

Neighborhood I

The Neighborhood I design principles and features are as follows:

- Neighborhood I boundaries can be described as approximately 111.5 acres south of Mavis Avenue, North of Rachel Avenue and bound by the north/south Linear Park to the east and a north/south connector road to the west.
- The primary entrance is off of Rachel Avenue at the west roundabout and features a neighborhood park at the terminus axis.
- Additional accesses are available with four off of Mavis, two off of the north/south connector and one additional entrance off of Rachel.
- The development pattern consists of an inner connected grid with some angles and additional opportunities for traffic circles.
- This neighborhood consists of multiple park and paseo sites of varying sizes and features while creating connectivity and close access for residents.
- The combination of alley loaded product, clusters and parks create a very engaging perimeter that minimizes community walls.
- The school site is flanked by two entrances into the neighborhood to allow for easy ingress and egress for the elementary school and the opportunity for safe walking access for children.



NEIGHBORHOOD I



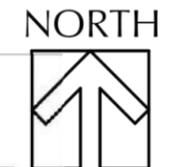
Neighborhood II

The Neighborhood II design principles and features are as follows:

- Neighborhood II boundaries can be described as approximately 63.8 acres south of Mavis Avenue, North of Rachel Avenue and bound by the north/south Linear Park to the west and Village Commercial to the west.
- The primary entrance is off of Rachel Avenue at the east roundabout and connects all the way through to Mavis.
- Additional accesses are available with two off of Mavis, four off of the north/south connector across from the Village Commercial and one additional entrance off of Rachel.
- The development pattern consists of a combination of inner connected loop roads for an organic feel with additional opportunities for traffic circles.
- This neighborhood consists of multiple park and paseo sites of varying sizes and features while creating connectivity and close access for residents.
- The combination of alley loaded product, side loaded clusters and parks create a very engaging perimeter that minimizes community walls.



NEIGHBORHOOD II



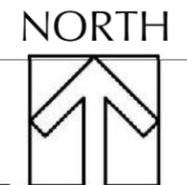
Neighborhood III

The Neighborhood III design principles and features are as follows:

- Neighborhood III boundaries can be described as approximately 49.2 acres south of Rachel Avenue, North of Ruth Avenue and bound by the north/south Linear Park to the west and predominately open space to the west.
- The primary entrance is off of Rachel Avenue at the east roundabout and connects all the way through to Ruth.
- Additional accesses are available with four off of Ruth, and two additional entrances off of Rachel.
- The development pattern consists of a combination of inner connected loop roads and a grid with additional opportunities for traffic circles.
- This neighborhood consists of multiple park and paseo sites of varying sizes and features while creating connectivity and close access for residents.
- The combination of alley loaded product, side loaded clusters and parks create a very engaging perimeter that minimizes community walls.



NEIGHBORHOOD III



Neighborhood IV

The Neighborhood IV design principles and features are as follows:

- Neighborhood IV boundaries can be described as approximately 159 acres south of Rachel Avenue, North of the Auburn Ravine linear park and bound by the north/south Linear Park and Village Community Park to the east and the north/south connector road to the west.
- This neighborhood is currently designated as an aged restricted development and will be gated on all sides.
- The two primary entrances are 1) at the south end of Ruth Avenue and 2) off of Rachel at the west roundabout.
- An additional access is available off of the north/south connector road on the western boundary.
- All three entrances are focused on the centrally located seniors clubhouse amenity.
- The development pattern consists of a grid road system with numerous connections and short blocks ideal for walkability.
- This neighborhood consists of multiple smaller parks ideal for short breaks.
- This community includes alley loaded homes at Rachel on the north boundary to support the “Main Street” spirit of Rachel, and open iron fencing at the south open space boundary, however the balance of the community will feature community walls for security purposes.



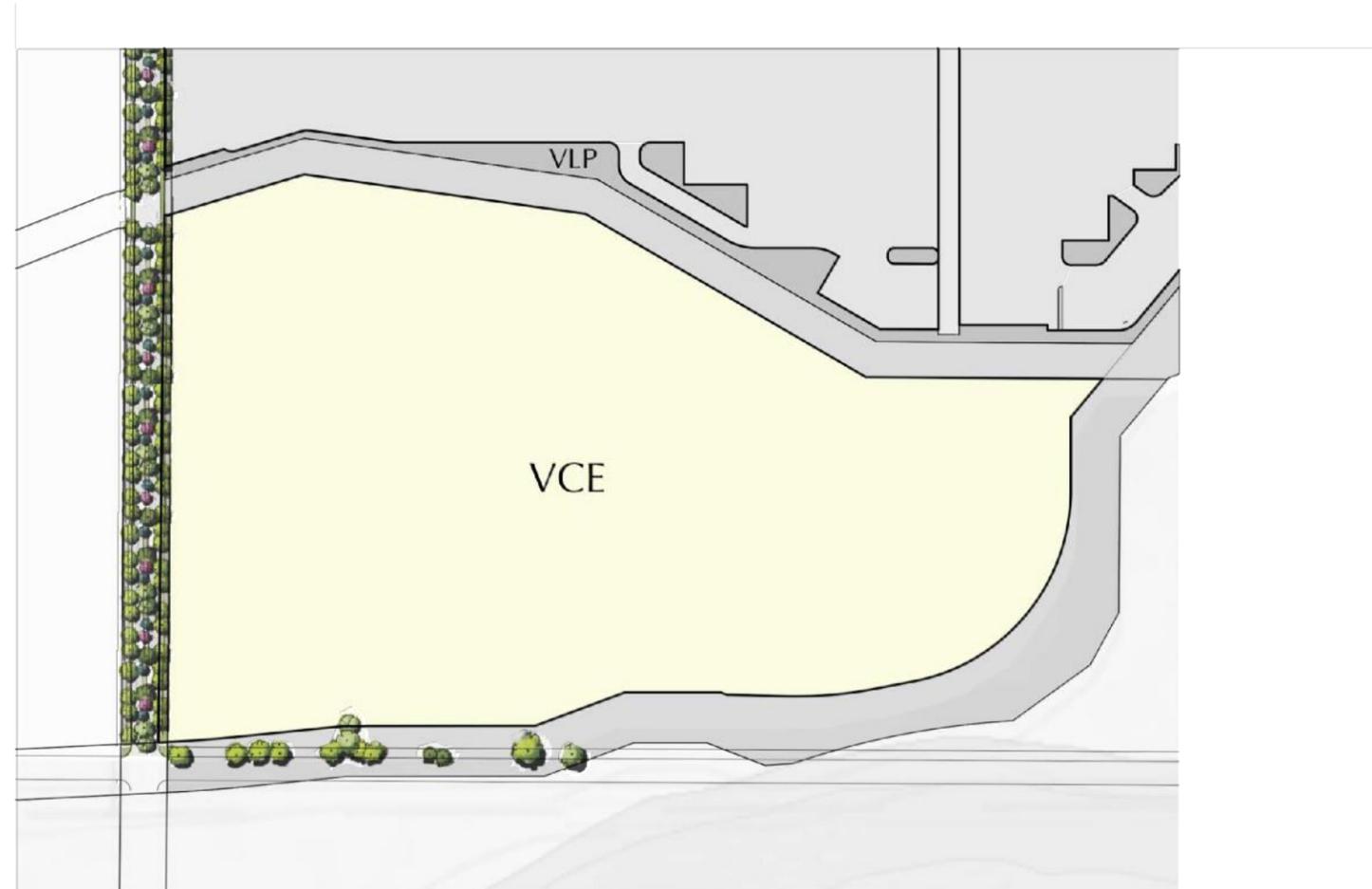
NEIGHBORHOOD IV



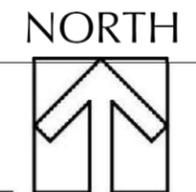
Neighborhood V

The Neighborhood V design principles and features are as follows:

- Neighborhood V boundaries can be described as approximately 50.7 acres south of Neighborhood IV, North of Auburn Ravine open space and bound by the north/south Linear Park to the west and predominately open space to the west.
- The primary entrances are off of the north/south connector road to the west.
- The development pattern consists of organic loop roads with ample connections for easy mobility.
- This neighborhood consists of large estate lots. All lots backing to open space will feature an open view fence.
- This neighborhood will have a neighborhood park for use by the residents.
- Ample access points shall be made to both the Auburn Ravine open space trails to the south and the linear park to the north.



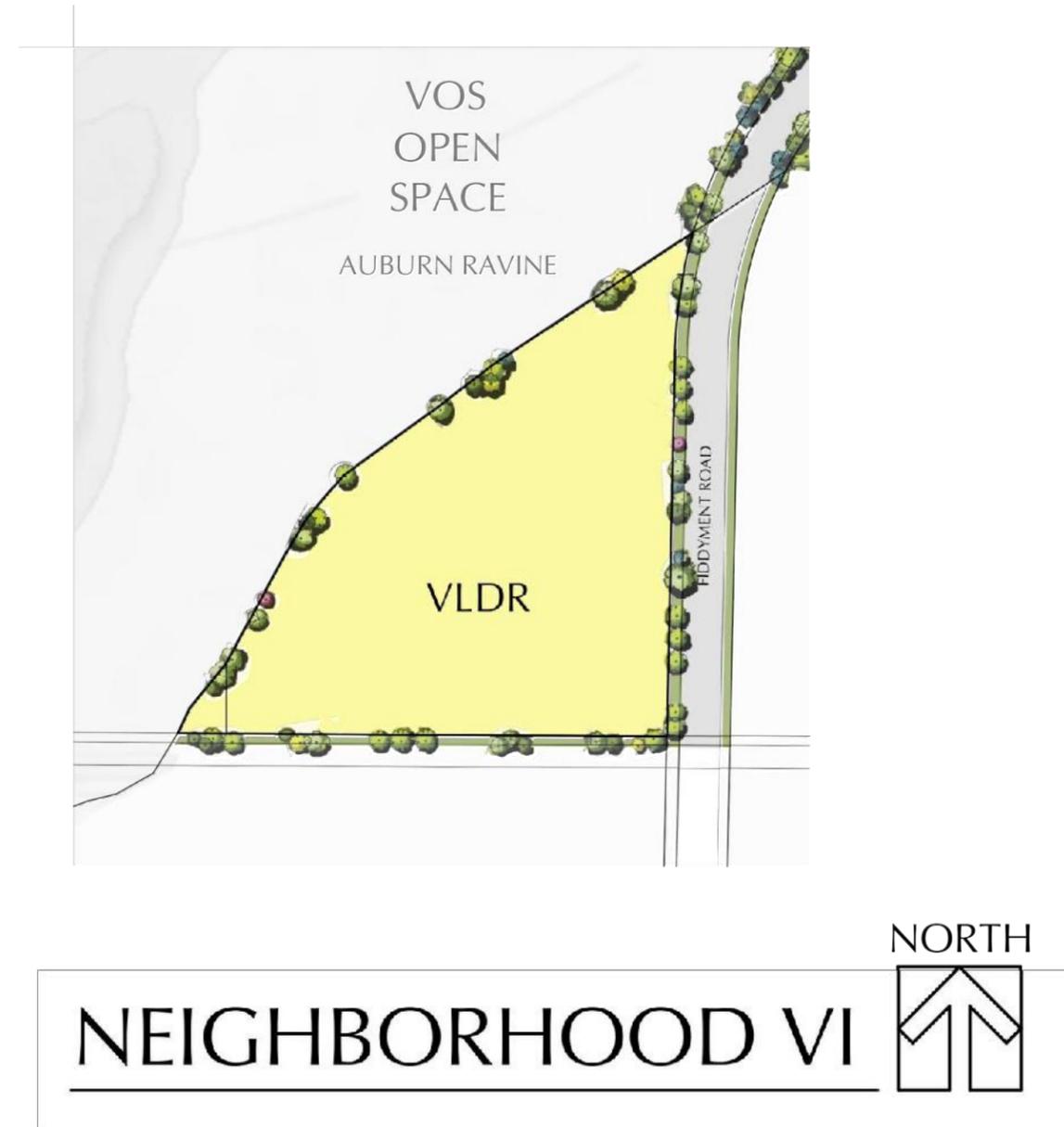
NEIGHBORHOOD V



Neighborhood VI

The Neighborhood VI design principles and features are as follows:

- Neighborhood VI boundaries can be described as approximately 20.8 acres south of Auburn Ravine open space, North of Moore Road and bound Fiddymment Road to the west and Auburn Ravine open space to the west.
- The primary entrances are off of Fiddymment Road and Moore Road.
- The development pattern consists of organic loop roads with ample connections for easy mobility.
- This neighborhood consists of low density residential. All lots backing to open space will feature an open view fence.
- This neighborhood will have a neighborhood park for use by the residents.
- Ample access points shall be made to both the Auburn Ravine open space trails to the north.



7.4 MOBILITY PLAN

Mobility Pattern Design Principles

- Provide a “Main Street” (Rachel Avenue) experience at the center of the community to support vehicular, bicycle and pedestrian traffic at the heart of the Planning Area that will continue in future Development Areas. This street should provide access to all neighborhoods. It shall have alley-loaded homes with porches and style characteristics consistent with the residential design guidelines found in Chapter 4.
- Provide traffic circles at appropriate intervals for identification to main entrances, and traffic calming for speed reduction and increased safety.
- Incorporate street networks that possess multi-directional connectivity for easy flow and alternative routes. Minimize long circuitous streets.
- Provide both vehicular and separate pedestrian paseos or links to arterial roadways for a permeable interface within the community.
- Provide a comprehensive trail system that supports pedestrian and bicycle paths for quality connectivity options.
- Insure that all connections provide logical and functional placement for optimal mobility throughout the community.

Vehicular Roadways

Utilize “Complete Streets”: A complete street is a safe, accessible, and convenient street for all users regardless of transportation mode, age, or physical ability. Complete streets adequately provide for bicyclists, pedestrians, transit riders, and motorists. Complete streets promote healthy communities and reductions in traffic congestion by offering viable alternatives to driving. The well-designed roadway system presented in Village 5 allow for multiple routes and numerous options for transportation. In addition to the main arterials, collectors and residential streets Village 5 includes a Cycle Track, Class 1 and Class 2 trail systems, through out the development allowing for alternate means of mobility. These alternate modes encourage pedestrian and bicycle trips in lieu of the vehicle for Village activities. Areas A1 and A2 build upon the Village 5 roadway system established in Chapter 5 of the Specific Plan. The roadway sections include landscape designs consistent with the theme of Village 5 established in the Landscape Guidelines, found in Chapter 6 of this GDP. See Section 7.6 for specific street tree designs.

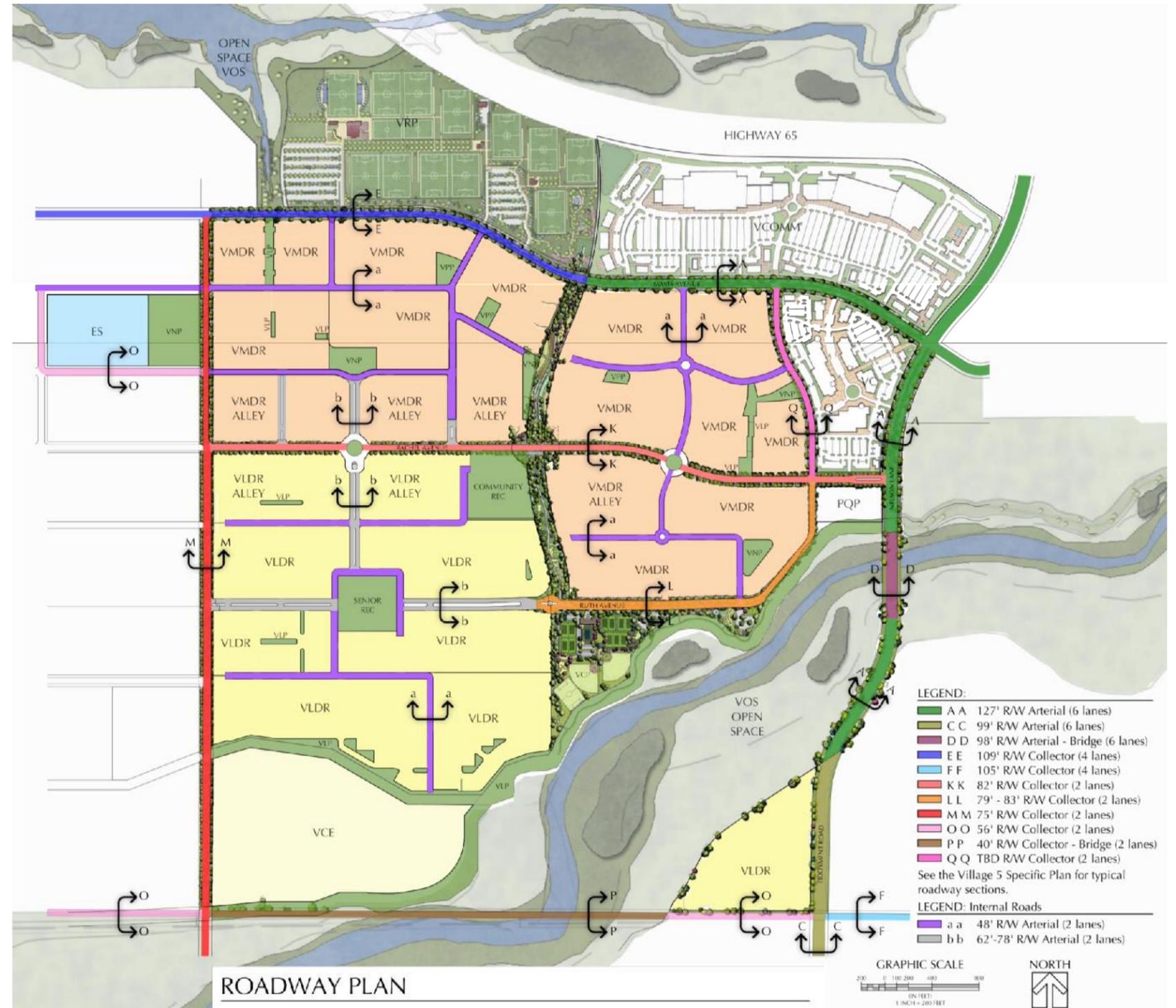


Exhibit 7.5

Pedestrian Trails and Bike Paths

All mobility references must work in conjunction with the Village 5 Specific Plans (V5SP) Chapter 5: Circulation and Mobility. All road sections, mobility systems and multi-use trail systems are identified on pages 5-4 through 5-25 of the V5SP, and should be used as a reference with this document.

All routes are clearly visible in the street sections and include separated walkways on all primary streets, thus allowing safe attractive routes. Pedestrians are also included in all Class 1 trails. Additional pathways and paseos will be identified with tentative maps as appropriate.

The design of a community trail system is critical to the successful outcome of creating a well-connected, healthy and active environment for residents. Village 5, Areas A1 and A2 has incorporated an extensive system that encourages sage mobility in all directions. Whether traveling to another neighborhood, a local park, to the open space trails system or to a Village Commercial Center the trail network is easily accessible. The Primary Linear Park runs north to south creating easy connectivity between the four primary neighborhoods and the Regional Park to the north and the Community Park to the south. A grade separated crossing shall be provided at Rachel Avenue, Mavis Avenue and Ruth Avenue within the north-south linear park trail connection as conceptually shown below. The tunnel design can be a pre-cast concrete buried bridge or a multi-plate bridge structure and shall provide a minimum 10' height clearance at its lowest point. Accessible ramp access to the park is located at Mavis, Ruth and additionally at Rachel Avenue, which provides direct access to and from the cycle track along the south side of Rachel Avenue.

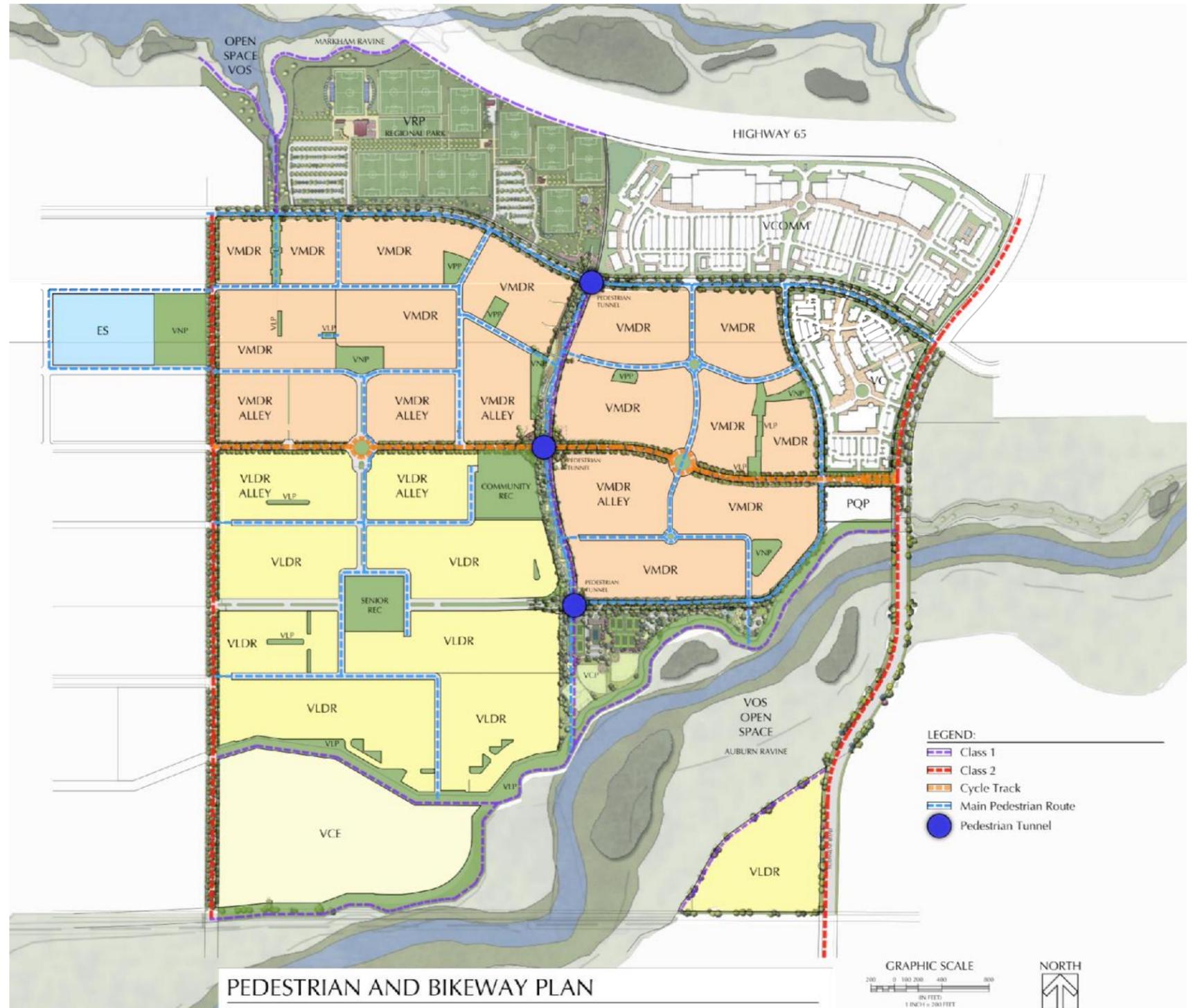
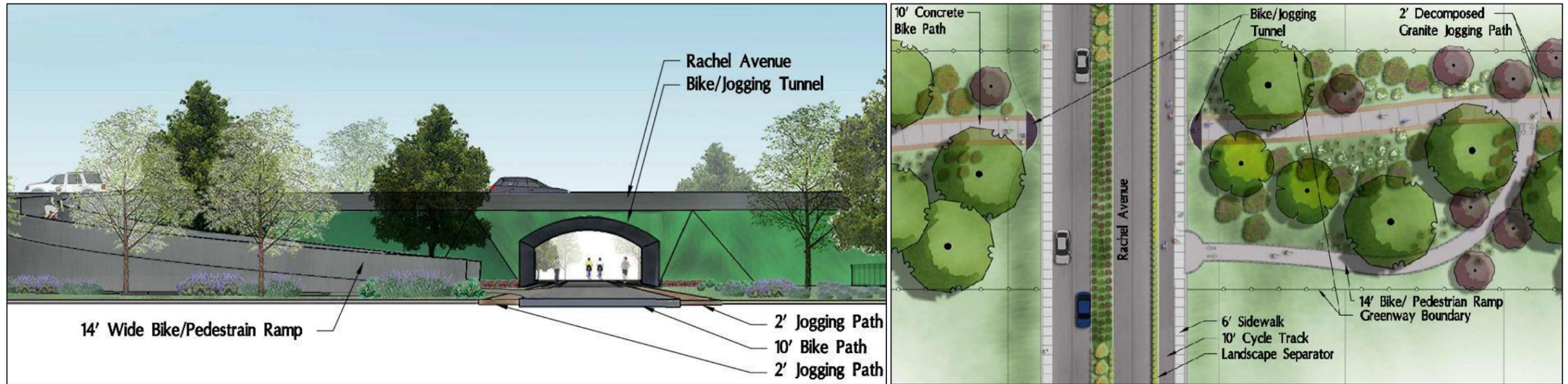


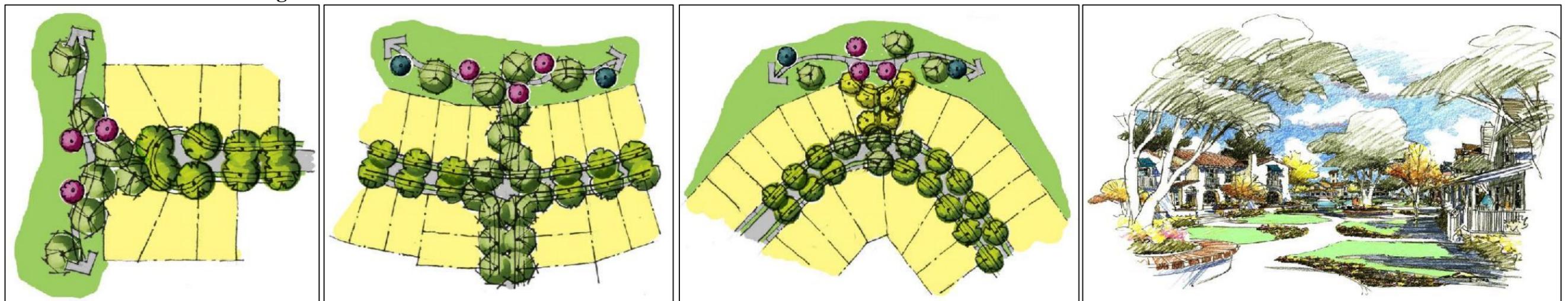
Exhibit 7.6



Paseos and Connective Trails

Paseos and Connective Trails can be placed in a variety of locations so as to provide access between or through various neighborhoods. These spaces can be narrower, allowing for walking access with entrances to homes feeding off of them or much wider, semi-active park like spaces. Either type can be beneficial for allowing access between land uses, school travel routes or community amenities. These connective links can be found between lots, at ends of cul-de-sacs or within cluster home product types. The value of these spaces is given directly back to the residents through convenience and providing aesthetically pleasing spaces on a more intimate scale.

Paseo and Connective Trail Vignettes



7.5 PARKS AND RECREATION OPPORTUNITIES

Village 5 – Areas A1 and A2 feature Recreation Facilities, extensive Park Facilities and access to Open Space Trails that are inner connected in a way that everyone within these Areas have quality outdoor amenities. All parks are accessible via walking or bicycle but parking is available. 137 acres are dedicated to park and recreation amenities while an additional 168 acres of open space and its trail system is also available.

- The trail system within the A1 and A2 Planning Area will consist, at a minimum, of 1 mile of trails for every 2500 people.
- Community Recreation Facilities, and Multi-family facilities shall incorporate swimming pools as a portion of their recreational amenity. There shall be a minimum of one pool for every 10,000 residents.



Exhibit 7.7

7.5.1 Conceptual Landscape Master Plan

The purpose of the Landscape Master Plan is to graphically represent areas of significant landscape treatments, which will be described in detail in the following chapter of the Landscape Design Guideline Document. The Conceptual Landscape Master Plan is shown below.



Exhibit 7.8

CHAPTER 7: AREA A1 AND A2 PLANNING LEVEL DETAIL

Regional Park Design

This 71.2-acre Regional Park features a Soccer Facility with twelve lighted fields, ample on-site services, and parking. Located at the northern boundary, off of Mavis Avenue, just south of Highway 65, this park acts as a buffer to the freeway and connects to the north/south linear park via the Mavis Avenue tunnel. A playground and access to Markham Ravine open space trails are an added benefit.



Community Park Design (Baseball)

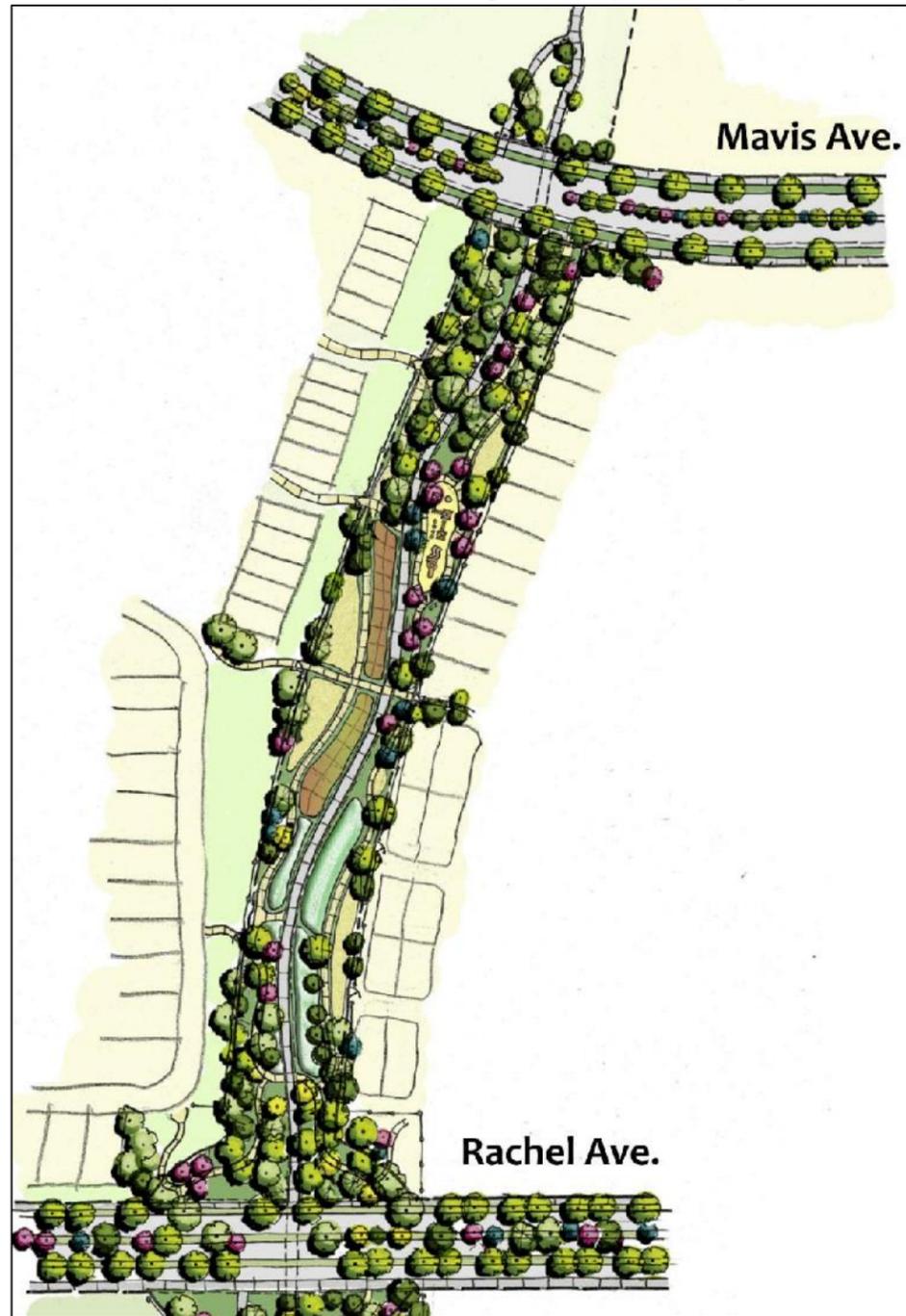
This 16-acre park located at the southern edge is accessible via Ruth Avenue and its pedestrian undercrossing. The extended list of features includes a three baseball fields, a soccer field, two playgrounds, a water play park, a gazebos and picnic areas all with access to trails and a view of Auburn Ravine.



Community Park at Auburn Ravine

Linear Park Design

A linear park of this caliber creates community connectivity while providing an active park setting for adjacent residents. This 9.9-acre site is the key link between Markham Ravine at the north and Auburn Ravine at the south.



Northern end of Linear Park



Southern end of Linear Park

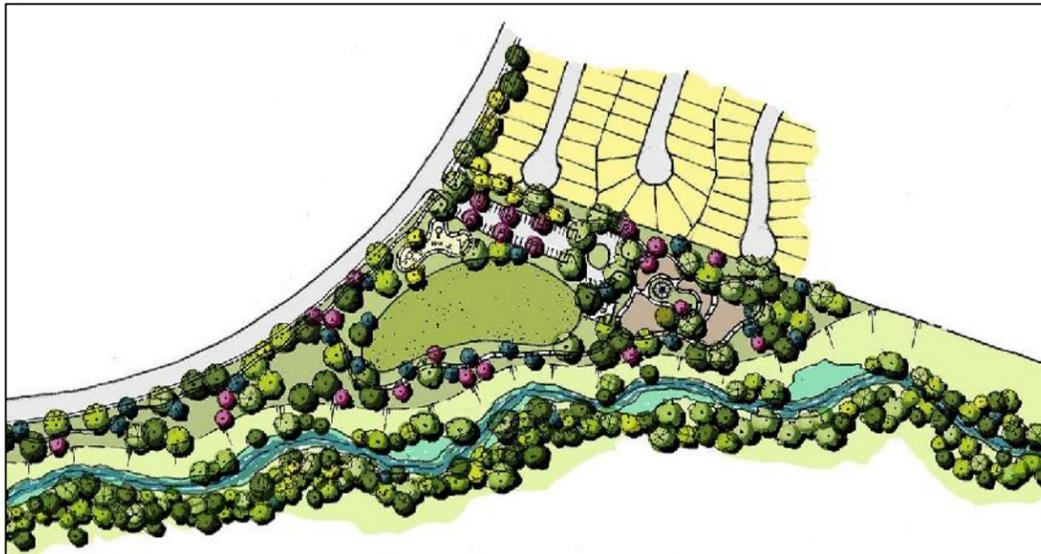
Neighborhood Park Concept Design

Neighborhood parks provide a variety of potential activities including ball fields, basketball, and playgrounds with basic facilities. These vary in size from 2 acres up to 5 acres.



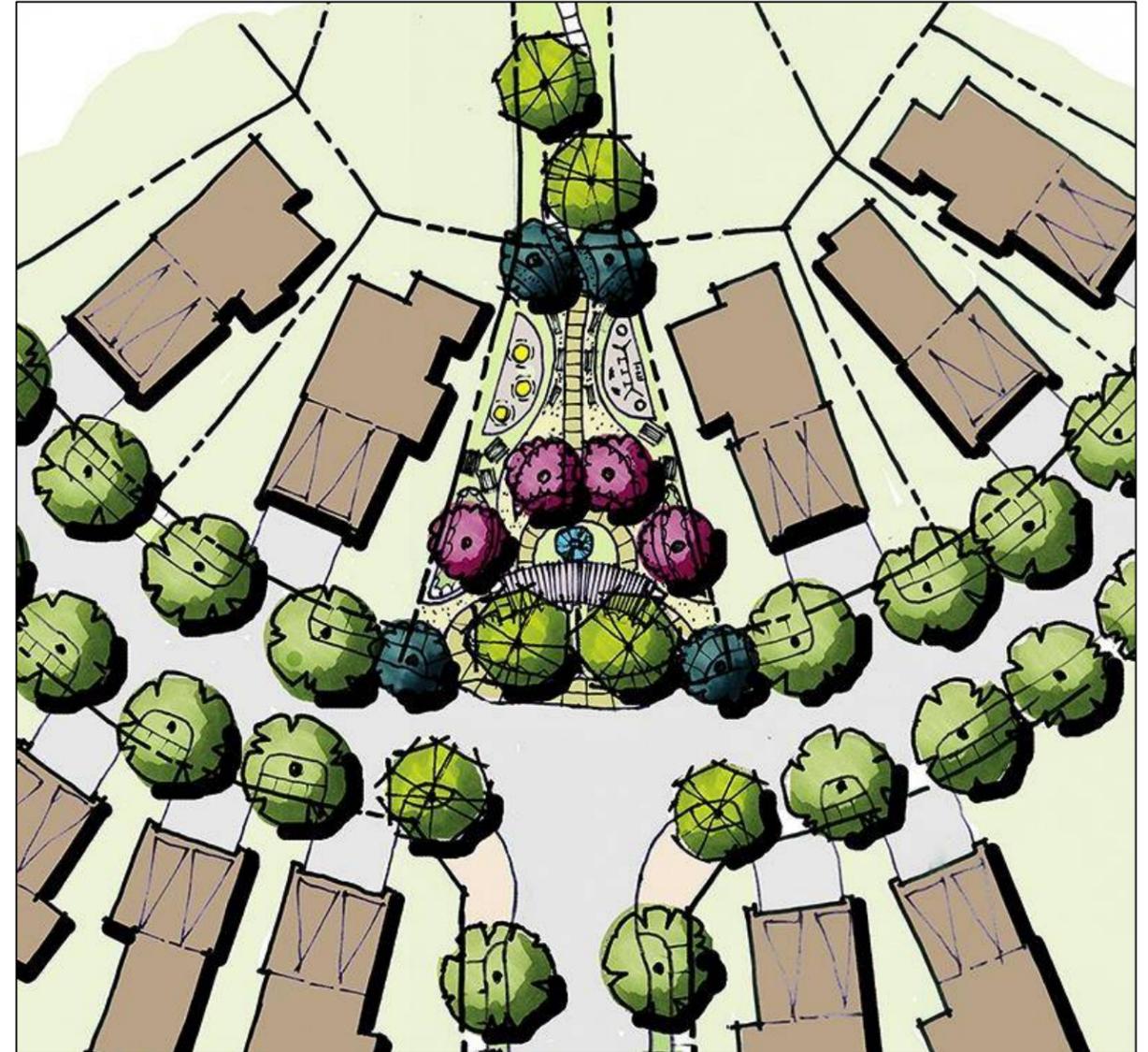
Linear Park at Open Space Concept Design

These connective parks may feature a variety of amenities including dog parks, playgrounds, and picnic areas. Ranging in size from .5 acres to 2.0 acres these spaces provide an integrating layer between open spaces and residents.



Pocket Park Concept Design

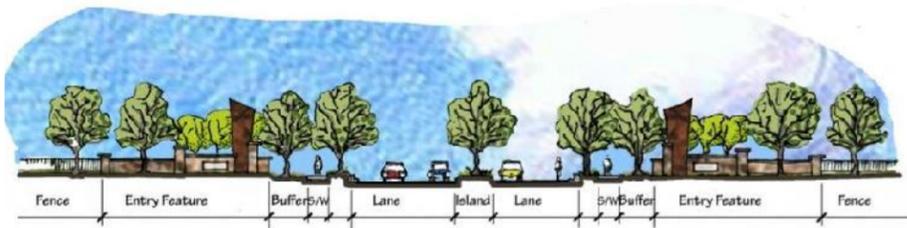
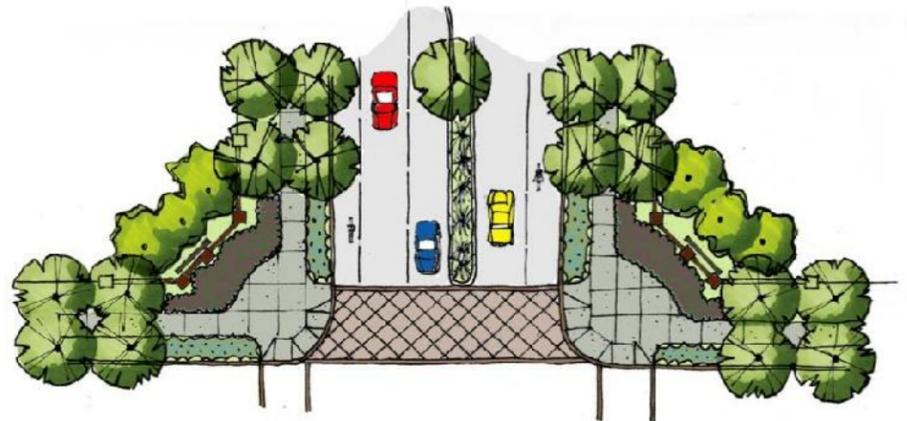
At roughly .5 acres these pocket parks provide easy access to play structures and mini destinations for meeting neighbors. Pocket Parks can be utilized as focal points at street termini and as links to other trail systems within the community.



7.6 STREETScape DESIGN

Master Street Tree Plan

The Street Tree selections and layouts have been inspired by the both the existing site influences and to carry the vision and theming of the community throughout the Area. A variety of scale and color are incorporated to build a handsome canopy over time while splashing seasonal color into the palette. At primary arterials (Nelson Lane) and collectors (Rachel, Mavis, Ruth Avenues and The North/South Collector) you would be expected to find a more formal presentation while along the more rural roads (Moore Road) you will find a palate consistent with the natural/existing materials and spaced less frequently for creating the proper setting and transition into the natural agricultural setting at the outer boundaries. The signature street in Area A1 and A2 is Rachel Avenue and thus has a distinct palate to highlight its special features. These features include the Cycle Track, Round-A-Bouts and front facing residents. This street will evoke the ‘Main Street’ feel busy with pedestrians, bicyclists and vehicles, each safely separated from one another. Within each village there will be a variety of residential collector streets, secondary residential streets and residential alleyways. These areas have considered the various conditions and have offered a variety of options to suit the available space depending on the product density type. All of the plants listed here are also encouraged to extend into the various parks and their parking lots as appropriate.

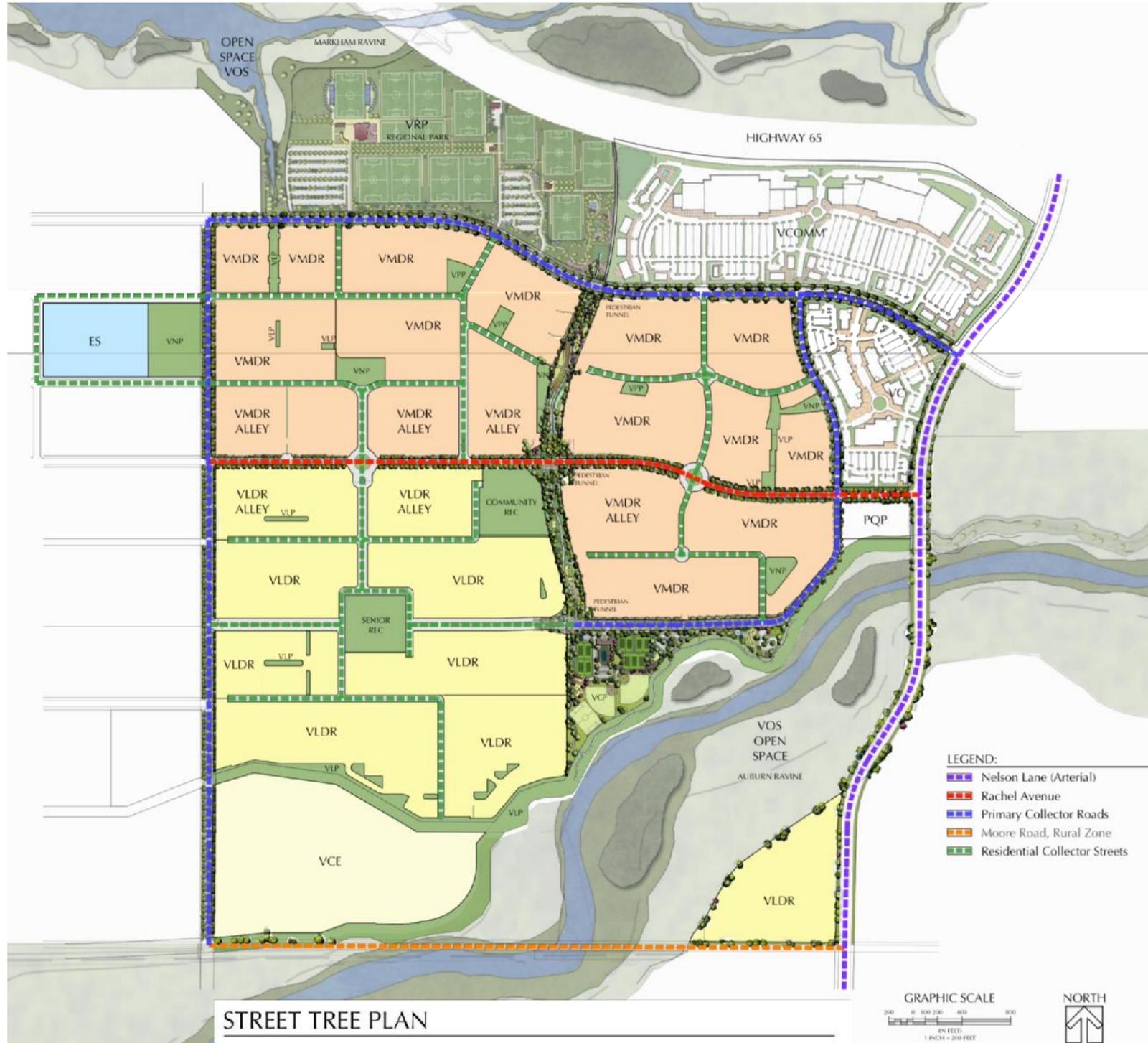


Primary Community Entries

Master Street Tree Palette

STREET (S)	LOCATION	PRIMARY TREE	ALTERNATIVES	
Nelson Lane (Arterial)	Primary Street Trees	Quercus suber Cork Oak	Quercus douglasii Blue Oak	
	Secondary Tree Groupings	Populus tremuloides Quaking Aspen	Hymenosporum flavum Sweetshade, Wedding Tree	
	Primary Median Tree	Pyrus calleryana Flowering Pear	Liquidambar styraciflua American Sweetgum	
	Accent Trees	Arbutus unedo Strawberry Tree	Lagerstroemia indica Crape Myrtle	
	Rachel Avenue	Primary Street Tree	Platanus x acerifolia London Plane Sycamore	Acer rubrum "Flame Glow" Red Maple
Rachel Avenue	Secondary Tree Groupings	Betula utilis Himalayan Birch	Fraxinus oxycarpa 'Raywood' Raywood Ash	
	Primary Median Tree/ Roundabouts	Liriodendron tulipifera Tulip Tree	Umbellularia californica California Bay	
	Accent Trees	Prunus cerasifera 'atropurpurea' Purple Leaf Plum	Magnolia soulangeana Saucer Magnolia	
	Bike Track Buffer	screen	Heteromeles arbutifolia Dodonaea spp. Hop Bush	
	low shrubs	Tayon Nandina domestica Heavenly Bamboo	Rapholepis indica Indian Hawthorne	
Primary Collector Roads	Primary Street Trees	Pistacia chinensis Chinese Pistache	Koeleruteria paniculata Goldenrain Tree	
	Secondary Tree Groupings	Arbutus menziesii Madrone	Rhus lancea African Sumac	
Ruth Avenue, Mavis Avenue, N/S Collector,	Primary Median Tree	Ginkgo biloba "Autumn Gold" Maidenhair Tree	Fagus sylvatica Beech	
	Accent Trees	Crataegus phaenopyrum Hawthorn	Cornus nuttallii Pacific Dogwood	
	Moore Road, Rural Zone	Roadside Shadetrees	Quercus lobata Valley Oak	Quercus chrysolepis Canyon Live Oak
Moore Road, Rural Zone	Understory Species	Ceanothus spp. Wild Lilac	Grevillea 'Noellii' NCN	
	Accents	Cercis occidentalis Western Redbud	Arbutus menziesii Madrone	
	Residential Collector Streets	Primary Street Tree	Quercus kelloggii California Black Oak	Zelkova serrata Sawleaf Zelkova
		Secondary Tree Groupings	Acer buergerianum Trident Maple	Ceratonia siliqua Carob tree
		Primary Median Tree	Tristania laurina NCN	Podocarpus spp. Yew, Fern Pine
Secondary Residential Streets	Accent Trees	Westringia rosmarinifolius Westringia	Olea Europaea Olive	
	Primary Street Tree	Acer rubrum Red Maple	Nyssa sylvatica Sour Gum	
	Secondary Tree Groupings	Rhus ovata Sugar Bush	Feljoa spp. Pineapple Guava	
Residential Alleyways	Accent Trees	Syringa spp. Lilac	Acacia baileyana Purpurea Purple Leaf Acacia	
	Primary Street Tree	Magnolia grandiflora Little Gem Dwarf Southern Magnolia	Acer palmatum Japanese Maple	
	Secondary Plant Groupings	Buddleja alternifolia Fountain Butterfly Bush	Teucrium fruticans Bush Germander	
Highway 65 Landscape Corridor	Accent Trees	Magnolia stellata Star Magnolia	Cotinus coggygria Smoke tree	
	Dominant Tree Species	Red Maple Acer rubrum "Flame Glow" White Alder	Chinese Pistache Pistacia chinensis Flowering Pear	
	Ground Covering	Ainus rhombifolia California redwood Sequoia sempervirens Maidenhair Tree	Pyrus calleryana Canyon Live Oak Quercus chrysolepis	
		Ginkgo biloba "Autumn Gold"		
		Manzanita Arctostaphylos spp. Trailing Lantana Lantana montevidensis	Point Reyes Ceanothus Ceanothus gloriosus California Poppy Eschscholzia californica	

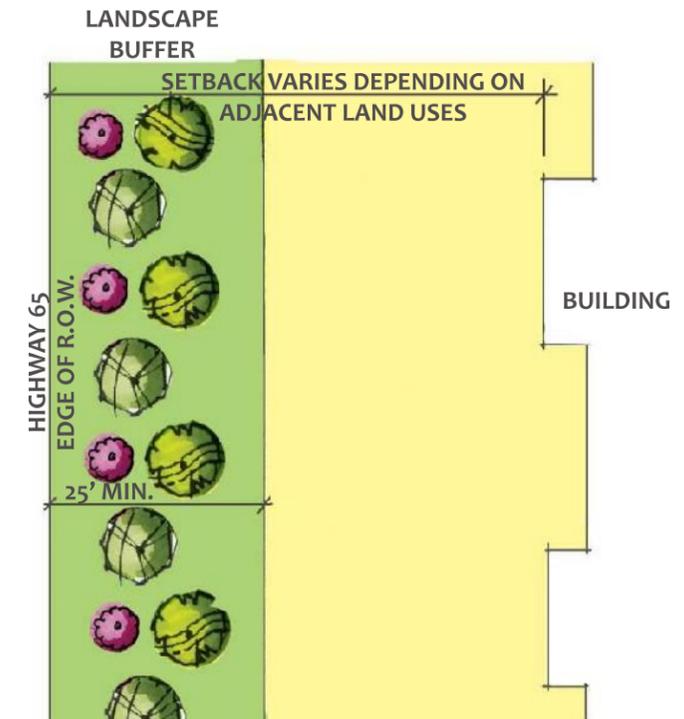
CHAPTER 7: AREA A1 AND A2 PLANNING LEVEL DETAIL



STREET TREE PLAN

Notes:

- Additional locations such as parks, buffers and shopping centers shall utilize the Master Commercial Plant List for Village 5 located in Chapter 6 of this document beginning on page 6-34.
- Please see landscape section Commercial Highway Buffer in Chapter 6 located on page 6-25 and below.
- A minimum setback of 86'-0" to 200'-0" is required between the right of way and the edge of building at Highway 65, depending on the adjacent land use. This setback may contain access roads, parking, and the landscape buffer. Within the landscape buffer Shopping Center Signage may be erected, see city ordinance for maximum height of any sign.
- Enhanced and textured paving are to be incorporated at key intersections, please see Chapter 6 of this document beginning on page 6-27 for these textured and colored examples.



Commercial Highway Landscape Corridor

Exhibit 7.9

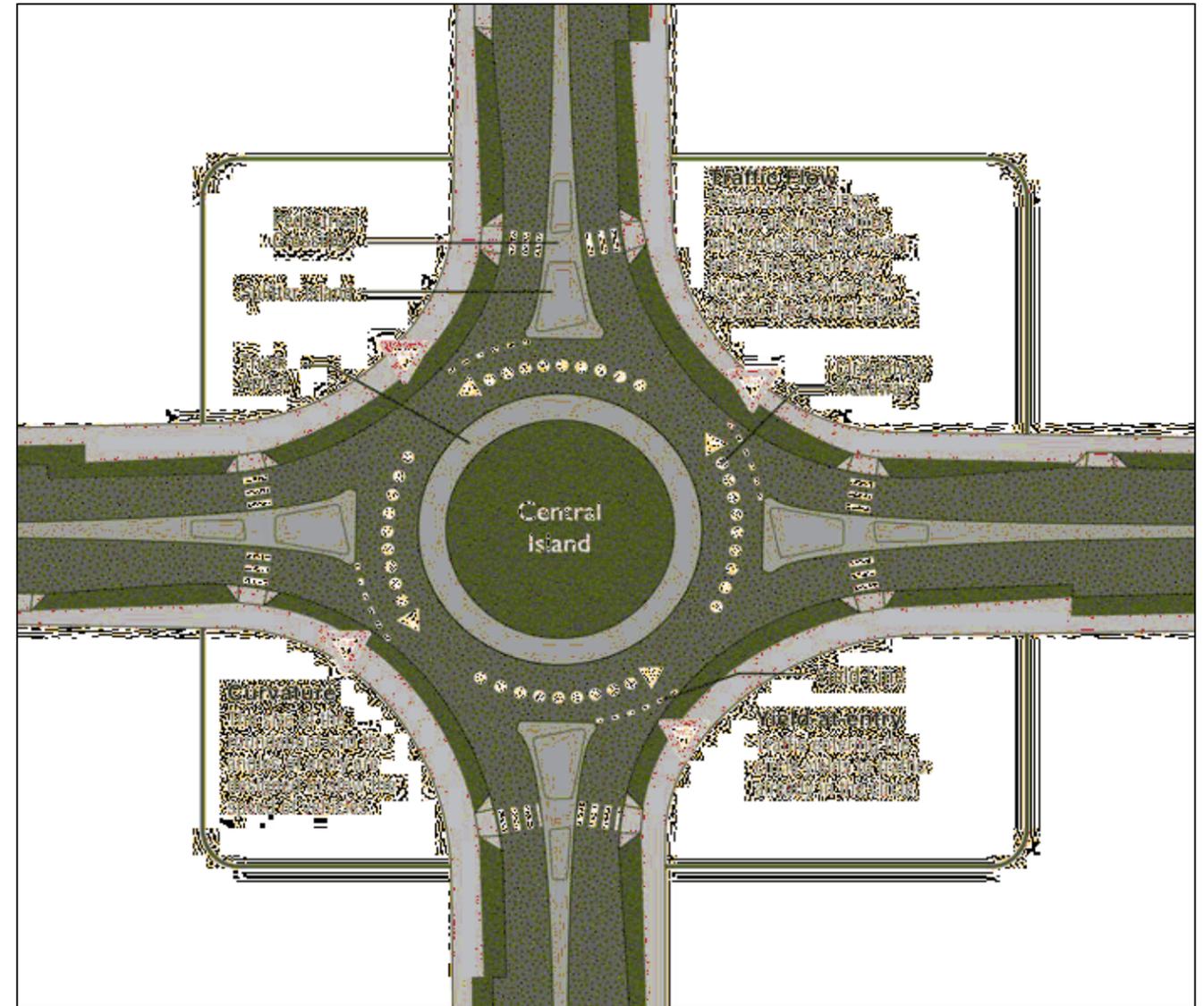
Roundabouts



Round-a-bout with decorative low wall and plantings



Round-a-bout with raised curb and plantings



Typical round-a-bout dimensions to be based on traffic study and city standards.

7.7 COMMUNITY SIGNAGE

Monumentation and neighborhood entry features shall be designed, at the tentative map phase, to embrace the characteristics of the vision and established quality standard for the Community. Substantial materials rooted from the area are desirable to highlight the cultural history of Lincoln. The various features should complement one another and be harmonious while maintaining hierarchical distinction. Landscaping shall be thoughtfully considered so as to enhance these community features and never block them.

● **PRIMARY GATEWAY MONUMENTATION**

Located at the intersection of Nelson Lane and Rachel Avenue, this grand feature will be the Gateway to Village 5 Area A1 and A2, and will be the largest scale monument feature. The focus directs residents and visitors along the signature street of the Village, which will immediately capture their attention in its feel and function.

● **SECONDARY COMMUNITY MONUMENTATION**

These intersections are located at Nelson Lane and Mavis Avenue and additionally at the intersection of the North/South Collector and Mavis Avenue. This secondary feature still draws significant importance and attention to the planning area and helps guide and set the tone for the community theme. This will be a step down in size but will have a strong vertical presence.

● **NEIGHBORHOOD MONUMENTATION**

Located at key entrances these features announce the arrival of each neighborhood while continuing the theming established. This monumentation will be scaled down to proportionately transition into the neighborhood scale.

● **FEATURE MONUMENTATION**

These special monuments are for the purposes of identifying each of the community amenities and feature elements. All Parks, and Recreation Facilities will have monuments, but these will be the smallest in the hierarchy.

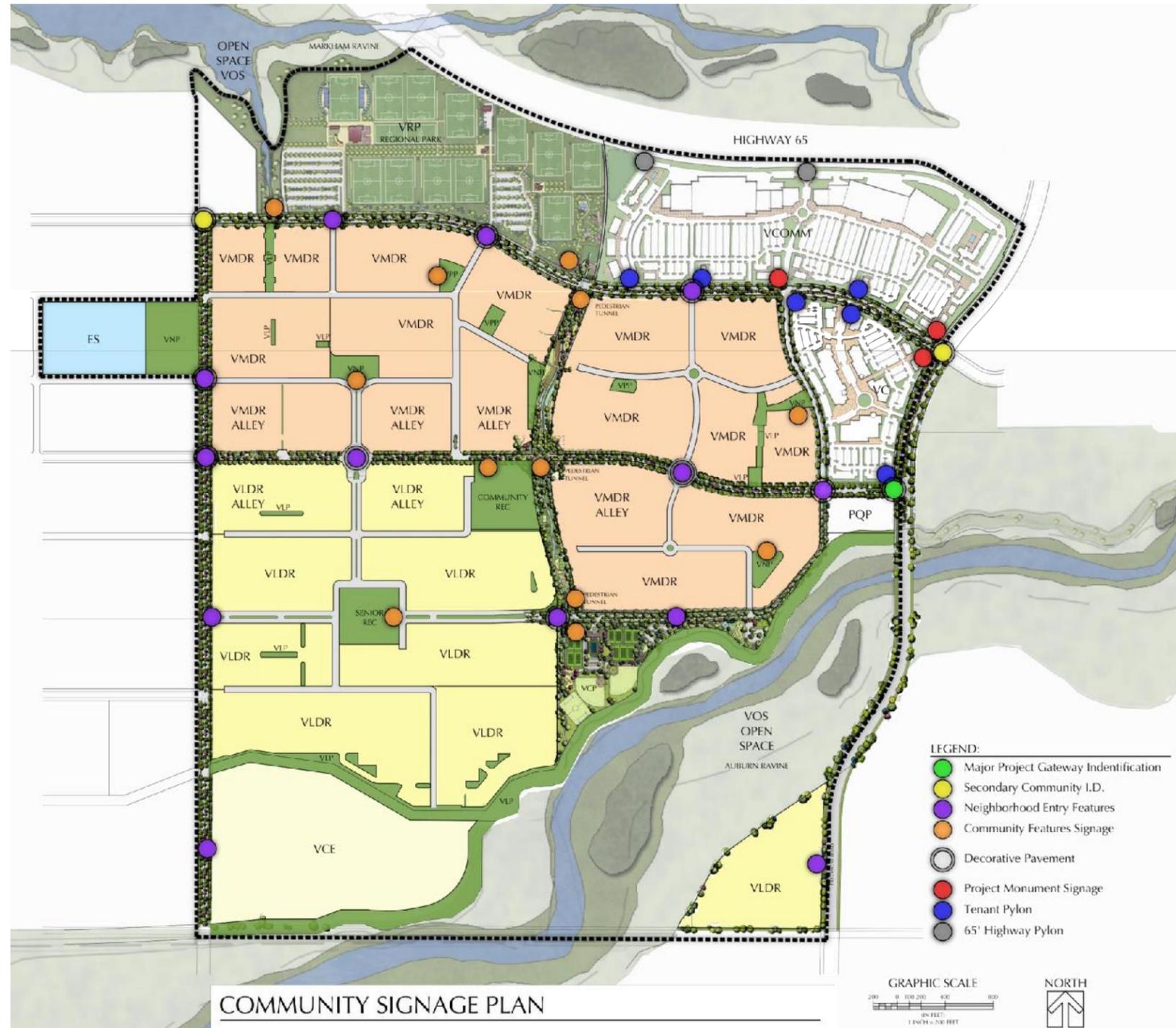


Exhibit 7.10
Village 5 GDP | 7-27

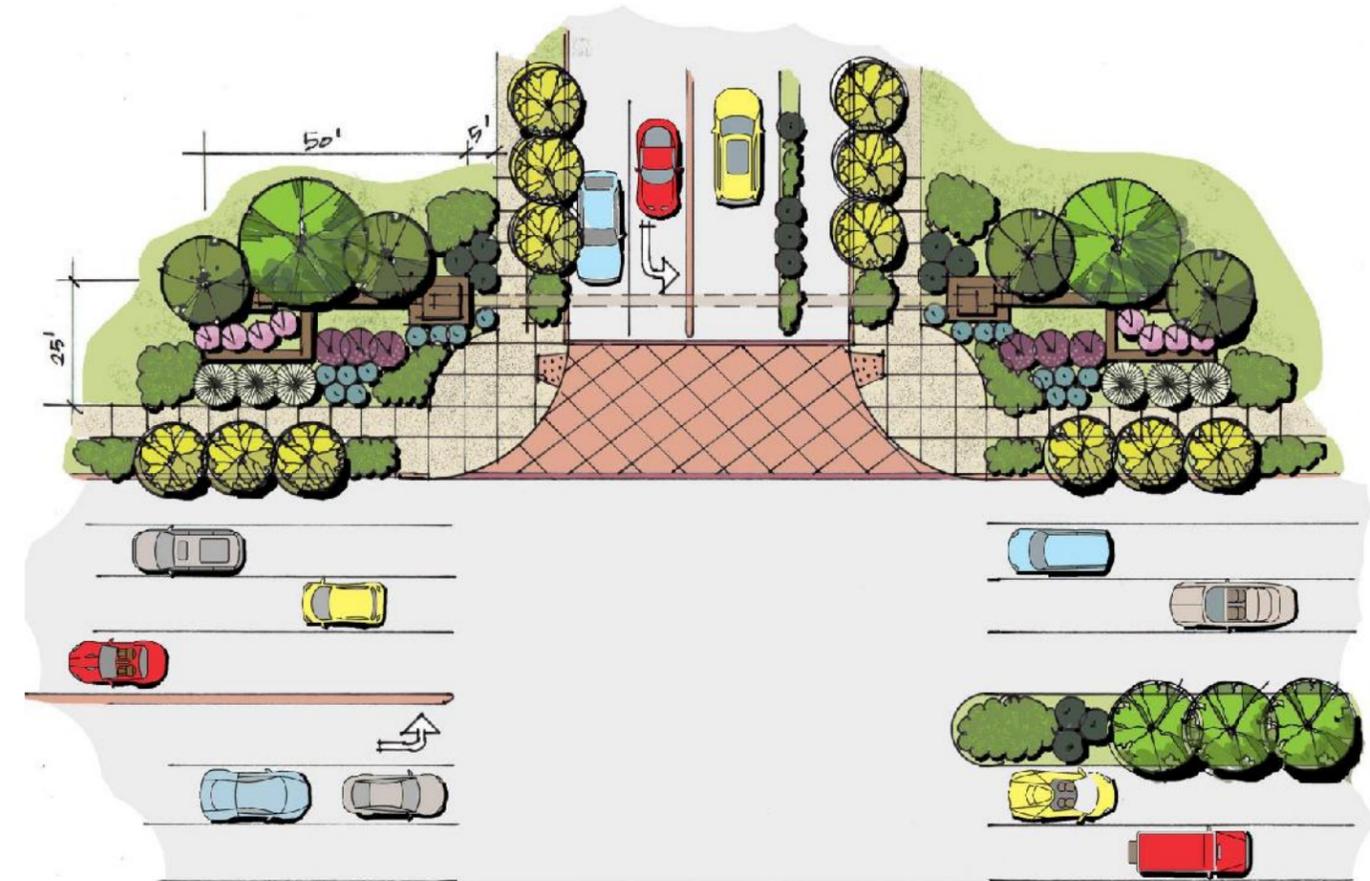
Primary Village Gateway Monumentation

The Gateway Monumentation should be the first indicator of the essence of the Village design. The inclusion of an overarching element whether being of metal or another composite material to express the design intent of the Village and make an impression about the location.



Village Gateway Design Concept

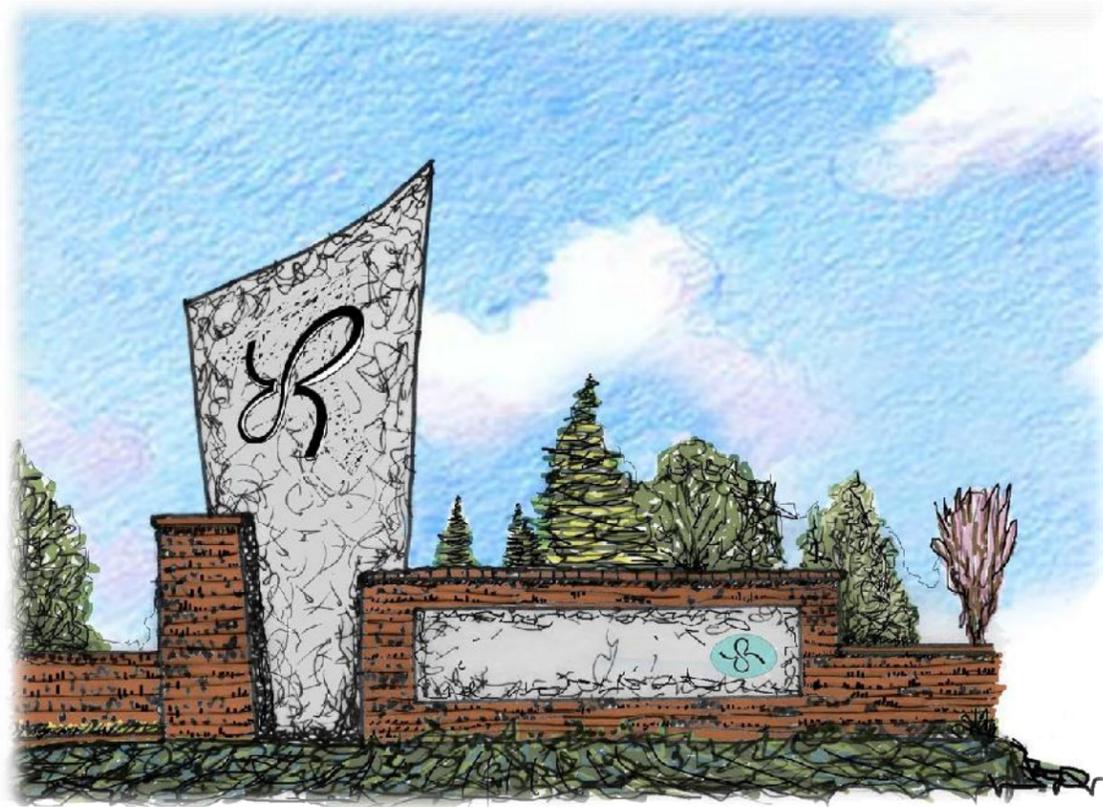
The Gateway landscape design at the intersection compliments the feature element by layering plant materials mixed with color and texture to clearly identify the main entrance to the Village. This intersection also highlights the pedestrian interaction by providing textured and colored paving.



Village Gateway Intersection Concept

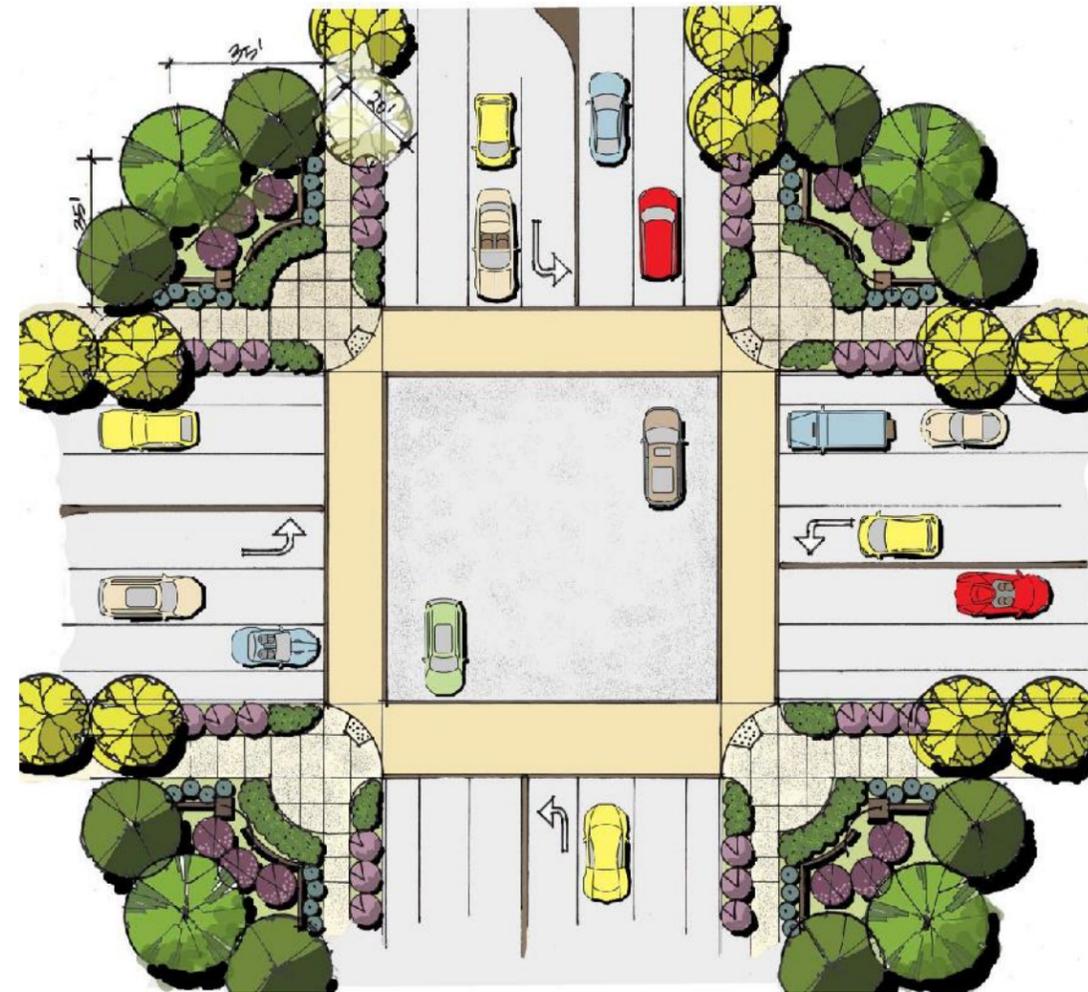
Secondary Community Monumentation

The Secondary Community Monumentation shall be scaled down from the Gateway and continue to establish the essence of the Area design theme. The scale of these monuments shall still be impressive and clearly visible identifiers as to the fact that they are in Village 5. The desire is to reinforce the history by utilizing materials indicative of the area, including brick from local industry and steel elements as a way to celebrate the railroad influence and importance on this geographical area.



Secondary Community Monumentation Concept

The secondary monumentation intersection is scaled appropriately with a back drop of dominant trees and accent trees. The foreground encompasses low shrubs and groundcover accented by traditional shrubs in a variety of colors and textures. Cross walks shall be enhanced with color and or texture.



Secondary Community Intersection Concept

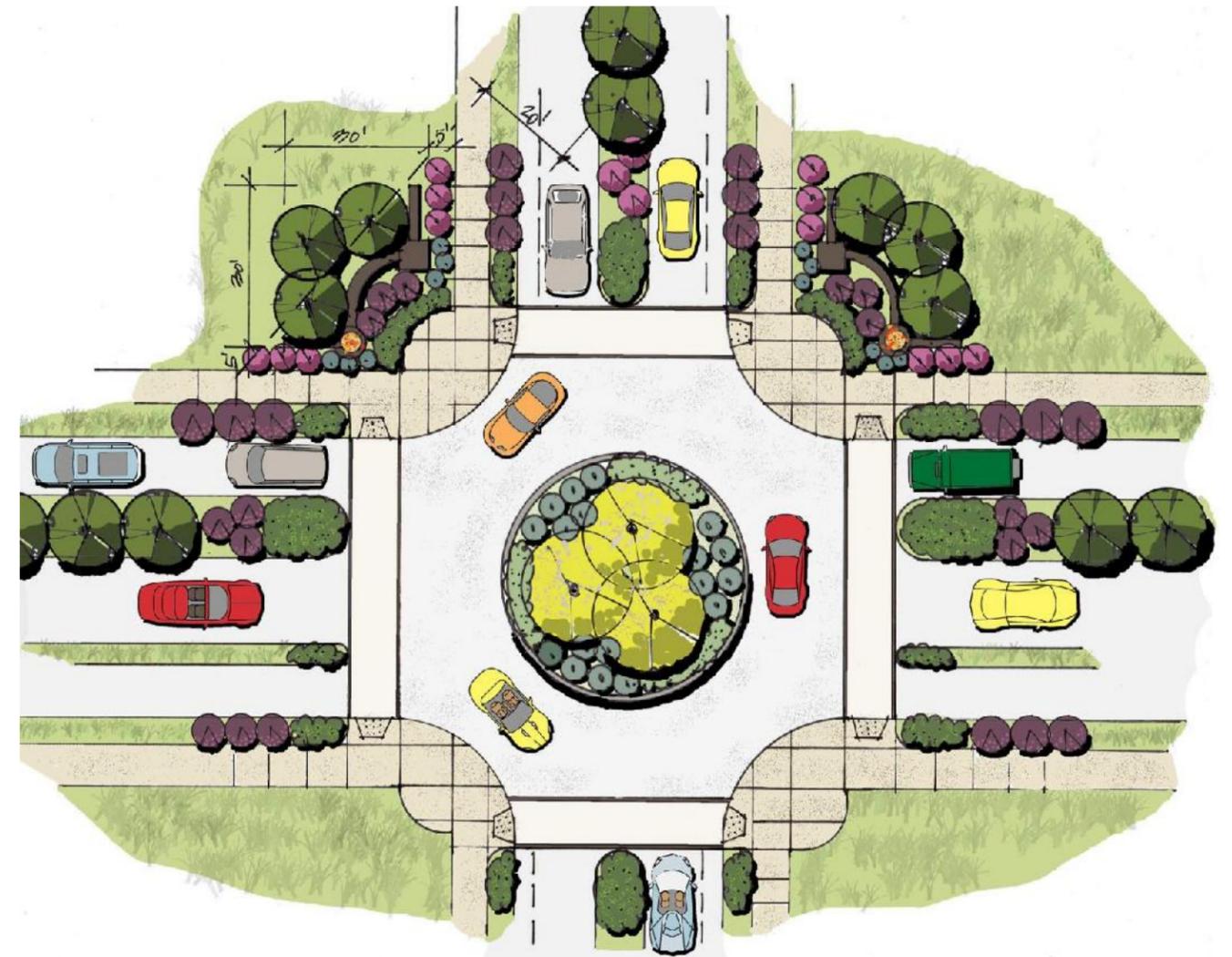
Neighborhood Monumentation

Neighborhood Monumentation is now coming down in size to a human scale while maintaining lettering sizes adequate for reading easily and prominently. The primary pilaster shall not exceed 7' in height and the light fixture would be at approximately 5' with the lower wall at approximately 3'. The clear influence of Gladding Mc Bean's heritage is evident in the use of clay pottery as planter elements and the accents of brick and bronze lettering.



Neighborhood Community Monumentation Concept

Neighborhood Monumentation intersections are enhanced with ornamental trees and a variety of colorful shrubs, annual flowers and ground cover scaled to match the entry feature shown. Cross walks shall be identified by traditional striped lanes.



Feature Monumentation

Feature Monumentation shall be located at key Area features, including parks and recreation facilities. The scale shall step down once again with the tallest pilasters being no more than 5' in height with featured planters on top and ample room for the signage.

Notes:

- All Monumentation features will be located, identified and dimensioned on the tentative map, clearly showing all adjacent right-of-ways, and paving as applicable.
- See page 7-24 for plan and section of a typical Primary Community Entry.
- All sign and monumentation elements will be in accordance with the current City of Lincoln Sign Ordinance.



Feature Monumentation Concept

Open Space Signage

Open Space Signage shall be placed so as to appropriately inform pedestrians and trail users about the rules and regulations for using and respecting the natural open space amenities afforded to them. Appropriate signage as required by the local agencies (similar to those shown) shall be provided at trail-heads and along the trail network as required.

Trail Head Signage



Open Space Signage

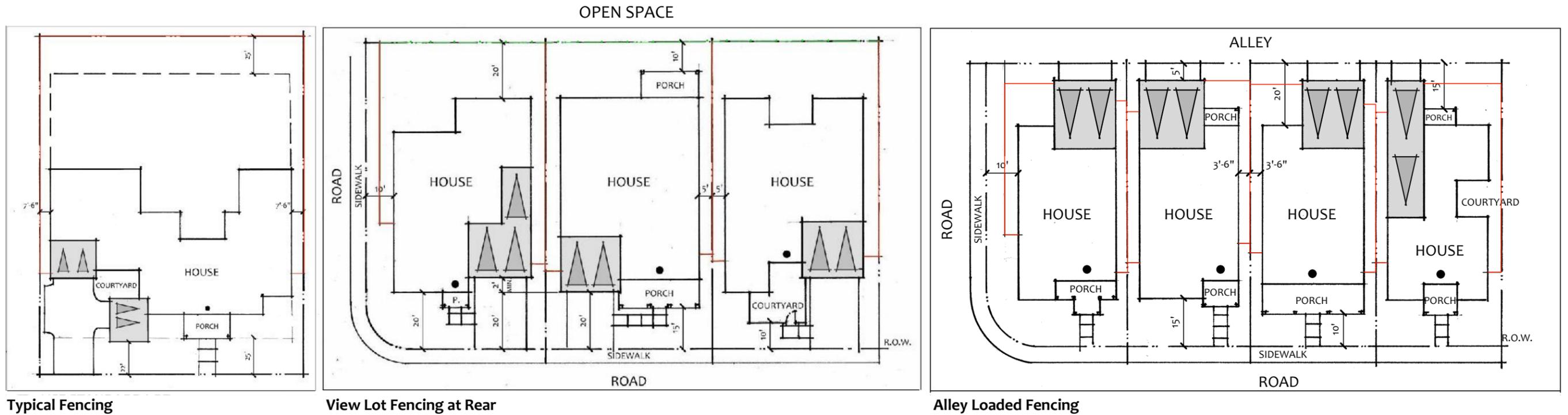


Exhibit 7.11

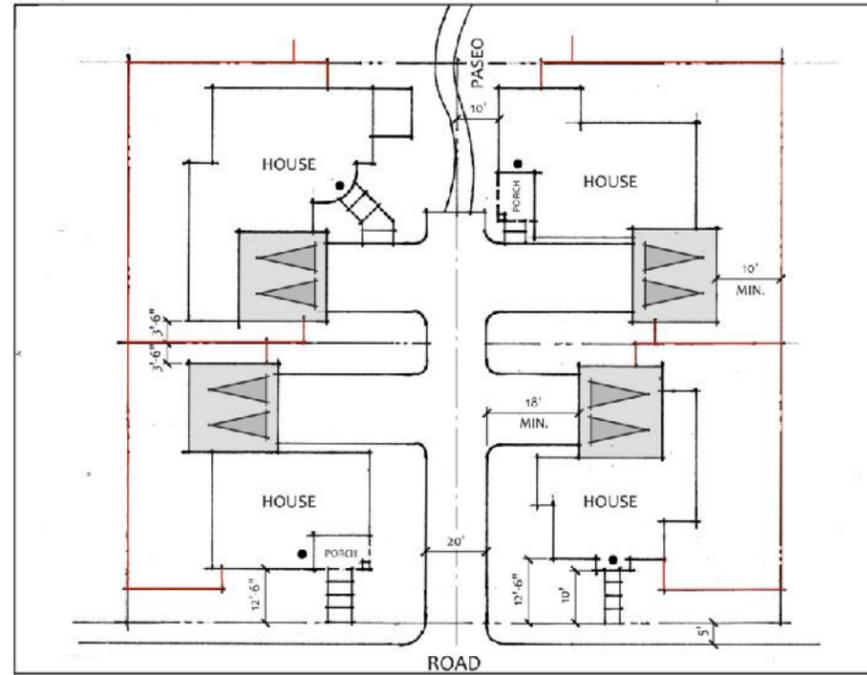
CHAPTER 7: AREA A1 AND A2 PLANNING LEVEL DETAIL

Residential Yard Fencing Guidelines

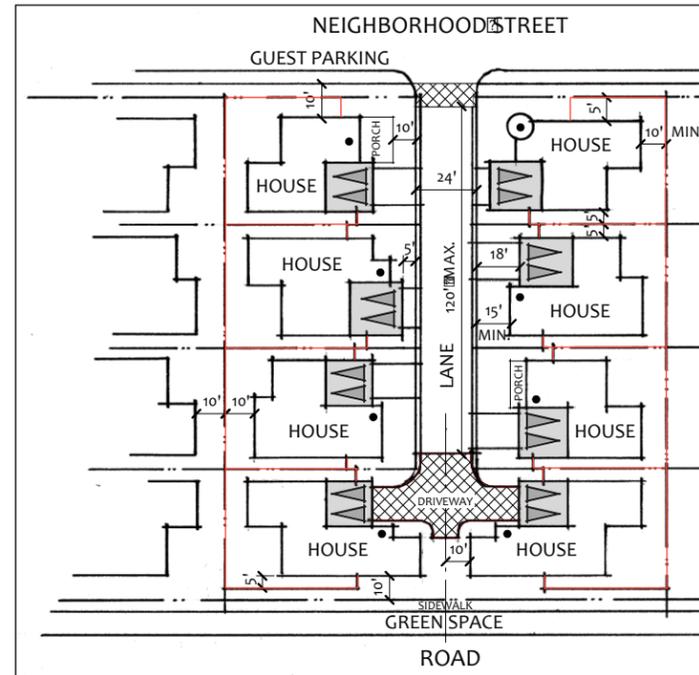
- Provide traditional good neighbor fencing at residences as shown with a red line.
- Provide open view fencing at rear yards that face open space as shown with a green line.
- Provide courtyard patio walls at high-density residential solutions as shown with a blue line.
- See examples below



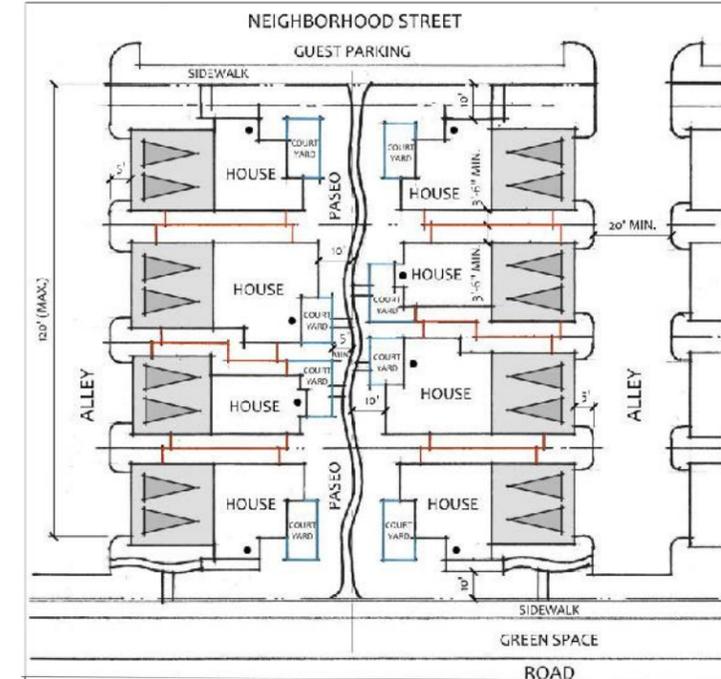
CHAPTER 7: AREA A1 AND A2 PLANNING LEVEL DETAIL



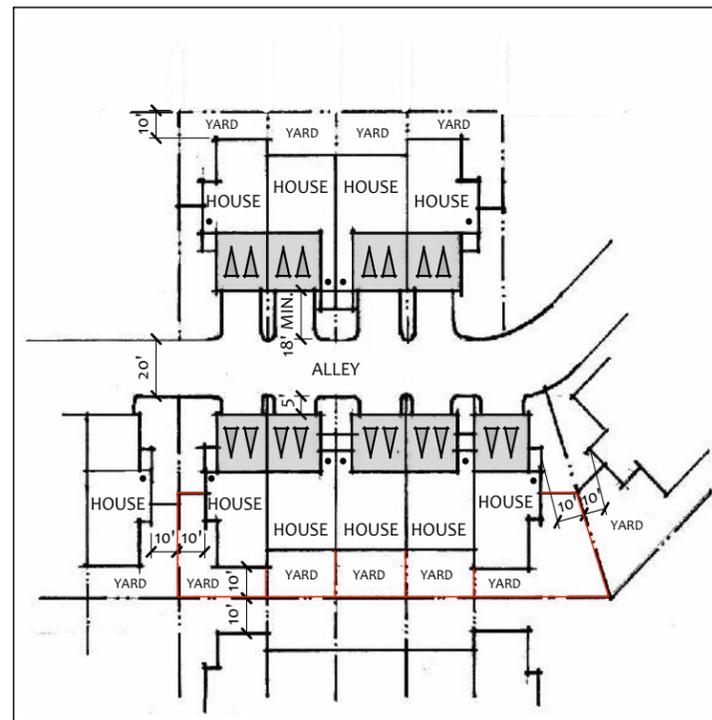
Typical Fencing at Cluster Homes



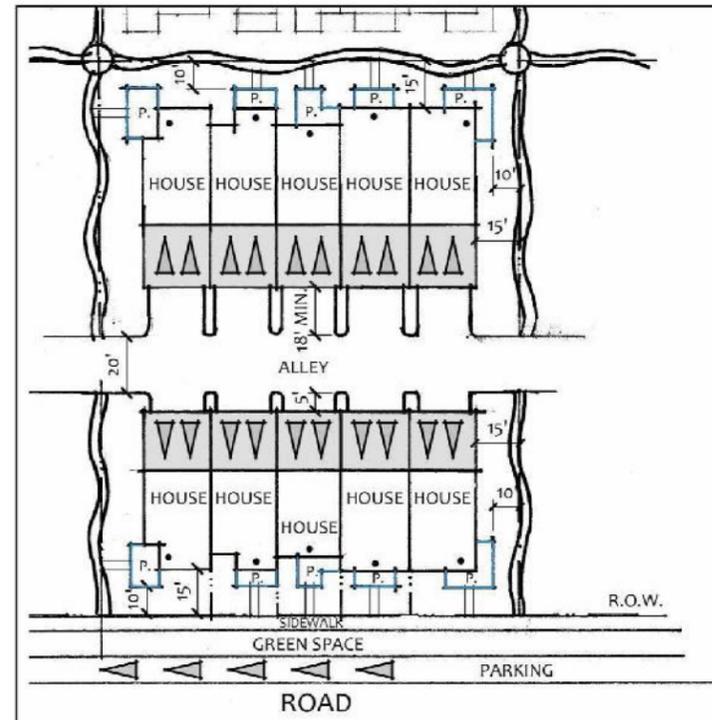
Typical Fencing Layout at Small Lots



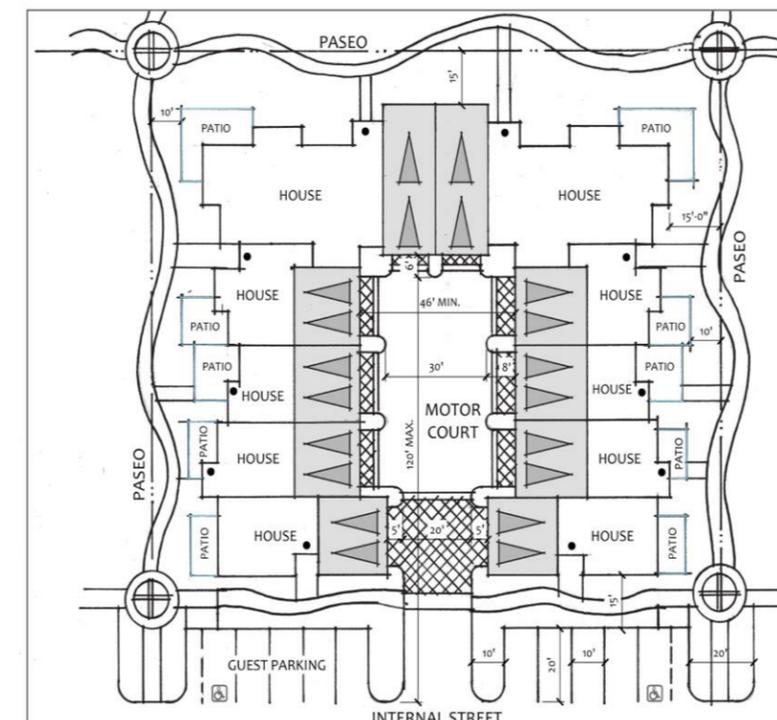
Fencing and Courtyard Layouts for Paseo Homes



Typical Fencing at Front Loaded Townhomes



Courtyard Patio Layouts at Rear Loaded Townhome



Courtyard Patio layouts at Condominiums

7.9 STREET LIGHTING

Street Lighting

Lighting is an essential element for any development. The most important element is for safety and secondarily aesthetic. An additional goal for this projects lighting is to provide attractive lighting with minimal contribution to light pollution. Each area will have different lighting needs. The Village Center will demand higher levels of light, while natural areas will require lower light levels.

- Lighting shall be thematic (see diagram on following page) with a rural feel to reflect the historic essence in the overall design.
- Fixtures shall be scaled appropriately for their specific location. Larger roadways will demand taller, dual fixtures and internal residential roads will be lower and have single fixtures and wider intervals as noted in our fixture diagram.
- Standard illumination requirements on roadways shall apply so that drivers can clearly see all road alignments, traffic control signage and any potential obstacles. Higher light levels are expected at any intersection or for unique interchanges.
- Street lighting shall conform to the City of Lincoln’s standards for roadway illumination for public streets.
- Spacing of all fixtures will be determined based on the type of street, or area use to insure a safety.
- Walkways, paseos and other pathways with public access shall be lit to provide safe passage, and minimize shadows. Bollard lighting may be utilized or extra lighting at steps, ramps or other potential obstacles that would benefit from additional lighting.
- Parking and vehicular areas should be consistent with the adjacent street fixtures and meet the City of Lincoln’s requirements for parking areas.
- The addition of decorative features such as seasonal banners along Mavis Avenue and flower baskets shall be incorporated along Rachel Avenue. Both elements will be utilized as appropriate at the Village Center.
- See below for proposed light standards and Chapter 6 for additional examples of lighting imagery.

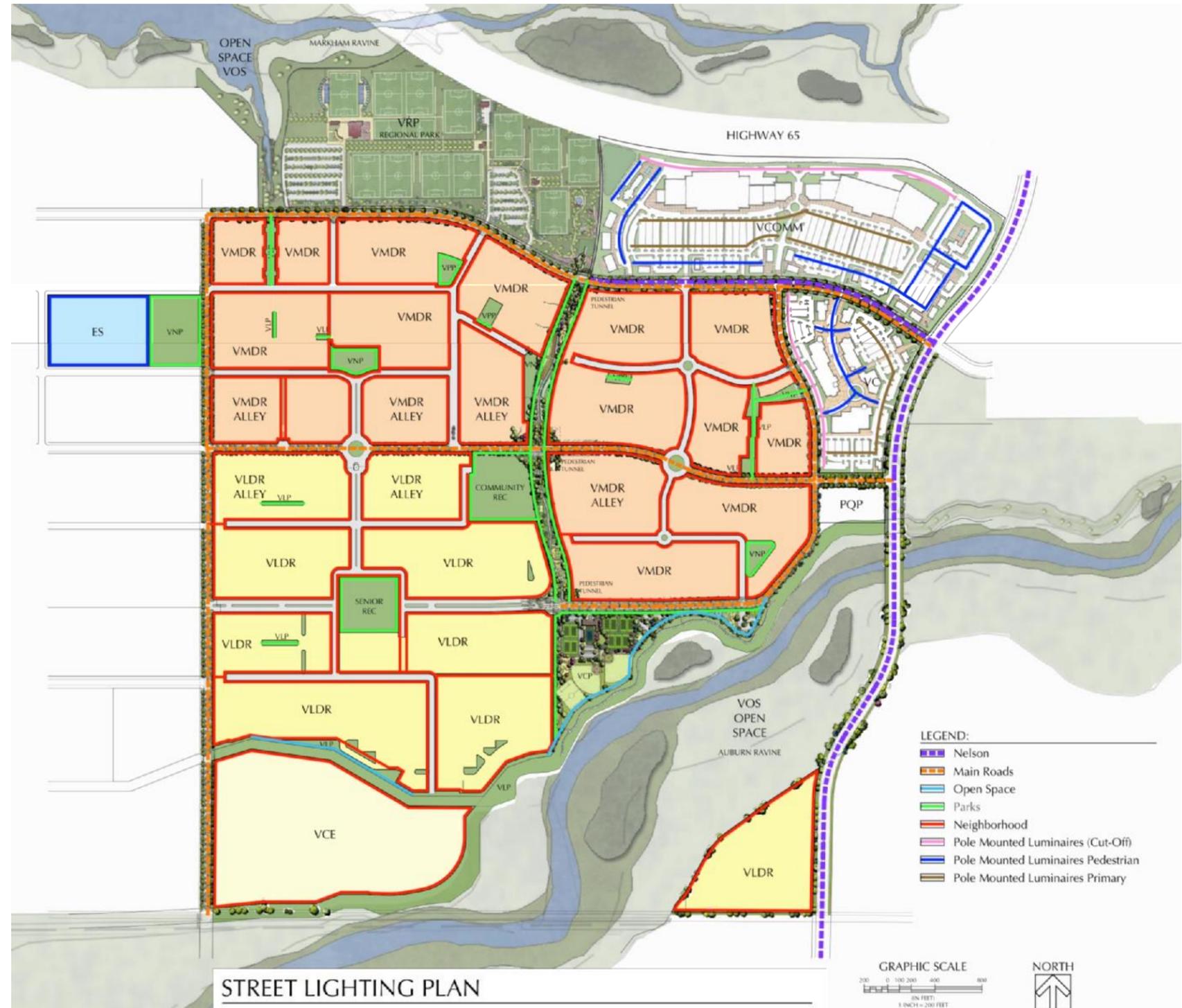
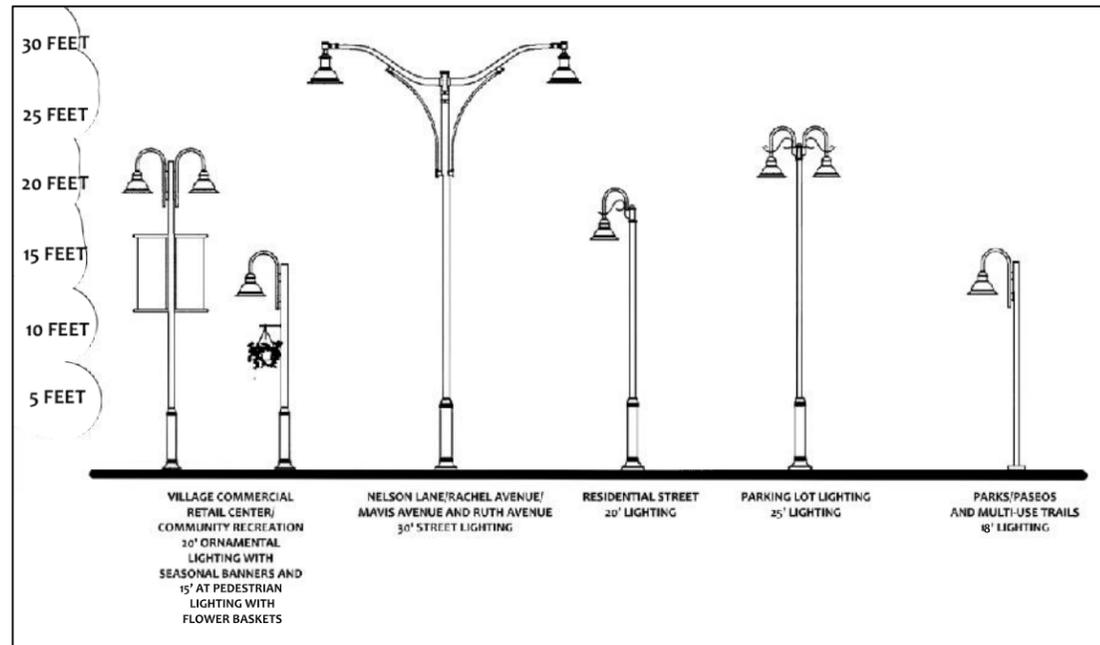


Exhibit 7.13
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Street Lighting Concept Designs and Designations



Proposed Lighting Standards

7.10 LANDSCAPE EDGES AT TRANSITIONS

Site Design and Landscape Design go hand in hand with creating a cohesive community. These design features shall be selected and located based on land uses and regional impacts such as wildlife habitats, riparian edges, views, and other local considerations such as soils, wind and water availability. Landscape transitions between formal and natural spaces shall be handled sensitively. Plant selections adjacent to open spaces shall be selected for minimizing fire risk by limiting understory plant heights, providing sufficient plant spacing, and plant selection.

Landscape Buffers to Open Space

- Landscape buffers between formal development and natural open space shall consist of native, drought tolerant species selected to create a gentle transition that is both attractive and cohesive.
- The native plantings shall be taken into account at each location to reinforce the existing adjacent aesthetic.
- The preservation of existing plant materials supplemented with new complimentary vegetation is the preferred model.

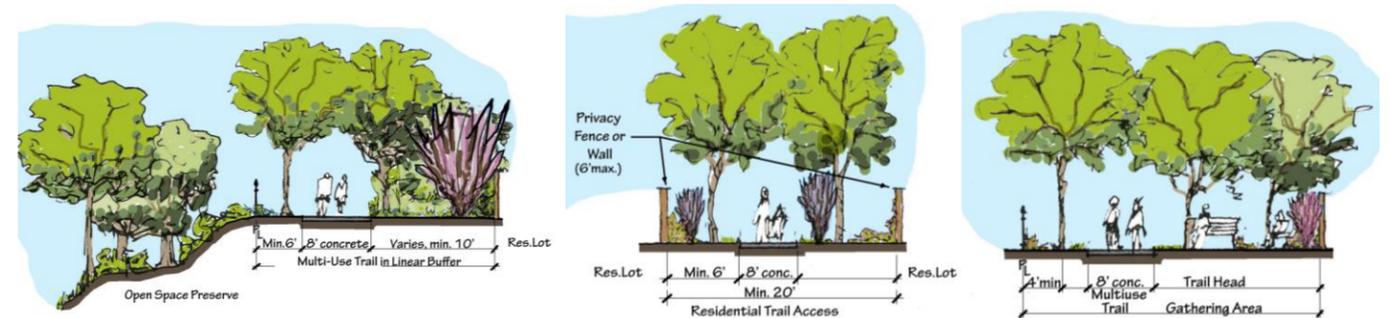
Landscape Edges Parks to Open Space

- It is common to find created active spaces, such as parks adjacent to open space. These opportunities are similar to buffers, however present additional influences to be considered.
- It is important to insure that the Open Space Trail System defines the edge between a formal park and the natural open space preserve. This trail defines the edge and minimizes conflicts.
- Parks can maintain a formal or informal design and are not limited in use, however it is advisable to consider the placement of physical structures so as not to negatively impact views or wild life or natural vegetation.

Landscape Section Vignettes



Section at Linear Park (at grade condition)



Sections at transitions between trails and open space, residential and open space and parks and open space.