B

design guidelines

B.1 Overview

These guidelines are provided as an appendix to the Sierra Vista Specific Plan that supplement the City's Community Design Guidelines, and are intended to provide design guidance for the physical form and visual character of the SVSP. This chapter should be used in conjunction with applicable development standards in Appendix A, any applicable modified development standards or design guidelines approved for development projects via the City's DRRS process, as well as the various regulations and policy guidance provided throughout the Specific Plan. These elements are to be considered by City staff, Planning Commission, and City Council in their review of individual development projects.

The guidelines are intended to encourage creativity for individual development projects in Sierra Vista. They are not to be applied as strict standards recognizing that there are several design options that can achieve the desired intent. In addition, graphics, photos, and other imagery are used to help illustrate the successful application of guidelines, and do not dictate specific styles or architectural character. Furthermore, the imagery illustrated in these Guidelines is conceptual, intended only to communicate the spirit and intent of the accompanying guidelines.

Through these guidelines, the intent is to allow the various community, neighborhood, and home design elements to respond to market conditions, site constraints and opportunities, and other factors. While flexibility is needed, proper application of these guidelines is important to achieve the quality community described in Chapter 3, Vision and Principles.

A. Relationship to Other City Documents

Other standards and guidelines applicable to the SVSP are set forth in the following documents, which should be referenced in the design of all uses in the Plan Area:

- Roseville Municipal Code-Title 19, Zoning Ordinance.
- Community Design Guidelines.
- Roseville Sign Ordinance.
- Roseville Water Efficient Landscape Ordinance.

B. Administration of Guidelines

These Design Guidelines are intended to help direct the design of Sierra Vista's community design elements. It is expected that the Plan Area will build out over several years, and over time conditions may change that affect the project. The City recognizes the need for flexibility in the implementation of these Guidelines and that new conditions may arise that could affect the appropriateness of some of the Guidelines. To this end, the Specific Plan provides for the administrative approval of minor modifications to these Design Guidelines. For administrative approval of minor modifications, the requested deviations must be determined to be consistent with the spirit and intent of the design guidelines. Please refer to Section 10.7, Amendments and Minor Modifications, of Chapter 10, Implementation, for additional information regarding modifications.

B.2 Landscape Architecture

The guidelines for landscaping are intended to establish a basic landscape theme to be implemented consistently as Sierra Vista builds out. This will ensure that the entire Plan Area is unified by a common thread, reinforcing the sense of place envisioned for the planned community. Landscape plans prepared for roadway corridors, entrance gateways, and open space edges should conform to these guidelines and standards. Landscape design should be appropriate for the local climate and soil conditions, use of water-conserving plant species whenever possible, utilize recycled water irrigation systems, install water efficient, low volume irrigation systems and controls, harmonize with the native vegetation, and provide an appropriate transition between the formal landscaping in developed areas and the natural character of the open space areas.

To create the desired unified landscape theme throughout the Plan Area, this section outlines the appropriate landscape themes and street tree planting concepts, which are supported by a master plant palette for trees.

A. Overview and Approach for Landscaping

The planting approach for Sierra Vista incorporates a hierarchy of trees, shrubs, and groundcovers that define the character of Sierra Vista's public realm. Along streetscapes, the landscape architecture should utilize a consistent application of plantings from the plant palette, with trees that hold a strong street edge and create an intimate environment for pedestrian walkability. In larger landscaped areas, such as entrance gateways, landscape concepts should reinforce the landscape theming concepts, with a diversity of trees, groundcovers, and shrubs used to visually punctuate these areas and make them distinct features in the landscape. Along Open Space preserve interfaces, the landscape design approach should enhance the Plan Area's existing setting by incorporating native plant species that create a visual transition from the developed environment. Landscaping should utilize water-conserving plant species to the extent needed to comply with the Water Efficient Landscape Ordinance (WELO), recognizing that groundcovers may be used in many areas and turf in select areas. Water-conserving plants should be selected on their ability to thrive without the use of spray irrigation when established.

Throughout the Plan Area, irrigation should be consistent with the requirements of the City's adopted Water Efficient Landscape Ordinance. In addition, water conservation standards are provided in Section 8.2 of Chapter 8, Utilities.

B. Planting Concept for Streetscapes (Major Roads)

The landscape corridors and medians (where applicable) on arterial and collector streets should be landscaped with a combination of trees, shrubs, and groundcover consistent with the following guidelines:

Primary Street Trees

Primary Street Trees should typically be planted between the street edge and sidewalk or in a front yard, as appropriate per each street design standard. Consistent application of a primary street tree will provide a scale to each street, helping define its form and visual character. Special consideration should be given to tree types in special places, such as Village Nodes or entrance gateways, where a deviation in tree type will visually distinguish these features from the balance of the streetscape. Primary street trees should be:

- Large-scale, single-trunk trees, primarily deciduous, with high canopies that grow over the roadway.
- Selected from the master plant palette, provided later in this section.

- Spaced 30-feet on center.
- Planted from a minimum 15-gallon container.
- Planted in a regular linear fashion, set back from the curb far enough to accommodate ultimate growth. Root barriers and deep root irrigation should be installed on trees that are planted within 5-feet of a curb , paved surface or wall.

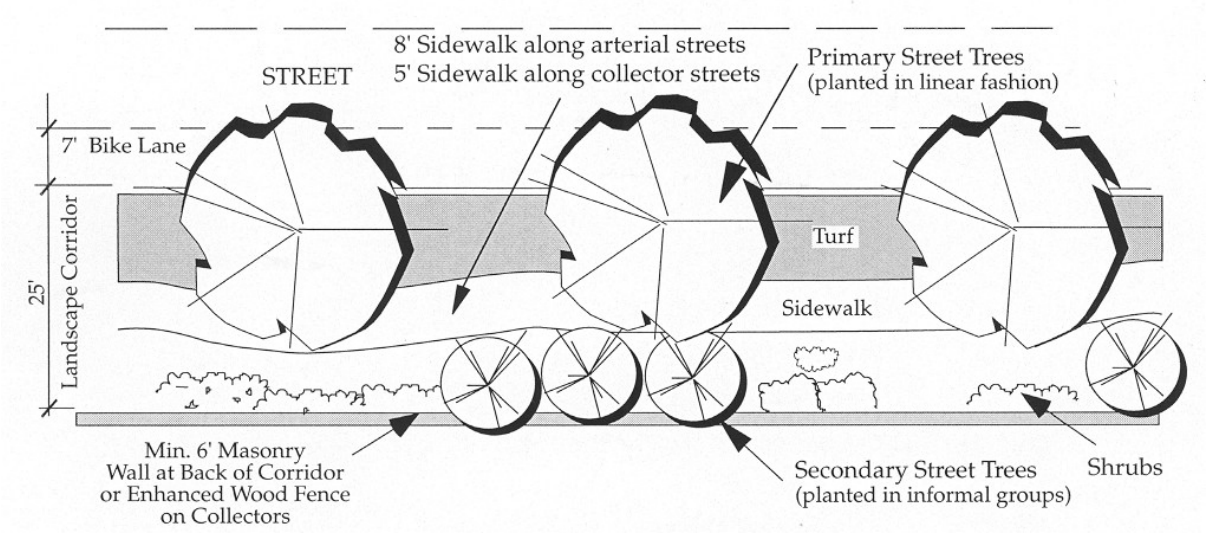


Figure B-1: Typical Landscape Corridor Street Planting Concept

Secondary Street Trees

Where appropriate, secondary street trees should be used as background trees in the landscape corridors to add contrast to the linear plantings of primary street trees. Median trees are also considered secondary trees, and may duplicate the primary street trees or provide contrast in the median to reinforce a street's landscape theme. Secondary trees should also be used to provide color and accents at neighborhood entries and at points of interest along the streetscape. Secondary trees should be:

- Planted in informal fashion as determined by space and tree species.
- Selected from the master plant palette, provided later in this section.
- Distinctive in form and/or color.
- Complementary to the form of the primary street tree.
- Planted from a minimum 15-gallon container.
- Spaced an average of 30-feet on center, or in equivalent quantities if planted in clusters.
- Utilize recycled water for irrigation and water efficient irrigation systems and controls.

Shrubs

Shrubs should be used in landscape corridors and medians to provide a visual barrier to fences, walls, and utility equipment, soften the ground plane, and visually link all landscape materials. Shrubs should be:

- Planted from a minimum 1 to 5-gallon container.
- Selected according to size, color, texture, water use, and seasonal interest.
- Placed to not obstruct important pedestrian or vehicular sight lines or threaten the safety of pedestrians.

Groundcover

Along major roadways including arterials and collectors, groundcover should be planted in all portions of landscape corridors, entrance gateways, and/or medians not planted with shrubs. Selection of plant material should also consider the pedestrian use of a particular area. High-activity areas such as parks and pedestrian corridors should be strategic in the use of turf in order to maximize water conservation. Low- activity areas, such as along arterials and collectors, should use groundcovers, particularly those that can utilize drip or other low-volume irrigation.

Utilization of groundcover should consider the following:

- Turf should be used sparingly in planter strips between the sidewalk and curb along arterial and collector streets. Usage should be consistent with the City's Water Efficient Landscape Ordinance.
- Non-turf groundcover (or a combination of turf and non-turf groundcover) is preferred behind the back of sidewalks on major roadways
- Other non-living materials such as bark and boulders may be combined with ground cover to add variety to the landscape.
- Planting turf via hydroseeding should be discouraged, but if used, hydroseeded areas should have strict weed-abatement measures implemented.
- Turf may be installed in areas with slopes less than 4:1. Non-turf groundcovers should be used on slopes steeper than 3:1.
- Drought-tolerant or water-conserving groundcover species that require low-water usage and low flow irrigation are encouraged.

C. Street Tree & Groundcover Palettes (Major Roads)

The master street tree palette specifies a number of materials that vary in species, height, color, and density. The palette groups tree species based on their appropriate planter size, and should be used accordingly to select trees for various streets within the community. While many trees are listed and are appropriate for use in Sierra Vista, not all should be used. A

small, but consistent palette of trees should be selected from this list, then applied uniformly throughout the Plan Area in order to create a strong, unified landscape framework. As described above for the application of primary and secondary street trees, proper use of this palette will help define Sierra Vista's visual character and sense of place. Other plant species may be considered to augment this palette, subject to review and approval by the City. Crape myrtle tree species shall be no greater than 10% each of the total trees used in any one project or phase of work.

❖ Trees for 3-Foot Planter or Larger

Amur Maple.....Acer tataricum ginnala
Strawberry Tree .....Arbutus unedo
Western Redbud.....Cercis occidentalis
Chinese Fringe Tree.....Chionanthus retusus
Eastern Dogwood .....Cornus florida
English Hawthorn 'Paul's Scarlet' .....Crataegus laevigata 'Paul's Scarlet'
Washington Hawthorn .....Crataegus phaenopyrum
Goldenrain Tree .....Laburnum anagyroides
Crape Myrtle .....Lagerstroemia hybrids
Amur Maackia .....Maackia amurensis
Bechtel Crabapple .....Malus ioensis 'Plena'
Crabapple 'Prariefire" .....Malus ioensis 'Prariefire'
Japanese Snowdrop .....Styrax japonicus
Fragrant Snowbell .....Styrax obassia
Chaste Tree .....Vitex agnus-castus

❖ Trees for 4-Foot Planter or Larger

Trident Maple .....Acer buergerianum
Hedge Maple.....Acer campestre
Vine Maple .....Acer circinatum
Japanese White Birch.....Betula platyphylla japonica
European Hornbeam.....Carpinus betulus 'Fastigiata'
American Hornbeam.....Carpinus caroliniana
Eastern Redbud .....Cercis canadensis
Italian Cypress .....Cupressus sempervirens
Golden Flame Tree .....Koelreuteria bipinnata
Goldenrain Tree .....Koelreuteria paniculata
Southern Magnolia 'St. Mary'.....Magnolia grandiflora 'St. Mary'
Kobus Magnolia.....Magnolia kobus
Saucer Magnolia .....Magnolia x soulangeana
Tupelo / Sour Gum .....Nyssa sylvatica
Japanese Red Pine.....Pinus densiflora
Chinese Pistache .....Pistacia chinensis
Fern Pine.....Podocarpus gracilior
Carolina Laurel Cherry .....Prunus caroliniana
Purple Leaf Plum.....Prunus cerasifera 'Krauter Vesuvius'
Ornamental Pear 'Capital' .....Pyrus calleryana 'Capital'
Ornamental Pear 'Chanticleer' .....Pyrus calleryana 'Chanticleer'
Ornamental Pear 'Redspire' .....Pyrus calleryana 'Redspire'

❖ Trees for 6-Foot Planter or Larger

Bigleaf Maple ..... Acer macrophyllum
Japanese Maple..... Acer palmatum
Red Maple ..... Acer rubrum
Sugar Maple ..... Acer saccharum
Common Horsechestnut ..... Aesculus hippocastanum
Madrone..... Arbutus menziesii
European Hackberry ..... Celtis australis
Chinese Hackberry ..... Celtis occidentalis
European Beech ..... Fagus sylvatica
Kentucky Coffee Tree .....Gymnocladus dioica
Grecian Laurel.....Laurus nobilis
Tulip Tree.....Liriodendron tulipifera
Canary Island Pine.....Pinus canariensis
Ponderosa Pine ..... Pinus ponderosa
Douglas Fir ..... Pseudotsuga menziesii
Blue Oak ..... Quercus douglasii
Holly Oak ..... Quercus ilex
Burr Oak ..... Quercus macrocarpa
Pin Oak..... Quercus palustris
Willow Oak ..... Quercus phellos
Cork Oak ..... Quercus suber
Japanese Pagoda Tree ..... Sophora japonica

❖ Trees for 8-Foot Planter or Larger

Incense Cedar..... Calocedrus decurrens
Atlas (Blue) Cedar ..... Cedrus atlantica
Deodar Cedar..... Cedrus deodara
Carob..... Ceratonia siliqua
Arizona Cypress.....Cupressus arizonica
Ginkgo Biloba (Male Only).....Ginkgo biloba
Honey Locust (thornless)..... Gleditsia triacanthos
Dawn Redwood..... Metasequoia glyptostroboides
Empress Tree ..... Paulownia tomentosa
Colorado Spruce ..... Picea pungens
Italian Stone Pine ..... Pinus pinea
Sycamore ..... Platanus species
California Black Oak ..... Quercus kelloggii
Valley Oak..... Quercus lobata
Interior Live Oak ..... Quercus wislizenii
Western Red Cedar..... Thuja plicata
Zelkova..... Zelkova serrata

❖ Trees for 12-Foot Planter or Larger

American Chestnut ..... Castanea dentata
Southern Magnolia ..... Magnolia grandiflora
Chestnut-Leafed Oak.....Quercus castaneafolia
Red Oak .....Quercus rubra
Coast Redwood..... Sequoia sempervirens
Giant Sequoia ..... Sequoiadendron giganteum

Bald Cypress .....Taxodium distichum
California Bay.....Umbellularia californica

❖ Groundcover between Curb and Sidewalk

Low water using turf (tall fescue blends)
Walk-on ground covers including:

- → Creeping Thyme
- → Blue Sedge
- → Chamomile
- → Fogfruit
- → Asiatic Jasmine
- → Blue Fescue
- → Horseshoe Vetch
- → California Fescue
- → Dwarf Oregano
- → Manzanita groundcovers
- → Creeping Barberry

D. Unique Landscape Design Considerations

Powerline Corridor on Westbrook Boulevard

In addition to the landscape guidelines noted above, the following additional standards shall apply to the portions of Westbrook Boulevard's landscape corridor that are within the City's powerline easement.

- ❑ Landscaping within the power line easement is restricted to shrubs, groundcover, turf, and low-growing trees, subject to review and approval by Roseville Electric.
- ❑ No permanent structures other than electric utilities may be placed within the electric easement.
- ❑ Lighting structures and landscaping within the powerline easement should not exceed 15-feet (at maturity) above ground elevation, and should not be within 25-feet of the nearest high- voltage transmission line conductor.
- ❑ Berms should not be placed next to the base of powerline poles.
- ❑ All grading, landscape structures (including lighting and fencing) and landscaping on a public-utility easement or near a public utility is subject to final approval by the City.
- ❑ The 8-feet wide sidewalk is allowed to meander within and adjacent to the existing 20-feet wide public-utility easement.

Median Breaks

Median breaks on arterial streets are limited to those shown on Figure 6-6 in Chapter 6, Circulation. The purpose of controlling the number and location of these breaks, aside from controlling traffic movements, is to ensure that a strong, continuous street tree and landscape treatment can

be provided along the streetscape. On a limited basis, additional median breaks may be considered on a case by case basis. The following standards shall apply to median breaks:

- Additional median breaks will be considered when a demonstrated benefit is shown to increase the level of service of an otherwise already degraded signalized intersection adjacent to the location of the desired breaks.
- Median breaks along arterial streets should be spaced to allow for standard turn pocket and taper lengths.
- Breaks should be spaced to provide a sufficient area for median landscaping and to prevent the creation of small islands that cannot have landscaping due to size constraints.
- Median design should avoid creating conditions where hardscape must be installed in lieu of landscaping due to site distance requirements.
- A minimum of 5 trees, spaced at maximum intervals of 30' on-center, shall be provided in any one section of median.
- Special cases that deviate from these standards may be considered at the discretion of the City Engineer on a case by case basis.

E. Landscape Guidelines for Residential Streetscapes

Front yard landscaping in residential areas (including planter strips between curb and sidewalk, where present) is subject to the provisions of the City's Water Efficient Landscape Ordinance (WELO) and the SVSP water conservation plan. The SVSP encourages the use of water conserving plant species and selected use of turf and groundcovers. In instances where the WELO applies, landscaping and irrigation systems along residential streetscapes should comply with the following guidelines:

- Turf should be encouraged in planter strips between the sidewalk and the curb along residential streets.
- When separated sidewalks are used within residential subdivisions, turf or other walk-on ground cover is an appropriate groundcover provided the irrigation system complies with the City's Water Efficient Landscape Ordinance (WELO).
- Where turf is not feasible, other walk-on groundcovers may be used as specified in Plant Palette (see sub-section C, above).
- Front yard landscaping should be consistent with the guidelines for plan-wide water conservation, as outlined in Section 8.2 of Chapter 8, Utilities.

B.3 Entry Features & Signage

Entrance features are visually prominent elements of the public realm that should create a sense of arrival into both the City and Sierra Vista. Sited at key locations throughout the Plan Area, these features have a unified application of hardscape elements, project icons, landscaping, and accent materials that define Sierra Vista's visual character. And through repetition of a consistent application of hardscape and landscape elements, the overall design theme of the public realm is reinforced throughout the community. A hierarchy has been developed for different types of entry features, which include City Gateways, Project Entries, and Neighborhood Entries. Figure B-2 illustrates the location of entrance features, by type, which are individually described below:

A. City Gateways

City Gateways are the most significant in the hierarchy of entrance features in the Plan. Located along the southern boundary of the Plan Area where Baseline Road intersects with major arterials, these features give a pronounced entrance statement into the City. Gateways are characterized by hardscape and landscape elements that have a visually pronounced stature along the streetscape, with a thematic application of landscaping, materials, finishes, and signage that are from a common palette created for Sierra Vista. The following guidelines should be used to help direct the design of these features:

- Gateways should utilize landscape corridors at intersections where a corner clip creates a physical space for these features.
- Hardscape features should include iconic elements, such as monuments, walls, pilasters, raised planters, plazas, and/or other architectural elements, that are derived from a common palette of materials, colors and exterior finishes.
- Landscape materials should utilize water-conserving species and incorporate accent trees, shrubs, and groundcovers that harmonize with the overall landscape theme of Sierra Vista, but in a manner that visually punctuates Gateways as significant elements of the public realm.
- Signage and indirect lighting should be incorporated into the design of monuments and walls in a subtle manner that is secondary to the hardscape features.
- Signage should be incorporated into gateways to identify the City of Roseville. This signage may also identify Sierra Vista, provided it is complimentary to City signage.

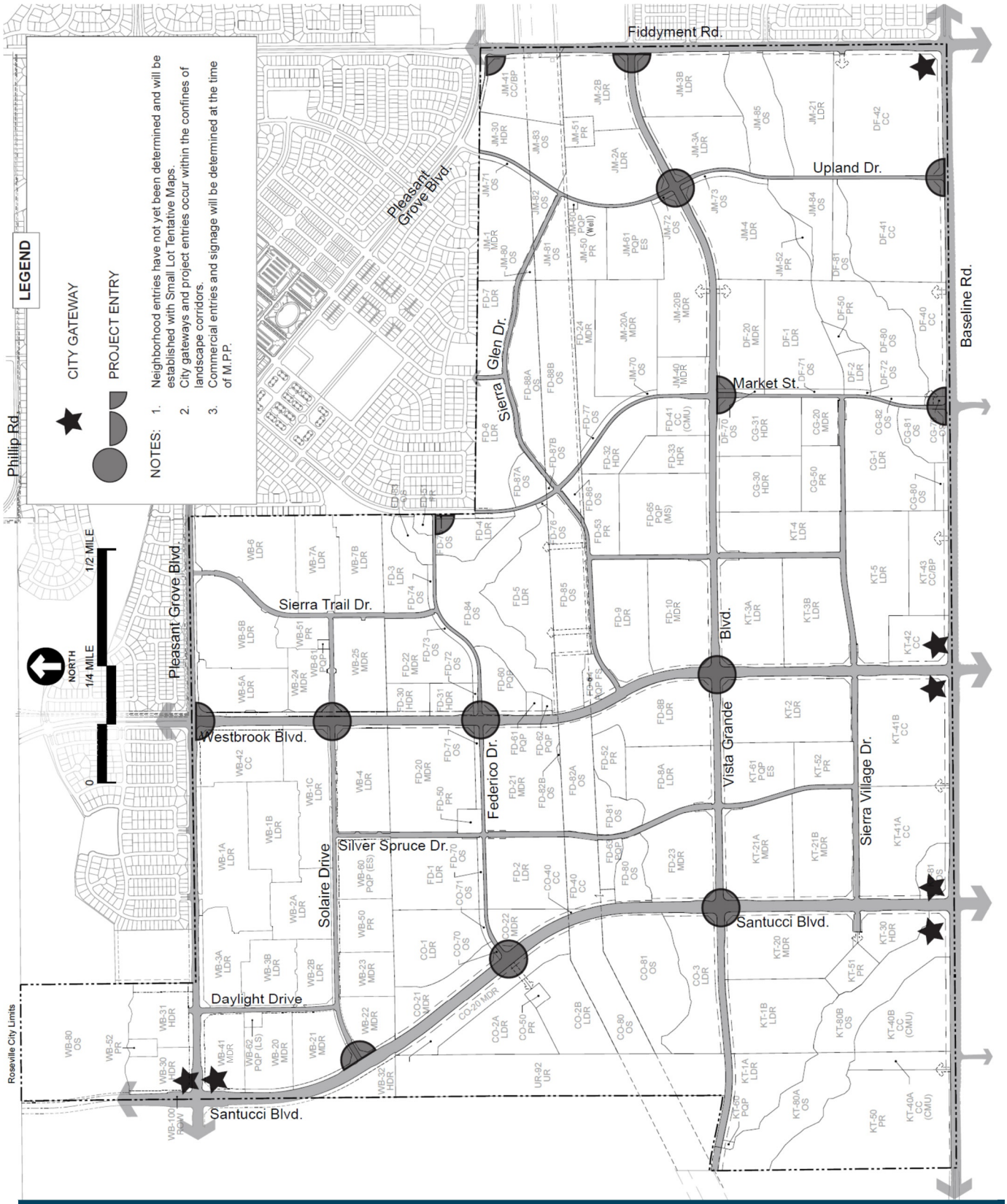


Figure B-2: Entry Feature Locations

B. Project Entries

Project Entries are elements that visually reinforce the streetscape theme within the Plan Area and announce arrival to project areas. A distinction between a Project Entry and a Neighborhood Entry is that Project Entries are intended to be more prominent in scale as appropriate for its location and purpose.

These features are located at major intersections along arterial and collector streets to identify larger neighborhood areas defined by the various land ownerships in Sierra Vista. The application of landscape and hardscape materials may vary, however the intent is that their overall appearance be complimentary to one another in order to maintain the overall visual character of Sierra Vista.

Project Entries will be located in the landscape corridor within the right of way at the corners of intersections, typically where a corner clip is provided in the adjacent residential neighborhood, which creates an enlarged landscape corridor along the street. The design characteristics of these features should be directed by the following guidelines:

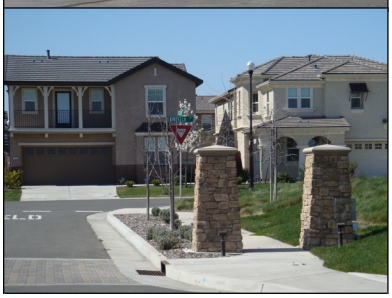
- Large-scale iconic hardscape elements, such as masonry walls, pilasters, or obelisks, that flank each side of the roadway to visually demark entry into a neighborhood.
- Low walls with decorative caps, used in conjunction with pilasters at street edges, reinforcing the sense of arrival.
- Hardscape elements clad with stone or other natural materials, which complement the streetscape design theme and reinforce the character of the landscape.
- Identification signage, if provided, incorporated into the design of hardscape features in a subtle manner, as permitted by the Roseville Sign Ordinance.
- Iconic emblems, logos, or symbols used to reinforce the streetscape theme, which are repeated throughout the Plan Area's other neighborhood entry features.
- Indirect lighting incorporated with concealed fixtures that provide a subtle lighting wash across hardscape and landscape elements during nighttime hours.
- Significant stands of evergreen and deciduous accent trees used to further define the physical form of the entry feature, with a scale that complements hardscape elements and reinforces the sense of arrival.
- Water-conserving accent plants and groupings of shrubs and groundcovers that add color and variety to the gateway.

C. Neighborhood Entries

Neighborhood Entries are entry features that create or enhance a formal entrance into a subdivision. Neighborhood Entries may be unique to each subdivision and depending on individual neighborhood design; these features may be located in a small center median at the neighborhood entrance, or flanking each side of a residential roadway. A Neighborhood Entry is intended to be smaller in scale than a Project Entry.

The design of Neighborhood Entries should utilize the same palette of materials, colors, and exterior finishes of the corresponding Project Entry, which may vary throughout the Plan Area depending on the land ownership. However, the intent is that their overall appearance be complimentary to one another in order to maintain the overall visual character of Sierra Vista. The design characteristics of these features should be directed by the following guidelines:

- Typically located at a subdivision entrance, either in an entrance median or along each side of the street, at the primary access point from an arterial or collector street.
- Thematic wall or other hardscape features (such as trellises, raised planters, pilasters, etc.) that are consistent with the overall design theme established for the subdivision.
- Subdivision identification signage incorporated into the design of hardscape features in a subtle manner, as permitted by the Roseville Sign Ordinance.
- Iconic emblems, logos, or symbols used to identify the subdivision, which reinforces the streetscape theme.
- Design in a manner that does not impact site distance requirements for automobiles.
- The number, height, and size of all signs shall be consistent with the requirements of the Roseville Sign Ordinance.



D Site Design for Entry Features

City Gateways and Project Entry Features are to be located in "corner clips" (triangular landscape corridor enlargements at street intersections). The following parameters should be used to guide the site design and landscape/hardscape elements for all entrance features located at intersections:

- Where fencing is provided at the rear of corner clips, the fencing should consist of a masonry wall (with pilasters or columns) to match or accent the adjacent masonry wall.
- Improvements within corner-clip areas should allow adequate vehicular lines of sight at intersections.
- Corner-clip offset from the edge of the required landscape corridor should be consistent with the design standard in Figure 6- 18, in Chapter 6, Circulation. Non-triangular corner clips are

permitted (i.e., curved, stepped, etc.) provided they do not encroach into the minimum offset area.

- Corner clips are to be landscaped in a manner compatible with the adjacent landscape corridors, and shall include accent plantings.

E. Signage on Entry Features

Identification signage is permitted on entrance features. Sign text is permitted to identify the City and/or project (i.e. City of Roseville and/or Sierra Vista) on City Gateways. Sign text is permitted to identify the Project or specific community (i.e. Sierra Vista or XYZ Communities) at Project Entries. Signage may also be used to identify subdivisions at Neighborhood Entrances. Entrance feature signage is regulated by the Roseville Sign Ordinance and is subject to the permitting requirements of the City. All signs, including those related to commercial, office, and multi-family use, as well as temporary construction, marketing, and sales signs, are regulated by the Roseville Sign Ordinance.

Signage shall utilize high-quality materials that will endure outdoor seasonal conditions and resist vandalism. Signs and sign lettering are encouraged to be monolithic or panels/plaques, versus individual letters, such as those listed below. All signs are subject to review and approval by the Parks and Recreation Department and subject to provisions in the Roseville Sign Ordinance.

- Flush Mount Channel Letters
- Flush Mount Masonry or Metal Wall Plaques
- Cast concrete signage

All sign elements on pilasters or walls shall use mounting hardware securely embedded into the surface onto which it is affixed. No epoxy-mounted elements are permitted. Where signs and monuments are to be up-lit, such lighting equipment shall be approved by the City.

B.4 Walls and Fencing

Walls and fences throughout Sierra Vista are intended to provide screening between differing land uses, create a transition between developed areas and open space, secure off-site edges from public access, and provide privacy and security for private property. The design and material for walls and fencing varies throughout the Plan Area, depending on the specific purpose. The location of each wall and fence type is shown on Figure B-3. The type of fencing on the east side of Parcel WB-31 is to be determined through the City's design review process for development of that parcel. Several wall and fence types are specified for use in Sierra Vista, with the general design characteristics for each specified below.

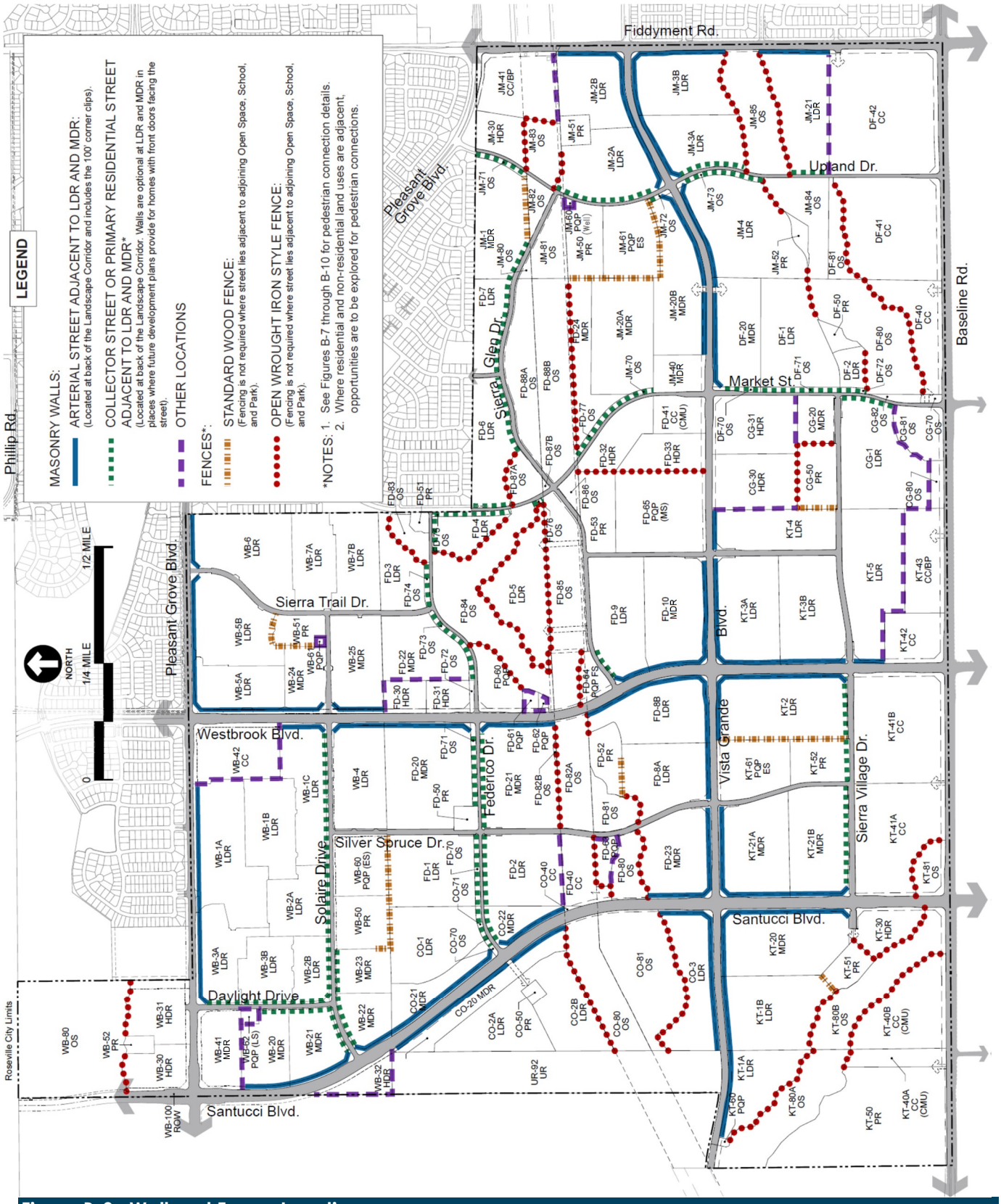
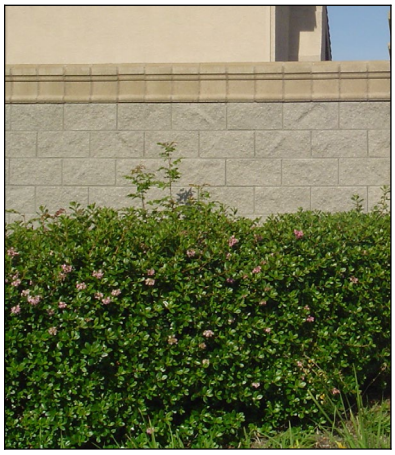


Figure B-3: Wall and Fence Locations

A. Masonry Walls



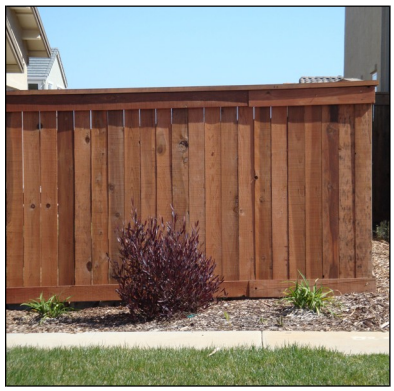
Masonry walls are intended to provide security, screening, privacy, and/or sound attenuation where appropriate along roadways or between differing land uses. The typical application of masonry walls is on arterial roadways, along the back edge of the landscape corridor where needed for sound attenuation, as illustrated on Figure B-3.

The guidelines below outline the key design requirements and common applications for masonry walls in the Plan Area:

- Masonry walls along public streets should be placed to avoid blocking views to the open space corridors and should not obstruct underground or above-ground electric, telephone, cable, water, or sewer services or equipment.
- Walls should be a minimum of 6'-high along arterial roads, or higher if necessary to meet the requirements of a site specific noise analyses. For walls higher than 6' in height, designs should be encouraged for walls to be constructed atop low earthen berms.
- Opportunities for wall openings between land uses should be included where appropriate to encourage and facilitate pedestrian connection/access between land uses (i.e. between residential and commercial sites and between residential neighborhood to provide connectivity thought the plan).
- Wall materials shall have a textured face such as cast patterns, split-faced, or stucco-finished on the side facing the street or public view and include a trim cap which adds color and texture change and visual interest.
- Variations in wall designs within the Plan Area are acceptable, however continuity in theme and materials shall be incorporated where variations occur.
- Pilasters shall be used at each side of neighborhood vehicular and pedestrian entrances to define openings, and at each angle point or change in direction to enhance wall aesthetics.
- Landscaping in front of the wall shall include shrubs close to the wall to break up any stretches of wall not interrupted by columns.
- Multiple pilasters at neighborhood entries are encouraged.
- Pilasters may include embellishments such as graphic logos or emblems (not signs) incorporated in the column or pilaster design, and are exempt from the Roseville Sign Ordinance unless determined by the Planning Director to meet the definition of a sign.
- Pilasters should have sufficient bulk and dimensions to appear in proportion to the height and mass of the wall. Pilasters and columns may not be less than 18" in any dimension at the base, and may be circular or square.

B. Wood Fencing

Two types of wood fencing are specified for use in the Plan Area – Standard and Good Neighbor. Both fence types are intended to provide security, screening, and privacy. Standard wood fences are typically located along roadways where facing or abutting a residential street. . Good Neighbor wood fences are located in areas that are not visible from public view, such as between residential properties.



Standard Wood Fence

Standard wood fences have a consistent architectural design appearance on each side and incorporate decorative top rails. This fence type is typically located adjacent to parks and paseos or on lots that back or side to a residential street, where a masonry wall is not required.

Guidelines for standard wood fences are:

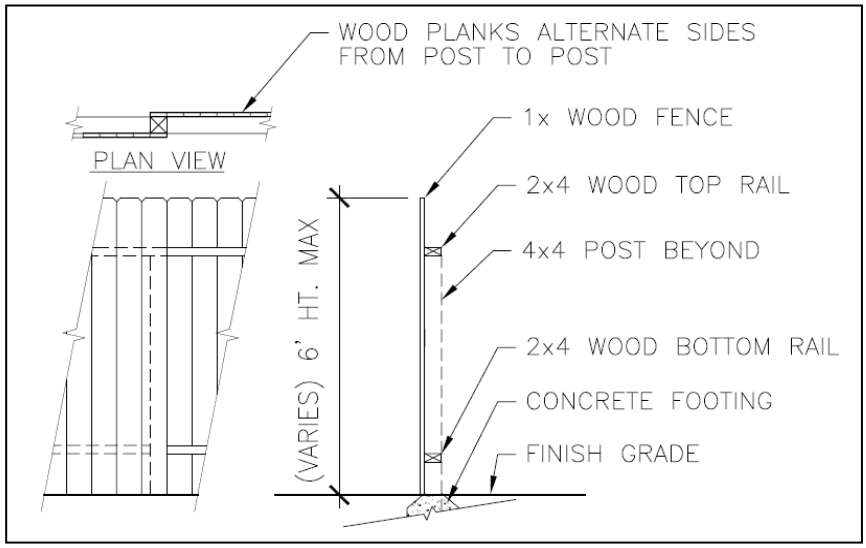
- Minimum height of solid wood fence along all residential streets within neighborhoods is 6'.
- Fence sections may be 8' to 10' in length supported by 4-by-4 posts.
- Are to be of redwood construction and painted or stained in an earth tone color.
- A 6'-high standards wood fence should be constructed where residential lots back up to schools.
- Minimum solid-wood fence height adjacent to parks is 6-feet.

Good Neighbor Wood Fence

Good neighbor wood fencing does not incorporate decorative top rails. It is intended to provide privacy and security between residential units. This fence type is typically located between private residential lots.

Guidelines for good neighbor wood fences are:

- Constructed at a height of 6' in module widths between 6-feet and 8-feet.
- This fence type shall not front on to a public street.
- Construction specifications are provided in the diagram to the right.



C. Open Fencing

Open fences are intended to provide a visually transparent barrier at developed edges adjacent to open space parcels. Depending on the interface, open fencing may be used between open space areas and the rear and side property line of residential parcels, along a street adjacent to open space, or along pedestrian pathways at the edges of open space parcels. Open fences may also be used to separate different functions within landscape corridors (for example, to restrict access of dirt bikes and motorized vehicles) and at other miscellaneous locations within the Plan Area. The following guidelines should be used to direct the design and application of open fencing throughout the Plan Area, as appropriate for each location:

Fencing between Residential and Open Space

- Open fencing should be 4 to 6 feet in height and constructed of tubular steel or wrought iron and black or dark green in color.
- Brick or other masonry pilasters or columns may be used as an optional detail with tubular steel or wrought iron fences.
- Both sides of fencing are to be addressed aesthetically if they are visible from streets.
- Where residential lots back up to open space, knee walls with or without a tubular steel fence on top will be used. If tubular steel fencing is required on top of the knee wall, the top of the fence/wall combination shall not exceed 6-feet.

Other Fencing Conditions at Open Space

- Concrete rail or post-and-cable fencing should be used along the street edge adjacent to open space preserves to define the landscape edge and discourage access of dirt bikes and motorized vehicles.

B.5 Street Lighting

Themed street lighting may be used within the development to maintain an overall cohesiveness of the Plan Area. Where desired, decorative, "acorn" fixtures may be used on collector and residential streets. Decorative light fixtures are also encouraged on private streets within medium-density and high-density residential developments.

All street lighting shall meet the street lighting standards established by Roseville Electric, including illumination standards and fixture style. Figure B-4 illustrates a City-approved design detail of an acorn-style light fixture.

Figure B-4: Acorn-Style Street Light

B.6 Paseos

As provided for in Section 6.3 of the Circulation chapter, paseos are a key element that provide pedestrian and bikeway linkages throughout Sierra Vista. Paseos are intended to be active, vibrant areas which encourage pedestrian activity and interaction between residents of the Sierra Vista community. To this end, several design criteria should be implemented to ensure that paseos are adequately connected with adjacent neighborhoods to provide pedestrian/bicycle access. These are illustrated in the various design standards in this section, however the key criteria are:

- Where a subdivision edge adjoins a paseo along either Market Street, Upland Drive, Federico Drive, or a Primary Residential Street with Paseo, pedestrian/bicycle connections shall be provided on an average of 600'. Connections between a paseo and neighborhood can be achieved via roadways, live-end cul-de-sacs, sidewalk pass-through's, or a combination thereof, as shown on Figure B-7.
- Where MDR parcels abut a Residential Paseo as shown in Figure B-5, no house driveways crossing the paseo shall be permitted. In addition, front doors of residences are encouraged to be oriented toward the paseo.

The City and landowners acknowledge that it will not be possible or desirable in all cases to orient the front doors of all residences toward the paseo. In such cases, other lotting design techniques may be utilized including, but not limited to, lots that side onto the paseo. Where houses do not front the paseo, the location of fences, enhanced landscape treatments pedestrian connections, and cul-de-sac openings shall be consistent with the Paseo Plan in Figure B-5, and the accompanying design sections in Figures B-6 through B-21. The final design of such residential units and their orientation in relation to the adjacent paseo will be reviewed and approved in conjunction with the approval of the tentative map and the compact residential review for such units.

Several types of paseo design standards have been created for Sierra Vista, the application of which varies depending on its location within the community. These include:

- **Collector Street Paseos –** located on Market Street, Upland Drive, and Federico Drive, where a widened landscape corridor is provided along the street edge. For this paseo type, homes are generally backed or sided to the paseo edge, with regular connection points provided between the paseo and adjacent neighborhood (per spacing requirements noted above).
- **Residential Street Paseos –** located on certain primary residential streets, as designated on Figure B-5, where a widened sidewalk

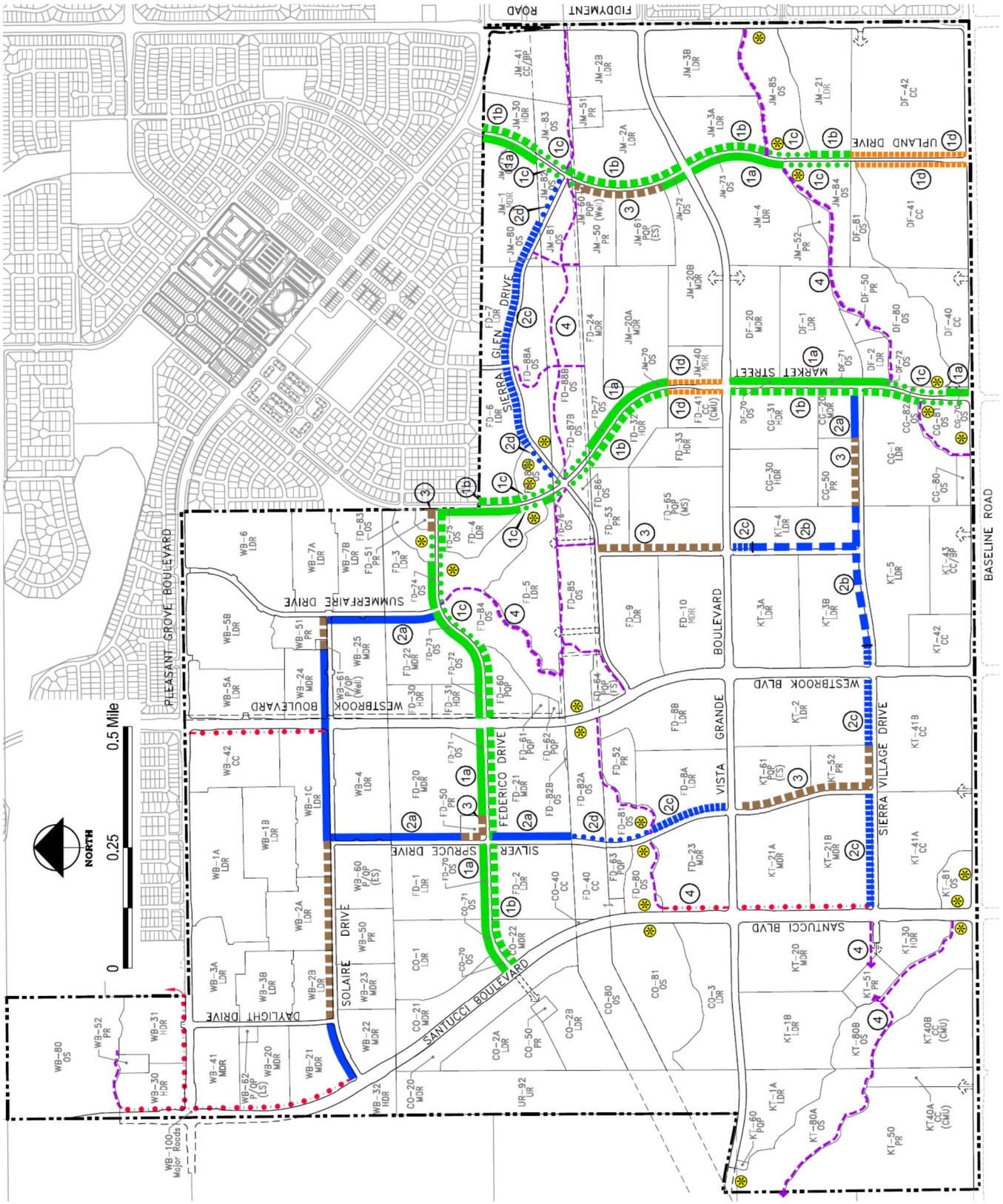
and landscape strip is provided along one street edge. For this paseo type, homes immediately adjoining the paseo edge either front or side on to the paseo, and for MDR parcels, individual driveway cuts for each home are not permitted.

- **Paseo Connections at School & Park Sites –** where paseo linkages are needed at school and park sites, connections are provided via a sidewalk along the street edge matching the sidewalk width of the adjacent paseo.

For each of the paseo types listed above, there are several design applications necessary to ensure that the paseo has a proper interface with its adjacent use. To this end, several design standards are provided in this sub-section depicting how the paseo is designed in various locations throughout Sierra Vista. Landscape designs for paseos shall be consistent with those outlined in the Streetscape design guidelines noted earlier in this Section. The location of each paseo type is listed in Figure B- 5, with the standards for each described in Table B-1. In addition, several plan-view concept plans are provided in this section.

Table B-1: Paseo/ Landscape Corridor/ Trail Summary

PASEO / LANDSCAPE CORRIDOR / TRAIL SUMMARY				
I.D. #	COLOR KEY	DESCRIPTION	PASEO COMPONENTS & WIDTHS	DETAIL REFERENCE
1. COLLECTOR STREET PASEO				
1a		60' Collector Street Paseo	15' landscape strip + 10' walk + 35' landscape behind walk (sidewalk may meander)	Figures B-6 thru B-10
1b		30' Collector Street Paseo	10' landscape strip + 8' walk + 12' landscape behind walk (sidewalk may meander)	Figures B-6 thru B-10
-	(not illustrated)	Optional Modified Collector Street Paseo Adjacent to HDR	Narrows 30' or 60' Paseo by 10' for optional on-street parking	Figure B-15
1c		30' / 60' Collector Street Paseo width transition at Open Space	8' landscape strip + 8' or 10' walk + 5' landscape behind walk with post & cable fence (21' or 23' total)	Figure B-12
1d		Collector Street Paseo at CMU or CC	15' monolithic walk (DF-41 & DF-42 may differ @ time of Development Plan)	Figure B-11
2. PRIMARY RESIDENTIAL STREET PASEO				
2a		Primary Residential Street Paseo adjacent to MDR	5' landscape strip + 10' walk + 5' landscape behind walk (20' total) (Individual unit driveways are not permitted)	Figure B-16
2b		Primary Residential Street Paseo adjacent to LDR	5' landscape strip + 10' walk (15' total) (Individual unit driveways are permitted)	Figure B-17
2c		Primary Residential Street Paseo adjacent to back-up LDR or MDR	5' landscape strip + 10' walk + 10' landscape behind walk with wall (25' total) 5' landscape behind walk with wall (20' total) for FD-6, FD-7, and JM-1	Figures B-18 & B-19
2d		Primary Residential Street Paseo adjacent to Open Space at Parcels FD-81 & FD-82A	5' landscape strip + 10' walk + 5' landscape behind walk with post & cable fence (20' total) 5' landscape strip + 5' walk + 5' landscape behind walk (15' total) for FD-87 & JM-82	Figure B-20
3. SCHOOL / PARK FRONTAGE				
3		Collector Street or Primary Residential Street Paseo continuation at Schools & Parks	10' monolithic or separated walk (walk width and location may vary per final design)	Figures B-14 & B-21
4. OPEN SPACE TRAIL INTERCONNECTIONS				
4		Open Space Trail interconnections to Paseos & Landscape Corridors	10' trail (with 2' shoulders each side)	-
5. LANDSCAPE CORRIDOR TRAIL INTERCONNECTIONS				
5		Paseo Sidewalk in Arterial Landscape Corridor	Landscape Corridor sidewalk widened to 10'	-
6. Culvert Crossings				
6		Monolithic sidewalk at Culvert Crossings	sidewalk width unchanged	Figures B-13 & B-20



Note: Bikeway alignments in open space areas are conceptual and may be refined as detention facilities are designed.

Figure B-5: Paseo Plan

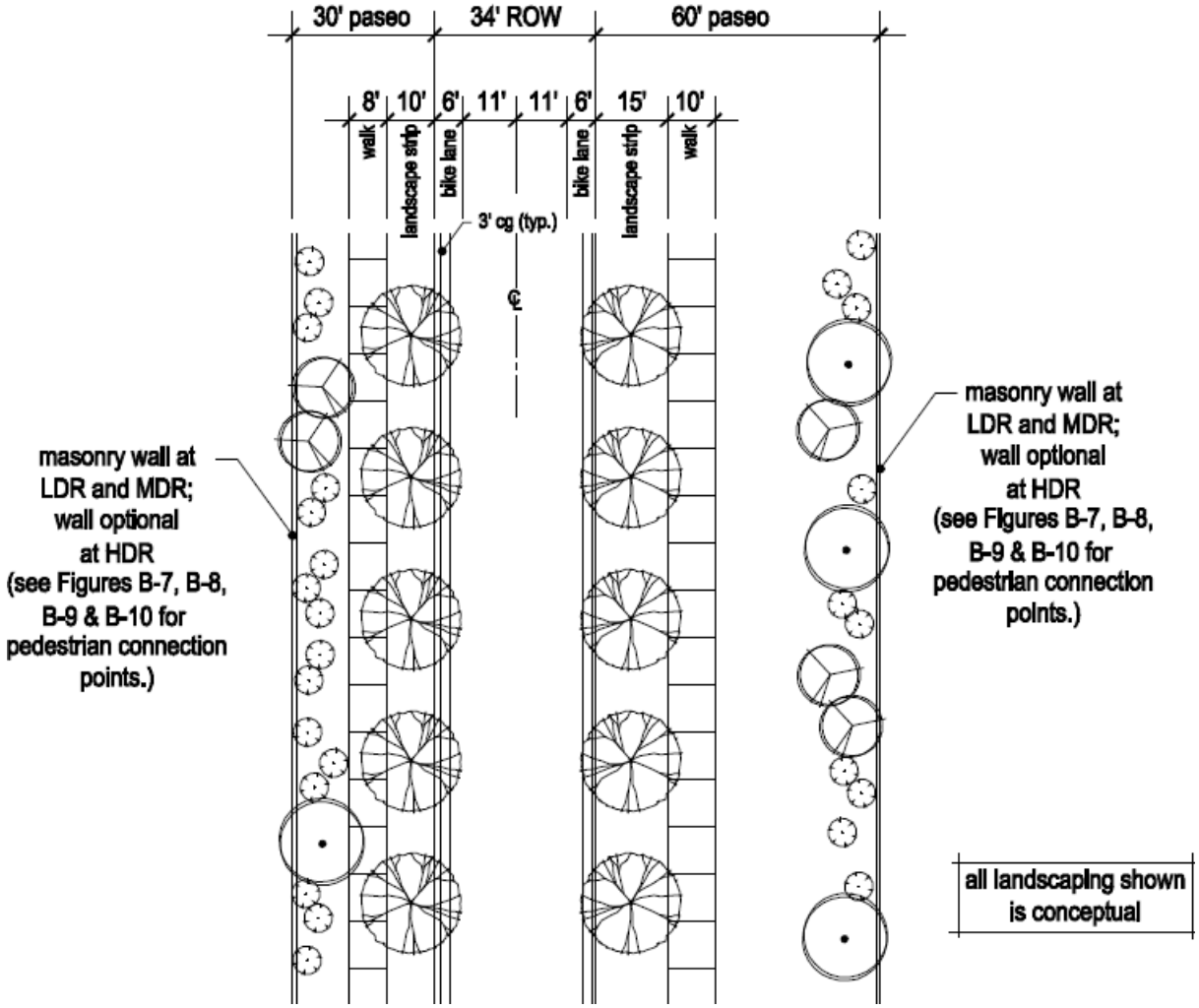


Figure B-6: Collector Street Paseo

Pedestrian Connection points to the Collector Street paseos from the adjacent subdivisions are to be provided on an average of every 600' on both sides of the street. Connections may be via Street, Live-End Cul-de-Sac or Pedestrian Way, in any combination.

Pedestrian Connection point criteria and design options also apply to Primary Residential Street paseos with walls, but only on the paseo side.

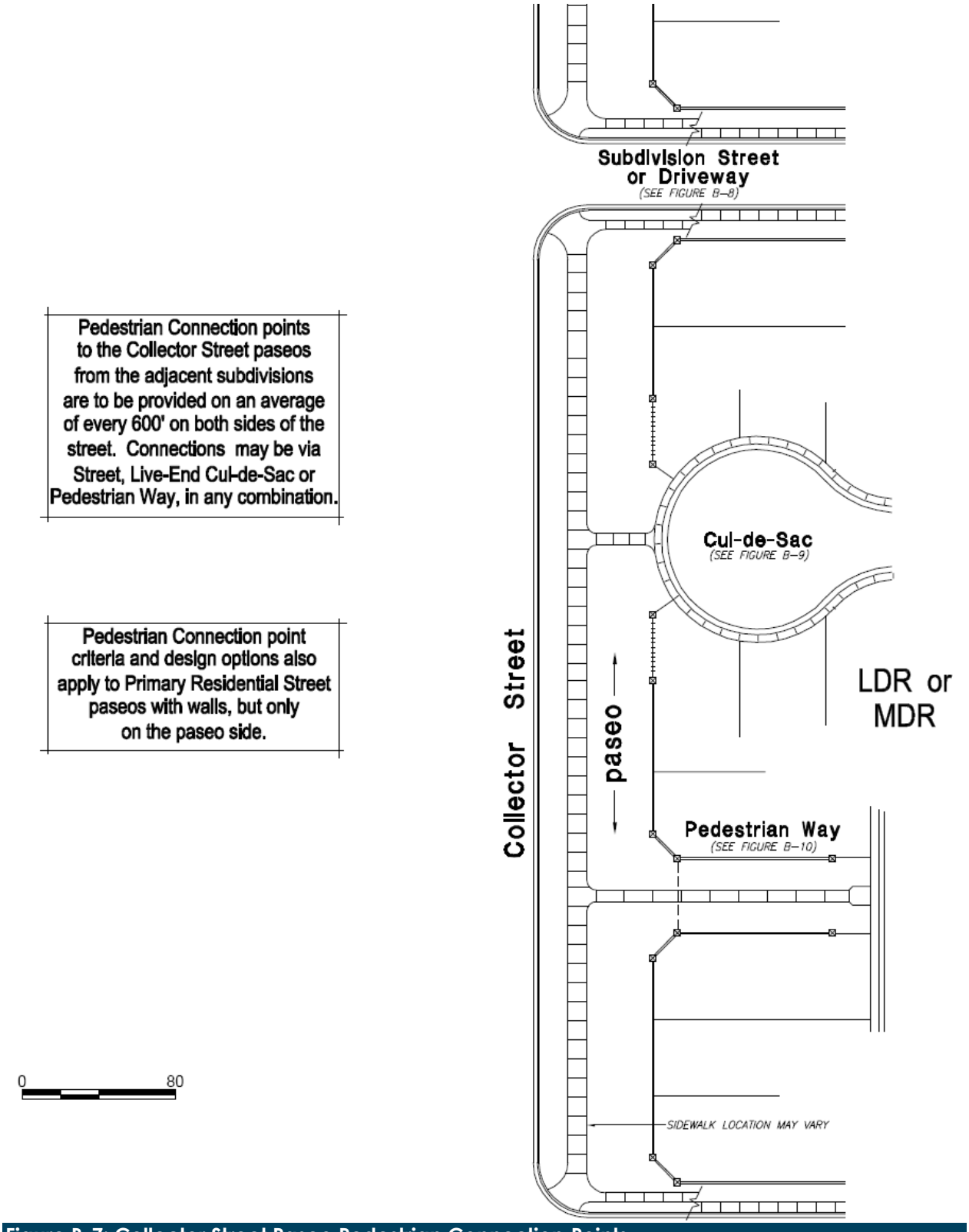


Figure B-7: Collector Street Paseo Pedestrian Connection Points

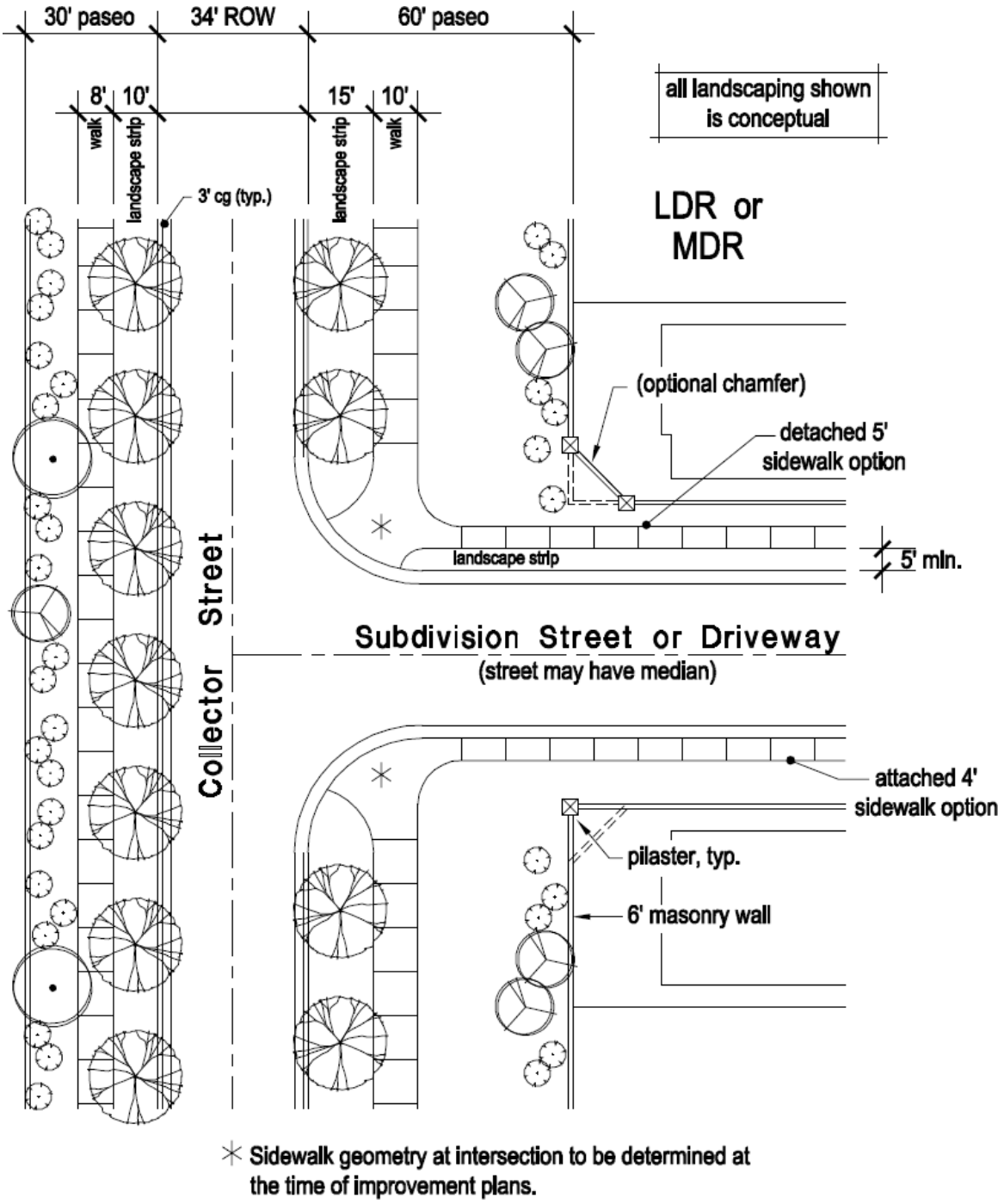


Figure B-8: Collector Street Paseo at Subdivision Street

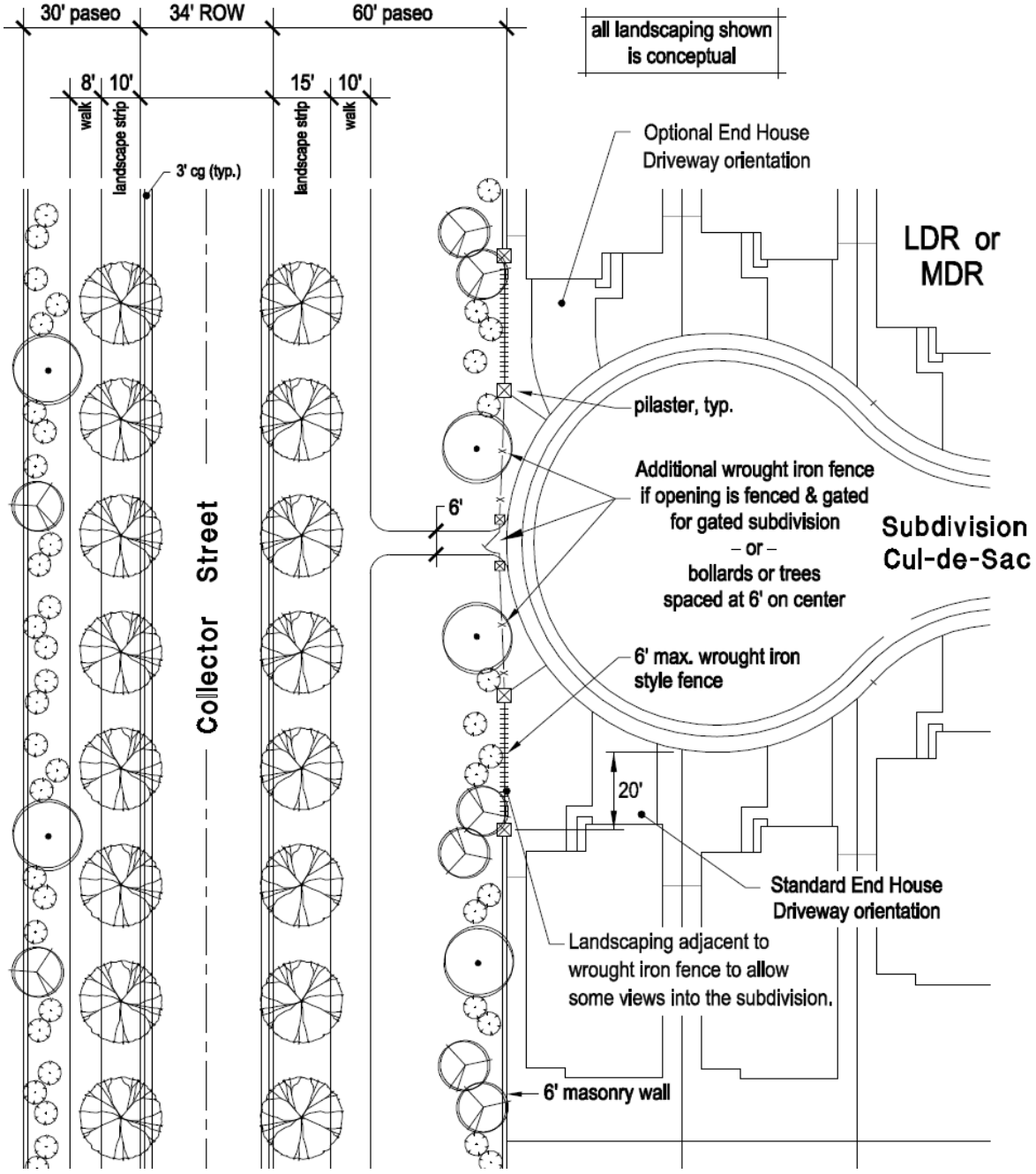


Figure B-9: Collector Street Paseo Connection atCul-de-Sac

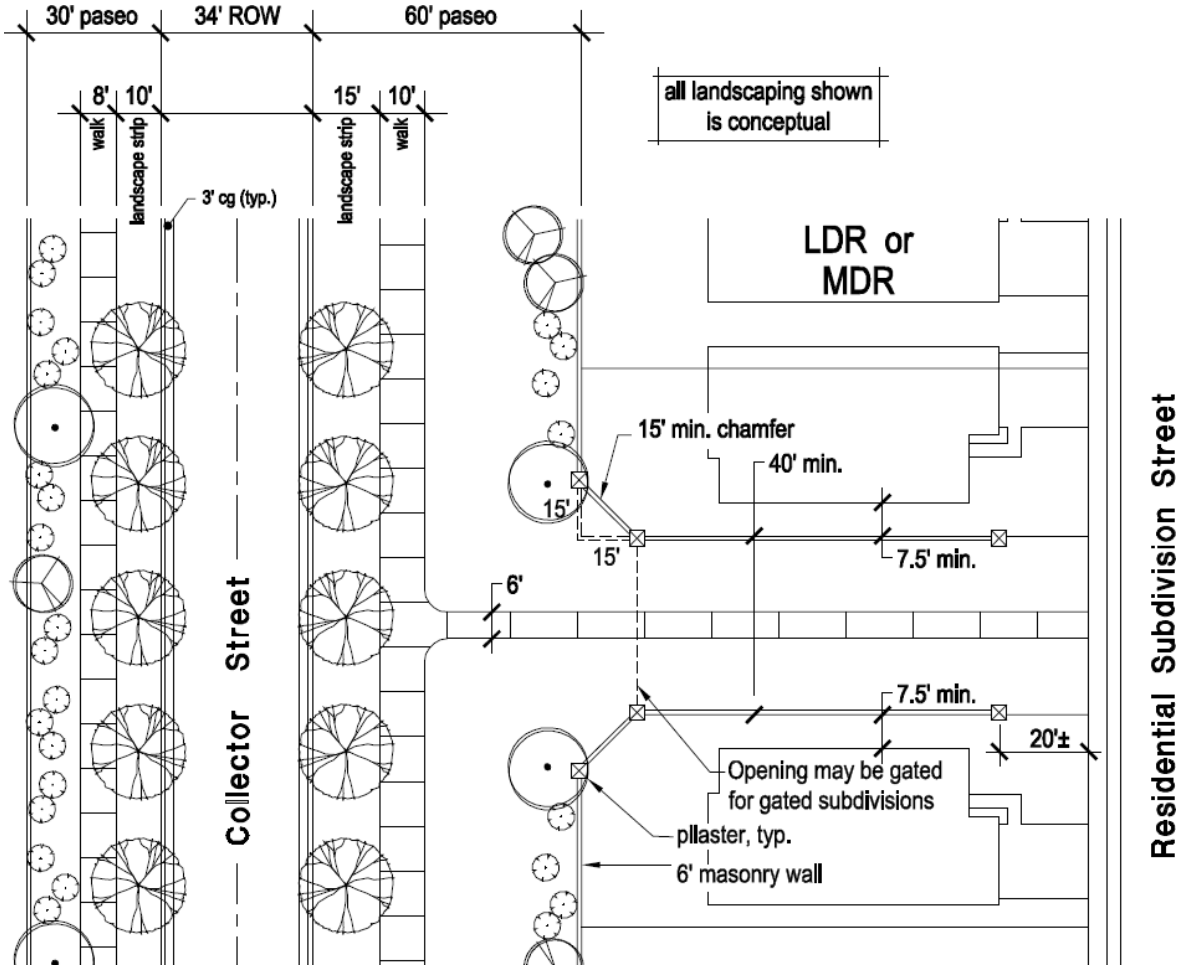


Figure B-10: Collector Street Paseo Connection at Pedestrian Way

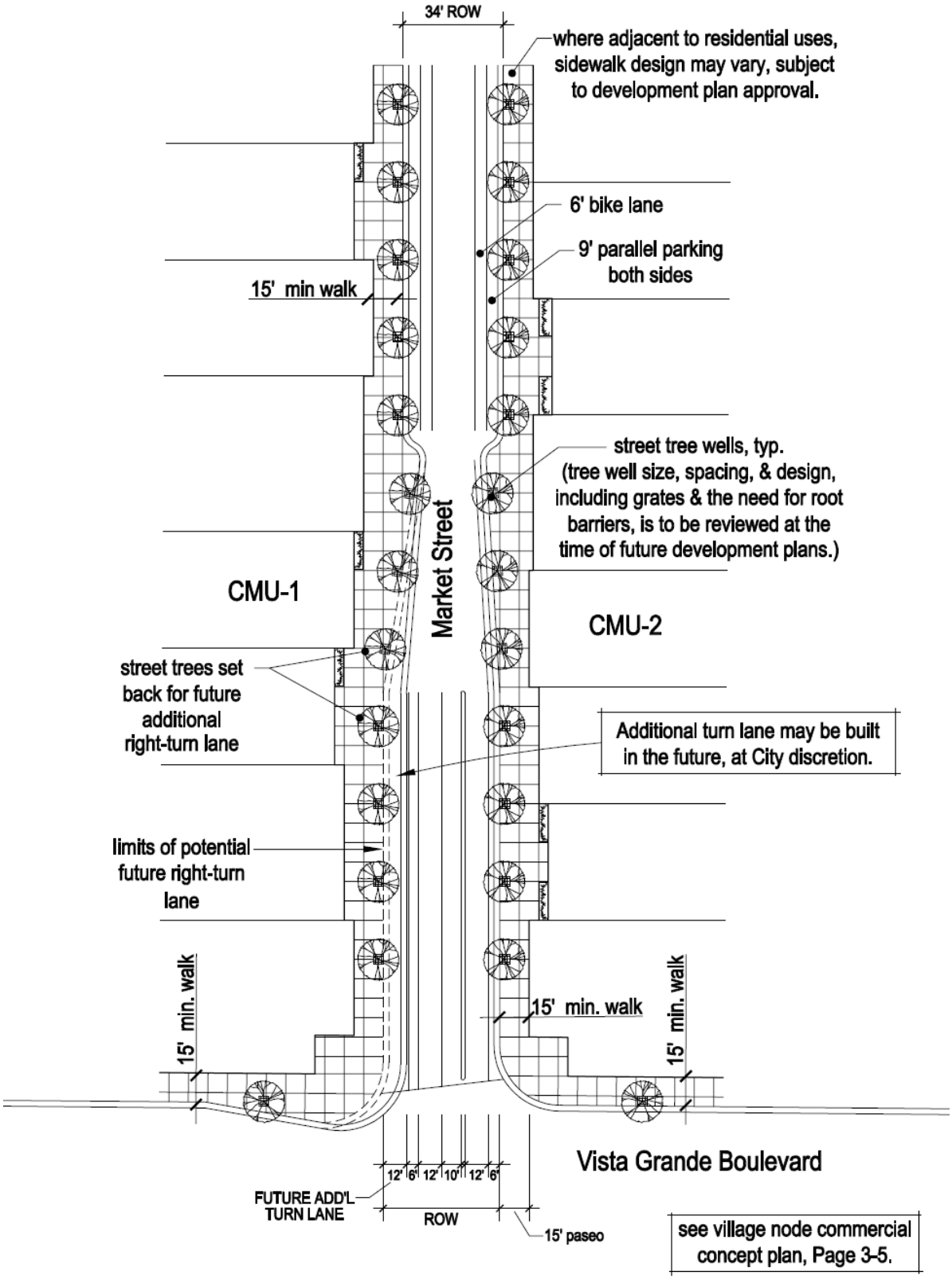


Figure B-11: Collector Street Paseo adjacent to DF-41 & JM-40

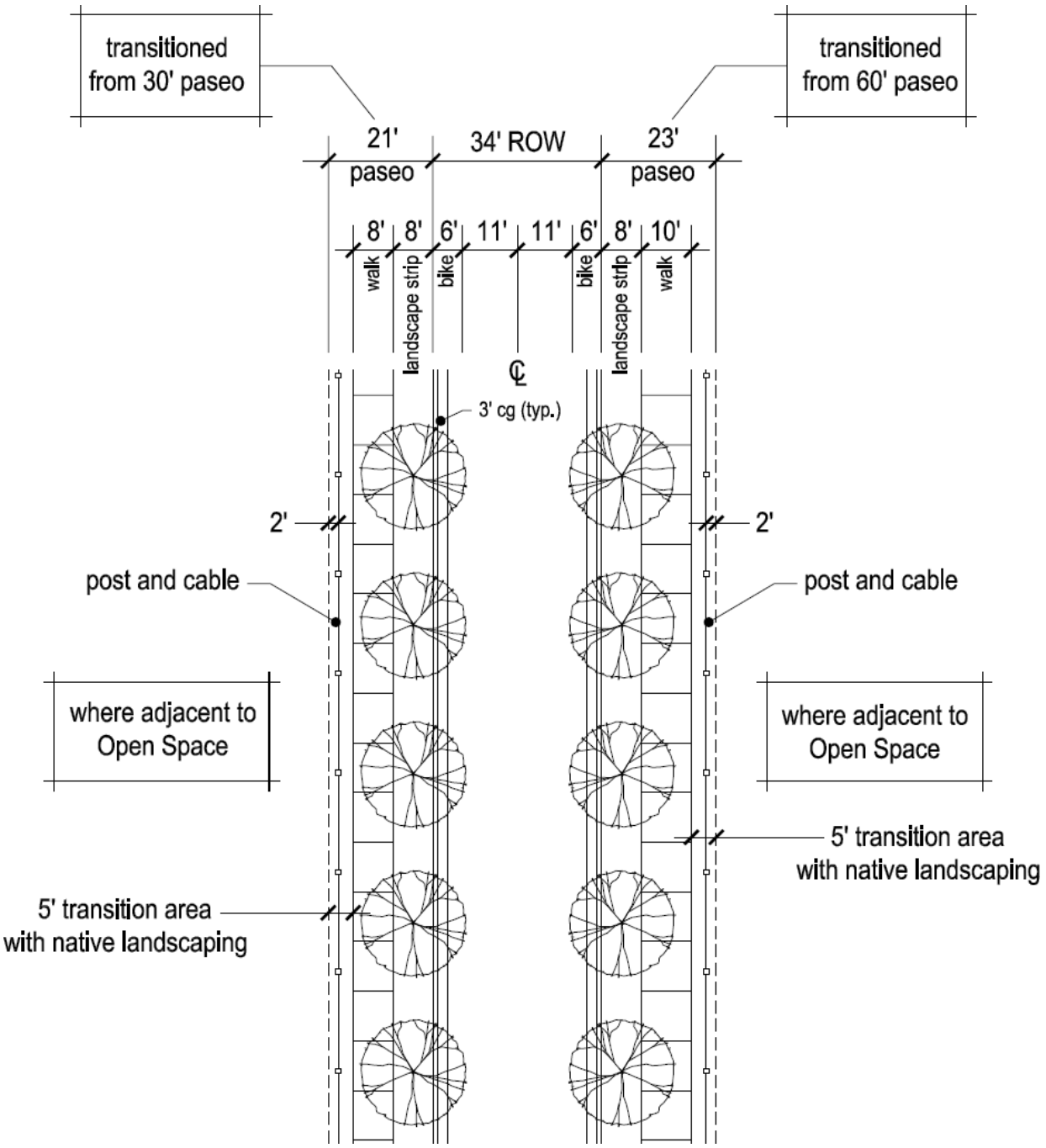


Figure B-12: Collector Street Paseo (at open space)

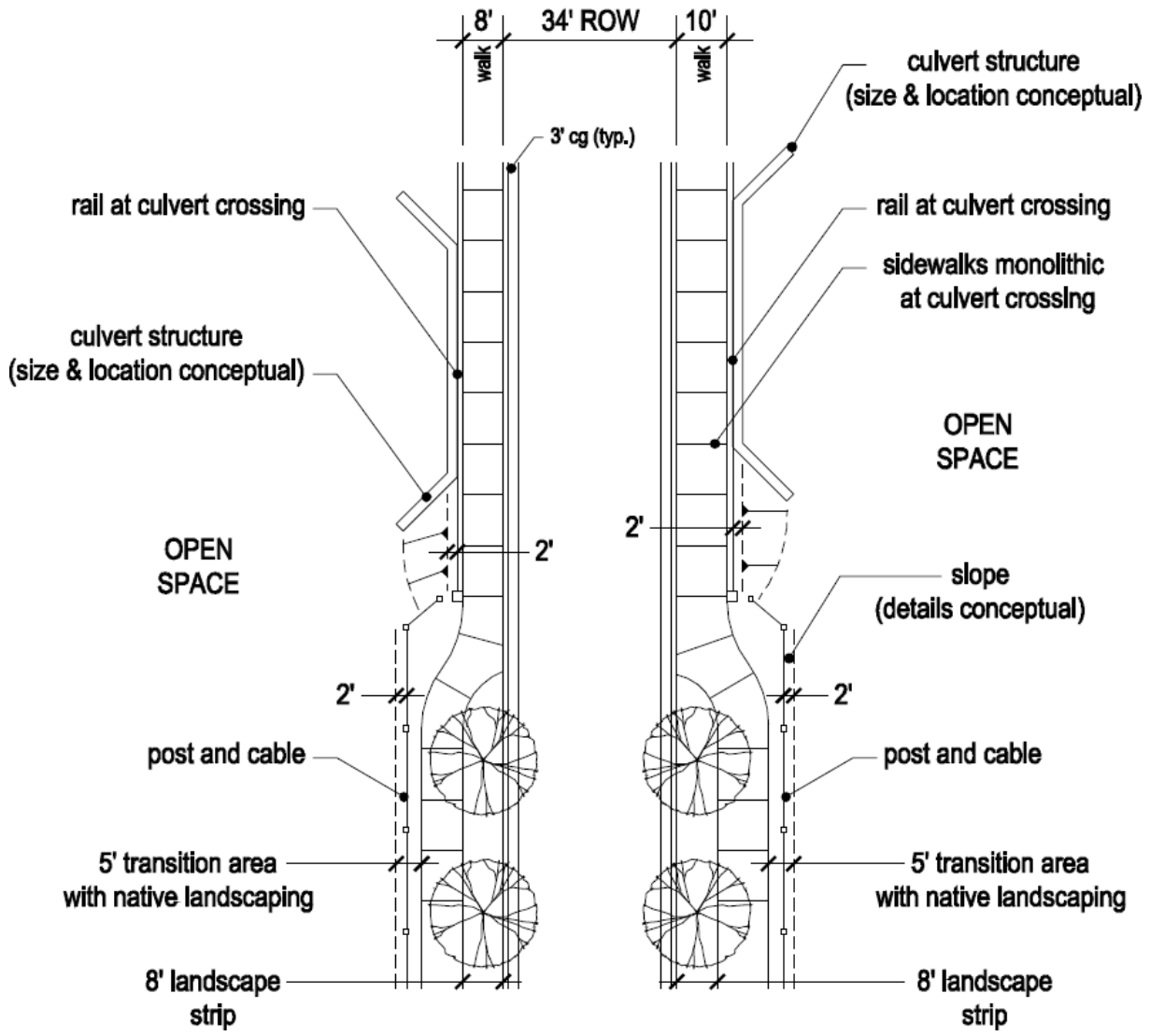


Figure B-13: Collector Street Paseo (at culvert crossings)

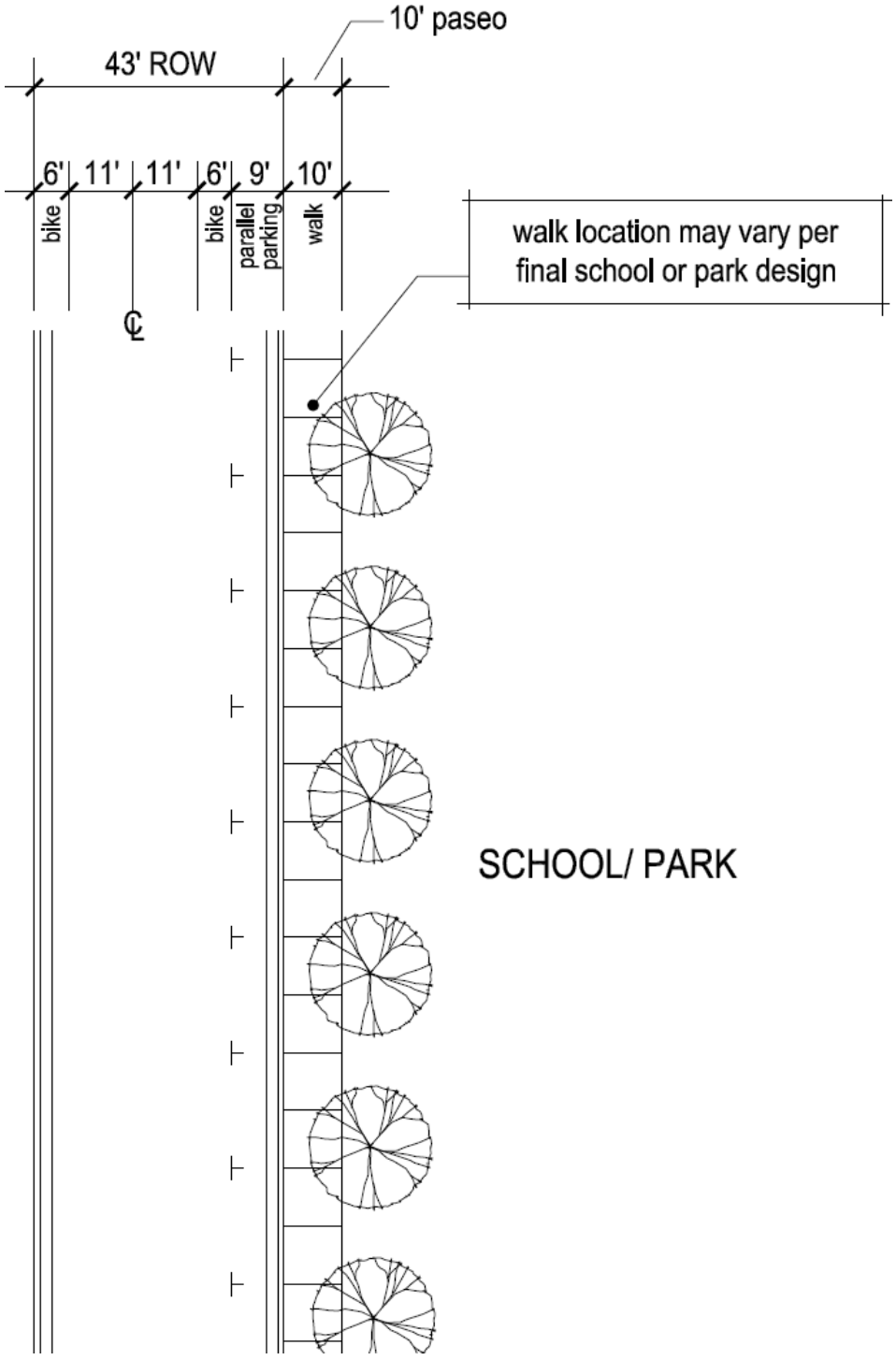


Figure B-14: Collector Street Paseo (continuation at Schools and Parks)

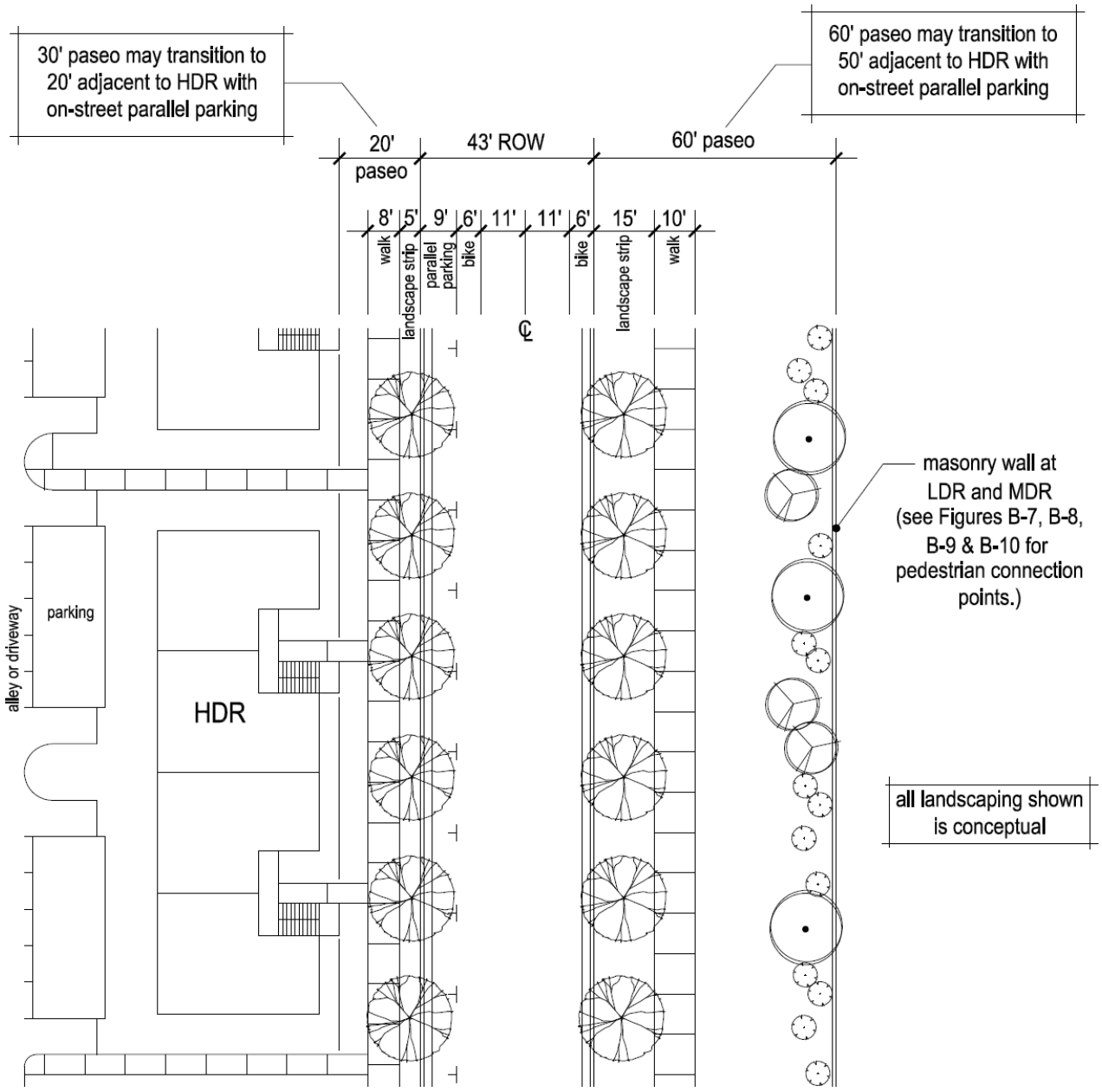


Figure B-15: Modified Collector Street Paseo with optional parking at HDR

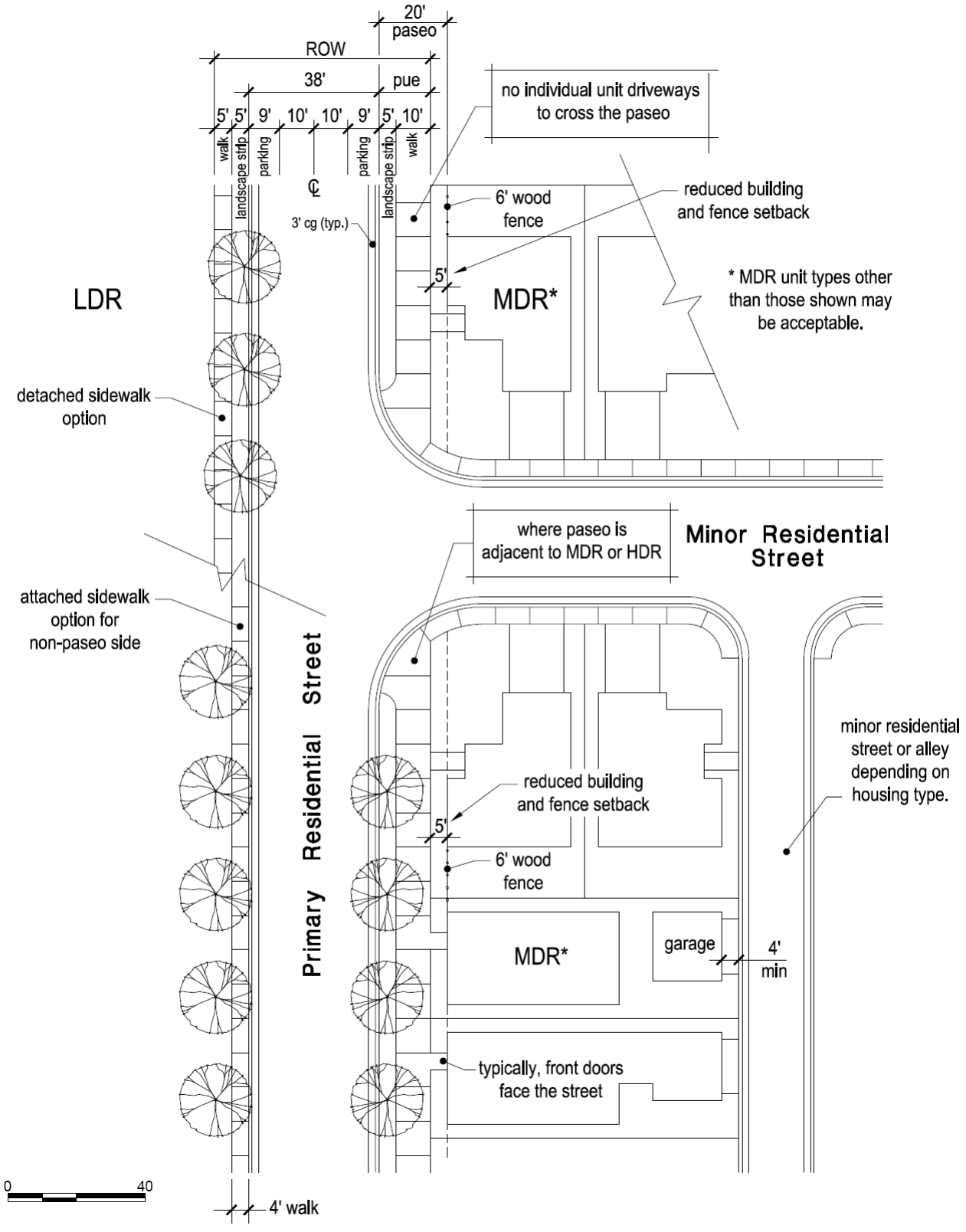


Figure B-16: Primary Residential Street Paseo (at MDR, where no driveways cross the paseo)

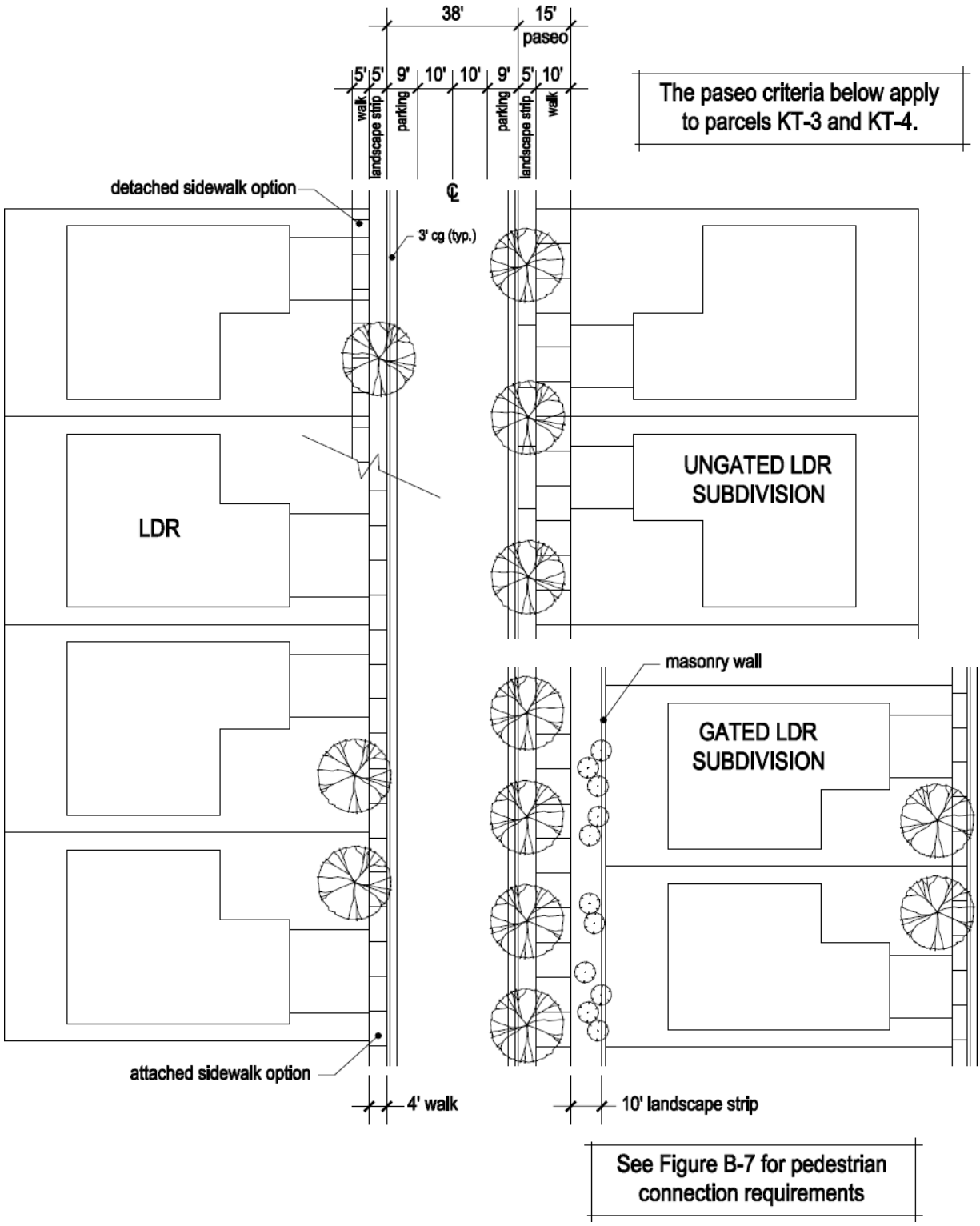


Figure B-17: Primary Residential Street Paseo (at LDR where individual driveways are permitted)

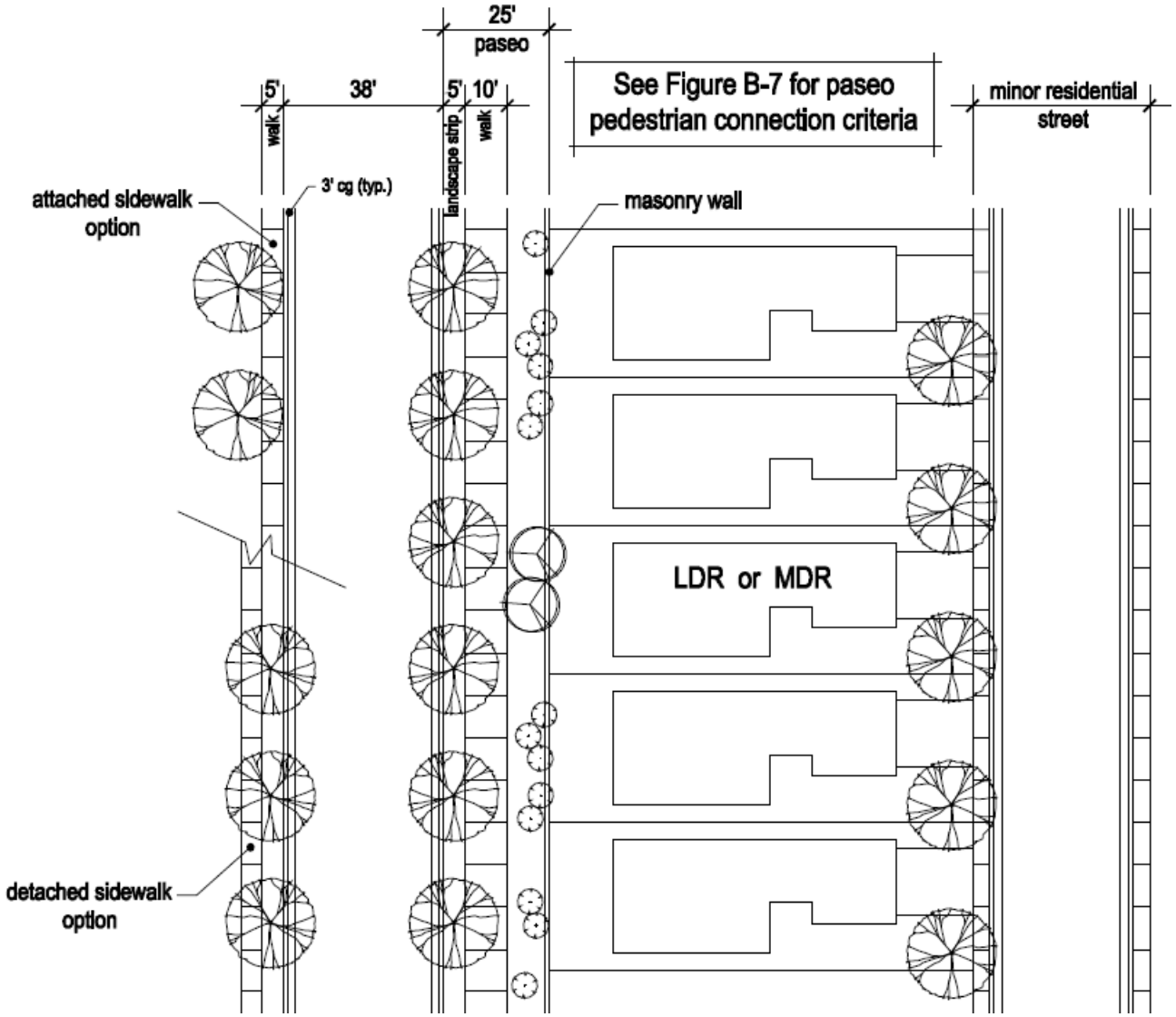


Figure B-18: Primary Residential Street Paseo adjacent to back-up LDR or MDR

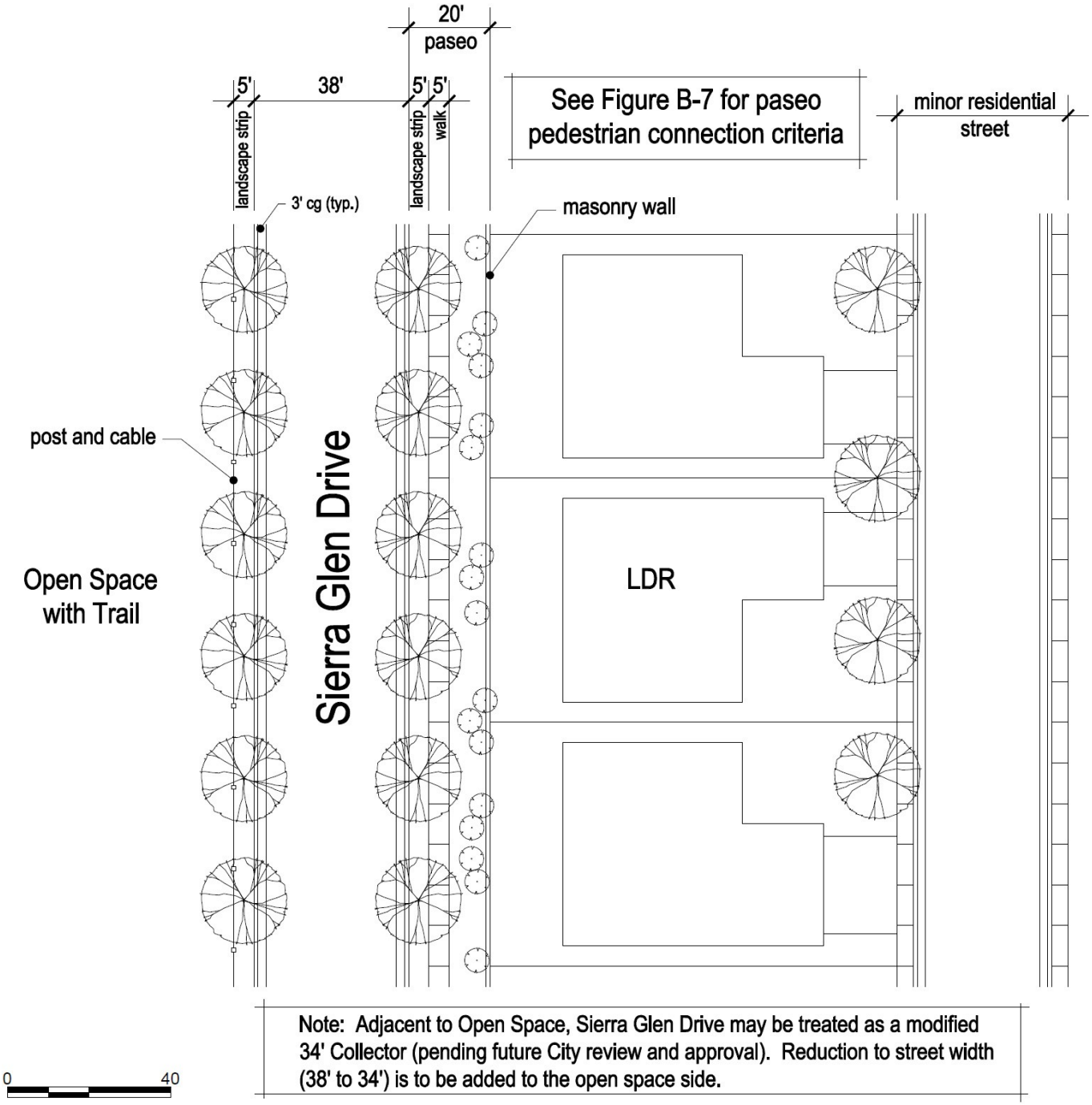


Figure B-19: Primary Residential Street Paseo (adjacent to back-up LDR for parcels FD-6, FD-7, and JM-1)

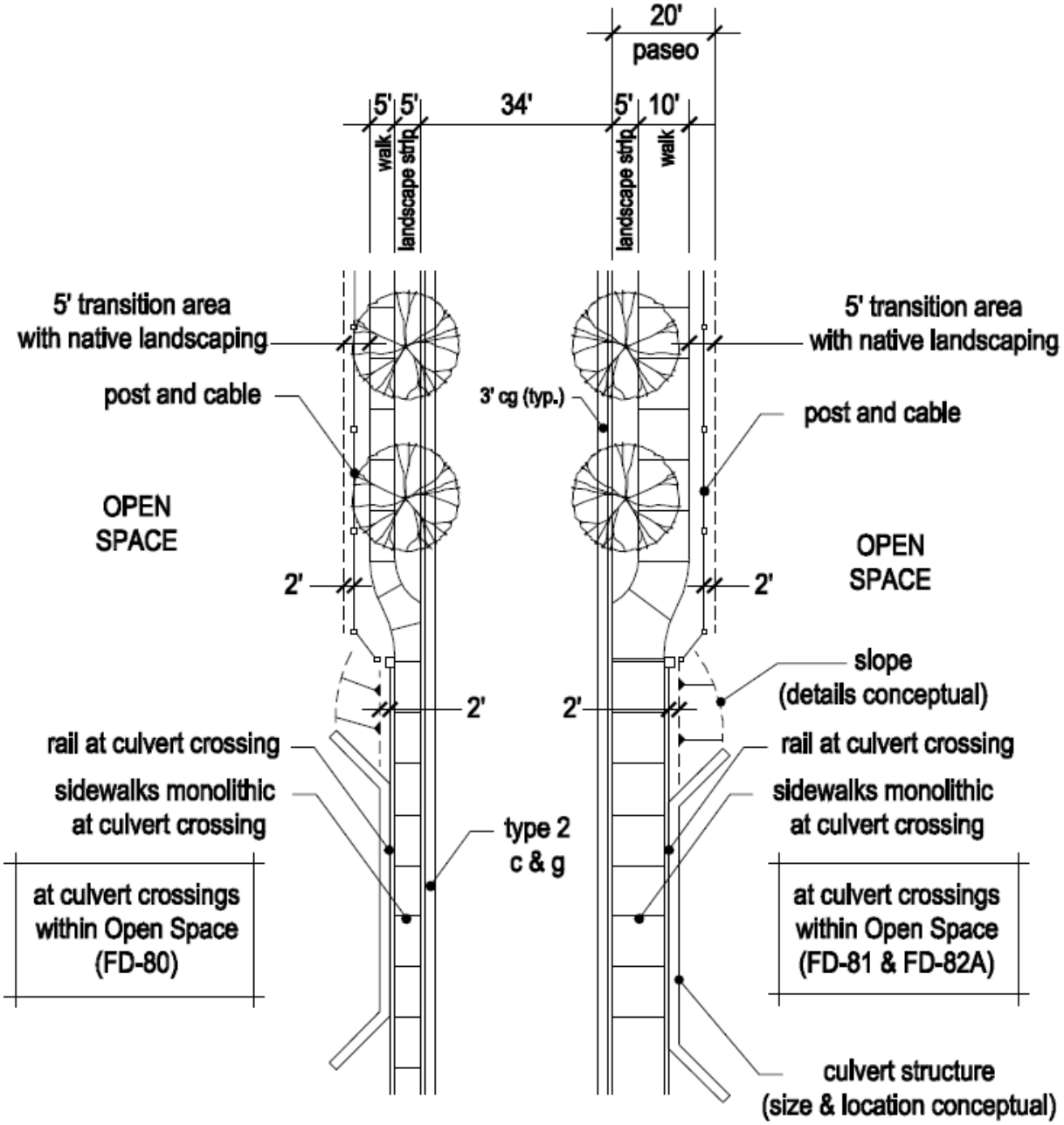


Figure B-20: Primary Residential Street Paseo (at Open Space and at culvert crossing)

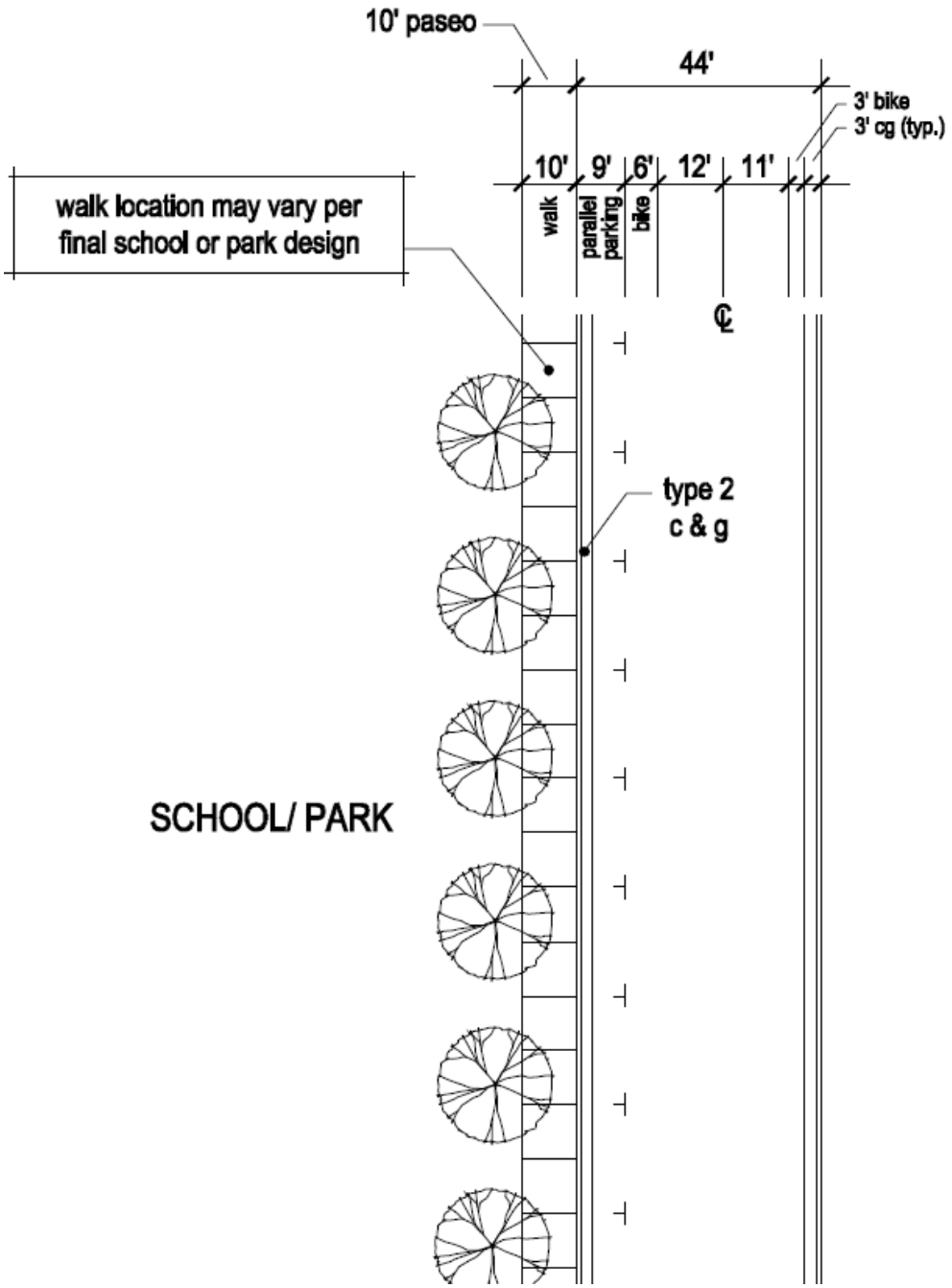


Figure B-21: Primary Residential Street Paseo continuation at Schools & Parks

B.7 Village Node District

As described in Chapter 3, Vision and Principles, Sierra Vista incorporates a Village Node, which is a higher-density residential district anchored by a commercial mixed-use core that creates a central gathering place for the district's residents. The intent is that the urban form and development pattern of this district follows a more 'traditional' neighborhood design approach, with multi-directional connectivity for automobiles and pedestrians, and streetscapes that place priority on walking.

The Village Node planned for Sierra Vista is at the intersection of Market Street and Vista Grande Boulevard, as identified on Figure B-22. This district is anchored by two Commercial Mixed Use sites on the north side of Vista Grande Boulevard, flanking Market Street. Each site is permitted to develop with a combination of neighborhood-serving commercial, office, and/or high-density residential uses. Uses may be mixed either in a horizontal or vertical fashion, with either commercial/office or residential development on the same site, or with residential units or office space located above ground-floor commercial space. A concept plan, illustrating one of several potential design options for the anchor of the Village Node district, is illustrated on Figure B-23 and is supported by accompanying guidelines to help direct its final design.

Neighborhood Design in Village Node District

The development pattern in the Village Node district is an important element in achieving a walkable neighborhood with good connectivity to the central core. In order to achieve the desired intent, the following guidelines should be used to help direct the design of neighborhoods within the Village Node district. Where applicable, these guidelines should be used in conjunction with the City's adopted Community Design Guidelines for compact residential development.

- Within each large lot parcel or subdivision, a network of interconnected streets shall be created to form a grid. The grid's structure may have a formal or linear design, or it may meander in response to topography or parcel boundaries, but it should provide redundant opportunities to circulate within the development.
- Residential streets should have connection points to adjacent subdivisions, with limited barriers between subdivisions and allowing for the integration of multiple subdivisions.
- The design of residential blocks should incorporate breaks, either via streets, sidewalks, or pedestrian pathways, in an effort to avoid creating overly long, undivided blocks that limit access to neighborhoods.

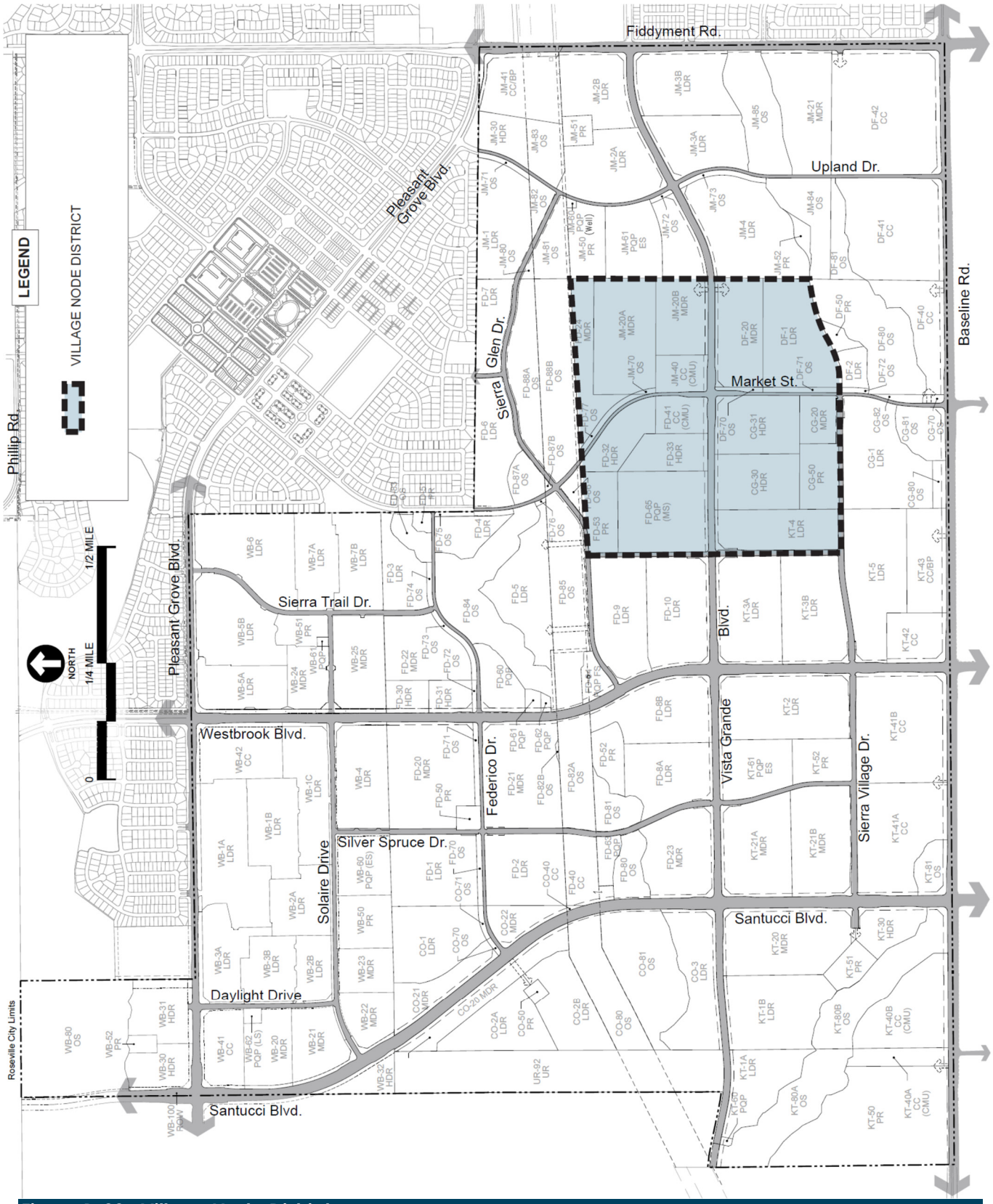


Figure B-22: Village Node District

- Residential street design should incorporate separated sidewalks and landscape strips planted with trees that will mature to have a tall and wide canopies over the street.
- Residential lots should allow the living spaces and porches of homes to be oriented to the street and provide options to de- emphasize the prominence of garages.
- Creating separation between the public and private realm should be encouraged through a combination of site grading, landscaping, and home design features.

Village Node Design Guidelines for Parcels FD-41 & JM-40

Overview

As the central anchor of the Village Node District, the Village Node consists of two parcels that each supports a mixture of commercial and high-density residential uses. Combined, the parcels will provide for approximately 120,000 sq. ft. of commercial/office uses and 80 residential units.

Sited at the intersection of Vista Grande Blvd. and Market Street, and aligned along one of the Plan Area's primary paseo corridors, the Village Node is intended to be easily accessible for pedestrians, cyclists, and drivers. In addition, the Village Node's development pattern is intended to foster this accessibility through its connections to the surrounding residential neighborhoods, which are part of the Village Node District.

Guidelines

The adjacent illustrative concept plan (Figure B-23) is provided to help direct the final design and layout of the Village Node. This illustrative concept is one of several possible design options that can achieve the vision for the Village Node, as described in Chapter 3. As such, the design concept should be used as a guideline and does not represent the final design of the Village Node. The location and siting of buildings, drive aisles, pedestrian linkages, parking areas, and other features are to be guided by this concept plan, but finalized through a site specific application from the ultimate developer or end-user of the parcels. In addition, the guidelines in this annotated concept plan are intended to augment the City's adopted Community Design Guidelines for commercial centers and high-density residential projects, as applicable.

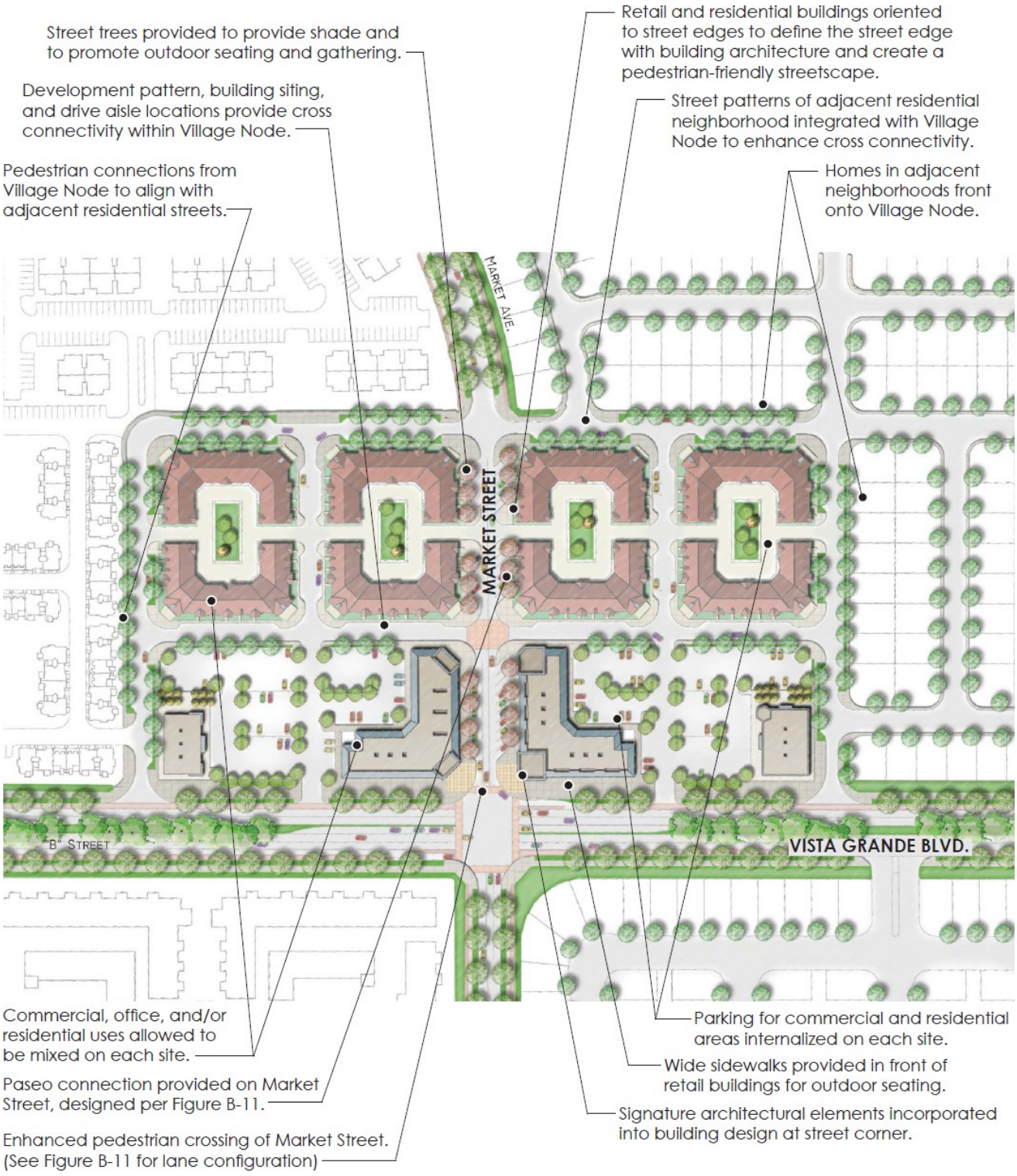


Figure B-23: Concept Plan for Market Street Village Node (Parcels DF-41 & JM-40)

B.8 Residential Subdivision Design

Residential subdivisions are subject to the design requirements of the City's Subdivision Ordinance. In order to ensure that neighborhoods provide cross connectivity for automobiles, bicyclists, and pedestrians, subdivision design should be guided by the design goals in this sub- section. The intent is that individual subdivisions are designed in a manner that blur the lines between subdivision edges, and are walkable and well- connected. While connectivity is desired, some neighborhoods may be gated in the locations indicated on Figure B-25, provided they do not limit access to a public park. The guidelines for residential subdivisions address three key design characteristics:

- **Neighborhood Connectivity –** how common edges between subdivisions should be integrated;
- **Gated Subdivisions –** how gated subdivisions can be incorporated in the Plan Area;
- **Edge Conditions –** how to treat neighborhood/subdivision edges along arterials, collectors, open space preserves, and paseos; and
- **Residential Grading Adjacent to Pleasant Grove Boulevard –** how to treat the grading of lots in Neighborhoods WB-1, WB-2, WB-5, WB-6, and WB-21 that back to Pleasant Grove Blvd.

A. Neighborhood Connectivity

As outlined in Chapter 3, Vision and Principles, one of the SVSP's goals is to create highly-connected residential neighborhoods. It is recognized that it is a design challenge to create neighborhood connectivity across hard edges such as arterial roadways, open space preserves, and other site features. However, where large lot parcel edges are between subdivisions and the types of hard edges described above do not exist, providing connectivity between subdivisions is encouraged. This type of connectivity is typically achieved through street connections between residential subdivisions, but can also be provided via pedestrian passage ways.

The SVSP identifies parcels where connectivity is required between neighborhood units, which are illustrated on Figure B-25. The exact location of street connections is to be determined through small-lot subdivision design. If subdivisions for adjacent large lot parcels are processed at separate times, the first subdivision to be processed by the City will establish the location for cross connection points. Guidelines that should be used to enhance the connectivity of neighborhood units are outlined below:

- To minimize barriers between neighborhoods and to enhance connectivity, street patterns should be encouraged that allow for connection points between neighboring subdivisions.
- Paseos access should be used as a means of integrating multiple subdivisions, consistent with the Paseo Plan in Figure B-5.

B. Gated Subdivisions

Figure B-25 identifies large lot parcels that may be gated if desired through the tentative subdivision map process. In instances where a gated subdivision has a planned connection point to an adjacent neighborhood, the connection requirement may be eliminated through the tentative subdivision map process. The eligibility for parcels to be gated was determined with consideration to not preclude cross connectivity between neighborhoods. For instance, large lot parcels adjacent to parks or paseos are not eligible for gating. Notwithstanding this, additional residential parcels may be determined appropriate for a gated subdivision if it can be demonstrated that the gates will not preclude adequate through-access for pedestrians, cyclists, or automobiles. Additional gated subdivisions may be considered on a case-by-case basis, subject to approval by the Planning and Redevelopment Department.

C. Edge Conditions

Where residential neighborhoods have an interface with an edge, such as an open space preserve or a park, design techniques should be employed to provide neighborhood access and visibility to these features. This will enhance the level of connectivity throughout the Sierra Vista community. Guidelines for the various edges within the SVSP are provided below:

Guidelines for Edges along Parks and Open Space Areas

The following guidelines should be used to help direct the design of neighborhoods adjacent to park and open space features:

- Where applicable, neighborhoods should provide access to adjacent parks, natural creek corridors, pedestrian parkway corridors, or paseos. Locked gates into subdivisions are not permitted where they would preclude public access to a City park or open space area.
- A subdivision's internal street system shall be designed to allow residents to walk easily to nearby parks.
- Residential units should be oriented toward (facing) parks, rather than backing up to them.

- Neighborhood parks should front on two single-loaded residential streets to provide visibility, create open access for residents, and incorporate the amenity into the surrounding neighborhood.
- Residential subdivisions located adjacent to open space areas should provide visual and physical access to the Open Space. This standard shall apply where a pedestrian or bike path is provided in the open space area.
  - → Residential streets should provide views into open space areas at selected locations by providing opportunities for homes to front or side on to open space. This can be accomplished in a number of ways including single-loaded streets, loop streets, or live end cul-de-sacs. It is also recognized that homes may also back on to these features Conceptual street patterns are illustrated in Figure B-24.
  - → Where residential lots back up or side onto open space areas, the use of open-style fencing is appropriate. However, where privacy, security, or noise attenuation are of concern (such as adjacent to public trails), solid fencing may be used between residential lots and open space (subject to Fire Department standards).
  - → Neighborhood design should allow homes that back on to park and open space features, however connection points are encouraged, either via live-end cul-de-sacs, paseos, or other means. Connection points should be provided in accordance with the Sierra Vista bikeways plan provided in Chapter 6.
  - → Pedestrian connection points to park and open space features should be easy to find within neighborhoods, along designated pedestrian/bicycle routes that have high visibility to residents.

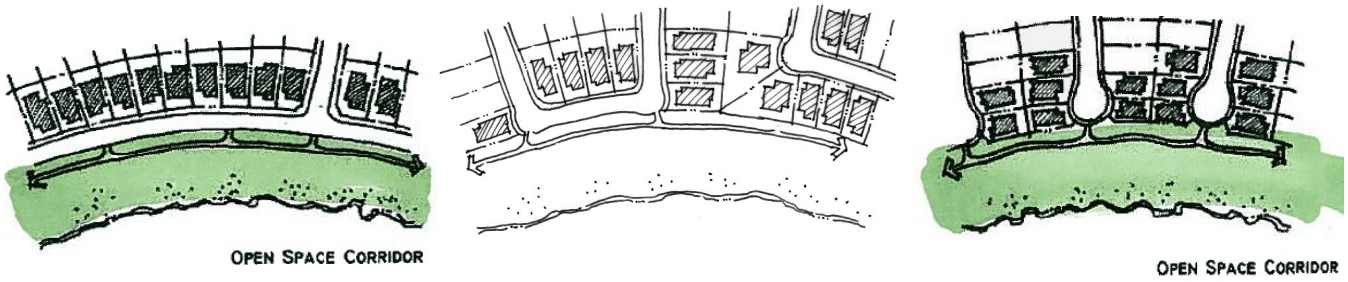


Figure B-24: Street Interface Options at Open Space Edges

Guidelines for Edges Along Paseos:

As applicable, ensure that subdivision design provides the proper interface with, and designs for, any prescribed paseos. Refer to the comprehensive Paseo Plan in Section B.6 and all associated figures outlining the appropriate interface and design of each paseo and its adjacent parcel.

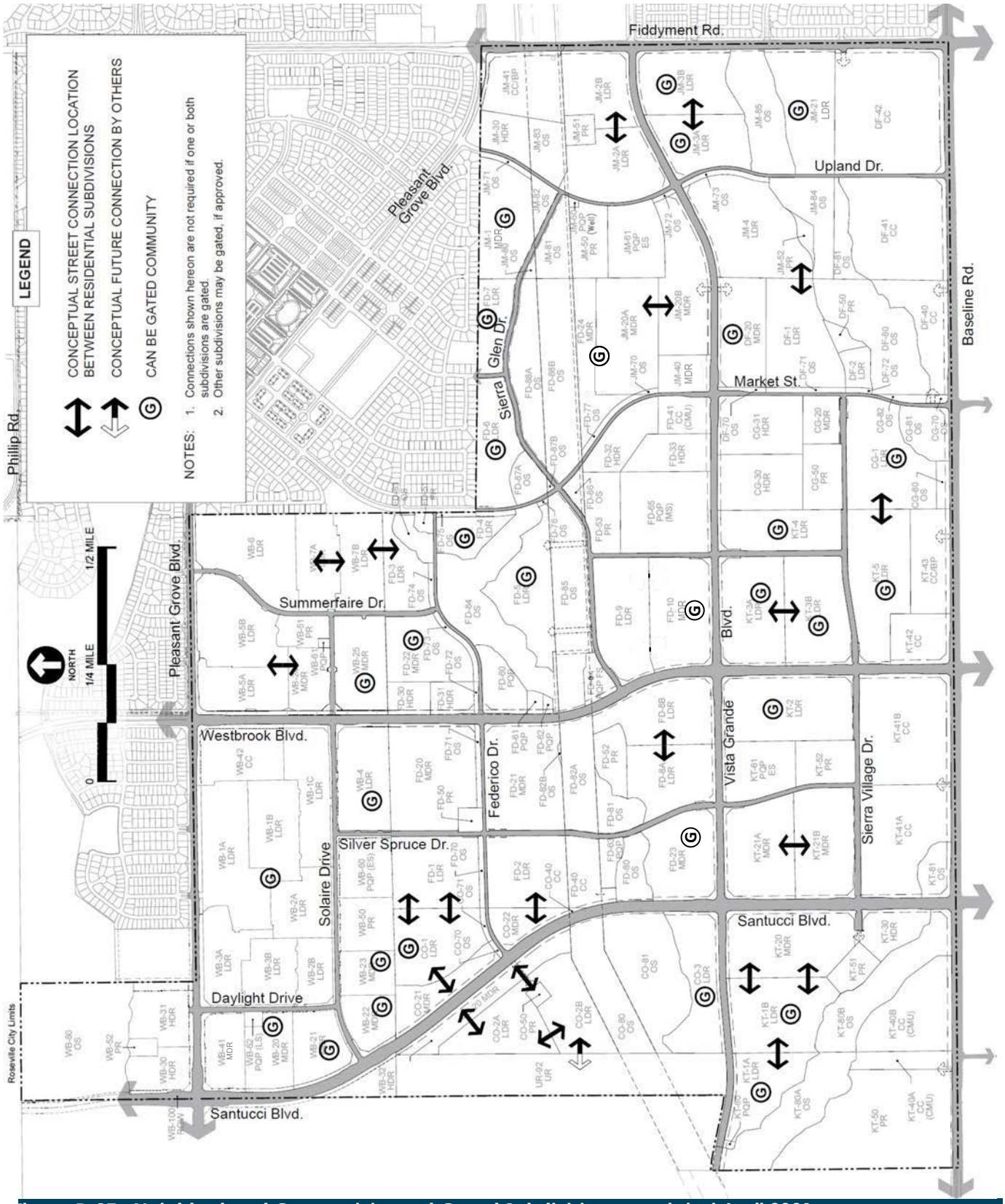
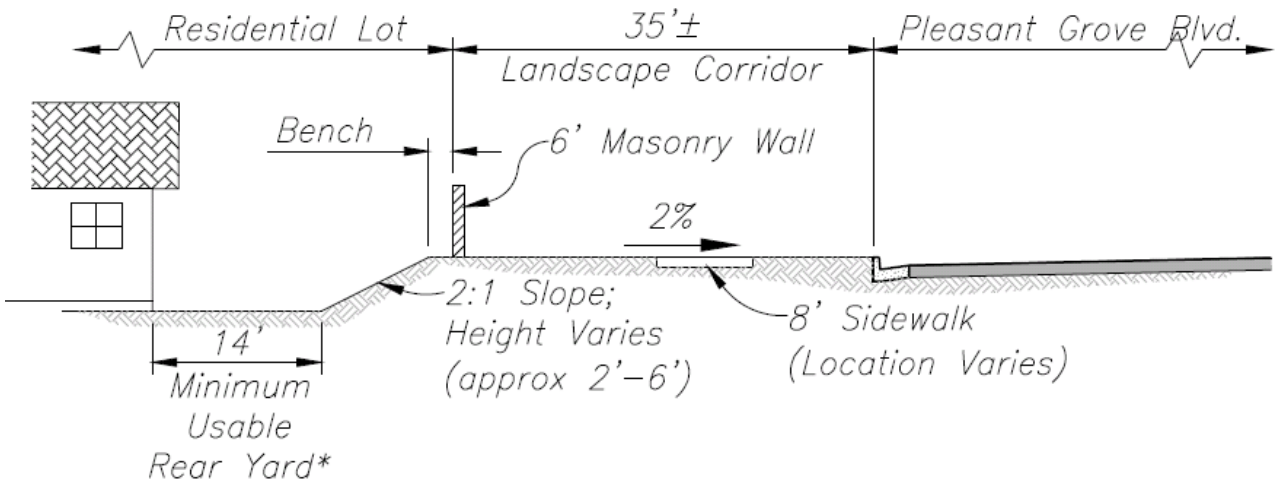


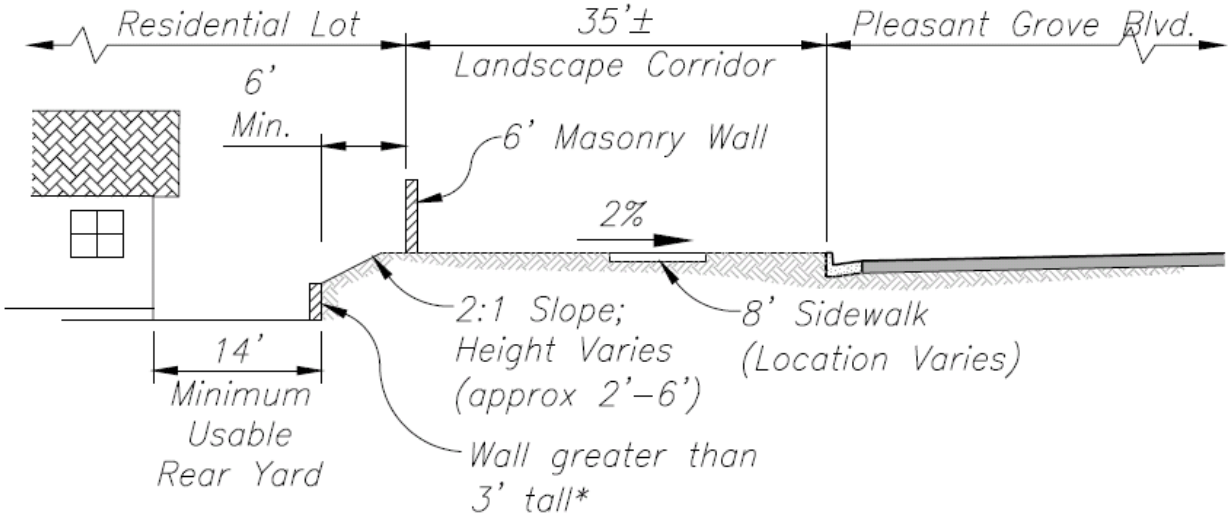
Figure B-25: Neighborhood Connectivity and Gated Subdivisions - updated April 2021

D. Residential Grading Adjacent to Pleasant Grove Boulevard

The future finished grade elevation of Pleasant Grove Boulevard adjacent to Neighborhoods WB-1, WB-2, WB-5, WB-6 or WB-2 is likely to be from 2 feet to 6 feet higher than the adjacent lots that may back or side onto the right-of-way. The landscape corridor adjacent to Pleasant Grove Boulevard in this location is to be designed to at a similar grade as the roadway with positive drainage (minimum 2% slope) away from the residential neighborhood. As described in Figure B-26, a slope bank will be used on the residential side of the wall at the back of the landscape corridor to transition the grade of the right-of-way to the residential lot. The design of the residential neighborhoods shall provide for a minimum flat area in the rear yard of these homes of fourteen feet (14') measured from the toe of the slope to the future home to be constructed on the lot. Retaining walls may be used in these locations to achieve or expand the minimum flat area of the rear yard, however for retaining walls in excess of three feet (3') a minimum space between the wall at the back of the landscape corridor and the retaining wall shall be six feet (6') to provide appropriate space for tree and shrub planting.



*May be accomplished by the use of Retaining Walls where necessary.



* If retaining walls greater than 3' high are used to meet the useable rear yard requirement, the minimum wall to wall separation is 6'.

Figure B-26: Residential Grading Adjacent to Pleasant Grove Boulevard

B.9 Signature Park/ Commercial Mixed

Use Site Concept

As described in Chapter 3, Vision and Principles, a 40-acre "Signature Park" is planned at the southwest corner of the Plan Area, along Baseline Road. This park is purposefully sited adjacent to a Commercial Mixed Use (CMU) site, and together, they create a core of commercial, recreational, and residential uses in proximity to one another. The plan is for the two sites to be closely integrated in design, with the orientation of buildings, alignment of drive aisles, and location of pedestrian promenades coordinated to create a cohesive campus-like environment. The planned uses for each site are outlined in Chapter 4, Land Use. In addition, a concept plan for the Signature Park is provided in Chapter 7, Public Services.

Guidelines

A conceptual design for the integration of the Signature Park and CMU site is illustrated in Figure B-27, below. This illustrative concept is one of several possible designs that successfully integrates each site and does not represent the final design for either the park or the CMU parcel. The concept is intended to provide design direction for the integration of the land uses, focusing on elements that will create relationships between buildings and uses to foster cross connectivity between the park, residential, and retail components. As final design plans are prepared for either site, the concept and associated guidelines provided below should be used to guide the final development plan. Final design will be subject to review and approval by the City.

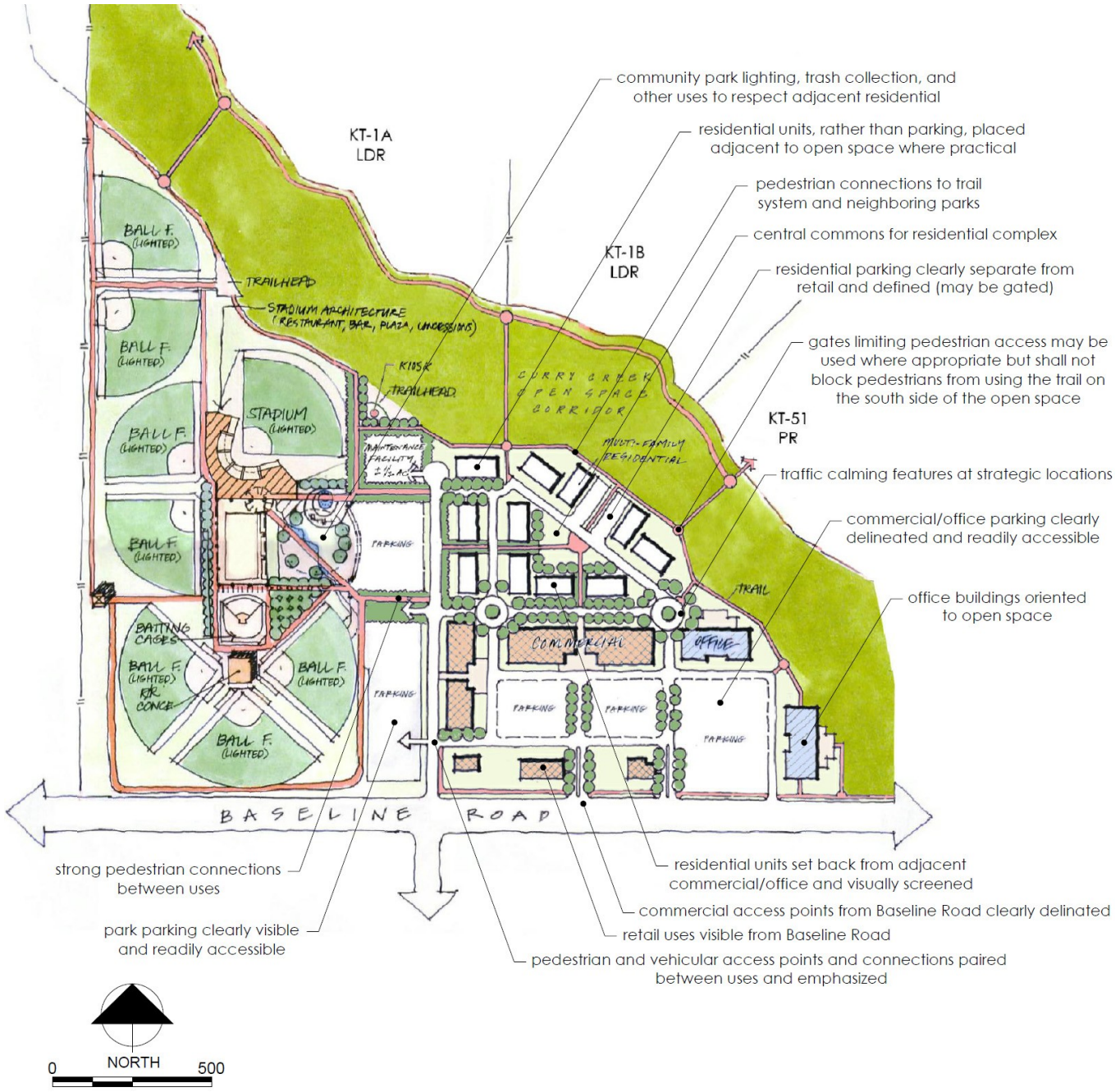


Figure B-27: Signature Park/CMU Concept Plan

B.10 Commercial Center

for Parcels DF-40, 41, & 42

Overview

This commercial center consists of three parcels, and while each may develop individually, the overall design intent is that they form an integrated shopping center that anchors the corner of Baseline and Fiddyment Roads. Combined, these parcels are approximately 81 acres and can support approximately 1.4-million square feet of commercial uses. It is anticipated that these commercial centers will be anchored by several large floor plate retailers, with supporting retail shops, businesses, and restaurants. The mix of uses and layout of buildings will be determined as subsequent entitlements are processed with the City via a Major Project Permit(s), per the guidelines below.

Guidelines

The following design concept should be used to help direct the final layout of the commercial sites. Design consideration should be given to the high visibility of the sites (with frontage on Fiddyment and Baseline Roads), and design should minimize impacts to adjacent uses. The concepts and guidelines in this illustrative are intended to augment the City's adopted Community Design Guidelines for commercial centers.

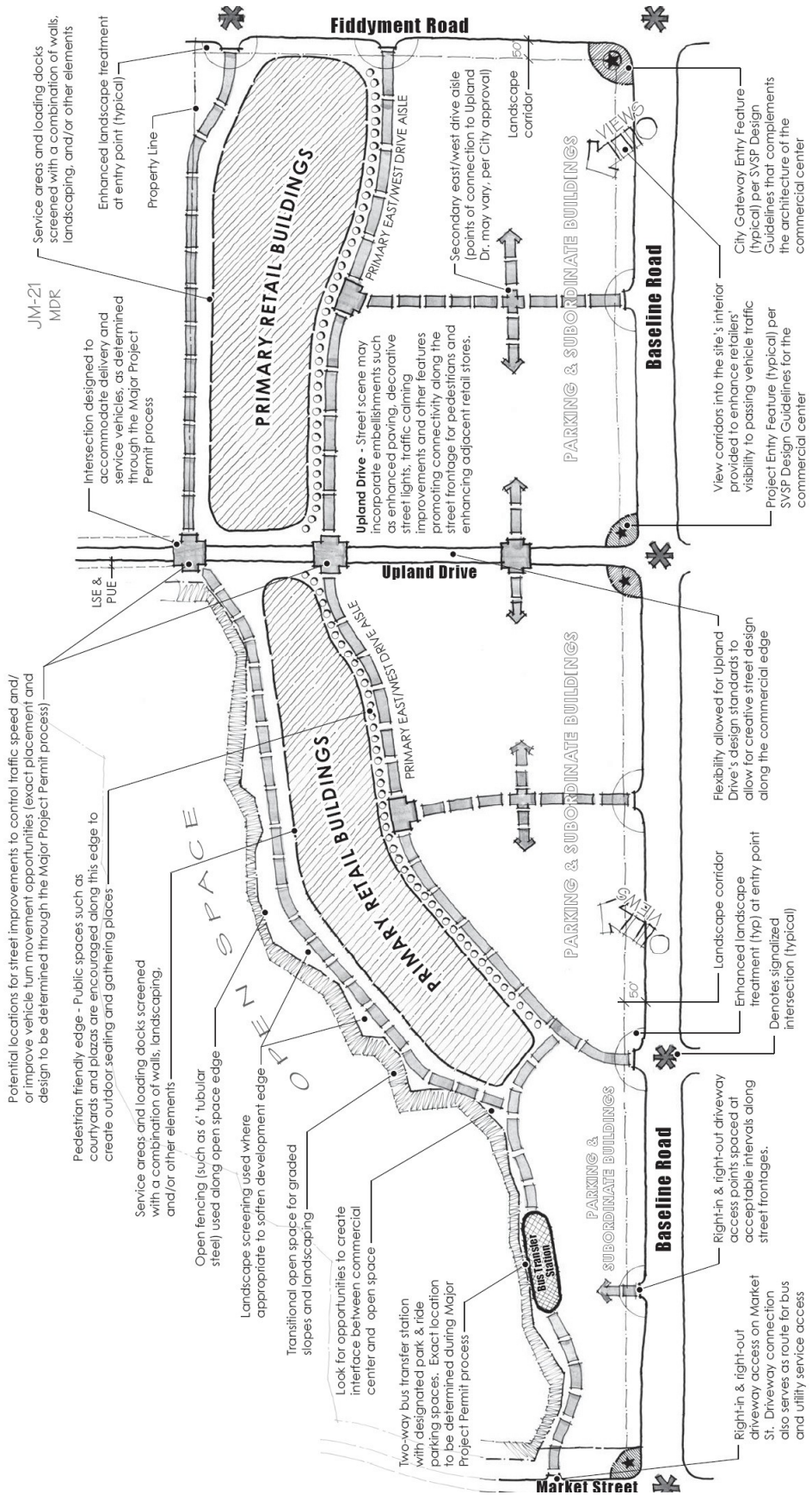


Figure B-28: Concept Plan for Parcels DF-40, 41, & 42

B.11 Commercial Center

for Parcels KT-41A & KT-41B

Overview

Parcels KT-41A & B are envisioned to develop as a large scale retail center that anchor the Baseline Road corridor. Situated between Santucci Boulevard and Westbrook Boulevard at two of Sierra Vista's City entries, the sites provide an opportunity to establish several regional-serving retailers, businesses, and restaurants. At 55 acres, this commercial center can support over 950,000 square feet of commercial, business professional, and service uses. The mix of uses and layout of buildings will be determined as subsequent entitlements are processed with the City via a Major Project Permit(s), per the guidelines below.

Guidelines

The following design concept should be used to help direct the final design and layout of a commercial center on Parcels KT-41A & B. Design consideration should be given to the high visibility of the site (with frontage on Baseline Road, Santucci Blvd., and Westbrook Blvd.), and design should minimize impacts on adjacent uses. The concepts and guidelines are intended to augment the City's adopted Community Design Guidelines for commercial centers.

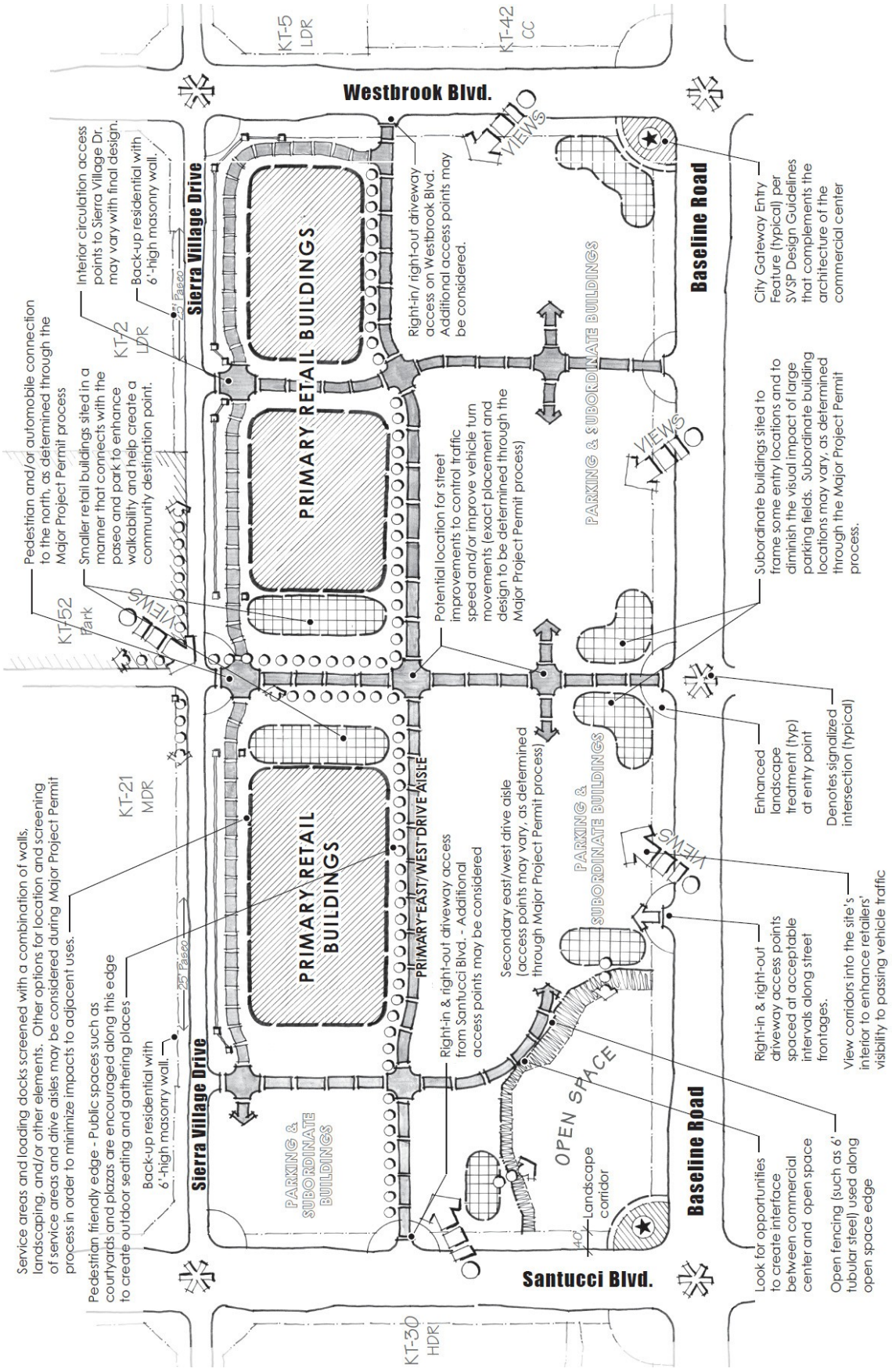


Figure B-29: Concept Plan for Parcel KT-41A & KT-41B

B.13 Commercial/Business Professional for Parcel JM-41

Parcel JM-41 is planned for a combination of commercial and business professional uses. Located at the corner of Fiddyment Road and Pleasant Grove Boulevard at a project entry, the 15-acre parcel can support over 250,000 square feet of non-residential uses. It is anticipated that both retail and office operations will be developed, which could consist of up to 40% commercial uses, with the balance comprised of office uses. The southern edge of the site also includes an easement for a Class I bike path, per the Bikeway Plan, which will be constructed as outlined in the Development Agreements. Given the site's visibility and access to adjacent arterial roadways, the site can support several types of automobile-oriented commercial uses such as fueling stations, fast food restaurants, banks, and other service-oriented retail establishments. Distinctive architecture at the corner of Fiddyment and Pleasant Grove should be used as a focal point of the site.

Guidelines

The following concept plan should be used to help direct the final design and layout of a commercial/business professional center on Parcel JM-41. The concepts and guidelines in this illustrative are intended to augment applicable sections of the City's adopted Community Design Guidelines.

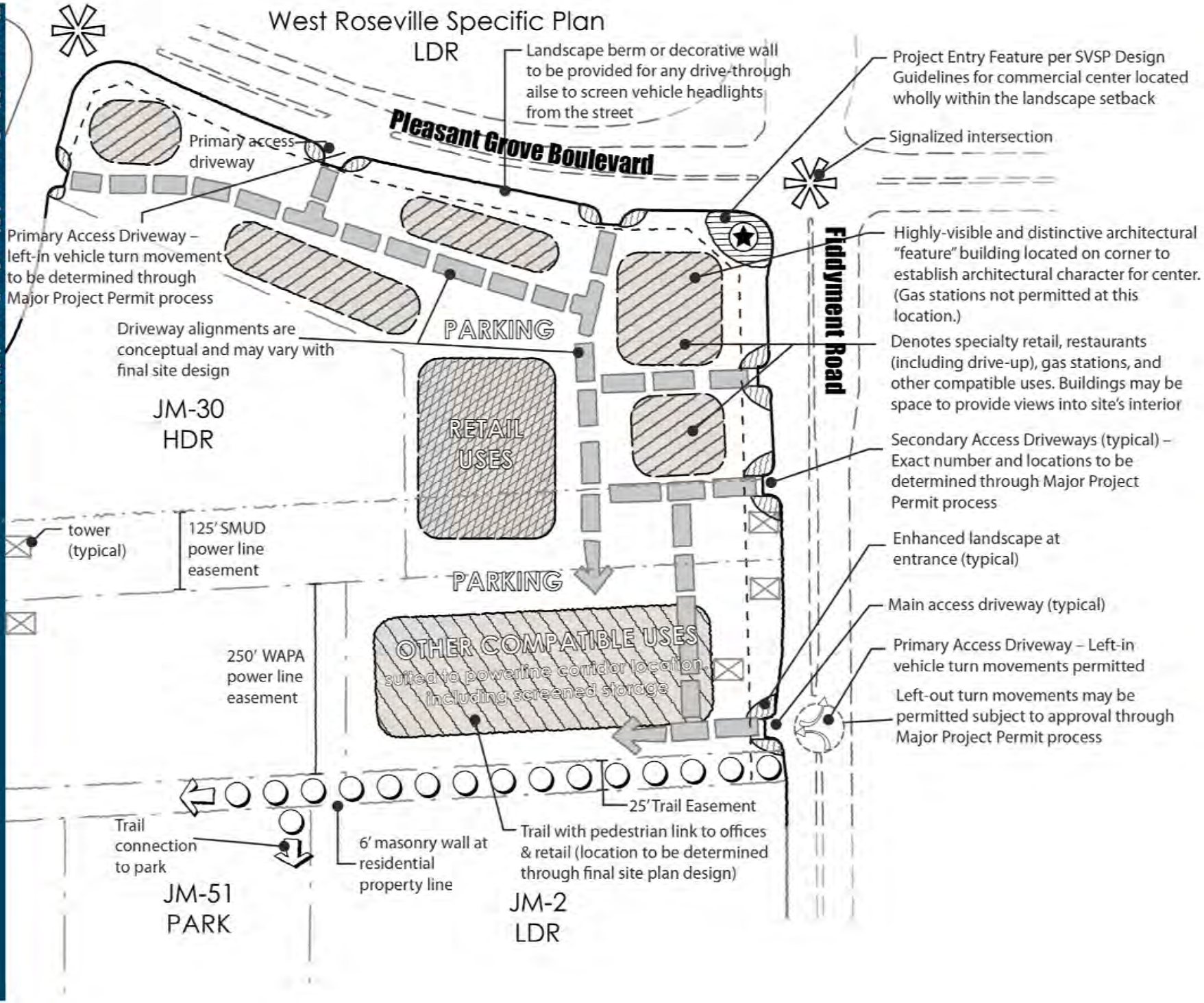


Figure B-31: Concept Plan for Parcel JM-41

B.14 Fire Station Site Concept Plan

A fire station is planned along Westbrook Boulevard on parcel FD-64. While situated along Westbrook Blvd., primary access to the site is provided along the parcel's southern edge. In addition, a portion of the site is within the Western Area Power Authority (WAPA) corridor. A conceptual development plan for the fire station building, including drive aisles, parking, and related facilities is provided in Figure B-32. This concept plan is illustrative, actual design may vary as the needs of the site are refined. The concept plan should be used as a guide.

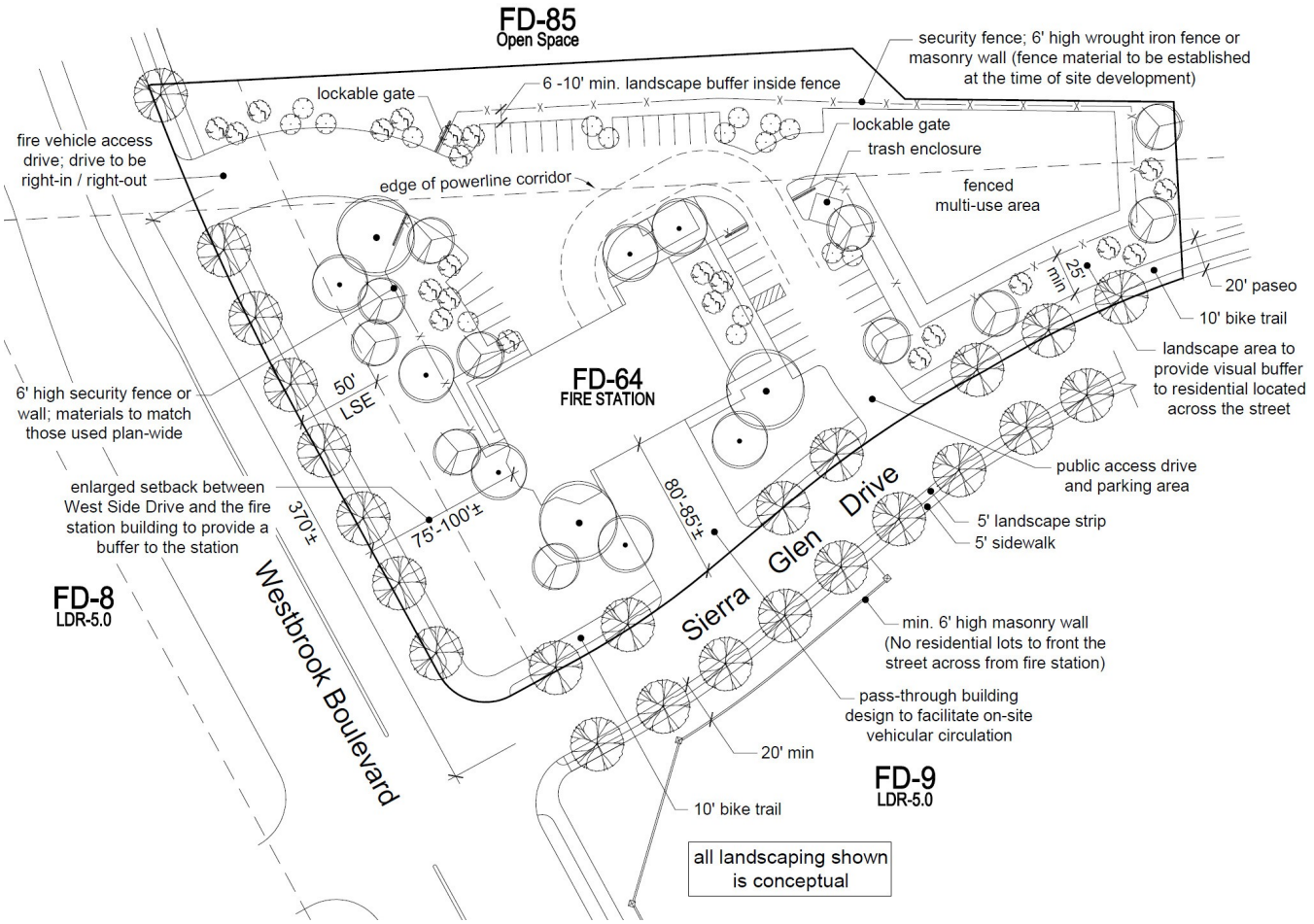


Figure B-32: Fire Station Site Concept Plan (Parcel FD-64)

B.15 Utility Sites Concept Plans

Several parcels are set aside for the construction of utility infrastructure facilities that serve the Plan Area. These include:

- **Electric Substation and Recycling Drop-Off Facility –** for the construction of an electric substation on Parcel FD-61, which is part of the 60kV electric corridor within the Plan Area, and the construction of a solid waste recycling center on Parcel FD-62; and
- **Potable Water Storage –** on Parcel FD-63 for the construction of a 7 MG potable water storage tank, pump station, chemical storage, and related facilities.

Concept plans for each of these sites are provided in the figures below. They are concept plan, actual design may vary depending on the needs of the site. The concept plans should be used as a guide in the final design of each facility as backbone infrastructure improvement plans are prepared for the Plan Area.

In addition, the concept plan for the water storage tank site (FD-63) includes a conceptual layout for a portion of Parcel FD-40. The design concept for FD-40 illustrates how a small building, such as an office or caretaker's unit, and automobile access can be provided to serve the larger portion of Parcel FD-40, which is within the WAPA corridor (and therefore cannot support construction of permanent structures).

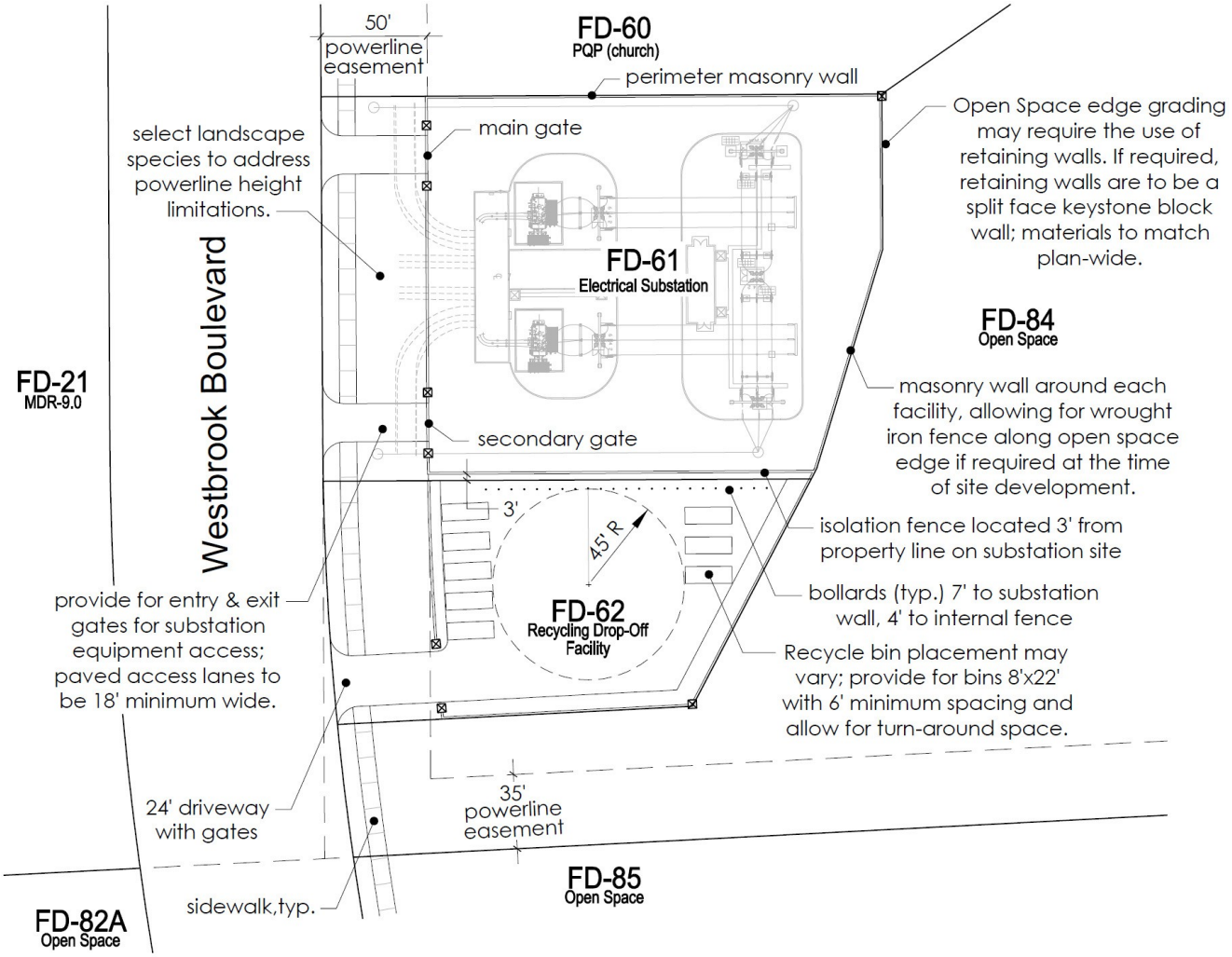


Figure B-33: Electric Substation & Recycling Drop-Off Facility (Parcels FD-61 & FD-62)

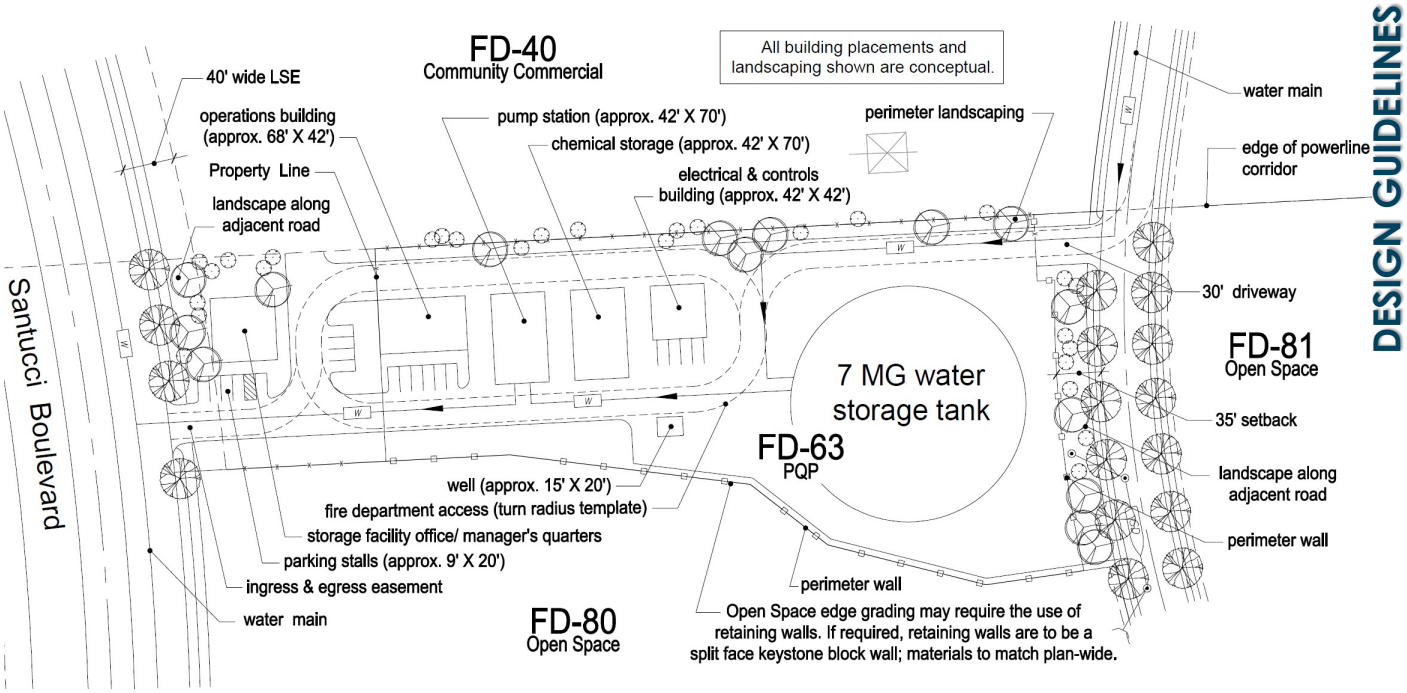


Figure B-34: Water Storage Tank Site (Parcel FD-63)