

RESOLUTION NO. 2022-0148

Adopted by the Sacramento City Council

May 24, 2022

A Resolution Amending the Citywide Infill Housing Design Standards to Address Historic Districts and Landmark Parcels

BACKGROUND

- A. On July 28, 2020, the City Council adopted the Citywide Infill Housing Design Standards (Exhibit B), which is a set of objective standards used to evaluate housing developments of two or more dwelling units, including a single-unit dwelling with an attached accessory dwelling unit, within the City.
- B. Amending the Citywide Infill Housing Design Standards to address infill housing in historic districts and on landmark parcels, as shown in Exhibit A, will ensure that development in the City's historic districts and on landmark parcels takes into account the unique historic context surrounding the project. The proposed amendments are consistent with the General Plan's direction to develop guidelines for residential developments that reflect the image and needs of affected communities to promote and protect the public health, safety, and general welfare of the community.

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

- Section 1. Environmental Determination: Amending the Citywide Infill Housing Design Standards to address infill housing in historic districts and on landmark parcels is exempt from review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15308, which exempts actions taken to assure the maintenance, restoration, enhancement, or protection of the environment and where the regulatory process involves procedures for the protection of the environment.
- Section 2. The City Council hereby adopts the amendments (shown in Exhibit A) to the Citywide Infill Housing Design Standards to address infill housing in historic districts and on landmark parcels. Utilizing these standards will ensure that future development in these areas appropriately complements and enhances the City's historic resources.

Section 3. The Citywide Design Guidelines are consistent with the City of Sacramento General Plan and contain the following:

1. A statement of the goals for design review for development governed by the Citywide Design Guidelines; and
2. A statement of the standards and criteria to be utilized in determining the appropriateness of any proposed building or structure or alteration thereof.

Section 4. From time to time the Planning Director or his designee may alter the formatting of the Citywide Infill Housing Design Standards, as amended, so long as the purpose and intent of the standards is not affected.

Table of Contents:

Exhibit A - Amendment to the Citywide Infill Housing Design Standards (related to historic districts and landmark parcels)

Exhibit B - Citywide Infill Housing Design Standards

Adopted by the City of Sacramento City Council on May 24, 2022, by the following vote:

Ayes: Members Ashby, Guerra, Harris, Jennings, Loloee, Schenirer, Valenzuela, and Vang

Noes: None

Abstain: None

Absent: Mayor Steinberg

Attest:



08/01/2022

Mindy Cuppy, City Clerk

The presence of an electronic signature certifies that the foregoing is a true and correct copy as approved by the Sacramento City Council.

Additional Design Standards for Historic Districts

Additional Design Standards for All Historic Districts

In addition to the standards set forth in other sections of this Citywide Infill Housing Design Standards, projects located in a historic district must comply with the standards set forth in this section. If a conflict arises between other chapters in these standards and those set forth in this section governing development in a historic district, the standards in this section prevail. There is a technical appendix at the end of these standards to assist the project applicant with applying the standards.

SECTIONS:

- **Additions & Accessory Buildings for Contributing Resources**
- **Detached and Attached Accessory dwelling units, Garages, & Storage Structures**
- **Raising (Elevating) a Building**
- **New (Infill) Construction & Alterations to Non-contributing Resources**
- **Site Features & Landscaping**
- **Public Right-of-Way Site Elements**
- **Alley Facing Infill**

25 Additions to Contributing Resources

Design Principle

Additions must be respectful of the existing character-defining features of the property and be designed in a manner that is compatible with the historic character of the contributing resource and the historic district. The impact to the individual resource's features and to the public view of the resource will be important factors in approving proposed designs. Appropriate scale and massing are important considerations to ensure that an addition does not overwhelm the primary building. Additions should be distinguished from the resource's historic features, yet not in a manner that distracts from the resource.

Rationale

This strategy maintains the historic visual impression of the building, as well as the overall streetscape pattern as experienced in the public realm. For a contributing resource to maintain its historic status, its historic and architectural integrity cannot be diminished or undergo significant impacts. A sensitive addition that respects the historic material, is compatible, and is differentiated helps the contributing resource retain its integrity.

Checklist Design Standards

- 25-1** Character-defining features listed in the Historic District Plan for the district shall not be obscured, altered, or demolished to accommodate new additions.
- 25-2** Alterations and additions shall not be visible from a public street.
- 25-3** Additions shall not be located on the primary façades—i.e., the facades with frontage on a public street.
- 25-4** An addition to the historic building shall be distinguished by a plane break or hyphen no less than 1-foot deep.
- 25-5** Side yard additions shall have a clear wall offset (plane break) no less than 1-foot deep from the primary façade to distinguish the historic building.

26 Detached and Attached Accessory dwelling units, Garages, and Storage Structures

Design Principle

Construction of detached accessory dwelling units, garages, and storage structures (accessory buildings) shall be designed in a manner that is compatible with and differentiated from the contributing resource in order to preserve the character of the historic district while increasing density or accommodating the property owner's needs.

Rationale

Property owners may wish to add an accessory dwelling unit or accessory building, such as a garage or storage structure, to a lot within a historic district. The addition of new secondary buildings or structures can have significant impacts on the historic spatial relationships and appearance of the contributing building. It is important to design such buildings so that the contributing building remains the primary focal point and its integrity is not impaired.

Checklist Design Standards

- 26-1** Detached and attached accessory dwelling units and accessory buildings located at the rear of the property and the new units shall be less than the height and width, of the contributing resource.
- 26-2** Attached accessory dwelling units and accessory buildings shall not obscure the contributing resources identified in the Historic District Plan for the district and shall not exist on the primary façade visible from any public street.
- 26-3** Attached accessory dwelling units and accessory buildings shall not be flush with or extend beyond any portion of the primary façade of the contributing resource.
- 26-4** Accessory dwelling units and accessory buildings shall be no more than 150% of the height and width, of the contributing resource.
- 26-5** New buildings taller than others on the same block shall be broken into smaller components that are no greater than the width of the widest contributing resource found on the same block.
- 26-6** Trash and recycling bins shall be provided a space where they are not visible from the street or alley.
- 26-7** Buildings taller than others on the same block shall be broken down into smaller components that are no greater than the width of the widest contributing resource found on the same block.
- 26-8** New accessory buildings and accessory dwelling units shall not directly align wall openings with wall openings of adjacent buildings.
- 26-9** Entrances, windows, and lighting on the primary façade must face the street or alley.

27 Raising a Building

Design Principle

Consider raising a historic building where a flood basement exists or where there is no other alternative to accomplish the project objectives. A building may be raised only if the overall character of the historic building will remain intact.

Rationale

Many buildings in Sacramento were constructed in the nineteenth century with a flood basement. This resulted in the city's distinctive "Delta style" house form in which primary residential spaces were located above a raised basement and accessed by a long wooden staircase leading up from the sidewalk. While there is a historic precedent for raising buildings in some of Sacramento's historic districts, this tradition only applied to certain architectural styles and would not be appropriate for architectural styles that did not feature vertical massing and tall heights. Raising a building also alters the arrangement and appearance of porches and front staircases, which are also prominent character-defining features in many historic districts.

Checklist Design Standards

- 27-1** If there is an existing flood basement identified as a character defining feature in the Historic District Plan for the district, the flood-basement appearance (stairs leading from the street to a second-floor entrance) shall remain intact if a contributing resource is raised.
- 27-2** The addition shall be differentiated from the historic building with material change, simplified window and door designs and trim, or bellyband.
- 27-3** The character-defining features located on the primary facade identified in the Historic District Plan for the district shall be preserved.
- 27-4** A modified exterior staircase shall not change direction if that is not part of the original staircase design.

28 New Infill Construction & Alterations to Non-Contributing Resources

Design Principle

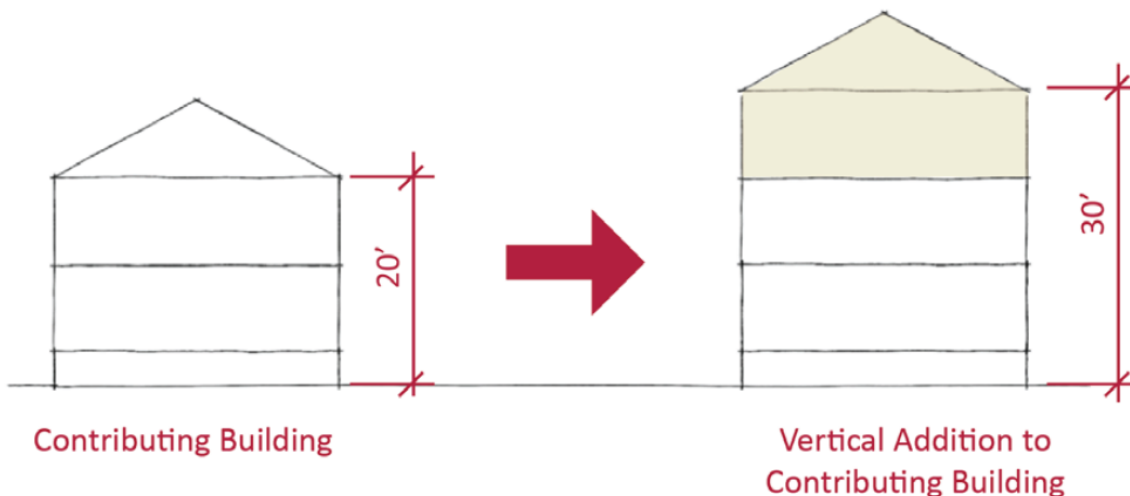
Construction of detached accessory dwelling units, garages, and storage structures (accessory buildings) shall be designed in a manner that is compatible with and differentiated from the contributing resources within the block in order to preserve the character of the historic district while increasing density or accommodating the property owner's needs.

Rationale

Property owners may wish to add an accessory dwelling unit or accessory building, such as a garage or storage structure, to a lot within a historic district. The addition of new secondary buildings or structures can have significant impacts on the historic spatial relationships and appearance of the contributing buildings within the block. It is important to design such buildings so that the contributing building remains the primary focal point and its integrity is not impaired.

Checklist Design Standards

- 28-1** Addition's height shall be no greater than 150% of the height of any contributing resources on the same block face.



- 28-2** Attached accessory dwelling units and accessory buildings shall not be visible from any public street.
- 28-3** Attached accessory dwelling units and accessory buildings shall not be flush with or extend beyond the street-facing façade of a contributing resource.
- 28-4** Accessory dwelling units and accessory buildings shall be no taller than 150% any contributing resource on the same block.
- 28-5** New buildings taller than others on the same block shall break their mass into smaller components that are no greater than the width of the widest contributing resource found on the same block.

- 28-6** Windows and doors of new accessory buildings and accessory dwelling units shall not directly align with bedroom windows of adjacent residences.
- 28-7** Windows and lighting must face toward the street or alley to provide safety and security in the public realm.

29 Site Features and Landscaping

Design Principle

Fencing and screening features must preserve historic patterns of visually separating public and private spaces while considering overall impacts on the historic district's streetscape.

Rationale

Fences are a character-defining feature of many of Sacramento's historic districts, particularly those that are primarily residential in nature. Historically, fences in Sacramento were generally low in height, approximately three-feet-tall; supported by low brick piers or mounted on a stone or concrete curb; and made of wrought iron, wire, or wood. The use of fences created a clear, visual delineation in the broader neighborhood streetscape between the public realm of the sidewalk and street and the private realm of an individual property while remaining subordinate in scale to the building itself. Most were designed to be transparent in nature and, because they were low in height, permitted views of the individual properties that contributed to the visual interest of the street. Because of the impact fences and other types of screening features can have on the overall character of a historic district, special consideration should be made when planning projects that involve these features.

Checklist Design Standards

- 29-1** New fencing designs shall allow views of the primary façade from the public right-of-way, as well as views of the street by the building occupants.
- 29-2** Taller portions of side property line fences shall be set back behind the front plane of the building.
- 29-3** New landscaping must be designed to shade the southern and eastern elevation of a new building.
- 29-4** Historic lighting and signage identified as significant features in the Historic District Plan for the district shall be preserved.
- 29-5** Historic signage on all visible facades of existing contributing resources shall be maintained and preserved including painted wall signs and "ghost" signs that may be located on secondary side or rear facades.
- 29-6** Damaged historic lighting or signage on existing contributing resources shall be repaired or if deteriorated beyond repair, replaced in-kind.
- 29-7** Lighting and signage shall be designed and located so that it does not block, or obscure character-defining features identified as significant features in the Historic District Plan for the district.
- 29-8** Only fully shielded exterior light fixtures that emit light upward or downward and do not allow light trespass off the property are allowed.
- 29-9** Light Emitting Diode (LED) light fixtures and bulbs shall be "warm- white" or filtered LEDs.
- 29-10** Lawn, landscaping, or site features shall not be displaced with parking.
- 29-11** New curb cuts in the Central City for vehicular access are not allowed on lettered streets.

- 29-12** Entrances to parking lots, garages, or service areas shall be located on the alley, or if no alley is present, to the rear of the property access via a side driveway.
- 29-13** Parking or service areas shall be screened with fencing, vegetation, or other landscaping features.
- 29-14** No parking is allowed in the front setback or between the primary (front) façade and the street.

30 Public Right-of Way Site Elements

Design Principle

Preserve and protect site elements in the public right- of-way that define the historic district's established and distinctive streetscape.

Rationale

Many site elements that are in the public right- of-way—such as sidewalks, walkways, and street trees—are vital to creating the unique character of Sacramento's historic districts. Although these elements are in the public-right-of-way and maintenance is often under the charge of the City, the relationship and potential effect of projects within historic districts are necessary to consider.

Checklist Design Standards

- 30-1** The existing pattern of street trees and park strips shall be preserved and maintained.
- 30-2** Park strips that have been interrupted by driveways or paving shall be restored by removing driveways or other paving and reintroducing traditional curb and gutter alignments to match surrounding parkstrip width and depth.
- 30-3** Historic sidewalks and granite curbs shall be preserved.
- 30-4** The existing historic pattern of public sidewalks running parallel to streets shall be maintained.
- 30-5** New sidewalk shapes and patterns must match to historic patterns.
- 30-6** Historic hitching posts, upping stones, and cobblestone shall be maintained and preserved.
- 30-7** No new hitching posts, upping stones, or other elements that are not original to the property or do not replicate those that were original to the property are allowed.
- 30-8** Above-ground power transformers shall not be placed along primary streets or located within secondary streets, alleys, or landscaped areas.
- 30-9** Above-ground utility boxes shall be screened or masked from views along sidewalks or primary streets.
- 30-10** Back-flow prevention devices, water meters, or electric power boxes shall not be placed on primary facades and shall be screened from view.

31 Alley Facing Infill

Design Principle

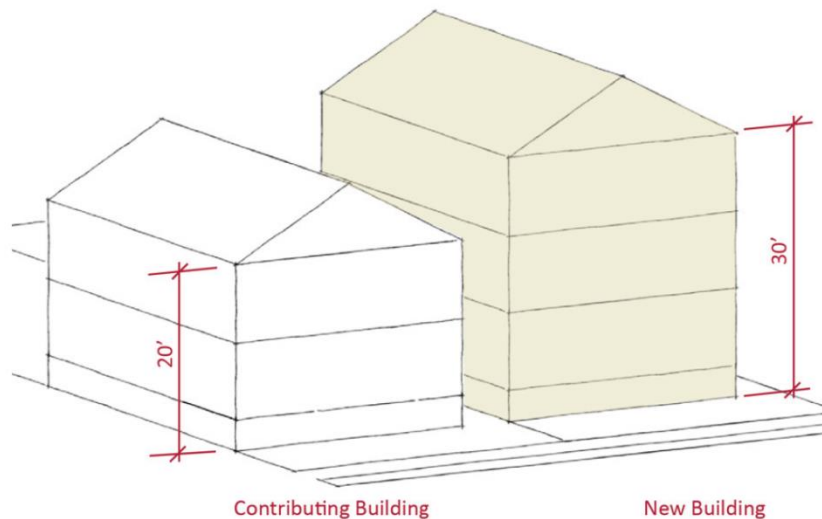
New alley infill, whether on a contributing or non- contributing parcel, must be carefully and thoughtfully designed to demonstrate an understanding of the district's historic context, architectural styles and features, and pattern of spatial arrangements.

Rationale

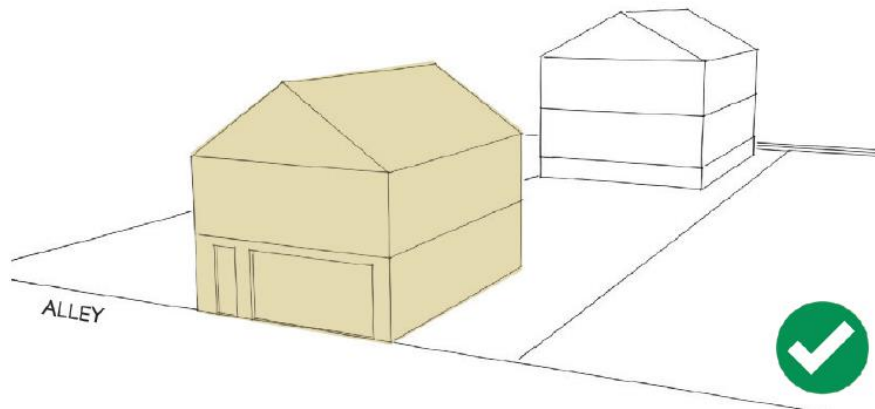
Alleys in the Central City were an integral part of the plan for Sacramento's original, nineteenth-century street grid. The plan called for each city block to be bisected by an alley, which provided dedicated space for auxiliary uses and structures, as well as modestly- sized houses for the city's residents. The pattern of spacing between the main building on a lot and buildings located on alleys varied from neighborhood to neighborhood, resulting in neighborhoods with greater lot density than others. As Sacramento's population grows and development pressures increase, understanding this historic pattern of development and the historic context of the neighborhood can be used to sensitively address the need to increase density in the city's historic districts while preserving the character of these special places.

Checklist Design Standards

- 30-1** New buildings on an alley shall not be more than 150% of the height of any adjacent contributing buildings.



- 31-2** The height of a taller new alley building may not be in excess of 150% greater than the height of any adjacent contributing resources.



- 31-4** There shall be at least 30-feet of separation between the new alley infill buildings and the rear of existing contributing street-facing buildings.
- 31-5** New buildings shall have windows and lighting oriented toward the alley.
- 31-6** Windows, stairs, and balconies shall be located no closer than 10-feet from any property line to minimize views into adjacent residential properties.

Design Standards for Individual Historic Districts

The City has developed Citywide objective design standards for infill housing in the City of Sacramento. Projects must comply with those standards as noted in the following pages (located after the Historic District standards). The City has developed additional objective standards for projects located in historic districts that immediately follow. Where a conflict may arise between the two standards the Historic District Objective Standards will prevail.

For the purposes of objective standard review of projects, the “Character Defining Features” identified for each district in the Historic District Plan are defined as “objective standards” and are to be used as part of this document.

SECTIONS:

- **1200-1300 “Q” Street Historic District Plan**
- **20th and “N” Streets Historic District Plan**
- **Alkali Flat Central Historic District Plan**
- **Alkali Flat North Historic District Plan**
- **Alkali Flat South Historic District Plan**
- **Alkali Flat West Historic District Plan**
- **Boulevard Park Historic District Plan**
- **Bungalow Row Historic District Plan**
- **C Street Commercial Historic District Plan**
- **Capitol Historic District Plan**
- **Capitol Mansions Historic District Plan**
- **Cathedral Square Historic District Plan**
- **Central Shops Historic District Plan (In Progress)**
- **East End Historic District Plan**
- **Fremont Park Historic District Plan**
- **Historic City Cemetery Historic District Plan (Forthcoming)**
- **Marshall Park Historic District Plan**
- **New Washington School Historic District Plan**
- **Newton Booth Historic District Plan**
- **North 16th Street Historic District Plan**
- **Oak Park Historic District Plan**
- **Old Washington School Historic District Plan**
- **Plaza Park [Cesar Chavez] Historic District Plan**
- **Poverty Ridge Historic District Plan**
- **R Street Historic District Plan**
- **South Side Historic District Plan**
- **Winn Park Historic District Plan**

32 - 1200-1300 Q Street

Design Principle

Carefully and thoughtfully plan projects in the 1200-1300 Q Street Historic District to minimize visual impacts that would disrupt the highly cohesive character of the district contributors.

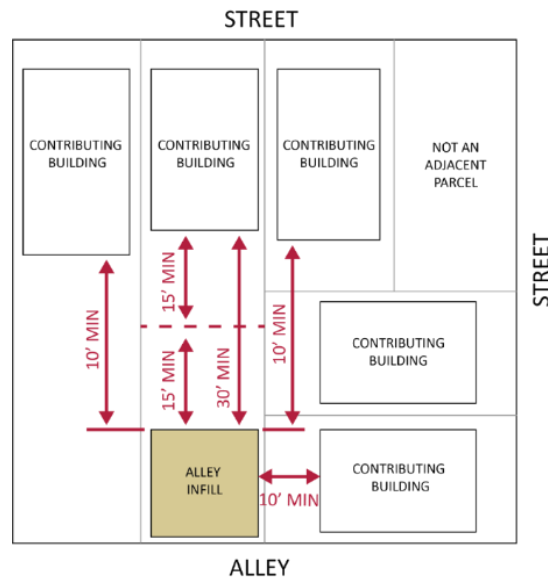
Rationale

The 1200-1300 Q Street Historic District contains a particularly cohesive grouping of houses, the majority of which share a similar architectural style, building scale, massing, use of materials, siting, and landscaping. Because of the small geographic scale and high level of architectural uniformity of the district, any physical changes will have disproportionate impact on the consistency and character of the district.

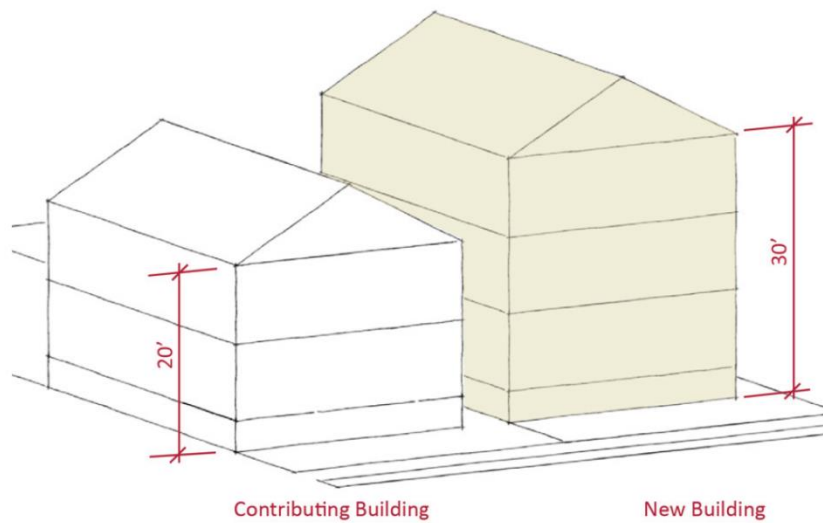
Checklist Design Standards

32-1 In the 1200-1300 Historic District, the following setbacks shall apply for new alley infill:

32-2



32-3 New buildings shall not be more than 150% of the height of any adjacent contributing building.



- 32-4** New buildings must have front-facing gabled roofs.
- 32-5** Open porches and front-facing stairways shall be incorporated into new projects.
- 32-6** Driveways and parking access must be located only on numbered streets or at the rear of lots via Quill Alley.

33 - 20th and N Streets Historic District

Design Principle

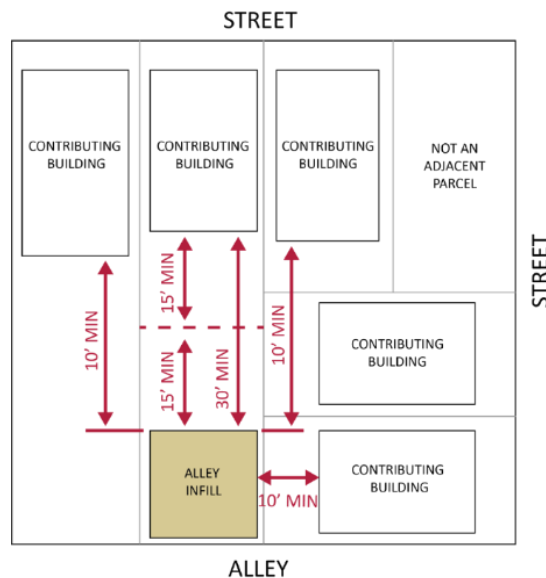
Protect the integrity of contributing properties in the district by respecting their historic fabric and the character-defining features of the historic district.

Rationale

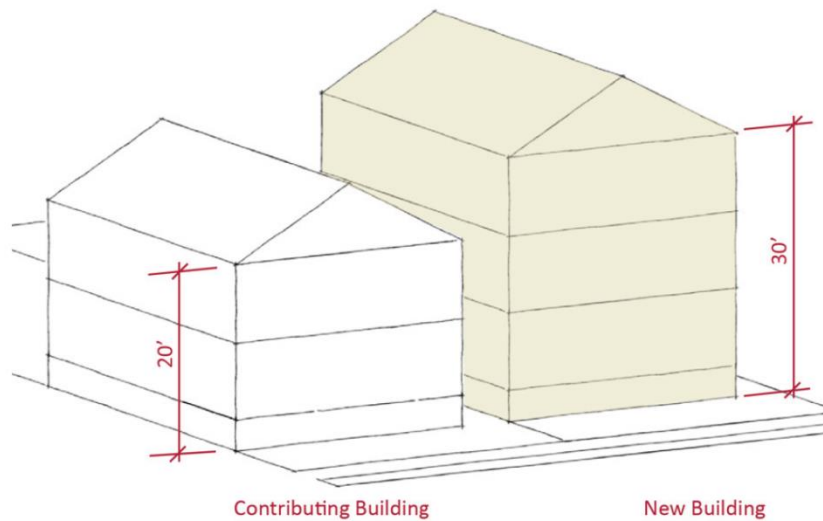
The 20th and N Streets Historic District contain a grouping of historic single-family residences, a number of which have been converted for commercial use. Many of the buildings have been physically altered, but collectively the character-defining features, including setback and landscaping, remain intact so that the character of the historic district is preserved.

Checklist Design Standards

33-1 In the 20th and N Street Historic District the following setbacks shall apply to new alley infill:



33-2 New buildings shall not be more than 150% of the height of any adjacent contributing building.



- 33-3** New infill buildings must match the existing depth of contributing resources front setbacks on N Street and existing shallower contributing resource setbacks along 20th Street.
- 33-4** Historic hitching posts and carriage barns shall be preserved and maintained in their original locations.
- 33-5** No new curb cuts are allowed on N Street.

34 - Alkali Flat Central, North, South, and West

Design Principle

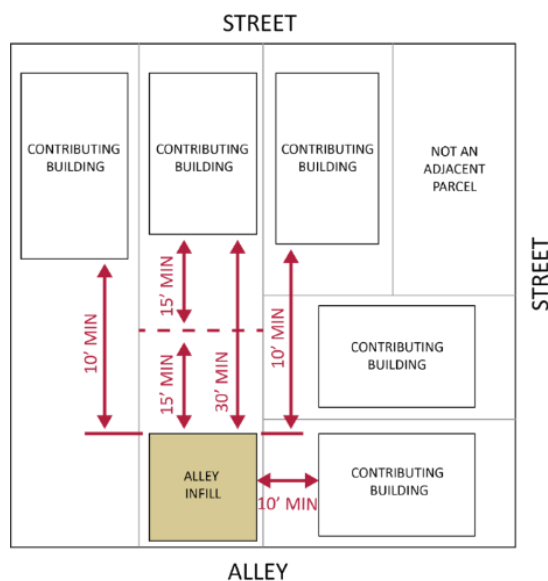
Design alterations, additions and infill shall seamlessly blend into this grand historic residential neighborhood.

Rationale

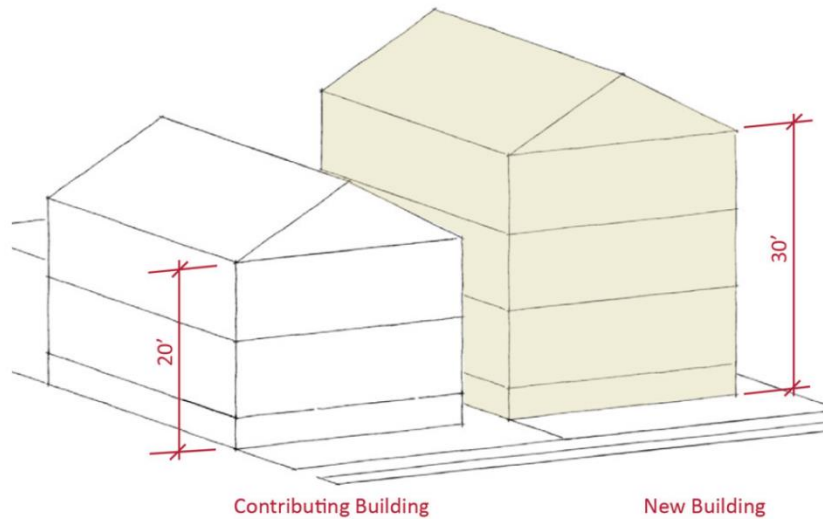
Alkali Flat Central is the largest of the historic districts in the Alkali Flat neighborhood, which was once the neighborhood of choice for many of Sacramento's most prominent citizens. The historic district contains a large collection of residential buildings, which exhibit several architectural styles, proportions, massing, and landscaping that is unified by an overall high quality of design and architectural detailing. The existing neighborhood is a well-preserved area of Sacramento.

Checklist Design Standards

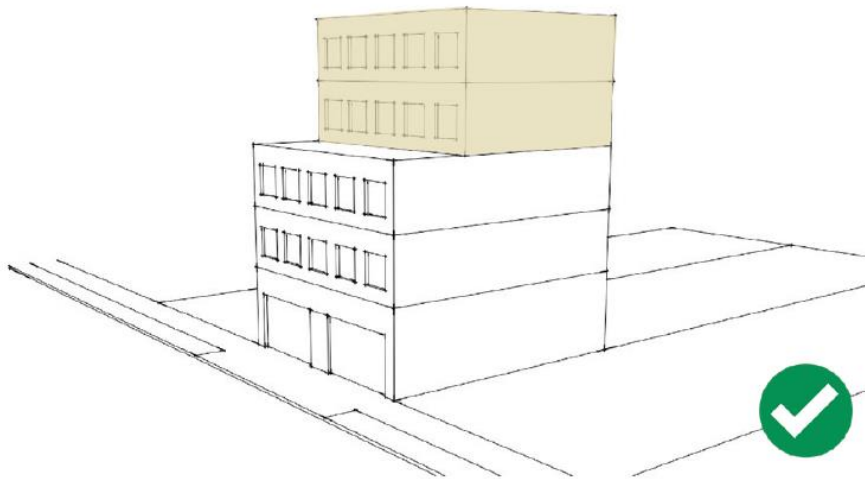
34-1 In all Alkali Flat Historic Districts, the following setbacks shall apply to alley infill:



34-2 New buildings shall not be more than 150% of the height of any adjacent contributing building.



- 34-3** Covered front porches or entries shall be provided at new infill development.
- 34-4** New buildings that are taller than contributing resources, or rooftop additions must have stepbacks that are a minimum of 5-feet deep.



- 34-5** Buildings wider than 40-feet shall have the plane of the primary facade broken in not wider than 40-foot elements.
- 34-6** Front setback areas for residential properties on D and 11th Streets shall include landscaping.

35 – Boulevard Park

Design Principle

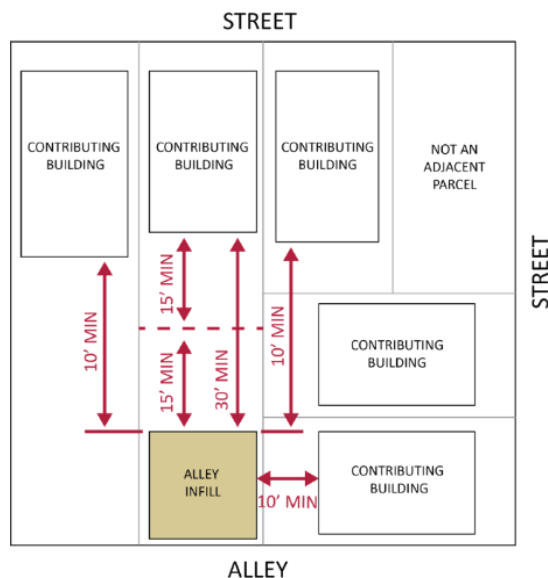
Maintain the unique site plan aspects the Boulevard Park Historic District and encourage design that supports the highly cohesive architectural character and significant landscape features of the historic district.

Rationale

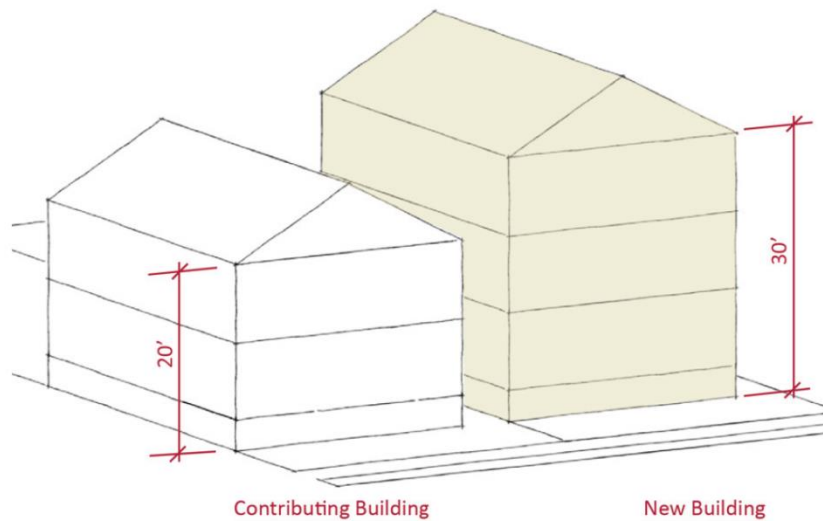
The Boulevard Park Historic District is a visually cohesive residential district aligned along two landscaped boulevards, a planned residential community from the early twentieth century featuring lot sizes and open space amenities not found in other areas of Sacramento. Large Classic Box houses and Victorian-era houses predominate along blocks in the south end of the district, while smaller, single-story bungalows and Craftsman style houses are more common north of E Street. In spite of this scale variation, Boulevard Park is one of the city's most visually cohesive historic districts because of the consistent use of architectural styles, materials, siting, and landscaping. Additionally, the district contains few non-contributing resources. Because of the high level of integrity, visual uniformity, and defined scale of the district, physical changes may have a disproportionate impact on the character of the district.

Checklist Design Standards

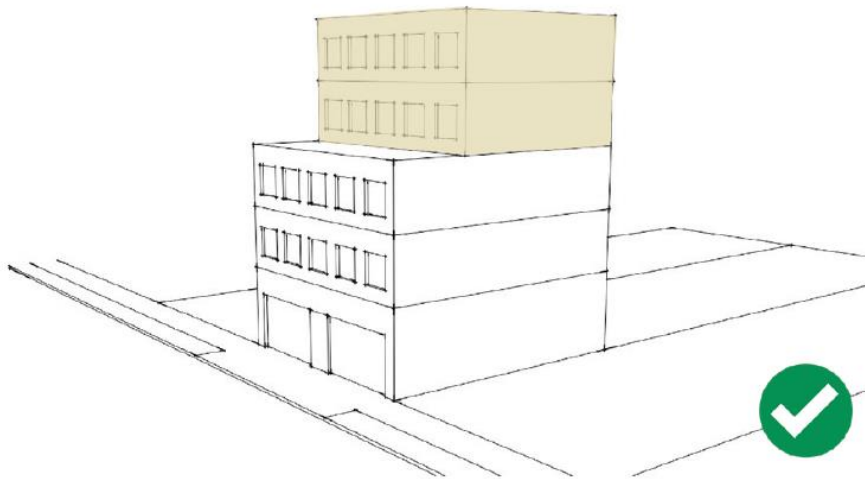
35-1 In the Boulevard Park Historic District, the following setbacks shall apply to new alley infill:



35-2 New buildings shall not be more than 150% of the height of any adjacent contributing building.



- 35-3** No construction is allowed in rear or side yards that extend into historic alley parks.
- 35-4** New buildings that are taller than contributing resources, or rooftop additions must have stepbacks that are a minimum of 5-feet deep.



- 35-5** The height of new buildings shall be no more than 150% of the height of surrounding contributing buildings.
- 35-6** If proposed new buildings are more than 40-feet wide, they must either front on H Street or on 21st and 22nd streets south of F Street.
- 35-7** Buildings must be wider than they are tall and be less than 40-feet wide if they are located on lettered streets or 21st/22nd streets north of F Street.
- 35-8** Buildings on H Street must have a 20-foot- deep front yard setback.

- 35-9** Buildings on 21st and 22nd streets must have a 12- to 16-foot-deep front yard setback.
- 35-10** New infill development must include covered front porches or entries.
- 35-11** Historic landscape features and plantings of the landscaped medians on 21st and 22nd streets shall be preserved, maintained, or repaired.
- 35-12** Alley parks open, planted character shall be preserved and maintained.
- 35-13** Pathways, park seating and pedestrian-oriented features must be included within the alley parks.
- 35-14** Historic hitching posts and carriage barns shall be preserved in their original locations.
- 35-15** Accessory dwelling units shall include windows and entries facing alleys and alley parks.
- 35-16** No curb cuts or driveways are allowed in front of properties along 21st and 22nd streets.

36 – Bungalow Row

Design Principle

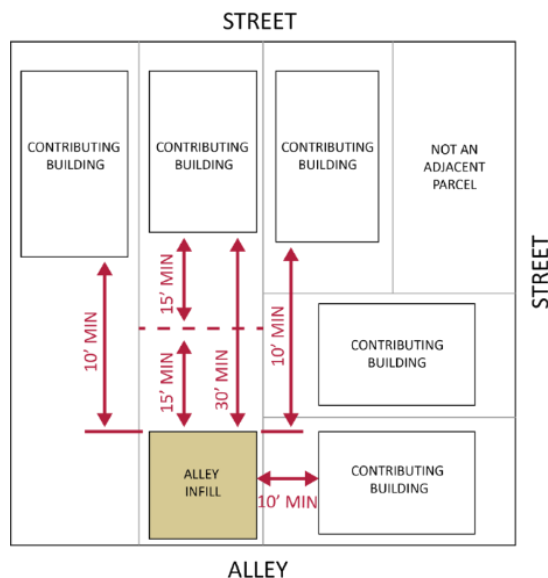
Protect the existing residential character of the Bungalow Row Historic District, a highly cohesive collection of one-story Craftsman bungalow buildings in a setting in which design changes could be highly visible.

Rationale

The Bungalow Row Historic District is one of Sacramento's most visually cohesive districts, consisting of a group of Craftsman bungalow buildings that were built side-by-side over a short time period on little more than a one-block area. The properties share a similar architectural style, building scale, massing, use of materials, siting, and landscaping that is more consistent than many other historic districts in the city. Because of the high level of integrity, visual uniformity, and small geographic scale of the district, any physical changes will have disproportionate impact on the cohesiveness of the district.

Checklist Design Standards

36-1 In the Bungalow Row Historic District the following setbacks shall apply to alley infill:



- 36-2** Additions and accessory structures shall have height and width no greater than any contributing resources on the same block to emulate typical district massing.
- 36-3** No raised individual houses or building rooftop additions are allowed if they cause structures to be taller than adjacent contributing structures.
- 36-4** Additions shall be placed at the rear of the property.
- 36-5** New buildings shall be no taller than the average of heights of surrounding contributing buildings.
- 36-6** New buildings shall include covered front porches or entries.

37 -C Street Commercial

Design Principle

Preserve and maintain the existing historic character of the C Street Commercial Historic District while encouraging rehabilitation and development that improves connections from 12th Street and surrounding residential neighborhoods.

Rationale

The C Street Commercial Historic District contains a collection of historic buildings related to the development of C and 12th streets as major transportation and light industrial corridors. The buildings share similar materials, features, and zero lot-line siting that unifies the grouping. Due to its high integrity, continued use, and proximity to the 12th Street corridor and Alkali Flat and the Washington neighborhoods, the district has the potential to maintain its historic significance as a working example of Sacramento's commercial heritage, while providing opportunities to enhance connections to the surrounding neighborhood.

Checklist Design Standards

- 37-1** Additions shall be designed with wider than they are tall, and oriented with the long side toward the street.
- 37-2** Additions shall be placed on rear and side elevations.
- 37-3** New buildings must be sited with a zero-lot-line setback from the street.
- 37-4** Materials on new buildings must include brick, corrugated metal, or steel casement windows.
- 37-5** Roofs must be designed to include clerestory, sawtooth, or flat roofs with square, stepped, or rounded parapets.
- 37-6** Awnings must be incorporated on the primary façade.

39 – Capitol

Design Principle

Preserve and enhance the historic relationships and interplay between building architectural styles, siting, landscaping, and overall composition that contribute to the Capitol Historic District's central role in Sacramento.

Rationale

The Capitol Historic District is the focal point of Sacramento, containing the city's most recognizable landmark in the State Capitol and a high-integrity grouping of state government buildings arranged around Capitol Park. Minimal infill has taken place in the historic district, preserving the pattern of early state government related development in Sacramento with few modern intrusions.

Checklist Design Standards

None

40 – Capitol Mansions

Design Principle

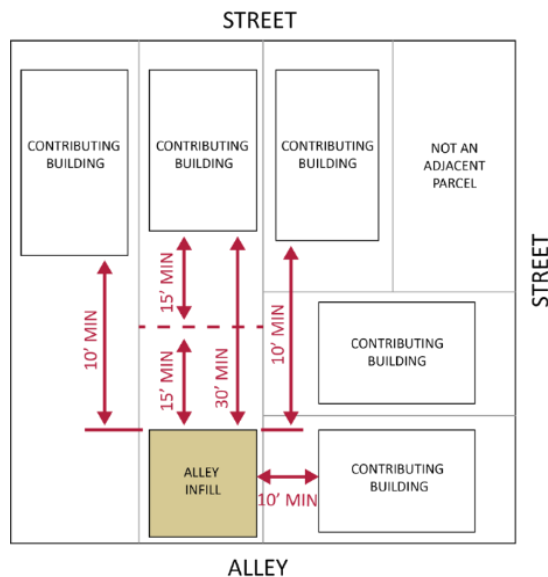
Treatment of contributing resources and new development in the Capitol Mansions Historic District must respect and draw inspiration from the precedents of scale, massing, setback, materials, and landscaping set by the contributing historic buildings in the district.

Rationale

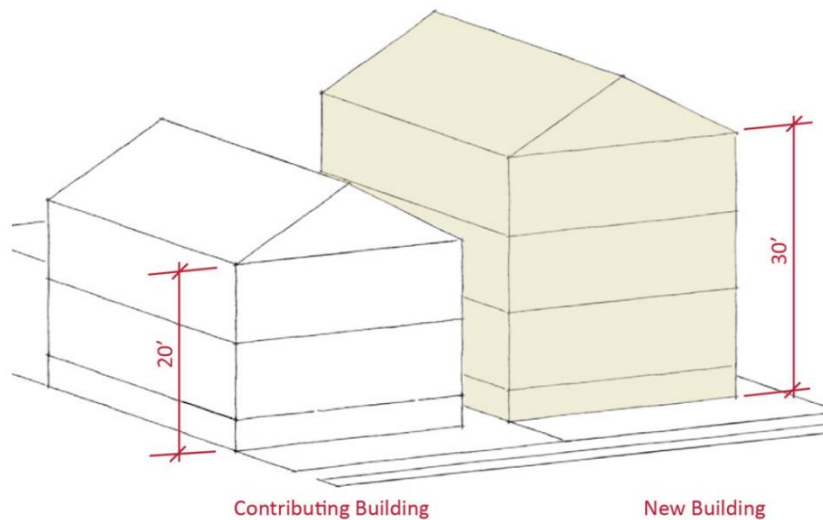
The collection of large, Classic Box style houses that line Capitol Avenue are the most well-known feature of the Capitol Mansions Historic District. However, the district also contains a mixture of late nineteenth and early twentieth-century houses and a few historic churches and apartment buildings that add to the variety of architectural styles, heights, and massing in the district. In spite of the differences between individual properties, the district maintains a feeling of cohesiveness due to overall similarities in scale, setback, common design features, and landscaping.

Checklist Design Standards

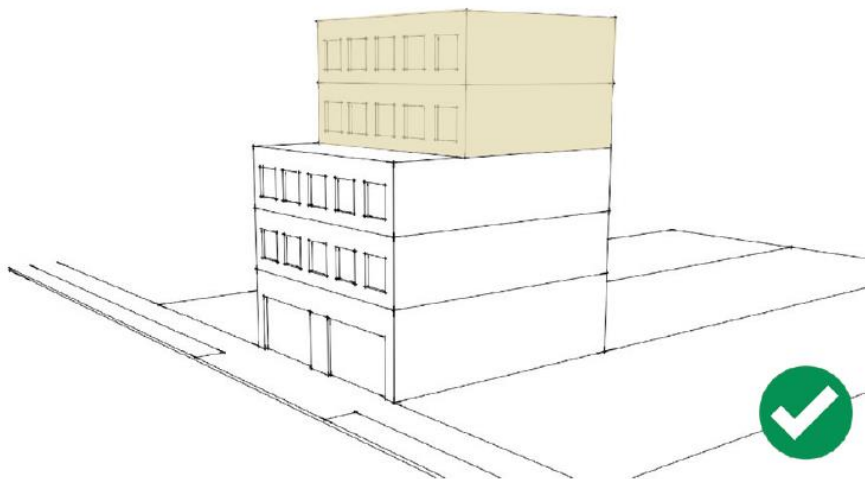
40-1 The following setbacks shall apply to new alley infill in the Capitol Mansions Historic District:



40-2 New buildings shall not be more than 150% of the height of any adjacent contributing building.



- 40-3** New buildings and additions shall be vertically massed so they are taller than they are wide, and oriented with the short side toward the street.
- 40-4** On new buildings or roof top additions, a minimum of 5-foot stepbacks must be used on front facades so that the building is no taller than adjacent contributing resources.



- 40-5** Covered front porches or entries must be present on front facades.
- 40-6** The existing pattern of front setbacks and wide front lawns along Capitol Avenue shall be maintained.

41 – Cathedral Square

Design Principle

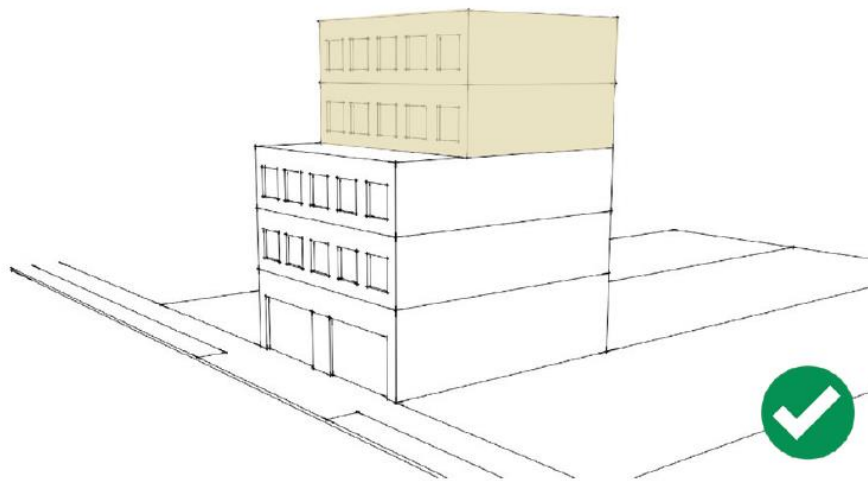
Maintain and preserve the historic character of the district while integrating new development and uses that enhance K Street's role as part of Sacramento's premier, historic cultural, retail, and entertainment corridor.

Rationale

The Cathedral Square Historic District contains a concentration of grand commercial and institutional buildings that reflect K Street's historic role as Sacramento's commercial and cultural center from the late nineteenth to the mid-twentieth centuries. The spires of the Cathedral of the Blessed Sacrament and Capitol building form visual focal points to the north and south and influence the scale and grandeur of the contributing buildings in the historic district, many of which were designed in the Renaissance Revival style.

Checklist Design Standards

- 41-1** New buildings that are taller than contributing resources, or rooftop additions must have stepbacks that are a minimum of 5-feet deep.



- 41-2** Design shall not block the view of the Capitol building or Cathedral of the Blessed Sacrament from the public right-of-way.

42 – East End

Design Principle

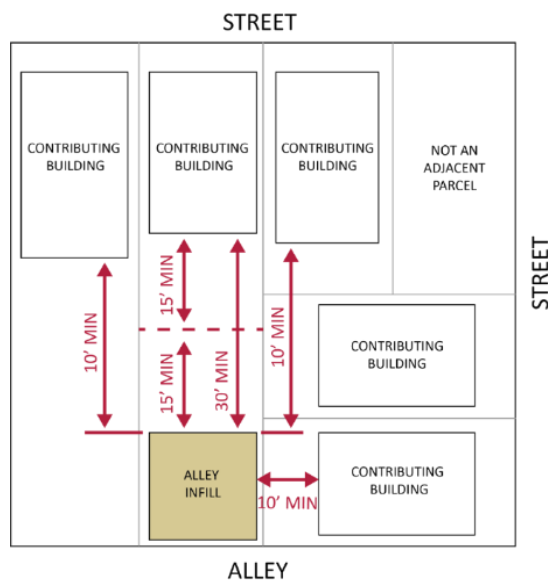
Projects in the Capitol Avenue District shall minimize impacts to the integrity of contributing properties and the overall district.

Rationale

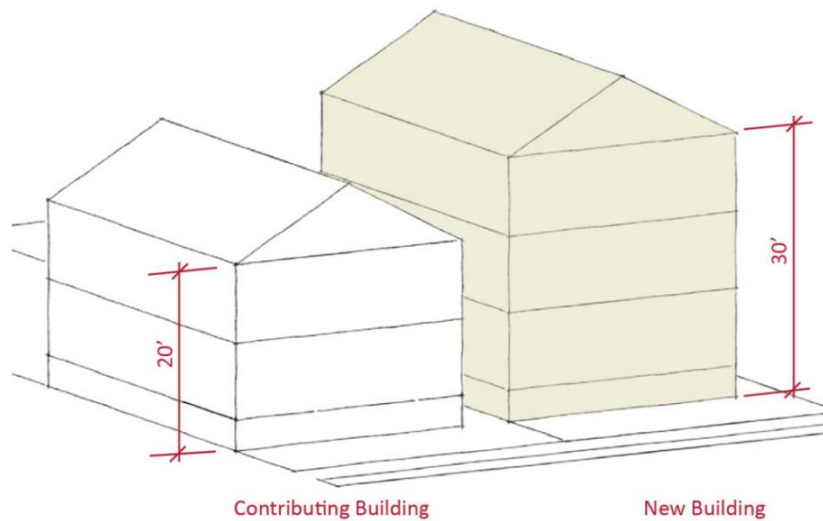
The East End Historic District contains a mixture of moderately scaled single- and multi-family residential buildings, alley commercial uses, and commercial buildings which exhibit varying architectural styles, proportions, massing, and landscaping. New development on the perimeter of the historic district and on 18th Streets highlights the need to protect the remaining historic character of this district. At its northern end, Capitol Avenue provides a variety of uses and a direct visual connection to the Capitol. The district also contains a number of neighborhood serving corner store retail uses.

Checklist Design Standards

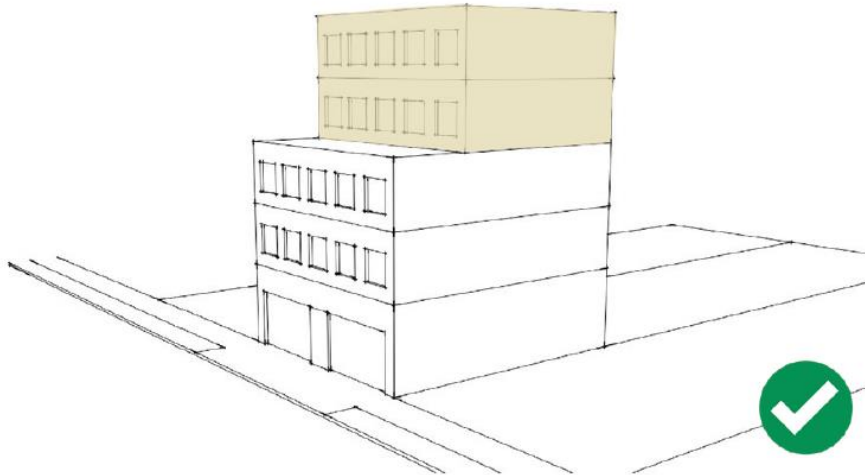
- 42-1** In the East End Historic District, the following setbacks shall apply to new alley infill development:



- 42-2** New buildings shall not be more than 150% of the height of any adjacent contributing building.



- 42-3** On new buildings or roof top additions, a minimum of 5-foot setbacks shall be used on front facades so the building façade is no taller than the adjacent contributing resources.



- 42-4** On Capitol Avenue, new buildings shall be no more than the average height of the existing façade heights of existing contributing buildings within the same block.
- 42-5** Covered porches or entries shall be included on front facades.

43 - Fremont Park

Design Principle

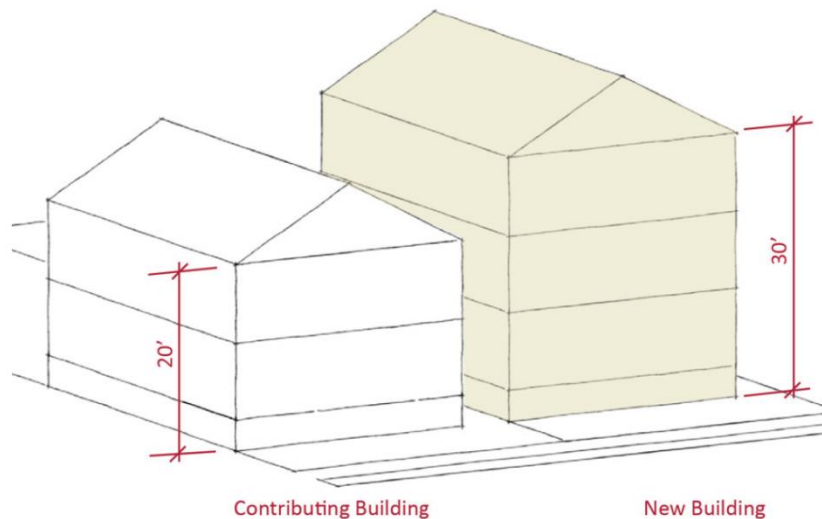
Projects in the Fremont Park Historic District must minimize further impacts on the integrity of contributing properties in the district and sympathetically integrate the historic district with the transportation-related development on Quill Alley, commercial development on 16th Street, and orientation of buildings toward Fremont Park.

Rationale

The Fremont Park Historic District contains a grouping of historic single-family residences oriented to face Q Street and Fremont Park, many of which have been converted for commercial use. Many of the buildings have been physically altered, but in general, the character-defining features, including setback and landscaping, remain intact so that the character of the historic district is preserved.

Checklist Design Standards

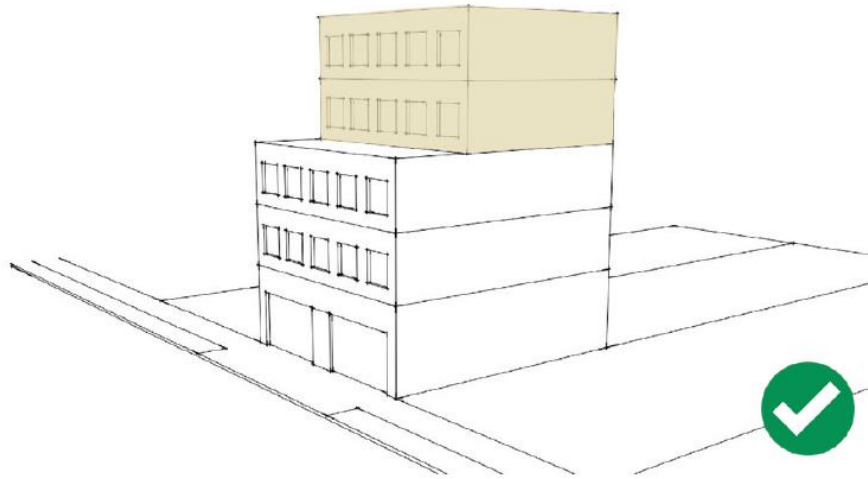
43-1 New buildings shall not be more than 150% of the height of any adjacent contributing building.



43-2 New buildings on Q Street must have vertical massing, so they are taller than they are wide, and oriented with the short side toward the street.

43-3 New buildings on 15th and 16th streets must have horizontal massing, so they are longer than they are tall, and oriented with the long side toward the street.

- 43-4** New buildings that are taller than contributing resources, or rooftop additions must have stepbacks that are a minimum of 5-feet deep.



- 43-5** Accessory dwelling units facing Quill Alley must have windows and doors facing the alley.

44 – Marshall Park

Design Principle

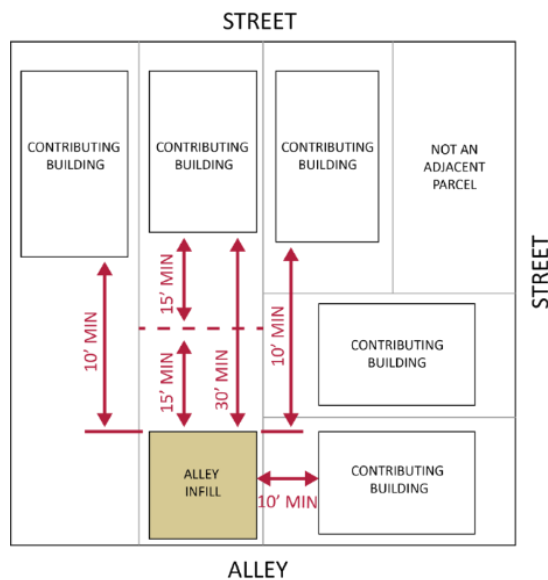
Alterations or additions to contributing properties and new infill development must seamlessly blend with the well-preserved historic architecture of the historic district.

Rationale

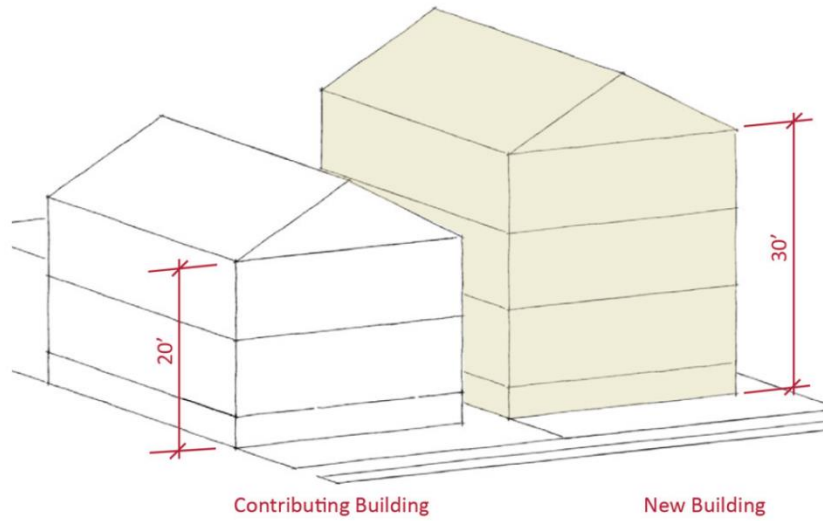
The Marshall Park Historic District contains a grouping of historic single-family residences clustered around Marshall Park, some of which have been converted to multi-family use. Some of the buildings have been physically altered, but in general, the character defining features, including setback and landscaping, remain intact so that the character of the historic district is preserved.

Checklist Design Standards

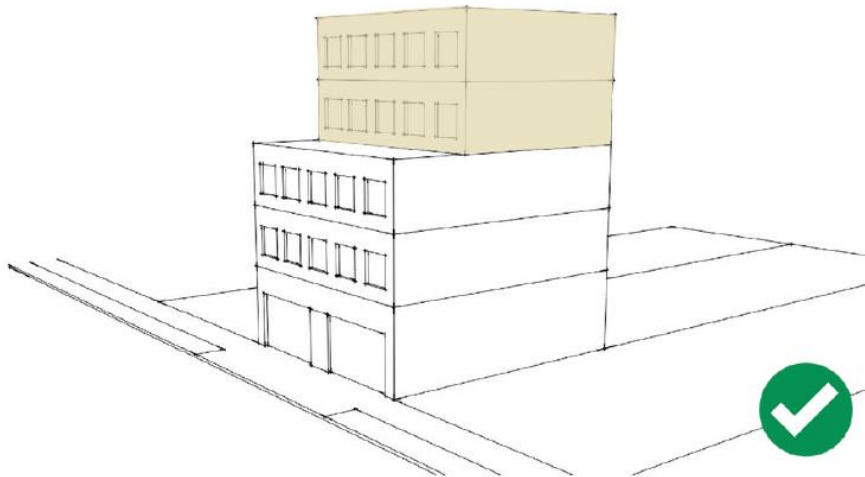
- 44-1** In the Marshall Park Historic District the following setbacks shall apply to new alley infill development:



- 44-2** New buildings shall not be more than 150% of the height of any adjacent contributing building.



- 44-3** New buildings that are taller than contributing resources, or rooftop additions must have stepbacks that are a minimum of 5-feet deep.



45 – Merchant Street

Design Principle

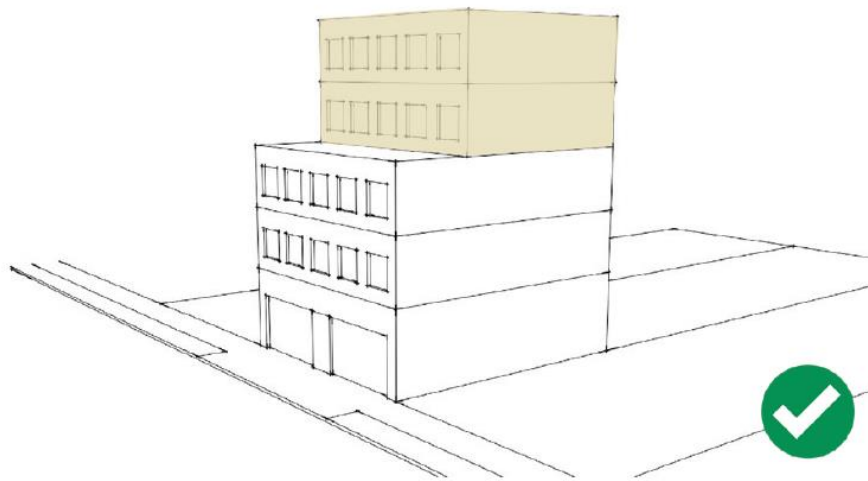
Maintain and preserve the contributing resources in the historic district while encouraging the integration of new uses that enhance its character as part of the historic heart of commercial activity in Sacramento.

Rationale

The Merchant Street Historic District contains a group of commercial buildings that date from the late nineteenth and early twentieth centuries, many of which are related to the history of banking in Sacramento. The contributing buildings vary in scale and height, but share a similar commercial focus, zero-lot-line setback, and use of high-quality masonry materials. The district also contains Ali Youssefi Square, the former site of a church and federal post office. As Downtown Sacramento continues to evolve and grow, the contributing buildings in the district provide opportunities to introduce new uses that enhance the character of J and K Streets the historic center of commercial and cultural activity in Sacramento.

Checklist Design Standards

- 45-1** New buildings that are taller than contributing resources, or rooftop additions must have setbacks that are a minimum of 5-feet deep.



- 45-2** New buildings shall have a zero-lot-line setback from the street.

- 45-3** Awnings shall be incorporated on front facades.

46 – Newton Booth

Design Principle

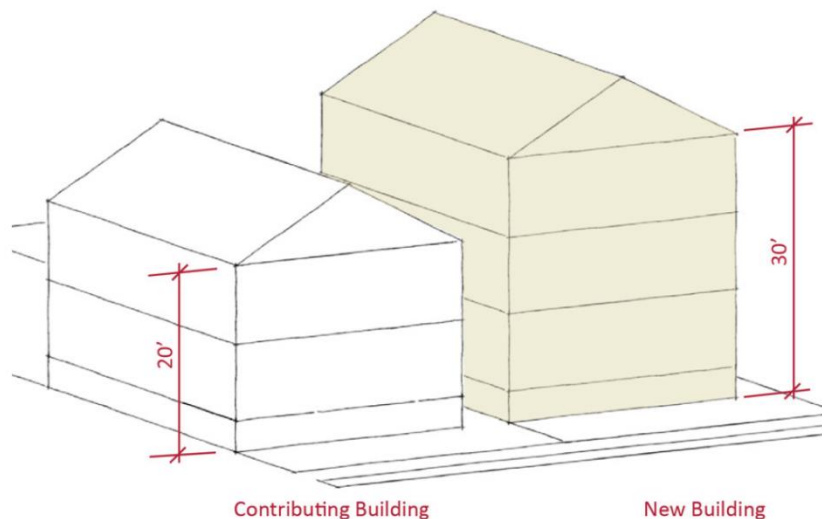
Preserve and maintain the contributing resources and features that define the district while encouraging new development that enhances its historic residential character and livability.

Rationale

The Newton Booth Historic District contains a collection of single- and multi-family residential buildings that are part of a historic neighborhood that dates back to the late nineteenth century. It also includes Washington Park and the Washington School. While the contributing buildings exhibit a mix of architectural styles, the similar use of materials, scale, setback, landscaping, and siting unite the grouping as a whole. The district's location between two major transportation corridors, 16th Street and the railroad tracks between 19th and 20th streets, introduce potential development pressures to the east and west.

Checklist Design Standards

- 46-1** For unsplit parcels there shall be a minimum of 30 feet from the existing building on the parcel and the new building.
- 46-2** For a parcel that is split, the alley infill building shall be setback a minimum of 15 feet from the rear yard property line.
- 46-3** New buildings shall not be more than 150% of the height of any adjacent contributing building.



- 46-4** New buildings shall have front setbacks that are the average setback of adjacent contributing buildings.
- 46-5** Front yards must be landscaped.
- 46-6** Driveways, if provided, shall be a maximum width of 10-feet.

47 – New Washington School

Design Principle

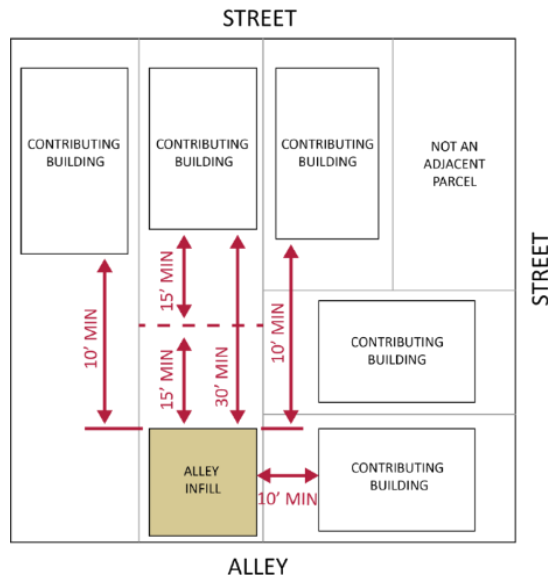
Preserve and maintain the contributing resources and features that define the district while encouraging new development that enhances its historic residential character and livability.

Rationale

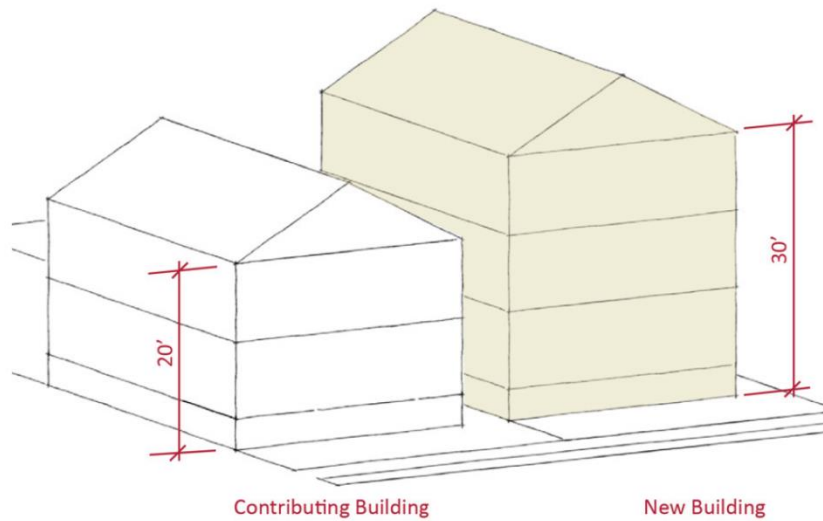
The New Washington School Historic District contains a collection of single- and multi-family residential buildings that are part of a historic neighborhood that dates back to the late nineteenth century. It also includes Washington Park and the Washington School. While the contributing buildings exhibit a mix of architectural styles, the similar use of materials, scale, setback, landscaping, and siting unite the grouping as a whole. The district's location between two major transportation corridors, 16th Street and the railroad tracks between 19th and 20th streets, introduce potential development pressures to the east and west.

Checklist Design Standards

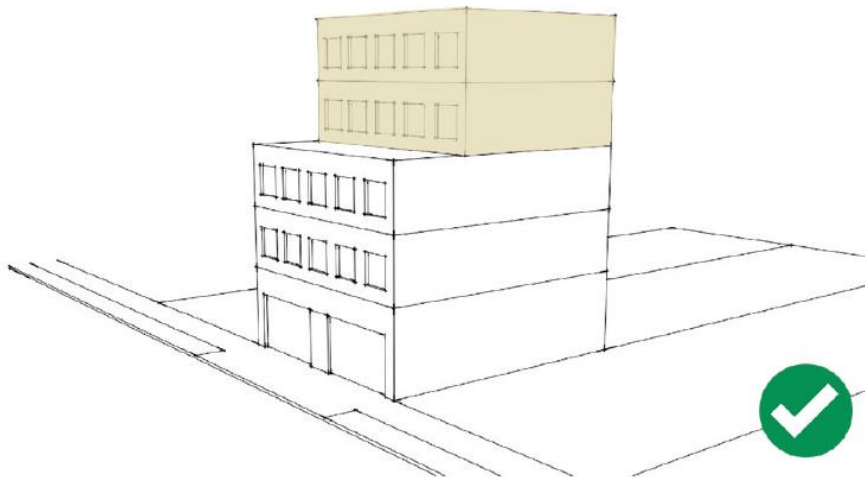
- 47-1** In the New Washington School Historic District, the following setbacks shall apply to new alley infill development:



- 47-3** New buildings shall not be more than 150% of the height of any adjacent contributing building.



- 47-4** New buildings that are taller than contributing resources, or rooftop additions must have stepbacks that are a minimum of 5-feet deep.



- 47-5** Lot splits shall be done in such a way so as to preserve the historic pattern and articulation of long, narrow 40-foot x 160-foot parcels.
- 47-6** Covered porches or entries shall be provided on front facades.

48 – North 16th Street

Design Principle

Preserve the defining visual characteristics of this historic industrial and commercial corridor while encouraging a diverse range of businesses and mixed-use development that increases use and improve safety and walkability.

Rationale

The North 16th Street Historic District contains a significant concentration of industrial and commercial buildings related to Sacramento's railroad and agricultural history that has the potential to become a vibrant mixed-use neighborhood like the R Street Historic District. While the buildings are generally large in scale and share similar utilitarian materials and design features, they also exhibit a variety of floorplan shapes, roof forms, and façade treatments that create a visual richness from which future development in the area could draw inspiration. Underutilized buildings, vacant parcels, and parking lots in the historic district present opportunity sites for future development; however, the district's location along a busy arterial highway, presence of homeless services and tent cities, and minimal streetscape improvements has historically depressed development that would increase foot traffic and introduce new uses to the area.

Checklist Design Standards

- 48-1** The taller building masses and primary facades of new construction shall face toward North 16th Street.
- 48-2** Awnings shall be incorporated on front facades.
- 48-3** Roofs shall be designed to include gabled, flat, or rounded form form.
- 48-4** Any surviving physical elements that are associated with the railroad spurs that historically serviced the area shall be preserved.

49 – Oak Park

Design Principle

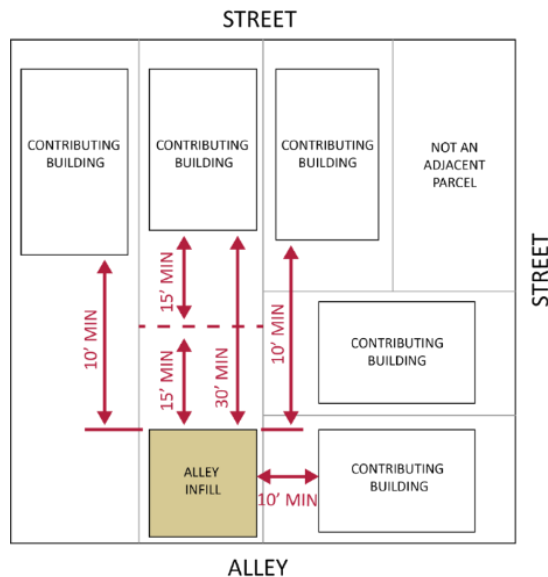
Preserve and maintain the historic character of the Oak Park Historic District as the core of Sacramento's earliest streetcar suburb outside the Central City, while encouraging compatible new development that enhances this character.

Rationale

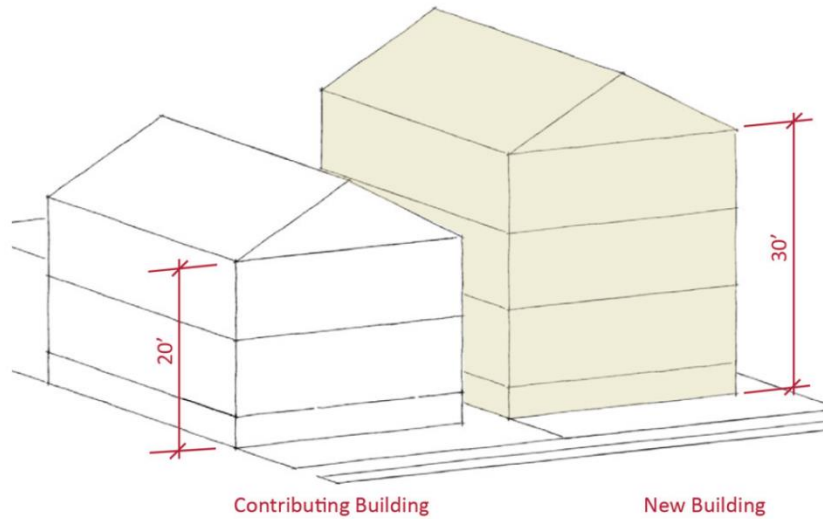
The Oak Park Historic District preserves the historic commercial core and several adjacent residential properties of the Oak Park neighborhood, a streetcar suburb that developed outside Sacramento's original street grid in the late nineteenth century. The contributing buildings in the district are well preserved and many have been continuously adapted and re-used, forming a vibrant cultural and commercial center for the surrounding neighborhood. The district has experienced an increase in recent development and reinvestment, which, along with the strong stock of historic buildings and number of vacant parcels and parking lots, present the opportunities that are likely to continue to attract new development to the area.

Checklist Design Standards

49-1 In the Oak Park Historic District the following setbacks shall apply to alley infill development:

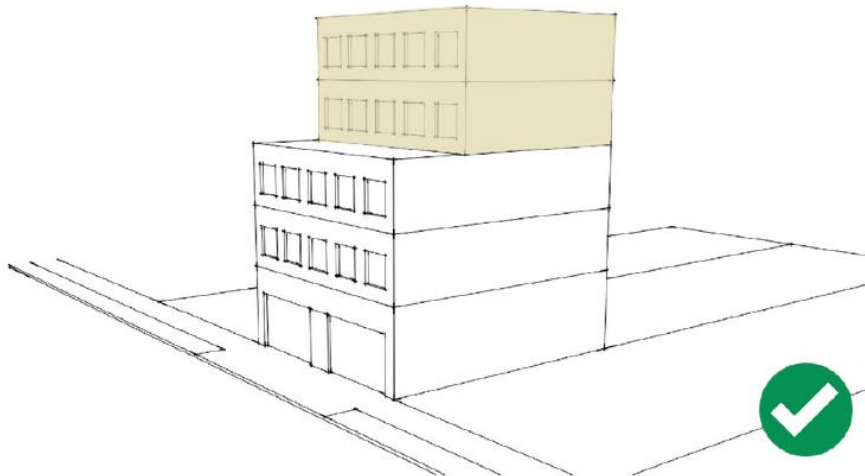


49-2 New buildings shall not be more than 150% of the height of any adjacent contributing building.



49-3 Additions must be placed on secondary, rear, and side elevations.

49-4 New buildings that are taller than contributing resources, or rooftop additions must have stepbacks that are a minimum of 5-feet deep.



49-5 Historic horse rings shall be preserved and maintained in their historic locations.

50 – Old Washington School

Design Principle

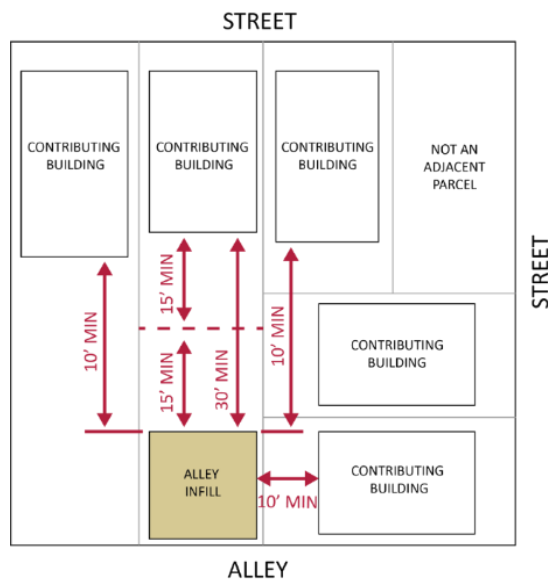
Preserve and maintain the contributing resources and features that define the district while encouraging new development that enhances its historic residential character and livability

Rationale

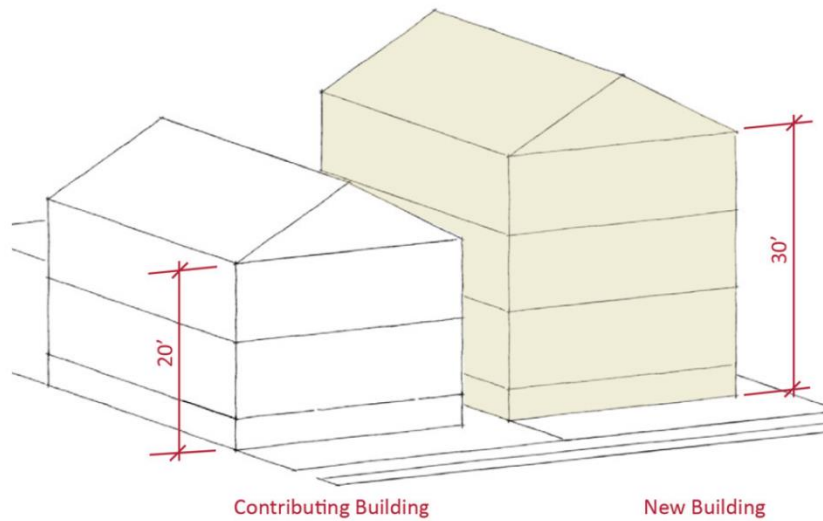
The Old Washington School Historic District contains a large collection of single- and multi-family residential buildings that are part of a historic neighborhood, dating back to the late nineteenth century. While the contributing buildings exhibit a mix of architectural styles, the similar use of materials, scale, setback, landscaping, and siting unite the grouping as a whole. Recent development on the edges of the district highlights the need to balance the preservation of the character of the district with increasing housing density.

Checklist Design Standards

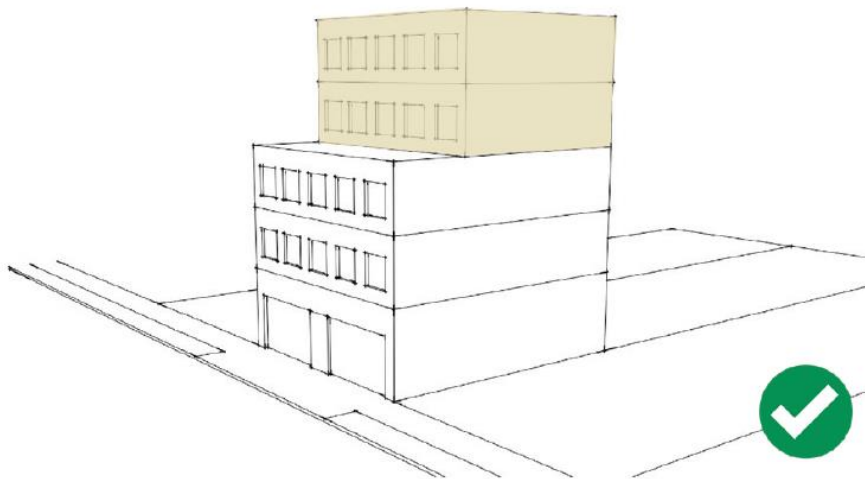
- 50-1** In the Old Washington School Historic District, the following setbacks shall apply to alley infill development:



- 50-3** New buildings shall not be more than 150% of the height of any adjacent contributing building.



- 50-4** New buildings that are taller than contributing resources, or rooftop additions must have stepbacks that are a minimum of 5-feet deep.



51 – Plaza [Cesar Chavez Plaza]

Design Principle

Maintain and strengthen the grand civic and commercial character of this district as part of Sacramento's historic civic core.

Rationale

The Plaza Park [Cesar Chavez Plaza] Historic District contains many of the city's most iconic civic and commercial resources, ranging from Sacramento's first civic institutions and its first developed park in the late nineteenth century to iconic commercial buildings constructed in the early and mid-twentieth century. The area represents the city's symbolic center, consisting of a variety of buildings and public spaces that contained the activities that defined city life. The district continues to serve as the city's civic core and is connected by important commercial and transportation corridors along 9th and 10th streets to the Capitol and J and K streets to Downtown, the intermodal transit facility, outlining freeways, and the city's outlining neighborhoods. The preservation of the contributing resources which convey the district's historic significance, and the strengthening of its civic identity is vital for a thriving downtown.

Checklist Design Standards

- 51-1** On new buildings or roof top additions, a minimum 5-foot stepback shall be used on front facades to ensure the primary façade is not taller than adjacent contributing buildings
- 51-2** New buildings shall have a zero-lot-line setback from the street.
- 51-3** New buildings adjacent to 926 J Street shall be lower in height and set back at least 5-feet to protect visibility of the contributing high-rise building.
- 51-4** Existing historic cobblestones and street paving must be maintained and preserved.
- 51-5** Historic lighting and signage features must be maintained, preserved, and, where necessary, repaired and restored.

52 – Poverty Ridge

Design Principle

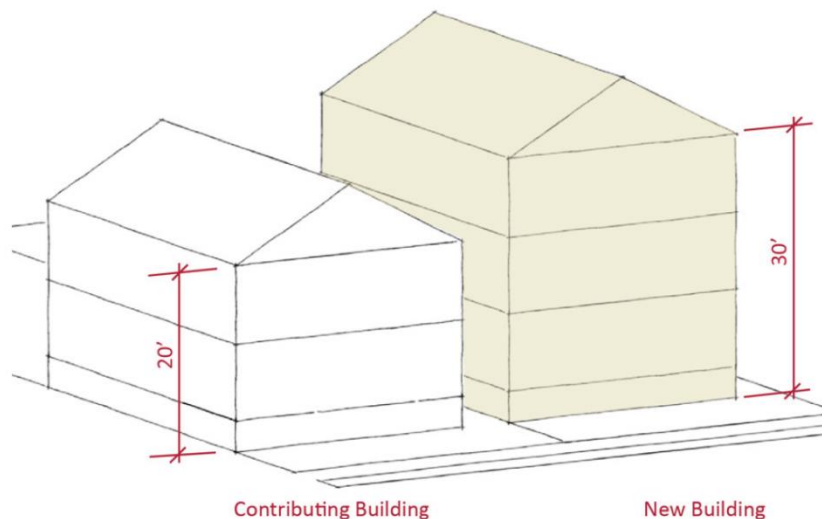
Projects in the Poverty Ridge Historic District must result in minimal visual impacts that will not disrupt the highly cohesive architectural character and significant streetscape design of the historic district.

Rationale

While the north and west boundaries of the Poverty Ridge Historic District have been impacted by modern infill development, the majority of the historic district retains a remarkable level of integrity. Continuous rows of stately houses with deep setbacks and large front lawns create a sense of visual uniformity, even as the architectural styles vary from block to block. As indicated by the historic district's name, topography is also a significant character-defining feature of Poverty Ridge. The neighborhood's elevated topography contributed historically to the presence of sloped lawns, retaining walls, streets, and alleys, which create a streetscape environment that is unlike any other in Sacramento.

Checklist Design Standards

52-1 New buildings shall not be more than 150% of the height of any adjacent contributing building.



52-2 On new buildings or roof top additions shall have a minimum 5-foot setbacks on front facades to ensure the primary façade is not taller than any adjacent contributing buildings.

52-3 New buildings shall be located to align with the front setback of adjacent contributing buildings.

52-4 The historic open, planted character and grade of front lawns must be preserved.

52-5 Front or side lawns shall not be paved.

52-6 Hitching posts and upping stones shall be preserved and maintained in their historic locations.

53 – R Street

Design Principle

Preserve and maintain the contributing resources of the R Street Historic District while encouraging compatible new uses and development in the area that enhance its character as a historic industrial and transportation-related corridor.

Rationale

The R Street Historic District preserves a historic industrial and transportation corridor that developed along the route of two parallel railroad tracks from the nineteenth to mid-twentieth centuries. Adaptive reuse and redevelopment of the historic industrial buildings that line the corridor and sensitively designed infill projects have helped transform the area into one of Sacramento's most vibrant commercial, cultural, and entertainment centers. With interest and investment in the area expected to continue, it will be crucial to balance new development with the preservation of the contributing resources and historic character of the district.

Checklist Design Standards

- 53-1** New buildings that are taller than contributing resources, or rooftop additions must have setbacks that are a minimum of 5-feet deep.
- 53-2** New buildings must align with the setback of adjacent contributing buildings.
- 53-3** New buildings must have a zero-lot-line setback from the street.
- 53-4** Any surviving physical elements that are associated with the railroad spurs that historically serviced the area must be preserved including track alignments and loading bays that open onto tracks.

54 – South Side

Design Principle

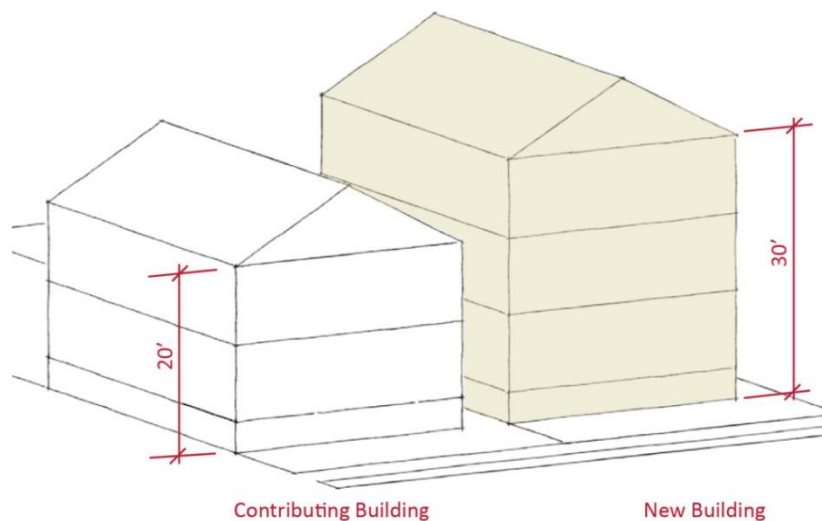
Preserve and maintain the existing historic character of the South Side Historic District as one of Sacramento's most architecturally and ethnically diverse neighborhoods while encouraging compatible new development that enhances this character and improves the historic district's connection to surrounding neighborhoods.

Rationale

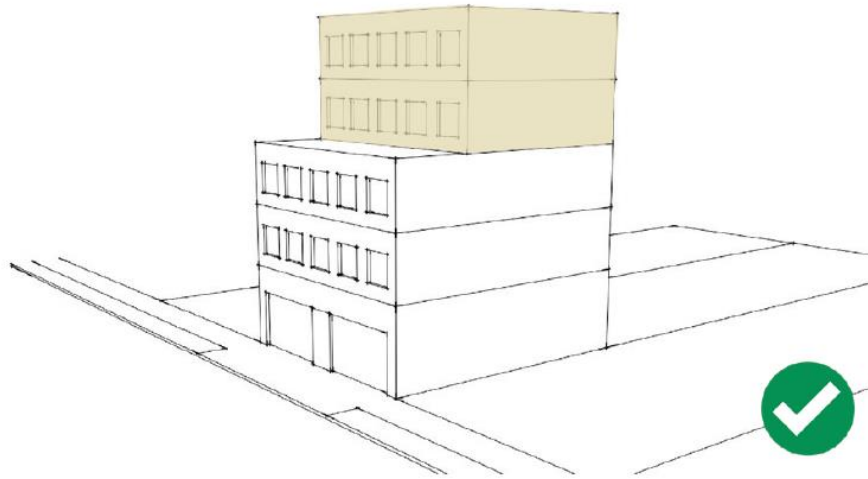
The South Side Historic District is one of Sacramento's largest and most ethnically and architecturally diverse historic districts, consisting of a collection of historic residential, commercial, civic, and institutional buildings, dating from the late nineteenth to mid-twentieth centuries. The neighborhood is somewhat cut off from other parts of the city by Highway 50 to the south and larger scale commercial development and parking lots that spill over from the R Street corridor to the north. South Side retains a broad feeling of visual coherence, in spite of its wide range of architectural styles and building types, due to a similar use of materials and landscaping and the gradual shift in building scale, massing, and architectural styles as the historic district progresses from west to east.

Checklist Design Standards

54-1 New buildings shall not be more than 150% of the height of any adjacent contributing building.



54-2 On new buildings or roof top additions, a minimum 5-foot stepbacks shall be used to ensure the front façade is no taller than the height of adjacent contributing buildings.



- 54-3** A side setback of 5-feet or more must be provided where commercial properties are sited directly adjacent to residential properties so that there are no solid walls facing residential properties.
- 54-4** Covered porches or entries must be included on front facades.

55 – Winn Park

Design Principle

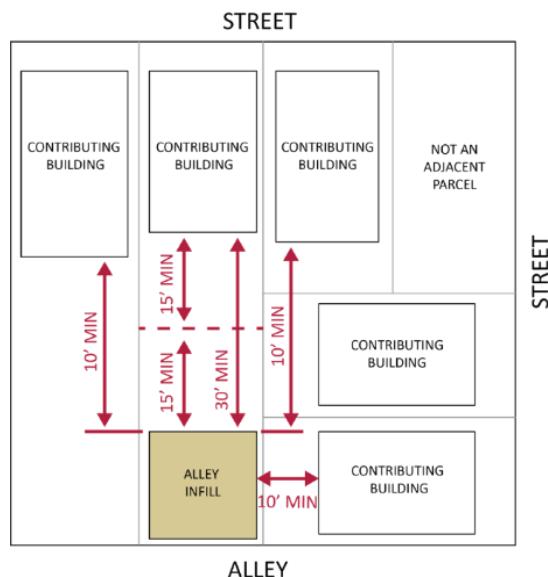
Projects in the Winn Park Historic District shall minimize further impacts on the historic district's overall integrity by respecting and drawing design inspiration from its existing contributing resources and character-defining features.

Rationale

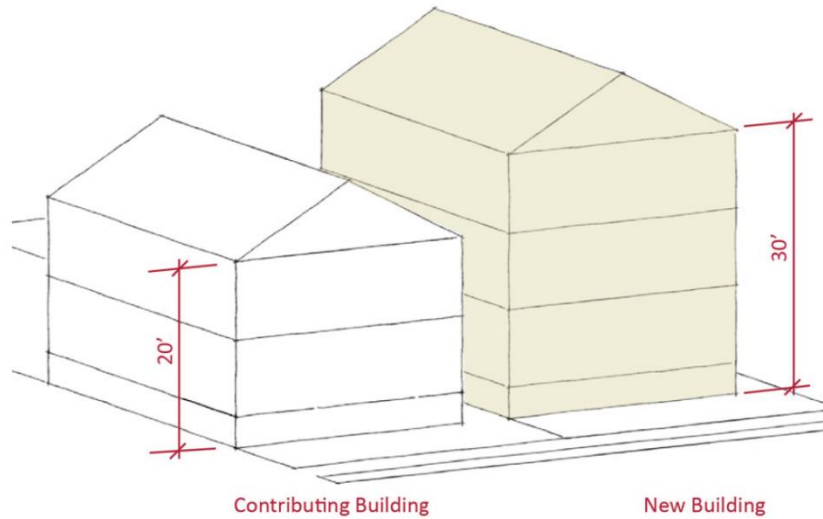
Winn Park is one of Sacramento's largest and most architecturally varied historic districts, with a collection of historic houses and apartment buildings dating from the late nineteenth to mid-twentieth centuries situated around a public park and the historic Fremont School building. Perhaps to a greater degree than many of Sacramento's other historic districts, Winn Park has been impacted by the construction of apartment buildings during the mid-twentieth century. However, in spite of the addition of newer buildings and variety of architectural styles, Winn Park's streetscapes retain a broad feeling of visual coherence due to a similar use of materials, building scale and massing, setbacks from the street, and landscaping that visually tie its contributing resources together

Checklist Design Standards

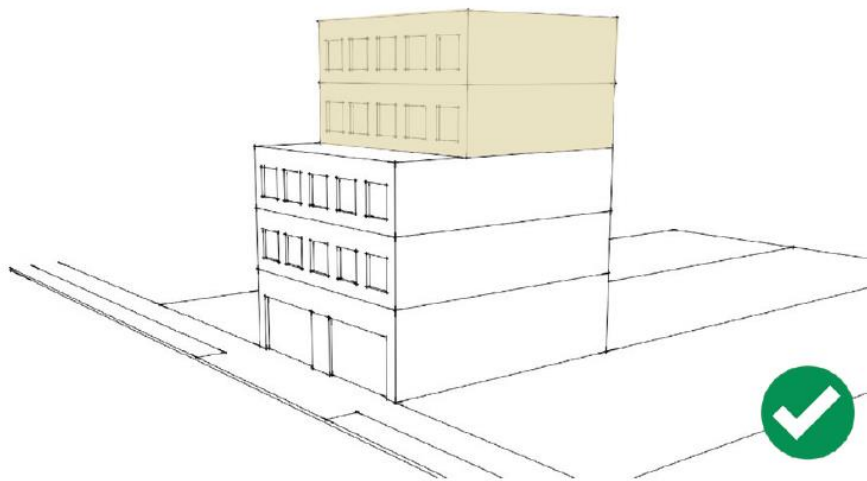
55-1 In the Winn Park Historic District, the following setbacks shall apply to alley infill development:



55-4 New buildings shall not be more than 150% of the height of any adjacent contributing building.



- 55-5** New buildings that are taller than contributing resources, or rooftop additions must have stepbacks that are a minimum of 5-feet deep.



- 55-6** Covered porches or entries shall be provided on the front facade.

- 55-7** Historic brick patios in front of properties must be preserved, maintained, repaired, or restored.

DEFINITIONS:

- A. Consolidate: To strengthen loose or deteriorated materials in place.
- B. Dismantle [or deconstruction or disassembly]: To disassemble and detach items by hand from existing construction to the limits indicated, using small hand tools and small one-hand power tools, so as to protect nearby historic surfaces; and legally dispose of dismantled items off-site, unless indicated to be salvaged or reinstalled.
- C. Existing to Remain: Existing items that are not to be removed or dismantled.
- D. Historic: Spaces, areas, rooms, surfaces, materials, finishes, and overall appearance which are important to the successful **[preservation]** **[rehabilitation]** **[restoration]** **[and]** **[reconstruction]** as determined by a Preservation Architect or Architectural Historian.
- E. Match: To blend with adjacent construction and manifest no apparent difference in material type, species, cut, form, detail, color, grain, texture, or finish; as approved by a Preservation Architect or Architectural Historian.
- F. Reconstruct: To remove existing item, replicate damaged or missing components, and reinstall in original position.
- G. Refinish: To remove existing finishes to base material and apply new finish to match original, or as otherwise indicated.
- H. Reinstall: To protect removed or dismantled item, repair and clean it as indicated for reuse, and reinstall it in original position.
- I. Remove: Specifically for historic spaces, areas, rooms, and surfaces, the term means to detach an item from existing construction to the limits indicated, using hand tools and hand-operated power equipment, and legally dispose of it off-site, unless indicated to be salvaged or reinstalled.
- J. Repair: To correct damage and defects, retaining existing materials, features, and finishes while employing as little new material as possible. Includes patching, piecing-in, splicing, consolidating, or otherwise reinforcing or upgrading materials.
- K. Replace: To remove, duplicate, and reinstall entire item with new material. The original item is the pattern for creating duplicates.
- L. Replicate: To reproduce in exact detail, materials, and finish.
- M. Reproduce: To fabricate a new item, accurate in detail to the original, and in either the same or a similar material as the original, unless otherwise indicated.
- N. Restore: To consolidate, replicate, reproduce, repair, and refinish as required to achieve the indicated results.
- O. Retain: To keep existing items that are not to be removed or dismantled.
- P. Reversible: New construction work, treatments, or processes that can be removed or undone in the future without damaging historic materials unless otherwise indicated.
- Q. Salvage: To protect removed or dismantled items and deliver them to Owner **[ready for reuse]**.
- R. Stabilize: To provide structural reinforcement of unsafe or deteriorated items while maintaining the essential form as it exists at present; also, to reestablish a weather-resistant enclosure.

Infill Housing Design Standards

Citywide Design Review Area
July 2020

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Introduction

This document articulates design principles and objective design review standards for housing development projects with two or more dwelling units, including a single-unit dwelling with an attached accessory dwelling unit, that are either residential-only projects or part of a mixed-use development in which the residential use constitutes at least two-thirds of the total gross building square footage.

This document establishes design principles and standards intended to promote and protect the public health, safety and general welfare of the community by carrying out the following goals:

- Support infill housing development that is consistent with adopted city policies such as smart growth, resiliency, sustainability, and utilization of existing infrastructure.
- Promotion of a positive environment for the residents with sustained quality and adequate amenities.
- Compatibility with surrounding properties.
- Contribution to and enhancement of the character, value and livability of Sacramento's neighborhoods.
- Direct and safe pedestrian access to adjacent transit and activity center locations.
- Clear, consistent and specific objective standards to provide developers with a timelier, cost effective, and more certain review process.

How to Use this Document

This document summarizes the principles and rationale behind the objective design standards. Project applicants and their design team will use this document to enhance their understanding of the purpose of each design standard.

Design standards are mandatory (required). Standards are expressed in this document using the words “must,” “shall,” “will,” “is to,” and “are to”. The word “may” is permissive, meaning allowed but not required. The word “should” is not included in this document because it means strongly recommended, which is a guideline, not a standard.

Each section of the document includes Principles, Rationale, and objective Checklist Design Standards as defined below:

Design Principles: Represents the prescriptive or mandatory elements of project planning or design that will be used by the City to determine compliance. Principles are broad in scope and allow for some flexibility in approach and alternative design solutions.

Rationale: The underlying reason or explanation for the Principle.

Checklist Design Standards: Each design criteria includes objective measurable standards for design approval. Compliance with these criteria is mandatory for approval under this standard.

Site Design Principles

This section discusses the location of structures on the lot, their orientation toward the street and adjacent buildings, and the location of parking lots and parking structures.

Good site design of structures shall ensure that residents can easily access them from the street, with entryways clearly located on the street side. Parking areas, utilities, and service facilities shall be located toward the rear of the site. Common spaces shall be toward the interior of the site so that all residents can easily access these facilities, and to provide additional safety for small children.

SECTIONS:

- **Site Planning**
- **Building Orientation**
- **Setbacks**

1 Site Planning

Design Principle

Site planning shall address how the various components of a development (e.g., buildings, pedestrian and vehicular circulation, parking, open space, etc.) relate to adjacent streets and existing development, and how the various components relate to each other within the development site to foster a cohesive, safe, and interactive environment.

Rationale

Appropriate building location and site organization can help to create an interesting and safe streetscape that promotes interaction and visibility. For example, pedestrian-oriented ground floor retail combined with residential development can provide “eyes on the street,” and increased activity and security for the corridor.

Checklist Design Standards

- 1-1** Locate structures so that entries, porches and balconies face a street, alley, or common open space of at least 10’ in width.
- 1-2** For projects of more than 150 dwelling units, provide amenities to serve residents that include at least 1,000 square feet of open park or plaza space, 10 benches and tables, and one play lot for children.

2. Building Orientation

Design Principle

Building orientation and positioning of other elements on a site (e.g., entrances, parking lots, and driveways) shall be planned to address the street with entries and active uses to assure both a viable, safe, and attractive site design. Duplex and multi-unit structures shall present a façade that encourages interaction with the street by including entry features, windows, and landscaping along the side of the building.

Rationale

Building orientation plays an important role in neighborhood context, particularly in proximity to residential development and activates the building to best interact with the street. Duplex and multi-unit structures that are adjacent to a public street shall encourage residents to actively engage with that street through a variety of design elements. In addition to improving the visual quality of the streetscape, design elements shall allow residents to see and be seen from the street, enhancing neighborhood interaction and improving safety.

Checklist Design Standards

- 2-1** Duplex and multi-unit buildings on a site perimeter are to be oriented to the adjacent public street by providing windows from living rooms, dining rooms, kitchens, and bedrooms windows, porches, balconies and entryways or other entry features along the street.
- 2-2** Publicly visible walls containing blank areas of greater than 400 square feet are prohibited.
- 2-3** The main entrances to residential buildings shall face the adjacent roadways and/or open space features.
- 2-4** Pedestrians shall have a path of travel a minimum of 4' wide and ADA compliant from the principal building entrances to the street.
- 2-5** Windows in buildings are to be designed and located so as not to allow a direct view into directly adjacent building windows.

3 Setbacks

Design Principle

Setbacks of duplex and multi-unit residential structures shall reflect the adjacent commercial or residential context.

Rationale

When duplex or multi-unit residential structures are placed on busy commercial streets, smaller setbacks that locate the building as close to the street as feasible. When a multi-unit structure is constructed near single-unit residential neighborhoods, setbacks shall be increased, but buildings shall be oriented towards the street to increase walkability.

Checklist Design Standards

- 3-1** Multi-unit developments of more than two buildings shall be designed with setbacks that are offset by at least two feet to a street wall.
- 3-2** Site plans shall have a variation in both the street patterns and the siting of structures so that the appearance of the streetscape is not repetitive. Continuous lines of buildings with the same setback are not allowed. If there is more than one building adjacent to the same street frontage, those buildings shall have different setbacks from the street.
- 3-3** Individual buildings shall be designed with an articulated front; wall surfaces offset by at least 12", bays, if provided, with a projection of at least 24" and porches closer to the street than recessed garages.

Parking / Circulation

The visual prominence of vehicles shall be minimized by generally siting parking areas to the rear or side of the property rather than along street frontages, providing underground parking, and screening parking areas from views exterior to the site. Parking shall be designed to minimize potential pedestrian conflicts.

SECTIONS:

- **Vehicle Circulation / Parking**
- **Garages / Carports**
- **Pedestrian Circulation**

4 Vehicle Circulation / Parking

Design Principle

Parking shall be located at the rear or interior of the complex, where feasible. Parking lots that face the street or are on the side of duplex or multi-unit housing shall be minimized.

Rationale

Residential structures shall encourage residents to have an active relationship with the street(s) adjacent to the development. To this end, parking lots shall be located at the rear or in the interior of the development so as not to interfere with access to the street or interior common spaces

Checklist Design Standards

- 4-1** Surface parking lots and garages shall be located to the side or rear of buildings or in basements and not adjacent to public roadways.
- 4-2** Landscaping a minimum width of 6' clear and walkways a minimum of 4' wide shall be provided between buildings and paved parking areas. Parking directly against buildings is not allowed.
- 4-3** Parking fields are to be constructed as small lots no larger than 50 cars per individual lot and may be interconnected by drive aisles if separated by landscaped medians not less than 10' in width and planted with trees and landscaping.
- 4-4** Covered parking may be provided but it shall not interfere with pedestrian access or access to interior common spaces.

5 Garages / Carports

Design Principle

The visibility of garages from the public right of way shall be minimized. Garages shall be located beneath, at the side, or at the rear of structures. Garage and carport materials and architectural styles shall complement the materials and styles of the primary buildings.

Rationale

Garages are not a desired building element on primary facades or street frontages. To minimize the visual prominence of garages, they shall be placed underneath or at the rear of structures if feasible. Garages shall be grouped in small clusters rather than unbroken lines.

Checklist Design Standards

- 5-1** Carport roofs shall match the materials and colors of the structures. If carport roofs are flat or need to vary from the design of adjacent buildings, they shall be located interior to the site and shielded from street views.
- 5-2** Setbacks of garages shall be varied by at least 2 feet between buildings to avoid a singular line of garage walls. Garage entrance shall be on the side or the rear if feasible
- 5-3** Rows of garages or carports around the perimeter of a development are not allowed adjacent to any public street.

6 Pedestrian Circulation

Design Principle

Structures shall present a facade that encourages interaction with the street by including entry features, windows, and landscaping along the street side of the building. Structures and site design shall provide protection from moving vehicles for people traveling between buildings and to and from community amenities.

Rationale

Structures that are adjacent to a public street shall encourage residents to actively engage with the street through a variety of design elements. In addition to improving the visual quality of the streetscape, design elements shall allow residents to see and be seen from the street, enhancing neighborhood interaction and improving safety. Developments must provide for safe pedestrian connections within a development so that all ages have access to the amenities of the site.

Checklist Design Standards

- 6-1** Pedestrian walkways and paths of travel shall not be combined with, or be a part of driveways unless textures, patterns, and colors are provided to designate pedestrian crossing areas and entries. Pedestrian walkways adjacent to parking areas and driveways shall have a minimum grade separation of 6".
- 6-2** Pedestrian pathways shall include landscaping. Amenities such as trellises and benches shall be provided on any pedestrian path longer than 200 feet.

Landscaping / Open Space

Residential projects shall be designed to maximize opportunities for creating usable, attractive, and integrated open space.

Landscaping can be used to complement buildings and to make a positive contribution to the aesthetics and function of the specific site and the area. Planted areas shall be used to enhance the appearance of structures, define site functions, and screen undesirable views.

Open space areas shall be linked among adjacent developments to allow shared open space opportunities, with a goal of providing contiguous regional open spaces and greenbelts.

Usable, attractive and functional open space and landscaping provide for a pleasant and sustainable living environment, which ultimately contributes to property values. Landscaping also provides cooling shade and helps to improve air quality.

SECTIONS:

- **Common Open Space**
- **Landscaping**
- **Irrigation**
- **Common Open Space for Multi-Unit Dwellings and Mixed-Use Developments**

7 Common Open Space

Design Principle

Common open spaces that are easily accessible and visually appealing shall be provided in multi-unit resident communities. Units that are adjacent to common spaces shall have entry features and windows that open onto those common spaces.

Rationale

Common spaces shall ideally foster a sense of community, which can be facilitated by building facades that allow residents to see and use common spaces. Common spaces shall offer amenities that invite use, such as seating, shade, and tot lots.

Checklist Design Standards

- 7-1** All units that overlook interior common spaces shall have kitchen, living room, or bedroom windows that allow residents to see the common space areas.
- 7-2** Common facilities that are located on the ground level such as recreation rooms, and laundry and mail areas shall be located adjacent to any ground level common open space and connected by pedestrian ways a minimum of 4 feet wide.

8 Landscaping

Design Principle

Sacramento native and drought tolerant landscaping shall be provided within all street side setbacks, common areas, and parking lots to provide shade and create visually appealing exterior spaces. Landscaping elements shall be selected not only with consideration for the style of the duplex or multi-unit structures but shall also consider native landscaping and drought tolerant properties.

Rationale

A variety of landscaping plants and materials can contribute to the visual interest of a neighborhood.

Checklist Design Standards

- 8-1** Exterior spaces shall be designed to provide a path of travel to the public street with landscape that includes trees and ground plants.
- 8-2** Street-facing elevations, if provided with a setback, shall be designed with landscaping adjacent to their foundation or porch face.
- 8-3** Landscaping and/or architectural treatments shall be provided to screen views of service elements that include storage areas, trash enclosures, mechanical equipment, transformers, HVAC and other similar elements. Screening shall be either landscaping a minimum of 3 feet high or architectural screens designed to match building features.
- 8-4** Unpaved areas shall be planted with irrigated plant materials.
- 8-5** Architectural features: trellises, arbors, and perimeter garden walls are required to match the building design materials.
- 8-6** All mature landscaping shall follow the two-foot, six-foot rule. All landscaping shall be ground cover, two feet or less and lower tree canopies of mature trees shall be above six feet.
- 8-7** CPTED standards for landscaping shall be followed. Exterior lighting shall be designed in coordination with the landscaping plan to minimize interference between the light standards and required illumination and the landscape trees and required shading.
- 8-8** Only deciduous shade trees are permitted around the east, west and south sides of residences to help reduce cooling loads during the summer and allow solar gain during the winter months.
- 8-9** Trees shall be planted in the setbacks and common areas at intervals appropriate to the full spread of the mature trees as determined by the Department of Public Works Urban Forestry section.
- 8-10** Plant species shall be suitable for the Sacramento climate. Low-water landscaping materials are required. All new landscaping shall comply with the City of Sacramento Water Conservation Ordinance (15.92).
- 8-11** All planting areas, including those designed to accommodate the 2-foot overhang on parking spaces, shall be landscaped with groundcover or other planting materials.
- 8-12** Landscaping shall not impede access to fire hydrant connections.

9 Irrigation

Design Principle

An automated irrigation system shall be provided for new construction to maintain the health and positive appearance of all landscaped areas.

Rationale

The seasonal extremes of the Sacramento climate make regular irrigation of planted areas mandatory. Automated irrigation ensures regular and consistent watering and is desirable for the health of landscaping.

Checklist Design Standards

- 9-1** An automated irrigation system shall be installed to provide coverage of all irrigated landscaped areas.
- 9-2** Irrigated landscape areas shall comply with the City of Sacramento's Water Efficient Landscape Requirement (15.92)
- 9-3** Automated controllers with rain shut-off valves are required.
- 9-4** Irrigation controls must be screened from view by landscaping or other attractive site materials.

10 Common Open Space for Multi-Unit Dwellings and Mixed-Use Developments

Design Principle

Common open space shall be situated to allow for shared open space opportunities among all multi-unit residents.

Rationale

Usable, attractive and functional space and landscaping provide for a pleasant and sustainable living environment and safe outdoor play area.

Checklist Design Standards

- 10-1** Multi-unit projects of more than 10 units shall include delineated common use space.
- 10-2** Exterior common areas shall be accessible by a walk a minimum of 4 feet wide and disabled accessible from all buildings and connected by a comprehensive, on-site pedestrian circulation system.
- 10-3** The placement of air conditioning and other mechanical equipment shall not reduce provided private open space by more than 10%.

Residential projects shall be designed with no gaps in lighting and with eyes on the street and crime prevention through environmental design in mind.

SECTIONS:

- **Lighting**
- **Security / Crime Prevention Through Environmental Design**

11 Lighting

Design Principle

Project lighting shall respect the scale and character of the adjacent residential neighborhood. Lighting shall not intrude or create a nuisance towards adjacent properties. At the same time, lighting shall provide for adequate visibility and security for residents.

Rationale

Lighting not only provides for increased security and visibility but can also contribute to the design of a project.

Checklist Design Standards

- 11-1** Exterior lighting shall not be wall mounted industrial light packs and shall be the same architectural style of the building.
- 11-2** Parking areas and entry drives shall be lighted to facilitate pedestrian movement and safety meeting CPTED Standards. Lighting shall be provided for pedestrian safety as required by City code. Lighting shall be contained within the project property boundaries as required by City code. Pole mounted lighting shall be no taller than 16 feet.
- 11-3** Pedestrian path poles shall not be taller than 12 feet. Site lighting shall be contained within the property boundaries. Exterior lighting shall be shielded or otherwise designed to avoid spill-over illumination to adjacent streets and properties. Provide a Photometrics plan to demonstrate light containment on site and compliance with CPTED standards for light maximum, minimum and contrast.
- 11-4** All outdoor lighting shall provide even light around the property. Exterior walkways, alcoves, plazas and passageways shall be illuminated to a maintained minimum of ¼ foot candles per square foot of surface area at a 2-foot candle average and a 4:1 average to minimum ratio. Exterior lighting shall be white light using LED lamps with full cutoff fixtures to limit glare and light trespass. Color temperature shall be between 2700K and 4100K. Lights shall be on at night with photosensitive timers so they go on at dusk and off at dawn.

12 Security / Crime Prevention Through Environmental Design

Design Principle

Crime Prevention Through Environmental Design – or CPTED, is the proper design, maintenance, and use of the built environment.

Rationale

CPTED shall be incorporated into a design to enhance the quality of life and reduce both the incidence and the fear of crime.

Checklist Design Standards

- 12-1** For security, where landscaping is provided between the sidewalk and a building entrance or window, shrubbery above 30" in height is prohibited.
- 12-2** Windows shall be free of obstructions, such as bushes, trees, and walls, so that there are clear views from inside the dwelling units to streets, common spaces, and parking spaces.
- 12-3** Barriers between outdoor areas on the project property, ~~such as~~ fences and walls, shall be designed to be at least 50% transparent.
- 12-4** Shared facilities, such as laundry rooms or mail rooms shall be located adjacent to primary residential and community uses such as clubhouses and doors to these shared facilities shall have windows with direct views to pedestrian walkways.
- 12-5** All exterior unit doors shall have wide-angle viewers (peep holes).
- 12-6** All exterior doors, alcoves, hallways, stairwells, parking areas, pedestrian walkways, and recessed areas shall be illuminated with wall or ceiling mounted light fixtures and connected to photosensors.
- 12-7** There shall be a clear transition between the City sidewalk or public property, and the development's property. This is to be achieved through changes in pavement textures or landscaping.

Accessory Structures / Infrastructure

Amenities and accessory structures (such as community rooms, mail rooms/kiosks, recreation rooms, garages, carports etc.) shall be centrally located and easily accessible by residents. Service elements and infrastructure such as trash enclosures, loading docks and mechanical equipment shall be located away from street views.

SECTIONS:

- **Storage / Accessory Structures / Mechanical / HVAC / Utility Equipment**
- **Trash / Recycling Enclosures**

13 Storage / Accessory Structures / Mechanical / HVAC / Utility Equipment

Design Principle

Service elements and infrastructure such as loading docks and mechanical equipment shall be located away from street views.

Rationale

Unsightly and poorly located service elements can detract from the compatibility with main building designs and create hazards for pedestrians and autos.

Checklist Design Standards

- 13-1** The roof pitch of accessory structures shall be the same as the roof slope of primary structures. Materials and colors shall also match the primary structures.
- 13-2** When provided, resident storage areas shall be integrated into the building design. Storage facilities integrated with carports shall have architectural treatment to match the buildings.
- 13-3** Mechanical equipment (e.g., heating, cooling, antennas, satellite dishes, air conditioners or similar mechanical devices) shall be concealed with ground mounted walls or fencing or if roof mounted, with mechanical screens or roof wells.
- 13-4** Utility equipment such as transformers, electric and gas meters, electrical panels and junction boxes on primary public street views shall be screened by walls and/or landscaping.

14 Trash / Recycling Enclosures

Design Principle

Trash enclosures shall be located away from street views and shall have roofs.

Rationale

Unsightly and poorly located service elements can detract from the compatibility with main building designs.

Checklist Design Standards

- 14-1** Trash enclosures shall comply with City standards for construction. Enclosures are to contain both waste disposal and recycling containers. Provide for green waste and organic food waste containers if required. Containers shall not block each other for access to the user or for trucks emptying them.
- 14-2** All enclosures shall have access routes that do not have vertical curbs in the path of travel to the truck. Materials for sidewalk or driveway access are to be concrete and flat to prevent wheels from becoming stuck.
- 14-3** Trash storage areas are to be located away from any views from the public right of way.
- 14-4** Trash enclosures are required to be constructed of concrete block. Split face block, brick, stucco or similar quality materials are allowed. The use of unsurfaced concrete block is not allowed.
- 14-5** Landscaping is required at the solid walls of any trash enclosures for screening.
- 14-6** Trash enclosures that include a roof shall have a roof that matches the building design.

Fencing / Walls

It is important for multi-unit projects to have connections to the surrounding neighborhood or streets, but at the same time promote the safety of residents.

Where fencing and gating are part of a project, they shall be integrated into the overall design which contributes to the long-term value of a project, and the neighborhood as well.

SECTIONS:

- Fencing / Walls

15 Fencing / Walls

Design Principle

Fencing shall complement the design of the buildings and not obstruct physical or visual access.

Rationale

Although the City recognizes the need for security measures, it is not recommended that multi-unit projects become walled-in enclaves with few connections to the surrounding neighborhood or streets. Where fencing and gating are part of a project, they shall be integrated into the overall design and still allow direct connection to City sidewalks.

Checklist Design Standards

- 15-1** Sound walls, masonry walls or fences shall be designed with changes in plane, height, material or material texture. Masonry walls shall change material, plane, or height every 100 feet. Fences shall have masonry columns every 40 feet. Tubular iron architectural fencing may be continuous in height and material.
- 15-2** Gating shall be the same style of the fencing.
- 15-3** Acceptable fencing materials include tubular architectural metal, wrought iron/brick mix, hedges, brick, split faced concrete block and wood. Chain link fencing, barbed wire, and security tops to metal tubular fencing are not allowed.
- 15-4** Fencing shall not create a complete barrier to pedestrian movement to or within the site. Provide for pedestrian gates that are accessible and code compliant.
- 15-5** Fencing shall not block or impede the use of hydrants or fire department connections or hydrants. All gates shall have “knox” access for emergency use subject to review and approval by the City of Sacramento Fire Department.

Drainage / Water Quality

In accordance with the Federal Water Pollution Control Act (also known as the Clean Water Act), the City is required to implement a Comprehensive Stormwater Management Program in order to reduce pollutants in urban runoff to the maximum extent practicable.

SECTIONS:

- **Parking Lots**

16 Parking Lot Water Quality

Design Principle

New multi-unit development shall incorporate design features which provide for on-site source and treatment of urban runoff.

Rationale

Controlling urban runoff pollution from new developments during and after construction is critical to the success of Sacramento's Comprehensive Stormwater Management Program (CSWMP).

Checklist Design Standards

- 16-1** Parking lots which are part of new developments with one acre or more impervious area are required to provide treatment control measures that capture and treat stormwater runoff through settling, filtration, and /or biodegradation. The treated runoff must then be released to the storm drain system or percolated into the ground.
- 16-2** Integrate treatment measures with areas used for landscaping. Vegetated swales and filter strips, if required, shall meet the Department of Utilities, Stormwater Management Program.

Architectural Elements

Quality in detail and design contributes not only to the long-term value of a project, but the neighborhood as well. The use of different “styles” and materials are intended to add variety to the buildings just as is most often found in cities that have evolved over time.

SECTIONS:

- **Architectural Variety**
- **Scale / Massing / Articulation**
- **Facades / Entries**
- **Materials / Textures / Colors**

17 Architectural Variety

Design Principle

New duplex and multi-unit residential developments shall consider the scale and character of the adjacent residential neighborhood through attention to views, building scale and orientation and proximity to adjacent uses.

Rationale

A variety of design styles and materials shall be utilized to create interesting streetscapes. Quality in detail and design contributes to the long-term value of a project.

Checklist Design Standards

- 17-1** Projects with multiple buildings and a total unit count of more than 150 units shall include at least two different styles of buildings. The style difference must include one of the following: variation of exterior finish materials, variation of roof forms and roof elements, and variation of building offsets, bays, and entry elements.
- 17-2** Duplex and multi-unit projects shall be designed to respect the privacy of surrounding uses. Upper story views into adjacent yards are to be screened or blocked. Site buildings and add screening features to reduce encroachment on the privacy of adjacent residences. Windows shall be offset between buildings, and patios and balconies shall be screened from adjacent units.

18 Scale / Massing / Articulation

Design Principle

Duplex and multi-unit projects shall be compatible with their surroundings with respect to building height, width, surface area, setbacks, and articulation.

Rationale

Stair stepping building height, breaking up the mass of the building and shifting building placement can help mitigate the impact of differing building scales and intensities.

Checklist Design Standards

- 18-1** Facades longer than 100 feet shall be designed with surface and height breaks of at least two feet in height or two feet in depth
- 18-2** Elevations visible from streets shall contain features to provide visual interest, including wall or window bays, porches with posts or columns, dormers, gable roof elements, wainscoting in a material different from the wall material, shutters, or window boxes.
- 18-3** Townhouse or rowhouse units shall have varying front setbacks of no less than two feet and shall provide staggered roof planes related to the wall plane breaks.
- 18-4** Elements such as roof dormers, hips, gables, balconies, wall projections and porches are required to break up the mass of building facades. Not less than 40% of the length of a building façade shall be treated with such elements. End units shall have the same design elements as front facades. Unarticulated and windowless walls are not allowed.

19 Facades / Entries

Design Principle

Designs within a specific project area need to be consistent in scale and character, but not to the point of being identical or repetitious. Variety and distinctiveness in design are desirable.

Rationale

Quality in detail and design contributes not only to the long-term value of a project, but the neighborhood as well.

Checklist Design Standards

- 19-1** Upper story windows shall be recessed from the wall surface by a minimum of 2" or shall have surface trim and sills.

20 Materials / Textures / Colors

Design Principle

New duplex and multi-unit developments shall incorporate a mixture of materials, textures, and colors to create a clean, uncluttered design.

Rationale

A variety of quality materials can avoid a project appearing overly bulky and can contribute to quality building design.

Checklist Design Standards

- 20-1** Exterior finish materials shall consist of stucco, wood siding, dimensional profile metal architectural siding, fiber cement products, stone, and/or brick. Plywood siding, including T-111 is not allowed.
- 20-2** The use of a variety and combination of building materials is required with a minimum of three materials used on the project.
- 20-3** Signs shall be consistent with City Sign Code standards.
- 20-4** Materials and colors shall be placed using the building mass elements as defined edges.
- 20-5** Roof materials, such as concrete and clay tile, are allowed. Composition shingles of the heavy laminated 35 year guarantee dimensional type is allowed. Dimensional profile metal architectural roofing is allowed. Wood shake or shingle roofing is not allowed.

Mixed-Use Development

Incorporating residential units within mixed-use developments provides opportunities to facilitate a mixture of neighborhood-serving businesses and residences. This can encourage a variety of housing types that can capitalize on ready access to commercial and retail establishments.

SECTIONS:

- **Site Orientation**
- **Building Design**
- **Windows/Entries**
- **Horizontal Mixed-Use**

21 Site Orientation

Design Principle

New mixed-use developments shall be located at or near the property line, and oriented with active ground floor uses that directly connected to the public and semi-public realm.

Rationale

Active ground floor non-residential uses create an active pedestrian realm, that is an engaging and well-populated environment with a variety of uses and activities.

Checklist Design Standards

- 21-1** Buildings shall be located adjacent to the street at the front setback line, immediately behind a public or semi-public space, or behind a landscaped area such as an outdoor seating area for a restaurant.
- 21-2** Mixed-use buildings shall be designed with commercial storefronts on the ground floor and residential units above or live-work residential units on the ground floor.
- 21-3** The street corners of corner sites shall include buildings, public plazas, or open space areas.

22 Building Design

Design Principle

New mixed-use developments shall avoid design that creates a continuous façade that looks overly long and bulky without articulation to minimize the bulk of the building.

Rationale

No official architectural style is dictated or preferred, but the goal is to create unified and harmonious building compositions, promote quality architecture, and visual diversity.

Checklist Design Standards

22-1 Building materials of different type or form shall be used to differentiate building planes.

23 Windows / Entries

Design Principle

New mixed-use developments shall incorporate windows and entries that are clearly distinguishable in form and location, and appropriate for the use.

Rationale

Well-designed windows and entries can enhance a building's design and strengthen the pedestrian realm.

Checklist Design Standards

- 23-1** At mixed-use buildings, entrances to residential, office or other upper story uses shall be clearly distinguishable in form and location from retail entrances.
- 23-2** Doors at retail storefronts shall be provided with clear glazing.
- 23-3** Service or employee doors that are visible from public streets or walkways shall be glazed with translucent glazing.
- 23-4** Upper story windows shall be recessed from the wall surface by a minimum of 2".
- 23-5** Commercial storefronts where provided and unless required by specific area design standards, provide shall have clear, street-oriented display windows a minimum of 50% of the street frontage. These windows shall provide visual access to the inside of the buildings.
- 23-6** Ground floor retail windows shall be of a storefront design and shall be larger in proportion than upper floor residential windows.

24 Horizontal and Vertical Mixed-Use

Design Principle

New horizontal and vertical mixed-use developments shall incorporate a mixture of commercial and residential land uses. Projects shall have an open space network that uses plazas and other open space elements to connect uses. These provisions only apply to the commercial portion of the project.

Rationale

Strong pedestrian connections between various uses via paths, plazas, and other pedestrian oriented connectors provides for use of all elements.

Checklist Design Standards

- 24-1** Buildings shall be arranged with open space and walks connecting directly with both residential and commercial uses.
- 24-2** Provide a publicly accessible minimum 4-foot-wide pathway from a public sidewalk to plazas, courts or open space designed in the project.
- 24-3** Parking areas shall be located on the sides and or rear of projects with pedestrian connections to the buildings.