

# **SPECIAL PLANNING DISTRICT DEVELOPMENT GUIDELINES**

# **DEL PASO NUEVO**

**A Master Planned Neighborhood  
within the Urban Center of Sacramento, California**

**Adopted by Resolution CC98-082 (P97-088; 3/10/98)  
Amended by Resolution CC2000-486 (P00-044; 8/15/2000)**

**Prepared for:**

**Sacramento Housing & Redevelopment Agency**

**March 10, 1998**

**Prepared by:**

**Vail Engineering Corporation  
Development Guidelines  
DEL PASO NUEVO  
Sacramento, California**



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# **SECTION**

## **INTRODUCTION**

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1



**Development Guidelines**  
**DEL PASO NUEVO**  
**Sacramento, California**

## **SECTION 1 - INTRODUCTION**

### **1.1 PURPOSE AND SCOPE**

Del Paso Nuevo is a redevelopment master plan created by the Sacramento Housing and Redevelopment Agency within the City of Sacramento, California. The primary goal of the plan is to create home ownership opportunities within Del Paso Heights in North Sacramento.

These development guidelines have been adopted by the City of Sacramento within a "Special Planning District" (SPD) adopted by Resolution CC98-082. The SPD defines specific land uses, zoning, and development standards within Del Paso Nuevo. The Del Paso Nuevo SPD will guide development towards a cohesive neighborhood aesthetic with a distinctive character, and a sense of community that would otherwise not evolve through more typical incremental development practices.

This document is intended to guide public agencies, land planners, engineers, developers, architects, and landscape architects towards solutions for individual projects that will complement the collective development of Del Paso Nuevo. The guidelines are written to allow flexibility for individual projects, but contain measurable standards that can be enforced by the City of Sacramento.

#### **1.1.1 PROCEDURES FOR AMENDMENTS**

Any amendments to these guidelines shall be processed similar to those of Planned Unit Development Guidelines as provided in Title 17.80.050c of the City Code. Amendments to the Street Tree Matrix, Table 1, may be processed administratively with the approval of the City Arborist and the Street Maintenance Division. (Added CC Res 2000-486)

### **1.2 PROJECT DESCRIPTION**

Del Paso Nuevo is a comprehensively planned community designed to provide residents with home ownership opportunities in a pedestrian-oriented neighborhood environment that offers daily needs such as shopping, education, and recreation all within a five-minute walk from home. Del Paso Nuevo is located with the City of Sacramento approximately 3.5 miles north of downtown. The 154-acre planned community will eventually accommodate a maximum of 850 homes with five acres of commercial and business uses, three acres of civic uses, a nine-acre neighborhood park with civic/educational facilities, and a storm water detention basin.

#### **1.2.1 "New Urbanism" Defined**

Del Paso Nuevo incorporates key aspects of a set of planning principles known as the "New Urbanism". These principles have been tested over time, throughout the world, and can be found in most cities in America. The

fundamental idea behind New Urbanism is to view the neighborhood as a cohesive unit. A neighborhood where residents can walk to daily services, shopping, recreation, and have access to mass transit linkages to employment. A place that has character and identifiable community centers, civic landmarks and activity generators that unite residents and encourage interaction among neighbors. A neighborhood where narrow streets emphasize the union of diverse land uses and provide linkages throughout the neighborhood. The narrow streets offer a safe and defensible public amenity where pedestrians and bicyclists have priority over automobiles. Homes are built close to the street with porches and front doors that provide ownership of the streets and promote interaction between neighbors. Del Paso Nuevo is designed to be a neighborhood that will instill pride in the community where residents are determined to uphold the principles of community building and home ownership.

The following key concepts are embodied in the Del Paso Nuevo Development Guidelines:

1. The neighborhood itself, not the individual projects, is the essential increment of development and redevelopment in the community.
2. The neighborhood is compact and pedestrian-oriented, forming identifiable areas that encourage citizens to take responsibility for their maintenance and evolution.
3. Many activities of daily living occur within walking distance, allowing independence to those who do not drive especially the elderly and the young.
4. Inter-connected networks of streets are designed to encourage walking, reduce the number and length of automobile trips and conserve energy.
5. Within the neighborhood a broad range of housing types and price levels bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic connections to the neighborhood.
6. Appropriate building densities and land uses within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.
7. The physical definition of streets and public spaces as places of shared use is a primary focus of architecture, site planning, engineering, and landscape architecture.
8. Individual architectural projects, regardless of any difference in architectural style, are linked to their surroundings.
9. Automobiles are accommodated in ways that respect the pedestrian and the streetscape as a form of public space.
10. Streets designed to promote good visibility and to be interesting to pedestrians to encourage walking, enabling neighbors to know each other and protect their community.



### **1.2.2 Community for Everyone**

Del Paso Nuevo is a community where a variety of people are encouraged to live and work. Diversity of incomes, ages, and ethnicity adds an important dynamic to any neighborhood and is encouraged within Del Paso Nuevo. Individual developments within the SPD should consider this diversity and accommodate a variety of residents. Multi-cultural programming of parks, civic buildings and retail-commercial uses should be incorporated into individual development proposals.



**SECTION**

**COMMUNITY FRAMEWORK**

2



## Section 2 COMMUNITY FRAMEWORK

Del Paso Nuevo has been designed in the context of regional, community and neighborhood linkages, and wherever possible, existing features and linkages have been incorporated into the plan.

### 2.1 REGIONAL CONTEXT

Several regional features enhance the overall community. These features are shown in the Regional Context Map.

**Light Rail Station.** The Del Paso Light Rail station is located approximately two miles from Del Paso Nuevo at the intersection of Arden Way and Del Paso Boulevard. The station is easily accessed from Norwood Avenue and from the existing bus routes along the Del Paso Nuevo boundaries. These transit routes provide residents easy access to the Sacramento Central Business District.

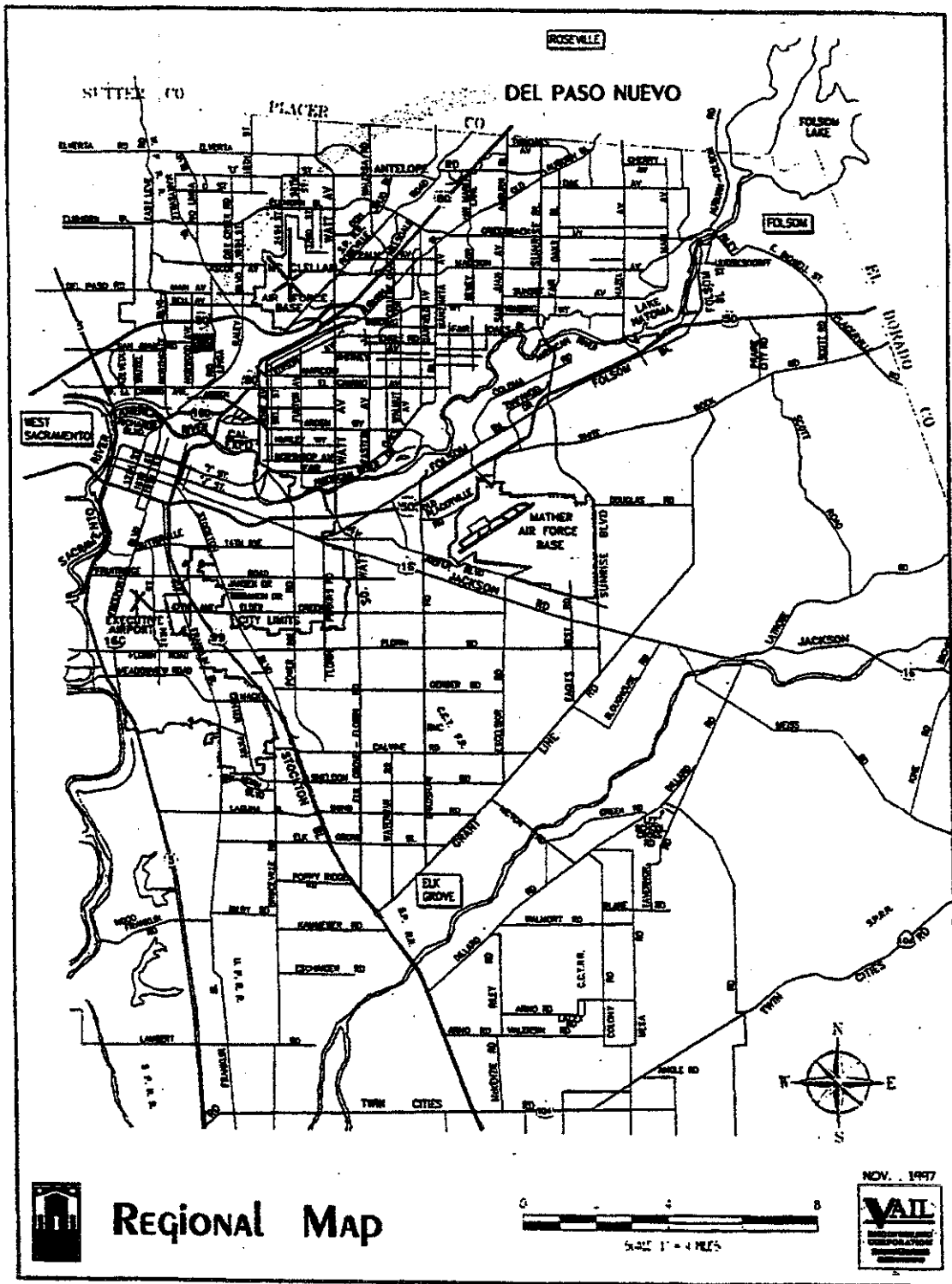
**American River Parkway.** One of the largest urban linear parkways in America, the American River Parkway is located approximately 2.0 miles south of Del Paso Nuevo. Access to the parkway is provided via the Natomas East Main Drainage Canal Trail System using the Arcade Creek and the Sacramento Northern Parkway Trail System (Altos Avenue). Once in the Parkway, hikers and bikers can access recreational amenities along the American and Sacramento Rivers and the Central Business District.

**Del Paso Boulevard.** A special planning district has been created by the City of Sacramento to promote commercial enterprises just south of Del Paso Nuevo on Del Paso Boulevard. This retail and commercial corridor was built in the 1930's and 1940's to serve residents of Del Paso Heights. As shopping centers evolved and suburbia grew beyond Del Paso Heights, the Del Paso Boulevard commercial corridor suffered some decline. But, thanks to efforts by the City to redevelop this corridor, the area has attracted many new businesses in recent years. It is home to the popular "Second Saturday Art Gallery" event featuring local artists and performers, a regional attraction in greater Sacramento.

**Arden Fair Mall.** Sacramento's most popular regional mall first constructed in 1959 and containing 1.5 million square feet of retail space, is located 2.5 miles east of Del Paso Nuevo.

**Interstate 80.** Located approximately 0.5 miles north of Del Paso Nuevo, Interstate 80 provides access to all other communities of Sacramento.

Exhibit 2-1 - Regional Context Map



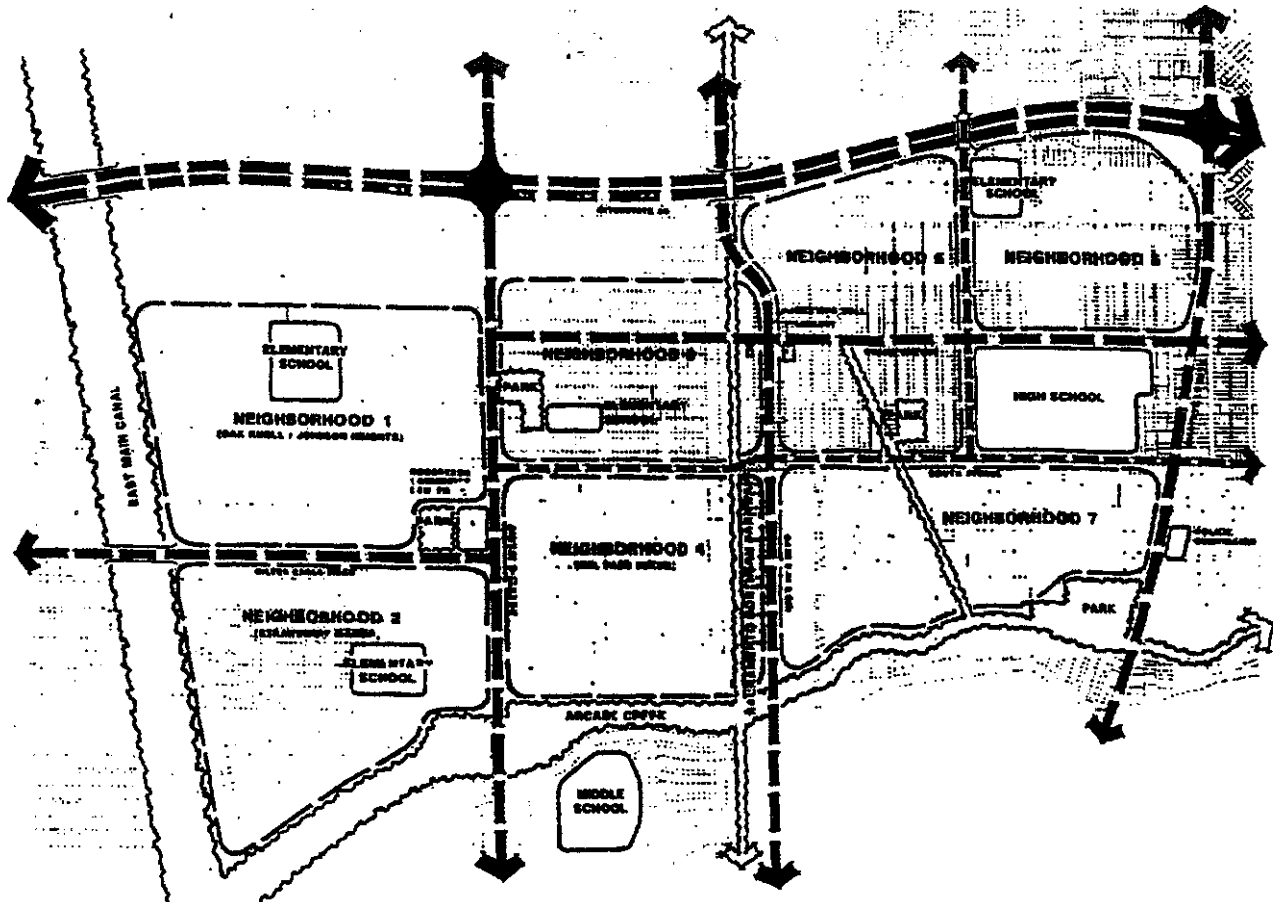
## 2.2 COMMUNITY CONTEXT

Within Del Paso Heights, there are seven distinct neighborhoods whose areas are approximately one-half mile square and whose boundaries contain a school and/or park as shown in the conceptual Community Plan Exhibit. Major Roadways within the community have been highlighted to indicate connections to Del Paso Nuevo and to illustrate the relationship between neighborhoods and major roadways. The Conceptual Community Plan illustrates how major roadways are barriers between neighborhoods and are typically located at the perimeter. Several of these roadways have been targeted by the City of Sacramento as future bike routes creating connections between neighborhoods. The Conceptual Community Plan identifies opportunities to link the existing neighborhoods and public facilities with Del Paso Nuevo to create an integrated community.

Public facilities are also considered when defining neighborhoods. Most neighborhoods will have at least one such facility that provides an opportunity for residents to gather and galvanize their community. Public facilities existing within the greater community of Del Paso Heights, include, but are not limited to, the following:

1. **Schools**  
Grant Union High (*Grand @ Marysville*)  
Martin Luther King Junior High (*Arcade Boulevard @ Fairfield*)  
Fairbanks Elementary (*Fairbanks @ Mabel*)  
Del Paso Elementary (*Norwood @ Kesner*)  
North Avenue Elementary (*North Avenue @ Dry Creek Road*)
2. **Open Space**  
East Main Canal Trails (*Natomas East Main Drainage Canal*)  
Ueda Parkway (*Arcade Creek*)  
Sacramento Northern Parkway Trail System (*Adjacent to Altos*)
3. **Community Facilities**  
East Main Canal Trails (*Natomas East Main Drainage Canal*)  
Del Paso Library (*Grand @ Marysville Boulevard*)  
Old Fire Station Meeting Hall (*Grand @ Marysville Boulevard*)  
Police Substation (*Marysville Boulevard @ South Avenue*)
4. **Parks**  
Robertson Center (*Norwood Avenue @ Silver Eagle Road*)  
Strawberry Manor (*Danville Way @ Cookingham*)  
Del Paso Park (*Norwood @ Lindsay Avenue*)  
Hagginwood Park (*Marysville Boulevard @ Arcade Creek*)

## Exhibit 2-2 - Conceptual Community Plan



### 2.3 SPECIAL PLANNING DISTRICT – CREATING A NEIGHBORHOOD

The purpose of the Del Paso Nuevo Special Planning District (SPD) is to create home ownership opportunities within a currently distressed, and underdeveloped area, thus creating a sustainable community with a variety of lifestyle options and a mixture of land uses and public facilities. Del Paso Nuevo is designed to provide its residents with an environment promoting a strong sense of community.

Public and commercial facilities have been clustered in the neighborhood with residential densities radiating outward out from the core area. Higher densities and commercial uses have been located along Norwood Avenue.

The extension of Silver Eagle Road into the community core highlights the central feature of Del Paso Nuevo – a neighborhood park adjacent to public facilities. This extension also creates a pedestrian corridor into the neighborhood that connects a transit stop located along an existing bus line on Norwood Avenue. From this transit stop, most residents can walk to their homes within five minutes, or ¼ mile maximum distance.



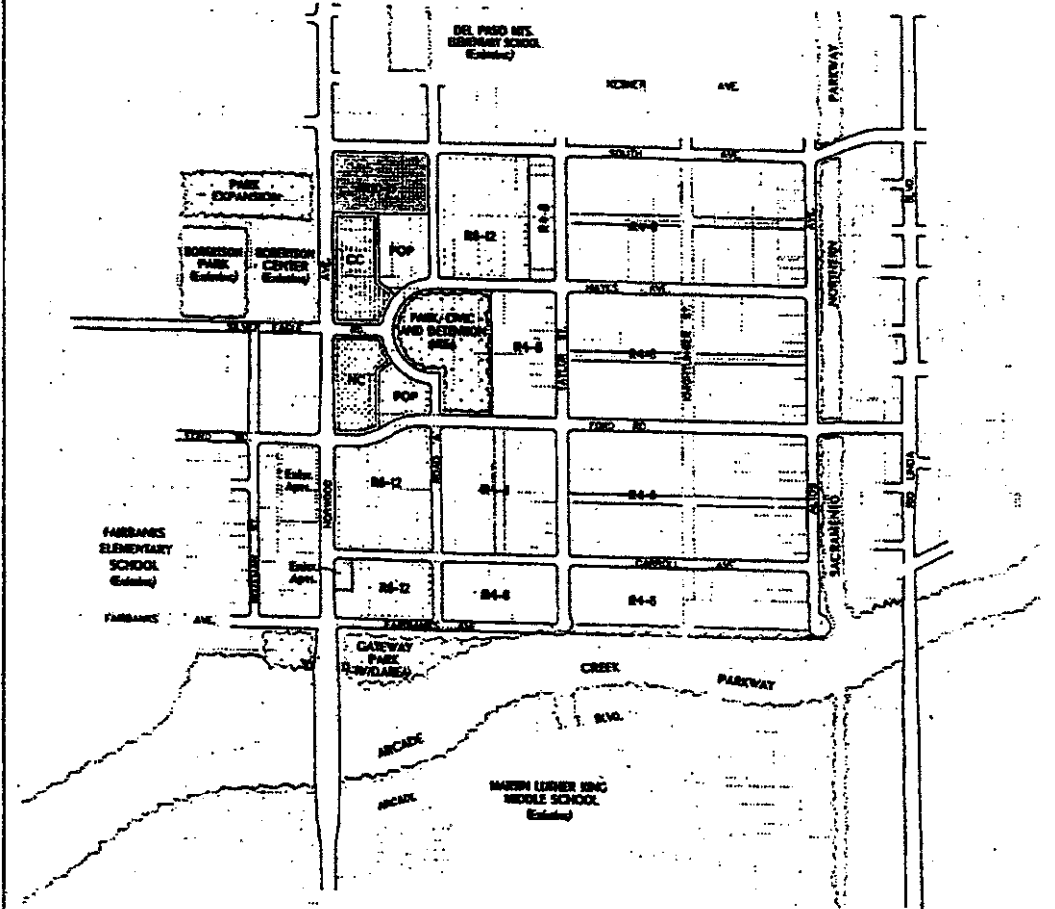
Del Paso Nuevo is designed to match the street patterns and housing densities that have existed in the surrounding neighborhoods of Del Paso Heights for many years. Streets are gridded, connecting to one another and to adjacent neighborhoods. Civic facilities are given prominence and featured as terminus elements to key roadways. Pedestrians are given priority as open space and parkways provide critical linkages within the neighborhood.

Prior to the creation of the Del Paso Nuevo Specific Planning District, there was no way to prevent random subdivisions of this under-developed area within Del Paso Heights. The urban development had become piece-meal with a mixture of suburban lotting patterns and deep lot infill clustering that was dividing the neighborhood and preventing a congruent pattern of development.

The design of Del Paso Nuevo assimilates many existing community resources while expanding infrastructure and creating an urban core that will unite and stabilize the community. The immediate, visible infrastructure improvements to Del Paso Nuevo, together with the economic opportunities provided by the public/private partnership required for its development, and the empowerment of residents through home ownership in the project will be a catalyst for revitalization.

# DEL PASO NUEVO

## SACRAMENTO, CALIFORNIA



**ROADWAYS**

- PRIMARY ROADWAYS  
(Road location)
- - - SECONDARY ROADWAYS  
(Adoptable location)

**LAND USE LEGEND**

- R4-S** RESIDENTIAL (4 - 8 DU / AC.)
- R4-12** RESIDENTIAL (8 - 12 DU / AC.)
- R4-15** RESIDENTIAL (10 - 15 DU / AC.)
- CC-1** COMMERCIAL
- NC** NEIGHBORHOOD COMMERCIAL
- POP** PUBLIC / CLUB PUBLIC / INST.  
(School, Library, Church, Daycare)
- P&C** PARK, CIVIC & RECREATION BASIN
- APL** EXISTING APARTMENTS

	Gross Ac.	Net Ac.	Units
R4-S	1064	527	700-662
R4-12	203	170	98-804
R4-15	47	38	75-87
CC-1	43		
NC	39		
POP	45		
P&C	39		
APL	65		
<b>TOTALS</b>	<b>1845</b>		<b>704-923</b>



**SPECIAL PLANNING DIST. LAND USE PLAN**



THIS PLAN AND EXHIBITS ARE BASED ON A STUDY OF THE ACTUALLY EXISTING AND PROPOSED LAND USES IN THE NEIGHBORHOOD.

**Residential.** The residential component of Del Paso Nuevo is the most important ingredient to a successful neighborhood. The primary focus of the SPD, and the largest single component, the residential uses are designed to provide wide variety of home ownership alternatives within the Neighborhood. Residential densities range from 4 to 15 dwelling units per net acre.

**Commercial/Mixed-Use.** The commercial/mixed-use amenities within Del Paso Nuevo are located along Norwood Avenue and Silver Eagle Road. These uses comprise an important activity center within the neighborhood core area. Two commercial land use designations are planned which include convenience commercial and neighborhood commercial. Mixed-use buildings are encouraged with retail on the first floor and residential and/or office space above. The proximity of Silver Eagle Road and the commercial uses is intended to encourage pedestrian circulation within the community core area, buffer adjacent residential areas from Norwood Avenue, and place it close to regional transit stop.

**Civic Center (Institutional).** Two civic sites flank the terminus of Silver Eagle Road at the park site. These sites are reserved for public/quasi-public buildings, which may include, but are not limited to a church, daycare facility, library, and/or community meeting hall. These two sites along with the park site create a critical mass and level of activity to stimulate the civic center and make it an active use area within the neighborhood.

**Ueda Parkway/Northern Parkway.** The Ueda and Northern Parkways define the southern and eastern boundaries of Del Paso Nuevo. The two parkways are interconnected and offer residents of Del Paso Nuevo a pedestrian/bicycle trail amenity that connects to the American River parkway, a regional trail system. The parkways provide recreational and environmental opportunities while offering Del Paso Nuevo residents an alternative transportation link to North Natomas and to Downtown Sacramento. Commuters will be able to access the trails in several locations within the neighborhood and, once on the trail, will be provided with an uninterrupted ride into the City.

**Transit/Circulation.** Del Paso Nuevo has two transit stops located within a ¼ mile distance or five-minute walk. Each stop is located along an existing bus line and bike route that connects riders to the Del Paso Light Rail line and the Sacramento Central Business District. The Norwood Avenue transit stop, located at Silver Eagle Road within the Special Planning District, is adjacent to a variety of existing and planned neighborhood services including retail shops and the Robertson Center. The Rio Linda Boulevard stop near Ford Road outside the Special Planning District and surrounded by residential uses.

## **2.4 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

Crime Prevention Through Environmental Design (CPTED) is a field study and design premised on the effective use of the built environment to reduce crime, and fear of crime, by incorporating access control, natural surveillance and territorially defensive design. CPTED is based upon the contention that a "safe" climate can be created within a built environment by using the design process as the primary tool in creating and maintaining safe and defensible space. This means to create an environment that regular users perceive as safe, and at the same time, potential offenders perceive as risky to frequent and commit crimes. It is an organized process of looking at space, using the basic theory that criminal behavior can be controlled using four critical design concepts.

**Natural Surveillance.** Placement of physical features, activities and people to maximize visibility.

**Natural Access Control.** The physical guidance of people coming and going by the judicious placement of entrances, exits, fencing, landscaping, and lighting.

**Territorial Reinforcement.** The use of physical attributes that express ownership, such as fences, pavement treatments, art, signage, and landscaping.

**Maintenance.** The care and control of an environment to allow for continued use of its spaces for their intended purposes.

## 2.5 LAND USE AND ZONING CATEGORIES

The land use and zoning designations for Del Paso Nuevo have been established through a Special Planning District (SPD) adopted by the City of Sacramento. The land use and zoning categories are the cornerstone of these development standards and will establish basic physical and functional aspects of Del Paso Nuevo. Zoning regulations for the SPD have been incorporated into the zoning code (Appendix A). The Del Paso Nuevo SPD has five different land-use and zoning designations. Each designation has significant flexibility as a result of being established within a SPD; therefore, the zoning is less important than the proposed land use, the density, and the conformance to the development standards contained in this document.

Some lots, buildings, and uses of buildings have been made to be "legally non-conforming" by the rezoning and changes in development standards established by the Del Paso Nuevo Plan. The City of Sacramento Zoning Ordinance recognizes that such non-conforming lots, buildings, and uses are permitted to continue indefinitely, provided that such lots, buildings, and uses shall not be enlarged, modified, or otherwise changed, except as specifically provided by the Zoning Ordinance. A non-conforming building may be maintained as necessary to keep the building in sound condition, but shall not include the replacement of a building. The successful implementation of these principles will encourage a greater sense of community in Del Paso Nuevo and ensure a higher quality development. The purpose of this section is to establish design guidelines necessary for a cohesive plan, while allowing flexibility in subsequent design, as well as to establish measurable criteria to ensure consistency.

Many of the guiding principles noted below have been permanently implemented through zoning and land use policy. There are some principles, however, that must be implemented at the site specific/entitlement stage of development. This document will implement as many of these remaining planning principles as possible. Additional implementation will occur during the SPD schematic plan, tentative subdivision map, and special permit review. The following summary highlights a few planning principles that are critical to community character and neighborhood design.

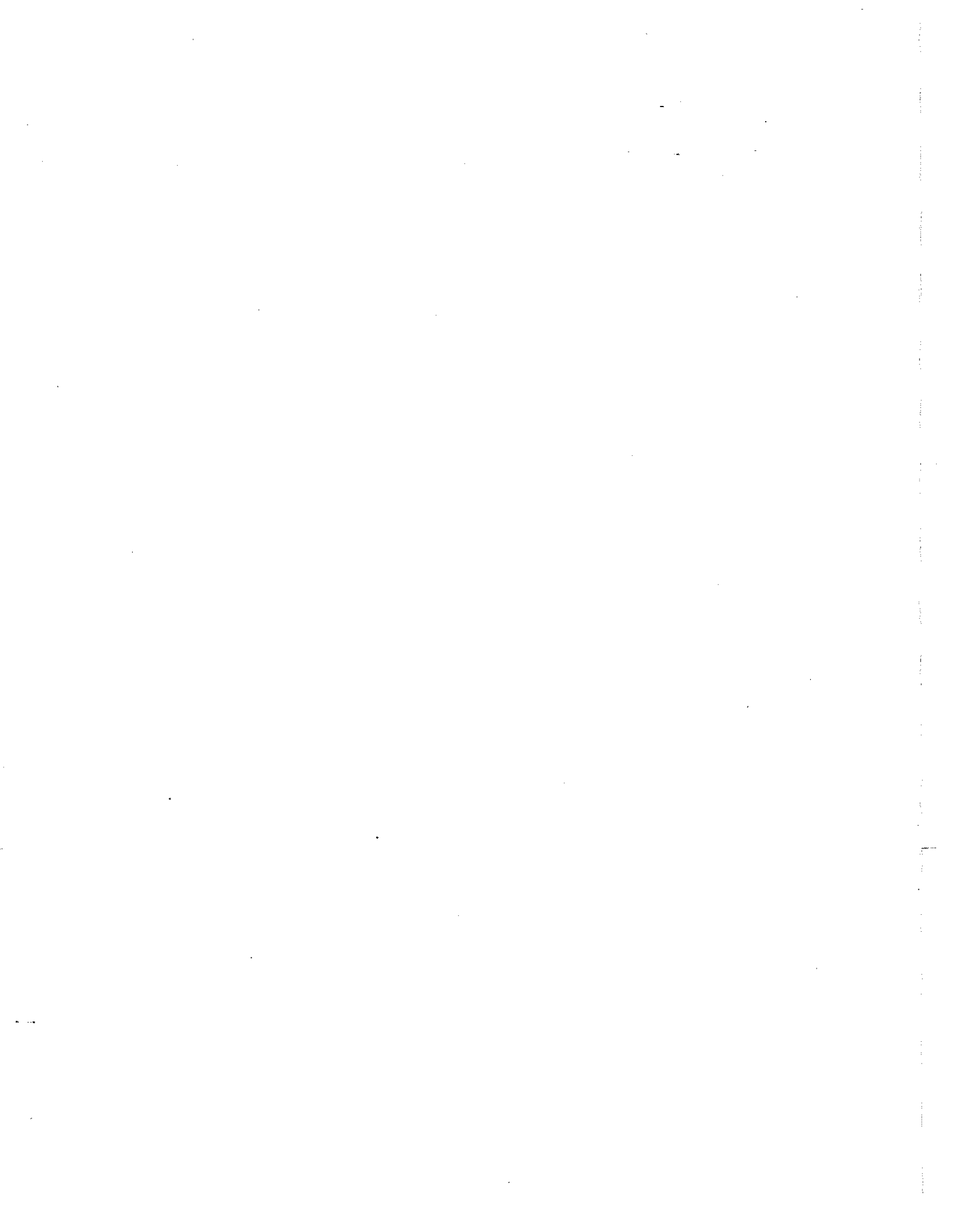
- 1) A well-integrated mixture of retail, residential, and commercial uses, interdependent on quality public transit services.
- 2) An extensive network of pedestrian and bike trail connections linking activity centers with streets, transit routes and linear parkways.
- 3) Creation of safe and attractive public streets that are defensible and that encourage pedestrian activity.

- 4) Promotion of air quality through thoughtful transportation and transit linkages which function efficiently within the land uses.

**R-1/SPD Zoning – Standard Single-Family Zone.** This is a low-density residential zone composed of single-family detached residences. This zone may also include recreational, religious, and educational facilities as the basic elements of a balanced neighborhood. Such areas should be clearly defined and without encroachment by uses not performing a neighborhood function.

**R-1A/SPD Zoning – Single-Family Alternative Zone.** This is a low-to medium-density residential zone intended to permit the establishment of single-family, individually owned, attached or detached residences where lot sizes, height, area, and/or setback requirements vary from Standard Single-Family. This zone is intended to accommodate alternative single-family designs, which are determined to be compatible with Standard Single-Family areas.

**C-1/SPD Zoning – Limited Commercial Zone.** This is a limited commercial zone, which allows certain office and retail stores and service establishments that are compatible with residential developments. This zone is intended to be applied to small parcels which are surrounded by a residential neighborhood.



# **SECTION**

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# **PUBLIC IMPROVEMENT DEVELOPMENT STANDARDS**

3

Neighborhood parks generally comprise between 2 to 10 acres and serve a one-half mile radius, or approximately one neighborhood. There are two neighborhood parks within this project area: ***Nuevo Park and Gateway Park.***

***Nueveo Park*** is the hub of Del Paso Nuevo. This nine-acre park is centrally located within the neighborhood and the terminus to "main street" (Silver Eagle Road extension). The park is designed for a variety of uses, including an opportunity site for an educational or other civic facility, play fields, a tot lot, an amphitheater, and a drainage detention basin. The park is surrounded by tree-lined streets that provide great access from the surrounding neighborhood and viability from adjacent streets.

***Gateway Park*** is primarily a passive park area that greets people arriving from the south along Norwood Avenue, and trail users traveling along the Ueda Parkway Trail System. This 4.5 acre triangular shaped park is bound by two roadways and the Arcade Creek. Uses may include picnic areas, open play fields, and a hike/bike trail connection to the Ueda Parkway. Gateway sign monuments and landscaping will be placed along Norwood Avenue at Gateway Park to create a portal entrance into Del Paso Nuevo.

## **B. Parkways**

***Ueda Parkway/Northern Parkway.*** The Ueda and Northern Parkways define the southern and eastern boundaries of Del Paso Nuevo. The two parkways are interconnected and offer residents of Del Paso Nuevo a pedestrian/bicycle trail amenity that connects to the American River Parkway, a regional trail system. The parkways provide recreational and environmental opportunities while offering Del Paso Nuevo residents an alternative transportation link to North Natomas and to Downtown Sacramento. Commuters will be able to access the trails in several locations within the neighborhood and, once on the trail, will be provided with an uninterrupted ride into the City.

## **3.2 Public Improvements Public Transit Facilities**

The closest light rail service to the project site is the Arden/Del Paso Station, which is about two miles south of the project. Three bus lines provide service to the Del Paso Nuevo area.

**Route 15.** Route 15 provides service between Packard Bell (in south Sacramento) and the Watt/I-80 Light Rail Station. This route runs along Rio Linda Boulevard to the east of the project.

**Route 19.** This route runs between the Watt/I-80 Station and the Arden/Del Paso Station via North Highlands. Route 19 travels along Norwood Avenue and to the west of the project along Ford Road, Fairbanks Avenue, Western Avenue, and Olmstead Road.

**Route 87.** This route skirts the north side of the project area along Grand Avenue as part of its route between Oak Park and South Natomas.



## **A. Norwood Transit Stops**

With the extension of Silver Eagle Road to the east of Norwood, two bus stop facilities serving Route 19 should be relocated along Norwood Avenue at the northeast corner and southwest corner of the intersection. The transit stops at Silver Eagle/Norwood are at the center of activity for the community and are adjacent to the existing Robertson Center and the planned multi-use parcels on the west side of the project, including the nine-acre school/park. The land designation of transit stops within the commercial center is intended to preserve land for future expansion of the bus stop on the northeast corner of Norwood into a multi-modal station at some future time. In addition to the bus stop staging area, this station should have shelter and related conveniences such as trashcans, ash urns, seating, pay phones, etc.

The following guidelines should be considered:

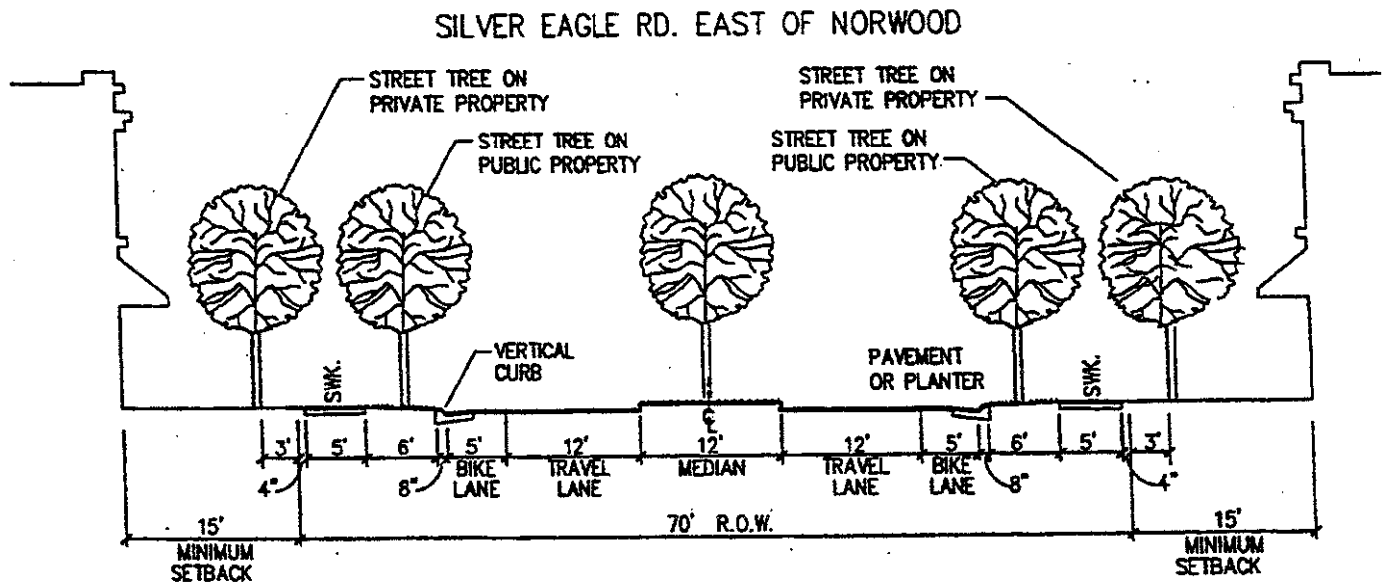
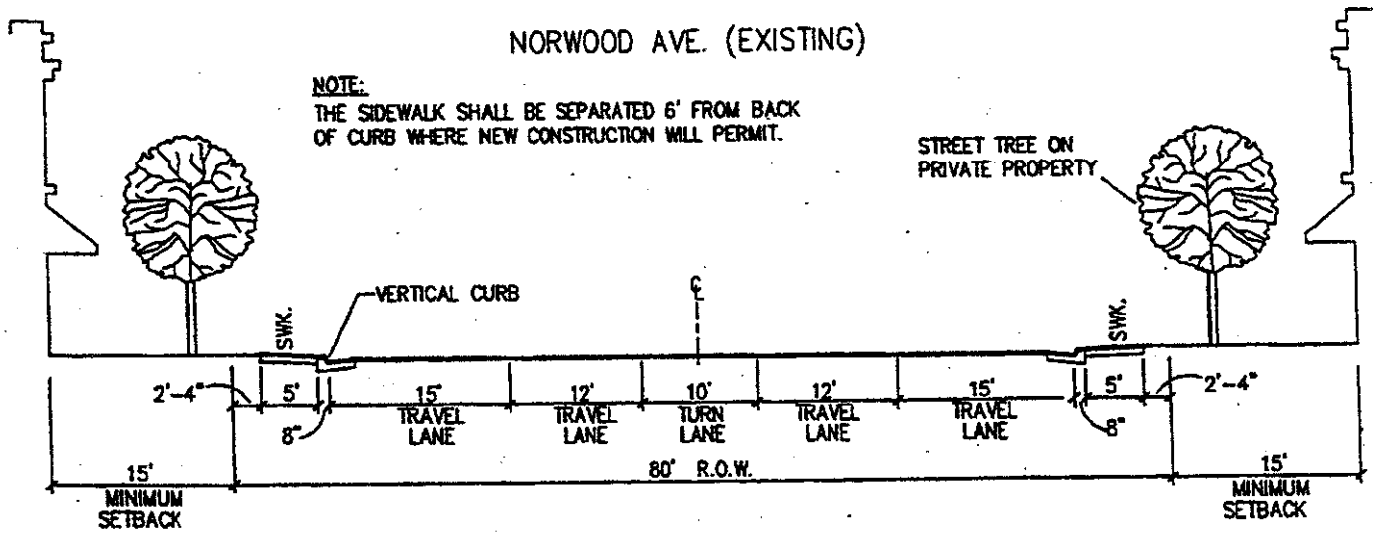
- 1) Bus stops shall be provided as required by the Sacramento Regional Transit District and the Department of Public works.
- 2) Bus stops shall have adequate on-street stopping areas for bus vehicles, as required by Regional Transit and the Department of Public Works.
- 3) Bus shelters that are incorporated into the primary entrance of buildings should receive a one-story height bonus if located within 25 feet of the bus stop. The sheltered area must be publicly accessible and integral to the architecture of the building and site. The two-story bonus is subject to review and approval by the planning department and Regional Transit.
- 4) Bus stops should have multiple pedestrian linkages to adjacent developments.
- 5) Bus stops should be located adjacent to commercial uses and/or high activity areas to prevent isolation. Visibility from a distance should be a key factor in design.
- 6) Bus stops should have identifiable signage, shelter, shade and landscaping.
- 7) Bus stops should have attractive and comfortable shelters that are architecturally compatible with adjacent development.
- 8) Location and design of the shelters shall be subject to review and approval of Regional Transit and the Department of Public Works.

## **B. Future Transit Station Improvements.**

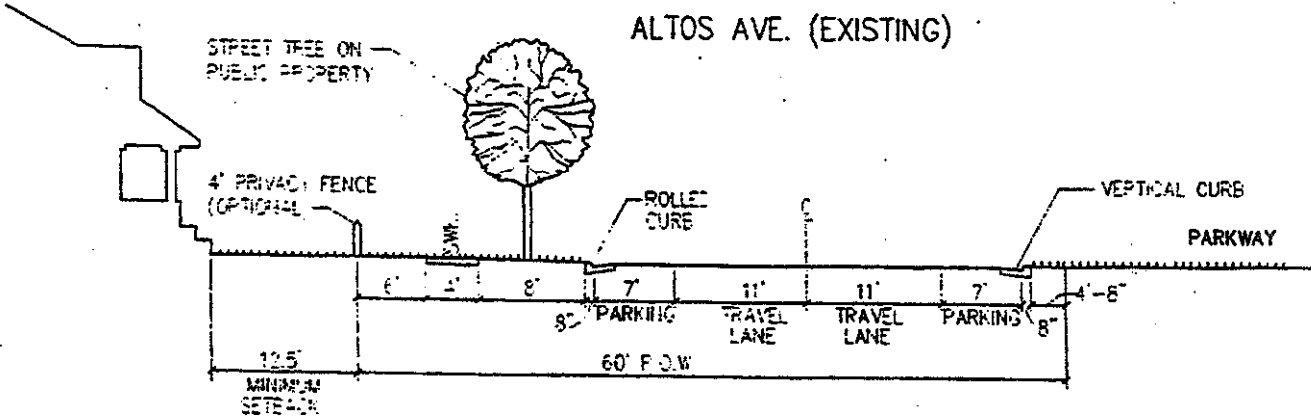
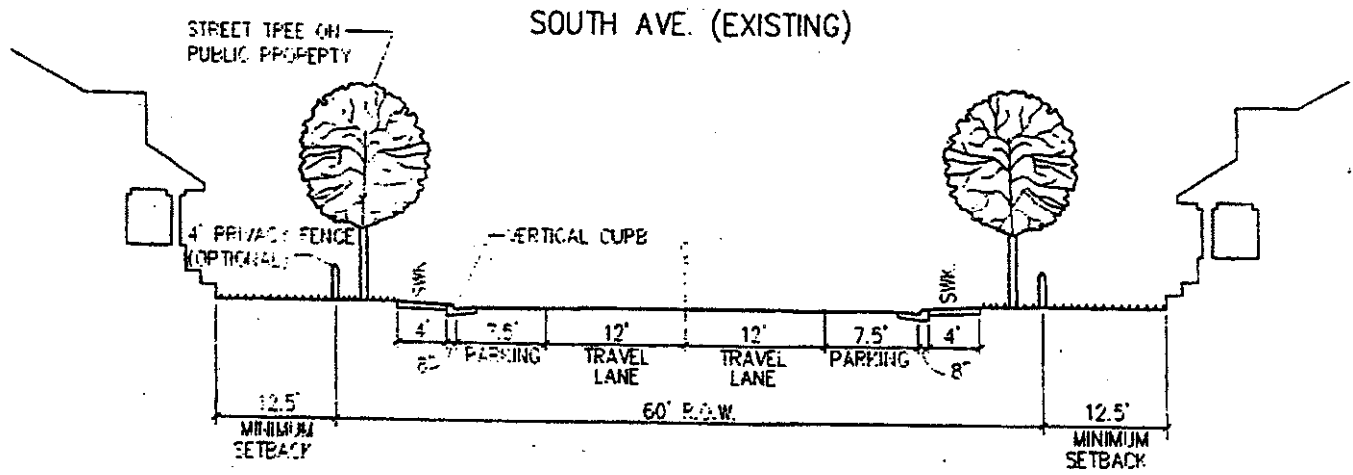
The transit stops along Norwood Boulevard and Rio Linda Boulevard may eventually evolve into transit stations with multiple modes of transportation services consolidated together.

Future transit stations should be integrated into the community and in many instances may become a catalyst for community interaction. The stations

# Exhibit 3-4B – Norwood Avenue/Silver Eagle Roadway Sections



**Exhibit 3-4C – South Avenue/Altos Avenue Roadway Sections.**

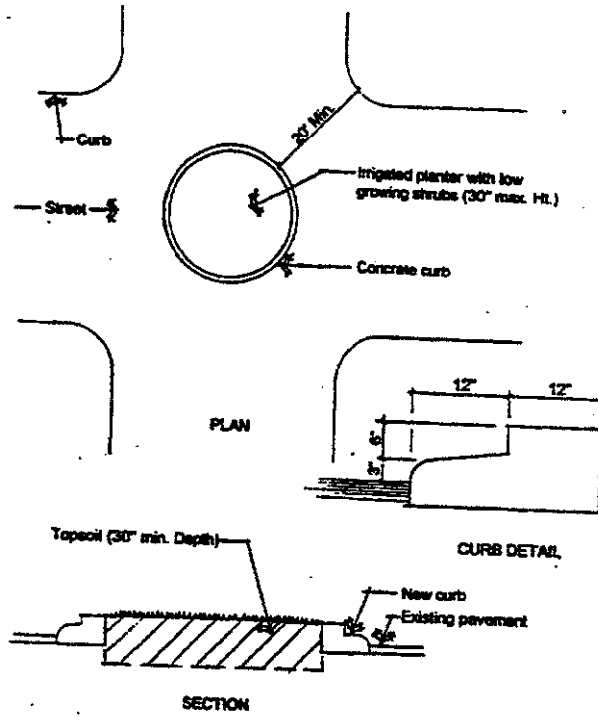


# Exhibit 3-5 Traffic Circle

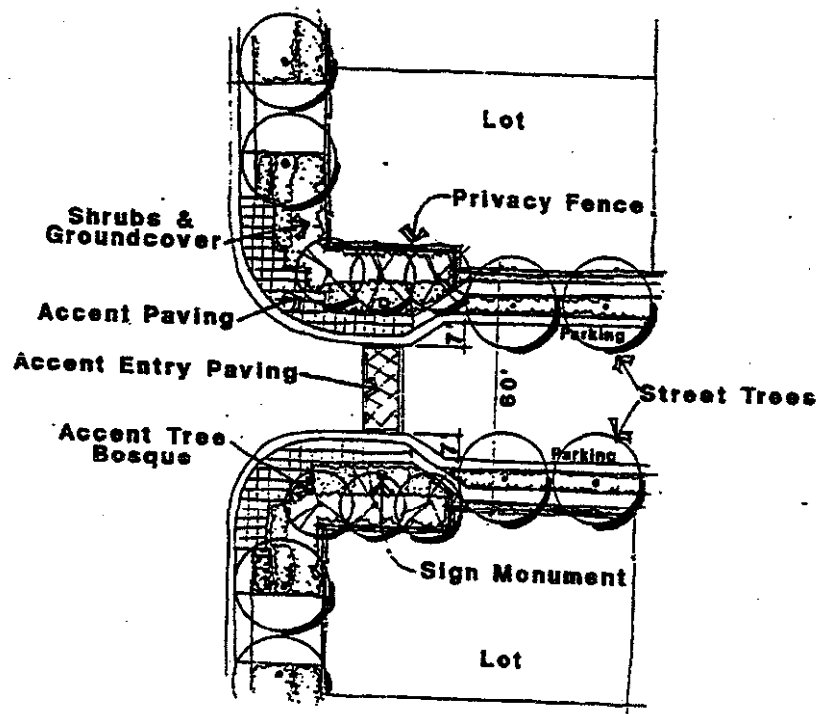
And

# Exhibit 3-6 Intersection Portal

## Exhibit 3-5 Traffic Circle



## Exhibit 3-6 Intersection Portal



### 3.5 Public Improvements Streetscape Mater Plan

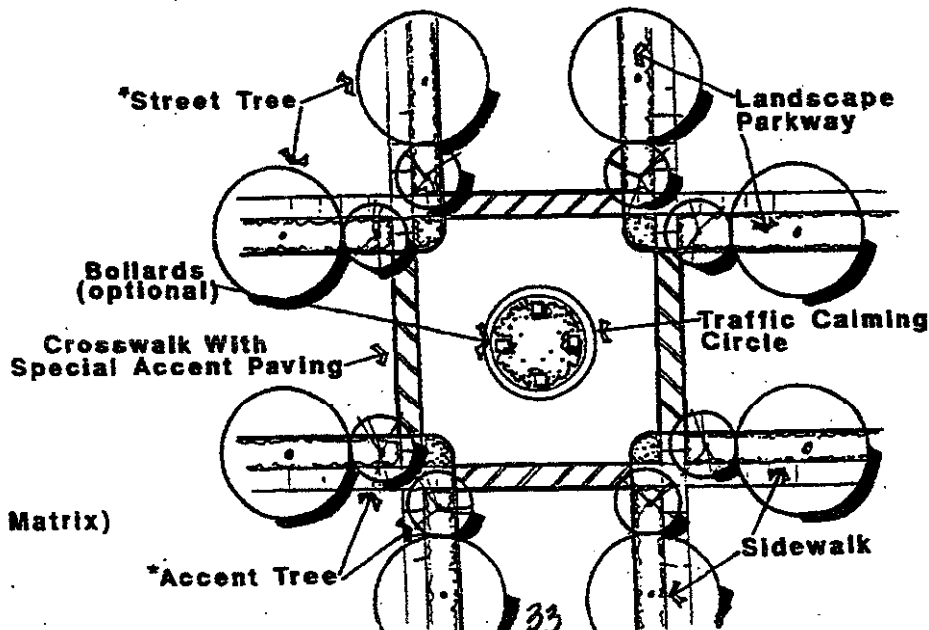
The Streetscape Master Plan strives to create continuity within public spaces and to create an environment that caters to people rather than to cars or buildings. The streetscapes created by this mater plan attempt to remove the focus from a single tree, shrub, sign, or light fixture and place attention on the greater collective aesthetic generated by all these elements. Rather than creating abrupt boundaries through the disjointed application of individual landscape elements, the total streetscape environment should flow together as one community wide feature.

The roadway right-of-way (ROW) and Public Utility Easement (PUE) information presented in the preceding circulation subsection was developed in concert with the Streetscape Master Plan. The specific species of the dominant street tree for each roadway is defined in the Streetscape Master Plan Matrix. Schematic streetscape plans are shown in subsequent exhibits. These plans work together to create a holistic approach to the public lands associated with roadways in Del Paso Nuevo. Enforcement of these standards will ensure a safe, attractive public environment along Del Paso Nuevo roadways. Additionally, planting and irrigation solutions within Del Paso Nuevo must adhere to the City of Sacramento Water Conserving Landscape Ordinance. (Chapter 9, Section 9.1300, Article XXIX, Adopted November 5, 1992.)

Some of the principles used to create this plan are summarized below.

- 1) The streetscape is defined as the space between buildings on either side of a public street. This includes the front yard setback, sidewalk, planter strip, and roadway.
- 2) Streetscapes should frame vistas of landmark buildings and other public areas.
- 3) Sound walls should be avoided and replaced with mounds, plantings and other sound absorption features.
- 4) Prominent landscape treatments should be provided at entries to neighborhoods.
- 5) Separation of moving vehicles and pedestrians should be accomplished with street trees and/or parked cars, while preserving pedestrian dominance of streets.

**Exhibit 3-7 – Enhanced Intersection**



\* (Per Street Tree Matrix)

## **A. Public Improvement Landscaping**

There are three types of landscape improvements within the public realm of Del Paso Nuevo; **landscape planter strips, landscape entry features, and landscape easements.**

**Landscape planter strips** are located between the street curb and sidewalk within the public roadway right-of-way. These areas should be planted with street trees and turf per the street tree matrix and should be irrigated automatically with pop-up heads. Maintenance should be provided by a special assessment district. The planter strips occur on major streets throughout the neighborhoods.

**Landscape entry features** are located adjacent to neighborhood entry signs around the perimeter of Del Paso Nuevo, where major residential streets enter the neighborhood. These planting features should be installed with the signage and maintained by a special assessment district. They are located within the roadway right-of-way and/or public utility easement adjacent to the public roads.

The roadway **landscape easements** overlay the 12.5-foot public utility easements throughout Del Paso Nuevo. They are located directly adjacent to the roadway right-of-way. The landscape easements are restricted setbacks that are to be planted with street trees and irrigated according to the street tree matrix contained in this document. The costs of maintaining the street trees shall be provided through a special assessment district. The City will review and approve individual parcel compliance with the roadway landscape easement standards upon submittal of the special permit.

The public landscape transforms an otherwise ordinary city street into an open space amenity that can add value to adjacent properties, enrich the overall community, and encourage a pedestrian-friendly environment. The primary purpose of the public landscape is to create a continuous street tree planting along major roadways. The groundplane treatments within this easement are somewhat flexible. In areas of high foot traffic, pavement or turf is desirable. In areas of low foot traffic, drought-tolerant or low water use plants should be used. Plants exceeding three feet in height are not allowed within the public landscape groundplane.

## **B. Public Improvement Street Tree Planting**

- 1) Street trees in residential areas should be located a minimum of 4'-0" and a maximum 6'-0" from the sidewalk edge, except in the case of split sidewalk where tree will be located at the center of the planter strip, and spaced according to the Street Tree Matrix.
- 2) Tree species within the ROW and Public Utility Easement (PUE) should be installed per the Street Tree Matrix.

s are needed.

ould be minimum fifteen-gallon trees and should be prevailing wind.

it should be coordinated with streetlights, utilities, and (Tree spacing per the street tree matrix should prevail l.)

be located as to preserve sight lines at intersections and

should be located at key driveway entrances and at

**TABLE 1  
STREET TREE MATRIX**

Street	Scientific Name	Common Name	Spacing (On-Center)
<u>Residential Collector</u> • Norwood Ave	Platanus acerifolia 'Bloodgood'	London Plane Tree	30' O.C.
<u>Major Residential Streets</u> • Silver Eagle Road (Main Street)  • South Avenue • Hayes Avenue • Ford Road • Carroll Avenue • Fairbanks Avenue • Road 'A' • Taylor Street • Altos Avenue	Pyrus calleryana 'Aristocrat'	Aristocrat Ornamental Pear	25' O.C.
	Acer rubrum "Bowhall" (median)	Bowhall Maple (median)	20' O.C.
	Ulmus parvifolia	Chinese Elm	30' O.C.
	Pistacia chinensis	Chinese Pistache	30' O.C.
	Quercus rubra	Red Oak	25' O.C.
	Koelreuteria paniculata	Golden Rain Tree	30' O.C.
	Celtis sinensis	Chinese Hackberry	25' O.C.
	Acer rubrum "Bowhall"	Bowhall Maple	30' O.C.
	Pinus pinea	Italian Stone Pine	30' O.C.
	Quercus agrifolia	Coast Live Oak	30' O.C.
<u>Minor Residential Streets</u> • North/South Streets • East/West Streets	Quercus ilex Fraxinus oxycarpa 'Raywood'	Holly Oak Raywood Ash	30' O.C. 30' O.C.
<u>Primary Intersections</u> Accent Trees at intersections of: • Silver Eagle & Norwood • Hayes Ave & Taylor St • Taylor St & Ford Road • Ford Road & Road 'A' • Road 'A' & Hayes Ave	Prunus cerisifera 'Krauter vesuvius' Lagerstroemia indica Lagerstroemia indica Prunus cerisifera 'Krauter vesuvius' Prunus cerisifera 'Krauter vesuvius'	Flowering Ornamental Plum Crape Myrtle Crape Myrtle Flowering Ornamental Plum Flowering Ornamental Plum	2 per corner (see Intersection Improvement Exhibit)

*Amended CC 2000-486*

### **C. Public Improvements Understory and Groundplane Planting**

The functional demands on the groundplane will vary greatly for each roadway based on the adjacent land uses.

- 1) Planter strips adjacent to "on-street" lanes should be planted with durable turf, and planter strips not adjacent to "on-street parking" lanes should be planted with native and/or low water use ground covers and/or low shrubs. Shrubs, ground cover and turf should be planted no closer than 3-4 feet from the trunk of the tree and a header board shall be installed separating the turf and/or shrubs from the trunk area to provide for easier maintenance of the landscaped strip. (Amended CC Resol. 2000-486)
- 2) The groundplane areas within the right-of-way should be flat and capable of handling foot traffic. Turf and ground covers are acceptable in most areas, but others may require paved surfaces due to heavy traffic volumes.
- 3) When shrubs are used, they should be low height varieties ( $\leq 3'$  ht.) that do not obscure views and/or access to the walkway or roadway.
- 4) Positive drainage should be maintained towards the street within the right-of-way assuming a 2% minimum slope and a 5% maximum slope perpendicular to the curb.
- 5) Clear sight lines should be maintained at entry drives and intersections per city standards.
- 6) Decorative rocks, cobble, crushed rock, permanent wood chips or gravel are not to be used as a dominant ground cover material. Cobbles may be used to stabilize drainage swales and channels.

### **D. Public Improvements Irrigation**

The following guidelines for public improvement irrigation should be considered.

- 1) Pop-up heads and drip irrigation should be used to reduce vandalism.
- 2) Water conserving irrigation techniques and equipment should be used throughout.
- 3) Irrigation heads should be located and specified to prohibit over-spray onto paved surfaces.

## **3.6 Public Improvements Walls and Fences**

### **A. Public Improvements Walls**

Walls within the public realm may include retaining walls, privacy walls, and/or decorative walls. These walls should be designed to blend with the overall



neighborhood, and to consider maintenance vandalism, graffiti, and aesthetics. The following guidelines should be considered.

- 1) Large surface expanses on walls should be articulated with varied reveal patterns (control joints), material/texture/color changes, details a change in plane/direction or other means. These measures create distinct shadow patterns resulting in the increased perception of depth and variety.
- 2) Materials that are inherently low maintenance and give a feeling of permanence such as brick, stone, concrete and concrete block are encouraged along the ground plane and at pedestrian levels.
- 3) Cement/synthetic plaster (stucco) in medium to light earth toned colors is encouraged.
- 4) Brick masonry and brick veneer in medium to light earth toned colors is encouraged.
- 5) Split-faced concrete block with multiple colored aggregate is encouraged. Flush mortar joints are highly discouraged.
- 6) Corrugated fiberglass or metal ("tin") panels are discouraged.
- 7) Vinyl or sheet metal signing is discouraged.
- 8) Plywood, hardboard or dimensional lumber is discouraged.

#### **B. Public Improvements Fences**

Fencing within the public realm may include protective fencing around detention basins, privacy fencing near park features, and/or decorative fencing. The fencing should be designed to blend with the overall neighborhood, and to consider maintenance vandalism, graffiti, and aesthetics. The following guidelines should be considered.

- 1) Large surface expanses on walls should be articulated with varied reveal patterns (control joints), material/texture/color changes, details a change in plane/direction or other means. These measures create distinct shadow patterns resulting in the increased perception of depth and variety.
- 2) Materials that are inherently low maintenance and give a feeling of permanence such as brick, stone, concrete and concrete block are encouraged along the ground plane and at pedestrian levels.
- 3) Chain-link with wood slats is discouraged.
- 4) Fencing should not exceed six feet in height.
- 5) Fences should comply with all applicable City design requirements and should not obstruct visibility or stopping sight distance.

### 3.7 Public Improvements Signage

The identification signage within the public use areas should provide a cohesive bond between individual projects and provide a "thread of continuity" throughout the entire community. These public use areas include the roadway right-of-way, civic buildings, transit stops, parks, and landscape easements.

Project specific signage will be subject to review and approval by the City of Sacramento and must meet Sacramento Sign Ordinance No. 2868, 4<sup>th</sup> Series.

#### A. Public Improvements General Guidelines

- 1) Signage should comply with all applicable City design requirements and should not obstruct visibility or stopping sight distance.
- 2) All signage should be constructed with high-quality materials, finishes, and fabrication.
- 3) All signs and their supporting structures should be maintained in good condition. Exposed hardware should be finished in a manner consistent with quality fabrication practices.
- 4) In order to prevent staining of architectural surfaces, non-corrosive materials should be used on all exterior signs.
- 5) The number and size of signs should be kept to a minimum. Only signs necessary to clearly communicate the message intended should be implemented.
- 6) Signs should be free of all manufacturing labels and manufacturing advertising, with the exception of code requirements.
- 7) All signs and their illumination systems should utilize the minimum amount of energy necessary through the use of energy-saving design techniques, equipment and materials.
- 8) All exterior sign illumination should be consistent with the lighting program, except as otherwise stated within this signage program.

#### B. Public Improvements Gateway Signage

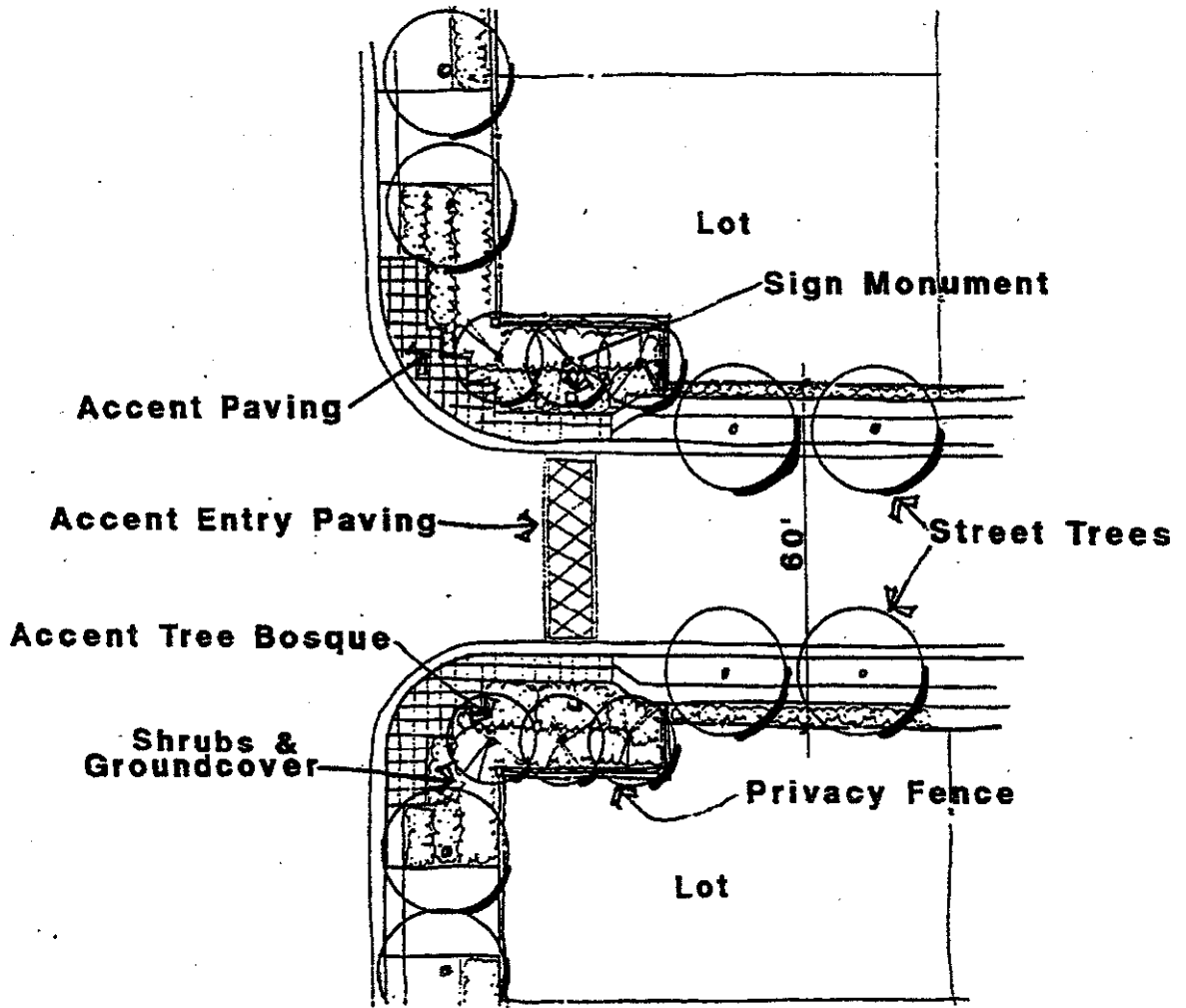
Gateway signage consists of the two (2) types of signs - **community gateway signs**, and **neighborhood gateway signs**. Each type of signage performs a different function but they work together as one collective information system. They provide character and a sense of arrival within the community.

**Community gateway signage** should be located at "Gateway Park" along Norwood Avenue within the public easement and should respect adjacent

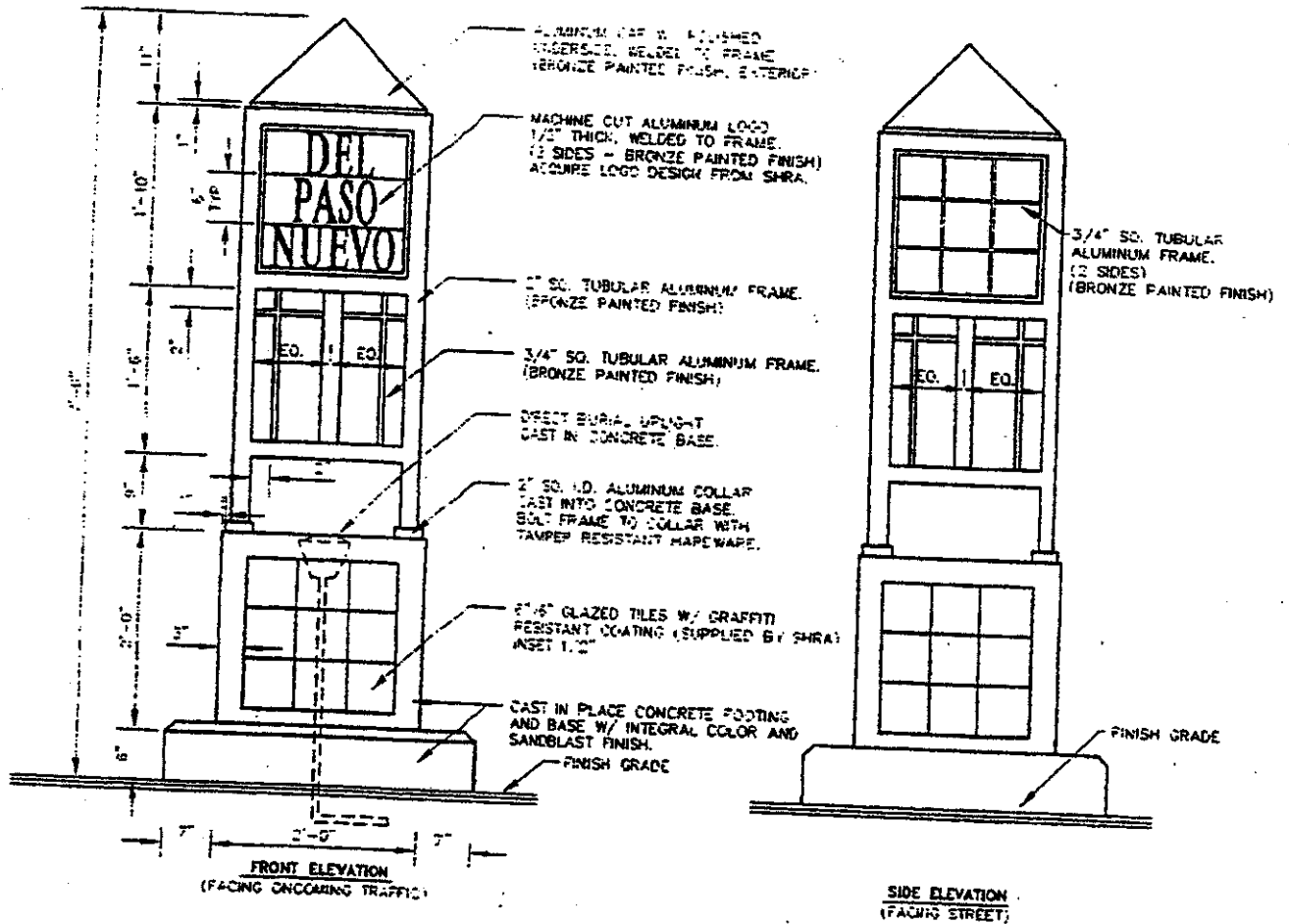
circulation patterns, sight lines, and streetscape design. This signage will be installed by the SHRA as shown on the Streetscape Master Plan exhibit.

**Neighborhood gateway signs** should be located around the perimeter of Del Paso Nuevo at roadway intersections leading into the neighborhood. The signs should be located within an expanded landscape easement respecting adjacent circulation patterns sight lines and streetscape design. This signage will be installed by the SHRA as shown on the Streetscape Master Plan exhibit.

**Exhibit 3-8 – Neighborhood Sign Proto-typical Entrance**



# Neighborhood Sign Monument



iting

uevo will have a major impact on the overall aesthetics  
 1. The lighting standards are intended to ensure a  
 ghout the project area without creating a monotonous  
 d lamp type should be selected within the context of the  
 tives and with specific regard to the functional demands

These lighting standards will provide a hierarchy of lighting effects which contribute to the overall cohesiveness of the community image. When used together with the other development guidelines, these standards will unify the project area.

#### **A. Public Improvements General Guidelines**

- 1) Light sources with a white color within the color temperature range of 2700 – 4500 degrees Kelvin are encouraged. Golden, yellow, blue, or reddish light sources should not be used. Blinking lights are not permitted.
- 2) Light standards should be attractive to look at during daylight hours.
- 3) Light sources should be located and directed to minimize glare to adjacent uses.
- 4) Energy saving devices such as solar sensors and timers should be utilized. Developers should contact SMUD new construction services staff to discuss methods to conserve energy.

#### **B. Public Improvements Roadway Lighting**

The light standards selected for use in the roadway right-of-way will have the most profound effect on overall streetscape lighting aesthetics. Specific light standards for major roadways will be designed and installed by the City of Sacramento. Lighting within the landscape easement and directly adjacent to the roadway right-of-way should conform to the following standards.

- 1) Lighting should be consistently located and installed on each parcel such that each roadway has a consistent and unique treatment, for example, singular product, regular spacing, and consistent color.
- 2) The placement of lighting should be coordinated with signage, landscaping and entry feature lighting to avoid "hot spots" of light along the roadway.
- 3) Light standards should not have signs and other decorative appurtenances attached to them that have not been specifically designed to be attached to them unless approved by the City.
- 4) Light standards should be evenly spaced in between the street trees as to compliment the formal pattern of vertical elements within the roadway right-of-way.

#### **C. Public Improvements Parking Lot Lighting**

- 1) A minimum lighting level of 1.5 footcandles, as measured at the parking lot surface, should be maintained from one hour before dark until one hour after dark.

- 2) Light standards should be selected and located to minimize glare to adjacent roadways and buildings.
- 3) Light standards should be selected that compliment the adjacent buildings and integrate with the adjacent roadway and/or walkway lighting.
- 4) Light standards should be limited to a 30-foot maximum height.
- 5) Light standards should be located in planters on grade where possible. Large concrete footings that exceed 12 inches above grade are discouraged.

**D. Public Improvements Building Lighting (Exterior)**

- 1) Exterior building lighting should have concealed sources of illumination and maintain lighting levels consistent with the recognized standards of the lighting industry.
- 2) Light levels should be determined based upon the prominence each building has within the overall community, e.g., a civic center building should have greater illumination than an industrial warehouse building.
- 3) Indirect wall lighting or "wall washing" is encouraged rather than spot lighting from great distances.
- 4) Building lighting should be carefully integrated into the building or concealed in the landscape as to hide the source at night and obscure the fixture in daylight.
- 5) Light fixtures should not project above the façade or roofline of the building.

**E. Public Improvements Walkway Lighting**

- 1) A minimum of one-half (1/2) footcandle of light should be provided along walkways.
- 2) Pole mounted light fixtures should be mounted such that the center of the lamp is between fifteen (15) and twenty (20) feet above the adjacent walkway.
- 3) Lighting may be mounted in bollards, walls, or on low-level standards so long as they are complimentary to the adjacent appurtenances and vandal resistant.
- 4) Walkway lighting should be carefully coordinated with the surrounding lighting patterns.

**F. Public Improvements Landscape Lighting**

- 1) Landscape lighting should be used as supplemental or accent lighting only and should not be used to meet minimum footcandle requirements for safety. Exceptions that can be verified will be considered on a case-by-case basis.
- 2) Light sources should be concealed and unobtrusive during daylight hours.
- 3) Upright light fixtures should be shielded to prevent glare for pedestrians and vehicles.
- 4) Vandal resistant fixtures should be utilized.

### **3.9 Public Art**

The City of Sacramento has a public art ordinance that allocates a percentage of construction costs for public facilities on public art. This artwork may take many different forms and may involve multi-disciplinary efforts. Examples include sculpture, murals, mosaics and video art. The artwork can occupy many different locations including neighborhood parks, office buildings, pedestrian plazas and walkways, parking garages and transit facilities. Reference the current City ordinance for exact requirements.

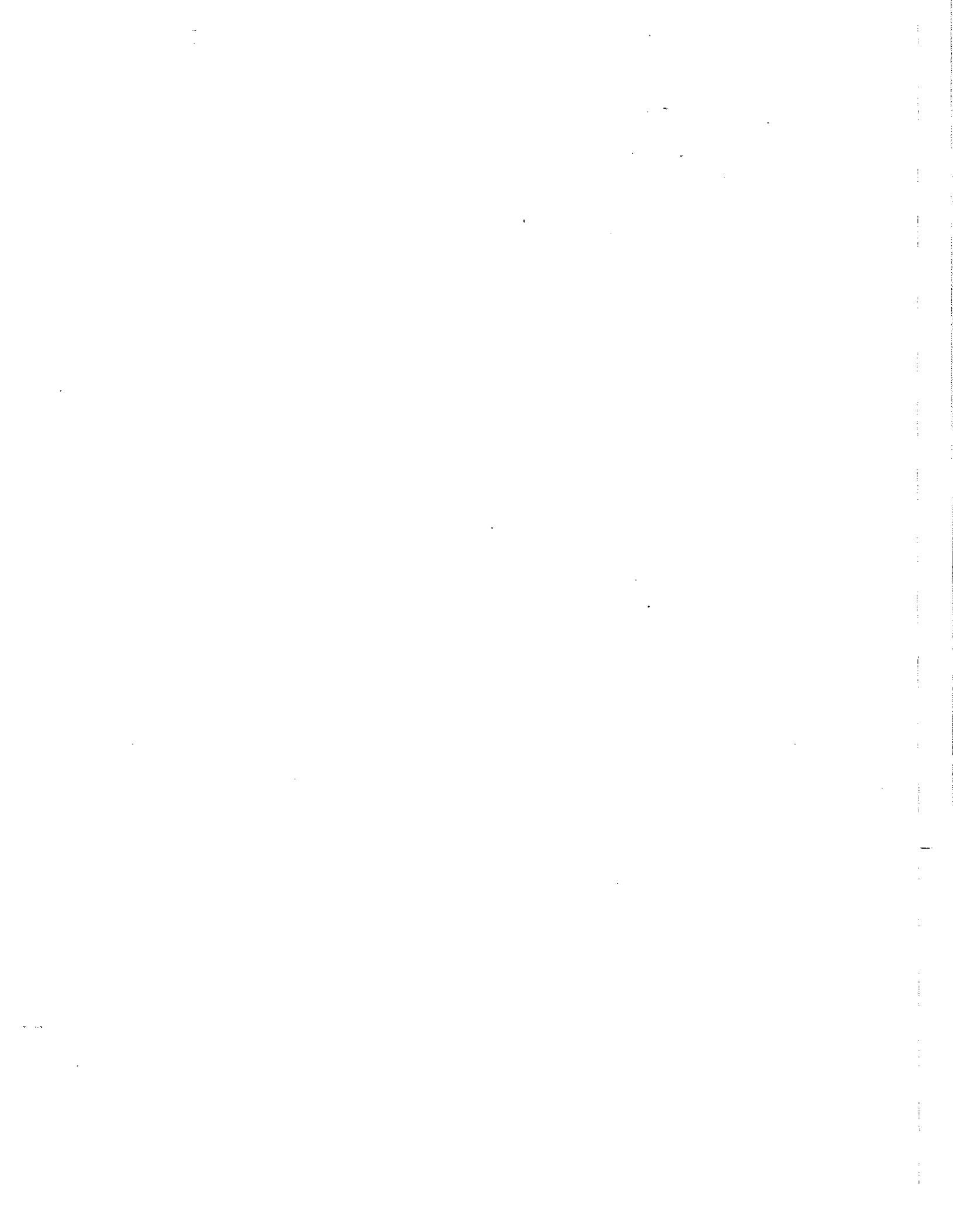
Del Paso Nuevo will serve a diverse collection of residents, employers, employees and visitors that represent a variety of ethnic and cultural backgrounds. Integrating public artists into the process of evolving the community will provide a catalyst for community participation and a sense of ownership. The development teams involved with creating Del Paso Nuevo are encouraged to bring artists into the projects early and maximize their contribution to the creative process.

The public art in Del Paso Nuevo can provide a rich element of continuity throughout the community. Just as the streetscape, building materials and signage provide character; the careful orchestration of public art will create a truly unique sense of community. The following recommendations should be considered while evolving the public art for commercial and civic development within this project area.

- 1) Initiate a Public Arts Master Plan for Del Paso Nuevo that includes both temporary and permanent art installations and performances by artists.
- 2) Involve artists whose work responds to specific aspects of the social, built and natural environments.
- 3) Invite artists whose creative process involves collaboration with members of the community. This will be more likely to produce artwork that provides a sense of community ownership and pride.
- 4) Identify and engage private and public funding sources for the construction of special "community installations" that benefit the entire Del Paso Nuevo development area at strategic locations.
- 5) Promote a diverse variety of art installations that capitalize on historical, cultural and metaphorical aspects of Del Paso Nuevo.



- 6) Temporary art installation opportunities should be identified in the Public Arts Master Plan. These installations will provide an opportunity to showcase local artists and provide a dynamic expression of our ever-changing society.



**SECTION**

RESIDENTIAL

DEVELOPMENT STANDARDS

4



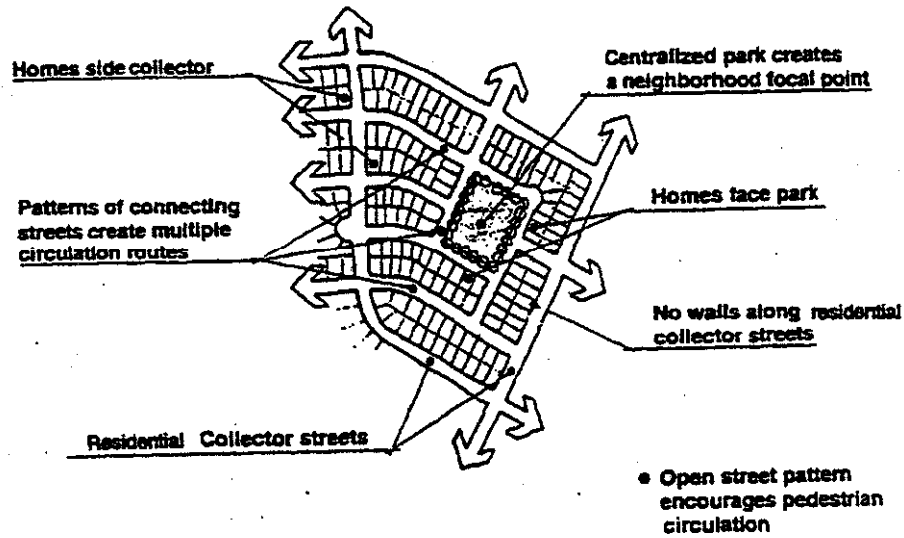
**4.1 Residential Neighborhood Design**

The character and quality of residential areas for Del Paso Nuevo is very dependent on subdivision and street patterns. An open development pattern is necessary to create neighborhoods which encourage pedestrian circulation, reduce auto dependency and foster interaction among neighbors. Open development patterns provide multiple through routes, centralized open space features and access to surrounding uses with no dead ends and no walled streets. This approach to neighborhood design will also foster the unity of existing Del Paso Heights neighborhoods built over time into an integrated community with Del Paso Nuevo.

**A. Subdivision Design**

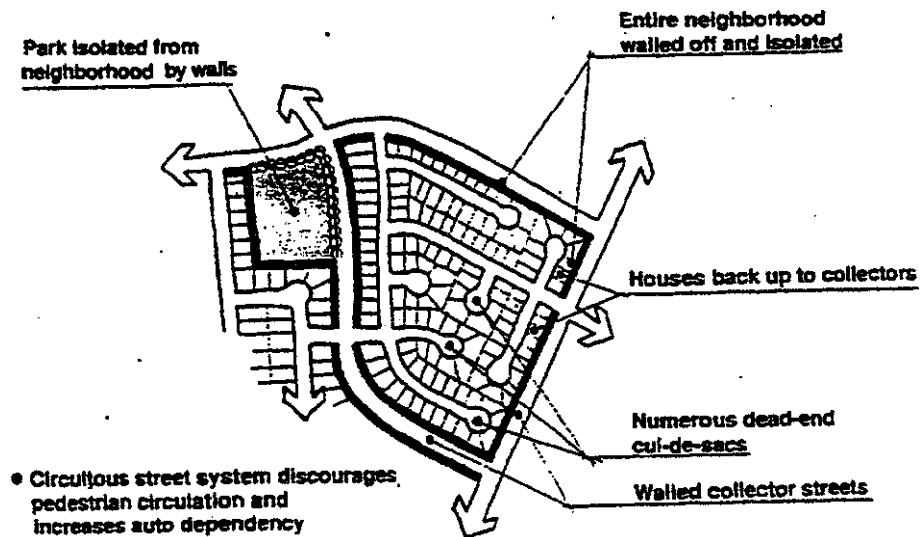
- 1) A regular (as opposed to irregular) street pattern which creates a network of multiple routes and points of ingress and egress is encouraged.
- 2) Long blocks of greater than 800 feet should be prohibited.
- 3) Homes should front onto or side onto collector streets.
- 4) Parks, open spaces, and other civic uses should be located and designed as neighborhood focal points.
- 5) Walled and isolated residential enclaves are discouraged.
- 6) Use of cul-de-sacs is strongly discouraged, except when used in connection with open space features.
- 7) A pedestrian connection should be provided at the end of every cul-de-sac for access to adjacent parks, pathways, open spaces, or streets. Use of "dead end" cul-de-sacs with no physical outlet should be limited.
- 8) Neighborhood design should consider transit accessibility. Circulation patterns should consider areas of access and provide strong linkages for residents to access transit stops.

## Exhibit 4-1 – Subdivision Design



### ENCOURAGED NEIGHBORHOOD DESIGN

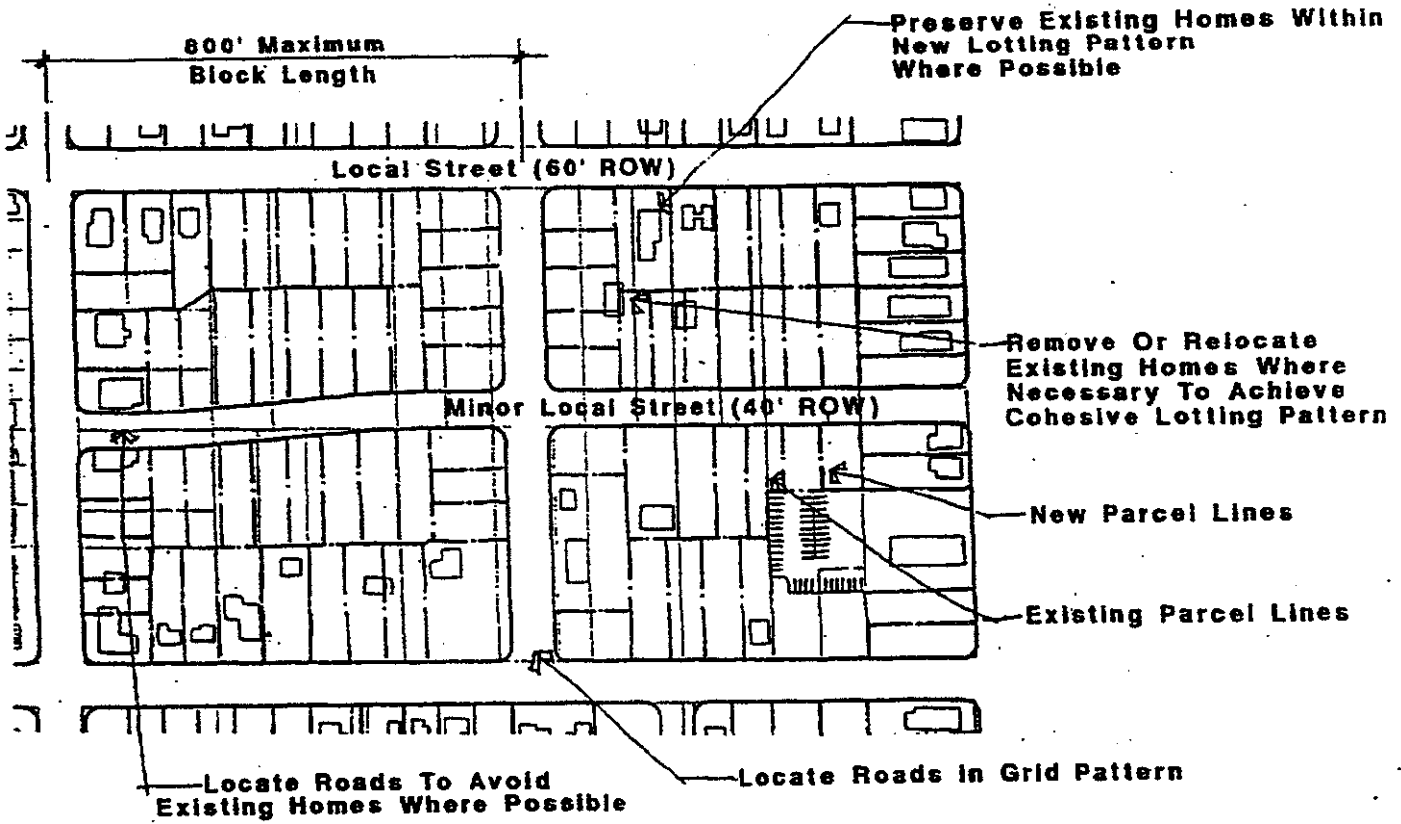
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### DISCOURAGED NEIGHBORHOOD DESIGN

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Exhibit 4-2 – Conceptual Lotting Plan



## **B. Residential Developments**

Gated entrances to private or semi-private communities are permitted and will be reviewed by the City on a case-by-case basis. Refer to the City's Gated community Ordinance for specific design criteria.

- 1) Gated communities should not interfere with primary vehicular or pedestrian circulation patterns within the neighborhood.
- 2) Gates should be set back from the adjacent thoroughfare.
- 3) Gated communities should provide a minimum density of eight dwelling units per acre.

## **4.2 Residential Architectural Character**

Residential Development within the Del Paso Nuevo should promote a sense of neighborhood, with the educational facility and parks acting as a focal point to the community. A variety of housing products should be incorporated into each development area to promote economic and architectural variety. In addition, a rich variety of architectural façade styles and materials should be incorporated into each development.

Variety in the architecture is important to the character of the community and is strongly encouraged. The use of different "styles" and materials is intended to add variety to the buildings just as is most often found in neighborhoods that have evolved over time. To balance this diversity, the public design features (street landscaping, visible fencing, arcades, entries, esplanades and public buildings) will be treated with an eye to unity and consistency.

### **A. Residential Exterior Materials**

Variation in building facades may be achieved by using a variety of materials along each street, including stucco, wood siding, stone and brick. Street elevations should be broken with reveals, recesses, trim elements and other architectural features to provide visual interest. In general, high quality materials are encouraged, and pre-fabricated inexpensive materials are discouraged.

In order to avoid the appearance of a false appliqué, no material change is allowed at outside corners. Material changes must occur at reverse corners or must return on the sidewall to the privacy fence. In no case should this return be less than 4'0".

### **B. Residential Model Variations**

In order to prevent the appearance of homebuilder "villages" and promote the sense of a whole community, each homebuilder must develop as much variety in design and material as possible within each village. Contiguous development areas of 31 or greater homes must have at least three models



with three elevations and material change variations for each model. Contiguous development areas of 16 to 30 homes must have at least three models with two elevation alternatives per model. Contiguous development areas of 6 to 15 homes must have at least two models with two elevation alternatives per model. Contiguous development areas of 2-5 homes must have at least two elevation alternatives per model.

A consistent "style" for a group of homes should be avoided. For example, a "unit" with similar materials and architectural style throughout will not be allowed. The different models should exploit the possibilities of variation offered by the garage location and entry-porch options outlined above, as well as variations in floor plan.

The elevation variations should expand on these differences with differing porch treatments, window design, surface materials, roofing materials, and bay treatments. For example, elevation variation should use different architectural styles, building massing and details, as well as different façade and roof materials. No identical model and elevation type will be allowed side by side. Roofing material must vary in type, such as cedar shake, tile and composition shingles. Of the elevation variations, at least two different primary roofing and siding materials are required on the front façade. Similar materials with different colors will not be allowed.

### **C. Residential Construction Materials**

To a large degree, the architectural character of a project is dictated by the specific construction materials used on a building's exterior. This includes the colors and finish textures of these materials. The material palette for a project should reflect the materials commonly found and used in the region. Although the selected building materials will play a large part in establishing a design character, the appropriate architectural detailing of these materials will ensure that Del Paso Nuevo will have a feeling of quality, permanence and timelessness. Details and accents that appear "tacked on" are discouraged. Conversely, the creative blend of traditional historic materials and today's technologically advanced building materials and systems is encouraged.

### **D. Residential Roof Forms and Materials**

One of the most significant design features of a building is the roof, including its shape, form, material and color. To ensure consistent quality architecture, roof masses should be representative of the design and scale of the balance of the building.

- 1) Slopes of pitched roofs should range between 4:12 and 9:12. Pitches exceeding this range may also be appropriate when used on a limited basis as architectural elements such as small towers, entry features, etc.
- 2) Roof forms and masses should be representative of the overall design and scale of the balance of the building and appropriately detailed.
- 3) Rooflines and forms should be consistent and continuous on a building elevation, appropriate to the building's architectural style.

- 4) Roof overhangs are encouraged when they are appropriate to the building's style, especially when used in arcades, verandas or where they are specifically used to enhance passive solar design.
- 5) Exposed structural elements (beams, trusses, frames, rafter, "tails", etc.) are acceptable when appropriately designed to coordinate with the building's design theme.
- 6) Individual units in a residential development should convey a feeling of individuality by having a different roof material or color than an adjacent unit, except in higher density development.
- 7) Gabled, hipped, and shed roofs are encouraged.
- 8) Extensively reflective or brightly colored materials (high gloss tile, unpainted metal, are discouraged.
- 9) Architectural grade composition dimensional shingles, tile, and high quality synthetic roofing materials.
- 10) Simulated clay tile roofs (pressed metal roofing), are discouraged.
- 11) Corrugated fiberglass or metal ("tin") panel roofing, are discouraged.

#### **E. Residential Walls and Facades**

As in the case with building roofs, the design, form and materials of walls and facades play an important role in determining a building's overall character. A major goal of Del Paso Nuevo is to provide a built environment that appears as if it was developed over time. One way to achieve this goal is to avoid unarticulated "blank" walls on buildings.

- 1) Large surface expanses on walls should be articulated with varied reveal patterns (control joints), material/texture/color changes, details a change in plane/direction or other means. These measures create distinct shadow patterns resulting in the increased perception of depth and variety.
- 2) Materials that are inherently low maintenance and give a feeling of permanence such as brick, stone, concrete and concrete block are encouraged along the ground plane at pedestrian levels.
- 3) Exterior walls and facades should include windows, trellises, arcades, canopies, roof overhangs, awnings, recessed or projected stories, balconies, reveals, wainscots, varied materials and other architectural elements. This articulation contributes to a building's character, provides visual diversity, enhances pedestrian scale and can aid in climate control.
- 4) Individual units in a residential development should convey a feeling of individuality by having a different wall material, texture or color than an adjacent unit. This includes detached single-family and multi-family units.

- 5) Building facades should have a balance of solid and transparent surfaces.
- 6) Cement/synthetic plaster (stucco) in medium to light earth toned colors is encouraged.
- 7) Brick masonry and brick veneer in medium to light earth toned colors is encouraged.
- 8) Heavy timber construction used in trellises, overhangs, balconies and other architectural elements is encouraged. All wood materials must be properly detailed and finished (stained or painted) and should not be left in a "raw" unfinished state.
- 9) Wood and composite siding (Masonite brand or similar) painted in medium to light colors is encouraged.
- 10) "Plinth" blocks at building bases and corners in plaster, concrete or cut stone or masonry are encouraged.
- 11) Corrugated fiberglass or metal ("tin") panels are discouraged.
- 12) Vinyl or sheet metal siding is discouraged.
- 13) Plywood, hardboard or dimensional lumber is discouraged, especially on the front façade.

#### **F. Residential Accent Materials**

Accents and architectural details are features on buildings that provide added visual interest, emphasis, variety and quality in appearance.

- 1) Brick masonry, high quality man-made stone and natural stone in medium to light earth toned colors are encouraged.
- 2) Glazed ceramic or clay tile in rich colors at window/door surrounds, address identification placards, bulkheads and at other details is encouraged.
- 3) Use of glass block is encouraged if appropriate to style.
- 4) Use of canvas and metal awnings or canopies is encouraged.
- 5) Natural stone such as granite or "river rock" used at building bases and on columns/plasters is encouraged.
- 6) Terrazzo and architectural terra cotta used at building bases or as accents is encouraged.
- 7) Natural wood or simulated shingles or shakes except as an accent material is discouraged.

## **G. Residential Building Openings**

- 1) Windows flush with the adjacent wall plane without exterior casing are discouraged. Additionally, openings should be articulated/accentuated with paint, tile, shutters, awnings, plant shelves/planters or other appropriate architectural features. These features and the various shadow patterns created throughout the façade add a rich visual texture to a building.
- 2) Doors and associated surrounds and features should be designed to add interest to the entry of a residential building.
- 3) A consistent use of window style, size and related trim or accents on a building on all sides is recommended to simplify a building's elevation and ensure consistent character.
- 4) Small-scale square, circular or arched windows are permitted if appropriately used in conjunction with the other window and door openings of a façade as they relate to the building's design character.
- 5) Windows and/or doors located above the first level should be stacked over those on the first level.
- 6) Adequate space should be provided between windows and adjacent roofs or other openings.
- 7) Skylights should be appropriately detailed and should relate to the overall design concept in their form, location and color.
- 8) Clear or very lightly tinted window glazing is encouraged.
- 9) Anodized or factory painted aluminum/steel window and doorframes in rich medium to dark colors is encouraged.
- 10) Painted, stained, or integrally colored vinyl covered wood window or doorframes is encouraged.
- 11) Architectural terra cotta pilasters, keystones or other strong delineation for openings is encouraged.
- 12) Clear anodized/mill finished aluminum frames are discouraged.
- 13) Reflective glazing is prohibited.
- 14) White or frosted plastic skylight lenses is discouraged.

## **H Residential Transitional Architectural Features**

A transitional architectural feature refers to semi-private spaces on buildings such as porches, balconies, patios, staircases and courtyards. These features are important because they add human scale and interesting forms to buildings, while strengthening the building's relationship to the street.

- 1) Architectural features that create semi-private, transitional spaces between buildings and street, such as porches, balconies, patios, staircases and courtyards are highly encouraged.
- 2) Architectural features should be fully integrated into the overall design to avoid the appearance of being an afterthought or "tacked on".
- 3) Decorative wrought iron or tubular metal should be utilized at railings, gates, etc., and should be painted in rich colors.
- 4) Stairway location and design including stairwells and railings should complement building form and design.
- 5) Pre-fabricated metal stairs are discouraged.
- 6) Stair treads (steps) should be covered with non-slip brick, tile, stone or other low maintenance materials that compliment the building's overall design.
- 7) Exterior architectural lighting should be designed to fully compliment a buildings design character. The light fixtures should work in conjunction (size, scale, color) with the building's wall, roof and accent materials.

#### **I. Residential Utilities and Service**

The items addressed in this section include building utilities, mechanical equipment, loading, service and refuse collection areas and location of these elements.

- 1) Locate refuse container enclosures in rear and/or interior side yards or parking lot landscape areas to minimize their visibility from adjacent uses, streets and upper story uses.
- 2) Refuse collection areas and enclosures should be six feet in height, should be architecturally compatible with the overall design theme of adjacent buildings using similar durable and non-combustible materials, textures, colors and form.
- 3) The use of lattice or other roof structures should be incorporated into refuse enclosures design where possible.
- 4) Refuse collection areas and enclosures should be located for the convenience of users and collection agencies.
- 5) Wall or window mounted heating/air conditioning units shall not be permitted.
- 6) No roof-mounted equipment shall be permitted on residential units.
- 7) Loading, storage and service facilities should be oriented away from public right-of-way, freeway or adjacent residential uses and should be fully integrated into the building's design.
- 8) Utility lines should be underground (where feasible).

- 9) Mechanical equipment should be located so as not to cause nuisance or discomfort from noise, fumes, odors, etc.
- 10) Open-air storage of materials, supplies, equipment, mobile equipment, finished or semi-finished products or articles of any nature is discouraged.

## **J. Residential Energy Conservation**

- 1) All buildings should incorporate energy-efficient, passive solar design concepts including natural heating and cooling, as well as sun and wind exposure and orientation.
- 2) Building and related structures should provide ample shade and air circulation in the hot summer months. Use of thermal mass walls for natural heating in the cool winter months is encouraged.
- 3) All buildings are encouraged to incorporate energy-efficient technologies, e.g., photo voltaic solar energy collection panels, and construction systems and technologies to provide the highest possible energy efficient buildings.

### **4.3 Residential Setbacks and Orientation**

There are three densities for residential land within Del Paso Nuevo. These are defined by a range of density and also by general forms of housing/building types. The following general design guidelines apply to all residential land uses.

- 1) Residential buildings should have pedestrian access and visual orientation to the adjacent roadways and/or open space features. For example, front-on lotting is encouraged.
- 2) Residential buildings should be oriented on the site to create interesting and safe common open space areas that promote neighborly interaction.
- 3) Sound walls should be avoided.
- 4) Special building configurations should be considered for corner lots because they have street frontage on two sides. It is important to address both of the streets on which the building abuts. Orientation of the primary façade should take into account the location of entries on adjacent lots and lots across the street, as well as adjacencies to parks and other open spaces or urban design features. The driveway may access either street, but orientation to the minor street is preferred.
- 5) Special design consideration should be given to residential units located along Norwood Avenue due to the level of traffic there.
- 6) Special design considerations regarding window placement and orientation should be considered for secondary residential units or "granny flats", to maximize privacy of adjacent properties.

**Projections and Bays.** In order to encourage variety and scale in the facades, bays and projections of up to 3'0" (horizontal) will be allowed in the front yard setback. These projections must be designed in such a way to avoid visual competition with front porches or entries.

**Porches.** The purpose of providing a porch is to create a buffer and human-scale layer between the sidewalk and the house. It is also to provide a social edge to the private dwelling in which people can choose to "see and be seen" along the neighborhood streets. The porch will be required in a minimum of 50 percent of the houses submitted as one subdivision (four or more) and should provide space for the primary entrance to the house to be covered by a roof. It is recommended that the porch is raised 8" – 12" or at least one step above adjacent grade. The porch can be integrated with second floor elements to provide balconies and decks. Various types of roof supports are encouraged and cantilevered roofs are not allowed. The front door must be clearly visible from the street.

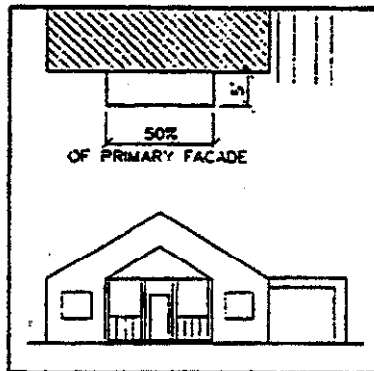
**Depth**

5'-0" Min.

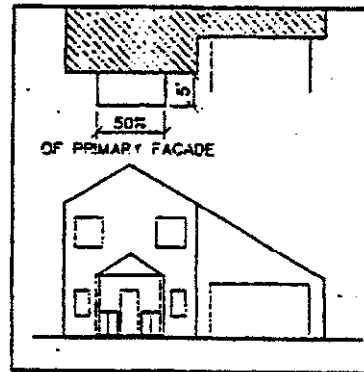
**Length**

50% min. of non-garage façade

**Exhibit 4-3 – Typical Porches**



**Porch at Side Drive**



**Porch at Front Drive**

**Entries.** In those models without porches, a strongly articulated entry feature facing the street is required. This feature must clearly mark the entry and provide a minimum sheltered area at the front door. Its architectural elements must be proportioned and detailed to create a sense of permanence and strength. The front door must be clearly visible from the street.

**Garages and Driveways.** The goal in controlling the garage placement is to reduce the visual impact of the auto and to allow the "human scale" elements of the building to dominate the street. Two preferred alternatives: a single-lane side drive to rear garage, and a modified front garage position are provided within this document. Other alternatives may be utilized that meet the Del Paso Nuevo setback and design guidelines. Three-car garages are permitted in Options C and D described below. If used in Options A or B, the garage should have one tandem stall, resulting in a two-door configuration. A minimum of one one-stall garage shall be required for all residences. Driveways shall have a minimum 20-foot setback from the public right-of-way. In the event that the City-wide Design Guidelines are revised with respect to additional garage setback or placement requirements the Del Paso Nuevo Guidelines shall also be changed to meet such requirements.

The **modified front garage position alternative** (Options A & B) is required to be located 5'-0" behind the façade line of the building and not less than 10'-0" behind the front of the porch or entry. It can be no closer than 22'-6" to the front of the property lot line and may have a double car driveway. The garage door is required to have a 12-inch to 18-inch recess from the frame. If Option A is used then a porch is required.

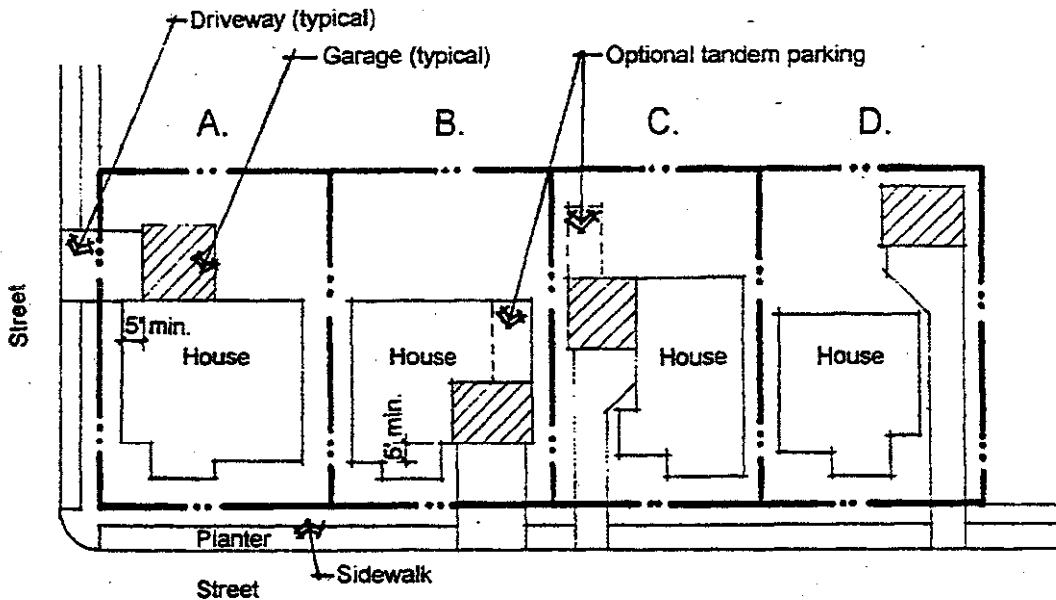
The **side drive alternative** (Options A & B) can lead to an attached or detached garage located in the rear of the site. The driveway shall have a single lane for a minimum of the first 25'-0" and the garage may be located in the side yard setback (zero lot line for uninhabited spaces). A minimum 2'0" planting strip should be planted between the fence and the driveway.

"**Hollywood**" driveways are encouraged for Options A and B. A "Hollywood" driveway consists of two hard paved tire paths, 2'-0" to 3'-0" wide, separated by a planted strip, at least 2'6" wide.

"**Granny Flat**" or a second unit to the main residence shall be allowed provided that the size of the unit shall not exceed 600 square feet or 50 percent of the size of the primary living unit on the street, whichever is less. Secondary residential units over a garage are preferred over freestanding structures. The second residential unit shall comply with the height, lot coverage, and setback requirements of the Del Paso Nuevo Special Training District ordinance. The side yard setback for the second unit shall be a minimum of 5 feet from the property line and two off-street parking spaces shall be provided, at least one of which is in the garage.



## Exhibit 4-4 – Garages and Driveways



### Alternative Garage Locations

- A. Side Garage (corner lot only)
- B. Front Garage
- C. Recessed Garage
- D. Detached Garage

### A. Single-Family Detached Residential (4 – 8 DU/NA)

Single-family detached housing is required within this designation. Secondary units above detached garages (or otherwise) are encouraged as a means to increase density and provide economic diversity. The average lot size is approximately 50' x 150' (7,500 sf). The minimum lot width shall be 45 feet. Lot sizes will vary depending on the location of streets and the preservation of existing lots.

The goal in setting strict standards for the building setbacks is to create a comfortable street edge for the pedestrian and to reduce the visual impact of the garage. In all cases, the porch or entry feature will bring the pedestrian portion of the dwelling close to the sidewalk and recess the garage. The purpose of a maximum setback is to maintain the consistency of the built edge of the street.

Setback based upon right-of-way line. If roadway section changes, then house setback remains fixed to right-of-way, i.e., if sidewalk position were adjusted within section, the house will be adequately setback from the road.

#### Porch/Entry Setback

12'-6" Min. – 15'-0" Max.

#### Building Setback

17'-6" Min. – 23'-0" Max.

#### Garage Setback

5'-0" Min. behind front building façade

**Side Yard Setback @ Street**

12.5' Min.

**Side Yard Setback**

5'0" – or 0' at detached garages

**Rear Yard Setback**

15'-0" Min.

**Building Height**

35'-0" Max. (Two stories)

**B. Single-Family Detached Residential (8 – 12 DU/NA)**

Single-family detached housing is required in this density range. The average lot size is approximately 40' x 90'. The minimum lot width shall be 35 feet. Lot sizes will vary depending on the location of streets and the preservation of existing lots.

Many side and rear setback variations are possible within the small lot single-family medium density designation. This category includes housing such as petite, zero lot line, "Z"-lots, and patio homes and other higher density single-family detached housing solutions. Secondary units above detached garages (or otherwise) are encouraged as a means to increase density and provide economic diversity. Setbacks adjacent to public roads must conform to the standards set for the density of the development unit. Setbacks between buildings, internal property lines, and private roads/drives shall be reviewed by the City on a case-by-case basis.

The goal in setting strict standards for the building setbacks is to create a comfortable street edge for the pedestrian and to reduce the visual impact of the garage. In all cases, the porch or entry feature will bring the pedestrian portion of the dwelling closer to the sidewalk and recess the garage. The purpose of a maximum setback is to maintain the consistency of the built edge of the street.

Setback based upon right-of-way line. If roadway section changes, then house setback remains fixed to right-of-way, i.e., if sidewalk position were adjusted within section, the house will be adequately setback from the road.

**Porch/Entry Setback**

12'-6" Min. – 15'-0" Max.

**Building Setback**

17'-6" Min – 23'-0" Max.

**Garage Setback**

5'-0" Min. behind front building façade

**Side Yard Setback @ Street**

12.5' Min.

**Side Yard Setback**

5'0" – or 0' at detached garages

**Rear Yard Setback**

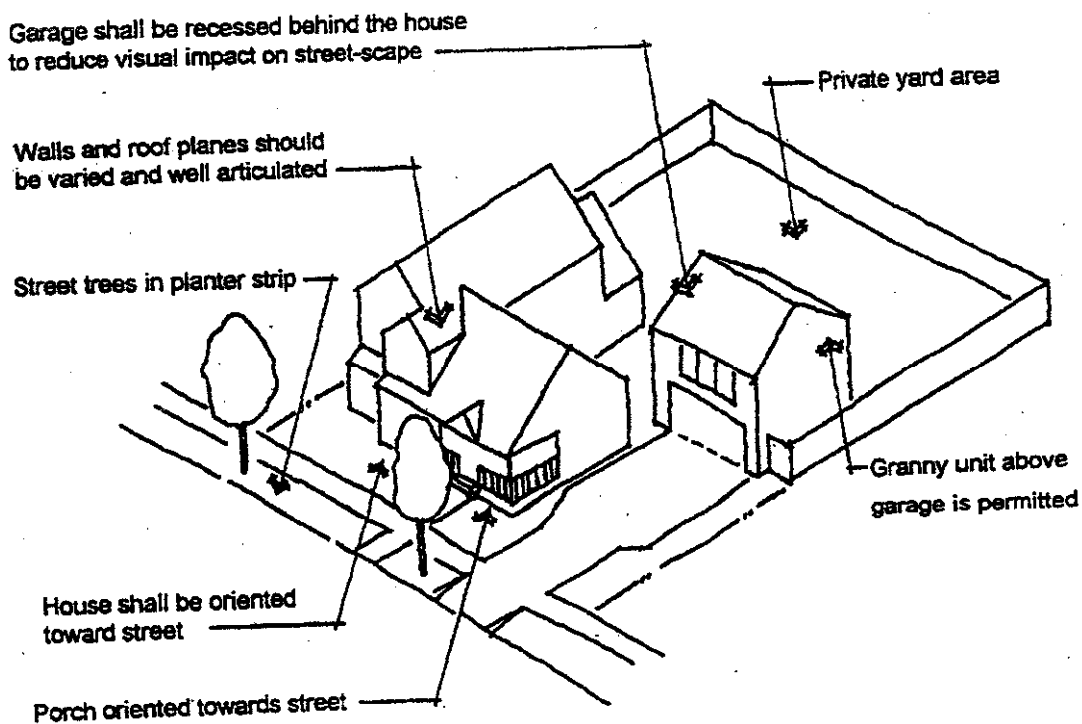
15'-0" Min.

**Building Height**

35'-0" Max. (Two stories)

\*Refer to local building codes for special requirements associated with zero lot line structures.

## Exhibit 4-5 – Single-Family Residential Design Option



### C. Single-Family Attached Residential (10-15 - DU/NA)

Housing in this land use designation is designed to be ownership housing and to orient towards adjacent residential streets. It may include zero lot, two-lot, configurations and others allowed in the 8-12 DU/NA category.

This category shall not permit stacked unit condominiums, or any other rental oriented housing projects.

Special building configurations should be considered for this density development to create a built environment consistent with the single-family standards established within this document. This includes provisions for front porches, front door visibility and garage setbacks from houses. Garage access from shared driveways should be considered.

#### **Porch/Entry Setback**

12'-6" Min. – 15'-0" Max. (public streets)

5'-0" Min. – 12'-6" Max. (private streets)

#### **Building Setback**

17'-6" Min. – 23'-0" Max. (public streets)

10'-0" Min. – 17'-6" Max. (private streets)

#### **Garage Setback**

5'-0" Min. behind front building façade

**Side Yard Setback**

5'0" – or 0' at detached garages

**Rear Yard Setback**

15'-0" Min.

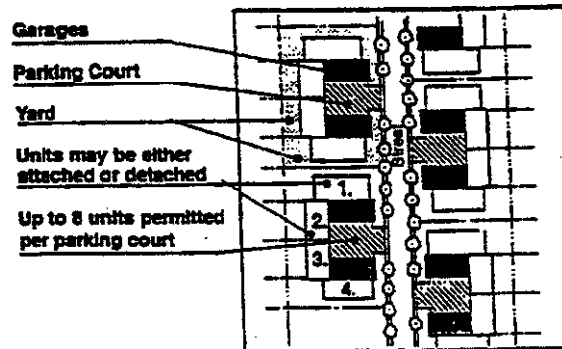
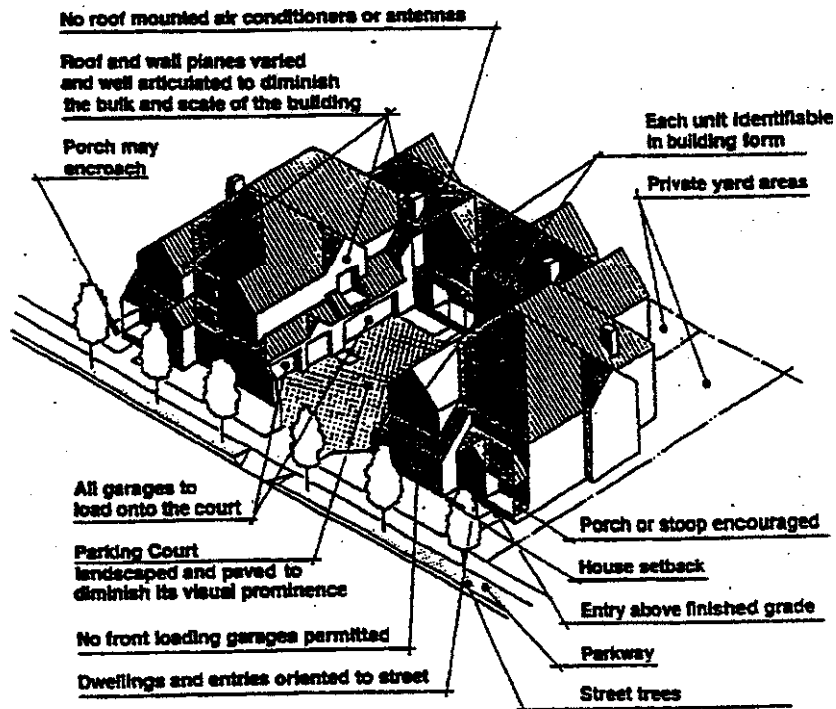
**Building Height**

35'-0" Max. (Two stories)

- \* Refer to local building codes for special requirements associated with zero lot line structures.

**D. Residential Circulation and Parking**

- 1) If required, surface parking lots should be located away from the adjacent roadways and to the rear of the buildings. Where parking must front the adjacent roadway, it should be limited to two days (60-foot width) paralleling the roadway or single bays that back directly onto an adjacent driveway.
- 2) If required, internal surface parking lots should provide multiple pedestrian linkages to adjacent properties. Wall or fences greater than four feet in height are discouraged around parking lots.



## 4.4 Residential Landscaping

The only landscaping regulated within the residential land use in Del Paso Nuevo is the front yard landscaping occurring within the PUE on major residential streets (40' right-of-way). This landscape is registered to achieve two goals: provide street trees throughout the neighborhood, and improve safety by improving visibility along the streets.

### A. Residential Landscape Easements

There are three types of landscape improvements within the public realm of Del Paso Nuevo: landscape planter strips, landscape entry features, and landscape easements.

**Landscape planter strips** are located between the street curb and sidewalk within the public roadway right-of-way. These areas should be planted with street trees and turf per the street tree matrix and should be irrigated automatically with pop-up heads. Maintenance shall be provided by a special assessment district. The planter strips occur on major streets throughout the neighborhood.

**Landscape entry features** are located adjacent to neighborhood entry signs around the perimeter of Del Paso Nuevo, where major residential streets enter the neighborhood. These planting features shall be installed with the signage and maintained by a special assessment district. They are located within the roadway right-of-way and/or public utility easement adjacent to the public roads.

The roadway **landscape easements** overlay the 12.5-foot public utility easements throughout Del Paso Nuevo. They are located directly adjacent to the roadway right-of-way. The landscape easements are restricted setbacks that are to be planted with street trees and irrigated according to the street tree matrix contained in this document. The City will review and approve individual parcel compliance with the roadway landscape easement standards upon submittal of the special permit.

The public landscape transforms an otherwise ordinary city street into an open space amenity that can add value to adjacent properties, enrich the overall community, and encourage a pedestrian-friendly environment. The primary purpose of the public landscape is to create a continuous street tree planting along major roadways. The groundplane treatments within this easement are somewhat flexible. In areas of high foot traffic, pavement or turf is desirable. In areas of low foot traffic, drought-tolerant or low water use plants should be used. Plants exceeding three feet in height are not allowed within the public landscape groundplane.

### B Residential Street Tree Planting

- 1) The intent is to create a heavy "canopy" over the sidewalk. Street trees in residential areas should be located a minimum of 4'-0" and a maximum 6'-0" from the sidewalk edge, except in the case of split sidewalk where trees will be located at the center of the planter strip.

- 2) Tree species within Public Utility Easement (PUE) should be installed per the Streetscape Master Plan Matrix.
- 3) Soil analysis is recommended to determine if subsurface drain lines or soil amendments are needed.
- 4) Street trees should be a minimum of fifteen-gallon trees and should be staked against prevailing wind.
- 5) Tree placement should be coordinated with streetlights, utilities, and entry drives. (Tree spacing, per the street tree matrix, should prevail where practical.)
- 6) Trees should be located as to preserve sight lines at intersections and near signage.
- 7) Accent trees should be located at key driveway entrances and at intersections.

### **C. Residential Understory and Groundplane Planting**

- 1) The functional demands on the groundplane will vary greatly based on the adjacent land uses. Planter strips adjacent to "on-street parking" lanes should be planted with durable turf, and planter strips not adjacent to "on-street parking" lanes should be planted with native and/or low water use ground covers and/or low shrubs.
- 2) When shrubs are used, they should be low height varieties that do not obscure views and/or access.
- 3) Multiple connections between the right-of-way and adjacent parcels are encouraged.
- 4) Water-conserving plant materials should be used where practical.
- 5) Clear sight lines should be maintained at entry drives and intersections per City standards.
- 6) Decorative rocks, cobble, crushed rock, permanent wood chips or gravel are not to be in lieu of ground cover material; however they may be used as accent material to stabilize drainage wales and channels.

### **D. Residential Irrigation**

- 1) Water conserving irrigation techniques and equipment should be used throughout.
- 2) Pop-up heads should be located and specified to prohibit over spray onto paved surfaces.

## **4.5 Residential Fencing**

### **A. Front Yard (includes side yard areas 10 feet behind front façade)**

- 1) Front yard fencing is discouraged. Front yard fences and side yard fences within the front yard setback shall be a maximum height of 3'0".
- 2) Fences should be mainly constructed of stained wood, masonry and/or metal, other fencing materials must be consistent with the materials and architecture of the homes.
- 3) In no cases will chain link fencing be allowed.
- 4) Front yard fences must be at least 25 percent open (transparent) to provide visibility between the front yard and the public street.
- 5) The top rail of the fence should be unbroken horizontally across the width of the lot.

**B. Rear/Side Yard**

- 1) If residential side and rear yard fences are used, they shall not exceed six feet in height.
- 2) Fences should be mainly constructed of stained wood, masonry and/or metal, other fencing materials must be consistent with the materials and architecture of the homes. No chain link fencing allowed.
- 3) Front side yard fences beginning 10 feet back from the front façade should not exceed 3 feet in height.

**4.6 Residential Signage (Applies to R10-15 Zones Only)**

The identification within the residential areas should provide a cohesive bond between individual projects and provide a "thread of continuity" throughout the entire neighborhood.

Project specific signage will be subject to review and approval by the City of Sacramento and must meet Sacramento Sign Ordinance No. 2868, 4<sup>th</sup> Series.

**A. Residential General Guidelines**

- 1) All signage should be constructed with high-quality materials, finishes, and fabrication, i.e., no plywood, PVC, etc.
- 2) All signs and their supporting structures should be maintained in good condition. Exposed hardware should be finished in a manner consistent with quality fabrication practices.
- 3) In order to prevent staining of architectural surfaces, non-corrosive materials should be used on all exterior signs.
- 4) The number and size of signs should be kept to a minimum. Only signs necessary to clearly communicate the message intended should be implemented.
- 5) All signs should be maintained in a safe and attractive condition at all times. Upon notice from the City of Sacramento, a tenant will be



required to refurbish, within 30 days, any signage which does not meet the standards as stated within the program. Damaged signs should be replaced within 30 days.

- 6) All sign illumination malfunctions should be replaced or remedied within 10 days.
- 7) Signs should be free of all manufacturing labels and manufacturing advertising, with the exception of code requirements.
- 8) All signs and their illumination systems should utilize the minimum amount of energy necessary through the use of energy-saving design techniques, equipment, and materials.
- 9) All exterior sign illumination should be consistent with the lighting program, except as otherwise stated within this signage program.
- 10) Signs located in turf areas must include concrete mow strips, flush with grade, to minimize conflict with landscape maintenance equipment.
- 11) Landscape irrigation equipment must be located to prevent spray onto signage.

## **B. Residential Project Entry Signage**

Project entrance signs can be located at the entrances of specific developments within each development area, and where possible, entrance signs should be consolidated on to one sign monument per entrance that serves multiple buildings within each development area. Signs should be constructed with durable weather resistant materials. These signs may be located within the landscape easement and integrated into retaining walls or architecture at the discretion of the City of Sacramento. The specific design proposal should be created by each project developer and submitted for approval during the schematic plan review process. The signs should be funded solely by the developers of individual projects.

- 1) Examples of acceptable sign materials are painted, polished or brushed aluminum, porcelain enamel, fiberglass, brick, stone and ceramic tile.
- 2) All graphics should be high quality material that are computer cut, silk-screened or applied dimensional elements; solid painted acrylic or solid/constructed metal (bronze, brass, anodized aluminum, or stainless steel).
- 3) No laminated materials allowed.
- 4) Letters must be of a color and thickness that avoids shadow distortions.
- 5) Topography and layout designed by a professional graphic designer is encouraged.
- 6) No plastic signs with internal illumination permitted.
- 7) Exposed light fixtures should be screened by plant materials or otherwise hidden from direct view.

## **C. Marketing Signage**

Individual developments within Del Paso Nuevo should be required to adhere to the standards regarding marketing/informational signage contained within the City of Sacramento sign ordinance. These signs include any temporary signage associated with the marketing of land and buildings. The signs shall be funded solely by the landowners.

## **4.7 Residential Lighting**

The lighting within Del Paso Nuevo will have a major impact on the overall aesthetics and safety of the community. The lighting standards are intended to ensure a consistent level of light throughout the project area without creating a monotonous effect. Each light standard and lamp type should be selected within the context of the entire community design objectives and with specific regard to the functional demands for its location.

These lighting standards will provide a hierarchy of lighting effects which contribute to the overall cohesiveness of the community image. When used together with the other development guidelines, these standards will unify the project area.

### **A. Residential General Guidelines**

- 1) Light sources with a white color within the color temperature range of 2700-4500 degrees Kelvin are encouraged. Golden, yellow, blue or reddish light sources should not be used. Blinking lights are not permitted
- 2) Light standards should be attractive to look at during daylight hours.
- 3) Light sources should be located and directed to minimize glare to adjacent uses.
- 4) Energy saving devices such as solar sensors and timers should be utilized. Developers should contact SMUD new construction services staff to discuss methods to conserve energy.

### **B. Residential Parking Lot Lighting**

- 1) A minimum lighting level of 1.5 footcandles, as measured at the parking lot surface, should be maintained from one hour before dark until one hour after dark.
- 2) Light standards should be located to minimize glare to adjacent roadways and buildings.
- 3) Light standards should be selected that compliment the adjacent buildings and integrate with the adjacent roadway and/or walkway lighting.
- 4) Light standards should be limited to a 16-foot maximum height.

- 5) Light standards should be located in planters on grade where possible. Large concrete footings that exceed 12 inches above grade are discouraged.

### **C. Residential Building Lighting (Exterior)**

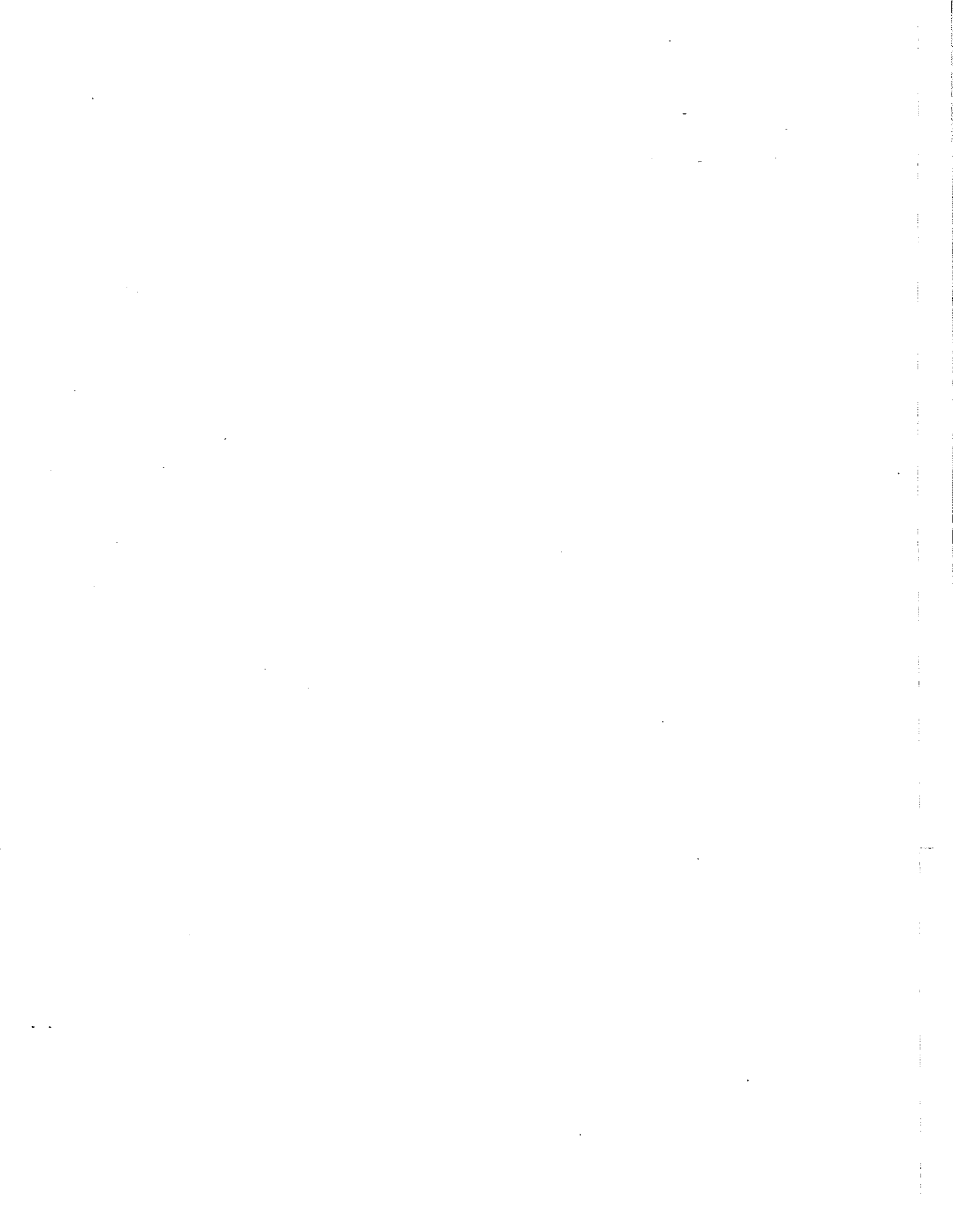
- 1) Exterior building lighting should have concealed sources of illumination and maintain lighting levels consistent with the recognized standards of the lighting industry.
- 2) Indirect wall lighting or "wall washing" is strongly encouraged rather than spot lighting from great distances.
- 3) Building lighting should be carefully integrated into the building or concealed in the landscape as to hide the source at night and obscure the fixture in daylight.
- 4) Light fixtures should not project above the façade or roofline of the building.

### **D. Residential Walkway Lighting**

- 1) A minimum of one-half (1/2) footcandle of light should be provided along walkways.
- 2) Pole mounted light fixtures should be mounted such that the center of the lamp is between twelve (12) and fourteen (14) feet above the adjacent walkway.
- 3) Lighting may be mounted in bollards, walls, or on low-level standards so long as they are complimentary to the adjacent appurtenances and vandal resistant.
- 4) Walkway lighting should be carefully coordinated with the surround lighting patterns.

### **E. Residential Landscape Lighting**

- 1) Landscape lighting should be used as supplemental or accent lighting only and should not be used to meet minimum footcandle requirements for safety.
- 2) Light sources should be concealed and unobtrusive during daylight hours.
- 3) Upright light fixtures should be shielded to prevent glare for pedestrians and vehicles.
- 4) Vandal resistant fixtures should be utilized.



**SECTION**

**NON-RESIDENTIAL  
DEVELOPMENT STANDARDS**

5



## **Section 5. NON-RESIDENTIAL USES**

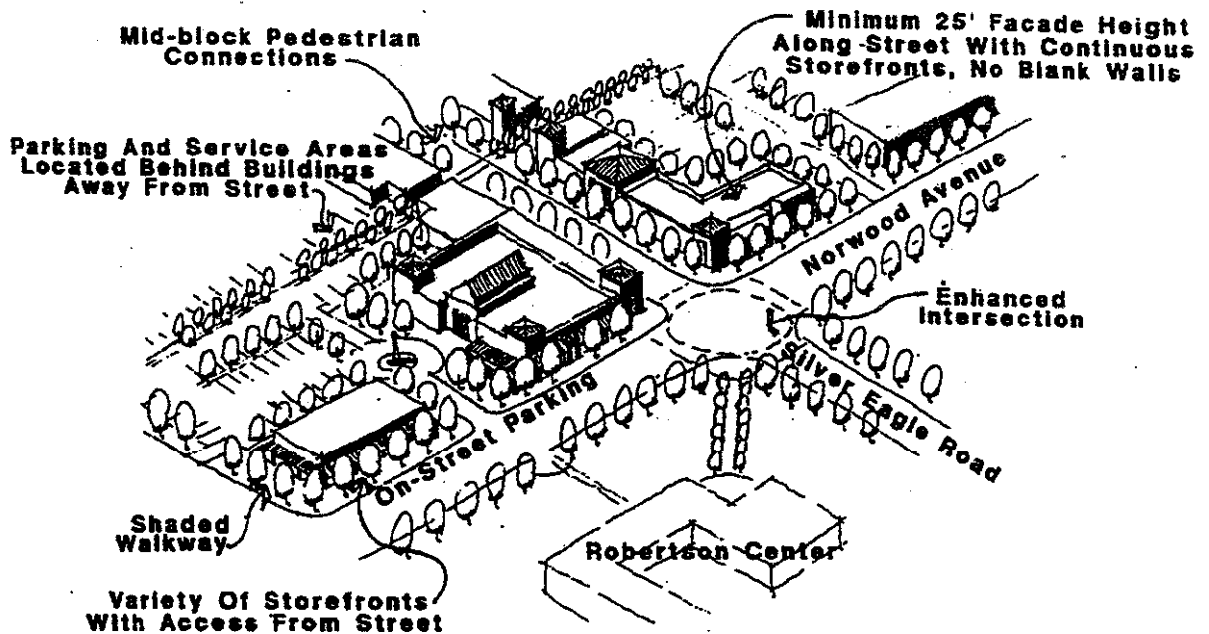
### **1.3 Non-Residential Architectural Character**

The non-residential architectural character design guidelines are not specific to an individual building, site or land use, but they provide an overall aesthetic framework. Emphasis is placed upon the "core commercial and civic" areas because this constitutes the focus of Del Paso Nuevo's neighborhood identity and offers the best opportunity to create an architectural identity. A diverse variety of architectural solutions in the non-residential buildings will help the neighborhood appear as if it has grown over time rather than by one single developer.

The following section provides general direction on architectural elements including building form, accent elements, articulation, scale and recommended/discouraged construction materials. The overall architectural theme or character of Del Paso Nuevo will not take on a specific architectural style, but will evolve from the implementation of design guidelines found herein. Del Paso Nuevo will have its own unique character based upon these guidelines, the surrounding Del Paso Heights community, and architectural and technological trends prevalent throughout greater Sacramento.

- 1) Establish a strong community identity through the incorporation of distinctive landmark buildings and features.
- 2) Establish a small downtown character in the core commercial areas.
- 3) Place "pedestrian-oriented design" as the project's main priority.
- 4) Avoid typical automobile-oriented "strip-center" planning and architectural design while providing adequate parking facilities.
- 5) Articulate individual building forms and features.
- 6) Design buildings and structures to minimize vandalism and maintenance problems while maximizing security.
- 7) Provide architectural design solutions that accommodate a mixture of uses grouped together, e.g., commercial space adjacent to second floor residential space, adjacent to office space.
- 8) Provide a setting highly conducive to an interactive pedestrian and transit-oriented "village" within the built environment.
- 9) Provide strong pedestrian connections to adjacent sidewalks.

## Exhibit 5-1 – Pedestrian-Oriented Commercial Core Area



### A. Non-Residential Construction Materials

To a large degree, the architectural character of a project is dictated by the specific construction materials used on a building's exterior. This includes the colors and finish textures of these materials. It also includes the materials used in the building's related amenities such as, streetscape lighting and furniture, signage, and landscape features. The selected building materials will play a large part in establishing a design character, the appropriate architectural detailing of these materials will ensure that Del Paso Nuevo will have a feeling of quality, permanence and timelessness. Details and accents that are of high quality and durability are encouraged while details and accents that appear "tacked on" are discouraged. The creative blend of traditional historic materials and today's technologically advanced building materials and systems is encouraged.

### Non-Residential Roof Forms and Materials

One of the most significant design features of a building is the roof, including its shape, form, material and color. To ensure consistent quality architecture, roof masses should be representative of the design and scale of the balance of the building.

- 1) Slopes of pitched roofs should range between 4:12 and 9:12. Pitches up to 12:12 are appropriate when used on a limited basis as architectural elements such as small towers, entry features, etc.
- 2) Roof forms and masses should be representative of the overall design and scale of the balance of the building and appropriately detailed.
- 3) Rooflines and forms should be consistent and continuous on a building elevation, appropriate to the building's architectural style.



- 4) Roof overhangs are encouraged when they are appropriate to the building's style, especially when used in arcades, verandas or where they're specifically used to enhance passive solar design.
- 5) Exposed structural elements (beams, trusses, frames, rafter, tails, etc.) are acceptable when appropriately designed to coordinate with the building's design theme.
- 6) Steeply pitched roofs greater than 12:12 are discouraged.
- 7) Gabled, hipped (including pyramidal) and shed roofs are encouraged.
- 8) Flat roofs with articulated parapets are encouraged. Roofing used on flat roofs should not be visible from upper level spaces.
- 9) Roof parapets should not appear "tacked on" and should convey the same permanence as the balance of the building. The material use on the "cap" and "back" side of the roof parapets should be detailed and finished in the same manner as the "front" to ensure overall architectural integrity.
- 10) Continuous mansard roofs are discouraged. Mansard roof forms are only acceptable when used in conjunction with other roof forms or as a detail.
- 11) Clay (terra cotta), slate or integrally colored concrete tiles are encouraged. "S", barrel, or flat shaped tiles are acceptable in commercial areas in medium earth toned colors. Variegated colors are encouraged to add visual interest and to avoid monotony. Coordinating tile "caps" at tiled roof hips and ridges is recommended.
- 12) Architectural grade composition dimensional shingles in dark to medium toned shades of brown or gray are encouraged.
- 13) High profile metal roofing (standing seam, etc.) is encouraged in dark to medium toned colors such as greens, browns (tans, copper, bronze), grays and red (terra cotta, rust).
- 14) Reflective or brightly colored materials (high gloss tile, unpainted metal) are discouraged.
- 15) Low-profile composition tile, wood and/or hardboard shingles and shakes, are discouraged.
- 16) Simulated clay tile roofs and/or pressed metal roofing are discouraged.
- 17) Corrugated fiberglass or metal panel roofing with good detailing and finishes and that integrates well with the overall building architecture is discouraged.

**c. Non-Residential Walls and Facades**

As is the case with building roofs, the design, form and materials of walls and facades play an important role in determining a building's overall character. A

major goal of Del Paso Nuevo is to provide a built environment that appears as if it were developed over time. One way to achieve this goal is to avoid unarticulated "blank" walls on buildings that give the impression that each individual lease space (or other use) is part of a larger-project, developed at one time.

- 1) Large surface areas on exterior walls should be articulated to create distinct shadow patterns, depth, and variety. Wall surfaces should not exceed 250 square feet or have continuous runs greater than 50 linear feet without some form of articulation. Wall surfaces should have clearly defined vertical divisions at approximately 15 to 30 foot intervals.
- 2) Materials that are inherently low maintenance and give a feeling of permanence such as brick, stone, concrete and concrete block are encouraged along the ground plane and at pedestrian levels.
- 3) Fifty to eighty percent of the ground floor level exterior walls should be glazed, transparent windows.
- 4) Exterior walls and facades, especially at ground level, should include windows, trellises, arcades, canopies, roof overhangs, awnings, recessed or projected stories, balconies, reveals, wainscots, varied materials and other architectural elements. This articulation contributes to a building's character, provides visual diversity, enhances pedestrian scale and can aid in climate control. "Blank" walls are discouraged.
- 5) Any articulation and/or detailing of exterior walls at ground level should be integrated with landscape features (trees, plants, walls, trellises and unique land forms) to ensure appropriate transition from ground to wall plane.
- 6) All wall and façade elements should express building function, structure and scale and should illustrate a fully integrated design.
- 7) Cement/synthetic plaster (stucco) in medium to light earth toned colors is encouraged.
- 8) Brick masonry and brick veneer in medium to light earth toned colors is encouraged.
- 9) Cast and precast concrete with a texture/finish appropriate to the building's design is encouraged. This material is recommended on commercial buildings as building bases, columns/plasters and/or may be used on entire walls in limited applications if adequately articulated. Concrete used as a finish material may be left in its naturally gray color or may be slightly tinted.
- 10) Split-faced concrete block with multiple colored aggregate is encouraged.
- 11) Heavy timber construction used in trellises, overhangs, balconies and other architectural elements is encouraged. All wood materials must be properly detailed and finished (stained or painted) and should not be left in a "raw" unfinished state.

- 12) Wood and composite siding (Masonite brand or similar) painted in medium to light colors is encouraged.
- 13) "Plinth" blocks at building bases and corners in plaster, concrete or cut stone or masonry are encouraged.
- 14) Large expanses of smooth concrete block ("Precision/Speed" Block) are discouraged. Smooth concrete block should be assembled with reveals, banding of other variations to add visual interest.
- 15) Natural wood or simulated shingles or shakes is discouraged.
- 16) Corrugated fiberglass or metal panel roofing with good detailing and finishes and that integrates well with the overall building architecture is acceptable.
- 17) Vinyl or sheet metal siding is discouraged.
- 18) Plywood, hardboard or dimensional lumber is discouraged, especially on the front façade.

#### **D Non-Residential Accent Materials**

Accents and architectural details are features on buildings that provide added visual interest, emphasis, variety and quality in appearance.

- 1) Brick masonry and natural stone in medium to light earth toned colors is encouraged.
- 2) Glazed ceramic or clay tile in rich colors at window/door surrounds, address identification placards, bulkheads and at other details is encouraged.
- 3) Use of glass block is encouraged.
- 4) Use of canvas and metal awnings or canopies is encouraged.
- 5) Natural stone such as granite or "river rock" used at building bases and on columns/pilasters is encouraged.
- 6) Terrazzo and architectural terra cotta used at building bases or as accents is encouraged.
- 7) Reflective or brightly colored materials, except as accents, are discouraged.

#### **E. Non-Residential Building Openings**

Building openings refers to windows, doors, skylights, storefronts and other interruptions/penetrations in a building façade. The character and quality of a building is highly influenced by the size, scale proportion, edge detail, material and color of these elements.

- 1) To further reinforce the sense of quality desired in this project, windows and doors should be recessed in the wall. Windows flush with the adjacent wall plan are discouraged. Additionally, openings should be articulated/accentuated with paint, tile, shutters, awnings, plant shelves/planters or other appropriate architectural features. These features and the various shadow patterns created throughout the façade add a rich visual texture to a building.
- 2) All storefront window and window-wall systems used in commercial/retail buildings should be raised or recessed a minimum of six inches to create pronounced shadow lines and a color contrasting with the building.
- 3) Fabric awnings are encouraged on storefronts and windows. Awnings' shapes and colors must complement the overall building.
- 4) Doors and associated surrounds and features should be designed to add interest to the entry of a building or space.
- 5) A consistent use of window style, size and related trim or accents on a building is recommended to simplify a buildings' elevation and ensure consistent character.
- 6) Windows and/or doors located above the first level should be stacked over those on the first level.
- 7) Ground floor window openings in retail areas should be a minimum of 50-80% of the ground floor façade area. Second level and above windows should not exceed 50% of the total exterior wall surface.
- 8) Adequate space should be provided between windows and adjacent roofs or other openings.
- 9) Skylights should be appropriately detailed and should relate to the overall design concept in their form, location and color.
- 10) Clear or very lightly tinted window glazing is encouraged in all ground floor commercial applications.
- 11) Anodized or factory painted aluminum/steel window and doorframes are encouraged in rich medium to dark colors.
- 12) Painted, stained, or integrally colored vinyl covered wood window or doorframes are encouraged.
- 13) Architectural terra cotta pilasters, keystones or other strong delineation for openings is encouraged.
- 14) Canvas or metal awnings at doors and windows in rich medium to dark colors are encouraged.
- 15) White or frosted plastic skylight lenses are discouraged if visible from ground level.

## **F. Non-Residential Transitional Architectural Features**

- 1) Architectural features that create semi-private, transitional spaces in and between buildings and street, such as balconies, patios, staircases and courtyards are highly encouraged.
- 2) Architectural features should be fully integrated into the overall design to avoid the appearance of being an afterthought or "tacked on".
  - 1) Decorative wrought iron or tubular metal should be utilized at railings, gates, etc., and should be painted in colors appropriate to the overall color scheme of project.
- 4) Stairway location and design, including stairwells and railings, shall complement building form and design.
- 5) Pre-fabricated metal stairs are discouraged.
- 6) Stair treads (steps) should be covered with non-slip brick, tile, stone or other low maintenance materials that compliment the building's overall design.
- 7) Exterior architectural lighting should be designed to fully compliment a building's design character. The light fixtures should work in conjunction (size, scale, color) with the building's wall, roof and accent materials.

## **G. Non-Residential Utilities and Service**

- 1) Locate refuse container enclosures in rear or interior side yards or parking lot landscape areas to minimize their visibility from adjacent uses, streets and upper story uses.
- 2) Refuse collection areas and enclosures should be six feet in height, shall be architecturally compatible with the overall design theme of adjacent buildings, using similar durable and non-combustible materials, textures, colors and form.
- 3) The use of trellis or other substantial roof structures should be incorporated into refuse enclosure's design where possible.
- 4) Refuse collection areas and enclosures should be located for the convenience of users and refuse collection agencies while maintaining concealment from public right-of-way.
- 5) Wall or window mounted heating/air conditioning units shall not be permitted.
- 6) Roof-mounted equipment on commercial buildings, ducts and vents and passive solar collectors, should be screened and/or oriented away from public view. The screening structures or elements should be architecturally compatible with the overall design theme of the building using similar materials, textures, colors and form. Screens that appear as "fences" set on rooftops are not permitted.

- 7) Loading, storage and service facilities, including docks, etc., should be oriented away from public right-of-way, freeway or adjacent residential uses and should be fully integrated into the building's design.
- 8) Utility lines should be underground if at all possible.
- 9) Mechanical equipment should be located so as not to cause nuisance or discomfort from noise, fumes, odors, etc.
- 10) No open-air storage of materials, supplies, equipment, mobile equipment, finished or semi-finished products or articles of any nature should be allowed.

#### **H. Non-Residential Energy Conservation**

- 1) All buildings should incorporate energy-efficient, passive solar design concepts including natural heating and cooling as well as sun and wind exposure and orientation.
- 2) Building and related structures should provide ample shade and air circulation for pedestrian users in the hot summer months, as well as thermal mass walls for natural heating in the cool winter months.
- 3) All buildings are encouraged to incorporate energy-efficient technologies, e.g., photo voltaic solar energy collection panels, and construction systems and technologies to provide the highest possible energy efficient buildings.

### **5.2 Non-Residential Setbacks and Orientation**

#### **A. Commercial/Retail**

A key ingredient for creating a pedestrian-oriented development in Del Paso Nuevo is the creation of distinctive buildings within the core commercial/retail parcels. These buildings provide opportunities for retail, office, and other facilities to co-exist in close proximity allowing residents to accomplish daily routines as a pedestrian rather than a motorist. By providing a combination of business types in close proximity to each other with buildings that promote mixed-uses, residents and visitors will enjoy convenience, diversity, excitement, and ambiance within their neighborhood.

- 1) Buildings are required to be located close to the roadway right-of-way.
- 2) Buildings should be located in prominent locations at intersections, or as terminus to roadways. Parking should be to the rear of the site with primary entrances oriented to public roadway.
- 3) Commercial buildings should be oriented to maximize pedestrian linkages to adjacent transit stops.
- 4) Primary entrances to commercial buildings should have visual orientation and close proximity to adjacent public roadway with

adequate pedestrian access and signage to identify it as the primary access.

- 5) Secondary entrances to commercial buildings should provide linkages to adjacent buildings and facilities on and off-site.

**Convenience Commercial.** This commercial center is intended to serve residents of Del Paso Nuevo and surrounding neighborhoods with uses that include, but are not limited to, a grocery store, drug store, discount store, video rental and music shop.

**Neighborhood Commercial.** This commercial center is intended to serve primarily residents of Del Paso Nuevo with daily needs which include, but are not limited to, coffee shops, shoe repair, dry cleaning, insurance agencies, small boutiques and offices. Within this land use designation, mixed-use buildings with first floor retail uses and office or residential above is encouraged.

**Prohibited Commercial Uses.** There are certain commercial uses that are prohibited within Del Paso Heights including liquor stores, adult video or retail stores, fast food drive-thrus, bars/nightclubs, and other businesses considered incompatible with single-family residential uses and school/park facilities.

**Front Setback (Along Street)**

12'-6" Min. – 15' – 0"

**Rear Setback**

15'-0"

**Side Setback**

15'-0"

**Building Height**

35'-0" (two story)

**B. Public/Quasi-Public (Civic)**

A diverse variety of architecture is encouraged for civic buildings so that the core area will appear to have "grown" over time and not built all at one time by a single developer.

The design and location of educational facilities, libraries, community halls, public safety buildings, and recreational facilities are important to the overall community form and image. Public buildings should reflect the civic spirit and community cohesiveness that will characterize the Community of Del Paso Nuevo.

- 1) Consistent architectural design and detailing should be provided on all sides or elevations of a building to eliminate obvious "side" or "back" of building appearance.
- 2) Architecture and support landscape, lighting, fencing and any signage should compliment each other and work together to create and maintain neighborhood identity.
- 3) Large, bulky or sprawling buildings should be broken up by changes in height, wall plane, shadow relief, clustering or other measures.

- 4) Entries to buildings should be clearly identifiable, integrated with adjacent landscaping or streetscaping (where applicable) and should act as a principal organizing element in the building's design/massing.
- 5) Multi-story buildings should incorporate some one-story elements to soften the building's overall mass.
- 6) Columns and walls should reflect permanence by emphasizing thickness and mass.
- 7) Flashing details on walls and roofs, including gutters, downspouts and vents, should be designed to compliment the building's overall design, including materials and colors.
- 8) Each building should have a defined base, middle section, and top element. The three components should be resolved and scaled approximately to the type of uses served by the building.
- 9) Buildings should be prominent and communicate their purpose as civic icons.
- 10) Landmark elements such as towers, public art, fountains and flags should be made of durable, weather resistant materials and should be considered as elements of the designs.
- 11) Buildings should be placed at highly visible locations such as a street terminus or in village centers.
- 12) Public buildings should be across from dedicated parks, open space, and other public facilities.

This land use designation is intended to encourage civic related uses to locate within the core area of the neighborhood. Civic related uses that may occur in the P/QP designation include, but are not limited to; institutions such as a police station, fire station, library, museum, auditorium, theater, meeting hall, daycare, elderly care, continuing education facility, and transit stations.

**Building Setback**

5'0" Min. – 12-6" Max.

**Side Yard Setback**

0' (5' adjacent to roadways and residential)

**Rear Yard Setback**

10' (0' along shared drive)

**Building Height**

40'-0" (two story)

**C. Non-Residential Plazas**

Within each non-residential development site, there should be outdoor spaces that provide opportunities for people to congregate.

- 1) Plaza areas should be located adjacent to building access points and should promote street life and a sense of activity around the building.



- 2) Plazas should be designed in context with the building architecture, materials, and color. They should provide a sense of place unique to the buildings they serve but also become a unifying element between individual buildings.
- 3) Plazas should be pedestrian-friendly and buffered from parking lots, service areas and potential nuisances.
- 4) Plazas should be handicap-accessible and well lit at night. Permanent seating and site furnishings are encouraged.
- 5) Plazas should be provided at an average of one (1) square foot per 100 square feet of building. Qualifying space should be paved surfaces, fountains, seating areas, etc., excluding sidewalks that provide access to the plaza.

#### **D. Non-Residential Circulation and Parking**

- 1) Parking lots serving commercial and civic uses that have opposite peak use periods will be considered for reciprocal parking credit.
- 2) On street parking adjacent to commercial and civic uses will be considered as credit for parking requirements.
- 3) Surface parking lots should be located away from the adjacent roadways and to the rear of the buildings. Where parking must front the adjacent roadway it should be limited to two bays (60-foot width) paralleling the roadway.
- 4) Internal surface parking lots should provide multiple pedestrian linkages to adjacent properties. Wall or fences greater than four feet in height are discouraged around parking lots.

### **5.3 Residential Landscaping**

The only landscaping regulated within the residential land use in Del Paso Nuevo is the front yard landscaping occurring within the PUE on major residential streets (40' right-of-way). This landscape is registered to achieve two goals: provide street trees throughout the neighborhood, and improve safety by improving visibility along the streets.

#### **A. Residential Landscape Easements**

There are three types of landscape improvements within the public realm of Del Paso Nuevo: landscape planter strips, landscape entry features, and landscape easements.

**Landscape planter strips** are located between the street curb and sidewalk within the public roadway right-of-way. These areas should be planted with street trees and turf per the street tree matrix and should be irrigated automatically with pop-up heads. Maintenance shall be provided by a special

assessment district. The planter strips occur on major streets throughout the neighborhood.

**Landscape entry features** are located adjacent to neighborhood entry signs around the perimeter of Del Paso Nuevo, where major residential streets enter the neighborhood. These planting features shall be installed with the signage and maintained by a special assessment district. They are located within the roadway right-of-way and/or public utility easement adjacent to the public roads.

The roadway **landscape easements** overlay the 12.5-foot public utility easements throughout Del Paso Nuevo. They are located directly adjacent to the roadway right-of-way. The landscape easements are restricted setbacks that are to be planted with street trees and irrigated according to the street tree matrix contained in this document. The City will review and approve individual parcel compliance with the roadway landscape easement standards upon submittal of the special permit.

The public landscape transforms an otherwise ordinary city street into an open space amenity that can add value to adjacent properties, enrich the overall community, and encourage a pedestrian-friendly environment. The primary purpose of the public landscape is to create a continuous street tree planting along major roadways. The groundplane treatments within this easement are somewhat flexible. In areas of high foot traffic, pavement or turf is desirable. In areas of low foot traffic, drought-tolerant or low-water-use plants should be used. Plants exceeding three feet in height are not allowed within the public landscape groundplane.

## **B. Non-Residential Street Tree Planting**

- 1) The intent is to create a heavy "canopy" over the sidewalk. Street trees in residential areas should be located a minimum of 4'-0" and a maximum 6'-0" from the sidewalk edge, except in the case of split sidewalk where trees will be located at the center of the planter strip.
- 2) Tree species within Public Utility Easement (PUE) should be installed per the Streetscape Master Plan Matrix.
- 3) Soil analysis is recommended to determine if subsurface drain lines or soil amendments are needed.
- 4) Street trees should be a minimum of fifteen-gallon trees and should be staked against prevailing wind.
- 5) Tree placement should be coordinated with streetlights, utilities, and entry drives. (Tree spacing, per the street tree matrix, should prevail where practical.)
- 6) Trees should be located as to preserve sight lines at intersections and near signage.
- 7) Accent trees should be located at key driveway entrances and at intersections.

- 8) Trees should be matched in size, height, and form where formalized, and mixed-matched where informalized.

### **C. Non-Residential Understory and Groundplane Planting**

- 1) The functional demands on the groundplane will vary greatly based on the adjacent land uses. Planter strips adjacent to "on-street parking" lanes should be planted with durable turf, and planter strips not adjacent to "on-street parking" lanes should be planted with native and/or low water use ground covers and/or low shrubs.
- 2) When shrubs are used, they should be low height varieties that do not obscure views and/or access.
- 3) Multiple connections between the right-of-way and adjacent parcels are encouraged.
- 4) Water-conserving plant materials should be used where practical. Durability under foot traffic may prohibit their use between curb and walkway planters.
- 5) Positive drainage should be maintained towards the street within the right-of-way assuming a 2% minimum slope and a 5% maximum slope perpendicular to the curb.
- 6) Clear sight lines should be maintained at entry drives and intersections per City standards.
- 7) Decorative rocks, cobble, crushed rock, permanent wood chips or gravel are not to be in lieu of ground cover material; however they may be used as accent material to stabilize drainage wales and channels.

### **D. Non-Residential Irrigation**

- 1) Water conserving irrigation techniques and equipment should be used throughout.
- 2) Pop-up heads should be located and specified to prohibit over spray onto paved surfaces.

## **5.4 Public Improvements Walls and Fences**

### **A. Public Improvements Walls**

Walls within the public realm may include retaining walls, privacy walls, and/or decorative walls. These walls should be designed to blend with the overall neighborhood, and to consider maintenance vandalism, graffiti, and aesthetics. The following guidelines should be considered.

- 1) Large surface expanses on walls should be articulated with varied reveal patterns (control joints), material/texture/color changes, details a change in plane/direction or other means. These measures create

distinct shadow patterns resulting in the increased perception of depth and variety.

- 2) Materials that are inherently low maintenance and give a feeling of permanence such as brick, stone, concrete and concrete block are encouraged along the ground plane and at pedestrian levels.
- 3) Cement/synthetic plaster (stucco) in medium to light earth toned colors is encouraged.
- 4) Brick masonry and brick veneer in medium to light earth toned colors is encouraged.
- 5) Split-faced concrete block with multiple colored aggregate is encouraged. Flush mortar joints are highly discouraged.
- 6) Corrugated fiberglass or metal ("tin") panels are discouraged.
- 7) Vinyl or sheet metal siding is discouraged.
- 8) Plywood, hardboard or dimensional lumber is discouraged.

## **B. Public Improvements Fences**

Fencing within the public realm may include protective fencing around detention basins, privacy fencing near park features, and/or decorative fencing. The fencing should be designed to blend with the overall neighborhood, and to consider maintenance vandalism, graffiti, and aesthetics. The following guidelines should be considered.

- 1) Chain-link with wood slats is discouraged.
- 2) Fencing should not exceed six feet in height.
- 3) Fences should comply with all applicable City design requirements and should not obstruct visibility or stopping sight distance.

## **5.5 Non-Residential Signage**

The identification within the residential areas should provide a cohesive bond between individual projects and provide a "thread of continuity" throughout the entire neighborhood.

Project specific signage will be subject to review and approval by the City of Sacramento and must meet Sacramento Sign Ordinance No. 2868, 4<sup>th</sup> Series.

### **A. Non-Residential General Guidelines**

- 1) All signage should be constructed with high-quality materials, finishes, and fabrication, i.e., no plywood, PVC, etc.
- 2) All signs and their supporting structures should be maintained in good condition. Exposed hardware should be finished in a manner consistent with quality fabrication practices.

- 3) In order to prevent staining of architectural surfaces, non-corrosive materials should be used on all exterior signs.
- 4) The number and size of signs should be kept to a minimum. Only signs necessary to clearly communicate the message intended should be implemented.
- 5) All signs should be maintained in a safe and attractive condition at all times. Upon notice from the City of Sacramento, a tenant will be required to refurbish, within 30 days, any signage which does not meet the standards as stated within the program. Damaged signs should be replaced within 30 days.
- 6) All sign illumination malfunctions should be replaced or remedied within 10 days.
- 7) Signs should be free of all manufacturing labels and manufacturing advertising, with the exception of code requirements.
- 8) All signs and their illumination systems should utilize the minimum amount of energy necessary through the use of energy-saving design techniques, equipment, and materials.
- 9) All exterior sign illumination should be consistent with the lighting program, except as otherwise stated within this signage program.
- 10) Signs located in turf areas must include concrete mow strips, flush with grade, to minimize conflict with landscape maintenance equipment.
- 11) Landscape irrigation equipment must be located to prevent spray onto signage.

#### **B. Non-Residential Project Entry Signage**

Project entrance signs can be located at the entrances of specific developments within each development area, and where possible, entrance signs should be consolidated on to one sign monument per entrance that serves multiple buildings within each development area. Signs should be constructed with durable weather resistant materials. These signs may be located within the landscape easement and integrated into retaining walls or architecture at the discretion of the City of Sacramento. The specific design proposal should be created by each project developer and submitted for approval during the schematic plan review process. The signs should be funded solely by the developers of individual projects.

- 1) Examples of acceptable sign materials are painted, polished or brushed aluminum, porcelain enamel, fiberglass, brick, stone and ceramic tile.
- 2) All graphics should be high quality material that are computer cut, silk-screened or applied dimensional elements; solid painted acrylic or solid/constructed metal (bronze, brass, anodized aluminum, or stainless steel).
- 3) No laminated materials allowed.

- 4) Letters must be of a color and thickness which avoids shadow distortions.
- 5) Topography and layout designed by a professional graphic designer is encouraged.
- 6) No plastic signs with internal illumination permitted.
- 7) Exposed light fixtures should be screened by plant materials or otherwise hidden from direct view.

**C. Non-Residential Commercial Signage (Tenant/ID Signs)**

In addition to meeting the City of Sacramento Sign Ordinance Standards, commercial/signage within the SPD must adhere to the following additional standards.

- 1) In no case shall flashing, moving, or audible signs be permitted.
- 2) The wording of signs should not describe the products sold, prices (except for gas stations), or any type of advertising, except as part of the occupant's trade name or insignia.
- 3) Signs should not be placed on building roofs.
- 4) Signs, or any portion thereof, should not project above the building or top of the wall upon which it is mounted.
- 5) No exposed bulb signs shall be permitted.
- 6) The location of signs shall be determined during the special permit review process.
- 7) All electrical signs shall bear the UL label and their installation must comply with all local building and electrical codes.
- 8) No exposed conduit, tubing, or raceways shall be permitted.
- 9) All conductors, transformers, and other equipment should be concealed.
- 10) All signs, fastenings, bolts and clips should be of hot dipped galvanized iron, stainless steel, aluminum, brass, bronze or black iron.
- 11) All exterior letters or signs exposed to the weather should be mounted at least three-fourths inch (3/4") from the face of the building to permit proper dirt and water drainage.
- 12) Location of all openings for conduit and sleeves in sign panels of buildings should be indicated by the sign contractor on drawings submitted to the City. Installation should be in accordance with the approved drawings.

- 13) No sign maker's labels or other identification shall be permitted on the exposed surface of signs, except those required by local ordinance which should be located in an inconspicuous location.
- 14) Each occupant who has a non-consumer door for receiving merchandise may have uniformly applied on said door, in a location as directed by the City in two-inch high block letters, the occupant's name and address. Where more than one occupant uses the same door, each name and address should be applied. Color of letters will be approved by the City.
- 15) Occupants should install street address numbers, as the U.S. Post Office requires, in a proposed location approved by the City. Size, type, and color of the numbers must be approved by the City.
- 16) Floor signs, such as inserts into terrazzo, special tile treatment, etc., will be permitted within the occupant's lease line or property line, if approved by the City.
- 17) Tenant signage should consist of individual dimensional letters and/or logos applied directly to the face of the building.
- 18) No "cabinet style" or plastic signs are permitted.

#### **D. Non-Residential Marketing Signage (Temporary)**

Individual developments within Del Paso Nuevo should be required to adhere to the standards regarding marketing/informational signage contained within the City of Sacramento sign ordinance. These signs include any temporary signage associated with the marketing of land and buildings. The signs shall be funded solely by the landowners.

### **5.6 Non-Residential Lighting**

The lighting within Del Paso Nuevo will have a major impact on the overall aesthetics and safety of the community. The lighting standards are intended to ensure a consistent level of light throughout the project area without creating a monotonous effect. Each light standard and lamp type should be selected within the context of the entire community design objectives and with specific regard to the functional demands for its location.

These lighting standards will provide a hierarchy of lighting effects which contribute to the overall cohesiveness of the community image. When used together with the other development guidelines, these standards will unify the project area.

#### **A. Non-Residential General Guidelines**

- 1) Light sources with a white color within the color temperature range of 2700 – 4500 degrees Kelvin are encouraged. Golden, yellow, blue, or reddish light sources should not be used. Blinking lights are not permitted.
- 2) Light standards should be attractive to look at during daylight hours.

- 3) Light sources should be located and directed to minimize glare to adjacent uses.
- 4) Energy saving devices such as solar sensors and timers should be utilized. Developers should contact SMUD new construction services staff to discuss methods to conserve energy.

#### **B. Non-Residential Parking Lot Lighting**

- 1) Shoebox style light fixtures are prohibited.
- 2) A minimum lighting level of 1.5 footcandles, as measured at the parking lot surface, should be maintained from one hour before dark until one hour after dark.
- 3) Light standards should be selected and located to minimize glare to adjacent roadways and buildings.
- 4) Light standards should be selected that compliment the adjacent buildings and integrate with the adjacent roadway and/or walkway lighting.
- 5) Light standards should be limited to a 30-foot maximum height.
- 6) Light standards should be located in planters on grade where possible. Large concrete footings that exceed 12 inches above grade are discouraged.

#### **C. Non-Residential Building Lighting (Exterior)**

- 1) Exterior building lighting should have concealed sources of illumination and maintain lighting levels consistent with the recognized standards of the lighting industry.
- 2) Light levels should be determined based upon the prominence each building has within the overall community, e.g., a civic center building should have greater illumination than an industrial warehouse building.
- 3) Indirect wall lighting or "wall washing" is encouraged rather than spot lighting from great distances.
- 4) Building lighting should be carefully integrated into the building or concealed in the landscape as to hide the source at night and obscure the fixture in daylight.
- 5) Light fixtures should not project above the façade or roofline of the building.

#### **D. Non-Residential Walkway Lighting**

- 1) A minimum of one (1) footcandle of light should be provided along walkways.



- 2) Pole mounted light fixtures should be mounted such that the center of the lamp is between fifteen (15) and twenty (20) feet above the adjacent walkway.
- 3) Lighting may be mounted in bollards, walls, or on low-level standards so long as they are complimentary to the adjacent appurtenances and vandal resistant.
- 4) Walkway lighting should be carefully coordinated with the surrounding lighting patterns.

**E. Non-Residential Landscape Lighting**

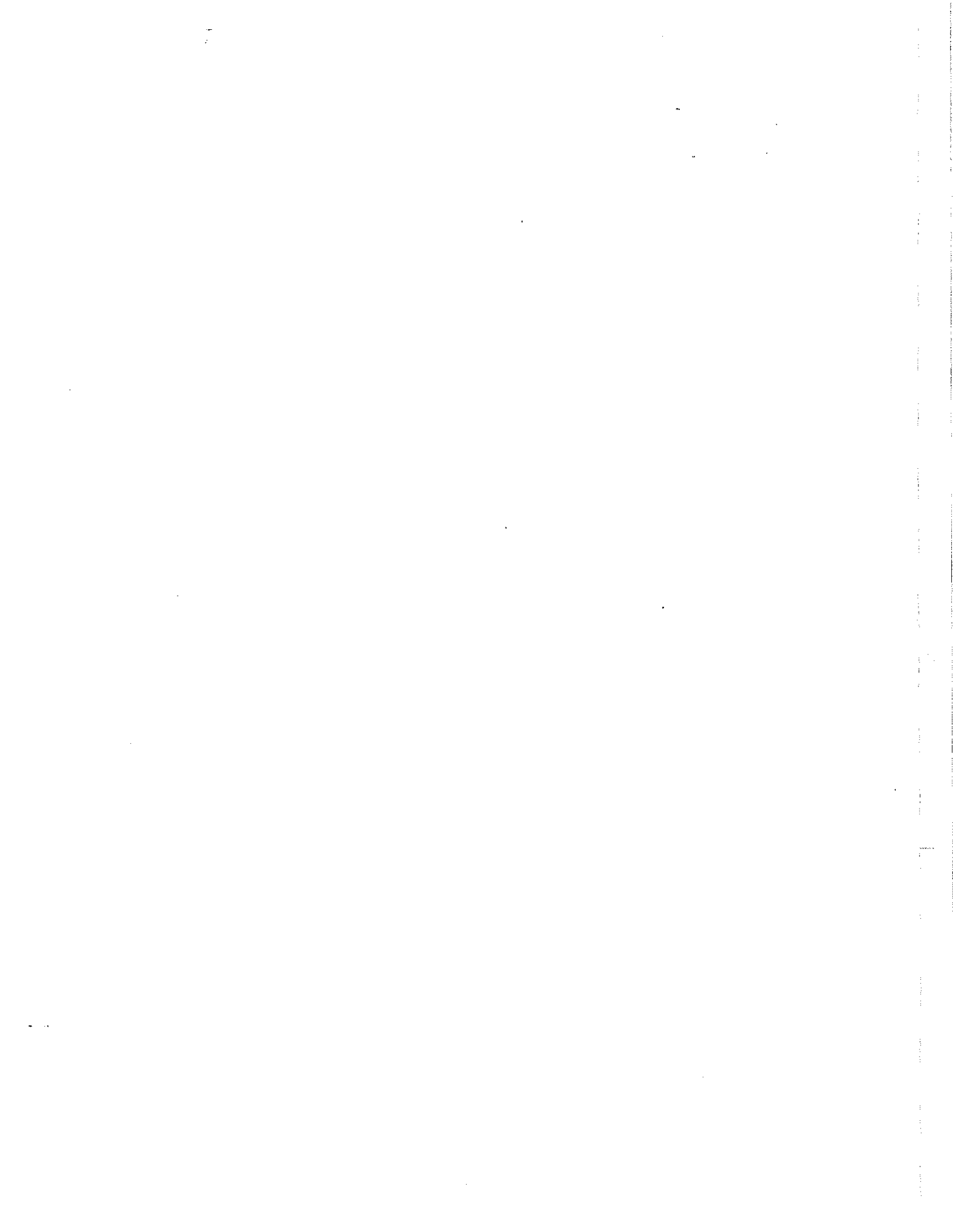
- 1) Landscape lighting should be used as supplemental or accent lighting only and should not be used to meet minimum footcandle requirements for safety.
- 2) Light sources should be concealed and unobtrusive during daylight hours.
- 3) Upright light fixtures should be shielded to prevent glare for pedestrians and vehicles.
- 4) Vandal resistant fixtures should be utilized.



**SECTION**  
**FINANCING PLAN**

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6



## Section 6. FINANCING PLAN

The Financing Plan for Del Paso Nuevo will be finalized upon further engineering, phasing, and design studies. The following are anticipated to be included in the Financing Plan.

There are three types of costs associated with public improvements in Del Paso Nuevo:

- 1) **Off-Site Costs:** Costs associated with public improvements which benefit the entire community. Such costs include the installation of "backbone" storm drain, sewer and water improvements, roadway improvements, including Silver Eagle Road and portions of New Road "A" and Fairbanks Avenue, and improvements to Ford Road, Carroll Avenue, Taylor Street, and Hayes Avenue.
- 2) **On-Site Costs:** Costs associated with public improvements which primarily benefit individual properties such as streets and utilities within or at subdivision boundaries.
- 3) **Acquisition Costs:** Costs associated with the acquisition of properties needed for the installation of Off-Site improvements.

It is anticipated that On-Site Costs will be financed privately by individual developers and property owners. Funding may be available from SHRA to finance such costs.

Financing of Acquisition Costs and Off-Site Costs may include any or all of the following:

- 1) SHRA funding;
- 2) CIP funding;
- 3) Special assessments, or "Mello-Roos" assessments;
- 4) Special fees paid with building permits;
- 5) Developer contributions

To the extent that costs of Off-Site Improvements are advanced by individual property owners, it is anticipated that such property owners should be entitled to reimbursements subject to benefit assessment methodology and availability of funds.

**APPENDIX A  
SPD ZONING DOCUMENT**

**DEL PASO NUEVO  
INFRASTRUCTURE PLAN**

# DEL PASO NUEVO

## INFRASTRUCTURE PLAN

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Exhibit 6. Existing Roadway Facilities  
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# DEL PASO NUEVO

## INFRASTRUCTURE PLAN

### INTRODUCTION

Del Paso Nuevo is a 150-acre master planned neighborhood in the Del Paso Heights and Strawberry Manor areas of the City of Sacramento, Sacramento county, California within the Del Paso Heights Redevelopment Areas as shown in Exhibit 1-Regional Map. The project was one of six homeownership development projects nationwide selected to receive a major funding award by the US Department of Housing and Urban Development in 1997. The project area as shown in Exhibit 2-Neighborhood Aerial is bounded by South Avenue to the north, Altos Avenue to the east, Arcade Creek to the south and Norwood Avenue to the west.

The Project area is characterized by larger, irregularly sized rural lots, many of which are vacant and blighted. To the extent there are existing structures in the Project area, few are in good condition and are worth rehabilitating or preserving. The existing streets in the area – Hayes Avenue, Ford Road, Carroll Avenue, and Taylor Street, are under improved, 20-foot wide roadways without curbs, gutters and sidewalks. Overhead utility lines run along street frontages. Disjointed and dysfunctional, the streets inhibit vehicular and pedestrian circulation through the community. Much of the infrastructure must be modernized and enlarged for the development of a high quality living environment for residents of the community. Existing conditions are illustrated in Exhibit 3-Existing Conditions.

Del Paso Nuevo is a plan to transform a blighted, semi-rural area into a traditional neighborhood that joins previously isolated neighborhoods into one cohesive community. This will be accomplished by the development and realignment of infrastructure and the development of community amenities to provide better linkages within the community and to adjacent, more prosperous communities.

### LAND USE

#### EXISTING LAND USE

There are 290 parcels in the project area of which 183 contain structures containing 246 housing units, predominantly single-family residential. Development of the area as currently subdivided (one unit per parcel) would result in the development of 107 additional units. Existing uses and land use designations under the current North Sacramento community Plan are listed in Table 1:

**Table 1-Existing Land Use**

	<u>Gross Ac</u>	<u>Net Ac</u>	<u>Max Units</u>
Residential (4-15 du/ac)	147.0	118.0	1,770
Neighborhood Commercial	2.9		
Parks/Recreation/Open Space	<u>4.6</u>		<u>      </u>
Total	154.5		1,770

Full buildout under the community Plan would result in the development of 1,910 dwelling units. The Community Plan land use map for the area is included in Exhibit 4-Community Plan.

## PROPOSED LAND USE

The Del Paso Nuevo development plan proposes a mix of land uses that will contribute to a vibrant neighborhood. Buildout of Del Paso Nuevo would result in fewer units and lower densities than buildout under the current Community Plan. The Del Paso Nuevo Land Use Plan is included in Exhibit 5-special Planning District Land Use Plan. Table 2 summarizes the land uses proposed:

**Table 2 – Proposed Land Use**

	Gross Acres	Net Acres	Min Units	Max Units	Avg Units
Residential					
Density 4-8 du/ac	97.6	78.0	312	624	468
Density 8-12 du/ac	25.0	20.0	160	240	200
Density 10-15 du/ac	4.0	3.2	32	48	40
Commercial					
Convenience	3.3				
Neighborhood	3.7				
Park/Civic/Drainage	15.4				
Open Space/Drainage Basin	3.1				
Public/Quasi-Public	3.5				
Transit Station	0.2				
<b>Total</b>	<b>154.5</b>		<b>504</b>	<b>912</b>	<b>708</b>

## CIRCULATION

### EXISTING CONDITIONS

**Roadways.** The primary roadways to the project area are Silver Eagle Road, Norwood Avenue, and Rio Linda Boulevard. Streets within the project are South Avenue, Altos Avenue, Taylor Street, Hayes Avenue, Ford Road and Carroll Avenue. The intersection of Silver Eagle and Norwood is signalized. Other intersections within the project area are stop sign controlled.

- Silver Eagle Road, west of Norwood, is a two-lane roadway (30' pavement width, 50' right-of-way) improved with curb, gutter and sidewalk on the north side. A \$1.26 million widening of Silver Eagle is sixth on the City's project programming list and is scheduled for 1998. Silver Eagle carries approximately 10,000 vehicles per day.
- Norwood Avenue at the western boundary of the project is a four-lane roadway with a center turn lane constructed to an 80' right-of-way standard. The roadway is fully improved with curbs, gutters and sidewalks. Access to Interstate 80 is provided to the project via Norwood. Norwood is the most heavily traveled roadway in the area, carrying 10,000 to 15,000 vehicles per day.
- Rio Linda Boulevard to the east is a four-lane roadway with a center turn lane fully improved to an 80' right-of-way standard. Rio Linda carries approximately 10,000 to 13,000 vehicles per day.

- South Avenue and Altos Avenue are two-lane roadways fully improved to a 54' right-of-way standard. They carry 2,500 and 1,300 vehicles per day, respectively. Taylor, Hayes, Ford and Carroll are two-lane roadways (approximately 20' pavement widths, 60' right-of-way widths) lacking frontage improvements. Taylor, Hayes and Carroll carry approximately 500 vehicles per day while Ford carries 2,200 vehicles per day.

A diagram illustrating existing roadway conditions is included in Exhibit 6 – Existing Roadway Facilities and Exhibit 7 – Existing Daily Traffic Volumes.

**Bicycle/Pedestrian Facilities.** Existing bicycle and pedestrian facilities are inadequate. Hayes, Ford, Taylor and Carroll are not improved with sidewalks and are devoid of tree canopy. The western side of Norwood Avenue at the western Project boundary has been improved with an on-street Class III bikeway and Altos Avenue (Sacramento Northern Parkway) at the eastern boundary has been improved with an off-street bike trail. The Sacramento Northern Parkway connects to the American River Parkway two miles southwest of the project. The following improvements have been proposed in the City/County 2010 Bikeway Master Plan:

- On-street bikeways on Morrison Avenue, Western Avenue, Silver Eagle Road, and Fairbanks Avenue outside the project boundaries and on Hayes Avenue within the project boundaries.
- Off-street bike trails adjacent to Arcade Creek, a portion of which is at the southern project boundary, and within the Walter Ueda Parkway (Natomas East Main Drainage Canal) west and south of the project area. The Ueda plan calls for a bike/pedestrian/equestrian trail at the top of the north levee of Arcade Creek at the project boundary.

A diagram of bicycle facilities in the project area is included in Exhibit 8 – Project Area Bicycle Facilities.

**Transit Facilities.** Three Regional Transit bus routes provide service to the project area:

- Route 15 provides service from Rio Linda Boulevard (just east of the project area) to the Packard Bell facility in South Sacramento and to the Watt Avenue/I-80 light rail station.
- Route 19 provides service from Norwood Avenue at the western project boundary to the light rail stations at Watt/I-80 and Arden/Del Paso and to North Highlands. The closest light rail station, Arden/Del Paso, is 2 miles south of Del Paso Nuevo.
- Route 87 provides service from Grand Avenue north of the project area to Oak Park and South Natomas.

Existing transit service is illustrated in Exhibit 9 – Existing Transit Service.

## PROPOSED IMPROVEMENTS

**Roadways.** The goal of the circulation plan is to incorporate as much existing roadway into the project as possible and to provide improvements that encourage pedestrian activity. This plan incorporates and addresses improvements to the aforementioned streets in addition to one new street – “New Road ‘A’” – to be constructed at the park/school frontage. Other than specifying design criteria and general future connections, improvements to streets interior to residential subdivisions shall be addressed on a project-by-project basis and are not the

subject of this infrastructure plan. Proposed roadway cross sections are included in Exhibit 10 – Roadway Cross Sections.

Three of the roadways in the project area – South Avenue, Norwood Avenue and Altos Avenue, require no modifications. The remaining roadways will require significant improvement.

- Silver Eagle Road, as the main entry to Del Paso Nuevo, will be extended into the project area terminating at the park/school site. This roadway will be improved with a travel lane and a Class II bike lane in either direction and a center turn lane/median. On-street parking shall not be allowed on Silver Eagle.
- Taylor Street, Hayes Avenue, Ford Road, Carroll Avenue, Fairbanks Avenue, and New Road "A" shall be improved with 10-foot travel lanes and 7-foot parking lanes in either direction, and a 6-foot planter strip and 4-foot sidewalk on either side of the street. A 5-foot sidewalk shall be provided at the school/park frontage. Ford east of Norwood will be constructed to align with Ford west of Norwood.
- Interior subdivision streets shall be developed as typical two-lane residential streets. Except as described below, all intersections within the project can be safely and appropriately controlled by stop signs.
  - *Norwood/Silver Eagle*. The existing signal must be modified to accommodate the new intersection approach.
  - *Norwood/Ford*. Anticipated future traffic volume may warrant signalization; however, the 600' distance from Silver Eagle/Norwood may preclude this option. Alternatively, signalization at Norwood/Carroll may provide the required project access and control for Ford Road traffic.
  - *Norwood/South*. Anticipated future traffic volume may warrant signalization; however, with signalization, unless the off-set between intersections of the east and west legs of South Avenue is eliminated, the two intersections will need to be signalized together to operate as a single intersection.
- Traffic calming devices will be installed as shown in Exhibit 11 – Traffic Calming Plan and will include zebra crosswalks at Norwood and Carroll, Ford, Silver Eagle and South; traffic circles at Taylor/Ford and Taylor/South; and intersection portals at Altos/Ford and Altos/South.

**Bicycle/Pedestrian Facilities.** Within the project area, bikeways are proposed on Silver Eagle Road, New Road "A" (park/school frontage), and Ford Road.

- A Class II bike lane shall be provided on either side of the Silver Eagle Road extension providing direct connections to the transit stop and Robertson Center on Norwood Avenue. This bikeway connects to the rest of the project area via New Road "A". Future development of Silver Eagle Road west of Norwood should provide similar bikeway connections.
- Although the 2010 City/County Bikeway Master Plan shows a future on-street bikeway on Hayes Avenue, a Class III on-street bikeway (less than 4,000 ADT) is proposed on Ford Road instead. Given the anticipated light traffic and moderate speeds, this location will provide more utility with direct connections to Rio Linda Boulevard and Strawberry Manor.

- While the Oak Knoll/Johnson Heights Land Use and Infrastructure Plan, dated June 1996 (the "Oak Knoll Plan"), proposes Class II on-street bike lanes on South Avenue, South Avenue is not sufficiently wide to accommodate this design; however, a Class III bikeway can be safely accommodated. A Class II on-street bikeway will be provided on the extension of Silver Eagle Road into the project area.

A diagram illustrating proposed bicycle facilities is included in Exhibit 12 – Project Bike/Transit Facilities.

**Transit Facilities.** With the proposed extension of Silver Eagle Road east of Norwood, a bus stop, which will include a route sign, bench and shelter, is proposed at the northeast corner of the intersection (see Exhibit 12) to serve buses northbound on Norwood. This transit stop is intended to be at the center of activity of the neighborhood as it is less than ¼ mile from existing Robertson Center and the planned residential, commercial, and open space uses within the project.

**Cost.** The cost of the proposed circulation improvements, not including interior subdivision streets, is estimated at \$4,000,000.

## **WATER SYSTEM**

### **EXISTING CONDITIONS**

**Demand.** Existing uses require minimum fire flows of 1,000 gpm for residential properties and 2,000 gpm for commercial properties. Current daily demand is approximately 120,000 gpd. Average daily demand at buildout of the area as it currently subdivided is estimated at 200,000 gpd. Average daily demand at buildout under the Community Plan, assuming the area were to be subdivided to Community Plan levels, is estimated at 425,000 gpd.

**Distribution System.** Water system pipelines exist within every street in the project area.

- Norwood Avenue contains parallel 8" and 12" mains from Arcade Creek to South.
- Taylor Street contains an 8" main from Carroll to south.
- Altos Avenue contains a 6" main from Arcade Creek to South. Parallel to Altos, a 30" transmission main runs from Arcade Creek to South.
- Carroll Avenue contains an 8" main from Norwood to Taylor and a 6" line from Taylor to Altos.
- South Avenue, Hayes Avenue, and Ford Road contain 6" lines from Norwood to Altos.

The existing water system is illustrated in Exhibit 13 – Existing Water System.

### **PROPOSED IMPROVEMENTS**

**Demand.** Table 3 summarizes estimated average daily demand of the proposed project:

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**Table 3 – Estimated Water Demand**

	<b>AVG DAILY FLOWS</b>	<b>PEAK FLOWS</b>
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Res 4-12 du/ac	668.0 DU	630 gpd	420,840 gpd
Res 10-15 du/ac	40.0 DU	225 gpd	9,000 gpd
Commercial/Civic	7.0 Ac	2,678 gpd	18,746 gpd
Public/Quasi Public (3.7 ac)	1.0 site	2,232 gpd	2,232 gpd
Park/Open Space (18.9 ac)	1.0 site	3,750 gpd	3,750 gpd
Total			454,568 gpd

Maximum daily demand is estimated at 1.8 times the average and peak hour demand is at 2.34 times the average. If water demand for park irrigation is included in the average daily demand, average demand of the proposed project is 2.14 times the average daily demand at buildout of the area as currently subdivided. City policy is to develop irrigation wells for park sites so as not to impact treated water system demand. If park irrigation demand is not included in calculating water demand for the project, average daily demand of the proposed project is 2.12 times the average daily demand at buildout of the area as currently subdivided.

**Distribution System.** Existing water lines in the area are adequate for the proposed development and can continue to be used based on the City's design criteria for sizing of pipelines and spacing of pipeline grids. It is anticipated that the City will complete a hydraulic network analysis to confirm hydraulic capacities prior to design and construction of the water system or street construction.

The Oak Knoll Plan proposes the construction of a 12" water main within Ford Road through the project area connecting to the 30" transmission main adjacent to Altos. While installation of this main will improve fire flows to the project area, the main is needed to solve a fire flow problem in the industrial areas of the Oak Knoll/Johnson Heights area. If, in fact, this main is needed, it will be installed with the construction of Ford Road; however, an appropriate funding or reimbursement mechanism must be provided.

To meet the City's criteria of providing 8" mains on a 1,300-foot grid pattern, an 8" waterline shall be installed within new north/south streets in the project area between South and Carroll. All other new streets shall be individually evaluated as to whether a 6" line or an 8" line is appropriate.

The proposed water system is illustrated in Exhibit 14 – Proposed Water System.

**Cost.** The cost of the proposed water improvements, not including subdivision or house services, is estimated at \$250,000.

## WASTEWATER SYSTEM

### EXISTING CONDITIONS

**Wastewater Generation.** The following generation factors were assumed for this analysis.

Res 4-12 du/ac	400 gpd per unit
Res 10-15 du/ac	300 gpd per unit
Commercial	10,000 gpd per acre
Public/Quasi Public	12,000 gpd

Existing uses generate approximately 50,000 gpd. Average flow rates, at buildout of the area as currently subdivided and under the Community Plan, are estimated at 80,000 gpd and 800,000 gpd, respectively, and the peak flow rates are approximately 0.28 MGD and 1.8 MGD. These estimates include a normal amount of infiltration; however, due to the age of the

lines in this area, a higher amount of infiltration may occur, thereby increasing peak flow rates. The Sump 85 sewer shed area is on the City's list of studies to be completed in the near future to determine the amount of infiltration and the repairs necessary to lower rates to normal levels.

**Collection System.** City wastewater pipelines varying in sizes from 6" to 10" exist within public streets to serve all developed parcels in the area. Generally, project area wastewater flows collect in pipelines running towards Taylor and Norwood, then either south on Taylor to an existing lift station, Sump 105, or south on Norwood. Approximately half of the wastewater from the area flows to Sump 105 located at the intersection of Taylor and Carroll. Wastewater from the remaining area generally flows to pipelines located in Norwood and eventually flows to Sump 85. Wastewater at Sump 105 is pumped to a 10" line running west within Carroll to a manhole at Norwood/Carroll. At this intersection, all wastewater is gathered and flows south down Norwood to Fairbanks and west down Fairbanks to another lift station at Sump 85. Sump 105 has two old and worn 2 hp/240 gpm pumps that need to be improved. The wastewater system is illustrated in Exhibit 15 – Existing Wastewater System.

Sump 85 capacity and shed area infiltration problems were discussed in the Oak Knoll Plan:

As an explanation for the capacity problem at Sump 85, Dianne DeCicio noted that flows to sump 85 exceed its capacity during rains. Normally, this experience would indicate excessive infiltration and possibly illegal cross connections of storm drains into sewer lines. A study of sanitary basin #85 was recently prioritized as third of our 27 projects listed for improvement by the Department of Utilities. The "Approximate Planning cost" of the basin #85 study was listed at \$150,000, while the total "Approximate Improvement Cost" for the basin is shown as \$8.1 million.

An alternative offered by the Department of Utilities was to contact Sacramento County Sanitation district to determine the possibility of connecting future sewer from the Oak Knoll/Johnson Heights area to an adjoining 72" interceptor in Norwood Avenue. In this way, it may be possible to bypass Sump 85. The cost and probability of this alternative were not researched as part of this report.

The City is currently considering an alternative which makes a new connection to the Sacramento County interceptor to solve some capacity problems in the area.

## PROPOSED IMPROVEMENTS

**Wastewater Generation.** Table 4 summarizes estimated project average and peak flow rates:

**Table 4 – Estimated Wastewater Flows**

		AVG DAILY FACTOR	AVG DAILY DEMAND
Res 4-12 du/ac	668.0 DU	0.240 MGD	0.600 MGD
Res 10-15 du/ac	40.0 DU	0.025 MGD	0.062 MGD
Commercial/Civic	7.0 Ac	0.082 MGD	0.210 MGD
Public/Quasi Public (3.7 ac)	3.5 Ac	0.012 MGD	0.030 MGD

Park/Open Space (18.9 ac)	1.0 site	<u>0.000 MGD</u>	<u>0.000 MGD</u>
	Total	0.359 MGD	0.902 MGD

Peak flow rates are estimated at 3.2 times the peak flow rates at buildout of the area as it is currently subdivided.

**Collection System.** The existing pipelines and the new gravity lines to be installed with the construction of new streets will be adequate to carry the anticipated wastewater flows for the project area. Infiltration and cross-connections will be repaired with the development of the system. A new connection to the County interceptor is proposed in the vicinity of Carroll/Altos. A new lift station is proposed to replace the existing Sump 105 at Carroll/Taylor, the capacity of which can be upgraded as buildout occurs. A new force main and gravity main will be constructed from Sump 105 at Carroll/Taylor to the County interceptor at Altos. The estimated average and peak flow rates at buildout of the project into this lift station are 0.30 MGD and 0.81 MGD, respectively. If possible, this lift station will be eliminated if the gravity pipeline from Carroll/Taylor can be constructed directly between existing pipelines and the County interceptor. Feasibility of eliminating the lift station cannot be determined until elevations have been field surveyed. Development of the wastewater system in this manner will bypass Sump 85 and will alleviate existing capacity problems. The proposed wastewater system is illustrated in Exhibit 16 – Proposed Wastewater System.

The only alternative to connecting to the county interceptor is to construct approximately 4,000 feet of pipeline to Sump 85. Because Sump 85 is already at capacity, it would also have to be upgraded. The cost of these improvements would render the project infeasible.

**Cost.** The cost of the proposed wastewater improvements, not including subdivision or house services, is estimated at \$450,000.

## STORM DRAINAGE SYSTEM

### EXISTING CONDITIONS

The 150-acre project area is part of a 450-acre watershed draining to Arcade Creek. Runoff is collected at Sump 158 and pumped into the creek 1,000 feet southwest of the project boundary. A master plan for the Sump 158 watershed is expected to be completed by the City's Utilities Department in late 1997. It is evident that the amount of additional pumping that can safely be accommodated by Arcade Creek is limited: A combination of storm water detention and increased pumping will be required.

**Regional Watershed.** Arcade Creek flows along the 2,500-foot southern boundary of the project area. The creek is a major Sacramento waterway with a watershed of 40 square miles. Norwood is 3,500 feet upstream of the creek's confluence with the Natomas East Main Drainage Canal (NEMDC) while Altos is 6,200 feet upstream. Table 5 summarizes data provided by the Sacramento Area Flood Control Agency's "Arcade Creek Flood Study" dated January 1994 for the project area:

**Table 5 – Arcade Creek Geometries**

<u>LOCATION</u>	<u>HEC-2 SECTION</u>	<u>INVERT ELEV</u>	<u>RT BNK ELEV</u>	<u>PROP RT BNK ELEV</u>	<u>100 YR ELEV</u>
Norwood Avenue	0.709	18.0	37.3	41.8	37.82



	0.727	18.0	38.3	42.3	37.82
	0.746	16.9	38.3	40.8	37.82
	0.898	15.2	38.3	40.8	37.82
	1.049	16.9	38.4	40.9	37.86
Altos Avenue	1.201	18.4	38.4	40.9	37.89

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In February 1996, Arcade Creek flood waters flowed north at Marysville Boulevard and at Rio Linda Boulevard, 48,800 feet and 500 feet upstream of the project area respectively, and flowed through the project area flooding Strawberry Manor to the west. The Rio Linda problem has since been corrected with a new structure, but the Marysville problem remains. Raising the north bank at and upstream of Marysville Boulevard is important for flood protection of the project area and adjacent neighborhoods.

The project area is in the FEMA A99 flood zone with no underlying designation. The area is not included in SAFCA maps except for text describing flooding north of the creek downstream of Marysville Boulevard. Hydraulic parameters for the analysis of Arcade Creek were developed by SAFCA including design discharges and downstream tail water conditions in the NEMDC.

**Project Area Water Shed.** The project area comprises two sub-sheds to the Sump 158 watershed with a strip along Altos belonging to the Sump 103 shed. A ridgeline from northeast to southwest separates the sub-sheds. The northern area, approximately 90 acres, drains from South/Knightlinger to Norwood/Ford. The southern sub-shed drains from Hayes to Carroll/Taylor. There are several areas where ponding occurs during storms. The most significant are Norwood near Ford, which frequently ponds to a foot or more, Carroll east of Taylor, and south at Knightlinger. Limited storm drain capacity in the project area is also exceeded by overland flow entering the area at south/Knightlinger. City master plan modeling estimates this flow at 5 cfs during the 10-year event and at 22 cfs during the 100-year event. This storm water flows south between homes crossing Hayes and Ford, adding to storm water ponding on Carroll.

**Collection System.** Drainage of the project area is collected in pipelines and conveyed to sump 158 where runoff is pumped into Arcade Creek. A pipeline traverses the study area from the intersection of South and Taylor, south on Taylor and west on Hayes to Norwood. A second drain follows the creek from Fairbanks and Taylor to Sump 158. Properties along Altos Street drain to the Altos drain. There are few residential street drains. The existing storm drainage system is illustrated in Exhibit 17 – Existing Storm Drain System.

While an analysis of the 450-acre drainage system has not been conducted, it is apparent that the drainage system in the project area is far from meeting City standards and criteria. There is significant ponding, even during frequent storms, and there is no provision for overland release except through swales which naturally flow through residential properties.

The following are the operating elevations of the pump station:

Motor deck elevation	29.2 feet
High water	17.7 feet
Low water	6.7 feet
Bottom of wet well	5.2 feet

Output is estimated at 35.1 cfs for each unit at normal operating conditions.

## PROPOSED IMPROVEMENTS

**Design Criteria.** The drainage plan requires computation of peak runoff and runoff volume. The Sacramento Method developed by the City and County is the basis for the computation. The project area is in rainfall Zone 2. The Sacramento Method design criteria were used to determine peak discharges for 10- and 1000-year events. The Sacramento Method, using the SACPRE pre-processor and HEC-1, was used at storm drain outlets to analyze and size detention basins. The following are design criteria for the project:

- The 10-year storm runoff will be carried in drains with the water level 6 inches below street level drain inlets.
- Provision will be made to route 100-year storm runoff through streets into detention basins and into storm drainage pipelines.
- New structures shall have finished floor levels at least one foot above the 100-year flood level.
- Parks will be designed for conjunctive use of storm water detention.
- Detention storage will mitigate increased runoff from project development.
- Existing overland 100-year runoff from outside the project area will be accommodated along with local overland flow.

Due to feasibility constraints, the following criteria will also be observed:

- Existing street grades will be maintained, which may lead to difficulty in meeting overland flow criteria.
- No drainage facilities will be installed in Norwood Avenue which prohibits drains from being installed in Norwood south to Arcade Creek.

**System Design.** Recognizing the significant deficiencies of the existing drainage system to accommodate storm water both from within and without the project area, the drainage system design will accommodate development of the project area, mitigate increased runoff and reduce flow to impacted areas. The proposed system is consistent with Alternative 10 of the City's Sump 158 master plan study. Storm drain lines will be located under existing streets. An existing area along Norwood and South Avenues will continue to drain to existing drains. Runoff from this area will be mitigated by a detention basin to be constructed in Nuevo Park.

A primary Del Paso Nuevo storm drain along Taylor and Hayes will flow into this 2.5-acre basin. The basin will include both a one-quarter acre "wet" continuously used area and a 2.5-acre area that will flood only during larger storms. It will have a two-foot deep, low-flow channel connecting the inflow pipe on Hayes to the outflow pipe crossing New Road "A" and connecting to a new drain under Silver Eagle Road. Runoff would enter the basin at elevation 22.0. The basin would have a peak storage of 5.3 acre-feet at a 10-year runoff and 9.7 acre feet at 100-year runoff. At a water surface elevation of 28.9 feet, approximately a 100-year peak, water would spill from the basin to New Road "A".

An existing area along Altos will continue to drain to the Altos drain and to Sump 103. An oversized channel will be constructed along Arcade Creek paralleling the existing 30" drain and will serve as a linear detention basin for flows primarily from the area east of Taylor Road. The channel will be constructed from a point 300 feet west of Taylor Street and 50 feet south of Fairbanks Avenue to Norwood Avenue. The 900' long channel will be approximately 80 feet wide, contain 4-to-1 side slopes, and will convey runoff to an existing 30" drain near Norwood and to the pumps at sump 158. The oversized channel serves as a linear detention

storage that mitigates the increased runoff to a level that will not require the addition of increased pumping capacity.

Provisions will be made to carry peak runoff greater than storm drain capacity south in streets to detention basins and land along Arcade Creek. This could amount to a short-term peak of overland release totaling 33 cfs internally and 22 cfs entering Del Paso Nuevo from the northwest. In a 100-year storm, this could be five acre-feet of additional internal water and 1.8 acre-feet additionally flowing into Del Paso Nuevo.

The proposed drainage system is illustrated in Exhibit 18 – Proposed Storm Drainage System.

**Cost.** The cost of the proposed storm drain improvement is estimated at \$2,250,000.

## **DRY UTILITY SYSTEM**

### **EXISTING**

Currently, electrical service is provided by the Sacramento Municipal Utilities District (SMUD), gas service by Pacific Gas and Electric (PG&E), telephone service by Pacific Bell and cable television service by Sacramento Cable. Electrical and telephone service is provided by overhead utility lines throughout the project area. Streetlights are located on utility poles.

### **PROPOSED**

With the development of the project, and subject to funding availability, it is proposed that all existing overhead utility lines be abandoned and replaced with underground utilities. Streetlights will be installed to City standards.

**Cost.** The cost of the proposed utility improvements is estimated at \$2,000,000.

## **PARKS AND OPEN SPACE**

### **EXISTING**

Existing park and open space in the project area consist of the Robertson Community Center located at the northwest boundary of the project on Norwood Avenue, the North Sacramento Parkway at the eastern project boundary, and Arcade Creek at the southern project boundary. Del Paso Park/School is located ¼ north of the project area.

### **PROPOSED**

Proposed with the project is a 9.1-acre joint-use park site at the center of the project area. It is also anticipated that the Robertson Center will also be expanded with the development of the project. Open space improvements will be made along Arcade Creek as storm drainage facilities are constructed.

