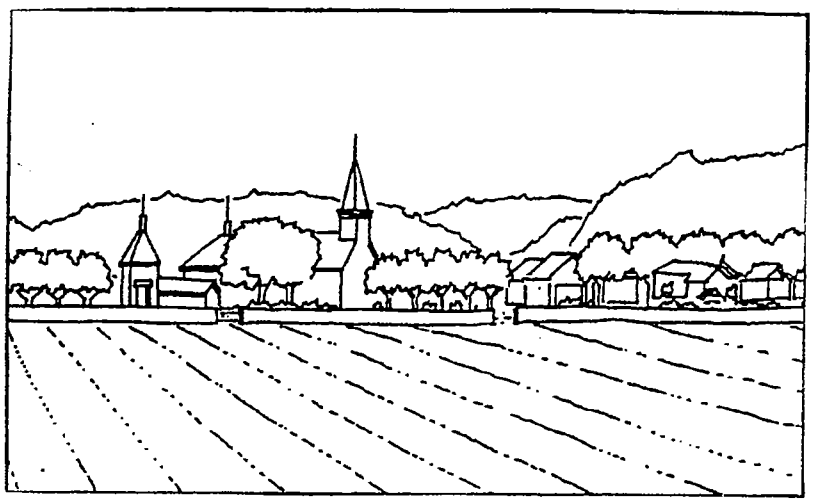
TOWN OF WINDSOR
DESIGN STANDARDS



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1. Introduction

Until its incorporation in 1992, the Town of Windsor was shaped largely by prevailing development pressures and conventions. Following incorporation, the community began planning for new growth, which would reflect a collective vision of the community's future. Participants in this effort included local citizens, the Town government and staff, an advisory committee, and a consultant team. Over the next 3 years, nearly fifty public meetings, community forums and workshops were held. A community-wide questionnaire was circulated and tabulated, and a case study showing the implications of proposed planning decisions developed.

Two documents summarize the outcome of this process: a General Plan, and this set of Design Standards. Together, these documents establish a vision of Windsor as a community that supports public life and maintains a distinct identity, as a place where boundaries are clear, and where it is easy to get from one place to another.

The Design Standards apply to all of those physical elements that constitute the public realm of Windsor: streets, squares, parks, trails and the network of natural features that ring and cross the town. They apply also to all of the private development that will occur in Windsor as the town assimilates its inevitable growth. The Standards focus particularly upon those aspects of private development that shape and give character to the public realm; that is, the interaction of building facades, site plans and landscapes with streets and other public spaces.

As in all other communities where auto travel is the principal means by which daily activities are linked, the configuration of space that serves automobiles is critical to the quality of the town. Therefore, the Standards pay particular attention to the design of parking areas, the size and placement of garage fronts and to the design of streets. The Design Standards have been conceived in the belief that convenient and functional accommodation for cars does not preclude the creation of a handsome and coherent townscape that can be comfortably traversed as a pedestrian or by bicycle.

Windsor's Design Standards serve as a bridge between the goals, policies and programs set forth in the General Plan and the detailed requirements of future zoning codes and ordinances. This document identifies fundamental standards that must be met, and offers guidelines that recommend realizable ways of achieving these standards. While project sponsors may proposed other means of achieving a given standard, the guidelines should serve as the basis for project approval unless it can be demonstrated that the basic intent of the standard can be met by alternate means.

In some cases, special exceptions may be desirable where infill development is encouraged, or where existing conditions physically preclude conformance. However, in every instance an attempt should be made to conform to the spirit of these standards and guidelines.

This design standards document will be amended periodically to update standards or guidelines, or to refine information for inclusion in other more appropriate documents. However, it should be understood that there is a desire to keep the overall content of the document whole. In addition to complying with the standards and guidelines contained in this document, all proposed development is subject to the specific requirements set forth in the Building, Zoning and other applicable Town Codes.

2. Street Standards and Guidelines

The design of streets is the most important element of a community's physical character. No amount of private investment can match the impact of well-designed streets on the future of Windsor. The design of streets includes their configuration, width, alignment, landscaping, lighting and details.

2.1 Interconnected Street Network

Standards

Future development in Windsor will be configured as an interconnected network of streets. This network will avoid concentrating traffic onto inhospitable, unwalkable streets and will lay the foundation for a cohesive and pedestrian-scaled Windsor. This network will also allow residents and employees to choose the shortest and most direct route to local destinations, making it less likely that any single street will be overburdened by excessive traffic. Traffic calming through street design will be incorporated as an important feature of the Town's interconnected and permeable street network.

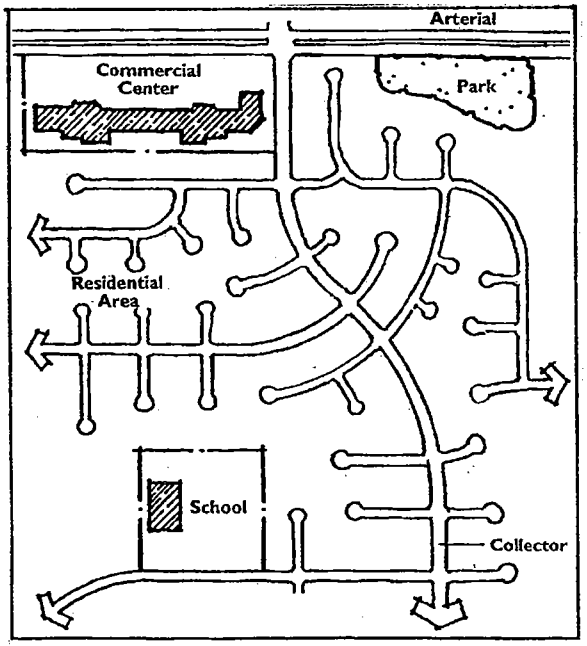
Guidelines

2.1.1 Street Connections

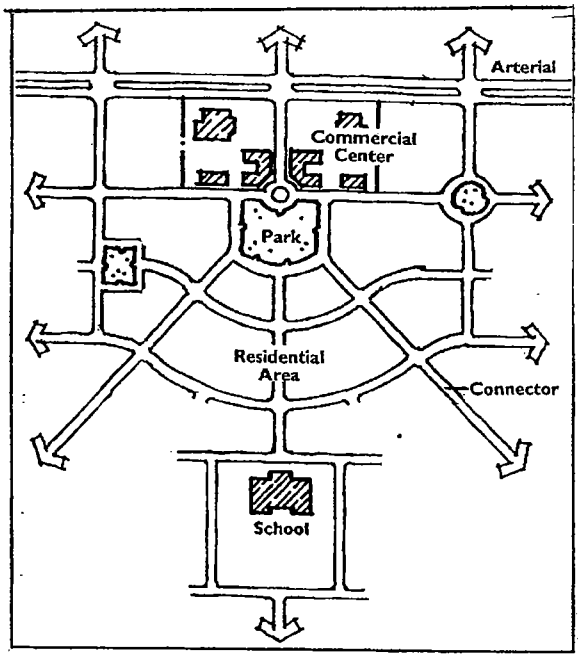
a. **Direct Routes to Local Destinations.** Street alignments and connections should provide direct routes to local destinations such as Neighborhood Centers, schools and parks. Street alignments and connections should not be overly circuitous. Cul-de-sacs are discouraged, but if approved because of site constraints, they should not inhibit convenient travel to common destinations.

b. **Connector Streets.** Streets should be aligned to establish continuous connections every quarter mile (1300 feet), and preferably every eighth mile (650 feet). Opportunities to improve street connections should be pursued, whenever feasible. Consideration should be given to eliminating existing barricades and cul-de-sacs, when accompanied with traffic calming measures that maintain the livability of these streets.

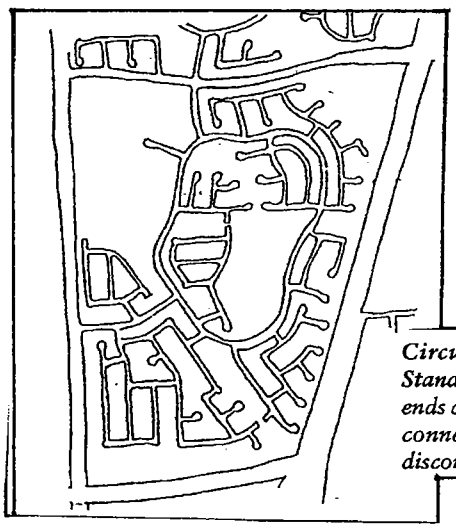
c. **Street Stubs.** Where a parcel consists of at least one acre and at least 8 units, connections through the parcel should provide adequate access to adjacent existing or potential development. At least one connection should be provided where such a parcel abuts an undeveloped parcel of at least 1 acre, and connections to surrounding parcels should occur at least every quarter mile and preferably every 650 feet. Stubs should be located where they are likely to be extended. In some instances, circulation plans that consider multiple properties may be required to ensure an adequate network of streets and efficient lotting patterns. Stubs are not required where land will remain undevelopable, such as along parks, major creeks, steep slopes, or permanent open space; however, in these instances frequent trail connections should be considered.



Circuitous Street Alignments (Does not meet Standard). Street alignments should not isolate residential from commercial and public land uses through cul-de-sacs or circuitous routes that force traffic into high-volume collectors.

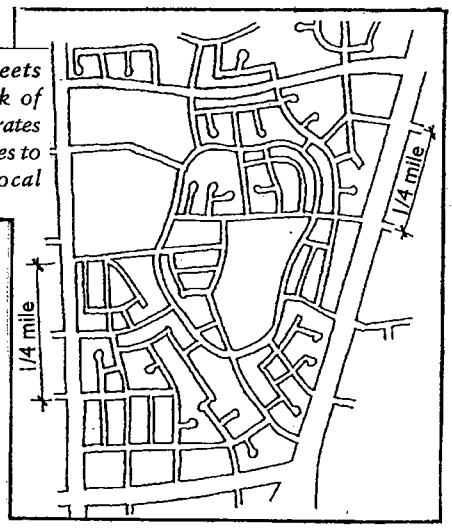


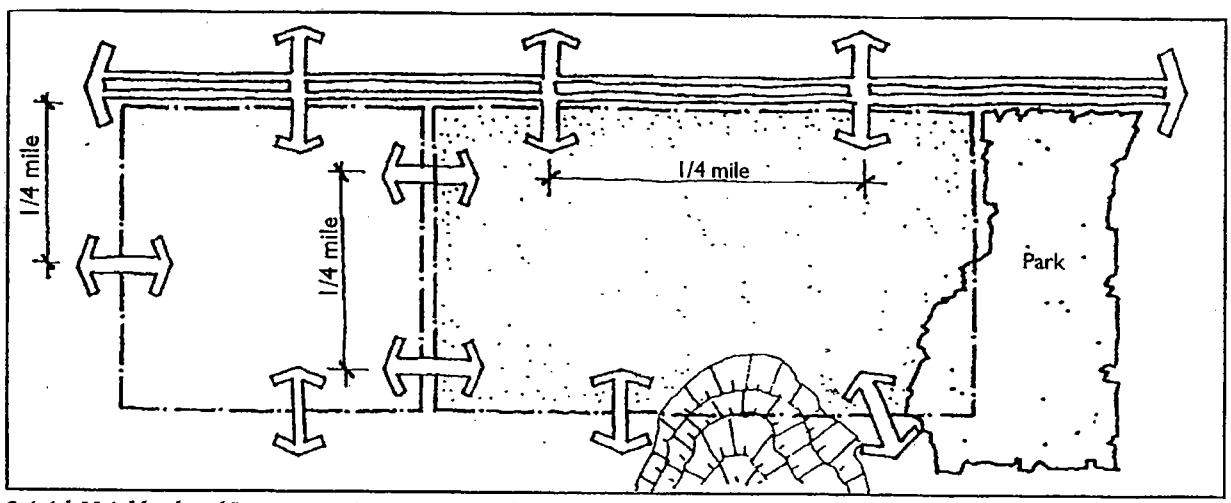
Direct Street Alignments (Meets Standard). Street alignments should provide direct routes to local destinations. Local destinations should be served by local streets, not just collectors and arterials.



Circuitous Circulation (Does not meet Standard). Frequent cul-de-sacs and dead ends concentrate traffic onto heavily traveled connector streets and loop roads which discourage use by pedestrians and cyclists.

Interconnected Circulation (Meets Standard). An interconnected network of streets distributes, rather than concentrates traffic and allows residents and employees to chose short and direct routes to local destinations.





2.1.1.b Neighborhood Interconnections. Streets and street stubs should be aligned to establish continuous connections every 1/4 mile, unless precluded by natural features or other permanent open space. Street connections should be provided for lots over 1-acre and zoned for more than 8 units, where there is an adjacent parcel of at least one acre.

2.1.2 Traffic Calming

The design of an interconnected street network must include provisions that discourage fast, through-traffic on neighborhood connector and local streets. Traffic measures that restrict traffic at the expense of the overall interconnectedness and coherence of the Town should be avoided.

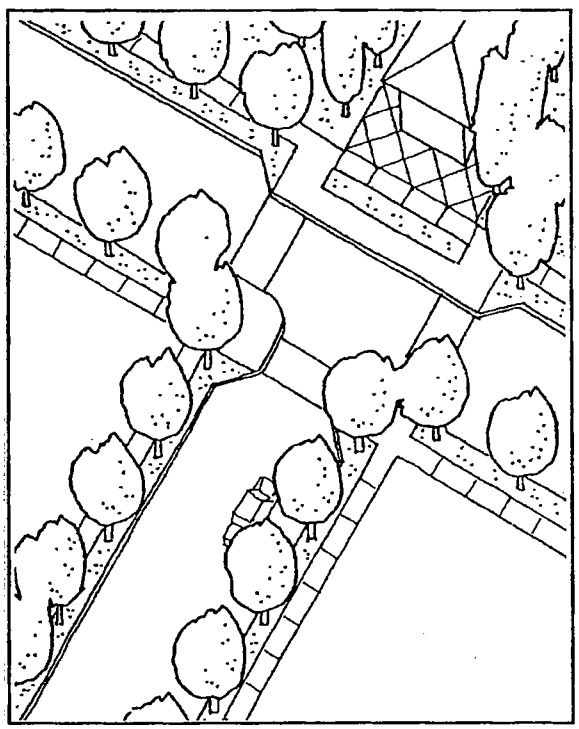
While consideration must always be given to specific demands and conditions (e.g. traffic volume, proximity to larger roads, turning movements, and intersection spacing), recommended traffic management measures include:

a. Appropriate Street Widths. Street widths should be narrow enough to slow traffic, while accommodating demonstrated traffic demand and providing adequate emergency vehicle access. Specific street widths are set forth in Section 2.2.

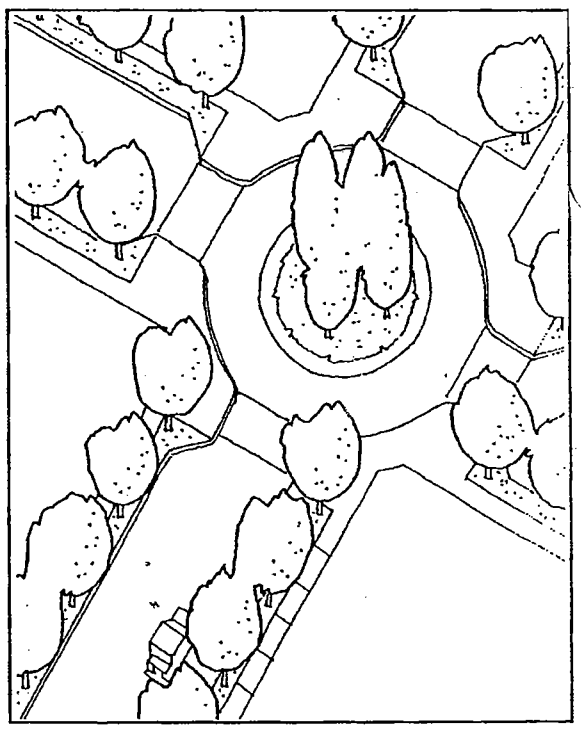
b. "T" Intersections. Road alignments are offset at least 150 feet, forcing turning movements. If carefully sited, "T" intersections can also create prominent vistas to parks and civic features.

c. Traffic Circles. Small circular islands are placed at the center of intersections. These islands are typically landscaped, and can be made more effective when used in a series spaced 600-800 feet apart. Normally, they are used without stop signs.

d. Median Islands. These islands are installed in the center of a street, and can serve to narrow and redirect traffic lanes.



2.1.2.b "T" Intersections (Meets Standards). T-intersections slow and help diffuse through traffic. They can also create dramatic vistas at the end of streets.



2.1.2.c Traffic Circles (Meets Standards). Small circular islands can be placed at the center of intersections.

e. "Bulbouts" ("Neckdowns,") Textured Crosswalks and Raised Intersections. These features can be used singly or in combination. Bulbouts slow traffic and reduce pedestrian crossing distances by narrowing the curb-to-curb dimension of the street, either at an intersection or mid-block. Crosswalks can be textured by means of special pavers or other treatment, alerting drivers that the area being traversed has a special identity. Raised intersections raise the entire intersection a few inches to make drivers aware of pedestrian crossings.

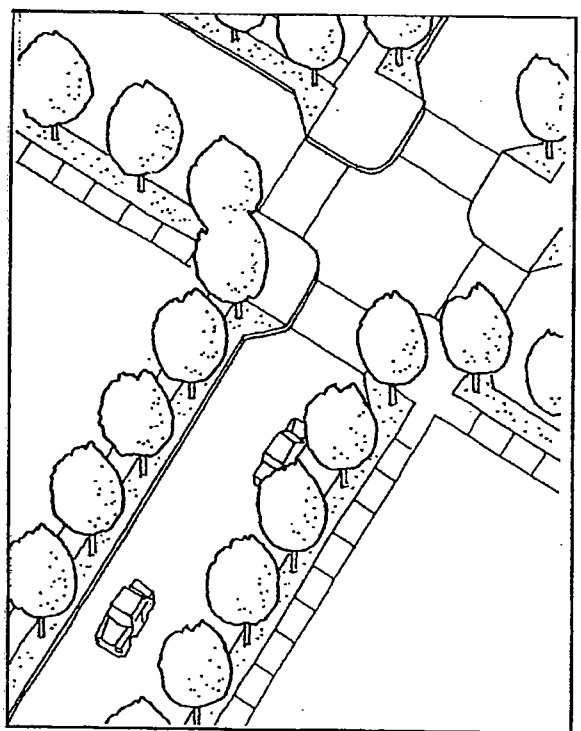
f. Residential Courts and Lanes. Residences may face onto intimate courtyards or lanes that are well landscaped, have decorative paving and use travel lane widths and alignments that make it impossible to drive fast. In these areas, vehicular and pedestrian activities may merge with no grade changes.

g. Traffic Calming. Traffic calming measures not recommended include the following:

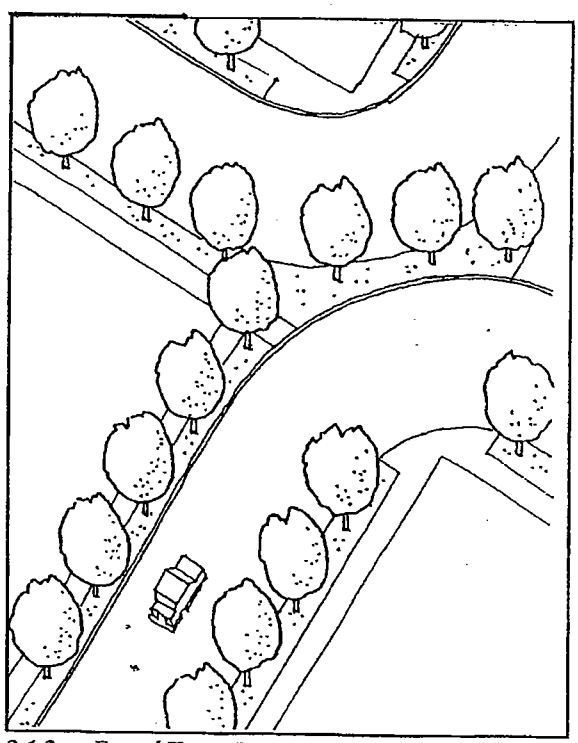
1. **Road Undulations.** Road undulations traverse travel lanes with raised strips that are typically 3-4 inches high.

2. **Stop Signs.** The purpose of stop signs is to assign right-of-way at intersections with significant traffic volumes or safety problems. Stop signs are ineffective and inappropriate when solely relied on for traffic calming, and are not recommended as such.

3. **Street Closure and Forced Turn.** Using barriers and diverters work against the creation of an interconnected street network, and are not recommended.



2.1.2.e. "Bulbouts" (Meets Standard). Corner bulbs at intersections help to lower vehicle speeds and reduce pedestrian crossing distances.

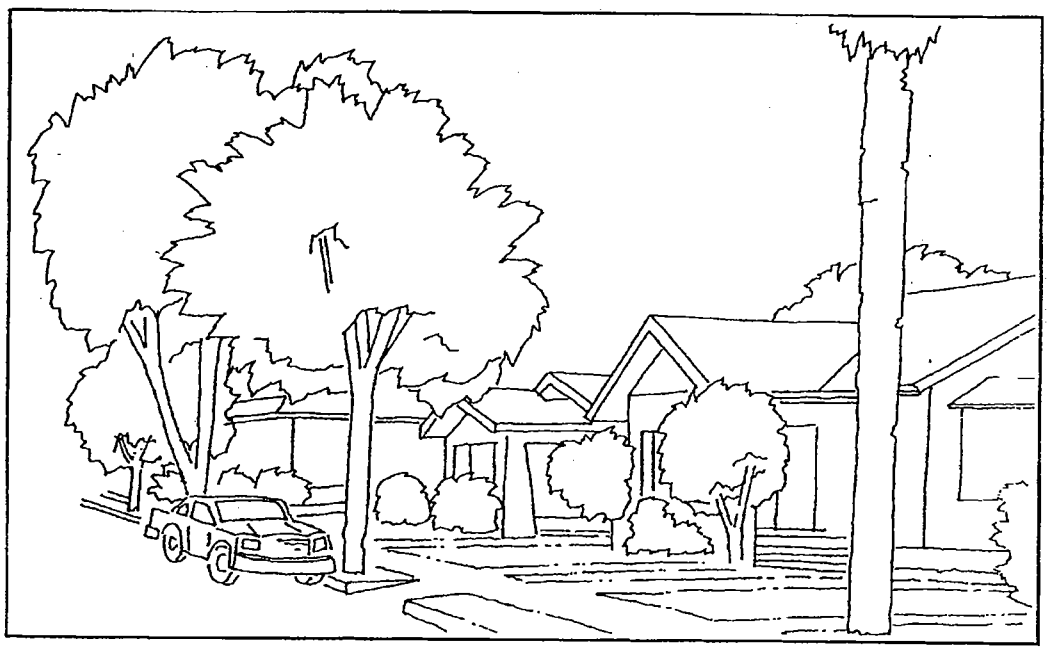


2.1.2.g. Forced Turns (Does not meet Standards). Streets should not be closed because it reduces the interconnectivity of streets. More appropriate traffic calming measures should be used.

2.2 Street Design

Standards

Windsor's streets constitute the fundamental building block of community life. Streets shall be safe, comfortable and convenient for all travel modes: cars, pedestrians and bicyclists. New streets shall minimize the width of travel lanes, use landscape strips to separate sidewalks from the curb, define the street edge with frequently-spaced street trees, and have pedestrian-scaled street lights. Modification of existing streets may need to occur over time, as streets are re-built or improved. Street design shall not compromise safety or emergency vehicle access.



Safe and Active Streets. Streets constitute the fundamental building block of community life

Guidelines

2.2.1 General Guidelines

a. **Street Performance.** Streets should not be wider than needed to accommodate demonstrated traffic demand. Each street's design should be based on its anticipated role within the Town and within each neighborhood.

b. **Emergency Vehicle Access.** All streets should have an unobstructed path of 20' that may include bike lanes and road shoulders, except for one-way streets and alleys where travel lanes may be smaller if adequate emergency vehicle access is demonstrated.

c. **Conservation of Scenic Features.** Street standards should be modified to conserve scenic features such as mature trees and riparian vegetation.

d. On-Street Parking. On-street parking should be provided on both sides of all streets with the following exceptions:

1. along Rural Lanes where on-street parking should be avoided;

2. along streets serving less than 8 dwelling units where drainage swales, dense vegetation or mature trees are present;

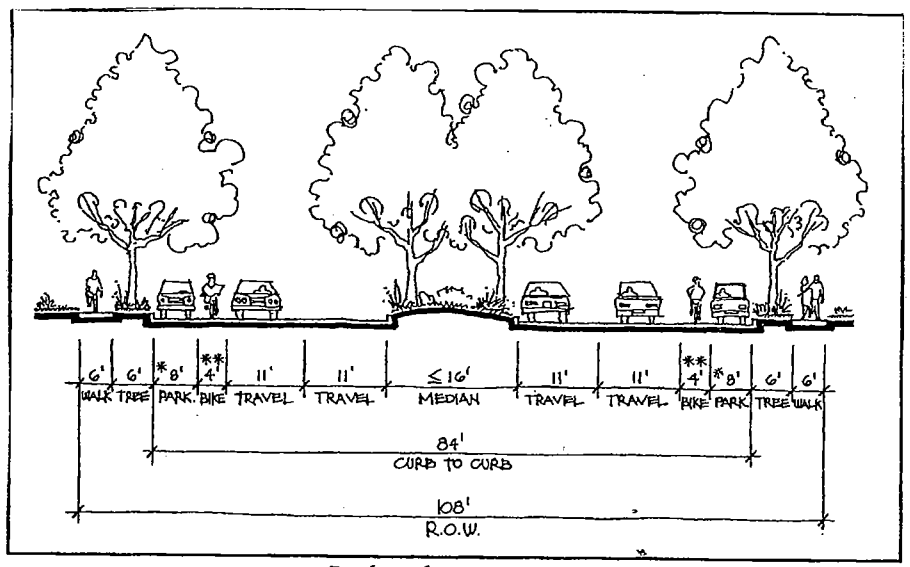
3. in residential areas under 1.0 dwellings per gross acre; and,

4. in Service Commercial and Industrial areas with a floor-to-area ration below 0.15.

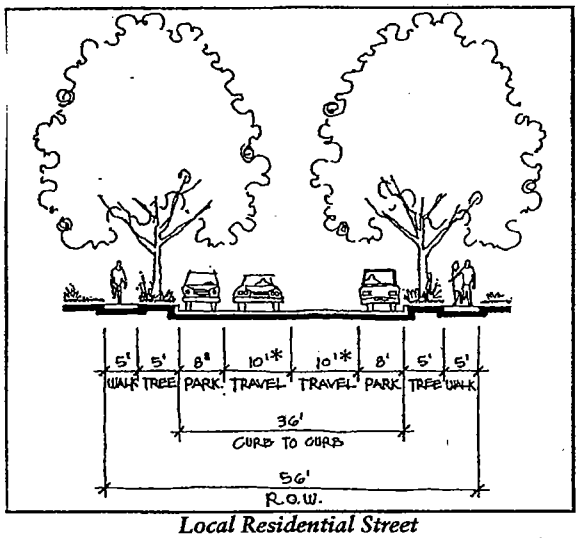
e. Width of On-Street Parking Lane. For streets with moderate-to-high traffic volumes and speeds (Residential Connector Streets, Commercial Streets, Boulevards and Rural Lanes), on-street parking lanes should be 8 feet wide to provide additional dimension for door swings. For streets with low traffic volumes (primarily Residential Streets), on-street parking lanes should be 8 feet wide.

f. Width of Bike Lanes. Where on-street parking is not present, a shoulder/bike lane should be provided, except where scenic features such as mature trees and dense vegetation are present. These lanes should be built in accordance with State standards, which may vary over time. Widening bike lanes along boulevards should involve decreasing travel lanes from 12 feet to 11 feet to avoid increasing the overall right-of-way width.

2.2.1 Typical Street Standards

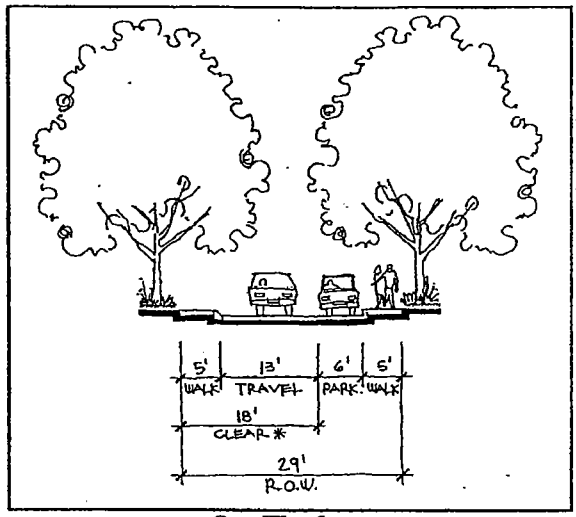


Boulevard—Four Lanes
*Use landscaping where on-street parking is not required (i.e. outside pedestrian-oriented commercial district).
**Bike lanes should be built in accordance with State standards, which may vary over time.



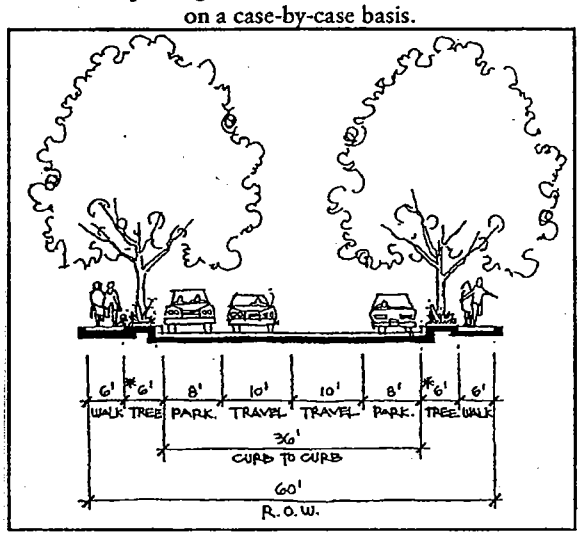
Local Residential Street

*Narrower parking lanes and bulb-outs can be considered on a case-by-case basis.



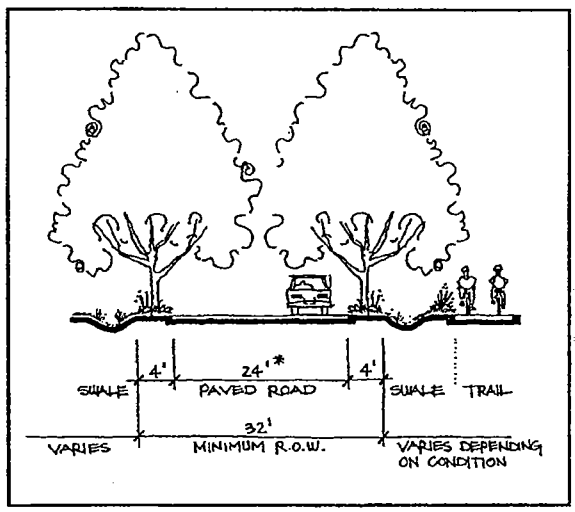
One-Way Street

*Clear for emergency vehicles.



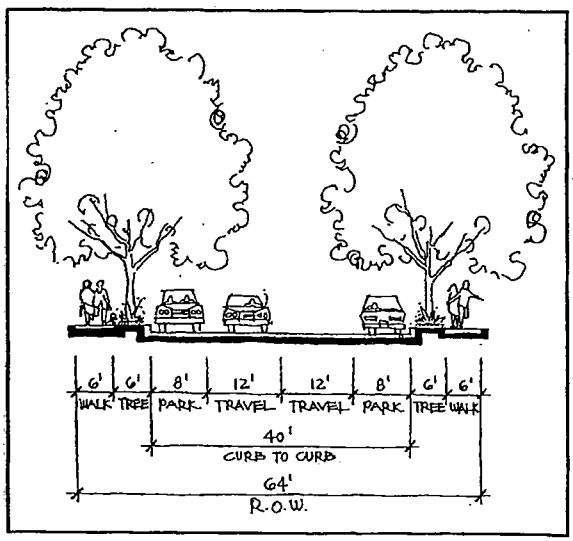
Residential Connector & Commercial Street

*Sidewalk and tree grate for street fronting commercial.

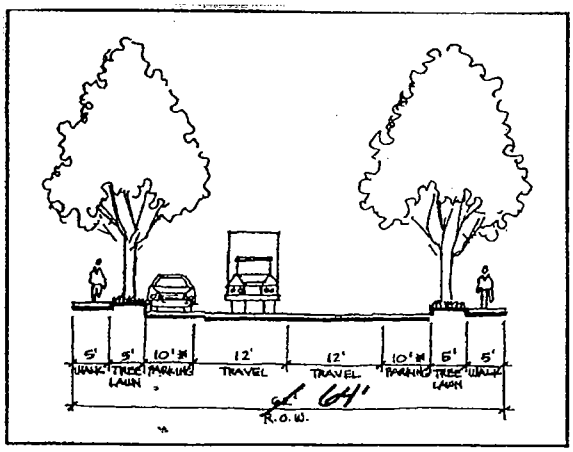


Rural Lanes

*May be reduced to preserve mature trees.



Boulevard—Two Lanes



Industrial Street

*Walk may be landscaped based on level of pedestrian activity.

**Function varies; see 2.2.2b.

2.2.2 Intersections

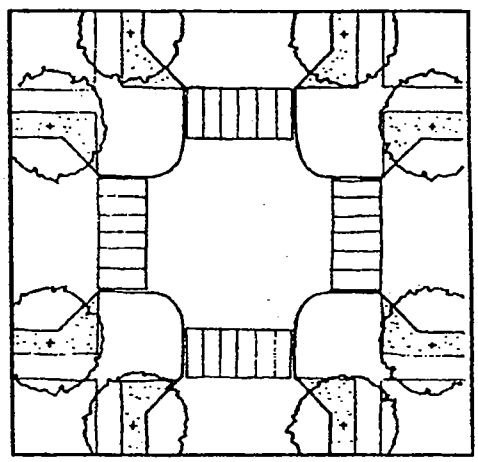
a. Additional Lanes. Streets should have turn lanes or more than one travel lane in each direction only if it can be demonstrated, through modeling or other reliable means, that more than temporary congestions is anticipated (Level of Service E or F). Where a total of four or more lanes are planned, 16 foot wide planted medians should be considered to reduce the visual impact of pavement.

b. Curb-to-Curb Distances. Curb-to-curb distances should be minimized to reduce vehicular speeds and pedestrian crossing distances. At typical intersections, on-street parking should be replaced by corner bulb outs that minimize curb-to-curb distances and slow traffic.

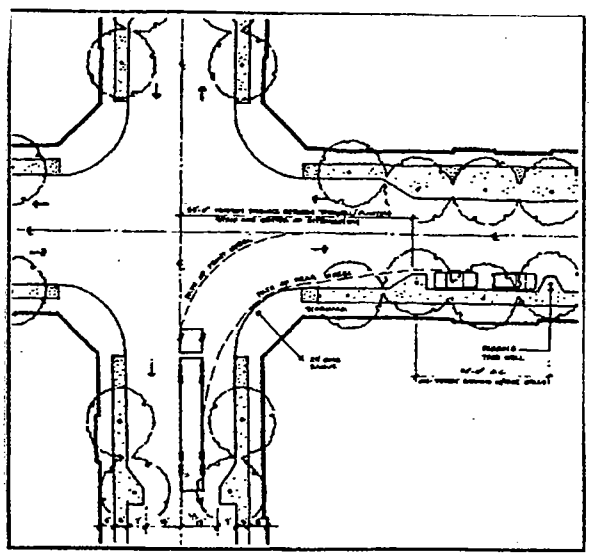
One important exception to this standard is in Service Commercial and Industrial areas, where the curb-to-curb dimension should be 40 feet within 85 feet from the centerline of intersections with no on-street parking permitted. More than 85 feet from intersections, parking lanes with treewells should be provided within the 40' curb-to-curb dimension; or, where no on-street parking is needed, a 26' curb-to-curb dimension should be used with a continuous planting strip (see street section on opposite page).

c. Curb Radii. Curb radii should not exceed the dimensions described below and should include handicap ramps at each corner:

Local Streets	20 feet
Connector Streets	25 feet
Higher-Order and Industrial Streets	To be reviewed on a case-by-case basis

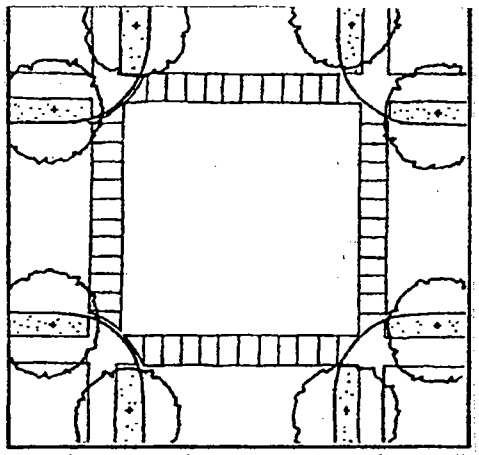


2.2.2.b Bulb Outs (Preferred). Pedestrian crossing distance and vehicular travel speed are reduced by minimizing curb radii at intersections.

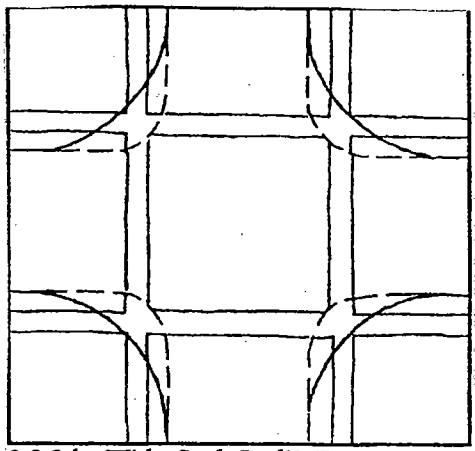


2.2.2.b Industrial Curb Radii. In Service Commercial and Industrial areas curb radii should provide ample room for multi-axel vehicles to make wider turns. Streets should then be minimized by narrowing curb-to-curb widths.

d. Crosswalks in the Town Center. For the safety of pedestrians and to give special identity to the town center, decorative load-bearing unit pavers should be considered for crosswalks in the center of Town Center.



2.2.2.b Curb Radii (Acceptable). Where bulb outs are not used at intersections, curb radii should be minimized to slow traffic and reduce pedestrian crossing distances.

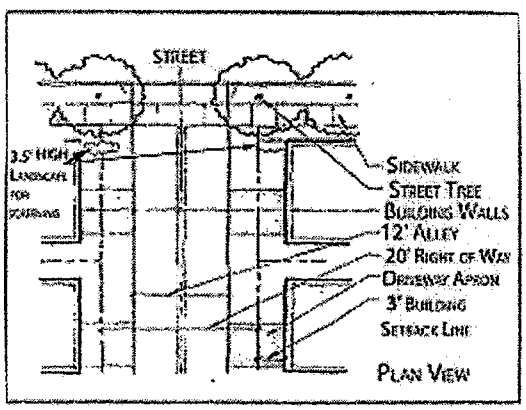


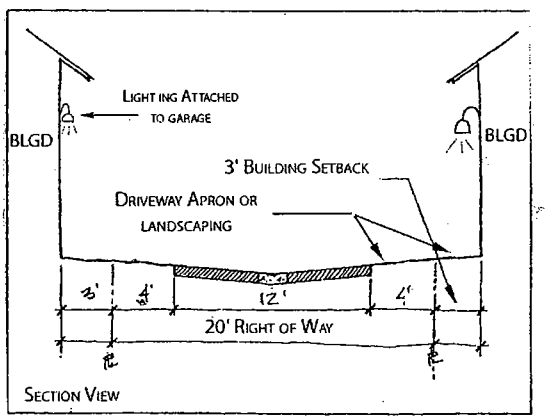
2.2.2.b Wide Curb Radii (Does not meet standard). Large curb radii increase pedestrian crossing distances and vehicular travel speeds.

2.2.3 Driveways and Alleys*

a. Curb Cuts. Driveway curb cuts should be minimized along Boulevards and Rural Lanes by providing vehicular access via side streets or access lanes. Where access from side streets or access lanes is not feasible, on-site turnarounds should be provided and curb cuts should serve 2 or more parcels, whenever possible. Circular driveways with two points of entry on a single road should be discouraged.

b. *Alleys. Alleys can foster creativity in the design of both commercial and residential projects. Alleys therefore should be encouraged as an option in new development projects. Alleys are intended for vehicle access, a potential location for utilities, and trash service. For surveillance, second units above garages, is highly encouraged.





2.2.3b Plan View for typical alley.

Alleys are slow speed (10 mph) service easements running behind and sometimes between rows of houses, or commercial buildings. Alleys, typically a 12 foot paved section within a 20 foot clear section, can provide public services workers easy access to utilities and sanitation, and residents easy access to garages, backyards, and accessory units. Alleys also offer second or third approaches for fire or emergency response. Alleys should be detailed as a secondary access way, not as a street. Curb, gutters, mailboxes, sidewalks and streetlights are not allowed on alleys.

*Amended Town Council Resolution 1437-03, September 17, 2003

c. Building and Land Use

- Residential applications – primary single-family use, 12-foot wide paved width.
- Commercial applications – use 12-20 foot paved width for access and deliveries.
- Consistent building line recommended.
- Provides rear access to garages.
- Consider second units above garage.
- 3-foot minimum setback from right-of-way.
- Lighting to be provided on garage walls, not as streetlights.
- Alleys may be public or private.
- Alleys access the street via a curb cut, curb returns can be considered for commercial and mixed-use.

2.2.4 Street Edges

a. Curbs and Gutters. Curbs and gutters should be provided, with the following exceptions:

- along Rural Lanes and Roads;
- along other streets where drainage swales and dense vegetation presently exist near the street; and,
- along street serving residential areas under 1.0 dwelling units per gross acre with adequate drainage swales.

b. Drainage Swales. Drainage swales should be sized to adequately convey runoff and should be stabilized for erosion. Swale banks should never exceed a 2:1 slope if planted with ground cover.

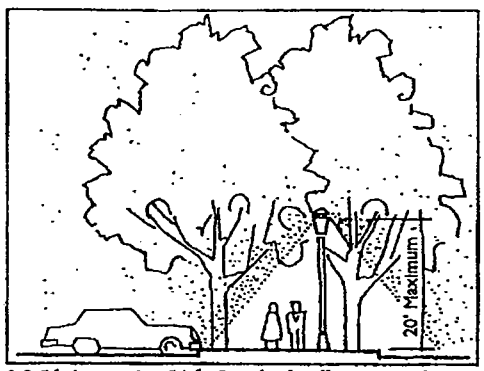
2.2.5 Lighting

a. Spacing. Streetlights should be spaced according to Town Standards based on appropriate level of light coverage.

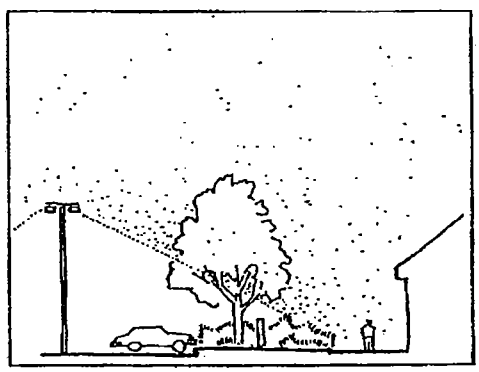
b. Lighting Standards. Street lighting and standards should be consistent with Windsor's small town character, and should be designed with as much concern for pedestrian as vehicular environments. It should be the policy of the Town to consider replacing older light fixtures on existing streets in the Landscape and Lighting District whenever significant development or improvements occur.

New lighting standards should reinforce Windsor's rural, small-town character and create a level of detail appropriate for a pedestrian. To achieve this, the height of new lighting standards should not exceed 20 feet. "Acorn" type fixtures and other well-articulated fixtures are appropriate to Windsor. High quality alternatives to acorn fixtures may be considered if justified through a cost analysis. The installation of acorn lighting standards may also be requested as part of retrofit projects.

c. Illumination. Lamps should be designed to direct light to appropriate surfaces and minimize glare into residences.



2.2.5.b Appropriate Light Standards. Illuminate pedestrian paths with light standards of appropriate scale.



2.2.5.b Minimize Glare. Use reflectors and landscaping to minimize glare.

2.2.6 Sidewalks

a. Provision of Sidewalk. Sidewalks should be provided along all public streets, except Rural Lanes where sidewalks would typically not be provided but a trail would be constructed. Sidewalks along public streets should generally be located within the public right-of-way.

b. Design of Sidewalks. Consider the convenience of the pedestrian when locating public infrastructure. Avoid encroaching lighting standards, above ground utility boxes, and other impediments where pedestrians are expected to pass. Meanders in sidewalks are not recommended unless necessary to avoid trees or changes in topography.

2.2.7 Bike Routes

a. **Design of Streets Designated as "Bike Routes."** Streets that are designated as "Bike Routes" (see Section 4.2.1 and 4.2.2) should be clearly announced through signs and well marked crosswalks. Bike lanes within streets should be built in accordance with State standards, which may vary over time. Streets designated as bike routes should be frequently swept. Street light change detectors for bicycles should be considered at signalized intersections with high traffic volumes.

2.2.8 Street Trees

a. **Provisions of Planting Strips.** Tree-lined streets slow traffic. They are also attractive to pedestrians because they create an effective sense of separation between cars and people. Street improvements should, therefore, include planting strips with street trees spaced at a minimum of 30 feet on-center, except for: Rural Lanes, where existing trees should be preserved and reinforced through the planting of similar species at a similar spacing, and where existing views and vistas should be maintained. Mailboxes, light standards, fire hydrants and other minor street fixtures are acceptable within the planter strip.

b. **Functional Considerations.** To remain healthy, streets need to have a minimum unpaved area surrounding them of 36 square feet, with a minimum width of 5 feet, unless this minimum standard prevents repeated saturation of adjacent road surface and base by irrigation runoffs.

c. **View Corridors.** Tree planting should respect view corridors at Windsor's edge.

d. **Types of Street Trees.** Street trees should be selected appropriately and pruned to maintain 6-7 foot vertical clearance for public safety and convenience purposes. Street trees should correspond with the function and hierarchy of streets. Boulevards, for example, should be planted with grand, tall trees. Windsor should develop a detailed tree ordinance with prescribed tree species for each class of street. A palette used in the Sonoma Valley area is provided in Table 2.2.8 and may serve as a starting point for discussing the Windsor Tree Ordinance.

e. **Addition of Street Trees in Existing Areas.** In existing areas, it should be the Town's policy to explore ways to add street trees. Strategies may include retrofitting planting strips or planting trees in private yards within 6 feet of public sidewalks.

Table 2.2.8
Illustrative Tree Palette

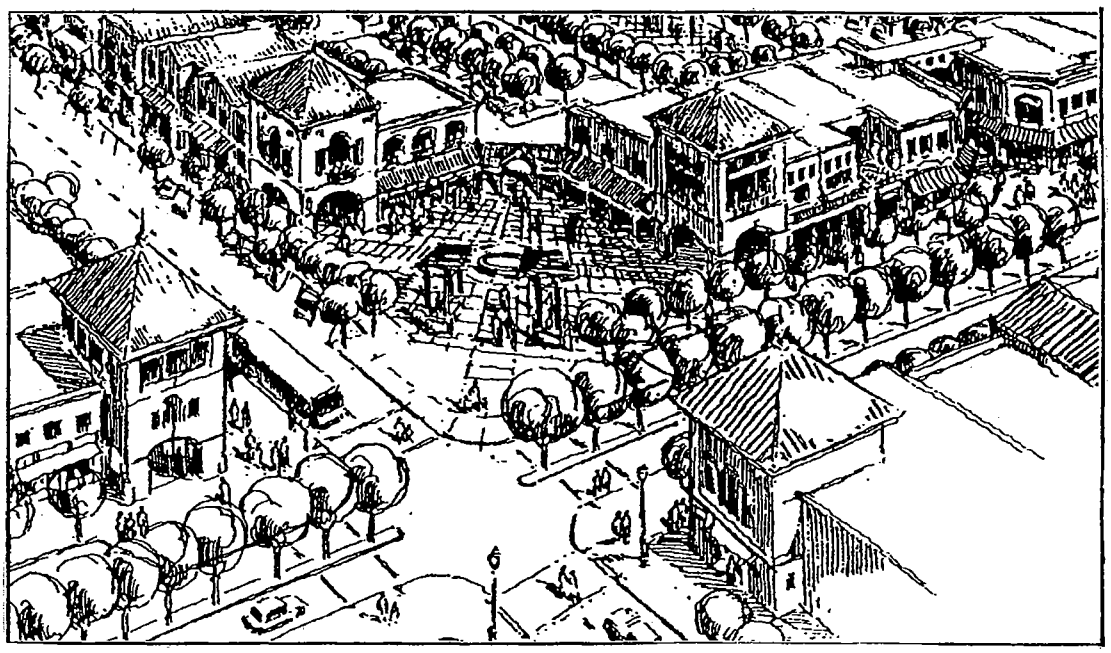
TREE	BOULEVARDS			RURAL ROADS		LOCAL STREETS
	Median	Park Strips	Orchard	Windrow & Shoulder	Planting Zone	Planting Strips
American Liberty Elm		*		*		
Big Leaf Maple		*			*	
Brazillian Pepper Tree		*		*		
California Black Walnut				*		
California Buckeye					*	
California Pepper Tree	*			*	*	
California Sycamore		*		*		*
Ceanothus[1]					*	
Chinese Pistache						*
Coast Live Oak	*	*		*		*
Flowering Cherry			*	*		*
Flowering Plum			*	*		*
Hedge Maple						*
Little Leaf Linden		*		*		*
Locust		*				*
Lombardy Poplar	*			*		
London Plane		*		*		*
Maidenhair						*
Olive					*	
Pomegranate					*	
Rock Rose[1]					*	
Strawberry Tree					*	
Toyon[1]					*	
Valley Oak	*	*		*		*
White Mulberry						*
Wild Rose[1]					*	

2.2.8 *Illustrative Tree Palette* (for guidance only; to be superceded by Tree Ordinance that is being developed)

1 Tall Shrub

3. Building Standards and Guidelines

Building standards and guidelines for Windsor adapt patterns found in traditional communities to modern needs and construction methods. They seek to reintroduce building types and architectural elements that made traditional and neighborhood towns convenient, affordable and attractive. In order to re-establish walkable streets, the standards and guidelines provide for Pedestrian-Oriented, Mixed-Use Districts where shops and offices can be entered not only from parking lots, but also directly from the street. Similarly, in residential neighborhoods, the guidelines describe an approach which de-emphasizes garages, allowing porches, front doors and windows to come forward. The standards and guidelines that follow are intended to allow flexibility for private development while acknowledging each property's obligation to the public realm.



3.1 Mixed-Use, Commercial and Industrial Districts

Standards

Eight different land uses fall into two distinct broad categories: Pedestrian-Oriented Districts and Vehicle-Oriented Districts.

Pedestrian-Oriented Districts

Pedestrian-Oriented Districts include the following land use designations: Town Center, Retail Commercial, Neighborhood Center and General Business. The design and siting of buildings within Pedestrian-Oriented Districts shall ensure that it is easy and enjoyable to walk among these District's shops and offices. Each building shall be designed so that it

contributes to the street to create an inviting public realm. Gateway Commercial areas must have standards that are more flexible to provide auto-oriented uses and access patterns, while creating attractive entries into Windsor and comfortable pedestrian routes where they exist.

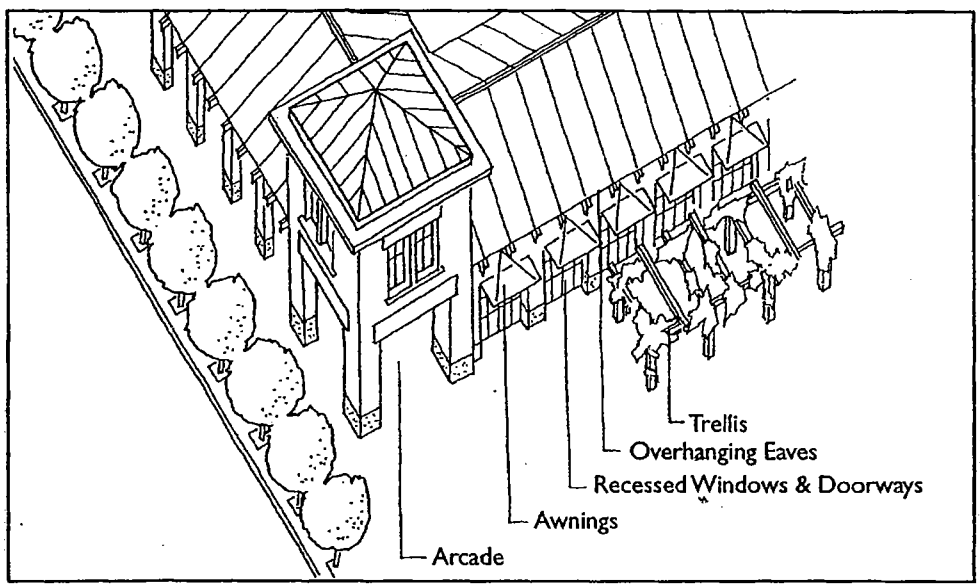
Vehicle-Oriented Districts

Vehicle-Oriented Districts include areas designated for Service Commercial, Light Industrial, and Heavy Industrial uses that are automotive in scale. These uses shall, however, also provide internal pedestrian connections and building orientation and placement that helps to shape the public realm. In all districts, high-quality building designs and materials shall be encouraged.

3.1.1 Visual Character

a. Climatic Response. To retain a sense of Windsor as a unique place, building exteriors should be appropriate to Windsor's climate. Porticos, arcades and overhanging eaves are particularly appropriate ways of providing shelter from the summer sun and winter rain. Garden structures such as trellises and arbors can be used to provide dappled shade for pedestrian seating areas.

b. Regional Tradition. The Spanish architectural traditions of California (Mission Revival, Spanish Colonial Revival), modulated by Northern California wood frame (Victorian, Craftsman and Monterey style building) have created a recognizable but varied character in Sonoma County. While architectural diversity is encouraged, buildings should build upon these regional traditions, particularly in Windsor's Town Center. This is not a rigid stylistic prescription, but rather a statement of preference for buildings that resonate with local history to those which do not.



3.1.1.a Regional Elements. Building elements that respond to climate are encouraged.

3.1.2 Building Height

Height is measured from the sidewalk to the top of a cornice, parapet, or eave line of a pitched roof. The range of heights listed in Table 3.1.2 are designed to foster the consistent sense of enclosure needed to establish an attractive streetscape.

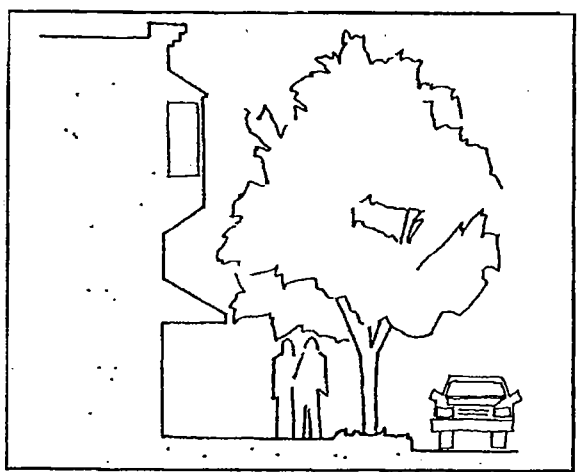
Table 3.1.2
Building Height

LAND USE	MINIMUM[1]	MAXIMUM[2,3,4]
Town Center	20 feet	57 feet
Neighborhood Center	20 feet	35 feet
General Business and Gateway Commercial	20 feet	45 feet

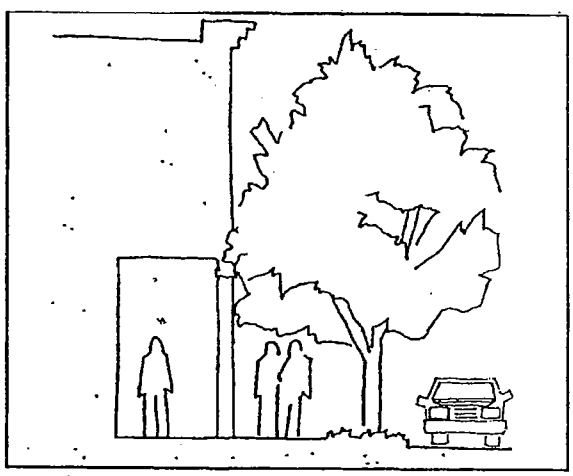
1 Two-story buildings are encouraged in these districts, although minimum heights may be achieved with false parapets; minimum heights are required in the Town Center and encouraged in the other districts noted.
2 Minor projections, such as elevator and mechanical equipment enclosures may exceed the height limit by 10 feet, provided that they are screened by a parapet or pitched roof.
3 Special architectural features such as clock towers, bell towers, cupolas and ornamental portions of parapet walls may exceed the height limit by up to 20 feet, if located at a street intersection, and 14 feet if located midblock. These features may not exceed a width of 25 feet or one-third of the length of a building's façade, whichever is less. These features may contain inhabitable space (subject to building code requirements). Signage may not be included within this additional height. Building heights should be measured in accordance with the Town's adopted Uniform Building Code (UBC).
4 Fire sprinklers are required for buildings over 35 feet in height.

3.1.3 Relation of Buildings to Streets and Parking

a. Orientation. As in traditional towns, the principle orientation of buildings should be parallel or nearly parallel to the streets they face. Consistent setbacks and building heights (see Table 3.1.3b, below) are important in creating such spatially defined public streets and spaces. Minor architectural elements such as towers, kiosks, and accessory structures are exempt.



3.1.3.b. Projections. Awnings and special architectural features may project beyond standard build-to lines.



3.1.3.b. Recesses. First floor may be recessed for an arcade.

b. Setbacks and Build-To Lines. Street-facing setbacks and build-to lines are important for establishing an appropriate relationship between buildings and public spaces. Modest setbacks and consistent build-to lines enable buildings to address streets and define them spatially. The following table includes minimum street-facing setbacks and build-to requirements, which ensure a consistent treatment along streets, while allowing buildings to respond to the needs of individual uses and the particularities of immediate surroundings. Street-facing setbacks and build-to lines are measured from the edge of the street right-of-way. The build-to requirement also recommends the minimum percentage of a parcel's street frontage that should be occupied by a building façade at the build-to line, excluding minor recesses for building entries, utility boxes, service areas, and similar features. Public utility easements are acceptable within front yard setbacks.

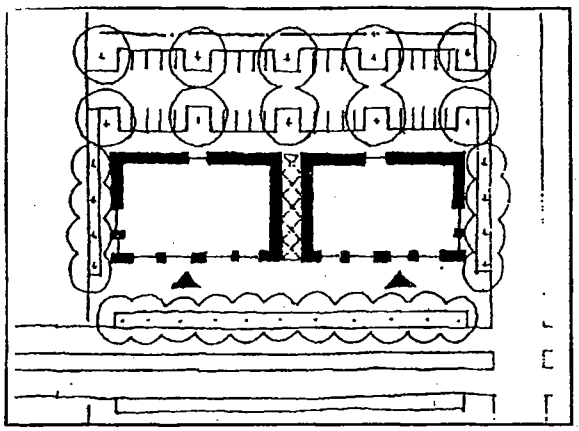
Table 3.1.3.b
Setback and Build-To Line Requirements

LAND USE	MINIMUM STREET-FACING SETBACK[1]	BUILD-TO LINE AND FRONTAGE REQUIREMENT[2]
Town Center	0 feet	0 feet/67%
Neighborhood Center	0 feet	10 feet/67%
General Business	0 to 10 feet	up to 20 feet/50%
Gateway Commercial	0 to 10 feet	up to 20 feet/50%
Retail Commercial	0 to 10 feet	up to 20 feet/50%
Retail Commercial, Light and Heavy Industry	10 feet	none/none

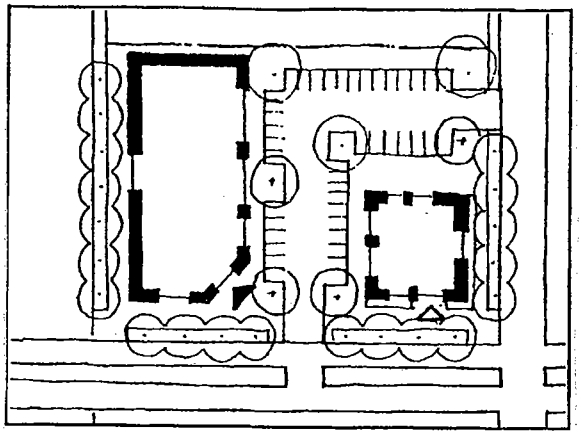
1 Special architectural features, such as bay windows, eaves, trellises and miscellaneous entry features may project up to 3 feet beyond permitted street-facing setbacks, which may include projecting into a public right-of-way, provided that they are 9 or more feet above the sidewalk. Canopies and fabric awnings may project up to 5 feet into street-facing setbacks and public rights-of-way, provided they are 8 or more feet above the sidewalk.

2 Build-to lines set the location of building walls and constitute both a minimum and maximum setback; percentages noted measure the minimum portion of a parcel's street-facing frontage that should be occupied by a building façade at the build-to line, excluding minor recesses. A building's first floor may be recessed from the build-to requirement for building entries or to create an arcade; arcades should have a minimum height of 9 feet and a minimum width of 8 feet.

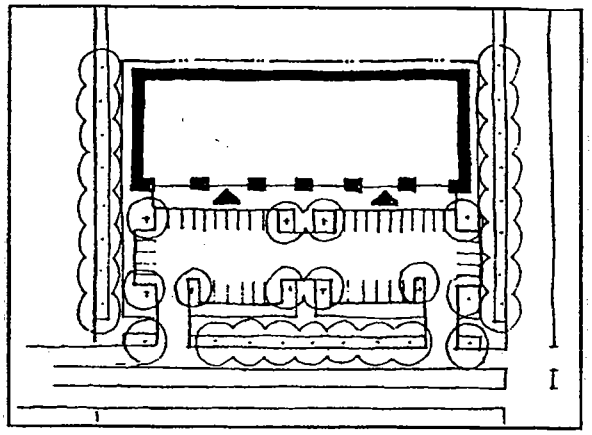
c. Parking. Within Pedestrian-Oriented Districts, attractive facades and landscaping should dominate. Streets and parking should occupy no more than one-third (33%) of a parcel's street-facing frontage. This requirement does not apply to vehicle-oriented districts (i.e. Service Commercial, Light Industrial and Heavy Industrial uses) and where auto-oriented uses occur within Gateway Commercial areas.



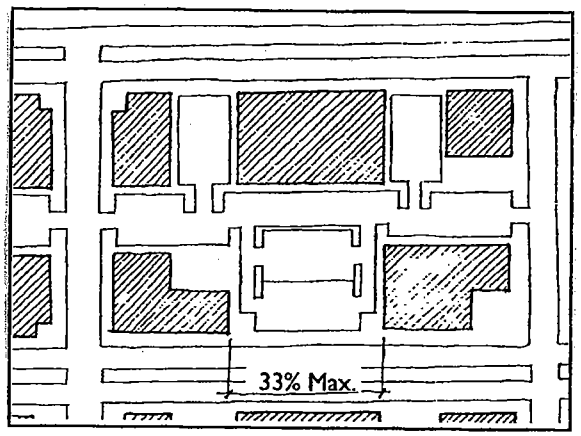
3.1.3.b. Preferred Facades (Meets Standard in Pedestrian-Oriented Districts). Most of the street-facing facade is comprised of windows, display windows and entries.



3.1.3.b. Acceptable Facades (Meets Standard in Pedestrian-Oriented Districts). At least 67% of street-facing facade is comprised of doors, windows and entries.



3.1.3.b. Parking Lot & Blank Facades (Does Not Meet Standard in Pedestrian-Oriented Districts). In Pedestrian-Oriented Districts: Street-facing facades that are relatively blank are not acceptable. In addition, primary building entries should face a street or, if on larger parcels, a pedestrian walkway.



3.1.3. c Street Frontage in Pedestrian-Oriented Districts. Parking should occupy no more than 33% of a parcel's street facing frontage, and buildings comprise not less than 67% of the street-facing frontage within Town Center, Neighborhood Center and General Business areas.

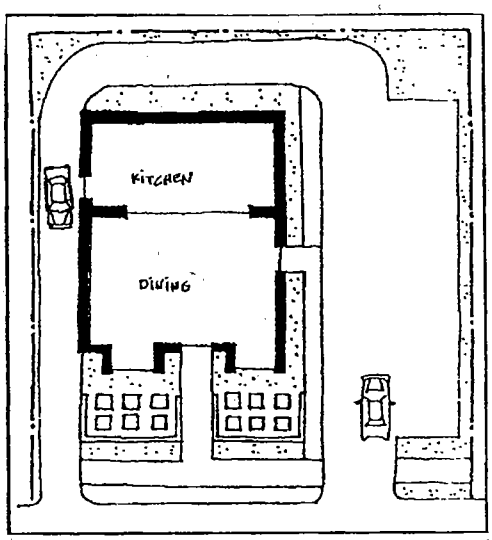
3.1.4 Building Elevations and Entries

The quality of a building's street-facing façade has a significant effect on whether a district's sidewalks feel comfortable and appealing to walk along. The following guidelines establish the scale and visual interest necessary to support pedestrian activity.

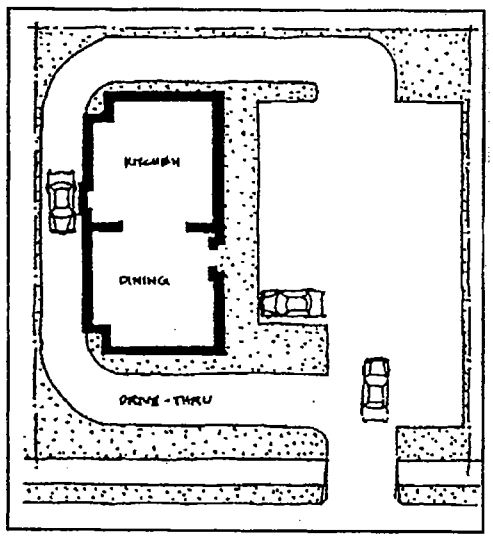
a. On the Street. Windows, doors, display windows or arcades contribute to a safe and attractive streetscape. Blank walls do not. Windows, doors, display windows or arcades should make up at least 50% of building frontages that face streets within Windsor's Pedestrian-Oriented and Gateway Commercial Districts. Medical, dental and other uses that need more privacy should place these uses away from streets or on upper floors, or should rely on blinds or raised sills, thereby maintaining visual access to the street and an adequate level of architectural detail. For auto-serving uses, windows or doors should make up at least one-quarter of street-facing facades.

b. Building Entries. To be visible to pedestrians and cars alike, the main entrance of a building should face a street. Street-facing entrances may be difficult to achieve under some conditions, such as when the parcel's depth precludes all buildings from facing the street or when pedestrian access to auto-serving or industrial buildings is not anticipated. In these instances, main building entrances should face a publicly accessible walkway that connects directly to the street.

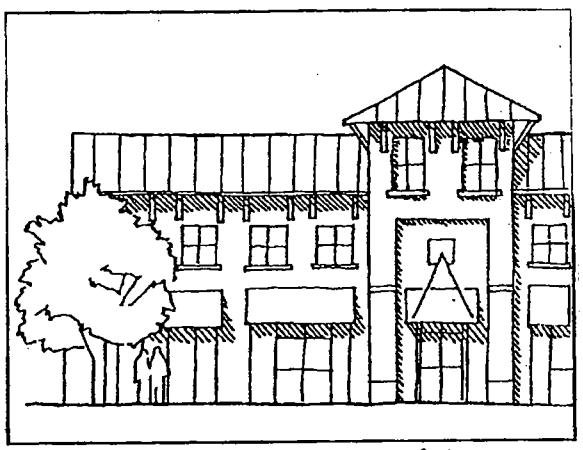
Main entrances should be a dominant and recognizable feature of the building. Smaller retail shops should have individual entrances from the street, even when these shops are part of a larger retail anchor store. Side entrances are not recommended in the Downtown area.



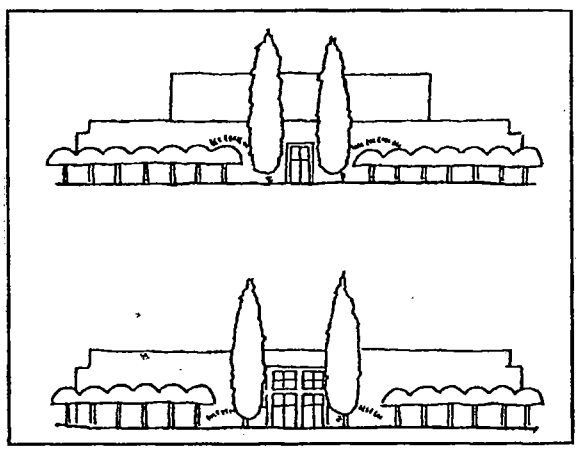
3.1.4.b. Preferred Configuration for Fast Food Restaurants (Acceptable only in Gateway Commercial and Service Commercial areas). Even fast food restaurants can meet these guidelines and have street facing windows, patio and a primary entry that faces a publicly accessible walkway.



3.1.4.b. Discouraged Configuration for Fast Food Restaurants (Discouraged even in Gateway Commercial and Service Commercial areas). This fast food restaurant faces its parking lot. While it has street-facing windows, it is not accessible from a public walkway.



3.1.4.b. Street-Facing Entrances. Street-facing entrances should be clearly expressed by accentuating openings, providing overhangs and using finer detailing and materials.



3.1.4.b. Other Main Entrances. Even where entrances do not face the street, entrances can be highlighted though building mass and landscaping.

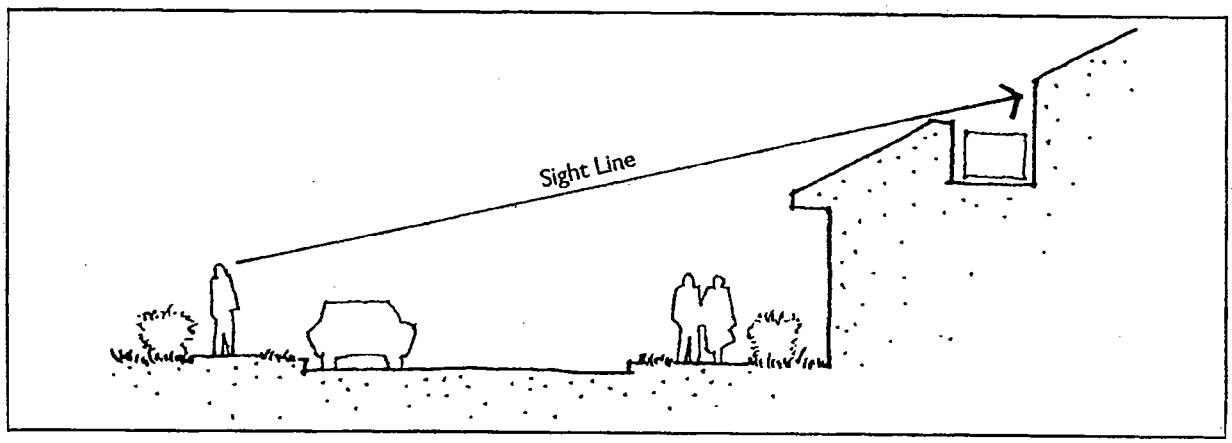
c. **Appropriate Scale.** Vertical architectural features such as columns, piers and windows should generally be arranged a maximum of thirty feet apart in the Pedestrian-Oriented Districts.

In addition, awnings should be no wider than a single storefront to reinforce the scale of the pedestrian.

d. **Service Areas.** Service areas are places where truck loading takes place, refuse is stored, or mechanical equipment is mounted. Service areas should occur away from public streets, parks and plazas. Views of service areas from streets, parks, plazas and pedestrian walkways should be screened. Appropriate screening strategies include building recesses, vine-covered walls or fences, trellises, arcades and dense landscaping (or some combination of these measures) reaching a height of 6 feet.

e. **Roof Form.** Roofs with a relatively shallow pitch and deep eaves characterize temperate areas like Windsor with significant rainfall, while steep roofs characterize cold climates where snow loads are a concern. Consequently, roofs with a slope of less that 8:12 are visually and functionally more appropriate in Windsor. However, roofs of a steeper pitch may be considered on a case-by-case basis. Flat roofs should generally be avoided, except with larger industrial and commercial buildings.

f. **Rooftop Equipment.** Mechanical equipment should be integrated into the overall mass of a building by screening it behind parapets or by recessing equipment into hips, gables, parapets or similar features; plain boxes are not acceptable.



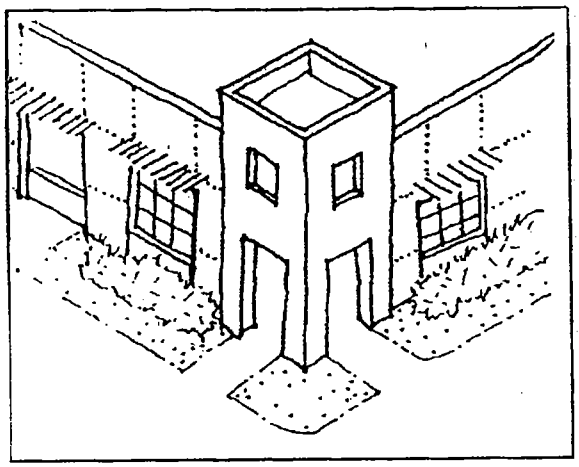
3.1.4.e Mechanical Equipment. Screen mechanical from public view.

3.1.5 Materials

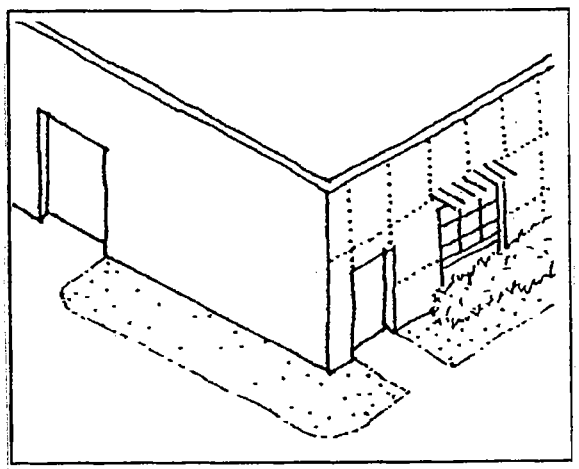
a. **General.** Buildings are viewed much more closely by pedestrians. Therefore, portions of buildings visible from streets and public walkways should provide architectural detail or visual interest such as: arcades, bay windows, awnings, recessed entrances, and other features that engage the eyes of pedestrians.

b. Windows. Windows with clear glazing should face streets and plazas; obscured glass or glass block should be minimized in these locations. To create facades with rich shadow lines and textures, window openings should be trimmed or glazing should be inset. Mirror glass is not appropriate to Windsor's rural character.

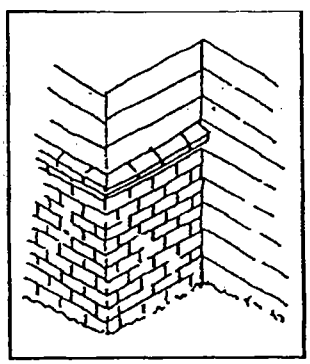
c. Change in Materials. To give buildings an authentic appearance as opposed to a veneer-like quality, material changes should not occur at external corners; rather, they should occur at interior corners, as a "return" of at least two feet from an external corner, or a change in horizontal plane.



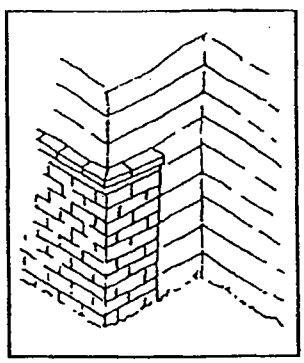
3.1.5.a. Consistent Appearance (Meets Standard). Provides visual interest on all sides of a building.



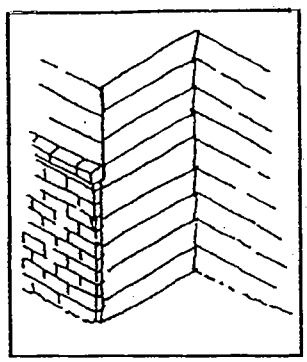
3.1.5.a. Inconsistent Appearance (Does not meet Standard). Only one facade provides visual interest



3.1.5.c Change in exterior materials (Preferred). Meets Standards.



3.1.5.c Change in exterior materials (Acceptable). Does not meet Standard.



3.1.5.c Change in exterior materials (Unacceptable). Does not meet Standard.

3.1.6 Fences and Walls

a. Height. Fences and walls should be no more than 6 feet high, except when required to lessen noise from Highway 101, or when screening an incompatible adjacent use. Within 20 feet of a street right-of-way, fences and walls should be no more than 3 feet tall for front yards and 6 feet tall for rear and side yards. Within 20 feet of a public trail, opaque fences and walls should not exceed 4 feet in height.

b. Changes in Land Use. Where the side or rear property line is adjacent to private residential property, a solid masonry wall that is 6-7 feet in height should be provided, but not within 20 feet of a public street or trail.

c. Landscaped Setback. Walls should be setback at least 5 feet from streets behind a permanently maintained, landscaped strip. For Highway 101-facing sound attenuation walls, see 4.4.2.

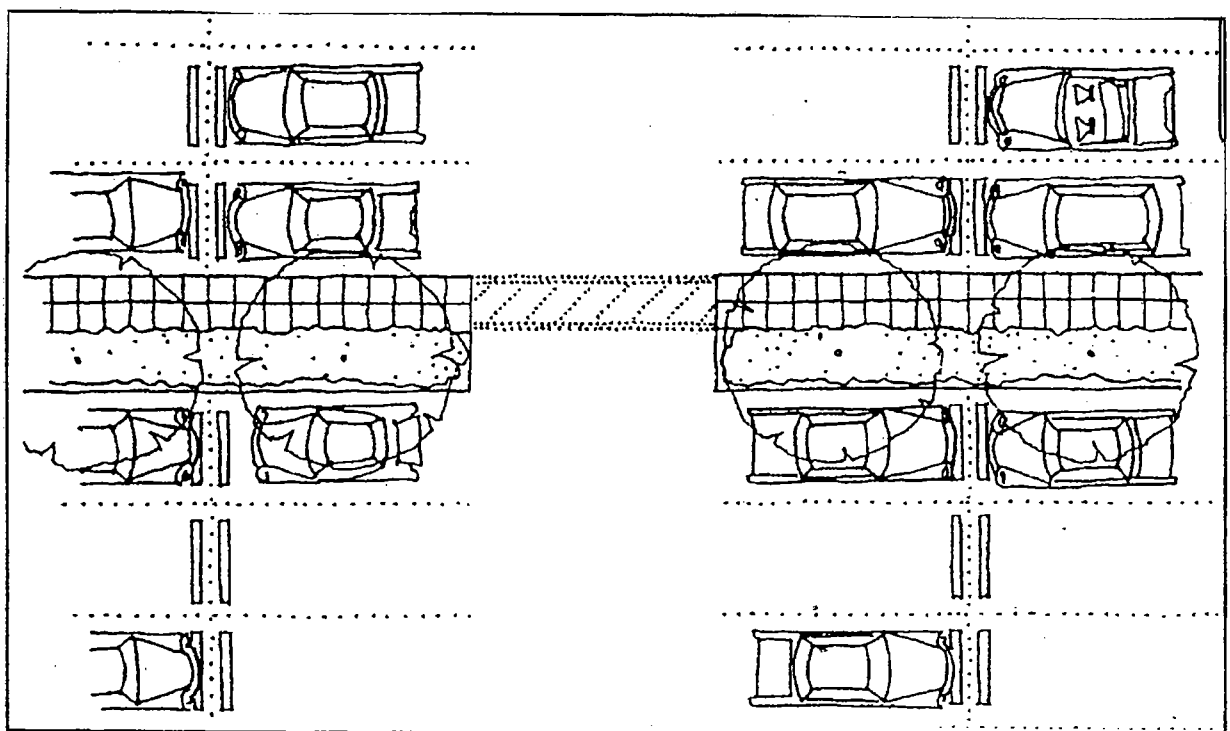
d. Pedestrian Access. To avoid creating circuitous routes for pedestrians, openings in fences and walls should be provided as necessary to allow direct passage to connecting walkways.

e. Materials and Detailing. Walls and fences should be constructed out of attractive, long-lasting materials, such as wood, masonry or stone. Chain link should not be used. Masonry walls should not consist exclusively of smooth-surfaced concrete masonry units (CMUs); the use of textured or "split-face" CMUs is encouraged.

f. Ground-Mounted Equipment. Transformers, heating units, water mains and other ground-mounted equipment should be adequately screened with walls, fences or landscape.

3.1.7 Connecting Walkways

Connecting walkways should be provided wherever main building entrances do not front onto a street. Where connecting walkways are within Pedestrian-Oriented and Gateway Commercial Districts they should be designed as follows:



3.1.7.a,b. Connecting walkways. Connecting walkways should be clearly distinguished from parking lots through landscape materials and edge treatments.

a. **Grading and Width.** Connecting walkways should be made of concrete or decorative pavers and should be distinguished from surrounding parking lots with landscaping, curbs or other special edge treatments.

b. **Landscaping.** Connecting walkways should generally be accompanied by landscape strips and shaded by trees, spaced a maximum of 30 feet apart, or climbing vines, spaced a maximum of 8 feet apart.

c. **Lighting.** Connecting walkways should receive adequate lighting with light standards not exceeding 16 feet in height (a photometric analysis may be needed to determine appropriate spacing and fixtures).

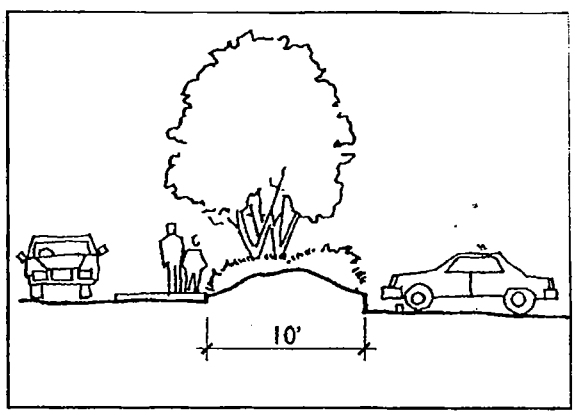
3.1.8 Plazas and Street Furnishings

Small plazas are encouraged within large mixed-use and commercial projects. Plazas should use special paving and landscaping. Benches, trash receptacles, kiosks, transit shelters and other street furnishings should be made of durable, high quality materials which are similar in character and color to nearby buildings.

3.1.9 Parking Lots

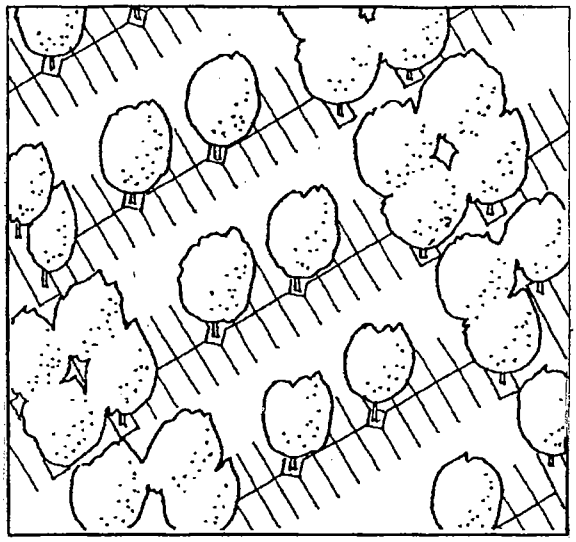
a. **Parking Lot Frontage.** Where parking lots occur along streets, a landscaped buffer should be provided to minimize views of parked cars from the street. Typically, street-facing landscaped buffers should include: a 10-foot minimum wide planting strip, a screening feature such as a wall, landform or hedge that is approximately 3 feet high, and trees planted 30 feet apart. The majority of plants within this landscaped buffer should be drought tolerant. Provisions for on-going maintenance, including automatic irrigation, should be made.

b. **Shade Trees.** In Pedestrian-Oriented and Gateway Commercial Districts, one shade tree should be planted for every five parking spaces. Broadleaf trees should be the predominant large plant material used. Located within parking areas and public plazas, broadleaf trees provide shade in the summer and sun in the winter. Shade trees should be selected appropriately and pruned to provide 6-7 feet of vertical clearance for public safety and convenience purposes.

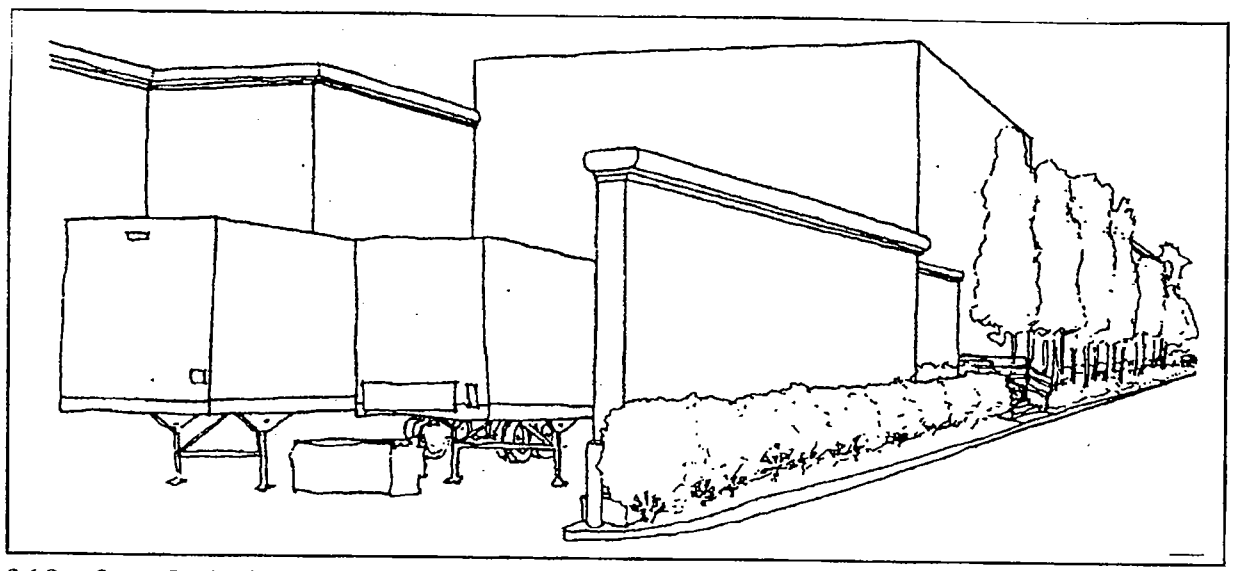


3.1.9.a. Screen parking areas along streets.

c. Screening Devices. Shrubs and evergreen should be the predominant plant material used to screen mechanical equipment, loading areas, etc.



3.1.9.b. Parking lot shade trees.



3.1.9.c. Screen Service Areas. Screen service areas from public view.

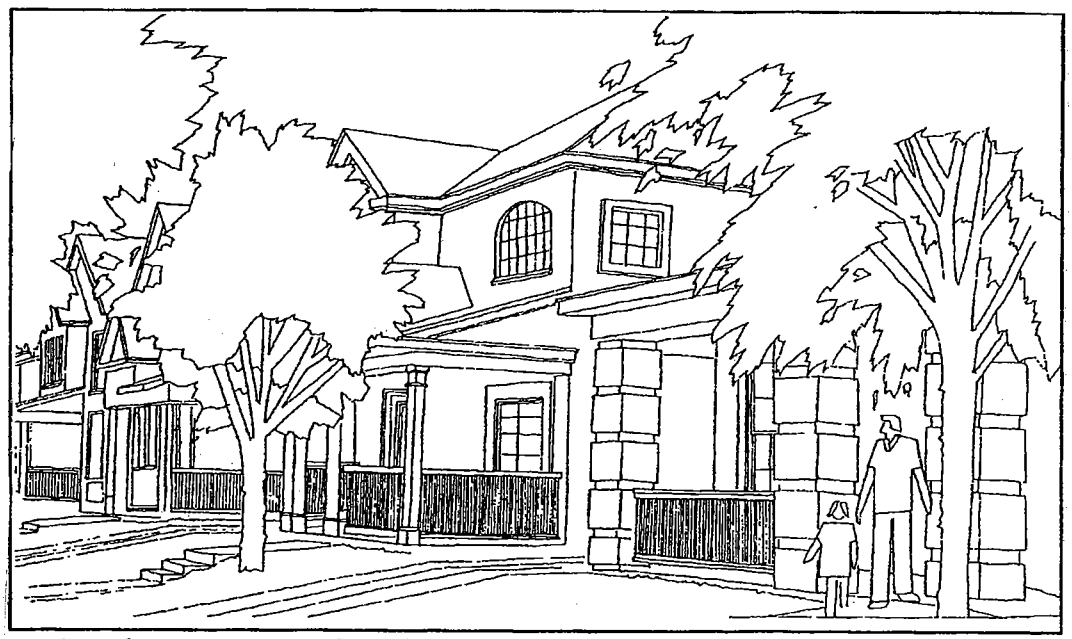
3.1.10 Utilities

New development should underground new utilities, as well as existing utilities of 26kv or less that are on-site or along the project's frontage. Public utility easements are acceptable in front yard setbacks.

3.2 Residential Standards

Standards

Residences in Windsor shall contribute to making walkable neighborhoods. They shall be varied in size and type and shall not be hidden behind walls, fences or garages. Their entrances, porches and windows shall contribute to the public streetscape. Houses and other residential types shall be grouped in ways that preserve clusters of native oaks and individual heritage trees. Residential development shall provide adequate physical and visual access to creek corridors and other greenways, and shall abut these areas in ways that are attractive and enhance safety.



3.2. Street facing entrances, porches and windows contribute to making an attractive, walkable streetscape.

Guidelines

3.2.1 Housing Types

A diverse range of housing types are permitted within each land use designation. At the same time, some housing types may be inappropriate to certain areas. Housing types recommended for each land use designation are shown in Table 3.2.1.

3.2.2 Parcelization and Density

a. **Housing Diversity.** Varied housing types and lot size widths are encouraged to avoid monotonous streetscapes and allow for a greater range of housing opportunities. Lotting that is repetitively uniform is not permitted. To create diversity, lot sizes and lot widths should vary within a neighborhood and, preferably, along each street. As a general practice, street should have not more than five consecutive lots of the same width. To achieve varied lot widths, lot sizes are permitted that are smaller than the allowable average density, but should not be smaller than the minimum lot sizes noted in Table 3.2.2.

b. **Parks and Common Open Spaces.** Generally, smaller lots are encouraged surrounding parks and common open spaces to spatially define these spaces and to put residents with smaller yards proximate to these amenities.

Table 3.2.1
Recommended Housing Types

BUILDING TYPE	LAND USE							
	Town Center	Nbhd. Center	High Den. Res.	Village Res.	Srndg. Res.	Estate Res.	Rural Res.	Mobile Home
Single Family Stand. Lot				•	•	•	•	
Single Family Small Lot			•	•	•	*		
Duplex	•		•	•	•	*		
Three- and Four-Plex	•		•	•	*			
Townhouse	•		•	*	*			
Apt. Bldg. (> 4 units)	•		•	*				
Units above Retail	•	•						
Apt. Bldg. (< 4 units)	•		•					
Accessory Dwell. Units	•		•	•	•	•	•	
Mobile Home								•

* Housing type that may be acceptable within the land use category.

Table 3.2.2
Minimum Lot Size

LAND USE	Town Center	Nbhd. Center	High Den. Res.	Village Res.	Srndg. Res.	Estate Res.	Rural Res.	Mobile Home
Minimum Lot Size	n/a	n/a	2000 sf	2000 sf	3000 sf	6000 sf	5 acre	n/a

* n/a – not applicable; no minimum

c. **Rural Lanes.** Large front yards and side yards are encouraged along Rural Lanes. Preferred residential types include single-family homes on large lots or duplexes designed to appear like manor homes on large lots.

d. **Native Oaks.** Native oaks are a hallmark of Windsor's identity. Every effort should be made to aggregate and subdivide parcels to preserve them. Wherever possible, parcelization and development should seek to preserve existing conditions within the drip line of healthy native oaks. Existing conditions include grade, soil condition, irrigation and planting.

e. **Creeks.** Development should be set back from major creek to preserve vegetation and wildlife, reduce flooding and maintain Windsor's small town character. (Applicants should check with the Planning Department for site-specific requirements). Creeks should not be sandwiched between residential backyards because it attracts litter and other activities that destroy valuable habitat, and because it limits the Town's ability to create continuous trails and provide visual access to these natural areas.

There are several appropriate ways for development to abut creek corridors or other greenways. Streets that run along the edge of the greenway are preferred and represent the best way to provide public access, while maintaining the privacy of rear yards. Where streets are not used, frequent access to greenway trails should be provided at least every 300 feet and may occur at the end of cul-de-sacs. Each residential lot that abuts greenways shall either: face the side of the residence toward the open space, or place a prominent gate with a trellis or arbor at the edge of the open space. Fences that face greenways shall not be over 6 feet in height and should not be opaque over 4 feet.

3.2.3 Relation of Buildings to Streets and Parking

a. **Front Entrance.** To build a walkable community, it is essential that nearly every home's front door or front porch is visible from the street. Front doors should generally be located on the front façade and directly face the street; however, a prominent porch can provide an adequate substitute where side doors are used but should not comprise more than 25% of all homes along a street.

With multi-family units, front doors or common vestibules should face a street or a courtyard that provides a publicly accessible and direct walkway to a street. Such courtyards should be landscaped, should generally exclude vehicles, and should be visible from a street where feasible. Accessory dwelling units are exempt from these requirements.

b. **Driveways.** To minimize their impact on sidewalks and to create a continuous pedestrian experience, the width of driveways should not exceed sixteen feet when crossing a sidewalk.

c. **Garages.** All garages should be set back at least 18 feet from the front property line to provide an adequate parking "apron." Garages should be set back from the front face of residences as described in the following table:

Street-facing garages should be limited as follows:

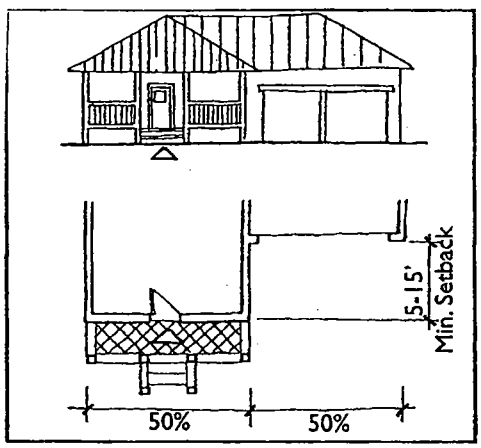
1. For single-family houses, duplexes and townhouses, garages should not make up more than 50% of the street-facing width of a house; however, where lot widths are less than 45 feet, wider garage doors may be allowed with a Conditional Use Permit if garage door dominance is minimized through innovative lot patterns, deeper garage setbacks, or architectural excellence.

2. For apartments and condominiums, garages should not make up more than 33% of the building's street-facing width.

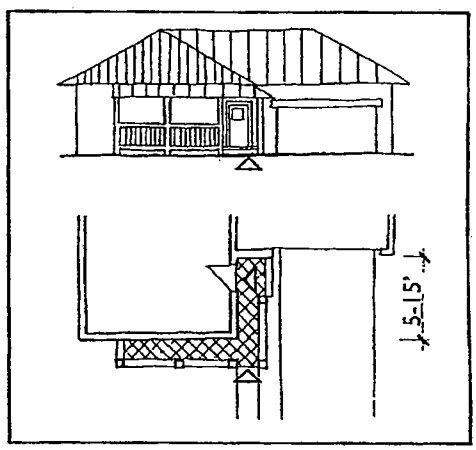
Table 3.2.3.c
Garage Setbacks

LAND USE	High Dens. Res.	Village Res.	Srndg. Res.	Estate Res.	Rural Res.	Mobile Home
Setback of garage from front face of residence[1,2,3]	5 feet	5 feet	10 feet	15 feet	15 feet	n/a

1 Front face is the primary plane of the front façade and does not include porches, bay windows or other minor projections.
2 Street-facing garage limitations should apply to 75% of the units within a residential project.
3 For lots less than 4,000 square feet, setback from front face may be 5 feet.



3.2.3 Plan View. Garage should comprise no more than 50% of a single-family home's street-facing facade .



3.2.3 Front Entrance. While it is desirable to be able to see the front door from the street, a prominent wrap-around porch can suffice where "side entries" are used.

3.2.4 Front Setbacks

Front setbacks are measured from the edge of the adjacent front property line. Measurements assume that standard curb, gutter, parkway strip and sidewalk improvements are not on private property. Table 3.2.6 summarizes minimum and maximum setbacks by land use.

Table 3.2.6
Front Setbacks

SETBACKS	LAND USE					
	High Dens. Res.	Village Res.	Srndg. Res.	Estate Res.	Rural Res.	Mobile Home
Minimum front setbacks, infill locations[1,3]	Avg.[2]	Avg.[2]	Avg.[2]	Avg.[2]	30 feet	Avg.[2]
Minimum front setbacks, new development[3,4]	n/a	13 feet	15 feet	20 feet	30 feet	15 feet
Maximum front setbacks, New development[4]	n/a	20 feet	25 feet	30 feet	n/a	n/a

1 To qualify as an infill project, the site must be less than 1 acre and adjacent to development on at least two sides.
2 Setback Averaging. Front setbacks of infill residential projects should be the lesser of either of the following:
   a. the average setback of all buildings on both sides of the facing street(s) within 100' of the property lines of the new project, or
   b. the average setback of the two immediately adjacent buildings.
3. Allowable encroachments into Minimum Front Setbacks: porches may project into setback up to 6 feet; bay windows, awnings, and second story balconies may project into setback up to 3 feet.
4. Rural Roads. Along Rural Roads, all residential buildings should be set back at least 30 feet with no maximum setback.

3.2.5 Other Setbacks

Side and rear setbacks are measured from the edge of the adjacent property line. Freeway setbacks are measured from the edge of the freeway's right-of-way.

a. Side and Rear Yard. Side and rear yard setbacks will vary depending upon residential type and circumstances. When adjacent to a street, however, side street setbacks should be at least 10 feet.

b. Freeway Setbacks. A landscaped strip of 30 feet should be dedicated where residential lots abut the freeway. The Town should coordinate with CalTrans to provide an attractive and low-cost landscaping and maintenance program for this highly visible corridor. It is recommended that freeway landforms should be densely landscaped and/or contain landforms that obscure sound walls required for residential development. The apparent height of sound walls should be minimized. Planting and landforms should have a natural appearance; landforms should not exceed a slope of 2:1.

c. Accessory Structures. Generally, accessory structures should be set back at least 3 feet from property lines, but may be zero feet where abutting an alley or where a 3-foot wide maintenance easement is provided on the adjoining property.

3.2.6 Height

Height is measured from the finished or natural grade, whichever is lower, to the midpoint of a pitched roof or parapet of a flat roof. Maximum height by land use is as follows:

Principal Structure: High Density Residential	42 feet
Principal Structure: All other housing designations	35 feet
Accessory Structures: (generally permitted)	15 feet
Accessory Structures: (with Conditional Use Permit)	22 feet

3.2.7 Facades and Roof Form

a. **Façade Composition.** New buildings should typically have generously overhanging eaves and recessed openings, which both protect a building's materials from weather and reinforce pedestrian scale.

b. **Front Porch.** New homes should provide a minimum of 48 square feet of covered porch. To be usable, front porches need to have a minimum depth of six feet clear. To provide pedestrian scale, porches should cover at least 20% of the street facing width of a house, inclusive of the width of attached garages. For up to 50% of all units within a project, arbors, trellises, courtyards and similar landscape architectural features may substitute for porches at the front door if they have a minimum dimension of 8 feet, if they are accompanied by fast-growing vines, and if the front door is protected from rain.

c. **Windows.** To provide "eyes on the street" surveillance, the largest window or group of windows of at least one of the following rooms should view the street: living room, dining room, family room and kitchen.

d. **Roof Form.** Hipped and gabled roofs, and deep eaves, are generally preferred, as are roofs with a slope of less than 8:12. (Roofs with relatively shallow pitch and deep eaves characterize temperate areas like Windsor with significant rainfall, while steep roofs characterize cold climates where snow loads are a concern). Roofs with steeper pitch may be considered on a case-by-case basis. Features such as solar collectors should be designed and placed in a manner that is compatible and harmonious with the roof form and overall architectural character of the structure.

e. **Model Variety.** Streets should not have more than two consecutive single-family homes that have no differences in at least two of the following: building mass, porch design, window pattern, roof form, or other major architectural features.

3.2.8 Materials

a. **Quality and Consistency.** All facades should receive high quality and properly installed materials, finished and detailing. Construction materials, finishes and detailing should be compatible with Windsor's climate and weather.

b. **Material Changes.** To retain a sense of solidity, the consistent use of materials on all elevations is encouraged. As a general practice, changes in materials should not occur at exterior corners; rather, they should occur at interior corners as a "return" of at least two feet from an external corner, or at a change in horizontal plane.

c. **Windows.** To create facades with rich shadow lines and a substantial appearance, window openings should be trimmed or glazing should be inset.

3.2.9 Fences and Walls

a. **Street-Facing Fences.** To be pedestrian friendly, fences facing public streets other than access lanes should have a maximum height of 3 feet. Fences taller than 3 feet and up to 6 feet in height are allowable in side and rear yard conditions. However, there should be a general intent to avoid "walling in" neighborhoods. The objective should be to connect neighborhoods.

b. **Sound Attenuation Walls.** Sound attenuation walls create isolated enclaves as opposed to neighborhoods. Sound attenuations walls should, therefore, be avoided, unless they are required by other Town or State policies and no other alternative is available or feasible. In such a situation, sound attenuation walls should have a 10-foot wide landscaped buffer between the wall and the sidewalk. Terracing of the wall structure to provide pockets of landscaping is also encouraged. For walls longer than 650 feet, openings for pedestrian access should be placed a maximum of 400 feet apart. Dense planting of clinging vines should be planted to visually soften walls and discourage graffiti.

c. **Trail Frontage.** For the security of those using them, fencing and walls along public trails should not be opaque above 4 feet.

3.2.10 Service Areas

a. **Trash and Service Equipment.** Large trash enclosures and mechanical equipment, including satellite receiving dishes, should not be located in front yards and should be enclosed or screened from view of the street using landscaping, fencing or the building itself.

3.2.11 Residential Open Space

a. **Tree Preservation.** Existing, healthy trees should be preserved wherever possible, and incorporated into new project landscaping. Unless deemed acceptable by a certified

arborist, buildings and utility trenching should be located outside the drip line of trees, and disturbance of roots and changes in ground elevation should be avoided.

b. Minimum Open space. All projects should provide a minimum of 400 square feet of usable open space per unit, subject to the following provisions:

1. The usable open space must be on the site;

2. Porch areas can apply toward this requirement and driveways and service areas cannot apply toward this requirement;

3. Open space may be a combination of common open space accessible to all project residents, or private open space for the exclusive use of a single residence; however, no unit shall have less than 50 square feet of private open space when provided by a deck or balcony, or 100 square feet when provided by a yard at ground level;

4. In multi-family projects, at least one-half of the required open space should be provided at the ground level; single-family projects should have all open space at the ground level;

5. At ground level, common open space should have a minimum contiguous area of four hundred square feet and no dimension less than twenty feet. Private yards at ground level should have no dimension less than ten feet. Balconies and bay windows may not encroach into these dimensions by more than three feet. Required porches, decks and balconies should have no dimension less than 6 feet.

3.2.12 Utilities

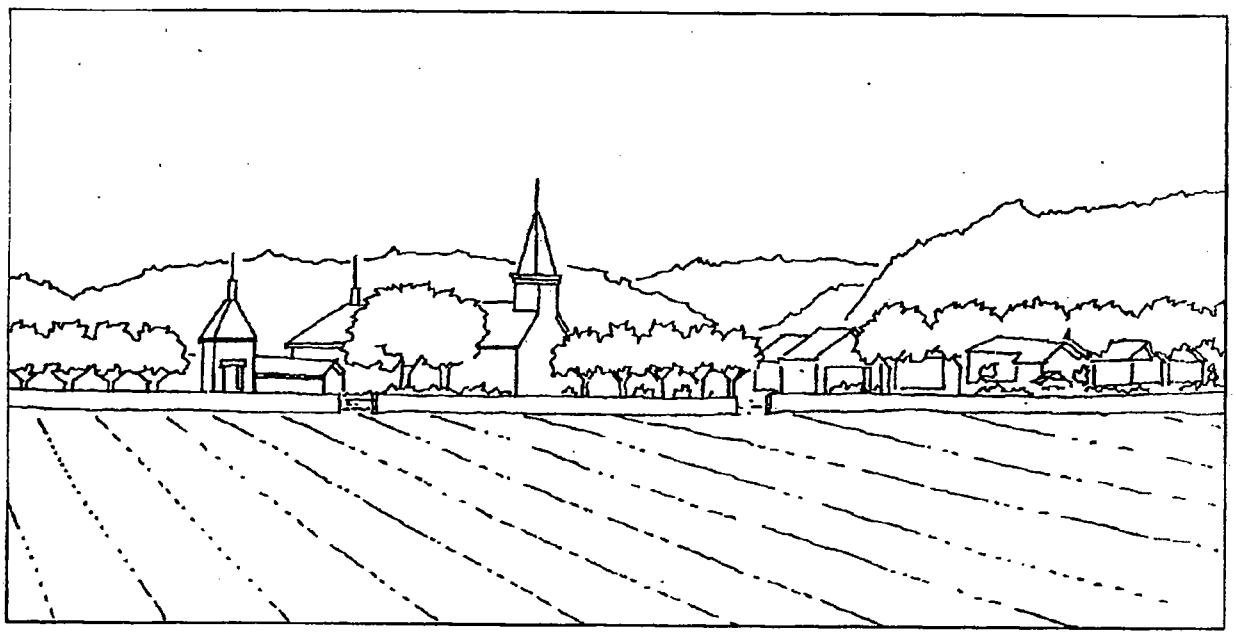
New development should underground new utilities, as well as existing utilities of 26 kv or less that are on-site or along the project's frontage.

4. Open Space Standards

Introduction

From the surrounding foothills to the nearby Russian River, Windsor's natural setting is central to its identity. The farms, ranches and vineyards surrounding the town provide a direct link to Windsor's agrarian past. These distinct natural edges are what attracted many of Windsor's residents to the Town, and their preservation is central to Windsor's future quality of life.

Greenways, bikeways, and trails also constitute important ways that residents will see and use open space. They contribute to the network of non-vehicular paths linking Windsor's neighborhoods, districts, and public parks. Different kinds of public parks in Windsor serve a range of needs, at both a local and community-wide scale. Community Parks provide larger facilities that serve the needs of greater Windsor and may be beyond a reasonable walking distance from many homes. Neighborhood Parks provide local recreation opportunities within walking distance of most residents and serve as important focal points within neighborhoods.



4.1 Park Distribution and General Requirements

Standards

Public parks in Windsor shall be distributed to provide adequate community-wide facilities while emphasizing neighborhood recreation within walking distance of most residents. Community Parks shall provide areas for competitive sports fields, sizable natural areas or other larger, community-wide facilities; and they shall serve greater Windsor and may be beyond a reasonable walking distance from many homes. Neighborhood parks shall provide local recreation opportunities within walking distance of most residents; and they shall also serve as important focal points within each neighborhood.

Guidelines

The following guidelines should be used in conjunction with the detailed design provisions contained in Windsor's General Plan.

4.1.1 Community Parks

a. Location. A Community Park should generally be located within two miles of almost all Windsor residences. Specific locations for community parks have been designated within the General Plan. Adjacency to public schools, allowing for joint use of fields between the Town and the School District, is preferred.

Where possible, Community Parks should incorporate trails that are part of the town-wide trail network.

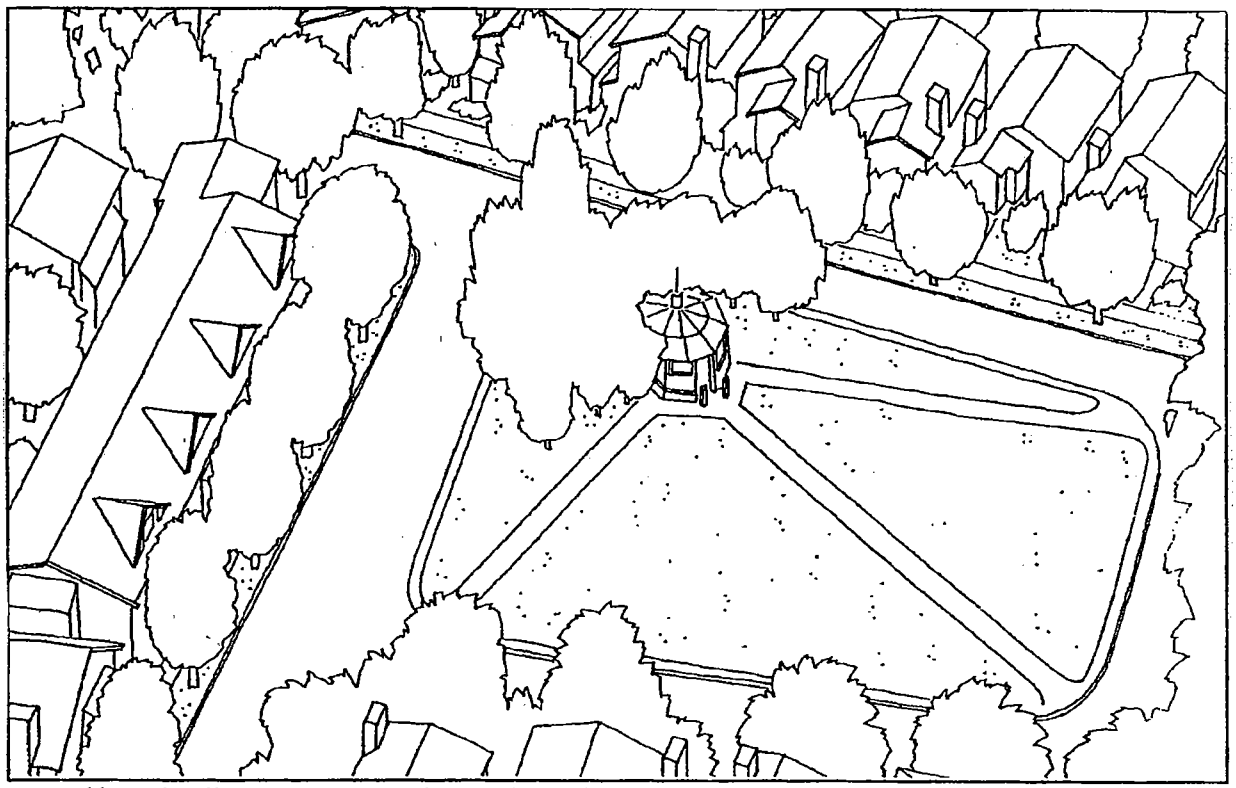
b. Program. Community Parks should contain larger features that serve the larger community and provide economies of scale. They may pose a nuisance is they were to be placed within a neighborhood (e.g. flood lights or noisy events). Appropriate features include:

- multiple playing fields (suitable for organized play);
- multiple tennis and basketball courts;
- swimming centers;
- group picnic areas;
- amphitheaters;
- nature preserves and trails;
- large play structures;
- public restrooms; and
- equipment storage and on-site parking.

Where feasible, facility sharing with public schools or community centers is encouraged for the following types of activities:

- running tracks;
- indoor gymnasia and auditoria;
- community rooms and classrooms; and
- community swimming pools.

c. Size. Community Parks should be 10 to 50 acres.



4.1. Public parks offer amenities ranging from modest tot-lots to large sports complexes. Facilities that serve greater Windsor should be centralized within Community Parks, while smaller and informal facilities should be provided in Neighborhood Parks that are distributed within each neighborhood.

4.1.2 Neighborhood Parks

a. Location. Neighborhood Parks should be distributed throughout neighborhoods. Neighborhood Parks should generally be a maximum of one mile from new homes, with one-quarter mile preferred. Most users should not need to cross any boulevards. To reinforce the individual identity of each neighborhood and provide a focal point for neighborhood activity, a Neighborhood Park should be provided adjacent to Neighborhood Centers, unless the Center contains a plaza that provides adequate opportunity for neighborhood gatherings. Where possible, Neighborhood Parks should incorporate trails that are part of the town-wide trail network.

b. Program. Neighborhood Parks should contain features that are modest and flexible. Appropriate features include:

- multi-purpose lawn areas;
- one or two playfields for informal play;
- tot lots;
- small court game areas;

- community gardens; and,
- small picnic and seating areas.

On-site parking should be avoided. On street parking within a block or two of neighborhood parks should adequately meet demand, especially because many residents will visit the park on foot.

c. Size. Neighborhood Parks may range from 1 to 10 acres.

4.1.3 Design

a. General. Parks should be the focus of nearby development. Parks and plazas should not be formed from residual areas, nor be used as buffers to surrounding developments nor to separate buildings from streets.

b. Perimeter Frontage. At least 50% of a park's perimeter should front onto a public street. For portions of a park's perimeter not bound by a street, woodlands, creeks, agricultural uses, or other significant open space features are preferred over backyard fences. Where backyard fences are unavoidable, they should be screened through the use of trees and shrubs (see also 3.2.2.e). Surrounding buildings should have entries and windows facing the park.

c. Paths. Park paths should provide direct connections between likely destinations. Park fencing should not create overly circuitous pedestrian routes.

d. Climatic Design. Parks should provide comfortable areas for sitting and recreation year-round. Parks should include adequately shaded areas for comfortable summer use and sun-exposed areas for comfortable winter use. The location of play equipment should also be shaded and appropriately located given expected sun and shade patterns.

e. Natural Features. Parks should be designed to conserve valuable natural features including hillsides, creeks, significant habitats, woodlands, and existing heritage trees.

f. Views. Vistas from surrounding streets that end in a park should be considered through the careful location of landscaping and built features. Parking, loading and storage areas should not occupy these vistas. Parks should maintain and enhance views of distant ridge tops, significant public buildings and monuments.

g. Landscape Materials. Selection of plant materials should promote visibility of the site and minimize areas that are hidden from view.

4.2 Greenways, Trails and Bike Routes

Standards

Greenways are the linear open space in Windsor that shall be organized to provide a network of bikeways and trails to connect neighborhoods and districts to Windsor's recreational open spaces and scenic landscape, to conserve valuable bio-diverse habitats, and to maintain Windsor's rural sense of place. Trails running along these greenways will provide an inviting, car-free environment within which to walk or bike. Bike routes (both bike lanes and other signed routes) shall complement these off-street trails to form an extended network. Pedestrian-oriented streets shall work in tandem with the greenway trails to offer direct connections to local destinations. And, these greenways will help support programs focusing on habitat conservation and storm water management.

Guidelines

4.2.1 Location of Greenways, Trails and Bike Routes

a. **Greenways and Trails.** The feasibility and legality of mechanisms available to acquire "greenways" should be actively pursued along major riparian and drainage corridors, the NWPRR rail corridor, and agricultural buffers. These greenways will preserve habitat and wherever possible, should also provide recreational opportunities, including pedestrian/bicycle trails.

b. **Bike Routes.** An integrated network of bike routes connecting neighborhoods, schools, commercial districts and parks should be established. This network should include trails, striped bike lanes and signed routes. Appropriate traffic control measures should be taken where trails cross public streets.

c. **Trails Beyond Windsor.** Windsor should work with Sonoma County, Pacific Gas & Electric, NWPRR, the Sonoma-Marin Transit District, trusts for public lands, and others to extend trails to major destinations outside of the Town's limits, including:

- along the high-voltage power lines traversing Sonoma Mountain ridge lands;
- to and along the Russian River; and,
- to Healdsburg and Santa Rosa.

4.2.2 Greenway and Trail Criteria

a. **Riparian Corridors.** Designated riparian corridors should be designed for public use, habitat conservation and flood control. Fencing of creeks should be discouraged and channelization minimized. Where fencing is needed to address public safety concerns, it should be designed not to interfere with the natural flow in the floodway. Split rail would be an acceptable type of fencing in creek areas.

b. **Railroad Right-of-Way.** A trail corridor up to 22 feet in width, incorporating a 12-foot wide trail and bound by 5-foot landscape buffers on each side should be developed adjacent to both sides of the NWPRR right-of-way. Where this arrangement is precluded by existing development, the Town should seek to gain 22-foot easements within the NWPRR right-of-way. The Town should also pursue rail crossings for trails in a manner that avoids circuitous connections between major uses and destinations (such as Neighborhood and Community Parks and Neighborhood and Town Centers). The design of rail trails and crossings should include fencing and other measures to insure that people are kept off the tracks.

c. **Agricultural Buffers.** Trails should be established within permanent agricultural buffer areas to help form trail routes at the Town's periphery. At a minimum, trails should contain a 12-foot trail surface with a 5-foot landscaped buffer on both sides unless incorporated as a sidewalk within a street right-of-way or where homes front onto the trail. See 4.2.3, below.

d. **Freeway Crossings at Interchanges.** Future improvements at the Arata and Shiloh interchanges should contain provisions for protected pedestrian sidewalks, 6-foot minimum width, bicycle lanes, 4-foot minimum width (in compliance with State standards that may vary over time) and adequate lighting. As an interim measure, pedestrian crossings should be clearly marked through striping, signage and lighting.

e. **Freeway Crossings at Creek Viaducts.** Where there is adequate height, dry weather undercrossings along Poole Creek should be considered. Undercrossings may consist of a raised path that permits foot traffic during dry weather and does not interrupt water flows during wet weather. Gates and/or signage should be used to avoid use during hazardous conditions and at night.

f. **On-Street Bike Lanes.** Formally striped Class II bike lanes should be built in accordance with State standards.

g. **On-Street Bike Routes.** Designated on-street bike routes (including bike lanes and other routes) should be announced with signage and have clearly marked street crossings.

4.2.3 Trail Design

a. **Trail Dimensions and Materials.** Trails should consist of an 8-foot wide asphalt path with a 4-foot wide crushed shale (or equivalent) shoulder with the following exceptions:

1. Where land or access is limited (e.g. developed areas), paths may be a minimum of 5 feet.

2. A wider asphalt or overall path dimension may be used after intensive path use has been demonstrated; under no circumstances should a path exceed 16 feet (a 12-foot wide asphalt path with a 4-foot wide crushed shale shoulder).

3. Under interim circumstances and for minor trails, trails may consist solely of crushed shale, gravel or equivalent materials.

The Town's trails system should conform to ADA (Americans with Disabilities Act).

b. Habitat Conservation. Trails should be aligned and constructed to minimize disruption of valuable habitat areas. Restoration of riparian vegetation should be undertaken where human disturbance (including channelization) has severely degraded habitat. Landscaping between creeks and trails should use native or non-invasive vegetation.

c. Landscaped Buffers. A landscaped buffer should be planted where development abuts greenways. The buffer should be at least 5 feet, with an additional 3 feet of trailside landscaped buffer dedicated for each additional foot of opaque wall or fence exceeding 4 feet (see also 3.2.1.1). Within the greenway, plant materials should promote visibility and minimize areas hidden from view.

d. Signage. Trailheads should be clearly marked. The direction and distance to major destinations should also be marked.

e. Lighting. When utilized, light standards should not exceed a height of 16 feet. Lamps should be designed to direct light to appropriate surfaces and minimize glare onto residences. Light bollards are recommended for paths, but not for illuminating large areas. Other light standards should have a top, middle and base differentiated to create a level of detail appropriate to human scale and pedestrian experience. "Cobrahead" lamps should not be used.

f. Parking. Visitor parking for trails should be provided in Town Center areas, and in conjunction with Community Parks and park-and ride lots. Shared use of parking lots should be pursued, especially with uses that have low parking demand on weekends (e.g. park-and-ride and employment uses). Off-street parking for trails should not be created in residential neighborhoods.

4.3 Natural Settings and Windsor's Edge

Standards

Windsor's natural setting is central to its identity. The foothills that surround Windsor provide distinctive landmarks. The farms, ranches and the foothills at the edge of town provide a direct link to Windsor's agrarian history. The Russian River is a prominent waterway. These native settings must be preserved yet accessible for residents to enjoy and appreciate. By creating a distinct edge to urbanized areas, Windsor's identity and sense of place is enhanced.

Guidelines

4.3.1 Agricultural Buffers

a. **Location.** Agricultural buffers should abut active agricultural uses, both permanent and interim. Criteria should be developed to identify the location and extent of agricultural buffers. The following standards should be applied unless inconsistent with State or County standards, or superceded by future studies and recommendations.

b. **Width.** Typical Agricultural Buffer Zones should have a minimum width of 100 feet separating urban land uses from less intensive agricultural uses and a minimum width of 200 feet separating urban uses from intensive agricultural uses. The objective of the buffer zones is to minimize land use conflicts. Buffer distances may vary based on the type of crops, the agricultural practices and the type of buffer, as provided in the Town of Windsor General Plan.

c. **Compatible Uses.** Whenever possible, public streets or trails should be located adjacent to or within buffers to increase their visibility and accessibility. To provide for the visual enjoyment of and accessibility to open space, uses that "back-on" to buffers should generally be avoided.

5. Conclusion

Implementation of these Design Standards will achieve the new vision for the Windsor community described in the Town's General Plan adopted on March 13, 1996. This vision is characterized by safe, pedestrian-oriented streets; enjoyable public spaces; lively, mixed-use commercial districts; residential neighborhoods made up of a variety of housing types for people of diverse backgrounds, ages and ethnicities; streets, greenways, bikeways and trails linking various locations in the community and making it easy for people to move from one place to another on foot, by bicycle or by car; and an overall respect and appreciation of Windsor's place in the region, with open spaces, farmlands and rural land uses on its periphery. It is for these purposes that these design standards have been developed and adopted.

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