

**CITY OF SUISUN CITY**  
**DEVELOPMENT GUIDELINES FOR**  
**ARCHITECTURE AND SITE PLANNING**



**December 11, 1989**

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28

RESOLUTION NO. 88- 18

A RESOLUTION OF THE CITY OF SUISUN CITY COUNCIL ADOPTING  
DEVELOPMENT GUIDELINES FOR ARCHITECTURE AND SITE PLANNING

WHEREAS, the City of Suisun City Planning Commission has conducted an  
exhaustive review and consideration of the proposed Development Guidelines for  
Architecture and Site Planning; and

WHEREAS, the Planning Commission has recommended adoption of the Draft  
Guidelines Document by the City Council; and

WHEREAS, Ordinance No. 552 has been adopted by the City Council, which  
specifies that the Guidelines Document is to be used by the Planning Commission in  
reviewing new development proposals; and

WHEREAS, Ordinance No. 552 requires that the Guidelines be adopted by  
Resolution of the City Council;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Suisun  
City hereby adopt the document, Development Guidelines for Architectural and Site  
Planning, as the officially recognized criteria for use by the Planning Commission in  
reviewing all future development proposals which fall under the purview of the  
Commission pursuant to Section 18.68.010 of the Suisun City Zoning Ordinance.

CERTIFICATION:

I, ARLYS HERBAUGH, City Clerk of the City of Suisun City and ex-officio  
clerk of the City Council of said City, do hereby certify that the above and  
foregoing resolution was regularly passed and adopted at a regular meeting of said  
City Council held Tuesday, the 1st day of MARCH, 1988, by  
the following vote:

AYES: COUNCILMEMBERS: RUNDLETT, LOTZ, SPERING, CARLSON, DAY

NOES: COUNCILMEMBERS: NONE

ABSENT: COUNCILMEMBERS: NONE

WITNESS my hand and the seal of the said City this 1st day of  
MARCH, 1988.

  
CITY CLERK

(devguide/cc-R03)

## TABLE OF CONTENTS

	Page #
I. PURPOSE, GOALS AND POLICIES. . . . .	.1- 3
II. PROCESS. . . . .	.4- 7
III. AREA CONTEXT AND GENERAL DESIGN PRINCIPLES . . . . .	.8- 9
IV. SITE DESIGN. . . . .	10-30
A. Residential Building Orientation and Placement, Open Space and Setbacks . . . . .	10
1. Single Family and "Zero Lot Line" . . . . .	10-13
2. Multiple Family and Townhouses. . . . .	13-17
B. Nonresidential Building Siting and Setbacks. . . . .	17-20
C. Entry/Identification Features. . . . .	20
D. Block Configurations, Setbacks, Architecture and Site Amenities in Residential Subdivisions . . . . .	20-24
E. Pedestrian and Bicycle Circulation . . . . .	25-26
F. Outdoor and Refuse Storage . . . . .	26-27
G. Loading and Service Areas. . . . .	28
H. Lighting . . . . .	28
I. Fencing and Walls. . . . .	29-30
J. Grading and Drainage . . . . .	30
V. AMENITIES. . . . .	31-33
A. Quality of Life. . . . .	31
B. Example of and Guidelines for Project Amenities. . . . .	31-33
VI. BUILDING DESIGN. . . . .	34-41
A. General (All Uses) . . . . .	34-38
B. Residential. . . . .	38-41

C. Commercial . . . . .	42-43
VII. PARKING AND PRIVATE STREET GEOMETRICS. . . . .	44-47
VIII. RESIDENTIAL ENTRY AND PARKING DRIVES . . . . .	48-51
IX. LANDSCAPING. . . . .	52-57

## I. PURPOSE, GOALS AND POLICIES

These guidelines are intended to reflect the expectations of the City of Suisun City for physical design of new developments and are intended to implement the goals, objectives and policies of the Suisun City General Plan. Specifically, the General Plan states that:

New development is to reflect higher levels of community design and image than have resulted from conventional approaches to development in recent years. Development regulations are to be established which express appropriate concern for environmental quality through site planning, architectural design, use of signs, and the maintenance of public and private buildings and sites.

The guidelines attempt to fulfill this requirement and to reflect the increasing concern of City policy makers in recent years, with respect to the quality of development and the City's overall image.

It is also the intent of these guidelines to avoid two common pitfalls of the design guidelines in numerous cities: these are either overly broad, in the interest of flexibility, so that there is no clear communication of specific expectations; or they have become so specific that they result in rigid zoning type requirements, leaving no room for creative design. Therefore, this document provides a combination of specific standards and general guidelines, as appropriate. Guidelines are usually delineated by the presence of the word "should" and represent design principles which are generally expected to be followed unless the applicant can demonstrate that a deviation would still accomplish the intent of the guidelines. Standards are delineated by the use of prescriptive verbiage, such as "shall," "must," "required" or "prohibited."

Standards may be deviated only where the applicant can demonstrate that a clearly superior design solution would result. The Planning Commission is responsible for determining if a specific deviation is equal or superior to the guideline or standard in question. Conversely, the Commission may also apply more stringent requirements than those listed, if necessary, to meet the intent of these policies, guidelines and standards.

The following policies shall serve as a statement of intent and shall guide prospective builders in the design of specific developments and the Planning Commission, City Council and City Staff in review of such developments:

1. To provide architectural and site design guidelines for the development community and property owners;
2. To promote variety in housing type and neighborhood appearance;
3. To give maximum flexibility for innovative and creative design;
4. To develop a neighborhood identity and sense of place within residential areas;
5. To encourage optimum (not necessarily maximum) use of allocated density;
6. To improve impressions of the community, especially along arterial and collector streets;
7. To ensure that new developments are compatible with their neighbors;

8. To focus the attention of both policy makers and the development community on broad urban design issues as well as details which are crucial to the overall quality and appearance of the community;
9. To provide a planning and engineering framework to facilitate development;
10. To supplement other city regulations in order to provide control over pertinent design issues not otherwise covered;
11. To assure intended development concepts and site plans create interesting, desirable and energy conserving living environments, including a full range of amenities;
12. To avoid monotonous building arrangements and tracts;
13. To encourage common open spaces to be provided in a varying, interesting and changing pattern;
14. To set a high level of acceptable design quality for new developments in Suisun City.

## II. PROCESSING PROCEDURE

These suggested steps in the review procedure are to facilitate the approval of Site Plan and Architectural Review applications by the Planning Commission. Before applying for subdivision maps or building permits, the following development review procedure should be followed:

### A. Initial Staff Consultation

Prior to filing for formal action, project sponsors should review the process, applications, submittals fees, etc. required with Planning Department staff. Staff has checklist handouts for all pertinent applications and can advise as to schedules for meeting agendas. It may also be helpful to review conceptual site plans, circulation and building elevations with staff at this time as well, if these have already been prepared. However, applicants are encouraged to become familiar with the required submittals and these guidelines prior to investing in project drawings.

### B. Preliminary Site/Architectural Plans - Staff Review

Prior to formal application, preliminary floor plans, conceptual building elevations, landscape plan, and schematic site plan showing street and lot lay-out and typical lot and building characteristics should be submitted to Staff for review and comment. Staff will usually respond within one to two weeks of the submittal; however, varying work loads or other circumstances may require a longer response time.

C. Formal Site Plan and Architectural Review - Planning Commission

This review conforms to the procedures established by Chapter 18.68 of the Suisun City Zoning Ordinance. Dimensioned floor plans, building elevations with exterior materials noted thereon, site plan with lot and street dimensions and typical house plots shown thereon, signage plan and schematic landscape plans shall be filed with the Planning Department, accompanied by the filing fee in effect at the time the application is submitted. The Planning Director shall review the proposed development plans and submit these for a public hearing by the Planning Commission with a recommendation that the Commission approve, approve with conditions and/or revisions, or disapprove, not more than 60 calendar days from the date the Planning Director determines the filing is complete. In the event an applicant is in disagreement with the Commission's action, the applicant may appeal to the City Council in conformance with the appeal procedure of the Suisun City Zoning Ordinance (Chapter 18.76).

D. Use of Qualified Design Professionals

Applicants are strongly encouraged to retain professional design assistance prior to submittal of project plans and applications. Appropriate design is most often achieved by a competent professional. A registered member of a recognized professional design association has the training and expertise to create high quality, successful project designs. Building tradespersons, contractors, technical draftsmen, engineers, or landscapers are not precluded from submitting applications and plans. However, such experience does not qualify one to be a competent designer. Experience has shown that use of

qualified design professionals almost always avoids or greatly reduces costly changes in plans and specifications during the review process. While some changes may still occur, these are almost always more numerous and extensive when a professional designer is not involved.

The cost of securing professional design services will be more than offset by long range savings, including:

- Savings in time achieved through more rapid approvals by the City, utility companies and lending agencies.
- On-site savings of building time and materials through professional attention to construction details.
- Savings made possible by more functional and efficient use of property.
- An increase in property values, rental and sales appeal achieved through more attractive and functional site and building designs.

E. Follow-Up By Staff

After Planning Commission approval, follow-up review is performed primarily by City Staff. Prior to issuance of building permits, Staff reviews the construction plans for conformity with approved plans and inclusion of all project conditions. Once construction is underway, Staff checks to confirm that all requirements and conditions are completed prior to the City's issuance of the certificate of occupancy or final inspection.

No field modifications to the building's exterior and site or landscape plans, even seemingly insignificant, are

permitted. Any contractor, or other person involved in the project shall obtain prior approval from Staff and/or the Planning Commission when a departure from the approved project is contemplated. Failure to comply may delay completion of the work.

### III. AREA CONTEXT AND GENERAL DESIGN PRINCIPLES

The resident's or visitor's perceptions of the overall appearance or "image" of the community varies between the impressions gained while traveling through the city and the two distinct development characteristics, or "contexts" within it. The traveling images are those seen from State Highway 12; from major arterial streets (Sunset Ave., Walters Road); and within local neighborhoods and commercial areas. The physical character of the City's development varies between the Old Town and Waterfront areas and their historic and "urban," or higher density, qualities; and the "New Town" commercial and residential areas built within the past 15 years, stretching to the east along Highway 12. The latter are generally lesser density "suburban" neighborhoods, typified by single family subdivisions with occasional commercial and multi-family developments.

This document primarily addresses the newer, suburban neighborhoods. The special needs of Old Town and Waterfront areas are already addressed by the City's Historic Residential District and the design criteria established by the Downtown/Waterfront Specific Plan. The following general principles relate to the overall area design context and the way new development "fits in" with existing suburban neighborhoods and surroundings.

#### A. Community Features, Landmarks and Identity

New structures such as steeples, clock towers, etc. are encouraged to provide landmarks, identification features, and focal points for the community. Tall trees should be preserved and new ones planted; especially Oak and taller evergreens such as Redwoods. Older Eucalyptus individuals and groves should be reviewed on a case-by-case basis.

New developments and neighborhoods should be provided with an identity through distinctive entry features and design characteristics.

B. Arterial Street Treatment

1. Major intersections and sites at changes of direction of arterial streets should be utilized for focal points and special treatment by use of specialized landscaping, structural landmarks, etc.
2. Tree planting should distinguish different street segments, while providing for continuity. Trees should mask above ground utility poles, where these remain. Landscaping setbacks should be deep enough to provide for an appearance of lush greenery to complement the necessary expanses of driveways, parking lots, and buildings.

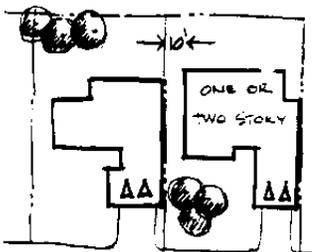
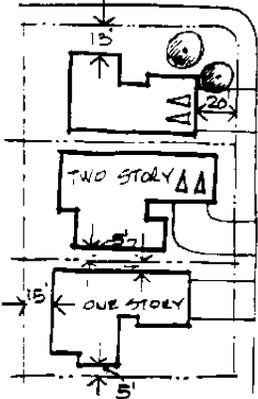
C. Neighborhood Compatibility

1. Scale and character of new building should related to adjacent sites and the neighborhood. Orientation of new buildings should relate to local streets in the same manner as adjacent developments.
2. Site plans and architecture should preserve the privacy of adjacent developments.
3. Walls and landscape buffers are required between residential and nonresidential uses.
4. Building architecture should be designed to screen mechanical and utility equipment.

#### IV. SITE DESIGN

##### A. Residential Building Orientation and Placement, Open Space, Setbacks

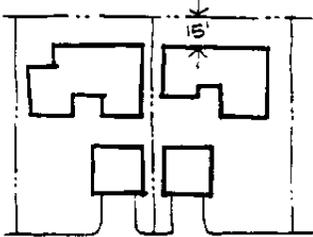
##### 1. Single Family Detached and "Zero Lot Line" (Attached or Detached).



- a. FRONT YARD: 20 feet (average) but may be reduced to 10 feet for swing or Hollywood drives on interior lots, provided a variety of setbacks is maintained. Front setbacks must vary by at least 3 feet.
- b. SIDE YARDS: For standard single family detached developments, one side 5 feet; total both sides 15 feet; for "zero lot line" units, one side 0 feet, total both sides 10 feet, provided the dwelling on the adjacent lot is 10 feet away. For such "zero lot line" units, no windows or doors of the zero setback wall shall face the side yard of the adjacent unit.
- c. STREET SIDE YARD ON CORNER LOTS: 13 feet behind property line.
- d. REAR YARD: 15 feet; may be reduced to rear yard setback of adjacent rear lot, if less than 15 feet, if approved by the Planning Commission.
- e. BUILDING HEIGHT: 35 feet for principal structures; 15 feet for accessory structures.
- f. ACCESSORY BUILDINGS: Shall be located no closer than 3 feet from any lot line and shall be located

behind the front setback and screened from view from adjacent street(s).

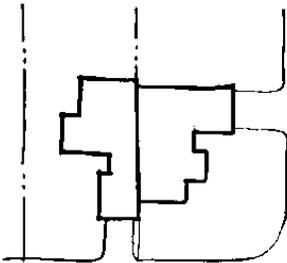
- g. SPECIAL CONDITIONS: May justify modifications of these standards by the Planning Commission, including but not limited to the following:



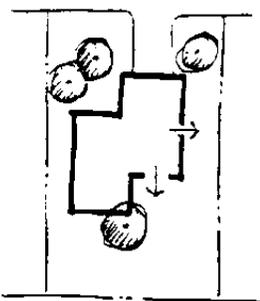
- (1) Innovative design treatment where usable open space is created by separation of garages and homes.

- (2) Creative/innovative use of a large corner lot, such as attached units or duplexes where each entry and garage face different streets.

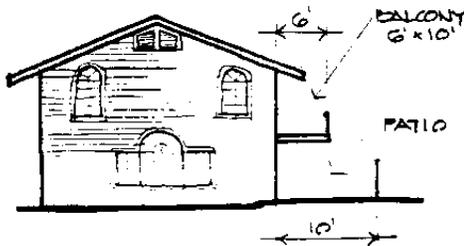
- h. USABLE OPEN SPACE: Each unit shall have an average of not less than 600 square feet of usable open space, as determined by the Planning Commission. Usable open space shall not include parking areas, driveways, front yards, or buildings, except for recreation buildings and decks, patios and/or roof space containing such areas. Such open space may be in private or common areas, as specified below:



- (1) Private open space areas. Each dwelling shall have at least one primary space directly accessible from the dwelling with at least 400 square feet, including all yards, decks and balconies. Where adjacent to common open space, ground floor patios and yard fences shall include a gate for direct access. Private usable open space shall have a minimum dimension of ten feet at ground

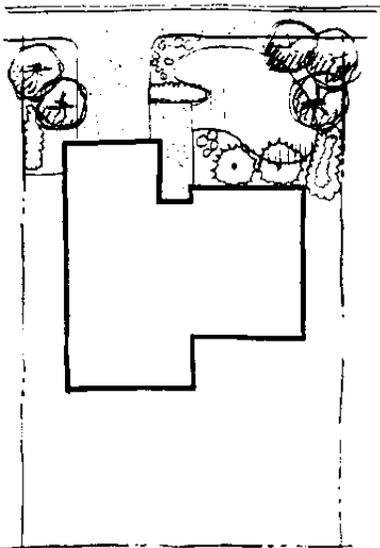


floor level, or six feet by ten feet above ground.



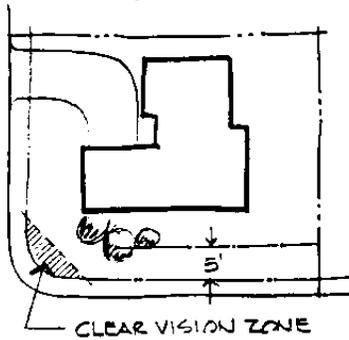
(2) Common usable open space shall have a minimum dimension of 20 feet, exclusive of required side, front and rear setbacks from public or private streets or accessways.

i. SUPPLEMENTARY COMMON OPEN SPACE: For developments or subareas of a homogenous housing type, with average lot sizes of less than 4,000 square feet, common recreation areas shall be provided in addition to any general park and open space requirements. These recreation areas shall provide appropriate amenities for future residents of the development, and shall be located within a convenient distance of residential units to be served. Satisfactory long-term maintenance agreements shall be made with the approval of the Planning Commission. Children's play areas should be sited to allow for clear parental monitoring. These and other open space amenities should be located where parking area or streets do not have to be crossed to be accessed by the residents they are intended to serve.



j. FRONT YARD LANDSCAPING: For all developments, the builder shall install front yard landscaping or devise appropriate incentives for owners to install landscaping within six months of occupancy. Front and street side yard areas between the street curb and the dwelling should be creatively landscaped with ground cover, berms, shrubs and trees to provide a pleasing streetscape. Landscaping plans shall be submitted

for approval prior to occupancy. At least one street tree and one understory or evergreen tree of a minimum 15-gallon size shall be provided for each lot in single family and Zero Lot Line developments.

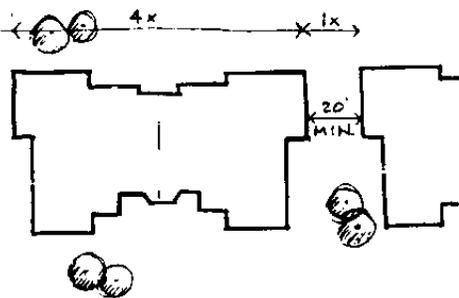


- k. SIDE YARD FENCING ON CORNER LOTS: Side yard fencing on corner lots shall be installed by the developer at the required setbacks. Fences over

three feet in height shall be set back a minimum of five feet from the street-side property line.

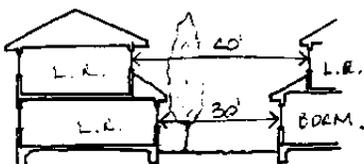
2. Building Separation and Site Planning of Townhouse and Multi-family Dwellings

- a. BUILDING TO BUILDING: Building separations are to be determined at a ratio of one to four (1:4), building separation to building face length. This distance may be reduced ten feet where buildings are one story or where no window is on one of the facing sides of the building; however, no such separation shall be less than 20 feet; where building entries face each other or across a common open space or courtyard, the building separation should be at least 30 feet.



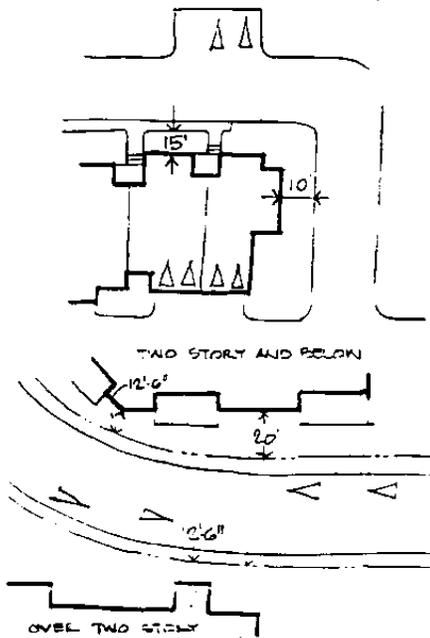
- b. LIVING ROOM TO LIVING ROOM: Separated by 40 feet for primary living room windows.

- c. LIVING ROOM TO BEDROOM: Primary windows separated by 30 feet.



- d. BUILDING TO VEHICULAR ACCESSWAY OR PARKING SPACE: Separated by 15 feet, but may be reduced to ten

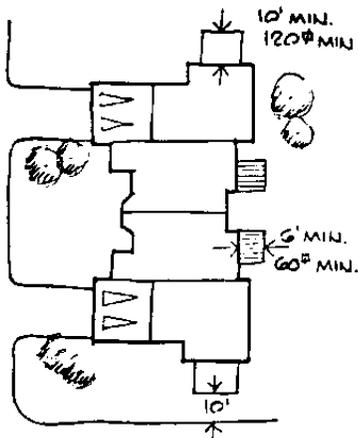
feet where end walls of the building are not directly accessed from the accessway.



e. **BUILDING TO PUBLIC STREET RIGHT-OF-WAY:** One story and two story separated by 20 feet with each additional story separated by an additional 10 feet, but may be reduced in some locations, subject to approval of the Planning Commission.

f. **BUILDING TO INTERIOR PROPERTY LINE:** Separated by 15 feet, except where adjacent to a parking lot or access way, in which case the separation may be reduced to 10 feet, where facing walls are not directly accessed.

g. **PRIVATE OPEN SPACE AREAS:** Each dwelling shall have at least one primary open space directly accessible from the dwelling with at least 120 square feet and a minimum dimension of ten feet, or 60 square feet with a minimum dimension of six feet when the primary open space is above ground floor level. Where adjacent to common open space, ground floor patios and yard fences should include a lockable gate for direct access.

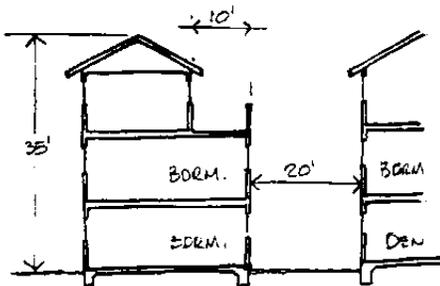


h. **PRIVATE OPEN SPACE SEPARATIONS:** Separated by ten feet to a private drive, parking space or public street right-of-way.

i. **TOTAL OPEN SPACE COVERAGE:** At least 40 percent of the site shall be reserved for open space, which may contain plazas, pedestrian ways, landscaped greens, planting pockets and recreation facilities, and roofs of structures when designed for pedestrian or recreational usage. Open space

should be evenly distributed within all residential subareas. Calculation of required open space shall be based on site area inside perimeter wall or property line of project, whichever is less. Common, usable open space areas as specified above shall be included within the total project open space. Children's play areas should be sited to allow for clear parental monitoring. These and other open space amenities should be located where parking areas or streets do not have to be crossed to be accessed by the residents they are intended to serve.

- j. HEIGHT AND SIZE LIMIT: No building shall exceed 35 feet in height or cover more than 40 percent of the site unless the Planning Commission finds the height and size proposed not detrimental to adjacent present and future development. All required setbacks to adjacent property lines, public streets, private vehicular accessways, parking areas and perimeter walls shall be increased by 10 feet for the third story of any building.



- k. PATIO PRIVACY: Special provision shall be made to protect privacy of patios from windows of adjacent units, including use of offset units, fin walls, decks, and window placement.
- l. BEDROOM TO BEDROOM SEPARATION (or other room with clear glass window): 20 feet.
- m. OTHER ROOM SEPARATIONS: Rooms designated as dens, offices, etc., but otherwise suitable for bedrooms

shall meet the same setback requirements as bedrooms.

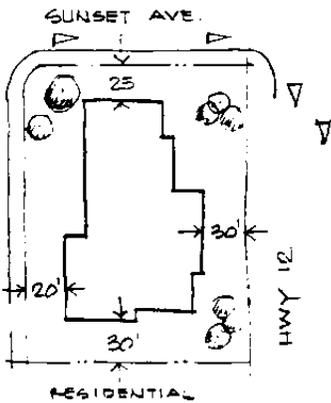
- n. DINING ROOMS should have the same building separations and setbacks as living rooms, except that dining room windows out of view from other adjacent windows may have a minimum setback of 10 feet from interior lot lines.
- o. SPECIAL CONDITIONS may justify modification of these standards by the Planning Commission, including innovative design treatment and use of screening or privacy devices.
- p. LANDSCAPING: All landscaping shall conform to the standards of Chapter 18.68 of the Suisun City Municipal Code and Chapter IX of this document. All required yards, building separations and other common open space areas shall be landscaped.
- q. ORIENTATION TO PUBLIC STREETS AND OPEN SPACE: Except for Route 12 and arterial streets, unit entries and major living area windows should be oriented toward public street frontages, parks, and/or common open space areas. Adjacent dwelling units should maximize visual orientation to the park/open space from outdoor patios and interior living spaces. Especially for "infill" projects in established neighborhoods, entirely introverted orientations should be avoided. Building design, orientation, setbacks and landscaping on street perimeters should be consistent with the project's surroundings. In undeveloped areas, the project's influence on the character of future development should also be considered.

- r. CLEAR DIRECTORY AND NUMBERING SYSTEM shall be provided for multi-family residential projects. The design and location of all such systems shall be compatible with the projects architecture and be clearly illuminated. Building and unit numbers shall also be illuminated.
- s. POSTAL BOXES shall be conveniently located to residential units, with night lighting provided and shall be integrated into the design of the development. A roof shall be provided for shade and shelter from weather.
- t. UTILITY METERS, TRANSFORMERS, and other similar site details should be identified on site plans, located in unobtrusive locations and screened in an appropriate manner, as specified elsewhere in this document.
- u. PROXIMITY OF PARKING TO DWELLINGS: One required parking space should be located no more than a 200-foot-walk from the dwelling unit it serves. Other required parking spaces serving a unit should be no further than a 300-foot-walk from the unit.
- v. ARCHITECTURAL FEATURES: May project into any required setback or building separation by a maximum of three feet, unless such features dominate the building frontage.

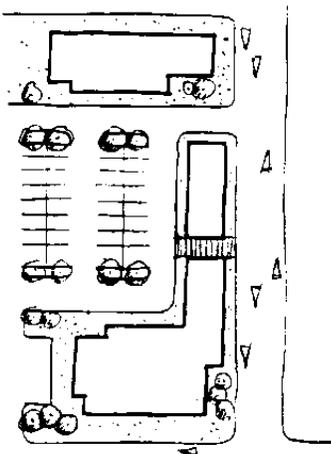
B. Nonresidential Building Siting, Orientation and Setback

- 1. Nonresidential uses shall have an average landscaped setback area adjacent to State Route 12 and other

arterial streets of at least 30 and 25 feet respectively, and 20 feet adjacent to other public streets. Nonresidential uses should also have an accessible area of 20 feet on at least two adjoining sides of a building free and clear of any obstructions, in which parking or access drive may be allowed when not adjacent to a public street. A building setback of 30' should be maintained adjacent to residential land uses. Additional setbacks and/or landscaping adjacent to residential uses may be required if deemed necessary to adequately buffer against the impacts of the particular nonresidential use proposed. Visibility from windows to adjacent private residential areas (yards, interior spaces, etc.) shall be prohibited.



2. In shopping centers and other medium to large sites, a portion of the building area should be located adjacent to the street, in order to reduce and screen the large expanse of parking within such developments.



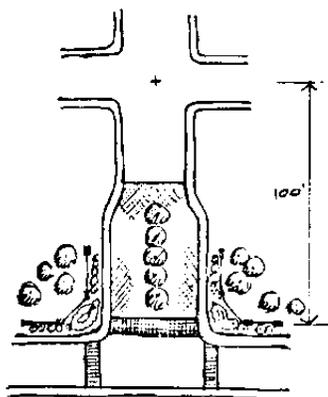
3. Utility meters, transformers, and other similar site details should be identified on site plans, located in unobtrusive locations and screened in an appropriate manner, as specified elsewhere in this document.
4. Exterior side setback areas (i.e., along side streets) and building elevations along these setbacks should be treated with the same quality of design and materials as the front setback area and building front elevations.
5. Buildings should be oriented to allow for the use of common driveways, especially along arterial streets.



6. As a general rule, street frontages should be composed of landscaping and building fronts, with parking located to the rear of the site. Where specific needs for business exposure may require parking oriented to the street, the landscape plan should provide for screening of cars from view.
7. Free-standing Pad Buildings in Shopping Centers:
  - a. Free-standing "pad" buildings in commercial centers should blend and be compatible with the overall development. All parking, circulation, driveways, and setbacks and landscaping should be integrated with the entire project.
  - b. Drive-thru windows must not face on a public street, and stacking lanes must be screened from the street.
  - c. Prior to building construction, the pad shall be hydroseeded or sodded as required by section IX.B.2. of this document.
8. Maximum visibility and access should be provided to a public park site, common open space/recreation area or other public amenity feature.
9. Minor architectural features may project into any required setback or building separation by a maximum of three feet, provided that such features do not constitute a significant portion of the building facade.
10. Clear directory and numbering system shall be provided for all projects. The design and location of all such

systems shall be compatible with the projects architecture.

C. Entry/Identification Features:

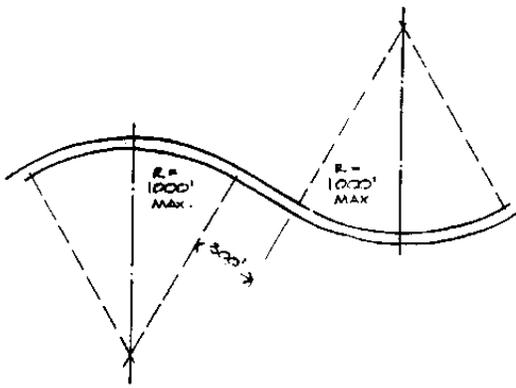


All medium and large developments shall provide special landscaping, pavement treatment and identification sign(s) at major entry points to the development. Where entries occur at intersections with collector or arterial streets, the entry treatments should include a landscaped median. The design of all entry features shall be approved by the Planning Commission. Primary entries to multiple family and other residential developments utilizing private streets or accessways shall be designed as entry drives, as specified by Section VII of these Guidelines.

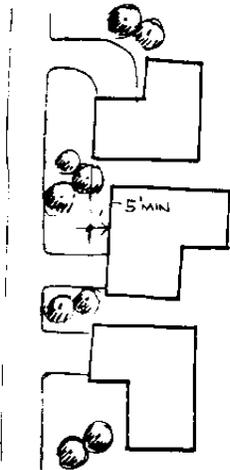
D. Block Configurations, Setbacks, Architecture and site amenities in Residential Subdivisions

It is the intent of these guidelines to discourage straight, grid-type blocks of other design elements that create an unvaried, repetitious appearance. Design elements that create variety and visual interest are encouraged. For this reason, block configurations, setbacks, and architecture and site features on residential streets should meet the following criteria:

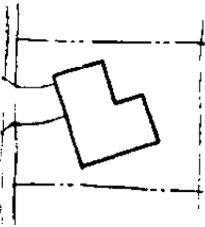
1. Visual variety is encouraged in all residential blocks but is especially significant in long blocks. The length of residential blocks within single-family projects or neighborhoods should generally be less than 300 feet. Longer blocks are permitted only if at least TWO of the elements listed below are incorporated into the subdivision's design:



a. Streets should be curved, with radii to the center line of the street to be between 300 and 1000 feet. Such curves shall occur every 300 feet or less.

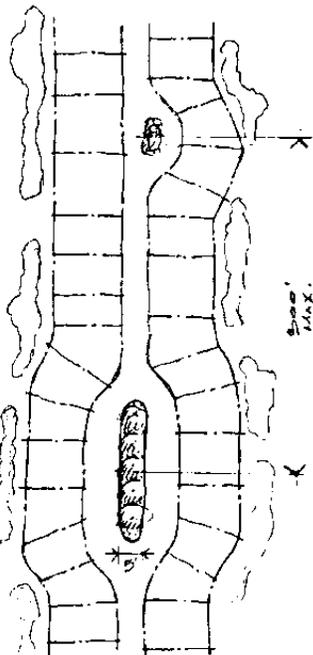


b. No more than three adjacent houses should have the same front setback except on curvilinear streets. The minimum variation in setback should be 5 feet where the straight block length exceeds 300 feet. It is more desirable to vary groups than only one house, or to create an "undulating" effect, so that a visually pleasing streetscape is achieved. A jagged appearance should be avoided.



c. Houses may also be angled to the street with minimum setbacks averaged across the face of the structure, so long as minimum driveway lengths specified by Section VII are maintained.

d. Increase the minimum front setbacks by 5 feet along the entire frontage of the longer block face.



e. Creation of one or more visual open spaces at maximum 300 feet intervals, as follows:

- 1) Landscaped street medians or "evebrows" at least 25 feet long; a minimum 18 foot traffic lane should be provided on each side of the median.
- 2) Landscaped parkways, with approved trees, at least 5 feet wide; and

3) Common open spaces, such as recreation or landscaped walking areas, that are visible from the street.

2. Residential building elevations--including massing and composition--should also be varied, so that sterile repetition is avoided. The variation should also be implemented judiciously so that the opposite--visual chaos--is avoided. Variation in exterior materials should also be implemented judiciously, for the same reason.

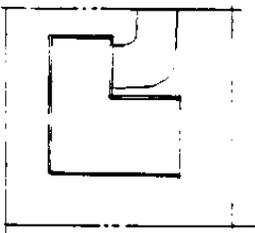


3. A variety of lot widths and sizes should be provided in all subdivisions of more than 20 lots. The range of lot widths should vary by at least 40%; lot sizes should vary by at least 20%. Variable lot widths and sizes shall be interspersed throughout the subdivision.

4. Where possible, especially on corner lots, side-entry or "swing" drives should also be utilized. Where these are provided, the garage wall facing the street shall incorporate a window or architectural feature similar to other such features on the front elevation of the house.



5. Garages, carports and parking areas should not dominate the street scene on public streets or private drives. Garage doors, carport openings or open parking spaces shall not constitute more than one-half (50%) of the building frontage unless the garage does not project more than ten (10) feet beyond the front face of the first story of the house. Garage frontage of two-thirds (67%) of the individual building frontage is considered an absolute maximum and should

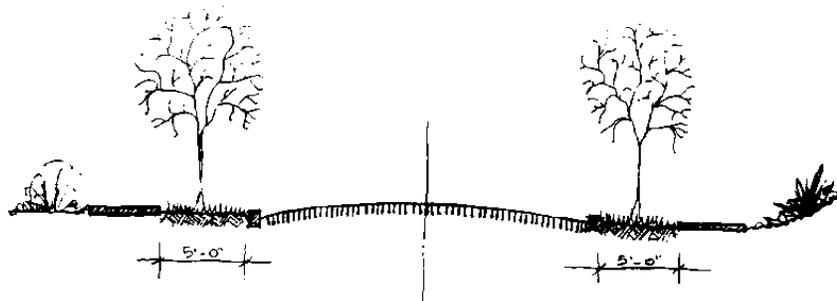
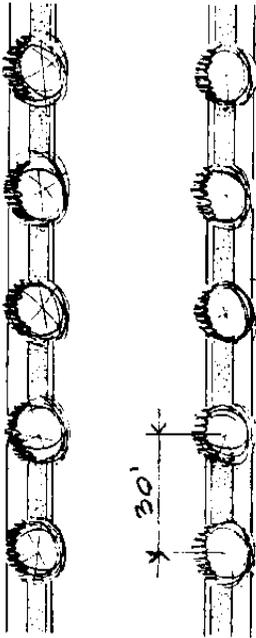


or behind the remainder of the garage door; a change in roof line/shape; or other similar features which affect the structure's mass and dimension.

6. Site features such as off-street parking, landscaped islands in cul-de-sac bulbs, textured paving, transit/school bus pullouts, street furniture (benches, trellises, coordinated lighting, etc.) and other amenities should be incorporated into each subdivision. The number and extent of such features should increase with the size of the development.

7. Street trees should be planted on average 30 foot centers on all residential streets.

Some of the above design elements, such as maximum street radii and minimum setback differences, can be stated quantitatively. Other design elements can only be described qualitatively, with actual implementation varying according to project size, topography, residential product type, etc. For this reason, applicants are encouraged to meet with City staff early in the design process, so that design goals and general criteria are mutually understood and alternative solutions can be explored. Where differences in interpretation occur, the Planning Director will act as arbiter, subject to appeal.



E. Pedestrian and Bicycle Circulation

1. Separated vehicular and pedestrian circulation systems should be provided on each development site. Pedestrians should not be forced to use driveways for access to development sites. In both commercial and residential developments, where access must be provided from or across a parking area, a clearly different paving material shall be used to guide pedestrians.
2. Bikeways shall be designed with all necessary functional and safety features. Bike routes shall be consistent with city standards for paving, signage, width, etc.
3. Pedestrian circulation shall meet the following standards:
  - a. Clearly-defined access to major off-site destinations, including parks, commercial centers and public facilities.
  - b. Interior pedestrian circulation shall provide the following:
    - \* Convenient access from all residential units to on-site recreation facilities.
    - \* Use of interior recreation/open space areas wherever possible for pedestrian circulation, rather than sidewalks along interior streets.
  - c. Safety considerations and separation from bikeways as needed.

d. Clear vision at all crossings of public streets and private accessways.

e. Convenient, safe and continuous pedestrian circulation between neighborhoods.

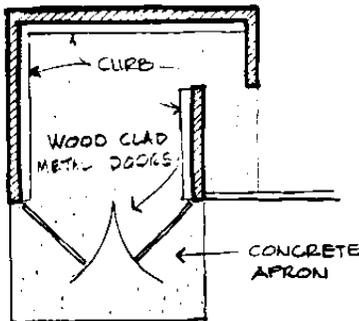
F. Outdoor Storage and Refuse Areas

1. Outdoor storage, truck depots, bus service yards and similar uses should be screened with a solid masonry or heavy timber fence. The Zoning Ordinance does not allow the materials stored outdoors to exceed the height of the screen wall.
2. Landscaping should be used to augment the screening provided by walls and fences. Chain link fencing with metal or redwood slats is not an acceptable method for meeting screening requirements, and the use of razor wire for security purposes is prohibited.
3. Outdoor storage areas adjacent to an arterial street or Route 12 shall provide a solid masonry wall of 8 feet in height and a continuous tree screen planted at a maximum 15 feet on center.
4. All exterior trash receptacles shall be enclosed with a solid masonry, or heavy timber structure. Enclosures shall be located where they will be convenient to users and the disposal service, where noise and odors will not disturb people on the site or any adjacent site, and where receptacles will not be visible from any public right-of-way, park, or trail. In residential locations, a roof structure or trellis system should be provided to screen the trash

receptacle from view by residents of upper story units.

All trash enclosures should have the following components:

- a. Masonry or heavy timber screen walls;
- b. Interior poured-in-place curb to prevent damage to the screen walls;
- c. External hinges on the doors to prevent damage from the receptacle;
- d. Metal frame or solid metal doors with self-closing latches;
- e. Concrete pad which meets disposal service standards, to prevent damage to asphalt paving. Concrete should be patterned or trimmed to complement overall site and landscape design.
- f. The design of the trash enclosure should be compatible with the architecture of the main buildings, incorporating a similar palette of materials. The enclosure should allow separate openings for handling the trash receptacle and use by residents.



#### G. Loading and Service

1. Loading and service areas should be located so as not to be directly visible from a public right-of-way. Access to these areas must be incorporated into the circulation plan for the site and should provide separation from pedestrian and automobile circulation on the site.
2. Where a service or loading area cannot be located behind a building it must be screened from view. A combination of masonry or heavy timber walls and landscaping are the preferred methods for this screening and should reflect the material palette of both the architectural and landscape plans.

#### H. Lighting

1. Exterior lighting shall be designed to coordinate with the building and landscape architecture of the project plans. Building-mounted fixtures shall be compatible with the building facades. Location of perimeter lights shall ensure that light is directed downward and not over property lines.
2. The type of light source used shall be consistent throughout a project. Exposed lamps or tubes which would be visible from any public right-of-way will not be allowed.
3. All parking lot and carport lighting shall be designed so that the light source is screened from view from off the premises.

## I. Fencing and Walls

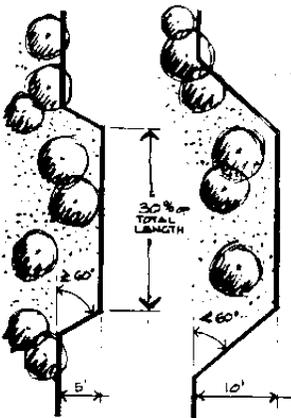
1. The use of chain link fencing is generally discouraged, as well as the use of barbed wire. The use of razor wire is prohibited. When if chain link fence must be used for security purposes it should be a dark colored plastic clad fence, screened with landscaping. Wood or plastic inserts in chain link materials are not considered to be equivalent to solid fencing.

2. Walls or fences visible from any public street must be constructed of a durable, high quality material. The material, finish and detail should complement the building architecture. The location should be integrated into the design of the landscape plan, where applicable. Walls separating arterial streets and Highway 12 from residential development shall be masonry on concrete.

3. Fences or walls which are attached to buildings and are visible from any public right-of-way or open space should be compatible in color, material and detail to the building to which it is attached.

4. Walls or fences 100 feet or longer, including "back-up" walls along major arterial streets, should incorporate at least two of the following for at least 30 percent of their lengths:

a. A minimum five foot change in plane where such change occurs at a 60 degree angle or greater; a minimum 10' change in plane is required where such change occurs at an angle of less than 60 degrees.



- b. A minimum 1-1/2 foot change in height;
- c. A section of open fence (except on "back-up" walls);
- d. For sound walls, a change to a compatible material or substantial change in material texture;
- e. Large groupings of tree and shrub plantings which are incorporated into an overall frontage planting design.

J. Grading and Drainage

1. Site grading shall insure positive drainage of water away from proposed buildings in such a manner as to prevent ponding or sheeting across sidewalks and parking areas. Run-off generated by the proposed site development must be disposed of in a manner which will not adversely impact adjacent properties.
2. A preliminary grading plan should clearly show existing and proposed grades and should include information on established grades on adjacent parcels.

## V. AMENITIES

### A. QUALITY OF LIFE

Every development project is expected to include amenities designed to enhance the quality of life for people residing and/or patronizing that development. Amenities also enhance the image of the City as a whole to both residents and visitors. The entire community benefits by becoming a more attractive place to live, work and conduct business. The number, kind and size of amenity features will vary by the type, size and location of the particular project. For example, a Duplex on an infill lot would not be expected to provide the same kind of features as a larger apartment complex; similarly, a small "strip" retail center would provide different amenities than a large shopping complex.

### B. EXAMPLES OF AND GUIDELINES FOR PROJECT AMENITIES

The following are examples of amenities that should be incorporated into projects wherever feasible.

#### 1. Residential Developments

##### a. Common Open Space Facilities

Where common open space is required, as specified in Section IV.A., at least four (4) of the following facilities should be provided; other facilities not listed below may also be considered, if approved by the Commission.

\* Children's play area, including play apparatus for both under 5 and 5 - 10 year old age groups.

One play area should generally serve no more than 100 dwelling units.

- \* Landscaped, "passive" areas with benches and tables.
- \* Sheltered picnic area with barbecue facilities.
- \* Game court area.
- \* Turf play area (at least 50' x 100').
- \* Swimming pool/wading pool.
- \* Recreation room/community building.
- \* Exercise/weight room.
- \* Tennis court
- \* Spa/"jaccuzi"
- \* Outdoor exercise area or "par course"

b. Laundry facilities (number and locations to be approved by the Planning Commission).

c. Storage areas.

d. Day care centers.

## 2. Commercial/Industrial Projects

- a. Indoor exercise room.
- b. Changing rooms/showers.
- c. Outdoor eating/sitting areas.
- d. Sidewalk/outdoor cafe.
- e. Day care centers.
- f. Landscaped plazas.
- g. Public art displays.
- h. Pedestrian/bicycle paths.
- i. Par course.
- j. Fountains, water elements.

### 3. Streetscape Amenities

Where a change in street direction or elevation occurs, the opportunity to create a focal point, accent or a terminus to a view or vista should be utilized. While it may or may not be created solely with landscape material, the landscape design should augment the desired effect of the focal point being created.

### 4. Artwork

Where a piece of artwork is proposed for an outdoor area or plaza, its location, orientation and display area should be considered at the same time as the initial formulation of the site and landscape plans.

## VI. BUILDING DESIGN

### A. General (All uses)

#### 1. Bulk

- a. The bulk of buildings generally should be minimized, especially where residential character predominates. Buildings should maintain a scale comparable with residential neighborhoods.
- b. Building masses should be mitigated by elements such as canopies or trellises designed to focus attention on smaller-scaled elements of the building. Indentations or other means of articulation should be used to avoid a monolithic effect.
- c. Color, particularly of major wall planes, should be used to mitigate the apparent size of a building mass.

#### 2. Relief and Projections; Change of Materials

- a. Rhythm should be used in the design to provide interest and variety. Details that create shade and cast shadows should be used to provide visual relief to the building.
- b. Building projections should provide interest and variety through the emphasis of windows, doors. Proportions and interrelationships should be carefully studied to add relief to bulky elevations.

- c. Changes in materials and colors should be located at changes in plane, except for articulation at the base of a building. Contrasting materials should be offset and should intersect with an architectural feature. Material or color changes at the outside corners of buildings are to be avoided.

### 3. Materials and Finishes

- a. Building finishes for commercial areas should generally utilize and contrast natural materials, such as brick, sandblasted concrete, stucco, wood, glass, and other masonry products. Clear aluminum or other shiny, metallic finishes are prohibited.
- b. Extensive use of plywood panels for exterior wall surfaces should be avoided, particularly where it is used in a focal area of the design, such as on a fascia where signs are to be located. Where plywood is used, there must be assurance that steps will be taken to avoid buckling and lifting at the edges.

### 4. Color

- a. Colors should be selected for internal compatibility as well as compatibility with the neighboring area.
- b. Multiple building complexes should be given some color variations, from building or on sections of a single building. Color should also be used to reduce their feeling of massiveness in large projects/buildings.

- c. Roof colors should be coordinated with walls and trim.

5. Detailing

Building elevations must be attractively designed on all four sides. Walls at interior property lines or project phase lines must be given specific design attention, with color, physical relief and/or landscaping, even if such walls are eventually to be hidden by future construction.

- 6. Windows and doors should be placed to avoid visibility into adjacent private areas. Where aluminum frames are used, these shall be treated to provide a colored appearance, such as bronze anodized, enamel or paint.

7. Mechanical Equipment and Roofs

- a. All mechanical and utility equipment, including solar collectors, shall be screened from view, from off the premises, with material similar to the architectural design of the project. The screening method should be treated as an integral part of the elevations.
- b. Where possible electrical transformers shall be either placed underground, architecturally screened by non-plant materials, or located at least 50 feet from the public rights-of-way and screened with appropriate materials and plantings.
- c. All exposed vents, gutters, downspouts, flashings, electrical conduits, etc. are to be placed with a consciousness of their effect on the building

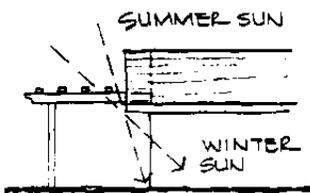
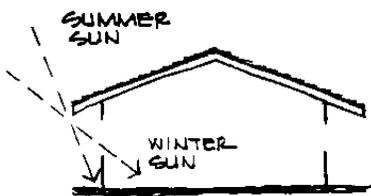
design. They must be painted to match the color of the adjacent surface, unless the applicant can show that alternative colors for the features are compatible with the building. Such elements shall be displayed on building sections and elevations submitted for building permit approval.

d. All heating, ventilation, air conditioning units and utility equipment shall be screened from view from the public right-of-way. Wall enclosures shall be architecturally integrated with the building elevation.

e. If a building does not act as a total roof screen for mechanical equipment, then any addition to the building to screen present or future mechanical equipment or solar collectors shall be constructed of the same building design elements and color. The use of separate mechanical screen fence design is discouraged.

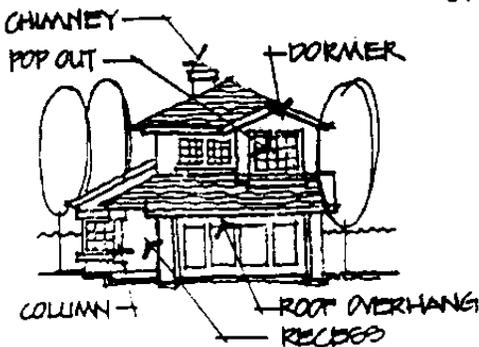
f. Variation in the shape, color and texture of roof structures should be used to create diversity and interest. Use of composition shingles shall be limited to thick dimension, random-cut types which provide relief and texture. Flat, monotonous surfaces shall be avoided.

8. Energy conservation features should be incorporated in building design, including proper building orientation and provision for solar access. West-facing windows are encouraged for summer ventilation; however, passive solar shading (roof overhangs, awnings, etc.), should also be provided.



9. Exterior stairways, balconies and patio walls shall be stylistically consistent with the buildings they serve. Stairways should be architecturally integrated with the building. Manufactured bolt-on-stairs should be avoided. The materials and detailing of stair rails, balcony and patio walls and siding should match those of the building.
10. Buildings and windows should be located to maximize the possibility of occupant surveillance of entryways, pathways, parking lots, bike paths, recreation and laundry areas.

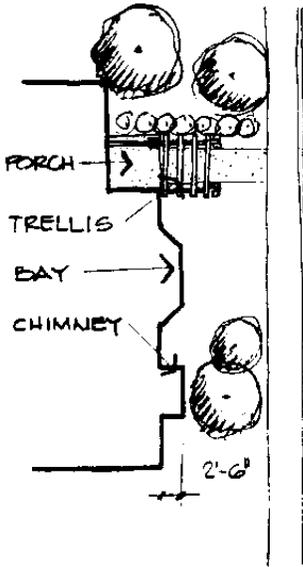
B. Residential



1. Building form. Residential building design shall reflect a variety of forms and not just addition of finishes to uncreative building "boxes". Design qualities of depth and substance should be provided by the use of offsets, recesses, columns and roof overhangs to provide shade and shadow patterns. Visual interest should be achieved by the use of elements such as porches, arcades, dormers, trellises and bay windows. All elevations of a building are to have consistent architectural treatment, although one or more elevations may be emphasized. Generally, the same treatment used on the front elevation should be continued around the sides to provide a finished appearance from the street.

- . Carports and other accessory structures should incorporate the architectural theme of the main buildings, including roof line and materials; Garage doors should be designed with detailing or windows to avoid the monotony of a large flat surfaces. Attached

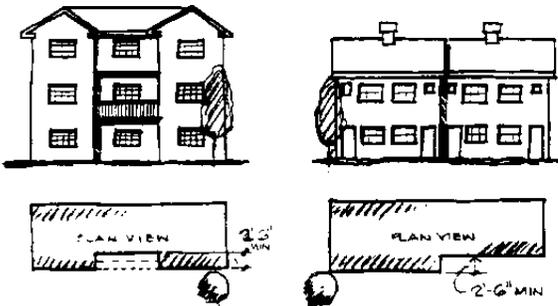
garages should not dominate the appearance of the front elevation of any residential building however, carport roofs should not divert attention or detract from the architecture of the main building.



3. Building entries shall be emphasized and shall receive special design treatment to provide a balanced sense of security and privacy. Entry patios, courtyards, porticoes and porches are encouraged. Entry doors should be visible from streets or other well-used public areas. Where a side entry is utilized on an interior lot, a lockable entry gate and decorative fence facing the street shall be provided. Both fence and gate shall be compatible with the building architecture and materials.

4. The following features should be incorporated into the design of each dwelling unit.

- a. At least one substantial architectural projection per unit with a minimum offset of 2'-6" from the major building plane of each elevation visible from a street or common open space. Garages or entry overhangs which are extensions of roof lines without change in plane or slope do not fulfill this requirement. Examples of acceptable projection are porches, bay windows, dormers, gables, trellises and chimneys.



- b. No more than two units covered by a single, unarticulated roof. Articulation may be achieved by changes in plane of at least 2'-6", or by the use of gables, hips, or dormers. Hipped or gabled roofs covering the entire mass of a building are

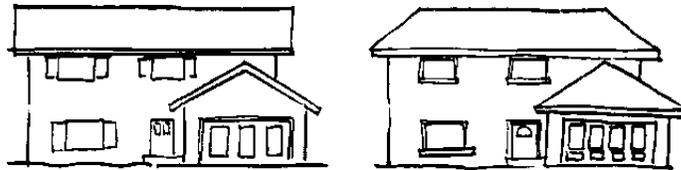
preferable to mansard roofs or segments of pitched roofs applied to the building's edge.

5. Surface Treatment and Use of Materials. Exterior materials and architectural details should have a consistent and harmonious relationship. Frequent changes in materials are to be avoided. Changes in materials or colors should be located at changes in plane, except for articulation at the base of a building. Contrasting materials should be offset, and should intersect with an architectural feature. Material or color changes at the outside corners of buildings are to be avoided, as these give an impression of thinness and artificiality. Roof color should be coordinated with walls and trim
  
6. Building facades, including side or rear elevations, facing entry drives, public streets, or common open space shall be treated so as to provide architectural interest and orientation to the street or open space. At least one building entry shall be oriented to and clearly visible from such site features. Side and rear elevations should be designed with the same care and attention to detail as the front.

7. Where varying options of the same floor plans are proposed, a significant difference in the massing and composition of each option (not just finish materials) is to be achieved.



THIS...



...NOT THIS

8. Diversity in floor plans and options should increase with the size of the development. A range of at least 500 square feet in floor area should be provided within each development of more than 20 units.
9. Doors, gates, mailboxes and light fixtures should be chosen as design features which will integrate with the building design.
10. An atrium wall abutting a property line should be the same material and color as the building. Portions of fences facing public or private streets should be architecturally integrated with the building elevations.

C. Commercial

1. Commercial buildings visible from arterial streets, with the exception of Railroad Avenue east of the Fairfield Streams Project, should be of a higher architectural standard than other commercial structures in Suisun City. Commercial development should reflect a human scale, with abundant use of landscaping, entries, courtyards, parking plazas, etc. It is the City's goal to avoid an accumulation of "franchise" structures competing for the attention of passing traffic.

2. These standards include:

a. Stucco, brick, masonry and wood-siding exterior elevations (not to include "standard" T-111 siding).

b. Roof elements to be pitched, not flat.

c. Roofing materials to be concrete, tile, slate, or metal standing seam with baked-on enamel color.

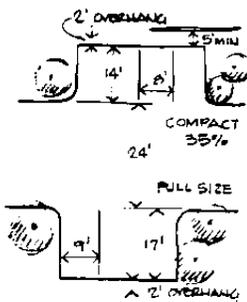
d. Elevations to be well articulated and stress an original design, not a generic or "franchise" building style. Small, boxy structures should be avoided.

e. Colors or logos identifiable with an individual company are acceptable but shall not be used as a significant architectural element.

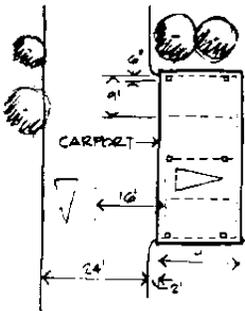
- f. Gasoline island or other open canopies should be designed to look like structures, not merely flat roofed covers. Thick columns and pitched roofs to match the main structure(s) should be utilized.
- g. On-site lighting shall be shielded from view from off the premises. No portion of the light source shall be visible off-site. Transparent or translucent shielding is not acceptable.
- h. Building mass should avoid proportionally long, flat surfaces. The architecture should include pitched roof elements, columns, indentations, overhangs, patios, trellises and surface textures, on all elevations visible off-site.
- i. Signage should be restrained. No more than one square foot of building signage for each linear foot of building frontage facing a public street shall be permitted. Freestanding signs shall be monument type, of a height not more than eight feet above street grade, with a maximum of 32 square feet per sign face. Any desired increase in freestanding sign face shall be by Use Permit approval from the Planning Commission.

## VII. PARKING AND PRIVATE AND EMERGENCY ACCESSWAY GEOMETRICS

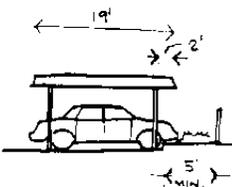
The following general standards govern both nonresidential and residential common parking areas and private accessways or streets in residential areas. Additional standards for private residential entry and parking drives and parking courts are specified in Section V.



- A. The minimum open parking space dimension is 9'-00" by 19'-00", but 35 percent of the required spaces may be reduced to 8'-00" by 16'-00" to accommodate compact automobiles. The minimum covered and/or enclosed parking space inside dimension (for required covered parking) shall be 9'-00" by 19'-00" with six-inch encroachment allowed for supporting columns. When a raised curb is used at the end of a parking space, the dimension of the space may encroach 2'-00" from face of curb into the landscaping behind the curb, provided the total depth of the landscaped area is at least 5'-00".

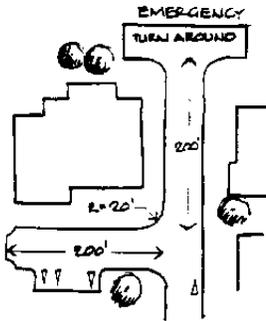


- B. All two-way private accessways shall be not less than 24 feet wide (clear width) in those portions where no parking is accessed directly, or where unenclosed or carport-enclosed parking is provided. An additional four-foot-width is required on the side of the accessway wherein right angle garage enclosed parking is provided, which may be in the form of a four-foot drive apron



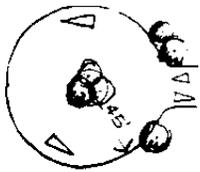
- C. A 32-foot wide accessway may be used with parallel parking on one side, and 36-foot-wide accessway may be used with parallel parking on both sides in special cases approved by the Planning Commission.

- D. Vertical curbs shall be used. Valley gutters are discouraged, but where allowed shall be Portland cement concrete, PCC.
- E. The minimum at edge of pavement radius is 20 feet, except for required "turnaround" facilities.

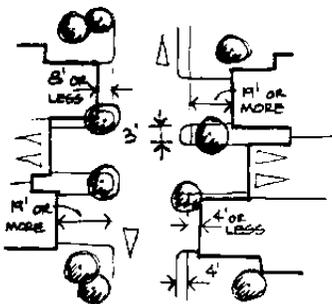


- F. An adequate hammerhead or bulb turnaround (minimum curb radius of 40 feet, or 45 feet if landscaped island is included) is to be provided at the end of a dead end private vehicular accessway unless the design incorporates a "T" or four-way intersection within approximately 200 feet of the end of a straight accessway. Turnaround facilities are to be adequate to allow fire apparatus and other emergency vehicles to turn around without backing into parking spaces, as approved by the Fire Chief.

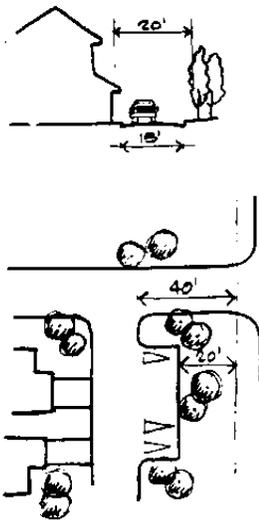
- G. Drive aprons to enclosed garages shall be either eight feet or less (four feet when a sidewalk is proximate) or 19 feet or greater, with the dimension measured along the center line of the drive apron. Automatic garage door openers shall be provided on all garages. Where servicing drive aprons are less than 22 feet in length, "zero clearance" or roll-up doors shall be required.



- H. Where five units or more have front doors directly accessed to a private street or accessway, a sidewalk with a minimum width of 4'-00" (exclusive of the drive apron lengths standard) shall be provided on one side of the accessway, unless an acceptable off-street pedestrian pathway system is provided or drive aprons are so closely spaced that a sidewalk would serve no useful pedestrian purpose.



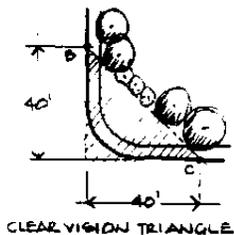
I. Emergency accessways shall have a minimum clear right-of-way of 20 feet and a minimum travel surface area width of 15 feet.



J. Separation between parking or circulation areas and a public street right-of-way or private street easement shall be twenty feet, unless adequate mounding and screening to reduce views into parking or vehicular access areas is provided, subject to approval of the Planning Commission. Entrances from public streets to parking areas of major developments should have a 40' clear distance from street and curb to parking space or interior driveway. This distance may be reduced to 20 feet where the size or scale of the development warrants, subject to approval of the Commission.

K. Clear vision triangle. At all vehicular intersections with public streets, clear vision shall be maintained as follows:

1. Extend curb lines of the two intersecting streets to Point A where the lines intersect.
2. Locate Points B and C by measuring 40' from Point A along the curb lines of each intersecting street, where the intersection involves a collector or arterial street; 25' for residential street intersections.

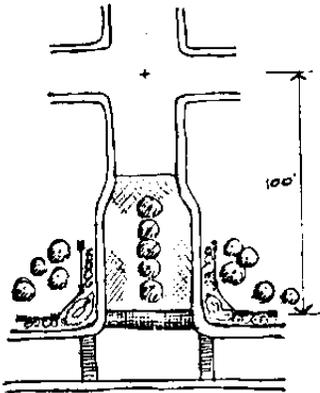


3. The "clear vision triangle" defined by Points A, B, and C shall be free of all obstructions between 3' and 8' in height, except for sign poles and tree trunks.

4. Minor deviations may be permitted at the recommendation of the Planning Director and City Engineer.

## VIII. PRIVATE RESIDENTIAL ENTRY AND PARKING DRIVES AND PARKING COURTS

Entry and parking drives are private vehicular accessways used for circulation in residential developments not served by public streets, usually in medium to higher density residential development projects. These drives are private roadways that provide vehicular circulation through a project and vehicular access to dwellings, garages, carports, and open parking spaces. Pedestrian access is typically from a separate pedestrian pathway system.



Entry drives are private roadways which form the first leg of the private vehicular circulation system within individual developments. They should provide an entry treatment as described by Section III.E. and have a street-like character. The primary entry into projects utilizing private streets should not be through parking drives or parking courts. Entry drives should be at least 100 feet in developments of over 20 dwelling units. This distance may be reduced where site constraints warrant and the Commission is satisfied that the intent of this paragraph is achieved.

### A. The design of entry drives must include all of the following:

1. Setbacks from the curbs of entry drives are 10 feet for building and 19 feet for garage entries. Where sidewalks are provided, the width of the sidewalk must be added to the setback.
2. Entry drives must have sidewalks on at least one side when the drive provides a direct pedestrian route to common open space within the development, to other developments, public park(s), or to public streets.

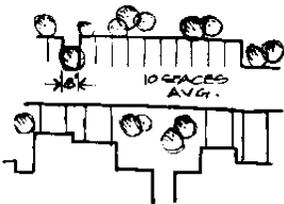
3. Entry drives must have street trees on both sides, spaced approximately 20 feet apart, depending on species.
4. At least part of the common open space within a development (if present) shall be accessible and visible from an entry drive.

**B. Parking Drives and Courts:**

The sight of long lines of parked cars or blank garage doors, unrelieved by planting areas and other types of screening is undesirable. These Guidelines encourage parking in discrete bays and seek to give parking drives as much of a street-like character as possible. Parking drives are driveways lined with parking spaces along significant portions of their length, whether in garages, carports or open parking. When located on the periphery, parking drives isolate projects from their surroundings. However, when adjacent uses are considered incompatible with multi family residential uses, or a better internal site design is achieved, perimeter parking drives may be desirable, so long as the following characteristics are incorporated.

**1. In Parking Drives:**

- a. There should be no more than an average of 10 spaces of uninterrupted parking, whether in garages, carports, or open parking areas.
- b. Each average of 10 spaces of parking should be separated from additional spaces by a landscaped bulb 1 space wide. Architectural elements, such as trellises, porches, or stairways, may extend



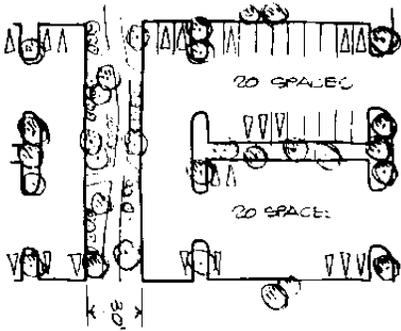
into these landscaped bulbs. The location of these should coincide with pedestrian connections and/or major architectural features of buildings.

- c. Where the average number of uninterrupted parking spaces is reduced to seven, landscape bulbs may be reduced to five feet, if pedestrian connections or architectural features are not required.
- d. Enclosed garages that front on parking drives should have tree pockets of not less than 9 net square feet in area between garage doors every 2 parking stalls.

2. Parking Courts are of Three Types:

- a. Small parking lots with carports or open parking; areas which provide direct vehicular access to a small number of garages which may or may not be attached to residential buildings (primary pedestrian access occurs elsewhere);
- b. Dead-end areas which provide direct vehicular access to a small number of garages which may or may not be attached to residential buildings (primary pedestrian access occurs elsewhere);
- c. Areas around which both garages and living units cluster and which provide both primary pedestrian and vehicular access. These are also called entry courts and are preferred over the other two types. Entry courts should receive special paving and landscaping treatment to "soften" the expanse of pavement and indicate their use by pedestrians as well as vehicles.

3. Parking Courts Should Meet the Following Standards:



- a. A maximum of two double-loaded parking aisles next to each other.
- b. A maximum of 20 parking spaces per aisle.
- c. Parking courts should be separated by buildings or landscaped buffers of a minimum 30 feet width.

## IX. LANDSCAPING

### A. Pre-existing plant materials.

1. The site and landscape plan should be developed to incorporate all significant existing landscape material, especially trees. The plan should also include all measures necessary to protect existing plants from damage through construction activities and any other measures necessary to protect the health of the plant during the construction process. Where significant existing landscaping is damaged or must be removed it should be replaced with landscaping of equal value and prominence.
2. Landscape plans for development sites should consider existing off-site conditions such as grades and berms, types of existing plant and non-plant materials, open spaces, visibility, and tree cover in order to provide a level of consistency and recognition of off-site factors in the design of the project plans.

### B. Setbacks, Building Pads and Yards

1. To provide a more consistent streetscape, especially along major streets, the landscape design of the front and exterior side yard setbacks should provide a continuity of concept along the frontage of a city block. The landscape of setbacks should act as a buffer between the building and street and to create a more pleasing view to and from the building.
2. At commercial centers the landscaping of any "pad" building should be of the same character as the main center. Pads which are undeveloped at the time of

center construction shall be hydroseeded and maintained in turf until the building is constructed.

3. Where a landscape plan is developed for a yard or setback area adjacent to a major street with a planted median, it should indicate a consideration of the design concept, type of material and visual texture found in the median.

#### C. Size of Plant Materials

Shrubs should be a minimum 5 gallon size and trees a minimum 15 gallon. The size of trees should be increased to provide a more immediate impact, with up to 25% of the total trees larger than 15 gallon size. The larger size material should generally be used at project entries, along the street frontage or where a more immediate landscape screen is desired.

#### D. Parking Lot Landscaping

1. Large areas of parking pavement shall be given visual relief by interspersing of landscaped pockets e.g., the ends of parking aisles. Open or carport parking areas in developments shall be divided into areas including no more than an average of ten abutting parking spaces with intervening areas landscaped with trees and ground cover. Refer to Sections VII and VIII of these Guidelines for more specific requirements.
2. A landscaped planter consisting of at least five feet in width shall be used to screen parking areas from adjoining residences and open space. Shrubs and/or berms with a combined height of 3 feet shall be used

for screening. Low-growing ground covers shall be used within 2 feet of any curb used as a wheel stop. Planters may be omitted to provide driveway access to existing or future adjoining parking areas or where landscaped required yards are provided.

3. A minimum five-foot-wide area between any off-street parking area and any interior lot line abutting a residential lot or future residential lot shall be landscaped with fast growing trees, shrubs and ground covers.
4. A minimum of ten percent of the total off-street parking area shall be landscaped with at least one fifteen-gallon minimum size tree per each three parking stalls and appropriate ground cover. The parking area shall be computed by adding the areas used for access drives, aisles, stalls, maneuvering, and landscaping within that portion of the premises that is devoted to vehicular parking and circulation.
  - a. Planters are required every other row of parking stalls, of at least 5 feet in width. This dimension may include vehicle overhang space provided that sufficient separation of vehicles to allow for tree plantings and low-growing plant materials are maintained. Such planters need not be continuous, so long as the following tree planting requirement is met.
  - b. Such planters shall contain approved trees on 20 foot centers.
5. Parking areas shall be screened from public rights-of-way, subject to standard requirements of Chapter 18.52

of the Suisun City Municipal Code and Section VII of these Guidelines.

E. Landscape Buffers

Landscaped buffers with a minimum 5-foot width shall be provided between residential and commercial land uses. Buffers shall be planted with evergreen screening type species capable of reaching a height of 15 feet and providing a solid continuous screen within 3 years.

F. General Requirements

1. All plant materials shall be selected for low maintenance, disease resistance, and suitability for local soil and climate. Mature size of plants shall be taken into account in placement and selection of plants. Trees shall be located sufficiently clear of buildings and paved areas and provided with deep root control devices to minimize potential damage from roots. Parking lot planters surrounded by pavement and used for required shade trees shall have minimum clear dimensions of 4' by 6', with additional size desirable. Tree selection and planting procedures shall include special measures to recognize the strong prevailing winds in this area.
2. Plant materials shall be selected and placed for maximum energy conservation benefits. Deciduous trees with favorable solar shading characteristics shall be used where possible near southeast and southwest corners of buildings. Trees shall provide dense summer shading of east and west walls wherever possible. Vegetation shall be used where appropriate

to block winter winds while allowing summer ventilation.

3. Berms and mounding: Earth mounding should be used extensively to elevate plant roots above the high water table, provide visual interest, direct pedestrian circulation, and assist in noise control. Mounds and berms shall be smoothly shaped, with no abrupt changes in grade or steep slopes subject to erosion. Slopes with lawn shall have a maximum slope of 4:1. Mounds shall be located and shaped to minimize any security problems resulting from vision blockage. Mounds generally should not exceed 3 feet in height, but a major earthwork for noise barriers and perimeter treatment may be larger.
4. All landscaping shall be designed to incorporate safety and security needs. Dense, tall shrubs near pathways and entrances shall be avoided. Clear vision shall be maintained in all pedestrian crosswalks and intersections. For crime deterrent reasons, shrubs of a variety having thorns and/or prickly leaves may be planted below first floor windows.
5. Landscape plans and lighting plans shall be carefully coordinated to minimize potential conflicts. Light standards shall be selected and located to avoid undesirable light blockage by trees at their mature size. The desired shading pattern of parking lot trees shall have equal design importance with lighting needs, and consideration shall be given to separation of large light standards from parking lot planters suitable for shade tree locations.

G. Other Requirements

1. All landscaped areas shall be served by an approved automatic irrigation system that provides adequate coverage and irrigation.
2. Property owners are responsible for the continual maintenance of all landscaped areas on-site. All landscaped areas shall be kept free from weeds and debris and maintained in a healthy, growing condition, and shall receive regular pruning, fertilizing, mowing and trimming. Any damaged, dead, diseased or decaying plant material shall be replaced within thirty days from the date of the damage.
3. The developer shall provide one (1) year warranty for all materials and shall be responsible for maintenance for one (1) year.
4. All plants within required landscaped areas to be of species suited to local conditions, using Sunset Western Garden Book Zones 14 and 15 as a guide.
5. At least seventy-five percent of shrubs planted to be of five-gallon minimum size.
6. Shrubs within a required setback to be spaced in such a way as to achieve a minimum of five plants per one hundred square feet.
7. Groundcover: All areas within a required landscape area to contain living groundcover or a combination of living and nonliving groundcover (nonliving to be a maximum of twenty percent).