

City of Woodland

Community Design Standards

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We the people of Woodland, cherish the quality of the environment provided to our citizens. We are convinced that the City is one of the most desirable communities available anywhere. We believe our traditional values and willingness to embrace new ideas largely create this feeling of community. Our sense of community is rooted in the history of Woodland, excellent neighborhoods, tree canopy and landscaping, small town feel, and architectural heritage. We pride ourselves in Woodland exemplifying the best in community and livability. Additions to our community should portray these values.

Therefore, we welcome and embrace outcomes that enhance the quality of life in our community. Moreover, to those wishing to enhance Woodland with new neighborhoods, buildings, or commercial and industrial establishments, we encourage you to challenge yourselves to excellence. We believe that each of you have a desire to produce a superb building, corporate flagship or wonderful neighborhood. We applaud you for this desire. We encourage you to challenge yourselves, commit to excellence, and not settle for anything less.

We celebrate our Woodland heritage and welcome your continuation of this heritage. We ask you to join us in projecting this sense of community into Woodland's future.

We feel that the following pages represent productive ideas for the image of Woodland. Let us work together, in the present, to follow the directions of Woodland's past into a more livable future.

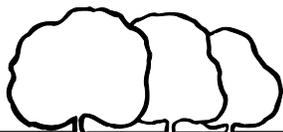


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I. Introduction

Woodland lies in the heart of a fertile agricultural region on the floor of the Sacramento Valley. On clear days, the foothills of the Coast Range are visible to the west; the Sierras can be seen to the east. It is against this scenic backdrop that Woodland has grown from a small farming village to a vibrant City of over 51,000 residents and a main player in the regional economy.



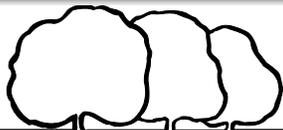
Woodland has a rich architectural heritage. Over time, each successive era has added a new chapter to the form, character, and image of the City. Nineteenth century buildings of wood or brick possess a unique charm that is both functional and durable – qualities valued by the farmers who settled the area. Beautifully restored Victorian-era, California Bungalow, and Craftsman-style residences adorn shady, tree-lined streets, conveying a sense of ‘neighborhood’ rooted in the architectural traditions of the early 1900s. Good examples of modern architecture are also evident. Today, Woodland is an eclectic mix of architectural styles. Shopping centers and housing tracts of the 1960s share the landscape with modern commercial buildings and residential neighborhoods.



Woodland is first and foremost a city of trees. The rich alluvial soils and abundant sunshine create ideal growing conditions for trees of almost every variety. Whether along a quiet residential street or a busy commercial district, trees have a unifying quality that is both comforting and attractive.

Purpose and Applicability

The purpose of the 2004 update is to build upon the success of the 1998 Community Design Guidelines by further defining the City’s image and to clarify the City’s design standards. These Design Guidelines were prepared to aid designers, the public, and decision-makers by expressing the community’s shared vision for the quality and attractiveness expected throughout the City.



The updated Design Standards respond directly to policies and programs of the Woodland General Plan which emphasize the design of new neighborhoods that preserves and enhances the qualities that make Woodland a unique and desirable place.

Programs 1.14 call for the preparation of residential guidelines to “...*promote walking, bicycling, and transit use and access*” in new expansion areas, recognizing the importance of integrating new neighborhoods into the fabric of the community.

Program 1.6 calls for the preparation of commercial design guidelines to “promote walking, bicycling, and transit use and access” for commercial areas, emphasizing the design of commercial facilities to reflect the character of Woodland, and provide accessability for pedestrians, bicyclist, and transits riders.

Program 6.C.8 calls for preparation of historic neighborhood design guidelines and/or standards to help assure that new residential construction, additions, repairs, and remodels preserve the historic nature of the structure and neighborhood and prevent the intrusion of inappropriate architectural design.

These Design Standards apply to development and modifications to existing development in the City. The Design Standards emphasize the use of architectural design, landscaping, screening, sign control, and other techniques to improve and enhance the visual qualities of the City so that a visitor’s first impression of the City is a positive one.

In some instances, the Design Standards are fairly precise. However, they are not rigid and inflexible, nor are they intended to stifle creativity by imposing a formula for the design of new development and existing development. Their main purpose is to ensure that new and existing development in the City enhances the quality of life in Woodland and preserves its image as a desirable place to live, work and visit. It is not the intent that staff or the Planning Commission will design the project – that is the responsibility of the applicant.

The vision embodied by these Design Standards can only be achieved through a cooperative effort among the City, private property owners and the community. The City’s responsibility is to provide timely review of new projects, and to help foster private investment by implementing public improvements that enable development to occur. These Design Standards help achieve the former by providing a greater measure of predictability to the design review process. The role of the community is to be a sounding board with regard to new development so that decision-makers remain in touch with the preferences of Woodland citizens.

Historical Development and Community Form

Woodland (originally called Yolo City) was settled in the 1850s. Farmers and ranchers, financed in part by earnings from the gold fields, began moving to the area to take advantage of the cheap land, rich soils, and year-round growing season. Not surprisingly, the first buildings erected in town were occupied by businesses catering to the needs of surrounding farmers and ranchers.



The City form is based on a grid of north-south and east-west streets radiating outward from the traditional town core bounded by Sixth Street, College Street, North Street, and Main Street. The City has retained the ‘backbone’ of this grid system by locating major north-south and east-west thoroughfares along section lines roughly one mile apart (a section is a one square mile plot of land consisting of 640 acres). The land within these larger grids has been subdivided into residential neighborhoods; the street system in some of the newer residential subdivisions is more curvilinear, reflecting design elements that became popular in the 1960s. The General Plan contains policies that encourage a return to the more traditional grid system in new residential subdivisions as a way to foster walking and bicycling.

Previous Community Design Efforts

In 2004, the City updated the *Downtown Specific Plan* in response to the unique problems and opportunities facing the traditional core of the City. The Plan encourages the preservation and enhancement of the historic character of the downtown while providing for the expansion of economic opportunities, parking and streetscape improvements. The downtown is regaining its status as the center for civic and cultural activities, due in



part to the cooperative efforts by the City and downtown business owners to implement the vision contained in the *Downtown Specific Plan*. The beautifully restored Woodland Opera House and the Woodland Hotel have become cornerstones of downtown revitalization.

In 1998, the City adopted the *East Street Corridor Specific Plan*, which provides design guidelines to help turn this important north-south corridor into an attractive thoroughfare and gateway to the City. In 2003, the City adopted the *Spring Lake Specific Plan Design Standards*, which provides critical design standards for the Spring Lake Specific Planning Area. The Spring Lake Area is a proposed development of approximately 1,097 acres located immediately south of the Woodland City limits at Gibson Road and east of State Route 113.

The Downtown Specific Plan, East Street Specific Plan, Southeast Area Specific Plan, and Spring Lake Specific Plan each contain design guidelines specific to these areas. Areas included within these plans are not governed by these Design Standards unless the language in the specific plan is ambiguous or silent. At that point, the Community Design Standards will take effect.

The Design Review Process

The City’s design review process is illustrated by Figures 1 and 2, below. Figure 1 illustrates the process for projects that require a discretionary permit, such as a conditional use permit. Figure 2 is the process for projects that require building permit approval, only. As with all other development-related matters in Woodland, design review is handled by the Community Development Department. Anyone considering a development project should first make an appointment to discuss the project and these Design Standards with a member of the Community Development Department staff. The staff member can help explain the City’s development procedures and determine if design review is required. The staff member can also provide an approximate timetable for the processing of the project and describe any other permits or approvals that may be required.

Design review is not a separate process apart from other discretionary approvals such as site plan review or a conditional use permit. To the extent allowed by the City’s codes and ordinances, any additional Planning or building permits will usually be processed concurrently.

Exceptions

It is envisioned that the great majority of projects will comply in their entirety with these Design Standards. However, it is possible that there may be unusual circumstances where a project may not be able to meet one or more of the standards due to the peculiarities of the project. In such instances, the Community Development Director or the Planning Commission may approve an exception provided that the overall intent of the Design Standards is still being met.

Amendments to the Design Standards

These Design Standards express the community’s expectations for the design and quality of new and existing development in Woodland. Although they advocate basic principles

of “good” design that have been found to apply in almost every occasion, they also encourage innovation and creativity. However, the Design Standards cannot anticipate how the community’s expectations are likely to change over time as new design and construction techniques emerge and as tastes change. Thus, the Design Standards should be viewed as a “living document” that will evolve with the changing sentiments of the community. If amendments are deemed necessary in the future, they should be considered carefully and with the full participation of the community.

Figure 1

Design Review Process for Projects Requiring Discretionary Approval(s)

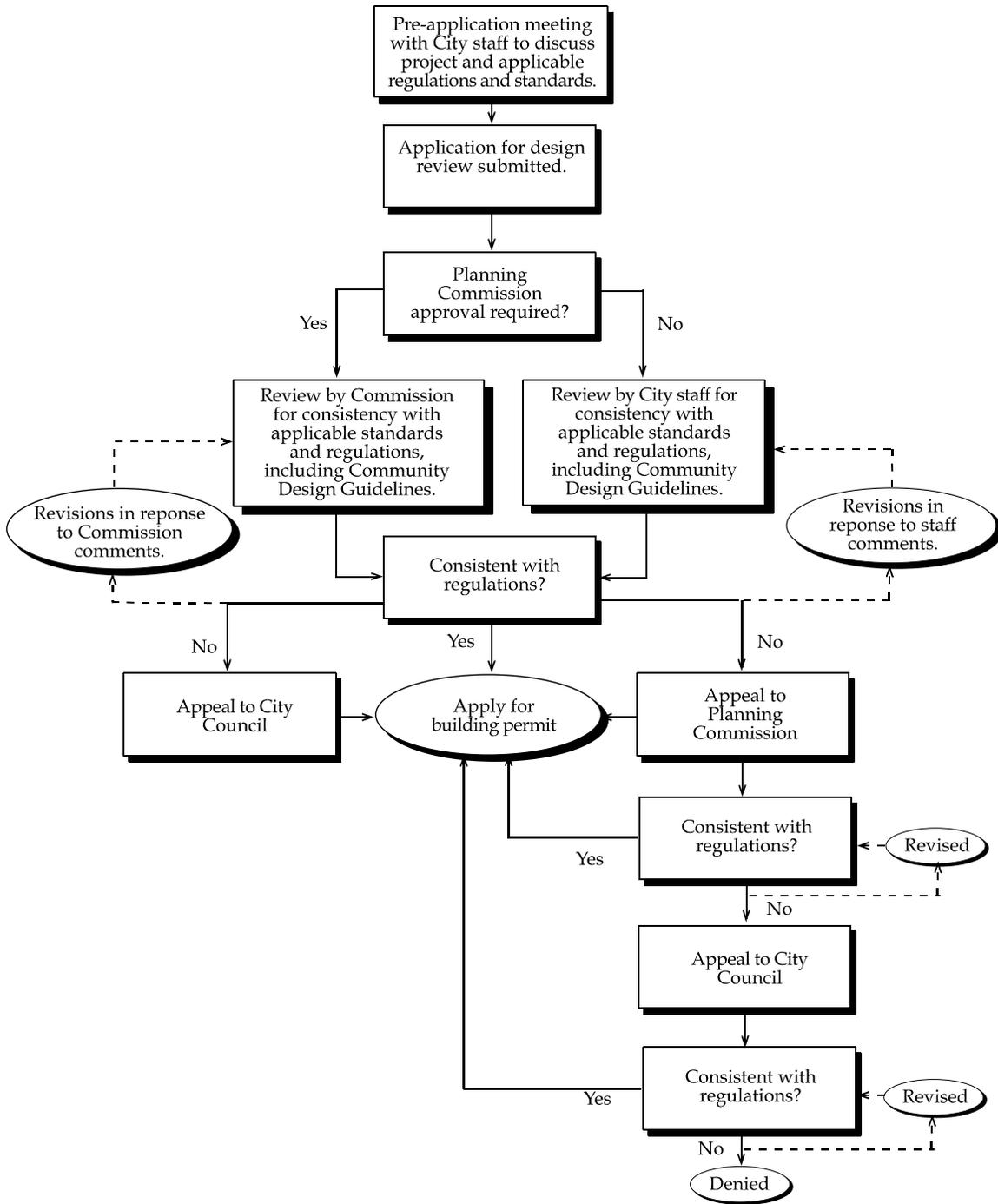
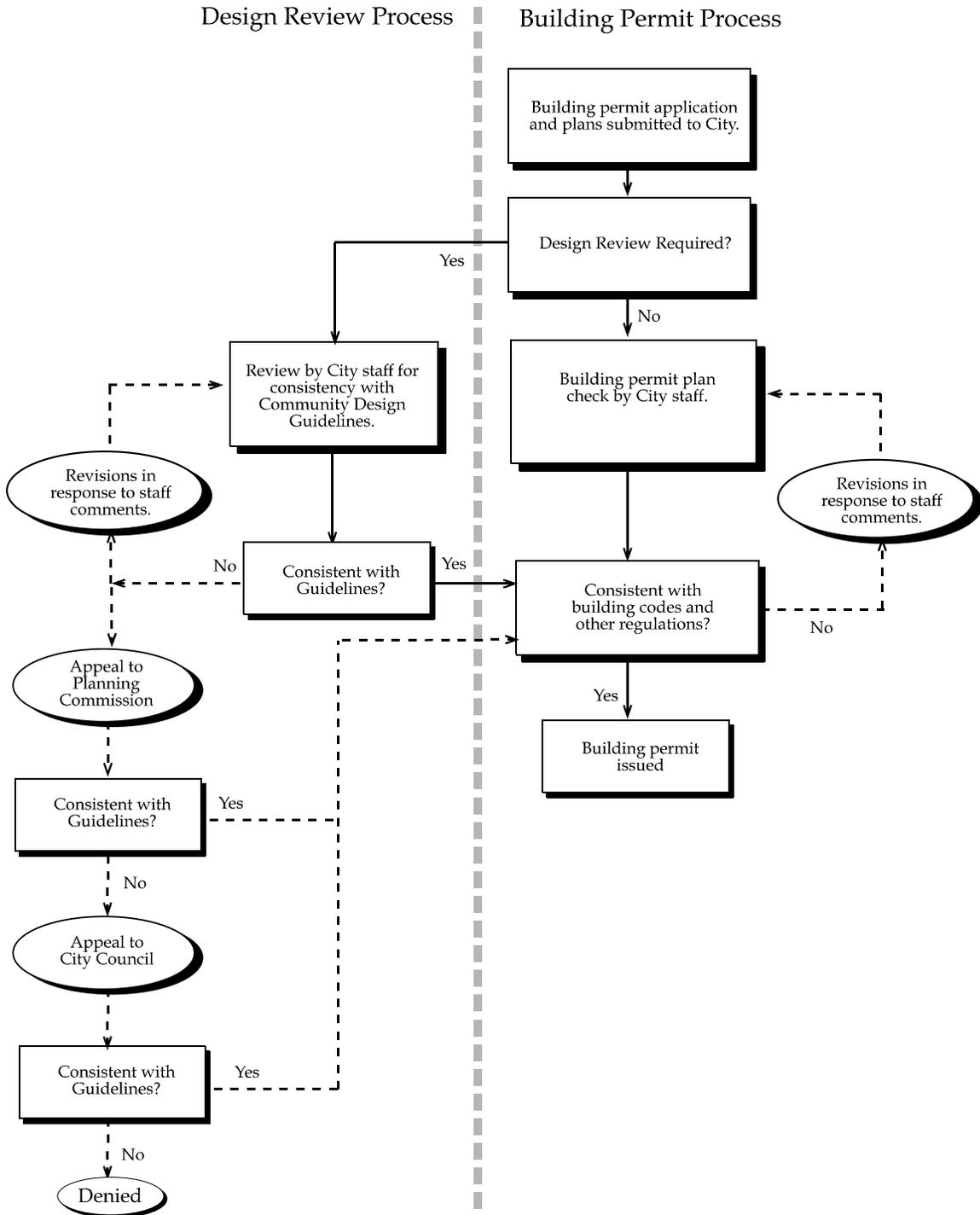


Figure 2

Design Review Process for Projects Not Requiring Other Discretionary Approvals



When is Design Review Required?

Generally, design review is required for:

1. All new Commercial, Industrial, and Public construction projects (including exterior modifications to existing buildings)
2. All multi-family and duplex projects (2 or more units).
3. Single family residential projects when an entitlement is required from the City (CUP, ZAP, Tentative Map, Lot Line Adjustment, Variance, Certificate of Compliance).

Areas governed by the Downtown Specific Plan, East Street Corridor Specific Plan, Southeast Area Specific Plan, and Spring Lake Specific Plan are excluded from these Design Standards, unless the language in the specific plan is ambiguous or silent. At that point, the Community Design Standards will take effect. The provisions of these Design Standards should be discussed with Community Development Department staff before an application for design review is submitted. A list of the minimum requirements for a complete design review application is provided in the box above.

**Application Submittal
Requirements for
Design Review**

1. Color photograph of the site from the street showing existing conditions.
2. Fully dimensioned illustrations of all building elevations drawn to a conventional scale.
3. Color rendering of street view elevation with proposed landscaping drawn to illustrate five-year growth.
4. Samples of all exterior colors and materials matching those shown on the elevations, including roof and fencing materials.
5. Details and explanation of special elements such as public art, ornaments, window treatment, trash and utility enclosures, and lighting.
6. Landscaping plan as determined by the Community Development Director.
7. Proposed signs including dimensions, colors and materials, and placement.
8. Any other materials or illustrations as determined by the Community Development Director.

Who Does the Reviewing?

The Community Development Director (or designated staff) handles the task of design review for projects that do not require Planning Commission approval. When Planning Commission approval is required, such as a project requiring a conditional use permit, planned development or other entitlement, the Commission serves as the design review authority. When the Director or Commission determines that a project conforms to all applicable provisions of the City Code, the project is approved. The approval may be subject to conditions that bear a reasonable relationship to the nature and intensity of development and the potential impacts such development may generate. Before a building permit may be issued, the project must demonstrate compliance with all applicable conditions and codes.

Exceptions

Minor exceptions to these Design Standards may be approved by the Community Development Director (or designated staff) (or the Planning Commission upon appeal) upon finding that the proposed design solution achieves the overall objectives of these Design Standards.

What Standards Will Be Used to Review My Project?

By its nature, design review involves subjective judgments: one person’s idea of artistry may appear ugly to another. That is, in part, why the City prepared these Design Standards and why persons contemplating a development project should meet with City staff to discuss the City’s design review process.

In their role as the design review authority for the City, the Director and/or Planning Commission will look at the entire design of a project, considering such factors as how the project relates to the natural features of a site and to surrounding development, and the visibility of the site along major corridors and entryways. They will also try to judge the quality of the experience people will have when living, working, or shopping in the development, as well as the effect the development will have on the visual character and quality of life of the community. The following fundamental principles of design may be used in reviewing new projects.

FUNCTION: *The design should be usable by all.*

A functional design will need to effectively accommodate the use or activity for which the project is intended, and provide for the comfort and security of its users. A functional design will also provide safe and efficient pedestrian and vehicular links within the project and between the project and surrounding neighborhoods and districts. However, a ‘functional’ project need not sacrifice diversity, variation, or uniqueness of style. Rather, the functional aspects of the project will be the foundation upon which its unique character is established.

ORDER: *The design should be readily and easily understood.*

Development projects are most effective when the design clearly communicates to the user a sense of understanding about how the project is organized. It is especially important that new residential neighborhoods be designed to a comprehensible scale with clearly defined pedestrian, bicycle and vehicular links within the neighborhood and links to surrounding areas. “Where is the entrance?” and “How do I get there from here?” are questions the design will readily answer.

Order also implies maintaining a sense of continuity and harmony. A project will help maintain order by not interrupting the rhythm and character of existing development. Within a development project, order is maintained through the use of unifying elements such as window treatments, exterior materials, and color.

IDENTITY: *The design should be distinct and recognizable.*

An effectively designed project will convey a sense of identity consistent with the character of surrounding development, establishing its own unique identity. Project identity can be enhanced by incorporating elements that establish visual focus (a clock tower, fountain or public art, for example) and by providing activity nodes such as open plazas, courtyards and walkways.



APPEAL: *The design should be pleasing and attractive, and contribute in a positive way to the quality of life in Woodland.*

At its most basic level, design review is a visual experience: We like (or don't like) what we see. But what determines these qualities? The appeal of a project can be directly tied to a number of factors, beginning with the three principles discussed above. One important factor is scale. An effective design will incorporate elements of human scale that convey a sense of comfort and familiarity to the user.

Another important aspect of the appeal of a project is the context within which development takes place. Are the character, scale, and appearance of the project in keeping with surrounding development? Or does it ignore the established architectural, neighborhood or community character?

Although most development projects in a community involve a specific site, the principles discussed above apply equally well to an expansion area or street corridor. In addition to applying these fundamental principles of design, the Director or Planning Commission will also consider the 'practical' aspects of the project such as:

- ***How does the project contribute to the quality of life in Woodland?***

Since buildings and other site development will be a part of the community for years to come, it is important that they contribute in a positive way to the enjoyment of living, working or shopping in the community.

- ***Does the design of the project suit the proposed site?***

For example, does the project accommodate the natural features of the site, such as views, trees, topography, etc, consistent with the objectives of these Design Standards?

- ***Does the project respect history?***

One of the goals of the City’s design review process is to preserve and enhance buildings and districts that have historical value by virtue of its architecture, historic association, or age. For example, when converting a Victorian house to offices, it would be unacceptable to replace wood-sash windows with modern materials such as aluminum, and signs would need to respect the style of the building and neighborhood.

- ***Does the project suit its purpose?***

Does an apartment project look friendly, homelike, and livable? For example, if families are expected to live in a development, are there safe, usable outdoor areas? If the project is a commercial building, does it look like a place to shop or do business? Is the design functional?

- ***Does the project make good use of the site?***

“Good use” of a site implies taking advantage of the opportunities provided by its natural features. For example, are natural topography, trees and other features preserved and protected? Does the orientation of the building and landscaping provide opportunities for passive solar heating and cooling? Are materials, forms and other elements of a project suitable for their uses? Has maintenance been considered in the choice of materials and finishes? Will trees provide shade where and when it is needed?

The criteria discussed above are not the only issues to be considered in the review of new development. Each project and project site is unique and presents its own constraints and opportunities for a good design solution.

How These Guidelines Were Prepared

To help prepare the initial 1998 Community Design Guidelines, the City retained the help of a consultant who worked closely with staff of the Community Development Department. For the Design Guidelines to effectively capture the community’s ‘vision’ for new development, it was essential that the consultants gain a better understanding of community preferences. A public workshop was conducted at which citizens participated in-group exercises, which were intended to foster discussion and the sharing of ideas. This input helped shape the public review draft Guidelines that were considered by both the Planning Commission and the City Council at a series of public hearings. The Design Standards were updated upon request from the Planning Commission with the assistant from City Staff. Staff held a workshop and public hearing with the Planning Commission.

How the Guidelines are Organized

These guidelines are organized into the following chapters:

I. Introduction

The introduction provides an overview of the purpose and intent of these Design Standards and a description of the design review process.

II. Design Standards for the Community

These Design Standards address the following topics:

- Neighborhood Design, including standards for elements to help promote walking and bicycling.
- Standards for Single Family Residential Development. This section includes site planning and architectural guidelines for new residential development and modifications to existing buildings.
- Standards for Multi-Family Residential Development
- Standards for Commercial Development. This section addresses site planning, architecture, exterior materials, parking, signage, landscaping, and screening.
- Standards for Industrial Development. This section addresses site planning and architecture for industrial development.
- Standards for Streets, Streetscape Improvements, and Entryways. This section describes improvements such as street trees, landscaped medians, and street furnishings to help improve the appearance of major corridors and entryways.

III. Appendix

The appendix includes:

- A bibliography and list of authors.
- A list of plants appropriate to the climate and character of Woodland that can be used as a guide for preparing landscaping and screening plans.
- A color palette illustrating appropriate colors for commercial buildings.
- A glossary to help the layperson better understand the vocabulary of architecture and design.

II. Community Design Standards

New and existing development must incorporate design elements and an urban form that recalls the best qualities of the older neighborhoods and the historic downtown in Woodland. These qualities include houses on lots of various sizes oriented toward the street; relatively narrow streets with landscaped parkways between the curb and the sidewalk; large canopy trees in the parkway; the use of alleys or detached garages located at the rear of the lot; an emphasis on pedestrian, bicycle and bus transportation; and the integration of several activities within close proximity, including schools, housing, shopping and recreational facilities. The advantages of this design approach include an increased sense of neighborhood and community; reduced emphasis on the automobile and greater use of bicycles, buses, and walking for neighborhood circulation; and a more aesthetically pleasing streetscape.

The Design Standards that follow describe a range of attractive elements that are required in the design of new and existing development. They are intended to help advance the objectives and policies of the General Plan which emphasizes a return to a more pedestrian-friendly design for neighborhoods and superior design for commercial developments. Specific plans prepared for new areas will contain project-specific design guidelines. While design guidelines in specific plans may be more detailed and cover additional topics, specific plan projects must at a minimum be consistent with these overall Community Design Standards.



Purpose

The Design Standards in this section are intended to emphasize high quality and superior development in the City. These Design Standards address the following topics:

- Site planning and architectural design standards for new residential, commercial, and industrial development and modifications to existing buildings.
- Landscaping and screening techniques to preserve and enhance views along a corridor.

- Signs for new development
- Landscaping and signage at entryways.
- Streetscape improvements such as street trees, landscaped medians and street furnishings to help improve the appearance of the corridor.

In addition to providing design standards for site design, architecture and landscaping in development, a number of specific issues are also addressed. These include techniques for screening storage areas, providing adequate signage at freeway interchanges, and strategies for dealing with “corporate” style architecture. The goal of these Design Standards is to improve the quality and appearance of development in the City of Woodland.

How to Use These Design Standards

Each design topic is divided into *standards*, which are mandatory elements and techniques that must be incorporated into the design of all new and existing development, and *recommended elements*, which describe desirable features that should be carefully considered in the design of a project. Although the recommended elements are not required, in practice a development project cannot achieve the objectives of these Design Standards without also incorporating many of these optional elements. Before proceeding with the design of a project, a prospective applicant should first carefully review these Design Standards with City staff. Minor exceptions may be approved by the Community Development Director upon finding that the proposed design solution achieves the overall objectives of these Design Standards.

Neighborhood Design Standards

1. Incorporate design elements and an urban form that recalls the best qualities of the older and historic neighborhoods in Woodland. These qualities include:
 - Houses on lots of various sizes oriented toward the street;
 - Relatively narrow streets with landscaped parkways between the curb and the sidewalk;
 - Large canopy trees in the parkway;
 - The use of alleys or detached garages located at the rear of the lot (see Figure 6);
 - An emphasis on pedestrian, bicycle and bus transportation;
 - The integration of several activities within close proximity, including schools, housing, shopping and recreational facilities.
 - Superior architectural design and quality construction.

2. Provide a clear neighborhood focal point, such as a park, school or other open space and community facility, designed to promote pedestrian convenience. The best way to accomplish this is through the use of a modified grid system (See Figure 4). The purpose of the modified grid is to meet the following standards:
 - Create clear, direct and logical connections within a neighborhood and among neighborhoods;
 - Promote walking, bicycling and transit use;
 - Discourage high-speed and high-volume traffic;
 - Accommodate a range of complementary land uses that provide for the everyday needs of residents.
3. A rigid system of streets arranged in a grid may not achieve all of the City's objectives for variety and choice in new residential subdivisions, nor would a system composed of primarily curvilinear and cul-de-sac streets. For this reason, new areas may incorporate a combination of grid, cul-de-sacs and curvilinear streets or other street design elements, consistent with the purpose and intent of these Guidelines.
4. An example of a modified grid street system is shown on Figure 4. For purposes of these Design Standards, the modified grid is composed of the following hierarchy of streets:

Arterial Streets. Arterial streets generally form a perimeter grid consistent with the rhythm of blocks in existing neighborhoods. The primary function of arterial streets is to provide a high level of mobility with limited access to adjoining properties.

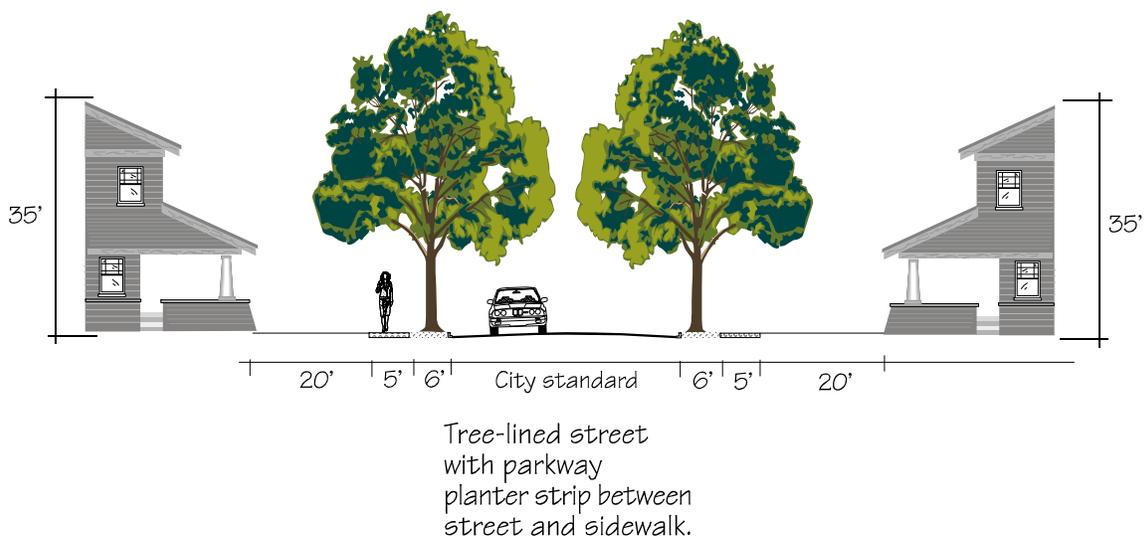
Collector Streets. Collector streets provide north-south and east-west connections through a neighborhood roughly mid-way between the intersections formed by arterial streets. Collector streets provide a balanced function of land access and mobility.

Local Streets. Local streets are oriented generally in a north-south or east-west direction and may include a mixture of grid, cul-de-sacs or curvilinear alignments so long as a logical and comprehensible street pattern is maintained.

5. Neighborhood serving commercial uses, community centers, schools, child care facilities and other public- and quasi-public land uses to be located within easy walking distance to the neighborhood they are intended to serve.
6. Residential streets that provide access to dwellings should not be wider than the City's adopted street standard. Parkways at least six feet in width to be provided between a paved sidewalk and the back of curb (6 feet inside dimension). Street trees to be provided at a rate of one tree per lot within the landscape parkway and should

be a variety that typically develops a large-scale canopy that will extend partially over the street. A list of desirable street trees is provided in the Appendix.

7. Walls along and within the perimeter of a residential neighborhood often create a “walled-in” feeling to the streetscape in which buildings turn their backs to the street. In some cases sound walls are necessary to mitigate the impact of traffic noise on nearby residences. Minimize walls not needed for sound attenuation. Alternatives to a continuous sound wall along arterial streets are shown on Figure 5.
8. Incorporated bikeways and pedestrian paths throughout new residential neighborhoods to connect residential areas with schools, parks, neighborhood-serving commercial areas and transit stops.



Recommended Elements

9. Custom home developments are encouraged to provide architectural and neighborhood variety. Residential Planned Developments (PDs) in accordance with Section 25-12-01 of the Zoning Ordinance will also be considered on a case by case basis.
10. Multi-family residential development in new areas to be located within convenient access to transit stops and bicycle routes.

Figure 4
Hierarchy of Streets
Forming a Modified Grid

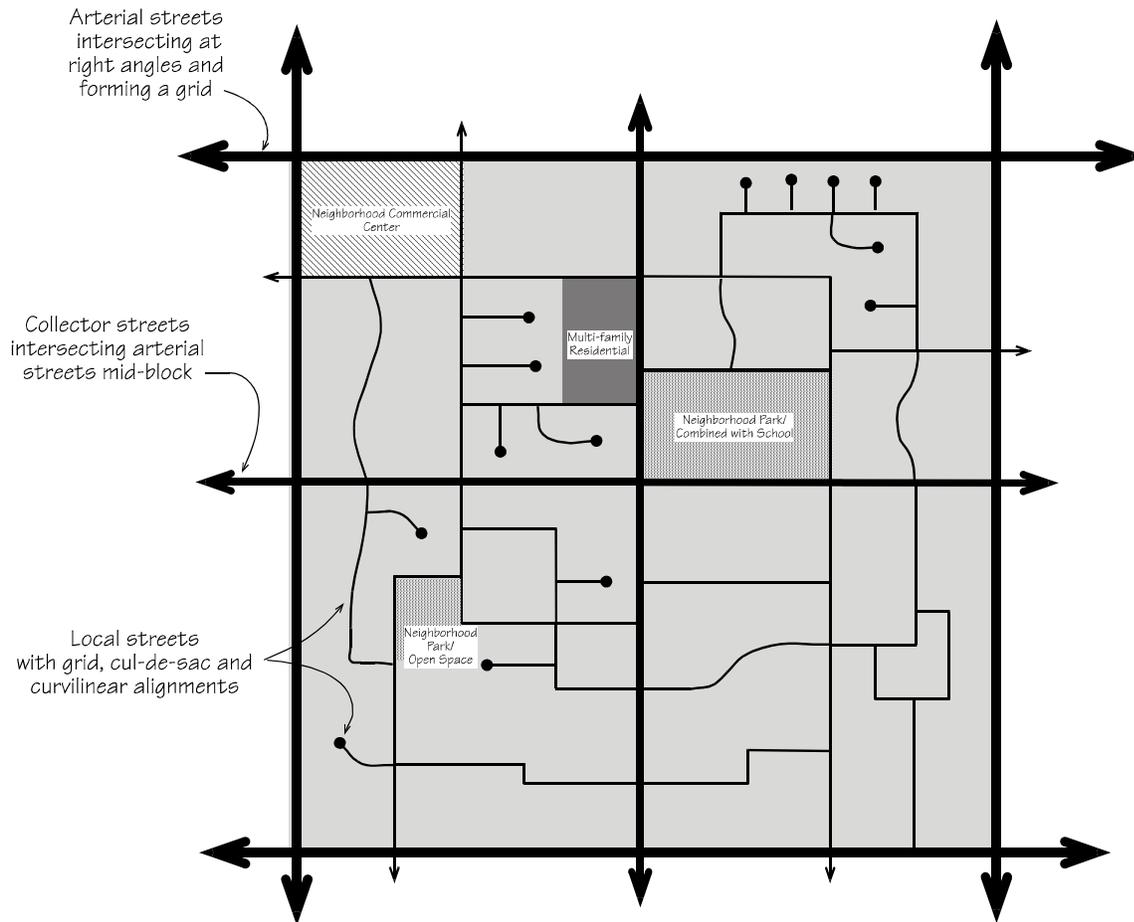
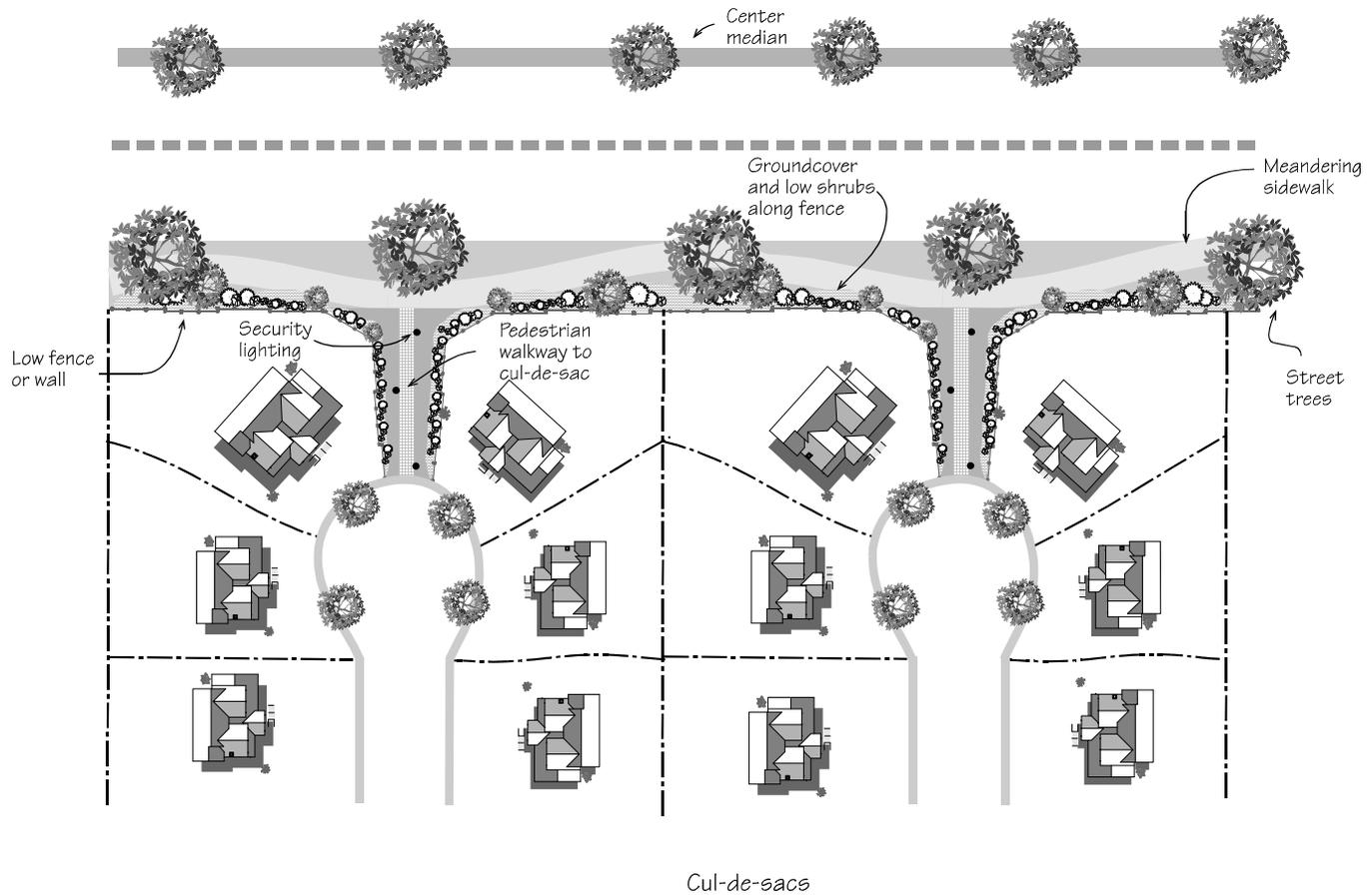


Figure 5
Options For Walls Along Arterials



Community Design Standards

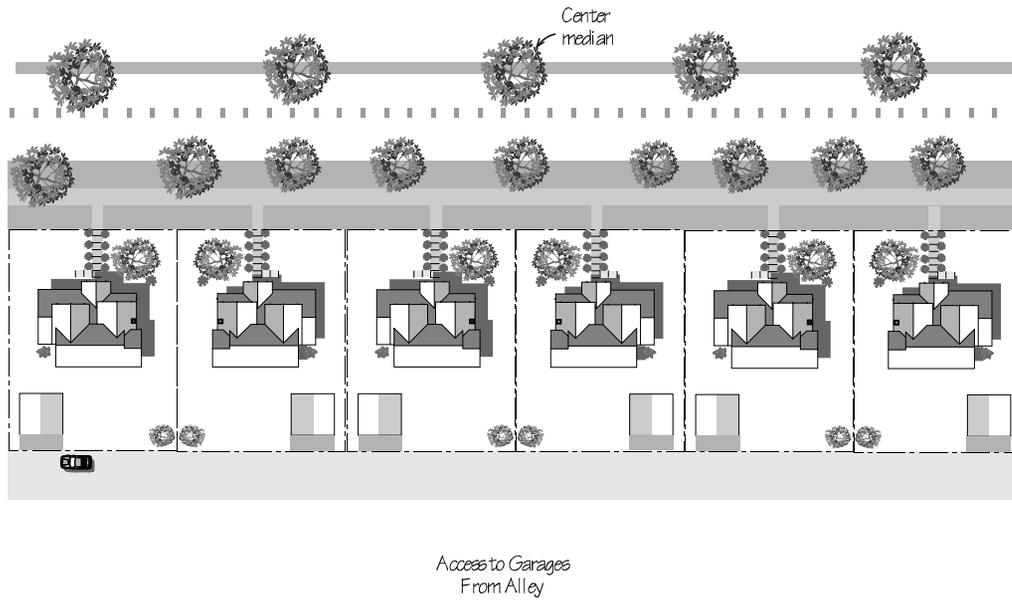
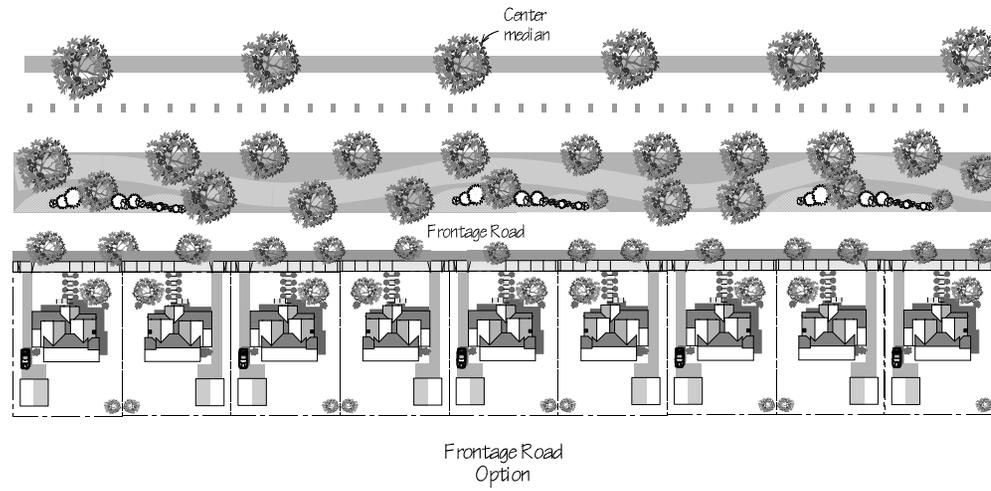
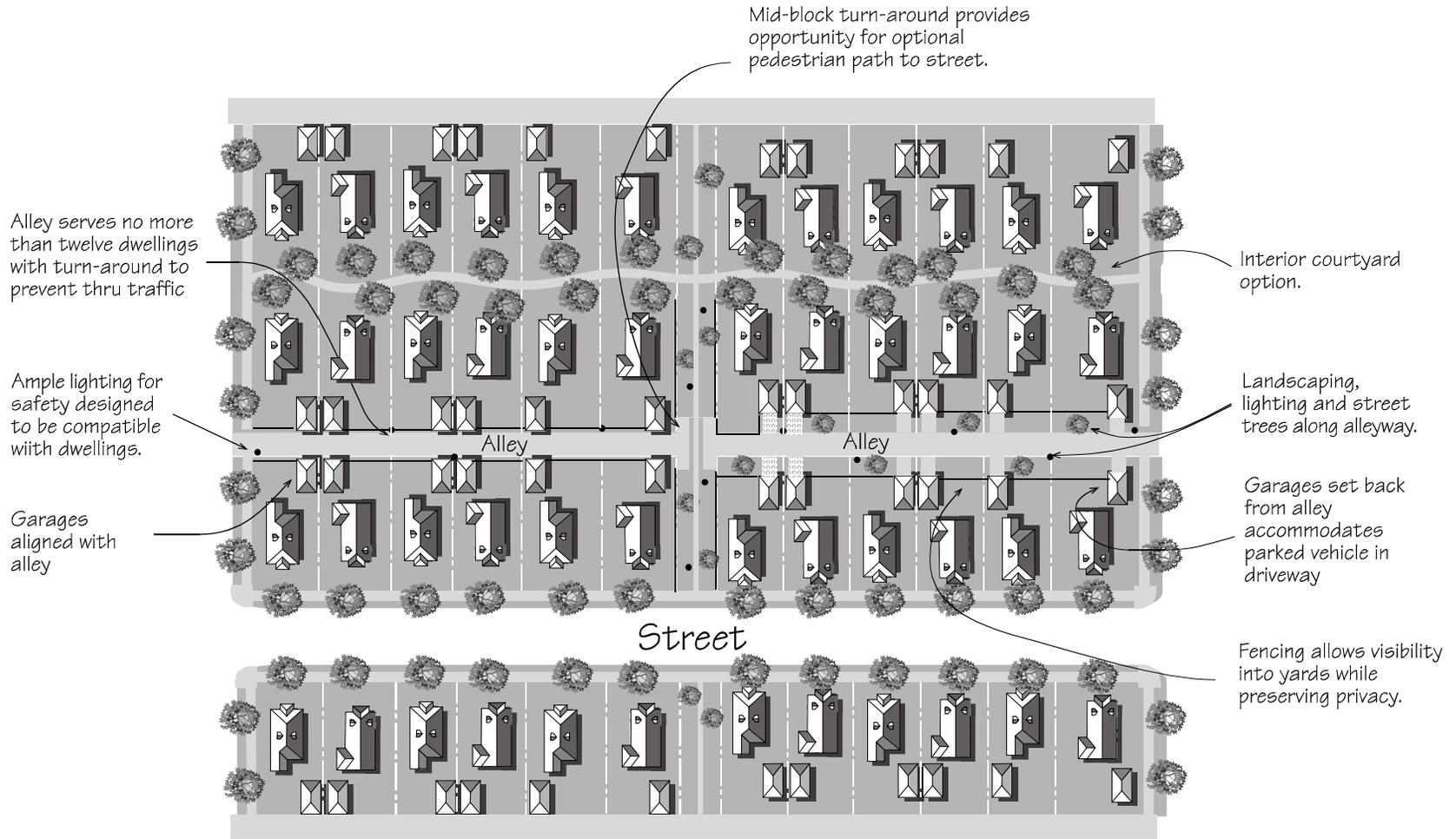


Figure 5
(cont'd)

Figure 6
Alley Design Concept

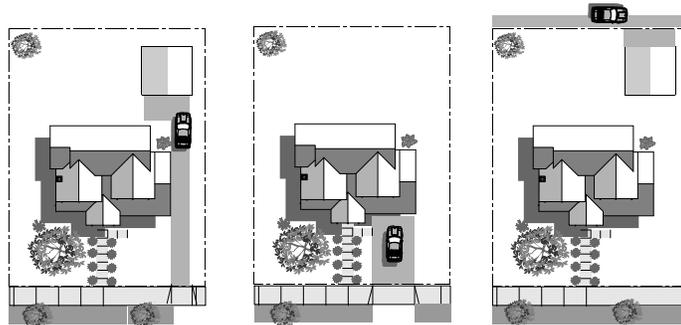


Design Standards for Single Family Residential Development

Site Planning for Single Family Residences

Standards

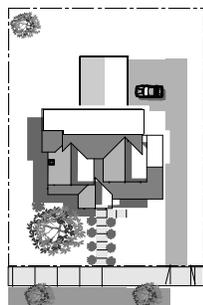
1. Garages in single family residential neighborhoods to be subordinate to the main living area and not dominate the streetscape. Garage doors to be set into the walls rather than flush with the exterior. Techniques to be used to de-emphasize the garage and driveway include:
 - Placing the garage at the rear of the lot, attached, or detached from the main dwelling.
 - Recessing the garage so that the living area projects closer to the street.
 - Recessing the garage door(s).
 - A separate walkway to be provided between the sidewalk and front door to emphasize the entrance to the dwelling, especially when the garage faces the street even with the main living area.
 - Projecting the second story out over the garage.
 - Tandem garages in which vehicles are parked one in front of the other.



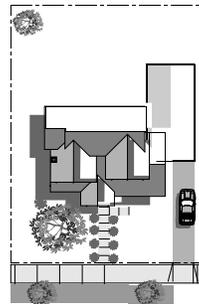
Detached garage located at rear of lot.

Garage facing the street even with living area.

Garage accessed from an alley.



Garage located behind the main living area and accessed from the side.



Garage attached to main dwelling and located to the rear. Garage is deep enough to allow tandem parking.





Garage facing the street,
with a recessed and
architecturally integrated
door and framed with
bracketing



Garage located at the
rear of the lot behind
the dwelling.



2. On larger lots, a three-car garage may be appropriate so long as three or more of the following elements are employed to help reduce its visual prominence:
 - Divide the garage into segments with the outer garage door recessed from the other two.
 - Provide visual breaks in the wall and roof line to avoid a long, flat wall facing the street.
 - Locate the garage so that the main living area projects closer to the street.
 - Orient the garage at right angles to the street.
 - Place the garage at the rear of the lot.



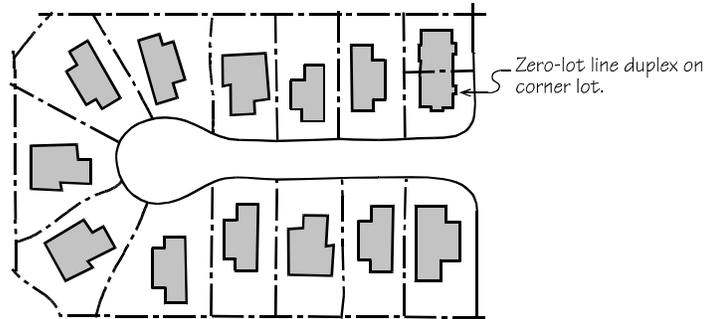
Garage recessed from main living area.

Recommended Elements

2. An important goal for new single family residential subdivisions is to provide visual variety along residential streets and to discourage neighborhoods in which identical homes march down long, uninterrupted streets with no variation in the placement of buildings or the appearance of the street. The following elements help promote variety in the design of single family residential subdivisions:
 - Varied street (front) yard and sideyard setbacks. Sideyard setbacks to provide an average of 10 feet between dwellings while maintaining adequate separation for fire protection, light and air.



- Zero lot line dwellings on corner lots with a dwelling facing each intersecting street.
- Variability in the orientation of lots and lot widths.
- The front (street) yard setback is 15 feet for the house (where a planter strip is provided between the sidewalk and the street) and 20 feet for the garage with roll-up door. If no planter strip, the setback shall be twenty feet for all structures.



Varying street yards and sideyards while alternating floor plans help add variety and visual interest to the street.



Varying the lot size and the orientation of the dwelling also helps add variety and visual interest to the street.

Architecture for Single Family Residences

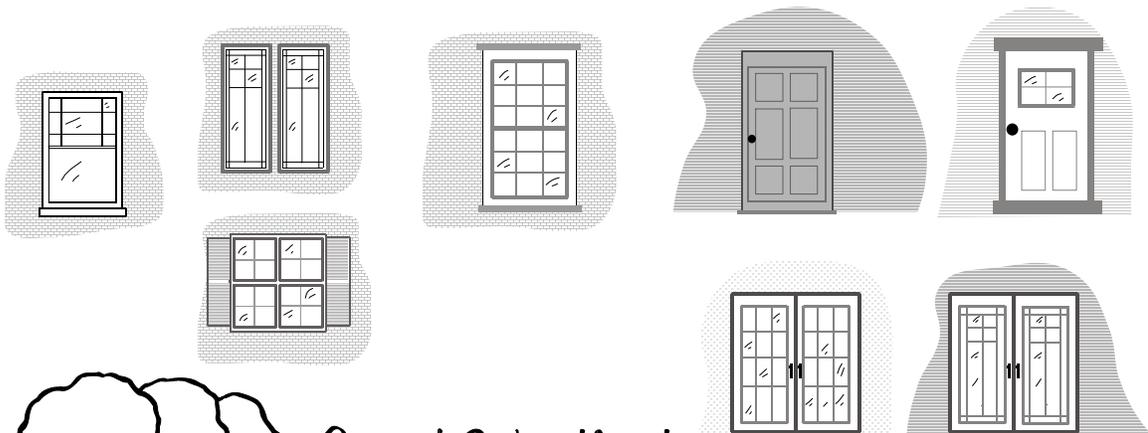
Standards

1. Woodland possesses a rich tradition of residential architecture. The older residential neighborhoods contain beautifully restored examples of Craftsman, California Bungalow, Queen Anne Cottage, and other architectural styles from the turn of the century. Good modern architecture is also evident in the City. Although no particular “style” is required for new residential construction, these houses illustrate quality of craftsmanship and the thoughtful integration of form, massing, and materials -- qualities to be emphasized in the design of modern single family residences.

2. Single family dwellings incorporating articulation and massing to provide richness and scale. Long uninterrupted exterior walls to be avoided on all structures. Elements that provide texture, relief, and design accents to be employed to create an interesting blend of landscaping, structure and streetscape. Such elements include:
 - Articulation of walls.
 - Pitched roofs, balconies, dormers and other projections.
 - Trim or other treatment (recessed door, windows, other ornamentation) to garage door when facing the street.
 - Roof overhangs that project long shadows on a wall.
 - Tile accents, pop-outs and relief bands; recesses in building walls.

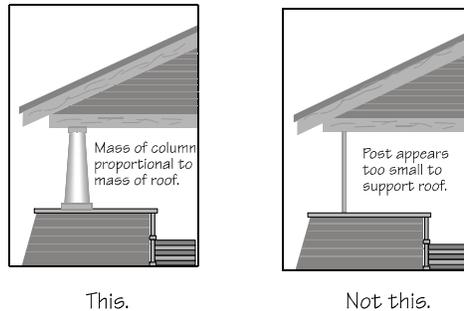


- Window and door trim and ornamentation; multi-paned doors and windows



3. A primary goal in the design of new single family residences is to emphasize the entrance and de-emphasize the garage, especially when the garage is located adjacent to the main living area closest to the street. The following architectural techniques to be employed to achieve this goal:

- A front porch with massed support columns proportional to the size and scale of the roof. A front porch to be large enough (8' x 8" inside dimension minimum) to accommodate comfortable seating (see also standards for single family site planning).



- Providing a separate walkway connecting the sidewalk with the front door.
 - Courtyards/entryways
 - Landscaping which frames the entrance and helps soften the transition from the street to the residence.
4. For dwellings with sloped roofs, both vertical and horizontal articulation is required. Rooflines to be consistent with the design and scale of the dwelling under them.
5. The design of structures shall be varied along a street to create variety and interest. A significant alteration of the massing and composition (not just the exterior colors and materials) of each adjacent house must be accomplished. One model/floorplan design cannot be repeated more frequently than every third house on the same side of the street.

6. Exterior colors and materials to emphasize quality and attractiveness with consideration for maintenance. Examples include wood siding, plaster or stucco, with wood, brick or stone accents. Other materials will be considered on a case by case basis consistent with the objectives of these Standards. Materials not allowed include metal or aluminum siding and roofs, reflective materials, T-111 siding and unfinished concrete block. Unfinished aluminum window frames and mullions are not allowed.



7. Exterior materials tend to appear well integrated when material changes occur at changes in the plane of the building. Changes in materials or colors at the outside corners of a structure give an impression of thinness and artificiality and will be avoided.
8. Any equipment, whether on the roof, the ground, or side of a structure, must be screened in a manner that is architecturally compatible in terms of materials, colors, shape and size.
9. Side or rear building elevations of a dwelling visible from an adjoining street or road to receive architectural detailing and articulation so that the view from the street is enhanced.



Roof Design

Standards

10. Roof design for single family dwellings will be architecturally integrated with the design of the dwelling and complete the effect of wall articulation. For dwellings with a pitched roof, articulation may be achieved through the use of gables, hips and dormers. Generally, flat roofs or A-frame roofs should be avoided unless appropriate to the architectural style.
11. Suitable roofing materials include asphalt shingles, concrete or clay tile, and slate. Other materials may be considered on a case by case basis. Materials to be avoided include aluminum, crushed rock or slag, rolled composition roofing, and sprayed or trowelled finishes.
12. Roof structures to be embellishment with such as louvers, vents, lanterns, pinnacles, cupolas, finials, compound fascias, parapet and eve moldings..

Security/Defensibility

13. Entries to emphasize the transition between the street and the dwelling and provide maximum visibility. Gateways, canopies, porches, and other elements help further define the transition from the public space along the street to the private space within the dwelling.
14. Buildings and floor plans to be oriented to increase visibility of entries from within the living area, and especially from the kitchen.
15. Full height walls or fences to be used sparingly between the street and the dwelling and only where privacy is a greater concern than security. Full height walls can work against security by obscuring windows and doors from casual observation.
16. Passive barriers to be used such as low walls, landscaping, steps, and raised entries help define private territory at the entrance to a dwelling while creating an effective yet 'street friendly' buffer between the buildings and the street.
17. Landscaping employed in the front yard should help frame and define the entry to the dwelling. Landscaping to be sized and located to maintain views of defensible space and to minimize hiding places.

Accessory Building

18. An accessory building in a residential zone shall not exceed twelve (12) feet in height. Accessory buildings in residential zones shall be architecturally compatible with the main building and the surrounding neighborhood in terms of architectural style, details, trim, colors, materials, roof pitch and roof eaves. Flat roofs are prohibited and allowed only if they are the most commonly found roof types in the neighborhood.



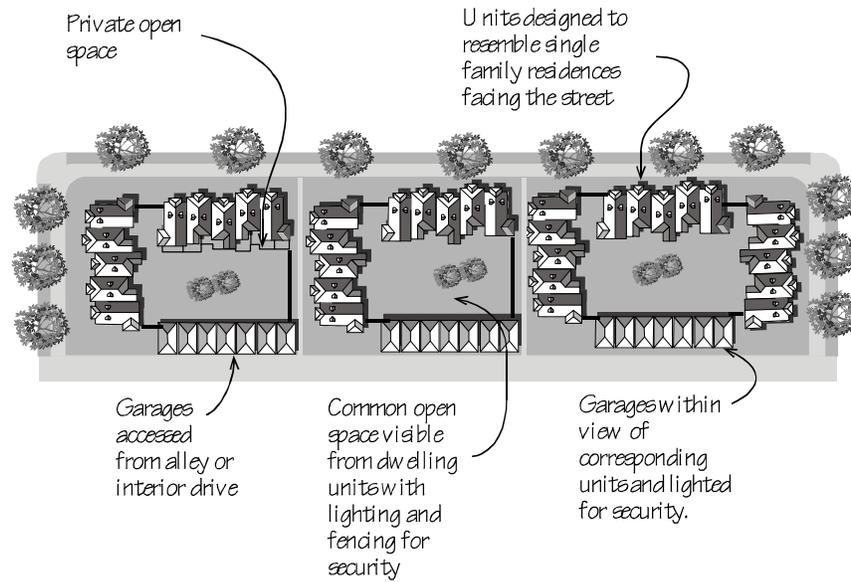
Design Standards for Multi-Family Residential Development

Site Planning for Multi-family Residences

Standards

1. Multi-family units to be clustered on a site to provide useable open space and convenient access to adjoining parking areas and the street. The design of useable open space will take advantage of solar access and to be sheltered from the noise and traffic of adjacent streets or other incompatible uses. Common-area open space should to be conveniently located to serve the majority of units. Private open space should to be contiguous to the units they serve and screened from public view. Children play areas are required and to be visible from units they serve.
2. Multi-family developments will incorporate the following elements:
 - Sufficient outdoor privacy for each unit such as patios, decks and balconies.
 - Covered off-street parking
 - Parking sited off the primary access street and screened with landscaping
 - Building mass broken into smaller units, possibly including some on-story elements
 - Pitched and varied roof lines
 - Functional and accessible interior site open space
 - Recreational areas for children, including teenagers
 - Attractive landscaping including larger trees
 - Easily identified and sheltered entrances to units
 - Energy efficient design that takes advantage of opportunities for passive solar heating and other energy-saving features
3. Design elements not allowed in multi-family developments::
 - Flat roofs and/or small overhangs
 - Large blank walls
 - Long blocks of undifferentiated units
 - Large single buildings
 - Little or poorly arranged open space
 - Monotonous color schemes or large developments without variation in building color
 - Absence of architectural distinctiveness
 - Highly visible uncovered off-street parking or inadequate off-street parking
4. All areas not covered by structures, drives, parking or other required hardscape to be landscaped. Landscaping will frame, soften and embellish the quality of the living environment and to buffer the units from noise or undesirable views.





5. Trash receptacles must be constructed to City standards and fully enclosed with durable materials that are architecturally compatible with the design of the buildings. Enclosures must be landscaped and screened: Trash enclosures to be conveniently located for collection and maintenance.



6. Separate pedestrian walkways to be provided to connect parking lots with the buildings they serve.
7. To help integrate multi-family development into a residential neighborhood and provide variety, the following design techniques to be used:



- Varying the front setback within the same structure.
 - Staggered and jogged unit plans.
 - Use of reverse building plans to provide variety.
 - No more than two adjacent units with the same wall and roof lines.
 - Variety of building orientations.
8. Project entries to provide a clear open view of the project so that visitors can quickly orient themselves with project directories and signage. Colored, textured paving (integral color stamped concrete) treatment at entry drives helps distinguish the project entrance from the street.
9. Parking lots to be broken into smaller units to avoid large expanses of uninterrupted asphalt. Within the parking lot, landscaping should be provided in accordance with the City's landscaping standards.

Security/Defensibility

10. Multi-family projects to be designed to provide the maximum security for residents and visitors. Parking areas to be well lighted and located to be visible from the units. Landscaping to be planned and maintained to provide views into open space.
11. Entries will emphasize the transition between the street and the dwelling and provide maximum visibility. Gateways, canopies, porches, and other elements help further define the transition from the public space along the street to the private space within the dwelling.
12. Buildings and floor plans to be oriented to increase visibility of entries from within the living area, and especially from the kitchen.
13. Full height walls or fences to be used sparingly between the street and the dwelling. Full height walls can work against security by obscuring windows and doors from casual observation.
14. Passive barriers to be used such as low walls, landscaping, steps, and raised entries. Passive barriers help define private territory at the entrance to a dwelling while creating an effective yet 'street friendly' buffer between the buildings and the street.
15. Landscaping should help frame and define the entries to the dwelling units. Landscaping to be located to maintain views of defensible space and to minimize hiding places.

Architecture for Multi-family Residences

Standards

16. Multi-family residential buildings to be broken into smaller components that resemble individual single-family dwellings. Design elements to be incorporated to add visual interest and to avoid a box-like appearance. Elements such as balconies, porches, arcades, dormers, and cross gables will be used. Hipped or gable roofs are preferred to mansard-type roofs.



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17. Large multi-family residential projects to be broken up into smaller groups of structures or “villages” with distinct architectural styles as a means of establishing human scale and a sense of neighborhood.



18. Mechanical equipment, whether roof-mounted or on the ground, to be adequately screened from view.

19. Solar panels if provided, to be integrated into the design of the roof and flush with the roof slope. Frames should be colored to match the roof color. Natural aluminum finish is not allowed. All mechanical equipment to be enclosed and completely screened from view.



20. All antennas to be placed in attics or building interiors. Units should be pre-wired for cable TV. Satellite dish antennas are prohibited on roofs and will be integrated into the site design for a project.
21. Dwellings will incorporate porches, trellises, landscaping and other features in the front yard to help extend the living area toward the street and help soften the transition between the street and the dwelling.
22. The use of long, monotonous access balconies and corridors that provide access to five or more units should will be avoided. The use of distinctive architectural elements and materials to emphasize the entrances to units to be used. Stairs to be architecturally integrated into the design of the project.



23. Carports, detached garages and accessory structures to be designed as an integral part of the architecture of the project, with similar materials, colors and details as the residences.

Architecture for Duplex Residences

Standards

24. Duplex unit on corner lots to have garages oriented on separate streets.
25. Each half of a duplex unit to have architecturally distinct façades.

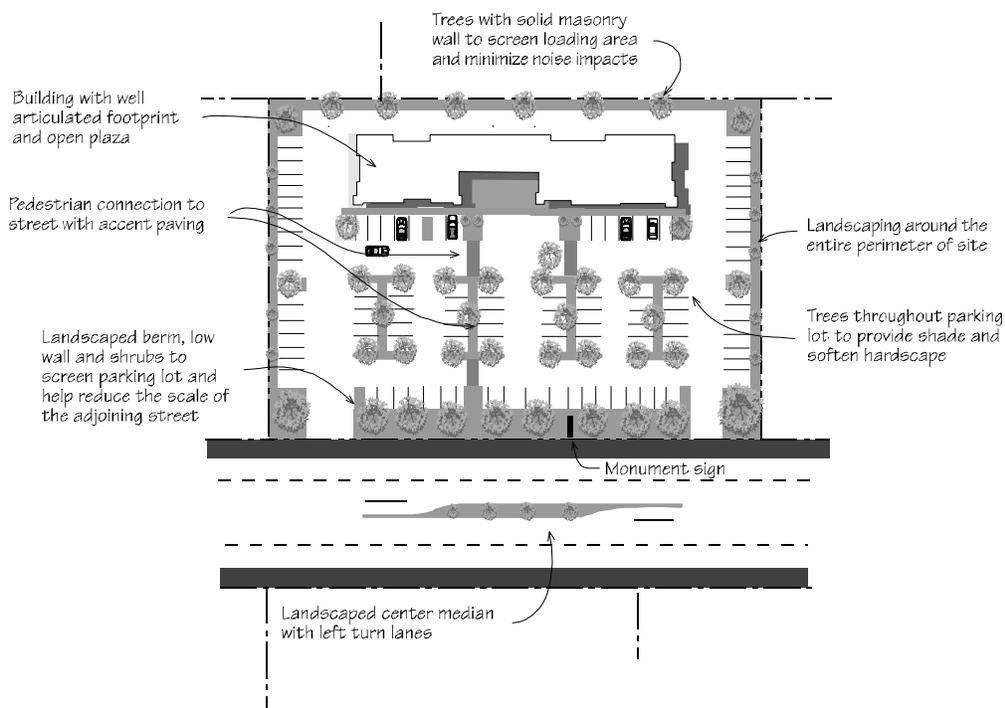


Design Standards for Commercial Development

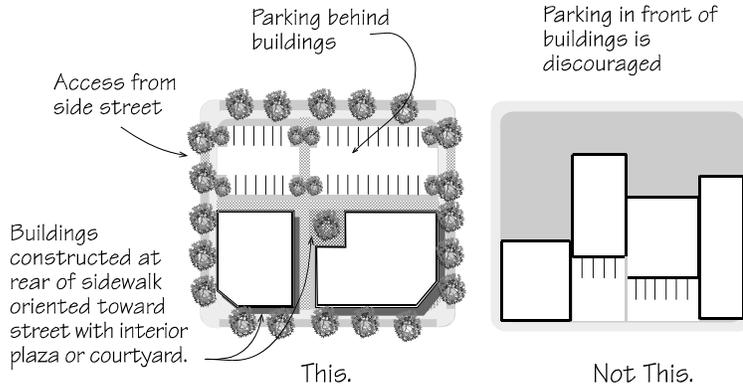
Site Planning for Commercial Development

Standards

1. Emphasize a strong relationship to the adjoining street(s) and promote pedestrian circulation and access between the buildings and the street, between the buildings and transit stops and between building sites. Separate the pedestrian access from vehicular access, where feasible, and emphasized with textured paving (integral colored stamped concrete), landscaping, and lighting.
2. Arrange new commercial buildings on a site to create outdoor “rooms” or courtyards. When this type of arrangement is not practical, link buildings on a site visually through architectural style, colors and materials, signage, landscaping, design details such as light fixtures, and the use of an arcade, trellis or other open structure.



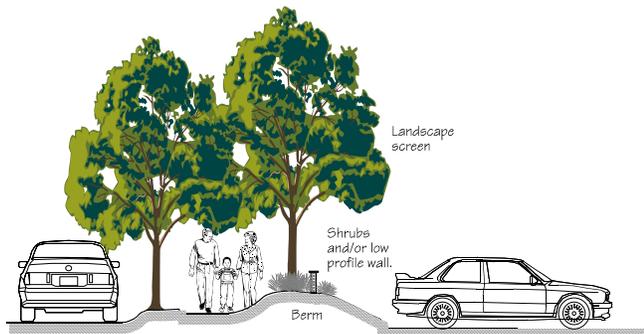
- In commercial blocks where infill development is contemplated and the pattern of existing development has resulted in a majority of buildings constructed at the back of the adjoining sidewalk, this pattern will be emphasis in new development. In such cases, parking is placed behind the building so that there are no spaces or vehicular access points parallel to the sidewalk located between the sidewalk and the front building face.



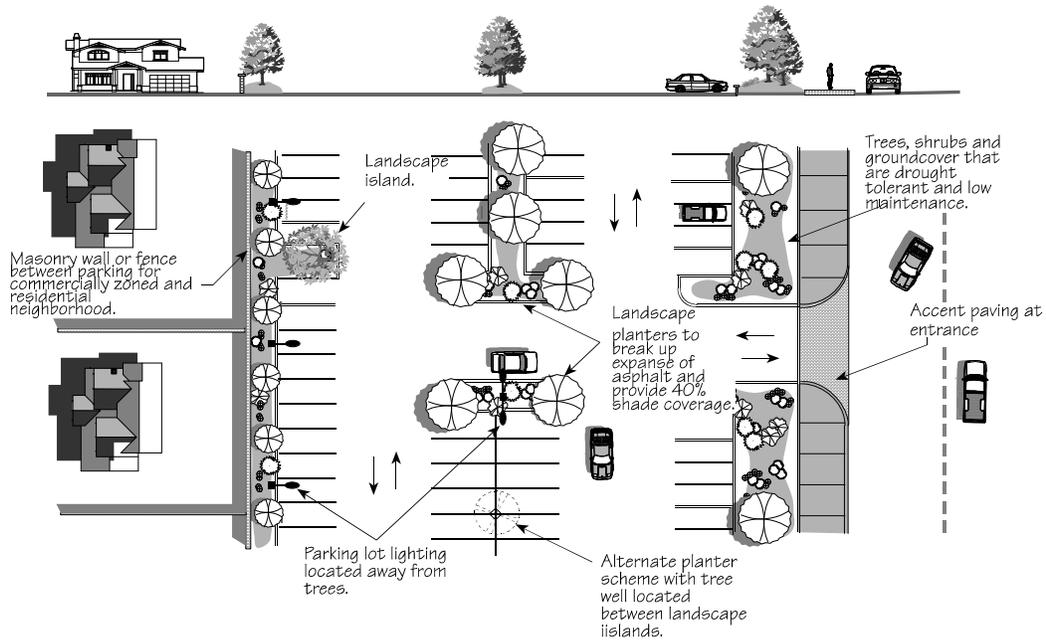
- Orient the main entrance towards the adjoining major corridor. Exceptions may include commercial or office “centers” that orient around parking or shared open space. In such cases, the building’s major facade is parallel to the street.
- Landscaping and accent paving (integral colored stamped concrete) will be used to define and beautify a project’s entrance as viewed from the street. Clearly defined vehicular entrance to a project and provide adequate sight distance for vehicles and pedestrians.
- Covered walks, seating areas and other features will be used to create a pleasing pedestrian experience.



7. Provide outdoor seating adjacent to restaurant and near takeout food places and sidewalk vendors.
8. Provide weather protection for pedestrians at building entrances and over pedestrians paths such arcades, awning, canopies, porches, and overhangs.
9. Incorporate seating opportunities in the design of planters and walls.
10. Incorporate public art into the development of at all commercial and industrial projects. Public art is subject to the review of the Planning Commission or other such body established by the City Council. (City Council to review Public Art policy from Woodland Art Center)
11. Drive-thru facilities (for banks, fast-food restaurants, etc.) will not face a public street. Stacking areas for vehicles to be screened from view and be designed as an integral component of the on-site circulation system.
12. When commercial building sites are developed in phases, landscape with hydro-seed, sod or other suitable plant materials on all vacant building pads.
13. Screen and visually subordinate parking to the development. Parking lots will not overwhelm the appearance of a site, or views from the site, and incorporate landscaping for all areas not used for vehicle storage, access, or circulation. Plants, berms and low walls, or a combination of these features, will be used to help screen parking from adjoining streets.



14. Landscape both on the interior and around the perimeter of the parking lot. In general, planters to be provided at intervals sufficient to achieve an overall canopy of trees and have minimum dimensions of six feet by eight feet. However, there is flexibility to this requirement to reflect site constraints, especially on smaller parcels

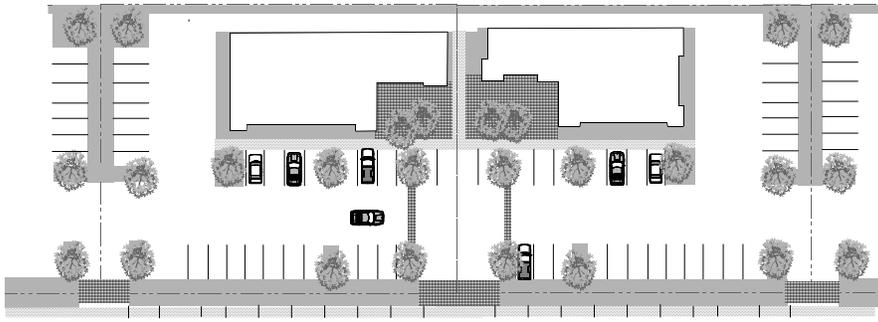


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15. Common driveways to more than one commercial site are encouraged and utilized whenever possible.



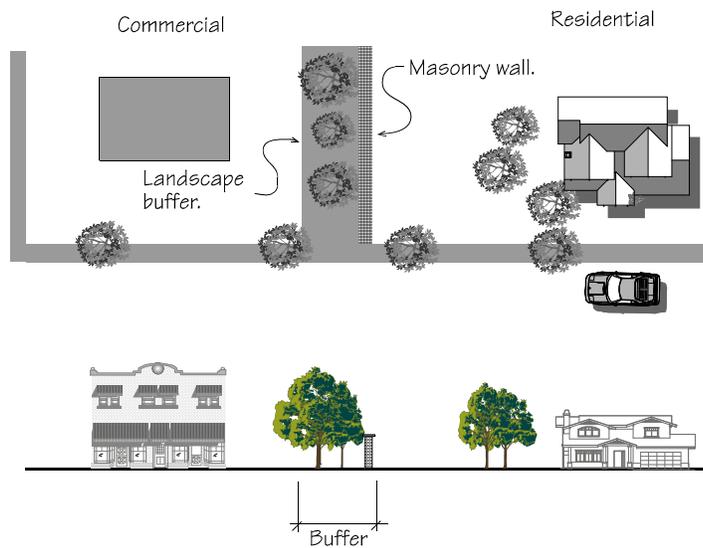
Shared parking and common driveways reduces driveway cuts.

16. Locate parking lot access points as far as possible from the intersection so that adequate on-street stacking is provided. Limit the number of driveways serving a site to the minimum number necessary for adequate circulation.
17. Locate loading areas at the rear of a building where they will be screened from view and where noise, odors and other potential nuisance impacts to surrounding properties can be minimized. Incorporate into the circulation plan for the site access to loading and storage areas and provide separation from pedestrian and auto circulation.
18. Design parking lots in a manner that accommodates safe pedestrian access between buildings on the site and between buildings and the street. This can be accomplished through the use of separate walkways with textured paving (integral colored stamped concrete), trellises to accent and clearly define crosswalk areas, and accent landscaping. The off-street parking serving the development shall be divided into multiple 'lots', as necessary, so that no single 'lot' has more than 200 parking spaces. The 'lots' shall be separated from each other by a visually aesthetic buffer, such as a landscape area including a landscape street or landscape pedestrian trellis.

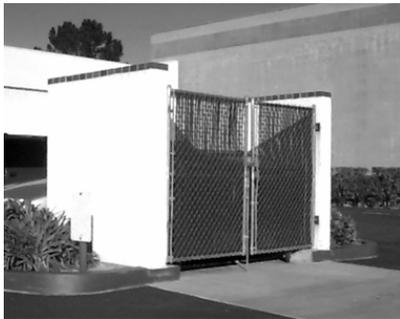
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19. Employ appropriate buffering techniques where commercial or industrial development abuts residential uses. These techniques include increased building setbacks, screening and landscaping, or some combination of these.



20. Trash receptacles must be fully enclosed with masonry materials that are architecturally compatible with the design of the buildings. Enclosures must be landscaped and screened on three sides and built to City specifications. Locate trash enclosures conveniently for collection and maintenance.



21. When new construction is proposed near existing structures, harmonize the new development with the old. Compatible with the surrounding neighborhood in terms of height, bulk, and design of the development.

22. Parking and security lights shall not be taller than the buildings within the development, or a maximum of 20 feet above grade whichever is less.

Architecture for Commercial Development

Standards

1. Design elements and qualities that are to be incorporated into new construction include:
 - Variety of surface texture
 - Wall articulation and relief
 - Large windows at street level for commercial buildings that provide display areas and allow shoppers to see inside the store
 - Roof overhangs proportional to the scale of the adjoining building wall; arcades.
 - Regular rhythm of windows
 - Significant landscaping that complements the buildings
 - A comprehensive sign program that is incorporated into the design of the project.
 - Detailing such as tile accents, pop-outs or window trim.

2. Large buildings that convey a “box-like” appearance are generally unattractive as commercial buildings. Employ the following design techniques to help reduce the box-like appearance of large scale, bulky buildings:
 - Vary the plane of exterior walls in depth (recessed or projected) or direction.
 - Vary the height of the building so that the mass is broken into smaller distinct massing elements.
 - Varying the roof line to break up the apparent mass of the building.
 - Provide articulation to the various components of a building’s façade through the use of color, the arrangement of façade elements, or changes in materials.
 - Incorporating reveals, recesses, projections, cornices, trim elements, and other architectural features to provide visual interest.
 - Incorporate landscaping and architectural detailing at ground level to lessen the bulk of the building.
 - Avoid long, blank walls at the ground floor level. Windows, trellises, wall articulation, arcades, changes in material and other features help provide visual interest.





Commercial buildings.

3. Architectural scale, for purposes of these Standards, is the relationship between the size of the new buildings and the size of surrounding buildings. Scale also refers to how the size of the building relates to the size of a human being (human scale). The apparent scale of a building to be reduced through the proper use of window patterns, roof overhangs, equipment bays that screen unsightly elements, awnings, moldings, fixtures, the use of darker or subdued colors, upper story setbacks, building and roof articulation and other details.
4. Tall dominating structures to be broken up by creating horizontal emphasis through the use of trim, by adding awnings, eaves or other ornamentation, and by using a combination of complimentary colors.
5. Reduce the appearance of large buildings by breaking up the facade into smaller components through the use of recessed facades and articulation in the building mass.
6. The roofline at the top of a structure will not run in a continuous plane. Offsets should be provided in the plane of the roof at intervals proportional to the overall length of the façade.
7. Large blank walls to be avoided. Where large blank walls adjacent to pedestrian areas are unavoidable, they will be treated with architectural detailing and landscaping or other elements such as artwork to help soften their impact. Wall surfaces will incorporate reveal patterns, changes in materials, relief, columns, or recessed areas to create shadows and a sense of depth. All building elevations should be designed.
8. Commercial centers to be designed with a consistent architectural theme that employs elements to visually unify the buildings and signage. Buildings constructed on outlying pads to maintain the architectural character of the site.
9. Building elevations to be distinct and not appear “generic” or as a “franchise building”. Buildings that are stylized in an attempt to utilize the building as advertising are not allowed.
10. Colors or logos identified with an individual company should be employed as accent features to a building and can not be incorporated as a main architectural feature. Exposed neon or other similar devices are not allowed.

11. Corporate style architecture, such as that often seen with fast-food restaurants and service stations, often employs bright colors and materials to enhance visibility and a style that can be characterized as “generic” and “franchise”. All new and existing development within the City shall be subject to these Design Standards and shall be designed to be compatible with the character and scale of Woodland. Bright and contrasting colors and other attention-getting architectural devices (including paint or other surface applications) are not allowed.



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12. Large areas of bright, intense colors are not allowed. While more subdued colors work best for the overall color, brighter accent colors are appropriate for trim, windows, doors and key architectural elements. Bold stripes of color are not an adequate substitute for architectural detailing. The use of tile or similar materials for addition color can be used.

13. Wherever possible, the number of colors on a building to be minimized. Smaller commercial buildings should generally have no more than three exterior colors.

14. Earth tones to be employed for the body of the building. Examples include shades of brown, beige, tan, brick, and gray (color samples are available for inspection at the City Planning Department). Generally, colors appearing on a building to be complimentary with contrasts provided by detailing or trim with primary colors, provided that tile or other similar upgrade in construction materials are employed..

15. Provide pronounced shadows created by deep roof overhangs to add depth and visual interest.
16. Exterior materials for commercial buildings to include masonry, plaster, stucco, textured block and brick. Other materials will be considered on a case by case basis. Foam construction or similar materials (E.I.F.S) is allowed only for architectural ornamentation only and used at least 10 feet above grade.



Examples of exterior materials for commercial buildings.

17. Concrete construction for commercial buildings may be used only when accompanied by elements that help provide articulation and visual interest. Those elements include:
 - Texturing of the concrete surface to simulate rough or split-faced block.
 - Trim or other suitable exterior materials (Ornamental masonry veneers)
 - Integral color to be provide within the concrete
18. Painting of concrete block is prohibited. Painting on clay and concrete roofing tiles or shake roofs is also prohibited.
19. Roof design for commercial buildings shall be integrated with the architectural design of the building and shall not detract from that design.
20. Suitable roofing materials could include concrete tile, slate, or metal standing seam with baked enamel colors. Other materials will be reviewed on a case by case basis.
21. Roof materials should be functional, durable and consistent with the quality of materials employed on the buildings they serve.

22. Roof design will not appear as an afterthought or read like a “hat” sitting on top of the building. Roof design shall be integrated with the design of the building and proportional in size and scale to the mass of the building. If a utilitarian roof system is utilized, it shall be concealed by the use of parapet walls, mansards, etc.
23. Elements such as parapet caps, projecting cornices, and corner details to be used to define the edge of a flat roof.



Cornice detail adds richness to the appearance of commercial buildings.

24. Service station islands or other open canopies to be integrated architecturally and compatible with the character of the building(s) on the site. Thick architecturally treated columns and pitched roofs to match the main structure to be utilized.



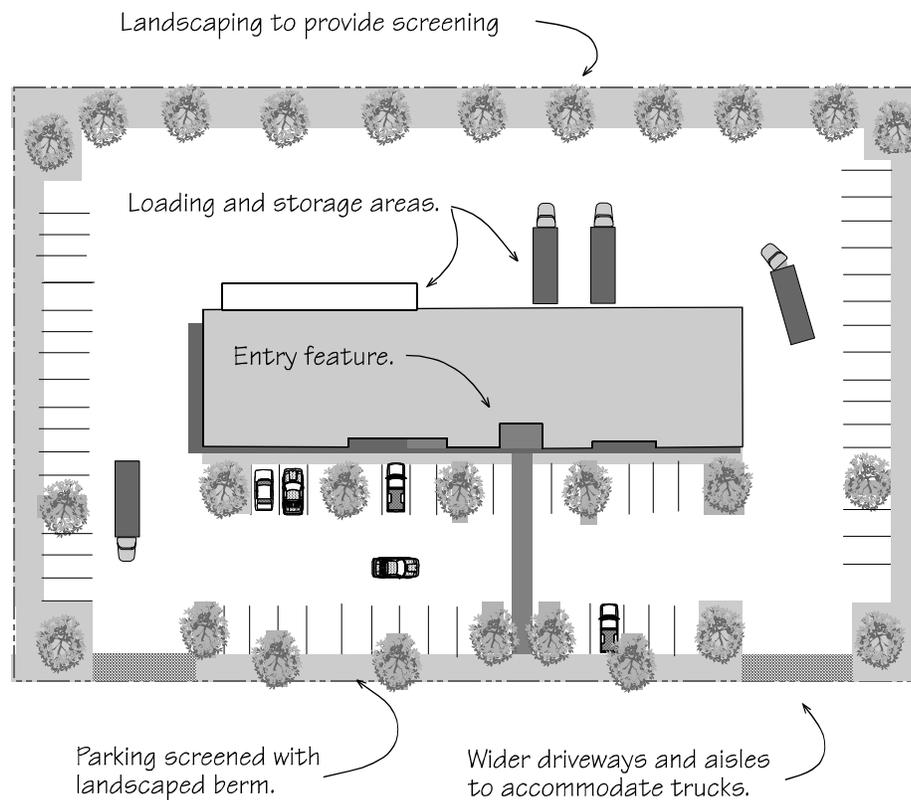
Design Standards for Industrial Development

Site Planning for Industrial Development

Standards

1. Site planning for industrial development principles:

- Controlled site access;
- Service and loading areas located at the rear or side of the building and screened from view;
- Safe and convenient vehicular access in which truck access is separated from visitor/employee parking;
- Emphasis on the main entrance to the building;
- Landscaping within parking lot areas and in areas visible from the public right of way.



2. Building setbacks to be proportionate to the scale of the buildings. Larger structures to be set back further on the lot to provide balance with open space and so that buildings do not impose upon neighboring properties and public right-of-ways.
3. Large expanses of parking will be avoided. Landscaping, including trees, shrubs and ground cover to be provided throughout parking areas in accordance with City standards.
4. Lighting within parking areas shall be provided in accordance with City Standards and other Design Standards.
5. All parking areas to be visually screened from the street view. Landscaped berms and shrubs, combined with low walls, will be used to screen parking areas.
6. Entrances to parking and loading areas to be clearly marked with appropriate directional signage.
7. On-site circulation to be designed so that vehicles are not required to enter the street to move from one area to another.
8. Loading facilities to be located at the rear or side of the building and screened from view. When loading facilities are located on the front of the building they will be adequately screened and designed so that the loading areas do not dominate the view from the street. Landscaped berms and shrubs, combined with low walls, will be used to screen loading facilities.
9. Loading areas to be designed so that delivery trucks do not have to back onto the street for access.
10. Landscaping to be used to define areas on the site and emphasize the entrances to buildings, parking lots, and loading areas. The use of vines on walls will be used to soften the appearance of large building walls.

Architecture for Industrial Buildings

Standards

1. Desirable design elements and qualities that will be incorporated into new industrial development include:
 - Variety of surface texture for all building elevations.
 - Wall articulation and relief (off sets in wall surface planes, awnings, trellises, etc.).
 - Significant landscaping that complements the buildings, both along the building and property lines..
 - Projection that helps identify the entrance.

2. Entries to industrial buildings will resemble a quality office appearance and be architecturally integrated with the mass and composition of the building.
3. Large industrial buildings often convey a “box-like” appearance. The following design techniques to be employed to help reduce the box-like appearance of large scale, bulky buildings:
 - Provide articulation to the various components of a building’s façade through the use of color, the arrangement of façade elements, changes in materials, or off sets in wall surface planes.
 - Incorporating recesses, projections, trim elements and other architectural features to provide visual interest.
 - Incorporate landscaping and architectural detailing at ground level to lessen the bulk of the building.
 - Incorporating indentations, color bands, vertical seams, textured walls and articulated surfaces.

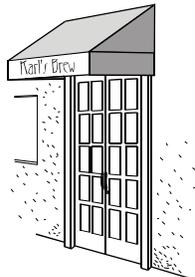


4. All roof top equipment to be screened from view by materials compatible with those of the building.

Signs

Standards

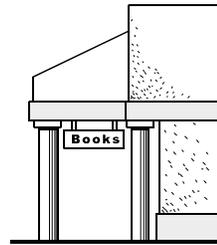
1. All signs to be consistent with the City of Woodland sign ordinance in addition to the Design Standards in this section.
2. Provisions for the placement of signs to be considered in the design of commercial buildings. Signs to bear a direct relationship to the overall design and character of a commercial building and be compatible in size, scale, colors and materials with the architectural style of the building(s).



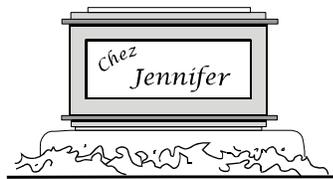
Canopy



Wall



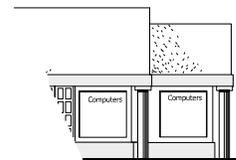
Under Marquee



Monument



Projecting



Window

Signs should be integrated with the style and character of the project.

3. All signage to be compatible with the building and site design relative to colors, materials and placement, and will respect established architectural and/or historical character.



4. All signs to be constructed of high quality materials such as stone, brick, cast concrete, tile or similar materials. Bare metal or wood, painted plywood, cloth or other non-durable materials shall be reviewed on a case by case basis.
5. For commercial development with multiple tenants, a comprehensive sign program for the entire center is required. Such development can utilize a single monument sign on each street frontage that identifies the overall name of the center. Signs for individual tenants to be incorporated into the design of the project consistent with the other guidelines and standards for signage contained in these Design Standards and the City Sign Ordinance.
6. Signs to be designed with permanent (non-changeable) graphics that are either back-lit or illuminated by means of recessed light fixtures at the sign base. Back-lit sign letters fixed directly to the sign face are encouraged over other types of lettering. Flashing, LED, video display, or message-board signs are not allowed.



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7. Internally-illuminated sign cabinets for ground signs are strongly discouraged. The placement of sign cabinets on building walls is prohibited.
8. Signage must identify the business or commercial center. Trade slogans are not allowed as permanent signage. Logos are allowed provided they do not exceed 4 square feet in area. Larger size logos can be allowed provided the logo displays exceptional craftsmanship and quality of materials, such case to be reviewed on a case-by-case basis. Large expanses of painted corporate colors shall be considered as part of the logo and part of the signage.
9. Stark contrasts in sign colors to be avoided.
10. Monument-type signs are preferred for business identification whenever possible. Pole and pylon signs are not allowed. Where several tenants occupy the same site, individual wall mounted signs are appropriate in combination with a monument sign identifying the development address. Monument signs shall be no taller than eight feet and shall be integrated with landscaping around the base.



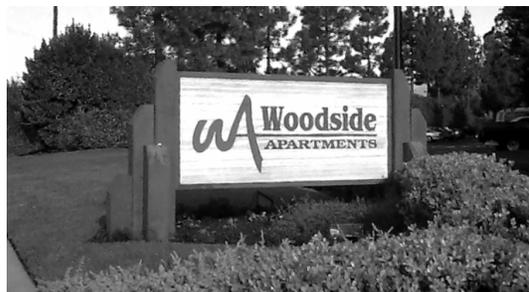
Thi



Not this



11. Monument signs shall be designed to complement the architectural style of the buildings they serve and shall utilize high quality materials such as brick, stone, tile, cast concrete or similar masonry materials. A cabinet sign placed on a base does not meet the intent of these standards. Cabinet signs may be allowed provided the entire cabinet exclusive of the sign face is encased in the above mentioned materials, or if the overall design of the sign is unique and meets the intent of these standards.



Recommended Elements

12. In commercial and retail districts, hanging signs and awning signs should be used to provide information for pedestrians.
13. Custom signs which are unique and creative are encouraged, provided that the style of the sign complements the style and design of the building.

Freeway Signs

The City's Highway Commercial (C-H) Zones are all located adjacent to the I-5 and SR 113 rights of way and freeway interchanges. As such the CH Zones are all located along Major Corridors and Entryways and improved sign design and aesthetics are called for by the General Plan and these Standards.

Freeway signs shall be approved by the Planning Commission through the Comprehensive Sign Plan approval process and shall address all aspects of project signage including local street monument signs, directory signs and building signs. Previous freeway sign approvals, which do not meet these standards, will become nonconforming and therefore subject to the amortization requirements of the Sign Ordinance.

Standards

14. Signage at freeway interchanges to be compatible with the scale and character of the development it serves. Monument signs are the preferred style for all types of signs and sign structures
15. Freeway oriented signs to consolidate multiple tenants onto a single sign face and should be no taller than 60 feet. The overall height of freeway signs and their support structures shall be determined on a case by case basis utilizing readability and sign visibility analysis, the presence of visual obstructions, number of anchor tenants proposed, etc. The Planning Commission will review the analysis presented by the applicant and render a judgement as to whether the proposed sign heights and areas are appropriate. Signs should be no higher than necessary for adequate visibility.
16. Number of Freeway Oriented Ground Sign Structures: Interchange areas or groups of adjoining CH Zoned parcels should have no more than one multi-use sign structure. A second structure may be considered for large parcels or groups of parcels exceeding 20 acres provided there is a minimum of 300 feet of separation between the structures and they offer an improved aesthetic appearance (less sign clutter). The applicant must demonstrate the need for and benefits of having more than one structure.

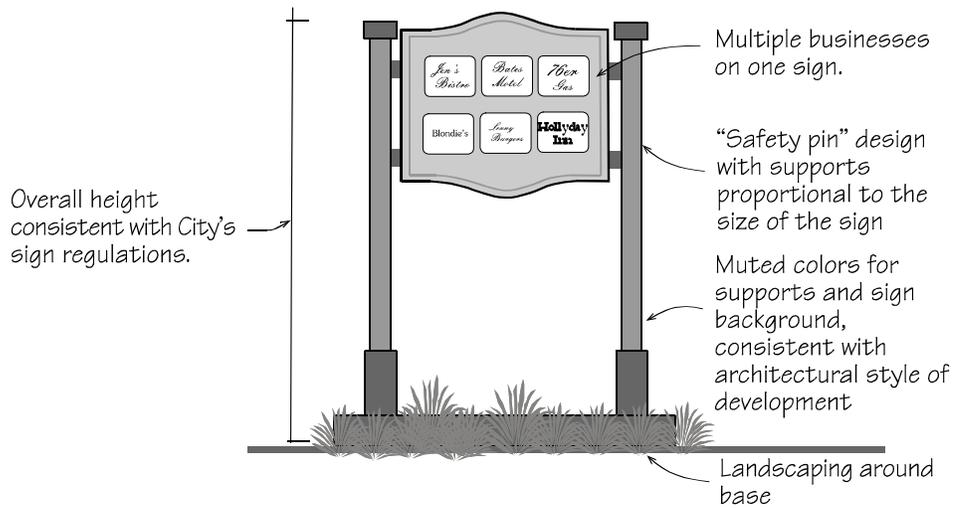
17. Sign Structure Locations: The placement of freeway oriented ground sign structures shall be determined by the City and the initial developer of an interchange area or CH Zoned group of parcels. This process will be developer driven and structures may be on or off-premise within a contiguous group of Highway Commercial Zoned parcels or a business center. Sign structure placement shall be coordinated to avoid visual conflicts and the need for taller structures and larger signs. Structure placement can affect sign height and area requirements.
18. Sign Areas: Sign areas will conform to the Sign Ordinance and Comprehensive Sign Plan approval process.
19. Recommended Sign Structure Designs & Materials of Construction include:
 - All sign structures will incorporate similar design features including a distinctive sign base or support posts, a sign copy area (body) and distinctive pediment and cap.
 - Monument style sign structures are the preferred type for all freeway signs. These structures will typically incorporate a solid masonry base with an upper stucco or aggregate finished area for individual tenant signs and are topped with a decorative masonry or cast stone pediment and cap.
 - Other types of sign structures such as those with the poles covered with a steel skin featuring a veneer brick, tile, cast stone, terra cotta or stucco like finish will be considered on a case by case basis provided there are special circumstances which would warrant such a design. These types of signs shall also include a textured surface area for sign copy topped with a decorative pediment and cap.
 - All sign structures whether pole or monument styles will have consistent design features in order to provide a distinctive recognizable community image. All such sign structures shall have a sign base with a brick or stone finish. Pole mounted sign structures shall have the poles covered with brick, stone, stucco or a similar veneer treatment extending the full height of the sign or to the base of the pediment area.
 - All sign structures are to have a design theme consistent with the architectural design of the business center or group of parcels that the sign structures serve. The structures will also be expected to exhibit architectural quality finished surfaces, with detailed trim and ornamentation to provide varying surfaces, colors and textures with an overall sculptured or molded appearance.
 - Project monument signs located on and oriented toward local streets to be consistent with the Freeway Sign Structures in terms of design and materials. These signs should not exceed 6-8 feet in height and fit below the canopy of trees along the street frontage.
 - Sign panel areas and letter surface areas to be solid with no open areas or gaps between individual business signs.

20. Recommended Design Elements include:
- Sign structure designs to incorporate the City of Woodland’s standard City Logo incorporating the outline of an Oak Tree with the Words “City of Trees” at the top of the sign (pediment). City Logo to be illuminated.
 - The design of supporting structures for pole mounted signs to be architecturally integrated with the size and proportions of the sign.
 - If two sign structures are approved for the same business center they to be coordinated in terms of design and materials, have a consistent design theme and incorporate similar types and sizes of sign copy.
 - Signs will maintain a 1-foot wide margin around the edges of the background or letter surface area.
 - In the event embossed sign panels are approved they will have a 1-foot minimum width trim band around the outer edges of the panel area.
21. Sign Copy: Individual signs shall be pan channel letters with or without individual logos mounted on a stucco or textured surface background area.
22. Sign Colors: Colors for sign background and supporting structures to be muted, such as earth tones, bronze anodized metal or the natural colors embodied by brick, natural stone, or terra cotta. Bright colors tend to make large objects appear larger. Reflective colors can not be used for signs or sign structure finishes. Primary colors may be used for individual letters and logos when they are corporate colors and do not violate the intent of these guidelines.
23. Local Directory Signs: Applicants may prepare local street directory sign plans for signs intended to help direct travelers to projects located across the freeway or down the street from the off ramps taken. These plans to be submitted for review and approval along with other elements of Comprehensive Sign Plans. The signs may contain project theme elements such as logos, distinctive graphics, etc.
24. Sign Setbacks: Freeway oriented signs will conform to Sign Ordinance standards.
25. Sign Illumination: Freeway signs to be given a wall wash type lighting with fixtures that are either ground mounted or incorporated into the sign. All lighting to be shielded to not produce a glare to the freeway or other adjoining use. Individual signs and sign panels may be interior illuminated. Exposed bulbs and tubing are not allowed.

Recommended Elements

26. Techniques that may be considered in determining the appropriate height and location of freestanding freeway signs include:

- Suspending a likeness of the sign from a crane.
- Using computer simulations to simulate how the sign will appear when constructed.
- Working with the property owners to determine a mutually agreeable program for signage at freeway interchanges.



This.



Not This.

14. Bright colors tend to make large objects appear larger. Colors for sign background and supporting structures to be muted, such as earth tones and bronze anodized metal.

Landscaping, Walls, Screening and Lighting

Landscaping

In addition to these standards, all projects must comply with the City of Woodland's Landscape Ordinance.

1. Landscaping will achieve the following objectives, as relevant to a particular project.
 - Enhance the aesthetic appearance of development.
 - Help buffer the transition between residential and abutting non-residential development.
 - Help control erosion.
 - Screen incompatible land uses.
 - Preserve the visual integrity of neighborhoods and commercial districts, and enhance pedestrian and vehicular traffic and safety by clearly distinguishing walkways and access points.
 - Provide shade in parking areas.

2. Some commonly used planting design concepts include:
 - Grouping specimen trees and providing rows at major focal points and entries.
 - Flowering vines on walls and arbors.
 - Pots, vases, window boxes and raised planters.
 - Trees to create canopy and shade, especially in parking areas and along pedestrian ways.
 - Flowering trees or seasonal flowers to provide color.
 - Berms, plantings and low walls to screen parking areas.



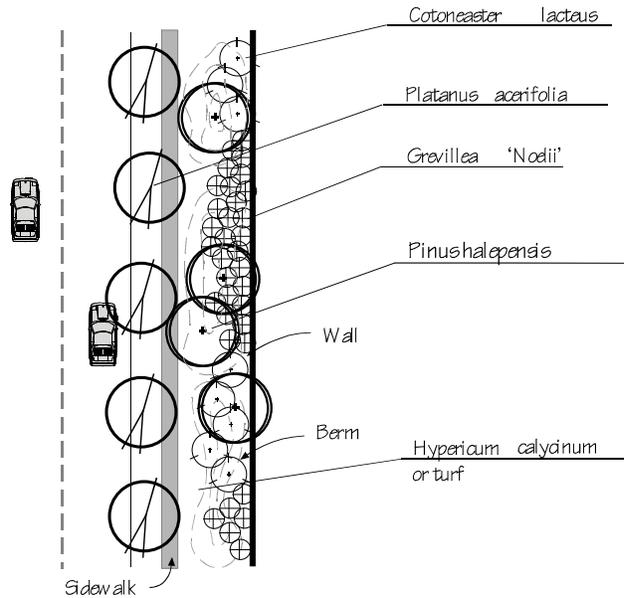
3. Landscaping and other open spaces to be integrated into the overall site design for a project. Landscaping will enhance and complement the design of the building(s), preserve and enhance views, provide buffers, transition areas and screening.
4. A recommended landscape palette is included in the Appendix to these guidelines. All plant materials for each project must be approved by City staff to ensure consistency with the soil composition in different parts of town, such as high levels of boron or alkalinity.
5. Front yard landscaping to be installed in all new residences, with at least one tree located on private property and one located in a parkway strip between the sidewalk and the curb. Corner lots will provide four trees, two for each street frontage.
6. Landscaping can employ drought-tolerant varieties of plants.
7. Native and other mature trees to be preserved and incorporated into the design of a project, to the extent practical.
8. A combination of deciduous and evergreen trees to be used to provide a variety of texture, color, and form in planting areas.
9. Trees with large canopies are required in parking lots, with accent trees at entries.



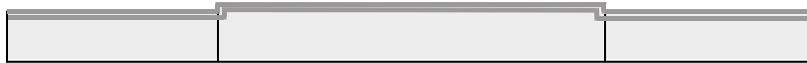
Walls and Screening

Standards

10. Screen walls to be designed to be compatible with the style and materials of the architecture of a site. Landscaping to be used in combination with such walls which covers at least 50% of the both sides of the wall within five years. Berms to be incorporated into such landscaping. A conceptual landscaping plan that accomplishes these goals is provided below.



11. Long expanses of walls or fences to be interrupted with offsets and provided with accents to prevent monotony. Landscape pockets and pedestrian access through walls should be provided.



Staggered wall surface helps break linearity.



Planter incorporated into wall provides relief from flat surface.



Variation in height of wall with foundation planting to help soften its appearance.



Materials that give texture to walls



Examples of Screen/Sound Walls

12. Walls should be kept as low as possible in commercial areas so long as their effectiveness for screening and/or privacy is not impaired.
13. Screening of outdoor storage will generally be solid, with a minimum height of six feet, in accordance with the City’s fence height regulations. Vinyl-coated chain link fencing with slats may be appropriate for screening when not visible from the street in industrial zones. Chain link fencing is prohibited in commercial areas.
14. Exposed chain link fencing may be used in industrial areas when not visible from the street. Blacken tube steel fence or similar design will be used along street frontages.
15. The use of barbed-wire or “razor wire” fencing is prohibited in commercial areas and may be considered in industrial areas, only where security of outdoor storage is a problem. Such outdoor storage areas will be screened the appropriate landscaping.
16. Where screening is required, a combination of elements will be used, including solid fences, walls, landscaped fences, landscaped berms and other landscaping.

Lighting

Standards

17. Lighting to be provided in accordance with the City of Woodland lighting regulations.
18. Lighting to be designed to confine the light within the site boundaries and to provide safety and security. All building entrances and pedestrian ways to be adequately lighted.



19. Light fixtures to be designed to be architecturally compatible with the main structures on a site.



20. Lighting to be shielded from neighboring properties and directed at a specific task or target. Exposed bulbs are prohibited.

21. Up-lighting of building elements, details and trees to be provided.

Design Standards for Streets, Streetscape Improvements and Entryways

Major corridors include Interstate 5, State Highway 113, Main Street, Gibson Road, East and West Streets, Kentucky and Pioneer Avenues and County Roads 98 and 102. Each corridor is described briefly below, followed by a short summary of the more important design issues associated with each. Specific guidelines for new development and modifications to existing development follow the discussion of design issues.

Interstate 5 and State Highway 113

Interstate 5 is a major north-south freeway through the central portion of California and connects Woodland with Sacramento to the south and Redding to the north. Through Woodland, I-5 consists of two travel lanes separated by a wide median. The highway enters the City from the east and turns north where it intersects Highway 113 north of Main Street. Within the City, I-5 is elevated above grade at the Main Street and East Street interchanges, which carry large volumes of traffic and afford many first-time visitors their first impression of the City. Elsewhere the highway is at grade with surrounding development.

Land uses along the highway consist primarily of large commercial and industrial buildings. State Highway 113 is a four-lane freeway that connects Woodland with the City of Davis and Interstate 80 to the south. Highway 113 is elevated at its interchange with Main Street.

Highway 113 connects with I-5 in Woodland just north of Main Street. Commercial land between the two freeways along Main Street has been developed with highway oriented commercial uses to take advantage of the large volume of traffic passing by. Land uses along Highway 113 include residential, commercial, and industrial businesses that back up to the right-of-way. In the south portion of the City, Highway 113 crosses the Springlake area designated for new residential development.

Design Issues

Design issues associated with the I-5 and Highway 113 corridors include:

- Screening of large industrial and commercial buildings, parking, and storage areas that back up to the freeway.
- Lack of Landscaping
- Lack of an entryway statements at entrances to the City.
- Adequate buffering of new residential neighborhoods from freeway noise.

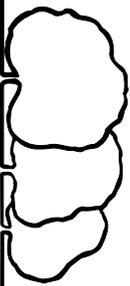
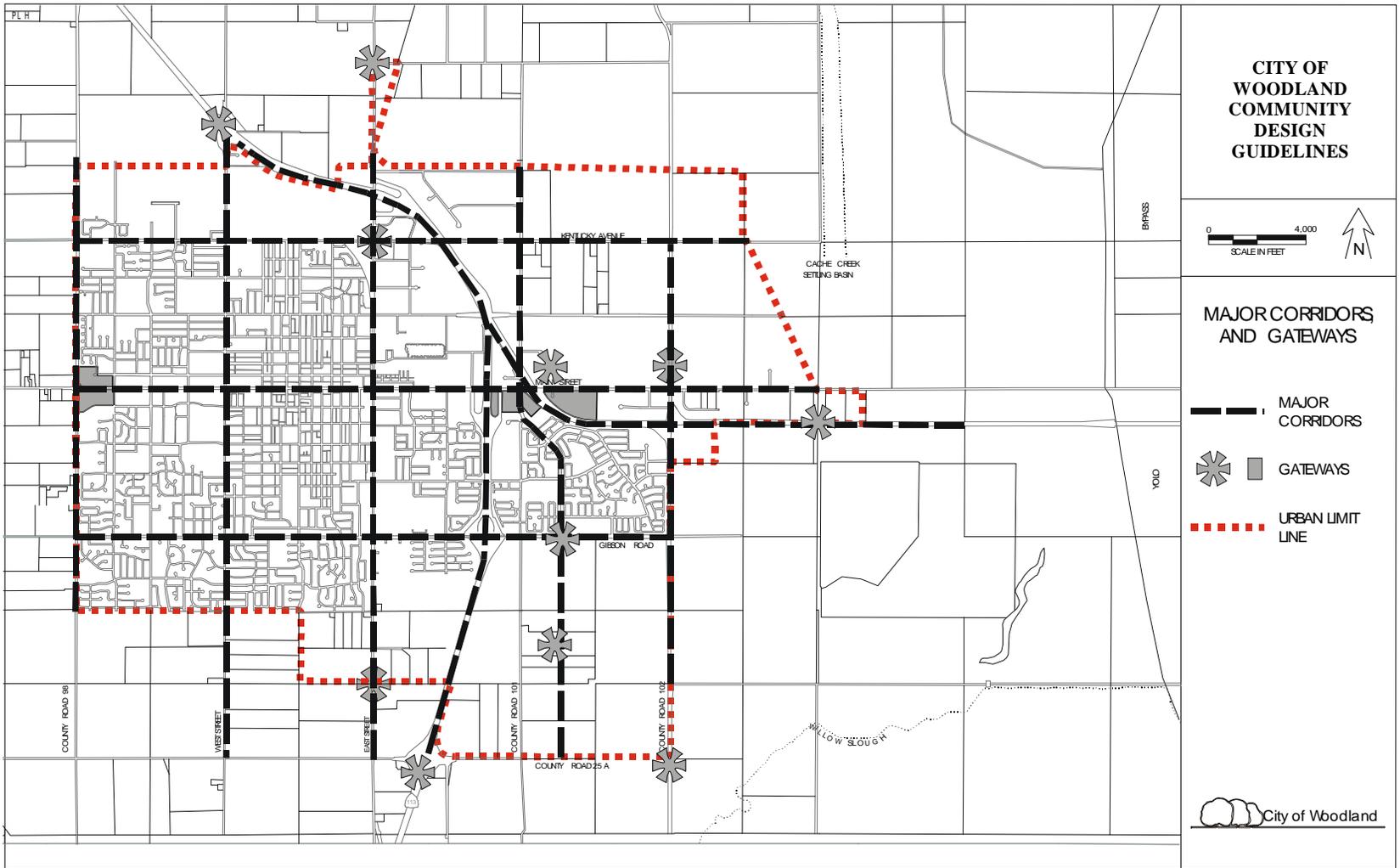


Figure 3 - Major Corridors and Gateways



Main Street

Main Street is the primary east-west commercial street in Woodland as well as an important entryway. Main Street is four lanes except in the downtown; landscaped medians have been installed in portions of Main Street east and west of downtown. Land uses along Main Street include both small and large commercial and industrial uses. A railroad right-of-way parallels East Main Street on the north side of the right-of-way.

Design Issues

- Screening of industrial buildings and parking areas.
- Lack of landscaping along the railroad right-of-way.
- Lack of street trees and landscaped medians in some areas.
- “Corporate” architecture and color, especially for fast-food restaurants.
- Potential for additional “big box” development.

Gibson Avenue

Gibson Avenue is a primary east-west residential and commercial street in Woodland as well as an important entryway at County Road 102. Gibson Avenue is four lanes with landscaped medians having been installed in portions of Gibson Avenue east of East Street, in conjunction with the Mall and the Southeast Area. Land uses along Gibson Avenue include both residential and commercial, the County Fair Mall and Gibson Plaza. The southern boundary of the Yolo County Fair grounds runs along Gibson Avenue.

Design Issues

- Adequate buffering of residential neighborhoods from road noise.
- Lack of landscaping along the County Fair Grounds.
- Lack of entryway feature at County Road 102..
- “Screening of industrial buildings along East Street.
- Potential for additional “big box” development.

County Roads 102 and 98, Pioneer Avenue, and West Street

County Road 102 is a two-lane road that runs north-south through the east end of the City. The I-5 interchange with County Road 102 provides the most direct freeway access to the industrial properties in the northeast quadrant of the City. County Road 102 also serves new residential expansion areas in the southeast quadrant of the City. Pioneer Avenue is four-lane road that runs north-south through the eastern end of the City. Pioneer Avenue links the industrial properties in the northeast quadrant of the City with the residential expansion areas the southeast quadrant of the City.

County Road 98 is a north-south road that forms the western boundary of the City. The intersection with Main Street is the principal entrance to the City from the west. In addition, County Road 98 provides access to residential neighborhoods north and south of Main Street. West Street is a north-south road and creates a principal intersection with Main Street.

Design Issues

- Landscaping and wall treatment for new residential development.
- Landscaping of existing screen walls along Road 98.
- Need for signage and landscaping at entries.

Gibson Road and Kentucky Avenue

Gibson Road serves both residential and commercial land uses and is the principal east-west arterial south of Main Street. A segment of Gibson Road west of Highway 113 has street trees and planted medians to help reduce the scale of the road and create a more pedestrian friendly environment. Kentucky Avenue serves both residential and commercial land uses and is the principal east-west arterial north of Main Street.

Design Issues

- Landscaping and street trees are needed bordering new residential neighborhoods.
- Medians

East Street

East Street is an important north-south arterial that provides access to I-5 on the north side of the City. This important entryway is the route most southbound travelers take when entering the City from the north. A railroad right-of-way parallels East Street to the west. The East Street Corridor specific plan, adopted in 1998, provides guidance for the important design and development considerations along East Street.

Design Issues

The range of design issues raised by this corridor and entryway include:

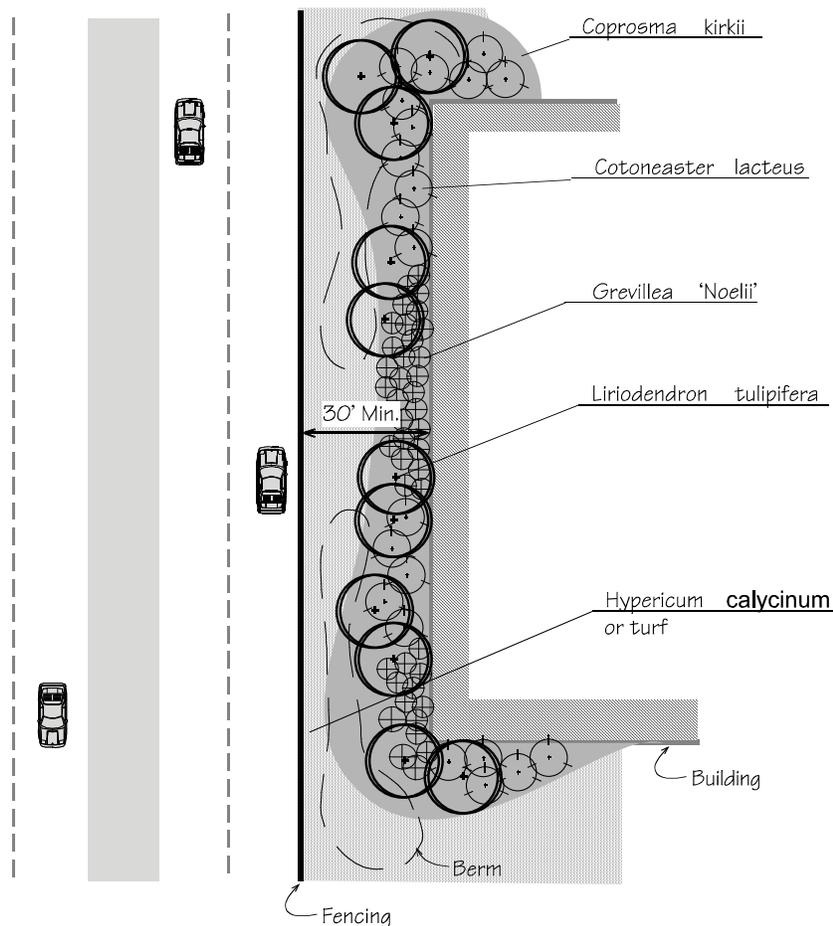
- Lack of screening and landscaping along the railroad right-of-way.
- Lack of street trees.
- Need for landscaping and signage that define the entrances to the City, especially at freeway offramps.
- Need for undergrounding of utilities.

Guidelines for Corridors and Entryways

Standards

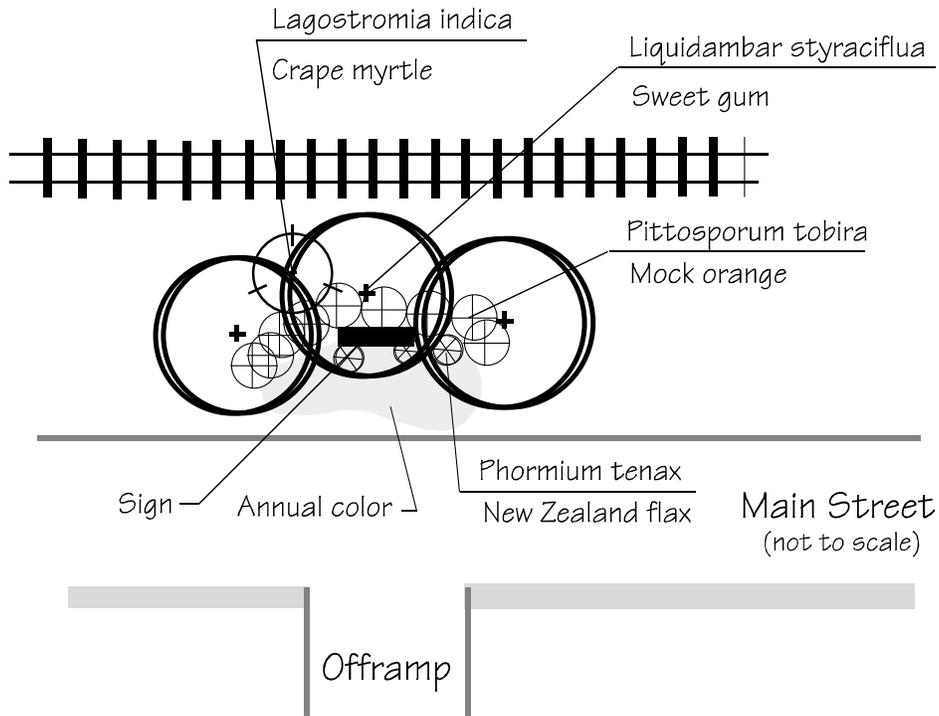
1. Screen walls to be designed to be compatible with the style and materials of the architecture of a project. Decorative walls are required. Landscaping to be used in combination with such walls and on both sides of wall. Long expanses of walls or fences to be interrupted with offsets and provided with accents to prevent monotony. Landscape pockets and walls to be provided. (see guidelines for screening, walls and landscaping)

2. Bicycle and pedestrian paths to be incorporated into the street design for major corridors.
3. Street trees to be installed along major corridors and landscaped medians is required where they can be accommodated within the right-of-way. Landscaped medians to be extensively landscaped.
4. The City will consider acquiring a landscaping easement from the railroad and install landscaping and entryway features along the north side of the Main Street and the west side of the East Street right-of-way.
5. All exterior parking, loading, storage areas, trash receptacles and other service facilities to be screened with a combination of fencing/walls and landscaping. Landscaping employed for screening will include fast-growing trees that provide sufficient height to screen buildings. Examples are identified in the plant palette in the Appendix. A landscaping concept plan for the areas at the rear of properties along the I-5 freeway is shown below.



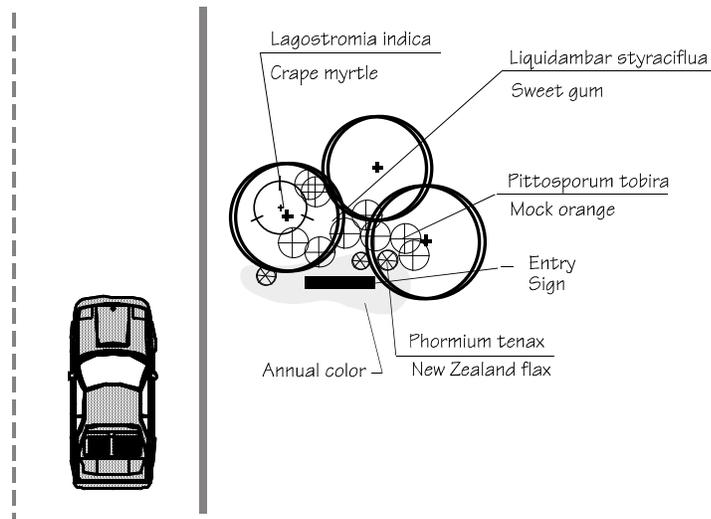
Landscaping Along
the I-5 Freeway

6. All sides of a building (including the elevation facing the freeway) will receive architectural detailing that helps break up the mass of the building walls. (See architectural standards).
7. Colors and materials employed on large buildings adjacent to the freeway will help reduce the scale of the building. Generally, more muted colors such as earth tones should be used for the body of the building, with lighter trim and accent colors. Bright colors and pastels to be avoided. (See architectural standards).
8. Landscaping and entry signage should be installed facing freeway offramps.



Landscaping concept for freeway offramps

9. A landscaped entry statement with signage welcoming visitors to Woodland to be installed at the east and north entrances to the City along the I-5 corridor and State Highway 113. Landscaped entry statement with signage to be installed along off ramps exiting these two corridors and at listed gateways (See Figure 3).

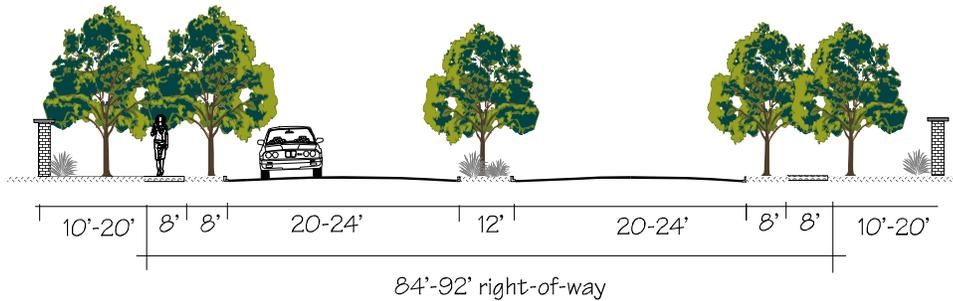


Entry Landscaping and Signage

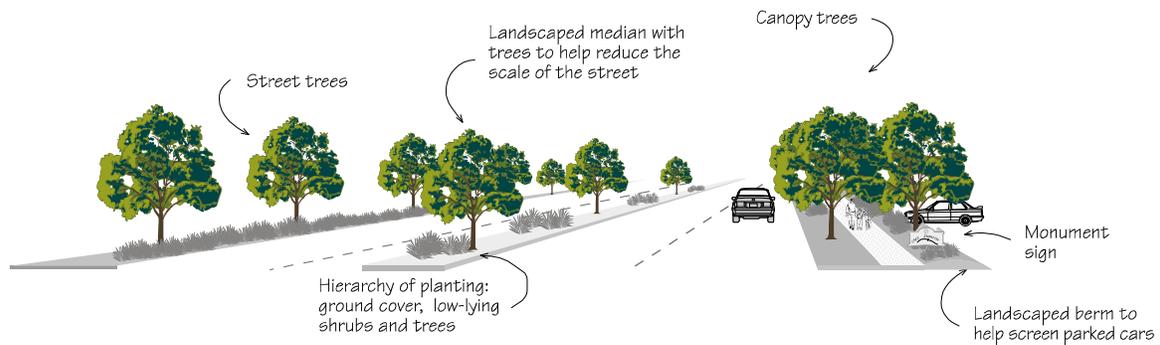
10. Street furniture (benches, lighting, fountains, public art, etc.) to be incorporated into streetscape improvements at appropriate locations, such as the entrance to residential neighborhoods and commercial and industrial developments, adjacent to parks and open space areas, and at bus stops.



11. The scale of arterial streets such as Main Street can be reduced through the use of street trees and landscaped medians. Street trees to be provided at appropriate intervals in accordance with City standards. Street trees to be carefully chosen to provide shade while allowing visibility to storefronts and minimizing organic litter.



Arterial street section with landscaped median and planter strips.



Landscaped medians and street trees help reduce the scale of arterials and create a more pedestrian-friendly streetscape.

12. The intersection of Main Street and County Road 98 is one of the main entrances to the City. Overhead utilities and signage, combined with older commercial and light industrial development, combine to make the entry uninviting. Improvements to this key entry are needed to announce the entrance to the City in a positive way. These improvements to include:

- Landscaping consistent with the ultimate configuration of the intersection.
- Landscaping should include low-lying shrubs and groundcover to maintain adequate site distance.

- Consolidated signage, including a “Welcome to Woodland” sign.
- Placing overhead utilities underground.
- Providing landscaping or other treatment to the older commercial businesses at the northeast corner of the intersection.

13. The intersection of Main Street and County Road 102 is another important entry to the City that will receive special attention. Improvements to this intersection will include:

- Adding street trees along Main Street west of County Road 102 and landscaping within the railroad right-of-way.
- Providing landscaping or other screening to parking and storage areas.
- Installing additional medians in County Road 102 where the right-of-way permits.

Entryway Overlay Zone

For the area designated with an Entryway Overlay Zone (EOZ) - Interstate 5 and County Road 102 Entryway, the following are architectural design requirements for all development (see overlay map):

Purposes

To provide Entryway Design elements reminiscent of historic Woodland, using more traditional design elements and colors dating from the 1880s.

Standards

The exterior design of the building to fit the image of “Historic Woodland” and less contemporary in appearance. Building elevation shall traditional materials, forms, colors, and massing.

Masonry materials

- A. Stone or Split faced block, i.e. Richardsonian Romanesque: 619-621 Main Street, Ludy's Barbecue, Pacos Restaurant - formerly Yolo County Saving Bank.
- B. Brick (new or used) i.e. Classic Brick: Woodland Opera House, East Street Court - formerly the old rice mill, Capital Hotel. Painted brick is not allowed.
- C. Tilt-up concrete panels only with textured treatment for exterior portions of the panels (pattern applied into the concrete and not a spray-on texture application). Tilt-up panels with aggregate surfaces or masonry veneers.
- D. Stucco (rusticated) Spanish Colonial Revival: Woodland Elks Lodge, Woodland Post Office, and Kraft Bros. Funeral Home.

Windows shall include following historic design concepts:

- A. Arched windows with windowsill type pop-outs
- B. Multi-pane glass panels to provide a more traditional look.
- C. Transom windows above doors and other entryways.

Roofs shall use the following material:

- A. Spanish or concrete tile
- B. Metal roof are allowed only as a special design feature which compliment the building
- C. Structures with historic style parapet walls will be allowed. The roof and roof mounted equipment must be adequately screened.

Architectural Historic Entryway Elements consistent with Downtown Historic Buildings

- A. A distinctive arch reminiscent of the Opera House for the walls and windows at the corners of the building.
- B. Large metal trellises provide architectural relief and vertical elements. The trellises have arches, which continue the historic theme.
- C. Other Elements include: Colonnade, Porte cochere, public art
- D. Columns, arches, Windows with molded cornices, masonry trim and detail, articulation of the building foot print, relief elements, vertical elements, office projections,

Colors: Provided a distinctive color palette with more historic colors and tones (3 colors minimum).

Existing metal buildings

Only those parcels with existing metal structures 5,000 square feet or greater will able to enlarge the existing metal structures and/or add additional structures using metal construction materials. These regulations apply to structures which exceed forty percent (40%) of the gross floor area or two thousand (2,000) square feet, whichever is less.

Standards

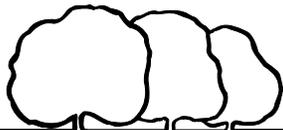
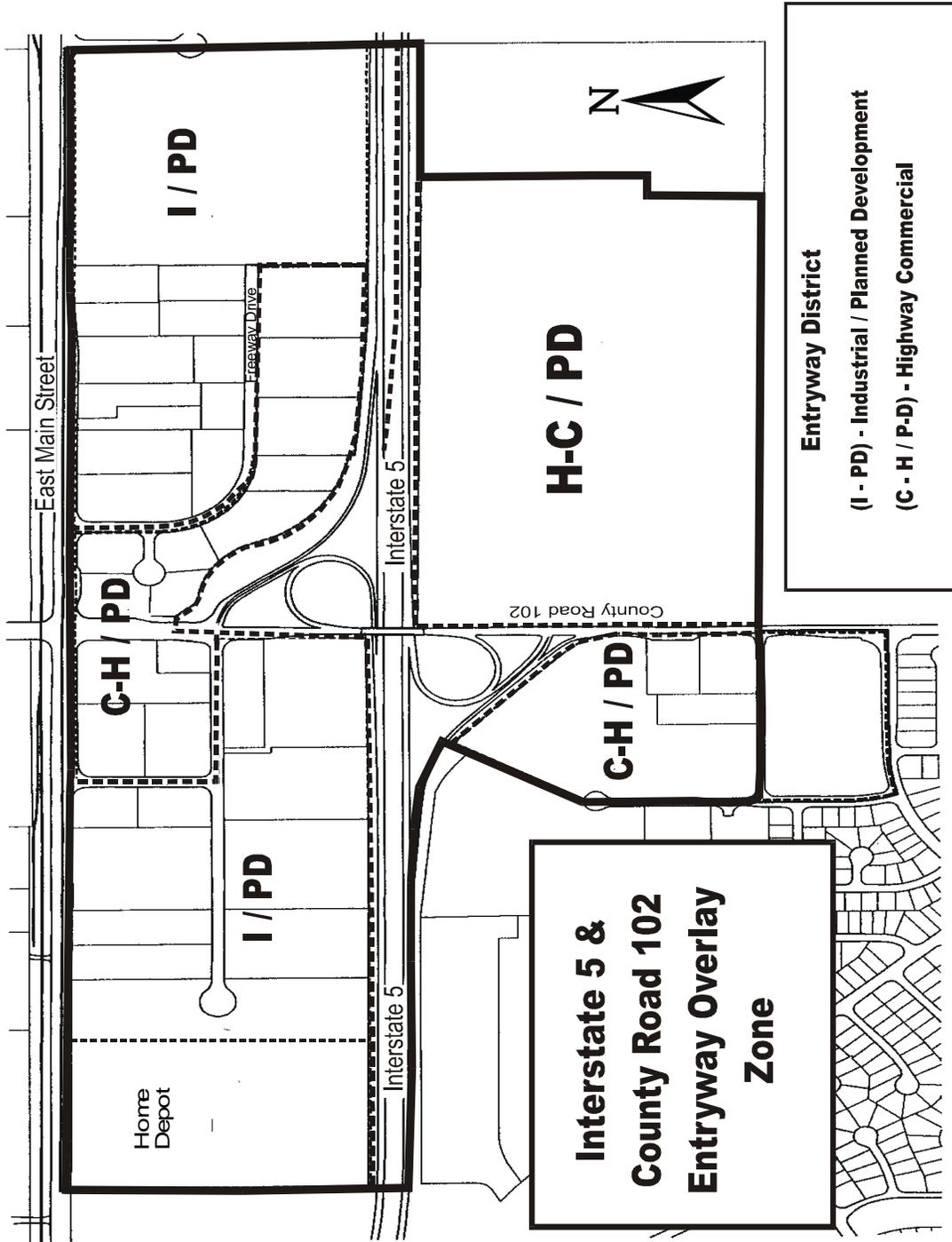
Design and Improvements (subject to design review):

The following are design priorities for expansion of existing metal buildings. The larger the expansion more of the priorities will be required.

1. Landscaping and irrigation along frontages.
2. Parking lot construction and parking lot landscaping and irrigation
3. Wainscoting, windows, decorative or ornamental metal, enhanced exterior color palette Awnings, and improved signage.

Enforcement

Compliance with the provisions of these Design Standards will be enforced through the building permit and development review processes in the same manner as conditions of project approval. Non-compliance shall be abated in accordance with the applicable sections of the City of Woodland Municipal Code, including, but not limited to, provisions for the abatement of a nuisance.



III. Appendix

Authors

Crawford Multari & Clark Associates

Jennifer Metz, AICP

David Moran

City Of Woodland

Paul L. Hanson, AICP, Associate Planner

Bibliography

City of Woodland General Plan, 2004

Downtown Specific Plan, 2003

East Street Corridor Specific Plan, 1998

Southeast Area Specific Plan, 1993

Spring Lake Specific Plan Design Standards, 2003

Recommended Plant Palette

Landscaping within the Public Right-of-Way	
Street Trees	<p>Pistachia chinensis/ Chinese Pistache Pyrus calleryana/ Aristocrat Pear Pyrus calleryana/ Bradford Pear Celtis australis/ European Hackberry</p>
Other Landscaping	<p>Lagerstroemia indica/ Crape Myrtle Berbis thunbergii atropurpurea/ Japanese Barberry Xylosma congestum compacta Dietes vegeta/Fortnight Lily Raphiolepis indica/ Ballerina/Indian Hawthorn Euonymus fortunei colorata Trachelosperum jasminoides/ Star Jasmine Zinnia haageana/Old Mexico Zinnia Zinnia augustiflora/Zinnia Tagetes tenuifolia/Lemon Grass/Marigold</p>
On-Site Landscaping	
Trees	<p>Celtis australis/ European hackberry Celtis sinensis/ Chinese hackberry Cedrus atlantica glauca/ Blue Atlas Cedar Cedrus deodora/ Deodor Cedar Flowering plums Ginko biloba/ Maidenhair Lagersteomia indica/ Crape Myrtle Laurus nobilis/ Grecian Laurel Ligustrum lucidum/ Glossy Privet Liriodendron tulipifera/ Tulip Tree Magnolia soulangiana/ Saucer Magnolia Malus/ Crabapple Pinus canariensis/ Canary Island Pine Pinus halepensis/ Aleppo Pine Pinus pinea/ Italian Stone Pine Pistachia chinensis/ Chinese Pistache Platanus acerfolia/ London Plane Tree Pyrus calleryana/ Aristocrat Pear Pyrus calleryana/ Bradford Pear Pyrus kawakamii/ Evergreen Pear Qurecus suber/ Cork Oak Quercus ilex/ Holly Oak Quercus lobata/ Valley Oak Quercus virginiana/ Southern Live Oak Rhus lancea/ African Sumac Sapium sebiferum/ Chinese Tallow Sequoia sempervirens/ Coast Redwood</p>

<p>Shrubs</p>	<p>Abelia 'Edward Goucher'/Pink Abelia Agapanthus africanus/ White Lily of the Nile Agapanthus africanus/Lily of the Nile Arbutus unedo compacta/ Compact Strawberry Tree Arctostaphylos bakeri 'Louis Edmonds'/ Louis Edmonds Manzanita Arctostaphylos desniflora 'Howard McMinn'/ Howard McMinn Manzanita Arctostaphylos hookeri/ Monterey Manzanita Berberis thunbergiana atropurpurea/ Japanese Barberry Ceanothus spp. Cercis occidentalis/ Western Redbud Cistus skanbergii/ Hybrid Rockrose Cotoneaster lacteue/ Parney Cotoneaster Diets vegeta/ Fornight Lily Escallonia 'Newport Dwarf'/ Escallonia Euryops pectinatus/ Euryops Grevillea noelli/ Grevillea Hebe Coed Hemerocallis auranticaca/ Day Lily Heteromeles arbutifolia/ Toyon Juniperus chineses Mint Julip/ Chinese Juniper Nandina domestica/ Heavenly Bamboo Mhonia aquifolium/ Oregon Grape Photina Pyracantha Santa Cruz/ Firethorn variety Raphiolepis indica 'Ballerina'/ Indian Hawthorn Rhamnus californica 'Eve Case'/ Eve Case California Coffeeberry Vibrunum tinus compacta/ Laurustinus Pittosporum tobira 'Variegata'/ Variegated Pittosporum Pittosporum tobira 'Wheeler's Dwarf'/Tobira Xylosma congestum compacta</p>
<p>Ground Cover</p>	<p>Ceanothus gloriosus/ Pt. Reyes Creeper Coprosma kirkii Euonymus forunei colorata Gazania spp./ Gazania Hedera helix/ English Ivy Hypericum calycinum/ Aaron's Beard Juniperus procumbens Nana/ Dwarf Juniper Juniperus sabina 'Buffalo' Myoporum Ribes viburnifolium/ Evergreen Currant Rosmarinus officinalis/ Rosemary Vinca minor/ Dwarf Periwinkle</p>

Color Palette

These Guidelines encourage the use of “earth tone” or “muted” colors for new construction. Examples of earth tone colors are available for review at the Community Development Department located at 300 First Street. It should be emphasized that the colors on file with the City are examples, only, and are intended to aid designers and decision-makers in choosing an acceptable range of colors for a project. However, they do not portray the entire range of acceptable colors; other colors and color schemes may be considered on a case-by-case basis consistent with the objectives of these Design Standards. However, designers are encouraged to review these color samples to gain a better understanding of the City’s expectations.

Glossary

Adobe:	Mud brick dried in the sun.
Applique:	An accessory decorative feature applied to an object or structure.
Arcade:	A covered passageway, one or both sides of which is a series of supporting a roof.
Art Deco:	A decorative style widely used in the architecture of the 1930's; characterized by sharp angular, zigzag or curvilinear surface forms and ornaments.
Balcony/Gallery:	An upper-story projection supported from the building facade; with columns or posts to ground level.
Baluster:	A post upright support for a handrail.
Balustrade:	A row of balusters or turned posts supporting a handrail.
Barge Board:	A decorated wooden strip under a gable; usually a flat board, pierced with jig-saw ornament.
Baroque:	A style developed during the late Renaissance in reaction to Classical forms; characterized by scrolls, curves and carved ornaments.
Bay:	The portion of a plan or building contained between adjacent piers or columns.
Bay Window:	A window which projects from the envelope or mass of the building, permitting more illumination of the interior; a □slanted□ bay has slanted sides and a fluted top and bottom, meeting at the vertical front section; a □squared□ bay has sides at right angles to the building and vertical front section.
Beam:	A structural member whose prime function is to carry transverse loads.
Belt Course:	A continuous projecting horizontal band set in the surface of an exterior wall and usually molded.
Board and Batten:	A system of wood sheathing where flat boards are laid edge to edge, and just covered with a narrow member- a batten.
Box Cornice:	A hollow cornice, built up of boards, moldings, shingles, etc.
Bracket:	A support or pseudo-support based on a 90-degree angle shape; usually of decorative character, and to be distinguished from the more Classicist forms that are related to it in shapes and function.
Bungalow:	A small, informal house, one or two stories high with a low-pitched roof, frequently designed with a broad gabled porch in front of a similarly gabled house.
Buttress:	A projecting vertical pier or support, built against an outside wall to resist the pressure exerted by an arch or vault inside.
Byzantine Architecture:	The architecture of the Eastern Roman Empire; characterized by large supported domes, round arches, and elaborate columns, richness in decorative elements, and color; sometimes found in revival forms on W.P.A Moderns.
Canals:	Projecting gutters to throw the rain water off a roof and clear from the walls.
Cantilever:	An unbraced projection anchored at only one end.
Capital:	The carved top of a column, pilaster, or pier.
Casement:	An iron alloy which is shaped by pouring the metal, in molten state, into a mold.
Clapboard:	a long narrow board, used for covering the exterior of timber-framed buildings.
Classic:	the highest and purest phase of any style or era of art.
Classical:	Ancient Greek or Roman forms, or directly imitative of them (as in Classic Revival).
Classical Revival: (Neo Classical)	The revival of interest in Classical antiquity, dating from the mid - eighteenth century, and notable in architecture; divided into two phases of Greek and Roman and often combined or overlapped in styles; a specific style in U.S. dating from 1890-1915.
Coffering:	A ceiling with deeply recessed panels, often highly ornamented.
Colonial Revival:	The reuse of Georgian and Colonial design in the end of the 19th century.
Colonnade:	A row of columns.
Column:	An architectural support of definable proportions. Usually cylindrical in shape. It may be free-standing or attached (engaged) to a wall as a half or three-quarter column.
Composite Order:	A Classical order with capitals.
Console:	An architectural support or pseudo-support, often used decoratively, with a scrolled top curving down into a reverse scroll.
Corbel:	A bracket form usually produced by extending successive courses of masonry or wood beyond the wall surface.
Corinthian:	One of the Greek and Roman orders having fluted shaft and a capital with acanthus leaves, small corner spirals and a base.
Cornice:	(1) the uppermost section of a wall or story in Classical architecture. (2) any projecting horizontal molding used internally at the junction of a wall or ceiling.
Craftsman:	Buildings that used materials in their natural state; stones laid as if deposited by a geologic process, unpainted wood. The forms are generally ground-hugging with pronounced horizontal lines and shallow-gabled roofs with wide, sheltering overhangs.

Cupola:	A dome-like convex roof from used to crown a larger mass of building or tower, mainly in the Queen Ann style.
Detail:	A series of small projecting rectangular blocks under the cornice.
Doric:	One of the Greek and Roman orders; a simple capital with block (Abacus) and a curved cushion (Echinus).
Dormer:	A window, framed and roofed, that projects from the main roof providing additional light and air to the top floor or attic area of a structure.
Double Hung:	A term used for a window that has sashes hung with weights and lines.
Eastlake:	A period term derived from the name of Charles Eastlake, an English author. Eastlake was attempting to restore some measure of simplicity, dignity and good taste to domestic interiors. The term Eastlake is especially meaningful for the Stick Style implying the use of chamfered corners on pillars and furniture, decoration in flat wooden surfaces, and variegated combinations of materials.
Eaves:	The lower edge of a sloping or gabled roof.
Eclectic Architecture:	A form of architecture based on imitation and personal preference combined into a single structure.
Engaged Column:	A column partially built into a wall, not freestanding.
Entablature:	In Classical architecture, the elaborated beam member carried by the columns, horizontally divided into architrave, frieze, and cornice. The proportions and detailing are different for each order.
Facade:	The front, or frontispiece of a building, usually with special architectural treatment.
False Front:	The proliferation or ornamental forms and variations of these forms on the front of buildings with seemingly different fronts - falsefronts - a purely applied decorative, rather than functional, character. These false facades give an exaggerated verticality to a building.
Fenestration:	The arrangement and design of windows in a building,
Finial:	A terminal part, usually on a high vertical building element, i.e. church spire or decorative roof feature.
Fish Scale Shingles:	The overlapping pattern of decoratively cut surface shingles to form a design resembling fish scales.
Flat Arch:	An arch whose soffit is a horizontal line.
Fluting:	Vertical channeling of a columnar or pilaster shaft.
Foil:	In tracery, tangent to the inner sided of a large arc, and meeting other points.
Frame Building:	A building in which the roof, walls, and floors are supported on a structural frame of wood, metal, or reinforced concrete.
Fret Work:	Intersecting decorative patterns.
Gable:	A high peaked roof form. The vertical triangular portion at each end of such a peaked roof.
Gargoyle:	A waterspout projecting from the roof gutter of a building often carved grotesquely.
Georgian Revival:	A style of architecture utilizing features from 15 th and 16 th century Italian Architecture.
Gingerbread:	A pieced curvilinear ornament, executed with jig-saw or scroll-saw, under the eaves of a roof, typically found on Gothic buildings.
Glaze:	A ceramic coating, usually thin, glossy, and glass-like, formed on the surface of pottery.
Gothic Revival:	A revival of Gothic architecture, characterized by the use of the pointed arch.
Greek Revival:	An architectural style inclusive of Italian details. Usually rectangular in shape without projections or wings except in composition of blocks with a low pitched gable roof treatment as a pediment. Symmetrical facades have corner pilasters and large windows with shutters. Doors are sometime flanked with oblong sidelights with an oblong transom over the door and sidelights.
Half-Timbering:	A technique of wooden-frame construction in which the members are exposed outside of the wall.
Hipped Roof:	A roof form in which the exterior angle is formed by meeting of two sloping sides of the roof having their wall plates running in different directions, typically four slopes with a ridge.
Ioninc:	Referring to an order of classical architectural style employing columns with volutes in the capital.
Italianate:	An eclectic form of country-house design, characterized by low-pitched, heavily bracketed roofs, asymmetrical informal plan, square towers, and often round-arched windows, either flat formatted or have angled bays and hip roofs with a cornice at the eaves or parapet that obscures the roof, bracketed cornice, turned balustrades, prominent lintels, a raised front, and elaborately detailed entrance portico, quoins, and sometimes rusticated facades.
Jamb:	The side of a window or door opening, against which a sash or the door abuts.
Jenkinhead:	A roof form in which the top of the gable is cut off by a secondary slope forming a hip.
Jig-Saw Woodwork:	Decorative and often intricate, scroll work made possible by the invention of the jig-saw.
Keystone:	The top stone or voussoir in a true arch; the keystone make an arch the resilient, dynamic building form it is.
Lancet:	A tall, narrow, pointed opening, like a lance.

Lattice:	A network, often diagonal, of strips, rods, bars, laths, or straps of metal or wood, used as screening ornamental constructions.
Leaded Light:	A window having small diamond-shaped or rectangular panes of glass set in lead comes.
Light:	A section of window; a window pane.
Lintel:	The horizontal member of the most common structural form; a beam resting its two ends upon separate posts.
Mission Revival:	An architectural style of a combination of exterior and interior features. The use of simplicity stressed use of natural materials with design features such as heaviness and plain surfaces as basic characteristic to this style.
Molding:	A projecting strip of curvilinear profile projecting from a surface of a building, or the curvilinear finishing of the edge of two meeting surfaces.
Mullion:	The major bar dividing a window into "lights".
Muntins:	The minor bar dividing a window:
Neo-Classical:	An architectural style imitative of ancient classical models.
Order of Architecture:	An arrangement of columns with an entablature. In Classical architecture, a particular style of column with its entablature having standardized detail. The Greek orders are the Doric, Ionic, and Corinthian; the Romans added the Tuscan and Composite.
Oriel:	A projecting window with its walls supported by brackets.
Parapet:	A low retaining wall at the edge of a roof, porch, or terrace.
Pavilion:	The projecting subdivision of a large building, forming an angle with the main facade.
Pediment:	The triangular space at the end of classical temple's gabled roof.
Pergola:	An arbor or open set of roof rafters, usually set on posts and often vine covered.
Period Revival:	The use of historic forms derived from previous periods architectural style.
Pier:	An upright structure of masonry that serves as a principal support to beams or arches, or is attached to a wall at the point where a heavy load is imposed.
Pilaster:	A flattened columnar form, rectilinear in shape, always attached to a wall.
Pillar:	An upright member, which need not be cylindrical or conform to the proportion of an order.
Pitch:	The angle (degree) at which the roof slopes.
Polychromy:	The practice of decorating architectural elements.
Portico:	A porch-like roofed projection from a building.
Prairie Style:	A combination architectural style with horizontal emphasis of the mode. Design elements include ribbon windows, with wooden casements, massive and rectangular piers supporting roofs of porches and verandahs, low, often hipped, roofs with projecting eaves, suppressed heavy-set chimneys, low terraces and a distinctly horizontal flare to the eave ends.
Queen Anne:	An architectural style emphasizing round corner towers, shingles and a rich ornamental language; irregularity of massing and roof line.
Quoins:	Stones often simulated in wooden blocks, creating an effect of strength or ornamental finish at a corner.
Rafter:	Part of a wooden roof frame, sloping down from the ridge to the eaves and establishing the pitch.
Raking Cornice:	A cornice following the slope of a gable, pediment, or roof.
Relief:	Carving, chasing, or embossing raised above a background plane. The elevation or projection of part of a surface above some ground or datum plane.
Renaissance Architecture:	An architectural style developed in the early 15 th century, characterized by the use of the Classical orders, round arches, and symmetrical composition.
Return:	The continuation of a molding, projection, member, or cornice, in a different direction, usually at a right angle.
Ridge:	The horizontal line of meeting of the upper slopes of a roof.
Ridge Scroll:	A wood strip, rounded top, used to finish the ridge of a roof; often covered with lead sheeting.
Riser:	The vertical part of a step.
Romanesque:	An architectural style from the 10 th to 12 th centuries and characterized by the use of semicircular arches, solid masonry construction, and heavy appearance.
Rusticated:	Cut stone having strongly emphasized recessed joints and smooth or roughly textured block faces; used to create an appearance of impregnability in banks, palaces, courthouses. The border of each block may be rebated, chamfered, or beveled on all four sides, at the top and bottom only, or on two adjacent sides. The face of the brick may be flat, pitched, or diamond-point, and if smooth may be hand or machine tooled.
Saltbox House:	A wood framed house, common to the colonial New England, which has a short roof pitch in front and a long roof pitch, sweeping close to the ground, in the back.
Sash:	The frame that holds windowpanes and forms the movable part of the window.
Second Empire/ Mansard Architecture:	An eclectic style of architecture characterized by a high mansard roof.
Semicircular Arch:	A round arch whose intrados is a full semicircle.

Semielliptical Arch:	An arch whose intrados is a half an ellipse; in practice the term usually denotes a three or five centered arch.
Shaft:	The portion of a column, colonette, or pilaster between the base and the capital.
Shingle/Victorian:	An American eclectic style; characterized by extensive use of unpainted wood shingle covering for roofs and walls, in frequently asymmetrical and fluid arrangements.
Shiplap Siding:	Wooden sheathing in which the boards are rebbed so the edge of the adjacent boards make a flush point.
Sidelight:	One of a pair of narrow windows flanking a door.
Soffit:	1) The surface at the side of a half arch between a vertical line at the bottom of the archibolt and a horizontal line at the top. 2) in skeleton-frame buildings, the panel of the wall between adjacent structural columns and between the windowsill and the window head next below it.
Spanish Colonial Revival:	An architectural style characterized by red-tiled roofs of low pitch, flat roofs surrounded by tiled parapets, occasionally by arched forms, and stucco or plaster walls. There may be carved or cast ornament of considerable elaboration, usually concentrated around the openings. Doorways may be flanked by columns or pilasters. Balconies with railings of wrought iron or wood, window grilles, rejas of wood or iron; windows vary in size in a single elevation when they are asymmetrically disposed with broad expanses of wall between. Structures are oriented inward to garden patios with pergolas or arcades, rather than toward the street.
Square Turned:	Ornamental balusters or the like which are molded or decorated on all four sides; not turned on a lathe.
Stained Glass:	Glass given a desired color in its molten state, or by firing stain into the surface of the glass after forming; used in decorative windows or transparent mosaics.
Streamline Modern:	An architectural style focused upon the combining of the simple curved rectangular building forms designing and ornamented to express the motion and speed of transportation modes that inspired its evolution.
Stretcher Bond:	A masonry unit laid horizontally with its length in the direction of the face of the wall.
String Course:	A continuous horizontal band, either plane or molded, projecting from the face of the structure.
Stucco:	An exterior finish, usually textured; composed of cement, lime, and sand mixed with water. A fine plaster used for decorative work or moldings.
Sunburst Light:	A fanlight.
Swan-Neck:	A curved portion of a handrail of stairs which join the newel-post.
Terra Cotta:	Cast or fire clay (tile-like) units, usually larger than brick, often glazed or colored, sometimes having a molded ornamental pattern.
Transform:	A horizontal divider in a window.
Tudor Revival:	A period revival style that reflects or interprets the English Tudor architectural style, in a 20 th century pattern.
Tuscan Order:	A classical order distinguished by its simplicity. The columns are never fluted, the capitals are unornamented, and the frieze lacks, and triglyphs that are part of the Doric order.
Vault:	A stone, brick, or concrete roof built on the arch principle, or an imitation of such in wood or plaster.
Veranda:	An opened roofed gallery or porch extending from a building.
Vernacular:	A mode of building based on regional forms and materials.
Wainscot:	A decorative or protective facing applied to the lower portion of an interior partition or wall.
Zigzag Moderne:	An architectural style distinguished by the application of rectilinear, angular, and chevron or zigzag ornamentation to structures whose forms derive principally for the generally vertical massing of rectangular shapes. Such ornament is normally in very low relief with a flat front plane.