
SECTION 4. URBAN DESIGN AND
OPEN SPACE ELEMENT



SECTION 4. URBAN DESIGN ELEMENT

4.1 APPLICABILITY

4.1.A. Scope

This section provides requirements and guidelines for the design improvements in both the public right-of-way and on private property within the East Street Corridor Specific Plan area.

This section applies to construction of new buildings or modifications and additions of existing buildings. It is not intended to necessitate modifications to existing buildings unless a property owner wishes to construct modification and or additions to an existing building. Those modifications and/or additions shall comply with this section.

See Section 7 for a discussion of application and processing requirements for improvements on private property.

4.1.B. Requirements and Guidelines

4.1.B.1. "Should" and "Shall"

Mandatory requirements are designated with the term "shall". Guidelines are designated with the term "should" and are highly desirable but not mandatory.

4.1.B.2. Design Theme

It is not the intent of this section to required stylist themes for the Corridor or for the City to "design" buildings for property owners but to provide requirements and guidelines that will allow a diversity of styles and design to "work together" and to enhance the values of all property in the area.

4.2 SETTING AND CONCEPT

4.2.A. The Old East Side Highway

East Street was known by its highway designation State Route (SR) 113. It connected the community to the outlying farms and served as a north/south road that skirted the town core. The railroad was built along the west side of East Street providing far away connections for the incoming and outgoing bulk materials and products needed and generated by the surrounding agricultural community.

SR 113 was ultimately built and located as a freeway overshadowing the need for East Street

to serve outlying areas and the trucking industry has replaced a major component of the shipping previously provided by the railroad. Several gas stations, diners and agricultural silos remain serving their original purpose. Some motels remain serving different purposes, but many structures stand merely as relics and reminders of a different era in East Street's history.

Nonetheless, as East Street, Woodland and American urban settlement evolve, it is important that reminders of this past be retained. It so happens that pieces of these past forms, such as the courtyard arrangement of the motels and the place marking character of the silos lend themselves to the needs of a new community development character for East Street.

4.2.B. East Street Character - Continuity/Unity in the Public Realm/Private Form Flexibility

Streets, such as Woodland's Main Street, embody the character of 19th century and early 20th century America. The continuity of storefronts, street trees and uninterrupted sidewalks remain powerful means of creating a continuous sense of place within the context of a linear thoroughfare.

On East Street, the existence of the railroad on the west side of the street, the automobile orientation of the historical uses, the unlikely demand for more of this kind of Main Street style storefront commercial space and the demands of contemporary commercial development all preclude this Main Street form for East Street's future.

A future form of East Street will lend itself to cafes, walking and bicycling, socializing and other pedestrian placemaking opportunities that are the foundation of community building. It will provide connections within and between neighborhoods and the larger community, but it will be different from Main Street.

In response to this need for place making, the historic context of East Street and the contemporary needs of community development, the character of East Street should be guided by the following principles:

1. Unity in the Public Realm.

The public realm (streets, sidewalks, curbs, gutters, trees, streetlights, etc.) should have a consistency the entire length of the street. This consistency with details that reinforce comfort and safety for pedestrians will provide a piece of the continuity necessary to create a sense of place along East Street.

2. Private Form.

Private form (and uses) shall have the greatest flexibility possible within the context of a few simple form guidelines discussed in Section 4.4. The form guidelines are intended to suggest means for incorporating contemporary uses into forms that have some relationship to East Street's past.

3. A Chain of Outdoor Places.

Since the continuity of storefronts and cafes with windows that connect to the street is less likely on East Street, new developments will provide individual courtyards or outdoor places that increase the likelihood of more intensity of outdoor activity in a separated discontinuous manner, such as a string of beads.

4.2.C. Anchoring the East End of Main Street

The continuous storefronts on Main Street provide a strong and resolute character to the street. However, on both ends it slowly breaks down without a clear gateway or terminus, thus weakening the character of the street as a whole.

An essential function of the East Street Specific Plan will be to provide clarity and a sense of arrival to the east end of Main Street, the most important district in Woodland. The relocation of the train station to Armfield and associated new commercial development will provide the catalyst for organizing the form for this eastern end of Main Street. The primary components in the composition will include:

1. Redevelopment on the north and south side of Armfield in conjunction with train station location and the provision of a terminus for the present excursion train and potential future passenger trains.
2. A strong landscape form on the north and south side of Main Street east of East Street in conjunction with the widening of Main Street.
3. The enhancement of pedestrian access through the East Street and Main Street intersection.

4.2.D. Neighborhood Linkages/Pedestrian Access

Currently, East Street is a major barrier for connections between neighborhoods on the east and west side of the street. In contrast, Main Street functions as the connection point for neighborhoods north and south of it.

The Specific Plan is intended to nurture as much connectivity as possible with:

1. The placemaking guidelines described in Section 4.4.B. for the private improvements on

the east and west side of the street.

2. Enhanced pedestrian crossings at several points along the street.
3. The enhancement of safety and comfort for pedestrians with the proposed street improvements along the length of East Street.

4.3 PUBLIC RIGHT OF WAY REQUIREMENTS

This section includes requirements for improvements in the public right-of-way of way. The intent of improvements to the public right-of-way of way within the Corridor is to enhance safety, enjoyment and accessibility for pedestrians and to improve the appearance of the Area. The improvements will generally be made incrementally when improvements on adjacent private property are undertaken.

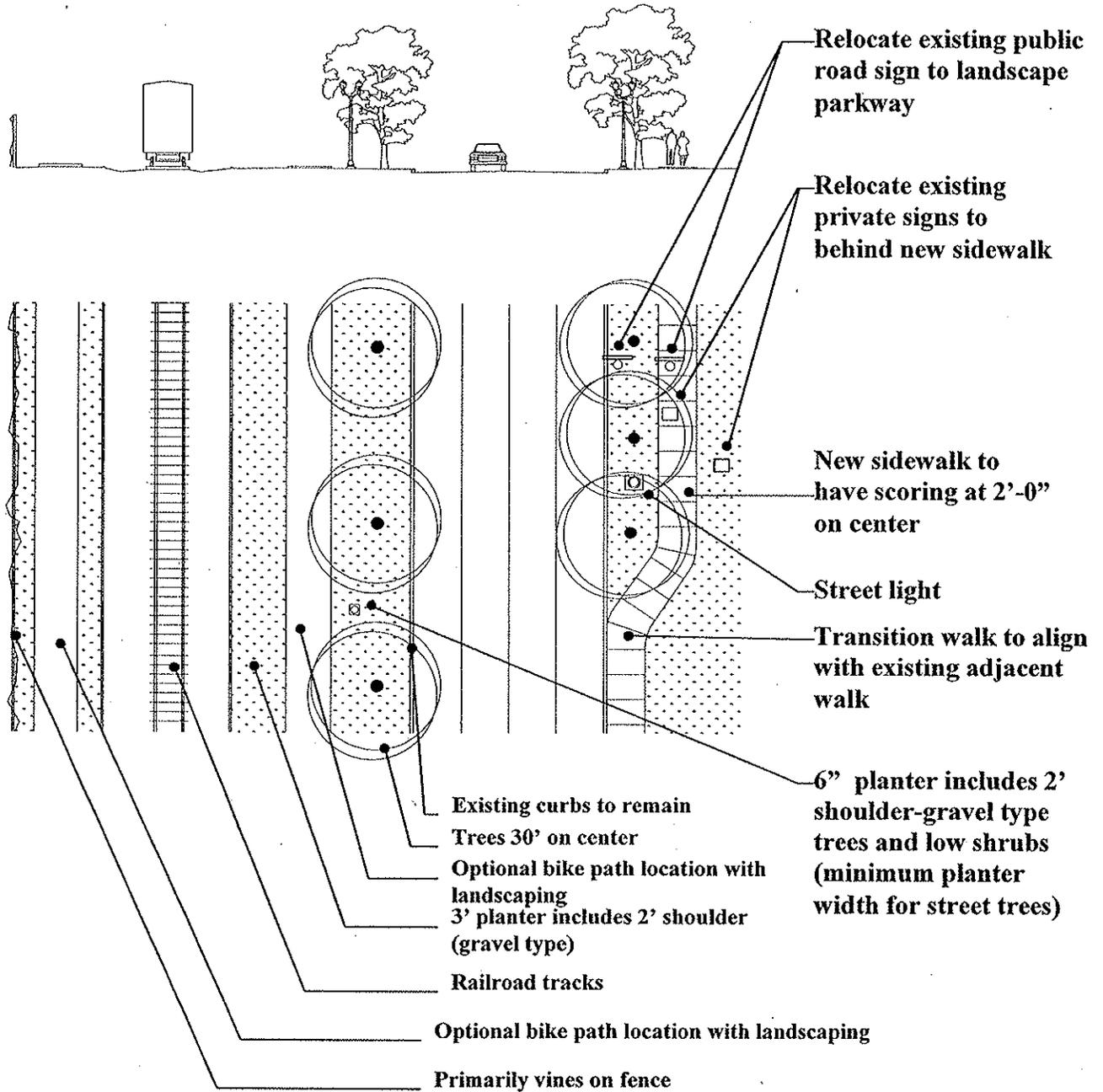
4.3.A. East Street - Public Right-of-Way Improvements

Existing Section Condition:

- * Existing 6" curb and gutter at west edge.
- * Street width varies generally from $\pm 52'$ to $\pm 76'$ wide
- * Railroad main line generally raised above surrounding grade.
- * Some billboard advertising located in easement areas.
- * Intersections at cross streets with railroad crossing arms and control boxes, stop signs and/or stop and turn signals, and street name signs.

New Improvement (See Figure 4.1):

- * Existing curb and gutter to remain.
- * New street tree plantings of large shade type trees reminiscent of old East Street south of City limits. Species of heritage scale such as *Platanus acerifolia* 'Bloodgood' /London Plane, *Ulmus parvifolia* /Chinese Elm, or *Celtis sinensis* /Chinese Hackberry should be used. Smaller accent trees should be used at various locations such as near intersections where visibility may be a concern.
- * Low landscape plantings to create separation between street and path. Planting to be irrigated with low flow watering systems and automatic controllers.
- * New bike and pedestrian path should have 8' minimum width. May occur on east or west side of rail road tracks depending on site specific considerations. Width of right-of-way varies. Both sides of the railroad tracks shall be landscaped where possible.
- * Benches at rest spots with street and path lighting and trash cans as necessary. Lighting to be at a appropriate scale for bike trail users (match style of main street historic period). Use soft walking surface such as decomposed granite to outline seating areas.
- * Solid 6' fence adjacent to the existing residential areas that back up to the railroad tracks. Planter between fence and path with low plantings and vines for fence.
- * Street lights to be 14'-0" high maximum poles with lights mounted concentric with pole (no cobraheads). Light primarily directed to sidewalk.

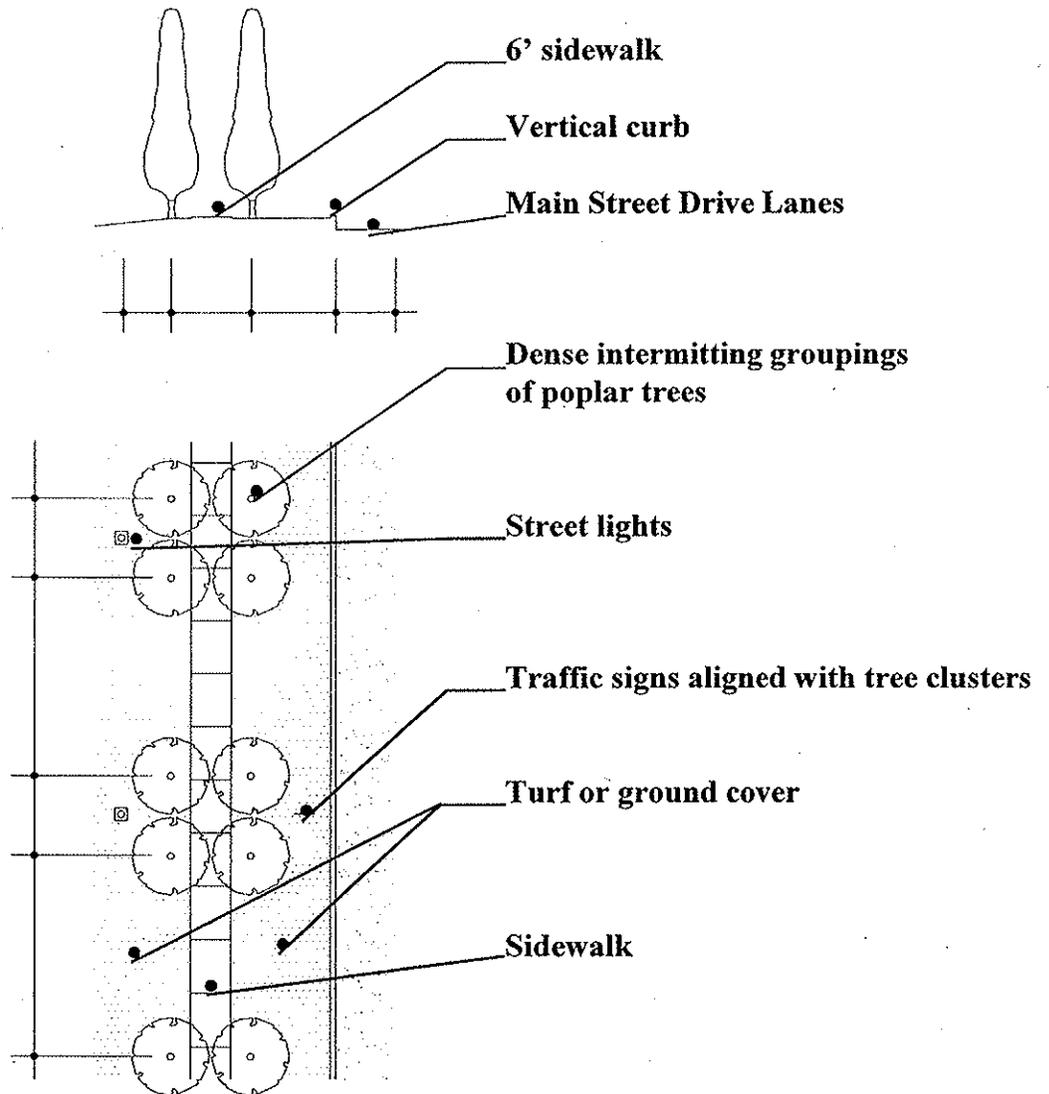


- Street Lights to be 14'-0" high maximum poles with lights mounted concentric with pole (no cobraheads). Light primarily directed to sidewalk.
- Existing utilities will need to be evaluated on a parcel by parcel basis.
- Both sides of the rail road tracks are to be landscaped irrespective of the location of the rail road track location.

Figure 4.1 – East Street Improvements

4.3.B. East Main Street - South Side Public Right of Way Improvements

The improvements shown in Figure 4.2 are for the south side of Main Street within the plan area. The improvements correspond to those on the north side which are shown in Appendix D Armfield District "Armfield Station" Prototype Plan.



- ☐ Street lights to be consistent with requirements for Downtown District for Main Street

Figure 4.2 – Main Street Improvements

4.3.C. Entrance Signage - North End - Freeway Offramps

Figure 4.3 proposed a location for signage at the Interstate 5 off-ramps to East Street on the north end. The sign design should be coordinated with other Woodland identification and entrance signage currently being designed.

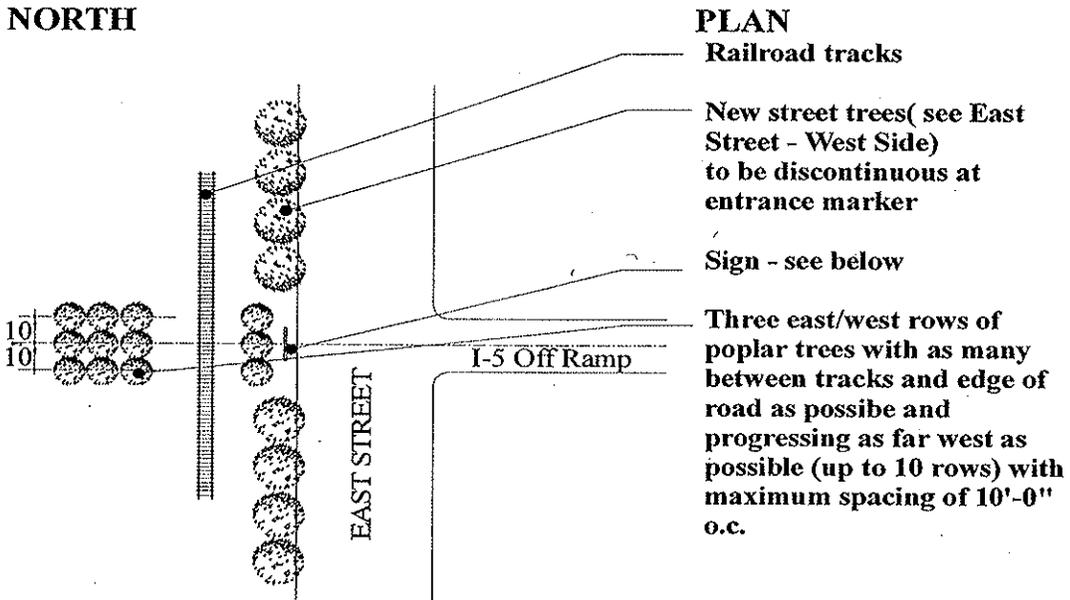


Figure 4.3 – Northern Entrance Signage

4.3.D . Entrance Signage - South End

Figure 4.4 shows a double row of poplar trees is planted as a wind break up to the edge of both sides of the road. The trees extend into the landscape in both directions as far as the eye can see. The living form functions like a medieval city wall, yet speaks to Woodland's agricultural past. As the trees mature, their form takes on new meaning.

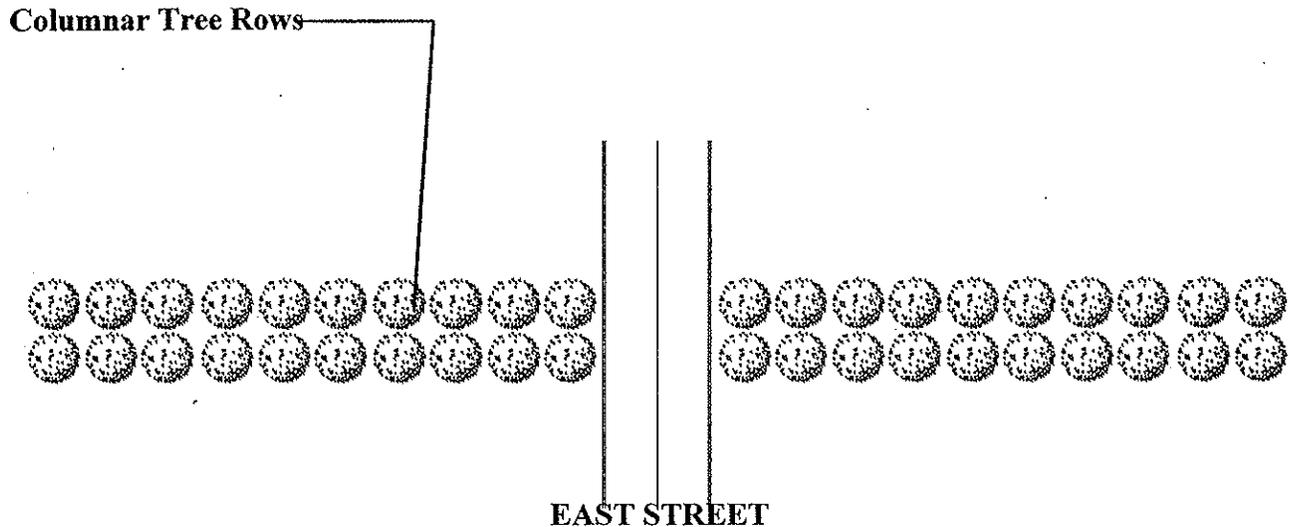
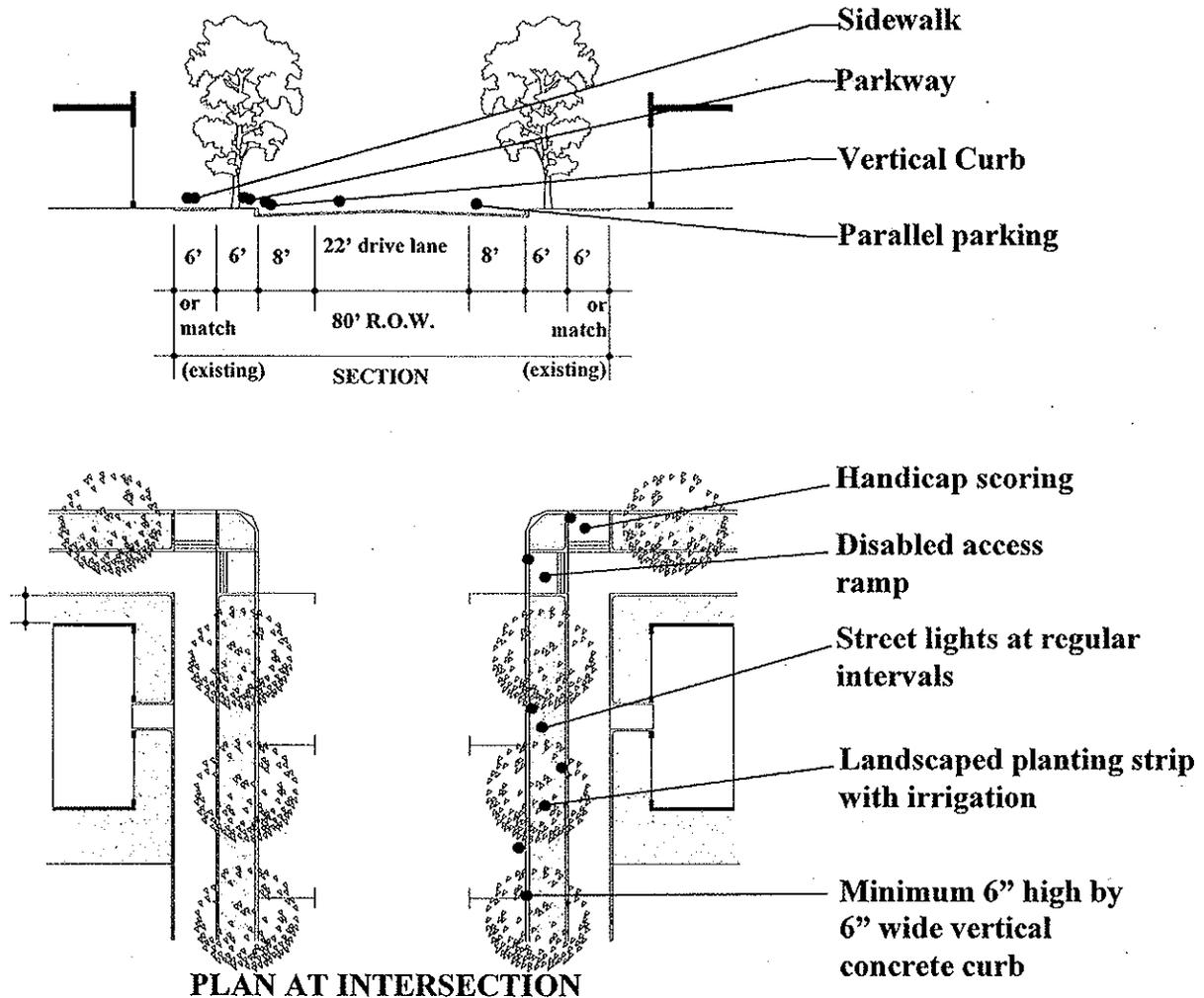


Figure 4.4 – Southern Entrance Signage

4.3.E . Modifications to Existing Streets or New Streets

The improvement design, shown in Figure 4.5, is to be used for modifications to existing streets and for all new streets other than East Street.



- Trees – See Appendix
- Street lights to be single head lamp concentric with pole (no cobraheads)
- Irrigation for parkway planting strip to be from adjacent private property properties

Figure 4.5 – Modifications to existing streets

4.3.F. Typical Pedestrian Enhanced Crossing

The design concept for enhanced pedestrian safety, shown in Figure 4.6, is to be used where intersections are designated as "Enhance Pedestrian Crossing" on the Land Use and Development Option Map, including East Street and the following cross streets: Kentucky Avenue, Beamer Street, North Street, Cross Street, Gum Street and Gibson Street

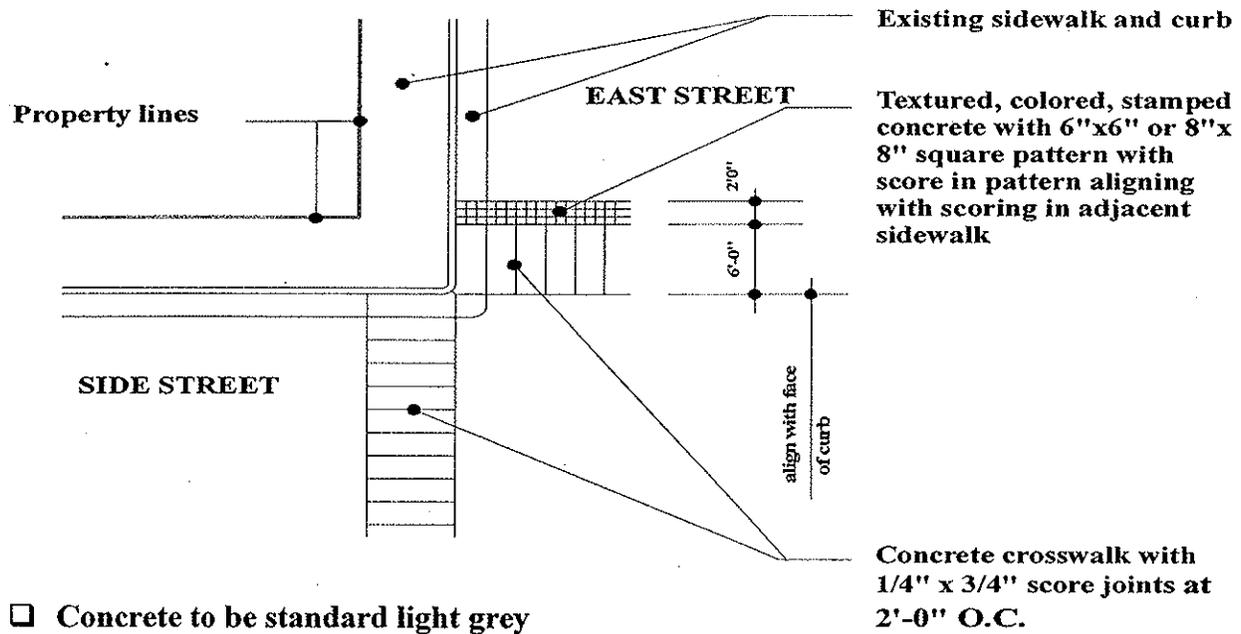


Figure 4.6 – Pedestrian Crossings

4.3.G. Intersection Improvements - Main Street & East Street

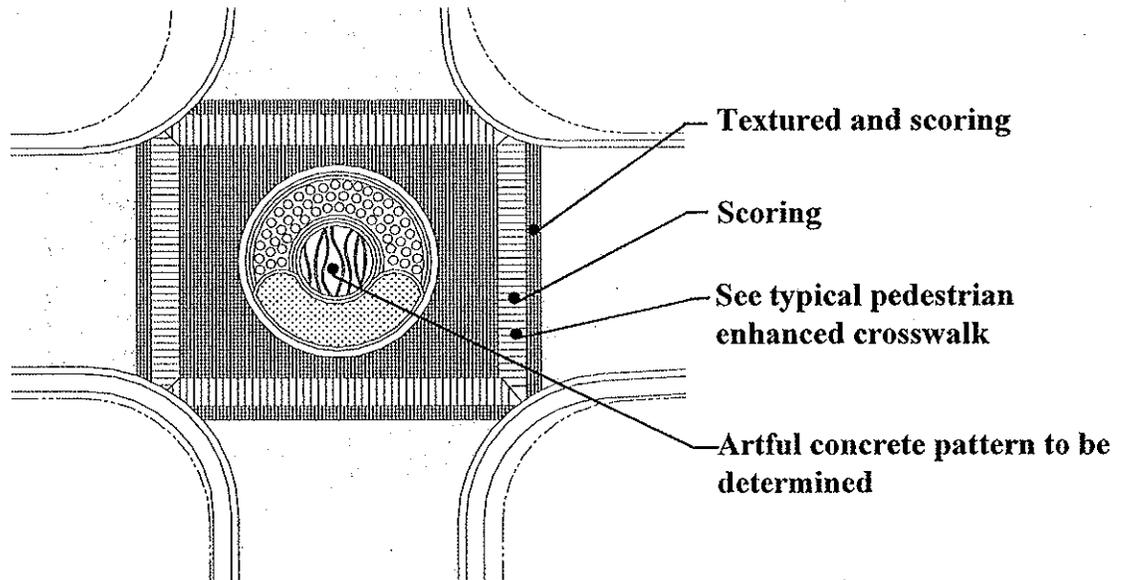


Figure 4.7 – Main and East Street Improvements

4.3.H. Public Open Space

4.3.H.1. Concept

For successful revitalization of the East Street Corridor, new and existing open spaces must be considered collectively as a greenway network as well as individually on the basis of their function and character.

An integrated system of public open spaces will promote the goals and identity of the redevelopment area by:

- Providing inviting active and passive recreational areas for neighborhood residents and visitors.
- Facilitating convenient and safe bicycle and pedestrian travel throughout the Corridor.
- Functioning as the key visual unifier of the East Street Specific Plan area.
- Reinforcing the new and distinctive gateways to the Corridor.

Appropriate stylistic choices in landscape elements will draw from the rural, agricultural vernacular and historic railroad connections of the area. Special care shall be taken to use landscape design techniques that encourage regular use. Examples of such techniques are:

- Designing open space areas that are well defined, comfortable and human in scale.
- Ensuring that connections between spaces are convenient.
- Prescribing design details that are user-friendly, inviting and aesthetically pleasing.
- Promoting visual access and safety throughout.

4.3.H.2. Open Space Elements

The following six key elements will be used to create a successful open space network in the East Street Corridor Specific Plan area:

a. Streetscapes

A series of design features that runs the length of a street such as street paving, sidewalks, median strips, street trees, lamp fixtures, benches, trash receptacles and other landscape

features make up a "streetscape." Use of a consistent specific and limited planting palette, historic references in design details and rhythmic spacing of shade trees will create a strong identity for the East Street Corridor.

There is no visual continuity to the current streetscape that runs along East Street. Landscaped areas are scattered and incomplete and existing signage is scattered. There are, however, several valuable features that should be worked into a new, unifying street treatment:

- The walnut trees at the southern entrance of the Corridor
- The olive trees within the Yolo County Fairgrounds
- A few oak trees adjacent to the railroad tracks that are significant in size or age

These trees should be preserved and worked into the permanent, visible streetscape of the Corridor. Some newer commercial landscape has been installed per the City of Woodland's Landscape Ordinance. These plantings should be evaluated for their contribution to the overall streetscape and preserved or modified to conform to the new layout of East Street.

b. Public Open Spaces and Parks (Greenways)

These are valuable assets that will bring life to the Corridor by providing places for people to recreate and gather. Existing public open spaces should be enhanced and expanded where practicable, and development of new spaces for use by both residents and visitors is encouraged.

c. Residential Open Space

Residential neighborhoods benefit from having meaningful common open space that can be enjoyed by all residents because it encourages outdoor activity and community interaction. Both existing and new residential developments within the Corridor should have landscape and recreational areas which provide opportunity for gathering and safe play near home and which form linkages with other open space destinations.

d. Commercial Open Space

Spaces adjacent to retail businesses and other commercial uses should provide pleasing landscapes and inviting resting and strolling places. These design features will invite use which will, in turn, enhance business and promote safety. Landscape design in these area should seek to reinforce the identity of the Corridor and the heritage of the area as well as to respect signage and circulation flow to and from adjacent properties.

e. Bikeways

Currently, bicyclists traveling on East Street and into adjacent neighborhoods must use surface streets which are not marked with bicycle lanes. Traveling north or south requires frequent crossing poor visibility intersections. Traveling across East Street requires riding over railroad tracks which are hazardous for bicycle tires.

The City of Woodland Bikeway Master Plan calls for a system of safe and convenient bicycle/pedestrian trails/lanes throughout and surrounding the city. Improvements to bicycle circulation throughout the East Street Corridor should follow the Plan guidelines and make strong links with adjacent sections of the system.

Bicycle circulation within the Corridor and connections to other parts of the community is important because it encourages non-motorized travel, facilitates convenient access to community businesses and services and links noncontinuous open spaces together. A safe and pleasing landscaped bicycle path should run the length of the East Street Corridor and connect to adjacent neighborhoods.

f. Links and Connectors to Open Space and Traffic Corridors

A complete system of linkages among open spaces, adjoining neighborhoods and local businesses is vital to the economic and cultural success of the redevelopment of this area. Such linkages are made up of sidewalks, crosswalks, bike paths and lanes, pedestrian paths, streets, driveways, turn lanes and alleys. The system must be convenient, safe, accessible to disabled citizens, and aesthetically pleasing. By making the area "walker friendly" and auto convenient, both the character and economic viability of the district will be enhanced.

4.3.H.3. Significant Existing Vegetation

Because of their visual and historic significance to the community, the series of walnut trees lining the southern end of East street, the olives along the Yolo County Fairgrounds frontage, the historic oaks along the railroad tracks and other significant trees should be preserved and integrated into the improved streetscape and site design. Routing of new walkways and bicycle paths should consider the inherent hazards of dropping fruit or nuts. When these important trees die, they should be replaced.

4.3.H.4. Specific Public Open Spaces**a. Yolo County Fairgrounds**

The Yolo County Fairgrounds includes a significant amount of open space that is extensively used by the community. This use should continue.

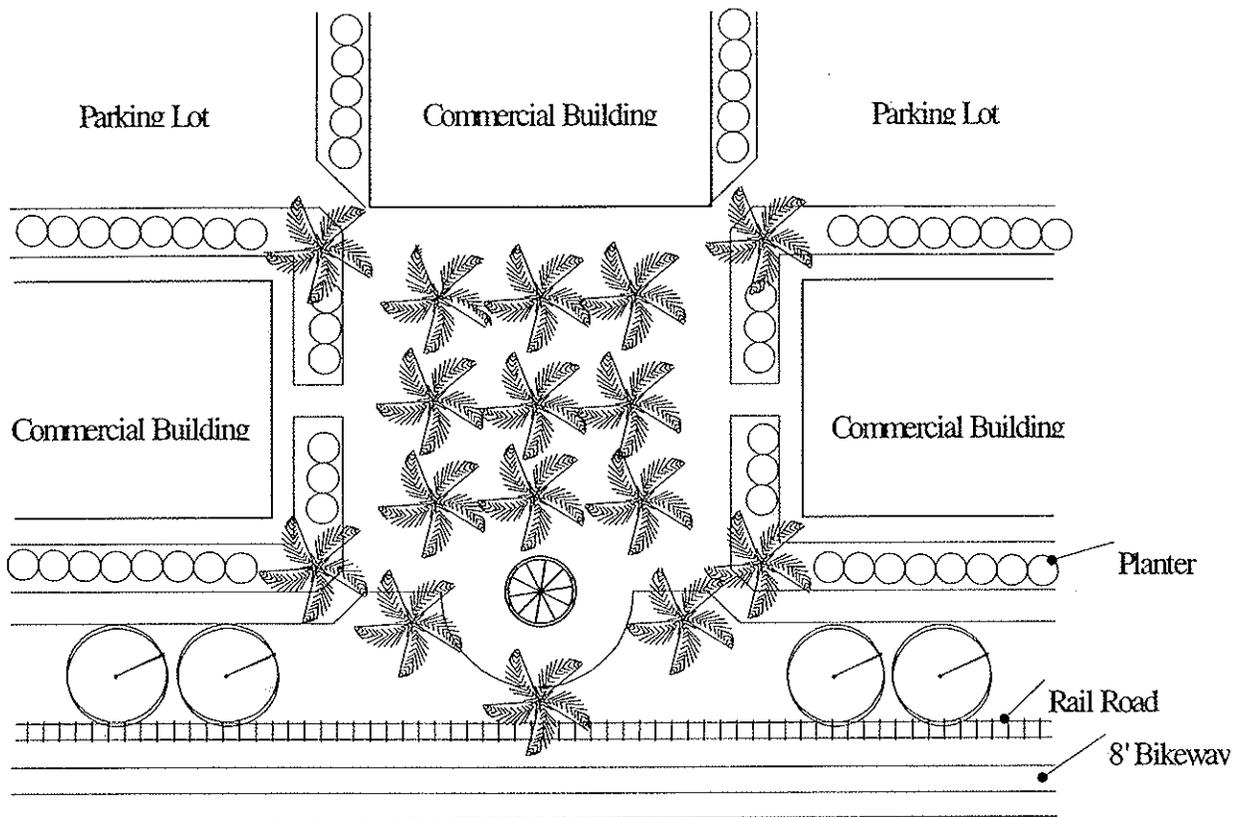
b. Yolano Village

This public housing complex has well kept open space that provides recreational and community opportunities for residents. Whether this property continues to serve as public housing or is converted to other uses, these open spaces will significantly add to the livability of the complex and the value of the property. They should be preserved, maintained and enhanced as valuable open space.

During the period that the unit is used for residential purposes, additional open-space elements could be added including community gardens, barbecue grills and basketball hoops. In addition, pleasingly landscaped screening and trellising around individualized outdoor spaces that are adjacent to living quarters would create privacy and accommodate transition between private and public spaces.

c. Palm Grove Plaza

At the intersection of Lincoln and East Street is a grove of *Washingtonia 'Robusta'* palms that were once a part of the railroad depot complex. Its location fronting East Street in the midst of a commercial development area makes this grove an ideal centerpiece for a peaceful greenspace. It creates a pleasant view from East Street and adjacent office buildings and a relaxing space in which to stroll, rest or have lunch. This will be a simple, courtyard style design similar to that which might be found in a corporate park or a university campus. A pleasing view into the courtyard from East Street will be maintained and the courtyard will include places for sitting, eating and conversation. A lawn area at the base of the palms will provide a comfortable walking and seating surface and a fountain designed into the courtyard will modify street noise and set a reflective mood. Bicycle access must be provided in a way that does not create a thoroughfare. Walkways should be kept at the edges of the space. Landscaping in this open space should be limited to simple, low plantings at building foundations which complement the palm grove and lawn areas.



- Court landscape to provide gathering place from seating, eating or conversation. It should be simple in design, such as a campus quad.
- Court to create a comfortable visual environment as viewed from the office buildings and from the streets.
- Existing palms to be used as core to the open space. View to courtyard to be maintained from East Street.
- Lawn area to be created at base of palms for soft walking and seating surface.
- A fountain should be designed into the courtyard to create background noise and mood.
- Low plantings at building foundations to be installed to complement palms and lawn areas.
- Access to pedestrian/bikeway should be encouraged, but space should not be used as thoroughway for bikes.
- Walkways should not divide court and should be kept at edges.

Figure 4.8 Design Concept for Palm Court Beach Plaza

4.4 GENERAL PRIVATE PROPERTY DESIGN REQUIREMENTS

4.4.A. Site/Context

This sub-section has implications for the design and function of site plans, the configuration and orientation of how the building and site improvements relate to the street and to neighboring properties.

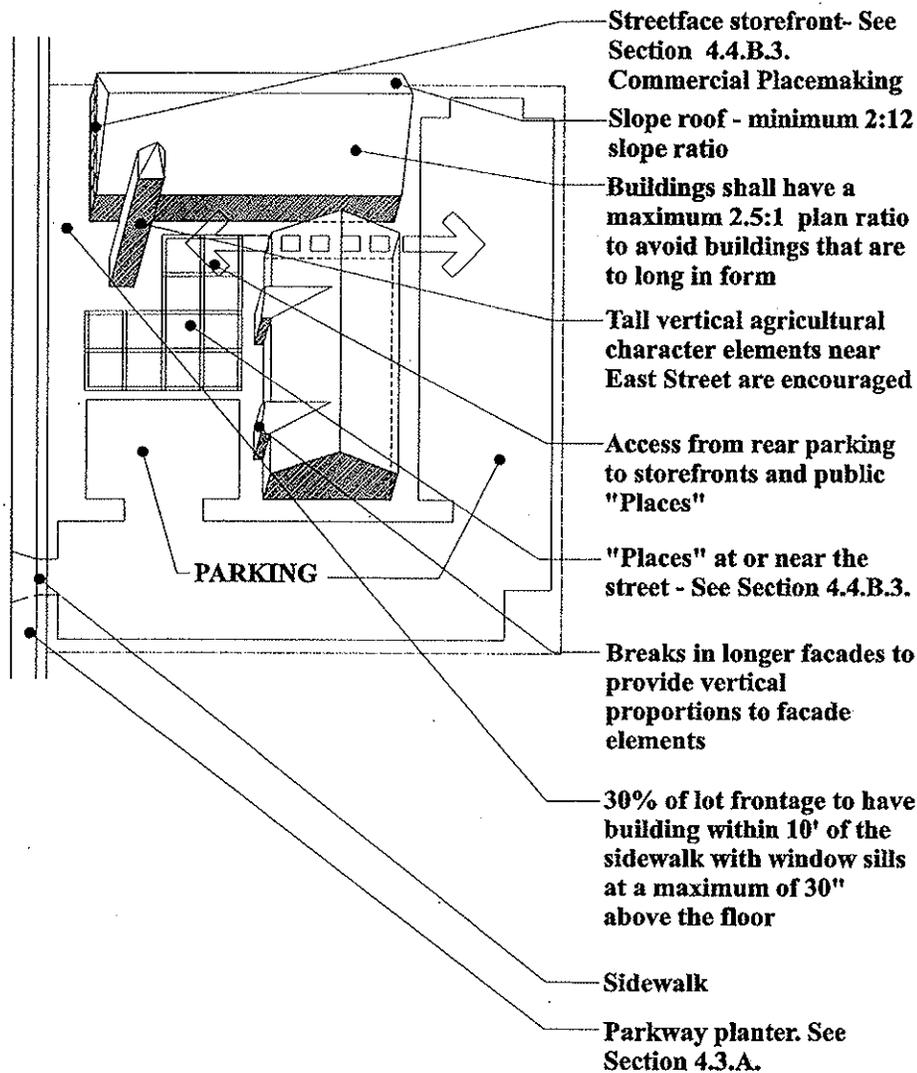
4.4.A.1. Massing-Height, Bulk, & Location on Property

a. General Site and Building Massing Criteria for commercial properties

For the purposes of maintaining access to air circulation, daylight, solar energy, privacy, and general architectural compatibility, a building or group of buildings shall demonstrate a compatible relationship with the surrounding context. This applies to:

- * Rhythm of spaces between buildings
- * Building scale, mass, and setbacks
- * Building orientation and relation to the street
- * Continuity of storefront on commercial streets.

Figure 4.9 summarizes the requirements for new construction and renovation projects on East Street.



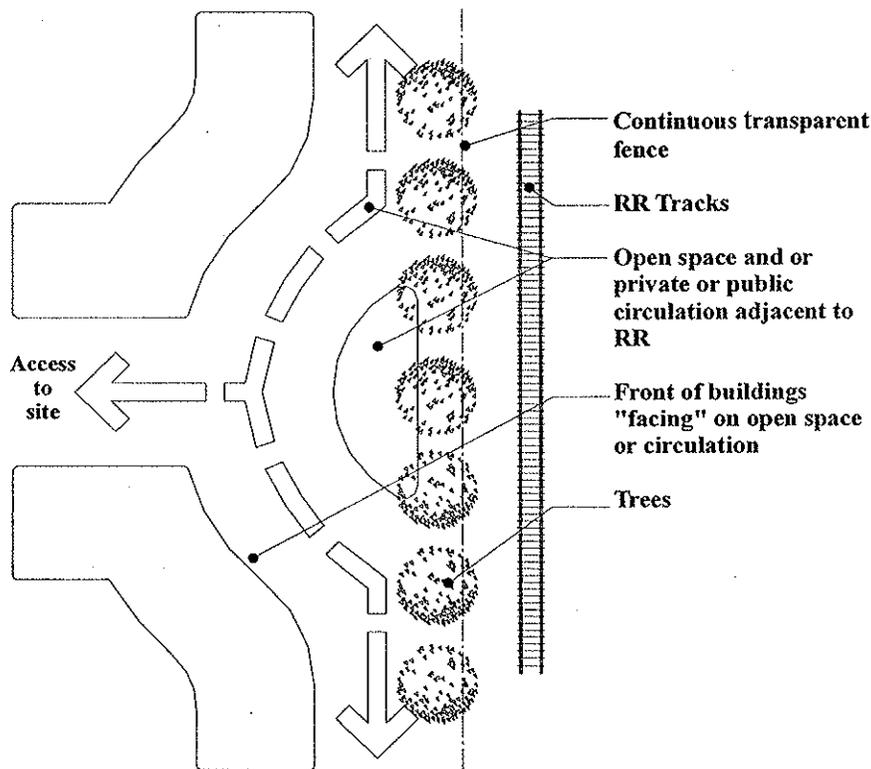
- Parking lots shall be located to the side (not on street corner) and rear of buildings
- Setbacks shall be as noted in Figure 4.9 and as follows:
 - 5'-0" sideyard setback except when adjacent to residential, then it shall be 20'-0"
 - 10'-0" rear yard setback except when adjacent to residential, then it shall be 20'-0"
- See Section 2.3.A. for floor area ratio requirement
- See Section 4.4.A.3.c. for height requirements

Figure 4.9 - Height, Setback, Courtyards and Building Form

4.4.A.2. East Street - West Side and Railroad Right-Of-Way

The plan concept described below is intended to enhance surveillance of East Street by placing the "front" end of buildings on open space, drive courts or streets that face the rail road tracks for property west of the railroad tracks.

Where properties that have frontage on the railroad tracks and between Pendegast and Gum Streets, courtyards or streets should run east and west with an open end where they abut the railroad tracks.



- Uses shall not "back onto" the railroad right-of -way along East Street. Fronts of buildings with circulation to them and common open space shall face onto the railroad right-of -way.
- Fence between private property and railroad to be a maximum of 6'-0" high, 75% transparent and of permanent construction like wrought iron or tube steel. Chain links or wood fences are not allowed. Provide a minimum of 1'-6" irrigated planter strip on west side of the fence. Where trees are to be planted, planters should be a minimum of 7'-0" wide. Fence shall be continuous except at existing or new crossings of the railroad.
- A row of parallel parking or drive access is allowed between the fronts of buildings and the railroad right-of -way, but they should not include continuous perpendicular or angled parking, as in parking lots.

Figure 4.10 - West side of Railroad Right-Of-Way

4.4.A.3. Specific Site and Building Massing Criteria

a. Setbacks

Building shall be setback from property lines as follows:

USE	STREETFRONT		SIDE YARDS	REAR
	MINIMUM	MAXIMUM	MINIMUM	MINIMUM
Retail	A	B	C	C
Office	A	B	C	C
Industrial	D	B	C	C
Multifamily	10'	20'	10'	E
Single Family	F	25'	5'	20

NOTES:

- A. Where a parkway planter between the sidewalk and street exists or is to be built as part of the project, the minimum front yard setback is to be 0'. Where a parkway planter does not exist the frontage minimum setback is 8'-0". Setbacks between 0' and 8'-0" are not allowed.
- B. See section 4.4.A.2., Figure 4.8
- C. 20'-0" where adjacent to residential, 5'-0" elsewhere.
- D. 8'-0" for buildings up to 100' long. Add 1'-0" to the setback for each additional 10' in building length.
- E. Where multi-family buildings have rear yards or buildings with one plan dimension 1.5 time or greater than the other dimension a setback of 15'-0" for the rear yard or from the long side of the building shall be provided.
- F. 15'-0" for the habitable space (excluding an open porch without enclosed space above it) and 20'-0" for the garage.

b. Light and Air & Privacy

New structures located on the property shall maintain access to light and air circulation and ensure the privacy of existing private open spaces on the subject property and adjoining properties. See Figure 4.11.

c. Height

Commercial and Industrial buildings should not exceed 2 stories or 35' in height at the eave line for sloped roofs and at the parapet line for flat roofs, except for the tall vertical agriculture character element shown in Figure 4.9.

Residential buildings shall not exceed 3 stories or 35' at eave line for sloped roofs and parapet line for flat roofs.

Buildings within 800' of the intersection of East Street, East Main Street and outside of the Area A may be 4 stories in height or 60'.

To avoid dramatic scale conflicts, new buildings, that abut the 800" perimeter, that exceed the height of existing adjacent buildings should be setback from the existing building by two feet for each foot by which it exceeds it in height, except for the tall vertical agriculture character element shown in Figure 4.9.

d. Commercial Building Shape and Form

Commercial buildings shall be visually composed of simple shapes, such as rectangles, with a maximum plan proportion of 2.5:1. Buildings should have gabled, or hipped, sloped roofs.

The tall vertical agricultural character element as suggested in Figure 4.9 can be integrated into the building or stand alone. It can incorporate simple signage or it can be designed as art with a theme consistent with the project.

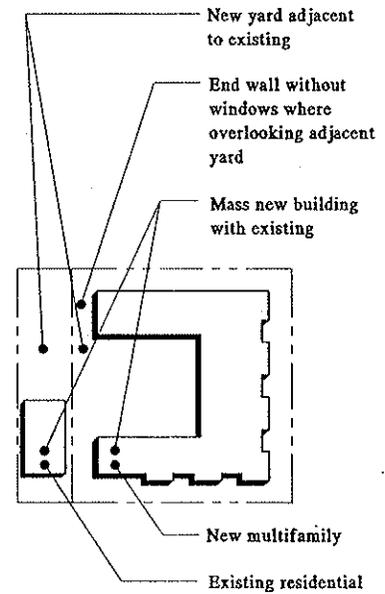
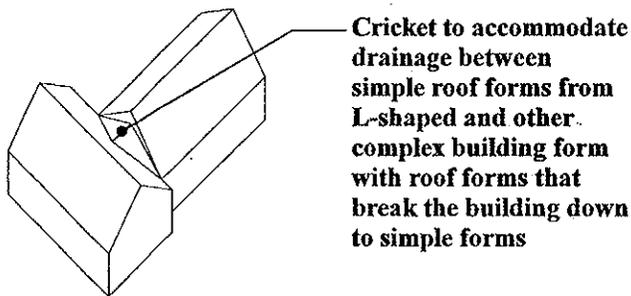
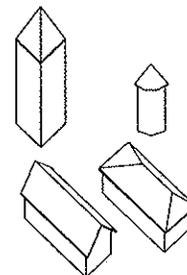


Figure 4.11 - Light, Air and Privacy



Simple Roof Forms



Simple Shapes and Forms

Figures 4.12 - Shapes and Forms

e. Solar Access - Adjacent Property

To protect solar options on adjacent properties commercial, industrial and residential projects should be designed to maintain solar access to a roof area equivalent to a minimum of 20% of the total floor area of each building on adjacent properties. See Figure 4.13

f. Solar Access - Roof Area

To allow for future solar options 70% of the units in residential projects should be, and commercial and industrial projects should be designed to provide a south-facing roof area equivalent to 20% of the building floor area with unobstructed solar access. See Figure 4.13

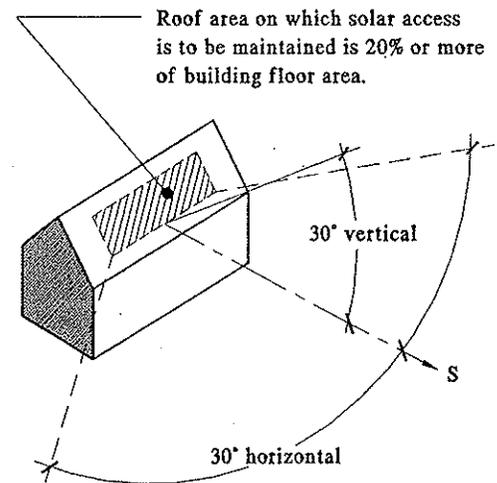


Figure 4.13 - Solar Access

4.4.B. Placemaking

Placemaking, the creation of places that people recognize as unique and special, can happen at many scales. The form of a place ultimately defines its degree of public accessibility or privacy and indicates whom should be there and when. It determines an occupant or user's ability to control the environment and thus feel secure; to partake in community at various scales; or to be alone when they wish. In essence, it determines people's ability to feel secure, safe, and if desired connected or disconnected in an urban environment.

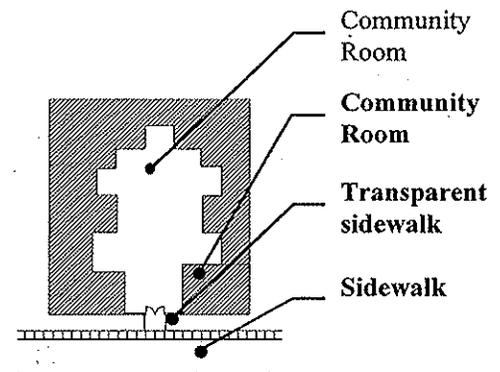


Figure 4.14 - Transition from the Street to a Courtyard

4.4.B.1. General Placemaking Criteria (Residential and Commercial)

a. Place Transitions

Use fences, bushes, elevation changes, portals, porches, community rooms, and doors which face the street to provide transition between varying levels of public accessibility and privacy and to delineate the use and ownership of public, semi-public, and private spaces. See Figure 4.14 for example of a transition from the street to a courtyard.

b. Observation

The ability to observe streets from windows in shops, offices, or residences and from porches and other private and semi-private outdoor spaces should be provided.

Courtyards and other common open space internal to buildings or groups of buildings should provide the most visibility possible to and from the street and adjacent buildings. Provide a "place transition" between the street and private areas near the building or courtyard.

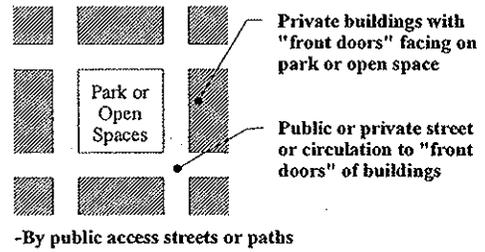


Figure 4.15 - Observation of Open Spaces

c. Open Space

Projects shall provide open space in quantities as indicated in the respective sections for residential and commercial projects. Open space shall be provided in a manner that allows it to serve a function or to provide a gathering place for the project and in a manner that allows surveillance from the fronts of adjacent structures. See Figure 4.15.

Functions within the open space shall suit the surrounding neighborhood. Provide lighting at perimeters paths and in high use areas with maximum pole heights of 14'-0".

d. Entrance Frequency and Clarity

Pedestrian entrances should be as frequent as possible along all street frontages, all semi-public access paths and open spaces within developments. The following are the recommended maximum distance between entrances:

- Residential** - Entrance should be a maximum of 70' apart for multifamily.
- General Retail** - Though 25 to 30' is preferred, entrances should be a maximum of 40' apart for any given parcel.
- Office** - Entrances should be a maximum of 100' apart.

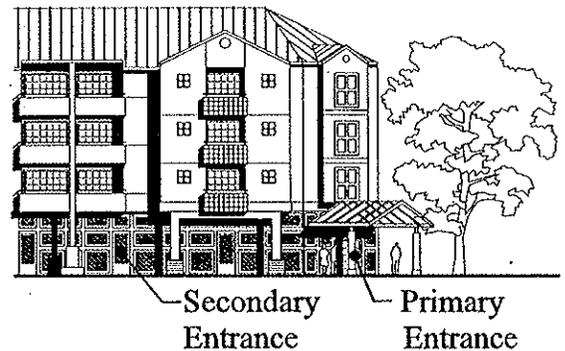


Figure 4.16 - Entrance Clarity

Entryways shall be clearly delineated through the use of recesses, additional detailing, overhangs, awnings, marquees, lighting and change of volume and form. The greater the functional use of the entrance, the more it shall be distinguished from the balance of the building. Secondary entrances shall be architecturally treated as subordinate to the primary entrance of the building. See Figure 4.16

4.4.B.2. Multifamily Residential Placemaking Criteria

a. Private Open Space

Each multifamily residential dwelling unit shall have a usable outdoor space that is designed for the exclusive use of that dwelling unit in the form of a patio or upper story balcony. The outdoor space should have a minimum area of 75 square feet and minimum depth dimension of 6'. The outdoor space should be surrounded by a hedge or fence-like enclosure that is a minimum height of 18" and a maximum height of 42" on all open sides where it faces onto public or semi-public common spaces. Where it fronts onto a public or semi-public common space, it should be combined with the entrance of the unit. The outdoor space may have a maximum 6' high opaque enclosure where it abuts another private outdoor spaces or adjacent property. See Figure 4.17

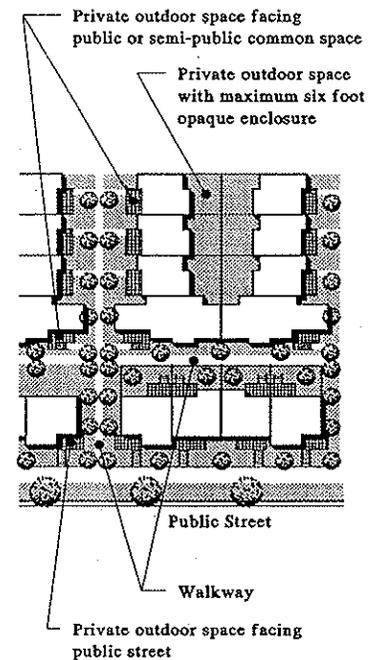


Figure 4.17 - Private & Semi-private Open Space

Private outdoor spaces on the ground floor of buildings that face on a public street should be a minimum of 2-1/2' and a maximum of 6' above the grade at the back of the sidewalk.

b. Common Openspace

New multifamily residential developments with 12 units or more are recommended to have common outdoor open space of 120 square feet per dwelling unit to a maximum of 10,000 square feet. This open space should be at grade or on a podium over parking and may be occupied in part by a swimming pool or other recreational amenities. A minimum of 80% of the open space should be planted landscape.

c. Observation

In order to increase surveillance "Active" rooms within a residential dwelling unit (such as living rooms, dining rooms and kitchens) should have windows or glass doors that face the street and public outdoor spaces.

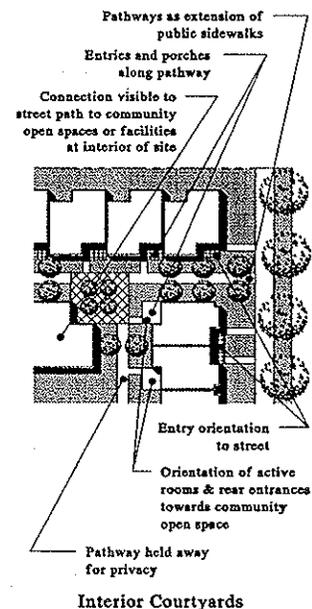


Figure 4.18 - Semi-private Open Space

d. Visibility To and From Circulation Areas

Elevators, elevator lobbies, interior corridors, and stairways should be visible from the street or interior courtyards. Stairways should be designed to encourage frequent use by way of aesthetic finishes, visibility, convenient location, and location adjacent to common facilities.

c. Common Facilities

The inclusion of common facilities that respond to the anticipated needs of the residents in multifamily residential developments is required for projects with 24 or more dwelling units (for seniors this may include a crafts room, for singles this might include a spa or workout room). Under most circumstances, these common facilities should be located to provide a bridge between the larger neighborhood and the community defined by the project, i.e., at major entrances to the project.

4.4.B.3. Commercial Placemaking Criteria

a. Outdoor Places:

Outdoor semi-private places for courtyards, cafes, outdoor office work areas, informal sales areas or other uses shall be a part of all commercial developments.

They shall:

- * Be adjacent to the public street or within 30' and visible from the street.
- * Have a maximum plan dimension proportion of 3:1 to avoid narrow spaces.
- * Be finished with tiles or textured and cobbled concrete, and irrigated landscaping.
- * Have sun protection from adjacent buildings, trellises, awnings or deciduous trees.
- * Have an area equal to a minimum of 5% of the gross building area. The area may be distributed among multiple locations on the property that are not less than 300 s.f. for each space.
- * Be adjacent to the building.

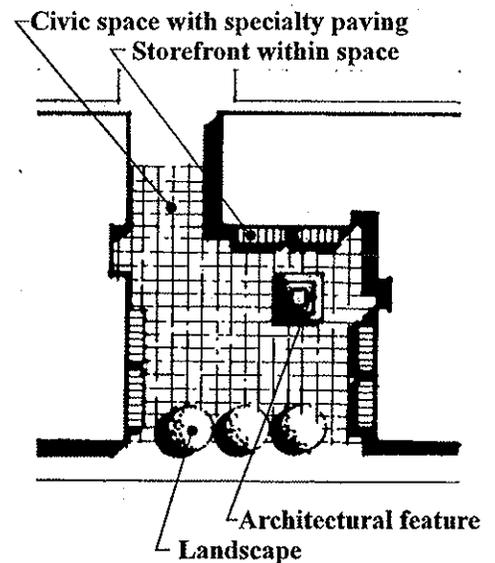


Figure 4.19 - Outdoor Places

Features such as fountains or (not within the public right-of-way of way) sculptures are encouraged. See Figure 4.19.

Second story balconies are encouraged, but only 20% of the balcony area can be used to satisfy the outdoor space area requirement.

b. Relation to the Street

Active uses such as cafes or outdoor sales areas are encourage if a setback from the sidewalk is used.

c. Visibility

The use of clear glass or glass that transmits more than 70% of visible light shall be used on the ground floor of office or retail uses. Shading devices, vegetation, and building massing should be used for solar control of windows instead of reflective or darkened glass on all floors of commercial buildings.

The first floor of a commercial building fronting or siding on a street shall have a minimum of 30% of its length in windows. There should be no lengths of walls in excess of 25' without windows.

Window sills in storefronts should not be higher than 36" above the sidewalk.

Wherever possible in office uses, active functions such as cafeterias and customer service areas should be located at street level adjacent to sidewalk areas.

4.4.C. Connections

4.4.C.1. Connections To Neighbors

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

4.4.C.2. Connections To Transit

Safe and convenient pedestrian connections shall be provided from transit stops to adjacent residential, neighborhoods, commercial, recreational, public facilities, and schools.

4.4.D. Parking/Garages/Driveways

4.4.D.1. Required Parking

Parking shall be provided in conformance with the City Zoning Ordinance.

4.4.D.2. Parking Location on Property

To enhance security and surveillance and to provide a higher quality appearance along the street, parking shall not front on more than 40% of the parcel's street frontage. Parking shall not be allowed on street corners. Parking that does front on streets shall be screened with a high quality wall, fence or bushes that are a minimum of 30" high and a maximum of 42" high, and shall be in a planter with a minimum width of 3'.

4.4.D.3. Joint Use

Surface parking lots located adjacent to parking on abutting properties should, to the extent feasible, be designed as a single lot to increase security and efficiency. If this joint use is infeasible and fencing is required, fences between properties shall not exceed 36" to allow for surveillance between properties.

4.4.E. Landscaping

4.4.E.1. Foundation Planting

Foundation plantings should be installed where there are building setbacks to soften the transition between the building and the ground plane. Plant material should be selected on the basis of maintaining their natural form throughout the year. These plants may or may not flower, but generally shall be evergreen and less than 36" in height.

4.4.E.2. Front Yards

Front yards should be covered with plant materials, except where otherwise specified in this document. See Section 4.4.B. Hardscape (concrete, pavers, bricks, etc.) should be limited to sidewalks and small patios.

4.4.E.3. Plant Selection

The landscape design should find the balance between the needs of the natural environment and its human inhabitants.

Existing plant materials around historical structures should be carefully analyzed to determine their present value as a historical feature, prior to recommending removal. Plant species should compliment the natural, ecological character of the Sacramento Region, while blending with the surrounding neighborhoods. Only plant materials that are of the appropriate size should be specified. Minimize tree selections of evergreen species. See Appendix G for the recommended tree species.

4.4.E.4. Surveillance/Visibility

Visibility is critical in creating a safe environment. The landscape shall be designed to meet City standards with safety in mind. Using trees with tall canopies and low shrub materials will facilitate visibility throughout the property.

Sight distance for residential driveways shall provide visibility along the street on each side of the driveway for both the driver emerging from the driveway and those in the street. A sight triangle shall be consistent with Section 25-22-20 A. of the Zoning Ordinance.

4.4.E.5. Planter Strips

Planter strips between the street and sidewalk should be consistent with the City's Landscape Ordinance and be a minimum of 8' wide. Plantings of low growing, non-climbing plant materials and groundcovers are preferable. Planter strips are to be maintained by the property owner and should have fully automatic irrigation systems. Tree grates and hardscaped areas within the planting strip are discouraged.

4.4.E.6. Parking Lots

Parking lot landscaping shall be consistent with Section 25-22-20 B. of the Zoning Ordinance.

4.4.E.7. Street Trees

In keeping with the general character of Woodland and the Downtown, street trees shall be planted within the parkway strip between the curb and sidewalk or within 10' of the back of the walk and placed at a maximum of 35' on center.

The goal is to create a shady street which reduces the radiant heat gain, slows traffic and creates a more pleasant and enjoyable pedestrian experience. Shade trees shall be deciduous, with a broad canopy.

If trees are planted in paved areas (with grates), underground aeration tubes shall be installed. Other construction considerations to achieve long lived, healthy trees include engineered fill that is suitable to tree root growth, irrigation and hole auguring. Consultation with a certified arborist is strongly encouraged.

Street trees are required to be planted in residential, commercial and industrial areas. The owner can choose street trees from the City's list which is in Appendix G.

4.4.E.8. Maintenance of Landscape Areas

Planting areas shall be installed with new landscaping as per City of Woodland requirements and shall be maintained in a healthy and attractive manner. If necessary, the City may require as part of conditions of approval for a project the establishment of a landscape easement. To insure the maintenance of the landscape easement area, the City of Woodland may require the deposit of funds into an account that may be used by City personnel to perform the necessary maintenance if the owners' let the landscape decline. If the fund is drawn down, it shall be increased to the original amount by the owner.

4.4.F. Lighting

4.4.F.1. Paths

Paths through covered or open courtyards shall be illuminated.

4.4.F.2. Location / Design

Light fixtures should not be mounted higher than 14' above the ground to keep them below tree canopies. Light fixtures shall be selected and located to minimize their visibility from and thereby reduce their glare onto adjacent private spaces. If light fixtures are visible, they should be of low enough intensity or have adequate diffusing lenses to minimize their brightness. Site lighting shall be of a design and color to best compliment the character and design of the adjacent building(s).

4.4.F.3. Storefront

Storefront lighting should be designed to provide some spillover illumination of the sidewalk in front of the store in the evening.

4.4.F.4. Parking Lots

Parking lots shall provide adequate lighting for safety. Lighting shall complement the building lighting fixtures. Light Standards shall not exceed 14' and shall not be located to conflict with the tree canopy. If adjacent to a residential area the lighting shall be shielded to minimize glare into residences.

4.4.F.5. Architectural Building Lighting

Architectural building lighting shall be accomplished in a manner that does not create glare for pedestrians or adjacent properties. Building lighting shall be of a design and color to best compliment the character and design of the building(s).

4.4.G. Signage

4.4.G.1. Signage Criteria

In addition to the sign criteria contained in this section signs shall comply with Article 24 of the Zoning Ordinance. If there are conflicts between the Zoning Ordinance and this Specific Plan, the Specific Plan shall govern.

4.4.G.2. Pedestrian Orientation Height

All signage in the Corridor should be primarily oriented to the pedestrian. Large, elevated signage that is primarily oriented to automobiles is discouraged. Elevated signs should not exceed 12' above the ground. Pole sign are not permitted.

4.4.G.3. Quality and Materials

All signs shall be constructed of high quality and weatherproof materials. Appropriate materials should be used on all elements of signs, including all letters, exposed edges and surfaces. Appropriate materials may include the following: Metal, Wood; Plexiglass, Neon, Screen Print on Canvas Awnings, and Painted Graphics (durable paints) on Building Surfaces.

4.4.G.4. Building Integration

Signage shall be integrated into the basic form of the building. All signs should relate proportionately in placement and size to other building elements, and sign style and color should complement the building.

4.4.G.5. Exposed Hardware

Conduit, tubing, raceways, conductors, transformers, mounting hardware, and other equipment shall be concealed.

4.4.G.6. Lettering

Flush mounted, three dimensional, individual letters are required. Plastic can signs may be approved if they are unique in nature and relate to the over-all design of the building.

4.4.G.7. Text

The wording of signs shall be limited to the occupant's names and/or company logo. Words describing the type of business are permitted.

Prohibited elements include phone numbers or words describing products, services, prices, slogans or other types of advertising except as part of the occupant's trade name or logo.

4.4.G.8. Color

Sign colors shall be harmonious with colors of the building. One or more major body colors with one lettering color shall be included for each sign. A color scheme shall be submitted as part of the sign permit application.

4.4.G.9. Addresses

All residential or commercial uses shall have illuminated addresses consistent with the City of Woodland Building Security Ordinance.

4.4.G.10 Monument Signs

Monument signs must be architecturally compatible with the building design.

4.4.G.11. Historic Districts

Signs in neighborhood historic preservation districts shall be modestly scaled and consistent with signs for the period of the district.

4.4.G.12. Roof Line

Signs shall not protrude above roof line.

4.4.G.13. Shop Windows

Signs in windows other than those identifying the business are discouraged. Signs in shop front windows that block visibility into the shop may cover a maximum of the lesser of 4 square feet or 40% of the window area.

4.4.G. 14. Billboards

Billboards are a nonconforming use. No new building, addition or substantial modification may be made to property occupied by a billboard, unless the proponents of such building, addition or modification agrees to cause the removal, at its own expense, of the billboard.

4.4.H. Utilities and Mechanical Equipment

4.4.H.1. Screening

Mechanical equipment shall be screened and/or incorporated into the building design. Screening devices shall incorporate building materials complementary to the building. While facilities must be reasonably accessible to the utility company, back-flow preventers, transformers, utility meters, cable equipment, and telephone entry boxes should be located out of sight.

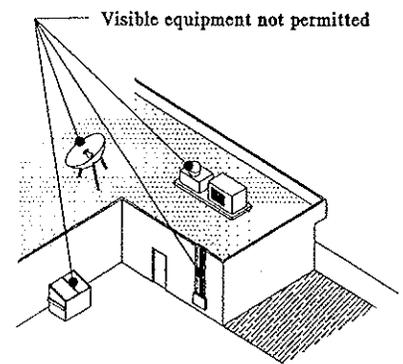


Figure 4.20 - Mechanical Equipment

4.4.H.2. Undergrounding

Underground service for electric, telephone, and Cable TV is required for new construction.

4.4.H.3. Noise and Odor

Service, storage, trash, and loading functions shall be screened and architecturally compatible with the building design and built in accordance with City specifications. They shall not be located in a position so as to negatively impact adjacent properties.

4.4.H.4. Access

Access for service vehicles shall be located in a position so as not to obstruct the flow of pedestrians or users.

4.4.H.5. Antennas

Antennas and receiving and sending dishes shall either be incorporated into the architectural design so as to become an integral part of the architectural statement, or be concealed from views from adjacent buildings.

4.4.H.6. Roof Mounted Equipment

Roof mounted equipment shall be considered as part of the roof design. When roof mounted equipment will be visible from the surrounding properties, it shall be screened.

4.4.H.7. Ground Mounted Equipment

Grounded mounted equipment shall either be incorporated into the landscape design or be an integral part of the architectural design.

4.4.H.8. Louvers

Through-wall louvers, etc., should be integrated into the pattern of the facade by size, alignment, and/or finish.

4.4.H.9. Solar Heating or Electrical Generation Equipment

Solar heating and electrical generation units should be carefully incorporated into the overall building design.

4.4.H.10. Ventilation

New ventilating stacks should be concealed or integrated into the design.

4.4.I. Fences

4.4.I.1. Front Yard Fences

Fences in the front yard setback should not exceed 3.5' high and must be at least 50% transparent.

4.4.I.2. Access Control

Fences used to control access to interior areas of the site should be located between buildings as much as possible, rather than running continuously at the front of the property. See Figure 4.21

4.4.I.3. Materials

Materials of walls and fences shall reflect the style and character of the building and its site. Inappropriate materials such as chain link and split rail are not allowed. Concertina, ribbon, and barbed wire are prohibited.

4.4.I.4. Screening

Where large expanses of fencing (such as for side-yards or storage yards) are unavoidably exposed, they should be screened with upright shrubs or trellised vines. Trellises are to be constructed of substantial, durable materials.

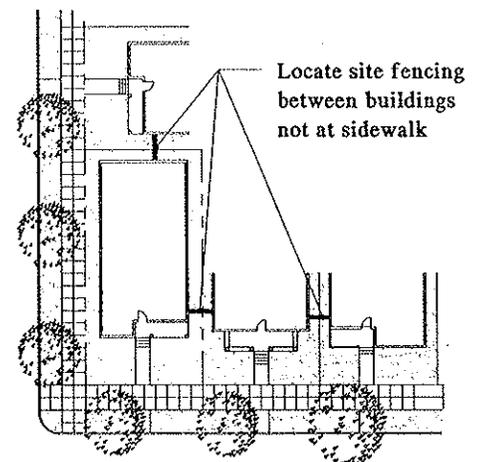


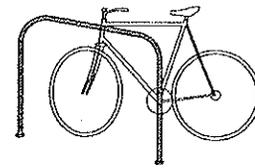
Figure 4.21 - Access Control

4.4.J. Bike Parking

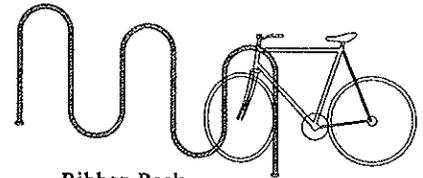
4.4.J.1. Location

a. Long Term or Class 1 Facilities

These facilities should be located inside buildings near showers and lockers when possible. If it is necessary to locate bicycle lockers outside they shall be securely fastened and designed in a manner that is integral to the building design. For multi-story buildings these facilities should be located as close to the ground level as possible or they should be adjacent to an elevator that allows bicycles to board.



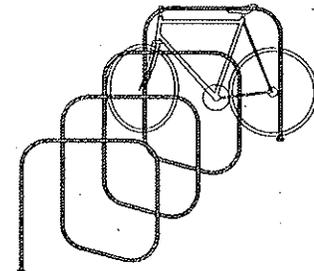
Inverted "U"



Ribbon Rack

b. Short Term or Class 3 Parking

Short term bicycle parking should be located at building entrances with adequate surveillance from building occupants and visitors. Placement in sight of doors with windows is preferred over doors without windows. Avoid unlit locations. When placed in the planting strip, the surface around the bicycle parking rack should be a durable permeable material such as decomposed granite. Irrigation sprinkler systems should be adjusted to hours in which the building is not open to the public to eliminate spray onto parked bikes.



Corkscrew

Figure 4.22 - Rack Design

4.4.J.2. Signage

If part of the building design includes signage which directs automobile drivers where to park, the sign should also indicate where bike parking can be found. If it is necessary to place a sign saying that bike parking is not allowed, the same sign should indicate where parking is to be found.

4.4.J.3. Short Term Rack Design

By their shape and construction, they should allow the bicyclist to secure the bike frame to the device. The best design is a closed loop so that either a cable lock or high security shackle lock may be used. A second desirable feature is two points of contact which helps prevent the bicycle's steering from turning and causing it to fall. Simpler designs are generally more desirable than elaborate ones that have moving parts. Bike racks that are designed to hold a bicycle vertically by the wheel are discouraged. The Ribbon Rack design is preferred for the Specific Plan Area but the Inverted "U" or Corkscrew may be used. See Figure 4.22

4.4.J.4. Quantity

A combination of bike lockers (Class 1) and racks (Class 3) shall be provided as follows:

	Class 1	Class 3
Multifamily	1 per 5 dwelling unit	1 per 5 dwelling unit
Office	1 per 1,000 s.f.	1 per 1,000 s.f.
Retail	1 per 1,000 s.f.	1 per 500 s.f.
Hospitality	1 per 20 room	NA
Industrial	1 per 10 employee	1 per 10 employee

4.4.K. Energy Efficiency

The following list of the most practical energy efficiency strategies for Woodland building design generally apply to both residential and commercial uses. To the greatest extent possible, design should include:

- ★ Lighter-colored finishes on the exterior of buildings.
- ★ Deciduous trees, as part of the landscape improvements, that are positioned to shade buildings and paved areas, including the street.
- ★ Minimize east and west facing glass and use variable transmissivity glass on east and west facing facades.
- ★ Provide window shading by properly proportioned overhangs on south windows, and vertical sun screening on east and west windows.
- ★ Night ventilation, economizer cycles, direct and indirect evaporative cooling, and other efficient cooling strategies.
- ★ Thermally efficient envelopes that minimize conductive and convective heat transfer through walls, roofs, elevated floors and window systems.
- ★ Passively cooled thermal mass in **residential** construction.
- ★ Solar water heaters integrated with the forms of buildings.
- ★ Efficient electric lighting systems.
- ★ Electric vehicle charging stations in new parking lots and structures.
- ★ Elements that reduce water consumption (low flow fixtures, recycled grey water, etc.).
- ★ Early consultation with PG & E on energy efficiency for medium and large sized projects.
- ★ Appropriate solar design including allowance for future distributed generation systems such as photovoltaics and fuel cells.

4.4.L. Architectural Design

4.4.L.1. Design Criteria

a. Articulation

Long uninterrupted parapets and large interrupted windowless surfaces ($\pm 25'$ in any direction) are discouraged. Building articulation can be accomplished with the placement of windows and entries, planar changes, volume changes, significant color changes, material changes, variable transparency, and the creation of shadow textures with trellises and overhangs. See Figure 4.23

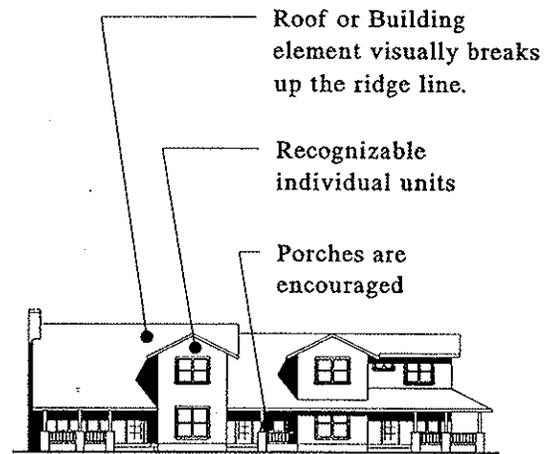


Figure 4.23 - Articulation

b. Height / Mass

Height and mass of building should be broken up into a massing pattern that reduces the mass into smaller units through the use of color changes, material changes, planar changes, and/or articulation of windows, entries bases, and tops.

c. Individual Units

In multifamily residential projects, individual units should be defined as clearly as possible. No more than two side-by-side units should be covered by one unarticulated roof. Articulations may be accomplished by changing roof height, offset, and direction of slope, and by introducing elements such as dormers, towers, or parapets. These elements must visually break the main roof or ridgeline as viewed from the ground at $+ 50'$ away from the building. See Figure 4.23

d. Detail Material Continuity

All publicly visible building sides shall be designed with a complementary level of detail and quality of materials.

e. Materials / Color

In general, variations in colors and materials are necessary. However, care should be taken not to use too many materials that may result in visual clutter. If only one material is used, then volume and planar articulation becomes even more important. Colors for residential projects should utilize a color scheme composed of different colors for sash, trim, and body.

(i) Quality

The detailing and building materials shall convey a quality of craftsmanship and permanence. Use of the highest quality of building materials is encouraged. On projects of 3 stories or more, exterior materials should be of a permanent nature: natural stone, precast concrete, architectural metals, masonry, terra cotta, and high quality plaster. Wood products should be avoided. Use highly durable materials at the ground floor of commercial buildings immediately adjacent to public right-of-ways or high use areas is required.

(ii) Authenticity

Authenticity in materials is essential and imitation materials should be avoided. Imitation materials are those that attempt to look like something other than what they are, such as synthetic stones made from plaster or wood made from plastic.

(iii) Glass

Reflective or "opaque" glass applied to the face of sheer walls or other opaque planes is highly discouraged.

4.4.M. Historical Building Elements

The following are guidelines developed by the Secretary of the Interior for Historic Preservation that will provide supplemental guidance for the rehabilitation or modification of listed structures

4.4.M.1. Compatible Use

Every reasonable effort should be made to provide a compatible use for buildings which will require minimum alteration to the building and its environment.

4.4.M.2. Removal or Alteration

Rehabilitation work should not destroy the distinguishing qualities or character of the property and its environment. The removal or alteration of any historic material or architectural features should be held to the minimum, consistent with the proposed use.

4.4.M.3. Repair

Deteriorated architectural features should be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or

replacement of missing architectural features should be based on accurate duplications of original features, substantiated by physical or pictorial evidence rather than on conjectural designs or the availability of different architectural features from other buildings.

4.4.M.4. Craftsmanship

Distinctive stylistic features or examples of skilled craftsmanship which characterize older structures and often predate the mass production of building materials should be treated with sensitivity.

4.4.M.5. Changes Over Time

Many changes to buildings and environments which have taken place in the course of time are evidence of the history of the building and the neighborhood. These changes may have developed significance in their own right, and this significance should be recognized and respected.

4.4.M.6. True Character

All buildings should be recognized as products of their own time. Alterations to create an appearance inconsistent with the actual character of the building should be discouraged.

4.4.M.7. Contemporary Design

Contemporary design for new buildings in old neighborhoods and additions to existing buildings or landscaping should not be discouraged if such design is compatible with the size, scale, color, material, and character of the neighborhood, building, or its environment.

4.4.M.8. New Additions

Wherever possible, new additions or alterations to buildings should be done in such a manner that if they were to be removed in the future, the essential form and integrity of the original building would be unimpaired.

4.4.M.9. Landscape

Landscape elements (plant species and design) associated with the historic era should be used when the landscape is being remodeled.

4.4.N. Mixed Uses

4.4.N.1. Articulation of Uses

Mixed use projects shall consider the spatial relationship between different types of uses to avoid conflicts with between uses. Generally, nonresidential uses should locate only at the ground level and perimeter of the site, oriented away from residential units and toward the most active area of the site or surrounding neighborhood.

4.4.N.2. Massing and Placement

Building massing (to identify rooms in residential uses) and fenestration (placing and sizing of windows to graphically delineate different types of uses included in the same building or group of buildings) should be designed to differentiate the various uses.

4.4.N.3. Entrances

Entrances for second story office and/or residential uses should be clearly delineated and accessible from the street or courtyards that open onto the street.

4.4.N.4. Utilities / Services

Utilities and services for each use or combined uses should be screened and located to eliminate unattractive conditions for occupants of all uses.

4.4.N.5. Acoustical Separation

Where residential occupancies are horizontally attached to or located over commercial spaces, acoustical separation should be provided as follows:

- ★ Floor-ceiling and wall assemblies (where uses adjoin each other horizontally) should have a sound transmission coefficient (STC) of 60 or greater.
- ★ The use of resilient assemblies to acoustically isolate finishes on concrete and steel columns from the columns supporting second floor framing (or the framing between commercial and residential levels).

4.4.N.6. Chases

To eliminate the need for future installation of ducts, pipes, and conduit on the exterior of the building, provisions should be made at a maximum of 50' on center for one-hour-rated vertical chases through the upper residential floors to accommodate commercial utilities that must circuit to the roof. The chases should have a minimum interior clear dimension of 24" by 24" to accommodate a Class A exhaust hood for restaurant uses.

4.4.N.7. Odors

Adequate provision should be made in commercial ventilation systems to eliminate the migration of odors into residential spaces through the use of proper pressure differentials in ventilation systems and tightly sealed construction.

4.4.N.8. Courtyards and Openspace

Courtyards could be shared by different uses, especially office and residential where the time of use varies. Provisions should be made for a properly proportioned common courtyard for the residential use and for individual private outdoor spaces for each dwelling unit that are private from commercial uses.

4.4.N.9. Orientation

Non-residential uses should not present a rear elevation to the front of any residential unit.

4.4.N.10. Privacy

Visual privacy for the residential uses shall be maintained.

4.4.O. Single Family Subdivisions**4.4.O.1. Site and Context**

This section has implications for the design of subdivision site plans, the configuration and orientation of private lots, and how the subdivision relates to existing streets and to neighboring uses.

a. Frontages and Orientation

All units located along the perimeter of a subdivision shall be oriented towards and have their primary entrances from, existing or new public right-of-ways. Houses shall have their front doors facing the main street.

b. Private Streets

Private streets should be avoided. They are only allowable in areas that have a demonstrated lack of through traffic, or if the project creates minimal traffic demand. If private streets are incorporated, they are to meet all construction and utility standards for public streets in the area excluding design widths. Where there are conflicts between general city standards and the East Street Area Plan, the Plan shall govern.

c. Sound Walls

Sound attenuation walls are allowed only in the following circumstances:

- 1) When a project is directly adjacent to a disruptive industrial or commercial use producing noise or an undue amount of heavy traffic.
- 2) In order to meet sound element requirements of the City's General Plan, and all other possible mitigation measures are infeasible.

d. Variety

To accommodate different income levels and household types a variety of lot sizes should be provided. Duplexes and half-plexes are encouraged to be incorporated into single-family development projects.

4.4.O.2. Individual Buildings

This section has implications for the siting, orientation, and design of individual buildings and individual open spaces.

a. Building Orientation

Projects should maximize the privacy of neighboring properties by orienting upper level windows away from adjoining properties. Arrange dwellings so that windows in neighboring units minimize the view into private open spaces likely to be used for private activities.

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

b. Consistency of Design

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

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

c. Articulations

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

d. Design Diversity

Architectural diversity is encouraged. Facades, materials, and architectural details shall be varied to create an impression that the residential structures have been individually built. Projects of four to twenty units (4 to 20) should have a minimum of three (3) unique elevations and project of twenty-one (21+) or more should have a minimum of four (4) unique elevations. These elevations shall be reviewed for staff for consistency with the plan.

e. Accommodate change

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

f. Garages

Individual garage fronts should be setback from the front of the house a minimum of 5'. Garage frontages (in linear feet) should not occupy more than 50% of the total frontage of the house. Garages in the rear of the house are encouraged.

g. Yards

The suggested minimum usable rear yard area is 500 square feet. The minimum dimension for a private rear yard should be 20'. Front yard landscaping and one 15 gallon tree shall be provided for each 30' of frontage or increment thereof.

4.4.P. Mobilehome Parks**a. Individual Coach Lot Size**

Minimum individual coach lot size shall be 2,000 square feet.

b. Setbacks

There shall be 15' side to side clearance and 10' rear to rear clearance between units. Units shall not be placed within less than 10' from the property line.

c. Parking

Each lot shall have a minimum 9' by 18' paved parking pad. Overall the mobile home park shall have a parking ratio of 1.6 spaces per unit, including parking on each site.

d. Outdoor Living Area

Each lot shall have a usable outdoor space that is designed for the exclusive use of that dwelling unit. The outdoor space should have a minimum area of 100 square feet and minimum dimension of 8'.

e. Common Recreation Areas

Recreation areas shall be provided at a ratio of at least 200 square feet per unit. Each recreation area shall be a minimum of 2,500 square feet.

f. Community Building

A community building containing 2 restrooms, laundry facilities (at a ratio of 1 washer and dryer per 15 units) and activity areas shall be provided at a ratio of 15 square feet per unit with a minimum of 500 square feet per building.

g. Pedestrian Circulation

An off roadway/driveway pedestrian circulation system shall be provided. Sidewalks shall be a minimum width of 4'.

