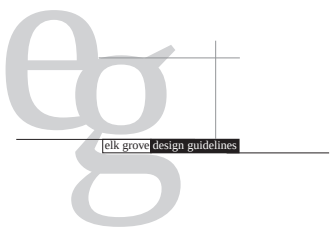
elk grove design guidelines



Adopted:
March 19, 2003 Resolution No. 2003-65
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April 7, 2004 Resolution No. 2004-70
April 11, 2007 Resolution No. 2007-84

City Council
Sophia Scherman, Mayor
Richard Soares, Mayor Pro Tempore
Dan Briggs
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Planning Commission
Paul Lindsay (Chairman)
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elk grove design guidelines

chapter 1
introduction

The City of Elk Grove Design Guidelines implement the goals and policies of the General Plan and expand the basic development standards of the Zoning Code. Specifically, the guidelines implement the General Plan land use policies and strategies relative to urban design, pedestrian circulation, community and neighborhood identity, and residential, commercial, and industrial project design. The Design Guidelines also supplement the design provisions of adopted Special Planning Areas and Specific Plans. One exception is the Old Town Special Planning Area. The unique characteristics of Old Town will be addressed separately through an amendment of the Old Town SPA which will include unique design provisions for development within this historic district and the preservation of the City's historic resources.

A. Purpose and Intent

The purpose of design review in the City of Elk Grove is as follows:

- To encourage high quality land planning and architecture;
- To encourage development in keeping with the desired character of the City;
- To ensure physical, visual, and functional compatibility between uses; and
- To ensure proper attention is paid to site and architectural design, thereby protecting land values.

These Design Guidelines are intended to provide design professionals, property owners, residents, staff, and decision-makers with a clear and common understanding of the City's expectations for the planning, design and review of development proposals in Elk Grove.

B. Background

In March 2000, Elk Grove citizens voted for incorporation to fulfill the need/desire for local control over the decisions affecting the quality of life in Elk Grove. As part of the visioning process for the 2002-2003 General Plan Update, the following vision statement was developed.

> *Elk Grove in the future is envisioned by the residents to continue to reflect the attributes which brought them to the community: a diversity of high quality residential and commercial areas in a rural setting, a high level of public services provided by the City of Elk Grove, and a pleasing environment in which to live and work. The future will also provide more shopping opportunities (including a regional mall), increased employment opportunities, and an increased tax base to support City government and the services it provides.*

Quality design Site & Architecture

On September 4, 2002 the City Council directed staff to establish a discretionary Design Review process for development projects that require additional site and design considerations beyond conformance with minimum standards of the Zoning Code. This direction included the preparation of Citywide Design Guidelines to create the basis for Design Review decisions. Residents, business owners, and members of the development community participated in Design Guideline workshops and focus group meetings. Their input is reflected in these guidelines, which are intended to be clear and concise, without limiting creative design solutions.

C. Organization and Use

This document is organized into different sections based on the proposed type of project. There are separate sections for Single-family Residential Development (Subdivision Maps and Master Home Plans), Multi-family Residential Development, and Non-residential Development. Within each section, there are design criteria for various aspects of site and building design. Each section is structured with an introduction to desirable design concepts, followed by guidelines that reiterate design objectives and establish provisions and options to ensure implementation of desired design concepts. Guidelines are listed in the form of recommended/encouraged provisions (should), specific solutions/requirements (shall), design targets through representative sample, or a menu of design solutions from which to choose. Guidelines also include incentive-based provisions to encourage exceptional design. This approach results in a greater measure of predictability to the Design Review process, while maintaining flexibility and the option for creative design solutions.

The Design Guidelines shall be used in conjunction with other documents adopted by the City that contain goals, development parameters, and more specific regulations relative to a particular type of development. In other words, development projects shall also comply with applicable provisions of the City's General Plan and Zoning Code, applicable sections of the Municipal Code, Specific Plans, Special Planning Areas, and other adopted standards or plans (e.g., street standards, neighborhood livability program/traffic calming guidelines, bikeway and/or trails plan). References to applicable provisions are made throughout the guidelines. The appendix includes a glossary describing the terms and phrases used in these Design Guidelines. Terms and phrases described in the glossary are italicized throughout the guidelines.

The City of Elk Grove has adopted several Specific Plans and Special Planning Areas (Area Plans) with development review processes and/or design guidelines for development within specified boundaries. If a project is located within one of the adopted Area Plans, the more restrictive design requirements of the adopted Area Plan and these guidelines will apply.

Design Solutions & Targets

elk grove design guidelines

chapter 2

administration

A. What is Design Review?

Design Review is a discretionary process established to determine if a development project complies with applicable Design Guidelines. Design Review is used to ensure quality development in accordance with the City's design objectives and to ensure that the appearance of development will be compatible and harmonious with the use and enjoyment of surrounding properties.

B. When is Design Review Required?

Design Review approval is required prior to issuance of any ministerial building permits or site improvement plans and prior to or in conjunction with discretionary action of corresponding development applications (e.g., Conditional Use Permit, Variance). Design Review for Subdivision Maps shall be processed in conjunction with the Tentative Subdivision Map application.

Design Review is required for development types listed below. Specific exemptions are listed in the Elk Grove Zoning Code Title 1, Chapter 10, Article 7, Section 110-85.

- Single-family Residential Subdivision Maps;
- Master Home Plans for Single-family Residential Subdivisions;
- Multi-family Residential Development; and
- Non-residential Development (e.g., commercial, office, industrial, and public/quasi-public development).

C. Who has Approval Authority for Design Review?

The Planning Director is responsible for Design Review determinations on single-family residential Master Home Plans multi-family residential projects with less than 150 units, and non-residential development under 5,000 square feet. The Planning Commission is responsible for Design Review determinations on single-family residential subdivision maps, multi-family residential projects with 150 units or more, and non-residential projects over 5,000 square feet.

Shape Buildings shape us

We shape our buildings:
thereafter they shape us.

Winston Churchill

When we build, let us think that we build for ever.

John Ruskin

D. How Does Design Review Apply to Adopted Area Plans and Pending Applications?

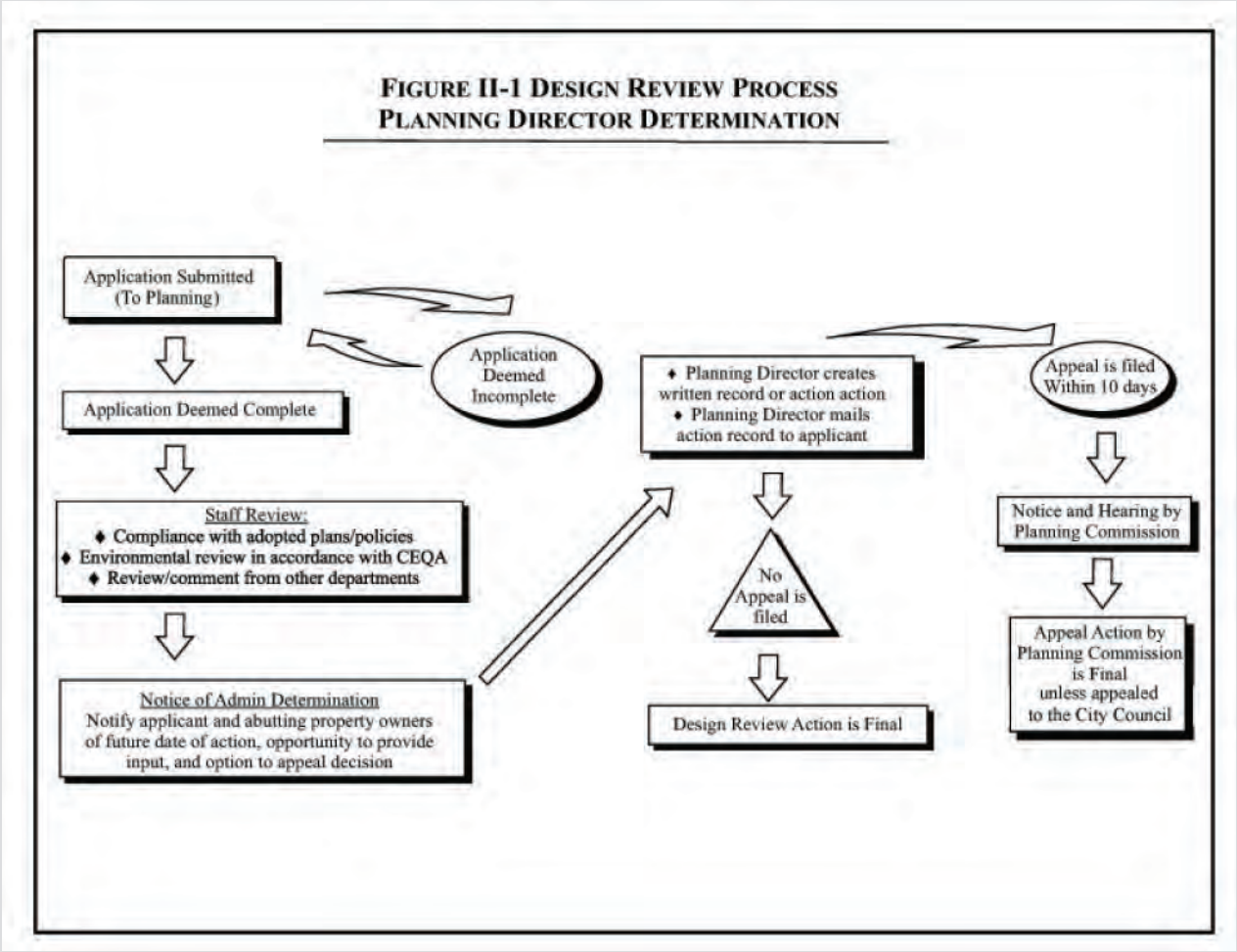
Most of the adopted Specific Plans and Special Planning Areas (Area Plans) in Elk Grove include a Design Review process and some of the plans include Design Guidelines. If the Citywide Design Review process and/or Design Guidelines herein are more restrictive than those in the adopted Area Plans, the City's Design Review process and corresponding Design Guidelines shall apply. If the design guidelines in an adopted Area Plan are more restrictive, those guidelines will apply. However, Design Review is still required to determine compliance with applicable standards and guidelines.

After the effective date of the City's Design Review Ordinance, the Design Review process and corresponding Design Guidelines herein shall apply to all pending applications that are not otherwise exempt. Applications are no longer pending once the appeal period on the City's entitlement action has expired or the appeal process has been fully exercised. For single-family residential development, Design Review will not be required for approved Tentative Subdivision Maps, but will apply to single-family residential Master Home Plans not approved prior to the effective date of the Design Review Ordinance.

E. What is the Design Review Process?

The Design Review process is the application, review, and determination of compliance with the provisions of the Design Review Ordinance and applicable Design Guidelines herein. There are two distinct Design Review processes, depending on the level of review authority (Planning Director or Planning Commission). See Figures II-1 and II-2 for a description of each.

Design Review actions by the Planning Director will be automatically forwarded to the Planning Commission as an information item on the next regular Planning Commission meeting agenda. The intent of forwarding the Design Review actions is not to cause further action on the Design Review determination, but rather to allow the Planning Commission to provide input regarding Design Review of



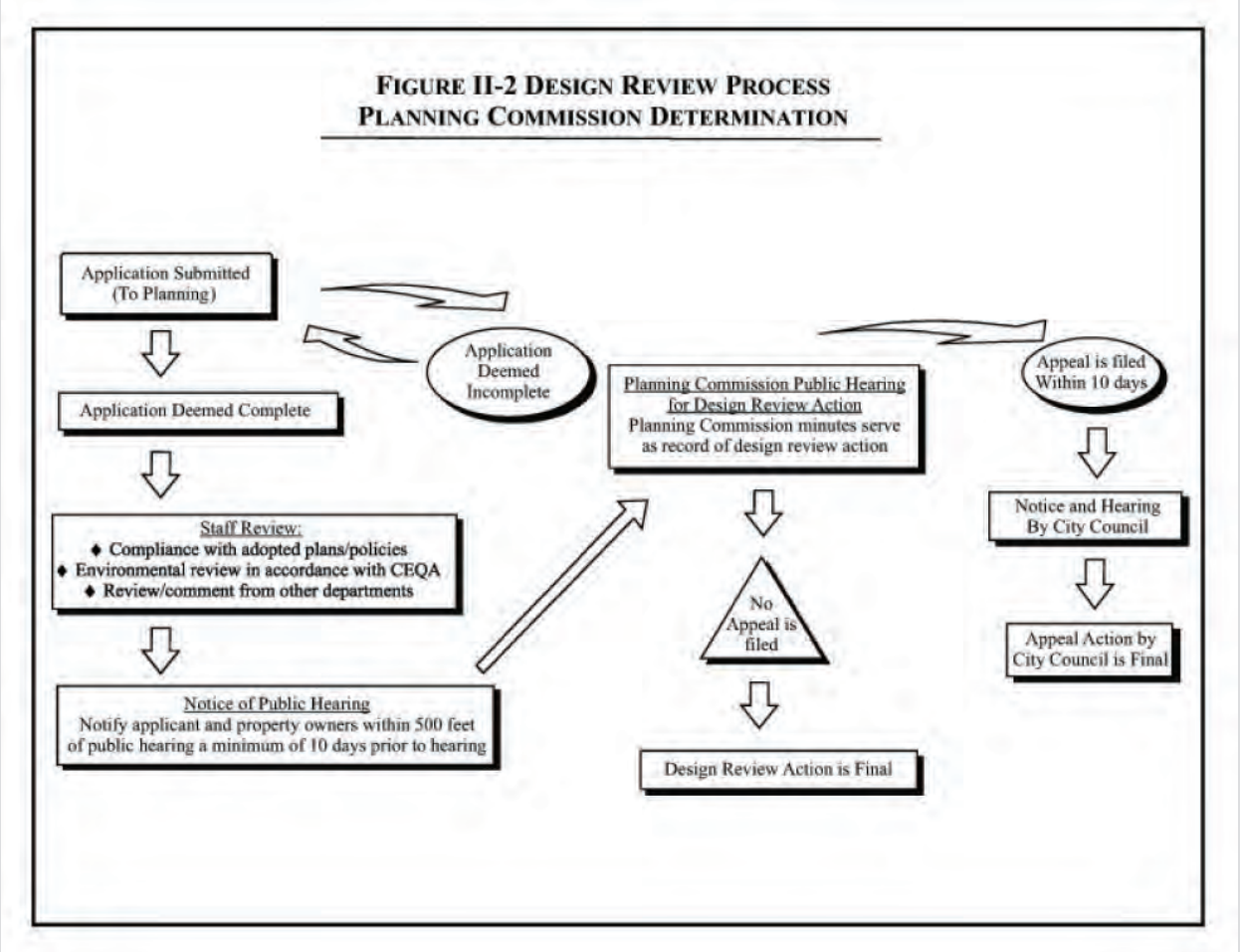
subsequent determinations by the Planning Director. The intent of the Planning Commission review is to allow Commissioners to provide feedback to the Planning Director regarding interpretation or necessary amendments to the Design Guidelines affecting subsequent Design Review actions. If the Design Review determination by the Planning Director on an application for a particular project is appealed to the Planning Commission, the appeal action by the Planning Commission is final, unless that decision is appealed to the City Council.

land
Host
humans
Guests

The land is the host and humans merely guests.

Chinese Proverb

Minimum Design Review application submittal requirements are listed on the individual Design Review application forms provided by Development Services Planning Staff. Applications shall be submitted to the Planning Division on forms provided by Planning Staff . Applications will not be accepted without payment of required fees.



F. What is the Estimated Timeframe for the Design Review Process?

The estimated timeframe for the Design Review process is listed in Table II-1. Listed timelines are exclusive of the potential delay associated with incomplete applications, project modifications, any special studies required for environmental analysis, or continuations of public hearings.

Table II-1

Estimated Timeframe for Design Review Process

Design Review Application Type	Determination of Application Completeness	Staff Review (1)	Determination or Public Hearing (2)	Appeal Period
Planning Commission Determination of Design Review Applications				
SF Residential Subdivision Maps (3)	30 days	2-4 weeks	2 weeks	10 days
Multi-family Residential Projects (≥150 Units)	30 days	3-5 weeks	3 weeks	10 days
Non-residential Projects (> 5000 sf)	30 days	3-5 weeks	3 weeks	10 days
Planning Director Determination of Design Review Applications				
Master Home Plans (4)	5 days	1-2 weeks	1 week	10 days
Multi-family residential projects (<150 Units)	5 days	2-4 weeks	1 week	10 days
Non-residential Projects (< 5000 sf)	5 days	1-2 weeks	1 week	10 days

Notes:

(1) Includes environmental analysis assuming exempt project or initial study/negative declaration.

(2) Includes noticing and public hearing.

(3) The Design Review application for Subdivision Maps shall be processed in conjunction with the Tentative Subdivision Map application.

(4) The Design Review application for Master Home Plans must be approved prior to issuance of Building Permits.

G. How do you Know When the Design Review Process is Complete?

The Design Review process is tentatively complete when the Planning Director or Planning Commission takes action to approve, conditionally approve, or deny the application. However, implementation of the action (e.g., site improvement plans, building permits) may not occur until the required ten-day appeal period has expired or been fully exercised.

elk grove design guidelines

III

chapter 3A

land planning for subdivision maps

A

III. Single-Family Residential Development

The Design Guidelines for Single-Family Residential Development are separated into two sections: 1) Land Planning for Subdivision Maps, and 2) Architecture for *Master Home Plans*. Each section introduces the City's desired design concepts along with design guidelines applicable to Design Review applications for single-family residential subdivision maps and *master home plans*.

A. Land Planning for Subdivision Maps

Within the City of Elk Grove, Design Review is required for Single-family Residential Subdivision Maps. Design Review applications for Subdivision Maps shall be processed and considered in conjunction with the Tentative Subdivision Map application.

The land planning section applicable to subdivision maps is separated into two parts: 1) design concepts, and 2) guidelines. Design concepts for land planning identifies good neighborhood design characteristics. Design guidelines reiterate specific objectives and establish provisions and options to ensure implementation of desirable design concepts. Guidelines herein are intended to supplement the minimum requirements of the subdivision regulations in the Elk Grove Municipal Code, Zoning Code development standards, and other adopted plans and policies.

1. Design Concepts

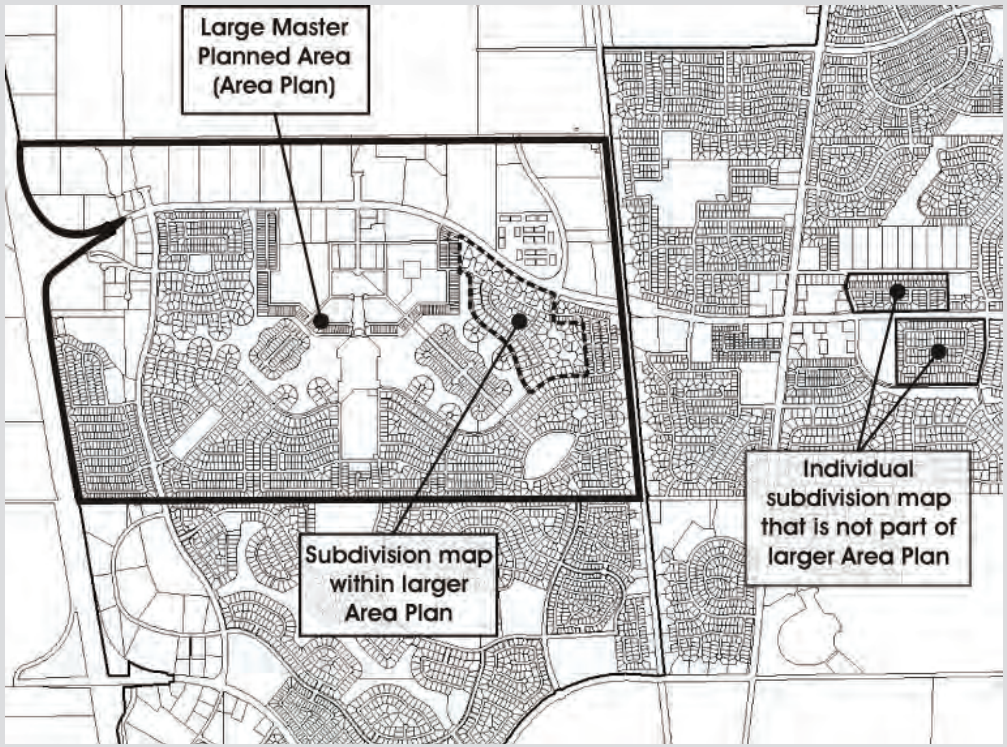
Neighborhoods are defined as a place with a character and a boundary. Neighborhoods are the strategic building blocks of overall community development. The City of Elk Grove has loosely defined neighborhoods to reflect their diversity in terms of size, *density*, characteristics, and land use mix. For the purposes of the land planning guidelines, "neighborhoods" refer to three distinct types of subdivisions listed below. Figure III-1 represents the distinction in these types of neighborhoods/subdivisions.

a. Large master planned areas, including both Specific Plans and Special Planning Areas (hereafter referred to as Area Plans). The land use planning for these larger land holdings is done prior to the subdivision of property within the Area Plan. Adopted Area Plans implement the goals and policies of the City's General Plan and, in most cases, serve as the zoning regulations for the development of the property within the Area Plan boundaries. In Elk Grove, many of the adopted Area Plans also include standards and guidelines for circulation, parks and open space, landscape, site planning, and architecture for subsequent development.

b. Subdivision maps within larger Area Plans. The subdivision of land within large Area Plans constitutes the implementation of the corresponding master plan. Subdivisions are required to be consistent with the land designation, *Density*, and applicable development standards and guidelines of the Area Plan. Subdivision of land within Area Plans should also implement land planning guidelines herein that are applicable to that portion of the larger Area Plan.

c. Individual subdivision maps that are not part of a larger Area Plan. Design Review for smaller infill subdivisions will be expected to strengthen the design patterns and be compatible with existing neighborhoods and surrounding uses.

Figure III-1
Distinct "Neighborhood" Types in Elk Grove



The City recognizes and values the diversity of its existing neighborhoods. This section is not intended to dictate a single solution to every type of neighborhood development application. Rather, this section of the Guidelines introduces good neighborhood design concepts and general provisions that can be applied to varying degrees within the distinct types of "neighborhoods" or subdivisions described above.

In the evolution of American neighborhoods, traditional neighborhood designs have given way to more conventional neighborhood designs. Traditional neighborhood design incorporates a mix of land uses and residential densities, with an obvious center and edge or boundary, a modified grid system of streets with short blocks that diffuse traffic and encourage pedestrian and bicycle circulation. In contrast, many conventional neighborhood designs include isolated land uses with no direct connections, separated uniform residential densities, curvilinear residential streets, and longer blocks. This type of conventional neighborhood development tends to mandate the use of arterial roads and discourage pedestrian and bicycle circulation between uses.

In response to common development patterns since WWII, there have been several urban design efforts to revitalize neighborhoods, prevent sprawl, and to ensure sustainable and livable communities. Common denominators of several such urban design concepts are as follows:

- A balanced mix of land uses including housing, working, schooling, and commercial services to meet the weekly needs of residents;
- Pedestrian friendly neighborhoods that are walkable in size with an obvious center and definable edges. The neighborhood center should be a place of social interaction with a combination of commercial, civic, cultural and recreational uses. The neighborhood edge should establish a physical and/or visual limit to the neighborhood, such as a natural feature, major road, or change in land use;
- Housing diversity with a variety of housing types, sizes, and densities;
- Vehicle, bicycle, pedestrian, and transit connectivity throughout the neighborhood and with surrounding neighborhoods and uses.
- Open space (natural, improved parks, and trails) located for access, activity, and security;

Pedestrian friendly

Housing diversity

- Maintenance of natural features (e.g., terrain, drainage, vegetation); and
- Conservation of resources and minimization of waste and urban runoff.

The City of Elk Grove encourages development trends toward more livable, sustainable neighborhoods by incorporating these neighborhood design concepts into new subdivision maps as applicable and appropriate.

2. Design Guidelines

The Design Guidelines listed herein are intended to implement desirable design concepts for land planning of the identified neighborhood/subdivision types as introduced in Section 1 (Design Concepts) and described below.

a. Area Plans. Design Review for Area Plans will be expected to incorporate applicable design concepts for design of more livable, sustainable neighborhoods in the City of Elk Grove.

b. Subdivision maps within larger Area Plans. Because the land use and *Density*, major roadway network, parks and open space, and landscape concepts are generally part of the original Area Plan adoption, the scope of Design Review is limited to implementation of Area Plan provisions and guidelines herein applicable to that portion of the Area Plan (e.g. internal street system and connectivity to Area Plan roadway network, pedestrian circulation).

c. Individual subdivision maps that are not part of a larger Area Plan. Design Review for smaller infill subdivisions will be expected to strengthen the design patterns and be compatible with existing neighborhoods and surrounding uses.

The City of Elk Grove recognizes the unique design characteristics of both large rural residential and high-*density* small lot residential developments. For the purposes of these guidelines, rural residential subdivisions include developments with minimum lot sizes of one acre or more and small lot development include subdivisions with minimum lot sizes less than 5,200 square feet.

Elk Grove today maintains its agricultural heritage through small farming activities and the rural character of the community, particularly in the eastern and southern portions of the City. Larger homesites of at least one-acre size are commonplace in these areas. In keeping with the General Plan goals to preserve the City's

Good Urban Design Concepts

rural character through land use and development policies, these guidelines include special provisions for residential subdivisions with minimum lot sizes of one acre or more.

As home prices throughout the region increase, the need for affordable housing increases. One means of providing affordable housing is by increasing the *density* of single-family detached development, which is commonly referred to as small lot development. In an effort to increase *density*, but retain characteristics of traditional suburban living, several small lot subdivision design types have been created (e.g., zero-lot-line, Z lots, wide-shallow lots, auto courts, courtyard lots, cluster). Common design characteristics and distinguishing design features associated with small lot development include reduced lot sizes and setbacks, increased lot coverage, use-benefit easements, one or more windowless walls, private streets, unit and guest parking, garage placement, and common areas. Some of these issues are addressed in the guidelines for residential subdivisions with minimum lot sizes less than 5,200 square feet (applicable to RD-7, -10, and -15 zoning)

Mix of Residential Densities

Neighborhood Design Patterns

1) The City encourages the design of single-family residential neighborhoods with a mix of densities and lot sizes to create diversity of housing products. Maximum *density* and minimum lot sizes within neighborhoods shall be consistent with the development standards of the underlying zoning district. Special standards have been adopted to encourage a mix of residential densities within individual neighborhoods and to allow flexibility in the design of higher *density* single-family residential development as follows:

   a) To encourage the development of *duplexes* and *half-plexes* on corner lots within single-family residential neighborhoods, the minimum lot sizes and widths in the underlying zoning district shall apply to combined lots for duplexes and half-plexes. See photos III-1 and III-3 which represent two-family structures successfully integrated on corner lots in single-family residential neighborhoods throughout the Sacramento Region.

Photos of Duplexes and Second Units in Single-Family Residential Neighborhoods

Photo III-1: Detached second unit cottages facing common courtyard area in Davis (Aggie Villa).

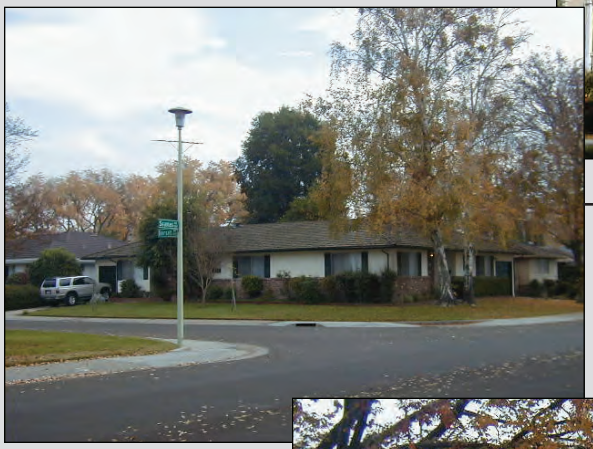


Photo III-2: *Duplex* on corner lot in Greenhaven with garages and entries facing opposite streets.

Photo III-3: *Duplex* on corner lot in River Park with garages and entries facing opposite streets.

b) To allow design flexibility for higher *density* single-family "small lot" development, minimum lot sizes and widths have been eliminated in the RD-10 and RD-15 zoning districts. See Photos III-4 thru III-6.

Photos of Higher *density* Single Family "Small Lot" Development

Photo III-4: Auto court development in Folsom with a *density* of approximately 8 units per acre.

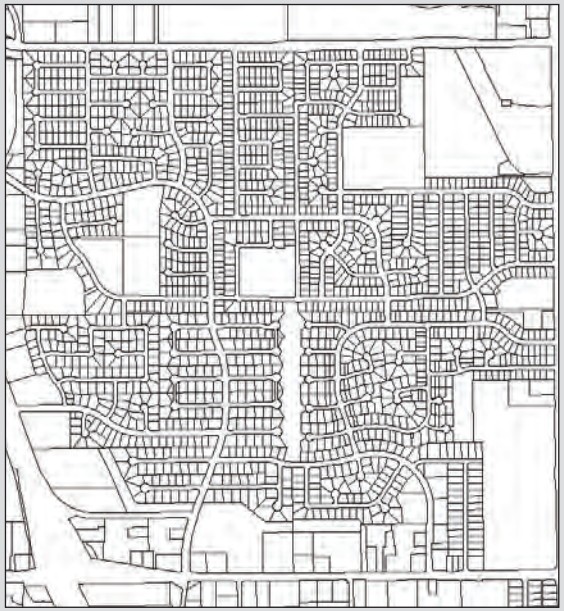
Photo III-5: Auto court development in Folsom with a density of approximately 8 units per acre.

Photo III-6: Metro Square development in Sacramento with a density approximately 13 units per acre.

Street Systems/Circulation/Walls

2) Neighborhoods should be designed with an interconnected street system that will blend well into the existing street system, diffuse traffic within the neighborhood, and improve vehicle circulation to and through the site. The proposed street system should be designed as an extension of the existing street network that minimizes the barriers within and between neighborhoods (See Figure III-2) Neighborhoods should be designed with a local hierarchy of roads that incorporates residential collector streets providing direct and indirect connections within a neighborhood and integrates with surrounding street networks and neighborhoods. Residential streets may be designed with linear/grid pattern, curvilinear, and/or short cul-de-sac streets. As identified in the land development standards in the Municipal Code, cul-de-sac streets generally serve a maximum of 20 dwelling units and have a maximum length of 600 feet.

Figure III-2
Interconnected Street System



The land plan/subdivision maps above represent good connectivity within the area and to the surrounding street network

The land plan/subdivision maps above do not represent good connectivity in that neighborhoods are almost entirely disconnected from one another

neighborhood street systems

3) Residential streets (local and collector) should be designed for low speeds and low volumes by utilizing the smallest possible street design to accommodate daily traffic volumes. The intent is to discourage the oversizing of residential streets.

4) Generally, new residential streets shall comply with the City's street standards as outlined in Title 22 of the Municipal Code and as adopted in the current improvement standards. However, alternative designs to improve the aesthetics, pedestrian experience, or circulation are encouraged with the condition that minimum pavement width for both public and private streets shall be consistent with the City's adopted residential street standards. Examples of alternative designs include, but are not limited to, sidewalks separated from the back of curb by a landscape planter strip, landscape medians, tree preservation within the right-of-way, traffic circles, narrow sections/neck downs to slow traffic, and other approved *traffic calming* devices (see Photos III-7 thru III-9). Alternative designs shall be reviewed by the Community Services District and approved by the City. Design provisions and guidelines for alternative street designs are listed on the following page.

Examples of Alternative Street Designs

Photo III-7: Alternative cul-de-sac street in Laguna West with usable green space in the street median

Photo III-8: Separated meandering sidewalk in Laguna West

Photo III-9: Residential collector street with separated linear sidewalk and landscape median in Laguna West

a) Where alternative street designs involve landscape medians and/or separated sidewalks with planter strips, the City encourages the use of drought tolerant planting and grading/improvement design to maximize runoff into designated planter areas.

b) Subdivisions with minimum lot sizes equal to or greater than one acre in size may design residential streets to a rural design standard (e.g., exclusive of sidewalk improvements) to the satisfaction of the City and Community Services District (see Photos III-10 thru III-11).

Photos of Rural Residential Street east of Elk Grove

Photo III-10

Photo III-11

c) Small lot subdivisions with minimum lot sizes less than 5,200 square feet may incorporate alterative street designs that reduce sidewalks, utilize stub streets/auto courts, incorporate one-way drive aisles, or other unique design feature for higher *density* development. Any design which proposes to reduce the number of sidewalks within a subdivision shall be designed to provide access to a portion of the homes and good circulation to and throughout the subdivision in accordance with the goals of the Americans with Disabilities Act (ADA) (see Photos III-12 thru III-13).

Photos of Alternative Street Design for High *density* Development

Photo III-12

Photo III-13

d) At a minimum, all primary residential streets and collector streets shall be designed with separated sidewalks (see Photos III-14 thru III-15). However, the City will take into consideration existing and approved street sections to ensure contiguous street sections of connecting street sections and/or appropriate transitions between differing sections. Development standards for separated sidewalks shall include a minimum six-foot-wide planter strip between the sidewalk and back of curb. To preclude parking impacts to the landscape area between the curb and sidewalk, improvements shall include a vertical curb.

Photos of Separated Sidewalks on Local Residential Streets

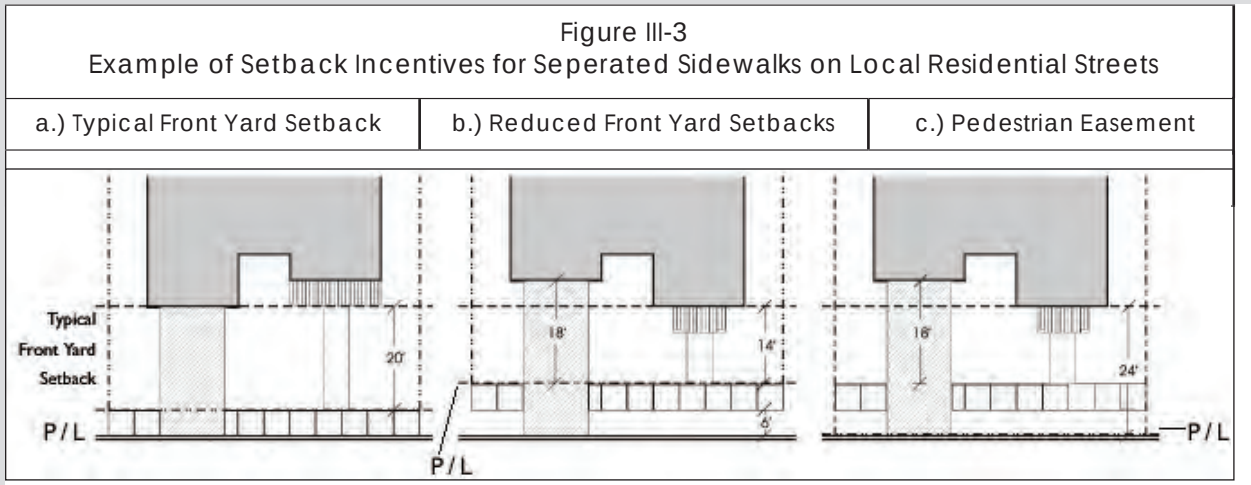
Photo III-14

Photo III-15

e) To encourage the design and development of separated sidewalks on local residential and primary residential streets, the minimum front yard and/or street side yard setback may be modified as listed herein. Minimum front and street side yard setbacks are measured from the property line. For typical development, the property line is located behind the back of a monolith sidewalk, which is contiguous to the street. Figure III-3 is intended to show the typical and adjusted front (and street side) yard setback under three scenarios; 1) monolith sidewalk where the property line is located at the back of sidewalk, 2) separated sidewalk where the property line is located at the back of the separated sidewalk, and 3) separated sidewalk where the property line is located at the back of curb with the planter strip and separated sidewalk in a pedestrian easement on private property. The intent is to maintain a comparable setback from the street (back of curb) under all three scenarios. Special provisions apply to developments and properties with separated sidewalks as follows;

- Outdoor entry features (e.g., porch, courtyard) may extend an additional five feet into the required front yard setback, however such features shall not be located within a designated utility easement.
- The minimum distance between the back of a separated sidewalk and garage doors shall be 18 feet to allow parking in the driveway that will not obstruct the sidewalk. Exceptions may be granted for single-family development in the RD-10 and RD-15 zoning districts.
- A vertical curb is required adjacent to the planter strip separating the sidewalk from the back of curb.
- All maintenance obligations and conditions shall be fully disclosed to individual property owners in conjunction with the title/deed of the property.

Figure III-3
Example of Setback Incentives for Seperated Sidewalks on Local Residential Streets



5) Both on-street and off-street bikeways and pedestrian paths (sidewalks) should be incorporated throughout new residential neighborhoods to connect residential areas with schools, parks, neighborhood-serving commercial areas and transit stops (see Photos III-16 thru III-18). On local residential streets, bicyclists share the travel lane with vehicles. The provision of dedicated bike lanes should be reserved for high volume collector and arterial streets. Pedestrian and bicycle paths/routes should also provide connections to surrounding roadways, community facilities, and other non-residential uses and open space areas outside the project.

Photos of Pedestrian and Bicycle Connections

Photo III-16: Pedestrian connection along Laguna Springs Drive to the adjoining neighborhood through a cul-de-sac

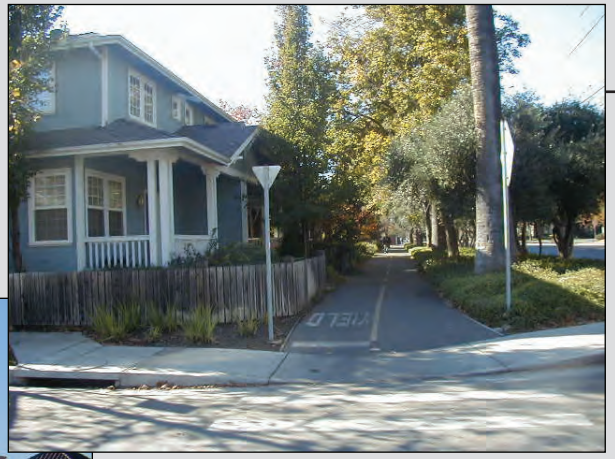


Photo III-17: Class I bike trail along an arterial road in Davis

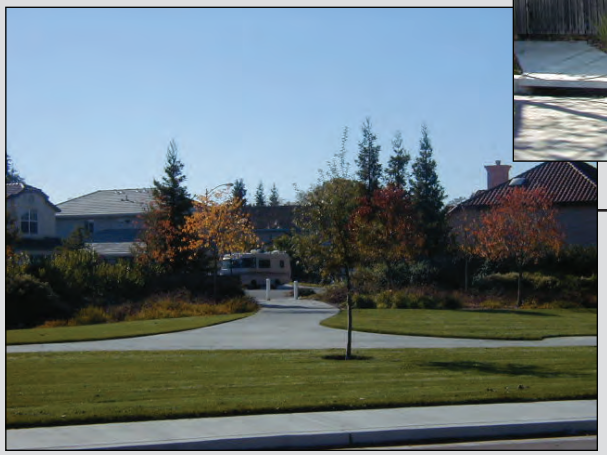


Photo III-18: Pedestrian/bicycle connection from residential neighborhood to linear parkway along arterial road in Davis

6) *Traffic calming* will be evaluated in conjunction with the subdivision design to ensure that potential volume and speed issues are addressed.

7) In order to ensure safe and convenient pedestrian street crossings, one of the following design improvements listed below, or a combination thereof, shall be incorporated at designated pedestrian crossings (see Photos III-19 thru III-20). Designated pedestrian crossings are located where collector/primary residential streets intersect, a collector/primary residential street intersects an arterial street, or to access neighborhood gathering places, such as schools, parks, and non-residential uses.

   a) Minimize crossing distance and slow traffic for pedestrians at intersections by utilizing the smallest curb radii at the intersection and incorporating landscape planters or hardscape at corners to narrow the street section;

   b) Incorporate pedestrian islands;

   c) Innovative use of paint striping and pattern, signage, and/or lighting to delineate crossings;

   d) Stamped/colored concrete or other decorative pavers (unless privately maintained, this is not the City's preferred option);

   e) Raised crosswalk section to visually and functionally call attention to the crossing and slow traffic. Such improvement shall be designed to minimize impacts/delays on emergency response vehicles and transit; or

   f) Other pedestrian improvement that serves as the functional equivalent to the satisfaction of the City and the Community Services District.

Mind takes form in the city; and in turn urban forms condition mind

Mind takes form in the city;
and in turn, urban
forms condition mind.

Lewis Mumford

Photos of Pedestrian Street Crossing Improvements

Photo III-19: This photo shows both a pedestrian island and narrowed intersection with landscape planters at the pedestrian crossing

Photo III-20: Paint striping used to designate pedestrian crossing and alert drivers to such crossing

8) Transit stops and routes shall be considered and designed in conjunction with the subdivision map. Planned facilities shall be reviewed and authorized by Regional Transit and the Community Facilities District.

9) Walls along and within the perimeter of a residential neighborhood often create a "walled-in" feeling to the *streetscape* in which buildings turn their backs to the street. The City encourages front or side on lots adjacent to local residential and residential collector streets where traffic and noise impacts allow. This orientation contributes to a more aesthetic and pedestrian friendly *streetscape* (see Photos III-21 thru III-23). In some cases sound walls are necessary to mitigate the impact of traffic noise on nearby residences. Walls not needed for sound attenuation should be minimized. When soundwalls are found to be necessary, the following guidelines apply:

   a) Soundwalls shall be set back from the edge of the street a minimum distance equal to the required landscape corridor. Required landscape corridors are adopted by street type in the City's street improvement standards . The setback shall be improved with landscaping to create a unified *streetscape* and to soften/screen the appearance of the masonry wall; and

   b) Soundwalls shall be masonry construction;

   c) Design of soundwalls shall include a trim cap and should incorporate pillars or recesses/changes in direction intermittently to avoid long, uninterrupted flat wall planes; and

Connectivity

Sound design Walls

d) Provide a pedestrian connection from residential neighborhoods to arterial streets and residential collector streets with no front on lots. Pedestrian connections shall be provided between residential lots, along open space areas, or from cul-de-sacs at a minimum spacing of approximately one quarter mile (See Photo III-22). Specific location of pedestrian connections shall take into consideration desirable, safe, and convenient access to surrounding uses and trail/sidewalk system within the context of the proposed subdivision. The pedestrian connection shall be improved with enhanced landscaping and security lighting.

Photos of Soundwall Improvements

Photo III-21: Masonry soundwall with trim cap, softened by landscape screening

Photo III-22: Pedestrian connection from an arterial street into a single-family residential neighborhood

Photo III-23: Masonry soundwall with trim cap, softened by landscape screening

10) Gates as entryways into subdivisions are discouraged, as they tend to create a "fortress" feeling and discourage interaction among neighborhoods. However, when the City approves gated entrances, such entrances shall include separate pedestrian access gates (see Photos III-24 and III-25).

Photo of Gated Communities with Pedestrian Gates

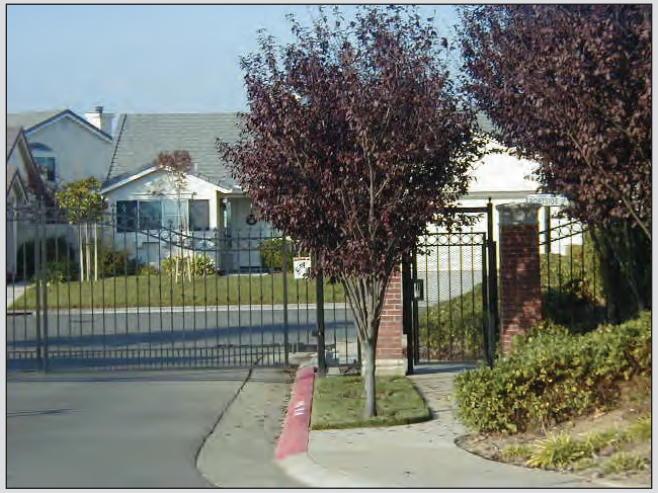


Photo III-24

Photo III-25

Neighborhood Character

11) Identifiable and distinguishing neighborhood characteristics should be preserved and enhanced. Examples of such characteristics include classic architectural building styles, unique *streetscape*s, and a network of public spaces and open space corridors.

12) The City encourages neighborhood design that incorporates existing natural features of the property. Examples of natural features include, but are not limited to, creeks, drainage canals, riparian habitats, and significant mature vegetation (see Photos III-26 thru III-28).

Photos of Neighborhood Characteristics and Incorporation of Natural Features

Photo III-26: Preservation of existing oak trees within the required side yard of a new single-family home

Photo III-28: Camden Passage provides a public open space corridor by fronting homes on to the creek

Photo III-27: The East Elk Grove Specific Plan provides a trail system that is fully integrated into the design of the neighborhood

13) Improvements at subdivision entrances provide the initial neighborhood identity from surrounding areas. Both primary and secondary entrances to the neighborhood should be designed to reflect the neighborhood character. Emphasis should be placed on the design of primary entrances. At a minimum, entry areas should include sufficient space to accommodate an organized landscape planting theme. Other potential improvements include enhanced pavement at the intersections, theme walls and/or monument signage, water features, public art, pedestrian amenities such as seating or enhanced walkways/trellis features, and lighting (see Photos III-29 and III-30).

Photo III-29: Subdivision entrance incorporates a landscape theme in the street median, pillars and monument signage, as well as enhanced pavement reflecting the character of the

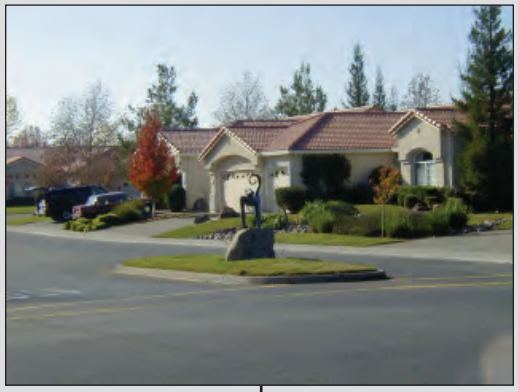


Photo III-30: This entrance to a portion of a larger Area Plan incorporates unique artwork featured in the street median

Neighborhood Identity

Open Space and Parks

14) A major feature of the subdivision map/land plan is the system of parks and open space that provide active and passive use, preservation of significant natural features, and linear open space areas connecting complimentary land uses. Parks and open space planning shall be consistent with current plans adopted by the City. Specific location of parks and open space shall be determined by the Community Services District and City Council in conjunction with Area Plan or subdivision map review. However, the City encourages the incorporation of open space into all new residential development.

Examples of open space include, but are not limited to the following:

a) Park or natural open space area;

b) Linear open space or trail corridor;

c) Landscape corridor, including planter area between the street and separated sidewalk;

d) A storm water retention area, wetland, or other body of water;

e) A power line corridor if the corridor is improved and maintained by a homeowners association; and

f) A golf course.

15) While parks and open space siting shall be consistent with currently adopted plans, the City encourages the location of parks and other open space amenities centrally within residential neighborhoods to be accessible for the majority of local residents. Specific location of such amenities shall be determined by the Community Services District and City Council in conjunction with Area Plan or subdivision map review. Where open space areas are located in conjunction with existing natural features, subdivisions shall be designed to provide safe and convenient access to and visibility of such areas.

16) The City encourages limited increases in stormwater runoff relative to development of previously undeveloped sites. One way to minimize urban runoff is to incorporate grassy swales, detention ponds, and other water-absorbing design features throughout new developments. In terms of subdivision maps, such features should be planned within open space areas and on individual lots.

17) Neighborhood parks within residential neighborhoods should front onto streets and homes along these frontage roads should be oriented towards (front on or side on) the open space to provide “eyes” on open space activities.

18) Where rear yards of single-family homes abut designated open space areas, rear yard fencing shall be open view and remain open in perpetuity (see Photos III-31 and III-32). Special consideration shall be given to screening for privacy/nuisance issues associated with headlights from adjacent roadways. Open view fencing may be designed with a solid base to a maximum height of three feet and may incorporate columns. Where rear yards and/or side yards of single-family homes abut an active park site, fencing along respective property lines shall be of solid masonry construction.

Parks & Open Space

Photos of open view fencing

Photo III-31

Photo III-32

Landscape and Lighting

19) As part of the land planning, Design Review for subdivision maps shall include conceptual *streetscape* design for visually, physically, and functionally appealing corridors throughout the neighborhood. Landscape corridors should enhance surrounding improvements, create a pedestrian friendly environment, and establish year-round and seasonal landscape to soften the appearance of streets. Landscape guidelines for arterial/collector and local residential streets are listed separately below.

20) Provide cohesive design themes for landscape corridors along arterial/throughfare and collector streets as follows:

    a) The minimum width of landscape corridors along arterial/throughfare streets shall be 36 feet. Except where houses front on collector strees, the minimum width of landscape corridors along collector streets shall be 25 feet. However, the City may allow reductions in the landscape corridor width of arterial/thoroughfare or collector streets to ensure continuity with an existing approved corridor. The intent is for infill to be consistent with the predominant character of an existing corridor. Along arterial roads, the landscape corridor shall include a minimum six foot wide meandering sidewalk, separated from the back of curb by no less than ten feet. Along collector streets, the landscape corridor shall include a minimum four to six foot wide sidewalk (depending on the width of the street as listed in the City's adopted improvement standards), separated from the back of curb by no less than six feet.

b) Landscape corridors at intersections of arterial and collector streets shall be expanded to allow for adequate vehicular lines of sight in accordance with the adopted visibility requirements in the Appendix.

c) Street trees are the primary delineators within the landscape corridor, which aesthetically create rhythm and soften the environment along street corridors. Street trees commonly serve to provide shade, to *scale* the environment to a *pedestrian scale*, and to define an image. A dominant scheme of street trees will unify all the elements within the landscape corridor. Street trees shall be planted in a single row at a maximum spacing of 50 feet, set back a minimum of five feet from the back of curb and concrete sidewalks/driveways. However, when located within the six-foot planter area between the back of curb and sidewalk or in a narrow planter strip between the sidewalk and soundwall, street trees shall be planted centrally in the planter. Trees with shallow and/or invasive roots planted in the six foot-wide planter strip may require root barriers. Minimum street tree planting size is 15-gallon container. One-third of the street trees shall be at least 24-inch box trees or larger. Street trees shall be selected from the City's adopted street tree list (see Photos III-33 and III-34).

d) *Accent trees* are intended to supplement and enhance the street trees. *Accent trees* should have distinguishing characteristics to highlight significant areas within the landscape corridors (e.g., points of entry, pedestrian access points, intersections, transitional areas, bus shelters). Minimum planting size for *accent trees* is 15-gallon container.

e) Both street trees and *accent trees* should include a combination of evergreen and deciduous trees for screening, canopy, and seasonal change.

f) Shrubs and groundcover shall be designed to enhance the character of the neighborhood. Landscape considerations should include visual appeal (e.g., flowers, foliage, form) and function (to maintain vehicle sight, conceal masonry walls, and utilities/equipment).

Landscaping

Street trees & Accent trees

Photos of Arterial and Collector Street Landscape Corridors

Photo III-33: Laguna Boulevard landscape corridor incorporates a combination of evergreen and deciduous street and *accent trees* for year round shade and fall color

Photo III-34: Residential collector street in Land Park, known for its pedestrian-friendly character of mature deciduous street trees

21) On local residential and primary residential streets, street trees are required for aesthetic, shade/climate control, and pedestrian purposes. Ideally, street tree plantings will create a contiguous tree canopy along the street over time. A minimum of two trees shall be planted on each single-family residential lot. One of the trees shall be planted near the street and sidewalk as listed below (street tree). The second tree (accent tree) may be located anywhere in the front yard area (see Photos III-35 and III-36).

    a) Where a monolith sidewalk abuts the back of curb, the street tree shall be planted within seven to eight feet from the back of walk.

    b) Where the sidewalk is separated from the back of curb with a planter strip, the street tree shall be planted centrally in the planter area.

The tree planting requirement for local residential and primary residential streets applies to the land plan/subdivision map only insofar as separated sidewalks are proposed on some or all of the local residential streets. Otherwise, the street tree requirement on local residential streets will be designed or conditioned in conjunction with the Design Review for *Master Home Plans* and subsequent Building Permits. Alternative landscape design themes along local residential streets may be approved on a case-by-case basis as part of the Design Review.

Photos of Residential Street Trees

Photo III-35: Typical street tree planting with a single tree on each residential lot

Photo III-36: With separated sidewalks, this neighborhood includes two street trees per lot, located in the planter between the street and sidewalk

22) Landscape planters and improvements in the right-of-way, along with the landscape maintenance plan, shall be reviewed by the Community Services District and approved by Public Works prior to action on the Design Review application.

23) Street lighting along local residential streets shall be designed at a *pedestrian Scale* with a maximum height of 14 feet (see Photos III-36 and III-37).

Photos of Residential Street Lights of Pedestrian *scale*/Design

Photo III-36:

Photo III-37:

Utility/Trash Receptacle Screening

24) The City encourages the undergrounding of utilities and related equipment. When such equipment is located above ground in landscape corridors, street medians, front or street side yards, equipment shall be screened with landscape features, planting, or a combination thereof. The intent is to visually screen the equipment from the street and not to preclude access to the equipment on all sides (see Photos III-38 and III-39).

Photos of Above Ground Utility/Equipment Screening

Photo III-38:
An effort has been made to screen the view of the utility equipment located in the front yard area

Photo III-39:
No effort has been made to screen the view of the utility equipment located in the front yard area

25) To encourage the screening of residential trash receptacles (except on designated collection days), designated storage areas for residential trash receptacles (e.g., side yards, joint-use enclosures) shall be shown on the land plan and/or site plan to ensure convenient and accessible storage screened from views of public rights-of-way.

26) The City encourages applicants to install public art in accordance with Chapter VI, Voluntary Public Art Design Guidelines, which details incentives available for public art.

elk grove design guidelines

III

chapter 3B

architecture for master home plans

B

The previous section of the Design Guidelines for Single-family Residential Development relates to land planning for subdivision maps. This section of the document builds upon those provisions, but now focuses on the *master home plans*.

B. Architecture for Master home plans

Design Review is required for *master home plans* developed for each neighborhood or subdivision in the City. Design Review approval for *master home plans* is required prior to issuance of building permits for model homes and all subsequent homes within the identified development.

The architecture section is divided into two parts: 1) design concepts, and 2) design guidelines. Design concepts for *master home plans* address neighborhood character, *streetscape* variety, architectural style, and residential landscape. Design Guidelines reiterate specific objectives and establish provisions and options to ensure implementation of desirable design concepts. Guidelines herein are intended to supplement the minimum requirements of the development standards in the Zoning Code.

1. Design Concepts

As mentioned in the previous land planning section, neighborhood design has evolved over the last few decades and is now re-focused on more livable, sustainable urban design patterns. In terms of architecture, traditional neighborhoods generally had many builders with different home styles, which created a varied *streetscape* and landscape. Today, most subdivisions are designed and/or constructed by a single developer and/or builder. This change has produced a relatively narrow range of home sizes and shapes along a given block. These factors, coupled with higher land costs, have led to repetitive *streetscape*s, dominated by large, two-story homes. While it may be difficult to achieve the extent of variety that exists in older neighborhoods, the City encourages greater variety along the *streetscape*s in new subdivisions and quality of architecture for individual homes by creating architectural guidelines for *master home plans*. Thus, Design Guidelines herein are intended to achieve the following:

- Pedestrian friendly *streetscape*s where homes are oriented to the street and to common open space areas;
- Home designs that incorporate *authentic architectural styles*;

Pedestrian Friendly Streetscapes

- Variety in mass and *scale* of homes that is visually appealing from the street; and
- Landscape that softens the appearance of pavement and structures, and provides an eventual tree canopy along the street.

As mentioned in the land planning section, the City recognizes the unique design characteristics of high-*density*, small lot residential developments as a means of providing more affordable housing in a traditional suburban setting. The Design Guidelines incorporate special architectural guidelines to ensure design flexibility for small lot development.

2. Design Guidelines

<u>*Streetscape* Variety Through Residential Design</u>

1) In order to achieve variation in subdivisions, *master home plans* for each subdivision shall include a minimum number of floor plans and elevations based on the number of units within the subdivision as follows:

   a) For subdivisions with less than 100 units, *master home plans* shall include a minimum of three floor plans with at least three elevations each.

   b) For subdivisions with 101 to 200 units, *master home plans* shall include a minimum of four floor plans with at least three elevations each.

   c) For subdivisions with more than 200 units, *master home plans* shall include a minimum of five floor plans with at least three elevations each.

Aerial view of residential development in Elk Grove.

streetscape variety

2) The design of structures shall be varied along a street to create variety and interest. A significant alternation of the placement, *massing*, and composition of each adjacent model/floor plan within the *master home plan* series should be accomplished by a combination of the following means:

   a) Each floor plan/home design shall be significantly different from the others through variation of building height, mass, shape and roof form, and the physical and functional relationship of the frontage to the street. See Figure III-4.

   b) Incorporate interesting roof lines into each home within the *master home plan* series. Design rooflines with changes in ridgeline direction and configuration to ensure variation in the rooflines between structures (good "*roof bounce*"). For the purpose of these guidelines, *roof bounce* is the movement of one's eyes while visually scanning the overall street scene and the individual homes while viewed from a perspective that encompasses several homes in relationship to one another. The eye should be drawn from one home to the next in a manner that creates visual interest in a series of up and down motions. Each floor plan within the *master home plan* series should include a different roofline. Refer to Figure III-4 for a variation in height, mass, shape, and roof form, which shows appropriate variety between floor plans.

Figure III-4
Variation in Height, Mass, Shape, and Roof Form

© Bloodgood Sharp Buster, 2002 for Tim Lewis Communities

c) To encourage a variety of one and two-story homes throughout each neighborhood, a minimum of one of the home plans in each *master home plan* series shall be a single-story. However, this requirement does not apply to higher *density* single-family development in the RD-10 and RD-15 zoning designations.

d) All homes should be oriented to the street by utilizing floor plans which de-emphasize garage fronts as the most prominent architectural feature of the dwelling front and encourage *live forward home designs*. Priority should be placed on the relationship of the rooms of the house or outdoor spaces to the street rather than the relationship of the garage to the street, except as provided for age-restricted communities. Outdoor living areas and prominent entry features at the front of the home are encouraged. At least one of the model homes in each *master home plan* series shall have a designated outdoor living area (e.g., porch, courtyard) that is at least five feet deep and eight feet wide to accommodate seating.

e) Each home plan within the *master home plans* series should have a distinct footprint in terms of the placement and relationship of the garage, interior living space, and any designated outdoor living space or entry feature. The intent is to create structural and spatial variety along residential *streetscape*s by creating distinct configurations of garages and livable space between home plans along the street. Builders are also encouraged to enhance *streetscape* interest through variation in the placement of homes on individual lots along the street. Refer to Figure III-5 *streetscape* Variety and Orientation to the Street showing variation in elevations and corresponding footprints representing variety in the design and relationships of garage and living space facing the street. In Figure III-5, no two footprints along the *streetscape* have identical relationships between the garage, livable portion of the home, and designated outdoor living space.

f) The City encourages color variety among homes within a neighborhood. To that end, each architectural style within a *Master home plans* series shall include at least three color schemes. The intent is to have distinct color palettes for elevations types with similar architectural styles among floor plans in the *master home plan* series.

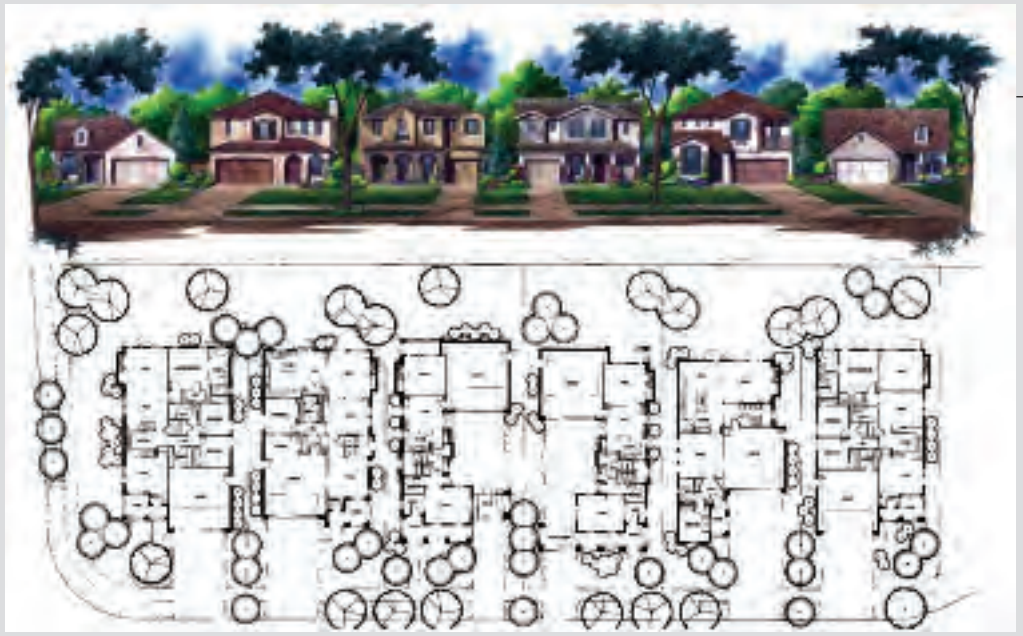


Figure III-5
Streetscape variety and orientation to the Street

3) To ensure variety in home frontages along the street, no two identical floor plans and elevations shall be placed on adjacent lots. Two of the same floor plans with different elevations may be placed adjacent to one another if one of the floor plan is reversed.

4) The City encourages the design of individual homes to minimize bulk and mass. Design techniques that reduce bulk and mass are listed below (see photos III-40 and III-41).

   a) Use of horizontal elements to soften vertical ones in an elevation.

   b) Minimize use of tall or two-story-high design elements with no architectural relief.

   c) Keep second floor exterior wall heights as low as possible.

   d) Use roof forms that reduce bulk (e.g., minimum number of hips and valleys).

   e) Avoid massive, tall chimneys (locate them either on an internal wall or centered on a gable end when possible).

Photos of Design Techniques to Minimize Bulk and Mass

Photo III-40: The home on the left utilizes low second floor exterior wall heights and limits two story design elements

Photo III-41: Good use of horizontal elements and verticle elements to reduce mass and roof forms that reduce bulk

Architecture & Mass & cale

5) Placement of buildings should consider the existing context of the surrounding area. Single-family homes should respect the privacy and solar access through appropriate siting of structures. Building setbacks shall be consistent with the development standards of the underlying zoning district. Special standards have been adopted to allow flexibility in the design of higher *density* single-family residential development as follows:

   a) As identified in the land plan section, to encourage separated sidewalks on local residential streets, the front yard setback for livable portions of the home may be reduced by six feet, measured from the back of separated sidewalk.

   b) To allow design flexibility for higher *density* single-family "small lot" development, minimum building setbacks in the RD-7 zoning districts have been reduced to 18 feet for the front yard and the rear yard setback was reduced to ten feet for one-story structures and 15 feet for two-story structures.

   c) To allow design flexibility for higher *density* single-family "small lot" development, minimum building setbacks have been eliminated in the RD-10 and RD-15 zoning districts (see photos III-42 thru III-44).

Photos of Higher *Density* Small Lot Residential Development

Photo III-42: The auto court design is an effective way to concentrate garages and parking in a condensed "cul-de-sac" with livable portions of the homes facing courtyards and landscape corridors

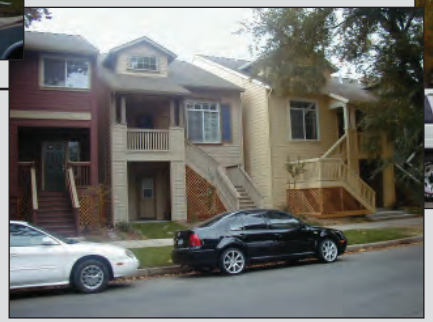


Photo III-43: This design includes reduced setbacks, garage entrance from the rear, and livable space elevated for privacy

Photo III-44: These 4,500 square foot lots have reduced setbacks and neotraditional design with detached garages facing alleys

Architecture

6) The City of Elk Grove possesses a rich tradition of residential architecture. The older residential neighborhoods contain re stored examples of Craftsman, California Bungalow, Queen Anne Cottage, Ranch and other architectural styles from the turn of the century. Good modern architecture is also evident in the City. Although no particular "style" is required for new residential construction, these houses illustrate quality of craftsmanship and the thoughtful integration of form, *massing*, and materials—qualities that should be emphasized in the design on modern single-family residences. All homes within a master plan series shall be designed with an *authentic architectural style*. That style shall be reflected in building form, decorative features, materials and colors. Diversity of architecture is encouraged throughout the community and within neighborhoods. However, only one architectural style shall be represented on an individual elevation of each home plan in a *master home plan* series. Examples of *authentic architectural styles* are shown in Photos III-45 thru III-56.

Photos of Authentic Architectural Styles

Photo III-45: Victorian

Photo III-47: Mediterranean

Photo III-46: French

Photo III-48: Tudor

Photo III-49:
Ranch

Photo III-52:
Bungalow

Photo III-50:
Craftsman

Photo III-53:
Italian (Italiante)

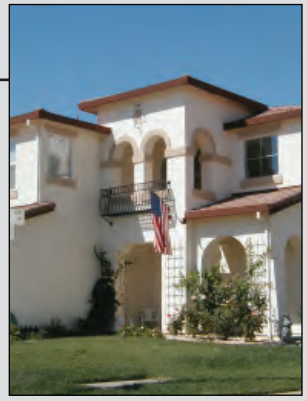


Photo III-51:
Spanish

Photo III-54:
Monterey

Photos of Authentic Architectural Styles (continued)

Photo III-55:
Colonial Revival

Photo III-56:
Prairie

7) Project themes are encouraged. Themes establish a project compass to follow and create identity. Some sort of historical bias in the theme as a mechanism to forge a sense of heritage and community is also encouraged.

8) The City encourages the use of comparable levels of detailing/finish on all elevations of the structure (e.g., recessed, pop out, or trim features). However, emphasis shall be placed on designing superior architectural detailing on front elevations and other elevations visible from public streets and open space. At a minimum, all architectural treatments on the front elevation (e.g., fascia treatments such as stone veneer) shall be extended or wrapped a minimum distance four feet along the side yard elevations or to the side yard fence, whichever is less. Such treatment may be amended to accommodate the location of any service panels flush against the building façade. Additionally, window treatments shall be required on all elevations (e.g., window trim (see photos III-57 and III-58).

Photos of Architectural Detailing/Finish

Photo III-57:

Photo III-58

9) For all houses on lots backing onto arterial streets, design roof lines so as to avoid a series of roof slopes visible from the arterial street which are parallel with, or perpendicular to the arterial street (see photos III-59 and III-60).

This
Photo III-59

Not This
Photo III-60

10) As shown by the photos III-61 and III-62, the main entrance to a home should be part of a clear entry sequence extending from the public sidewalk to the front door. Orient the main entrance to the public street in order to promote an active street. Porches and covered entries improve the neighborhood *streetscape* by breaking down the *scale* and mass of the home. Porches also provide a transition zone from the public space to the private space and provide for informal socializing with neighbors without entering the home. It is recommended that one of the following options be incorporated into the design of the *master home plans*.

a) Provide a separated sidewalk from the street to the entry at a minimum width of three feet (may be developed with a *pervious surface*) and upgrade the door and hardware.

b) Incorporate a front porch, covered entry or courtyard into the home design. Front porches shall be a minimum of five feet deep in order to accommodate outdoor seating. In order or encourage these items they will not be considered as part of the land coverage calculations.

Photos of walkways to entrances and usable porch areas

Photo III-61

Photo III-62

11) When located on corner lots, *duplexes* and *halfplexes* shall be designed with garage doors facing opposite streets. When located on interior lots, *duplexes* and *halfplexes* shall be designed with livable portions of the home separating the garage doors facing the street.

Garage Placement

12) It is anticipated that the *master home plans* will have a variety of garage placements in order to ensure that garages in single-family residential neighborhoods will be subordinate to the main living area/designated outdoor living space and not dominate the *streetscape*. (see photos III-63 thru III-67) One or more of the designs listed below shall be incorporated into each *master home plan*. The City recommends a combination of the garage placement design solutions below, rather than one single solution for all home plans.

In no event shall more than one in three of the *master home plans* have the garage door extending beyond the livable portion of the house. This restriction applies to garage doors facing forward and is not intended to limit garage doors located perpendicular to the street. The restriction on forward garage placement does not apply to active adult projects (age restricted for 55 years and older). However, development of three-car garages in active adult projects will be subject to the provisions of the guidelines herein. Additional guidelines are listed for three-or more-car garage design.

a)
Place the garage at the rear of the lot, attached or detached from the main dwelling. On a case-by-case basis, the City may allow placement of garages at the rear of the lot with access from the alley.

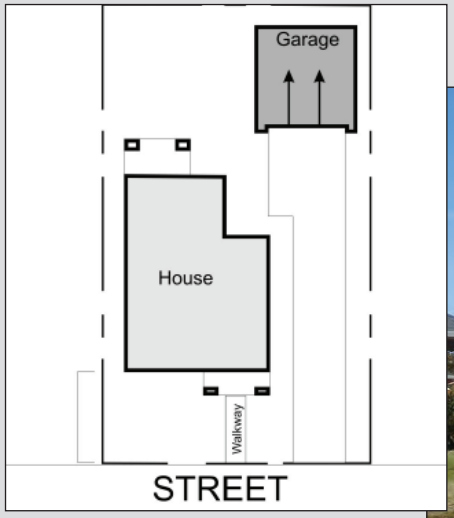
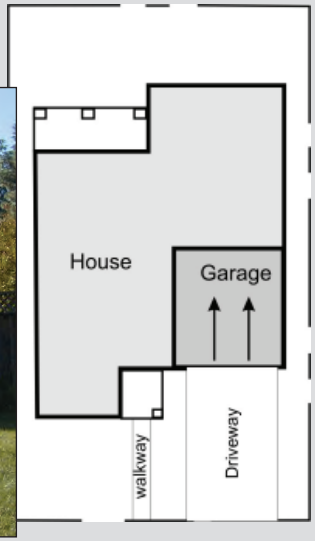


Photo III-63

Photo III-64



b)
Recess the garage behind the living area of the home

c) Recess the garage behind the designated outdoor living area of the home. For the purposes of these guidelines, designated outdoor living area shall include framed or delineated spaces typically located in the front of the house for outdoor seating or gathering, which may be covered by a portion of the roof or landscape structure (e.g., porch, courtyard, veranda, trellis, deck).

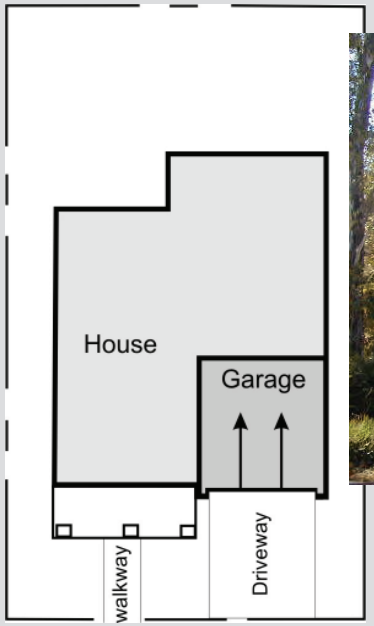
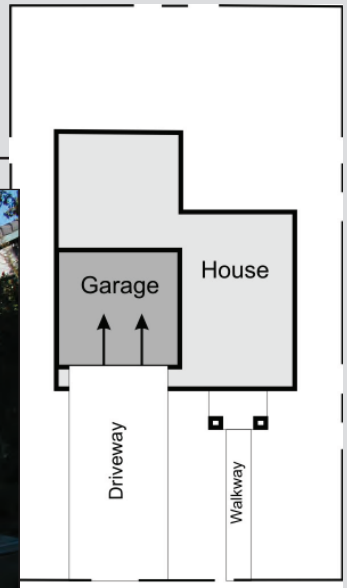


Photo III-65

d) Cantilever the second story (or project a portion thereof) out over the garage.

Photo III-66



e) Develop a tandem garage so that the appearance from the street is that of a single-car garage.

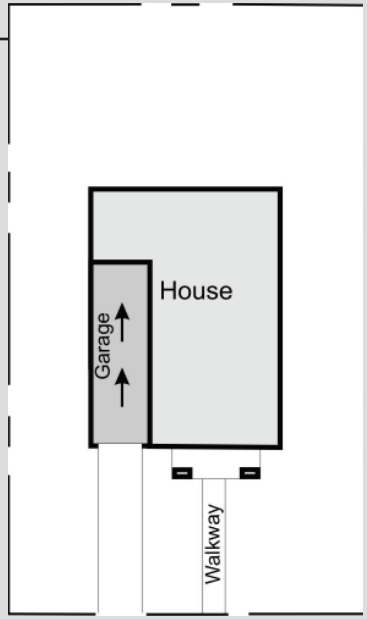


Photo III-67

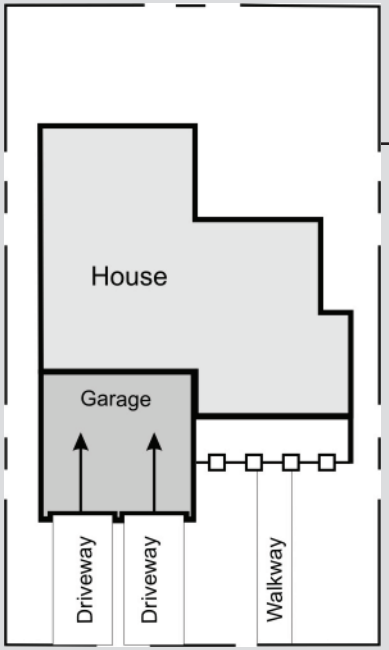
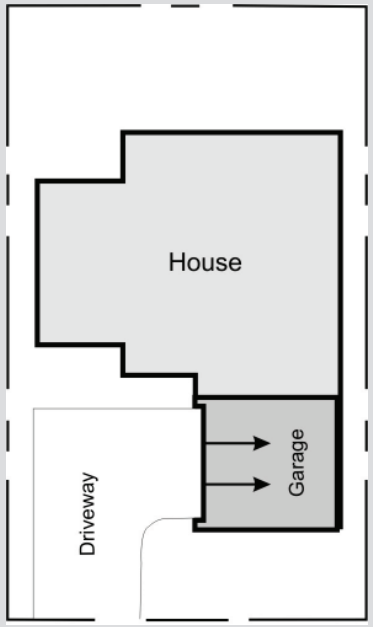


Photo III-68

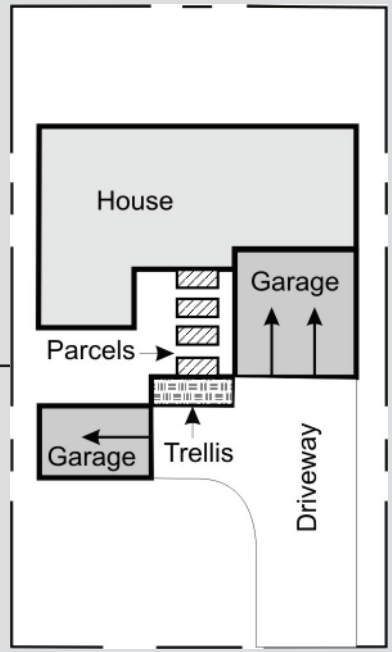
f) Garages may extend in front of the livable portion of the home if a designated outdoor living area is located in front of the house and either a trellis is incorporated over the garage opening or the garage doors are highly articulated with windows, paneling, or other high quality detailing. Garage doors shall be recessed a minimum of one foot from the garage door frame and garage doors shall be painted a darker contrasting color.

Photo III-69



g) Place the garage perpendicular to the street (side-on garage). The front yard setback requirement for side-on garages may be reduced by a maximum of five feet from the front property line and shall include windows along the elevation facing the street.

Photo III-70



h) When a side-on garage is developed in conjunction with a garage facing the street, the home design shall include an announcement of entry to the livable portion of the home. Entry treatments may include a trellis, arbor, gate, landscape, and/or enhanced pavement.

i) Other garage placements/designs that serve the functional equivalent to minimize the visual dominance of the garage from the street.

13) In addition to the previous garage placement provisions, the City intends to minimize the appearance of three- or more-car garages facing the street. To that end, one of the design options listed below shall be utilized for each three- or more-car floor plan within the *master home plan* series. Three car garages shall be designed with at least one individual single car garage door. All garages shall be designed with articulated garage doors (e.g., windows, paneling, or other high quality detailing). Homes with more than three car garages shall be designed with a maximum of three car garage doors facing the street (see photos III-71 thru III-74).

a) Shift the orientation of the garage so that one or more of the garage doors do not face the street (e.g., side-on garage that is perpendicular to the street). Side-on garages may be located a minimum of 15 feet from the front property line and shall include windows along the elevation facing the street. When a side-on garage is developed in conjunction with a garage facing the street, the home design shall include an announcement of entry to the livable portion of the home. Entry treatments may include a trellis, arbor, gate, landscape, and/or enhanced pavement;

b) Place active living areas at the front of the house with windows on the street limiting the garage projection.

c) Create tandem parking spaces so that a maximum two-car garage faces the street.

d) Design a single garage door that is offset or separated from the face of the two-car garage. Additionally, garage doors shall be recessed a minimum of one foot from the garage door frame and garage doors shall be painted a darker contrasting color or material.

e) Other creative design alternatives that serve the functional equivalent of minimizing the appearance of three garage doors facing the street.

Garage Placement & Orientation

Photos of Garage Placement and *Articulation*

Photo III-71: Third and fourth car garage is perpendicular to street with window *articulation*, announcement of entry, and driveway width is limited to 16 feet

Photo III-72: Alternative design to separate the third car garage with articulated and recessed garage doors, alternative driveway design, emphasized entry

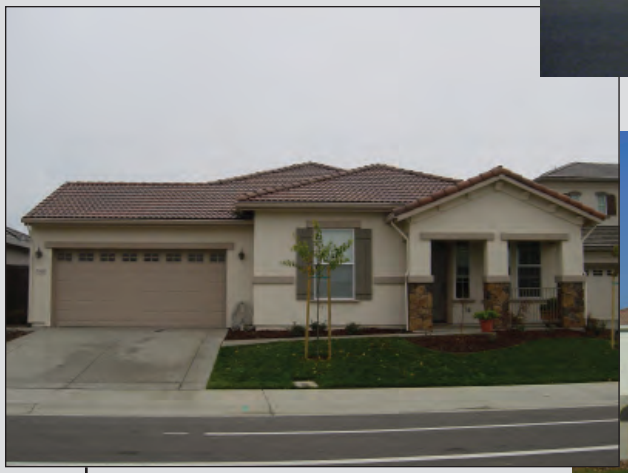


Photo III-74: The darker contrasting color of the garage door minimizes the visual impact of the door from the street

Photo III-73: Third car garage is perpendicular to street with window *articulation* and announcement of entry

14) Driveways should not dominate the front yard landscape with excessively wide paved driveways. Minimizing driveway width and *impervious surfaces* in the front yard setback will reduce storm water runoff. To achieve these design and environmental goals, the maximum driveway width for two car garages shall be 16 feet within the required front yard setback. Where the driveway access to three- or more- car garages and/or RV access is located in the required front yard setback, the additional driveway width shall be designed with alternative paving materials and/or design. Examples of alternate paving materials and design include pervious concrete, pervious asphalt, pervious unit pavers, wheel strips (Hollywood driveways), flared driveway, and decorative concrete (see photos III-75 thru III-78).

Photos of alternative driveway materials and design

Photo III-75

Photo III-76

Photo III-77

Photo III-78

15) Garages should not dominate the front elevation of the house. To that end, garage door width facing the street shall not exceed 50 percent of the width of the home. Recognizing the design constraints of small lot residential development, subdivisions with minimum lot widths less than 50 feet may increase this proportion to a maximum of 60 percent . These restrictions do not apply to high *density* single-family development in the RD-10 and RD-15 zoning districts.

16) When garages in the RD-10 and RD-15 zoning districts are located within five feet of the back of curb, landscaping shall be provided at the base of the garage door frames (see Photo III-80). Additionally, garage doors located within 15 feet from the back of curb shall be recessed one foot from the garage door frame and painted a darker contrasting color (see Photo III-80).

Photos of Garage Enhancements

Photo III-80: Garage door is recessed one foot from the garage door frame

Photo III-79: Landscaping at base of garage door frame

Landscape

17) On local residential streets, street trees are required for aesthetic, shade/climate control, and pedestrian purposes. Ideally, street tree plantings will create a contiguous tree canopy along the street over time. A minimum of two trees shall be planted in the front yard area of each single-family residential lot. One of the trees shall be a minimum 15-gallon size planted near the street and sidewalk as listed below (street tree). The second tree (*accent tree*) shall be a minimum five-gallon size and may be located anywhere in the front yard area.

    a) Where a monolith sidewalk abuts the back of curb, the street tree shall be planted within seven to eight feet from the back of walk.

    b) Where the sidewalk is separated from the back of curb with a planter strip, the street tree shall be planted centrally in the planter area.

    The street tree requirement on local residential streets will be designed or conditioned in conjunction with the Design Review for *master home plans* and subsequent Building Permits. However, street trees on local residential streets with separated sidewalks may be reviewed and approved in conjunction with the land plan/subdivision map. Alternative landscape design themes along local residential streets may be approved on a case-by-case basis as part of the Design Review process.

18) Lawn area that blend from one yard to the next to avoid calling attention to property lines are encouraged. However, where the intent of neighborhood design is to create distinct landscape themes for each home, side yard shrub beds create an attractive buffer and architectural break.

19) Groundcovers, shrubs and hedges should be utilized around the foundation line of homes to soften architecture or to hide fences or walls.

20) To the extent possible with other design considerations, drought tolerant planting selections and designs are encouraged.

21) The City encourages limited increases in stormwater runoff relative to development of previously undeveloped sites. One way to minimize the runoff from individual single-family residential lots is to design front yard landscaping with grassy swales/rain gardens to catch stormwater runoff (or a portion thereof) before the water drains to the street (see Figure III-6 and photos III-81 and III-82).

Gen
eration
Pl
ants
Trees

An
other
Ta
kes
Ease

One generation plants the trees under which another takes its ease.

Chinese proverb

Figure III-6 Grassy Swale

Photos of Rain Gardens in Front Yard Landscape

Photo III-81

Photo III-82

elk grove design guidelines

IV

chapter 4A

site planning for multi-family development

A

IV. Multi-Family Development

This section of the Design Guidelines applies to all multi-family development of three or more attached units. For the purposes of these guidelines, multi-family development includes, but is not limited to, apartments, townhouses, condominiums, stock cooperatives, triplexes, and cluster development or portions thereof with attached dwelling units. Guidelines for high-*density* single-family and cluster development with detached dwelling units are listed in Chapter II (Design Guidelines for Single-Family Residential Development).

A. Site Design

The site design section is separated into two parts: 1) design concepts, and 2) guidelines. Design concepts identify the desirable characteristics of multi-family development. Design guidelines establish provisions and options to ensure implementation of desirable design concepts.

1. Design Concepts

Through adoption of these guidelines, the City establishes the requirement for quality design of multi-family development. Desired characteristics of multi-family projects are listed below.

- Ensure that multi-family projects are designed to be compatible with surrounding neighborhoods and land uses.
- Encourage multi-family projects that residents can take pride in and have a sense of ownership in their neighborhood.
- Enhance the public interface with multi-family development with attention to structural placement, building orientation, and landscaping treatment along the *streetscape* and open space areas.
- Ensure that multi-family projects incorporate common open space and amenities that enrich the lives of future residents.
- Ensure that multi-family projects are designed with proper setbacks, landscape, and *Massing* to address privacy, solar access, and compatibility with adjacent single-family residential development or land.

Residential

Community

2. Design Guidelines

Multi-family residential land is designated throughout the City on the General Plan land use map and corresponding Zoning Map. Existing multi-family sites are located adjacent to both non-residential and residential uses and should not be considered an incompatible use. Rather, site and building design should be planned in a manner that ensures compatibility with surrounding neighborhoods and uses. Zoning Code development standards for multi-family residential projects address building setbacks, height, parking, landscape and lighting. Guidelines herein are intended to supplement the multi-family development standards in the Zoning Code. Some of the Zoning Code development standards are reiterated or referenced in the guidelines for informational purposes.

Building Placement and Orientation

Building placement and orientation on all multi-family sites shall take into consideration the residential use from a physical and functional perspective, relationship and compatibility with surrounding uses, and the visual impact and experience for residents, visitors, and passersby. As defined in these guidelines, multi-family projects can range in *scale* from an isolated triplex to an apartment complex with hundreds of units. Given this broad range of project types, building placement and orientation will be evaluated on a case-by-case basis. Generally, larger multi-family projects with multiple buildings have an opportunity to create a residential community within property boundaries. Under those circumstances, building placement and orientation can form common open space areas, compel relationships between buildings, and establish compatibility with the form and function of surrounding uses. Conversely, a single triplex or multiple units in a single building will have different needs, opportunities, and constraints to consider. Design provisions herein reflect City objectives and desires.

1) Elk Grove Zoning Code establishes development standards for multi-family building setbacks from public streets and interior property lines shared with adjacent property. The Zoning Code lists special setbacks along property boundaries shared with single-family residential property and includes additional restrictions for building *Massing* and height along such boundaries. Proposed multi-family development shall be compatible with surrounding neighborhoods and property in terms of building setbacks, *massing*, height, unit orientation for privacy, and connectivity or screening as appropriate (see on next page Photos IV-1, IV-2, and IV-3 on next page).

2) Where three or more units are located within a single structure, the building shall be designed with structural and spatial variety along the front façade and staggered roof planes. The intent is to avoid a monotonous or overpowering institutional appearance. (See Figure IV-1)

"Just because it isn't done doesn't mean it can't be done. Just because it can be done doesn't mean it should."

Barry Glassford

Photo IV-1: This multi-family project is scaled down at the edges of the property where it is adjacent to single-family development along the far property line.

Photo IV-2: This multi-family project is located across the street from single-family homes. The project is built to mimic the look of the existing large single-family homes by *massing* and grouping of units.

Photo IV-3: This photo shows a multi-family development on the left abutting the rear yard of single-family residential homes on the right. A masonry wall, landscaping, and pedestrian walkway separate the residential uses. Additionally, multi-family buildings along the common boundary are designed with single-story portions in proximity to single-family structures.

3) Multi-family projects with two of more buildings shall be designed with variation between building setbacks and/or placement to avoid the creation of monotonous streetscapes. Additionally, site plans shall be designed with variation in both the patterns and the siting of structures so the appearance

Figure IV-1A: This image represents building design with structural and spatial variety along the front façade.

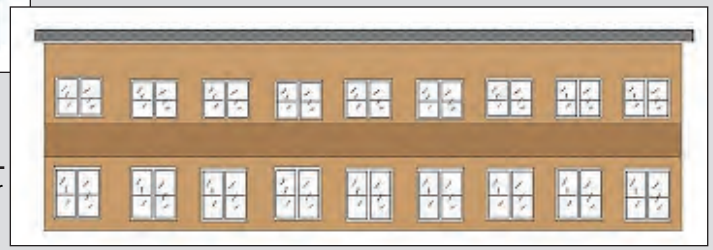


Figure IV-1B: This image exhibits a monotonous, linear façade without structural or spatial variety.

of the *streetscape* is not repetitive. The City recognizes the need for design flexibility for townhome projects. Building placement and setback variation for townhome projects shall be reviewed on a case-by-case basis. (See Figure IV-2)

4) The City strongly encourages project design that incorporates existing significant natural features of the site. Significant natural features include, but are not limited to, protected trees/tree clusters,

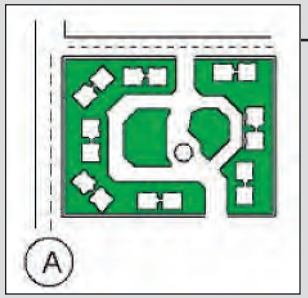


Figure IV-2A: The more desirable street facade designed with variation between building setbacks and placement

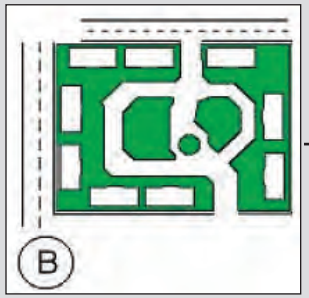


Figure IV-2B: A more monotonous *Streetscape*. Buildings are almost identical in style,

topography and creeks. Projects located along natural creek corridors or wetland areas have a unique opportunity to enhance the natural environment and aesthetics as a design attribute to the project (e.g. buffers, vegetated wetland drainage corridor, active or passive recreational improvement, and /or interpretive area for a riparian or habitat area). Livable portions of residential units shall be designed to take advantage of views of preserved significant natural features. (see Photos IV-4 and IV-5)

5) The City encourages innovative designs that mitigate the potential adverse environmental effects of stormwater runoff through minimization of impervious surfaces, use of design features to prevent

Figure IV-4: Preservation of an existing oak tree within a landscaped area in a multi-family development project.

Photo IV-5: Design that takes advantage of an existing water feature than runs throughout a multi-family development project.

pollutants from contacting runoff, and integration of stormwater quality treatment filters, including infiltration where feasible, into site landscaping. Grassy swales, pervious pavement, diversion to sanitary sewer, and water quality basins are examples of how to mitigate or reduce adverse environmental effects.

Open Space and Amenities

The City encourages development of multi-family sites with common open space areas and amenities for the use and enjoyment of future residents. To that end, minimum open space provisions and required project amenities are listed below.

6) Consistent with zoning code development standards, all buildings, roofed areas, and parking facilities, including drives, shall not cover more than 75 percent of the site. A minimum 25 percent of the gross area shall be designated as common open space. Common open space includes all landscaped areas outside of the required landscape corridors along adjoining streets, active and passive recreation areas, other outdoor amenities, and natural open space areas. Common open space is calculated exclusive of all building footprints, drive aisles, parking areas, required landscape corridors along adjoining streets, and hardscape associated with maintenance and utility structures (see Figure IV-3). The designated approval authority may grant a reduction in the required open space area to a minimum of 20 percent of the gross area for exceptional architectural design. Common open space associated with ownership units (e.g. townhomes) may include private yard areas.

7) Common open space shall be incorporated into the site plan as a primary design feature and not just remnant pieces of land used as open space. The open space should be centrally located and

Figure IV-3: Qualifying common space for the purpose of calculating open space is indicated in green.

positioned within the view shed of the nearest units such that the residents can watch over the area (see Photo IV-6). Common open space associated with ownership units (e.g. townhomes) may be located in private yard areas

8) In conjunction with the open space requirements, all multi-family projects shall provide one or more amenities for the residents as listed below. Amenities shall be centrally located for a majority of residents.

Photo IV-6: The open space within this multi-family project is centrally located and within the view shed of many units.

Compliance with this guideline will be evaluated on a case-by-case basis as part of required Design Review with the intent of establishing a selection or combination of amenities that will contribute to the residential quality of life for each project. Amenities may be located within and counted toward common open space requirements.

a. Tot lot/play structure;

b. Community garden;

c. Picnic tables and BBQ areas (preferably with shade structures);

d. Swimming pool;

e. Indoor recreation facility;

f. Sports courts (e.g., tennis, basketball, volleyball);

g. Natural open space area with benches/viewing areas and/or trails;

h. And/or other active or passive recreation area that meets the intent of this guideline.

Common Open Space

The number, type, and size of amenities should be proportional to the anticipated number and representative of the anticipated needs of future residents. For example, a senior housing complex may not benefit from development of a tot lot and an apartment project located in close proximity to a community park may not benefit from the duplication of park amenities.

9) Common facilities such as laundries, mailboxes, and management office should be centrally and conveniently located for accessibility and proximity to the majority of the residents.

Access, Circulation and Parking

10) Multi-family developments with internal streets and driveways should be designed to be easy to navigate through in a logical, common sense manner so that a resident or visitor can easily enter the site, park their car, and find a particular unit (see Figure IV-4 and Photo IV-7).

11) Multi-family projects shall be designed with an internal pedestrian/bicycle system providing access to individual units, common areas and off-site connectors as appropriate. The goal of offsite

Figure IV-4: Simple internal driveways, unit mapping system and a variety of visitor and resident parking allows for ease of circulation.

Photo IV-7: This multi-family development project includes a directory sign for visitors showing location, circulation and parking layouts for the units.

pedestrian/bicycle connections is to provide convenient access to schools, parks, and other community amenities that are located directly adjacent or in the immediate vicinity of the multi-family site. In addition, designated pedestrian access into multi-family development shall not be limited to vehicle access points only. All connections shall be designed with a priority on personal safety and the intent to deter vandalism. The intent is to require pedestrian circulation to and within the project from primary street frontages at intermittent locations as deemed appropriate on a case-by-case basis.

12) Generally, the use of special paving is encouraged to enhance project design. However, special paving should be used as an accent where it serves some purpose. Preferred locations for special paving include: project entryways, pedestrian crosswalks, pedestrian walkways and common open areas (see Photos IV-8 and IV-9).

13) Large surface parking areas for resident and visitor parking shall be designed with a series of smaller

Photo IV-8: Special pavement used as an accent feature, to highlight a pedestrian walkway and for traffic calming within a multi-family project.

Photo IV-9: Special pavement used as an accent feature within a common open space area.

parking fields. These multiple smaller parking lots are preferred and will minimize the expansive appearance of parking fields (see Figure IV-5 on next page).

14) Design and locate parking areas such that the walk from the designated parking to the dwellings is short and direct. Ideally, residents will have visibility to their parking stalls. All resident and visitor parking spaces shall be clearly identified.

Pedestrian

Connectivity

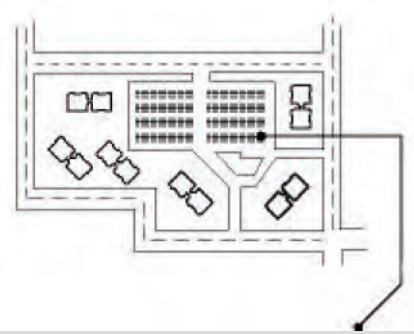


Figure IV-5A: This figure depicts large expansive parking lot design, which is discouraged in multi-family design.

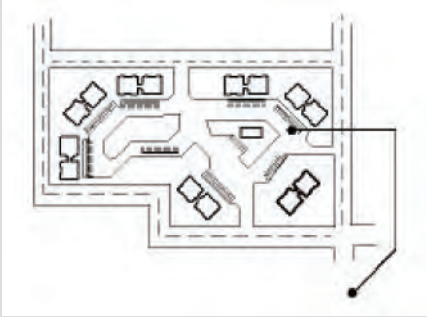


Figure IV-5B: This figure depicts acceptable parking lot design using a series of smaller lots throughout complex.

15) Parking areas have the potential to be a source of noise and light that may affect adjacent residential areas as well as dwelling units. In an effort to reduce this potential impact, the following improvements are required:

a. Landscape areas between dwelling units and parking areas on-site shall be improved with berming and/or landscape to achieve a minimum 36" screen (see Figure IV-6 and Photo IV-10).

b. Landscape areas between parking stalls for multi-family development and off-site residential dwellings, not otherwise screened by a masonry wall, shall be improved with berming and/or landscaping to achieve a minimum 36" screen.

Figure IV-6: An example of landscape with berming used to achieve a minimum 36" screen to shield vehicle headlights from livable portions of the units.

Photo IV-10: This photo shows how landscaping can be used to shield car headlights from shining into living areas of dwelling units.

16) The City encourages multi-family projects with more than 50 units to provide a common vehicle wash area. Where provided, the vehicle wash areas shall be paved, bermed and graded in order to drain into the sanitary sewer system.

Landscaping

Landscaping shall be designed as an integral part of the overall site plan with the purpose of enhancing building design, public views and spaces, and providing buffers, transitions and screening. Landscaping can also serve to filter and infiltrate storm water runoff to reduce adverse environmental effects of urban runoff. Additionally, the City requires the use of drought tolerant vegetation consistent with the City's adopted Water Efficient Landscape Ordinance. Listed below are provisions related to the landscaping for landscape corridors, perimeter landscape, internal landscape, and project entries.

17) Landscape Corridors. Landscape corridors along multi-family developments shall enhance surrounding developments, create a pedestrian friendly environment, and establish year round and seasonal landscape to soften the appearance of streets. Except as otherwise vested for an adopted Specific Plan or Special Planning Area, landscape guidelines for thoroughfare, arterial, and collector streets throughout the City are listed below. Street designations, as listed herein, are consistent with the City's adopted street improvement standards.

a. Minimum width of landscape corridors along thoroughfare and special thoroughfare streets shall be 36 feet. The City may allow reductions in the corridor width to ensure continuity with an existing approved corridor. The landscape corridor shall include a minimum six-foot-wide meandering sidewalk, separated from the back of the curb by no less than six feet.

b. Minimum width of landscape corridors along arterial and collector streets shall be 25 feet. The City may allow reductions in the corridor width to ensure continuity with an existing approved corridor. The landscape corridor shall include a minimum four to six-foot wide sidewalk (depending on the width of the street as listed in the City's adopted improvement standards), separated from the back of curb by no less than six feet.

c. Street trees are the primary delineators within the landscape corridors, which aesthetically create rhythm and soften the environment along street corridors. Street trees commonly serve to provide

"One of the first conditions of happiness is that the link between man and nature shall not be broken"

Leo Tolstoy

shade, to *Scale* the environment to the pedestrian, and to define an image. Trees also provide the benefit of water absorption and reduction in the temperature of runoff. A dominant scheme of street trees will unify all the elements with the landscape corridor. Street trees shall be planted in a single row at a maximum spacing of 50 feet, set back a minimum of five feet from the back of the curb and concrete sidewalks/driveways. However, when located within the six-foot planter area between the back of curb and sidewalk or in a narrow planter strip between the sidewalk and the soundwall, street trees shall be planted centrally in the planter. Trees with shallow and/or invasive roots planted in the six-foot-wide planter strip may require root barriers. Minimum street planting size is 15-gallon container. One-third of the street trees shall be at least 24-inch box trees or larger. Street trees shall be selected from the City's adopted street tree list.

d. Accent trees are intended to supplement and enhance the street trees. Accent trees should have distinguishing characteristics to highlight significant areas within the landscape corridors (e.g., points of entry, pedestrian access points, intersections, transition areas, bus shelters). Minimum planting size for accent trees is 15-gallon container.

e. Both street trees and accent trees should include a combination of evergreen and deciduous trees for screening, canopy, and seasonal change.

f. Shrubs and groundcover shall be designed to enhance the character of the non-residential development. Landscape considerations should include visual appearance, parking lot screening, clear sight visibility at driveways and pedestrian connections, absorb stormwater runoff, and implement the City's current Water Conservation Ordinance.

18) Perimeter Landscape. Perimeter landscape areas shall be designed to maximize screening and buffering between adjacent uses. Privacy shall be maximized between multi-family and adjoining single-family development. This shall be achieved by including initial large plantings of 24-inch box trees, clustering of the plantings, and use of evergreen trees. The placement, number, size and type of planting should also complement the project design.

19) Internal Landscape. The following guidelines apply to internal landscape:

Landscape Enhances Design

a. Street facing elevations shall have landscaping adjacent to their foundation. Landscaping on other elevations may be required on a case-by-case basis. Landscaping shall be utilized to frame, soften, and embellish the units, to buffer the units from noise or undesirable views, to break up large expanses of parking and to ensure compatibility to provide visual screening (see Photo IV-11).

b. All areas not covered by drive aisles, parking or necessary hardscape shall be appropriately landscaped (see Photo IV-12).

Photo IV-11: Landscaping at the base of a building can be used to frame and soften the appearance of the structure from the street.

c. Trees shall be a minimum of fifteen-gallon size when used for accent purposes or when located in passive and active landscape areas.

Photo IV-12: Landscaping and screening used liberally within a multi-family development project.

d. Use landscaping, building placement and fencing to create gateways to the common open space, creating a distinction between the public realm and the semi-private open space (see Photo IV-13).

e. Landscaping shall complement the building design in terms of placement, type and *Scale*. The

Photo IV-13: This multi-family development project utilizes landscaping to distinguish and create public and semi-private open space areas.

City encourages the use of landscape enhancements such as trellises, arbors, cascading landscaping, vines and perimeter garden walls (see Photo IV-14).

f. The City encourages project design that reduces the amount of stormwater runoff by utilizing rain gardens, landscaping at downspout locations, and other innovative design features.

Photo IV-14: This multi-family development project utilizes arbors and trellises which complement the building design.

20) Project Entry Landscape. The use of landscaping and accent paving can help define and beautify a project entrance as viewed from the street. Entries shall be designed as special statements reflective of the character of the development. Special accents such as scaled art or fountains, ornamental features, textured paving, flowering accents, shrubs, and the use of specimen trees shall be used to generate visual interest at these entry points (see Photo IV-15).

Distinguished Entry

Accessory Structures, Utilities and Fencing

Photo IV-15: The entrance to this multi-family development project includes a monument sign along with landscaping and a trellis to create visual interest.

21) Trash enclosures should be conveniently located for collections and maintenance and shall be enclosed with durable materials that are architecturally compatible with the design of the buildings. The enclosure area shall be paved, bermed and graded in order to drain into the sanitary sewer system. Where trash enclosures are located adjacent to landscape planters, landscaping shall be incorporated around the trash enclosures to provide more effective screening (see Photo IV-16).

22) The City encourages the undergrounding of utility equipment as feasible or otherwise required. Utility equipment such as transformers, electric and gas meters, electrical panels and junction boxes shall be screened by walls and/or landscaping. Combine the location of utilities and services where feasible.

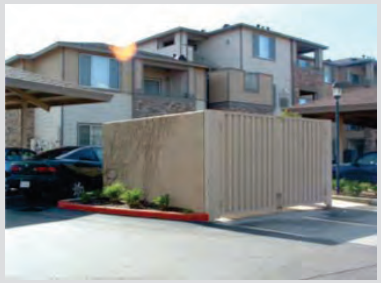


Photo IV-16: This photo shows trash enclosure materials and colors compatible with adjoining multi-family development.

23) Perimeter fencing along an interior property line shall be a minimum 6-foot-tall masonry wall. However, open view fencing is required along interior property lines abutting open space. The City discourages perimeter fencing of any type along street frontages except where noise attenuation is required. Where perimeter fencing is proposed, for purposes other than noise attenuation, along the public street frontage, open view fencing shall be used (such as wrought iron or metal tube). Pedestrian ingress/egress to the site at convenient locations shall be provided (see Photo IV-17).

Lighting of Parking Areas, Drive Aisles, and Pedestrian Walkways

Site lighting for multi-family projects include lighting of project entries, drive aisles and parking areas, pedestrian walkways, and common areas designated for regular nighttime use. This lighting is important for safety reasons and for the architectural enhancement of the development. Building lighting guidelines are listed in the architecture section.

Photo IV-17: Open view fencing is utilized along the public street frontage of this multi-family project with multiple pedestrian access points.

24) Exterior lighting shall be pedestrian in *scale* with a maximum height of 14 feet.

25) Exterior site lighting shall be designed so that light is not directed off the site and the light source is shielded downward from direct off-site viewing. Specifically, light features shall be located and designed with cut-off lenses to avoid light spill and glare on adjacent properties. In order to minimize light trespass on residential properties directly abutting a multi-family site, illumination measured at the nearest residential property line shall not exceed the moon's potential ambient illumination of one-tenth (0.1) foot-candle.

Pedestrian Lighting

26) The City encourages use of low-level bollard lighting for illumination of pedestrian walkways (see Photo IV-18).

27) Outdoor light fixtures used to illuminate architectural and landscape features shall use a narrow cone of light for the purpose of confining the light to the object of interest and minimize light trespass and glare.

Photo IV-18: Bollard lighting is used to illuminate a pedestrian walkway within this multi-family project.

26) The City encourages applicants to install public art in accordance with Chapter VI, Voluntary Public Art Design Guidelines, which details incentives available for public art.

elk grove design guidelines

IV

chapter 4B

architecture for multi-family development

B

B. Architecture

The City's primary goal for multi-family development is to ensure a high quality residential environment. While there is no particular architecture style proposed for all multi-family development within the City, each multi-family project is required to incorporate a single architectural style or theme consistently throughout the project. This section of the Design Guidelines will provide descriptions and options of appropriate building materials and architectural design. The design of multi-family developments shall consider the compatibility with the surrounding neighborhood. Sometimes, multi-family projects are developed adjacent to single-family developments. In these cases, steps should be taken to ensure that height and mass of the multi-family projects do not overwhelm the adjacent single-family development.

The Architecture section is divided into two parts: 1) design concepts, and 2) design guidelines. Design concepts identify the desirable characteristics of the multi-family development and the design guidelines list provisions and options to reach those desired characteristics.

1. Design Concepts

Design concepts listed below represent the City's desired characteristics for multi-family development architecture.

- Ensure that multi-family projects are designed with an architectural theme or style that is applied consistently throughout the project.
- Encourage multi-family projects to be compatible with their surroundings with respect to building *Scale*, mass, setbacks, and *articulation*.
- Ensure that multi-family buildings are designed with varying setbacks, staggered roof planes, and variety in orientation.
- Ensure that all multi-family projects are constructed with durable and high quality materials that require limited maintenance.

"Form follows function-that has been misunderstood. Form and funtion should be one."

Frank Lloyd Wright

2. Design Guidelines

The intent of the architectural design guidelines is to encourage developments that fit within and contribute to the established or planned architectural character and context of the area. Provided below are provisions and options to support the architecture concepts for multi-family development.

Architectural Style and Design

1) All multi-development projects shall be designed with a consistent architectural theme or style, which may include a complimentary family of styles. That particular style shall be reflected in building form, decorative features, materials and colors (see Photo IV-19).

Photo IV-19: This multi-family project has a Craftsman style of architecture with characteristic elements on all elevations.

2) The design of multi-family buildings shall be varied along the public street in order to create visual interest. Street oriented facades shall have porches, balconies, stoops and/or other architectural detailing that encourage a visual relationship with the street on at least the majority of the street facing units (see Figure IV-7 and Photo IV-20 on next page).

Figure IV-7: The image depicts street-oriented facades with balconies and/or other architectural detailing that allow for views of the street.

Photo IV-20: The balconies in this project create visual interest and break up the *massing* of the buildings.

3) Where a desirable predominate architectural theme or style exists in a neighborhood, the proposed multi-family development project shall be designed compatible with such theme/style.

<u>*Massing*, *Scale*, and Form</u>

4) Architectural *scale*, for purposes of these guidelines, is the relationship between the size of the new buildings and the size of the surrounding building or residences. The apparent *scale* of buildings shall be reduced through the proper use of window patterns, roof overhangs, awnings, moldings, fixtures, the use of darker or subdued colors, upper story setbacks, building and roof *articulation* and other details. Items that shall be used to reduce the perceived mass, *scale*, and form of a project are as follows (see Photo IV-21).

Photo IV-21: Mass and *scale* of a multi-family project can be reduced by the use of varied roof patterns and recessed facades.

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Sca
le

a. Use of recessed facades and articulations in the building mass;

b. Vary roof form, mass, shape and material changes to create variations in plans;

c. Staggered and jogged unit plans; and

d. Variety of building orientations.

5) *Articulation* such as roof dormers, hips, gables, balconies, wall projections and porches shall be used to break up the visual *Massing* of building facades. End units shall have *articulation* such as windows and doors facing onto the sidewalks (see Photo IV-22).

Photo IV-22: End and corner units in this multi-family project have windows facing the street along with detailing to make the buildings interesting from the street.

6) All proposed buildings shall be compatible with the surrounding neighborhood character with regard to *Scale*, architectural style, use of materials and bulk. The building height, *Massing* and detailing shall be similar to that of the surrounding homes and or buildings to insure a more cohesive neighborhood character. For example, the *Scale* of the building on a site edge shall be compatible with the *Scale* of adjoining development. Where adjacent single-family development is designed with one- and two-story homes, the outermost units of adjoining multi-family buildings shall be limited to two-story within 100 feet of the common boundary. Beyond the 100-foot distance, three-story structures (and portions thereof) are permitted and should be designed to take into consideration *Massing*, *Scale*, and parking relationships (see Figure IV-8 and Photo IV-23 on next page).

"The job of buildings is to improve human relations: Architecture must ease them, not make them workse."

Ralph Ershine

Figure IV-8: The multi-family project on the left transitions down in *scale* compatible with the existing character of the surrounding single-family homes.

Photo IV-23: This multi-family project has three-story buildings in the interior of the project and has two-story buildings on the project edges where it is adjacent to single-family development.

7) Where proposed, carports and garages shall be designed to complement the project architecture in terms of design, materials and colors (see Photo IV-24). The goal of carport design is to minimize the visual impact and appearance of the structure and not take focus away from the building architecture.

Photo IV-24: This carport design does not detract from the building architecture.

Materials and Finishes

8) Exterior building materials and colors comprise a significant part of the visual impact of a building. Significant elements such as materials and detailing used on the building elevation facing the public street should be extended to all elevations. The intent is to carry over the architectural treatments for building facades that face parking lots, streets, public or open space areas and adjacent existing development (see Photo IV-25 on next page).

Photo IV-25: All building elevations within this multi-family development include architectural details, colors, and materials compatible with the primary building elevations.

9) Materials selected for multi-family projects shall be durable and low maintenance.

10) At a minimum, two different primary building materials shall be used on each building elevation (e.g., stone, wood, masonry, or metal). However, the City may grant exceptions for architectural styles with a single, predominant building material. The materials shall be complementary to the architectural design (See Photo IV-26).

Photo IV-26: This multi-family project utilizes wood, stucco and brick materials.

11) The City requires color variety within multi-family projects. To that end, a minimum of two colors per elevation plus a trim and roof color shall be utilized. Color accents shall vary throughout the project and shall be complimentary (see Photo IV-27).

Photo IV-27: This project utilizes three different colors plus a trim color to add variety and interest.

12) Within mixed income developments, provide the same level of detailing and materials on the affordable units as on the market rate units.

13) Gutters and downspouts should be designed as a continuous architectural feature (e.g., integrated fascia gutter). Exposed downspouts shall be colored to match the surface to which they are attached or to compliment such surface.

Screening

14) All building attached mechanical equipment and other utility equipment (e.g., heating, cooling, antennas, satellite dishes, air conditioners or similar mechanical devices) shall be screened from view of public streets, parking lots, and adjacent residential property. Equipment screening shall be integrated into the building and roof design with the use of compatible materials, colors, and forms.

15) Minimize the visibility of rooftop mechanical equipment by grouping plumbing vents, ducts away from public view. Additionally, roof vents shall be colored to match the dominant color of the structure.

Signage

16) Sign type, size and location for multi-family residential development projects shall comply with applicable sign provisions in the Zoning Code. Additionally, directional signs shall follow the standards as set forth by the Fire and Police Department.

17) Pursuant to the Zoning Code, a minimum of one directional sign is required for multi-family projects with more than one building. Such signs shall be designed to be compatible with the design, colors, and materials of the project. Directional signs shall be internally illuminated (see Photo IV-28).

Photo IV-28: This multi-family project utilizes wood, stucco and brick materials.

Building Lighting

18) All exterior building attached lighting shall be located to a pedestrian *scale* and be designed so that light is not directed off the site and the light source is shielded downward from direct off site viewing.

19) All exterior building lighting shall be architecturally integrated with the building style, materials, and colors (see Photo IV-29 on next page).

Photo IV-29: The exterior building lighting for this project is architecturally integrated into the building design

Unit Entries

20) Provide clearly defined site and building entries that are in *Scale* with the proposed project and relate directly to the street frontage. The front door to each unit should be clearly visible. These entries to units should be clearly identified, protected from weather and provided with lighting for nighttime safety and security. Additionally, the entrances to individual units should be plainly visible from the nearby parking areas. The use of distinctive architectural elements and materials to denote prominent entrances is required (see Photos IV-30 and IV-31).

Photo IV-30: Entrances to individual units are clearly delineated by the use of arched entryways.

Photo IV-31: The entries to individual units are identified by the use of large dormered roof overhangs, landscaping, and pedestrian walkways.

Defined Unit Entries

chapter 5A

site planning for non-residential development

V. Non-Residential Development

This section of the Design Guidelines applies to all non-residential development including retail and service commercial, office, industrial and quasi-public development unless otherwise specified. Non-residential guidelines also apply to mixed-use development including any combination of the aforementioned uses and residential use consistent with the allowed use of the underlying zoning district. Guideline applicability is based on the type of use/development proposed and not on the zoning district. As identified in the introduction, guidelines in this section include a mix of menu, target, required and encouraged provisions as appropriate and desired.

A. Site Planning for Non-Residential Development

The site planning section is separated into two parts: 1) design concepts, and 2) guidelines. Design concepts for site planning identify desirable characteristics of non-residential site development. Design guidelines reiterate specific objectives and establish provisions and options to ensure implementation of desirable design concepts. Guidelines herein are intended to supplement the minimum development standards in the Zoning Code. Where useful, development standards from the zoning code have been restated in the guidelines.

1. Design Concepts

Through adoption of these guidelines, the City establishes the requirement for quality design of non-residential development. Desired characteristics for non-residential projects are listed below.

a. Ensure that new development contributes to the character of a community by providing opportunities for integration of the project with the adjacent properties, neighborhood and City. The design of new development should pay particular attention to design compatibility between non-residential and adjacent residential use/property and the predominant characteristics of non-residential corridors.

b. Encourage projects to have a unified design theme and discourage the use of corporate architecture that is not compatible with the established design theme.

c. Design projects to be pedestrian-friendly. As appropriate, incorporate pedestrian and outdoor gathering places into the project design with consideration given to the climate and planned use of space.

d. Ensure that new development establishes a *streetscape* appearance that defines the pedestrian and

vehicle corridor and presents an appealing and continuous theme along a sidewalk or street.

e) Design parking lots with smaller parking fields and parking dispersed throughout the development. This will avoid the visual and functional detriment associated with a single sea of parking along a non-residential street frontage.

f) Provide design flexibility for mixed-use development that ensures compatibility of use types and promotes beneficial relationships among uses.

2. Design Guidelines for All Non-Residential Development

Site Planning

For the purposes of these guidelines, site planning is the analysis and resulting design of land that takes into consideration site conditions, surrounding uses, and development opportunities to determine the physical, functional, and visual plan for the development of said property. Evaluation of site conditions includes, but is not limited to, soils, topography, watershed, vegetation, climate, and access. Site design must adhere to the development standards set forth in the Zoning Code in regard to allowed uses, setbacks, landscaping, parking, and lighting. The following guidelines are supplemental to the Zoning Code and are intended to facilitate good design practices for non-residential development. The following guidelines apply to all types of non-residential development. Additional site design guidelines for specific types of non-residential development are listed in Section 3.

1) Building placement and configuration on all non-residential sites shall take into consideration the physical use, functionality of users (both vehicle and pedestrian), and visual impact and experience for users and passerbys. The City encourages all new non-residential development to be pedestrian friendly – designed with the pedestrian in mind. Pedestrian access and circulation is more important for a retail or service commercial development than an industrial development that will have fewer users. Design attributes of pedestrian friendly non-residential development are listed below.

   a) Building(s) located along and oriented towards the street frontage.

   b) Clearly delineated pedestrian access within the development and from adjacent residential uses with the use of special pavers/scored surfaces, raised pedestrian areas, or other similar treatments.

   c) Parking lot design with smaller parking fields and parking dispersed throughout the development. This will avoid the visual and functional detriment associated with a single sea of parking along a non-residential street frontage.

Design in its next Context

"Always design anything by considering it in its next larger context.--a chair in a room, a room in a house, a house in an environment, an environment in a city plan"

Eliel Soarinen

d) Incorporation of public plazas and outdoor spaces.

e) Landscaping throughout the development to enhance project aesthetics, provide relief from the elements, and soften the hardscape of the project.

2) For retail and service commercial, office, community facilities, and mixed-use development with multiple structures or tenants, the City encourages incorporation of the "village" or "campus" design concept. This type of creative design solution integrates clusters of buildings with a combination of walking, landscape, and public space to achieve a desirable pedestrian experience. Site circulation for such developments should consider the functional relationship between buildings, as well as the access and movements of both vehicles and pedestrians, with the goal of providing a safe, convenient, and desirable experience for the user. The City recognizes that this type of development may not be feasible on small or narrow properties.

FIGURE V-1A: Pedestrian Friendly "Village" Design Concept
(© LPA, 2002 FOR DONAHUE SCHRIBER)

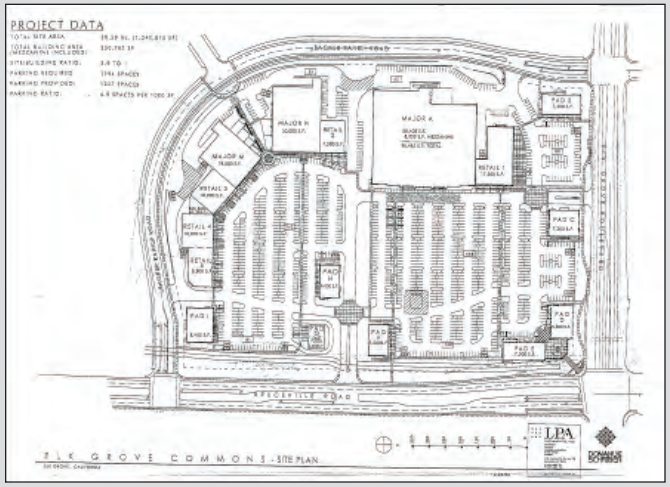
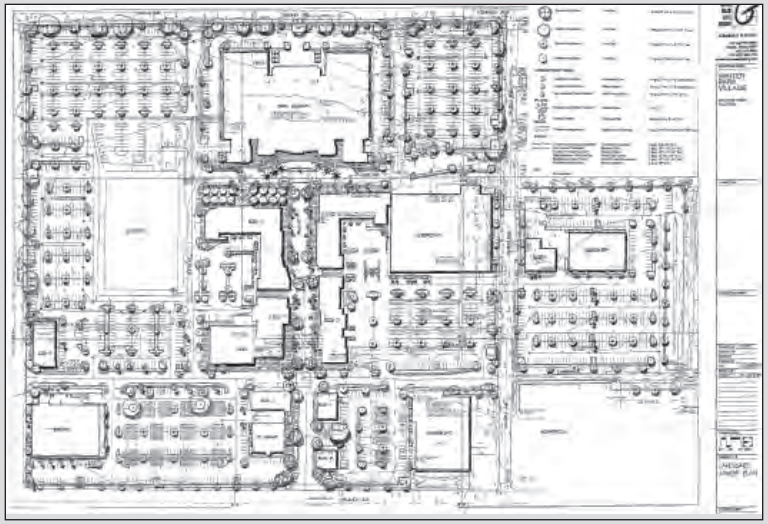


Figure V-1B: Pedestrian Friendly "Village" Design Concept
(© Glatting, Jackson, Kercher, Anglin, Lopez and Rinehart, 1998 for Winter Park Village)



3) The design of new development should integrate with the surrounding neighborhood and enhance the look of the existing neighborhood. However, not all established development patterns present opportunities for a desirable interface. Applicants should be prepared to address such situations with respect to the current design proposal and how the departure from the existing pattern benefits the community.

4) The City encourages project design that incorporates existing significant natural features of the site. Significant natural features include, but are not limited to, protected trees/tree clusters, topography and creeks (see Photos V-1 and V-2). Projects located along natural creek corridors or wetland areas have a unique opportunity to enhance the natural environment and aesthetic as a unique design attribute to the project (e.g., buffers, vegetated wetland drainage corridor, active or passive recreational improvement, and/or interpretive area for a riparian or habitat area).

Photo V-1: Preservation of an existing oak tree within a planter area in a commercial development of Elk Grove.

Photo V-2: Design that takes advantage of a water feature with a promenade and open view fencing in a commercial center.

5) As previously mentioned, the City encourages pedestrian friendly development, particularly for integrated developments with multiple tenants and/or buildings. The design objective is to provide convenient and desirable pedestrian access between the street, parking lot, and uses within the integrated development. The incorporation of public gathering places is also desirable for most integrated non-residential developments. The number, size, location and particular pedestrian amenities will be evaluated on a case-by-case basis taking into consideration the proposed use and development of the site, as well

as the relationship to surrounding neighborhood and street network. Where incorporated, the following objectives apply to the design of pedestrian gathering places (see Photos V-3 through V-5):

a) Design of public plazas should emphasize the active nature of these spaces and incorporate some combination of accent items such as; site furniture (tables, umbrellas, benches, trash receptacles), shade structures, interesting colors and materials, or other focal elements.

b) Design and layout of plaza areas shall consider the local climate and seasonal conditions and provide protections from the sun, wind, and rain.

c) Site furniture should be selected not only for its functional and aesthetic qualities but also for the quality of materials and finishes that provide long term durability and resistance to vandalism and climate/sun damage.

Photo V-3: Outdoor seating area in Laguna Gateway with site furniture including tables, umbrellas, and decorative pots.

Photo V-4: Pedestrian connection between multi-tenant buildings along Laguna Boulevard to a commercial center in Elk Grove.

Photo V-5: Pedestrian plaza with fountain and employee/ visitor seating area in an office development.

Compatibility

6) Where non-residential development abuts residential uses/land, site planning should carefully address the potential undesirable impacts associated with non-residential development (traffic, noise, light and glare) by utilizing appropriate buffering and siting techniques listed below (see Photos V-6 and V-7).

   a) Solid wall. The Zoning Code requires that a minimum six-foot-tall solid masonry wall be installed between non-residential and residential uses. The design of all proposed walls and fencing along property lines, delineating uses, storage, or outdoor seating will be reviewed as part of the non-residential Design Review application. The location, height, materials and finishes should be appropriate for the purpose of the barrier and should complement the building design. When required, the design of solid walls abutting residential development or property shall include a trim cap. Solid walls shall be designed to be resistant to graffiti (e.g., material, paint finish/seal, landscape) and be able to withstand local climate conditions.

   b) Landscape. Landscaping along the adjoining property lines can be an effective buffering tool by utilizing berming, and the planting of fast-growing evergreen trees, plants, and shrubs.

   c) Strategic site planning can help reduce potential nuisances to adjoining residential property by locating trash enclosures, loading areas, and restaurant vents away from residential uses and by proper screening of utilities and equipment.

Photo V-6: Pedestrian connection between multi-tenant buildings along Laguna Boulevard to a commercial center in Elk Grove.

Photo V-7: Dense landscaping as a buffer between a movie theater and a residential development in Elk Grove.

7) Generally, fencing between non-residential uses and open space is discouraged. When necessary, such fencing shall be open view (e.g., wrought iron, metal tube). However, on a case-by-case basis, the designated Approving Authority for Design Review may determine that solid fencing is appropriate (see Photo V-8).

Photo V-8: Openview fencing behind a commercial center in Elk Grove.

8) The City encourages innovative designs that mitigate the potential adverse environmental effects of stormwater runoff through minimization of impervious surfaces, use of design measures to prevent pollutants from contacting runoff, and integration of stormwater quality treatment filters, including infiltration, where feasible, into site landscaping. Grassy swales, pervious pavement, diversion to sanitary sewer, and water quality basins are examples of how to mitigate or reduce adverse environmental effects.

Access and Circulation

9) Non-residential development projects should be designed to provide connections between neighborhoods, adjacent compatible uses and area-wide trail systems. When adjacent residential and/or non-residential uses can mutually benefit from connection rather than separation, connective elements shall be incorporated into the project design. Benefits, location, and specific improvements will be evaluated on a case-by-case basis. Examples of connective elements include: (see Photo V-9)

   a) Pedestrian walkways;
   b) Pedestrian gates;
   c) Common landscape areas; and
   d) Other design features that allow/encourage two-way access between uses.

Photo V-9: Pedestrian gate used to connect office and commercial development.

10) On-site circulation systems for non-residential development shall be designed to avoid conflicts between vehicular, bicycle, and pedestrian traffic.

Pedestrian Circulation

11) Access drives for all non-residential developments with more than 25 parking spaces shall have a minimum driveway throat depth of 25 feet (colored and textured pavement), measured from public right-of-way along adjacent roadway. The City may increase this minimum throat depth on a case-by-case basis considering use and *scale*, as well as the vehicle trip generation and distribution of the proposed project.

12) Pursuant to requirements of the Americans with Disabilities Act (ADA), all non-residential developments shall be designed with a minimum of one designated pedestrian path from each abutting street to the primary entrance(s) of the development. The City encourages the design of large non-residential projects with multiple points of pedestrian access. Such access shall be distinct from the vehicle access and visibly delineated. Appropriate locations for pedestrian access points include signalized intersections, other designated pedestrian crossings (e.g., crosswalk, pedestrian bridge), and transit stops. Internal pedestrian walkways shall be distinguished from driving surfaces through the use of raised sidewalks, special pavers, bricks, and/or scored/stamped concrete/ asphalt and shall comply with ADA requirements.

13) Generally, the use of special paving is encouraged to enhance project design. However, special paving should be used as an accent, rather than as fill-in material, where it serves some purpose (see Photo V-10). Preferred locations for special paving include:

a) Traffic calming at project driveways and crossings;

b) Pedestrian crossings/sidewalks;

c) Pedestrian plazas;

d) Pedestrian walkways to distinguish between paths of travel and designated sales and/or seating areas;

e) Primary building entrances;

f) Traffic circles; and

g) Promenades.

Photo V-10: Special pavement used to highlight pedestrian walkways and for traffic calming within a commercial center in Elk Grove.

Pedestrian Features

14) All non-residential developments with multiple buildings or tenants shall be designed with one or more pedestrian features. Potential pedestrian features are listed below. Proposed improvements will be evaluated on a case-by-case basis as part of Design Review (see Photos V-11 through V-13).

a) Pedestrian walkways along storefronts connecting all entrances. Such walkways shall be primarily covered with building overhangs, trellises, awnings, or a combination thereof;

b) Pedestrian courtyard(s) and/or plaza(s); or

c) Other pedestrian design features that meet the intent of this guideline.

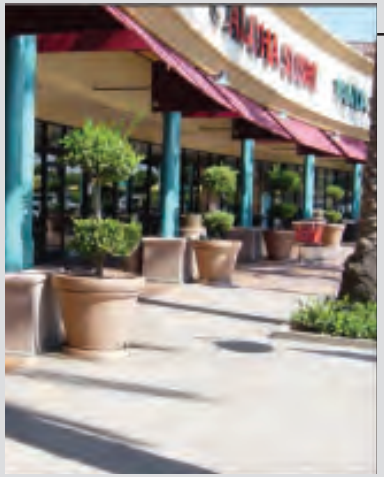


Photo V-11: Covered pedestrian walkway along storefronts in Elk Grove.

Photo V-12: This development utilizes a trellis over the sidewalk and landscape plantings connecting the freestanding pad buildings abutting the street with primary building on this site.

Photo V-13: Pedestrian courtyard with outdoor seating area including umbrellas, benches, tables, statues, and a water feature located centrally within a commercial center.

15) In order to minimize conflicting vehicle turning movement along major roadways, the City encourages shared access drives within and between integrated non-residential development. This reduces the number of driveway curb cuts. The City also encourages reciprocal access between non-residential developments to provide for convenience, safety, and efficient circulation. If incorporated, a reciprocal access agreement shall be recorded with the land by the owners of abutting properties to ensure that there will be continued availability of the shared access.

16) Bicycle racks shall be provided in accordance with the requirements of the Zoning Code. Bicycle racks shall be located in a highly visible location, near the primary entrance(s) to the development, and shall not obstruct the designated pedestrian walkways.

Parking Lots

In order to ensure the success of non-residential development, the City recognizes the need for sufficient vehicle parking. However, the City has to balance those needs with the desire to minimize the negative aesthetic associated with a vast sea of parking between non-residential buildings and the street. The Zoning Code establishes the minimum number of vehicle parking spaces required by use type, along with parking lot and space development standards. Guidelines herein restate applicable parking lot development standards from the City's Zoning Code and supplement those standards to reflect the desires of the City.

17) The City discourages development where the surface parking area dominates the frontage of the development and visual character of the site. Design attributes that minimize the appearance of parking lots are listed below. Also see parking lot landscape provisions herein.

a) Large surface parking areas and other expansive areas of paved surfaces should be designed with a series of smaller parking fields. Smaller parking fields can be incorporated by physically separating parking areas with buildings or plazas, and may also be delineated with an on site circulation system that utilizes uninterrupted drive aisles, mostly contiguous landscape planters, pedestrian walkways, or any combination thereof (see Figure V-1 and Photos V-14 and V-15).

Photo V-14: This photo shows landscape finger planters with shade trees and shrubs distributed throughout an L-shaped parking lot that utilizes smaller parking fields.

Photo V-15: This raised pedestrian sidewalk, contiguous planter, and centralized drive aisle creates distinct parking fields within this commercial center in Elk Grove.

b. Siting parking areas away from the street frontage can minimize the visual impact and presence of vehicles. In non-residential developments with multiple buildings, one or more buildings or portions thereof should be located along the landscape corridor abutting the street. This type of design creates more visual interest and pedestrian appeal.

c) The City encourages the use of pervious and alternative pavements that promote infiltration in parking areas where feasible. For example, turf stone pavers and other pervious paving surfaces could be utilized for trails, sidewalks, parking spaces, or portions thereof (see Photo V-16 and the Appendix for additional resources).

Photo V-16: This photo shows an alternative parking lot paving surface that is porous.

d) All parking lot areas not used for vehicle storage, access or circulation should be landscaped.

18) Parking lots should have a direct pedestrian connection to the building entry points, especially if the parking is located along the side and/or behind the buildings. Designated pedestrian access shall be provided from all public parking fields to the primary building entrances (see Photo V-17).

Photo V-17: Pedestrian connection from Sheldon Road, through the parking lot, to front entrance of this Movie Theater in Elk Grove.

19) Electric refueling stations in parking areas are encouraged.

Streetscape and Landscaping

Landscaping should be designed as an integral part of the overall site plan with the purpose of enhancing building design, public views and spaces, and providing buffers, transitions, and screening. Landscaping can also serve to filter and infiltrate stormwater runoff to reduce adverse environmental effects of urban runoff. Guidelines herein include landscape corridors, parking lot, and other site landscaping.

20) Landscape Corridors. Landscape corridors along non-residential developments should enhance surrounding improvements, create a pedestrian-friendly environment, and establish year-round and seasonal landscape to soften the appearance of streets. Except as otherwise vested for an adopted Specific Plan or Special Planning Area, landscape guidelines for thoroughfare, arterial, and collector streets throughout the City are listed below. Street designations, as listed herein, are consistent with the City's adopted street improvement standards.

    a) Minimum width of landscape corridors along thoroughfare and special thoroughfare streets shall be 36 feet. The City may allow reductions in the corridor width to ensure continuity with an existing approved corridor. The landscape corridor shall include a minimum six-foot-wide meandering sidewalk, separated from the back of the curb by no less than 10 feet.

    b) Minimum width of landscape corridors along arterial and collector streets shall be 25 feet. The City may allow reductions in the corridor width to ensure continuity with an existing approved corridor. The landscape corridor shall include a minimum four- to six-foot-wide sidewalk (depending on the width of the street as listed in the City's adopted improvement standards), separated from the back of curb by no less than six feet.

    c) Street trees are the primary delineators within the landscape corridors, which aesthetically create rhythm and soften the environment along street corridors (see Photo V-18 next page). Street trees commonly serve to provide shade, to *Scale* the environment to the pedestrian, and to define an image. Trees also provide the benefit of water absorption and reduction in the temperature of runoff. A dominant scheme of street trees will unify all the elements within the landscape corridor. Street trees shall be planted in a single row at a maximum spacing of 50 feet, set back a minimum of five feet from the back of the curb and concrete sidewalks/driveways. However, when located within the six-foot planter area between the back of the curb and sidewalk or in a narrow planter strip between the sidewalk and soundwall, street trees shall be planted centrally in the planter. Trees with shallow and/or invasive roots planted in the six-foot-wide planter strip may require root barriers. Minimum street tree planting size is 15-gallon container. One-third of the street trees shall be at least 24-inch box trees or larger. Street trees shall be selected from the City's adopted street tree list.

Photo V-18: Landscape corridor with meandering sidewalk with street trees, accent trees, and shrubs to provide shade, create a pedestrian *scale*, and to define an image along Laguna Boulevard.

d) Accent trees are intended to supplement and enhance the street trees. Accent trees should have distinguishing characteristics to highlight significant areas within the landscape corridors (e.g., points of entry, pedestrian access points, intersections, transitional areas, bus shelters). Minimum planting size for accent trees is 15-gallon container.

e) Both street trees and accent trees should include a combination of evergreen and deciduous trees for screening, canopy, and seasonal change.

f) Shrubs and groundcover shall be designed to enhance the character of the non-residential development. Landscape considerations should include visual appearance, parking lot screening, clear sight visibility at driveways and pedestrian connections, absorb stormwater runoff, and implement the City's current Water Conservation Ordinance.

21) Landscaping should blend with the dominant existing or planned *streetscape* and character of the area.

22) Parking Lot Landscape. Landscaping shall be provided adjacent to and within parking areas to screen vehicles from view and to minimize the expansive appearance of parking lot fields. Landscaping within and around parking areas should also be designed in a manner to reduce urban runoff. Planter areas and plantings shall comply with minimum requirements in the Zoning Code for parking lot planting, along with landscape guidelines listed below.

a) As required in the City's Zoning Code, tree planting along the front and street side yards shall be spaced a maximum of 50 feet apart (on center). Tree planting along the interior property lines shall be spaced a maximum of 30 feet apart (on center).

Nature patterns reveals Tapestry

"Nature uses only the longest threads to weave her patterns, so each small piece of her fabric reveals the organization of the entire tapestry"

Richard Fcynman

b) At a minimum, the City's Zoning Code requires landscape along the perimeter of non-residential parking lots to be designed with plants, berms, low walls, or any combination thereof, to create a partial visual screen for the parking lot from adjoining streets to a minimum height of three-feet. Within the required clear visibility area at the intersections of streets and driveways, the maximum height shall be reduced to two-and-a-half feet. The City also encourages the design of perimeter planter areas with intermittent swales to capture stormwater runoff. Where swales are incorporated, ensure that runoff flow to drainage areas is not obstructed (e.g., retaining walls). (See Photo V-19)

Photo V-19: Perimeter planter area designed with a drainage swale to capture urban runoff from the parking area.

c) Pursuant to zoning requirements, a minimum percentage of the total parking area in each parking lot shall be landscaped. The required landscape area is based on the number of required parking spaces listed below Perimeter landscape planters and in-ground planter areas along buildings may be included in this calculation.

Parking Spaces Required	% of Total Parking Area to be Landscaped
5 – 24 spaces	5 % minimum
25 – 49 spaces	7.5 % minimum
50 + spaces	10 % minimum

d) Pursuant to zoning requirements, tree planting in parking lots shall be designed so that within 15 years of initial installation, a percentage of the total parking area will be covered with tree canopies (see Photo V-20). Shade coverage requirements are listed in the table below, based on the number of required parking spaces.

Photo V-20: Tree planting throughout this parking lot has been designed to meet minimum shade requirements.

Parking Spaces Required	% of Total Parking
5 – 24 spaces	30 % minimum
25 – 49 spaces	40 % minimum
50 + spaces	50 % minimum

e) Required parking lot landscape should be designed to provide visual relief from long expansive rows of parking aisles, particularly in larger parking lots. The City encourages the intermittent use of contiguous landscape planters along parking aisles and/or pedestrian walkways throughout the parking lot. Contiguous planters should be designed with periodic "cut throughs" at grade to allow pedestrian and shopping cart crossing (see Photo V-21 on next page).

Photo V-21: Contiguous pedestrian walkway in a commercial center that incorporates both landscaping (shade trees and shrubs) and intermittent cut-throughs at parking lot grade for shopping carts.

f) Trees and landscaping installed in parking lots shall be protected from vehicle damage by a minimum six-inch tall concrete curb surrounding the planter area. Planter barriers to protect landscaping should also be designed with intermittent curb cuts to allow parking lot runoff to drain into landscape areas (see Photo V-22).

Photo V-22: Parking lot planter with intermittent curb cuts to allow parking lot runoff to drain into landscape area.

Design no Boundries Creativity

"Design is the contrast of the core of limitations therefor there are no boundries. It is simply an interpretation of creativity"

Richard Fcynman

23) Landscaping should be provided along/against all building facades facing a parking lot or street to anchor it to the surrounding environment and to soften the appearance of the structure. In-ground landscaping should comprise the majority of the landscaping requirement. Raised planters are acceptable when designed to accentuate the architecture and or enhance pedestrian areas (see Photos V-23 and V-24).

Photo V-23 : Landscaping along the side of a building to soften the appearance of the structure with both in-ground landscaping and raised planters.

Photo V-24: Landscaping along this street frontage includes in-ground tree plantings and permanent trellis structures along the wall to soften the appearance of the structure from the street.

24) Dense landscaping and/or architectural treatments should be provided to screen unattractive views and features such as storage areas, trash enclosures, utility cabinets and other similar elements. The intent is to visually screen the equipment from the street and not to preclude access to the equipment on all sides.

25) The site design for projects located at street corners should provide special landscape treatment at street intersections to anchor the corner, enhance the pedestrian environment, and establish continuity along landscape corridors for community identity. Improvements should compliment driveway entry landscape and enhance the character/design of the development. (see Photo V-25 on next page).

Photo V-25: This photo represents special landscape planting at the street intersection to enhance the development project.

Landscape Beautification

26) Project Entry Landscape. The use of landscaping and accent paving can help define and beautify a project entrance as viewed from the street. The vehicular entrance to the project should be clearly defined and provide adequate sight distance for vehicles and pedestrians. Entries to multi-tenant projects shall be designed as special statements reflective of the character and *Scale* of the project in order to establish identity for tenants, visitors, and patrons. Landscape design at project entries shall compliment the special landscape treatment at street corners with common elements. Flowering accent plantings and specimen trees shall be used to reinforce the entry statement. Planting design should have focal points at project entries, plaza areas, and other areas of interest using distinct planting and/or landscape features.

27) All pedestrian routes adjacent to landscape planters should be designed to be visible and convenient in order to eliminate "short cuts" which damage landscape areas (see Photo V-26).

Photo V-26: This pedestrian walkway through a landscape planter is well designed as a visible and convenient crossing intended to avoid damage to the landscaping.

28) Landscape for Public Plazas and Building Fronts. Encourage, as appropriate, that building and site design include use of pots, vases, wall planters, and/or raised planters, as well as flowering vines both on walls and arbors. All planting materials shall be sized so that landscaping has an attractive appearance at the time of installation and an established appearance within approximately three years of planting.

Storage, Loading and Service Areas

29) Outdoor storage and loading/service areas shall be screened from public view through a combination of building design, location, landscaping, berming, and/or fencing. This provision does not apply to light industrial development.

30) Permanent outdoor sales and displays shall not be located within any required yard in the corresponding zoning district on which it is located. Outdoor sales and displays shall be located in a designated area immediately abutting the associated building(s). At a minimum, designated permanent and temporary sales areas or seating areas shall be delineated with special paving to distinguish such area from required paths of travel. Within this designated area, only those goods and materials associated with the existing on-site use may be stored, sold, or displayed. Design of screening/enclosure for permanent outdoor storage or outdoor dining shall be compatible with the design, colors, and materials of the associated building(s) and will be considered on a case-by-case basis (see Photos V-27and V-28). Chain link is not generally considered an acceptable screening material for outdoor storage/sales areas. However, the designated Approving Authority may authorize vinyl clad chain link fencing (including hardware).

Photo V-27: This permanent outdoor sales and storage area abuts the indoor sales area and the enclosure is designed to match the primary building

Photo V-28: An outdoor seating area delineated by special paving.

31) Except as otherwise approved in conjunction with a Temporary or Conditional Use Permit, the use of mechanically produced sound, amplified sound or live music shall be prohibited for outdoor uses. Any such noise proposed with a permanent outdoor use shall require a noise analysis with appropriate mitigation measures to ensure compliance with the City's Noise Ordinance.

Trash/Recycling

32) Trash enclosures and containers shall be sized to accommodate the volume of refuse but should also take advantage of opportunities to centralize enclosures where there are multiple buildings or users. The City discourages use of hydraulic compactors except where entirely enclosed within a building. If located outside, compactors shall be visually and acoustically screened to minimize hydraulic noise impacts to surrounding and nearby residents.

33) Trash facilities shall be enclosed pursuant to the requirements in the Zoning Code. Trash enclosure materials and colors shall be consistent with and complimentary to the building materials and finishes (see Photo V-29).

Photo V-29: This photo shows trash-enclosure materials and colors that match the adjoining development.

34) The City encourages placement of trash enclosures adjacent to landscape planters to provide the opportunity for landscape screening, particularly where visible from adjacent residential property.

35) Where required or desired, storage and/or recycling centers should be incorporated into the initial site planning for non-residential developments. Storage and recycling centers may not permanently reduce the number of required parking space for a development and shall not obstruct drive aisles or pedestrian walkways. These areas need to be taken into account during the initial site design so that circulation and screening may be properly addressed and incorporated.

Utility Placement

36) In addition to other utility equipment screening guidelines for integrated design screening and landscape screening, the City encourages the undergrounding of all utility equipment as feasible. The City will work with local utilities to reduce constraints for underground placement. Where it is not feasible to place large equipment cabinets underground, the City encourages placement of such cabinets in less prominent locations not readily visible from public rights-of-way.

Lighting of Parking Areas, Drives, and Pedestrian Walkways.

Exterior lighting includes streetlights and lighted walkways within a non-residential development project. This lighting is important for safety reasons and for the architectural enhancement of the development. See additional lighting provisions in the architecture section of the guidelines for non-residential development.

37) Exterior site lighting shall be designed so that light is not directed off the site and the light source is shielded downward from direct off-site viewing.

38) Exterior lighting shall be architecturally integrated with the building style, material and colors and be of a human *Scale* (refer again to Photos V-3 and V-4).

Photo V-3: Outdoor seating area Laguna Gateway with site furniture including tables, umbrellas, and decorative pots.

Photo V-4: Pedestrian connection between multi-tenant buildings along Laguna Boulevard to a commercial center in Elk Grove.

39) Light features shall be located and designed with cut-off lenses to avoid light spill and glare on adjacent properties. In order to minimize light trespass on residential structures directly abutting a non-residential site, illumination measured at the nearest residential structure or rear yard/side yard setback line shall not exceed the moon's potential ambient illumination of one-tenth (0.1) foot-candle. This measurement is not taken at the property line, but at the nearest location of a residential structure (required rear yard or side yard setback line).

40) Except as otherwise exempt, all outdoor lighting for non-residential development shall be constructed with full shielding. Where the light source from an outdoor light fixture is visible beyond the property line, shielding shall be required to reduce glare so that the light source is not visible from within any existing or future residential dwelling unit.

41) Outdoor light fixtures used to illuminate architectural or landscape features should use a narrow cone of light for the purpose of confining the light to the object of interest and minimize light trespass and glare. Appropriate level of illumination will be determined during the required design review.

3. Additional Design Guidelines for Specific Types of Non-residential Development

Retail Commercial Centers

42) Commercial centers should be designed to have variety in location and placement and orientation of buildings relative to the street and one another. The intent of this guideline is to encourage creativity and more visual interest in site design and to prevent the proliferation of simple linear footprints and building elevations along the City's roadways (see Photos V-30 and V-31).

Photo V-30 : This smaller commercial center on a corner lot was designed in an L-shape and a single pad building. The pad building and building ends directly abut the abut the adjoining streets with a pedestrian-friendly building design.

Photo V-31: This photo represents variation in sidewalk width and improvements that complement the offsets in the wall planes and front improvements to enhance this otherwise linear commercial development.

43) Where a commercial building abuts the landscape corridor along the adjoining street(s), the building should be designed so that the visual and functional rear of the building is not facing the street. Ideally, the building would have an entrance and/or windows facing the street. However, where the site design or planned use of the building does not lend itself to a functional storefront along the street, the building façade facing the street shall be designed with enhancements comparable to that of a primary facade. Design enhancements may include real and/or faux windows, awnings/pedestrian arcades, outdoor seating/public plaza, landscape features/plantings, or other design element that meets the intent of this guideline (see Photos V-32 and V-33).

Photo V-32: This commercial development in Elk Grove has a streetside façade containing windows and awnings to create visual interest from the street.

Photo V-33: The rear building facades facing the street include substantial offsets in the wall planes, variations in roof plans, and a combination of windows, landscape structures, and contrasting colors.

44) Multiple buildings in a single project shall create a positive functional relationship to one another. Where possible, multiple buildings shall be clustered to achieve a "village *scale*". This creates opportunities for plazas and pedestrian areas while preventing long "barracks-like" rows of buildings. When clustering is impractical, a visual link shall be established between buildings with the use of an arcade system, trellis, colonnade, enhanced paving, building *articulation* and detailing, or similar features (see Figure V-1 on page 73 and Photo V-34).

Photo V-34: This retail center has clustered buildings to create a "village *scale*" with pedestrian interest between and among buildings through the use of pedestrian plazas, walkways, and delineated crossings.

45) Outdoor dining areas are encouraged where determined appropriate for the specific non-residential project. Where incorporated, outdoor dining areas should be used to bring activity to plazas/courtyards, and should be placed at the edges of open space, or located along building and street frontages. Outdoor dining areas should be oriented away from off-site uses that are sensitive to noise or nighttime activity.

46) Storefront areas should incorporate significant landscaping (including canopy trees). Frontage design and signage locations should be coordinated with the placement of plant materials to ensure plantings do not obstruct visibility of signage in designated locations.

47) Commercial uses, such as auto repair, service stations, car washes, and fast food drive-throughs should be oriented so the service bays and drive through aisles do not directly face the primary street frontage. Where such facilities do face an adjoining street, an immediate three-foot-tall screening shall be incorporated into the perimeter landscape planter. Screening may include berming or mounding of the earth, planting of shrubs or tall ground cover, low walls, or other decorative feature that achieves the visual screen. The City encourages innovative design of service stations located on the corner (e.g., locating enclosed building(s) along the street with pumping stations at the interior side and/or rear of the site).

48) Generally, the City encourages loading and service areas to be located away from the storefront and vehicle and pedestrian circulation areas. Design alternatives are necessary for projects with unique site orientation (e.g., courtyard developments with public entrances along the traditional front and rear of the building or tenant space) or unique circumstances related to the use of the building.

49) Where necessary or desired, shopping cart return areas located in parking lots should be adequately spaced, conveniently located and easy to find in order to encourage their use and avoid conflicts with pedestrian and vehicle circulation. Such areas shall be shown on the site plan submittal for Design Review (see Photo V-35 on next page).

Photo V-35: This photo represents shopping cart return areas that are conveniently located throughout the parking lot.

50) Design and configuration of fencing and other proposed barriers between commercial developments will be evaluated on a case-by-case basis as part of the Design Review.

Big Box Retail

Big box retail outlets are typically housed in large single-story structures more reminiscent of warehousing versus retail. Most big box businesses occupy more than 50,000 square feet of floor area as they derive their profits from large sales volumes, rather than price mark ups. The primary design issues related to big box retail is the need to successfully accommodate large parking areas and to provide architectural interest to an otherwise plain, unadorned "big box" structure. The following guidelines are intended to address these design issues and apply to both freestanding big box developments and big box retailers that are part of an integrated development.

Architectural Values

"All fine architectural values are human values else not valuable."

Frank Lloyd Wright

51) The City recognizes the unique development constraints for big box retailers to accommodate the sales volume and vehicle parking demand of its users. The City encourages creative design solutions for big box retail development to minimize the visual mass of the large structure(s) and to allow convenient parking that is aesthetically pleasing. One option for consideration is to line the big box building with smaller tenant spaces along the perimeter and corners of the building to create a more human *Scale* and setting (see Figure V-2).

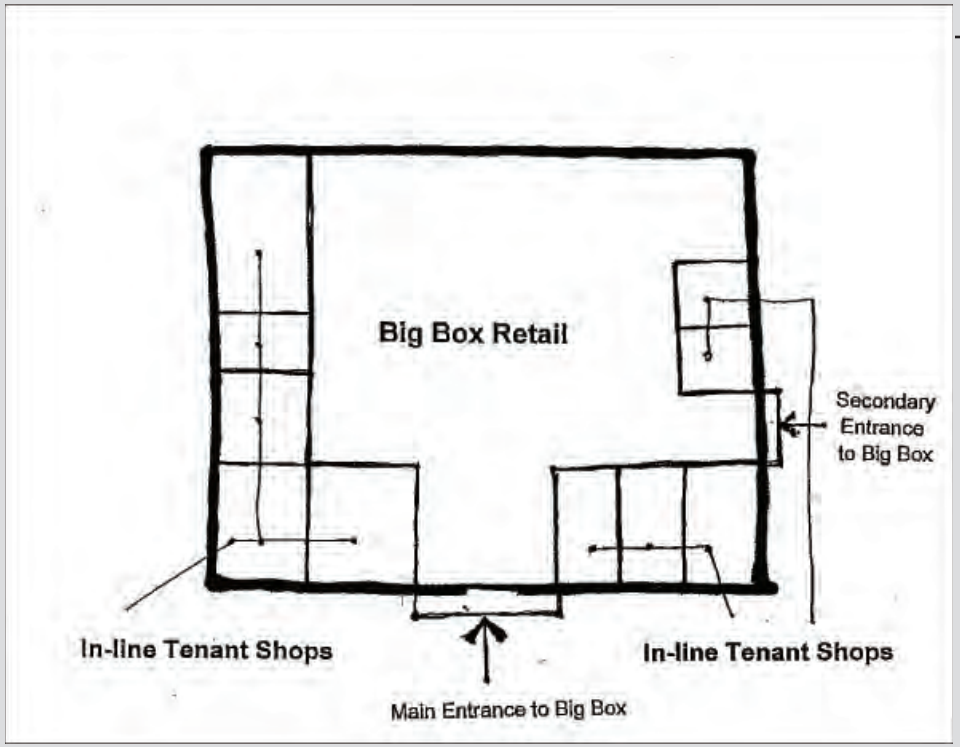


Figure V-2 Big Box Retail With In-Line Shops

Sharing Common Boundaries

52) As previously identified in the general non-residential guidelines, the City discourages development where the surface parking area dominates the visual character of the site. In order to encourage big box retail developers to distribute parking in the front as well as the sides and/or rear of the building(s), the designated Approving Authority may grant deviations to other applicable guidelines where at least 10 percent of the parking is located at the side(s) and/or rear of the structure(s) (see Figure V-3).

53) Projects that share a common boundary with any single-family residential zoning district or use shall have a setback distance from the common boundary to match the height of the nearest building(s). Within the required setback area abutting the common boundary, a minimum 10-foot-wide landscape planter shall abut the property line to accommodate a landscape buffer. Additionally, as required by City's zoning regulations, a minimum six-foot-tall masonry or similar solid wall shall be constructed along this common boundary (see Figure V-3).

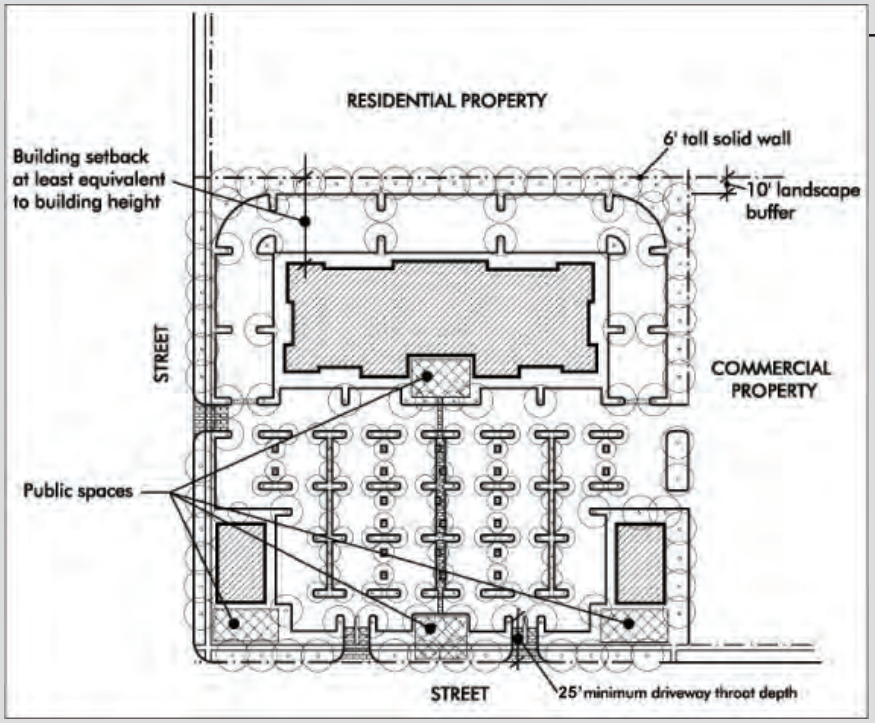


FIGURE V-3: PARKING, CIRCULATION, AND BUFFERING FOR BIG BOX RETAIL

54) Each project shall contribute to the enhancement of the community and public spaces by providing at least one pedestrian amenity such as a covered pedestrian arcade (walkway) along most of the primary building frontage, outdoor seating area, or pedestrian plaza with benches.

55) The base of the big box building shall include landscape planters and/or enhanced pedestrian pathways on all sides facing a parking lot or street. Landscape planters shall be a minimum 20 square foot area, spaced at a maximum distance of 50 linear feet along the base of the building.

Mixed Use

The City of Elk Grove General Plan identifies several land use designations for "mixed-use" development, including any combination of retail and service commercial, office, and/or residential uses. Specifically, mixed-use land use designations in the Draft General Plan are listed below.

Commercial. Generally characterized by the retail sale of goods and services; may include ancillary office uses. No residential uses permitted.

Commercial/Multi-Family. Generally characterized by the retail sale of goods and services; may include ancillary office uses. Also high-*Density* residential development.

Office. Generally characterized by office and professional land uses; may include ancillary retail sales. No residential uses permitted.

Office/Multi-Family. Generally characterized by office and professional land uses; may include ancillary retail sales. Also includes high-*Density* residential development.

Commercial/Office. Generally characterized by office, professional, and retail uses in any mix. Residential uses are not permitted.

Commercial/Office/Multi-Family. Generally characterized by office, professional, and retail uses in any mix. Also includes high-*Density* residential development.

Currently, in the City of Elk Grove, mixed use involving retail and service commercial with office use is not uncommon. However, residential development in combination with retail and service commercial and/or office use does not currently exist in the City. The General Plan encourages the combination of any such uses. Thus, for the purpose of these guidelines, mixed-use projects are defined as developments which combine retail and service commercial, office, and/or residential uses or structures on a single lot, or as components of a single development. The uses may be combined either vertically within the same structure, or spread horizontally on the site in different areas and structures. The primary design issue related to mixed-use projects is the need to successfully balance the requirements of residential uses, such as the need for privacy and security, with the needs of commercial uses for access, visibility, parking, loading, and possibly extended hours of operation. The following guidelines are intended to address some of the unique issues associated with mixed-use developments.

56) Where mixed-use development includes residential use, the following guidelines apply:

a) Vertical integration of uses is preferred. Under those circumstances, development of the ground floor level of a building should encourage pedestrian activity. However, a horizontal separation of uses (e.g., commercial or office development along the front of a property and residential development to the rear) may be appropriate or desirable depending on the size of the site, access, and surrounding property.

b) Separate site access drives and parking facilities shall be provided for residential and non-residential use.

c) When residential and non-residential uses are provided in the same structure, separate entrances shall be provided for each use.

d) Site access drives should incorporate distinctive architectural elements and landscape features to differentiate access to commercial parking areas from residential areas.

57) Loading areas and refuse storage facilities should be located as far as possible from residential units and should be completely screened from view of adjacent residential portions of the project. The location and design of trash enclosures should account for potential nuisances from odors.

58) Open space intended exclusively for residential use should not be accessible from commercial areas. Open space and courtyards in commercial areas should be accessible to residential occupants, employees, and visitors.

59) Public spaces should be designed to encourage the attention and presence of people at all hours of the day and night.

Light Industrial/Business Parks

Light industrial and office developments come in many shapes and sizes, depending on the type and/or pairing of use(s). The difference in operational requirements and function begin to suggest what form the building and site plan will take and what qualities it will exhibit. For example, industrial spaces tend to be monolithic singular volumes with minimal window openings, limited material palette, and relatively simple compositions of unarticulated wall planes. This image contrasts sharply with that of higher-end professional office buildings which tend to have a more refined human *Scale* structurally and aesthetically. Office use exhibits a much higher ratio of window to wall area, variations in finish materials, and more complex spatial relationships. The City recognizes the variety of light industrial and office development types and intends to establish the design flexibility necessary to accommodate all such types of development.

Design

Flexibility

60) Generally, guidelines for industrial development are intended to protect adjoining uses from excessive noise, odor, objectionable views and unrestricted vehicular circulation. Sound industrial site development practices include controlled site access, service areas located at the sides and rear of buildings, convenient public access and visitor parking, screening of storage, work areas, and mechanical equipment, storage and service area screen walls, and an emphasis on the main building entry and landscaping.

61) Light industrial and office developments should respond to the natural and built site characteristics of the site and surrounding area including, but not limited to topography, drainage patterns, existing vegetation, and desirable views. The intent is for new development to be designed and adapted to the specific site as opposed to altering the character and form of the site to accommodate development (see Photo V-36).

Photo V-36: This office development reflects the original site topography where the building pad is substantially lower than the adjoining street.

62) Placement of building(s) shall consider the existing context of the surrounding area. New development shall respect the privacy and solar access of adjacent uses through appropriate siting of structures. The orientation of buildings and outdoor spaces should consider the effect of sun angles/climatic conditions and existing desirable views. Specifically, Design Review for new office and industrial development greater than three stories or 50 feet in height shall include an evaluation of impacts on surrounding structures and property (see Photo V-37).

Photo V-37: Business/office/retail project where the retail is along the street and a single-story office building abuts the single-family residential development.

63) Integrated development of campus-like office/industrial projects are strongly encouraged and shall be designed with functional relationships between buildings using similar architectural styles and a system of usable indoor and outdoor public areas (see Figure V-4 and Photo V-38).

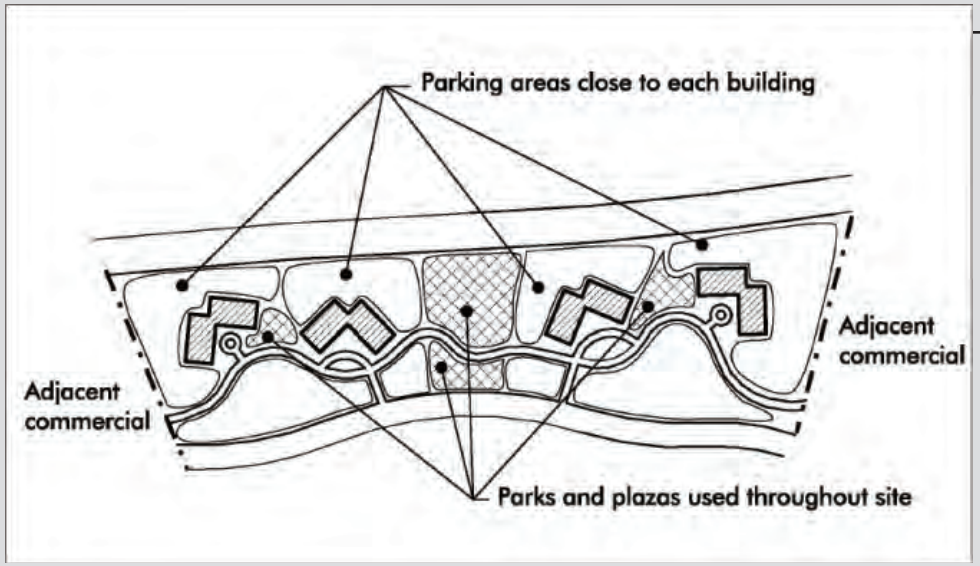


FIGURE V-4: "CAMPUS" DESIGN CONCEPT

Photo V-38: This office development is designed with multiple buildings integrated with one other in a campus-like setting.

64) New office and industrial development should build upon the established development pattern of the surrounding area. While a diversity of individual design solutions is encouraged, an overall sense of visual continuity should be reinforced through similar relationships to the street and a general compatibility of *Scale* and materials.

65) Unless constrained otherwise, buildings should have a strong relationship to the street including a functional public entrance that is also a visual focus for the building. In place of street oriented public entrance, a strong pedestrian connection that establishes a sense of a formal public entry may be substituted (see Photo V-39).

Photo V-39: Office development with a strong relationship to the street and a public entrance that is a visual focus for the building.

66) Light industrial and office developments should feature an enhanced pedestrian area(s) scaled accordingly to the size and demands of the particular user or facility. Examples of enhanced pedestrian areas include plazas, patios, courtyards, linear promenades, walking/jogging paths, terraces, or usable landscaped areas. Whatever its configuration, enhanced pedestrian areas should add value to the site as a usable amenity located to provide the greatest benefit to the majority of users (see Photo V-40 and V-41 on next page).

Photo V-40: This office development includes an enhanced pedestrian area with an outdoor seating/eating area for the users of the building. The pre-cast concrete building incorporates and integrates colors and materials to create depth and interest.

Photo V-41: This photo shows an enhanced pedestrian area in an office park with tables, umbrellas, and a natural open-space area with a water feature.

67) While business and light industrial parks may primarily be served by vehicles, attention should be given to the pedestrian environment, including provision of sidewalks, planter areas with both low vegetation as well as trees to soften the parking areas, and buffering from vehicles and provide shade.

68) Industrial and office project sites shall be designed with landscaping on all sides of the building(s). Landscaping may include perimeter plantings, planter areas within the parking lot or public plazas, and landscaping along the building (in-ground landscape areas and/or potted planters). The City encourages in-ground landscaping against the building along frontages with pedestrian walkways to the primary building entrance(s). The intent of this guideline is to ensure that views of the development are softened and screened as appropriate, particularly where visible from the street or other public areas.

69) The City encourages applicants to install public art in accordance with Chapter VI, Voluntary Public Art Design Guidelines, which details incentives available for public art.

elk grove design guidelines

chapter 5B

architecture for non-residential development

5B

B. Architecture for Non-Residential Development

The architecture section is separated into two parts: 1) design concepts, and 2) guidelines. Design concepts for architecture identify desirable characteristics of non-residential building design. Design guidelines reiterate specific objectives and establish provisions and options to ensure implementation of desirable design concepts. Guidelines herein are intended to supplement the minimum development standards in the Zoning Code.

1. Design Concepts

Design concepts listed below represent the City's desired characteristics for non-residential architecture.

a. Promote high quality building designs that consist of durable and maintainable materials and that provide visual interest and diversity to the community.

b. Ensure building design achieves human *scale* and interest.

c. Incorporate an architectural style and or/theme for new non-residential development that is consistent for building elevations of a single structure or consistent among all buildings within an integrated development.

d. Ensure the design of proposed buildings or structures is sensitive to the neighborhood character with regard to *scale*, architectural style, use of materials and bulk.

2. Design Guidelines for All Non-Residential Development

Architectural Style

The intent of the architectural guidelines is to ensure a base level of quality architecture that is responsive to its context and builds upon the aesthetic identity of the community rather than a design solution that is based on a standardized formula or market prototype superimposed on the selected site. Over time, certain projects and landmark buildings begin to define the dominant character of an area. Not all buildings within an area contribute equally to the area character and each example should be weighed against the balance of all other projects. The intent of the architectural guidelines is to encourage proposals that fit within and contribute to the established or planned architectural character and context of a specific area.

1) Architectural features should be used to provide weather protection and highlight building features and entries. The City encourages the use of mostly covered walkways along primary building frontages and between businesses within an integrated development (see Photo V-42 on next page).

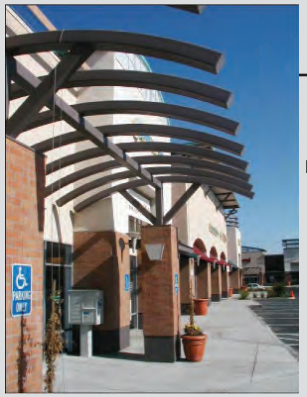


Photo V-42: This commercial center in Elk Grove includes a nice variety of fully and partially covered pedestrian walkways between businesses along the storefronts.

2) Building *articulation* should help establish a human *scale* and provide visual interest.

3) Buildings should be designed with careful consideration for the incorporation of signage and lighting. New buildings and additions shall be designed to allow for signs appropriate in *scale* and location to the use and the neighborhood.

4) Non-residential buildings shall be designed with an architectural style and/or theme. The selected architectural style/theme for a building or integrated development shall be applied consistently throughout and among the buildings. The intent of this guideline is to ensure that non-residential development incorporates architecturally valid design of each building and architectural continuity within an integrated development. While all building elevations of a structure will not have the same level of detailing and *articulation*, elements of the architectural style shall be evident on all elevations of all buildings within the development (e.g., cornice treatment, colors, primary materials) (see Photos V-43 and V-44).

Photo V-43: This office development includes multiple buildings that incorporate a unified design theme with variations in building size, shape, and layout.

Photo V-44: This commercial center in Elk Grove includes a nice variety of fully and partially covered pedestrian walkways between businesses along the storefronts.

5) Building entries shall be designed to protect patrons and employees from the elements and create a "sense of entry" or a focal point for the building. The *Scale* and treatment of such focal point shall take into consideration the type of non-residential development proposed (see Photo V-45). For instance, an integrated development may be designed without an anchor tenant or known tenant space. In those circumstances, building design and entry treatment(s) will be evaluated on a case-by-case basis.

Photo V-45: Structural and architectural enhancements to this building create a dominant focal point at the primary building entrance.

Mass, *Scale*, and Form

6) Architectural *scale*, for purposes of these guidelines, is the relationship between the size of the new buildings and the size of surrounding buildings. *scale* also refers to how the size of the building relates to the size of a human being (human *scale*). The apparent *scale* of a building should be reduced through the proper use of window patterns, roof overhangs, equipment bays that screen unsightly elements, awnings, moldings, fixtures, the use of darker or subdued colors, upper story setbacks, building and roof *articulation* and other details. Items that can help to achieve appropriate *scale* are as follows:

   a) Large buildings should give the appearance of smaller components through the use of such features as recessed facades and *articulation* in the building mass (see Photo V-46 on next page).

Photo V-46: This development uses *articulation*, façade, and rooftop variation to achieve a pedestrian *scale* and reduce the mass of larger tenant spaces.

Mass

Scale

Form

b) Design all proposed buildings or structures to be sensitive to the neighborhood character with regard to *scale*, architectural style, use of materials and bulk.

c) Design buildings to achieve a human *scale* and interest by including elements which give a person a sense of their relationship to the structure such as balconies, awnings, canopies, arcades, wall insets and reveals.

d) Design building entries and street side facades with elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity. Landscaping and architectural detail at the street level should be used to soften the edge of the building and enhance the pedestrian *scale* and *streetscape* (see Photos V-47 and V-48).

Photo V-47: Pedestrian *scale* in this commercial development is achieved through a combination of architectural design, awnings, and landscape structures.

Photo V-48: This large commercial center has pedestrian appeal through variation in roof design, *massing*, materials, colors, and landscape, along with a contiguous walkway along building frontages that is primarily covered.

Form

Architecture

e) Rooflines, wall planes and wall heights should be varied and significantly articulated to avoid blank expanses of building elevations (see Photo V-49).

Photo V-49 This commercial development in Elk Grove successfully utilizes variation in roof heights, *massing*, and *articulation*

7) As a general rule, the *scale* of building(s) on a site edge should be compatible with the *scale* of adjoining development. Where surrounding development is of a small *scale*, large-*scale* buildings should be located internal to the site and transition down in *scale* as the outer edge of the site approaches (see Photos V-50 through V-51).

Photo V-50: This office building is designed to step down towards an open space area and recreational trail.

Photo V-51: This mixed-use office development near Elk Grove blends nicely with the surrounding residential development.

"I don't think of form as a kind of architecture. The architecture is the result of the forming. It is kiesthetic and visual sense of position and wholeness that puts the thing into the realm of art"

Roy Lichtenstein

Perceived Scale

8) The design of larger non-residential buildings should utilize design techniques to reduce its perceived building height and length by dividing the building mass into smaller *scale* components. One way to achieve this breakdown is to provide a well-defined base, middle and top to the building as described below.

   a) A solid building base may be achieved by elements such as low planters and walls, base planting, a base architectural veneer banding (wainscot) and treatments defined by a different material, texture or color.

   b) A solid building base (and a more articulated building mass) may be achieved by the addition of intermittent covered walkways, trellises or architectural awnings that provide deep shadow at ground level.

   c) Using features such as multiple architectural roof forms, clearly pronounced eaves, and distinct parapet designs and cornice treatments may achieve a well-defined building top.

Materials and Finishes

9) Generally, architectural features should be architecturally valid, not just decorative. While some elements may be wholly decorative, primary architectural features should be related to the building's structure, function and/or engineering, and should not be arbitrary. The intent of this guideline is to avoid developments with architectural elements that look applied, rather than incorporated (e.g., false front treatments, partial roof forms) (see Photo V-52 on next page). Exceptions are provided in the site design guidelines 43 for buildings oriented along the street with applied treatments to give the appearance of a storefront.

Photo V-52: This photo shows the distant building with roof features that are applied rather than incorporated as shown in the foreground buildings

10) Exterior building materials and colors comprise a significant part of the visual impact of a building; therefore they should be aesthetically pleasing and compatible with materials and colors used in adjoining and nearby developments.

a) Materials and detailing used on the front or main building elevation should be extended (in part) to all elevations. The intent is to carry over some of the architectural treatments from the primary building frontage to the building facades facing parking lots, streets, and other public areas (see Photos V-53 and V-54)

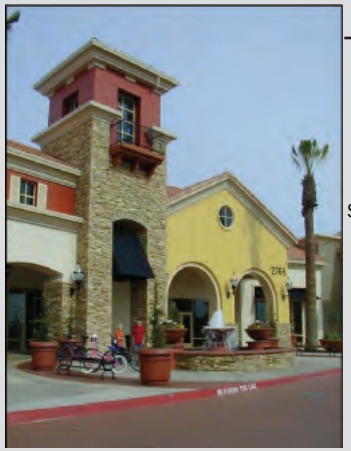


Photo V-53: Building details in this commercial development are extended to the sides of the facades visible from the street or parking lot.

Photo V-54: The shapes, forms, and materials of this community building are carried throughout building elevations visible from the street and public areas.

b) Use of durable, high quality materials such as brick, stone, tile, and certain forms or concrete are encouraged. These materials should be able to withstand climatic changes especially on the south and west elevations.

11) To reduce the potential impacts associated with daytime glare, buildings should be designed with minimal use of reflective materials. Use of highly reflective building materials is prohibited.

Visual

Screening

Screening

12) All building attached mechanical and other utility equipment shall be screened from view of public streets, parking lots, and adjacent residential property. Equipment screening shall be integrated into the building and roof design with the use of compatible materials, colors, and forms.

13) Roof mounted equipment shall be setback from the roof edge or placed behind a parapet or roof structure so they are not visible for motorists or pedestrians on adjacent streets or from residential structures on adjoining property. All roof mounted equipment shall be sized to be equal to or below (lower in height) than the adjoining parapet or roof structure.

Signage

Sign type, size, and location for non-residential development shall comply with applicable sign provisions in the Zoning Code. The following additional design provisions apply to all non-residential development.

14) All integrated non-residential developments (e.g., multiple tenants or buildings) shall establish a uniform Sign Program to ensure sign design consistency throughout the project. The Sign Program shall include sign criteria for building-attached and freestanding signs for tenants, anchors, freestanding buildings and the integrated development itself. The intent of the uniform Sign Program is to establish consistency of allowed sign types. Sign Programs for integrated developments are required to identify allowed sign types, materials, type(s) of illumination, and sign placement/locations for all signs within the center. Optional elements of the Sign Program include specific logo/letter height, limitation of sign colors, maximum lines of copy, temporary/promotional sign provisions, and construction details.

15) Sign type and locations should be consistent throughout the project, and the sign materials should complement the project design (see Photo V-55).

Photo V-55: Signage that incorporates architectural features of the commercial development in Elk Grove

16) Generally, the City discourages the types of signs listed below. However, such signs may be proposed and will be evaluated on a case-by-case basis as part of the Design Review application.

a) Pole signs;

b) Digital and manual reader-board signs (except as otherwise mandated by the State);

c) Internal illumination of freestanding signs, except where the backing is designed to be opaque; and

d) Permanent signs with exposed neon tubing or neon tubing enclosed in a sign cabinet with a clear plexiglass sign face.

Building Lighting

17) All exterior building lighting shall be located to a human *scale*.

18) Exterior building and site lighting shall be designed so that light is not directed off site and the light source is shielded downward from direct off-site viewing. However, the designated Approving Authority for Design Review may approve building-attached lighting that is not shielded downward with the determination that the light fixture is compatible with the building design and the level of illumination is evaluated for potential impacts (see Photo V-56).

Photo V-56: This photo shows exterior building lighting that is compatible with the design of the project.

19) Exterior lighting can detract from or add to the architectural design and quality of the building. All exterior lighting shall be architecturally integrated with the building style, material and colors. The City discourages the up-lighting or back-lighting of canopies or awnings and prohibits the use of neon tubing or band lighting along building facades or cornices. However, lighting used to accent an architectural feature or design attribute may be approved in conjunction with Design Review (see Photo V-57).

Photo V-57: Both freestanding and building-attached lighting in this development complement the architectural style of the project.

Lighting Space Enhancement

"Lighting brings together the idea of space usage and enhancement of the finished product."

Dorthea Mawhinty

3. Architecture for Specific Types of Non-Residential Development

Retail Commercial Centers

20) Large retail commercial buildings that convey a "box-like" appearance are generally unattractive as commercial buildings. The following design techniques should be employed to help reduce the box-like appearance of large *Scale*, bulky buildings:

   a) Vary the plane of exterior walls in depth (recessed or projected) or direction.

   b) Vary the height of the building so that the mass is broken into smaller distinct *Massing* elements.

   c) Vary the roofline to break up the apparent mass of the building.

   d) Provide *articulation* to the various components of a building's façade through the use of color, the arrangement of façade elements, or changes in material.

   e) Incorporate reveals, recesses, projections, cornices, trim elements and other architectural features to provide visual interest.

   f) Avoid long, blank walls at the ground floor level. Windows, trellises, wall *articulation*, arcades, changes in material and other features help provide visual interest.

   g) Provide landscaping at the base of the building to soften the appearance.

21) As previously mentioned, non-residential development shall be designed with a consistent architectural style or theme that employs elements to visually unify the buildings and signage. Within integrated commercial developments, particular attention shall be paid to the design of freestanding pad buildings to ensure that such buildings are consistent with the architectural character of the rest of the center. Generally, freestanding pad buildings are located close to the street and project the first impression or image for the center. Thus, it is particularly important that the pad building design be compatible with and reflect the planned architectural style or theme of the center. It is not the intent of this guideline to preclude corporate identity, only to ensure that the overall design theme is consistent with the rest of the center (see Photos V-58 and V-59 on next page).

Architectural Style or Theme

Photo V-58: The pad building (right) has design features (such as building form and colors, facade and detailing, window shapes, and lighting) that are consistent with the architecture of the overall development (left).

Photo V-59: The pad building (right) reflects the same architectural style, features, forms, and colors as the rest of the center (left).

Integrated Development

22) Service station islands or other open canopies should be integrated architecturally and compatible with the character of the building(s) on the site (e.g., column and canopy design should match the architecture and building treatments of the main structure) (see Photo V-60).

Photo V-60: The columns and canopy of this service station is compatible with the design of the associated buildings.

Big Box Retail

As previously stated in the Site Planning Section, big box retail buildings are typically large, freestanding structures that look and act more like a warehouse than a traditional retail building. Architectural guidelines herein are intended to address unique design issues.

23) Buildings shall not be designed with long uninterrupted and flat facades. Rather, building design shall incorporate recesses and/or projections in the building facades facing parking lots and streets so that at a minimum distance of 100 linear feet, there is an offset of at least three feet or other structural embellishment that meets the intent of this guideline. Additionally, repeating patterns of change in color, texture, and material modules shall be used for architectural interest. Windows, awnings, and/or arcades must total at least 60 percent of the façade length abutting a public street (see Photo V-61).

Photo V-61: This building incorporates projection of the facade, as well as variation in height and *massing* materials, to add visual interest.

Articulation

Variety

24) The big box building shall contain an identifiable base where the building meets the sidewalk or faces a parking lot or street. The base *Articulation* shall extend at least two feet in height and is intended to visually ground the building and soften the visual mass of the vertical wall plane. *Articulation* may include a change in surface texture, wall color, material, or other improvement that meets the intent of the guideline.

25) A variety of roof types are encouraged. Distinct and interesting parapet tops on these predominantly flat roofed structures are encouraged. Pitched roofs shall be multi-planed to avoid large expanses of monotonous single-planed roofs. When flat roofs are used, there shall be a screening parapet topped with a coping, cornice, or a modified mansard. Mansards shall maintain the same roof pitch as surrounding structures and shall be both high and deep enough to create the illusion of being a true roof (see Photo V-62).

Photo V-62: This variation in roof design, as well as building offset, creates a focal point at the primary entrance to this larger building.

Mixed Use

For the purpose of these guidelines, mixed-use projects are defined as developments that combine retail and service commercial, office, and/or residential uses or structures on a single lot, or as components of a single development. The following architectural guidelines apply to mixed-use development.

26) The architectural style and use of materials should be consistent throughout the entire mixed-use project. Differences in materials and/or architectural details should only occur on a structure where the intent is to differentiate between the residential *Scale* and character of the structure and the non-residential *scale* and character.

Light Industrial/Business Parks

27) Main building entries should be emphasized through building *articulation* and form so the entry is easily identified and visible from the street and parking lot and should provide convenient access for pedestrians (see Photo V-63).

28) All industrial buildings, including pre-cast and sit-cast concrete structures, shall incorporate architectural

Photo V-63 The main entrance to this office building is emphasized by the use of architectural forms and public space unique to that portion of the building.

detail in the form of applied finishes, integral textures, patterns, colors, three dimensional recesses and projection. The use of typical utilitarian design with exposed low pitch roof, no overhang, single color, and flat walls are discouraged. If a metal or concrete building is to be used, it should include such features as offsets in the wall planes, recessed entry features, metal canopies, several colors, and/or multiple siding profiles. The intent of this guideline is to ensure visual interest and human *scale* in the design of light industrial and office developments that are typically larger in bulk and mass than other types of non-residential development (see Photos V-64 and V-65 and refer to previous Photo V-40).

Photo V-64: This concrete fire station utilizes interesting building forms and colors to create visual interest.

Photo V-65: This office development utilizes architectural details (offsets, change in colors, and windows) to add visual interest.

29) All sides of an industrial building should reference consistent architectural detail and character. More attention should be paid to the design compatibility of building facades facing a parking lot, street, or adjoining residential property. All site walls and screen walls should be architecturally integrated with the building(s).

30) Given the fact that most industrial and office buildings are taller than other non-residential developments, the City encourages the incorporation of wireless communication facilities integrated directly into the architecture of building(s) as opposed to freestanding locations.

Architecture

"The world of architecture is all around us"

Ronald Baird

VI

chapter 6

voluntary public art

VI. Voluntary Public Art Design Guidelines

A. Purpose

Photo VI-1
Conjoin by
David Mudgett
March 2000.

The City has adopted these Voluntary Public Art Design Guidelines in an effort to improve the quality of life in the City of Elk Grove by:

1) Exposing members of the public to artistic expression in the City's public and quasi-public spaces;
2) Providing a venue for artists to display their contributions to our community;
3) Fostering civic pride through the beauty, creativity, and thoughtfulness of public art;
4) Encouraging greater use of public and quasi-public spaces within our city; and
5) Enhancing the visual character of the city.

B. Defining Art

To make public art in Elk Grove easy to recognize and to identify when incentives can be granted, the City of Elk Grove defines public art for the purposes of these Guidelines in the following manner.

1) Art is a product of human activity whose principal purpose is to be appreciated for aesthetic and/or intellectual reasons.
2) Advertising alone should never constitute art, yet corporate logos are not expressly forbidden from appearing in public art.
3) Reproductions / prints may constitute public art.
4) Art may be emblematic of local themes and may depict the shared past of our City, region, state, and nation.
5) Mass produced items may constitute art, when arranged in some meaningful way.
6) Landscaping alone should not be considered art.
7) Art should complement its surroundings to some extent by relating to those surroundings in terms of

scale, materials, form, and content.

Photo VI-2
Spirit by
Yvonne Bonacci
June 2002.

C. Materials and Maintenance

Art should be designed to last as long as the related building or structure. Maintenance of public art is the responsibility of the property owner, and maintenance responsibilities run with the land. Preferred materials for outdoor art include materials able to sustain long term exposure to the elements including but not limited to bronze and marble. Art should be vandal/ theft resistant to the greatest extent reasonably feasible, given the understanding that particular media simply cannot be as vandal resistant as other media. At a minimum art should not damage the natural environment and may be made of recycled materials.

Photo VI-3
Metal Weave by
Carrie Dennis
2000.

D. Location

Art should be visible from the public right of way, preferably outside buildings, but also may be located inside buildings open during normal business hours or which are regularly and frequently open to the public. Outdoor art should be positioned in a well-lit place with lighting designed to illuminate the piece and not produce unnecessary light spillover onto adjacent residential properties. Outdoor and indoor art should only be installed where the property owner permits unhindered access to members of the public on self-guided walking tours, respecting operating hours of the business in the case of indoor art.

E. Performing Arts Alternative

In an effort to ensure the performing arts benefit from these Guidelines, applicants may elect to designate performance space or space for rotating exhibits on their property in lieu of placing public art on site.

F. Incentives

Applicants whose properties have spaces open to the general public may apply for public art incentives as part of the Design Review process. The City of Elk Grove may grant reductions in required parking, required landscaping, setbacks, and building height maximums by up to 10% when proposed public art projects meet the standards of these Guidelines and are recommended for approval by the Committee for the Arts.

G. Process for Requesting Incentives

1) Submittal: Applicants requesting incentives for including public art with their projects should submit the name of the artist; the title of the work; the year executed; a brief biography of the artist; any information the artist would care to share about the work itself; a site plan depicting the location of proposed art in relation to other structures, vehicle routes, pedestrian routes, landscaping, and property lines; illumination details; colored elevations depicting the proposed art from all sides; material samples; and other items as required by the Committee for the Arts. Such submittals should accompany the initial Planning Department application to ensure the Committee for the Arts has sufficient time to review the proposal. Subsequent submittals are permitted but may result in additional review time being required.

2) Review: The Committee for the Arts shall review all submittals at their regular meetings and recommend approval or disapproval, with or without conditions, of the proposal. The Planning Director, Planning Commission, or City Council shall be the approving authority for all applications they would normally hear, as determined by other ordinances and policies. The Planning Director shall be the approving authority for applications over which no other approving authority exists. The approving authority shall approve an application, disapprove it, or approve it subject to conditions.

3) Findings: Public Art incentives shall be granted only when the designated approving authority makes the following findings:

Photo VI-4
Majestic Stallions by
Giovanni Porratz
2001.

a) The proposed art will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation; and

b) The proposed art complements its surroundings to some extent by relating to those surroundings in terms of scale, materials, form, and content; and meets at least two of the following criteria:

   i) Has no other function than to be appreciated for aesthetic and/or intellectual reasons;

   ii) Has no corporate logos;

   iii) Is an original piece or a limited edition;

   iv) Is emblematic of local themes or depicts the shared past of our City, region, state, or nation;

   v) Does not include mass produced items;

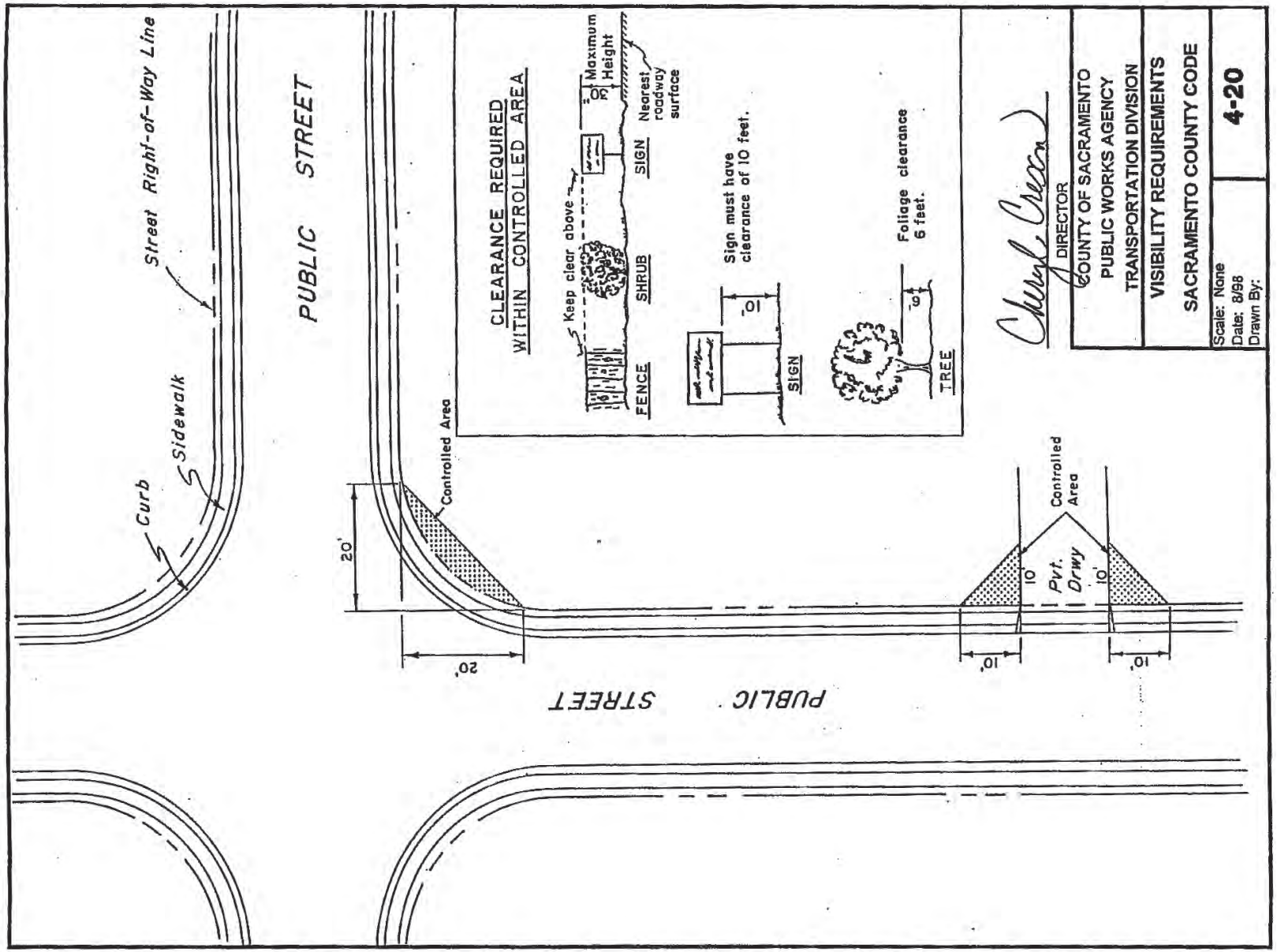
   vi) Is visible from the public right of way at all hours of the day; or

   vii) Is accompanied by a public outdoor seating and/or viewing area.

elk grove design guidelines

appendix

Visibility Requirements



RESOURCES FOR ALTERNATIVE SURFACES

Information and Photos regarding alternative pavements that reduce impervious surfaces in a development.
http://www.forester.net/sw_0101_innovative.html

Stormwater Management – "Start at the Source"
http://www.basmaa.org/pubs/Publications.html

Low Impact Development
http://www.epa.gov/owow/nps/lid.pdf
www.lowimpactdevelopment.org

Washington State – testing streetside swales
http://seattlepi.nwsource.com/local/95881_model20.shtml
http://seattlepi.nwsource.com/dayart/20021120/day3secondave.pdf

Watershed Protection
www.cwp.org

Best Management Practices and other information
http://nemo.uconn.edu
www.metro-region.org

GLOSSARY

Accent trees
Trees used to supplement the required street trees.

Articulation
The manner in which portions of a building form are expressed (materials, color, texture, pattern, modulation, etc).

Authentic Architectural Style
Architecture that encompasses many styles within an architectural theme, a holistic approach. Possessing appropriate architectural characteristics, *Massing*, and detail consistent with a specific architectural style.

Density
The number of families, individuals, dwelling units, households, or housing structures per unit of land.

Duplex
A building designed for occupancy by two families living independently of each other, each in a separate dwelling unit.

Halfplex
A building designed for occupancy by two families living independently of each other, where each dwelling unit is located on a lot which may be separately owned or conveyed.

Impervious Surface
Any material that prevents absorption of stormwater into the ground.

Live Forward Home Design
Home design where the living areas of the home are located at the front of the home that faces the street.

Massing
The three dimensional bulk of a structure: height, width and depth.

Master Home Plans
A series of floor plans and elevations developed and replicated within a particular subdivision for sale.

Pedestrian Scale
The proportional relationship between an individual and his or her environment.

Pervious Surface
Any material that permits full or partial absorption of storm water into previously unimproved land.

Roof Bounce
Designing rooflines with changes in ridgeline direction and configuration to ensure variation in the rooflines between structures. The movement of one's eye while visually scanning the overall street scene and the individual homes while viewed from a perspective that encompasses several homes in relationship to one another.

Scale
The spatial relationship among structures along a street or block front, including height, bulk, and yard relationships. Proportional relationship of the size of parts to one another and to the human figure.

Streetscape
The visual character of a street as determined by elements such as structures, access, greenery, open space, view, etc. The scene as may be observed along a public street composed of natural and man-made components, including buildings, paving, planting, street hardware, and miscellaneous structures.

Traffic Calming
Reducing motorist speed, decreasing motor vehicle volumes, and increasing safety for pedestrians and non-motorized vehicles.