

## **NORTH HIGHLANDS TOWN CENTER DEVELOPMENT CODE**

*Adopted 4-23-08*

Zoning Code of Sacramento County  
Title 5  
Chapter 4

Sacramento County, California  
Planning and Community Development Department  
827 7th Street, Room 230  
Sacramento, CA 95814  
[sacplan@sacounty.net](mailto:sacplan@sacounty.net)

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Funded by:  
Sacramento Housing and Redevelopment Agency  
630 I Street  
Sacramento, CA 95814

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## HOW TO USE THIS DEVELOPMENT CODE

The North Highlands Town Center is created by two documents combined into one: a Special Planning Area (SPA) Ordinance consisting mostly of maps that delineate the area encompassed by the Town Center and the North Highlands Town Center Development Code (Development Code) which will regulate development and land uses in the Town Center. The Development Code provides land use regulations and development standards for the Town Center that are different from those contained in the County's Zoning Code. The Development Code, used in concert with the Zoning Code and the County Design Guidelines, will be administered using the same design review procedure used elsewhere in the County. The Planning Director shall be the authority that determines compliance with this Development Code. Projects which do not conform to this code with regards to land use and/or design may be considered subject to the review and approval of a use permit by the Project Planning Commission.

The North Highlands Town Center Development Code is divided into three main components: 1) The Regulating Plan; 2) District Guidelines for density, development and design, site design, streetscape and lighting, signage, and noise; and 3) Definitions. The Development Code is designed to allow the reader to understand from the outset the vision that the community has set for development in the Town Center. It will be used both as a guide for property owners and their designers and as an administrative tool for the County to regulate land use and development. It is important to read and understand the code in its entirety. It is hoped that this approach will improve the quality of design proposals that the County receives and result in a speedy and productive design review process.

### 504-601.1 BACKGROUND

In 1974, Sacramento County adopted the "North Highlands – North Central Area Community Plan" (Community Plan) which contained as its first stated objective "to protect the operational effectiveness of McClellan Air Force Base by preventing the intrusion of incompatible uses into the area." Due to the closure of the Air Force Base in July 2001 this objective has become obsolete while new opportunities have been created through the civilian reuse of this former military installation. This document establishes a Development Code for an area adjacent to McClellan taking into account the McClellan Reuse Plan and current use of the former base.

In 1995, prior to the closure of McClellan, the Sacramento Housing and Redevelopment Agency engaged the North Highlands community in developing pre-emptive community development strategies to address change from the bottom up and had the active participation of members of the community and neighborhood organizations. The process involved a community assessment, including scoping interviews with area leaders in education and business, as well as property owners, residents' groups, and the North Highlands Community Planning Council. Community workshops were held to determine issues, identify resources to address the issues, and develop a vision statement and strategy for implementation. The final product was a written report and strategic action plan entitled "Vision for North Highlands." This document has guided government agencies, organizations and individuals, and spurred the formation of the North Highlands Visions Task Force. One of the principal goals of the action plan was the creation of a "Town Center" for North Highlands at the intersection of Watt Avenue and Freedom Park Drive.

In 2004, the North Highlands Community and Economic Development Strategy further developed the Town Center concept by making it larger, extending it westward along Freedom Park Drive from Watt Avenue to 34th Street. The strategy also called for a new planning effort to further define the vision for the Town Center and create a land use plan with zoning in support of that vision.

This purpose of this document, the North Highlands Town Center Development Code, is to create an implementing tool to carry out the vision, goals, and policies embodied in the Community Plan, the Vision for North Highlands, and the North Highlands Community and Economic Development Strategy for the creation of a Town Center in North Highlands.

The intent of the Development Code is to strengthen the community's identity; expand the community's supply of housing, particularly new housing types that address the ever-changing urban market; create the feeling of a traditional downtown; provide an attractive, welcoming place to shop, dine, play, and, eventually, live and work; and strengthen the economic base of North Highlands.

Form-based codes can help transform suburbs from bedroom communities or strip commercial thoroughfares into active community centers with commercial, retail, housing, and public areas in an attractive and pedestrian-friendly setting. The creation of a town center by transforming what exists now into a vibrant community place involves a much "bigger picture" than simply reusing existing buildings or constructing new buildings. The transformation also includes the spaces between the buildings, the hierarchy of those spaces and how they connect and integrate with the neighborhood, and how the neighborhood expresses a unique identity.

# THE REGULATING PLAN

The Regulating Plan is the guiding heart of the Development Code. The Regulating Plan defines the overall purpose and intent of the development regulations in the North Highlands Town Center, illustrates the land use and circulation concepts for each area of the Town Center, defines broad categories of land uses permitted in the plan area, and contains general land use and circulation standards. The Plan divides the Town Center into districts, each with a distinct purpose and function, as described in this section.

## A. PURPOSE AND INTENT

### 504-601.2 SPECIAL PLANNING AREA

It is the intent of the County Board of Supervisors in adopting this Special Planning Area to create a pedestrian-oriented, mixed-use Town Center for the North Highlands community. In doing so, this is intended to:

- Provide for employment, community-serving commercial uses, public services, visitor-oriented services, park and recreation facilities, and housing for the North Highlands community.
- Provide for the efficient use of land and transportation facilities for the Town Center and for high quality redevelopment throughout the area.
- Promote an orderly, balanced, and integrated development pattern that optimizes the Town Center, supports sustainable land use, and enhances local and regional character, identity, and quality of development.
- Encourages a mixing of market-driven land uses in high-quality development.
- Allows for the development of regional, visitor-oriented attractions.
- Defines permitted uses, development standards, performance standards, and design guidelines.
- To encourage the development and redevelopment of properties in the SPA, this plan will utilize the established countywide design review process to implement the plan in a timely manner without additional oversight or review.

## B. DESIGN REVIEW

### 504-601.3 DEVELOPMENT CODE

The provisions of this Article shall apply to those properties depicted in Figure 1 and referred to as the North Highlands Town Center. Unless otherwise specified in this Article, provisions of Titles I, II, and III of the Sacramento County Zoning Code shall apply. To the extent that any provisions of this Article conflict with other provisions of the Zoning Code, the provisions of this Article shall prevail.

The design review process runs concurrently with the development review process and shall not make the process lengthier unless the project does not meet the Design Guidelines and Standards, Section 504-603.4.

Projects that are subject to design review include all commercial, industrial, mixed use, residential, and public works projects located in any district.

Review of projects for design conformance shall be carried out by the Design Review Administrator or the Design Review Advisory Committee. The Design Review Administrator (DRA) reviews non-discretionary and discretionary projects and make determinations of conformance with the Design Guidelines. The Design Review Advisory Committee (DRAC) reviews discretionary projects and makes recommendations of conformance with the Design Guidelines. The DRAC also reviews non-discretionary project design review referrals from the DRA.

- Non-discretionary projects are those projects that only require a building permit. These include projects that are consistent with the applicable district in planned use and development standards and propose new construction, or exterior remodeling.
- Discretionary projects are those projects that would require one or more entitlements or approvals, such as a conditional use permit, variance, exception, development plan review, special development permit, or public works project approval.

The North Highlands/Foothill Community Planning Advisory Council (CPAC) will review all discretionary projects. Furthermore, they are available to provide input on non-discretionary projects. Project proponents are encouraged to work with the CPAC and seek their input.

Each year, the Planning Department shall prepare a process report for to the CPAC on the implementation of the Development Code. All recent development and construction in the North Highlands Town Center will be review and the Development Code will be evaluated for its effectiveness in promoting and facilitating development consistent with the Regulating Plan and Development Standards of the Development Code.

## C. LAND USE DISTRICTS

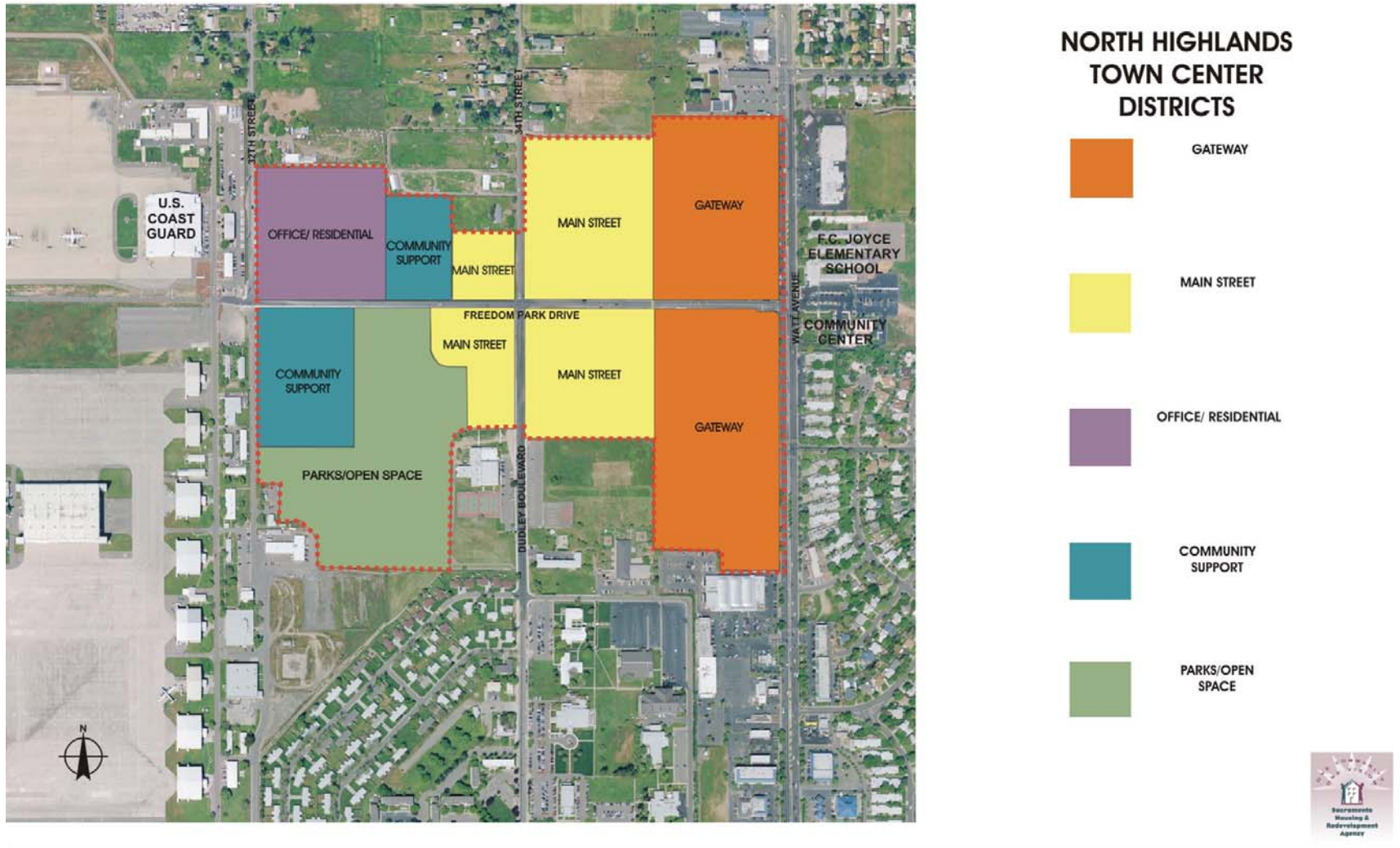
### 504-601.4 DISTRICTS DEFINED

The land use districts established by this plan are the Gateway District, the Main Street District, the Office/Residential District, the Community Support District, and the Parks/Open Space District. The boundaries of these districts are depicted in **Figure 1**. These districts define areas of similar land use character within the North Highlands Town Center.

Existing buildings, structures, and uses permitted within the North Highlands Town Center Plan area as of the effective date of this Article shall continue to be permitted and exempt from the requirements of this Article. The expansion of, addition to, or modification of an existing building, structure, or use may be permitted subject to staff development plan review and approval of the Planning Director to ensure that the proposed expansion is consistent with the policies and standards of this Article.

The goals described in the following sections are desired outcomes, in aggregate, by district. They will be used to measure the success of the Code's implementation and not used for regulation of individual projects. Also provided in this section is a table describing permitted, conditionally permitted, and prohibited uses for each land use district (refer to **Table 1**). In order to determine compliance, specific uses shall meet the definition of the land use categories and the intent of the District Planning Area that it is located in. The Planning Director or his designee shall be the authority that determines compliance. The Planning Director or his designees' decision may be appealed to the Board of Zoning Appeals.





**NORTH HIGHLANDS TOWN CENTER SPECIAL PLANNING AREA**

**Figure 1**  
*North Highlands Town Center Land Use Districts*

## D. DISTRICT PLANNING AREAS

### 504-601.5 GATEWAY DISTRICT

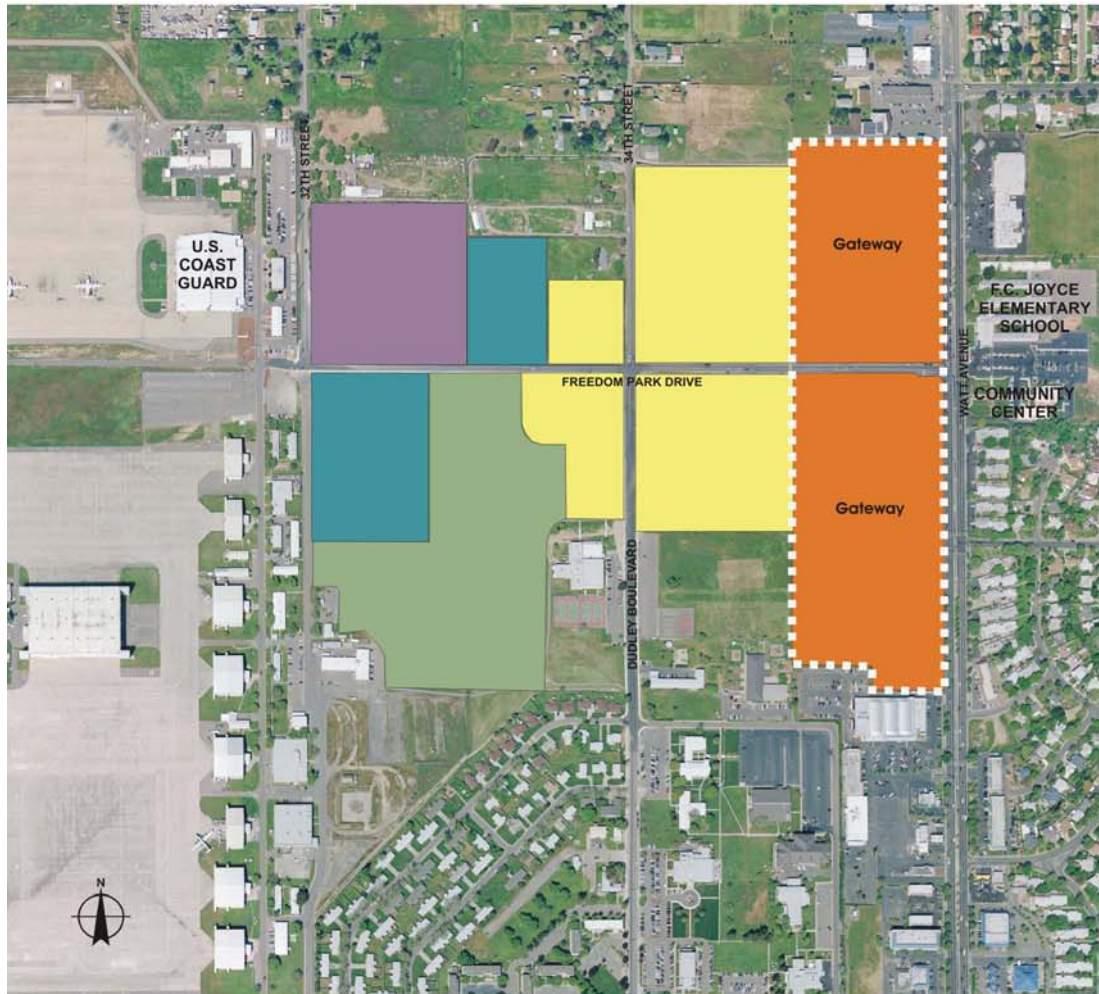


**Figure 2**  
*Gateway District*

The Gateway District is intended to serve as the main entryway to the North Highlands Town Center and as a transition between the land uses, circulation, and streetscape on North Watt Avenue and the interior of the Town Center. As the District with the heaviest commercial density in relation to residential density in the North Highlands Town Center, the Gateway is meant to provide a lively and attractive interface between the Town Center and the existing North Highlands community, while maintaining a primarily commercial street frontage along Watt Avenue. The streets will have a retail/commercial service atmosphere with small or large neighborhood stores at street level and apartments or offices on upper floors. The retail composition of the district should include stores, personal services, entertainment, and eating establishments that serve the North Highlands community as well as stores, eating establishments, and business services (printing, accounting, etc.) that serve the other businesses and office users in the area. Residential uses should be limited to upper floors along Freedom Park Drive and Watt Avenue within the Gateway District.

**Goal for Land Use Mix:** 20% residential, 30% retail, 50% office/community support/civic

**a) Uses** – See **Table 1** for a list of permitted, conditionally permitted, and prohibited uses. If a use is not listed as a permitted use, the Planning Director shall make a determination as set forth in Section 110-30.5.



### NORTH HIGHLANDS TOWN CENTER DISTRICTS

-  GATEWAY
-  MAIN STREET
-  OFFICE/ RESIDENTIAL
-  COMMUNITY SUPPORT
-  PARKS/OPEN SPACE



## NORTH HIGHLANDS TOWN CENTER SPECIAL PLANNING AREA

## 504-601.6 MAIN STREET DISTRICT

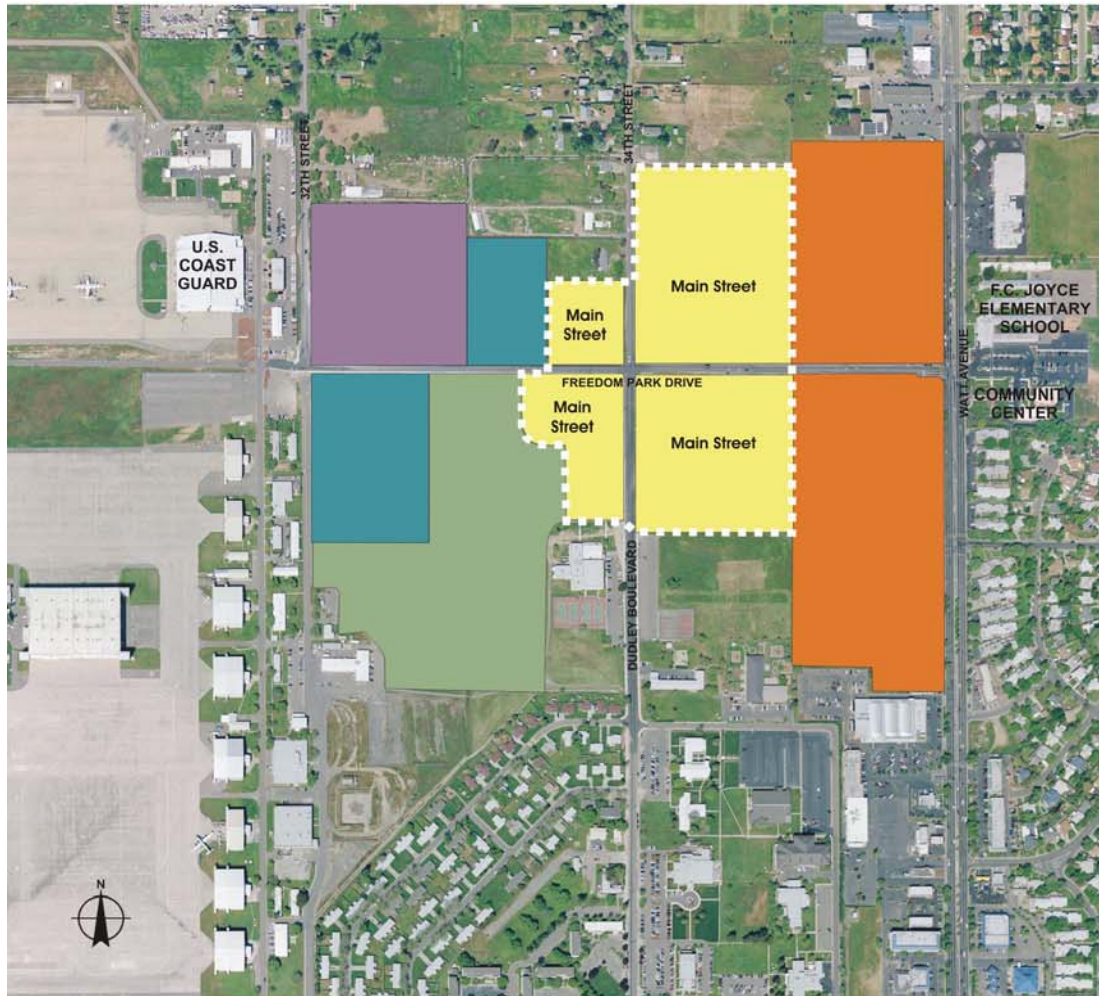


**Figure 3**  
*Main Street District*

Further back from Watt Avenue, centered along the intersection of Freedom Park Drive and Dudley Boulevard/34th Street, is the Main Street District. The Main Street district is intended to provide a mixed-use, pedestrian-oriented focus for the Town Center, with land uses serving Town Center residents and visitors. This district provides the North Highlands community with a small-town style walkable center that is convenient, useful, safe and attractive for pedestrians and lively, yet relaxed. Small-scale retail and other commercial uses should occupy as much of the ground floor frontages along Freedom Park Drive and Dudley Boulevard/34th Street as the market will bear, with the tallest buildings, pedestrian plazas, and/or retail anchors centered at the intersection of Freedom Park Drive and Dudley Boulevard/34th Street, creating a town center effect. Upper floors should be residential along these two main streets. This District should provide for a diversity of housing types to serve a broad segment of the community. Side street frontages and the rears of parcels should be composed of multi-family, townhouse, duplex/triplex, or detached single-family residential uses at townhouse densities. This district also provides the potential for a continuum-of-care senior living development.

**Goal for Land Use Mix:** 5% single-family detached, 70% multi-family or single-family attached, 25% retail.

**a) Uses** – See **Table 1** for a list of permitted, conditionally permitted, and prohibited uses. If a use is not listed as a permitted use, the Planning Director shall make a determination as set forth in Section 110-30.5.



**NORTH HIGHLANDS  
TOWN CENTER  
DISTRICTS**

-  GATEWAY
-  MAIN STREET
-  OFFICE/ RESIDENTIAL
-  COMMUNITY SUPPORT
-  PARKS/OPEN SPACE



**NORTH HIGHLANDS TOWN CENTER SPECIAL PLANNING AREA**

## 504-601.7 OFFICE/RESIDENTIAL DISTRICT

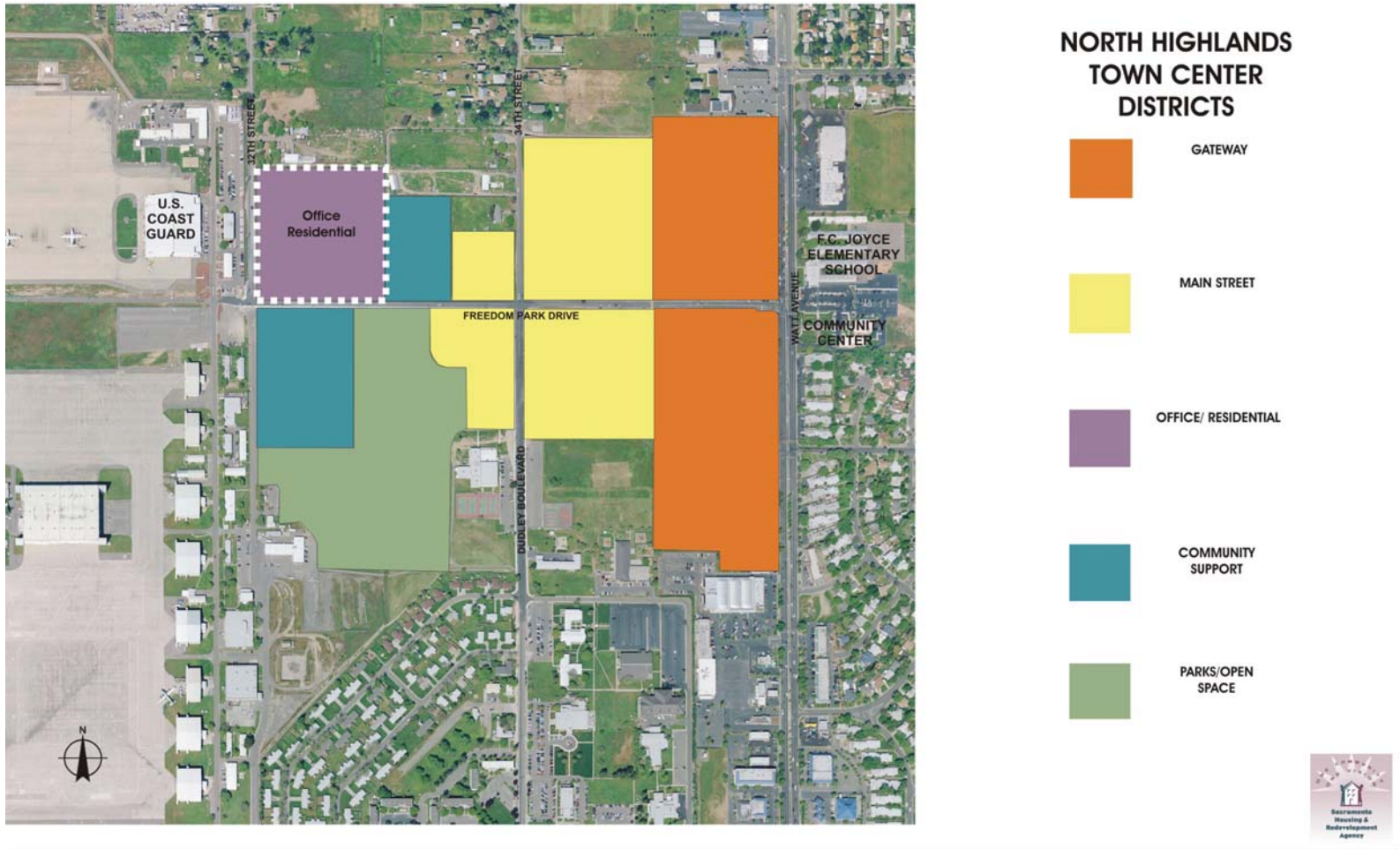


**Figure 4**  
*Office/Residential District*

The Office/Residential District is located in a back corner of the North Highlands Town Center, across from the Aerospace Museum/Freedom Park and adjacent to the U.S. Coast Guard facility, away from both the intense commercial atmosphere of the Gateway District and the Town Center atmosphere of the Main Street District. This District is tailored to convey a less commercial atmosphere while still living up to the mixed-use land use pattern that will make the North Highlands Town Center unique in the North Highlands community. The District is intended to be evenly divided between residential and office uses, which can occur in the same buildings or in separate buildings on the same lot. A small amount of retail, catering to the office workers, museum goers, and residents of the Town Center, can be clustered along the first floors of buildings along Freedom Park Drive. Residences should be located and designed so as to shield occupants from noise generated by the Coast Guard facility, possibly by using the office buildings as buffers.

**Goal for Land Use Mix:** 44% residential, 8% retail, 48% office, 30% mixed-use.

**a) Uses** – See **Table 1** for a list of permitted, conditionally permitted, and prohibited uses. If a use is not listed as a permitted use, the Planning Director shall make a determination as set forth in Section 110-30.5.



**NORTH HIGHLANDS TOWN CENTER SPECIAL PLANNING AREA**

## 504-601.8 COMMUNITY SUPPORT DISTRICT



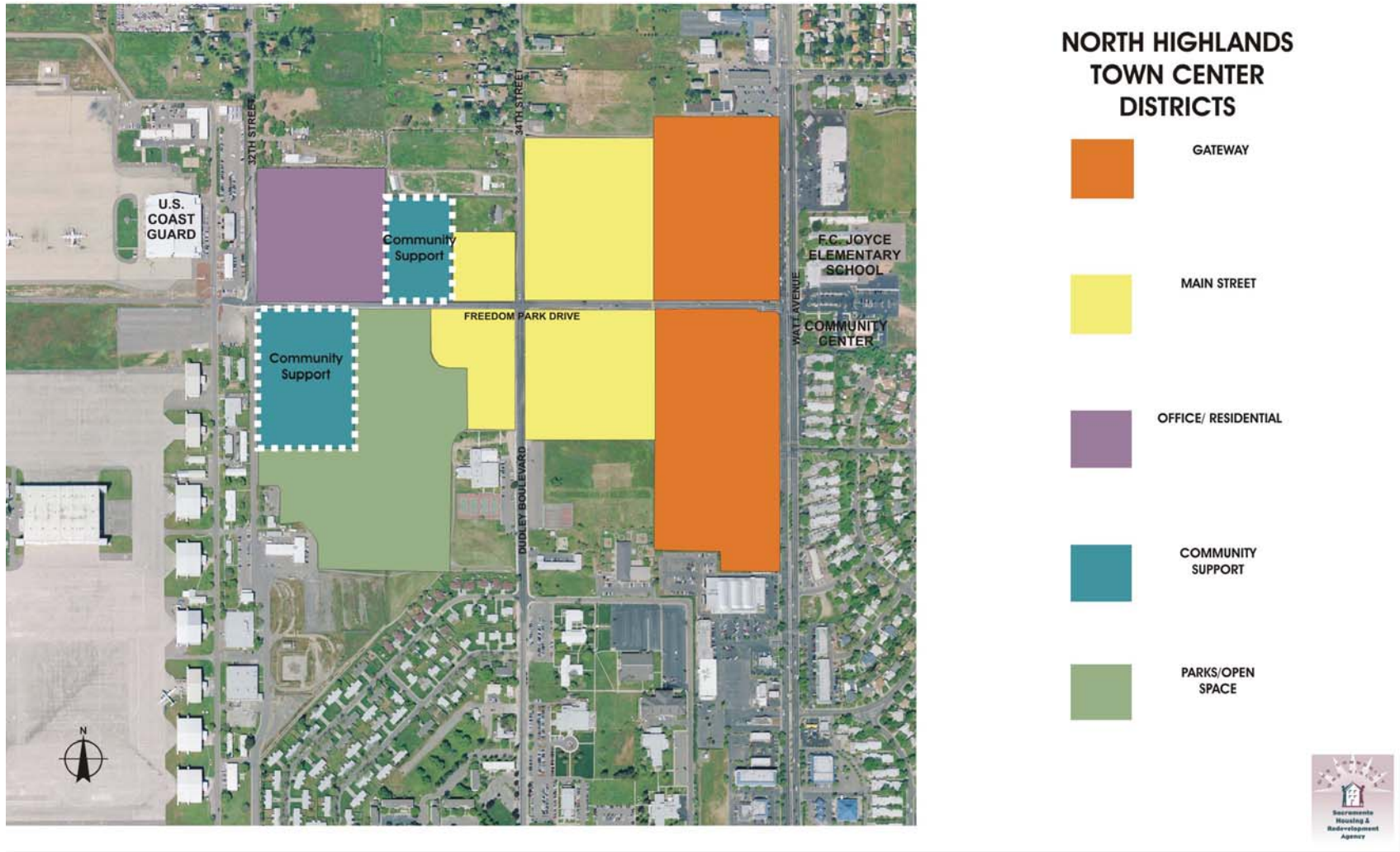
**Figure 5**  
*Community Support District*

The Community Support District is intended to provide places for a variety of civic uses and activities serving the public and operated by public, quasi-public, and private nonprofit organizations. The District consists of two areas, one adjacent to Freedom Park and one across from the Park. Both areas are currently being used for public/quasi-public uses: on one site lie a church and the other the Aviation Museum (which includes a display of vintage aircraft). The District will provide places for public agency offices, religious institutions, civic clubs, lodges, community centers, youth or senior centers, educational and skills training facilities, museums, or other civic and nonprofit activities. The area south of Freedom Park Drive and east of 32nd Street is envisioned for the development of an Aviation Museum building. If this development does not occur, it is recommended that this site be included in the Parks/Open Space District.

**Goal for Land Use Mix:** 100% public/quasi-public

**a) Uses** – See **Table 1** for a list of permitted, conditionally permitted, and prohibited uses. If a use is not listed as a permitted use, the Planning Director shall make a determination as set forth in Section 110-30.5.





**NORTH HIGHLANDS TOWN CENTER SPECIAL PLANNING AREA**

## 504-601.9 PARKS/OPEN SPACE DISTRICT

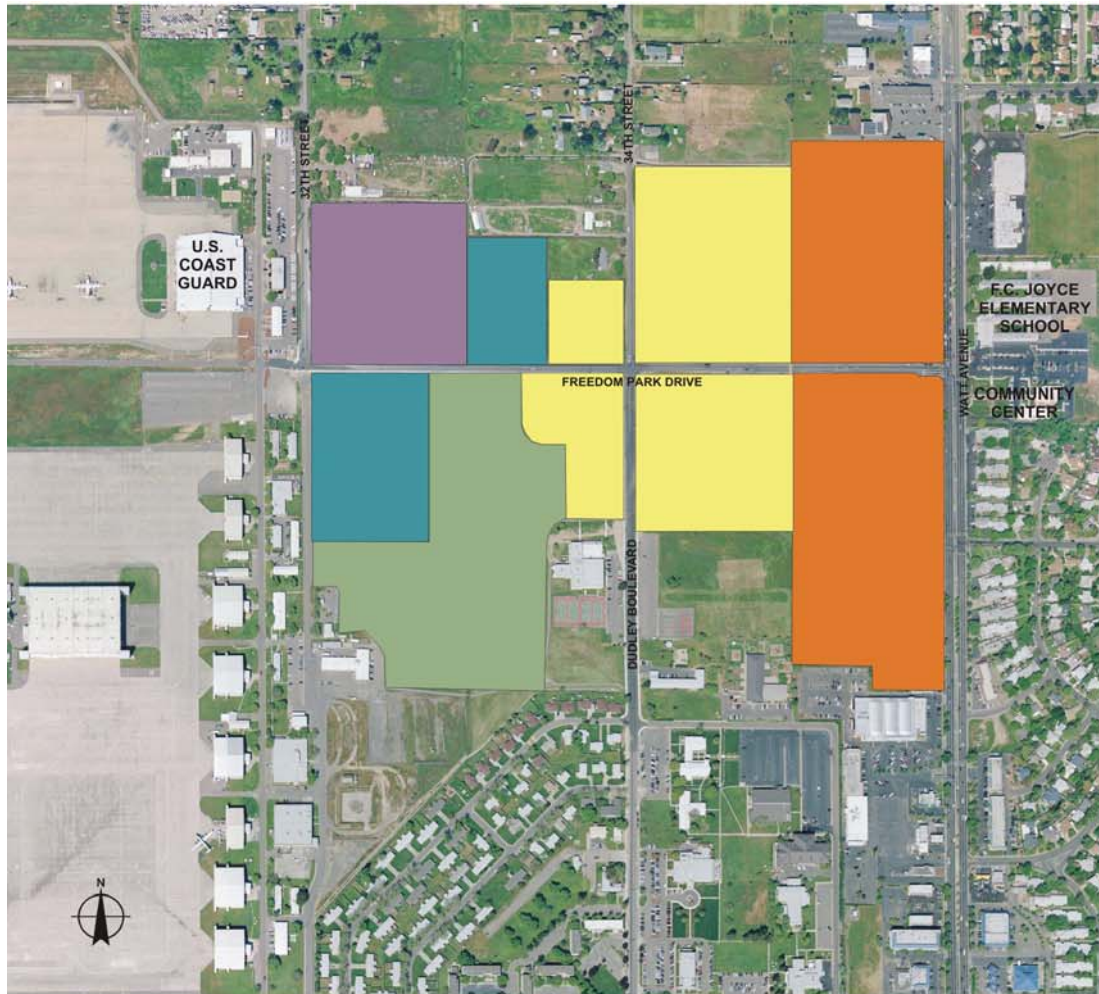


**Figure 6**  
*Parks and Open Space District*

The Parks/Open Space District consists of the existing Freedom Park. The purpose of this District is to preserve and enhance Freedom Park as public recreation and open space amenities serving the Town Center, the North Highlands community, and visitors. Buildings or structures complementary to, and consistent with, the purpose of this district may be developed.

**Goal for Land Use Mix:** 100% parks/open space (with secondary uses that support primary use).

**a) Uses** – See **Table 1** for a list of permitted, conditionally permitted, and prohibited uses. If a use is not listed as a permitted use, the Planning Director shall make a determination as set forth in Section 110-30.5.



### NORTH HIGHLANDS TOWN CENTER DISTRICTS

-  GATEWAY
-  MAIN STREET
-  OFFICE/ RESIDENTIAL
-  COMMUNITY SUPPORT
-  PARKS/OPEN SPACE



## NORTH HIGHLANDS TOWN CENTER SPECIAL PLANNING AREA

**TABLE 1  
NORTH HIGHLANDS TOWN CENTER - TABLE OF USES**

	<b>Parks/Open Space</b>	<b>Community Support District</b>	<b>Office/ Residential</b>	<b>Main Street</b>	<b>Gateway</b>
Motor Vehicle Sales, Services, Repair	-	-	-	-	-
General Merchandise Sales/Retail, Commercial Services	1	1	X	X	X
Lodging	-	-	X	x	x
Entertainment Services	TUZ	TUZ	X	X	X
Liquor Sales	-	TUZ	UP	UP	UP
Restaurant/FOOD SALES	1	1	X	X	X
Manufacturing/Processing	-	-	-	-	-
Community Support/Civic	X	X	X	X	X
Business Services/Offices	1	1	x	x	x
Health Services	-	X	X	X	X
Residential	-	-	X/UP	X/UP	X/UP
Recreational Facilities (Indoor/Outdoor)	X/X	X/X	X/UP	X/UP	X/UP
Funeral Home	-	-	UP	UP	UP
Pawn Shop	-	-	-	-	UP
Drive-up Window	-	-	-	-	-
Mini-Storage	-	-	-	-	UP
Discount/Thrift Store	-	UP	UP	UP	UP
Adult Uses	-	-	-	-	-
Carnivals, concerts, Farmers Market, outdoor Promotional Sales	TUZ	TUZ	TUZ	TUZ	TUZ
Convenience Markets (less than 6,000 SF)	-	-	3	3	3
Wireless Communication Facilities	2	2	2	2	2

*X - Permitted.*

*UP - Use Permit approval by Project Planning Commission.*

*UPB - Use Permit approval by Board of Supervisors.*

*TUZ - Temporary Use Permit approval by the Zoning Administrator - prohibited; any unmarked uses are subject to determination of Planning Director as set forth in Section 110-30.5*

*Special conditions:*

- 1. Permitted as an ancillary use when associated with a permitted primary use.*
- 2. Permitted subject to the SZC Section 301-13.5*
- 3. Permitted subject to SZC Section 225-14 (45).*

*Notes:*

*Definitions of use categories are described in Section 5XX-2 (Definitions).*

*Existing buildings, structures, and uses permitted within the North Highlands Town Center Plan area as of the effective date of this Article shall continue to be permitted and exempt from the requirements of this Article. The expansion of, addition to, or modification up to ten percent (10%) of an existing building, structure, or use may be permitted subject to staff development plan review and approval of the Planning Director to ensure that the proposed expansion is consistent with the policies and standards of this Article.*

## E. CIRCULATION AND TRANSPORTATION PLAN

The Circulation and Transportation Plan creates a system of streets to serve North Highlands Town Center and contains standards for each type of street. These standards address the totality of the streetscape for both the circulation of vehicles and people and for the design and character of public pathways. Quality public streets are among the most important contributors the quality of Town Center. The streets are the public living space that directly connect, and define the relationship between, public and private spaces.

“Streetscape” refers to the natural and built fabric of the street, the design quality of the street, and its visual effect, particularly how the paved area is laid out and treated. The streetscape includes buildings, street surfaces, and fixtures and fittings that facilitate use of the street, from bus shelters and signage to planting schemes.

Factors that affect the quality of the streetscape include:

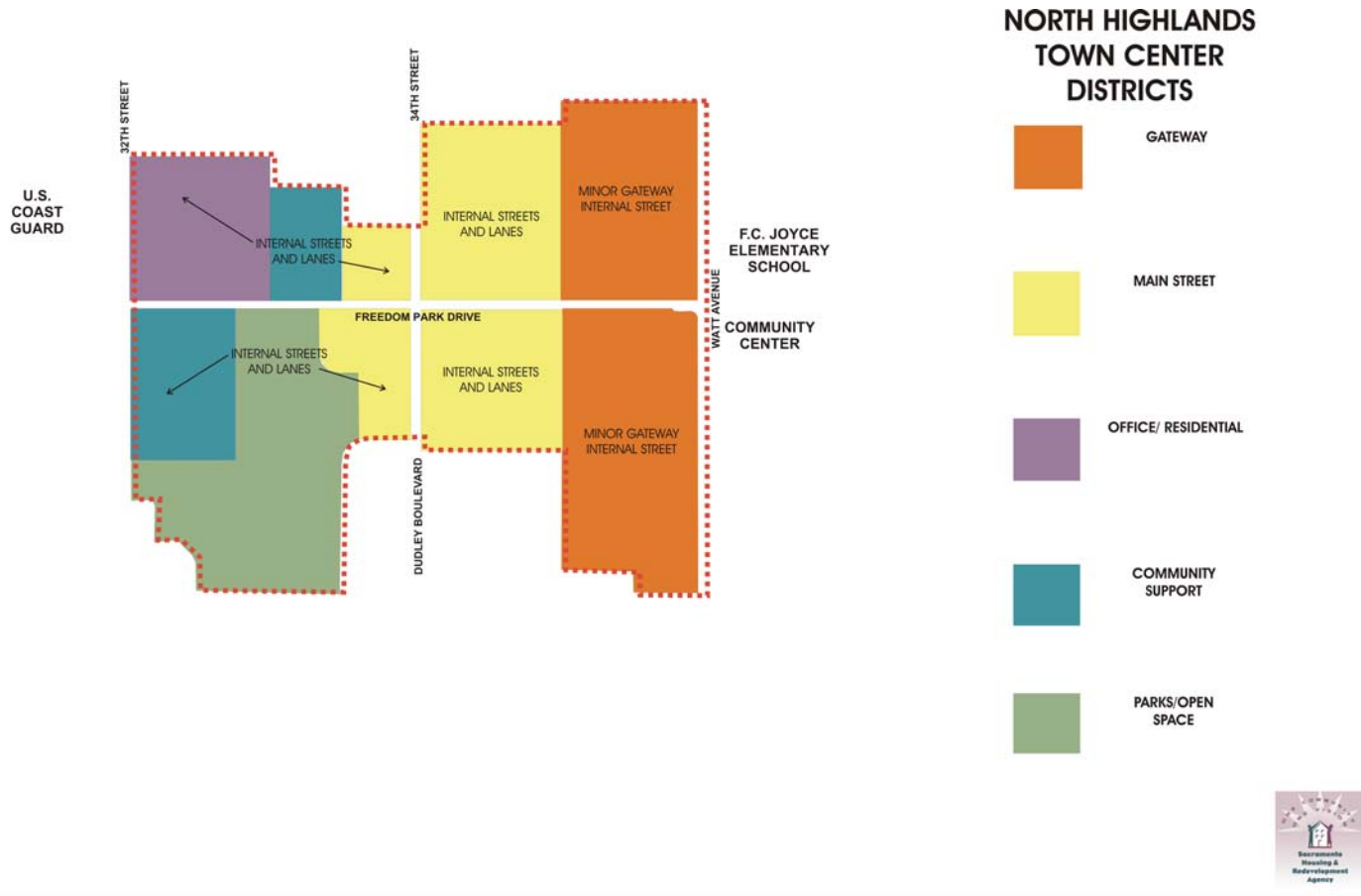
- Roadway design (street widths, paving materials and surfaces, and curb and gutter design);
- Bicycle and pedestrian pathway design (sidewalks, bike lanes, separators, etc.);
- Traffic calming devices;
- Public “accessories” to the streetscape (street and directional signs, advertising signs, street furniture, public art, lighting design, etc.);
- Utility lines and their integration into the streetscape;
- Landscaping, its use to define the streetscape, and its integration with the built environment; and
- Management and maintenance of the streetscape; and
- The size and walkability of individual blocks, which in general should be no more than 300 to 400 linear feet per block face (1,200 to 1,600 linear feet total per block perimeter—see Table 3).

### 504-601.10 STREETScape STANDARDS

Streets shall be developed according to the Street Typology diagram in **Figure 7** and the standards of this section, as illustrated in **Figures 8** through **13**. The approximate locations of potential future internal streets are shown as dashed lines in **Figure 7**. The exact locations of internal streets will depend on development plans submitted by adjoining property owners and the access needs of such properties.

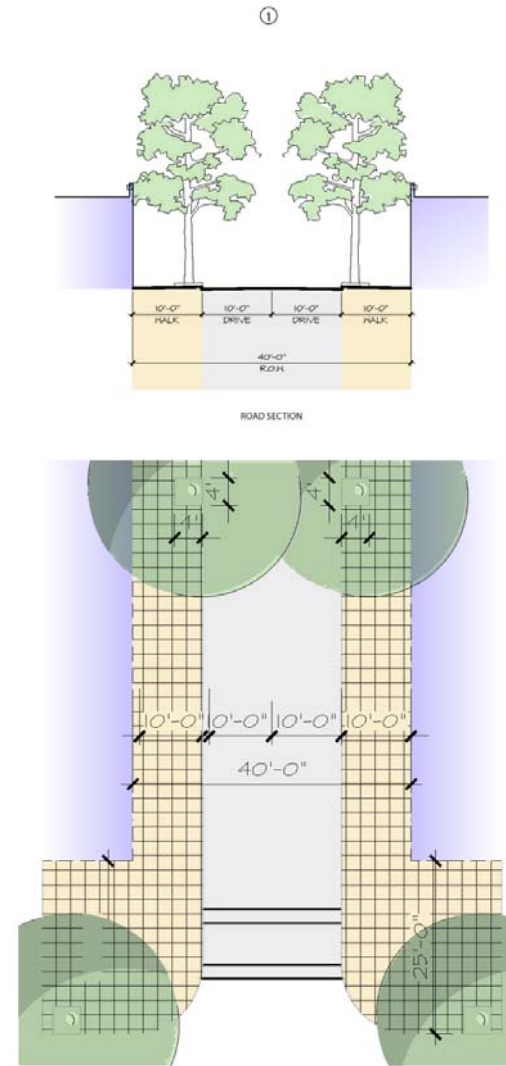
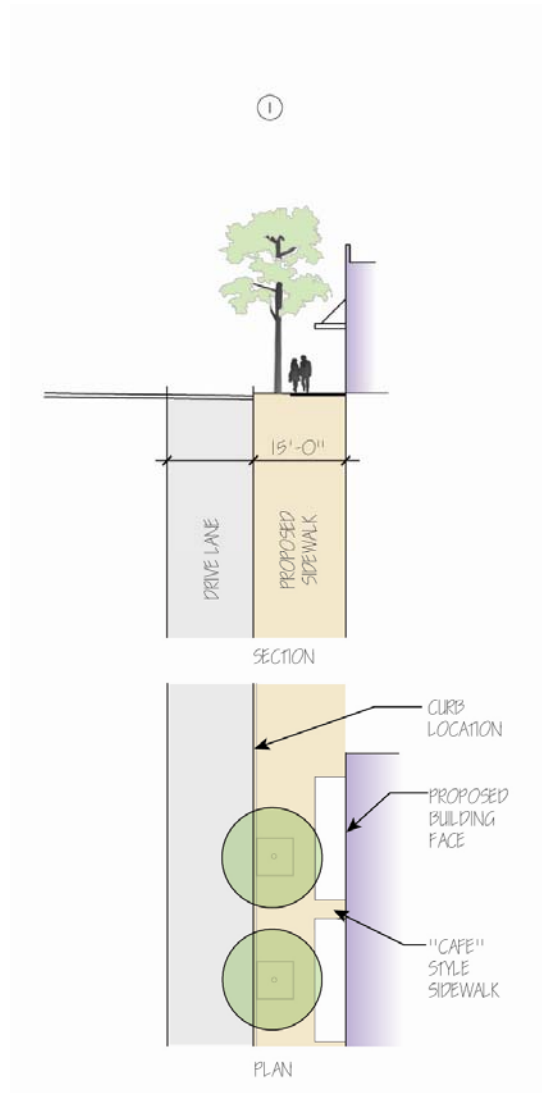
Street trees shall create a consistent theme for each of the districts and shall be planted according to Section 4-30 of the Sacramento County Improvement Standards, as amended from time-to-time. Approved trees for planting in County rights-of-way and public easements shall be those listed in Section 4-30. Trees not listed in Section 4-30 may be planted with the approval of the Director.

**(a) Watt Avenue (Figure 8).** Watt Avenue is a wide, heavily traveled major north-south arterial in central Sacramento County that carries traffic from the northern to southern ends of the County. Ground floor retail with retail or office above should comprise frontages that face this noisy thoroughfare. Wide sidewalks should line the section of Watt Avenue in the Town Center area to give shoppers plenty of room to walk and to give shoppers a comfortable walking Town Center away from traffic. Street trees and shrubbery should further shield pedestrians from traffic and to make drivers feel as if they are on a narrower street (encouraging slower driving). Awnings, galleries, arcades, etc. can further frame a sheltered space for passing and browsing pedestrians. Buildings should be massed to allow vistas into parking areas.



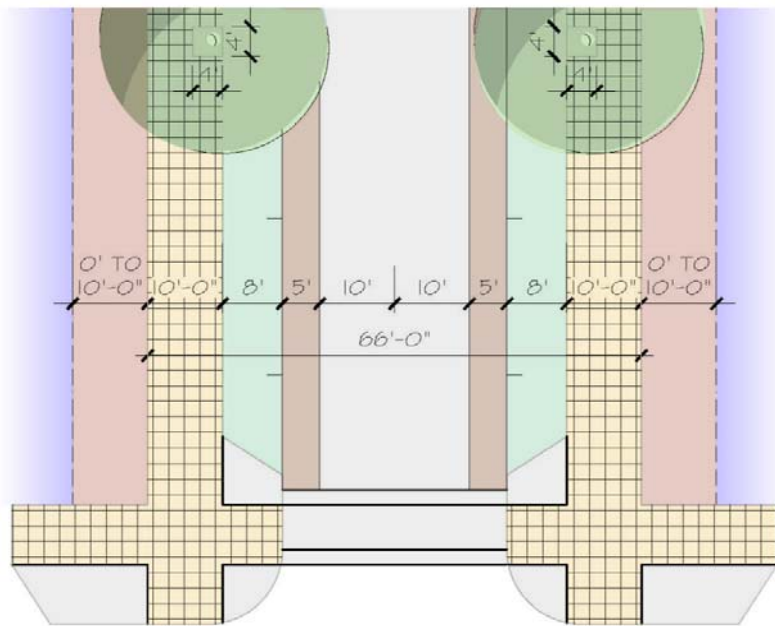
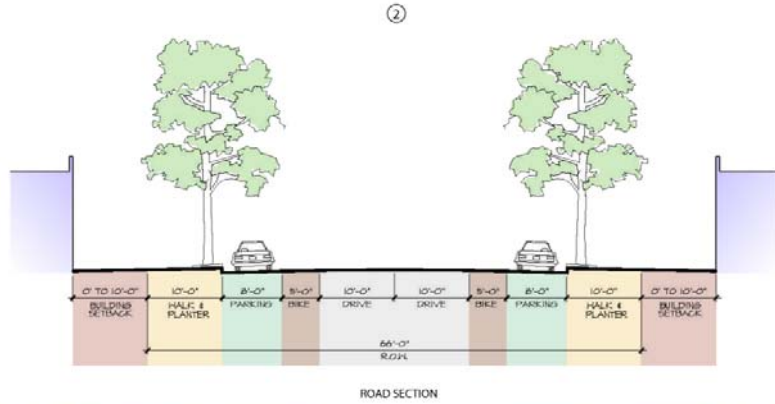
**NORTH HIGHLANDS TOWN CENTER SPECIAL PLANNING AREA**

**Figure 7**  
*North Highlands Town Center Streetscape Typology*

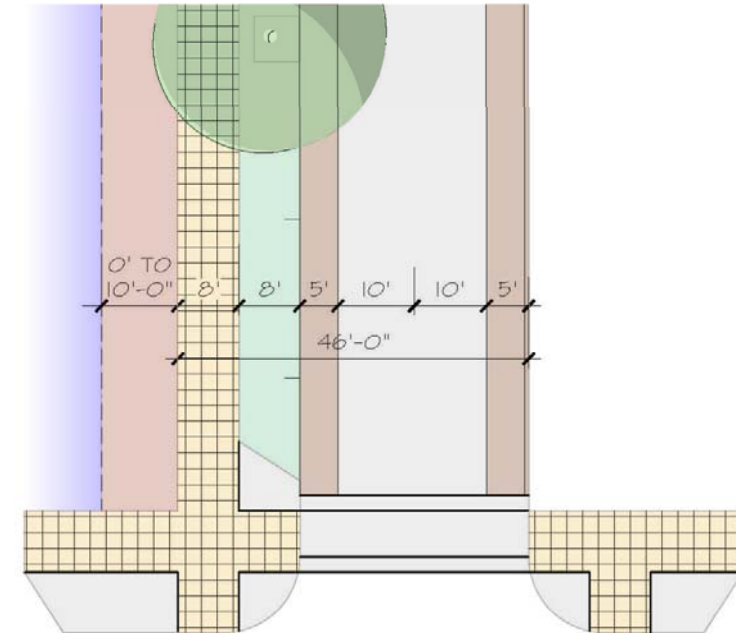
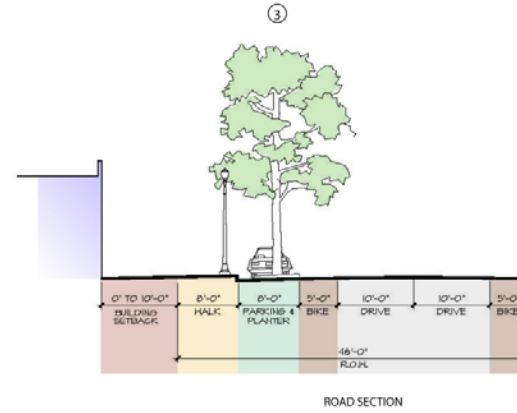


**Figure 8**  
*Design Standards for Watt Avenue West Side and Watt Avenue Driveway*

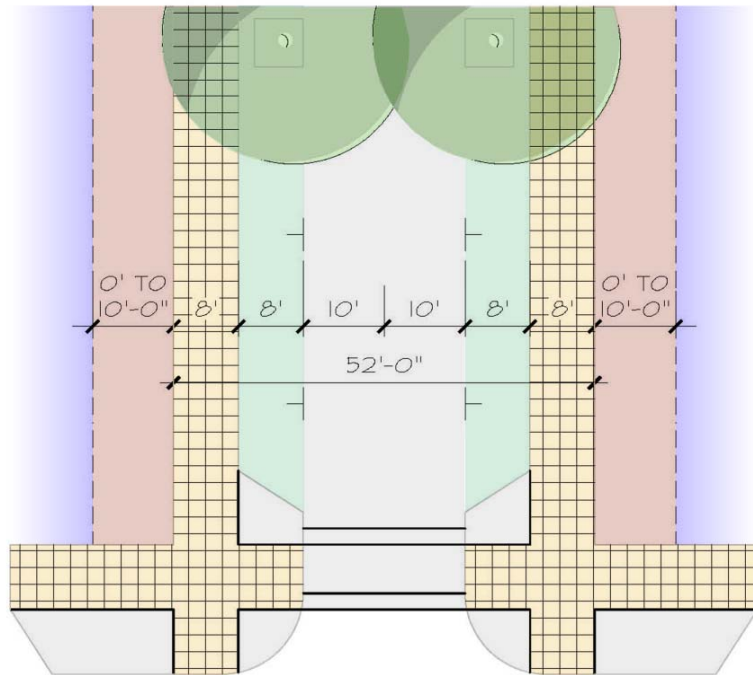
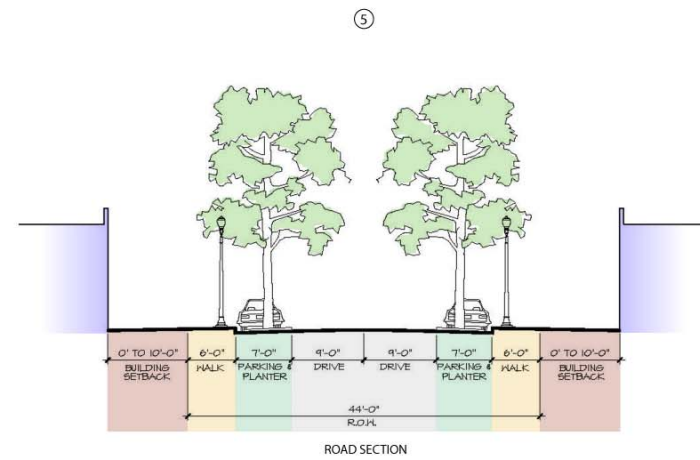
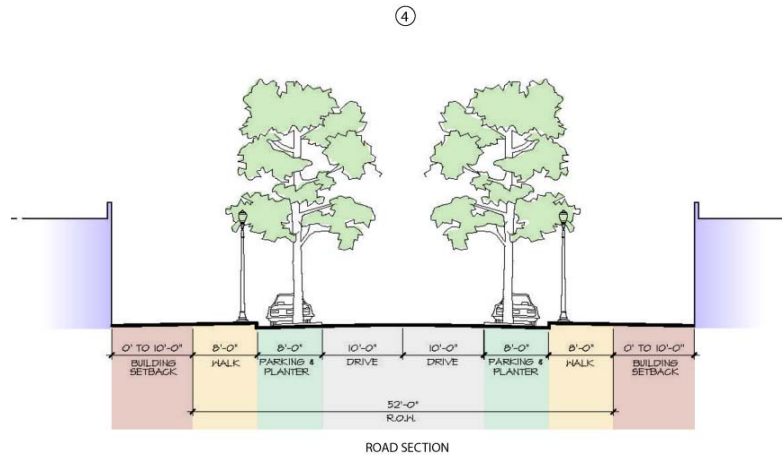




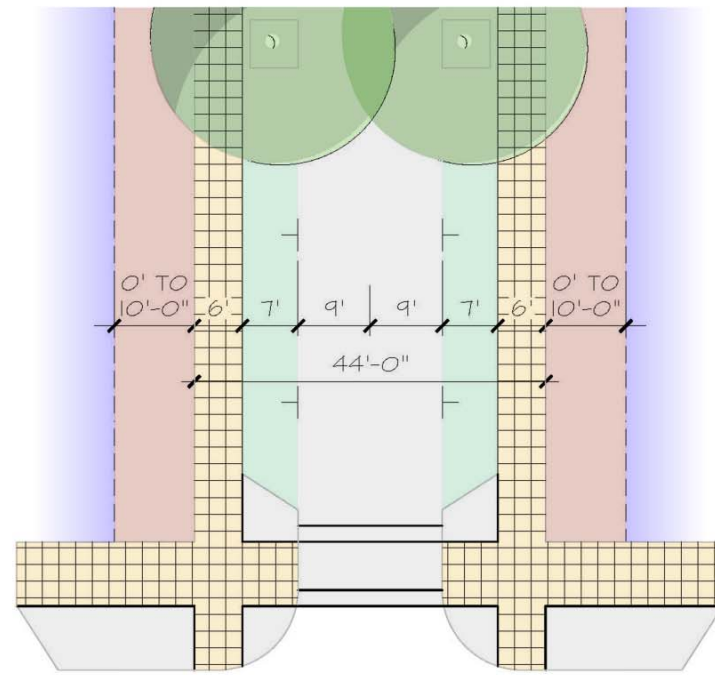
**Figure 9**  
*Design Standards for Freedom Park Drive and Dudley Street/34<sup>th</sup> Street*



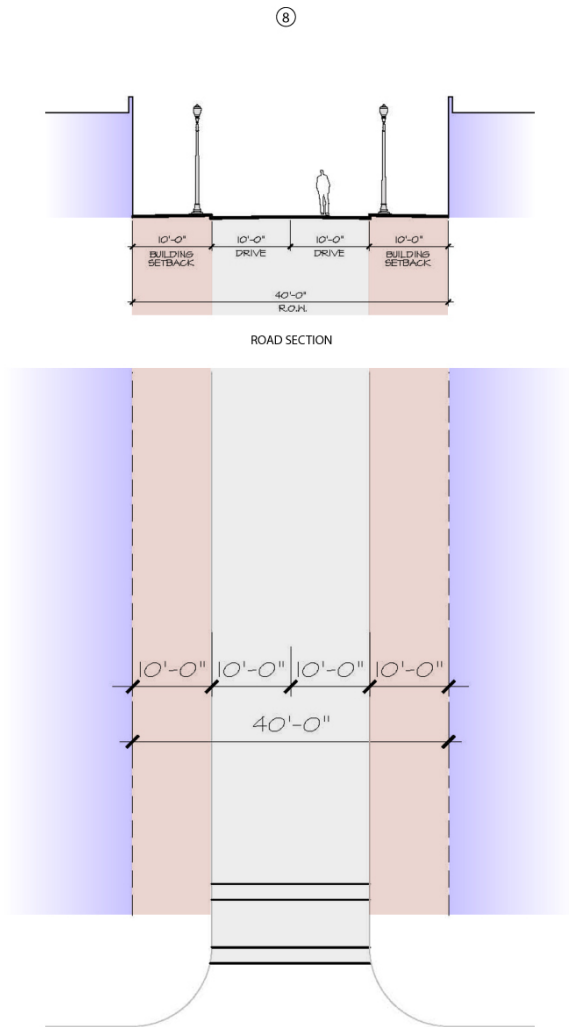
**Figure 10**  
*Design Standards for 32<sup>nd</sup> Street*



**Figure 11**  
*Design Standards for Minor Gateway Internal Street*



**Figure 12**  
*Design Standards for Internal Streets*



**Figure 13**  
*Design Standards for Internal Lanes*

**(b) Main Streets (Figures 9 and 10).** Freedom Park Drive and Dudley Boulevard./34<sup>th</sup> Street are the two main streets of the Town Center. The Main Streets provide access to the Town Center from the rest of the North Highlands community. These streets should contain two lanes, wide sidewalks, plentiful street trees and benches, frequently appearing crosswalks, and parallel parking. Main Streets should have a traditional small town main street atmosphere with slow traffic and two- to three-story buildings with window-dominated storefronts at ground level. The intersection of Freedom Park Drive and Dudley Boulevard./34<sup>th</sup> Street should be a focal point for pedestrian and commercial activity in the Town Center. This should be an open, plaza intersection surrounded at each corner by distinct buildings, carved away at the intersections at the corners of Dudley Boulevard and 34<sup>th</sup> Street, featuring the most relatively grand features in the Town Center (pinnacles, turrets, majestically framed entrances, etc.) in order to provide a sense of place to the heart of this “downtown” area.

**(c) Internal Streets (Figures 11 and 12).** Internal Streets are the Town Center’s side streets, providing access from the Main Streets to the residences and businesses that are not located along the Main Streets or Watt Avenue. Internal Streets are: 32<sup>nd</sup> Street (streetscape 3); new minor gateway internal streets, if developed (streetscape 4); and new internal streets to be developed in the Freedom Park Town Center (streetscape 5). These streets, along with mid-block intersections (**Figure 14**) provide many safety benefits to both pedestrians and drivers with ways to connect between points within the Town Center and provide extra parking beyond that which is along the Main Streets or in parking structures. Design of mid-block crossings should comply with guidelines for standard intersections such as sight distances, effects of grade, cross-slope, the need for lighting, and other factors that all apply. These streets should be only wide enough for two lanes of traffic with parallel parking on both sides (one side and 32<sup>nd</sup> Street). Sidewalks should be provided on both sides of the street (except 32<sup>nd</sup> Street), but the street itself should still be pedestrian and bicycle friendly, with materials and traffic speeds that foster driver caution and provide an atmosphere of pedestrian and bicycle freedom and safety. North-south internal streets should connect on each side of Freedom Park Drive, and east-west internal streets on each side of Dudley Boulevard/34<sup>th</sup> Street.



**Figure 14**  
*Mid block crossing on internal streets*

**(d) Internal Lanes (Figure 13).** Internal Lanes are designed to provide internal circulation to large parcels and break up the appearance of “super blocks.” These lanes may have housing units facing them or provide rear access to businesses (including delivery entrances), townhouse, parking, and apartment building back entrances, and accessory dwellings. Internal lanes can also provide pedestrians and bicyclists with easy, safe passageways to other streets and sections of the North Highlands Town Center area. These rights-of-way should be wide enough for delivery trucks but still narrow enough to force a very slow overall traffic speed. Internal lanes should be built to appear as simultaneously a walking and slow driving space. This will make pedestrians feel safe and encourage drivers to drive slowly and to not use these lanes as connections to other streets.

### 504-601.11 PUBLIC TRANSIT DESIGN STANDARDS

Public Transit facilities shall be developed according to the standards of this section.

Comfortable waiting areas, appropriate for year-round weather conditions, must be provided at all transit stops. Transit stops shall feature shelters that are designed with passenger safety and comfort in mind. These shelters should be easily recognizable, yet blend with the architecture of surrounding buildings. Passenger loading zones should be located close to the stop, but should not interfere with the transit stop operations.



**Figure 15**  
*Public Transit Facilities*

Street segments adjacent to transit stops must be configured for easy, safe, and fast pedestrian access across the street to the transit stop. This shall be achieved by providing sufficient auto and pedestrian visibility distances, stop signs or manually operated traffic signals where necessary, and clearly marked pedestrian crossings.

### 504-601.12 PARKING STANDARDS

The purpose of this Section is to require off-street parking spaces and loading spaces for all land uses in the North Highlands Town Center. Parking spaces should be sufficient in number to accommodate all vehicles that will be congregated at a given location, at a given point in time, by drivers and passengers who use or occupy the facility for which the parking space is provided, to the end that traffic and pedestrian safety are increased, and the general welfare is promoted. Each District within the North Highlands Town Center has separate parking standards due to the differences in use, form, and atmosphere among Districts. Standards for parking are included in **Table 3** of this Chapter. Shared parking is highly encouraged in the North Highlands Town Center.

The following guidelines are intended to serve as criteria for evaluating proposals for shared parking. Under this provision, the Director may authorize an adjustment in the total parking requirement for separate uses located on the same site or on adjoining sites if served by a common parking facility. These guidelines also apply to off-site or remote parking if the off-site parking is shared by two or more land uses.

For the purpose of these guidelines, the following definitions shall apply:

- Mixed Use: A single development containing two or more significant land uses which are functionally and physically integrated and are developed under a coherent plan.
- Shared Parking: Parking that can be used to serve two or more individual land uses without conflict or encroachment.

#### **General Requirements for Shared Parking**

- Site Plan: All requests for shared parking must be accompanied by a site plan which includes sufficient information to identify the type and intensity of the uses which are proposing to share parking. For projects which are subject to site plan review only because of a request for shared parking, the Director may modify the normal site plan submittal requirements if some material is determined to be unnecessary.
- Ownership. When first approved, the shared parking facility must be under common ownership or under the control of a single site plan. All requirements and conditions imposed upon the shared parking facility shall be listed on the site plan and shall be binding upon all subsequent purchasers.
- Time of Submittal. All requests for shared parking must be submitted in writing at the same time as an application for site plan review.

- Review Criteria. All requests for shared parking shall be reviewed by the Director in accordance with this Development Code. The Director shall determine whether shared parking is feasible at the proposed site and specifying the reasons for approval or disapproval.

### **Suitable Applications of Shared Parking**

The project must contain at least two (2) of the following uses which are functionally and physically related:

- Office
- Retail
- Restaurant
- Cinema
- Residential
- Hotel

### **Methodology**

- Responsibility. The preparation of a proposal for shared parking shall be the responsibility of the applicant. A pre-application consultation with the Planning and Community Development Department staff is encouraged.
- Analysis Methodology. A proposal for shared parking shall be based upon the ULI's "Shared Parking" Report (1983) and Software (1984) or using other methodologies approved by the Director. Applicants should refer to the Shared Parking report for a complete discussion of the variables analyzed. Any methodology other than the ULI procedure shall be thoroughly documented in a similar level of detail prior to review of the parking analysis by the staff. The Director shall determine the appropriateness of other methodologies for each specific application.
- Parking Ratios. Regardless of the methodology, county parking ratios contained in **Table 2** shall be the minimum acceptable rates for calculating peak parking requirements for each use. Reductions in the total parking requirement may be made only to reflect different hours of operation; different hourly, daily or monthly peaks; interaction among land uses; or incentives for use of transit or car pooling.
- Internal Capture. All assumptions for internal capture or interaction among land uses must be documented by information provided to staff during the review. The Director shall determine the appropriateness of the assumptions for each specific application.
- Use of Public Transportation. Any reduction in parking requirements due to the use of public transportation or other high-occupancy vehicles must be supported by firm commitments, as determined by the Director, for provision of such services and incentives for their use.
- Auto Occupancy. Assumptions regarding automobile occupancy rates must be documented if nonstandard ratios are used. The Director shall determine the appropriateness of the assumptions for each specific application.

### **Design Considerations**

- Pedestrian Linkages. Pedestrian links between the development and shared parking areas shall be specifically designed to assure readily visible relationships between the use and the available

parking. Special attention shall be paid to sidewalk design, paving materials, access across internal drives and streets and access within parking structures.

- **Distribution of Spaces.** All shared parking facilities shall be easily accessible to all land uses and adequately distributed on the site to provide the required parking for any use within five hundred (500) feet of the entrance, measured from the closest point of the parking facility. For hotel and restaurant uses only, longer distances may be considered if a commitment is made for a valet parking plan acceptable to the Director.
- **Reserved Spaces.** Parking spaces which are reserved for employees or other individuals shall not be included in shared parking unless hours of use are such that parking is available for others to use at different hours.
- **Fees and Access Controls.** Any parking fees and any access controls to a parking area (such as gates or attendants) shall be identified in the shared parking proposal.
- **Hours of Operation.** For projects using the ULI report and software, the hours of operation should be consistent with the ULI peak hour methodology.
- **Peak Hour Parking Demand.** The peak hour shall be demand determined in a manner consistent with the ULI methodology will be used as the parking requirement.
- **Handicapped Parking.** Spaces designated for handicapped use shall be provided in a quantity equal to the sum of the minimum requirements for each individual use in the mixed-use development. Handicapped parking spaces may not be included in shared parking.

### **Revisions**

- **Change in Uses.** After a shared parking facility has been approved, any subsequent change, addition, or deletion in the type or intensity of the original mixed land uses which results in an increase in the parking requirement shall require site plan approval. No certificate of occupancy for the new or changed uses shall be issued without site plan approval for the revised shared parking facility or, absent such approval, the provision of sufficient parking spaces to match the sum of the minimum requirements for each individual use.
- **Change in Operations or Design.** After a shared parking facility has been approved, any subsequent change in operations or design, including use of compact parking, modification of pedestrian facilities, relocation of parking spaces, addition or deletion of reserved parking spaces, addition or deletion of reserved employee parking spaces, addition or deletion of access controls, or significant changes in hours of operation, shall require administrative approval by the Director. In approving such revisions, the Director must determine that the circumstances and conditions applicable at the time of the original approval remain valid, and that the changes would not affect the suitability of the site for shared parking. The Director will determine submittal requirements for each revision based upon the nature of the change requested.

### **Monitoring**

In order to ensure adequate parking capacities and establish a data base for better evaluating the adequacy of shared parking, all projects approved for shared parking will be required to conduct a follow-up evaluation of the actual utilization of the parking facility. The study shall be performed in accordance with standards established by the Director, as outlined below. The evaluation shall be conducted following completion and occupancy of the project within a time period specified at the time of approval, depending on phasing, project size, occupancy and utilization. The study shall take into account any variations due to building occupancy rates and hourly, daily or monthly peaks in parking utilization.

In the event that the evaluation is not submitted within the agreed-upon time frame or identifies a deficiency in the number of parking spaces needed to satisfy the demand, the Director will notify the owner that no additional permits will be issued for changes in occupancy until the parking supply is brought into compliance with the demand. The owner may correct the deficiency through provision of additional parking spaces, a change in the tenant mix, changes in the operating hours or use of other strategies approved by the Director. Appeal of the Director's decision in this case may be made by the applicant through the normal site plan appeal procedure.

### **Procedures for Monitoring of Shared Parking**

A follow-up evaluation of an approved shared parking application shall contain the following elements:

- A site plan including an inventory of all parking provided on the site, identifying the quantity of spaces in each parking area.
- An inventory of all uses on the site as shown on the site plan, identifying gross square footage of floor area, type of business, normal operating hours, and any unoccupied floor space.
- An hourly count of all vehicles parked on the site, beginning one hour before the earliest opening hour of a business within the project and ending one hour after the latest closing hour, with the condition that no counts need be taken before 6:00 a.m. or after 12:00 midnight. To substantiate the peak day, these counts must be taken on three different weekdays and on one Saturday as specified by the Director. Counts must not be taken on days with inclement weather. Data must be recorded on a form similar to the "Parking Tally Form" and must be submitted for staff review. The data must identify the number of vehicles which are illegally parked outside designated parking stalls (within right-of-way, in aisles, in loading zones, etc.).
- Documentation of any existing transit usage or ridesharing programs.
- Adjustment of the empirical data to represent the peak hours, days, and months, using the factors contained in the ULI's Shared Parking Report, latest edition, as well as compensation for any transit usage. Adjustments for internal capture or auto occupancy may be made only if supported by empirical data.
- An assessment of the adequacy of the available shared parking at the peak periods identified in the ULI's Shared Parking Report, latest edition, for the uses contained in the project.
- Recommendations for addressing any deficiencies identified in the parking supply.

**Table 2** gives an example of a parking tally form that could be used for shared parking.



<b>TABLE 2 PARKING TALLY FORM</b>		
<b>SITE:</b>		<b>DATE:</b>
<b>AREA:</b>		<b>WEATHER:</b>
<b>Time</b>	<b>Total Vehicles</b>	<b>Illegally Parked</b>
6:00 a.m.		
7:00 a.m.		
8:00 a.m.		
9:00 a.m.		
10:00 a.m.		
11:00 a.m.		
Noon		
1:00 p.m.		
2:00 p.m.		
3:00 p.m.		
4:00 p.m.		
5:00 p.m.		
6:00 p.m.		
7:00 p.m.		
8:00 p.m.		
9:00 p.m.		
10:00 p.m.		
11:00 p.m.		
12:00 p.m.		
<b>Total</b>		

## DEVELOPMENT STANDARDS

This section regulates the site placement, setback, frontage style, parking requirements, proportions, and external sizes of development in each District. This section also regulates which types of civic spaces are allowed in which Districts. This section also contains the design standards for buildings, landscaping, signs, lighting, parking areas, and sites throughout the Town Center. Noise and safety issues are also addressed in this section. See **Table 3**.

Prior to the issuance of any building permit, all public and private construction, development, or improvement projects shall undergo Design Review except:

- (1) Improvements to existing buildings that do not change the use of the building or alter the outward appearance of buildings;
- (2) Exterior improvements of less than \$50,000, excluding signs;
- (3) Public works, utility and maintenance projects including but not limited to:
  - a. Roadway and landscape maintenance, repaving, rehabilitation of irrigation, tree trimming, mowing, weed abatement, sidewalk repair, parking lot striping, placement of parking, and roadway placards/signs;
  - b. Existing utility improvement and maintenance, under-grounding of utilities, maintenance of utility poles, sewer or water lines, water wells and related facilities, and drainage facilities;
  - c. Roadway, sanitary sewer, and drainage improvements as identified in the adopted master plans.
  - d. Other public works, utility or maintenance projects as determined by the Director of the Planning and Community Development Department.
- (4) Building demolition and subsequent site grading, and soil remediation projects;
- (5) Structural improvements or repairs to existing buildings or property that are required to protect the welfare, health, and safety of the general public.

**TABLE 3  
DEVELOPMENT STANDARDS**

	<b>PARKS/OPEN SPACE</b>	<b>COMMUNITY SUPPORT</b>	<b>OFFICE/ RESIDENTIAL</b>	<b>MAIN STREET</b>	<b>GATEWAY</b>
<b>DENSITY</b>					
DENSITY	N/A	N/A	0 units per acre min. 25 units per acre max.	20 units per acre min. 60 units per acre max.	0 units per acre min. 60 units per acre max.
<b>BLOCK &amp; LOT DESIGN</b>					
Block Perimeter (in linear feet)	N/A	2,000 LF max.	1,200 if max. 1,600 if max. for blocks with internal structured parking	1,200 if max. 1,600 if max. for blocks with internal structured parking	1,200 if max. 1,600 if max. for blocks with internal structured parking
Lot Area	N/A	N/A	2,500 sq. ft. minimum	1,500sq. ft. minimum	no minimum
Lot Coverage	N/A	80% maximum	60% maximum	80% maximum 100% for structured parking	100% maximum
<b>BUILDING SETBACK</b>					
Front	N/A	0 ft. min. 25 ft. max.	0 ft. min. 15 ft. max.	0 ft. min. 10 ft. max.	0 ft. min. 5 ft. max.
Side		5 ft. min. 30 ft. max.	0 ft. min. 30 ft. max.	0 ft. min. 10 ft. max.	0 ft. min. 10 ft. max.
Rear (applies to lots not served by internal lanes)	N/A	20 ft. min. to principal building 5 ft. to out building	20 ft. min. to principal building 5 ft. to out building	5 ft. min. to principal building 5 ft. to out building	0 ft. min. to principal building 5 ft. to out building
Internal Lane (measured from centerline of lane)	N/A	10 ft. min.	10 ft. min.	10 ft. min.	10 ft. min.
<b>FRONTAGE TYPE</b>					
Common Yard	N/A	permitted	permitted	prohibited	prohibited
Porch and Fence	N/A	prohibited	permitted	prohibited	prohibited
Terrace or Light Court	N/A	permitted	permitted	permitted	prohibited
Forecourt	N/A	permitted	permitted	permitted	permitted
Stoop	N/A	permitted	permitted	permitted	permitted
Shopfront and Awning	N/A	prohibited	permitted	permitted	permitted

**TABLE 3  
DEVELOPMENT STANDARDS**

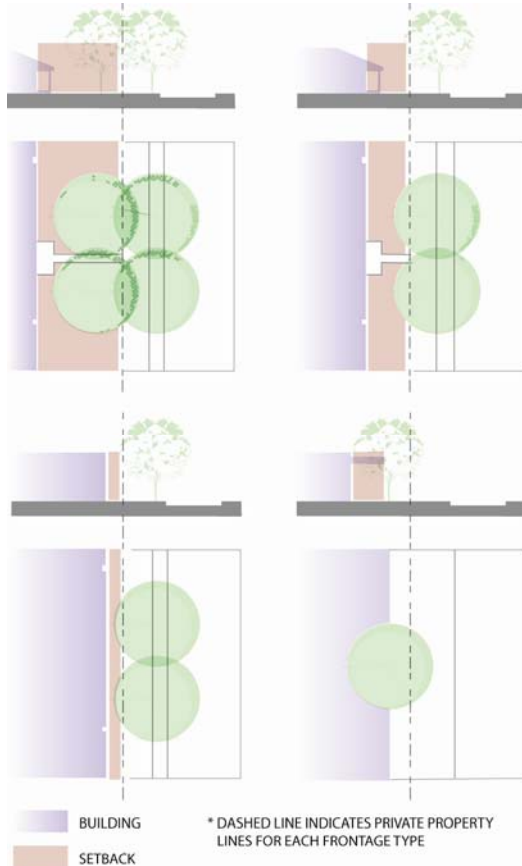
	<b>PARKS/OPEN SPACE</b>	<b>COMMUNITY SUPPORT</b>	<b>OFFICE/ RESIDENTIAL</b>	<b>MAIN STREET</b>	<b>GATEWAY</b>
Gallery	N/A	prohibited	prohibited	permitted	permitted
Arcade	N/A	prohibited	prohibited	permitted	permitted
<b>% BUILDING FRONTAGE REQUIRED</b>					
Principal Frontage	N/A	50% min.	50% min.	75% min.	90% min.
Secondary Frontage	N/A	50% min.	30% min.	35% min.	50% min.
<b>BUILDING HEIGHT</b>					
Principal Building	N/A	3 stories max.	3 stories max.	2 stories min. 4 stories max.	2 stories min. 6 stories max.
Accessory Building	N/A	N/A	2 stories max.	2 stories max.	not applicable
<b>MINIMUM PARKING REQUIREMENTS<sup>1</sup></b>					
Residential (include live/work)	N/A	N/A	1 space per unit	1 space per unit	1 space per unit
Lodging	N/A	N/A	1 space per room	1 space per room	1 space per room
All other uses	To be determined by Planning Director	To be determined by Planning Director	1 space/300 gross sq. ft. of building area	1 space/300 gross sq. ft. of building area	1 space/300 gross sq. ft. of building area
Bicycle Parking	1 bicycle space for every 33 vehicle spaces required	N/A	1 bicycle space for every 33 vehicle spaces required	1 bicycle space for every 33 vehicle spaces required	1 bicycle space for every 33 vehicle spaces required
<b>CIVIC SPACES</b>					
Civic Buildings	permitted - incidental only	permitted	permitted	permitted	permitted
Green	permitted	permitted	permitted	permitted	permitted
Square	permitted	permitted	permitted	permitted	permitted
Plaza	permitted	permitted	required	required	required
Playground	permitted	permitted	permitted	permitted	permitted
Public open space	permitted	permitted	permitted	permitted	permitted

Note: All applications for planning entitlements will require a pre-application meeting.

<sup>1</sup> Shared parking is highly encouraged. See Section 5XX.3.11 for shared parking standards.

### 504-601.13 PUBLIC FRONTAGE TYPES AND BUILDING PLACEMENT

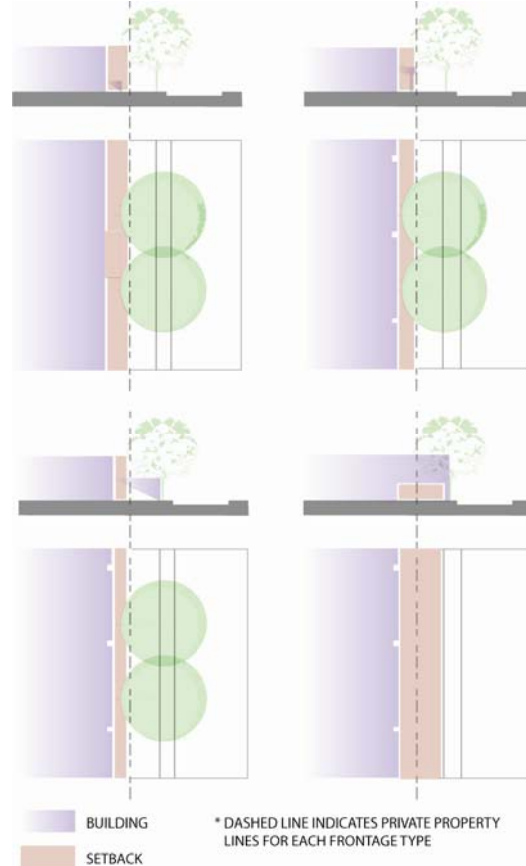
Public frontages and building placement are specified in **Table 3**. See **Figures 16** through **18** for examples of public frontage types and building placement for residential uses and non-residential/mixed-uses.



**Figure 16**

*Residential Types (setback permitted)*

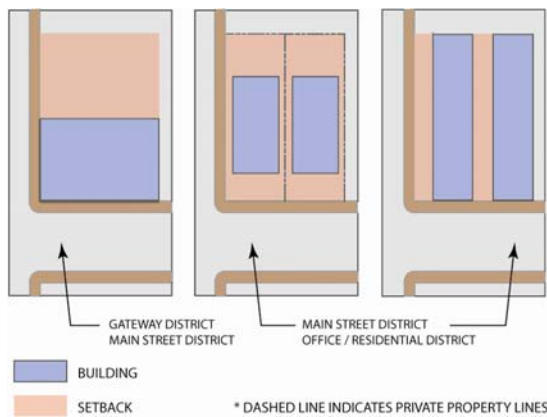
Source: SmartCode (2003), Duany Plater-Zyberk & Company



**Figure 17**

*Non-Residential and Mixed Use Types*

Source: SmartCode (2003), Duany Plater-Zyberk & Company



**Figure 18**

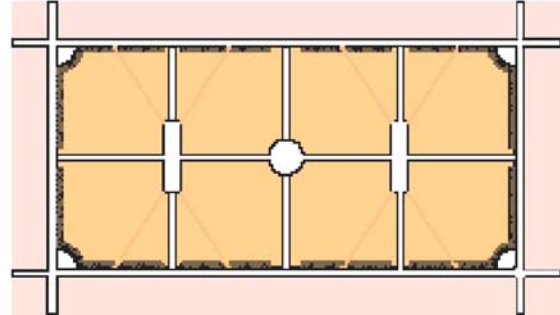
*Building Placement in the Public Realm*

Source: SmartCode (2003), Duany Plater-Zyberk & Company

### 504-601.14 CIVIC SPACES

See **Table 3** for civic space standards. **Figures 19** through **21** illustrate squares, plazas, and playgrounds.

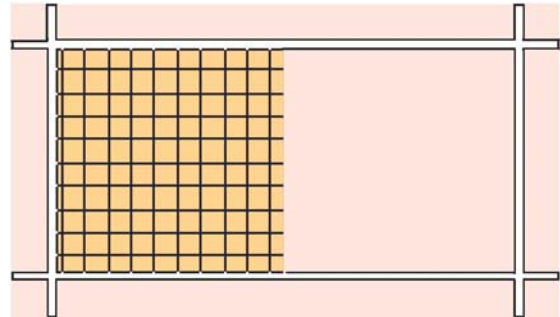
(a) **Square.** A square is a civic space available for unstructured and multiple public uses. The space is defined by the composition and relationship of the built environment, such as building frontages, and generally uses buildings and landscaping to create a formal and structured public space.



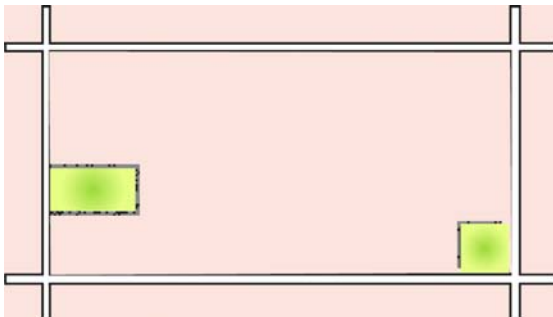
**Figure 19**  
*Civic Square*

(b) **Plaza.** A plaza is a public space that is available for civic purposes and commercial activities. Plazas contain a combination of landscaped and paved areas and are spatially defined by building frontages and hardscape to create defined and formally arranged spaces.

(c) **Playground.** A playground is a public space designed for the recreation needs of children. Playgrounds may include age-appropriate equipment (tot lots, ball courts, etc.) for one or more age levels, open shelters, and other appropriate structures to support the intended use. Playgrounds should be separated from other public areas and private spaces by barriers that restrict access. These barriers may be a combination of fences, walls, landscaping, structures, or other devices. The design, height, and composition of these barriers will depend on the location of the playground and surrounding uses. The provisions of section 504-604.5 (k) of this Code shall apply.



**Figure 20**  
*Civic Plaza*



**Figure 21**  
*Playground*

## 504-601.15 GATEWAY STANDARDS

Gateways are important opportunities to announce entry into a unique place. They help to draw attention and visitors from Watt Avenue into the Town Center. The major and minor gateways are not literal gates, but rather encompass the entire street experience, including buildings, street furnishings, and landscape elements.



**Figure 22**  
*Major Gateway Examples*

### (a) The Gateway District

#### 1) Specific Criteria

- Located at the intersection of Watt Avenue and Freedom Park Drive the Major Gateway provides an opportunity to announce the entrance to the Town Center. Amenities proposed should include directional signage, civil improvements to sidewalk, curb and gutter, enhanced paving at crosswalks and pedestrian waiting spaces, enhanced landscape planting and site furnishings, informational kiosks, coordinated and consolidated newspaper racks, trash containers, and iconographic monumentation.



**Figure 23**  
*Minor Gateway Examples*

- A Minor Gateway and internal street may be located along Watt Avenue as an alternative entry into North Highlands Town Center. A Minor Gateway entrance is envisioned if future property owners adjoining such a gateway decide to redevelop and/or reconfigure their properties to allow for such a gateway along Watt. Amenities for a Minor Gateway, if created, should include directional signage, civil improvements to curb, gutter and sidewalk, decorative banner on light poles, enhanced paving at intersections and pedestrian waiting spaces, enhanced landscape planting and the provision of site furnishings such as benches, newspaper racks, trash containers, and planted pots.

### (b) The Main Street District

#### 1) Specific Criteria

- Functioning as secondary entries to the Town Center, a Minor Gateway shall be located at the intersection of 32<sup>nd</sup> and Freedom Park Drive. Amenities proposed should include directional signage, civil improvements to curb, gutter and sidewalk, decorative banner on light poles, enhanced paving at intersections and pedestrian waiting spaces, enhanced landscape planting and the provision of site furnishings such as benches, newspaper racks, trash containers, and planted pots.

## 504-601.16 DESIGN GUIDELINES AND STANDARDS

Unless otherwise specified, the “Sacramento County Community Design Guidelines for Commercial and Mixed-Use” shall apply to the North Highlands Town Center.

### (a) Exterior Building Design Standards

This ordinance does not prescribe a specific style or theme; however, new construction and exterior renovation shall be designed with a context sensitive approach, utilize high quality building materials, integrate cultural or historical themes where appropriate and prohibits the use of stock plans or franchise architecture.



**Figure 24**  
*Exterior Building Design Standards*

- Building wall materials must be combined on each facade horizontally, heavier generally below lighter. Heavier materials are generally more massive and solid in appearance than lighter materials (for example, rough-hewn granite blocks versus brick).
- Windows shall not be tinted so as to block interior views from the sidewalk.
- All openings including porches, galleries, arcades and windows, with the exception of storefronts, shall be square or vertical in proportion.
- Openings above the first story shall not exceed 50 percent of the building wall area, with each facade calculated independently.
- Facades on retail frontages shall be glazed at no less than 70 percent.
- Doors and windows that operate as sliders are prohibited along frontages, except for grocery store doors.
- Pitched roofs, if provided, shall be symmetrically sloped no less than [5:12], except that porches may be attached sheds with slopes no less than [2:12].

Flat roofs shall be wrapped with cornices minimum of 36 inches high or enclosed by parapets a minimum of 42 inches high, or as required, to conceal mechanical equipment and reduce noise to the satisfaction of the Planning Director.

### (b) Lighting Standards

The standards of SZC Section 330.96 shall apply, except as specified in this section.

#### 1. Lighting Compatibility with Project Design.

- Provide exterior site and building lighting with proposed light fixture scale, design, and color selected to best complement the character and design of the building.
- Every building entry, including entries to individual shops, should be lighted. Lighted entries increase safety for walking, makes traveling easier and decreases possibilities of crime. Entry lights should be controlled by a photocell switch.



- Exterior light fixtures should not be mounted higher than 14 feet above the ground and located to minimize their visibility to reduce unwanted glare.
- Exterior light fixtures should be simple and in scale with the building.
- Storefront lighting should be designed to illuminate the sidewalk in front of the store in the evening. Shop windows shall be well lit. Fixed overhead spotlights, recessed incandescent concealed fixtures, track lights or other concealed fixtures are recommended. Building entrances should be accentuated by brighter lighting. The building street number should be illuminated by the entry lighting.

## 504-601.17 SITE DESIGN STANDARDS

### (a) Planting Design

Except and specified below, the provisions of sections 301-70 to 301-75 of the Zoning Code of Sacramento County shall apply.

- 1) Providing imaginative planting in appropriate quantities, and with an urban quality that complements surroundings. The selection of appropriate plant materials shall promote aesthetic and functional success of the landscape. Particular attention should be paid to the selection of plants with natural water conserving tendencies and drought resistance. Plants in public places should be hardy and easily maintained, and promote a safe environment for the visitor.



**Figure 25**  
*Informal Planting Design*

- 2) Specific Criteria

- Keeping it Urban: In the Town Center commercial areas, proposed planting design should be of informal urban quality. "Informal" means not planted according to strict, linear, geometric, or symmetrical patterns. "Urban quality" means landscape design that is of human scale, compatible with the surrounding built environment, and durable (able to withstand the local microclimate and high intensity of use). **Figure 25** illustrates informal planting design.
- Keeping it Residential: In the residential areas the proposed design should be of a residential quality with street trees, front yards, and foundation planting.
- Front Yards: In the residential areas, front yards should be covered with plant materials, except where there is a cafe or other commercial function. Drought tolerant species are preferred. Hardscape (concrete, pavers, bricks, etc.) should be limited to sidewalks and small patios.
- Forms: Use landscape forms, such as hedges, trellises, fountains, and arbors to create public and private places that support the role of the project in the community.
- Safety: Visibility is critical in creating a safe environment. The landscape shall be designed with safety in mind. Using trees with tall canopies and low shrub materials (less than 36" in height) will facilitate visibility throughout the property. Site distances for driveways and the maintenance of minimum lines-of-sight shall comply with Chapter 12.12 of the Sacramento County Code.

Foundation Planting: Foundation planting should be installed where there are building setbacks. The intent is to soften the transition between the architectural element and the ground plane. The plant material should be selected to maintain its natural form throughout the year. These plants may or may not flower, but generally shall be evergreen and less than 36 inches in height when mature, relative to the height of the finish floor.

**(b) Landscape Treatments**

1) Incorporate appropriate landscaping that includes a variety of trees, shrubs and other planting. Landscaping consisting of formal and rigid plantings shall be discouraged. A variety of street trees shall be selected that consist of both deciduous and evergreen tree species; refer to the accepted street tree list at the beginning of section 504-603.9. On-center spacing shall not follow a specified formula but shall provide for a visually uniform canopy that does not conflict with signage, street lighting, or building entries. Colorful ground plane plantings at intersections shall be encouraged, as well as shrub massing at building foundations using a limited variety of plants per building. Ground cover planting, with the exception of turf, shall be encouraged within commercial frontages. **Figure 26** illustrates landscape treatments.



**Figure 26**  
*Landscape Treatments*

2) Specific Criteria

- Mature street trees shall be deciduous with large broad canopies. Provide adequate planter areas, irrigation source and maintenance. Trees planted continuously along the street provide shade for pedestrians and cars, and can provide a habitat for wildlife. During the summer, mature urban forests can reduce overall ambient temperature in an area while providing beauty and character to the street.
- The landscape design should balance the needs of the natural environment and its human inhabitants. Each site should be analyzed to determine the specific functional and spatial requirements. Only plant materials that are size-appropriate should be specified.
- Select trees and plants that reflect the climate and minimize water consumption. '

**(c) Preservation of Trees**

1) Whenever possible, retain existing street trees and trees on sites that have been determined to be of significant value in contributing to the final landscape design.

2) Specific Criteria

- Consult with a professional arborist for advice on the health and maintenance of existing trees and sections of street trees prior to design.
- New development shall minimize loss of healthy existing trees.
- Preserve existing street trees. When replacing or building new sidewalks near existing trees, sidewalks should provide additional spaces and bend around widened tree trunks to lessen concrete-root conflicts. Provide appropriate new street trees that fit within the existing planting patterns.

**(d) Irrigation**

- 1) Provide a means for automatic timer operated irrigation in all landscaped areas.
- 2) Specific Criteria
  - The plant material lives a healthier life cycle with consistent supplemental watering. An automatic, underground, irrigation system is recommended to promote and/or protect the landscape investment that is installed with new projects.
  - Drip irrigation is the most efficient means to deliver supplemental water to plant material; it can also be the easiest to install. Nonetheless, a drip irrigation system requires more attention and maintenance than a conventional spray system. Drip irrigation is recommended for water conservation and reduction of water runoff, but if proper maintenance cannot be provided, a conventional spray system is preferable.
  - All sprinkler heads adjacent to walks, curbs, or any pedestrian edges should be pop-up varieties providing even coverage to landscaped area and avoiding overthrow onto walks, walls, and windows. Install anti-drain valves to prevent line drainage and soil erosion. Irrigation heads within turf grass areas should provide head-to-head coverage. Turf grass planting should be irrigated separately from shrub/ground cover areas. Trees should be deep irrigated with bubblers.

**(e) Site and Street Lighting**

- 1) Site lighting shall have a scale, design, and color that best complements the character and design of the adjacent structure. Street lighting should be compatible with site lighting throughout the Town Center area. The two lighting types should work together to create a cohesive aesthetic for the area. In addition to the standards set forth in this section, site and street lighting shall comply with Section 5 (Street Light Design) of the Sacramento County Improvement Standards, except as modified below.
- 2) Specific Criteria
  - Paths through covered or open courtyards should be illuminated.
  - Parking lots must provide adequate lighting for safety. Lighting shall complement the building lighting fixtures.
  - Lighting should be accomplished in a manner that does not create glare for pedestrians or adjacent properties. If light fixtures are visible, they should have a low enough intensity or have adequate diffusing lenses to minimize their brightness. The emphasis should be on lighting landscape or building surface.
  - Night lighting, visible from the exterior of a building, from the project's boundaries, and from public streets and sidewalks shall be limited to that necessary for security, safety, and identification. Night lighting shall also be screened from adjacent residential areas and not be directed in an upward manner or beyond the boundaries of the parcel on which the building is located or beyond the public right-of-way that the lighting intends to illuminate.
  - Street lights shall in all cases use fully shielded fixtures.
  - For street lights, high pressure sodium lights are strongly encouraged.
  - Street lights shall be located between 9' and 16' above grade with a maximum average spacing (per block face) of 100' on center and shall be aligned with the street trees on each side of the street.

- Under canopy and entry lighting shall be placed to illuminate the pedestrian walkway which may be shaded from streetlights. These fixtures may be recessed down lights or pendant fixtures set in the soffit or other wall mounted shaded fixtures.

**(f) Parking Structure Design Requirements**

- 1) A parking design professional must be used to provide the functional and structural design of the facility.



**Figure 27**  
*Parking Structure Designs*

- 2) A traffic analysis is required to determine the ingress/egress design.
- 3) The architectural design must be secured and maintenance friendly. Passive security design must be considered wherever possible. The design must avoid creating any hiding places. The use of glass, as a design element, is recommended to promote security.
- 4) The design of parking structures should be sensitive to scale and form so as to not detract from the Town Center image. Large blank walls and continuous sloped strip openings should be avoided. Louvers or screens should be used to animate façade surfaces and to create an articulated structure that fits in with neighboring structures. Lighting within the parking structure should be designed to minimize glare towards the exterior. The interior should be uniformly illuminated.
- 5) Ramped levels should be located facing mid-block or service areas rather than the street or public spaces.
- 6) Vertical pedestrian circulation elements and entry/exits should be clearly articulated and visible from adjacent public spaces and nearby circulation routes.
- 7) Where possible, the first-floor level of parking garages should be used for human occupancy uses such as retail, office, or service functions that will maintain activity at the ground level.

**Figure 27** illustrates parking structure designs.

**(g) Parking, Services, and Utilities**

1) Locations of Parking Lots, Services and Utilities should be carefully evaluated in terms of visual prominence as well as functional requirements.

2) Specific Criteria

- Buildings should be placed as close to the street as possible, diverting on-site parking to the interior of the site and, where appropriate, placed at the rear of lots.
- Surface parking lots are not to be located on a site's public street frontages to allow for improved pedestrian access and cohesive urban fabric.

- No new parking lots shall occupy the corner location at the intersection of any two streets. Existing corner parking lots are encouraged to be developed to eliminate the corner parking area (lane corners are not included in this requirement).
- Vehicle access should be carefully considered for a clear and uniform traffic pattern through the lot.
- Parking lots should include pedestrian bulb-outs between stalls, sidewalks, and clear pedestrian paths to enhance pedestrian access and safety.
- Where surface parking lots are located adjacent to lanes on abutting properties they should, to the extent feasible, be designed as a single lot to increase security and efficiency.
- Parking lot perimeters that have street frontage should provide an aesthetically pleasing visual buffer and follow the same general guidelines as proposed for the rest of the Town Center. Plants should be chosen that are easily maintained, resilient to excess pedestrian traffic, and tolerant of excessive heat gain from asphalt parking areas. Parking lot landscaping shall not prevent a clear view for emergency services such as the fire and police department. Plant heights within parking lot islands and perimeter buffers shall not exceed 36 inches in height, and shall be evergreen in nature. Accent color is encouraged. Deciduous trees shall be selected to provide a minimum of 70% shade coverage of total parking area, not including drive aisles. Minimum planter islands in parking fields shall be 6' x 6'.
- Sideyard parking lots should not be located within 40 feet of the corner streets and should not take up more than 30% of the lot's street frontage. Parking that does front on streets shall be screened with an attractive wall, fence or bushes that are a minimum of 30 inches high and a maximum of 48 inches high, and in a planter with a minimum width of 3 feet.

**(h) Public and Semi-Public Open Space**

- 1) Design common open spaces to support the ability to create special places in the project. (Examples: Parks, plazas, and other shared open spaces.)
- 2) Specific Criteria.

- Orientation: Provide and face semi-public outdoor spaces (porches and balconies), entries and active interior rooms (kitchens, dining rooms and living rooms) on to public spaces to increase security through “natural surveillance” and help activate spaces. **Figure 28** illustrates the orientation of open space. **Figure 29** illustrates the “eyes on the street” concept that the design of spaces should reflect.



**Figure 28**  
*Orientation of Open Space*

- Public and Semipublic Open space: Locate common facilities (such as conference rooms, lobbies and lunchrooms) adjacent to common open space.
- Visible Open space: Courtyards and other common open space, internal to buildings or groups of buildings, should be as visible as possible to and from the street, and provide a “transition” between the street and private areas near the building or courtyard.

(i) Paving/Hardscape

- 1) Support the project design concept with paving and hardscape materials selected to best complement materials, textures, and color of proposed structures, and to enhance the proposed landscaping.
- 2) Specific Criteria
  - Hardscape design should reflect the inherent character of the Town Center with formal patterns and layout.



**Figure 29**  
*'Eyes' on the Street*

- Interesting paving patterns are encouraged. The uniqueness of a well-designed hard surface can enhance the pedestrian experience. Front entries to businesses can represent the individuality of the occupants with differing hardscape treatments.
- High quality building materials are recommended. Brick, cut slate, tile, cut granite, and concrete are some examples of modular materials. Expensive materials are not necessary to create the desired effect. Concrete can be finished in a variety of ways to create interest and character. Furthermore, the use of complementary paving materials to create banding and/or borders can greatly enhance the richness of a paving surface without adding extraordinary project costs. Stamped concrete, painted hardscape, and wood surfaces are discouraged from use.
- All paving and hardscape surfaces shall provide the proper slip resistance to prevent potential injuries. Property owners and designers should check with building officials for current codes concerning this issue. In addition, care should be taken to avoid potential trip hazards, such as minor changes in elevation and improper stair design throughout the hardscape surface.

**Figure 30** illustrates hardscapes.



**Figure 30**  
*Hardscape*

(j) Bicycle Parking and Storage

- 1) Provide and locate bicycle parking and storage that is convenient for the bicyclist and has surveillance from the users of the building.
- 2) Specific Criteria
  - By their shape and construction, bike racks shall allow the bicyclist to secure the bike frame to the device. The best devices incorporate in their design a closed loop so that either cable lock or a high security shackle lock may be used. A second desirable feature is two points of contact, which help prevent the bicycle's steering from turning and causing it to fall. Simpler designs are generally more desirable than elaborate ones that have moving parts. Examples of appropriate types include the inverted U, the ribbon type rack, or the corkscrew. Bike racks that are designed to hold a bicycle vertically by the wheel are discouraged.

- Short-term bicycle parking should be located at building entrances with adequate surveillance from building occupants and visitors. Placement in view of doors with windows is preferred. Bicycle parking must be located in an illuminated area.
- Long-term bicycle parking, including bicycle lockers, should be located inside buildings or parking structures when possible. If it is necessary to locate bicycle lockers outside, they shall be securely fastened and designed in a manner that is integral to the building design.
- To minimize theft, bike racks should not be placed in a screened enclosure.

**(k) Walls and Fences**

The standards Sections 301-60 through 301-66, shall apply, except as specified below.

- 1) Fences and walls should reflect the style, materials, colors, and architectural character of the building and site.
- 2) Specific Criteria
  - Fences in the residential front yard setback should not exceed 4.0 feet in height and must be at least 50% transparent.
  - Fences used to control access to the interior of the site should be located between buildings as much as possible, rather than running continuously at the front of the property.
  - Detailing and materials of walls and fences shall reflect the style and character of the building and its site. Inappropriate materials such as chain link, split rail, and other fencing systems not typical of early 20th century cities are discouraged. If these types of fences are proposed, appropriate landscape screening shall be provided.

Where large expanses of fencing are unavoidably exposed, they should be screened with upright shrubs or trellised vines. Trellises are to be constructed of substantial, durable material.

**504-601.18 STREETScape AND PUBLIC AREA STANDARDS**

The standards of this section shall apply to improvements in public rights-of-way and other public areas.

**(a) Furnishings**

- 1) Utilize site and street furniture of a design, material, and color that best complements the proposed structure and landscaping concept. **Figure 31** illustrates standards for streetscape furnishings.



**Figure 31**  
*Street Furniture*

2) Specific Criteria

- The proposed furnishing should be of a high quality. Furniture, such as benches, chairs, tables, and drinking fountains, should be simple in character and compatible with the style, color, and scale of adjacent buildings and outdoor spaces.
- Great care should be taken to select furniture that will not overpower the area it is intended to occupy. Furniture with simple designs may be most appropriate.

- 2) The inclusion of drinking fountains within outdoor spaces, adjacent to businesses, transit stops and multi-family residential buildings, is encouraged.

**(b) Streetscape Design Guidelines**

- 1) **Creating Places.** Create spaces that are clearly defined to satisfy gathering and privacy needs of people at various scales. Each scale should be appropriate to the role of the space in the community.
- 2) **Specific Criteria.**



**Figure 32**  
*Pavement Treatment*

- **Place Transitions:** Fences, landscaping, elevation changes, portals, porches, community rooms, and doors which face the street should be used to provide transition between varying levels of public accessibility and privacy. They should delineate the use and ownership of public, semi-public, and private spaces, but should not be visual barriers.
- **Common Facilities:** The inclusion of common facilities that respond to the anticipated needs of the residents or users is encouraged. Under most circumstances, these common facilities should be located to provide a bridge between the larger Town Center and the community defined by the project, e.g., a public seating area at major entrances to the project.
- **Pavement Treatment:** Where the building is setback from the public right of way, the pavement treatment should be designed to compliment the building design and the public sidewalk pattern. **Figure 32** illustrates pavement treatment.

**504-601.19 SIGNAGE**

The dimensions, location of freestanding and attached signs standards of SZC 335-15 and 335-30 shall apply, except as specified in this section. Review for compliance with the provisions of this section shall be based on an application prescribed by the Director of Planning and Community Development according to SZC 115-01; or, when a development plan is required, per SZC 110-80.

**(a) General Guidelines**

- 1) Sign design should be appropriate to the type of use and communicate a sense of the type of business or other activity that is being advertised. An effectively designed sign should:
  - Be architecturally compatible with the proposed development style and compatible with the surrounding physical and visual character of the area;
  - Promote the “individuality” of establishments;
  - Identify the business clearly and attractively;
  - Enhance the building on which it is located; and



**Figure 33**  
*Signs as Streetscape Components*



- Reduce the amount of visual clutter caused by excessive and poorly placed signage.
- 2) Signs act as a component of the streetscape and affect the overall perception and ambience of the public realm. For these reasons, signs should not only communicate the type and quality of goods and services a business provides, or the type of activity(ies) being conducted within a building, but also contribute to, and be an integral part of, the streetscape design and ambience.
  - 3) Temporary promotional banners are permitted in the Town Center subject to compliance with Title III, Chapter 35 (Sections 335-01 through 335-70).
  - 4) Signs should include generally recognized logos rather than printed text whenever possible.



**Figure 34**  
*Sign Placement*

**(b) Location and placement**

- 1) The architecture and design of a building typically suggests appropriate locations for signage based on the layout and composition of the building façade. The position of signs should fit within facade features and emphasize existing architectural elements.
- 2) Avoid sign placements that obstruct building details.
- 3) Signs that extend beyond, or above, a building façade (except as part of an architectural feature, awning, or other design feature of a building) should be discouraged unless such signs are designed to integrate with the architecture of a building and the building facade.
- 4) Wall signs should be placed to establish facade rhythm, scale, and proportion, particularly where facade rhythm does not exist. In many buildings that have a monolithic or plain facade, signs can establish or continue appropriate design rhythm, scale, and proportion. As an alternative to an attached sign, lettering may be painted directly on the building facade. This method resembles a wooden or metal band but does not require the introduction of another material.



**Figure 35**  
*Signage and Building Rhythm*



**Figure 36**  
*Architectural Compatibility of Signs*

**(c) Architectural Compatibility**

- 1) Signs shall be consistent and integrated with the design of the project and shall be constructed of high quality materials. Signs that have a generic appearance should be discouraged.
- 2) Signs should make a positive contribution to the general appearance of the street and the character of the neighborhood in which they are located. The design and appearance of signs

should reflect, and be compatible with, the design of the streetscape and the architecture of the built environment in which the sign is located.

- 3) Signs should be compatible in scale, proportion, and design with the building façade.
- 4) Signs should be designed so that they are subordinate to the overall building.

**(d) Dimensions**

- 1) Signs should be modestly scaled and shall be incorporated into an architectural element that complements the overall character of the building.
- 2) The size and shape of a sign should be proportionate with the scale of the structure and should not overwhelm the architecture of the building.
- 3) Signs that are oriented to pedestrians should be smaller than signs oriented to individuals in motor vehicles. Pedestrian-oriented signs are usually read from a distance of fifteen to twenty feet, whereas vehicle-oriented signs are viewed from a much greater distance. The closer a sign's viewing distance, the smaller that sign should be.



**Figure 37**  
*Sign Dimension and Design*

**(e) Design**

- 1) **Sign Color.** Sign colors should be selected to contribute to legibility and design integrity of signage. Poor color selection can result in illegible and unattractive signs and should be discouraged. Signs should contain a substantial contrast between the color and material of the sign background and letters or symbols that are intended to communicate information. Color is most effective when used simply. Too many colors, particularly accent colors, may distract the reader and make the sign less effective. Signs should contain no more than two or three colors.
- 2) **Clear Sign Message.** Sign message should be as brief as possible. A sign with a brief, succinct message is simpler and faster to read, looks cleaner, and is more attractive. The wording of signs should be limited to the occupant's names and/or company logo. The sign should not include advertising slogans or services rendered. Words describing the type of commercial use are permitted. Undesired elements include:
  - Phone numbers or words describing products sold, prices, or other types of advertising except as part of the occupant's trade name or logo.
  - Window signs of any type except those identifying a business.
- 3) **Sign Typefaces.** Hard-to-read, overly intricate typefaces should be avoided as they are difficult to read and reduce the sign's ability to communicate. Lettering should be in proportion to the size of the sign. The recommended size of letters is between one-third (1/3) to one-half (1/2) the height of the sign.



**Figure 38**  
*Color, Typeface, and Logo*

- 4) Quality and Materials. Signs should be constructed of high quality and weatherproof materials. Appropriate materials should be used for all elements of signs; including letters, exposed edges, and surfaces.
  - Appropriate materials include metal, wood, Plexiglas or plastic, neon, screen print on canvas awnings, and painted graphics (durable paints) on building surface.
  - Inappropriate materials include paper, stucco, and porous material (such as Styrofoam).
  - A project proposed with inappropriate materials may apply for special considerations if:
    - The proposed material in the particular application will blend well with the existing or new materials;
    - Other materials would not achieve the same desired theme of the proposed use; or
    - The overall architectural design and detailing is of such quality as to justify its use.
- 5) Exposed Hardware. Conduit, tubing, raceways, conductors, transformers, mounting hardware and other equipment should be concealed.

**(f) Sign Types**

- 1) Preferred sign types. While many sign types are permitted in Town Center, the following types are preferred:
  - Wall-mounted signs at the upper portion of the first story. Individually mounted channel letters are encouraged.
  - Awning signs (restricted to the valance or end flap).
  - Internally illuminated or backlit awnings.
  - Blade or projecting signs.
  - Building address numbers.
  - Marquee signs for movie and theater uses.
  - Murals and super-graphics (painted on a wall surface) not advertising a business, product or service.
  - Building signs at rear entrances when rear customer entries exist.
  - Neon tube lighting on painted wall signs.
  - Neon tube lighting on window signs (10 percent maximum window area).
  - Neon tube lighting around architectural features.
  - Neon tube lighting on projecting signs, except flashing neon signs.
  - Professionally designed portable sandwich signs that comply with ADA accessibility and allow unobstructed pedestrian movement.
  - Temporary (30 days maximum) exterior or interior special sales promotional banners or signs are permitted only with the approval of the Zoning Administrator. See Section 335.09.5(h).

- 2) Prohibited Signs are regulated in SZC Section 335-09
- 3) Specific Criteria

- Wall Mounted Signs. The identification of each building or store's address in six inch high numbers over the main entry doorway or within ten feet of the main entry is recommended. Sign lettering for storefront wall mounted signs should meet the following recommendations:
  - For storefronts 30 feet wide or less, a maximum letter height of 12" is recommended.
  - For storefronts 30 feet - 60 feet wide, a maximum letter height of 18" is recommended.
  - For storefronts 60 feet wide or greater, a maximum letter height of 24" is recommended.
- Awning Signs. An awning is a roof-like covering or shelter that is usually constructed of canvas or other fabric extending over a pedestrian walkway. Awnings provide shelter from weather, provide scale to the building architecture, and add color and liveliness to the pedestrian path and street. An awning is permanently attached to a building or can be raised or retracted to a position against the building when not in use. An awning sign is a message that is painted, printed, sewn, or stained onto the awning or awning flap. The sign on awnings should be placed on the awning flap. The flap should be at least eight (8) inches in height so that the letters and symbols can be big enough to read easily. The color of an awning sign should be compatible with and complementary to the color and material of the building to which it is attached.
- Banner Signs. A banner sign is a logo or design placed on a lightweight material that can move with the wind. Banner signs should not be confused with flags or pennants. A banner sign is intended to add liveliness, color, and a sense of movement to a pedestrian-oriented street and sidewalk. Banners are encouraged along pedestrian-oriented streets, public plazas, and civic areas. Banners shall be mounted perpendicular to the face of the building on which they are located. Banners should not extend more than five (5) feet from the building or one-third (1/3) the width of a public sidewalk, whichever is



**Figure 39**  
*Wall Mounted Sign*



**Figure 40**  
*Awning Signage*



**Figure 41**  
*Banner Sign*

less. Banners should reflect the informality and excitement of color and movement. Banner sign will only be permitted if maintained by a recognized public agency (Park District, PBID, etc.) **Figure 41** illustrates a banner sign. Banner signs shall be maintained in good condition, shall not droop or contain frayed ends, and shall be graphically clear and readable. Sun-faded, weather-damaged banner signs are prohibited.

- **Hanging Signs.** A hanging sign is a sign suspended from a support that projects from the building wall. Similar to awning signs and banners, a hanging sign can add interest and vitality to a street. Hanging signs can include pictorial images, logos, and symbols. A hanging sign is generally intended to be read by pedestrians along a sidewalk or arcade and by motorists in slow-moving vehicles. The size of a hanging sign should be proportional to the building facade to which it is attached and typically should not exceed ten (10) square feet. A hanging sign should be hung perpendicular to and should not project more than four (4) feet from the face of the building. The bottom of the sign should have a vertical distance no less than seven (7) feet from the sidewalk. To minimize visual clutter, hanging signs should not be located within close proximity to other hanging signs or projecting signs, preferably maintaining a separation of at least twenty-five (25) feet from each other. The placement of a hanging sign should not impede the safe movement of people or vehicles within a public right-of-way and should be properly secured to a building in a structurally sound manner.



**Figure 42**  
*Hanging Sign*

- **Window Signs.** A window sign is a permanent sign painted on or attached to the inside of a window and is designed to be viewed principally from outside the business by pedestrians and slow-moving motorists. To minimize clutter, window signs should not occupy more than 25 percent of the total area of the window in which they are displayed. The sign copy of window signs should be proportional to the glass surface area.



**Figure 43**  
*Window Sign*

- **Temporary window signs.** A temporary window sign is a sign painted on or attached to the inside of a window and is designed to be viewed principally from outside the business to identify special events and sales provided they are removed immediately following the event. To minimize clutter, temporary window signs should not occupy more than 25 percent of the total area of the window in which they are displayed. Temporary window signs shall be allowed only with the approval of the Zoning Administrator. Temporary window signs may remain a



**Figure 44**  
*Temporary Window Sign*

maximum of 30 days, only two temporary window signs shall be permitted within a 12-month period. Figure 52 illustrates a temporary window sign.

**(g) Sign Lighting**

1) Use a direct light source. Signs should be illuminated by a direct source of light (e.g., spotlight) to appear better integrated with the building's architecture. Light fixtures supported in front of the structure cast light on the sign and generally a portion of the face of the structure as well. Direct lighting emphasizes the continuity of the structure's surface, and signs become an integral part of the facade. Direct lighting is also appropriate because it produces a more intimate ambiance on the street. The lighting of signs should be considered as an element in a building's overall lighting design.

2) Shield the light source. Whenever direct lighting fixtures are used (fluorescent or incandescent), care should be taken to properly shield the light source to prevent glare from spilling over into residential areas and any public right-of-way. Signs should be lighted only to the minimum level required for nighttime readability.

3) Back-lighted signs. Back-lighted, solid letters are encouraged. Signs consisting of opaque individually cut letters mounted directly on a structure (push through letters) can often use a distinctive element of the structure's facade as a backdrop, thereby providing a better integration of the sign with the structure.

**504-601.20 NOISE / SAFETY**

No use shall be operated so as to generate recurring noises that are unreasonably loud, cause injury, or create a nuisance to any person of ordinary sensitivities. No nonresidential use shall be operated so as to generate any noise in an adjacent residential district, as detected in that district without instruments, that is louder than the noise which could be generally expected from uses permitted in that district.

The standards of Title 6, Chapter 6.68 of the Sacramento County Code, shall apply, except as specified in this section.

Development and land uses must be compatible with the McClellan Field Airport Land Use Compatibility Plan (also known as the ALUP, Comprehensive Land Use Plan or CLUP). The ALUP implements state law regarding land use compatibility near airports in regards to noise, safety and height.

## DEFINITIONS

Unless otherwise noted, definitions set forth in the Sacramento County Zoning Code Sections 130-01 through 130-208 apply. For the purposes of this Article, the following additional definitions apply:

### 504-601.21 ADULT USE

As set forth in the Sacramento County Zoning Code, section 130-03.8, "Adult Use" shall mean sexually-oriented businesses.

### 504-601.22 ARCADE

A roofed or built structure, extending over the sidewalk or square, open to the street except for supporting columns, piers, or arches. Residential or office units may occupy the space over the arcade. *(Note: This definition applies only to the application of this chapter.)*



Figure 45  
Arcade

### 504-601.23 BUSINESS SERVICES

Establishments that provide services to other businesses. Examples of these services include: blueprinting, computer-related services (rental, repair), copying and quick printing services, film processing and photo finishing (retail), protective services (other than office related), security systems services.

### 504-601.24 CIVIC

Land use involving organizations considered to support the common good. Uses include government, educational, cultural, social, service, and religious not-for-profit organizations.

### 504-601.25 CLUB

Permanent, headquarters-type and meeting facilities for organizations operating on a membership basis for the promotion of the interests of the members, including facilities for: business associations' political organizations civic, social, and fraternal organizations professional membership organizations; labor unions; membership organizations.

### 504-601.26 COMMUNITY SUPPORT

Public agency offices, religious institutions, civic clubs, lodges, community centers, youth or senior centers, educational and skills training facilities, museums, or other civic and nonprofit activities.

### 504-601.27 DEVELOPMENT STANDARDS

The development standards establish the basic parameters governing building construction, including the envelope for building placement (in three dimensions).

### 504-601.28 DISCOUNT STORE

A retail establishment that sells new surplus or non-surplus goods at a price lower than the original or manufacturers suggested retail price.

### 504-601.29 DRIVE-UP WINDOW

A facility where food and other products may be purchased or services may be obtained by motorists without leaving their vehicles. Examples of these facilities include fast-food restaurants, drive-through coffee, dairy product, photo stores, pharmacies, drive-through bank teller windows, drive-through dry cleaners, etc.

### 504-601.30 ENTERTAINMENT SERVICES

Land uses in which crowds view and/or participate in live or projected performances, spectator sports, gaming, rides, or other active amusement involving an audience and/or participation in the use of amusement devices or games.



**Figure 46**  
*Façade Rhythm*

### 504-601.31 FAÇADE RHYTHM

A relatively uniform building pattern (such as building width, spacing of openings, or story height) that creates a familiar pattern and helps to visually tie the streetscape together.

### 504-601.32 FORECOURT

A courtyard in front of a building.



**Figure 47**  
*Forecourt*

### 504-601.33 FUNERAL ESTABLISHMENT

As set forth in the Sacramento County Zoning Code, section 130-79, "Funeral Establishment" shall mean a place of business devoted exclusively to activities related to the preparation and arrangements for the funeral, transportation, burial or other disposition of human dead bodies and including but not limited to:

(a) A chapel in which memorial, funeral or religious services may be conducted, and

(b) A preparation room equipped for the preparations and embalming of human dead bodies for burial or transportation - (SZC 130-79).

### 504-601.34 GALLERY

A frontage wherein the façade is aligned close to the frontage line with an attached shed or a series of lightweight columns overlapping the sidewalk.

### 504-601.35 GENERAL MERCHANDISE SALES/RETAIL, COMMERCIAL SERVICES

Encompasses consumer comparison goods (general merchandise, apparel, furnishings and other types of similar merchandise, commonly referred to as GAFO categories in the retail industry; convenience goods; food/delis; gifts, drugstore items, personal care, cards/stationery), personal and business services, restaurants, financial services, insurance and real estate agencies, grocery stores, and other uses that provide visual interest, create active street life, and involve the purchasing of goods or services (excluding any prohibited uses). Other uses, which in the judgment of the Planning Director, are of the same general



**Figure 48**  
*Gallery*



character as those listed below and will not be detrimental to the district in which it is to be located, may be allowed.

### **504-601.36 ICONOGRAPHIC MONUMENTATION**

A fixed object or objects or signage with words, symbols, and/or illustrations signifying the district and important tenets of the district's identity.

### **504-601.37 LODGE**

As set forth in the Sacramento County Zoning Code, section 130-108, "Lodge" shall mean the meeting place of a branch of a fraternal organization.

### **504-601.38 LODGING**

Premises available for daily or weekly renting of bedrooms including hotel, motel, apartment hotel, or bed and breakfast inn. *(Note: This definition applies only to the application of this chapter.)*

### **504-601.39 LOUVER**

A framed opening, as in a wall, door, or window, fitted with fixed or movable horizontal slats for admitting air and light and shedding rain.

### **504-601.40 MIXED-USE**

A building which includes at least two different primary uses, usually with one use on the ground floor and the other(s) on above floors. The most common types of mixed use buildings have retail and/or commercial services on the ground floor with either office or residential uses on above floors.

### **504-601.41 MOTOR VEHICLES SALES, REPAIR, AND STORAGE**

"Motor Vehicle Sales, Repair, and Storage" shall include the definitions contained in Sacramento County Zoning Code, sections 130-19 through 130-23.

### **504-601.42 OFFICE**

Premises available for the transaction of general business including government services but excluding retail, artisan and manufacturing uses.



**Figure 49**  
*Iconographic Monumentation*



**Figure 50**  
*Louver*

### 504-601.43 PARAPET

The portion of a wall that rises above the edge of a structure, and employed to prevent persons or vehicles from falling over the edge.



**Figure 51**  
*Parapet*

### 504-601.44 PAWN SHOP

Any business that loans money on deposit of personal property or deals in the purchase or possession property on condition of selling the same back again to the pledger or depositor, or loans or advances money on personal property by taking chattel mortgage security thereon, and takes or receives such personal property.

### 504-601.45 PERSONAL SERVICES

Establishments providing non-medical services to individuals as a primary use. Examples of these uses include: barber and beauty shops, massage (licensed, therapeutic, non-sexual), clothing rental, pet grooming, dry cleaning pick-up stores with limited equipment, shoe repair shops, home electronics and small appliance repair, tailors, laundromats (self-service laundries), tanning salons, locksmiths. These uses may also include accessory retail sales of products related to the services provided.

### 504-601.46 PINNACLE

A small tower or spire on a roof or buttress.



**Figure 52**  
*Pinnacle*

### 504-601.47 PLAZA

A largely hardscaped urban open space framed by buildings, other structures, and/or trees.

### 504-601.48 REGULATING PLAN

Section 504-603, which defines the overall purpose and intent of the development regulations in the North Highlands Town Center, illustrates the land use and circulation concepts for each area of the Town Center, defines broad categories of land uses permitted in the plan area, and contains general land use and circulation standards.



**Figure 53**  
*Plaza*

### 504-601.49 RELIGIOUS FACILITY

A facility operated by a religious organization to provide a place for worship, or the promotion of religious activities. This use includes: churches, mosques, synagogues, temples, and other place of worship; and accessory uses on the same site, including living quarters for the same type of land use permit required for the religious facility itself. May also include fund-raising sales, bazaars, dinners, parties, or other outdoor events on the same site. Other establishments maintained by religious organizations, including full-time educational institutions, hospitals and other potentially related operations (for examples, a recreational camp) are instead classified according to their respective activities.



Figure 54  
*Soffit*

### 504-601.50 RESTAURANTS

As set forth in the Sacramento County Zoning Code, section 130-146.7, "Restaurant" means an establishment where food and drink are prepared, served, and consumed primarily within the principal building. A restaurant use may or may not have within its premises a bar for the sale of alcoholic beverages for on-site consumption.

### 504-601.51 SHOPFRONT

The front side of a store facing the street; usually contains display windows.

### 504-601.52 SOFFIT

The underside of a structural component, such as a beam, arch, staircase, or cornice.

### 504-601.53 STOOP

A small porch, platform, or staircase leading to the entrance of a house or building.



Figure 55  
*Stoop*

### 504-601.54 STREETSCAPE

The urban element that establishes the major part of the public realm. The streetscape is composed of thoroughfares (travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians) as well as the visible private frontages (building facades and elevations, porches, yards, fences, awnings, etc.), and the amenities of the public frontages (street trees and plantings, benches, streetlights, etc.).



Figure 56  
*Streetscape*

**504-601.55 TERRACE**

An open, often paved area adjacent to a house serving as an outdoor living space; a patio.

**504-601.56 THRIFT STORE**

Retail establishments heavily or completely dedicated to the sale of low-priced non-antique secondhand clothing or other items.

**504-601.57 TURRET**

A small tower or tower-shaped projection on a building.



**Figure 57**  
*Terrace*



**Figure 58**  
*Turret*