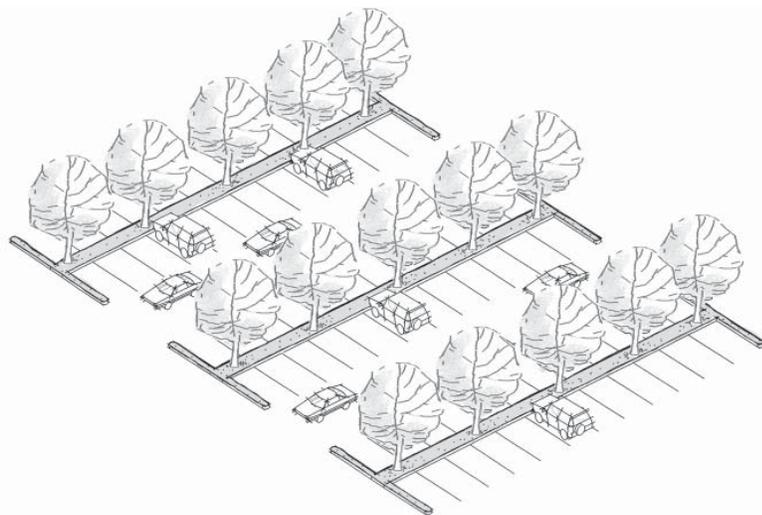
53-10 Light colored paving materials should be considered for use as primary paving materials to reduce heat transmission.



Alternative surfaces such as grass pavers keep stormwater runoff on-site and reduce heat production.



Modular pavers are another attractive alternative that helps to keep stormwater runoff on-site.



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



Bio-swales collect stormwater runoff and improve run-off water quality.

54 Street Trees

Design Principle

Street trees shall be planted on all streets to provide a visual frame to the street and shade and comfort to visitors to commercial districts.

Rationale

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

Design Standards and Guidelines

- 54-1 Street trees should be spaced no further than 30 feet on center, and should be located in either a 6-foot wide planting strip between the curb and sidewalk, or within a metal-grated tree planter area of 4 feet by 4 feet minimum adjacent to the curb.
- 54-2 Street trees that are not planted and maintained by the City of Sacramento, and that project into the public right-of-way, are subject to a City of Sacramento revocable encroachment permit. Contact the Building Division of the Development Services Department for more information.
- 54-3 Street trees should be easy to maintain, reduce sidewalk damage, and provide a sufficiently large, wide canopy to shade the sidewalks.
- 54-4 Street trees must be pruned to provide a clear space between the lower branches and the sidewalk and roadway to prevent damage and provide a clear view of building signage, ground floor windows, and doors.
- 54-5 Street trees within the public right-of-way must not be trimmed or removed without consulting the City Department of Parks and Recreation Urban Forest Services at 916-433-6345.
- 54-6 Tree species should be suitable for the Sacramento climate, and should be selected for water conservation. Refer to the following lists for recommended species:

Sacramento Tree Foundation

www.sactree.com/trees/shade_trees.htm#large

Sacramento Municipal Utility District (SMUD)

www.smud.org/residential/saving/trees/choices.html

City of Sacramento

Department of Parks and Recreation

www.cityofsacramento.org/parksandrecreation/trees/#guide



Street trees provide welcome shade for pedestrians.

55 Landscape Elements

Design Principle

Landscape elements shall 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 Standards and Guidelines

- 55-1 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.
- 55-2 Plant species should be suitable for the Sacramento climate. Low-water landscaping materials are encouraged.
- 55-3 High-maintenance annuals and perennials should be used only as smaller landscape elements.
- 55-4 Anticipate the full growth of landscaping materials so that trees and shrubs do not conflict with lighting and roofs.
- 55-5 Landscaped areas are preferred over impermeable paved surfaces.
- 55-6 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.
- 55-7 Turf and groundcover are more effectively irrigated with a conventional spray system. Head-to-head spray coverage is recommended. Avoid overspray onto adjacent areas.
- 55-8 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.
- 55-9 Bare soil should be planted or mulched to minimize run-off.

Sustainability Guidelines

- 55-10 Deciduous shade trees and shrubs should be planted, where appropriate, to shade the west and south sides of buildings and all paved areas to reduce heat transmission.
- 55-11 New planting strips located between the sidewalk and street should be a minimum of 6 feet wide to promote the health of shade trees.



Landscaped areas add to the beauty of commercial districts.



Seating can consist of conventional benches.



Trash receptacles should be provided at regular intervals



Seating can even be combined with public art.

56 Hardscape Elements and Street Furniture

Design Principle

Hardscape elements and street furniture shall be selected and installed so as to increase opportunities for people to congregate and interact, and shall complement the surrounding architecture.

Rationale

Hardscape elements and street furniture, such as pedestrian kiosks, benches, transit shelters, newspaper racks, trash cans, and café tables, encourage strolling and window shopping and increase opportunities for casual social interaction. This informal interaction can enhance the appeal and vitality of commercial districts.

Design Standards and Guidelines

- 56-1 Street furniture should be consistent with the character of existing businesses.
- 56-2 Street furniture should be attractive, functional, easy to maintain, high-quality, and vandal resistant.
- 56-3 Street furniture must not block the sidewalk or access to parking.
- 56-4 Seating is highly encouraged. A variety of seating alternatives, such as benches, seat walls, and café tables are possible.
- 56-5 Public art incorporated into site and building design is encouraged.
- 56-6 The pattern and texture of ground paving materials should fit the context of the district. Use of high-quality brick, stone, textured concrete, terrazzo tile, or other decorative pavers is encouraged.
- 56-7 Hardscape materials that can endure Sacramento's intense weather conditions should be selected.

Sustainability Guidelines

- 56-8 Pervious concrete should be used, when feasible, because it has better reflectivity, reducing heat transmission and stormwater runoff.
- 56-9 The use of recycled paving materials is encouraged.

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APPENDIX A — ADDITIONAL RESOURCES

These resources provide more information about the neighborhoods, as well as relevant City programs and ordinances.

General Planning Resources

Sacramento Municipal Code

Title 17 of the Sacramento Municipal Code contains information relevant to development standards, including height limits and setbacks. The code is available at:

<http://cityofsacramento.org/dsd/citycode.htm>

Go to the zoning code section.

Implementation Plan

The *2005-2009 North Sacramento Implementation Plan* acts as the operating plan for the Sacramento Housing and Redevelopment Agency (SHRA) with regard to the North Sacramento neighborhood. The document outlines goals, specific projects, and proposed costs for implementation. The Plan is available at:

www.shra.org/Content/CommunityDevelopment/ImplPlanTOC.htm

Commercial and Home Improvement Funding

Commercial Revitalization Program

This SHRA program offers free architectural and construction management services for business owners interested in improving the appearance and function of older commercial buildings. Property owners must invest a minimum of \$10,000 in improvements to be eligible. Funding for improvements is provided as a matching rebate of up to \$50,000. For more information, contact SHRA at (916) 440-1328.

Grow Sacramento Fund

The Grow Sacramento Fund (GSF) is a non-profit lender providing small business loans under the U.S. Small Business Administration's 7(a) program. GSF offers technical assistance and provides loans between \$25,000 and \$2,000,000 at market rate financing for new and expanding businesses in the City and County of Sacramento. Loans may be used to acquire land and buildings, make leasehold improvements, and purchase machinery and equipment. For more information, contact SHRA at (916) 440-1399 ext. 1414.

Targeted Commercial Corridors

Older commercial corridors are key to the economic vitality of the City of Sacramento. Sections of Del Paso Boulevard are Targeted Commercial Corridors, which makes them eligible for technical assistance and public funding for commercial development. For more information, contact the City of Sacramento at (916) 808-7063.

Home Repair Programs

SHRA administers several home repair and improvement programs, including emergency repair, accessibility, and repair assistance for seniors. Homeowner rehabilitation loans are also available. To learn more about these programs, see the SHRA website or contact the SHRA at (916) 440-1322.

www.shra.org/Content/Housing/HomeRepair/HomeRepairTOC.htm

Transit-oriented Development

The following documents have been designed to provide guidance for transit-oriented development:

Regional Transit

Transit for Livable Communities (July 2002)

www.sacrt.com/TLC/index.stm

Bus and Light Rail Design Guidelines (update in progress)

Regional Transit Master Plan (update in progress)

City of Sacramento

Transit Overlay Ordinance (Municipal Code, 2002)

Light Rail Station Ordinance (Municipal Code, September 2004)

Light Rail Transit Land Use Policies and Guidelines (April 2005)

www.sacgp.org/GP_Documents/TBR/Public-Draft/TBR_Chapter-9_References.pdf

Swanston Station Transit Village Plan (projected completion 2007)

Northeast Line Light Rail Station Plans (projected completion 2007)

Caltrans

Transit Oriented Development Compendium (June 2005)

Historic Preservation Standards

U.S. Secretary of the Interior's Standards for Rehabilitation

The U.S. Secretary of the Interior sets the standard for the rehabilitation and maintenance of historic structures. While these Design Standards and Guidelines are not intended to set standards for historic structures, some of the information on this National Park Service website may be useful to individuals who want to learn more about how to protect residential properties that are 50 years old or older.

www.cr.nps.gov/tps/standguide/rehab/rehab_index.htm

Appendix A

City of Sacramento Historic Preservation

The City's Historic Preservation Department oversees the environmental review of potentially historic structures 50 years old or older. Structures proposed for demolition may also be subject to review as potentially eligible for listing on the City's register of historic landmarks and contributing resources. The City has adopted the Secretary of the Interior's Standards for review of historic preservation projects under Sacramento Municipal Code, Chapter 15.124, which can be found at:

www.qcode.us/codes/sacramento/view.php?topic=15-15_124

Work done in compliance with the U.S. Secretary of the Interior's Standards is considered to have a less than significant impact for purposes of environmental review under the California Environmental Quality Act (CEQA).

Manufactured Homes

U.S. Department of Housing and Urban Development

<http://www.hud.gov/offices/hsg/sfh/mhs/mhshome.cfm>

Manufactured Housing Institute

The 2000 Manufactured Housing Improvement Act

www.manufacturedhousing.org/lib/showtemp_detail01.asp?id=106&cat=6

California Health and Safety Code

Mobilehomes-Manufactured Housing Act of 1980 (Division 13, Part 2 of the California Health and Safety Code)

www.leginfo.ca.gov/html/hsc_table_of_contents.html

California Manufactured Housing Institute

www.cmhi.org

APPENDIX B — PREDOMINANT RESIDENTIAL ARCHITECTURAL STYLES

The most typical existing residential North Sacramento architectural styles are detailed in this section. The architectural styles shown are graphically represented by photos taken within the redevelopment area. The examples are not *intended to be emulated in new construction in their pure form*, but are provided for informational purposes to help applicants better understand and respond to the existing residential context.

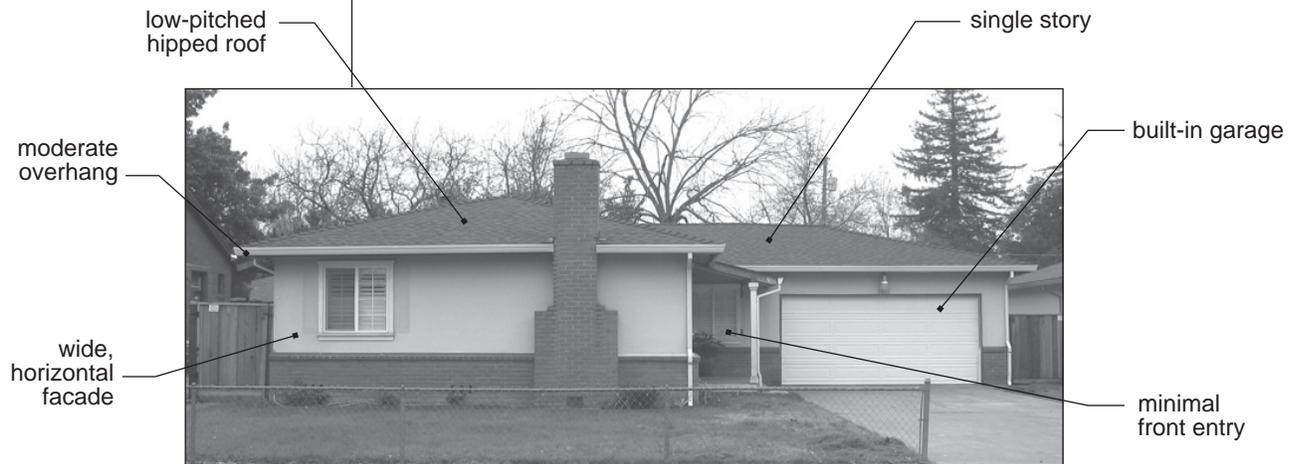
Appendix B

Ranch

The Ranch style home was popular from the 1950s through the 1970s. Low and rambling, the Ranch home occupied more square footage than previous architectural styles. Ranch style homes can have a simple rectangular floor plan, or an L-, T-, or U-shape, with the attached garage usually as one arm of these more complex layouts.

Ranch design features:

- wide, horizontal facade
- built-in garage common
- single story
- hipped, cross-gabled, and side-gabled roofs
- low-pitched roof
- moderate to wide eave overhang
- wood or brick wall cladding (sometimes in combination)
- ribbon windows
- picture windows
- minimal front entry features



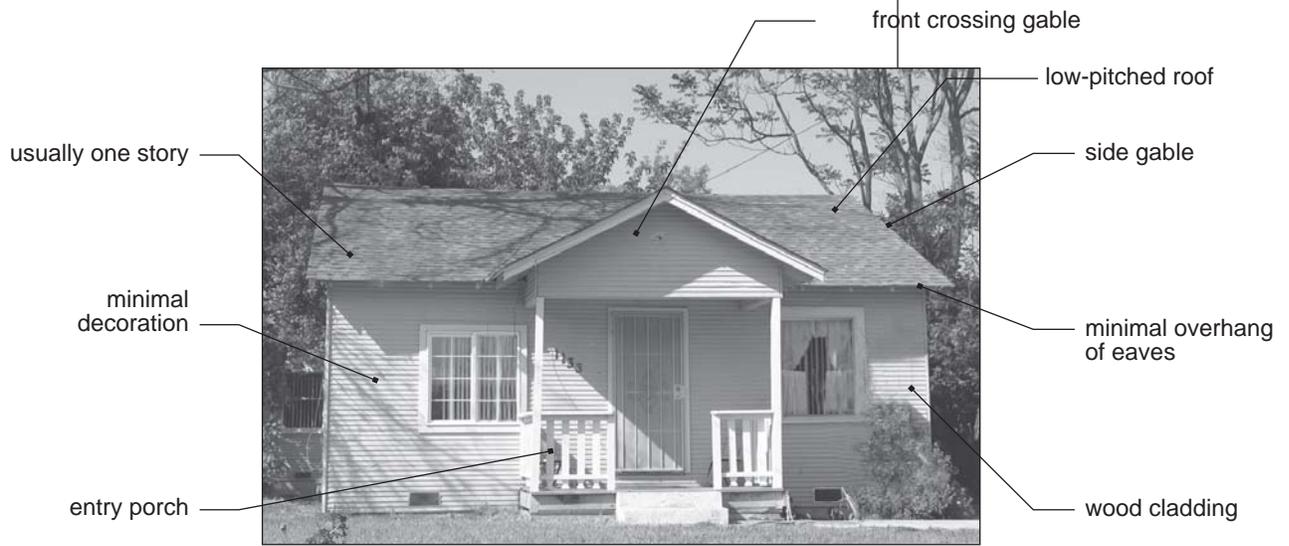
Ranch home

Minimal Traditional

Minimal Traditional was a popular style from the 1930s into the 1950s. The homes were inexpensive to build and allowed a greater proportion of the general populace to enjoy home ownership. Their styling reflects the influence of Tudor, Colonial Revival, and Craftsman Cottages that were popular through the 1920s. However, Minimal Traditional homes are considerably more streamlined and display simpler decorative features than their predecessors.

Minimal Traditional design features:

- low-pitched roof
- usually one story
- minimal decoration
- side gable roof, sometimes with front crossing gable
- minimal overhang of eaves
- wood or brick cladding
- entry porches



Minimal Traditional home

APPENDIX C — COMMERCIAL ARCHITECTURAL STYLES

The most typical commercial architectural styles are depicted in this section to provide developers and designers with information on the neighborhood context that should be considered for commercial infill and renovations. The architectural styles shown are graphically represented by photos taken within the redevelopment area. The examples are not *intended to be emulated in new construction in their pure form*, but are provided for informational purposes to help applicants better understand and respond to the existing residential context.

California Mission Revival

The California Mission Revival style originated in southern California and was considered the “California counterpart” to the Colonial Revival style popular in the northeastern United States in the early 20th century. Rather than imitating design influences imported from the East Coast, this style was derived from historic Southwestern influences, including Puebloan and Spanish mission architecture. The Sacramento School District offices in North Sacramento is a notable example.

California Mission Revival design features:

- dormers and roof parapets based on the arching and fluted shapes of Spanish missions;
- wide, overhanging eaves;
- exposed rafters;
- red-tiled roof;
- stucco walls; and
- arched windows and doors on ground level.



California Mission Revival: North Sacramento School District Offices

Appendix C

Streamline Moderne

The Streamline Moderne style, also known as Art Moderne, became popular in the 1930s and 1940s. Streamline Moderne design resulted in low, horizontal structures with smooth, streamlined surfaces, often punctuated with contrasting vertical elements such as blade signs. Structural glass, porcelain enamel panels, and tiles were used to produce polychrome designs for the exterior covering of the buildings. Glass blocks were also commonly used in this style, as were large glass show windows. This style is mostly commonly seen in movie theaters, department stores, gas stations, and bus stations. North Sacramento has many examples along Del Paso Boulevard, with Gene Flowers on Del Paso Boulevard as only one notable example.

Streamline Moderne design features:

- smooth, rounded wall surfaces, often of stucco;
- flat roof with small ledge at roofline;
- horizontal grooves or lines in walls, sometimes of fluted or pressed metal;
- asymmetrical facade common;
- casement or corner windows or other horizontally arranged windows;
- glass-block windows, often curved; and
- unlike Art Deco, an emphasis on the horizontal, often with vertical accent elements.

flat roof with ledge



smooth, rounded wall surfaces

horizontally arranged windows

Streamline Moderne: Gene Flowers on Del Paso Boulevard

Art Deco

The Art Deco style represented modernist expressions that symbolized the machine age, and stressed design principles that showcased the future rather than the past. It was popular from the 1920s through the 1940s. It used the newest construction techniques and materials available at the time, including advances in glazing and molded concrete. This style can be found in several commercial structures in North Sacramento.

Art Deco design features:

- smooth wall surfaces, often of stucco;
- smooth-faced stone and metal;
- polychromy, often with vivid colors;
- simplified and streamlined forms;
- geometric designs, including zigzags;
- a vertical emphasis, with towers and other vertical projections; and
- machined and often metallic construction materials for decorative features.



Art Deco: professional office on Arden Way

APPENDIX D — CHECKLIST FOR EVALUATING TRANSIT-SUPPORTIVE USES

The following checklist is intended for use by the developer and City planning staff in assessing the “transit-friendliness” of development proposals for any requested exception from the minimum development standards.

Land Use

- Are key sites within the project designated for “transit-friendly” uses and densities?
- Are higher residential densities or employment intensities located close to the transit station?
- Are multiple compatible uses located within buildings close to the transit station?
- Are public service uses such as government offices, libraries, and social service providers located and/or encouraged to locate close to the transit station?
- Are uses that provide support for transit riders, such as coffee houses, dry cleaners, and childcare, located and/or encouraged to locate close to the transit station?
- Does the project consist of uses that will contribute to “neighborhood completeness” in the larger sense to result in reduced demand for use of the automobile?

Site Design

- Are buildings and primary entrances sited to be easily accessible from the street?
- Does the project design (site layout) and location of buildings allow for clear, comfortable, and direct pedestrian access between the transit station, mixed land uses, and surrounding areas?
- Does the project design allow for intensification of land use over time?
- Are ground floor uses intended to be active and pedestrian-oriented?
- Are ground floor commercial uses in mixed-use buildings oriented to major streets, plazas, or parks?
- Does the project provide for amenities to promote a pedestrian environment between buildings?
- Do sidewalks along the street frontage connect to sidewalks and streets on adjacent and nearby properties?
- Does the project provide pedestrian-scale lighting, and trees to shelter and shade nearby streets and sidewalks?
- Will parks and plazas, if provided, reinforce the residential and commercial uses by creating “town squares” suitable for informal gatherings, public events, and lunchtime picnicking?
- Does the project allow for and encourage residents and employees to safely walk or bicycle to nearby commercial services, the post office, or a park.

Circulation and Parking

- Has parking been reduced in close proximity to the transit station?
- Is land devoted to surface parking, particularly those areas closest to the transit station, reduced through the construction of structured parking facilities?
- Are parking lots located behind buildings or in the interior of the block, and are the parking areas shared by several users?
- Are pedestrian routes visible from the street, and protected from fast-moving traffic?
- If there are feasible pedestrian routes through parking lots, are these routes clearly designated for pedestrian use by decorative pavers and shade trees?

APPENDIX E — SUSTAINABILITY THROUGH HIGH PERFORMANCE BUILDING DESIGN

The City encourages builders and owners to construct structures that are designed, built, renovated, operated or reused in an ecological and resource-efficient manner. Buildings should be designed to meet certain objectives such as protecting occupant health; using energy, water, and other resources more efficiently; and reducing the overall impact to the environment. These design features are not only the responsible thing to do for the environment and our community but they will also help lower expenses and create a more comfortable living space.

While the City has included a number of sustainability design guidelines in this document, this appendix includes more resources to assist in building cost-effective, ecological and resource-efficient buildings.

Whole Building

Build It Green, New Home Construction Green Building Guidelines, December 2005

www.builditgreen.org/newconstructionguidelines.pdf

Celery Design Collaborative, *San Mateo Countywide Guidelines: Sustainable Buildings*, February 2004.

www.recycleworks.org/greenbuilding/gbg_intro.html

U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Program

The LEED program is intended to promote "green" design and construction practices that can result in more environmentally sensitive site design, water quality and management practices, energy conservation, and the use of sustainable materials. For more information, go to:

www.usgbc.org/DisplayPage.aspx?CategoryID=19

Energy

Sacramento Municipal Utility District (SMUD)

SMUD offers a variety of resources, including a reference room, educational workshops and seminars, and a program that promotes the use and evaluation of innovative technologies by consumers.

Overview of SMUD Programs

www.smud.org/education/

Promotions, Rebates, and Financing Website

www.smud.org/residential/saving/rebate.html

Residential Solar Website

www.smud.org/green/solar/index.html

Lighting

California Lighting Technology Center, Residential Lighting Design Guide,
Best Practice and Lighting Design to Help Builders Comply with California's 2005 Title 24 Energy Code
<http://cltc.ucdavis.edu/title-24-residential-lighting-design-guide>

Energy Design Resources, Day-lighting Design Brief
<http://www.energydesignresources.com/resource/19/>

Water

California Urban Water Conservation Council, H2ouse: Water Saver Home Website
www.h2ouse.org

Landscaping

Sacramento Tree Foundation, Publications and Guidelines Website,
www.sactree.com/aboutUs/publications.html

Materials

California Integrated Waste Management Board, Construction and Demolition (C&D) Debris Recycling
Specifications
www.ciwmb.ca.gov/ConDemo/Specs/

Green Project Specifications
www.ciwmb.ca.gov/greenbuilding/Specs/

Green Product Directories
www.ciwmb.ca.gov/greenbuilding/ToolKit.htm#Product

APPENDIX F — GLOSSARY OF TERMS

Arcade: a roofed passageway with shops on either side.

Balustrade: a railing with supporting columns known as balusters.

Capital: the uppermost section of a column or pillar, which is often decorated.

Cladding: the protective exterior surface of a building, such as wood, metal, brick, or stucco.

Cornice: a crowning, overhanging projection from the roof, usually the uppermost segment of the entablature in classical architecture.

Cupola: a small dome on a roof, or a circular or polygonal turret.

Dormer: a structure projecting from a sloping roof that usually includes a small gable with one or more vertical windows.

Entablature: the three layers above a column in classical architecture, consisting of the architrave, frieze, and cornice.

Facade: the exterior surface of a building.

Gable: the triangular end of a wall above the eaves that abuts the roofline above it.

Infill: new construction on vacant or redeveloped lots within an established neighborhood.

Manufactured Home: a factory-built home that is shipped to and installed at the site.

Massing: the arrangement of the physical volume of a building.

Mullion Window: a window with vertical and horizontal strips that divide the window into separate panes.

Parapet: a low wall along the edge of a roof.

Pitch (of a roof): recorded as a ratio of vertical to horizontal measures. A 5:12 roof, for instance, means 5 inches of vertical rise for every 12 inches of horizontal run.

Plinth: the solid base of a column or pillar, which is often square, round, or rectangular.

Portico: a range of columns or arches connected to or merged with the facade of a building that forms a walkway or porch.

Ribbon Window: A horizontal series of narrow or vertical windows across the facade of a building.

Running Gear: the tires, wheels, axles, and springs that allow a manufactured home to be moved from place to place without dismantling it.

Setback: (1) The prescribed distance between the lot line and the edge of the building's footprint. (2) The horizontal distance between the exterior wall of one floor and the next story exterior wall.

Sidelight: an area of framed glass along the sides of a door.

Site-built: constructed at the site of the building without use of prefabricated sections.

Streetwall: the line or "wall" formed by the front facades of buildings on a block or street.

Transom: an area of framed glass at the top of a door or window.