Landscaping.

In addition to these guidelines, all projects must comply with the County's Landscape Ordinance.

In conjunction with land planning, Design Review for subdivision maps shall include conceptual streetscape design for visually, physically and functionally appealing environments throughout the neighborhood.

Landscaping corridors should enhance surrounding improvements, create a pedestrian friendly environment, and establish year-round and seasonal landscaping to soften the appearance of streets.

Developments shall provide cohesive design themes for landscape corridors along arterial/thoroughfare and collector streets as follows:

- On local residential streets and primary residential streets, street trees are required for aesthetic, shade, climate control, and pedestrian purposes. Ideally, street tree plantings will create a contiguous tree canopy along street over time.

- A minimum of two trees shall be planted on each single-family residential lot. One of the trees shall be planted near the street and sidewalk as listed below (street tree). The second tree (accent tree) may be located anywhere in the front yard area.

- Where a monolithic sidewalk abuts the back of the curb, the street tree shall be planted within seven to eight feet from the back of the walk.

- Where the sidewalk is separated from the back of the curb with a planter strip, the street tree shall be planted centrally in the planter area.

Landscaping should 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.

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 long pedestrian ways.

- Flowering trees or seasonal flowers to provide color.

- Berms, plantings and low walls to screen parking areas.

Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

Greening of streets lacking trees, flowers and landscaping is strongly recommended.
Flower boxes on windowsills and planters at entryways are encouraged.

Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

Thick evergreen hedges, non-invasive vines on fencing or low walls, and other substantial landscaping should be used to visually and physically buffer sidewalks and adjacent buildings from parking areas; camouflage exposed concrete walls; and buffer adjacent single-family houses and residential developments

New public spaces should provide as many seating opportunities as possible:

- Planter walls should be set at a height that allows for their use as seating;
- Moveable chairs and tables are strongly encouraged.
- Design of planters and curbside design should encompass permanent setting areas.

RECOMMENDED TREES FOR RURAL AND URBAN LANDSCAPING

RURAL TREES

Blue Oak
Valley Oak
California Sycamore
Oregon Ash

URBAN TREES

London Plane
Hackberry (European/Chinese)
Pistache
Zelkova
Elm (Siberian)
Cork Oak
Hornbeam
Maple (Campestre)
Camphor

CITY OF WOODLAND (Approved List)

Akebano Cherry
Aristocrat Pear
Chinese Pistache
Crape Myrtle
Eastern Redbud
These varieties are good for planter strips

Evergreen
Coast Redwood
Cork Oak
Holly Oak
Southern Live Oak
Good for large open space

DAVIS APPROVED LIST

Carob
Redbud
Maidenhair Tree
Crape Mytle
Pinus Elderica
Chinese Pistache
London Plane
Ornamental Pear
Live Oak
Valley Oak
Pin Oak
Cork Oak
Coast Redwood

Single-Family Residential

Mature trees shall be preserved in each new residential development to the maximum extent feasible.

At least one 15-gallon street tree shall be planted in the yard of every new lot and one in the planter strip.

Gated communities shall be prohibited.

Example of streetscape

New residential developments shall emulate and enhance the existing character of the town. These design objectives include the following:

Objective 1: A variety of architectural styles and materials;

Objective 2: New residential subdivisions should provide a variety of lot sizes distributed throughout the project and home designs.

Objective 3: Porches of usable size, which define the front façade;

Objective 4: Street trees in the public right-of-way, trees in the front yard including accent trees from at least 15-gallon containers

Objective 5: Houses on small lots oriented toward the street;

Objective 6: Narrow streets with landscaped parkways between the curb and the gutter;

Objective 7: Trees that will provide a large canopy in the parkway;

Objective 8: A de-emphasis on the garage and the use of detached garages located behind the rear of the house;

Objective 9: An emphasis on pedestrian, bicycle and bus transportation;

Objective 10: Create neighborhoods and lot design consistent with neo-traditional qualities.

The older community areas of Esparto possess a rich tradition of residential architecture. The older and newer residential neighborhoods contain a number of examples including, but not limited to: Craftsman, Tudor, Victorian, Cottage, and Ranch styles. Although no particular "architectural style" is required of these design guidelines, these homes illustrate diversity and quality in craftsmanship.

New residential subdivisions should be designed with an authentic architectural style. A particular style should be represented by building form, decorative features, variety in materials and color. Diversity of architecture is encouraged throughout. Desirable examples for Esparto are illustrated below:

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. Architectural techniques that help achieve this goal include:

A. Orient the primary entry of the primary building to the street.

- Orient the front porch to the street.
- All structures should have one primary entry that faces the street.
- Additional entrances may be located to the side and rear.
- Multi-unit structures (where allowed by zoning) should be street oriented.

B. Clearly define the primary entrance by using a raised front porch or stoop, unless the raised porch must be compliant with ADA or accessibility guidelines.

- Orient the front porch to the street.
- The front porch should be functional, used as a means of access to the entry.
- The minimum depth for a usable front porch is typically 8 feet or more.
- Stoops should be covered and generously sized to provide a sufficient coverage for at least two persons..
- Separate walkways connecting to the sidewalk with the front door not via the driveway
- Courtyards/entryways to break up monotony of front facades.

Exterior colors and materials should emphasize quality and attractiveness with consideration for maintenance. Examples include wood siding, plaster or stucco, with wood or brick or stone accents. Other materials will be considered on a case-by-case basis consistent with the objectives of these guidelines. Materials to be avoided include metal siding, reflective materials, and unfinished concrete block. The extensive use of T-111 siding is discouraged.

Side or rear building elevations of a dwelling visible from an adjoining street or road should receive architectural detailing and articulation so that the view from the street is enhanced and follow the design of the front facade.

Entries should 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.

The under grounding of utilities and related equipment shall be required of all new development. Utility boxes located above the ground shall be screened with landscape

features, planting, or a combination thereof. The intent is to visually screen the equipment from the street and not to preclude access to the equipment on all sides.

Solar panel options are to be made available in all single family homes.

Bikeways and pedestrian paths should be incorporated throughout new residential neighborhoods to connect residential areas with schools, parks, neighborhood-serving commercial areas and transit stops.

Walls

Walls along and within the perimeter of a residential neighborhood often create a "walled in feeling" to the streetscape in which buildings turn their back to the street. This should be avoided, with the exception of developments that front on arterial streets. In some cases walls are necessary to mitigate the impact of traffic noise on nearby residences. Walls not needed for sound attenuation should be minimized.

Walls forming courtyards on individual residences should be of sufficient height and not extend into the front yard setback.

New residential neighborhoods shall have a clear focal point, such as a park, school or other open space and community facility and should be designed to promote pedestrian visibility using a combination of a modified grid, curvilinear and cul-de-sac streets.

New development shall be required to install curbs, gutters, and sidewalks, or to secure the installation of such improvements, with the exceptions of Very Low Density Residential Projects.

Residential streets that provide access to dwellings should not be wider than the street standards in accordance with the County's standards. Parkways of at least five feet (5') in width should be provided between a paved sidewalk and the back of curb. Street trees should 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.

Private and common open spaces shall be provided in all residential developments. All open space should be designed to be accessible and usable by occupants of the development. Functional open space enhances circulation within a site and contributes to the site's aesthetic qualities.

Public Areas

Public areas shall be accessible and connected by a comprehensive, on-site pedestrian circulation system. Public open space recreation areas, plazas and courtyards should be located and landscaped to take advantage of solar

orientation, provided protection from prevailing wind, and to afford summer shade and winter sunshine.

Private Areas

Private usable open space should be directly accessible from the individual dwelling and be of such size as to offer a reasonable outdoor living opportunity. The placement of air conditioning equipment should not render private open space unusable. This means that the air conditioning unit shall not be placed at the rear door of the dwelling or in the backyard area to be used for outdoor activities. The units shall be placed in the side yards, not under bedroom windows but adjacent to the garage wall. Care should be given to the relationship to the windows in the neighboring house.

Although the desire to incorporate designs of houses as illustrated, a whole subdivision of one or two designs is not acceptable.

Front doors must face the street, court, or pathway that provides primary access. At least twenty (20%) (measured linearly) of the house façade must be windows or doors (excluding the garage doors).

All residential structures shall be oriented with the main entrance toward the adjoining street. On corner lots the short street frontage shall be considered the front yard. Dwellings on corner lots shall be designed to appear fronting on both intersecting streets.

Front walls facing the street shall have at least three (3) wall lines, excluding the garage. The garage may be counted if there is at least five (5) feet setback from the wall line of the main dwelling adjacent to the garage.

Minimum roof pitches shall generally be five (5) vertical to twelve (12) horizontal. Elevations within the development shall provide a mixture of gable and hip roofs or combination thereof. The use of pitched roofs, balconies, dormers, turrets, or other roof projections within the development is strongly encouraged. Roofing materials shall consist of asphalt shingles, fire rated wood shingles, concrete or clay tile, or slate tile or metal.

Garages shall be subordinate to the main living area. No more than forty percent (40%) of the front elevation may be garage, except when recessed a minimum of five feet (5') feet of the adjoining wall line of the main living area or where features such as recessed garage doors, windows within the garage doors, and varied roof lines are incorporated into the house design to detract from a prominent garage façade.

Each residential dwelling shall be provided with a three-foot (3') wide walkway from the front door to the public walk, unless the walkway conflicts with ADA or accessibility guidelines.

Each single-family dwelling shall be provided with a minimum of two (2) enclosed off-street parking spaces, except for smaller, affordable units. Enclosed parking spaces may be either attached or detached from the main dwelling. Carports shall not be allowed. Concrete driveways shall have a minimum width of sixteen (16') feet. Where the enclosed parking spaces are detached from the dwelling, they shall be located in the rear ½ of the lot, unless architecturally compatible (as determined by the Planning Director or designee). When detached, driveway strips, including irrigation systems, shall be encouraged. The minimum length of any driveway shall be twenty (20) feet as measured from the back of sidewalk.

Single-family dwellings must incorporate articulation and massing that provides richness and scale. Long interrupted exterior wall should be avoided on all structures. Elements that provide texture, relief, and design accents should 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; recessed in building walls.
- Window and door ornamentation including multi-paned doors and windows.

Architectural Diversity.

To achieve architectural diversity throughout the Esparto community and to allow for owner-builder homes, in each new residential development project greater than 50 lots/units, the developer shall be encouraged to set aside a minimum of (10%) of the lots within the development for purchase by owner-builders.

In order to achieve architectural diversity within residential neighborhoods builders shall offer the following minimum range of different floor plans and building elevations:

Number of Units	Floor Plans	Elevations
< 25 units	3 plans	9 elevations (3 per plan)
25-50 units	4 plans	12 elevations (3 per plan)
51-75 units	5 plans	15 elevations (3 per plan)
75-100 units	6 plans	18 elevations (3 per plan)

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 to promote variety in the design of single family residential subdivisions:

- A mixture of one-story and two-story single-family dwellings throughout the development at a ratio of 3 to 2 (60%).

- Varied street (front) yard and side yard setbacks. Side yard setbacks should 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 10 feet for the house (where a planter strip is provided between the sidewalk and the street) and 20 feet for the garage. If no planter strip, the setback shall be twenty feet for all structures

- Zero lot line using single driveway to garages.

- Rear wall lines with at least two wall lines.

Garages

New residential neighborhoods should design new driveways and parking areas to minimize their visual impact. These design features should include:

- Garages should not dominate the streetscape.
- Minimizing garages may be achieved by locating it to the rear of the building lot, or along an alley.
- Detached garages are encouraged.
- If a garage must be accessed from the street, set it back behind the primary building such that parking will not be extended beyond the front plan of the primary building.

Examples of garage located in the rear of lot

In all subdivision garages in single-family residential neighborhoods should be subordinate to the main living area and not dominate the streetscape. Garage doors should appear to be set into the walls rather than flush with the exterior.

Techniques to help de-emphasize the garage and driveway include:

a. Place the garage at the rear of the lot, attached or detached from the main dwelling.
b. Recessing the garage so that the living area projects closer to the street.
c. Recessing the garage doors.
d. A walkway shall 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, except when design of the walkway conflicts with ADA or accessibility requirements or with affordable units.
e. Projecting the second story out over the garage.
f. Tandem garages in which vehicles are parked one in front of the other.

Cottage Style

Colonial Style

Ranch Style

Mediterranean /
Spanish Style

Craftsman Style

Multifamily Residential

Objectives

Esparto wishes to retain its rural ambience therefore prefers to have smaller apartment complexes.

Multi-family units should be clustered on a site to provide usable open space and convenient access to adjoining parking areas and the street. The design of useable open space should take advantage of solar and wind directions and should be sheltered from highway noise.

Common open space nearby each unit should be accessible.

Esparto has prided itself on its diversity of neighborhoods. Apartments for senior residents should be incorporated into each multi-family project.

Guidelines

Multifamily residential developments shall 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.**
- **Parking shall not be at the front door of any unit.**
- **Building mass broken into smaller units, including one story elements.**
- **Pitched and varied roof lines.**
- **Functional and accessible interior site open space.**
- **Recreation 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.**
- **Solar design should be incorporated into all multifamily homes.**

1. Multifamily units should be clustered on a site to provide useable open space and convenient access to adjoining parking areas and the street.

2. The design of useable open space should take advantage of solar access and should be sheltered from the noise and traffic of adjacent streets or other incompatible uses.

3. Common area open space should be conveniently located to serve the majority of the units.

4. Private open space should be contiguous to the units they serve and screened from public view.

5. Children areas should be visible from the units they serve.

6. Trash receptacles must be constructed to County Standards and fully enclosed with durable materials that are architecturally compatible with the design of the buildings. Enclosures must be landscaped and screened whenever possible. Trash enclosures should be conveniently located for collection and maintenance.

7. Separate pedestrian walkways should be provided to connect parking lots with the buildings they serve.

8. To help integrate multi-family development into a residential neighborhood and provide variety, the following design techniques should be used:

- Varying the front yard setback within the same structure.
- Staggering 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.

9. Project entries should provide a clear open view of the project so that visitors can quickly orient themselves with project directories and signage. Colored, textured paving treatment at entry drives helps distinguish the project entrance from the street.

10. Parking lots should be broken into smaller units to avoid large expanses of uninterrupted asphalt. Within the parking lot, landscaping should be provided in accordance with the County's landscaping standards.

11. Multifamily residential buildings should be broken down into smaller components that resemble individual single-family dwellings. Design elements should be incorporated to add visual interest and to avoid a box-like appearance.

12. Elements such as balconies, porches, arcades, dormers, and cross cables should be considered. Hipped or gable roofs are preferred to mansard-type roofs.

13. Mechanical equipment, whether roof mounted or on the ground, should be adequately screened from view.

14. Solar Panels should 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 discouraged. All mechanical equipment should be enclosed and completely screened from view.

15. All antennas should be placed in attics or building interiors. Units should be pre-wired for cable TV. Satellite dish antennas are prohibited on roofs and should be integrated in the site design for a project.

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

Desirable

Undesirable

17. Townhouse dwellings with one wall connected are desirable. Play areas shall be incorporated into all multi-family developments.

18. Multi-family developments shall discourage the following features:

- **Flat roofs**
- **Shallow/small overhangs**
- **Long blocks of undifferentiated units**
- **Large single buildings**
- **Little or poor sited open space**
- **Monotonous color schemes or lack of variation in color tones**
- **Absences of architectural distinctiveness**
- **Highly visible off street parking or inadequate off street parking.**

19. All areas not covered by structures, drives, parking, or other hardscape shall have abundant landscape.

20. Project entries should provide an open view of the project so that visitors can easily orient themselves to the project.

21. Parking lots should be broken into smaller units to avoid large expanses of uninterrupted asphalt. Within the parking lot, landscaping and trees should be provided.

22. Multi-family complex should be designed to provide maximum security.

23. Parking areas shall be well lighted**.**

24. Full height walls and fences should be used sparingly and only where privacy is of greater concern than security**.**

25. Mechanical equipment whether on roof or ground should be adequately screened from view.

26. Long monotonous balconies serving several units shall be avoided**.**

Downtown Commercial / Main Street

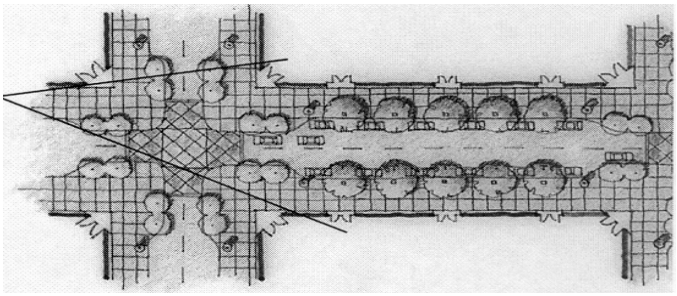
To protect and replicate the historic “Main Street” character, new commercial development in the downtown shall reflect the form, spacing, height, and materials of nearby historic structures, and should incorporate the following objectives:

Objective 1: New buildings should be built to the street and side property lines, with no required yards.

Objective 2: New buildings should be two stories.

Objective 3: Off-street parking shall be prohibited in the areas generally bounded by Grafton Street, Woodland Avenue and the parcels fronting Yolo Avenue unless located in behind the buildings and not accessed by a driveway from the principal commercial street.

As the town revitalizes, the first floor of commercial buildings in the downtown should be reserved for retail, restaurants, and offices with higher visitor use. Other types of commercial, office and retail businesses, including residences should be allowed on the upper floors.



Commercial Development in the Downtown of Esparto should be an active place with complementary uses.

In general, the street should be active with commercial uses that invite pedestrian activity. Retail, service businesses and dining establishments in particular are appropriate uses. Upper floors should include offices and residential uses. Overall **density of the downtown should be intensified by constructing upper floor additions to existing structures and developing new buildings of primarily two or three stories**.

New development should be sited and designed to encourage human activity on the main street. Outdoor dining indoor/outdoor commercial/ retail space, balconies, public plazas and outdoor seating are particularly encouraged on lots located on main street.

While the diversity of individual design solutions in encouraged, an overall sense of visual continuity with the existing architecture should be reinforced through similar relationships to the street and a general compatibility of scale and materials of the existing town of Esparto.

Buildings within the commercial core area should exhibit the basic features of Esparto's traditional structures. Buildings should align at the sidewalk edge, define the pedestrian zone and provide a sense of scale and visual interest. This pattern of development must be strengthened in order to enhance the vibrancy of the Downtown Commercial Area.

In addition to the architectural design of traditional structures in Esparto, new construction in the downtown area should have the following common design features.

- Display windows at sidewalk level.
- High quality construction and materials
- Awnings, overhangs and shaded areas over sidewalks at sidewalk level
- Accentuated/Recessed entries
- Pedestrian oriented signs/clearly delineated
- A storefront with transparent display windows or display cases
- Outdoor dining areas
- Public displays
- Canopies, Awnings, and Trellises
- Landscaping, shade trees and benches

Design in the Downtown Commercial areas should provide interest at the street level to enhance pedestrian use. Structures in the Downtown area shall develop the ground floor level of buildings to encourage pedestrian **activity, which shall incorporate pedestrian elements such as:**

- All parking in the Downtown shall not be located so that it interrupts the storefront continuity along the sidewalk.
- Bike parking should be incorporated into new construction.
- New trash and recycling receptacles, benches, and flower plants throughout the downtown area shall be installed with new development.
-

- All street furniture should be durable and affordable. Wrought iron, metal, wood and colored concrete street furniture is encouraged.

- Accent lighting should be used to accent building details such as tower elements, ornamental windows, and tile or to accent landscaping.

- Streetlights in the downtown area should incorporate banners and hanging flowers to help add color and signify the downtown area.

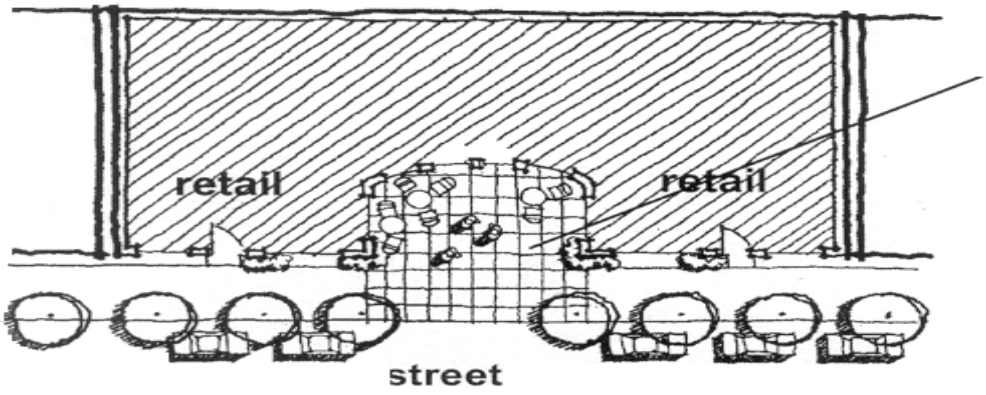
Sidewalks

Sidewalk widths throughout the Main Street area are less than ideal, and connected sidewalks will allow for more pedestrian circulation and activity. Within Main Street retail areas, proposed developments shall be required to construct street improvements fronting the property to ensure connectivity to abutting sidewalks**.**

The Main Street sidewalk width should be a minimum of 12-foot sidewalks, however, 16-foot sidewalks are preferred, where appropriate.

Developments should have internal drives and walkways adjacent to buildings designed with the basic elements of good pedestrian-oriented shopping street: buildings oriented close to walkways, landscaping, pedestrian-scale lighting, walkways of sufficient width to encourage social interactions without impeding pedestrian movement, and other similar enhancements.

Sidewalks are the principal place of pedestrian movement and casual social interaction. Designs and uses should complement this function.



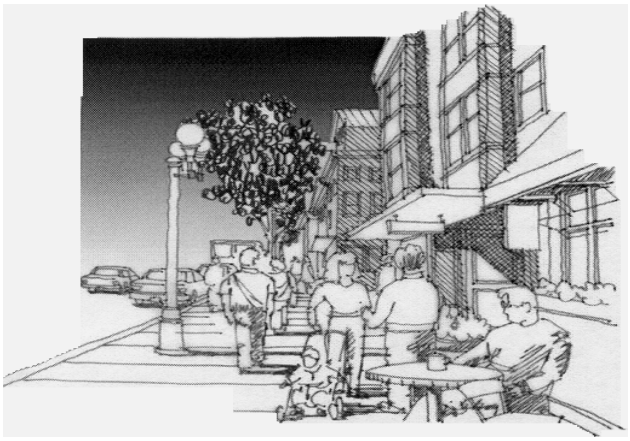
Consider setting portions of the building back to create spaces at street level for pedestrian-oriented activities. Take the "indoors' outdoors by spilling interior space (e.g. dining areas, merchandise displays) onto plazas and walkways and bring the "outdoors" into the building by opening interior spaces to sunlight and views of sidewalk activity.

Design for uses that are accessible to the general public, generate walk- in business and contribute to a high level of pedestrian activity at street level. Consider extending street-level spaces out to the sidewalk with multiple

entrances and open spaces featuring decorative paving, street furniture and artwork. Retail uses should front such spaces.

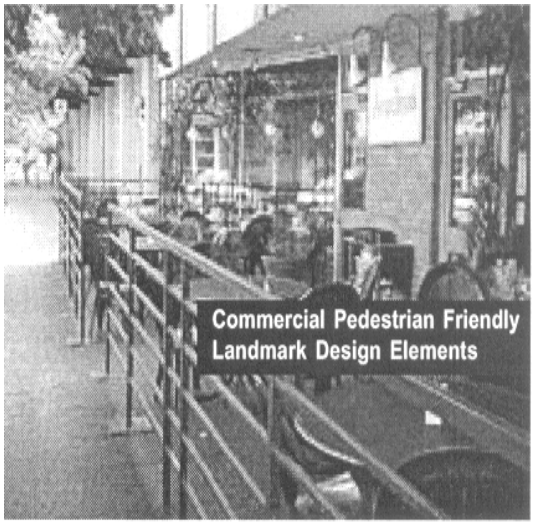
Sidewalks with special paving treatments (such as pavers or stamped, colored concrete) add a unique design element to the streetscape and can enhance the walking experience for pedestrians.

It is important to design special paving so that it retains its integrity over time. This reinforces existing retail concentrations.



The following elements in the adjacent public realm and in open spaces around the building:

- unique hardscape treatments and pedestrian-scale sidewalk lighting - accent paving (especially at corners, entries and passageways)
- creative landscape treatments (plantings ,planters, trellises, arbors)
- seating, gathering spaces
- water features, inclusion of art elements
- Building/Site Corners. Building corners are places of convergence.



The following considerations help reinforce site and building corners:

- provide meaningful setbacks/open space, if feasible
- provide seating as gathering spaces
- incorporate street/*special paving* pedestrian amenities in these spaces
- make these spaces safe (good visibility)

- iconic corner identifiers to create way finders that draw people to the site.

Design for uses that are accessible to the general public:

- open during established shopping hours,
- generate walk-in pedestrian clientele,
- contribute to a high level of pedestrian activity,
- consider configuring retail space to attract tenants with products or services that will ‘spill-out’ onto the sidewalk (up to six feet where sidewalk is sufficiently wide).

Open spaces such as plazas, courtyards and outdoor areas adjacent to sidewalks should be an integral part of the social life of Esparto. They promote civic gathering, or they can provide a quiet refuge from the urban environment.

The location, size, and design of an open space must be carefully considered in relation to its surroundings. Integrating open spaces that provide amenities for residents, workers and visitors is an important part of the neighbor- hood plan's urban village strategy.

Mixed-use developments are encouraged to provide useable open space adjacent to retail space, such as an out- door cafe or restaurant seating, or a plaza with seating.

- Locate plazas intended for public use at/or near street grade to promote physical and visual connection to the street; on-site plazas may serve as a well-defined transition from the street. Take views and sun exposure into ac- count as well.
- Define and contain outdoor spaces through a combination of building and landscape, and discourage oversized spaces that lack containment.
- The space should be well-buffered from moving cars so that users can best en- joy the space.

Open spaces can feature art work, street furniture, and landscaping that invite customers or enhance the building's setting.
Examples of desirable features to include:

- attractive pavers;
- pedestrian-scaled site lighting;
- retail spaces designed for uses that will;
- comfortably "spill out" and enliven the open space;
- areas for vendors in commercial areas; e. landscaping that enhances the space and architecture;
- pedestrian-scaled signage that identifies uses and shops; and
- site furniture, art work, or amenities such as fountains, seating, and kiosks.

Renovated and/or new Commercial

Renovated and new commercial and commercial centers should be designed to reinforce planning and design objectives for the surrounding district and neighborhood. This could include creation of gateways, open spaces, providing an interconnected system of pedestrian ways, or other design features.

- Renovated and new commercial buildings and centers should be planned and design so that the siting and shape of buildings con- tribute to the district's identity and urban design concepts. This could include orientation of buildings, composition of roof forms, and architectural treatments.

- The frontage of primary commercial roadways and connecting side streets should be enhanced by the design of commercial buildings and centers. They should improve streetscape, building edge and land use continuity.

- Building and parking setbacks should be designed as an extension of the urban design concept for the district and neighborhood. This includes the depth, edge treatment, pedestrian facility and landscaping of setback areas.

- Renovated and new projects should support urban design concepts with open spaces that create gateways, act as collectors for pedestrian systems, or provide a social focal point for a project and the surrounding district.

- Renovated and new commercial buildings and centers should have signage and graphic identity concepts that support both project and district planning and economic objectives.

- Buildings should be sited and designed to reinforce the pedestrian experience.

- Building edges should be transparent and provide a visually interesting shopping experience at a pedestrian's pace.

- Building setbacks should contribute to overall streetscape concepts for the district. The setbacks should be sized to support the size and spacing of trees and visual continuity of the district.

- When necessary, setbacks should provide for landscape screening of parking and loading areas. This could include trees, shrubs, trellis, and/or berms.

New and renovated commercial projects should enhance the connections to shopping streets. They should provide streetscape, side- walks, building setback and storefront design that link residential streets to main commercial and transit streets. Residents should be able to walk a direct route from their homes to commercial center stores without traversing parking lots.

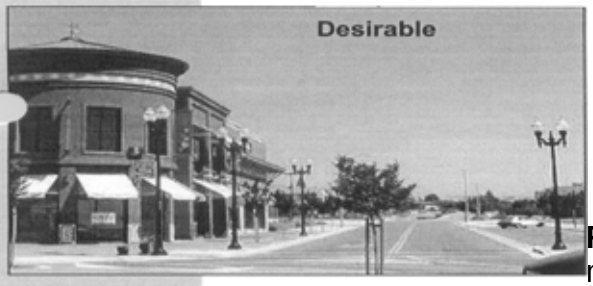
- New and renovated commercial projects should provide a landscape plan that supports the design and pedestrian access objectives for contiguous residential streets.

- New projects should acknowledge the scale and proximity of adjacent residential neighborhoods by stepping down in height, increasing setbacks, and providing a more friendly building orientation.

- Placing loading and service areas adjacent to residential areas is discouraged. Site circulation and placement of loading areas should be incorporated into the project so that it is screened and held back from residential areas.

- Where screening walls are required, they shall be designed as a natural extension of the architectural and landscaping concepts for the project.

Commercial frontage portions of mixed-use projects should utilize materials and colors that support retailing and image objectives for shopping environments.



- Portions of mixed-use projects with residential frontage should use colors and materials that enhance the project's architectural concepts and are compatible with adjacent residential streets.

- Architecture within each mixed-use project should use a palette of materials that convey an image of quality and durability. Certain materials have an inherently inexpensive, insubstantial or garish quality. These materials should not be used in new construction or renovation.
  Examples include:

Roofs: glazed or painted tiles, highly reflective metal or sheet materials, fake shingles made from metal or plastic materials.

Walls: vinyl, metal, plywood, T-111 siding, masonite or other sheet materials.

Wood or hardboard siding, if used, should be shiplap or board-and- batten.

Shiplap should be installed so there are no visible joints. Board- and-batten should be installed so there are no visible joints in the underlying "board" material.

Painted surfaces should use colors that reinforce architectural concepts and are compatible with natural materials, such as block or stone.

Service and loading dock areas in village centers should be placed in locations that are not visually prominent and screened from view.

Building edges should contribute to a safe, comfortable and interesting pedestrian shopping experience. At least 8'of unobstructed sidewalk should be provided along storefront edges.

- Display windows should comprise at least 33% of the width of the facade that faces a public street. When large blank walls are unavoidable, they shall be articulated with 3-dimensional elements, such as planters, and soften with vines and shrubs.

- New and renovated commercial buildings and centers should have a clearly understood system of connected storefronts and entries. Sidewalks, streetscaping and building edges should be designed in a coordinated fashion.

- Building edges and storefronts should be design to reflect both auto-oriented and pedestrian-oriented merchandising needs of the tenants and district. Pedestrian comfort should not be sacrificed by an auto-oriented design approach.

- Corner and mid-block pad buildings should be oriented towards the street. Drive-thru windows and parking should not isolate the building from the sidewalk or connecting walkways.

Architecture for Commercial and Downtown Development

1. Desirable design elements and qualities that should be incorporated into new commercial development include:

- Variety of surface texture,
- Wall articulation and relief [awnings, trellises etc.],
- 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 or arcades,
- Regular rhythm of windows,
- Significant landscaping that complements the building,
- A comprehensive sign program that is incorporated into the design of the project,
- Detailing such as tile accents, pop-outs or window trim.

2. Larger buildings that convey a box-like structure appearance are generally unattractive and not compatible with the rural design of the Esparto community. The following design techniques should be employed to help reduce the box-like appearance of large scale, bulky buildings:

- Vary the plane of the exterior walls in depth (recessed or projected) or direction,
- Vary the height of the building so that the mass is broken into smaller district 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 arrangements of façade 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, trellis, wall articulation, arches, changes in material and other features help provide visual interest.