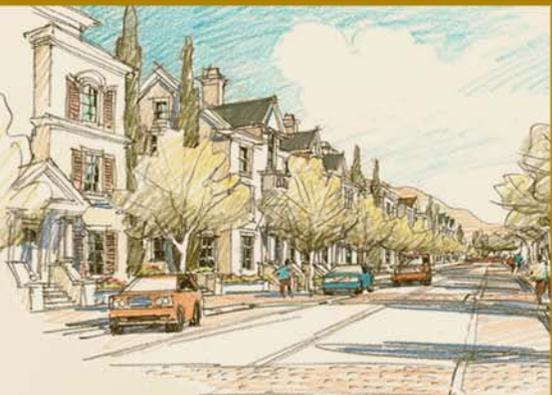


Southwest Dixon

Supplemental Design Guidelines

August 2005



SOUTHWEST DIXON
SUPPLEMENTAL DESIGN GUIDELINES

AUGUST 2005

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CHAPTER 1

THE COMMUNITY PLAN

It's the small town charm that makes Dixon a desirable location to live, work, and play. Although it serves as a midpoint between Sacramento and San Francisco, Dixon embraces the old fashioned way of life while reaping the benefits of two dynamic metropolitan areas.

Unlike the sprawling areas surrounding the Valley and Bay Area, the community vision for Southwest Dixon is a mix of traditional values and contemporary solutions. Tree-lined streets, diversity in housing, community open space, pedestrian



oriented design, and connectivity of neighborhoods to commercial and employment centers, are just a few of the design components that will add to the unique community envisioned for Southwest Dixon.

THE VISION

Community Design Concept

The Community Design Concept for the Southwest Dixon Specific Plan Area is based on the goal of creating a new community that integrates traditional neighborhoods, commercial uses, employment center, and a twenty-acre community park into the existing neighborhood fabric of Dixon. This diversity in land uses will help to achieve a balanced community plan.

Furthermore, since the Dixon Southwest Specific Plan Area is located adjacent to the I-80 freeway, the community components adjacent to West A Street are important to the creation of a gateway to the City. As a result, the Southwest Dixon Specific Plan Area is a vital part of the City, rather than an inwardly oriented suburban project, typical of new developments.

The creation of this traditional development plan establishes the framework in which diversity in design and development can be achieved while maintaining and ensuring quality development and neighborhoods.

The key elements of the Southwest Dixon Specific Plan Area include:

- Compatible mixture of land uses within the community including residential, commercial, and office;
- Formal street pattern, with alternative routes to each destination;
- A pedestrian-friendly circulation system;
- Traditional architectural character with a high quality design;
- Strong sense of neighborhood;
- Variety of housing opportunities and architectural styles; and
- Strong visual and physical connection with the community park, commercial and employment center.



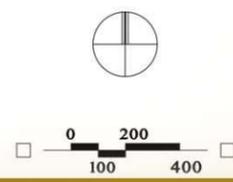
The Supplemental Design Guidelines focus on the integration of these elements into the Southwest Dixon Specific Plan Area. The Planning Commission will serve as the City's Design Review Commission, and so the design guidelines are intended to assist the Design Review Commission and City staff in their evaluation of new development. The sketches and figures included in these Supplemental Design Guidelines are illustrative only, providing the City, landowners, and developers with modern design concepts.

Together, the appropriate treatment of the elements discussed in the following guidelines will help to create a distinctive image consistent throughout the Southwest Dixon Specific Plan Area.



LAND USE PLAN

- LD - LOW DENSITY RES.
- MDL - MEDIUM DENSITY RES.
- MDH - MEDIUM DENSITY HIGH RES.
- CC - COMMUNITY COMMERCIAL
- HC - HIGHWAY COMMERCIAL
- E - EMPLOYMENT CENTER
- FS - FIRE STATION
- P - PARK
- F - FUNCTIONAL BUFFER
- VEHICULAR CIRCULATION
- PEDESTRIAN CIRCULATION
- NEIGHBORHOOD ACCESS
- PEDESTRIAN DESTINATION



For Illustrative Purpose Only.

Land Plan

Community Architectural Theme

The architecture within the residential neighborhoods should be designed to reinforce the overall traditional community character envisioned for Southwest Dixon. A range of architectural styles should provide a distinct look that reinforces the overall sense of place for the community. The requirements for architectural design are detailed in Chapter 3 and Chapter 4 of the Supplemental Design Guidelines.



Community Landscape Theme

Similar to the Architectural Theme for Southwest Dixon, traditional design elements should be used for the community walls and landscaping. Parcel developers should incorporate this character and palette into individual projects to achieve a seamless relationship between the streetscapes and parcel landscapes.

The use of plant material adaptive to the horticultural conditions of Dixon shall serve as the unifying landscape planting element throughout the Southwest Dixon specific plan area. Those conditions include high summer heat, high boron content in water/soil, and the need to conserve water.

Tree planting shall serve to delineate a hierarchy of entries, focal points, major through-streets, and neighborhood enclaves. Street tree species established on major directional axis and in conjunction with significant uses such as parks and plazas shall be continued throughout the project to establish a clear theme.

Massing of plant materials reinforces a landscape theme, the proper selection, placement, and installation of landscape materials will be key elements in establishing a cohesive, high-quality district-wide landscape.

COMMUNITY AMENITIES

Community Park

The community park, to be located at the community entry of West A Street and Evans Road, is perhaps the single most identifying community element within the Southwest Dixon Specific Plan Area. The twenty-acre parcel is reserved for the future site of the City's Southwest Dixon recreational park. This recreation amenity will serve the current and future residents of Dixon. Upon completion, this 20-acre park will not only provide a recreational amenity for the community, but will also further enhance the West A Street gateway corridor into downtown Dixon.

Interface of Park and Neighborhood

From within the community, the adjacent residential neighborhoods will provide an important means of access to the community park and detention area. Special care must be taken to assure that this reciprocal relationship is reflected in the interface between the parks and adjacent residential neighborhoods.

In order to ensure a pleasant and responsive interface of these two land uses, Chapter 2 and Chapter 3 of the Supplemental Guidelines provide design principles to guide the residential development adjacent to these park areas.

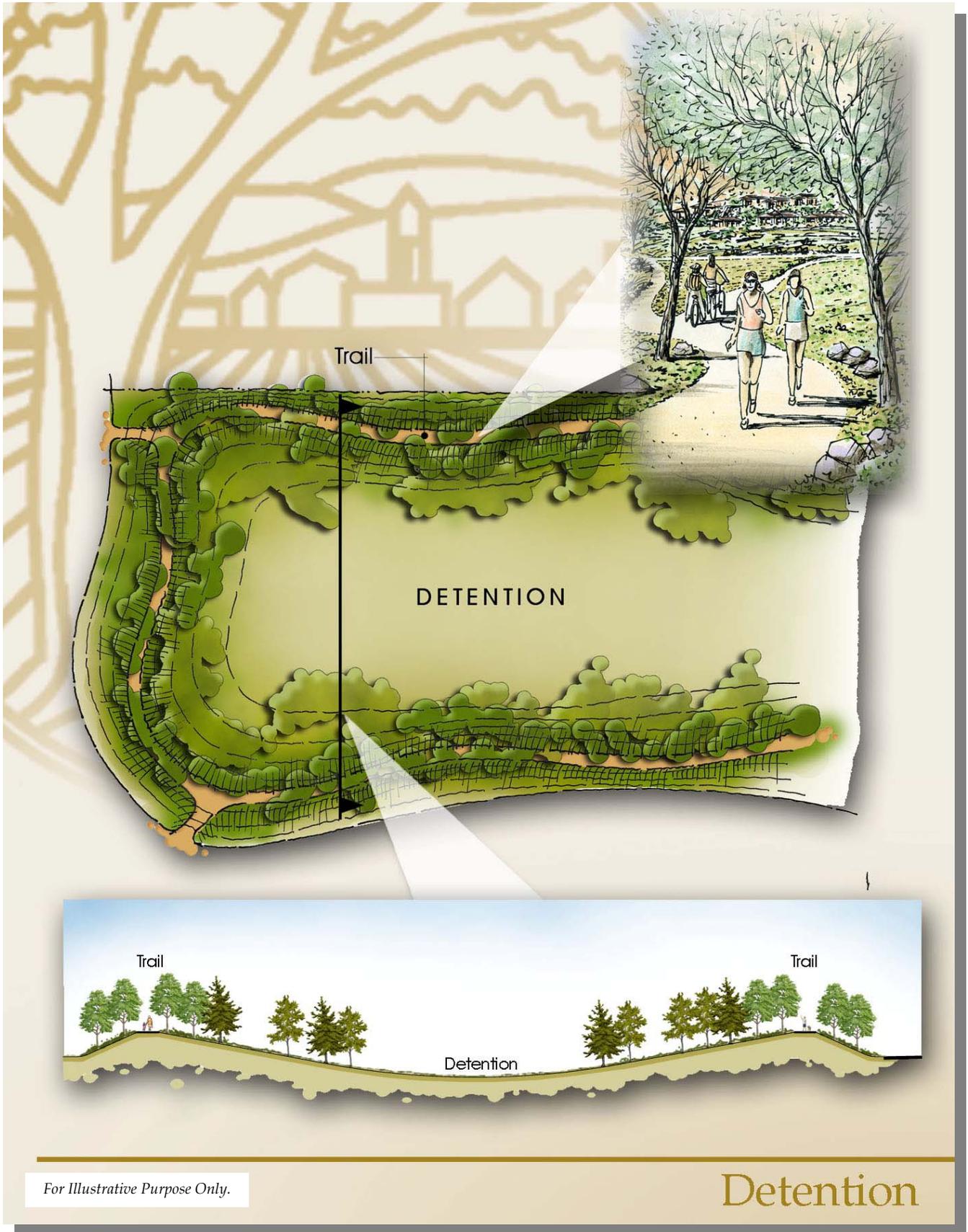


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Community Park

Detention

The site designated for detention/retention is located on the northeastern corner of Battavia and South Parkway. While this area acts as a detention pond that would limit storm water run-off, it will also be used as an open space natural recreational amenity for the Southwest Dixon Community. The detection pond will have trail heads that will link back into the surrounding neighborhoods and to the commercial areas..



For Illustrative Purpose Only.

Detention

Commercial and Employment Centers

In addition to providing for the immediate retail needs of residents and visitors of Southwest Dixon, the commercial centers will serve as a destination. This can be achieved through the use of pedestrian friendly features that encourage shoppers to stop and linger while enjoying a cup of coffee, reading the newspaper, or interacting with their neighbors in a pleasant environment.

Pedestrian Connectivity to Commercial

Connectivity to the commercial and employment centers is a key component in creating this “gathering place”. Pedestrian routes throughout the Southwest Dixon Specific Plan Area should incorporate this destination as part of the experience. Landscape elements such as widened pathways, shade trees/structures, and benches should be integrated into the design of the pedestrian circulation. Architectural elements that relate to the pedestrian scale should also be integrated into the design of these areas so these areas become as inviting to the pedestrian as they are to the vehicle. (See Chapter 5 for further design criteria for the Commercial Centers.)

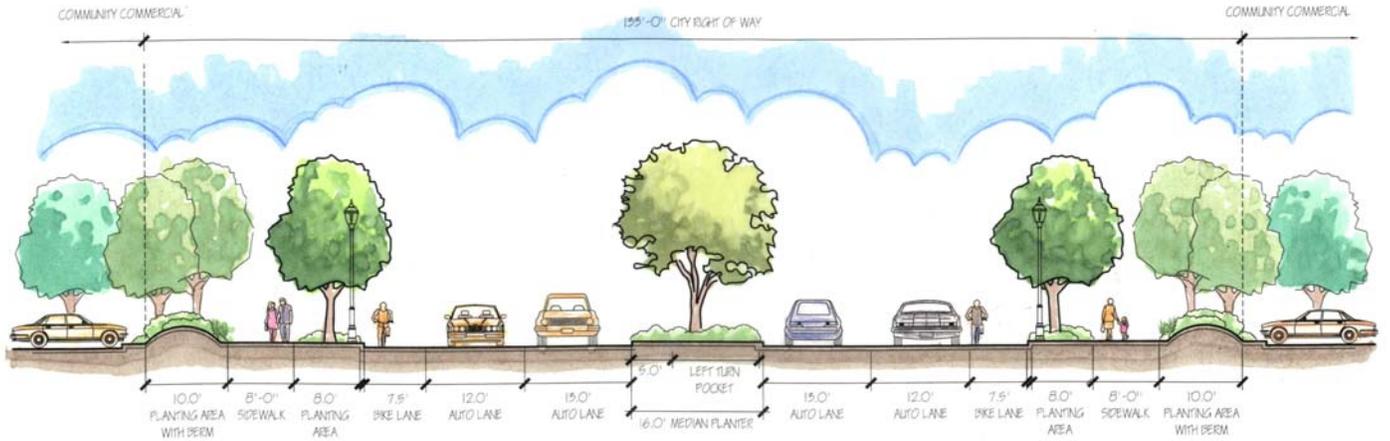
MASTER PLAN ROADWAYS & PEDESTRIAN CONNECTIVITY

Master Planned Roadways

The master planned roadways throughout the Southwest Dixon Specific Plan Area are designed to reinforce the overall traditional community. With parkways and curb separated sidewalks, the Master Planned Roadways are as inviting for the pedestrian as they are for vehicular traffic.



The streetscape will be further enhanced with community walls and landscaping designed to compliment the traditional pattern of the surrounding neighborhoods. To provide further visual interest, many of the roadways also provide landscaped medians and gently curving alignments.



Pedestrian Connectivity Throughout

Within the Southwest Dixon Specific Plan Area, pedestrian pathways should provide connectivity within the residential neighborhoods and to the various community amenities—the community park, detention/open space area, and commercial and employment centers.

The pedestrian pathways can be located in paseos (greenbelt areas that are separate from the vehicular circulation system), while other pedestrian paths can be located adjacent to the community's roadways. Together these pathways afford a strong pedestrian orientation to the Southwest Dixon Specific Plan Area, providing the opportunity for alternative modes of travel to specific destinations.

RESIDENTIAL DESIGN

Housing Diversity

In effort to respond to the diverse housing needs across California, a wide variety of housing products have been introduced that blur the distinction between the typical low and medium density residential zoning categories. This diversity in housing not only allows builders to provide a greater spread of housing choice and affordability for residents, but also allows for a varied yet cohesive residential environment. Diversity in housing types also helps to create variety in neighborhood design, with a strong focus upon the pedestrian and human-scale streetscapes.

Builders in the Southwest Dixon Specific Plan Area are encouraged to provide a diverse mix of housing product types and densities. The planning premise is to create a community with variety in terms of architecture and site design. These elements help to provide for a more interesting and exciting built environment.



Residential Small Lot

While the majority of the Plan area is designated either LD (Low Density) residential or MDL (Medium Density Low) residential, a Residential Small Lot category allows builders the flexibility to create a diverse mix of housing types within the Southwest Specific Plan neighborhoods. Small Lot development can be supported by the City's PMR (Planned Multiple Residential) and PD (Planned Development) zoning districts.

2

CHAPTER 2 SINGLE FAMILY RESIDENTIAL DESIGN

The overall layout of neighborhoods and subdivisions in Southwest Dixon is intended to promote a varied yet cohesive residential environment with a strong focus upon the pedestrian and human-scale streetscapes.

- Throughout the neighborhoods of Southwest Dixon, the intermixing of residential densities, lot sizes, and product types is encouraged.
- The local street network should be designed to provide connectivity within and between individual neighborhoods and provide choices between routes.
- Variety in street and residential block layouts is encouraged.
- Meaningful, walkable destinations should be emphasized within each neighborhood by providing convenient pedestrian connections to the Community Park, Detention Area and Commercial and Employment Centers.
- A continuous wall along North Parkway should be minimized where practical. Rather, front and side-on plotting with other special treatments are encouraged to provide an “open”, friendly edge.



SITE PLANNING – Single Family

Preserving Views

Careful building placement and street orientation can help protect visual quality for residents throughout the Southwest Dixon Specific Area. Where feasible, preserving views of the Coast Range, as well as creating vistas to the Community Park and Retention areas, is encouraged.

Privacy

Privacy is an important consideration in residential site planning. Innovative site design techniques should be used to preserve privacy while promoting social opportunities in residential neighborhoods. In particular, windows of homes should be located to minimize visual intrusion on neighbors' windows and backyards. Innovative site design techniques, including landscaping, should be incorporated where appropriate to provide privacy to residents.

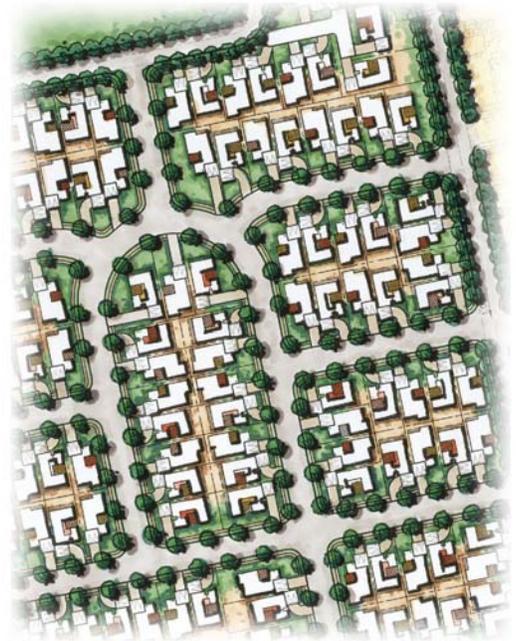
Lot Orientation

In order to avoid visual monotony and a repetitious streetscene, rotating block orientations should be used to avoid lengthy streets.

Plotting and Variable Setbacks

Plotting is an important site planning consideration for the neighborhoods within the Southwest Dixon Specific Area. The plotting of residences should be done in a manner that achieves diversity and visual interest to the neighborhood streetscene. Such diversity can be achieved through varying setbacks, articulated building massing, de-emphasized garages, and enhanced elevations.

- No more than two dwelling units with the same floor plan should be plotted adjacent to one another



- Floor plans should be reversed and plotted so that garages and entries are adjacent to each other to create an undulating setback.
- Adjacent homes should have different elevations and color schemes to avoid a repetitious street scene.

Variable Setbacks

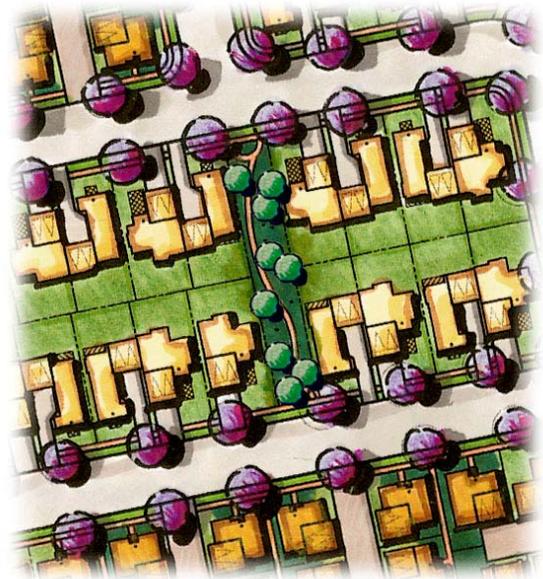


Articulated Building Massing

Boxy two-story building forms that overwhelm the street scene are discouraged. Rather the building mass should be broken down into smaller elements, where feasible, to provide visual interest and articulation to the neighborhood street scene.

Pedestrian Connectivity

Within the Southwest Dixon Specific Plan Area, pedestrian pathways providing strong connectivity among the residential neighborhoods and various amenities such as commercial, office, and recreational amenities are encouraged. These pathways can be located in paseos (greenbelt areas that are separate from the vehicular circulation system), while other pedestrian paths can be located adjacent to the community's roadways. Together these pathways afford a



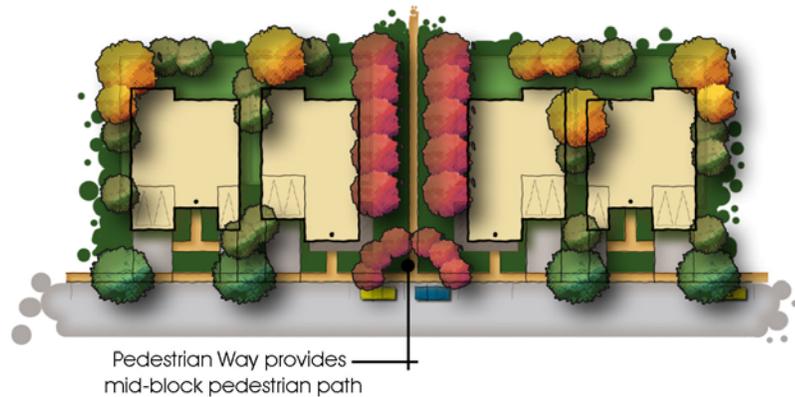
strong pedestrian orientation to the Southwest Dixon Specific Plan Area, providing the opportunity for alternative modes of travel to specific destinations.

Two pedestrian access concepts that should be incorporated into residential site design are the pedestrian way, abutting cul-de-sac bulbs, and the view cul-de-sac:

- **Pedestrian Way**

Where other options for pedestrian connectivity are not plausible, mid-block pedestrian ways can help to provide pedestrian connectivity throughout and into adjacent neighborhoods. These short-cuts provide pedestrian access at mid-block points, thus providing an alternative route.

Pedestrian Way



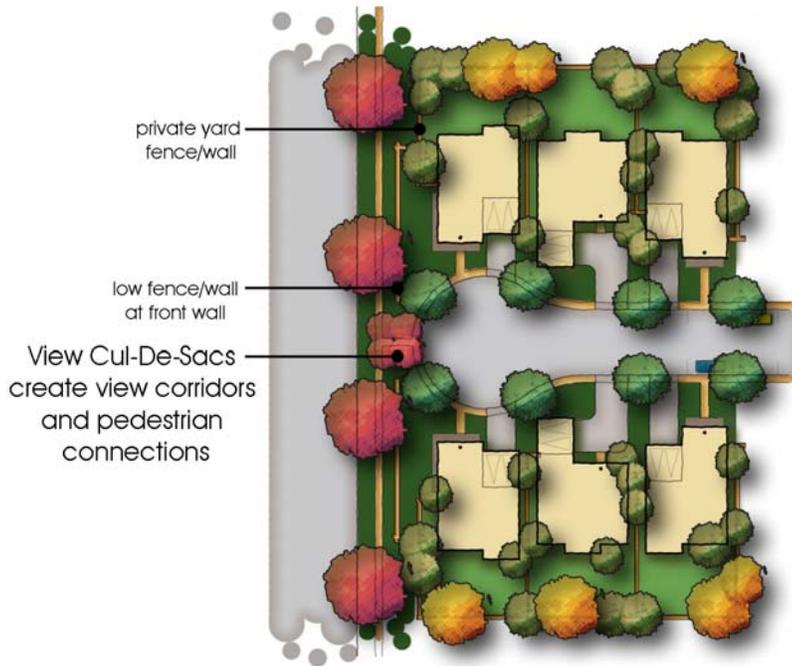
- **Abutting Cul-de-sac Bulbs**

Similar to pedestrian ways, abutting cul-de-sac bulbs provide pedestrian connectivity without allowing for auto circulation to cut through. When designed in conjunction with a paseo, these access points provide for pedestrian connectivity throughout the neighborhoods.

Abutting Cul-de-sac Bulbs



View Cul-de-sac



■ View Cul-de-sacs

Similar to pedestrian ways and abutting cul-de-sac bulbs, view cul-de-sacs provide pedestrian connectivity without allowing for auto circulation to cut through. Generally, the cul-de-sac bulbs stub into open space areas or main auto thoroughfares. By creating an open ended bulb, the cul-de-sacs not only allow for pedestrian connectivity, but they also provide view corridors into and out of the neighborhoods, thus creating a more open neighborhood feel.

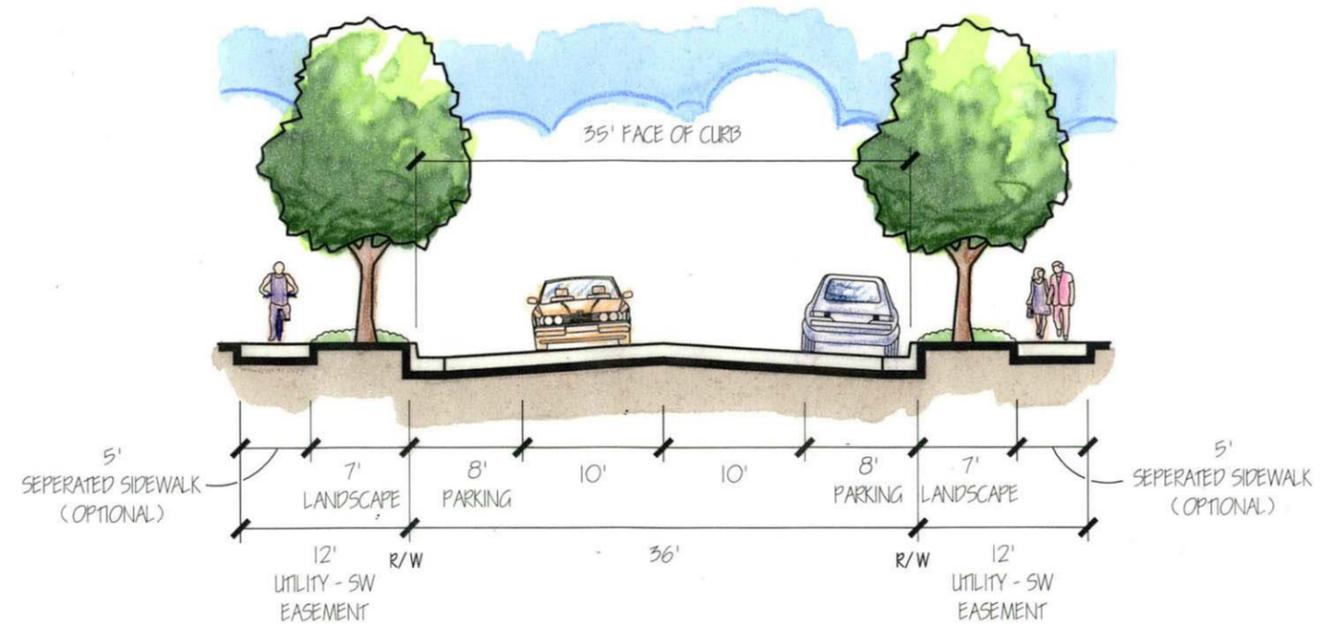
North Parkway Interface

The interface of residences plotted along North Parkway is an important consideration when site planning. A continuous wall along North Parkway should be minimized where practical. Rather, front and side-on plotting with other special treatments are encouraged to provide an “open”, friendly edge. Special treatments to prevent a walled impression include: rear loaded homes, view cul-de-sacs, view fencing, low privacy walls, and pedestrian ways.

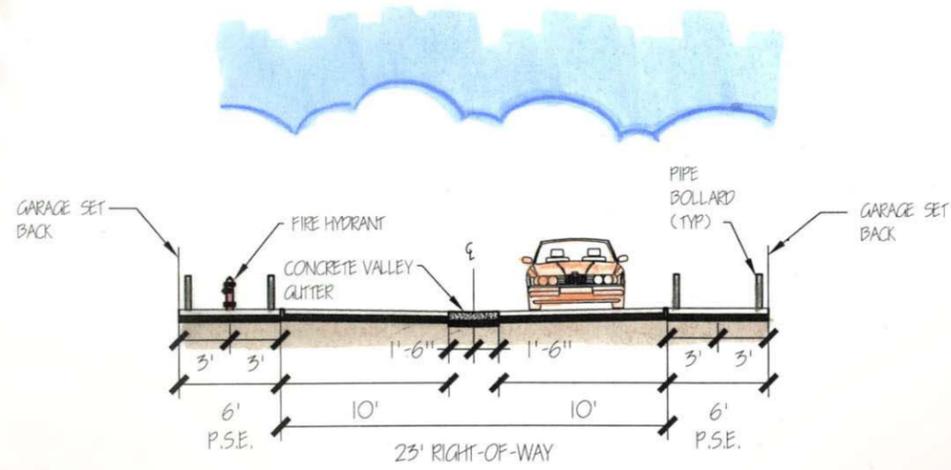
- Siding or fronting (rear loaded homes) onto North Parkway is encouraged. Note: All driveway access should be taken internally and not off North Parkway.
- Open-ended bulbs and paseo connections help to create view corridors and pedestrian linkage from the internal circulation of the neighborhoods onto North Parkway, and are encouraged.

Neighborhood Street Design

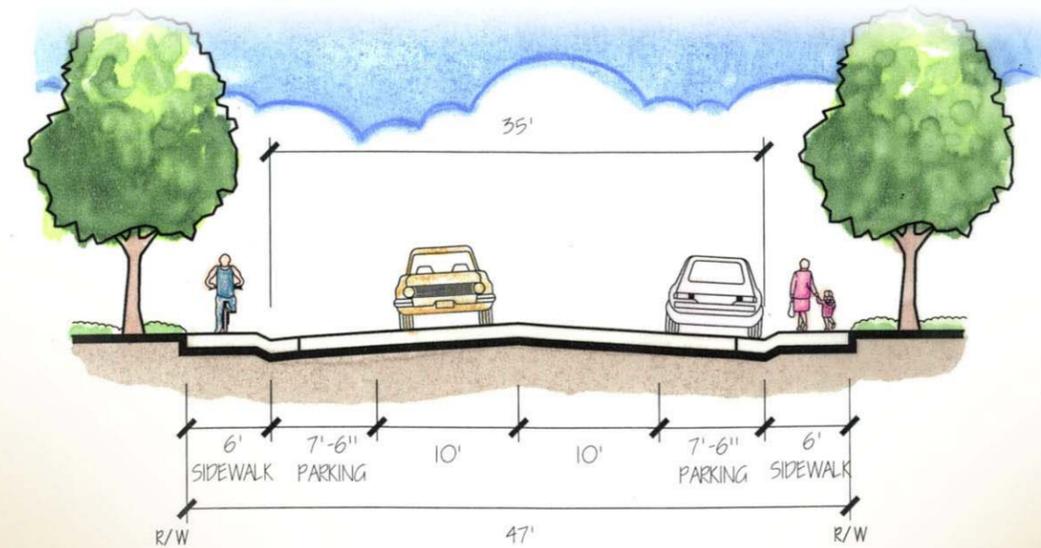
Street patterns within the Southwest Dixon Specific Plan Area should be designed similar to traditional neighborhoods. Neighborhood streets should be site planned to promote connectivity to adjacent neighborhoods and provide alternative routes for both vehicular and pedestrian traffic.



LOCAL STREET



ALLEY
FOR REAR LOADED RESIDENTIAL USE



LOCAL STREET / CUL DE SAC

Neighborhood Streets

Traffic Calming Measures

One of the goals of the Southwest Dixon Specific Plan is to encourage a pedestrian friendly environment. In order to encourage safer streets for pedestrians and enhance the overall visual quality of neighborhoods, traffic calming measures are encouraged in the design of the residential neighborhoods. Such devices include:

- Chicanes
- Reduced Bulbs

Chicanes

Chicanes (also referred to as tapered streets) are a traffic calming measure used in traditional neighborhood design. Although the traffic lanes are the same width (the chicanes only project as far as the on-street parking areas), the tapered street appears to be narrowing, thus encouraging vehicles to slow their speeds. These landscape fingers also provide a visible raised waiting area for pedestrians intending to cross the street. At intersections with chicanes, pedestrians are more visible than they would be if they were cutting between parked cars.



Reduced Bulbs

The standard radius for cul-de-sac bulbs in Dixon is 50'. Although this dimension was primarily designed to ensure the easy maneuverability of emergency vehicles, the abundance of pavement of these large turnaround areas also has negative effects on the surrounding neighborhood by creating heat sumps and increasing storm runoff. Furthermore, valuable land that could be developed to provide residences and outdoor landscape areas is taken up by the extra pavement.

- Reduced bulbs will be allowed in the Southwest Dixon Specific Plan area provided that they meet the staging needs of emergency vehicles.

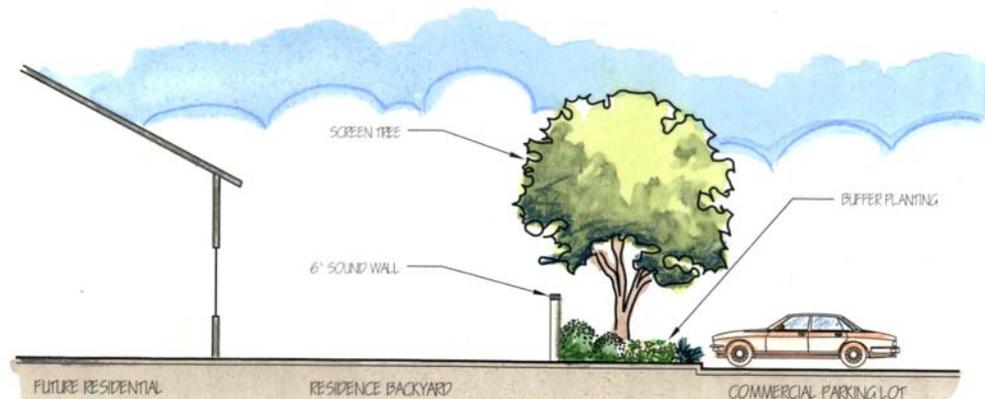
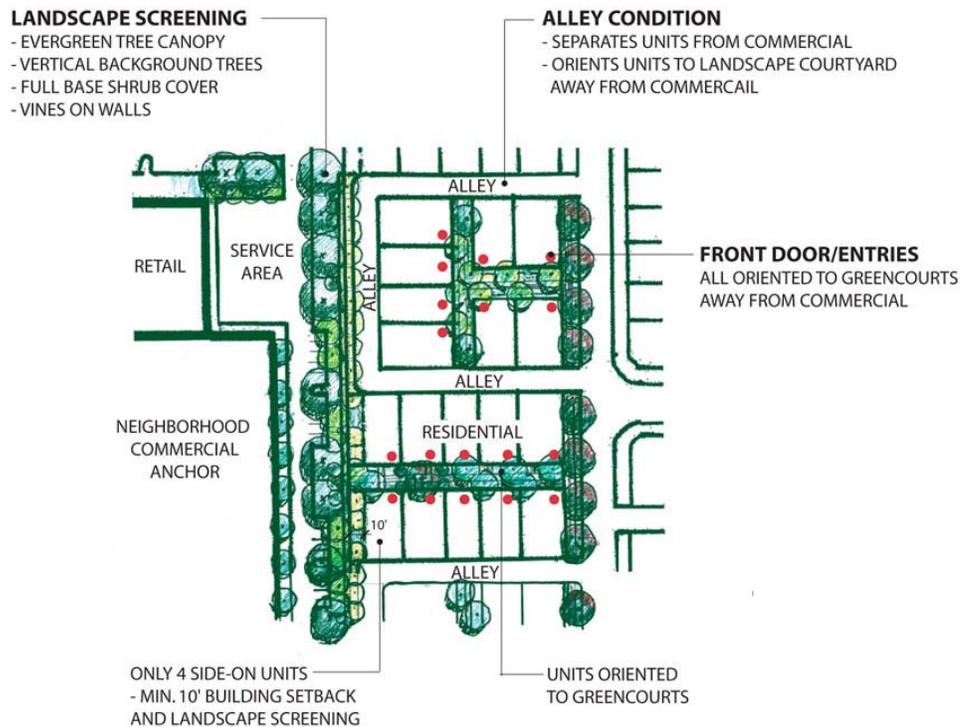
- This includes a minimum of 38-foot face-of-curb to face-of-curb radius, provided each lot maintains a 20-foot frontage onto the bulb.
- This dimension allows for a three-point hammerhead turning configuration for equipment turn around.

LAND USE INTERFACES

Commercial/ Residential Interface

The interface between residential and commercial land uses is an important consideration when site planning.

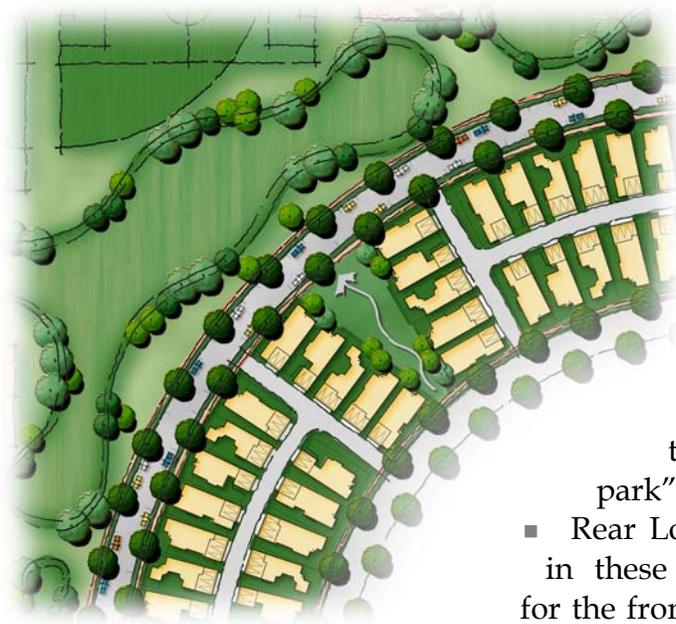
- Residential units should rear or side the service side of commercial. On rear loaded homes, this can be done by paralleling the commercial and residential alleys, or stubbing the residential alleys perpendicular to the commercial alley.



Residential/ Park Interface

The adjacency of the residential neighborhoods to the Community Park is an important consideration in the overall community design. Special care must be taken to ensure that this reciprocal relationship is reflected in the interface between these two land uses.

Special attention should be given to the physical and visual transition between development areas and the adjacent community park. These transition areas should be designed, landscaped, and graded to blend residential development and the park together smoothly.



Homes planned for this area should be plotted to allow for neighboring residents to access the park from within the community, not just along West A Street or Evans Road.

- Where feasible, homes should front the Community Park, thus creating “eyes on the park”
- Rear Loaded homes are encouraged in these neighborhoods—this allows for the fronts of homes to face the park, while allowing garage access off an alley.

GARAGES AND DRIVEWAYS

De-emphasis of Garages

Residential garages should be positioned to de-emphasize their visual impact on the street. This will allow the active, visually interesting features of the house, to dominate the streetscape. Garages may be sited in several ways:

- Recessed Garage
- Corner Lot with Side-street Entry Garage
- Forward Swing-In Garage

- Split Garages
- Alley-Loaded Garage
- Detached Garages
- Garage Forward

(See Architecture Design- Single Family Residential, for garage design criteria)

Maximum Width of Driveways

In order to limit the unappealing amount of hardscape in front of a home, three and four-car garage homes should be designed with a driveway enhancement. Enhancement options include:

- The use of contrasting materials,
- Tapered driveway, or
- Landscape planter strips.

**3-Car Garage with
Tapered Driveway**



**3-Car Garage with
Planter Strip**



SPECIAL SITING CONDITIONS

Corner Lots

Homes plotted on corner lots should feature enhanced elevations that provide a similar level of detail to corner side elevations as the front elevation. Enhancements may include elements such as:

- Wrap-around porches or courtyards
- Principal window treatments
- Roof plane breaks
- Accent colors, materials and detailing

Perimeter Edge Conditions

On lots adjacent to perimeter streets, open space or other public areas, side and rear elevations that face such areas should be articulated and treated to provide visual interest to the edge condition. Particular consideration should be given to the treatment of second stories and roof elements.

Articulation to visible side and rear elevations along perimeter areas can be achieved through the use of the following elements:

- Patio covers or second story decks
- Principal window treatments
- Off-set wall planes (two-foot minimum offset)
- Roof plane breaks
- Color blocking
- Introduction of accent building materials and colors
- Introduction of accent elements such as clay vents, outlookers, and decorative grille work consistent with the front elevation
- Other similar features that provide articulation to the visible side or rear elevation

Secondary Units

Secondary units (also referred to as ancillary or granny units) help to increase affordability and diversity throughout a neighborhood.

When used, secondary units should be designed with the same level of detail and should match the architectural style of the primary residence.

Residential Small Lot

Along with conventional small lot single family, many of the housing types allowed within the Residential Small Lot category are a combination of detached or attached units arranged in various cluster layouts, courtyards, or other drive aisle configurations. Many of these products do not have typical front side and rear conditions. Rather, any building elevation that faces onto a paseo, courtyard, drive aisle, or any community open space is as important as street-facing elevations and should be well-articulated in accordance with the design criteria. Some of the residential small lot housing types include:

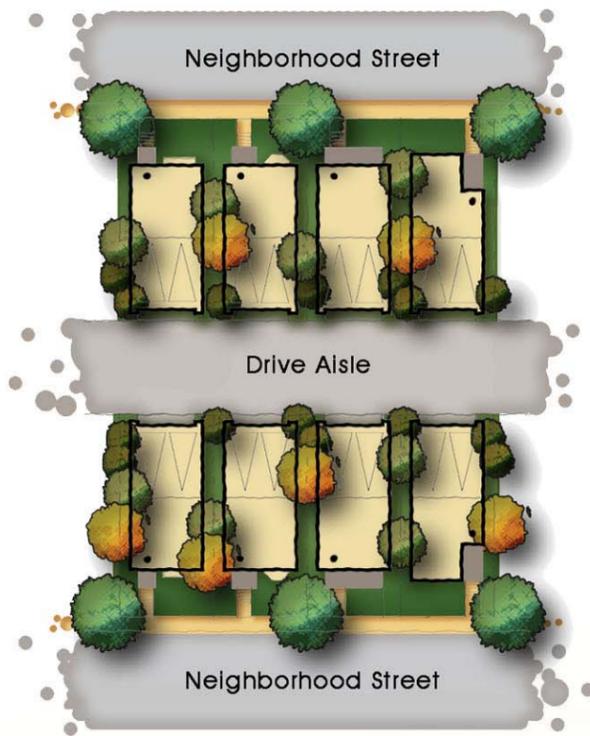
- Court Cluster
- Rear Loaded
- Green Court
- Corner Duets
- Duets
- Z-Lots

Residential Small Lot Housing Examples

Court Cluster



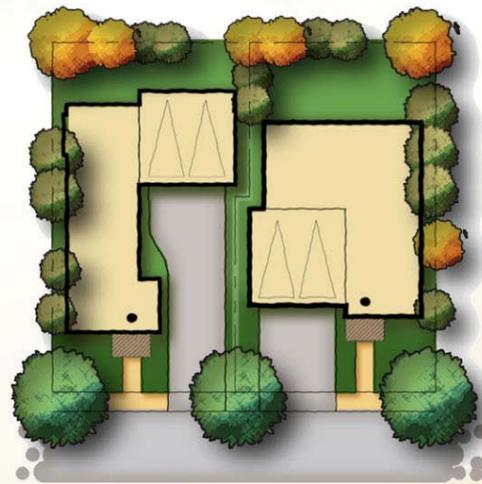
Rear Loaded



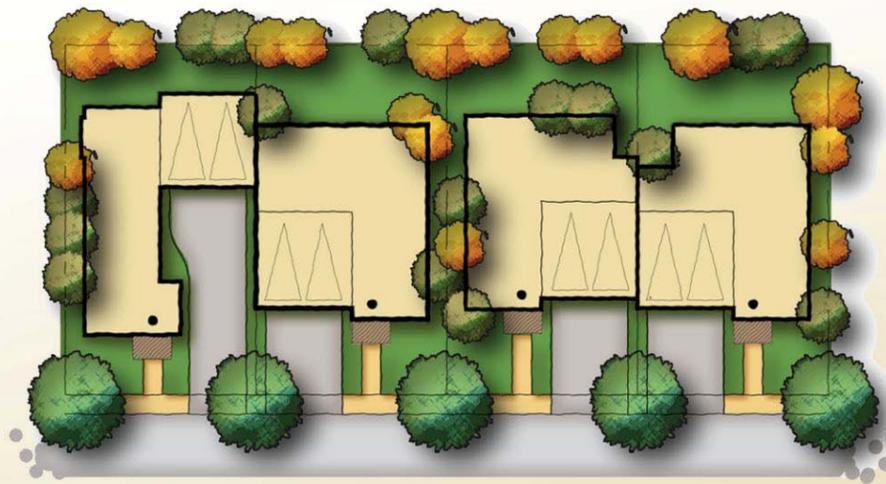
Green Court



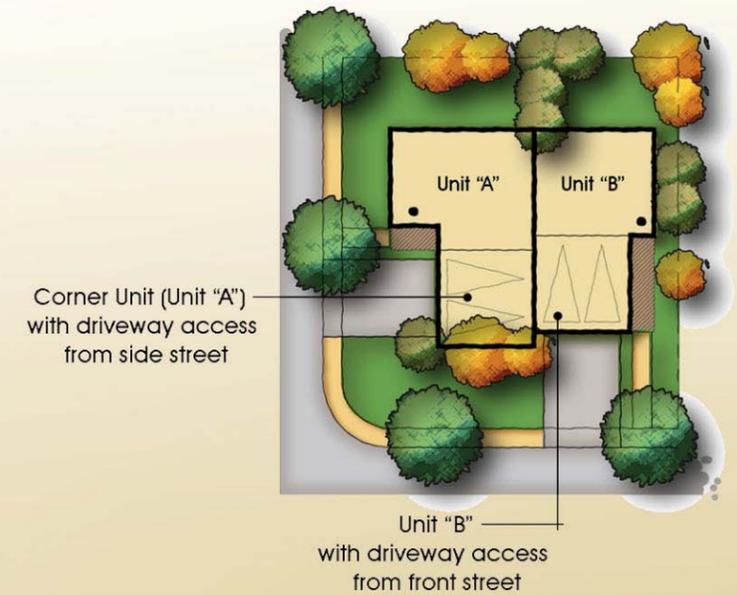
Z Lot



Duets



Corner Duets



ARCHITECTURE DESIGN – Single Family

Introduction

The Architectural Design Guidelines for the residential areas of Southwest Dixon Specific Plan are intended to facilitate the creation of diverse and varied streetscapes, while creating a cohesive sense of place in keeping with the overall traditional community design concept.

Regardless of its architectural style, the architecture of a house is comprised of three basic components. These architectural components consist of Building Facades, Roofs, and Detail Elements. Together, when these components are designed appropriately, a cohesive yet diverse residential neighborhood environment will be realized, consistent with the goals and objectives of the Southwest Dixon Specific Plan.

THREE ELEMENTS OF A HOUSE:

- BUILDING FACADES
- ROOFS
- DETAIL ELEMENTS



BUILDING FACADES

Building Form

Variety in building forms provide diversity and visual interest to the neighborhood streetscene and can be used to create a desirable human scale.

The following elements should be incorporated into the design of residential structures within the Southwest Dixon Specific Plan neighborhoods:

- Building wall planes, particularly on the front elevation, should be staggered to create interest along the street scene.
- Projections and recesses should be used to provide shadow and depth.
- Combinations of one and two story forms should be used to help to create variety in setback and overall building form.

Building Materials and Color

Building materials and color are important elements to the visual quality of homes with the neighborhoods of Southwest Dixon.

- Building materials (including accent materials, roof materials, and paint colors) should be consistent with the architectural style of the residence.
- All surface treatments or materials should be designed to appear as an integral part of the design, and not merely applied. All materials should wrap columns, porches, or balconies in their entirety.
- Material changes should occur at inside corners or other meaningful location. Materials applied to any elevation should turn the outside corner of the building a minimum of 3' before terminating.
- The color palette should be selected with the design objectives of avoiding monotony, providing a variety of colorful schemes, and promoting visual diversity.
- Selected finish materials should be appropriate in their use and application, and be durable and of high quality.
- No homes adjacent to each other or immediately across the street from each other should have the same color scheme or same body color.



ROOFS

Roof Form and Slope

Similar to building materials and color, roof form and slope are also important design elements in creating a well-developed streetscene.

- Roof treatments should be consistent with the architectural style of the dwelling.
- Variety of roof design and treatment is encouraged to provide visual interest to the neighborhood roofscape throughout Southwest Dixon, including the use of gable, cross-gable, hip, or a combination of these roof forms.
- Likewise, variety in roof lines is encouraged to avoid a common roof line along neighborhood streets. Rooflines of adjoining residences should vary ridge heights, roof forms, and direction of gables.
- Repetitious gable ends framed side to side on rear elevations are not permitted along perimeter edges of residential neighborhoods, when visible from a public space or street.
- Broken roof pitches extending over porches, patios or other similar features are encouraged where appropriate to the architectural style.

Roof Materials

In order to avoid a monotonous roofscape appearance, a variety of roof materials is encouraged throughout the neighborhoods of the Southwest Dixon Specific Plan Area.

- Roof materials should be compatible with the architectural style of the residence and should have a matte finish to minimize glare.
 - **Permitted Roof Materials**
 - Clay or Concrete “S” Tiles
 - Clay or Concrete Flat Tiles
 - Clay or Concrete Shakes
 - Slate
 - Low profile S-tiles
 - Architectural Grade Composition
 - **Prohibited Materials**
 - Wood Shake
 - Rolled roofing material

Fascias

Fascias may be either stucco, wood, or tile. If wood is used, it should be stained or painted.

Skylights

Skylights are permitted, but should be designed as an integral part of the roof. White “bubble” skylights are not permitted. Skylight framing material should be bronze anodized or colored to match the adjacent roof materials.

DETAIL ELEMENTS

Entries

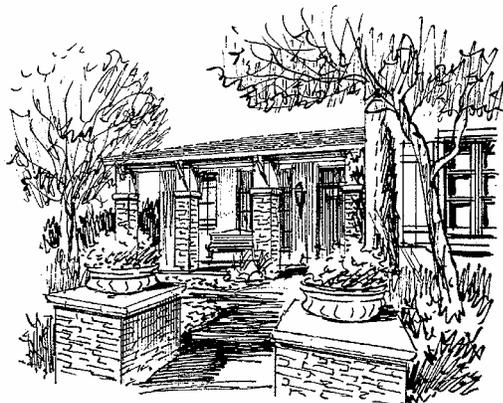
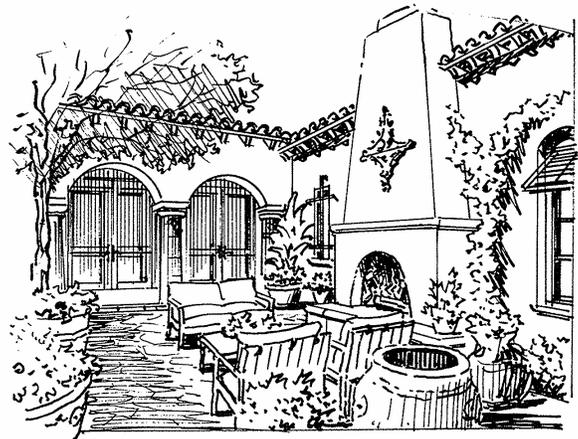
The entry of a residential dwelling should be articulated as a focal point of the building’s front elevation.

- Roof elements, columns, porticos, recesses or projections, window or other architectural features should be used to accentuate the entryway.

Courtyards

Courtyards provide a transition from the public space of the street to the entrance of the dwelling.

- Courtyard walls, when provided, should be finished to match the house.
- Stone, ceramic tiles, steps, recesses, cut-outs, or wrought iron accents appropriate to the architectural style of the residence are encouraged.



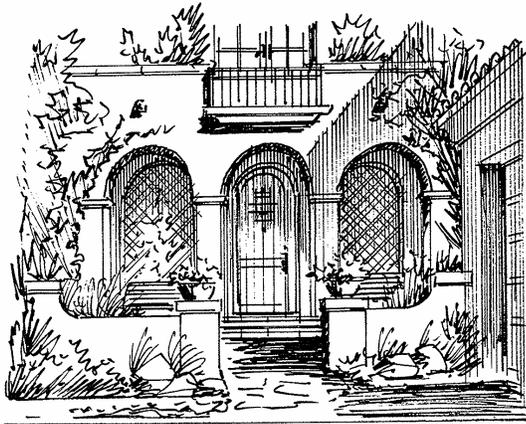
Porches

Porches not only provide pedestrian scale elements to the building massing but also allow for an area for residents to enjoy the outdoor climate and a place converse with neighbors.

- When provided, porches should be designed as an integral component of the

building's architecture, with dimensions significant to create a usable outdoor space.

- Porches should have railings and be fully covered in one of the following ways:
 - Roof element and tile matching the residence
 - Trellis structure
 - Second floor balcony or overhang



Columns and Archways

The use of columns and archways adds articulation to the character of the residence and is encouraged where appropriate to the architectural style.

- Columns and archways should be scaled appropriately to provide a sense of strength and support compatible with the architectural style of the home.

Trellis and Arbors

Trellises and arbors, when used, should be designed to maintain their appearance considering the climatic conditions of the area.

Patio Covers and Balconies

The use of rear patio covers and second story balconies provide an excellent opportunity for the articulation of rear facades, particularly along visible perimeter conditions (i.e., public spaces or streets). Second story balconies provide further visual interest to the streetscene by increasing the perceived front setback of the second story.

- Patio covers and balconies should be designed as an integral component of the architecture.
- Columns used in conjunction with the patio covers and balconies should convey a sense of strength and support.

Principal Window Treatments

At least one principal window is required on front elevations. Principal windows are defined as having one of the following characteristics:

- Recessed window or a pop-out surround;

- A bay window with projection and detailing appropriate to the architectural style of the residence;
- A enhanced sill with corresponding roof element and corbels;
- An overhead trellis element; or
- Decorative iron window grille projecting forward of the wall plane.

Rear and side elevations that are visible from perimeter conditions should have at least one principal window as defined above. The use of shutters is an acceptable principal window treatment on visible rear elevations when used in conjunction with an enhanced sill or other form of articulation.

Window Treatments

- All other windows on the front elevations and visible side and rear elevations should feature trim surrounds, headers or sills. The minimum reveal for trim elements is 1". The style of windows should be compatible with the architectural style of the residence.

Detail Elements

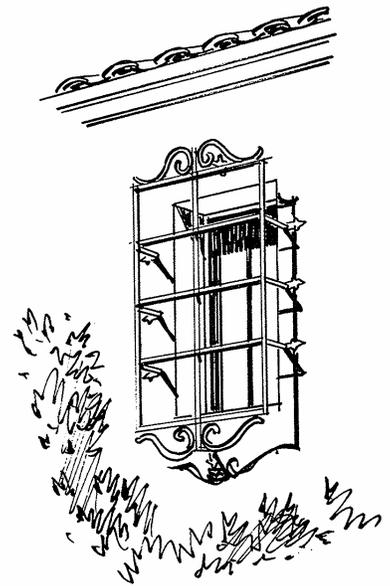
Detail elements should be consistent with the architectural style. Detail elements include:

- Shutters
- Exposed rafter ends or cross beams
- Decorative grille work
- Decorative stucco or clay pipe vents
- Decorative ceramic tile and/or other similar features

Exposed gutters and downspouts should be colored to match or complement the surface to which they are attached.

Walls and Fences

Walls and fences that are visible from streets, open space, or other public areas should be in accordance with master developer specifications and meet noise attenuation requirements where applicable



GARAGES

Garage Design

Attached or detached garages should be designed to de-emphasize their architectural prominence. To achieve this desired effect, these structures should incorporate the following:

- Garage doors should vary with respect to windows and/or color as appropriate to individual architectural styles.
- On conventional home plotting, in effort to buffer the view impact of garages and garage doors from the sidewalk or street, optional treatments such as a trellis or porte-cochere are encouraged. A recessed garage plan with a porte-cochere can create an additional partially covered parking space, and also can serve as an outdoor private space.
- Rear loaded homes are also encouraged. The garages of these homes generally take access from drive aisles and court streets, allowing more architecture to front onto the neighborhood streets and open spaces. When plotting rear loaded units, since the garage side of the homes will only be visible to the drive aisles, it is not necessary to recess the garage doors.



Garage Placements

Residential garages should be positioned to de-emphasize their visual impact on the street. This will allow the visually interesting features of the house to dominate the streetscape. All garage doors should be recessed a minimum of 6 inches behind the garage wall plane. Tandem parking in garages may be used to minimize the number or width of garage doors

Alley Loaded Garage

Alley-loaded garages are accessed from a rear or side alley. Some garages may have operable doors on both the rear and front facades with vehicular access available on both sides.



Garage Forward

This garage placement is located forward of the home's front facade. Extra attention and treatments should be applied when using this garage location. (decorative garden fence, low wall with gates, trellis, or porte-cochere).



Swing In Garage

These garage placements may be located at the front, side or rear of a plan. Swing-in garages greatly reduce the impact of garage door faces on the streetscape. A minimum of 30' between the garage door and the side property line is required to accommodate back-up space.



Detached Garage

Detached garages are located toward the rear of the lot behind the primary structure. Similar architectural details as designed on the residence should be applied to the detached garage.



Corner Condition

This garage placement allows the option of entering from the side street, thereby eliminating the garage and driveway from the front face of the house. Side-street entry garages can be detached.



Recessed Garage

Recessed garages are located behind the front elevation/living space.



Split Garage

Split garages are garage doors separated by living space, thus de-emphasizing the impact of the garages on the streetscene.



Garage Placements

- **3-Car Garages**

When a 3-car front-facing garage is used, in addition to standard garage requirements, at least one of the following front-facing plan elements is required:

- A minimum 6 foot deep by 10 foot wide porch on the front elevation.
- An offset at single door of at least 2 feet from the double door.
- A double and single garage door separated by at least 1 foot of wall mass between doors.
- The garages are located at least 5 feet behind the front façade of the dwelling's living space.

- **4-Car Garages**

Portions of four car garages may be located forward of the house. In no case may all four-garage doors face the street. If garage doors are located forward of the living space they are subject to the design criteria listed above under "Garage Forward". If there are front facing 3-car garages, the above "3-car front-facing garage requirements" should apply.

Optional treatments such as a trellis or porte-cochere that occur forward of the garage can be used to buffer the view impact of garages and garage doors from the sidewalk or street. For example, a recessed garage plan with a porte-cochere can create an additional, partially covered, parking space and also can serve as an outdoor private space.

Exterior Lighting

The level of on-site lighting as well as lighting fixtures, should comply with any and all applicable requirements and policies of Dixon. Energy conservation, safety and security should be emphasized when designing any lighting system.

Accessory Structures

Casitas, guest houses, detached garages, greenhouses, and other similar accessory structures should be compatible in design, materials, and color as the main residence. Such structures should be visually related to the main residence through the use of courtyards, garden walls, or other landscape elements.

Mechanical Equipment

Special care should be made so that mechanical treatment does not detract from the architecture of the primary residence.

- Mechanical equipment such as air conditioners, heaters, evaporative coolers, television and radio antennas, and other such devices should not be mounted on any roof.
- Mechanical devices such as exhaust fans, vents and pipes should be painted to match adjacent roof surfaces.
- Ground mounted air conditioning units must be located behind side yard privacy return walls.
- All antenna and satellite dishes visible from any public or private street, sidewalk, open space or adjacent lot subject to all federal regulations.

ENERGY EFFICIENCY

The Southwest Dixon builders are committed to meet or exceed statewide energy-efficiency requirements. They are also encouraged to offer energy efficient amenities such as:

- Roof-integrated photovoltaic cells (which are designed to blend seamlessly to maintain the architectural roofline of the home),
- Energy Star appliances (which use a minimal amount of energy).
- Shade elements (such as extended roof treatments over porches and outdoor areas) as well as deciduous trees (these elements can also help to protect the homes from excess sun entering through primary windows).
- Low-flow water fixtures,
- Drip landscape watering systems, and
- Energy-saving, dual-glazed LoE2 windows.

LANDSCAPE ELEMENTS – Single Family

Walls and Fences

The design of fencing should be uniform throughout each subdivision. Fencing designs, materials, and colors may vary between subdivisions.

- Neighborhood fences should be 6 feet high and be comprised of cedar, fir, or redwood. Wood may be left natural, have a matte varnish, or have a semi-transparent stain in natural tones of light browns and grays applied. Chain link fencing is prohibited.
- Low wood fences and picket fences (between 30 inches and 36 inches in height) are permitted along front yards and at side yard property lines within the front yard, or along corner side yards. Fencing within a designated front yard area should be open and of a “rail fence” nature. The design and height of these fences are encouraged to vary within each subdivision to provide interest and diversity. In the case of the low fences, white paint or stain is permitted. Fencing 36 inches or lower may be placed immediately behind the walk.
- Fences are to be located on the rear and side property lines of residential lots, except at neighborhood entries and other locations where the community wall is used. With respect to corner conditions, the fence will return back to the residential unit at a logical point related to the specific architecture of the unit.
- Gates, courtyards, and/or arbors placed along the walk to a unit’s entry are encouraged.

Plant Palette

For the list of plant species allowed in the Southwest Dixon Specific Plan Area, refer to the Plant Palette in the Appendix of this document.

3

CHAPTER 3 HIGH DENSITY RESIDENTIAL DESIGN

Similar to the lower density neighborhoods intended for Southwest Dixon, high density communities should also maintain a strong focus upon the pedestrian and human-scale streetscapes. Rather than sharply contrasting with the adjacent uses, these neighborhoods should be designed to blend and compliment the traditional design elements of nearby communities.



- Diversity in housing types is encouraged throughout the high density neighborhoods.
- A mix of attached and detached housing types with a variety of building and siting configurations are encouraged.
- Regardless of the type of housing designed for these parcels, the relationship of outdoor space and pedestrian connectivity are key elements that should be addressed in the design of the high density neighborhoods.



Types of High Density Housing

In effort to create diversity in housing opportunities throughout the high density neighborhoods, both attached and detached housing solutions are encouraged. Site planning guidelines for both high density attached and detached neighborhoods are addressed in the following sections.

SITE PLANNING - High Density: Attached

Types of Attached Housing

High density attached housing is comprised of residential buildings that include more than one dwelling unit. Apartments, townhomes, and condominiums are a few examples of the many attached housing options allowed in the high density neighborhoods of Southwest Dixon.

High Density Attached Housing Examples

Motor Court Townhomes



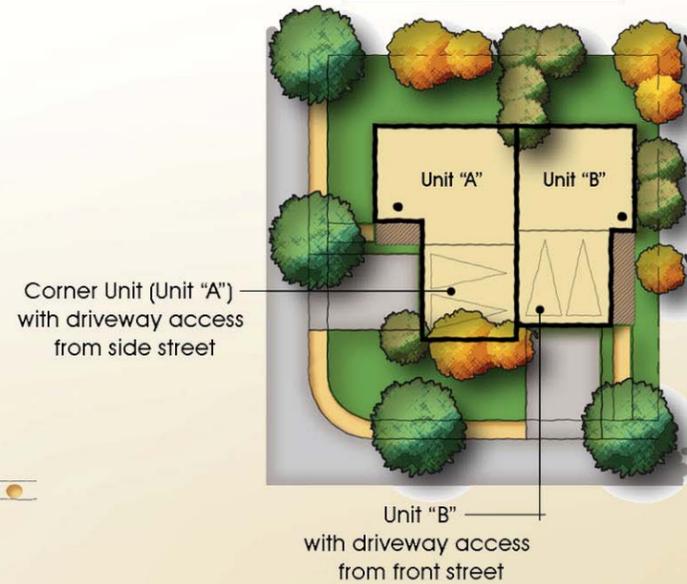
Green Court Townhomes



Rear Loaded Townhomes



Corner Duets



Duets



Preserving Views

Careful building placement and street orientation can help protect visual quality for residents throughout the Southwest Dixon Specific Plan Area. Where feasible, preserving views of the Coast Range, as well as creating vistas to other open space elements is encouraged.

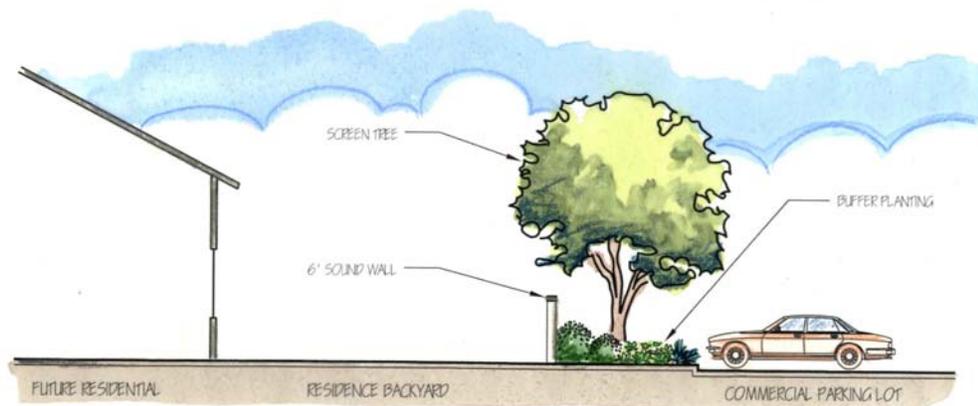
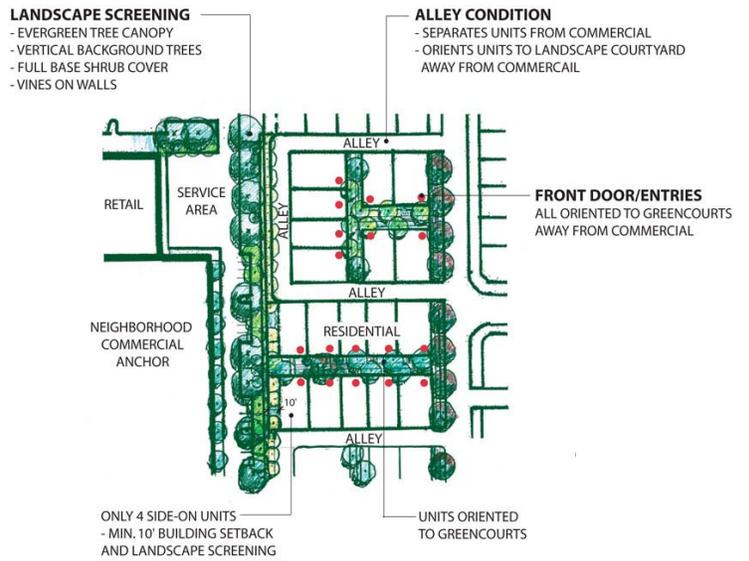
Building Orientation

Where appropriate, buildings should be grouped to create effective outdoor space and respect privacy of residents and adjacent uses.

Commercial Interface

The interface between residential and commercial land uses is an important consideration when site planning.

- Residential units should rear or side the service side of commercial.
- Building entries should not front the service side of commercial buildings.



Pedestrian Connectivity to Community Open Space

Due to the higher densities of townhouses and apartments, special design consideration is needed to assure a high-quality living environment for high density neighborhoods. In particular, convenient access to open space is important.

Common Open Space

Typically, individual outdoor living areas are limited for high density neighborhoods. Therefore, convenient access to common open space is essential. Centralizing such amenities allows the residents to enjoy the recreational facilities, thus creating a high-quality living environment.

The common spaces should be designed to serve the residents' needs. Development designed for families should offer recreational opportunities conducive to the needs of family living. Such amenities include picnic areas, passive and active open areas, and children's play areas as appropriate.



High density development designed for senior housing should offer recreational opportunities conducive to the needs of senior living. Such amenities include walking paths with benches and other passive areas appropriate for a senior lifestyle.

SITE PLANNING – High Density: Detached

Housing types for this category are detached units arranged in various cluster layouts, courtyards, or other drive aisle configurations. Many of these products do not have typical front side and rear conditions. Rather, any building elevation that faces onto a paseo, courtyard, drive aisle, or any community open space is as important as street-facing elevations and should be well-articulated in accordance with the design criteria. Examples include:

- Court Cluster
- Rear Loaded
- Green Court
- Z-Lots



High Density Detached Housing Examples



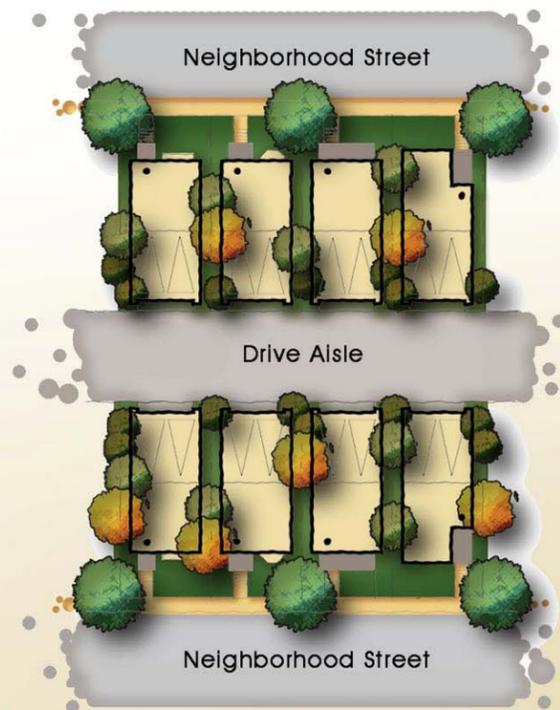
Court Cluster



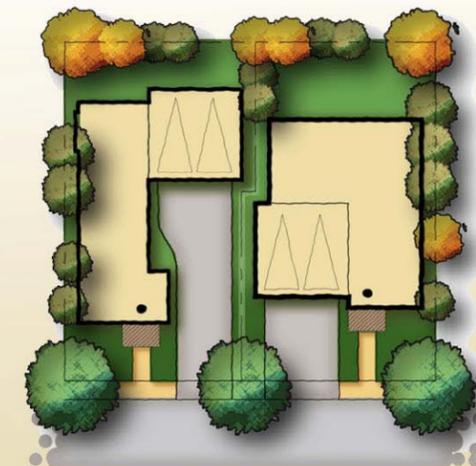
Green Court



Rear Loaded



Z Lot



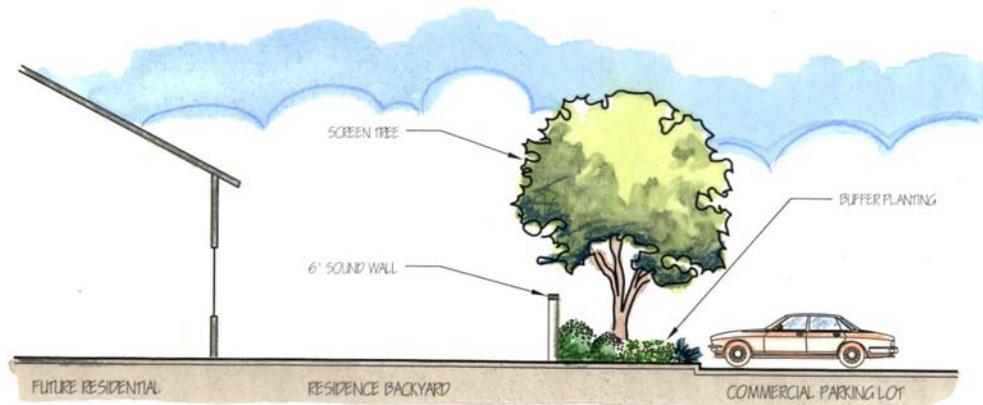
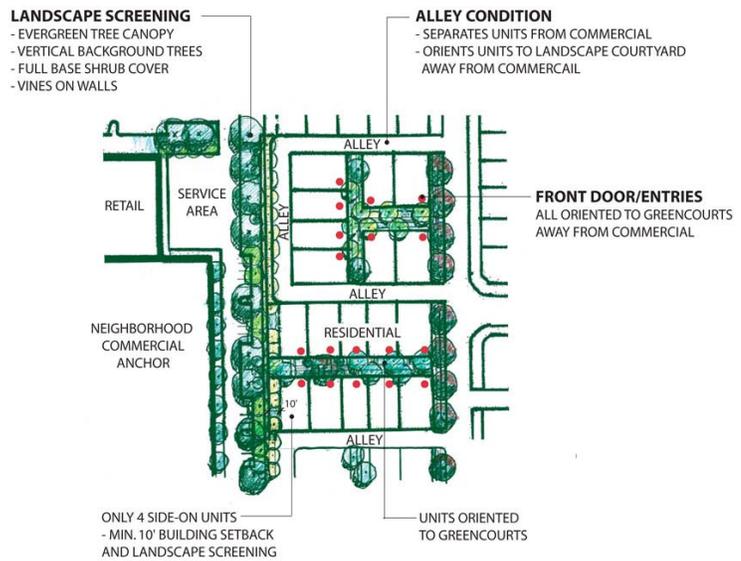
Preserving Views

Careful building placement and street orientation can help protect visual quality for residents throughout the Southwest Dixon Specific Plan Area. Where feasible, preserving views of the Coast Range, as well as creating vistas to other open space elements is encouraged.

Commercial Interface

The interface between residential and commercial land uses is an important consideration when site planning.

- Residential units should rear or side the service side of commercial. Building entries should not front the service side of commercial buildings.



Pedestrian Connectivity to Community Open Space

Due to higher densities, special design consideration is needed to assure a high-quality living environment for all residents. In particular, convenient access to open space is important.

Common Open Space

Typically, individual outdoor living areas are limited for higher density neighborhoods.

Therefore, convenient access to common open space is essential. Centralizing such amenities allows the residents to enjoy the recreational facilities, thus creating a high-quality living environment.



ARCHITECTURE DESIGN – High Density: Detached

For detached housing design, refer to the architecture guidelines in Chapter Two- Single Family Residential Design Guidelines.

ARCHITECTURE DESIGN – High Density: Attached

Introduction

By the very nature of the product, attached high density projects function as small villages or communities. Each neighborhood should be designed for internal compatibility, using a blend of building types, harmonious architectural styles and a tastefully balanced palette of colors and materials.

Regardless of its architectural style, the architecture of a building is comprised of three basic components. These architectural components consist of Building Facades, Roofs, and Detail Elements. Together, when these components are designed appropriately, a cohesive yet diverse residential neighborhood environment will be realized, consistent with the goals and objectives of the Southwest Dixon Specific Plan.

BUILDING FACADES

Building Form

Human scale is a key factor in maintaining the ambience of a small town. This can be achieved through variety in building forms and by breaking up building shapes into



multiple forms. Articulation of form can greatly enhance the visual environment.

- Buildings should incorporate significant offsets both horizontally and vertically, minimizing expansive uninterrupted wall planes.



Building Height

Buildings should incorporate height reducing elements such as:

- Stepping down of three-story buildings to two-story elements at prominent corners
- Large open balconies at building corners to provide negative space
- Shed roof forms
- Material changes

Four Sided Architecture

All elevations visible from public spaces should be treated as a “front” elevation and should include:

- A minimum of one principal window per floor per elevation, with remaining windows featuring trim surrounds, headers, or sills consistent with the architectural style of the building
- Recessed or covered entry doors
- Window groupings
- Sufficient articulation of building walls to provide interest

Articulation

Articulation and massing are particularly important to avoid bulky, barracks-like structures.

- The use of dormers, gables, building offsets, balconies, porches, and other articulation techniques are encouraged.



ROOFS

Roof Form

Similar to building form, roof form and slope are also important design elements in creating a visually interesting community.

- Roof treatments (including slope and form) should be consistent with the architectural style of the building.
- Variety in roof forms, ridge heights and direction of gables help to avoid monotonous roof lines along master planned streets and paseos.
- Broken roof pitches extending over porches, patios or other similar features are encouraged where appropriate to the architectural style.
- Gambrel and mansard roof forms are prohibited.



Roof Materials

In order to avoid a monotonous roofscape appearance, a variety of roof materials is encouraged throughout the neighborhoods of the Southwest Dixon Specific Plan Area.

- Roof materials should be compatible with the architectural style of the residence and should have a matte finish to minimize glare.
 - **Permitted Roof Materials**
 - Clay or Concrete “S” Tiles
 - Clay or Concrete Flat Tiles
 - Clay or Concrete Shakes
 - Slate
 - Low profile S-tiles
 - Architectural Grade Composition
 - **Prohibited Materials**
 - Wood Shake
 - Rolled roofing material

Fascia

Fascias may be stucco, wood, wood composite or tile. If wood is used, it should be stained or painted.

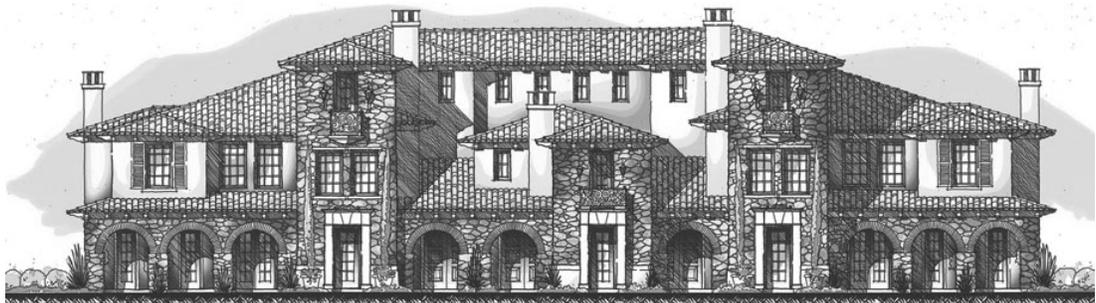
Skylights

Skylights are permitted, but should be designed as an integral part of the roof. White “bubble” skylights are not permitted. Skylight framing material should be bronze anodized or colored to match the adjacent roof.

ARCHITECTURAL FEATURES AND ACCENTS

Entries

Front entry doors and entryways should provide a focal point to each residential unit and should be protected with overhangs, recesses, porches, or trellises.



Courtyards

Courtyards are encouraged and should appear as an extension of the architecture of the main building.

- Courtyard walls should be finished to match the building. Stone, ceramic tiles, steps, recesses, cut-outs, or wrought iron accents are encouraged.

Balconies

Balconies, when provided, should be designed to be in scale and proportion with the architecture of the adjoining building.

- Covered or trellised balconies are preferred.
- Scuppers or internal drains are required on all balconies for drainage.
- Balcony supports, if used, should be a minimum of 12" square and proportional to the size of the balcony.
- Balconies are considered part of the building envelope and should conform to the setback criteria.

Principal Window Treatments

Principal windows are required on all elevations and are defined as one of the following:

- A prominent window recessed or having a pop-out surround;
- A bay window with a minimum projection and detailing appropriate to the architectural style of the residence;
- A enhanced sill with corresponding roof element and corbels;
- An overhead trellis element; or
- Decorative iron window grille projecting forward of the wall plane.

Window Treatments

- All other windows on the front elevations and visible side and rear elevations should feature trim surrounds, headers or sills. The minimum reveal for trim elements is 1". The style of windows should be compatible with the architectural style of the residence.

Garage Doors

- All garage doors should be recessed 6" or be surrounded with 6" minimum pop-outs.
- When used, door lites should be appropriate to the architectural style of the building.

Vents

- Type B vents for gas appliances, water heaters, and heating units should be painted to match the roof color. Such elements should be located to minimize visual impact to building elevations.

Exterior Stairs

- Exterior stairs should be designed as an integral part of the architecture.
- Stairs are included in the setback calculation and must remain within the building envelope, as defined by an outermost wall and/or roof.
- Stair guardrail design should be consistent with the architecture of the building.

Awnings

- Awnings, when provided, should be designed as an integral part of the architecture.
- Unacceptable awning treatments include metal louvers (except for Bermuda style shutters), untreated fabric, and project names, texts, or logos.

Mechanical Equipment

- Mechanical equipment (air conditioning/heating units, etc.) should not be mounted on, or attached to, any sloped roof. When mounted on flat roofs, mechanical equipment should be completely screened by parapet walls at least as tall as the equipment screened.
- Ground mounted air conditioning units must be screened by walls at least 6" higher than the unit(s) and located away from pedestrian paths and project amenities.
- Mechanical devices such as exhaust fans, vents, and pipes should be painted to match adjacent roof surfaces.

Meters

- Natural gas meters should be grouped and screened behind walls.
- Electrical meters should be ganged and located behind doors.
- Screen walls and electrical enclosures should be designed integral to the project's architecture.

Gutters and Downspouts

- Exposed gutters and downspouts, when used, should be colored to either match or complement the surface to which they are attached.

ACCESSORY STRUCTURES

Clubhouse and Recreation Buildings

- Clubhouses, recreation buildings, and other support buildings should match the architectural style and detailing of the residential buildings.



Storage Buildings

- Storage buildings should have the same level of architectural detailing as the residential buildings within the project.

Detached Garages

- Detached garages, when provided, should use a similar roof treatment and building material as the residential buildings they serve.
- Six-car detached garage structures are preferred as a maximum. Detached garage structures with more than six parking spaces should have a minimum 12" garage door offset.

Carpports

- Free-standing metal carports should be cantilever type and have a minimum 6" tall fascia wrapping all four sides of the roof.
- Carports should have end walls or other screening devices with architectural detailing similar to the residential buildings.
- The desirable length for carports is less 8 parking spaces.
- Carport color, including roofs, should complement the development.

Trash and Recycling Enclosures

- Enclosures should be constructed of concrete masonry units finished similar to buildings in the development.
- Enclosures should have opaque metal gates that are designed consistent with the neighborhood design.
- Each enclosure should have a lighted access that meets federal accessibility standards.

ENERGY EFFICIENCY

The Southwest Dixon builders are committed to meet or exceed statewide energy-efficiency requirements. They are also encouraged to offer energy efficient amenities such as:

- Roof-integrated photovoltaic cells (which are designed to blend seamlessly to maintain the architectural roofline of the home),
- Energy Star appliances (which use a minimal amount of energy).
- Shade elements (such as extended roof treatments over porches and outdoor areas) as well as deciduous trees (these elements can also help to protect the homes from excess sun entering through primary windows).
- Low-flow water fixtures,
- Drip landscape watering systems, and
- Energy-saving, dual-glazed LoE2 windows.

LANDSCAPE DESIGN –

High Density: Attached

Landscape Design

Plant material in high density residential landscapes shall consist of massed plantings of neat, evergreen, low maintenance shrubs and groundcovers. Planting of flowering perennials and grasses shall occur at unit entries, walkway intersections, swimming pool areas and other focal points to give visual accent to those locations. Plants requiring moderate water use or shade tolerant planting should be limited to protected areas created by building masses.

Turf shall be used only for maximum effect to create a private use area for the residence where possible. Any turf used shall be of a variety well suited to the local climate.

Plant materials shall be carefully scaled in keeping with yard space and architecture product. Accent and secondary trees shall be planted as part of front yards, arranged to enhance architectural elements and reinforce the creation of 'private' space in each yard.

Parking Lot Design

The following criteria should be used for parking lots within the high density residential developments:

- Each high density residential community is encouraged to make use of interior and rear oriented parking solutions to address as large a portion of the project's parking requirements as practical.
- Guest parking should be provided within 200' of each unit. Unassigned or guest parking should be evenly distributed throughout the neighborhood.
- Parking lots should be limited along public streets. Where parking is located adjacent to a public street, enhanced landscape treatment should be incorporated to screen the visual impact of the parking area on the streetscape appearance. The short side of parking courts should be turned toward the public street to de-emphasize the presence of these hardscape elements.
- Parking should be distributed throughout the site to provide parking as close as practical to individual units or buildings.

- Large parking clusters should be avoided; rather smaller parking clusters should be distributed across the site.

Parking Lot Landscape

Parking lots should be landscaped to reduce their visual impact. Landscape in and around parking lots should consist of two categories:

- Perimeter landscape that surrounds the interior parking lots to a depth of 10 feet, including walks. A minimum of one 24-inch box tree should be planted for every 20 linear feet of landscape area.
- Interior landscape within parking lots that reduces the paving mass of a parking lot and provides shade. A minimum of one 24-inch box tree should be planted for every parking 10 spaces. Landscape islands should contain a minimum of one tree per parking stall depth.

All non-paved areas within the perimeter and interior of parking lots should be landscaped with a combination of plant materials and bark mulch.

Parking visible from roadways and community open space should be screened with a combination of berms, low walls or landscape. Low walls and berms should be a maximum height of 3 feet from the top of curb of the parking area.

Parking, Service, and Refuse Buffers

To screen visual impacts of parking, service, and refuse areas from public view, the following should occur:

- There should be a minimum 5' planting strip between a parking lot and a property line of the project.
- Trash facilities and refuse bins should be located away from public view, in low visibility areas that are accessible to service collectors. Service and refuse areas of nearby buildings should be clustered together when possible. If not located within a building, refuse and recycling containers should be fully enclosed by a solid fence or wall and gate that match the architectural style, color and materials of the adjacent building. Landscaping should be used to soften the wall or fence. All landscape buffer planting areas should be a minimum of 3' wide.

Plant Palette

For the list of plant species allowed in the Southwest Dixon Specific Plan Area, refer to the Plant Palette in the Appendix of this document.

4

CHAPTER 4
COMMERCIAL DESIGN

COMMUNITY COMMERCIAL CENTER

In addition to providing for the immediate retail needs of residents and visitors of Southwest Dixon, the community commercial centers will serve as a community “gathering place”, through the use of pedestrian friendly features that encourage shoppers to stop and linger while enjoying a cup of coffee, reading the newspaper, or interacting with their neighbors in a pleasant environment.

The Southwest Dixon Community Commercial Center will serve as a pedestrian- friendly place for people to meet, shop, and attend community events. Such spaces may be created through the use of shaded plazas and courtyards, trees, umbrellas, fountains, seating areas with tables, benches and chairs, interesting details and textures such as special paving, lighting fixtures, banners and flags, etc. Specific design techniques are needed to achieve this result while allowing convenient automobile access.

These commercial parcels should be designed to complement the community character envisioned for the traditional nature of Southwest Dixon Specific Plan Area. This will be accomplished through the following of site planning, architectural and landscape design guidelines that reinforce the traditional community theme.



SITE PLANNING – Community Commercial

Building Orientation

Commercial buildings should be oriented to create an inviting place for people to shop and enjoy the outdoor ambiance of Dixon. Where feasible, buildings should be placed to create plazas and courtyards, with easy accessibility to pedestrian paths and convenient automobile access.

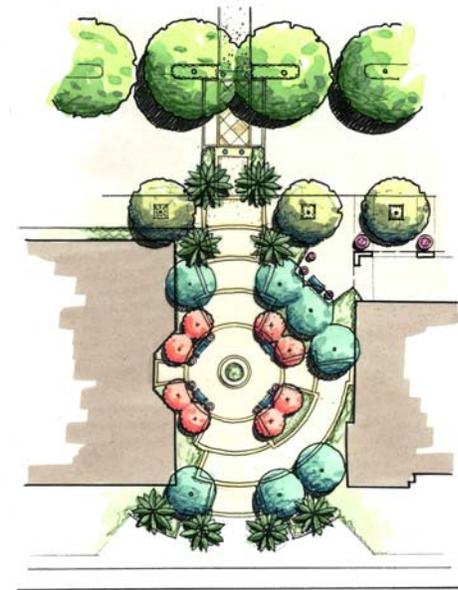
- Where feasible, buildings should be grouped to form pedestrian-friendly exterior spaces and corridors, rather than low intensity distribution of buildings across the site.

All publicly oriented building facades should be articulated and detailed. Loading and service areas should be screened from view with landscaping.

Pedestrian Connectivity

Connectivity to the community commercial center is a key component in creating this “gathering place”.

- Pedestrian routes throughout the Southwest Dixon Specific Plan Area should incorporate this destination as part of the experience.
- Landscape elements such as widened pathways, shade trees/structures, and benches should be integrated into the design of the pedestrian circulation.
- Architectural elements that relate to the pedestrian scale should also be integrated into the design of these areas so these areas become as inviting to the pedestrian as they are to the vehicle.



Commercial Plaza

Since the Community Commercial Center will be a focal point for Southwest Dixon, incorporating a central activity center and a landmark feature is encouraged. A plaza suitable for outdoor events such as craft fairs, displays

of student work, and appropriate entertainment events should be incorporated into the design of the commercial center.

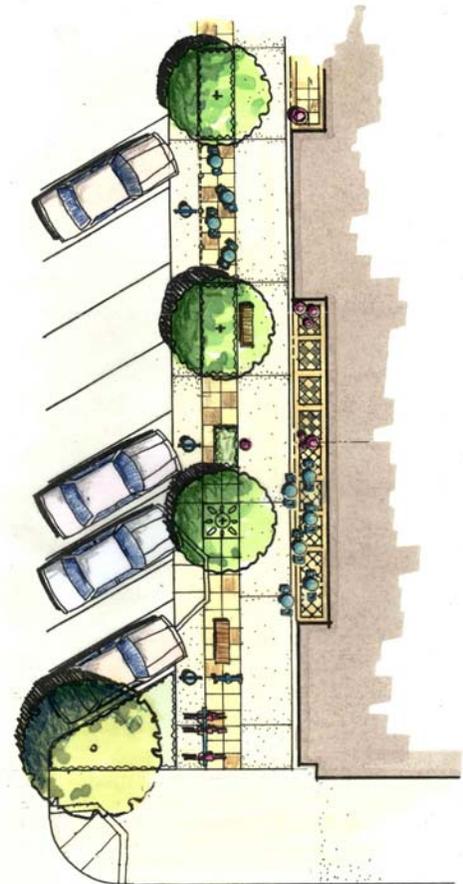
- The plaza should be bordered primarily by key buildings in the center, rather than located in an outlying area.



Parking

Parking is a vital component of the Community Commercial Center, since shoppers expect convenient parking. However, the conventional shopping center often has emphasized parking to the virtual exclusion of other exterior functions, with a sea of paving stretching across the frontage of the center. Special attention should be made as to the location and design of parking lots.

- Parking lots fronting directly on West A Street are discouraged.
- Convenient parking which does not detract from the visual quality of the Center should be provided.
- Signs should be used to provide clear directions to parking areas.
- Delivery zones, trash pickup, and other similar services should be located at the side or rear of buildings.
- The use of several smaller parking lots is preferred to one large expanse of parking.
- Textured paving should be used to help emphasize pedestrian routes in parking lots, with adjacent plantings and shading whenever possible.



- Where parking is necessary adjacent to West A Street, a generous landscaped buffer should be provided to separate and screen parking areas from West A Street.
- Where feasible, joint use of parking facilities are encouraged.



Service Areas

Service areas (including storage, equipment maintenance and loading areas) should be screened with landscaping and/or architectural elements so that, as much as possible, they are not visible from adjacent buildings and streets. Furthermore, service areas should be positioned so that service vehicle activities do not disrupt the efficient flow of traffic.

Refuse

The location of refuse containers is an important site planning consideration for the commercial parcels.

- Trash collection areas and other noise producing activities should be located away from the common property boundary with residential uses.
- All outdoor areas of refuse collection should be contained by a solid perimeter wall with an opaque metal gate, providing visual screening.
- Materials and finishes for this enclosure should be compatible with the building architecture of the commercial parcel.
- Refuse collection areas should be designed to contain all refuse generated on-site and deposited between collections.
- Refuse collection areas should be located within the individual properties or parcels so as to be convenient for depositing refuse generated on-site as well as to provide clear and convenient access for refuse collection vehicles, thereby minimizing wear-and-tear to on-site and off-site developments.
- Refuse receptacles may require compaction or self-sanitizing devices depending on the type and quantity of refuse generated by the occupants and use of the site.
- All refuse areas are to be kept clean, dry and free of odor.
- All “wet-type” refuse containers should be designed to prevent leakage of liquids onto the property.

- The number and size for individual service areas should be evaluated per building type and site at the time of submittal for design review.

Site Utilities and Electrical Equipment

Wherever possible, exterior electrical equipment and transformers should be hidden from view, particularly in areas of prime exposure such as streets, main entry drives, adjacent buildings and common areas (in conformance with utility requirements).

- To the extent permitted by the utility company or other relevant entity, transformers, utility boxes and risers that are visible from any primary visual exposure area should be screened with a solid (non-combustible) enclosure similar to that prescribed for refuse collection areas.
- Whenever possible, refuse containers and transformers should be integrated into the same enclosure and utilities should be grouped together.
- Exterior-mounted electrical, building-mounted equipment should not be permitted unless it is screened from public view.

Site Mechanical Equipment

All exterior components of heating, cooling and ventilation systems should be hidden from view within the lot or from adjoining streets, lots and buildings.

- In the case of roof mounted mechanical equipment, building parapets should be of such a height that roof mounted screening devices not be required.
- If building parapets do not provide the required screening, mechanical equipment should be screened by an unobtrusive screening device that will appear as an integral part of the overall architectural design, constructed of complementary and durable materials and finished in a texture and color scheme complementary to the overall architectural design.

Adjacency to Residential

- A satisfactory buffer should be provided where Community Commercial uses adjoin multifamily residential uses. A minimum planter width of five feet is needed, with plantings which will provide 15 feet of height within five years.

ARCHITECTURE DESIGN – Community Commercial

Introduction

The architecture of community commercial buildings should complement the overall traditional community image envisioned for Southwest Dixon. The underlying intent is to allow for a variety of building sizes, types and uses to exist within each project while providing sufficient architectural direction to ensure a unified, cohesive development throughout the community.

Regardless of its architectural style, the architecture of a building is comprised of three basic components. These architectural components consist of Building Facades, Roofs, and Detail Elements. Together, when these components are designed appropriately, a cohesive yet diverse environment will be realized, consistent with the goals and objectives of the Southwest Dixon Specific Plan.

BUILDING FAÇADE

Building Form

Building forms should be simple and well-proportioned resulting in a balanced composition of elements.

- A layering of planes and volumes provide a rhythm of dynamic building shadows.
- Freestanding structures should maintain these principles of form as well, in order to complement rather than unduly contrast with adjacent buildings.
- Proper attention should be given to the detail of building caps, providing shadow lines suggestive of a cornice element where appropriate to the architectural style of the building.



Building Height

Building heights should be varied to provide visual interest to the commercial centers within the Southwest Dixon Specific Plan Area.

- Tower elements or other prominent building features should be used to accentuate key elements such as building entries, and pedestrian nodes, plazas or courtyards, are encouraged.

Building Materials and Color

Building materials and color should be incorporated as an integral component of the Southwest Dixon Specific Plan area.

- Accent materials should also be used to introduce a variety of textures and scales.
- Structures within a cluster should offer variety in size and layout, but should relate to one another by harmonious use of materials, colors, roof styles, and details within each cluster.
- Supplementary colors and trim details should be used to provide interest and refinement without undue contrast with the basic theme.
- Materials and colors should be appropriate to the architectural style of the building.
- At building entries or other focal points, accent materials are encouraged.
- As to ensure the quality of the neighborhoods over time, durable building materials should be used.

ROOFS

Roofs

Roof form and materials should be integrated with the overall character of the development.

- Although most of the roof area of commercial buildings may be flat, visible elevations should be treated with sloping roof elements, including hips or gable forms to provide articulation and visual interest to the roofscape when viewed from eye level.
- All roof mounted mechanical equipment must be screened by parapets or other building elements.

DETAIL ELEMENTS

Building Entries

Through appropriate architectural details and elements, building entryways should be clearly identifiable from the perceived “face” of the building so not as to confuse or mislead commercial patrons.

- Appropriate signage and lighting should be provided to further emphasize the building entryways.
- Building facades and entries should be varied and articulated to provide visual interest to pedestrians.
- Design features such as porches, bays, balconies, arcades, and street-level windows, should be incorporated into the design of the buildings, where feasible.

Public Space

The local climate provides a comfortable outdoor environment for much of the year. Therefore, it is expected that habitable exterior spaces will be part of the design of each building (patios, courtyards, terraces, etc.).

- Pedestrian walkways should be of a material and pattern that will enhance the building design, as well as prevent cracks and breakage.
- Covered areas should be provided as sun shading for both people and structure. They may be extensions of the building, freestanding elements or landscaping (awnings, trellises, canopies, trees).



LANDSCAPE DESIGN –

Community Commercial

WALLS AND FENCES

Walls and Fences

- Freestanding walls should be designed as an integral part of the architecture, complementing color, form and material of adjacent building and should not abruptly encounter concrete curbs or sidewalk.
- Chain link, extensions or additions at the top of any retaining or perimeter walls will not be permitted.

LIGHTING

Light Fixtures

All architectural light fixtures and standards (bollard, sconces or other wise) should be consistent within each neighborhood. Furthermore, site lighting elements should be used to provide visual accent and drama, reinforcing the architectural design concepts.

Fixtures shall be made of corrosion resistant metals, and be designed with cut-off optics to direct light and prevent light spillage. Equipment and fixtures shall be new and comply with the requirements of the City of Dixon governing code, the servicing utility district, Institute of Electrical and Electronics Engineers (IEEE), National Electrical Manufacturer's Association (NEMA) and approved by the Underwriter's Laboratory (UL).

Community Lighting

Lighting should be designed to provide safe and functional illumination in an aesthetically pleasing and visually unobtrusive manner. Lighting should be designed to provide safety while appropriately illuminating any given space within the project, whether it be automobile parking, pedestrian walkway, outdoor activity, service area or otherwise.

- Lighting will be of a level adequate to provide ease of circulation throughout the site during the evening hours for both auto and pedestrian traffic.

- Architectural lighting of the landscape, walks, buildings, signage and other pedestrian oriented features is intended to be incandescent, warm tone color and of a low foot-candle level.

Lighting Hierarchy

There is a basic hierarchy of lighting intended for the commercial parcels.

- Higher lighting levels, taller light standards and the use of metal halide should be permitted within parking lots (not to exceed 35').
- Internal drives should be lined by shorter light standards (not to exceed 20') and architectural, accent light standards should be used around entry signage (not to exceed 16').

Illumination Criteria for Public Places

Foot candle levels should conform with the lighting codes and should be applied to all public streets, parking lots or walkways throughout the development. A consistent pattern should be used throughout the community.

Nuisance Lighting

Light sources in one place should not become a nuisance for adjacent areas.

- All fixtures should be glare shielded, low angle cut-off and should contain the minimum foot-candle power or wattage that is needed to illuminate the target areas only.
- To avoid glare problems affecting neighboring residential uses, lighting on community commercial property shall be strictly controlled in keeping with the Zoning Ordinance.

Security Lighting for Building Exteriors

Security lighting is an important consideration in site design for the commercial areas in Southwest Dixon.

- Large area floodlights or standard dawn to dusk lights are not permitted.
- Spotlights highlighting areas may not be mounted above 15' from ground level (from the base of the fixture) and must be pointed towards the ground.
- Roof mounted spotlights are not permitted.
- Ground mounted spotlights or floodlights may be used providing they point toward the building and do not spill over into adjacent areas; cut-off shielding must be installed when necessary.

- All entrances and exits should be illuminated to the required foot-candle requirement specified by current codes and requirements; entrances may be highlighted with architectural accent lighting.
- Lighting systems should be designed and installed in a manner that promotes the safety of pedestrian and vehicular movement.
- Area illumination must be provided for parking areas, entry areas, walkways, and other people gathering areas.

Parking Lot Lighting

- The maximum height of parking lot light fixtures, measured from the base of the light standard to the top of the standard or fixture, should not exceed 35' above ground level, measured from finish grade or finish pavement at the base of the light standard.
- All parking lots should be lighted from the interior and/or at the edge of the parking lot and directed to the lot. Building mounted parking lot lighting should not be permitted.

Landscape Lighting

- The use of landscape up-lighting and down-lighting is encouraged.
- Lighting that will cause glare or discomfort, or disrupts the visual environment of neighboring units or adjacent parcels, is not permitted.
- Floodlights are also prohibited.
- Fixtures should be constructed and mounted to withstand and discourage abuse. Above-ground plastic housings and connections are prohibited.

LANDSCAPE

General Landscape Areas

General landscape areas are those outdoor spaces within a project site that are not specifically related to parking lots. They include parcel entries, pedestrian plazas, landscaped areas around buildings, and perimeter buffer areas. Guidelines for each type of area are listed below.

- Parcel landscape should be accentuated with dense, cohesive planting schemes that form an attractive landscape statement.
- Planting theme can be informal or formal, but emphasis should be on strong groupings of similar plants rather than on many different species used in small quantities.

- Use of colorful plantings or flowering groundcovers, shrubs and/or trees is strongly encouraged.

Sight Visibility

Plant material should be located to ensure no visual encroachment into safe traffic sight lines while maintaining visibility of signage. In addition, hazards to pedestrians or traffic created by plant litter, overhanging branches, thorns, etc., must be held to a minimum and should maintain a minimum vertical clearance of 15' between the street surface and overhanging trees.

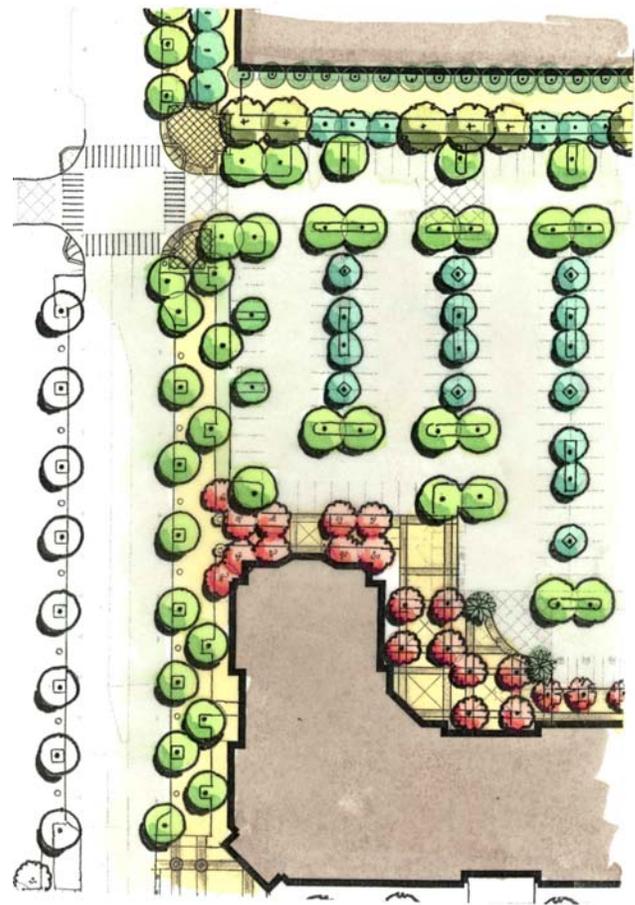
Parking Lot Landscape

Use of large canopy shaped trees is required within parking lots and around its perimeter to maximize shading of automobiles without obstructing views to signage.

Landscape requirements for parking areas of the commercial center shall serve three purposes: (1) to shade and mitigate the effects of paving, reflected heat and light; (2) direct and protect pedestrians interacting with parking areas; and (3) visually screen parking areas from peripheral views.

Trees located within the interior of parking areas shall be planted on a regular spacing to reduce glare and reflected heat off the paving and to provide a seasonal green ceiling within the parking lot. Trees planted in interior areas of parking shall be deciduous broad canopy trees.

Trees along parking perimeters and pedestrian routes shall be planted at dense spacing to contrast clearly with canopy tree planting, and provide a sense of movement towards destinations within the



commercial center. Trees planted along parking periphery and pedestrian routes shall be tall, deciduous seasonal accent trees.

Shrubs selected for interior parking areas shall not exceed three feet in height in landscape islands and travel ways. Shrubs selected for parking perimeters shall provide sufficient visual screening of parking areas from perimeter views. Shrub planting within thirty-five horizontal feet of any intersection shall not exceed three feet in height to insure visibility of pedestrians.

Pedestrian Plazas

Pedestrian plazas should be improved with plants that are colorful, fragrant and enhance user comfort, such as shade trees and evergreen buffers that block the wind or screen undesirable views. Plaza areas can be further defined with high quality site amenities, such as special paving, site furnishings, low water use fountains, seat walls, bollards, etc.



Landscape Areas Around Buildings

All land not covered by structures or developed as parking should be landscaped with a minimum of 12% total landscape coverage of the site.

- Hardscape may be included within this coverage provided that it reinforces the landscape theme.
- Of this 12% landscape coverage requirement, a maximum of 33% may be in the form of non-organic material and hardscape.

Perimeter Buffer Areas

In all areas where the project adjoins residential parcels, a landscape buffer should be installed. This buffer should conform with the buffering requirements set forth by the governing jurisdiction. All plant materials should be evergreen and be selected from the approved plant list for screening.

Irrigation

The objective for irrigation design is to create water management systems that are cost effective, durable, water efficient and low maintenance.

- Automatic underground irrigation systems are required for all landscape areas.

Common Areas

Site amenities within common areas should create a unified look of quality and to provide a comfortable setting for outdoor activities. Site amenities used in individual parcels must be visually compatible with the overall project design scheme and with the site architecture. This will help maintain continuity and a high level of quality throughout the community's public and private outdoor settings.

- Amenities include, but are not restricted to paving, signs, public phones, trash receptacles, benches, light fixtures, bollards, tree grates, etc.
- All walks, curbs, handicap access ramps should conform with all applicable laws, codes and ordinances.
- Design of walks should include "highlight" paving textures and colors to match the base palette.

Plant Palette

For the list of plant species allowed in the Southwest Dixon Specific Plan Area, refer to the Plant Palette in the Appendix of this document.

Highway Commercial

Design Criteria

Uses in this area cater primarily to the traffic passing Dixon on Interstate 80. Due to their highly visible location near the freeway, highway commercial uses need special design consideration.

- For properties adjacent to the freeway, provide a sufficient landscaped buffer along the Cal Trans right of way.
- Provide landscaped setbacks along Gateway Drive and West A Street in keeping with the standards established in the Specific Plan.
- Include large canopy shade trees to shade buildings and pavement. Locate trees to minimize conflicts with truck traffic patterns, and protect trees with bollards as needed.
- Provide a satisfactory buffer where Highway Commercial uses adjoin multifamily residential uses. A minimum planter width of five feet is needed, with plantings which will provide 15 feet of height within five years.
- To avoid glare problems affecting neighboring residential uses, lighting on highway commercial property shall be strictly controlled in keeping with the Zoning Ordinance.
- Site planning for Highway Commercial development should locate trash collection areas and other noise producing activities away from the common property boundary with residential uses.

Employment Center

Design Criteria

As a mixed use area adjacent to Interstate 80, sensitive design treatment is particularly important in the Employment Center. A Planned Development approach is required for development in this area. The Planned Development process will address allowable uses, landscaping, building design, parking, and other matters. The design of this area should:

- Include special provisions for highly visible areas adjacent to the freeway, with generous plantings of climate adapted and native trees with compatible vegetation.
- Encourage the provision of private recreational facilities and open space for the use of employees.
- Include a landscape management program to guarantee establishment and continued care of plantings, including replacement of plants as needed, reseeding of eroded or disturbed areas, and general maintenance of landscaping in open space areas.”
- Provide a satisfactory buffer where Employment Center uses adjoin multifamily residential uses. A minimum planter width of five feet is needed, with plantings which will provide 15 feet of height within five years.
- To avoid glare problems affecting neighboring residential uses, lighting on Employment Center properties shall be strictly controlled in keeping with the Zoning Ordinance.
- Site planning for Employment Center should locate trash collection areas and other noise producing activities away from the common property boundary with residential uses.

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CHAPTER 5 COMMUNITY LANDSCAPE DESIGN

Introduction

Detailed design considerations can have a significant effect on the visual and environmental quality of Southwest Dixon. In these guidelines, a particular emphasis has been placed on design policies for resource conservation, protection of visual quality, and encouragement of pedestrian circulation.



Community Landscape

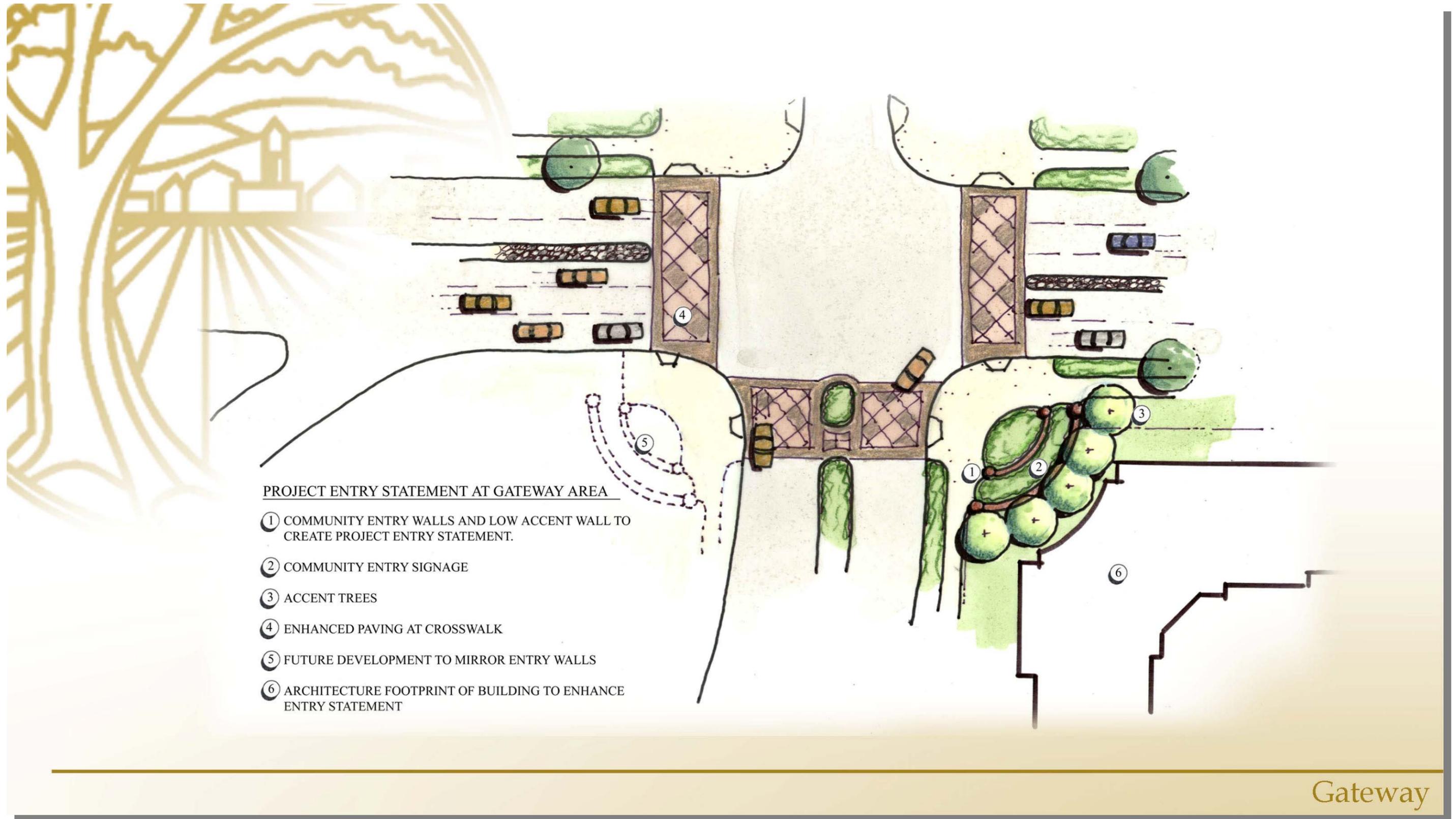
A distinctive traditional landscape theme will enhance the visual quality of Southwest Dixon. Coordinated use of plantings and other landscape development will help to create distinctive neighborhood identity. Conservation standards can help to reduce water use, conserve energy, and minimize the use of pesticides and herbicides through appropriate plant selection.

Landscape treatment includes plantings such as trees, shrubs, lawn, vines and ground covers, and related improvements such as street furniture, sidewalks, walls and fences, sculpture, water features, outdoor lighting and signs. Major landscape components include gateways at key intersections, neighborhood entries, and parkway landscape treatment.

City Gateway

The West A Street interchange area provides the first impression for freeway motorists entering southwestern Dixon. Freeway landscaping should be supplemented by landscape treatment on private property to create a distinctive entry to Dixon.

- Plantings should be in scale with the freeway setting. The use of bold massing of trees and shrubs should be used to greater a more grand entry into the city.
- Accent trees and shrubs should be used with dramatic flowers or fall color.
- Plantings and signage should be coordinated to screen structures while providing necessary information for travelers.



PROJECT ENTRY STATEMENT AT GATEWAY AREA

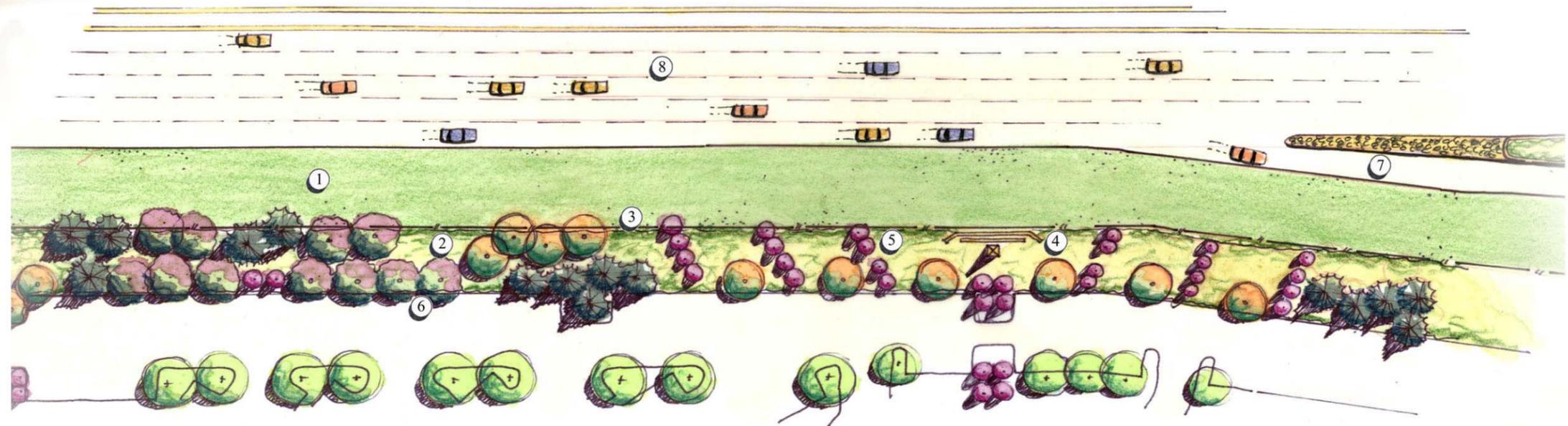
- ① COMMUNITY ENTRY WALLS AND LOW ACCENT WALL TO CREATE PROJECT ENTRY STATEMENT.
- ② COMMUNITY ENTRY SIGNAGE
- ③ ACCENT TREES
- ④ ENHANCED PAVING AT CROSSWALK
- ⑤ FUTURE DEVELOPMENT TO MIRROR ENTRY WALLS
- ⑥ ARCHITECTURE FOOTPRINT OF BUILDING TO ENHANCE ENTRY STATEMENT

Gateway

Interstate 80 Corridor

The Interstate 80 corridor is an important element in establishing the visual image of Dixon. Within this corridor, the proposed employment center and highway commercial uses will be located.

- Landscaping should be designed with openings to provide views from the Interstate to focal elements and architectural features of structures along the corridor.
- Large evergreen trees should be used for screening of structures.
- Private plantings in the Interstate 80 right-of-way should be coordinated with Caltrans.



LANDSCAPING ALONG HIGHWAY 80

- ① LANDSCAPE AREA PER CAL-TRANS
- ② 20' LANDSCAPE BUFFER
- ③ CAL-TRANS FENCE
- ④ PROJECT IDENTITY
- ⑤ LANDSCAPE PLANTING OPENS TO VIEW FOCAL ELEMENTS AND/ OR ARCHITECTURAL DETAILS.
- ⑥ LANDSCAPE PLANTING TO SCREEN PARKING LOTS
- ⑦ OFF-RAMP TO WEST A STREET
- ⑧ HIGHWAY 80

Interstate 80 Corridor

West A Street Landscape Treatment

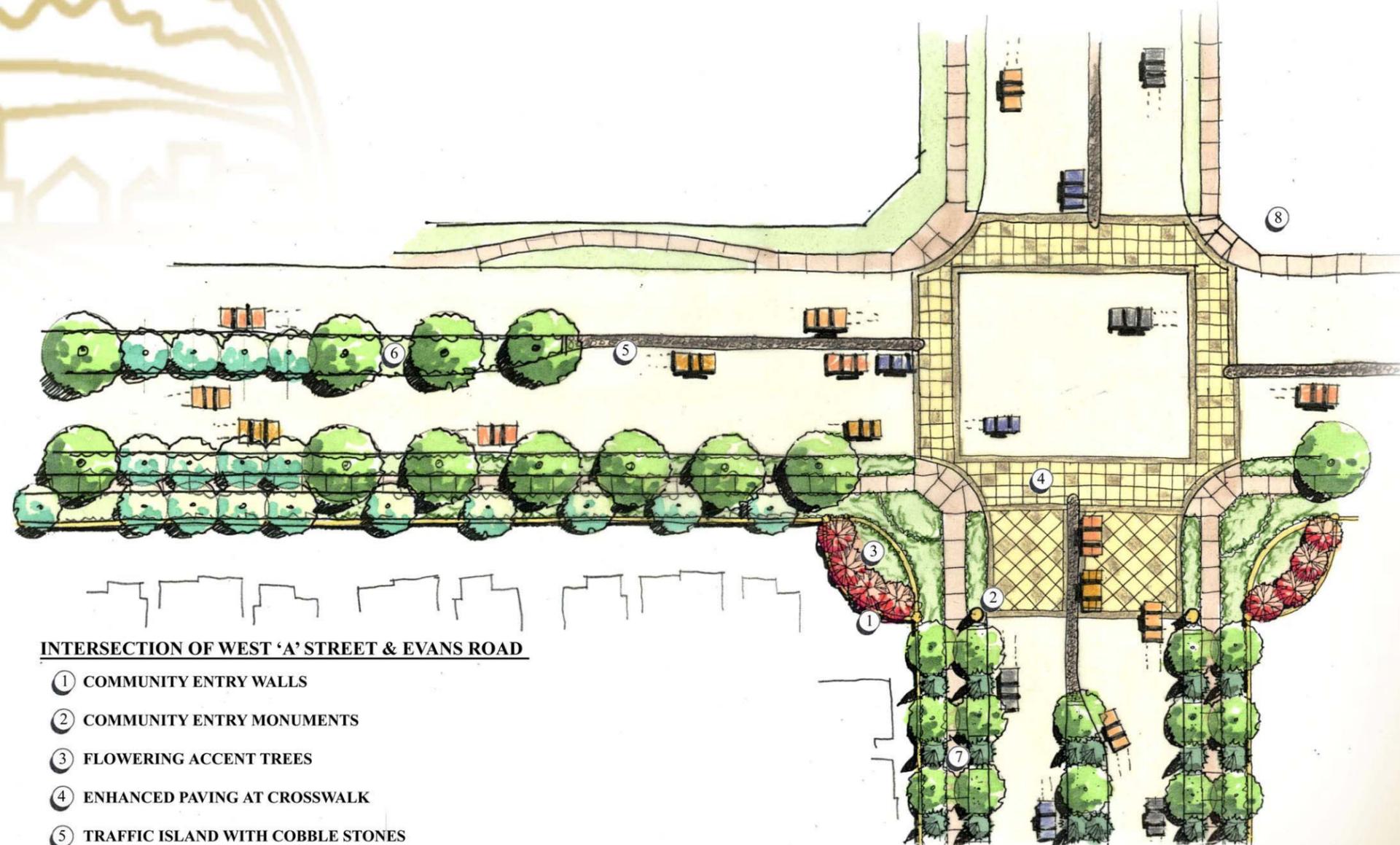
West A Street is the main thoroughfare for traffic coming to downtown Dixon from Interstate 80. Special landscape treatment is planned along this key arterial street, including a landscaped center median and plantings along each side of the street.

- Landscape treatment should continue themes established along West A Street.
- Where feasible, the center divider should be designed to provide a pedestrian refuge at intersections.
- Sight distances should remain clear.
- Where feasible, low-maintenance, drought-tolerant plantings should be incorporated into the landscape design.
- Parkway streets with median or detached sidewalks such as West A Street shall utilize repetitive street tree spacing, allowing for an intimate, tree canopied street scene. Repetitively spaced street trees also create an implied barrier between pedestrians and vehicular traffic while substantially reducing heat gain from streets and walks, and create a much sought after traditional appearance.
- All parkway street shall be landscaped with low growing (18" or less) masses of easily maintained drought tolerant shrubs and groundcovers that compliment the street tree species and carry themes of colors and textures through the street scene. Intersections shall be given added prominence by use of supplemental and colorful planting without compromising intersections site lines.

Community Entries

Southwest Dixon community entries are the visual gateway into the community and should be designed as an integral component of the overall community plan. The following special landscape features should be used to enhance the entries:

- Community entry walls
- Community monumentation
- Enhanced crosswalks
- Accent pavement
- Flowering accent trees
- Enhanced landscaped parkways



INTERSECTION OF WEST 'A' STREET & EVANS ROAD

- ① COMMUNITY ENTRY WALLS
- ② COMMUNITY ENTRY MONUMENTS
- ③ FLOWERING ACCENT TREES
- ④ ENHANCED PAVING AT CROSSWALK
- ⑤ TRAFFIC ISLAND WITH COBBLE STONES
- ⑥ LANDSCAPED TRAFFIC ISLAND
- ⑦ LANDSCAPED PARKWAY WITH CANOPY SHADE TREES, SHRUBS AND GROUNDCOVER.
- ⑧ ADJACENT PARCEL NOT APART OF PROJECT.

Community Entries

Neighborhood Entries

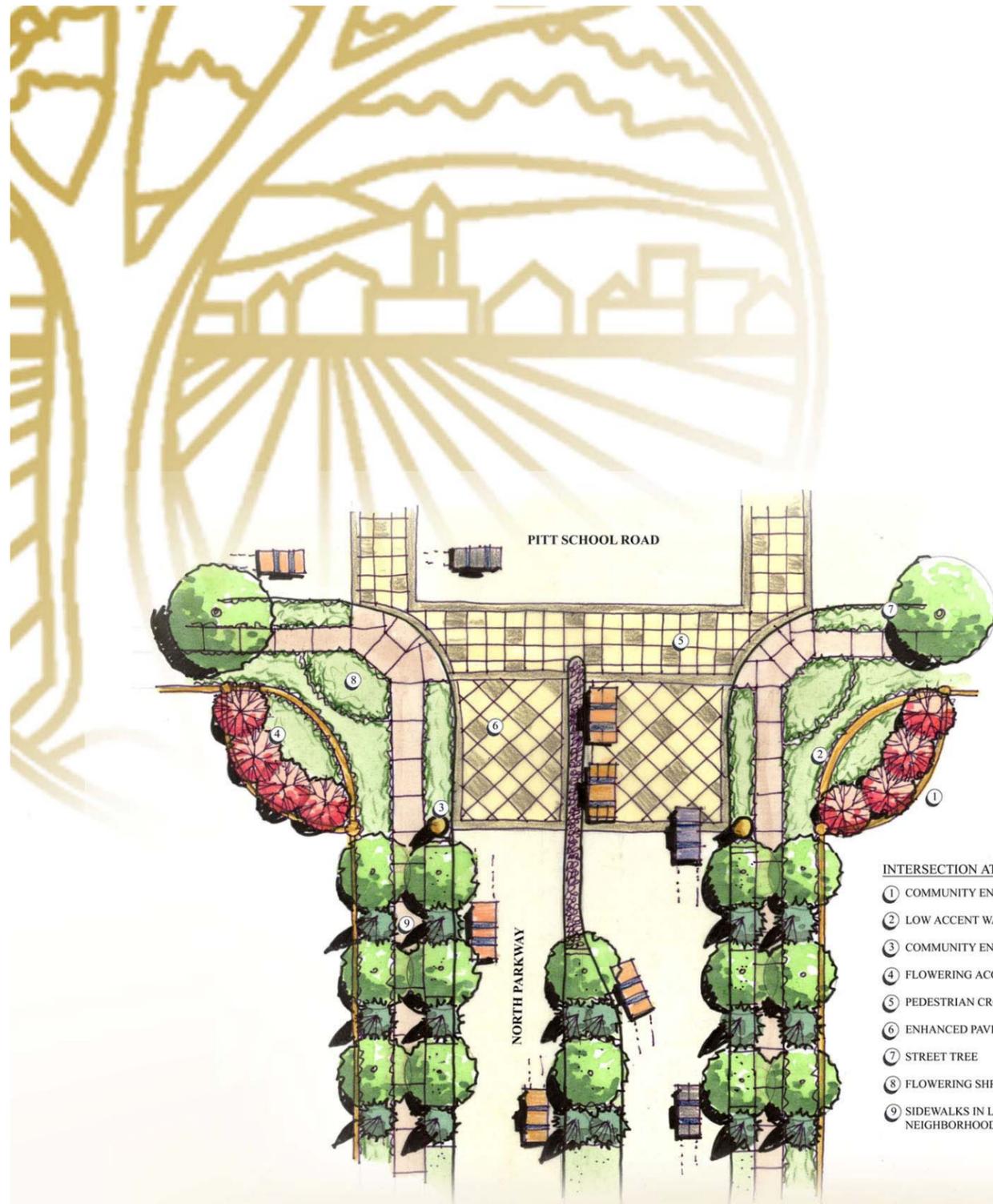
By creating a visual gateway into the neighborhoods, neighborhood entries create a sense of arrival. Neighborhood entries should incorporate landscaping and other design elements that reinforce the traditional community identity.



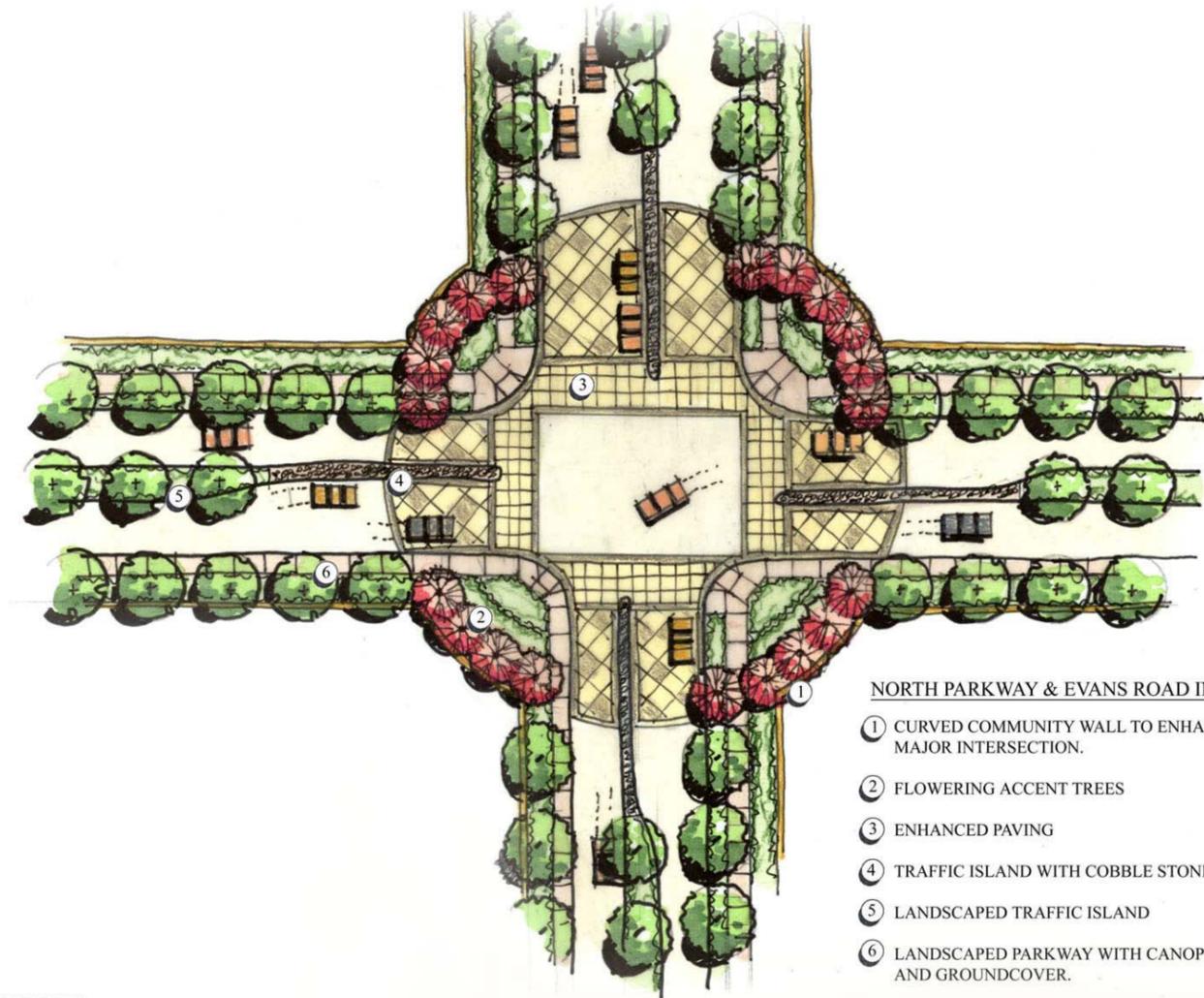
Internal Community Intersections

In order to emphasize key internal community intersections, special landscape features should be used. Such features include:

- Enhanced pavement
- Flowering accent trees
- Enhanced landscaped parkways



- INTERSECTION AT PITT SCHOOL ROAD**
- ① COMMUNITY ENTRY WALL
 - ② LOW ACCENT WALL
 - ③ COMMUNITY ENTRY MONUMENT
 - ④ FLOWERING ACCENT TREES
 - ⑤ PEDESTRIAN CROSSWALK WITH ACCESSIBLE CURB CUTS
 - ⑥ ENHANCED PAVING
 - ⑦ STREET TREE
 - ⑧ FLOWERING SHRUBS AND GROUNDCOVERS
 - ⑨ SIDEWALKS IN LANDSCAPE PARKWAY LEADING TO NEIGHBORHOODS



- NORTH PARKWAY & EVANS ROAD INTERSECTION**
- ① CURVED COMMUNITY WALL TO ENHANCE THE DESIGN AT THE MAJOR INTERSECTION.
 - ② FLOWERING ACCENT TREES
 - ③ ENHANCED PAVING
 - ④ TRAFFIC ISLAND WITH COBBLE STONES
 - ⑤ LANDSCAPED TRAFFIC ISLAND
 - ⑥ LANDSCAPED PARKWAY WITH CANOPY SHADE TREES, SHRUBS AND GROUNDCOVER.

Community Intersections

Streetscape

The street is the visual foundation of the neighborhood. Creating neighborhood (local) streets that function, are pedestrian friendly, and have visual interest is a primary community objective.

Street Trees

Tree-lined streets are an important design element in the community of Southwest Dixon. Street trees are an effective way of providing a high-quality neighborhood image, while also providing shade and other functional purposes.

- Street trees should be planted at regular intervals to provide shade and visual interest
- One street tree should be planted for each 50 feet of street frontage of the Employment district.
- All other districts (other than single family residential) should have a minimum of two street trees for each 50 feet of street frontage.
- A variety of tree species should be used to create distinctive street hierarchy and identities.
- In order to provide maximum shading benefits, large-canopy trees should be planted.



Energy Conservation

Structures and plantings should be used to help shield buildings from unwanted summer heat gain, while allowing winter sun and light.

- Where feasible, east and west walls should be shaded with trees and vines.
- Deciduous trees should be used to provide summer shade while admitting winter sun.
- All plantings should be designed to maintain solar access for passive and active solar systems.
- Where feasible, a landscaped buffer should be provided between buildings and pavement, so that reflected heat buildup within buildings is minimized.

Water Conservation

- Native and drought-tolerant plants should be used in landscaping, where feasible.
- Water conservation principles should be integrated into the landscaping design of the community, including water-efficient irrigation systems.

Parking Lot Landscape Treatment

Trees can be a good design element for softening the visual effect of parking lots. Furthermore, trees provide well needed shade in the summer, reducing summertime temperature for parked cars, as well as they serve as a buffer for perimeter land uses.

- All Parking areas should be landscaped so that their surfaces are at least 40% shaded in June 22, when the sun is directly overhead, and at landscape maturity. Any species of trees used to achieve such shading should be deciduous and resistant to disease and parasites common in Dixon such as Dutch Elm disease and mistletoe.
- Planter should be designed with sufficient width to accommodate tree roots. For large-canopy shade trees, a minimum 5' square planter is recommended.
- The use of lawn in narrow planters is discouraged. Rather, where feasible, drought-tolerant shrubs and ground cover should be planted.
- Landscape requirements for parking areas of the commercial center shall serve three purposes: (1) to shade and mitigate the effects of paving, reflected heat and light; (2) direct and protect pedestrians interacting with parking areas; and (3) visually screen parking areas from peripheral views.
- Trees located within the interior of parking areas shall be planted on a regular spacing to reduce glare and reflected heat off the paving and to provide a seasonal green ceiling within the parking lot. Trees

planted in interior areas of parking shall be deciduous broad canopy trees.

- Trees along parking perimeters and pedestrian routes shall be planted at dense spacing to contrast clearly with canopy tree planting, and provide a sense of movement towards destinations within the commercial center. Trees planted along parking periphery and pedestrian routes shall be tall, deciduous seasonal accent trees.
- Shrubs selected for interior parking areas shall not exceed three feet in height in landscape islands and travel ways. Shrubs selected for parking perimeters shall provide sufficient visual screening of parking areas from perimeter views. Shrub planting within thirty-five horizontal feet of any intersection shall not exceed three feet in height to insure visibility of pedestrians.

Fences and Walls

Fences are used to control access to private property, to provide a sense of privacy and security, to enclose pets and keep out unwanted animals, and to screen undesirable views.

- The community walls planned throughout Southwest Dixon have been designed to reinforce the overall community image of the development. The walls will be complemented by a hierarchy of landscaped parkways adjacent to master planned roadways.
- Sound walls should be designed with frequent offsets and other architectural treatment to break up large surfaces.
- Generous landscaping should be planted adjacent to sound walls, including appropriate vines to climb on walls.
- Where feasible, landscape berms and setbacks can be used as alternatives to standard sound walls.
- For all fence and wall design, durable construction materials and techniques should be used.

Landscape Screening

Similar to walls and fences, landscape screening can also be used to separate incompatible land uses, to conceal undesirable visual features, and to maintain privacy.

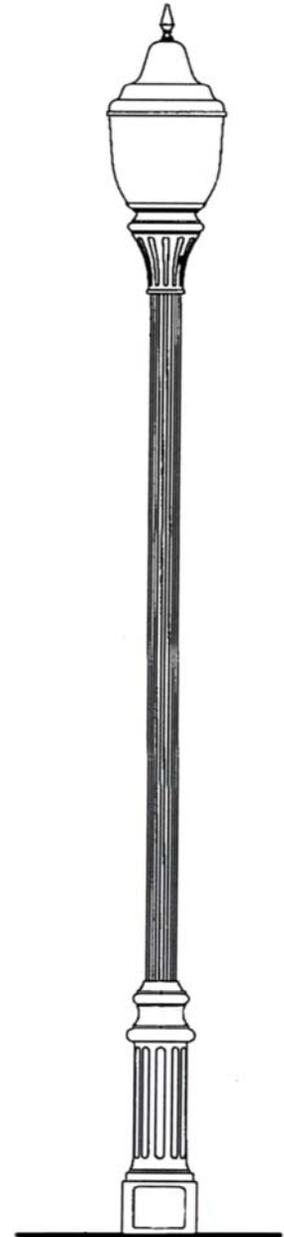
- Where necessary, trees and shrubs should be used to reduce glare impacts and shield windows aligned with the end of streets or driveways.

Lighting

Streetlights contribute to neighborhood character and security. Unique street lighting fixtures can enhance identity, provide a pedestrian scale, and promote continuity of the street scene. Lighting also can enhance the nighttime visual environment.

Lighting considerations include illumination of roadways, parking lots, and pedestrian areas, as well as architectural and landscape lighting for visual enhancement.

- Lighting systems should be designed with consideration of visual quality, architectural compatibility, safety, glare, and energy conservation.
- Glare from lighting fixtures should be controlled through the use of shields, fixture selection and placement, and fixture orientation.



PLANT PALLETTE – SINGLE FAMILY RESIDENTIAL

BOTANICAL NAME

COMMON NAME

TREES

Acer palmatum	Japanese Maple
Arbutus unedo	Strawberry Tree
Arctostaphylos	Common Manzanita
Callistemon spp.	Bottlebrush
Celtis sinensis	Chinese Hackberry
Citrus spp.	Orange/Lemon
Cornus spp.	Dogwood
Eriobotrya deflexa	Bronze Loquat
Lagerstoemia spp.	Crape Myrtle
Laurus nobilis	Laurel
Magnolia spp.	Magnolia
Olea 'Swan Hill	Fruitless Olive
Pittosporum undulatum	Queensland Orange

SHRUBS/PERENNIALS

Abelia 'Edward Goucher'	Glossy Abelia
Agapanthus spp.	Liy-of-the-nile
Artemisia spp.	Coast Sage
Buddleia davidii	Butterfly Bush
Carpenteria californica	California Anemone
Chrysanthemum maximum	Shasta Daisy
Cistus hybrids	Rockrose
Coleonema pulchrum	Breath of Heaven
Correa 'Carmine Bells'	Australian Fuschia
Cotinus 'Grace'	Compact Smoke Tree
Crocosmia spp.	Cape Star Lily
Dietes bicolor	Yellow Fortnight Lily
Dietes vegeta	White Fortnight Lily
Dodonaea viscosa	Purple Hopseed Bush
Dryopteris wallichiana	Wood Fern
Erigeron karvinskianus	Santa Barbara Daisy
Escallonia 'New Port Dwarf'	Dwarf Escallonia
Euphorbia spp.	Gopher Spurge
Euryops pectinatus	Green Leaf Euryops

BOTANICAL NAME	COMMON NAME
<u>SHRUBS/PERENNIALS</u>	
Feijoa sellowiana	Pineapple Guava
Festuca glauca	Blue Fescue
Gaura lindamerii	Gaura
Heuchera spp	Coral Bells
Iris hybrids	Bearded Iris
Photinia spp.	Photinia
Lavendula dentata	French Lavender
Lavendula i. 'Provence'	Provence Lavender
Leonotus leonuris	Lion's Tail
Leptospermum scoparium	New Zealand Tea Tree
Miscanthus 'Morning Light'	Maiden Grass
Nandina domestica	Heavenly Bamboo
Nepeta 'Six Hills'	Cat Mint
Pennisetum 'Rubrum	Fountain grass
Penstemon spp.	Garden Penstemon
Phlomis fruticosa	Jerusalem Sage
Phormium tenax spp.	New Zealand Flax
Pittosporum spp	Pittosporum
Punica 'Nana'	Dwarf Pomegranite
Rhaphiolepis indica 'spp	Indian Hawthorn
Rosa "Meidiland Hybrids"	Landscape Roses
Rosmarinus o. spp.	Rosemary
Salvia spp.	Sage
Santolina spp	Santolin
Sedum 'Autumn Joy'	Red Rockcress
Stachys 'Big Ears'	Lamb's Ear
Stipa arundinacea	Pheasant Grass
Teucrium spp.	Germander
Westringea fruticosa	Westringea
Xylosma compacta	Dwarf Xylosma

VINES

Hardenbergia violacea	Lilac Vine
Gelsemium sempervirens	Carolina Jessamine
Jasminum polyanthemum	Pink Jasmine
Solanum jasminoides	White Potato Vine
Rosa spp	Climbing Roses

BOTANICAL NAME**COMMON NAME**

GROUNDCOVER

Convolvulus mauritanica

Cotoneaster 'Lowfast'

Juniperus spp

Myoporum parvifolium

Rosmarinus o. 'Prostratus'

Verbena spp.

Morning Glory

Prostrate Cotoneaster

Prostrate Juniper

Prostrate Myoporum

Creeping Rosemary

Creeping Verbena

PLANT PALLETTE – HIGH DENSITY RESIDENTIAL

BOTANICAL NAME

COMMON NAME

TREES

Callistemon viminalis	Weeping Bottlebrush
Cercis occidentalis	Western Redbud
Eriobotrya deflexa	Bronze Loquat
Ginkgo biloba	Male Ginkgo tree
Juniperus sempervirens	Italian Cypress
Lagerstroemia indica	Crape Myrtle
Pittosporum undulatum	Queensland Orange
Pyrus calleryana 'Capital'	Columnar Flowering Pear
Raphiolepis 'Majestic Beauty'	Indian Hawthorn

SHRUBS/PERENNIALS

Agapanthus spp.	Lily-of-the-nile
Anigozanthus spp.	Kangaroo Paw
Camellia sasanqua	Sun Camellia
Coleonema spp	Breath of Heaven
Crocsmia spp.	Blade Lily
Dietes vegeta	White Fortnight Lily
Helychrisum 'Limelight'	Licorice Plant
Geranium spp.	Hardy Geraniums
Kniphopia uvaria	Red-hot Poker
Leptospermum scoparium	New Zealand Tea Tree
Miscanthus s. 'Zebrinus'	Zebra Grass
Nandina domestica	Heavenly Bamboo
Nerium 'Petite Pink'	Dwarf Oleander
Pennisetum rubrum	Fountain grass
Pittosporum tenuifolium	Black- Stem Pittosporum
Phormium spp.	New Zealand Flax
Podocarpus spp.	Fern Pine
Prunus caroliniana	Carolina Cherry
Raphiolepis indica	Indian Hawthorn
Rosmarinus o. spp.	Rosemary
Sollya heterophylla	Australian Bluebell
Xylosma c. compactum	Dwarf Xylosma

BOTANICAL NAMECOMMON NAMEVINES

Clematis armandii
 Hardenbergia violacea
 Parthenocissus tricuspidata
 Wisteria japonica

Evergreen Clematis
 Lilac Vine
 Boston Ivy
 Japanese Wisteria

GROUNDCOVERS

Fragraria chiloensis
 Scaevola 'Mauve Clusters
 Teucrium x lucidrys
 Trachelospermum jasminoides

Creeping Strawberry
 Purple Scaevola
 Silver Germander
 Star Jasmine

PLANT PALLETTE – COMMERCIAL CENTER

BOTANICAL NAME

COMMON NAME

TREES

<i>Carpinus fastigata</i>	Columnar Hornbeam
<i>Fraxinus Americana</i> 'Autumn Purple'	Ash
<i>Ginkgo biloba</i>	Male Ginkgo tree
<i>Koelreuteria paniculata</i>	Golden Rain Tree
<i>Lagerstoemia hybrid</i> 'Muskogee'	Purple Crape Myrtle
<i>Magnolia g.</i> 'Saint Mary's'	Compact Magnolia
<i>Olea europaea</i> 'Swan hill'	Fruitless Olive
<i>Pistacia chinensis</i>	Chinese Pistache
<i>Platanus acerifolia</i> 'Columbia'	Columbia Plane Tree
<i>Prunus cerasifera</i> 'Thundercloud'	Flowering Plum
<i>Pyrus calleryana</i> 'Capital'	Columnar Flowering Pear
<i>Robinia</i> 'Purple Robe'	Idaho Purple Locust
<i>Sequoia sempervirens</i> 'Aptos Blue'	Coast Redwood
<i>Ulmus parvifolia</i>	Chinese Evergreen Elm
<i>Zelkova serrulata</i>	Sawleaf Zelkova

SHRUBS

<i>Arctostaphylos</i> 'Howard McMinn'	Manzanita
<i>Buxus m. japonica</i> 'Green Beauty'	Japanese Boxwood
<i>Coleonema</i> spp	Breath of Heaven
<i>Dietes bicolor</i>	Yellow Fortnight Lily
<i>Dietes vegeta</i>	White Fortnight Lily
<i>Escallonia</i> 'New Port Dwarf'	Dwarf Escallonia
<i>Photinia</i> 'Indian Princess'	Compact Photinia
<i>Gardenia</i> spp.	Gardenia
<i>Geranium cranesbill</i> spp.	Hardy Geraniums
<i>Ligustrum j. texanum</i>	Privet
<i>Miscanthus</i> 'Morning Light'	Maiden Grass
<i>Myrtus c. compacta</i>	Myrtle
<i>Nandina domestica</i>	Heavenly Bamboo
<i>Nerium</i> 'Petite Pink'	Dwarf Oleander
<i>Osmanthus fragrans</i>	Sweet Olive
<i>Pennisetum</i> 'Rubrum'	Fountain grass

BOTANICAL NAME	COMMON NAME
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SHRUBS

Pittosporum spp.	Pittosporum
Phormium spp.	New Zealand Flax
Rhaphiolepis indica	Upright Rosemary
Teucrium fruticans	Bush Germander
Trachelospermum jasminoides	Star Jasmine
Xylosma congestum 'Compacta'	Xylosma

VINES

Hardenbergia violacea	Lilac Vine
Parthenocissus tricuspidata.	Boston Ivy
Rosa spp.	Climbing Roses

GROUNDCOVERS

Arctostaphylos 'uva usri'	Bearberry
Cotoneaster d. 'Lowfast'	Prostrate Cotoneaster
Fragraria chiloensis	Creeping Strawberry
Gazania spp.	Trailing Gazania
Vinca minor	Dwarf Vinca