

SHILOH ROAD VILLAGE VISION PLAN GUIDING PRINCIPALS

1. SHILOH ROAD VILLAGE VISION PLAN GUIDING PRINCIPALS

- Unique village design that does not compete with Downtown
- Housing diversity
- Mixed uses (housing and commercial) along Shiloh Road
- Lower density housing shall be placed along the fringes of the project area
- Safe movement of traffic
- Secondary circulation system
- Open space and native, low water use landscaping
- No residential use shall face parking lots
- Whenever possible, residential uses face residential uses

2. GRID STREET NETWORK

Grid street system works well in this location to dispense traffic volumes and to minimize negative impacts on Shiloh Road.

- Minimize street widths
- Utilize planted parkways between the sidewalk and street whenever possible
- Avoid cul-de-sacs
- Bulb-outs at corners
- Utilize loop roads
- On-street parking

3. OLD REDWOOD HIGHWAY

It is important for area not to be landlocked with vehicular access to Shiloh Road only. Seek one to two access points from neighborhood to Old Redwood Highway. Housing should not back onto Old Redwood Highway. Final circulation plan should mitigate potential “short-cutting” through the neighborhood.

4. ROUNDABOUT

A traffic roundabout should be considered at Old Redwood Highway and Shiloh Road.

5. SHILOH ROAD 86' ROW

Two-lane facility with parallel parking and flanking bikeways. Subject to traffic study of alternatives, two additional travel lanes may replace the center median if the Level of Service (LOS) on Shiloh Road drops below "D." Current ROW to be expanded by 13 feet on each side of Shiloh Road. No direct driveway access points. Enhanced bus stops included near Shiloh Plaza and Park. Buildings shall not be more than two stories in height along Shiloh Road west of Old Redwood Highway for a distance of one-half block.

6. SCHOOL SITE

Five-acre elementary school site within neighborhood park that adds value to the neighborhood. Includes:

- Playfields
- Sport Court
- Central Location
- Ample Parking
- Bus drop-off
- Access to trails

7. LINEAR PARK

Meandering linear park acts as important community amenity adjacent to Freeway edge. Park includes multi use trails and passive recreational opportunities. Opportunity for interpretive elements celebrating the wine industry or Windsor history. Trailhead facility for regional park system. Intermittent parking bays dispense parking evenly along park length. Open space takes advantage of floodplain and wetlands along creek.

8. REGIONAL MIXED USE

Large parcel offers unique opportunities due to location, ownership, and size. Site has some environmental constraints. Open space buffers at edges are required. Potential site for high-end resort hotel/conference center/bed & breakfast inns. High density housing with rich variety of architectural styles and affordability is sought. Building elevations and open space should command views from the freeway. Precise layout and design specifics of regional mixed use will vary.

9. MIXED USE (WEST)

Prohibit direct vehicular access from Shiloh Road in favor of side and rear streets. Commercial uses should be local neighborhood serving and not seen as competing with downtown uses. Vertical mixed use preferred but horizontal mixed use is acceptable. Drive-throughs are prohibited. Automotive service stations are prohibited.

Neighborhood conveniences such as grocery store, bakery, coffee shops, restaurants, and bed and breakfast inns are encouraged.

10. MIXED USE (EAST)

Commercial/Office, Commercial Residential, Office/Residential Mixed Use projects place buildings at or near ROW line. Building heights not to exceed four stories or 60 feet. Additional parking placed behind structures or within structures. High-density allowances of 32 du/acre for mixed use. Pedestrian-friendly environment with outdoor dining opportunities and small plazas between buildings. Provisions for bike parking included throughout streetscape.

11. SHILOH ROAD FRONTAGE MIXED USE DEVELOPMENT CRITERIA

Building Height: 60 feet (four stories) – decreasing to two stories at Old Redwood Highway.
Front Setback: None required
Rear Setback: 15 feet
Side Setback: None required
Du/acre: 32
Maximum Square Footage Per use: 8,000 sq. ft.
Minimum Door Openings: Doorway every 35'-50'
Maximum Solid to Void Ratio First Floor: 2:1 (commercial)

12. OAKHURST NEIGHBORHOOD

Traditional lower density single-family neighborhood at around 7 dwelling units per acre. Includes front porches and alley-accessed garages. Wide sidewalk abuts heavily landscaped "Village Parkway."

13. GARDEN APARTMENTS

One to three story apartment complex at around 24 to 32 dwelling units per acre. Parking provided in underground structure, carports, and on-street spaces.

14. SHILOH TOWNHOMES

Attached Townhomes with a medium density of around 16 to 20 dwelling units per acre. Combination of single and two story massing. Attached garages set back from front of structure.

15. APPROVED BUSINESS INCUBATOR

The access road approved by the Town for this development should be incorporated in the Shiloh Road Village Vision Plan.

16. SHILOH VILLAGE PLAZA

One-acre plaza and open space for village commercial and neighborhood use. A public street with parking should separate the plaza from all adjacent buildings.

17. GARDEN COTTAGES

This represents a low density-housing product at six dwelling units per acre (approximately 1200 square feet each). Opportunity to increase density by adding "granny flats" above garages. Detached garages accessed through alley. Dwelling units front onto linear pedestrian courtyard.

18. KENDALL COURTYARDS

Two and three story attached Townhomes centered around a plaza-like court for parking and activities. Heavy landscaping and trees.

20. VILLAGE TOWNHOMES

Medium density Townhomes with a "woodsy" character. Grid streets with front facing porches and attached shared garages accessible from alleys. Dwelling units range from 900 to 1,600 square feet in size at 12 to 28 units per acre. Opportunity for single and multi-family development. Connect circulation internal roadway with neighborhood streets as appropriate.

21. WYSTERIA COTTAGES

Enclave single-family neighborhood of moderate density. Attached units (12 to 24 units per acre) with garages set back from street. Decreasing in density as move toward southern open space.

SHILOH ROAD VILLAGE DESIGN GUIDELINES

22. PURPOSE

The community desires that Shiloh Road Village convey an image that is both unique and consistent with regional architecture and one that evokes a strong sense of place and promotes walking and bicycling. These Design Guidelines are tools to communicate key concepts, which will assist Shiloh Road Village in realizing its full design potential. Through application of these guidelines, Shiloh Road Village will yield a high quality and distinct aesthetic environment that benefits property owners, merchants, residents, and visitors alike.

23. BUILDING FORM/ROOFLINES

Respond to the general design and nature of other village agrarian and winery architecture in the County to create a cohesive and quality visual environment.

Roofs with a slope of less than 8:12 are visually and functionally more appropriate in Shiloh Road Village. Flat roofs without decorative parapets should generally be avoided. Buildings with hip, gable, shed and gambrel rooflines are encouraged.

24. DETAILS AND MATERIALS

Pay tribute to the climate of Windsor by incorporating architectural details and building materials found locally and in the region. Porticos, arcades, and overhanging eaves are appropriate ways of providing shelter from the summer sun and winter rains.

Materials and design details used for new buildings and rehabilitated buildings in Shiloh Road Village should integrate finishes that convey a natural appearance.

25. DETAILS

- Heavy wood structural elements (exposed)
- Exposed rafter tails
- Deep roof overhangs
- Cupolas
- Dormers
- Multi-lite windows
- Variation and articulation in building massing
- Grape arbors
- Use of stone and masonry
- Front porches (residential)
- Full roofs
- Post and Beam
- Decorative awnings

26. WALL MATERIALS

- Vertical Board or Board and Batten
- Horizontal Board on Stone Base
- Stone Wall
- Horizontal Board
- Stucco on Stone Base

27. ARCHITECTURE

The Spanish architectural traditions of California, modulated by Northern California wood frame (Victorian, Craftsman and Monterey style buildings) have created a recognizable character in Sonoma County. While architectural diversity is encouraged, buildings should build upon existing regional traditions.

28. SITE PLAN

Building and sites in Shiloh Road Village should integrate design features that provide pedestrians with points of conversation, rest, information, and visual interest. Siting buildings close to the sidewalks, and providing outdoor eating areas, public art, fountains and other amenities will create more pedestrian-friendly environments. Sidewalks should be a minimum of 12 feet wide with tree grates. Street-facing setbacks and "build-to" lines are important for establishing an appropriate relationship between buildings and public spaces. Strong relationships between buildings, as well as between buildings and sidewalks, is essential to creating a pleasant walking environment. Buildings in Shiloh

Road Village should be linked together by landscaped sidewalks, plazas, courtyards, midblock passage, pocket parks and trails. Small plazas are encouraged within large projects. Plazas should be equipped with benches, trash receptacles, and other street furnishings and should be of similar character and material to nearby buildings.

29. DESIGN THEME BOARD

The community desires that new buildings and rehabilitated existing buildings convey an image consistent with local history and the natural environment. On Shiloh Road, each building's form and design features contribute to the overall sense of place and image desired by the community; clear and basic building forms and quality design details are preferred and consistent with the area's traditional architecture. The Design Theme Board is a tool to communicate many key ideas, which will assist the community in helping Shiloh Road realize its potential. Through consideration and application of the guidance presented on this theme board, Windsor will yield a high quality visual environment that benefits property owners, merchants, residents, and visitors alike.

30. STREETSCAPE FURNITURE PALETTE

One of the most important objectives expressed by the community is to improve the image and identity of Shiloh Road. Through the implementation of streetscape improvements, these objectives can be achieved in large part. The Streetscape Furniture Palette was developed by surveying the preferences of the community. It provides guidance for streetscape improvements along public right-of-way, as well as the envisioned trails and parks. Provisions for bike parking are included. The private sector is also encouraged to refer to it for any improvements made to properties and buildings.

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