

## CHAPTER TEN: DESIGN GUIDELINES

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Single-Family Design Guidelines  
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## Chapter Ten: Design Guidelines

This chapter presents design guidelines for the residential and non-residential land uses within the Tidewater Crossing Plan area. All development proposals shall comply with the MDP design guidelines. Project proposals shall be reviewed and approved by the City's Architectural Review Committee (ARC) prior to submittal of building permit application.

### 10.1 SINGLE-FAMILY DESIGN GUIDELINES

#### *Residential Site Design Criteria*

1. As appropriate, provide open space within neighborhoods; to serve recreational and social needs.
2. Vary lot sizes to allow for a mix of housing types and to create visual interest.
3. Vary front setbacks to avoid long straight walls of buildings along the street. Vary the bulk and mass of buildings. Combine one and two story elements, and use elements such as porches and pop-outs to create interest.
4. Avoid garage-dominated streetscapes by using a variety of garage configurations, such as recessed, turned, detached or split garages.
5. Articulate the facades of buildings for visual interest from multiple directions. Emphasize front entries and de-emphasize garages.
6. Design and site buildings to maximize energy efficiency.
7. Enhanced elevations are required for side and rear elevations facing public rights-of-way or other public spaces.

#### 10.1.1 Site Planning Guidelines

##### *Driveways*

Driveways should not overwhelm the street scene. Use of the following design concepts will minimize the visual impact of driveways:

- Hollywood driveways, which have two paved wheel tracks separated by a planted strip.
- Single-car width driveways that widen to two-car aprons at recessed or detached garages.
- Different paving treatments such as colored concrete, stamped concrete, paver stone insets, or other enhanced driveway material.

### *Garage Design*

Like driveways, garages should not be visually dominating. The following design concepts will help minimize the impact of garages and should be incorporated when appropriate:

- Garage doors should match the architecture of the main building.
- Porte-cocheres or trellises are encouraged on homes with front-loaded, mid-recessed, or deep-recessed garages to soften their appearance.
- Cut-in windows or other stylized improvements to the door façade to help reduce its mass and impact.
- Garage doors split into two entries separated by architectural elements.

*Garage doors should feature panels and/or windows.*



### *Porte-Cocheres*

Porte-cocheres provide enhanced access to front-facing garages while minimizing the visual impact of garage doors. Porte-cocheres provide an additional covered parking space and can serve as an outdoor private space when not in use as a parking space. Porte-cocheres are appropriately used with mid-recessed, deep-recessed, or detached garages.



### *Entries*

Entries are a focal point of a dwelling's front elevation. Features that enhance the entry include (but are not limited to):

- Archways,
- Columns,
- Courtyards,
- Pilasters with lights
- Porches,
- Recesses or projections,
- Roof elements, and/or
- Windows.



### *Setbacks*

All single-family housing units shall be constructed in accordance with applicable building setback requirements shown in the Development Standards Tables included in this Master Development Plan (*Tables 9.1 and 9.2*).

### ***Height***

No residential unit, excluding chimneys, shall exceed height limitations designated in the Development Standards Tables in this Master Development Plan (*Tables 9.1 and 9.2*).

### **10.1.2 Architectural Guidelines**

Single-family residential units should be built in a variety of designs, elevations, roof configurations, colors, trim, and lot placement to avoid sameness in appearance. The following elements should be incorporated into the design of residential neighborhoods within Tidewater Crossing, when appropriate:

- Staggered building wall planes (particularly in front elevations),
- Projections and recesses that provide shadow and depth,
- Combinations of one- and two-story elements to vary mass and enhance building articulation, and
- Single-story elements on front elevations to enhance the pedestrian scale of residential areas.



*This house exemplifies varied roof lines.*

Consistent with the Citywide Design Guidelines, any elevation visible from arterial and collector streets should include enhanced elevations. Enhanced elevations should also be used for rear and side lots. Elements that should appear on side and rear facades include, but are not limited to, window treatments, trim, and stone materials used on the front facade of the house.

### ***Roofs***

All roofs should be of tile, cement, fiberglass, asphalt shingles, or other roofing materials that simulate traditional tile and wood shingles. Wood shingles and flat roofs are not permitted in residential neighborhoods.

Variation in roof lines, ridge heights, roof forms, and direction of gables is encouraged. Broken roof pitches extending over porches, patios, or other similar features are encouraged where appropriate to the architectural style.

### ***Exterior Materials***

Exterior materials may be of wood, masonite or its equivalent, stucco, copper, stone, and brick. No usage of plywood, aluminum, unpainted metal, vinyl, or plastic finish should be used as exterior wall finishes, with the exception of garage doors. Door and window frames should be of wood, vinyl, or metal materials, but in no case bright aluminum or other bare metal color.

### ***Finishes***

No reflective finishes should be used on exterior surfaces (other than hardware furnishes). No reflective finishes will be permitted on roofs, any projections above roofs, retaining walls, doors, trim, fences, pipes, equipment, mail boxes, and newspaper tubes.

### ***Color***

Except for doors and roofs, the exterior of all units should be painted in white, light pastels, or earth tones. Wood may be finished in stains.

### ***Mechanical Screening***

All air conditioning, swimming pool, spa equipment, or other mechanical equipment located on the exterior of a housing unit should be screened so as not to be visible from the ground level of adjacent lots, streets, or common areas.

### ***Window Treatments***

Principal window treatments are enhanced windows that create a focal point on the residence. Front elevations should feature at least one principal window treatment, where appropriate. Rear and side elevations that are visible from streets should have principal window treatments as well.

Principal windows are defined as having one or more of the following characteristics:

- Recessed window or pop-out surround;
- Enhanced sills with corresponding roof elements and corbels;
- Decorative shutters;
- Decorative window grilles projecting forward of the wall plane;
- Bay windows with projection and detailing appropriate to the architectural style of the residence; and
- Overhead trellis elements.



*Varied window treatment and garage door.*



*A house with a grand porch.*

### ***Porches***

Porches provide pedestrian-scaled elements to homes while creating areas for residents to enjoy the outdoor climate. Porches should be an integral component of the building's architecture and function.

## **10.2 MULTI-FAMILY DESIGN GUIDELINES**

### **10.2.1 Site Planning Guidelines**

Multi-family dwellings and attached housing products should be oriented parallel to the public street or to the neighborhood's internal streets. Setbacks should be varied. Buildings should be organized around open spaces and gathering areas whenever possible, and courtyard arrangements are encouraged.

### **10.2.2 High-Density Residential**

The Tidewater Crossing Master Development Plan Area includes approximately 10± acres planned for 264 high-density residential units (Neighborhood M).

### ***High-Density Residential Site Design Criteria***

1. Site design of multi-family residential projects should promote safety and neighborhood cohesiveness.
2. Building setbacks from public rights-of-way for residential structures may vary between detached buildings to avoid a consistent repetitious line of structures. Orientation of buildings may also be varied so that interesting outdoor spaces are created. The arrangement of structures should encourage interest and variety.
3. Private patios and balconies should be sited to ensure privacy and minimize views from adjacent buildings.
4. Recreation amenities should be sited so that residents have convenient and safe access to them.
5. Parking areas should be designed so that there are a balanced number of spaces for each building. Parking areas should be located close to residential units so that residents have convenient access to them.
6. Project entries should create a strong sense of arrival. Signage and landscaping of entries should incorporate elements that are repeated throughout the project. Reoccurring and unifying materials used in the entry should be incorporated in other features within the project.

7. Landscaping within a high-density residential development should provide opportunities for both active and passive recreation. Trees should be planted with enough density and in proper relationship to buildings to provide shaded areas and to reduce solar gain on structures.
8. Site design should accommodate both pedestrian and bikeway circulation systems. On-site circulation systems should provide safe and convenient linkage to the community wide pedestrian and bikeway systems.

### ***Open Space***

Common and private open space are important features of multi-family developments. Common open space may include swimming pools, patios, decks, or lawns. Required setbacks may not be used to fulfill the open space requirement. Builders are encouraged to centralize the open space or connect a series of open spaces that vary in shape, appearance, and usage.

### ***Building Scale***

Buildings should incorporate smaller-scale architectural forms such as bays, balconies, and dormers to visually reduce the height and scale of multi-family buildings. Builders are encouraged to set second floors further back than first floors to give the buildings a more pedestrian scale. Building heights should be varied to give the appearance of a collection of smaller buildings.

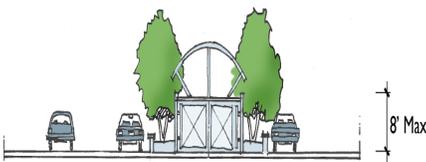
### ***Parking Lots***

Parking should be screened from perimeter streets and adjacent land uses. Parking layouts should be as close as reasonably possible to the residential unit.

## 10.3 COMMERCIAL LAND USE

### 10.3.1 Design Guidelines

1. Achieve a high level of quality development by ensuring that development fits within the context of its surroundings; does not negatively impact adjacent uses; provides superior architectural detailing; incorporates high quality, durable materials; includes significant landscape improvements; and achieves an efficient and aesthetic arrangement of onsite facilities.
2. Maintain a strong sense of continuity along street frontages to strengthen the visual image of commercial corridors.
3. Ensure that development is aesthetically pleasing, especially when viewed from adjacent properties and arterial and collector streets.
4. Ensure that the arrangement of on-site facilities (e.g., buildings, parking areas, accessory uses, etc.) are planned appropriately to establish an efficient, safe, and aesthetically pleasing site layout.
5. Provide safe, convenient, and efficient vehicular access, circulation, parking, loading, and maneuvering. Encourage pedestrian activity by providing convenient access and safe pedestrian routes.
6. Maintain a high level of architectural design through appropriate detailing; use of quality/durable materials; and the avoidance of blank, uninteresting roof designs consistent with the overall design of the building and surrounding quality development.
7. Encourage the extensive use of landscaping to achieve visually pleasing development, provide a unified development scheme through a cohesive arrangement of landscape and hardscape elements, provide pedestrian comfort, and enhance views of the site by screening unattractive elements (e.g., trash enclosures, parking areas, etc.).
8. Parking standards will be followed as part of the City of Stockton's Standard Plans and Specifications.



*Refuse bins should be contained within trash enclosures and match project architecture in residential, commercial and industrial areas.*

### 10.3.2 Site Planning Guidelines

The building architecture, site layout, and overall landscape plan of the commercial area should create a cohesive commercial environment that is scaled to the needs of pedestrians as well as vehicular traffic (See Figure 10.1). The commercial area should appear as an urban center yet be complementary to and conform with surrounding properties. The following guidelines will be useful in designing an aesthetically pleasing, pedestrian-friendly commercial environment:

- Commercial areas should be buffered from adjacent non-commercial land uses by a combination of landscaping, setbacks, drainage easements, open space easements, streets, or grade separations.

FIGURE 10.1 ILLUSTRATIVE DIAGRAM OF COMMERCIAL AREA



- The commercial area should be integrated with the surrounding residential areas through use of landscaping, plazas, and buildings oriented away from major vehicular thoroughfares.
- Site development and landscaping should provide a variety of spaces for visitors by incorporating elevation changes, courtyards, breezeways, arbors, fountains, sculpture, or dense landscaping.
- Loading and storage areas should be screened from view and at the rear of the building. Screening can include mounds, planting, fences, walls, or a combination of these elements.
- Loading docks and delivery points should be located away from major pedestrian and vehicular circulation areas, as well as nearby residences and meeting places.

### *Circulation and Access*

The Tidewater Crossing commercial area will be accessible by a collector road with a right-of-way of 78-feet. The road will be designed to accommodate traffic generated by this land use. The commercial area should also be accessible by public transportation, pedestrian, and bicycle routes. Bicycle parking will be incorporated into the commercial design.



*Commercial areas will incorporate bike parking.*

The following guidelines should be incorporated into the circulation and access of commercial areas:

- Provide clear vehicular entries for ease of circulation. Incorporate signage, landscaping, and architectural elements to highlight and enhance entries. Ensure sufficient stacking room to minimize traffic disruption.
- Locate parking to the side or rear of buildings, where possible. Break up large expanses of parking into smaller lots, separated by buildings or landscaping. Where parking is adjacent to a street, screen it with landscaping, low walls, and/or berms.
- Provide clear pedestrian connections among commercial uses to sidewalks, parking, and transit.
- Amenities such as bus shelters and benches should be provided along transit routes serving commercial areas.

### *Walkways*

Commercial sites should be accessible from paved pedestrian accessways that encourage pedestrians to move throughout the commercial area. Walkways should have minimal conflict with interior auto circulation and meet all accessibility codes and requirements. Walkways should be designed to prevent pedestrian access through planted areas.

Materials such as stamped concrete, interlocking pavers, exposed aggregate, and other embellished paving materials are suggested for pedestrian areas. Materials and design of pedestrian walkways must meet with the satisfaction of the City Engineer.



*Interlocking Pavers*

### **10.3.3 Architectural Guidelines**

#### *Facades*

Facades of large buildings (especially those visible from public streets) should include architectural features such as reveals, windows, openings, changes in color, texture, and material to add interest to the building elevation. Primary building entries should be easily identifiable and well-defined.

All sides of buildings shall be attractively designed, using high quality materials. Any accessory buildings and enclosures shall be of compatible design and materials.

#### *Roofs*

Roofs should be of tile, cement, fiberglass, asphalt shingles, or other roofing materials that simulate traditional tile and wood shingles. Wood shingles should not be used in commercial areas. All roof-mounted equipment should be screened from view.

#### *Exterior Materials*

Exterior materials may be wood, masonite or its equivalent, stucco, copper, stone, and brick. No usage of plywood, aluminum, unpainted metal, vinyl, or plastic finish should be used as exterior wall materials. Door and window frames should be wood, vinyl, or other metal material; in no case should door or window frames be aluminum or other bare metal.



*An example of acceptable exterior materials.*

***Finishes***

No reflective finishes should be used on exterior surfaces, specifically roofs, projections above roofs, retaining walls, doors, trim, fences, pipes, or other mechanical equipment.

***Color***

The exterior of commercial buildings should be painted in white, light pastels, or earth tones. Wood may be finished in stains.

***Screening***

All air conditioning or other mechanical equipment located on the exterior of buildings should be screened.

***Parking***

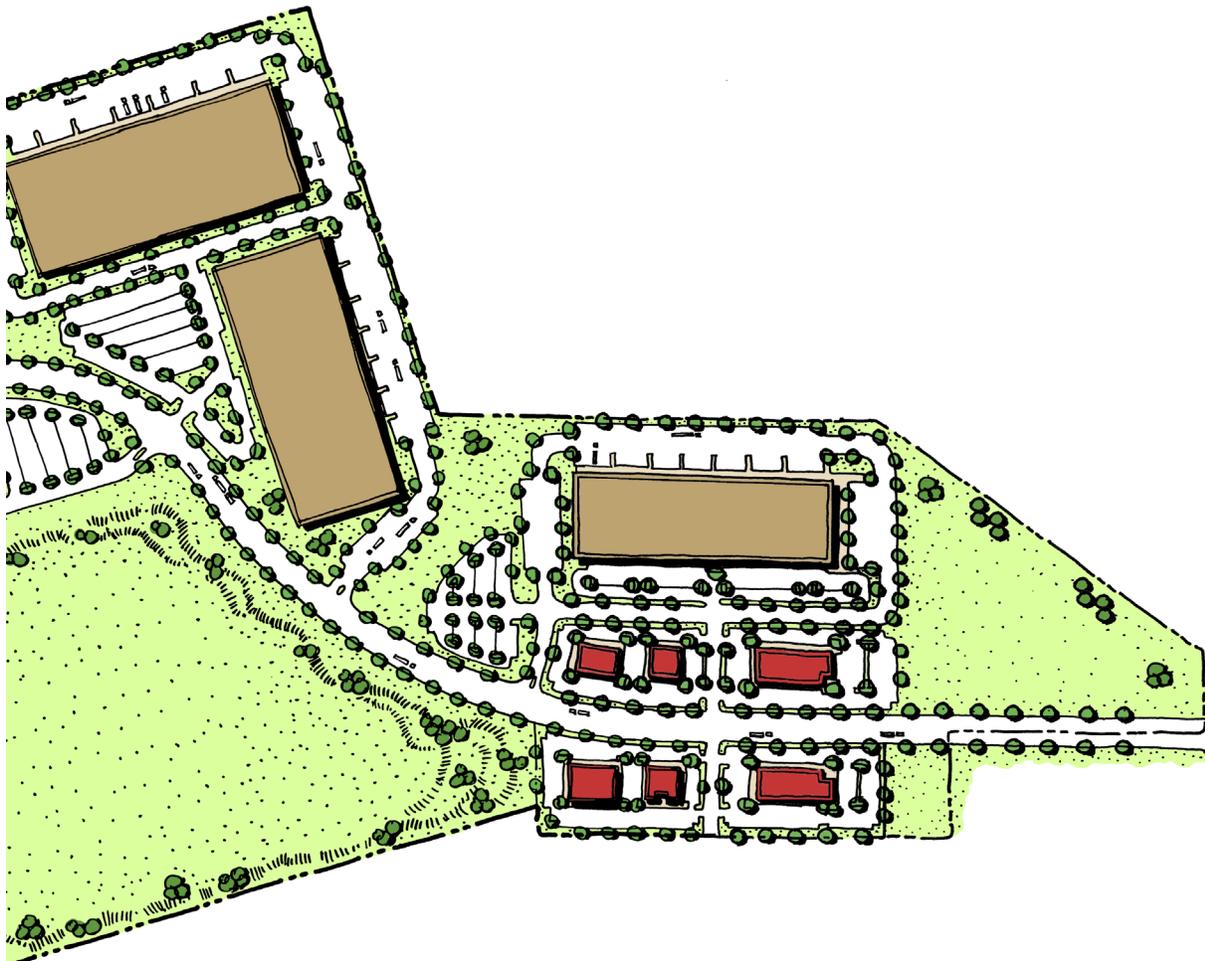
Minimum Off-Street Parking Standards shall be consistent with Division 16-345 of the Stockton Zoning Ordinance.

## 10.4 INDUSTRIAL LAND USE

### 10.4.1 Guidelines

1. Achieve a high level of quality development by ensuring that development fits within the context of its surroundings; does not negatively impact adjacent uses; provides superior architectural detailing; incorporates high quality, durable materials; includes significant landscape improvements; and achieves an efficient/aesthetic arrangement of on-site facilities (See Figure 10.2).
2. Ensure that the arrangement of on-site facilities (e.g., buildings, parking areas, accessory uses, etc.) are planned appropriately to establish an efficient, safe, and aesthetically pleasing site layout.
3. Ensure that development is aesthetically pleasing, especially when viewed from adjacent properties and arterial and collector streets.

FIGURE 10.2 ILLUSTRATIVE DIAGRAM OF PARTIAL AREA OF INDUSTRIAL DEVELOPMENT



4. Provide safe, convenient, and efficient vehicular access, circulation, parking, loading, and maneuvering.
5. Maintain a high level of architectural design through appropriate detailing; use of quality/durable materials; and the avoidance of blank, uninteresting roof designs consistent with the overall design of the building and surrounding quality development.
6. Encourage the use of landscaping in order to achieve visually pleasing development, provide a unified development scheme through a cohesive arrangement of landscape and hardscape elements, provide pedestrian comfort, and enhance views of the site by screening potentially unattractive elements (e.g., trash enclosures, parking areas, etc.).
7. Maintain a high level of public safety through appropriate design of spaces and amenities, including pedestrian areas, parking/loading areas, landscaping, and lighting.
8. Parking standards will be followed as part of the City of Stockton's Standard Plans and Specifications.

#### **10.4.2 Site Planning Guidelines**

Industrial areas within Tidewater Crossing will be designed in accordance with City of Stockton Design Guidelines, adopted by the City Council in March 2004. Buildings should be organized in a manner that is "efficient, convenient, safe, and aesthetically pleasing." Employee parking and service areas should be located at the back or sides of the buildings. Visitor parking may be located in front of the buildings. Storage and work areas should be in the rear of the site.

Building, parking, and driveways should be arranged to emphasize the more aesthetically pleasing components of a site and disguise the less attractive elements. This can be accomplished through proper placement and design of buildings, screen walls, and landscaping.

#### ***Circulation and Access***

The number of access points to the site should be minimized and located as far as possible from street intersections in order to minimize points of potential vehicle conflict. Primary entry drives should be enhanced with ornamental landscaping, low-level decorative walls, monument-type signs, and decorative paving.

The following guidelines should be incorporated into the circulation and access of commercial areas:

- Provide clear vehicular entries for ease of circulation. Incorporate signage, landscaping, and architectural elements to highlight and enhance entries. Ensure sufficient stacking room to minimize traffic disruption.
- Locate parking to the side or rear of buildings, where possible. Break up large expanses of parking into smaller lots, separated by buildings or landscaping. Where parking is adjacent to a street, screen it with landscaping, low walls, and/or berms.
- Provide clear pedestrian connections among uses to sidewalks, parking, and transit.

### *Walkways*

On-site walkways should be at least 4-feet wide. Walkways should provide direct pedestrian connections to buildings and external circulation. Pedestrian paths and walkways should be designed to prevent pedestrian access through planted areas.

## **10.4.3 Architectural Guidelines**

### *Facades*

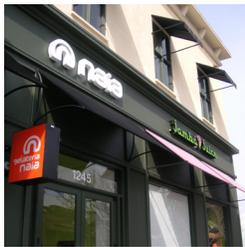
Facades of large buildings (especially those visible from public streets) should include architectural features such as reveals, windows, openings, changes in color, texture, and material to add interest to the building elevation. Primary building entries should be easily identifiable and well-defined.

All sides of buildings shall be attractively designed, using high quality materials. Any accessory buildings and enclosures shall be of compatible design and materials.

### *Exterior Materials*

Exterior materials may be wood, masonite or its equivalent, stucco, copper, stone, and brick. No usage of plywood, aluminum, unpainted metal, vinyl, or plastic finish should be used as exterior wall materials. Door and window frames should be wood, vinyl, or other metal material; in no case should door or window frames be aluminum or other bare metal.

Examples of good signs.



From top to bottom:  
freestanding monument  
sign and channel cut sign.

### **Roofs**

Proposed parapets may be integrated into the roof design and their function as screening devices for roof-mounted equipment should be considered early in the design process. All roof-mounted equipment should be screened from view.

### **Finishes**

No reflective finishes should be used on exterior surfaces, other than surfaces of hardware fixtures, including (but not limited to) the exterior surfaces of any of the following: roofs, all projections above roofs, retaining walls, doors, trim, fences, pipes, and equipment.

### **Color**

The exterior of all structures should be painted in white, light pastels, or earth tones.

### **Screening**

All air conditioning or other mechanical equipment located on the exterior of industrial buildings should be screened.

### **Parking**

Minimum Off-Street Parking Standards shall be consistent with Division 16-345 of the Stockton Zoning Ordinance.

## **10.5 SIGNAGE GUIDELINES**

This portion of the Design Guidelines represents a selection of signage types. Standards that are equitable to all concerned will ensure the protection and enhancement of property values within the development and lend further to the overall cohesive look that is desired.

The City of Stockton requires a master signage program. Sign programs for Tidewater Crossing will be coordinated with development of the commercial and industrial areas. The timing for review and approval of the master signage program will be when the project proponent applies for architectural review for either the commercial and/or industrial sites. Sign colors and materials should be consistent with the architectural theme of the development. Flashing or moving signs are discouraged and signs should not obstruct or visually block entries.

All signage within the Tidewater Crossing Master Development Plan Area will conform to regulations established in SMC Section 16-360.

- All signs should be used in a uniform and consistent manner throughout the Plan Area.
- Signs should be well maintained, always clean, and free from graffiti or other disfigurements. The adjacent landscape should be maintained to allow for visibility and enhance the sign face and structure.

### 10.5.1 Permanent Signs

The primary purpose of permanent signs is to contribute to the overall sense of continuity of design quality and character for the community while providing location and directional information.

- Permanent signs should be designed as an integral element of the community character and should appear to be compatible with the site character, emphasizing quality and permanence.
- Permanent signs should be constructed of durable, long-lasting materials of high quality, such as stone, metal, or masonry.
- Accent materials or materials used to allow illumination may vary but should be compatible with the overall design.
- All permanent signs should conform to the City of Stockton ordinances regarding signage and the City's Zoning Ordinance.

### 10.5.2 Community Monument Signs

Community monument signs generally occur at entrances and should be incorporated into the other monumentation that is planned for major intersections.

- Materials should complement those used in walls and other enhancements of the streetscape as well as be of high quality and durability.
- The Tidewater Crossing community name should be incorporated into all sign faces at community and neighborhood entries.
- Lighting for sign faces should be concealed at the base of the signs.



*Monument sign in an industrial area.*



*Examples of signage at entries and buildings*

### **10.5.3 Residential Neighborhood Identification Signs**

Residential neighborhood identification signs are used to identify separate neighborhoods or multi-family developments in the Plan Area. These signs should relate to the unique plan features of each separate neighborhood and be consistent with the overall design character.

- Neighborhood entry signs should be located in a center island at the entry or included as a design feature in the soundwall near the corner of the entry. It is appropriate to utilize landscaping to complement the image of the neighborhood as well as the actual sign.
- If illuminated, neighborhood entry signs should be lit with ground-mounted fixtures. Indirect area lighting or halo-lit letters may also be used.
- Signs should be constructed of durable, long-lasting materials, such as stone, masonry, wood, or concrete.
- The overall height of neighborhood entry signs should be in proportion to the size of the sign.
- Wording on sign faces should be limited to the neighborhood name and the Tidewater Crossing name and logo, if applicable.
- All proposals for community entry signage should be reviewed and approved by the City's Architectural Review Committee.

### **10.5.4 Commercial and Industrial Identification Signs**

These guidelines apply to tenant signs in commercial and industrial areas.

- Freestanding identification signs should be used to identify single users. Building mounted identification signs should be used to direct on-site traffic to the business location. Building mounted signs should be clearly legible from the pedestrian and parking areas.
- Freestanding signs should be ground-mounted, constructed of materials compatible with the architecture of the development, and designed to be consistent with the overall signage program.
- Freestanding signs should be limited to one sign per parcel.
- Freestanding signs may be illuminated by ground

mounted indirect or internal light fixtures. Dark or opaque backgrounds and light colored letters should be used when signs are to be internally lighted.

- Freestanding signs should be integrated with the landscaping of the street setbacks.
- Building mounted signs should be located on the fascia above or near the tenant's entrance. Roof mounted signs are not allowed.
- Building mounted signs for multi-tenant developments should conform to an overall sign program as part of the proposed project development plans.
- One building sign should be allowed for each business establishment.
- All signage on buildings should conform with the City of Stockton's sign ordinances.

## **10.6 LIGHTING GUIDELINES**

Street light standards on public or private streets should be planned in conformance with City of Stockton standards.

### **10.6.1 Streetscape Lighting Guidelines**

Lighting within Tidewater Crossing should conform to the following guidelines:

- All light fixtures within public rights-of-way should conform to PG&E and City of Stockton standards.
- Photocell operation should be mandatory so as to ensure efficient use of energy and minimize unnecessary "on time".
- Site and street lighting should be implemented in such a way as to minimize glare to adjacent properties, buildings, and rights-of-way. Additionally, lighting should be installed in such a manner so as to reduce the effect of ambient lighting and light spillage.
- Bright colored or flashing lights are not allowed.
- Street lighting should conform to City of Stockton standards on all arterial and secondary streets.
- Light standard bases should be above grade and all electric service should be located below grade.

- Lights should blend with the architecture of all buildings, as well as streetscapes, scenic corridors, and natural open space environments.
- Lighting should conform to all local codes and ordinances, applicable safety and illumination requirements, as well as California Title 24 requirements.

### **10.6.2 Site Development Lighting**

- Parking lot lighting, pedestrian lighting, and other types of lighting such as bollards, uplighting, and architectural accent lighting should be in character with the overall development.
- Landscape accent lighting should be encouraged so as to highlight prominent features, special plantings, and pathways. Light sources should be concealed so as to not distract from the actual object that is being illuminated.
- Flashing lights should be allowed only for holiday display.
- In areas where parking lots occur adjacent to lighted scenic corridors, lighting for the parking area should not be placed adjacent to the corridor lighting.
- Architectural lighting, from indirect or hidden sources, may be used for wall washing, overhead downlighting, and interior lighting that spills out into outdoor spaces.
- Pathway lighting should be used in a manner consistent with overall development. Lights should be human in scale and of materials that are consistent with the architecture and theme of the site.

### **10.7 LANDSCAPE GUIDELINES**

Lots should be landscaped. Open areas that are not covered by patios, swimming pools, porches, driveways, flower beds, or other improvements should be planted in grass or other ground cover. Landscaping should include an underground sprinkler system controlled by automatic time valve system.

Yards that are visible from common areas should not be predominantly covered with rock, gravel, or other non-growing ground cover. Landscaping should not impair street visibility.

Landscape design should incorporate drought tolerant trees and shrubs, and should be maintained with an automatic irrigation system.

### 10.7.1 Landscaping for Streetscapes

Trees and other plantings will play a crucial role in beautifying the neighborhoods, providing wildlife habitat, and sheltering residents from the sun and wind. Trees and shrubs along streets are the most visually prominent of the plantings and must therefore be placed in attractive manner. Specific levels of the street hierarchy are treated differently, as shown below.

#### *Arterials*

The arterial streets in Tidewater Crossing, East French Camp Road, Airport Way and R.A. Bridgeford Street, will be lined with six foot parkways and shaded by street trees (See Figure 10.3). Behind the parkways on each side, a meandering eight-foot wide path will be shaded by the street trees in the parkway and the trees in the landscape area adjacent to the sidewalk. Any walls along the rights-of-way of the arterials will be screened by trees and shrubs in this outer landscaped area. A 16-foot wide median will provide a visual green spine in the center of Airport Way and East French Camp Road. Benches, public art, stormwater quality facilities and entry monumentation may be included in the medians and landscaped areas.

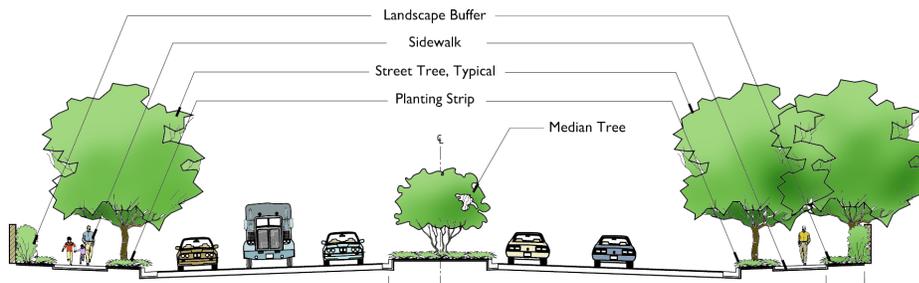
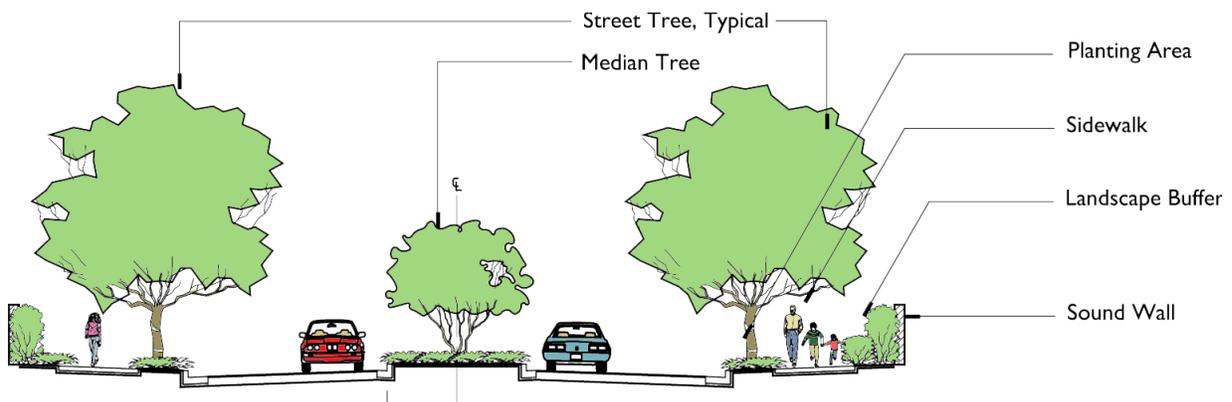


FIGURE 10.3 SOUTH AIRPORT WAY - BOULEVARD ARTERIAL

### *Entry Collectors*

The entry collector street will serve as the gateway to the southeastern neighborhoods, school and community park and will create the visitor's first impression of the neighborhood (See Figure 10.4). Thus a strong, inviting streetscape is necessary. The entry collector should be lined with canopy trees. A 14-foot wide median will be provided to allow the planting of both large canopy trees and accent trees.

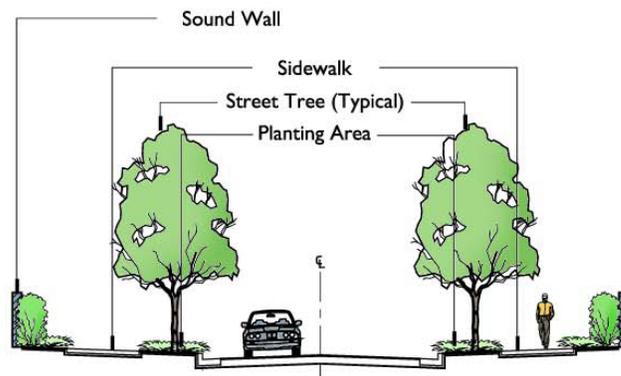
**FIGURE 10.4 ENTRY COLLECTOR**



### *Neighborhood Collectors*

Neighborhood collectors have lesser rights-of-way than Entry Collectors, yet still play an important role in the streetscape hierarchy, as these are the links between neighborhoods (See Figure 10.5). Street trees in a parkway will line the street. An 8-foot wide sidewalk flanked by a 5-foot wide landscape area parallels the street. All walls are to be screened by trees and shrubs.

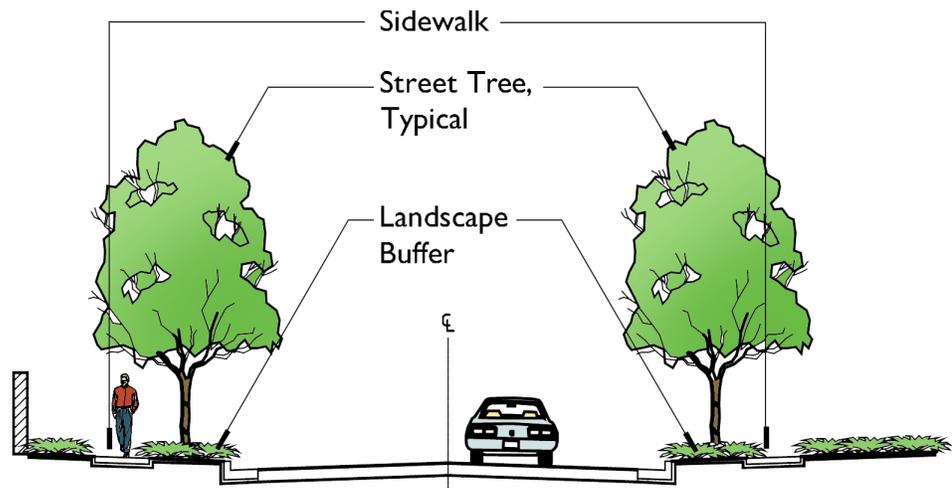
**FIGURE 10.5 NEIGHBORHOOD COLLECTOR**



### *Local and Private Residential Streets*

Local and private residential streets will be lined with trees to provide canopy shading of the street. Each neighborhood may have an individual street tree palette assigned to differentiate the neighborhood from adjacent development.

**FIGURE 10.6 LOCAL STREET**



### *Parking Lots*

Trees should be planted and maintained throughout parking lots to ensure that lots will be shaded over time. There should be one tree planted per every six parking spaces. If necessary, stormwater quality facilities, such as vegetated swales, may be incorporated into landscape plans for parking lots.

Additionally, for all streetscapes the following concepts should be adhered to:

- a. The design of the streetscape should integrate, in a consistent and creative manner, plant materials, paths, landforms, soundwalls, lighting, furniture, and signage to produce an attractive and functional environment.
- b. All landscaping should employ a mix of trees, shrubs, groundcovers, and turf where appropriate. The plant palette should be relatively limited and applied in groupings of similar species rather than a few plants of many different species planted together. At least one (1) tree shall be provided for each 2,500 square feet of landscaped area.
- c. Street tree plantings shall be symmetrical and of the same species in the parkways on both sides of the streets.
- d. One tree species or pattern of species shall be planted consistently at regular intervals along the entire length of a street for visual continuity. Spacing interval shall be no greater than twenty-five (25) feet on center (where practical).
- e. Where trees are planted in medians, the plantings shall be continuous and at regular intervals. Spacing interval shall be no greater than twenty-five (25) feet on center (where practical).
- f. Landscaping shall include canopy trees. The location and spacing of trees is dependent on the species and light fixture locations.

Refer to section 5.8.3, Landscape/Streetscape and appendix "D" Plant List

