

CHAPTER 3

COMMERCIAL AND COMMERCIAL MIXED USE

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PURPOSE

The City of Rancho Cordova encourages new development and redevelopment to provide a compatible mix of land uses to increase the proximity of places where people live, work, shop, recreate and pursue other daily activities. The purpose of the design standards and guidelines contained within this chapter is to ensure that commercial and commercial mixed-use development is well designed, compatible with adjacent land uses, contributes to the character of the street, neighborhood and larger community, and creates vibrant, pedestrian-oriented places.

Guidelines contained within this chapter apply to projects consisting of entirely commercial land uses as well as projects that contain a mix of uses that are predominately commercial. The scale of projects can range from an individual single-use building to a multi-story, multi-building mixed-use development (i.e. Town Center). Guidelines contained within this chapter are intended to work with guidelines provided in Chapter 2, Community Design. Rancho Cordova encourages the integration of different land use types. Projects should not be designed in isolation, but rather within the context of the surrounding community.

ORGANIZATION

The standards and guidelines provided in this chapter are divided into two sections; Site Design and Architecture. The Site and Architecture sections are organized into subcategories (i.e. Site > Circulation). Each section has one or more related design objective. This design objective states what the community wants to achieve. Illustrations provide visual examples of projects with the desired elements. Supporting the design objective is a series of design standards and design guidelines.



APPLICABILITY AND USE TYPES

The design objectives, guidelines and standards provided within this chapter are supplemental to those provided in Chapter 2, Community Design, which are applicable to all projects within the community. This chapter applies the following primary commercial project types, listed below and described herein.

- Commercial and Commercial Mixed Use
- Centers:
 - › Village Center Mixed Use
 - › Local Town Center Mixed Use
 - › Regional Town Center Mixed Use
 - › Transit-Oriented Town Center Mixed Use



COMMERCIAL AND COMMERCIAL MIXED USE

This project type is a smaller scale commercial or commercial mixed-use development. Development may include projects that are exclusively commercial, as well as mixed-use projects that are predominantly commercial (at least the majority of the building square footage on the ground floor is used for commercial purposes). The remainder of the square footage may be used for office, service, and/or residential use.

Commercial mixed-use projects may be integrated in a vertical or horizontal manner and may cover a small or large land area. Vertical mixed-use projects incorporate different land uses within the same building (e.g. residential apartments above retail uses). Horizontal mixed-use projects incorporate different land uses within adjacent buildings on the same site. Both types of mixed-use projects are encouraged.



Lyon's Center in Sacramento, California is an example of a commercial project that includes retail shops, offices, and restaurants.



A commercial-office development in Gresham, Oregon. It is built close to the street with store fronts that are attractive and inviting.

VILLAGE CENTER MIXED USE

Village Centers serve a *Village*, which is a collection of three to four *Neighborhoods* and provide the daily shopping needs of this service areas and are spaced approximately 1 ½ to 2 miles apart for adequate distribution around the City as defined by the City’s building block structure. They are between 5 and 15 acres in size, serving between 10,000 and 15,000 people. Multiple tenants in a pedestrian friendly commercial development make up the character of the Center, featuring small to medium size tenants, such as grocery stores, drug stores, and restaurants. *Village Centers* may also include other service, offices, and/or residential uses in conjunction with the primary retail commercial use. Individual retail tenants are typically sized below 50,000 square feet to provide primary neighborhood service for the particular Village. *Village Centers* are well integrated into the neighborhoods that they serve through a multitude of pedestrian connections.



Village Center with major grocery store and in-line shops. (Waterman Center, Elk Grove, California)



Large Village Center with market, drug store, and smaller shops. (Marketplace at Broadstone, Folsom, California)



Urban grocery store with lofts above. (Downtown Safeway, Portland, Oregon)

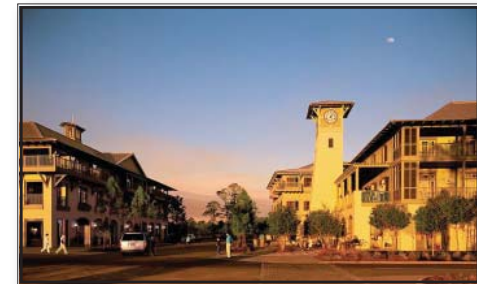
LOCAL TOWN CENTER MIXED USE

Local Town Centers service a *District* of three to four *Villages* and are designed not to compete with the *Village Centers* for retail customers. They serve an area between 35,000 and 45,000 people and are developed at a scale between 15 and 30 acres. *Local Town Centers* typically include a vertical integration of retail and service uses, along with office and/or residential uses. Commercial uses include general retail (basic clothing stores, book/music stores, dry cleaners, etc.), restaurant uses, and other uses that contribute to a daytime and nighttime activity center. The number of large-scale tenants with more than 50,000 square feet should be limited. Apartments, townhouses, and lofts are developed at or above 20 dwelling units per acre in the center and decreasing in density as the distance from the center increases. The goal is a smooth transition from high-density multifamily residential to low-density (6 dwelling units/ac) single-family. Residential units can be found above or adjacent to most of the commercial activities. Office uses may also be in the Local Town Center, but are usually 2,000 to 10,000 square feet in size, each.

The majority of buildings have their main entrance opening onto a street or square. Pedestrian circulation within the Center is paramount. Shared surface lots or parking structures are provided for visitor parking, and transit and bicycle facilities are provided and integrated into projects to allow visitors alternative methods of arriving at the site. They are pedestrian friendly “places” where people go to gather, shop, and be entertained.



Pedestrian-oriented Local Town Center with major retailers, in-line shops, offices, and restaurants. (El Dorado Town Center, El Dorado County, California)



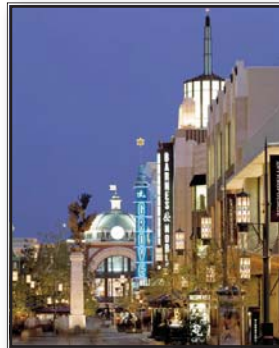
The Local Town Center for WaterColor, Florida, near SeaSide. The uses and scale of the development reflect the residential community that surrounds it.

REGIONAL TOWN CENTER MIXED USE

Regional Town Centers are the major retail centers of the City as well as destination places in the region. They feature large-scale development that can only be supported by large populations. These are the ideal locations for major retail tenants, hotels, conference centers, arts/cultural centers, or sports facilities. They are pedestrian friendly “places” where people go to gather, shop, and be entertained. They can be centers of culture or recreation, and may include an active nightlife. Parking may be accommodated in a parking structure and alternative transportation methods are provided.



The Block at Orange in Orange County, California features a variety of entertainment and shopping options. Development is oriented towards a pedestrian promenade. (Courtesy ULI)



The Grove in Los Angeles, California includes area-wide attractions that require large populations to support them. (Courtesy ULI)



Santana Row in San Jose, California attracts visitors from all over the City and state. It includes a hotel, restaurants, a book store, and other regional uses.

TRANSIT-ORIENTED TOWN CENTER MIXED USE

Transit-Oriented (TOD) Town Centers are located along existing or potential Light Rail or Bus Rapid Transit alignments at stations for those services. They consolidate the retail needs of the service area into one center (similar to Local Town Centers) and provide increased residential densities on site but are also designed to accommodate the light rail user. Like *Local Town Centers*, *TOD Town Centers* do not compete with the *Village Centers* for retail customers. *TOD Town Centers* have on-site residential uses. They are pedestrian friendly “places” where people go to gather, shop, and be entertained. They can be centers of culture or recreation, and may include and active nightlife. Parking may be accommodated in a parking structure.



Retail and residential with pedestrian plazas and promenades at the Fruitvale BART Station in Oakland, California.



Residential and retail in a pedestrian setting with the Hayward City Hall. (Hayward BART Station, Hayward, California)



The Light Rail line runs through the middle of this project. The station is integrated into the overall design and character of the site. (Urban Studies, Portland, Oregon)

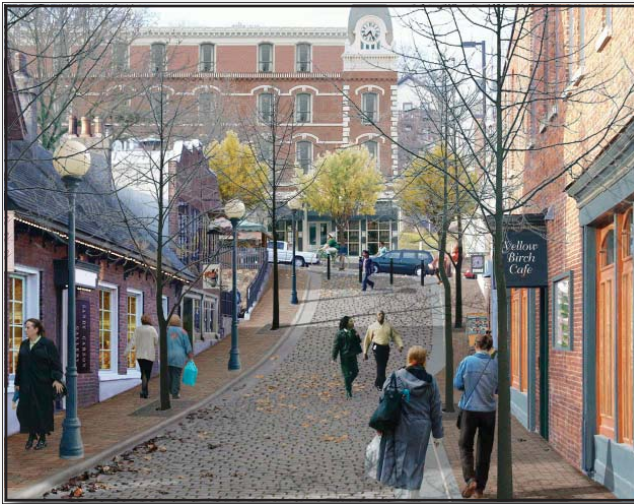
SITE DESIGN

Intent – Create vibrant projects to serve local, community-wide, and regional shopping, entertainment, and recreational needs and encourage a mix of compatible uses. Provide pedestrian-friendly development through the use of a functional and safe environment (i.e. clear separation of vehicular and pedestrian areas). Development should be of a high quality and visually appealing from adjacent streets and surrounding neighborhoods with an emphasis on building placement and orientation as well as site landscape.

The guidelines provided in this chapter are intended to work in conjunction with the site design guidelines provided in the Community Design Chapter, which apply to all projects within the City.

The Site Design section features the following subcategories:

- Circulation
- Public Spaces/Pedestrian Amenities
- Building Placement & Orientation



SITE DESIGN > CIRCULATION

DESIGN OBJECTIVE

Develop an on-site circulation system that promotes efficient movement of vehicles in a clear and well-defined manner and minimizes conflicts with pedestrians and bicycles. Provide on-site facilities to accommodate pedestrian, bicyclists, and transit riders.

DESCRIPTION

The design of access and circulation on project sites should tie the development into the overall neighborhood. In some instances, the internal circulation may be a part of the City's circulation and street system, where buildings front onto and have pedestrian connections with the public right-of-way, such as in a "Main Street" design.



Do This: A commercial project in Baltimore, Maryland that had been designed with a "Main Street" theme. The vehicular circulation system is part of the local roadway system. Pedestrian paths promote pedestrian activity and where the paths cross the vehicular realm, they are accented with special paving and lighting.



Don't Do This: The Coloma Town Center Light Rail Station in Rancho Cordova, California. The chain link fence separates the station from the neighboring commercial development. This inhibits pedestrian mobility.

Sidewalks should be continuous and free of barriers (e.g. utility poles, street signs, etc.), allowing pedestrians to have convenient access from site buildings to the public sidewalk system, open space, parking areas, and adjacent land use areas.

Additional modes of travel, such as bicycles and public transit, shall be accommodated as part of the project. Bicycle riders should be able to ride from their homes in the surrounding neighborhoods to their *Village Center*, park, purchase the goods they need, and ride home without any significant hassle. Public transit stations and stops should be integrated into the site, especially with *Transit-Oriented Development*.

DESIGN GUIDELINES

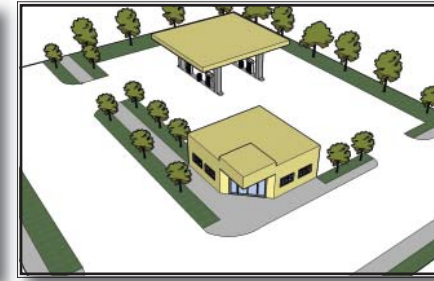
1. The City encourages commercial development to be designed with a “Main Street” style, especially for sites larger than 15 acres. Constructing commercial development in this pattern is today’s solution and helps to facilitate pedestrian activity by creating a rich, inviting streetscape. This can be achieved by:
 - Placing buildings close to the street (for both small and large sites) or the internal circulation system of the site (for large sites);
 - Placing parking at the rear of the site or in structured parking lots;
 - Providing on-street parking.



Digital rendering of a mixed use street that takes advantage of the transit lines that run along the development by integrating the stations and stops into the design and pedestrian circulation pattern.

2. Automobile dependent land uses (e.g. car lot sales lots, gas stations, drive-up restaurants and other drive-up facilities) should be designed to reduce conflicts with pedestrians, by the following means:

- Place the building at the building setback line with an entry from the public sidewalk to help define the “street edge” and encourage pedestrian access (e.g. to a convenience store, restaurant, or a car dealer showroom);
- Create a direct pedestrian connection between public sidewalk and pad building entries without crossing a drive through lane;
- Place the drive through area away from pedestrian areas.



Preferred orientation and site design for auto-dependent uses. The store portion of the project is placed along the street, while service bays and carports are placed at the rear, making them less dominating from the street.

3. Commercial centers should be linked to the surrounding area with pedestrian connections. This includes connecting the internal circulation to the City’s sidewalks and creating connections between uses in other ways, such as paths to neighboring development. Where such connections are made,



The Davis Commons project in Davis, California has several pedestrian connections to the surrounding residential neighborhood. Pathways are enhanced with landscaping, making them attractive to pedestrians.

the paths should be well lit and visible. Paths should not pass through the service areas of the site, as these are often deserted.

4. For *Transit-Oriented Town Centers*, the transit stop shall be an integrated portion, even a focal point, of the development. The development should be treated as though it could not survive without the transit stop.

AVOID

- Pedestrian crossings of vehicular driveways without adequate protections.
- Dangerous street crossings between transit stops and activity centers.

DESIGN STANDARDS

Pedestrian connections shall be provided between buildings and adjoining commercial and residential sites. The project's sidewalk/walkway network shall connect to the public sidewalk system at a minimum of one point along each street frontage.

SITE DESIGN > PUBLIC SPACES AND PEDESTRIAN AMENITIES

DESIGN OBJECTIVE

Provide usable public spaces and gathering spaces oriented towards the pedestrian user as a key component of the development.

DESCRIPTION

Development should be pedestrian oriented, featuring design components and amenities that are specifically for pedestrians and connect the pedestrian with all aspects of the site and surrounding uses. Additionally, public



Do This: This pedestrian path at Santana Row, San Jose, California cuts through the building. Inside, there are areas for pedestrians to sit, relax, and people watch. The design is attractive and draws people through the opening to the other side.



Don't Do This: This "pedestrian area" is located in the middle of the parking lot and provides very little shade or other amenities. It is disconnected from the active pedestrian areas of the site. It serves no general purpose other than decoration, making it meaningless to the visitor.

spaces, including gathering spaces should be provided. Outdoor areas should be aesthetically pleasing and promote greater activity in commercial areas.

DESIGN GUIDELINE

1. Large sites should feature plazas, greens, or gardens where people can gather. Public spaces shall be meaningful places that contribute to the overall sense of place and site identity and help to attract pedestrian users to the development.
2. Uses such as restaurants should front onto plazas and are encouraged to use the public area of the plaza for outdoor seating and/or dining.
3. Landscape outdoor areas with visually stimulating soft- and hardscape that helps to identify the site. Street furniture, such as benches, lamps, and landscape planters should be integrated as appropriate.
4. Street corners should be developed with buildings entrances, public plazas, or small parks that make it an active portion of the development. Special attention is paid to the design of project and building corners as an opportunity to create visual interest and invite activity.



The scale of the light fixtures, landscaping, the availability of seating areas, and wide sidewalks/paths make this an attractive pedestrian area in Emoryville, California.



Davis Commons in Davis, California is located at the intersection of several major streets. The development has treated the corner as a unique opportunity by having shops front onto the corner and providing a public space between the roadway and the buildings. The plaza features a green space, patio area with moveable seating, adequate lighting, and landscaping that complements and enhances the pedestrian experience.

5. Use different materials and colors to offset the paving and to provide visual interest.

AVOID

- Seating areas adjacent to loading, service bays or storage areas.
- Seating areas that are hidden, secluded, and dark or unsecured spaces behind or on the side of buildings.

DESIGN STANDARDS

A minimum of one public plaza or similar gathering place is required for each center or commercial project. Scale and improvements for such public space should be appropriate to the site, building, and use.



The Bay Street development in Emeryville, California includes a pedestrian plaza with seating and landscaping. It is an inviting feature of the development.



SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION

DESIGN OBJECTIVE

Design and construct buildings to create safe, pleasant, and active environments.

DESCRIPTION

Buildings should be sited and oriented close to the street with inviting and detailed elevations to strengthen the desired image for the area. Only active building elevations with public access should face the street. Buildings



Do This: Example of a commercial development in downtown Walnut Creek, California that creates an interesting and inviting pedestrian environment. Buildings are close to the street at a scale that respects the user. Landscaping softens the architecture. Parking, a major concern of developers and shop-owners, is provided on the street, behind the buildings, or in parking structures that are integrated into the project's buildings. (Courtesy LPA)



Don't Do This: The Laguna Gateway shopping center in Elk Grove, California has buildings set back large distances from the roadways and internal circulation system of the site. Pedestrians must cross parking fields to get between stores. Entrances are oriented toward autos, not people, as evidenced by the sidewalk that terminates into a landscaping planter.

should be sited to create outdoor spaces with amenities for the pedestrian user. On corner sites, building entrances should face the intersection and “communicate” with the neighboring properties. “Main Street” site plans or development are encouraged for larger centers. The proper placement of buildings along a frontage can create interesting and significant opportunities for unique public spaces, inviting pedestrian connections, and can help in establishing a design theme for a streetscape. Consider these issues when siting buildings.

DESIGN GUIDELINES

1. Where feasible and desirable, commercial buildings for projects over 15 acres in size should be located to create a “Main Street” environment by fronting along the street or internal circulation routes.
2. As vibrant mixed-use sites, commercial buildings should be sited and designed to attract and captivate the pedestrian user. Effective methods of building placement and orientation include:
 - Front doors of commercial buildings shall orient front doors to streets or pedestrian-oriented “main street” style roads (public or private streets);
 - For ground floor commercial uses, design and construct a primary building entrance for each building façade. If a building has frontage on more than one public street, a single building entrance on the corner is acceptable;
 - Use the area between the right-of-way and building to create a plaza court, planter area, bicycle parking, or another amenity (storage and utilities prohibited);
 - Avoid excessive setbacks that create gaps or voids along the street’s architectural edge;
 - Building frontages detailed with architectural elements oriented to the pedestrian along the ground floor.



This pad building at 19th and S Streets in Sacramento is located close to the street and includes pedestrian amenities (the trellis work) that connect it to the sidewalk. The trellis includes seating areas for pedestrians and appropriate landscaping to soften the appearance of the site.

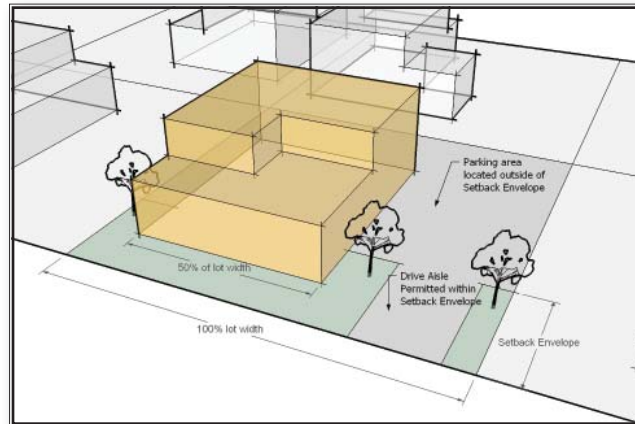
3. Loading and delivery service areas should be located and designed to minimize their visibility, circulation conflicts, and adverse noise impacts to the maximum feasible extent. They should be screened with portions of the building, architectural wing walls, freestanding walls, and landscaping. They should not be located in required setback areas.

DESIGN STANDARDS

The City seeks to create rich, inviting, pedestrian oriented urban streetscapes as part of its commercial development, especially in a “Main Street” pattern. To accomplish this, the front and street side building setbacks have been modified, as described in the table below, based on project size. The distance is measured from the back of curb of the ultimate right-of-way width. A minimum of 50 percent of this setback envelope shall be occupied by either a primary building frontage (having the main entrance(s) to the building) or pedestrian feature(s). In no instance shall on-site parking or drive-thru aisles be located within this setback, however on-street parking, subject to review by the Public Works department, may be provided. Drive aisles connecting the parking areas to the public street are allowed in the setback area. The setback area may include landscaping or other pedestrian amenities as described in this document or the City Zoning Code. The design review authority may grant exemption when the intent is met by unique development features or there are unique site characteristics or patterns that preclude such action.

Development Size (acres)	Setback Envelope for Primary Building Frontages (from all streets in feet)
0-15	0 to 30
Greater than 15	0 to 80

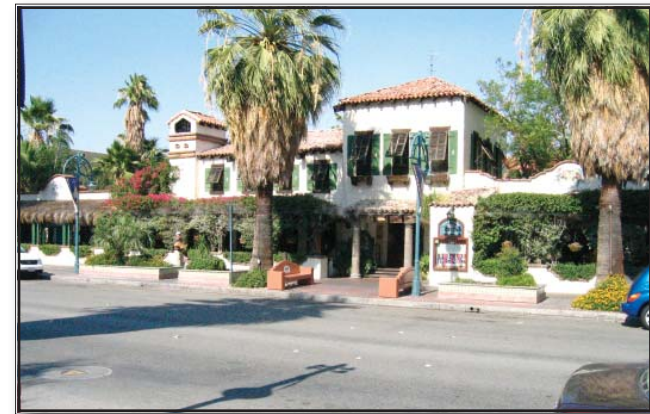
4. Corner and mid-block pad buildings should be oriented towards the street and public sidewalk and shall meet the following requirements:
- Drive-thru windows, driveways, and parking shall not be designed in a manner that isolates the building from the sidewalk or connecting walkways.
 - Service windows and stacking lanes for drive-thru business shall not face public streets. Rather, orient automotive service bays away from public streets. The intent is that service bays should not dominate the public street frontage.



This figure illustrates the design standards describing setback envelope. A minimum of 50 percent of the setback envelope must contain the primary building frontage and/or pedestrian features (see standard on opposite page).



This commercial building in Brea, California is oriented close to the street. The entrance is situated at the corner, making it visible and accessible from both streets.



A restaurant in Palm Springs, California. The building is close to the street, patio seating is open to the street while still secluded behind landscaping.



ARCHITECTURE

Intent – Promote architectural design that establishes project identity and enhances the character of Rancho Cordova. Allow various development types to be used with an overall effect of cohesiveness and pleasant built environment as a result.

The Architecture section features the following categories:

- Massing, Scale and Form
- Style and Design Details





ARCHITECTURE > MASSING, SCALE, AND FORM

DESIGN OBJECTIVE

Commercial and mixed-use structures should be designed to a human scale, help create vibrant activity areas, and should complement adjoining properties.

DESCRIPTION

Development should be compact, made up of multi-story structure(s) that concentrate activities. Building height and massing should consider the context of surrounding development. Development should take the human scale into consideration. There should be variety in forms for visual and physical interest.



Do This: Commercial uses in Brea, California. The larger tenants have a mass and scale that respects the smaller tenants.



Don't Do This: This commercial building has little façade articulation and appears as one massive building. It ignores the human user.

DESIGN GUIDELINES

1. Multi-level mixed-use buildings are strongly encouraged. When this occurs, the buildings should be made visually interesting with the following effects:
 - Building design which has a visually distinct “base” and “cap”;
 - Upper-story elements which overlook the street (balconies, windows, terraces);
 - Easy access to the second story to encourage multi-level commercial or office use; and
 - Separate entrances for residential uses.

2. Freestanding “big box” building design are discouraged. Rather, the City encourages the integration of large retailers into multi-tenant, integrated developments for a concentration of activity. Where such buildings are independent of other commercial structures, the following techniques shall be used to avoid the long blank walls inherent with this building type:
 - Integrate stores into in-line shops (preferred);
 - Wrap walls with storefront buildings (preferred);
 - Use landscaping to soften and screen blank walls; or
 - Employ the technique in Guideline 1 above.



The Village Center at 19th and S Streets in Sacramento successfully illustrates the concept of base-middle-cap. The base of the structure is accented with a stone material. The mid section is brick, and the top is stucco.

ARCHITECTURE > STYLE AND DESIGN DETAILS

DESIGN OBJECTIVE

Commercial development shall be designed with an architectural style or theme that establishes a clear, interesting project identity that will contribute to an enhanced character for Rancho Cordova. The architectural style shall be evident on all elevations of all buildings.

DESCRIPTION

Architectural styling and detailing adds character to a site. Architecture integrates a project into the urban framework and helps to create a sense of place and belonging for the development. While the City is not



Do This: The Carlton Hotel in Atascadero, California. The building has been remodeled and restored with a timeless architectural style that respects the history of the building and the city.



Don't Do This: A commercial project in Folsom, California. The street-facing façade is blank and cold. There is no visibility into the buildings from the street or from the buildings to the street. The structure lacks visual interest and architectural character.

advocating a single predominant architectural style to be used throughout the City, the goal is to celebrate diversity of architectural styles while taking the built and natural context and surroundings into consideration. The architecture of a project should be timeless and establish project identity.

DESIGN GUIDELINES

1. Design all sides of the building with consistent architectural and façade elements:
 - Break up the roofline silhouette through the use of large cornices, changes in parapet heights or other techniques;
 - Use awnings, bulbouts, reliefs, and fenestrations to add distinction to the façade of the structure;
 - Roofing should be unique and add character and style to the building.

AVOID

- Visible security grills at windows and door (discreet or retractable security grills may be acceptable).
- False fronts, applied mansard forms, and other artificial rooflines
- Dark tinted glass and mirror-like films



A grocery store in the Belmont Dairy building in Portland, Oregon. The awnings, windows, and other iron work, are detailings that help accent the building.

ARCHITECTURE > STYLE AND DESIGN DETAILS > COMMERCIAL FACADES

DESIGN OBJECTIVE

Commercial facades should appear open, inviting, and engaging to the passerby.

DESCRIPTIONS

Building facades should be transparent and provide visually interesting environment. Facades should engage pedestrians and help create interest and activity in front of shops to encourage pedestrians to continue along



Do This: This restaurant space in Sacramento, California has a highly accentuated entrance that is clearly delineated from other parts of the building. An awning/trellis is provided over the entrance, the space is recessed from adjoining portions of the building, windows and doors are well trimmed, and the entire length of the façade is made up of windows or glass doors, making the space visible from the public realm and vice-versa.



Don't Do This: Commercial development in Rancho Cordova, California. The design of the overhangs does not place an emphasis on the primary entrances to the building and facilitate easy pedestrian access. There is no architectural focus.

storefronts. Commercial building frontages should provide a sense of continuity and enclosure to streets and internal drives, creating a human-scale “street wall.” Buildings should be designed to provide visual interest, order, and clarity to building fronts. The visual quality of commercial structures can be enhanced with simple architectural and building details that add character and interest while providing a human scale.

DESIGN GUIDELINES

1. Storefronts should promote a sense of entry into the structure as well as a sense of shelter by providing:
 - Weather protection on building facades adjacent to walkways with overhangs, canopies, awnings, and recesses;
 - Transparent surfaces (windows) that allow views into and out of buildings with at least 80 percent light transmission (in terms of window tint);
 - Large footprint retail stores lined with multiple narrow retail storefronts.

2. Design entries to be clearly visible from the street and provide visual interest, as follows:
 - Provide a building entrance for every commercial building elevation serving as a primary façade or adjacent to a street with a horizontal dimension of more than 100 feet;
 - Main building entries shall be accented with strong architectural definition to attract pedestrians. They should be accentuated from the overall building façade by:
 - › Differentiated roof, awning, or portico;
 - › Use trim details to accentuate the opening;
 - › Project or recess entries from their surrounding building façades;
 - › Detailed doors and doorway with: ornate hardware, transoms, sidelights, trim details, and framing;
 - › Use windows within entry doorways equivalent in size to 50 percent of door surface area;
 - › Providing decorative nighttime lighting.
 - 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.

3. Use windows to create an open and inviting atmosphere, as follows:

- Ground floor storefront glazing (windows or display windows) along the primary public façade should comprise a minimum of 50 percent of the main floor's exterior wall area;
- Multiple windows should be provided on the front façade above the main floor in a uniform pattern.
- Window should be oriented vertically with rectangular shapes;
- Frame openings with trim around windows and doors or recess the window a minimum of 4 inches from building façade;
- If used, door and window shutters should be sized to cover the entire window;
- Use sliding, overhead or other operable windows for restaurants or other active uses.

AVOID

- Solid metal or wood doors with small or no windows
- Doors flush with building façade, lacking trim detail
- Unpainted metal frames
- Tinted or reflective glass and glass block
- Windows too small to provide views



A Home Depot in Ft. Collins, Colorado. The entrance to the nursery is treated in a unique way with an accent structure and signage.



The Kohl's department store in North Natomas, Sacramento, California is an example of a commercial project that has windows along the store front to create an open and inviting atmosphere.