THE CITY OF YUBA CITY

DESIGN GUIDELINES

"The great variety of architecture of the city has always been to its enrichment"
Rob Krier

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DESIGN GUIDELINES

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INTRODUCTION

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The Yuba City City Council and the residents of the City have expressed the desire that new development enhance the City's image. These guidelines were created to provide the quality of design, including architectural and site design standards, to make the image a reality. In contrast to traditional zoning that prescribes detailed standards and specifications for development, these guidelines address the next steps which are more general issues of architectural composition, compatibility in regards to site and building design, and the improvement of pedestrian spaces.

In 1993 the City Council created an informal group of design professionals, builders, developers, business operators, and agency representitaves to explore the issues and elements of design. Their task was to assist in the development of a set of design guidelines that would establish a high level of quality for development.

A benefit of these guidelines is that they clarify the public sector's expectations for new development and rehabilitation. This has allowed the City to simplify its development review process, thus reduce the processing time for many types of projects as well as reducing the potential for arbitrary review.

The Goal of the design guidelines is to ensure the highest quality of building design: Designs that are asethically pleasing; Designs that are compatible with the surroundings in terms of scale, mass, detailing, and building patterns; Designs that accommodate the pedestrian, automobile, bicycle, and transit circulation; Designs that consider public safety, public interaction, and historic resources.

The City-wide Design Guidelines will serve the following objectives:

Objective 1. Stabilize and reinforce property values to protect private and public investment.

Objective 2. Preserve and reinforce the natural, historic, and architectural qualities of neighborhoods.

Objective 3. Establish and enhance aesthetic and architectural compatibility within neighborhoods and commercial areas.

Objective 4. Attract residential, business and industrial development and redevelopment by establishing neighborhood and commercial conditions that make for an aesthetic and pleasant living and working community.

Objective 5. Stimulate high-quality design, encouraging creativity and diversity and improving impressions of the community, especially along highly travelled thoroughfares.

Objective 6. Achieve harmony among built and open areas and between new developments and their neighbors, protecting positive aspects of the natural and built environment.

Objective 7. Establish a common language for the use of the public in dealing with design issues, project sponsors and designers, City staff, Planning Commission and City Council.

Objective 8. Provide project sponsors and designers with a tool to be used from the inception of project plans, and guide them in preparing plans for City review.

Objective 9. Foster a review process which is carried on in an atmosphere of cooperation.

Objective 10. Supplement other City regulations to assure control of aspects of design which are not otherwise covered.

Objective 12. Streamline and codify the City's project review process.

Objective 13. Ensure fairness and consistency in the design review process.

APPLICABILITY

APPLICABILITY OF THE DESIGN GUIDELINES

Design review approval is required prior to the issuance of a building permit or sign permit for all commercial and industrial new construction and renovation projects, new multifamily projects, and new single-family subdivisions. Design review and approval will be required of all projects as noted below that are outside of the Central City Specific Plan area. Review of Central City Specific Plan area projects is conducted pursuant to The Central City Specific Plan. Single family residences, residential renovation, and routine commercial repair and maintenance projects are exempt from formal review; these guidelines are intended only to provide these projects with design advice.

PROJECTS *REQUIRING* DESIGN REVIEW

New retail development

New office development

New public development

Physical expansion or change in use of Retail, Office, and Public Projects which result in exterior modifications.[1]

Cosmetic exterior modifications to Retail, Office, and Public Projects[1]

New apartments and condominiums (excluding individually sited duplexes and half-plexes)

New housing subdivisions over four units

[1] *In these cases the only portions of the guidelines that shall be applied are those that can be retrofitted into the existing facility.*

PROJECTS *NOT REQUIRING* DESIGN REVIEW

Industrial

Single family residences

Rehabilitation of apartments and condominiums

Routine maintenance of Retail, Office, Industrial, and Public Projects

DESIGN REVIEW PROCESS

Design review applications are to be submitted to the Planning Department located at 1201 Civic Center Boulevard.

A pre-submittal meeting with planning staff is recommended prior to the formal submission of a design review application.

The level of project approval (Planning Director, Planning Commission, City Council) is determined by the Zoning Code. The design review process is incorporated into that review. For projects approved by the Planning Director, the required information is submitted to the Building Department as part of the building permit application. For projects that will be considered by the Planning Commission or City Council, the information is submitted to the Planning Department as part of the required application (use permit, variance, site plan review).

The Design Review Process is intended to be expedient. The planning staff will review the project and, if no other entitlement (use permit, variance, rezone, etc.) is required, will approve the project as submitted or with conditions. Conditions may require resubmittial with modifications in order to conform to the building code or the design guidelines. If the project is required by the zoning code to have Planning Commission or City Council approval, the staff will provide the appropriate governing body with a staff review and recommendation related to design review issues. In any case the review process will end with the lowest level of project approval required by the zoning ordinance for the project. For the purposes of these guidelines projects that require only staff review the word "shall" means the criteria is required as part of the building or site development. The word "should" means those elements which are desired, but not required to be provided as part of the building or site development.

Design Review Appeal Process

Decisions of the Planning Director are appealable to the Planning Commission. Planning Commission decisions are appealable to the City Council. Appeals must be submitted, with appropriate fees, within ten (10) days of the decision. Appeals must include a written justification describing the basis for the appeal.

Design Review Submittal Requirements

The applicant when submitting a formal application shall include the following information:

Site Plan of the subject property drawn to scale, including property lines and dimensions, minimum set back lines, location and dimension of existing and proposed structures including their distance from property lines, pedestrian walkways, signs, existing trees indicating those to be removed and those to be saved, and other natural and man-made features, as well as their proposed relocation or removal. Dimensions of parking spaces, walkways, drive lanes, and other site amenities (including but not limited to above ground utilities, equipment, fences, walls, built-in exterior furnishings, and light fixtures) shall also be provided.

Elevation Plans for the building exteriors drawn to scale that are proposed to be constructed or modified. For new construction provide all views. For existing buildings proposed for modification provide all affected views showing integration of new and old elements. Identify elevations as North, South, East, or West. Indicate all exterior building features as existing or new, to be repaired or to be replaced. Indicate with a dashed line any window or door opening and other features that are to be eliminated or modified. Indicate height to top of roof. Identify all signage, projections, trim, materials (including roofing) and colors. Depict and/or reference roof mounted equipment. Indicate roof slopes.

Floor Plans for all floors; the ground floor may be shown on the site plan.

Landscape Plans as required by the zoning ordinance.

All plans shall include the following information: Date(s) of plans and revisions; Scale ratio; Bar scale; North arrow - pointing to top of page or to the right margin of a horizontally formatted sheet; Dimensions; and "Cloud, delta, and date" revisions to any plans previously considered by staff or the Planning Commission.

Photographs of the site, existing buildings and features, and surrounding properties shall be provided. Provide a key plan indicating location and orientation of each photograph.

Color Renderings shall be submitted for all projects (other than the subdivision of land) requiring Planning Commission or City Council approval. Renderings may be orthographic or perspective.

A Materials Sample Board indicating exterior materials and colors shall be submitted for all projects requiring Planning Commission or City Council approval. All materials shall be identified in coordination with elevations showing location.

COMMERCIAL GUIDELINES

COMMERCIAL GUIDELINES

OBJECTIVES

To promote a high quality of building design.

To insure that city streets are treated as the city's primary public space by evolving the "automobile oriented strip" into a richer and more accessible place for both people and the automobile. To guarantee that new developments support this goal through orientation toward and connection with public streets.

To encourage the inclusion of areas within development projects that provide passive or active destinations or civic places such as places to sit and read or where vendors could sell their wares or where merchants could conduct promotional events.

To support alternative modes of transportation, including public transit, bicycle, and pedestrian modes.

To preserve and integrate key historic elements within the community into new development in order to increase the community's awareness of its past.

To promote compatibility between neighboring properties from a site and building design as well as a circulation perspective.

To insure that parking lots support the aesthetic, place-making, and access goals of these guidelines.

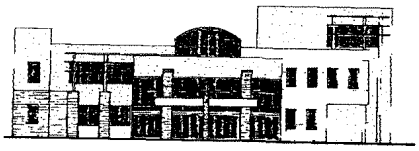
To transform "under-utilized" landscaped areas and open spaces into usable places where opportunities exist for increasing outdoor activity.

To insure that "transitional" sites relate to their surroundings; transitional sites are those that stand at the threshold between two distinctly different districts (e.g.: a corner site at the crossing of a commercial strip and a residential street or the general edge of a commercial district where it borders a differing use).

THE BUILDING GUIDELINES

THIS SECTION HAS IMPLICATIONS FOR THE SITING, ORIENTATION, AND DESIGN OF INDIVIDUAL BUILDINGS

BUILDING ARTICULATION

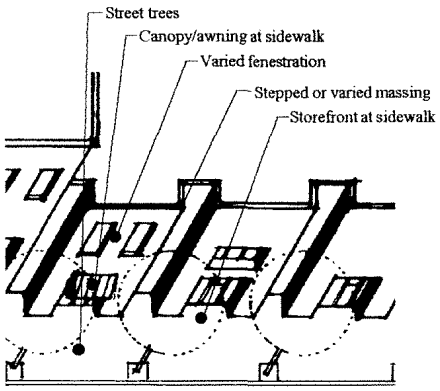


Variable roof form horizontal & vertical articulation

Articulation

Roof forms shall periodically change height, orientation, or shape consistent with the overall building design. It is easiest to design roof forms when they stay within the same character (such as slope). Variations in character are encouraged. Long, uninterrupted horizontal lines of parapet are not appropriate. Parapet line shall be broken up by vertical or horizontal off-sets or changing of roof forms.

Building surface variation is also accomplished with the placement of windows and entries, planer changes (where the building surface recedes or projects), significant color changes, material changes, or other elements that add variation along the length of a building. Structures should also have articulation at entries, bases and tops. The organization used shall break up the overall mass into smaller elements. Buildings shall provide as much visual interest as possible without creating a chaotic image.

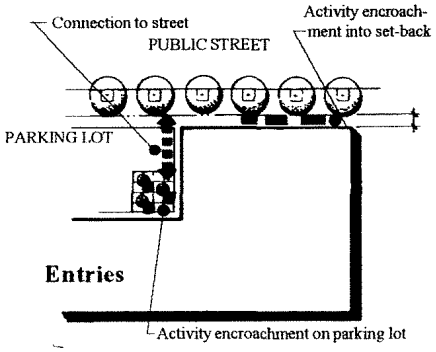


Articulation

One method of reducing the blank wall of large anchor tenants is by placing smaller stores in front of the anchor, leaving open entrance space for the anchor tenant.

Activity Encroachments

Functional (non-building) encroachments into required set back areas are allowed if they contribute to the visible activity of the public street. Outdoor eating areas and product display and sales are encouraged, and these should have direct connection to the public sidewalk.



Activity Encroachment

Relate to Surroundings

Projects shall fit as an integral part of their surroundings. They should complete and compliment the existing surroundings, including site and building improvements. This can be achieved by incorporating design elements including, but not limited to: building massing; alignment of building elements; similar hierarchical groupings such as pairing of windows; use of similar colors or materials; use of similar shadow casting or other articulating elements; use of similar building form.

Accommodate Dynamic Building Elements

Buildings should maximize elements in their design that allow for change and alteration by users: these include operable windows, movable shutters and awnings, planters. Where possible, entries for individual office tenants should be from the street, to allow for signs of commitment

such as potted plants, outdoor furniture, or other personal items of "ownership."

Design Consistency

All publicly visible building sides shall be designed with a complementary level of detailing and quality of materials. A design concept shall be established for each project and developed on all visible faces of each building. Projects three stories or larger are generally not considered to have a back or rear side that could be relegated to a simpler treatment.

The design concept should be appropriate to the scale of the building. The use of overly dramatic features that might be out of scale on smaller scale projects must be carefully designed.

The design concept shall be consistent throughout a project. There should be a continuity, but not necessarily a simple repetition of components.

Parking garages and ancillary structures shall be architecturally designed to be complementary to the main building.

Materials and Color

Variety

Uninterrupted and unarticulated monochromatic expanses are not permitted. Colors can be used to help achieve this goal.

Care should be taken not to use too many materials so as to cause visual clutter. If only one material is used, then facade articulation becomes even more important.

Texture should be considered in selection of materials to add interest to a building and articulate the design.

Permanence

The detailing and building materials shall convey a quality of craftsmanship and permanence.

Use of the highest quality of feasible building materials is encouraged. Wood products on exterior surfaces should be avoided on projects of three stories or more.

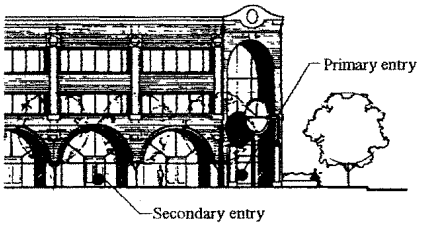
Authenticity

"Natural" materials are generally considered more desirable than "imitation" materials.

THEME DESIGN

Architectural diversity is encouraged. These guidelines do not prohibit any architectural style.

ENTRIES



Clarity of Entries

Clarity

The main entry shall be clearly identified. Elements that can be used to articulate an entry include, but are not limited to: recesses, additional detailing, overhangs, lighting, and changes in form.

Design Considerations

When a project has multiple storefronts or entries, they shall be strongly related to the overall design. Each entry shall be treated architecturally in accordance with its importance in function and organization of the project.

The scale of the entry should be related to the building width and height. Large buildings require large entries to balance them.

Entries which are not meant to be regularly utilized, such as emergency exits, should be incorporated into the design of the building by alignment of elements or other articulation. Secondary entries should not appear to be an afterthought or break up established design rhythms or patterns.

CLIMATE RESPONSIVE DESIGN

Buildings should exhibit design responsive to Yuba City's climate, including elements such as recessed windows, arcades, awnings, and overhangs that shade activities, windows and buildings. Different sides of build-

ings should also exhibit different climatic responses depending on their solar orientation, wind exposure, etc.

Safety

Projects shall include safety conscious design through adequate clear non-reflective glass in ground floor retail windows and lighting.

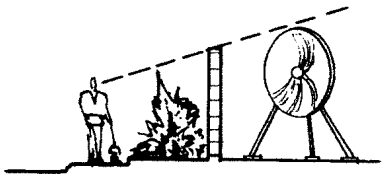
Lighting

Lighting should be used to identify entries and paths.

Lighting should provide for public safety.

Public Art

Projects are encouraged to incorporate public art into the building or site design.

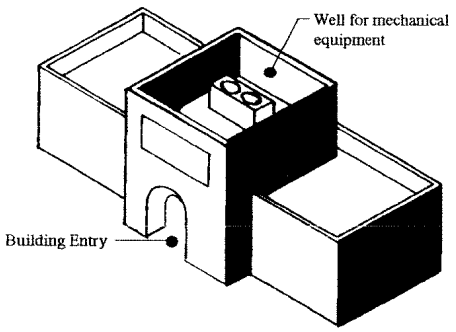


Screen Ground Mounted Equipment

Services and Mechanical and Electrical Equipment

Screening

Mechanical and electrical equipment and antennas shall be screened or incorporated into the building design. Screening devices shall incorporate building materials complementary to the remainder of the building. Utility meters, cable equipment, telephone entry boxes, water vacuum breakers, irrigation control valves, electrical transformers and pull boxes, and all other utility equipment should be located away from use areas. Such facilities must be reasonably accessible to the utility company.



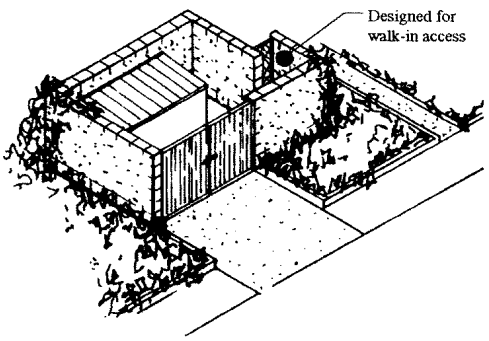
Incorporation of Screening/Equipment w/Building Design

Location

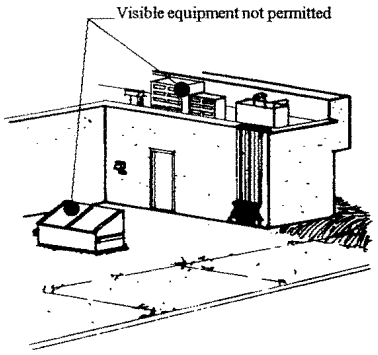
Underground service for electric, telephone, cable and gas utilities is encouraged.

Service, storage, trash, and loading functions shall not interfere with the quiet use and enjoyment of adjacent residential or commercial gathering places.

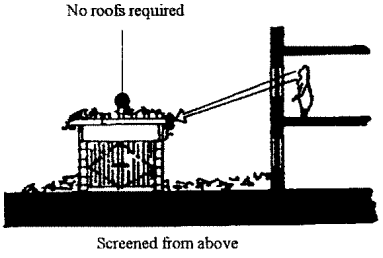
Service access should be located in a position so as not to obstruct automobile or pedestrian circulation.



Trash Enclosure



Screen Service & Mechanical Equipment



Trash or Equipment Enclosure

Design Treatment

When roof mounted equipment will be visible from the surrounding properties at grade or from the upper floors of surrounding buildings, screening is required.

THE SITE AND CONTEXT GUIDELINES

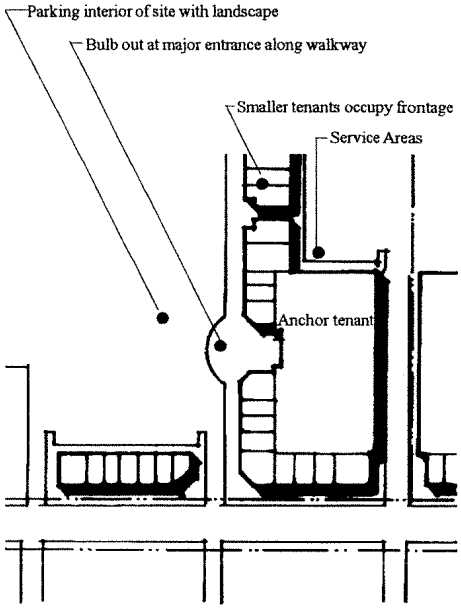
THIS SECTION HAS IMPLICATIONS FOR THE DESIGN OF SITE PLANS, THE CONFIGURATION AND ORIENTATION OF BUILDINGS, AND HOW THE PROPERTY RELATES TO THE STREET AND TO NEIGHBORING USES.

PROJECT EDGES

Orientation

All buildings located along a public street shall be oriented toward, and have their primary entrances toward, the public street.

Blank and opaque walls in commercial projects shall not "back-up" to existing streets. In cases where buildings face the major commercial street, frontages along side streets may be handled in these ways: 1) secondary tenants can orient toward these streets; 2) windows and secondary entrances along the side street frontages can enliven these elevations; 3) large tenants, such as supermarkets, that have interior "boutique" functions (an in-house deli, bakery, flower stand, or nursery) can locate these along the secondary frontages and provide separate or secondary access to these functions, increasing exposure while enlivening the neighborhood; 4) freestanding single use facilities that have limited access shall continue facade design elements along the secondary frontages and provide pedestrian amenities such as covered walkways, trellises, and activity areas.



Mall Type Development

District Gateways

Gateways at the edges of districts (residential/commercial) are encouraged to include building, signage (identifying a district not a user), or site elements that convey that you are somewhere different or special. They should be designed as announcements, not barriers.

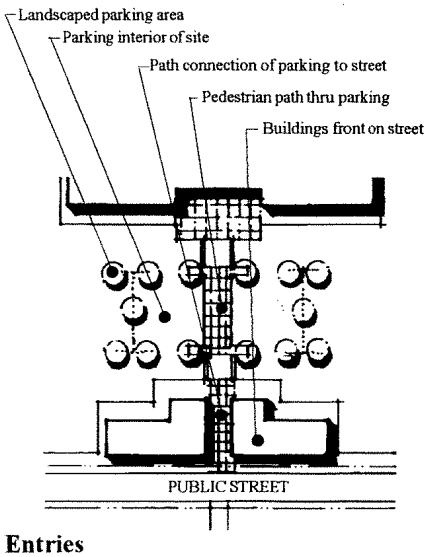
ENTRIES

Connection to Street

All buildings located along public right-of-ways shall have their primary entrance accessible from the right-of-way; this can be in the form of individual entrances or aggregated building entrances. All building/units located internal to the site shall have entrances from sidewalks that are designed as an extension of the public sidewalk.

The primary entries of a building should provide protection from inclement weather in the form of integrated architectural elements such as canopies, arcades, etc.

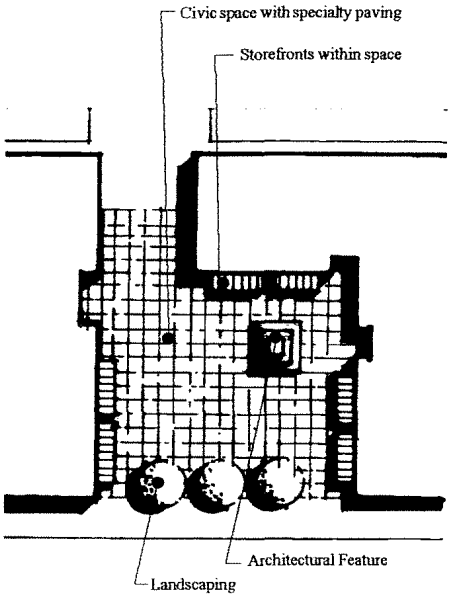
Offices and commercial uses should be designed with entrances that consolidate the path to the tenant from the parking area (both surface and structured or podium parking) with the path to the tenant from the street. If



Entries

parking is located behind buildings, and entrances are off of the public street then the use of breezeways or other pass-throughs to get pedestrians to the front of a property may be required.

Street entrances to buildings/units should occur at the highest frequency possible based on the requirements of the building user.



Civic Places

CIVIC PLACES

Locations

Projects are to provide publicly accessible "civic" spaces as outlined below:

1. When there is no building setback or entrance within 10' of back of sidewalk: no requirements under this category; the street itself serves as the "destination."

2. When there is a medium entry setback (10'-150'): provide improved pedestrian route between building entry and street. This route should be designed for pedestrians, should include site details such as specialty paving, landscaping for shade, and should be connected directly to the key on-site pathways and the entry of the key buildings. This path is to be continuous through all landscape and parking areas. Parking areas can have drive-aisles parallel to the street, widening the space between some cars to create room for a walkway.

3. When there is a major setback (over 150'): provide a secondary system of pedestrian amenities along the building and through the parking lot. These amenities to include a sidewalk, a planting strip buffer between the walkway and the roadway, shade trees, site furniture at key locations (drop-off areas, near entrances), and pedestrian scaled lighting. Also, increase the frequency of paths for long frontage developments.

4. When there are multiple setbacks: each portion of the site should be developed according to its setback and the rules above.

5. When projects are in excess of twenty-five thousand (25,000) square feet: provide areas equal to 5% of the building area, up to 10,000 square feet, that offer opportunities for public uses (outdoor seating, outdoor cafes, areas for outdoor sales, outdoor performance spaces) that are adjacent to, but distinct from, the general circulation. This area can utilize required landscape areas.

Smaller projects are encouraged to provide these active spaces.

PARKING

Location

Commercial buildings should be placed as close to the street as possible, diverting parking to the interior or interior side of the site, and, where possible, placed behind buildings. Office and similar type buildings should be placed near the street with parking in back or to the side of the building, unless there are circumstances associated with the project that make this infeasible.

Parking in the street right-of-way directly in front of the project property may be used to satisfy the minimum parking requirements in the zoning code.

Design Character

Parking areas should be treed in accordance with the zoning ordinance and landscaped to create smaller parking modules.

Parking lots should include bulb-outs for pedestrian access between stalls at building entrances.

Parking garages should have active uses on the ground floor at street or pedestrian walkways and where it would be consistent with the surrounding uses.

Parking garages shall have stairways and elevator lobbies and cabs that open to public view in order to provide security and create a sense of activity.

Parking areas should accommodate multiple uses by providing opportunities for activities within and around their perimeter. These can include providing spaces for outdoor vendors, eating areas, or product display.

Bicycle Parking

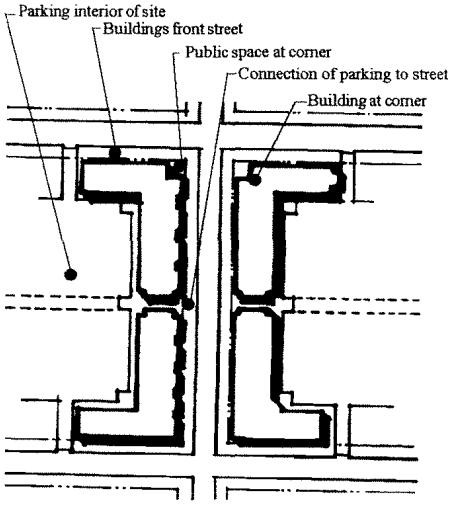
Bicycle lockers shall be fastened to the ground and can be either pre-manufactured or incorporated into the building. When pre-manufactured, they shall be integrated into the design of the building and not appear to be an afterthought.

Bicycle racks and lockers should be located at building entries with good surveillance from building visitors and occupants.

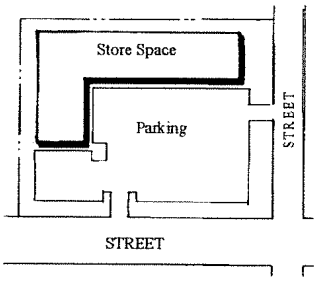
CONNECTIONS

To Neighbors

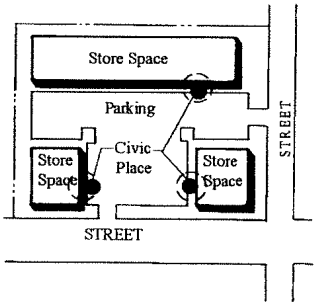
Commercial projects should have direct and convenient access to



Location of Parking

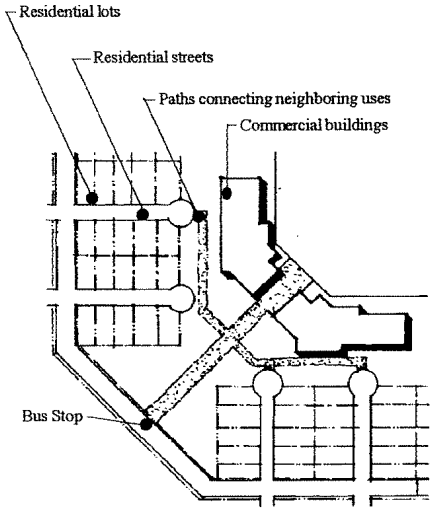


Traditional site plan for a small shopping center



Alternative site plan for a small shopping center

... increased land yield
... more shop frontage
... parking better distributed



Connections

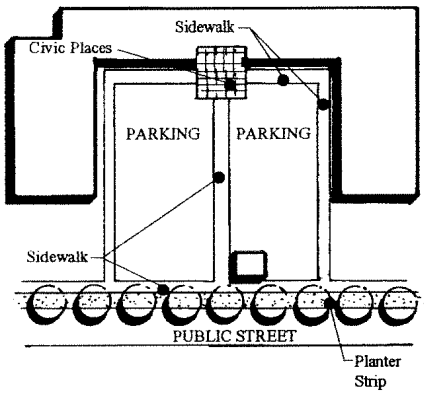
adjoining neighborhood residential and commercial areas. If adjacent residential and commercial uses are connected by property line and not directly by a public street, pedestrian access across the shared property line should be provided where feasible. These connections should remain accessible at all times, and shall not be gated.

If adjacent retail or office buildings have similar deep setbacks, and side-to-side pedestrian/auto circulation is viable, then a direct site-to-site side property line crossing shall be developed and improved as appropriate.

To Street Network

Plazas/courtyards/gallerias shall have a public pedestrian connection to the right-of-way.

Pedestrian access from the public right-of-way to the primary uses on the site shall occur as often as necessary to connect the on-site walkways and the public sidewalk. Landscape strips shall be crossed for pedestrian access at regular intervals.



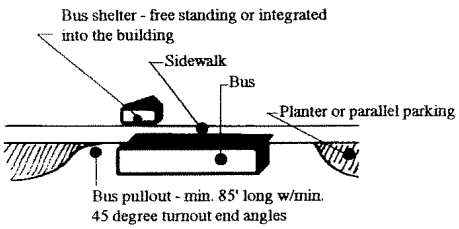
Pedestrian Paths Connected to the Street

When pedestrian access to a site is in the same location as automobile entries (i.e.: at driveways), the auto and pedestrian paths shall be separated from each other by a curb. The pedestrian access should be integrated with the parking lot landscaping so as to provide a shaded walkway.

To Transit

Developments shall integrate existing transit and allow for future transit service. Safe and convenient pedestrian connections shall be provided from transit stops to neighborhood commercial, recreational, public facilities, and schools.

Large commercial developments of seventy-five thousand (75,000) square feet or more shall allow for future or existing transit bus routes to penetrate the site by having a convenient in-out vehicle circulation pattern in each direction, particularly if the off-site transit stop would leave riders more than 150 feet from the entrances of major tenants. Allow for stops in front of major stores and supermarkets.



Bus Pullout

Sidewalk "bulb-outs" or bus "pull-outs" should be provided at potential bus stops to provide adequate waiting areas for transit users and safety for passing motorists.

Automobile Access

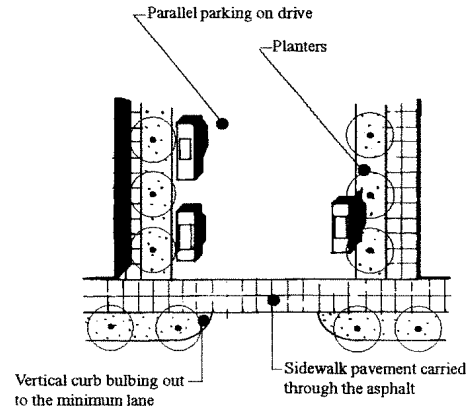
Location

Large commercial projects should establish at least one primary route through the site to accommodate major traffic flow. This route should connect to public streets at each end; a "right-in/right-out only" configuration is not permitted for these access points.

Sidewalks

Curb cuts for entry drives should be as narrow as possible without creating unsafe conditions for either the automobile or the pedestrian. Where driveway medians are used they:

1) Shall accommodate pedestrian crossings where appropriate.
2) Should be 7 feet wide to accommodate tree planting or signage.



Entry Drives

Site Fencing

Design Characteristics

If fencing is necessary between commercial uses, transparent fencing materials such as wrought iron and metal (tube) fences with design features are preferred although concrete block, masonry, and plaster are permitted.

Fencing should complement the overall project design. Variations in design of fencing are strongly encouraged. Options include use of "open" lattices at key views or continuously along the top of a fence, or using trellises and gates at entries and at important places along the perimeter of a site.

Chain link fences visible from public view are discouraged. If chain link fencing is used, vegetation should cover the fence. Vegetation that works well includes vines, such as star jasmine, virginia creeper, and creeping fig.

Landscape and Paths

Other Codes

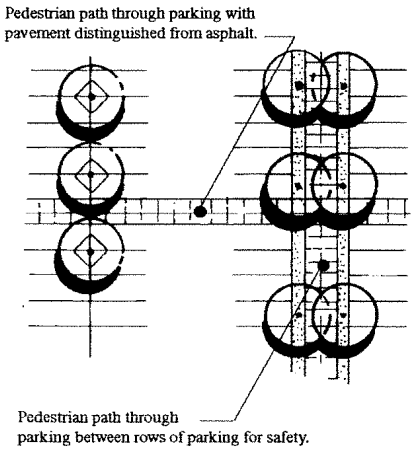
Landscape requirements shall be reviewed for conformity with the City's zoning ordinance.

Design Character of Paths

Primary pedestrian routes and access points shall be specially treated and include shade trees at regular intervals, adequate lighting, paving that distinguishes pedestrian from automobile areas. Shading can be coordinated with parking lot landscaping required by the zoning code.

All dedicated pedestrian routes (including through parking areas) should be separated from automobile routes by a curb.

Sidewalk pavement treatments crossing internal roads or drive aisles shall be distinguished from the drive aisle and be a continuation of the public sidewalk.



Pedestrian Paths through Parking

Required dedicated pedestrian access through parking areas can be accomplished most easily as follows:

1. Drive aisles perpendicular to building entry - place path between auto fronts of head-in parking configurations.
2. Drive aisles parallel with building entry - place path in a widened area between parking spaces.

SIGNS

Sign requirements shall be reviewed for conformity with the City's zoning ordinance.

SITE DRAINAGE

Detention areas shall be designed to be integrated into site design as a multiuse and visual amenity. They shall be completely landscaped. Slopes should not exceed 4:1.

HISTORY

Layering

Effort should be made to retain historic buildings and features where feasible. The goal is to layer new projects over existing conditions, as opposed to destroying all traces of the existing environment.

Patterns

Consideration shall be given to prevailing urban patterns (such as intensity, massing, heights, scale, materials, etc.) when designing new projects. Exceptions to existing patterns can be made when accompanied by a demonstrated strategy to accomplish the objectives of these guidelines, such as increasing density and efficiency of land use, or improving the safety and accessibility of the public street.

MULTIFAMILY GUIDELINES

MULTIFAMILY HOUSING GUIDELINES

OBJECTIVES

To promote a high quality of building design.

To insure that city streets are treated as the city's primary civic space. To guarantee that new residential developments support this goal through proximity to and orientation toward the public street.

To insure that new development is compatible with neighboring uses.

To promote high quality site design and landscaping that encourages the interaction of residents.

To increase the real and perceived safety of public ways by increasing accountability and visibility from individual residences.

To insure that site planning for new developments integrates with existing transit and allows for future transit.

To insure that nonresidential ground floor uses such as corner stores and sidewalk cafes within residential buildings are compatible with the predominant residential use.

To preserve and integrate key historic elements within the community into new development in order to increase the community's awareness of its past.

THE BUILDING GUIDELINES

THIS SECTION HAS IMPLICATIONS FOR THE DESIGN AND DETAILING OF INDIVIDUAL BUILDINGS

BUILDING ARTICULATION

Articulation

Individual dwelling units should be recognizable within the overall building mass.

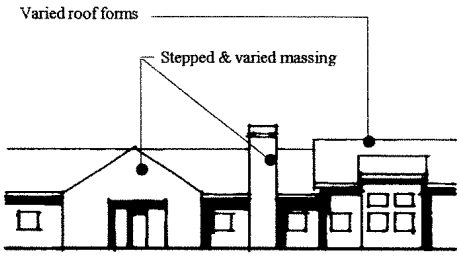
Building surface variation is also accomplished with the placement of windows and entries, planer changes (where the building surface recedes or projects), significant color changes, material changes, or other elements that add variation along the length of a building. Structures should also have articulation at entries, bases, and tops. The organization used shall break up the overall mass into smaller elements. Buildings shall provide as much visual interest as possible without creating a chaotic image.

Variable roof forms shall be incorporated into the building design. Long, uninterrupted horizontal lines of parapet are discouraged. Generally it is preferred to break up the parapet, eaves, or ridge line by vertical or horizontal off-sets or changing of roof forms.

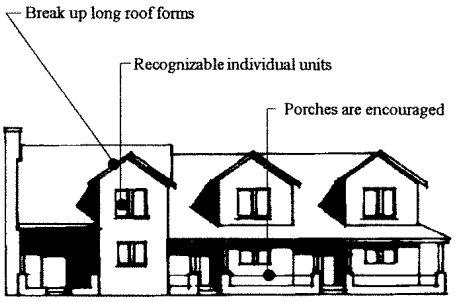
No more than 2 side-by-side units may be covered by one unarticulated roof. Articulations may be accomplished by changing roof height, offsets, and direction of slope or slope, and by introducing elements such as dormers, towers, parapets, etc. These elements must visually break the main roof or ridge line as viewed from the ground at ±50' away from the building.

Encroachments

Functional and decorative encroachments into the front or side street setback areas are recommended. These can include stoops, bays, porches, overhangs, fireplaces, trellises, etc. These encroachments may not extend without interruption for longer than 15 feet, may not project more than 3 feet into the front or streetside setback, and may not occupy more than 40% of the street facade.

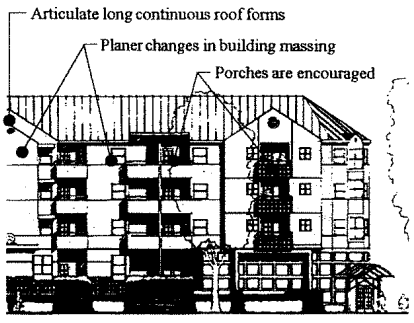


One story example



Two story example

Roof or building mass "visually breaking" ridgeline



Three or Four Story Example

Relate to Surroundings

Projects should fit as an integral part of their surroundings. They should act to complete and compliment the existing surroundings. This can be achieved by incorporating design elements including, but not limited to: building massing; alignment of building elements; similar hierarchical groupings such as pairing of windows; use of similar colors or materials; use of similar shadow casting or other articulating elements; and use of similar building form.

Accommodate Dynamic Building Elements

Buildings should maximize elements in their design that allow for change and alteration by users: these include operable windows, movable shutters and awnings, and planters. Entries shall be directly associated with the smallest number of units possible. The ideal would be to have individual entries for each unit combined with individual porches or patios.

Building Design

Each side of a building that is visible to residents or adjacent properties shall be designed with a complementary level of detailing and quality of materials.

The design elements should be consistently applied throughout the project. There should be a continuity, but not necessarily a simple repetition, of components. The building form, roof shape, materials, color, openings, dimensions, rhythm and other design elements must be complimentary.

Parking garages, ancillary structures, and carports shall be designed to be architecturally compatible with the main building.

Climate Responsive Design

Buildings should exhibit climate-responsive design, to include elements such as recessed windows, arcades, awnings, overhangs, porches and trellises. Different sides of buildings should also exhibit different climatic responses depending on their solar orientation, wind exposure, etc.

MATERIALS AND COLOR

Variety

Uninterrupted and unarticulated monochromatic expanses are not permitted. Colors can be used to help achieve this goal.

Care should be taken not to use too many materials so as to cause visual clutter. If only one material is used, then facade articulation becomes even more important.

Texture should be considered in selection of materials and as an additional means to add interest to a building and articulate the design.

Permanence

The detailing and building materials should convey a quality of craftsmanship and permanence.

Use of the highest quality of building materials available is encouraged. On projects over three stories, materials should be of a more permanent nature; these projects should generally incorporate higher quality materials such as natural stone; precast concrete; masonry; terra cotta; and high quality plaster. Wood products on exterior surfaces should be avoided on projects of three stories or more.

Authenticity

"Natural" materials are generally considered more desirable than "imitation" materials.

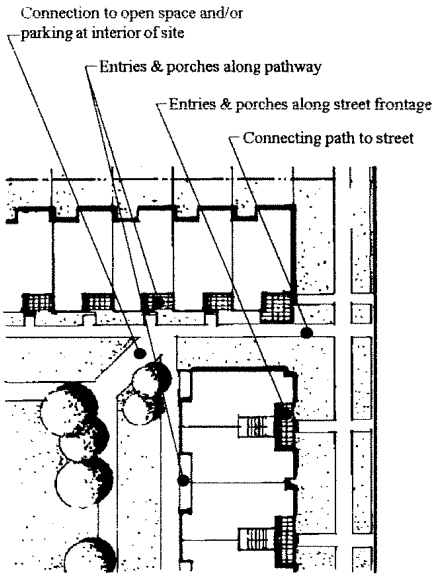
ENTRIES

Relation to Street

Provide as many dwellings as possible with a private entrance at ground level.

In order to give units a commanding presence on the street, the first floor of residences should be at a higher grade than the adjoining public way. This can be accomplished with elevated foundations or site grading.

Porches (with a minimum depth of 6'-0") facing on streets, paths, open spaces, and parking lots to increase the potential for neighbors meeting and for surveillance of these areas are highly encouraged.



Entries / Paths

Privacy

Locate entry paths to ensure that the path protects the privacy of individual units.

SERVICES, SIGNS, AND MECHANICAL EQUIPMENT

Other Codes

Signs shall be reviewed for conformity with the City's zoning ordinance.

Location

Service, storage, trash, and loading functions shall not interfere with the quiet use and enjoyment of adjacent units or properties.

Utility meters, cable equipment, telephone entry boxes, water vacuum breakers, irrigation control valves, electrical transformers and pull boxes and all other utility equipment should be located away from usable or visible open space areas. Such facilities must be reasonably accessible to the utility company.

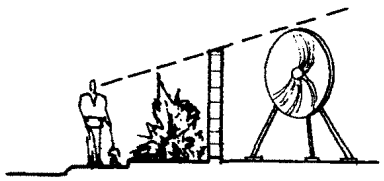
All utilities shall be kept clear of walks, drives and alleys. When possible, it is encouraged that all services be brought to the site from the rear of the property.

Underground service for electric, telephone, etc., is encouraged.

Exhaust fans shall not be located so as to vent directly into high use areas.

Screening

Equipment shall be screened or incorporated into the building design. Screening devices shall incorporate building materials complementary to the building.



Screen Ground Mounted Equipment

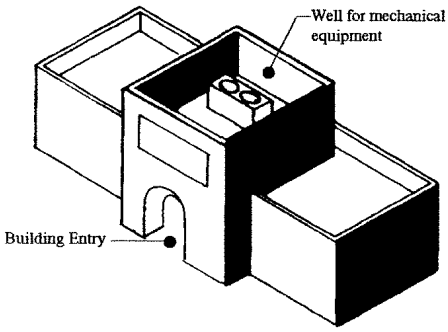
Antennas and receiving and sending dishes should either be incorporated into the architectural design in such a way they become an integral part of the architectural statement, or concealed from view.

Roof mounted equipment shall be incorporated into the roofscape design in such a way that it becomes an integral part of the architectural statement or is concealed from view. When roof mounted equipment will be visible from the surrounding properties at grade or from upper levels, the location and screening design must be handled with particular care.

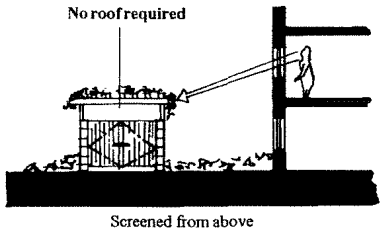
Through-wall louvers, etc., should be integrated into the pattern of the facade by size, alignment, texture, etc.

Trash and recycle enclosures shall be conveniently located for users and disposal trucks but placed away from high use areas, and shall incorporate building materials and design that is complementary to the building design. Hose bibs and area drains should be considered for regular maintenance.

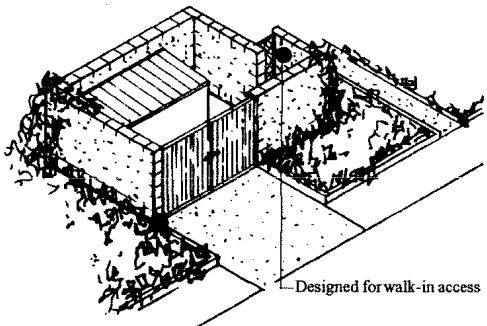
Other on-site storage should be enclosed or adequately screened from view by suitable landscaping and/or opaque walls.



Incorporation of Screening/Equipment w/Building Design



Trash or Equipment Enclosure



Trash Enclosure

THE SITE AND CONTEXT GUIDELINES

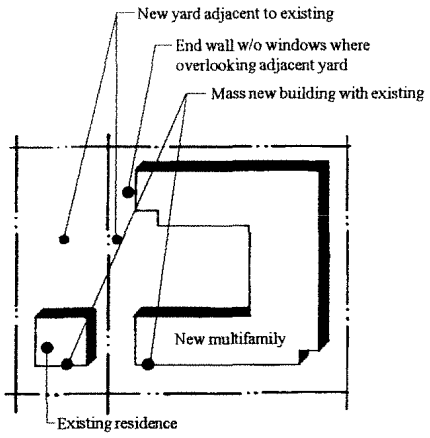
THIS SECTION HAS IMPLICATIONS FOR THE DESIGN OF SITE PLANS, THE CONFIGURATION AND ORIENTATION OF BUILDING AND SITE IMPROVEMENTS AND HOW THEY RELATE TO THE STREET AND TO NEIGHBORING USES.

BUILDING ORIENTATION AND LOCATION

Frontages

Projects shall not "back-up" to the street. All units located along public right-of-ways shall have their primary entrance from this right-of-way, in the form of either individual entrances or aggregated building entrances. All building/units located internal to the site shall have entrances from sidewalks that are designed as an extension of the public sidewalk. Exceptions to this requirement can be made when a multifamily complex fronts a major street carrying high traffic volumes. In these cases, the project may orient around a courtyard(s) provided that only a minimal number of units back to the street.

Dwelling units that front on common open spaces shall be oriented to allow surveillance from active rooms (kitchens, living rooms, dining rooms, family rooms) onto the open space.



Privacy for Adjacent Yard

Relationship to Surroundings

The perimeter of new projects should consider the scale and orientation of their immediate surroundings. If scale in excess of the existing surroundings is to be used, the project should be massed to avoid aesthetic conflicts with adjacent properties.

Projects should protect the privacy of neighboring units by orienting upper level windows away from adjoining units. This is of particular importance when multifamily units are adjacent to single-family units.

PRIVATE DRIVES

Stay Public

Private drives with access restrictions such as gates or guards are discouraged.

Interior Paths

Design Character

Pedestrian routes through the site should be articulated with extra shading, seating areas at activity nodes, and nighttime lighting intensities greater than their surroundings. Unit entries and semiprivate spaces (porches and decks) shall be oriented to view these paths as much as possible.

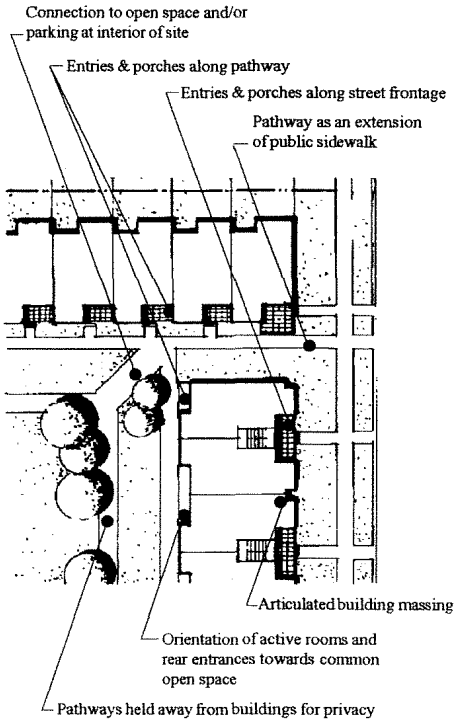
Location

Pedestrian routes shall connect all facilities within the development (open space area, laundry facilities, community rooms, etc.). Pedestrian routes shall link to the public street and to the internal paths.

In locations where automobile access corresponds to or overlaps pedestrian access, the path/road should be detailed in favor of the pedestrian. Paving surfaces such as pedestrian scaled unit-pavers (that can support the weight of a car), cobblestones, stamped concrete, brick, etc., should be considered. Shade should be provided to the extent possible.

Sidewalks that intersect drive aisles should "bulb-out" to reduce the crossing distance for pedestrians.

Parking lots should include bulb-outs between stalls at building entrances.



Medium Density

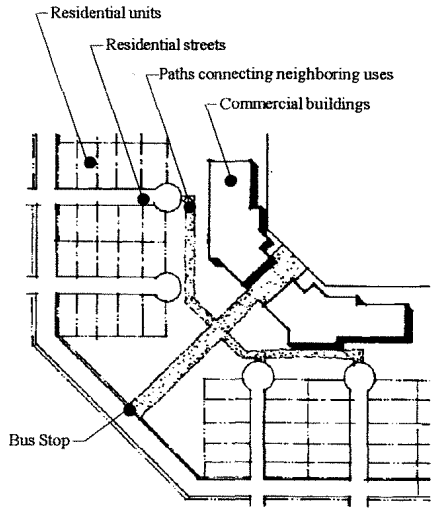
Connections

To Neighbors

Residential neighborhoods shall, where feasible, have direct and convenient access to adjoining neighborhood commercial areas and public uses (such as schools). If the adjacent commercial use is connected by property line and not directly by a public street, access across the shared property line shall be provided where feasible. These connections should remain accessible at all times, and shall not be fenced or gated.

To Transit

Site-planning for new developments shall integrate with existing transit and allow for future transit.



Connections

Sidewalk "bulb-outs" or bus "pull-outs" should be provided along potential bus routes at potential bus stops to provide adequate waiting areas for transit users.

OPEN SPACE

Other Codes

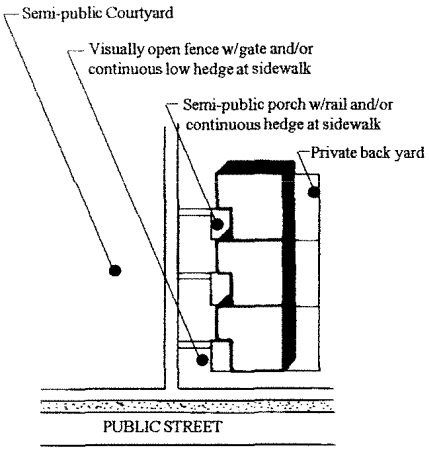
Landscape requirements shall be reviewed for conformity with the City's zoning ordinance.

Character

Creative additional uses for decorative and service-oriented open spaces should be explored. Places such as large "high maintenance" lawn areas can often accommodate multiple uses when equipped with such amenities as play equipment, benches, picnic tables. The objective is to maximize the potential for outdoor activity to enhance security.

Mounded, suburban-style berms shall not exceed 3 feet within building setback areas.

Landscaping should not be used as a visual buffer that reduces the visibility of the street from buildings.



Distinction between Public, Semi-Public, Semi-Private & Private Space

Clarity

Mid-site courtyards and open spaces should have a clear connection to the public right-of-way.

There should be a clear distinction made between public spaces (streets), community spaces (shared open space, play areas, communal laundries, and so forth), and private spaces (dwellings and private open spaces).

Visibility

The common open space areas shall be located so as to allow surveillance from individual units.

Fenced private open space is allowed only at the "rear" of units and shall not face the street.

Drainage

Detention areas shall be designed to not require fenced enclosures and

shall be integrated into site design as a visual amenity. They shall be completely landscaped. Slopes should not exceed 4:1.

Fences

Where access to the interior of a site needs to be restricted, fences should be located at openings between buildings to reduce the length and prominence of the fence.

Fences that are over three (3) feet high placed between the front of buildings and the street shall be made of wrought iron, tube steel, or other decorative systems consistent with the building design. The fences shall be at least 75% transparent to allow surveillance.

Parking Location

Surface

No surface parking lot shall occupy the corner location at the intersection of any two streets (alleys excepted).

Parking lots located between the front of a building and the street are not permitted unless there is no reasonable feasible alternative.

Careful consideration in the siting of parking lots is required to be sure that the impacts on habitable rooms from noise, lights, and fumes are minimized, yet surveillance is allowed from individual units.

Garages

In predominantly commercial neighborhoods housing located over subterranean and partly subterranean parking garages is encouraged.

History

Building on Historic Traces

Effort should be made to retain existing historic buildings and features where feasible. The goal is to layer new projects over existing conditions, as opposed to destroying all traces of the existing environment.

Patterns

Consideration should be given to prevailing urban patterns (such as intensity, massing, heights, scale, materials, etc.) when designing new projects. Exceptions to existing patterns can be made when accompanied

by a demonstrated strategy, such as, to accomplish the objectives of these guidelines by increasing density and efficiency of land use, or improving the safety and accessibility from the public street.

Bicycles

Bicycle facilities are encouraged in new multifamily residential development.

Bicycle lockers (an enclosed lockable container) or "ribbon" racks are the preferred bike parking facilities.

Bicycle lockers shall be secured and can be either pre-manufactured or incorporated into the building. When pre-manufactured they should be integrated with the building design and not appear to be an afterthought.

Bicycle racks and lockers should be located at building entries with good surveillance from building visitors and occupants.

Lighting

Height

On-site freestanding lighting fixtures shall be of a pedestrian scale, not exceeding twelve (12) feet in height in pedestrian areas and eighteen (18) feet in automobile areas, and shall not produce unreasonable glare or interference on abutting units, properties, or the public right-of-way.

Treatment

Lighting should be designed to complement the architecture of the building. Lighting fixtures mounted on the building as well as remote from the building should be compatible to the building color, materials, and design.

Lighting should help to articulate interesting building and landscape features. The use of decorative lighting is encouraged.

SINGLE FAMILY GUIDELINES

SINGLE FAMILY GUIDELINES

OBJECTIVES

To insure that city streets are treated as the city's primary civic space.

To guarantee that new developments support this goal through orientation toward and connection with public streets.

To ensure that new development is consistent with the small town, neighborhood-oriented character of Yuba City.

To create residential environments that show visible activity and personal investment on the part of residents.

To ensure that site planning for new developments integrates with existing transit modes and allows for future transit needs.

To ensure that a variety of lot sizes is available to meet the needs of different economic and household characteristics within the same neighborhood, and to allow for households to grow and move up within the same neighborhood.

To enhance personal privacy, safety, and security by the careful orientation of parcels.

To create places within development projects that act as community activity areas and destinations.

To provide a street system that is safe, convenient, clear, and interconnected (between the dwelling and the street; one street to another; and between dwellings, commercial and recreational uses).

To preserve and integrate key historic elements within the community, and engage these elements into new projects to increase a community's awareness of and exposure to its past.

THE SITE AND CONTEXT GUIDELINES

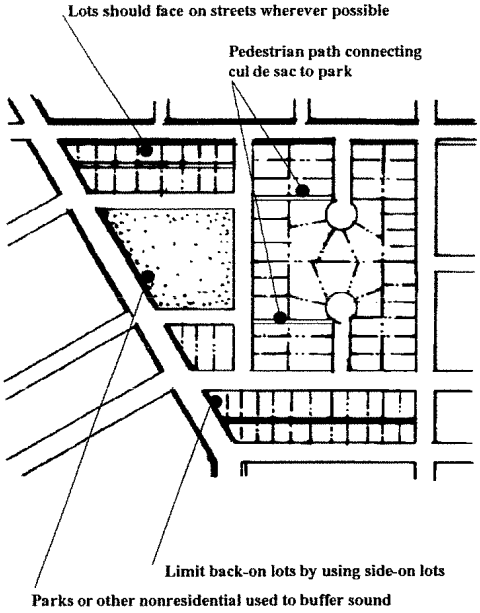
THIS SECTION HAS IMPLICATIONS FOR THE DESIGN OF OVERALL SUBDIVISION SITE PLANS, THE CONFIGURATION AND ORIENTATION OF PRIVATE LOTS, AND HOW THE SUBDIVISION RELATES TO EXISTING STREETS AND TO NEIGHBORING USES.

SUBDIVISION EDGES AT EXISTING NEIGHBORHOODS

Frontages

To avoid lots that back up to streets, the placement of parks or other public places, multiple family or commercial uses, or by placing single family residential street side yards along a major road is encouraged.

Neighborhood Design



CONNECTIONS

To Neighbors

Residential neighborhoods should have convenient access to adjoining neighborhood commercial areas and public uses (such as schools). If the adjacent commercial use is connected by property line and not directly by a public street, access across the shared property line shall be provided where feasible. These connections should remain accessible at all times, and shall not be fenced or gated.

To Street Network

Cul-de-sacs should have pedestrian paths at the endpoints if the pedestrian path make a connection to a major street, park, school, commercial use, or other public place.

To Transit

Site-planning for new developments shall demonstrate an approach for integrating with existing transit and allowing for future transit needs.

Safe and convenient pedestrian connections shall be provided to transit stops, neighborhood commercial/recreational/public facilities, and schools.

COMMON OPEN SPACE AND PARKS

Location

Residential lots that back up to common open spaces and parks shall be minimized.

Drainage

Detention areas shall be designed to be integrated into site design as a visual and, if feasible, usable amenity. They shall be completely landscaped. Slopes should not exceed 4:1.

Visibility

Views to open space and streets from adjacent residences should be promoted, as the surveillance will improve the safety of the space.

SOUND WALLS

Sound walls shall be in character, scale, and style of the surrounding neighborhood. The surface shall be easily maintained.

Sound walls should not exceed eight feet (8) in height; walls over six feet (6) in height shall utilize soil mounding to reduce the apparent height to six feet (6).

Sound wall set-back areas shall be fully landscaped with low maintenance plant materials.

HISTORY

Layering

Effort should be made to retain existing historic buildings and features where feasible. The goal is to layer new projects over existing conditions, as opposed to destroying all traces of the existing environment.

Patterns

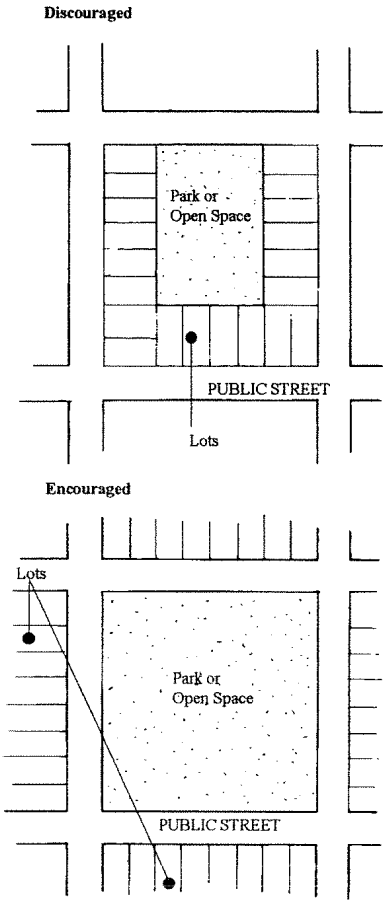
Consideration should be given to prevailing urban patterns (such as intensity, massing, heights scale, materials, etc.) when designing new projects. Exceptions to existing patterns can be made when accompanied by a demonstrated strategy, such as, to accomplish the objectives of these guidelines, including increasing density and efficiency of land use, or improving the safety and accessibility of the public street.

LOT TYPES AND USES

Variety

To accommodate different income levels and household types, a variety of lot sizes should be provided within neighborhoods.

Duplexes and halfplexes as well as neighborhood-supporting mixed uses are encouraged to be incorporated into single-family neighborhoods.



Open Space / Community Relationship

This section related to residential building design is ONLY A SUGGESTION and has been developed solely to provide design ideas...

Individual Building Design Ideas

THIS SECTION HAS IMPLICATIONS FOR THE SITING, ORIENTATION, AND DESIGN OF INDIVIDUAL BUILDINGS AND INDIVIDUAL OPEN SPACES

Buildings

Orientation

Individual units that front on common open spaces or parks should be oriented to allow surveillance from active rooms (kitchens, living rooms, dining rooms, family rooms).

Projects should protect the privacy of neighboring properties by orienting upper level windows away from adjoining properties. Arrange dwellings so that windows of neighboring units do not overlook private open spaces likely to be used for private activities.

Individual entrances should have a clear and visible connection to the public street.

Consistency

All building sides visible from the street should be designed with a complementary level of detailing and quality of materials.

Garages should be considered a part of the main building architecturally. The building form, roof shape, materials, color, openings, dimensions, rhythm and other design elements must be considered.

Articulations

Functional and decorative articulations are recommended. These can include stoops, bays, porches, overhangs, fireplaces, trellises, etc.

Climate Responsive Design

Buildings should exhibit climate-responsive design, to include elements such as recessed windows, awnings, overhangs. Different sides of buildings should also exhibit different climatic responses depending on their solar orientation, wind exposure, etc.

Design

Architectural diversity is encouraged. Facades, materials, and architectural details should be varied to create an impression that the residential structures have been individually built. Projects of four to twenty units (4 to 20) should have a minimum of two (2) unique elevations and projects of twenty-one (21+) or more should have a minimum of four (4) unique elevations.

In order to give houses a commanding presence on the street, the first floor of residences should be at a higher grade than the adjoining public way. This can be accomplished with raised foundations, or site grading.

Accommodate Change

Garages in areas allowing second residential units above them should be constructed with foundations designed and engineered to accommodate the construction of an ancillary unit at a later time without additional foundation support. Utilities of sufficient capacity to provide service to the second dwelling should be provided.

Second units are encouraged.

PARKING

To reduce the prominence of garages, they should be set back from the front of the house a minimum of five (5) feet.

Garage frontages (in linear feet) should not occupy more than 50% of the total frontage of the house.

LANDSCAPING

Landscaping and one fifteen (15) gallon tree should be provided for each thirty (30) feet of frontage or increment thereof on each lot. The most efficient means for irrigating these should be provided.

FENCES

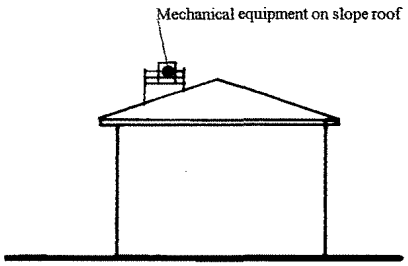
Variations in character of fencing is strongly encouraged. Options include introducing "open" lattices at key views or continuously along the top of a fence, or introducing trellises and gates at entries and at important places along the perimeter of a garden.

Chain link fences are discouraged.

PATHS

Pedestrian access from the public right-of-way to individual houses should be separate from the driveway unless the lot is too narrow to accommodate a separate walkway.

SERVICES AND MECHANICAL EQUIPMENT



Not Allowed

Screening

Mechanical equipment should be screened, incorporated into the building design or placed on the ground (within the fenced area). Screening devices should incorporate building materials complementary to the building.

Treatment

Antennas and receiving dishes should either be incorporated into the architectural design, in such a way that they become an integral part of the architectural statement, or concealed from view.

Roof mounted equipment should be incorporated into the roofscape design. When roof mounted equipment will be visible from the surrounding properties at grade, the location and screening design must be handled with particular care.

Through-wall louvers, etc., should be integrated into the pattern of the facade by size, alignment, texture, etc.

GLOSSARY

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ANIMATED	Describes the use of building elements, areas, and colors which create variety and a sense of activity in and around a building.
ANCILLARY STRUCTURES	A structure detached from a principal building located on the same lot and customarily incidental and subordinate to the principal building or use.
ARCADE	A continuous passage way, accessible and open to the public, parallel to and open to a street, open space, parking area, or building, usually but not necessarily covered by a canopy or permanent roofing.
ARTICULATION	The dividing or segmenting of building elements into smaller components to create a sense of finer detailing. The variations in the exterior of the building or massing of buildings in a development. Elements of articulation may be described in terms of roughness of surface material, numbers of openings, patterns within the material or of different materials, massing, etc. Articulation can reduce the scale of larger buildings by the use of small detailed patterns.
BOLLARD	A vertical element designed to prevent the movement of vehicles across a roadway or into a pedestrian area.
BAR SCALE	(1) The relationship between distances on a map and actual ground distances; (2) The proportioned relationship of the size of parts to one another. Bar scale usually is represented by a graphic scale (a visual bar) or a ratio (or representative fraction) such as 1"=1 mile. Since maps are often enlarged and reproduced photographically, the bar scale is not effected by the map enlargement or reduction.
BREEZEWAY	A roof covered passageway open to the outdoor area.
BULB-OUT	The extension of a sidewalk, planter, or outdoor activity area into a parking lot or street. Bulb-outs are finished with material similar to adjoining sidewalks or open space, and include full curbs and gutter.
CLOUD	A cloud around a portion of a drawing that designates a change within that area of the drawing.
DELTA	A triangular symbol adjacent to the Cloud which designates the number of the change within the documents. This delta is also referenced with a date in the lower right hand corner of the drawing.

DESIGN CONTINUITY	A unifying or connecting theme or physical feature for a particular setting or place, provided by one or more elements of the natural or created environment. Consistency in scale, quality, or character between new and existing development so as to avoid abrupt and/or severe differences.
DESIGN RHYTHM OR PATTERN	The regular or harmonious recurrence of lines, shapes, forms, elements or colors, usually within a proportional system.
DESTINATIONS	The locations within a development project which draw users and visitors to them, creating the gathering place for passive or active use.
DRIPLINE	An imaginary ground line around the outer edge of the canopy of a tree that defines the limits of the tree canopy.
FACADE	The exterior walls of a building exposed to public view, or that wall viewed by persons not within the building.
MASSING	The distribution of building volumes in regard to: 1. Its location on the site. 2. The height, width, depth of building elements relative to each other. An example of the second aspect above would be "the bell tower and assembly building of the church" are separate masses.
MEDIAN	A barrier placed between lanes of traffic flowing in opposite directions, usually wide enough to be landscaped and have trees planted in it.
MONOCHROMATIC	The use of one color.
OPAQUE	A material that does not transmit light.
ORIENTATION	The direction that various sides of a building face.
ORTHOGRAPHIC	The drawing of a building elevation from one direction.
PARAPET	The extension of the main wall of a building above the roof level.
PAVING	Common terminology for surface materials. These can be asphalt paving, integral paving, stones, brick or concrete.
PERSPECTIVE	The presentation of a building elevation from a three-dimensional orientation.
PODIUM	An elevated element over which a building is constructed. The base.
PUBLIC ART	Art which is visible to the general public. It can be free-standing or a

	component of the overall building or development.
PUNCHED WINDOWS	Individual window elements as opposed to a continuous horizontal band of windows. Punched windows can be either in line with the exterior surface or more appropriately recede into the surface element.
RENDERING	The detailed colored presentation of a building elevation, perspective, or plan.
SCALE RATIO	(1) The relationship between distances on a map and actual ground distances; (2) The proportioned relationship of the size of parts to one another. Bar scale usually is represented by a graphic scale (a visual bar) or a ratio (or representative fraction) such as 1"=1 mile. Since maps are often enlarged and reproduced photographically, the bar scale is not effected by the map enlargement or reduction.
SECONDARY FRONTAGE	The side of a building which does not include the main entrance or does not face the primary street frontage.
SET BACK	The distance between the building and any lot line. The minimum setbacks in the zoning ordinance define the building envelope and establish the required yards - front, rear, and side. The ordinance also indicates what may be permitted in which yards: parking, fences, accessory buildings, patios, swimming pools, and so on. The set back may include certain projections, such as rocks, chimneys, and bay windows.
SHADOW CASTING	The shade cast by a structure or building on the surrounding areas during the day and over various seasons.
SHALL	Those criteria which are required to be provided as part of the building or site development.
SHOULD	Those elements which are desired to be provided as a component of the building or site design.
TRANSITIONAL SITES	A site on which a land use or structure is located that has an intermediate intensity of activity or scale located between a more intensive and a less intensive use, or a change from one use to another.
ZONING CODE	The Zoning Code of the City of Yuba City.

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