

# CHAPTER 5

## DESIGN PROTOCOL

### CHAPTER OVERVIEW

This chapter establishes design requirements and guidelines (referred to collectively as design protocols) for development in the The Southeast Policy Area. These design protocols take the place of the Citywide Design Guidelines, rather than supplement them.

These design protocols are organized as follows:

- **Area-wide Design Protocol:** These provisions apply universally to all development and are organized into subsections as follows:
  - A. Community Design
  - B. Site Layout and Building Orientation
  - C. Alleys and Service Access
  - D. Walls/Fencing/Screening
  - E. Drainage Channel Corridor Interface

- F. Sustainable Site and Building Design Elements
- G. Stormwater Management and Water Efficiency
- **Private Realm Design Protocol:** These provisions apply specifically to private development in the plan area and are organized as follows:
  - A. Employment Hub/Core Provisions
  - B. Village Center Provisions
  - C. Single Residential Unit Dwellings Provisions
  - D. Multiple Residential Unit Dwellings Provisions
- **Public Realm Design Protocol:** These provisions apply to areas that are in the public domain, such as streets and sidewalks, and are organized as follows:
  - A. Street Design
  - B. Crosswalks and Bulb outs
  - C. Sidewalk and Street Furnishings
  - D. Street and Pedestrian Lighting
  - E. Street Trees and Landscaping
  - F. Public Signage and Gateway Features

There are two categories or types of design protocols used in this chapter. Mandatory protocols are identified with words like “shall,” “must,” “design,” and “ensure.” Flexible provisions are identified with words like “should,” “may,” or “encouraged to,” and shall be subject to City review as part of development review.

In support of these design protocols and the other requirements of this SPA, the Community Development Director is directed to prepare, implement, and maintain the following supplemental documents. New development shall comply with these provisions.

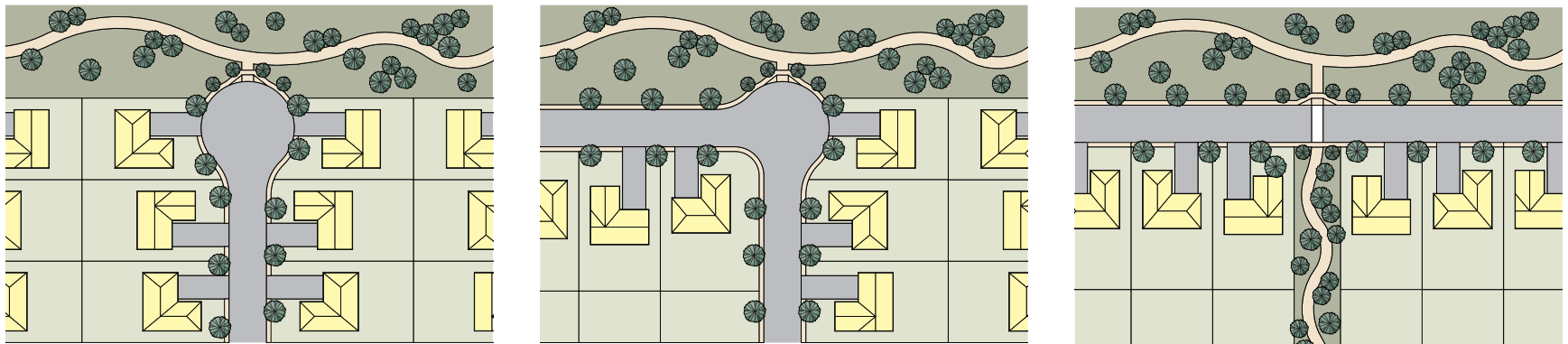
- **Architectural Style Manual:** An architectural style manual documenting appropriate architectural pallets in the plan area, including minimum requirements for each style.
- **Landscape Planning Prototypes:** Schematic plans that provide prototypical designs for public areas, including, but not limited to, street landscaping, greenway landscaping, and entry monuments, as well as a plant pallet for the area.

## 1. AREA-WIDE DESIGN PROTOCOL

### A. Community Design

The layout of and circulation network for new development shall be based upon the following principles (referred to collectively as a “modified grid”):

1. Arterial and collector streets shall be aligned at right angles (or near right angles), extending from the overall grid pattern of the City as illustrated on the Street Layout Map in Chapter 4.
2. Local streets interconnect with the arterial/collector system and other local streets. The layout of streets may include a mixture of grid, cul-de-sacs, or curvilinear alignments as long as the pattern is logical and comprehensible, minimizing circuitous routes.
3. Overlap the roadway network with both on- and off-street pedestrian and bicycle routes (e.g., greenways) that link employment areas, retail and service areas, neighborhoods, and parks together.
4. The use of cul-de-sacs should be limited, with their application generally constrained to addressing unique layout circumstances. Where used, and to the extent feasible, cul-de-sacs shall provide pedestrian connections to neighboring developments or the greenway system.
5. Provide connections or linkages to the greenway system wherever possible. This includes:
  - a. Placing streets parallel to greenways (e.g., loop streets) and connecting the sidewalk to the greenway at intersections and street elbows. In this example, buildings “front” onto the greenway, rather than “back” onto the greenway.
  - b. Providing pedestrian linkages from the bulbs of cul-de-sacs to adjoining greenways.
6. Ensure that the circulation network provides safe spaces for pedestrian and bicycle users.



*Example cul-de-sac and trail connections*

## B. Site Layout and Building Orientation

1. Orient buildings so that primary façades and key pedestrian entries face major streets. Buildings should define, connect, and activate sidewalks and public spaces.
2. Design building entries so that they are visible from the street, so that each building has an entrance along the front of the building facing the sidewalk where the majority of the public will be entering.
3. Accentuate corner buildings through height, articulation, and unique roof silhouettes to emphasize their presence. Encourage end and corner units to be visual anchors by orienting primary façades toward major streets.
4. Locate semi-private open spaces, such as common courtyards, to face major streets, activating the corridor and providing “eyes on the street.”



*Primary façade and entries face street*



*Corner building accentuated with tower*

### C. Alleys and Service Access

1. Encourage shared alleys and service access for multiple properties to minimize curb cuts and space used for service and provide better flow and safety for pedestrian, bicycle, and automobile traffic.
2. Design private alleys to provide access for service and parking.
3. Incorporate loading areas within the building, where possible, to minimize adverse traffic impacts and street activities.
4. Ensure safety in alleys and service areas through adequate lighting.
5. Use special paving materials or patterns for alleys to indicate a shared-use zone that serves as both auto access and pedestrian connections.
6. Include tree plantings and landscaped buffers along alleys to screen and mitigate the impact of multi-story buildings.
7. Install traffic-calming devices, where necessary, in alleys and service areas to reduce vehicular travel speed.
8. Provide transparent windows and balconies looking over alleys and service areas to provide visual connections from the building to the street to enhance visibility and safety.
9. Screen loading and waste storage areas from adjacent uses with vegetation, landscaping, and well-designed screening structures. The design of screening structures should complement the architectural design/character of the corresponding development and be designed from a solid material.
10. Locate garbage service as far away as possible from pedestrian pathways and public gathering places. Views of, and offensive odors associated with, these services should be minimized.



*Residential alley and service area*

### **D. Walls/Fencing/Screening**

1. Construct fences and walls of durable materials. Preferred materials for walls are brick, concrete, masonry units, pour-in-place concrete, tile, or stucco. Preferred materials for fencing are steel mesh, tubular steel/wrought iron, pre-cast concrete, and treated wood.
2. Discourage fencing and/or walls from blocking public views to open space and other public use areas. Encourage open fencing with views to adjacent open space and other public areas.
3. Maintain and trim landscaping to maximize visibility.
4. Encourage landscaping or low, well-designed fences for residential uses that can be used to delineate between the public and private realms.



*Tubular steel fencing*

## E. Drainage Channel Corridor Interface

1. Orient buildings where practical to positively define the drainage channel, public street, and open space network, with articulated façades aligned parallel to adjoining street and drainage channel frontages.
2. Development along the drainage channel shall incorporate materials that are complementary or similar to those along the channel.
3. Step down building heights as they approach the drainage channel, or integrate stepbacks into drainage channel-fronting development to create a human scale, to prevent “walling in” the drainage channel, and to protect solar access.
4. Create a consistent, urban-style street frontage in the commercial core or Village Center by providing the maximum amount of building face along the drainage channel build-to line.
5. Define the boundaries of open space in the more dense urban portions of the drainage channel corridor with buildings rather than parking areas.
6. Encourage mid-block breaks between buildings along the drainage channel (e.g., along a drainage channel promenade). These breaks should be occupied by pedestrian-oriented spaces such as plazas, paseos, or courtyards.
7. Encourage buildings and/or shops to provide direct pedestrian access to paths along the drainage channel where applicable.
8. Orient service areas so that they are not along the drainage channel.
9. Ensure uninterrupted waterfront access that is inviting and clearly open to the public.
10. Include a wide variety of design elements and amenities to activate development along the drainage channel such as outdoor dining and a variety of other types of seating and access to water and play areas.
11. Use energy dissipaters to drain water in order to reduce erosion.



*Building oriented to drainage channel*



*Seating along the drainage channel*



*Boundaries of drainage channel in urban areas defined by buildings*



*Incorporate shade trees*

## **F. Sustainable Site and Building Design Elements**

1. Configure building where appropriate, to create internal courtyards to trap warm air in cool weather months and increase natural ventilation to cool buildings in warm weather months, while still encouraging interaction with surrounding streets and open spaces.
2. Encourage buildings to be oriented southward to receive optimal natural light and maximize passive solar heating during cool seasons.
3. Articulate building façades to increase surface areas for windows and opportunities for natural lighting. Incorporate light shelves, where possible, to draw light into buildings.
4. Encourage the use of adjustable exterior shades and shade screens on east-, west- and south-facing windows as flexible methods for blocking glare and reducing solar heat gain during hot periods.
5. Provide operable windows wherever possible to allow passive ventilation, heating, and cooling.
6. Incorporate shade trees and vegetated roofs and walls, where possible, to maintain and help regulate internal temperatures.



*Awnings to block glare*



*Draw natural light into buildings*

7. Consider cool and/or green roofs to reduce the heat island effect and thereby reduce the heat transferred into the building below. Cool roofs consist of materials that effectively reflect the sun's energy. Alternatively, green roofs achieve the same purpose and include vegetation to harvest rainwater for reuse and diminish runoff.
8. Building materials should be selected based on the following characteristics:
  - Durability
  - Reparability
  - Low toxicity
  - Recycled content
  - Rapidly renewable
  - Locally sourced
  - Ability to be recycled or reused
  - Ease of maintenance
9. Orient buildings to provide opportunities for photovoltaic or other alternative on-site energy generation. Also consider the use of solar panels as shade structures in plazas, in parking lots, and on roof-decks of parking structures.
10. Electric Vehicle (EV) Changing Station- Multiple Residential Units and nonresidential uses are require to construct parking spaces with EV ready and EV capable spaces, refer to EGMC section 23.58.120



*Integrated solar roof panels*



*Recycled content tiles*



*Landscaped stormwater planters*

## G. Stormwater Management and Water Efficiency

1. Require Low Impact Development (LID) or sustainable stormwater management techniques to infiltrate, store, detain, evapotranspire, and/or biotreat stormwater runoff close to its source.
2. Encourage that landscaping be irrigated through a drip system and, where appropriate and available, using recycled water when possible.
3. Where feasible, minimize impervious surfaces such as concrete, asphalt, and other hardscaping. Utilize permeable joint or modular pavers, porous concrete and asphalt, reinforced grass pavement (turfcrete or grasscrete), cobblestone block pavement, and other similar materials that allow water to infiltrate.
4. Encourage the use of permeable pavers around tree wells instead of impervious materials to increase infiltration of stormwater runoff.
5. Where feasible, use permeable paving materials or porous asphalt along parking lanes and surface parking areas.
6. Use shared curb cuts, driveways and alleyways to reduce impervious surfaces.
7. Ensure adequate tree canopies in the front setbacks of private development and in parking lots, greenways, parks, and plazas to slow and reduce the amount of rainfall that falls to the ground.
8. Reduce stormwater runoff by implementing features that promote groundwater infiltration (e.g., bioswales) and reuse of stormwater (e.g., rainwater harvesting with cisterns and rain barrels to capture water from the building for reuse) for non-potable uses to the extent feasible. Landscaping in bioswales can also help in reducing pollutants.
9. Install naturally drained, landscaped stormwater planters (contained vegetated area that collects and treats stormwater by directing it into the planter strips to irrigate landscaping while filtering and reducing runoff) where possible, including along sidewalks and in medians, bulbouts, parks and plazas, and traffic circles. Stormwater planters also provide opportunities for educational and interpretive signage.

## 2. PRIVATE REALM DESIGN PROTOCOL

### A. Employment Hub/Core Provisions

#### 1. Site Design

- a. Provide pedestrian amenities that increase safety and comfort. Opportunities include, but are not limited to, the following:
  - Provide a direct connection between the public sidewalk and the front entrance to all site buildings.
  - Illuminate walkways leading to parking areas.
  - Identify pedestrian routes with grade-separated pathways, use of special pavers, scored surfaces, planter strips, and/or bollards.
  - Provide additional sidewalk width at building entries.
  - Provide weather protection over sidewalks (awnings, building overhangs, freestanding shelters, canopy trees over walkways, etc.).
  - Integrate transit stops into the development and provide direct access from the transit stop to the primary building entrance.
- b. Large office developments should feature plazas, central greens, and/or gardens which link office buildings together and provide a place for workers to gather. Public spaces shall be meaningful places that contribute to the overall sense of place and site identity.
- c. Office buildings should help define and enhance street corners and street edges with building placement, entrances, public plazas, or small parks that tie the building to the public street. Special attention should be paid to the design of project and building corners as an opportunity to create visual interest and provide easy access to adjacent properties for the pedestrian.
- d. Place office buildings to accommodate the pedestrian user, relate to the public street, and provide connection to adjacent properties by:
  - Orienting front doors of office buildings to public streets.
  - Using the area between the right-of-way and building to create a plaza court (e.g., forecourt), planter area, bicycle parking, or other amenity (storage and utilities prohibited).
  - Avoiding excessive setbacks that create gaps or voids along the street's architectural edge.
  - Providing frontages and entries detailed with architectural elements for improved wayfinding.



*Pedestrian pathway*



*Central green*



*Building defines street edge and street corner*

## 2. Building Form

- a. Design all sides of the building with consistent architectural and façade elements.
- b. Break up the roofline silhouette through the use of large cornices, changes in parapet heights or other techniques.
- c. Use relief, windows, structural articulation, building offset, and other techniques to add distinction to the façade of the structure.
- d. Design entries to be clearly visible from the street and provide visual interest, as follows:
  - Main building entries shall be accented with strong architectural definition to attract pedestrian.
  - Secondary entrances should have minor detailing that adds architectural distinction to that portion of the façade. Space entries in larger buildings at appropriate intervals for the pedestrian.
  - Accentuated entries from the overall building façade by differentiated roof, awning or portico, trim details, recessed entries, doors and doorway with design details, decorative lighting, or other techniques.



*Façade articulation*



*Variation in roofline silhouette*



*Consistent façade elements on multiple sides of building*



*Entrance enhanced with decorative awning*



*Main street concept with on-street parking*



*Mixed-use building with upper-story stepbacks*



*Special architectural treatment at corner lot*

## B. Village Center Provisions

### 1. Site Design

- a. Development should be based on the street grid “Main Street” concept that allows on-street parking in front of buildings, provides meaningful pedestrian areas in front of store fronts and businesses, and provides parking consolidated behind, under, or within the building.

### 2. Building Form, Mass, and Scale

- a. Taller buildings (e.g., three stories) should be located in the mixed-use Village Center. This approach will help to create an identifiable image and sense of place for the center and accommodate a vertical mix of uses.
- b. Respect the scale and privacy of adjacent lower-scale properties bordering the Village Center by varying the massing within the center, stepping back upper stories, and varying sizes of elements to transition to smaller-scale buildings. Stepping back upper stories will also minimize shadows cast on public amenities such as sidewalks, parks, and greenways, and lessens privacy concerns with adjoining lots/neighbors.
- c. Encourage upper-story stepbacks fronting major streets to encourage active uses, such as balconies or roof gardens, which provide additional open spaces for residents and add more “eyes on the street.”
- d. Create a clear delineation of the private realm, for residential units on the street level, with well-designed elements such as low and/or open (allow transparency) fences that distinguish private open spaces while preserving “eyes on the street.” Encourage the use of open fences, railings, and/or windscreens to define the semi-private space.
- e. Encourage development on highly visible corner parcels to experiment with special architectural features such as gables, turrets, towers, loggias, rounded or cut corners, grand corner entrances, corner roof features, special shop windows, and special base designs.



*Fountain accentuates open space and arch frames entrance to paseo*

- f. Use open spaces, walkways, and alleys to break up building mass, provide access through developments, and create visual breaks.
- g. Incorporate distinct open space(s) into larger mixed-use developments that are accessible to the public. Appropriate spaces include courtyards, paseos, and plazas. These spaces should be accompanied by special building forms (e.g., towers) and site improvements (e.g., fountains or sculptures) to help organize and accent spaces by framing entrances, terminating views, and highlighting central focal points.



*Open space provides access through developments*

**3. Building Build-to Lines and Setbacks**

- a. Utilize building setbacks and arcaded or galleried spaces for ground-floor retail uses for spillover activity and adequate space for pedestrian movement. This space can be used for outdoor seating, street furniture, landscaping, and public art that can enliven the streetscape. Use special paving patterns, short well-designed fences, railings, and/or windscreens to define the semi-private space.
- b. Build commercial and mixed-use development at the front edge of the property line unless outdoor dining or a recessed entry is proposed.
- c. Respect rear yard setback requirements for any development abutting residential parcels.



*Outdoor seating and planters within setback*



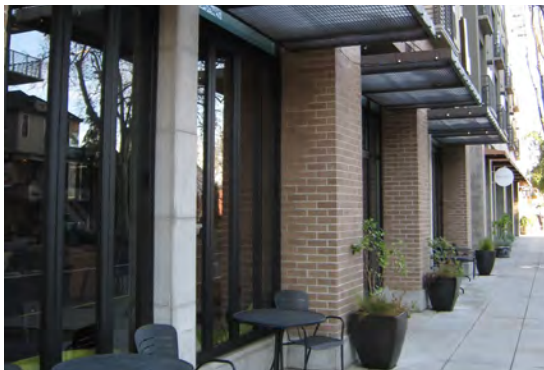
*Arcaded space with outdoor dining located in setback*



*Outdoor dining within front setback*



*All building sides have glazing, projections and recessed elements*



*Awnings and varied materials add visual interest*



*Articulation and variation in color along the façade*

#### 4. Building Façade Articulation

- a. Incorporate architectural elements on all façades to prevent blank walls. Break up the mass of large-scale buildings with articulation in form, design details, changes in materials and colors, and other similar elements. Though the highest level of articulation will occur on front façades, all exposed sides of a building should be designed to:
  - Ensure all sides include glazing, awnings, projecting and recessed elements, or other details to add visual interest.
  - Use a combination of windows, entrances, murals, lighting, or other visually appealing façade treatments to break up the façade. Blank walls along street-fronting façades are prohibited.
  - Incorporate architectural elements and details such as adding notches, grouping windows, adding arcades/galleries or dormers, or varying cornices and rooflines.
  - Vary materials and colors to enhance key components of a building's façade (e.g. window trims, entries, projecting elements). Material changes should occur preferably at the inside corners of changing wall planes.
- b. Design balconies with open railings on upper-floor residential uses to enhance natural lighting and maximize "eyes on the street."



*Varied rooflines and balconies with open railings*



*Glazing, lighting and awnings enhance facade*

- c. Utilize architectural elements such as cornices, lintels, sills, balconies, awnings, porches, and stoops to enhance building façades. Frame south- or southwest-facing windows with protruding vertical or horizontal shading devices such as lintels, sills, and awnings to provide adequate protection from glare.
- d. Ground-floor commercial uses are required to have transparent glass windows fronting onto sidewalks to connect with the pedestrian environment and provide pedestrians with views into the interior of the storefront.
- e. Clearly define entrances to second-story residential uses in mixed-use buildings, so that they are easily approachable from a public street or sidewalk.
- f. Select building materials with the objectives of quality and durability as well as to produce a positive effect on the pedestrian environment through scale, color, and texture.
- g. Incorporate materials such as architectural metals, cast-in-place concrete, brick, concrete masonry units, tile, glass, and glass block systems, among others, into building design.
- h. Ensure that durable and highly resistant building base materials are selected, such as precast concrete, brick, stone masonry, and commercial grade ceramic, to withstand pedestrian traffic.
- i. Consider color and texture when selecting material for exterior walls. If the building's exterior design is complicated with many articulation, columns, and design features, the wall texture should be simple and subdued. If the building design is relatively simple, a finely textured material, such as patterned masonry, should be used to enrich the building's overall character.
- j. Design ground-floor building façades (especially those associated with a storefront) with clear or lightly tinted glass. Opaque, reflective, or dark-tinted glass is not permitted.



*Transparent glass with views into the building*



*Consider color and texture when selecting materials*



*Use durable building base materials*



*Use of stone tile building materials*



*Cornices and varied rooflines add interest*



*Broken rooflines*

## 5. Roof Forms

- Break up long horizontal rooflines on buildings with flat or low-pitched roofs by incorporating architectural elements such as parapets and varying cornices and rooflines. Rooflines should be broken at intervals no greater than 50 feet long by changes in height or roof form.
- Deep roof overhangs are encouraged to create shadows and add depth to façades.
- Screen all roof-mounted equipment through architectural detailing including decorative parapets, cornices, or similar structural feature(s), that are an integral part of the building's architectural design.



*Varying cornices and rooflines*

**6. Canopies/Awnings**

- a. Awnings, overhangs, and arcades are encouraged where pedestrians are expected to walk and shop to provide overhead protection and to create significant entrances.
- b. Awnings are encouraged as a way to provide a distinctive identity and visual interest along the street level.
- c. Design awnings to relate to the window or door opening in shape and scale. Barrel-shaped awnings are only to be used to complement arched windows, while square awnings should be used on rectangular windows.
- d. Design façades into distinct structural bays (sections defined by vertical architectural elements such as masonry piers). Awnings should be placed within the vertical elements rather than overlapping them. The awning design should respond to the scale, proportion, and rhythm created by these structural bay elements and nestle into the space created by the structural bay.
- e. Project awnings over doors and windows and not over blank walls.
- f. Mount awnings so as to respect the architecture and character of a building and its function.
- g. Fasten awnings above the display windows and below the storefront cornice or sign panel.
- h. Encourage awning mountings that prevent or limit the casting of excess shadow.
- i. Incorporate canvas, fire-resistant acrylic, glass, and metal materials for awnings. Vinyl, plastic, plasticized fabric, and fiberglass awnings are strongly discouraged.
- j. Ensure regular maintenance and periodic replacement of canvas awnings as they are prone to fading and deteriorating over time.
- k. Consider awnings with a single color or two-color stripes. Lettering, trim, and use of other colors is allowed, but will be considered as sign area.



*Awnings over entrances and windows*



*Single color awning with sign*



*Canvas material awning projecting over sidewalk*



Variation in color schemes



Living rooms front the street



Variation in floor plans

## C. Single Residential Unit Dwellings (Estate, Low Density, and Medium Density Residential) Provisions

### 1. General Home Design

- a. Master home plans for each subdivision shall include a minimum number of floor plans and elevations based on the number of units within the subdivision, as described in the table below, to provide variation. The requirements below include the City's standard approach, as well as an alternative minimum that may be selected by builders. The Community Development Director shall make provisions for use of master home plans within multiple subdivisions.

### Master Home Plan Requirements

Units	Standard Minimum		Alternative Minimum	
	Minimum Number of Required Floor Plans	Minimum Number of Required Elevations or Architectural Styles per Floor Plan	Minimum Number of Required Floor Plans	Minimum Number of Required Elevations or Architectural Styles per Floor Plan
<100	3	3	4	2
100 to 150	4	3	5	2
151 to 200	4	3	6	2
>200	4	4	7	2

*Note: Under the alternative minimum, a single plan/elevation may not be used on more than 20 percent of the applicable lots. The intent is to achieve product diversity within the subdivision. This requirement does not apply to the standard minimum.*

- b. The City encourages color variety among homes within a neighborhood. To that end, each architectural style within a master home plan series shall include at least three color schemes. The intent is to have distinct color palettes for elevation types with similar architectural styles among floor plans in the master home plan series.
- c. Development should provide one living/family/community living room at the front of each home facing onto the street.

- d. Each home plan within the master home plan series should have a distinct footprint in terms of the placement and relationship of the garage, interior living space, and any designated outdoor living space or entry feature. The intent is to create structural and spatial variety along residential streetscapes by creating distinct configurations of garages and livable spaces between homes along the street.
- e. Each home within a master home plan series shall be designed to ensure substantial variety. Compliance with the design provisions below reduces the possibility of streetscape monotony and “sameness.”
  - Design rooflines with changes in ridgeline direction and configuration to ensure variation in rooflines between structures. Each floor plan within the master home plan series shall include a different roofline.
  - All homes should be oriented to the street by utilizing floor plans that de-emphasize garage fronts and encourage living room forward home designs.
  - The majority of homes in a master home plan series shall have designated outdoor living areas (e.g, porch, forward patio).



*Variation in garage placement*



*Variation in roofline configuration*



*Garage set back behind living room*



*Varied floor plans*



*Buildings fronting an internal paseo*



*Main entrances oriented to public street*

## 2. Home Siting and Layout

- a. All approved floor plans and elevations shall be utilized throughout the subdivision.
- b. No two identical floor plans and elevations shall be placed on lots within a group of five adjacent lots. For purposes of this section, “adjacent lots” shall mean those lots on either side of a subject lot and those three lots directly across the street from the subject lot (referred to as a “six pack”).
- c. The front yard setback of adjacent homes shall have a minimum 2-foot stagger between adjacent lots.
- d. Homes along greenways shall be sited to promote the idea of “eyes on activities.” This can be achieved by:
  - Facing homes directly onto or backing onto the greenway.
  - Fencing side yards that abut walkways with simple wrought iron or tubular steel fencing.
  - Creating “T” intersections at trailheads where a dwelling unit looks directly at the entrance to the trail.
- e. Orient the main entrance to the public street in order to promote an active street.

## 3. Architectural Design

- a. Each home shall exhibit a clear and consistent architectural style. A wide array of architectural styles are allowed within the The Southeast Policy Area area – see the Architectural Style Guide for more details.
  - Architectural styles utilized within a subdivision shall provide a variety of roof designs along the street-scene, including height variation.
  - Color schemes shall be historically appropriate to the selected architectural style.
  - Window trim and grids (e.g., muntins) shall be style specific.
- b. Architectural treatments (e.g., eave trim, window grids, window trim) and paint schemes shall be reflective of the selected style and shall be provided on all elevations, achieving 360° articulation, or four-sided architecture. The following minimum requirements shall be observed:
  - Wrap façade materials (e.g., siding, stone) a minimum of 4 feet or to the fencing, whichever is greater, on side elevations.
  - Except as otherwise provided in this section, the treatment between front and rear elevations need not be the exact same, but is encouraged. Incorporate character elements of the architectural style around the building. Examples include, but are not limited to, the following.

- Accent siding
  - Exposed rafter trails and beams
  - Window recesses, shutters, and detailing
  - Decorative hood and brackets over entries
  - Dormers
- The same level of details and character elements of the front elevation shall continue around the corner onto street side elevations. They shall also be provided on other elevations, including rear, that face arterials, collectors, and primary residential streets; greenways, parks, and other similar public spaces; or areas that are not obscured by privacy fencing.
  - Window trim and grids shall not vary from front to side to rear. The same style and level of detail shall be expressed on all sides.
  - Colors shall wrap around details and not stop at corners of wood, stucco, or composite materials.
- c. Design of individual homes should provide interest and balance of bulk and mass. Design techniques include:
- Use of horizontal elements (e.g., offsets, bays, balconies, overhangs, recesses) to soften vertical ones in an elevation.
  - Minimize use of tall or two-story-high design elements with no architectural relief.
  - Keep second-floor exterior wall heights as low as possible.
  - Use roof forms that reduce bulk (e.g., minimum number of hips and valleys).
  - Avoid massive, tall chimneys (locate them either on an internal wall or centered on a gable end when possible).
  - Step-back or recess portions of the second floor.
- d. Ensure that openings in the façade contribute to the overall design of the building and promote a relationship to the human scale, such as through the following methods:
- Use window molding, shaped frames and sills, and other techniques to enhance openings with additional architectural relief;
  - Frame all windows with a minimum of 4-inch trim and inset into façade to provide depth and shadow lines.



*Architectural elements on all facades fronting public street*



*Enhanced window openings*



*Architectural details on all sides of building*



*Garage set back behind living area*



*Garage with architectural details – windows*



*Alternative location of garage located behind primary building*

- e. Roof form shall be consistent in character and scale to the selected architectural style. To that end:
- Roof pitches and materials shall be consistent with the specific architectural style used.
  - Two-story homes shall include a minimum of two, fundamentally different, types of roof framing (e.g. front-to-back ridge, side-to-side ridge, or hip). Slight variations or build-outs will not be sufficient.
  - Consider breaks in rear eave lines to prevent uninterrupted second level eaves that run along several homes. These breaks may take the form of plan setbacks of stacked areas, second level setbacks from first level, overhanging bays, or gable breaks through the eave.

#### **4. Garage Design**

- a. Within a master home plan series that utilizes front-loaded garages (rather than alley-load), there shall be a variety of garage placements to avoid dominating the streetscape with garage doors. To achieve this, the following standards shall apply:
- Only one in three of the master home plans are permitted to have a garage door that extends beyond the primary living area of the home.
  - For all garages, one or more of the following techniques shall be used to minimize the visual impact of the garage door:
    - For corner lots, encourage access to the garage from the side street.
    - Recess the garage behind the living area of the home or behind the designated outdoor living area of the home (e.g., porch or patio). The City encourages a minimum recess of 3 feet.
    - Cantilever the second story (or project a portion thereof) out over the garage.
    - Utilize a tandem garage so that the appearance from the street is that of a single-car garage.
    - Articulate garage doors with windows, paneling, or other high quality detailing.
    - Recess the garage door frame a minimum of 1 foot from the building face and paint the door a contrasting color.
    - For swing garages, the street facing elevation shall include windows.
    - No more than one home in a master home plan series may have a side-on garage.

b. The appearance of three or more garage spaces facing the street should be avoided or minimized. To that end, all homes with three or more car garages shall be designed using one of the following techniques:

- Shift the orientation of the garage so that one or more of the garage doors do not face the street (e.g., side-on garage that is not perpendicular to the street). The front yard setback requirement for side-on garages may be reduced by a maximum of 5 feet from the property line as part of master home plan design review. The street-facing elevation shall include windows. When a side-on garage is developed in conjunction with a garage facing the street, the design shall include an announcement of entry to the livable portion of the home. Entry treatments may include a trellis, arbor, gate, landscape, and/or enhanced pavement.

- Place active living areas at the front of the house with windows on the street limiting the garage projections.
- Create tandem parking spaces so that a maximum two-car garage faces the street.
- Design a single garage door that is offset or separated from the face of the two-car garage.
- Use other creative design alternatives that serve the functional equivalent of minimizing the appearance of three garage doors facing the street.

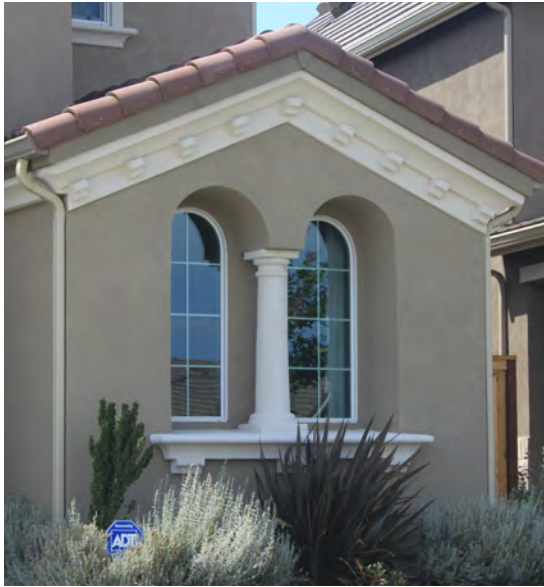
c. Garage door width facing the street shall not exceed 50 percent of the width of the home. Subdivisions with lot widths less than 50 feet may increase this proportion to a maximum of 60 percent.



*Garage recessed behind livable portion of the building*



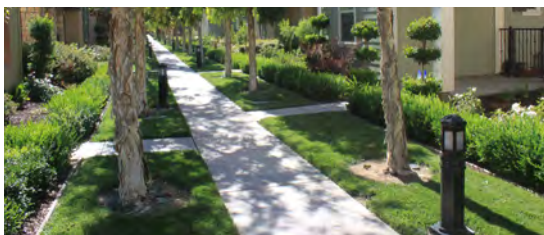
*Garage width less than 50% of building width*



*Proportions and alignment appropriate to the style*



*Shutters sized to match window width*



*Exterior lighting along pedestrian pathway*

## 5. Technical Requirements

### a. Doors

- Entry doors shall be of wood, composite fiberglass, MDF or metal.
- Design of doors shall be consistent with the architectural style.
- Entry and garage doors expressing a level of detail appropriate to the style of the dwelling are encouraged.
- Maximum garage door height shall be 8 feet.
- Garage doors are to be recessed a minimum of 12 inches.
- Garage door windows shall be consistent with the architectural style of the home.

### b. Windows

- Proportions and alignment shall be appropriate to the style.
- No highly reflective glazing shall be used.
- Full window trim is encouraged on all elevations (front, rear, and sides).
- Shutters shall be sized to match window width and height and have appropriate hardware.
- Windows and window projecting detailing patterns are to be compatible in scale with the home.

### c. Exterior Lighting

Emphasis will be placed on reducing ambient light within the plan area.

- Lighting used on walls and walkways shall focus light down and provide appropriate down-casting hardware to minimize glare.
- Surface-mounted lights shall not be permitted in garage soffits; lighting fixtures shall be appropriate to the selected architectural style.
- Ambient light shall be cast downward to reduce impact.
- Light design shall be included as part of the architectural review package.
- Exterior lighting is to be indirect and shielded to prevent spill-over onto adjacent homesites.
- All exterior lighting (including landscape and security lighting) will be reviewed and approved by the City.

*d. Building/Site Equipment and Elements*

- i. Vents
  - All vent stacks and pipes must be colored to match the adjacent roof or wall material.
  - Vent stacks should be grouped on the roof where least seen from view.
  - Vents should not extend above the ridge line.
- ii. Solar
  - Solar panels are to be integrated into the roof design.
  - Natural aluminum frames are prohibited.
  - Solar equipment is to be screened from the view of adjacent homesites and public streets to the greatest extent possible.
- iii. Flashing and Sheet Metal
  - All flashing and sheet metal must be colored to match adjacent material.
- iv. Gas, Water, and Electric Meters
  - Meters are to be located in enclosed cabinets, within recesses, or behind screen walls as part of the architecture and must conform with utility company standards.
  - Utility meters must be located in side yards of the home and hidden from street view.
  - Landscape screens are acceptable.
  - Gas meters shall not be located behind locked fences, walls, or gates.
  - All utilities must be located so as not to detract from the architecture and must be screened from view.
  - Special attention is required for placement of utilities within multiple residential unit dwellings, applying the same location and screening techniques applied to single residential unit dwellings detached homes.
- v. Trash Containers
  - Each homesite must have a walled trash container area, designed to be screened from view of all neighbors and the street.
  - Not permitted to be located in the front yard setback.
- vi. Mechanical Equipment
  - Air conditioning, heating equipment, soft water tanks and pool equipment must be screened from view.
  - Required to be insulated for sound attenuation.
  - Air conditioning units shall not be mounted on roofs or in windows.



*Apartments with townhome feel*



*Units face the public street*



*Play equipment and picnic tables*

## **D. Multiple Residential Unit Dwellings (High Density) Residential Provisions**

### **1. Site Design and Layout**

- a. Multiple residential unit projects should be integrated into the public street and sidewalk systems, reflecting a more community-oriented layout. Techniques to achieve this include, but are not limited to, the following:
  - Continue the local (public) street system through the multiple residential unit Dwellings development, in lieu of (private) drive aisles. Give apartment complexes more of a townhome feel.
  - Site buildings so that the front of individual units faces and accesses the public street.
  - Provide direct connections from individual and common entries to the public sidewalk system.
- b. Utilize special paving, landscaping, walls, and other design elements to alert vehicles to pedestrian areas and add visual interest.
- c. Incorporate common open space into the site plan as a primary design feature and not just as remnant pieces of land used as open space. Centrally locate and position the open space within view of the nearest units, allowing residents to watch over the area. Common open space associated with ownership units (i.e., townhomes) may be located in private yard areas.
- d. Multiple residential unit projects shall provide one or more amenities for residents as listed below. These amenities may be counted toward open space requirements:
  - Tot lot/play structure
  - Community garden
  - Picnic tables and BBQ area (with shade structure(s))
  - Swimming pool
  - Indoor recreation facility
  - Sports courts (e.g., tennis, basketball, volleyball)
  - Natural open space area with benches/viewing areas and/or trails
  - Other active or passive recreation area that meets the intent of this provision

- e. Buffer residential units from the parking lot by:
  - Providing a landscaped screen with a minimum height of 3 feet (berm, hedge, wall, or other); and/or
  - Providing a minimum 10-foot-wide landscaped area between parking areas and residential units.
- f. Use a combination of on-street and off-street parking for multiple residential unit dwellings development. Parallel parking along local streets within a multiple residential unit dwellings project is strongly encouraged.
- g. Trash enclosures should be conveniently located for collections and maintenance and shall be enclosed with durable materials that are architecturally compatible with the design of the buildings. The enclosure area shall be paved, bermed, and graded in order to drain into the sanitary sewer system. Where trash enclosures are located adjacent to landscape planters, landscaping shall be incorporated around the trash enclosures to provide screening that is more effective.

## **2. Architecture**

- a. Projects shall be designed with a consistent architectural theme or style, which may include a complementary family of styles. The style shall be reflected in building form, decorative features, materials, and colors.
- b. The City requires color variety within multiple residential unit dwellings development projects. To that end, a minimum of two colors per elevation plus a trim and roof color shall be utilized. Color accents shall vary throughout the project and shall be complementary.
- c. Buildings shall be designed with structural and spatial variety along the front façade and staggered roof planes. The intent is to avoid a monotonous or institutional appearance.
- d. The structural massing of larger residential buildings shall be broken down into smaller component parts representative of individual dwelling units or homes using the techniques listed below. Exceptions may be granted for multiple residential unit dwellings designed to look like large single residential unit detached homes. Design techniques to reduce mass include:
  - Articulation such as dormers, overhangs, balconies, wall projections, and porches.
  - Varied roof form as appropriate to the style of the house, such as hipped roofs, gabled roofs, varying roof pitches, and roof dormers.



*Paved and landscaped trash enclosure*



*Bollard lighting of pedestrian walkway*

- Material changes to create variations.
- Staggered and jogged unit plans.
- e. Upper-story units should have balconies or decks sufficient to accommodate two chairs and a small table.
- f. Laundry areas are prohibited on balconies or patios.
- g. End units shall have articulation such as windows and doors facing onto the sidewalks.
- h. Exterior lighting shall be pedestrian in scale with a maximum height of 14 feet. The City encourages use of low-level bollard lighting for illumination of pedestrian walkways. Refer to EGMC Chapter 23.56.
- i. Where proposed, carports and garages shall be designed to complement the project architecture in terms of design, materials, and colors.
- j. The design of multiple residential unit buildings shall be varied along the public street in order to create visual interest. Street-oriented façades shall have porches, balconies, stoops, and/or other architectural detailing that encourage a visual relationship with the street on at least the majority of the street-facing units.
- k. At a minimum, two different primary building materials shall be used on each building elevation (e.g., stone, wood, masonry, or metal). However, the City may grant exceptions for architectural styles with a single, predominant building material. The materials shall be complementary to the architectural design.
  - l. Materials selected for multiple residential unit projects shall be durable and low maintenance.
  - m. Gutters and downspouts should be designed as a continuous architectural feature (e.g., integrated fascia gutter). Exposed downspouts shall be colored to match the surface to which they are attached or to complement such surface.



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

### 3. PUBLIC REALM DESIGN PROTOCOL

#### A. Street Design

1. Design pedestrian crossings for safety. This can be accomplished by constructing bulbouts to shorten the crossing distance and distinguishing the crossing area from the surrounding pavement. See the Crosswalks and Bulbouts section for specific provisions pertaining to pedestrian crossings.
2. Ensure safe and appealing pedestrian environments by providing a landscaped buffer and/or curbside parking between pedestrian zones and vehicle driving zones.
3. Develop well-designed traffic calming devices, consistent with City standards. These include, but are not limited to, traffic circles, elevated pedestrian crossings, speed tables, and landscaped chicanes. This will help pedestrian and automobile traffic to better coexist with one another



*Bulbout at pedestrian crossing*



*Landscaped buffer and curbside parking between pedestrian and vehicle zones*



*Traffic circle*



*Traffic circle*



*Clearly marked crosswalk*



*Ramp and warning strip*



*Landscaped bulbout*

- and provide additional landscaping opportunity.
4. Create a well-defined pattern of walkable blocks and pedestrian-friendly streets that facilitate walking to and from the neighborhood main street and public parks.

## **B. Crosswalks and Bulbouts**

1. Design major intersections (e.g., controlled intersections or the intersection of key streets) with clearly marked crosswalks that measure at least 10 feet wide.
2. Employ ramps and warning strips in all crosswalks that comply with ADA standards.
3. Design heavily used pedestrian areas, such as urban plazas, paseos, and crosswalks, to incorporate special paving materials (e.g., decorative pavers), colors, and/or patterns to make pedestrian crossings appear more visible and to help foster a unique, desirable identity.
4. Use of bulbouts is strongly encouraged at intersections and where pedestrian crossings exist or are planned.
5. Bulbouts should maintain a cohesive appearance with the adjoining sidewalk by matching materials, colors, and patterns.



*Crosswalk with decorative paving*

6. Design bulbouts to serve as additional public space and resemble “pocket plazas” to the extent determined to be appropriate by the City, complete with seating, trash receptacles, and bike racks, and/or contain landscaping, and/or contain landscaping.

### C. Sidewalk and Street Furnishings

1. Provide pedestrian-friendly streetscape amenities—including seating, trash receptacles, and public art—at key nodes along major corridors. Site furnishings so that the public right-of-way remains uncluttered and safe for pedestrian access maintaining a 4-foot-wide pedestrian zone at all times.
2. Design bicycle racks and sidewalk furnishings that are both functional and visually interesting. The sidewalk furnishings must have the following characteristics and are further specified in the Landscape Planning Prototype Manual:
  - a. Bicycle rack: Powdercoat steel loop, “L” , or “π” shaped racks consistent with the Bike, Pedestrian, and Trails Master Plan



*Bollard*



*Bench*



*Waste and recycling bins*



*Site furnishings organized to maintain uncluttered pedestrian access*



*Bicycle Racks*

- b. Bench: Powdercoat steel with arms
  - c. Waste receptacle: 32-gallon with powdercoat
  - d. Recycle bin: 32-gallon with powdercoat
  - e. Bollard: Removable, with powdercoat
3. Integrate café seating wherever appropriate and where sidewalks are wide enough to support these spaces (e.g., maintain compliance with ADA requirements). Seating areas should be located adjacent to the street or in spaces created by building setbacks.



*Café seating in setback and adjacent to the street*



*Public art*



*Parklet with outdoor seating*

4. Consider creating a cohesive series of public art pieces either by theme, artist, style, or materials, and install throughout the plan area in medians, bulbouts, pocket plazas, and wide sidewalk spaces.
5. Parklets are encouraged where sidewalks are too narrow to provide gathering spaces.

### **D. Street and Pedestrian Lighting**

1. Pedestrian- and automobile-oriented street lighting must have the following characteristics:
  - a. Design lighting sources to be Dark-Sky compliant and to shield, diffuse, and avoid glare to pedestrians and motorists.



*Examples of pedestrian-oriented lighting*



*Drought-tolerant and native landscaping*

- b. Light parking lots, pedestrian walkways, bicycle paths, plazas, and paseos adequately.
- c. High-efficiency light fixtures are required. Incorporate timers and sensors to prevent unnecessary lighting conditions.

### **E. Street Trees and Landscaping**

1. Preserve existing trees if possible and protect in place. See the requirements of Chapter 19.12 of the Municipal Code.
2. Implement the street tree pallet provided in the Landscape Design Protocol Manual.
3. Place trees and landscaping in a manner that does not block access to and views of building entrances, signage, motorists, ADA access, or pedestrian or bicycle circulation.
4. Incorporate drought-tolerant and native landscaping and tree species suitable for the Elk Grove climate that require little irrigation and low maintenance.
5. Green the drainage channel with a variety of native riparian plant materials that provide aesthetic and ecological benefits, including trees, shrubs, and ground cover and ground cover in conformance with the Drainage Master Plan and Landscape Design Protocol Manual.



*Tree grate*

6. Use structural soil in place of standard aggregate base. Soil areas must measure 8 feet by 4 feet within a minimum depth of 4 feet.
7. Design street tree grates with a high aesthetic quality and that measure at least 3 feet wide.
8. Encourage the use of planters to provide a flexible, inexpensive method to increase landscaping along the streetscape. They are strongly encouraged along streets that lack and/or cannot accommodate street trees to delineate space. Planters and associated plant heights should not exceed 48 inches in height.
9. Maintain a 10-foot tall canopy clearance from the finished sidewalk elevation for all mature trees for emergency and service access, to allow light penetration, and to maintain visual connections.
10. Space trees approximately 25 feet on center.
11. Site street trees for ease of maintenance, to reduce sidewalk damage, and to provide a sufficiently large, wide canopy to shade the sidewalks.
12. Allow tree wells and planters to be used instead of planter strips in cases where parking or bicycle lanes are located next to sidewalks. Ensure that planters and tree wells are at least 4 feet wide to allow for healthy street trees.



*Landscaped planter along streetscape*





*Archway identifies entryway*



*Bicycle wayfinding*



*Pedestrian informational kiosk*

13. Landscape planter strips with shade-providing trees and shrubs. For sidewalks, select tree species that do not obstruct pedestrian circulation.

## **F. Public Signage and Gateway Features**

1. Identify major entryways into the project area with special gateway treatments such as public art, architectural elements such as towers, archways, and signage, or enhanced landscaping to announce arrival into the project area.
2. Develop consistent thematically branded wayfinding and signage to maximize visual recognition and contribute to the character of the The Southeast Policy Area plan area.
3. Employ signage for vehicular, pedestrian, and bicyclist wayfinding to the Village Center, major bus stops, and key community amenities such as a light rail station, trails, or waterfront areas.
4. Scale and place directional signage to be visible from both the roadway and along sidewalks/ pedestrian areas. Ensure that letters and numbers are no less than 4 inches tall.5. Explore opportunities for educational and interpretive signage along the drainage channel corridor and other areas with important historic significance or unique design features.
5. Provide visually attractive, easy-to-read, and well-located signage to direct vehicles to parking areas.
6. Explore opportunities for artistic design of kiosks and other informational amenities.
7. Place route and wayfinding signage along bike routes and pathways to provide bicyclists with safe passage.



*Pedestrian directional signage*



*Automobile and Pedestrian directional signage to landmarks and parking*