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1.1 LANDSCAPE MASTER PLAN

The Placer Vineyards Specific Plan Area comprises approximately 5,230 acres. At build-out the project will create over 14,000 homes, introducing approximately 33,000 new residents to Placer County. The Placer Vineyards Landscape Master Plan (PVLMP) is intended to provide direction for the conceptual treatment of outdoor space and reinforce the vision and design goals set forth in the Placer Vineyards Specific Plan.

The following objectives, described in the Specific Plan, are intended to guide future growth within the area:

- Protect and enhance the highest quality natural features and resources of the site and provide transitional buffers sensitive to the character of adjacent uses.
- Establish a pedestrian-friendly community and access to a regional system of trails that link neighborhoods.
- Develop a series of districts with their own unique site identity with urban centers, neighborhoods, and community serving facilities.

A critical means of meeting the objectives described above is through the use of effective landscape design. This document strives to carry these objectives through the next stage of community development.
The Placer Vineyards Landscape Master Plan has been divided into several chapters. They are as follows:

Chapter 2  Introduction

This chapter defines the purpose of the document and the process by which the document should be applied to future development within the Placer Vineyards area.

Chapter 3  Image and Identity

This chapter summarizes the built and natural elements used in landscape design and describes the overall design concept for the Landscape Master Plan.

Chapter 4  Circulation Spaces

This chapter provides conceptual designs for the various street classifications, both in plan and profile. The landscape designs for this portion of the document are intended to establish a sense of continuity and hierarchy within the street system.

Chapter 5  Transitional Spaces

This chapter defines the various project gateways and provides possibilities for their design. The purpose of this chapter is to provide examples of how to unify these spaces with a common theme, while allowing flexibility in their ultimate design.
Chapter 6   Image Features

This chapter justifies the need to carry the project theme into the details, which include features such as signage, lighting, walls and fences. This section is intended to provide examples of these features and tie them to the overall theme. The landscape palette is also included in this section.

Chapter 7   Implementation

This chapter describes the measures required to implement the landscape designs described in the document and a strategy for their management. A procedure for making amendments is also included.

This landscape master plan has been designed to work in conjunction with the approved Placer Vineyards Specific Plan. Unless otherwise noted in the document, the designs and concepts introduced should be consistent with the Placer County Landscape Design Guidelines. Additional information regarding this document and its relationship to other approved documents is provided in Chapter 7 - Implementation.

This document is intentionally broad in scope in order to allow flexibility in its ultimate implementation. The plans, graphics, photos, and cross sections shown are conceptual. Prior to installation, improvement plans will be submitted which will include detailed landscape plans. These individual plans will be required to consider site specific needs and potentially a greater degree of grouping and diversity than what is depicted here. This Master Plan provides the framework for creating a landscape that is both unique and identifiable; one that ties the community together with a palette that is environmentally sound and thoughtfully designed.
2.1 PURPOSE

From childhood we gravitate toward nature, searching for places where we can experience the natural environment with all of our senses, seeing the rise and fall of a rolling stream, touching the bark of a hundred year old oak, listening to the predawn gobble of a turkey. There is something about the natural landscape that we hold onto, something that makes a lasting impression. Whether it be rolling grasslands or meandering streams or oak woodlands, these images often define our sense of place.

Landscape design is an important thread in the fabric of our communities. It establishes predictability and pattern, it creates interest and destination, and it connects us to the ecology of our surroundings. Most of us appreciate the landscape primarily on a subconscious level. Interaction with nature relaxes us and leaves us feeling comfortable and content. Good landscape design is not overlooked because it lacks importance, but because it is intentionally designed to do just that, subtly drawing natural systems into the built environment. Some of the best landscape design appears as though it wasn’t designed at all.

Walking along a landscape corridor or visiting the local neighborhood park is where the busy pace of our lives slows just a bit, where we allow ourselves to take a deep breath and relax. It is impossible to connect with someone while speeding along the highway on our way to work. The highway is designed to move people. These places are designed for the opposite effect. They encourage us to slow down and look each other in the eye, to connect and find commonalities. These places help shape the backdrop of what we define as a community.
In contrast, places that have traditionally been designed without clear thought given to landscape design are often perceived as sparse, cold, or uninviting. They discourage community interaction through their dependence on the automobile and don’t provide sufficient green space. They focus the community on walls and streets, or provide no focus at all. This Master Plan strives to avoid those types of pitfalls by guiding the design of the landscape in such a way that it expresses the value of the Placer Vineyards community.

The purpose of this Master Plan is to guide the creation of a setting that is aesthetically pleasing, environmentally considerate and valuable to future residents of the Placer Vineyards community, as well as the rest of the County. This Master Plan is intended as a guidebook, one that presents an overall vision for the landscape design, but also allows flexibility and creativity in the process of developing the land with consideration given to developer preferences in an ever changing market.

This document is intended to expand upon the design intent originally identified in the Placer Vineyards Specific Plan and provide further definition of the landscape character for this dynamic region of Placer County.
2.0 INTRODUCTION

2.2 PROCESS

If required by the County, this Landscape Master Plan shall be approved by the Board of Supervisors prior to the approval of the first Development Phase and Phasing Plan within any portion of the Specific Plan. The Landscape Master Plan is organized into three sections, separated by the functional purpose of the design. They are as follows:

- Circulation Spaces
- Transitional Spaces
- Image Features

These sections address the streetscape, landscape corridors, buffers, entries, landscape materials and other design features outlined in the Specific Plan. The design of parks, trails, and open space within the Specific Plan area is not addressed in this document.

The challenge of any Master Plan is to provide guidance, but at the same time, allow flexibility. This document is no exception. Generally the landscape within the Placer Vineyards Specific Plan area should be cohesive and integrated. At the same time, it should allow development interests to realize their own vision for design.

By creating a series of districts, the Specific Plan provides the structure for exactly that type of community. These districts will have their own urban centers, residential neighborhoods, and community facilities, and ultimately, will create their own identity. The Master Plan encourages this to occur, while at the same time, provides guidance for unifying the entire project area under a common design theme.
3.0 IMAGE AND IDENTITY

3.1 ELEMENTS

Just like an artist who reaches for a toolbox full of pencils and pens and paints, the landscape designer utilizes a wide range of elements, both built and natural, to communicate a design theme. The toolbox can be divided into various categories of trees, shrubs, groundcovers, and built elements. These elements are summarized below:

TREES

Specimen Trees

These are typically the largest trees found in the landscape. Their bold character and seasonal change often turns them into focal points in the design. Due to their size and age, these trees anchor the landscape with permanency. Incorporating large native oaks into the design, and working around existing oaks, gives the project a timeless quality. Preservation of existing trees requires special consideration. An arborist should be employed to assess candidate specimen trees and propose setback and care requirements in order to maximize the potential for survival. Tree preservation strategies shall adhere to the Placer County Landscape Design Guidelines and Placer County Tree Preservation Ordinance.

Accent trees

Because of their unique color and form, these trees add drama to the landscape. They often demonstrate seasonal changes and are used in areas where the designer wishes draw attention to a particular area, such as gateways and entries. Utilizing smaller trees with these characteristics can help scale a space to the user. Consistent with the Specific Plan, color and/or seasonal flowering are required with this type of tree.

Street Trees

True to their name, these trees lend identity to a particular street. They have the ability to flourish within the neighborhood, along planter strips, and in medians. They typically have
a spreading canopy which provides shade for pedestrians and automobiles. Street trees should be a minimum 24” box size.

Screen Trees

These trees have a dense growing character that restricts views through the canopy. They are generally used to hide unsightly elements, such as trash enclosures and walls, or to create a wide green backdrop to lower growing plant materials.

Shade Tree

These trees are characterized by a dense spreading canopy that maximizes shade. They are typically utilized in landscape design to control the heat island effect created by hardscape in areas such as parking lots and public gathering spaces. These trees tend to have clean habits and tame root systems.

SHRUBS

Accent Shrubs

These shrubs create visual interest at a smaller, more pedestrian scale than trees. Through color or seasonal change, they emphasize space and draw attention to architectural features, gateways and entries.

Facer and Filler Shrubs

Generally these elements are used to fill in, vertically and/or horizontally, the portion of the landscape left between accent shrubs and screen shrubs, creating a layering of materials. They add a pedestrian scale to the design and tie the theme together with consistency of color and texture.
Screen Shrubs

Functioning in the same manner as screen trees, these shrubs screen views of unsightly elements that are closer to the ground. They also provide a consistent, relatively solid background color to lower growing plant materials.

GROUNDCOVERS

Turf

Turf has a strong visual impact because of the way it emphasizes the ground plane. It also provides a pedestrian surface for field sports, residential yards and passive areas. Due to its water consumption habits, turf should be used sparingly in planter strips between the sidewalk and curb along thoroughfares, arterials, and collectors. Drought tolerant or water conserving groundcover species are encouraged instead within these areas.

Grasses

Grasses come in a wide variety of forms, colors, and textures. Repetition of this material in swathes creates the feeling of movement along the ground plane. More geometric patterns can establish a more formal design. Grasses native to the arid climate of California can create a transition to the built environment, while low lying grasses found in swales can be used in storm water devices.

Vines

The growing habit of vines introduces a very organic feel to the landscape. This plant material softens built elements such as columns and walls and provides color and shade to trellis features. Because they will grow both horizontally and vertically, this plant material is a versatile element in the toolbox of landscape design.
Perennials

Perennials spread out along the understory, covering the ground plane with splashes of seasonal color. The nature of their growing pattern discourages weed growth and can be used for stabilizing slopes.

Consistent with the Placer County Landscape Design Guidelines, all plant materials must be installed to current industry standards. Trees and shrubs should be selected with growth habits that do not cause damage to sidewalks, walls, utilities, fencing or other structures. All landscaping near fire hydrants and utility boxes shall provide sufficient clearance, and landscape design shall not interfere with views within the sight distance triangle.

Hardscape

Variation in hardscape imbues visual interest and pedestrian scale into a project. Hardscape comes in a variety of colors, textures, and forms, and consists of materials such as brick, stone, and concrete. The contrast of hardscape to asphalt reduces the visual impact of what could otherwise be cold and uninviting. These elements are often used for traffic calming and encourage pedestrian use over the automobile. Hardscape should be considered for areas of difficult or costly maintenance, including narrowed portions of medians, and where maintenance might require traffic control.

BUILT ELEMENTS

Built elements include benches, bike racks, public art, trash cans, transit shelters and other features. The choice of materials used for these, and their placement in relation to trees, shrubs, and groundcovers, is a critical component of the landscape design.

Benches and Seating

Public seating creates comfortable spaces for relaxation that invite pedestrian use. Orientation of these elements should consider views, shading and access. The design should
encourage sitting and not lying down. Benches should be constructed of high quality materials that emphasize durability, aesthetics and comfort.

Bike Racks

Bike racks can serve a dual purpose by providing functionality alongside distinctive artistic design. These elements should be provided at all major pedestrian destinations. They should be located so that bikes do not block walkways or restrict pedestrian circulation. Bike racks should be well anchored to the ground and designed from materials that match other site furnishings.

Public Art

Public art has the unique ability to unify a project and strengthen community identity. Design and orientation should consider public space and visibility for both pedestrians and vehicles. These features should be considered in public gathering spaces and along pedestrian corridors. The scale and design should match the space they inhabit. Public art should be accessible to all users and not compromise a clear path of travel.

Trash Cans

Trash cans should be located with convenience in mind and encourage community use. They should also consider ongoing maintenance programs. They should be located near all activity generators such as commercial uses and transit stops. Design should utilize materials, colors and finishes that match the other site furnishings within the community.

Transit Shelters

Transit shelters that are clean and comfortable encourage pedestrian use. These elements can often have an artistic flare and act as a focal point along the street. These features shall be sited based on Placer County standards and commercial advertising is discouraged. Transit shelters should have a unique community design that is aesthetically pleasing and identifiable. Colors and materials for these community elements should blend with other site furnishings found within the project area.
The following are examples of built elements:
3.0 IMAGE AND IDENTITY
3.0 IMAGE AND IDENTITY

3.2 THEME

Ecology in Tension.

An ecotone is the edge between two different types of natural communities, a transition zone. The beach is a prime example, where the terrestrial habitat comes in contact with the aquatic one. Some ecotones are blended and difficult to determine, while others are much more distinct. The physical appearance of different plant species is often indicative of an ecotone. The difference between the Dry Creek riparian corridor and the flat grasslands surrounding it is a visual example. Although they are not all so evident, ecotones are an essential component of a healthy environment.

The word itself is intended to describe ecology in tension. Both habitat types have their own requirements for life. Where they overlap, species from each habitat compete, and this competition forms an edge. These areas exist within a state of flux and are constantly changing, like the slow migration of a watercourse over time.

Art and design understands the importance of tension. Contrast, after all, supports meaning. A canvas painted solid red has no tension, and arguably, no meaning. A canvas that is half red and half black creates tension. Visually we recognize contrast as competition, and find it interesting. The same holds true for landscape design. A palette made up of a single color has no tension. A palette of two colors creates tension, and consequently, visual interest. The same principle can be applied to shapes in the landscape. Tall upright trees in the midst of a long flat vista creates effective tension. Careful placement of tension within the landscape helps to define important focal points within a community.
The Placer Vineyards Specific Plan area exists within the ecotone of the Sierra Nevada foothills and the Central Valley. As a result of its location, the eastern portion of the site geology originates from Sierra granitic and metamorphic rock, while the western portion is Alluvium. There are also ecotones within the site on a more microcosmic level. The most visually apparent ecotone within the project boundary is the edge between the Dry Creek riparian corridor and the flat grasslands surrounding it.

Whether it is walking the beach or hiking the edge of a treeline, we are drawn to these areas. In most cases the stronger the contrast, the greater the attraction. Places like the Grand Canyon and Niagara Falls are examples of this magnificent contrast. There is also an historical precedent for this attraction. Predators can take advantage of not just one habitat type, but two. It is common to have an increase in the number of species within an ecotone. These edges are typically rich in game, and proximity to game often determined where ancient societies took up residence. Historically, the ecotone is where communities began.

There are several different habitat types that exist within the project site; wetland, upland, grassland, agriculture, oak woodland, oak savanna, and riparian. Each of the transition zones between these habitats creates an ecotone. Whether it be from a natural, cultural, or historical perspective, these systems recognize the importance of the ecotone.

The theme of this Landscape Master Plan is to highlight the ecotone and encourage the design of meaningful contrasts.
4.0 CIRCULATION SPACES

Being a transit friendly community means that the Specific Plan area has established a wide range of transportation options for future residents of Placer County. In addition to the vehicle, Placer Vineyards promotes the use of alternative modes. Residents will be able to walk and bike throughout the community, by connecting to an extensive system that links schools, parks, open space and commercial centers. The project also accommodates future plans for a bus rapid transit (BRT) system along Watt Avenue. There are over 30 miles of Class 1 trails proposed within the Specific Plan area. Class 1 and Class 2 bike routes will be provided along major roadways, with on-street travel available on the internal street system. Many future residents will make use of these circulation alternatives.

Despite the variety of options available, most residents will still connect with their community from the vantage point of the automobile. That said, it is critically important to define the landscape character of streets within the plan area so as to establish a sense of continuity and consistency.
Imagine a street system with oversized travel lanes, devoid of street trees and median landscaping, with no variation in the hardscape, with a narrow sidewalk sandwiched between a curb and a soundwall and nothing to draw the vast expanse of concrete and asphalt down to a pedestrian scale. These types of streets can be found in a number of locations, and the roadway speeds and lack of pedestrian involvement are indications of how ineffective these designs can be. Travel along these roadways lacks variation and character, has little or no visual appeal, is hot in summer and cold in the winter, and has no identity aside from its connection to other roadways just like it.

Contrast that with a roadway system where the travel lanes are minimized, where the pavement is shaded by street trees and softened by generous landscape setbacks. These streets are specifically designed with the travel experience in mind, one that is punctuated by unique views of the community. They include site furnishings that are co-ordinated by color and material and work together with the plant palette. These types of streets create interest through the use of hardscape design and paving pattern. They encourage pedestrian interaction by providing a system of meandering sidewalks that feel safe because they are separated from the street by sufficient landscaping. These streets have been designed with an individual character that provides visual cues for direction and location within the community.
The contrast between the two types of streets described above emphasizes the importance of good landscape design along roadways. The Placer Vineyards Specific Plan has ascribed to the second model, one that will ultimately transform the streetscape into a community wide amenity.

Design of this system requires careful consideration of a number of issues, including vehicular speeds, landscape materials, water demands, sight views, growth rates, shading capacity, and multi-modal safety. The following section outlines plant materials and design criteria for establishing a consistent and unifying theme for project streets.

The following street sections are consistent with the approved Specific Plan. Where the dimensions for landscape planter strips varies, refer to that document for all minimum requirements and applicable details. The planting density shown on the following street sections is considered schematic. Review and modification of the planting palette and density will be conducted by the County during each applicable phase of improvement plans. Individual developers are encouraged to consult with Placer County prior to production of detailed landscape plans.
4.1 THOROUGHFARE - BASE LINE ROAD

Thoroughfare design within the Placer Vineyards community is intended to carry heavy volumes with limited delay. Project thoroughfares include Watt Avenue and Base Line Road. Both streets provide three travel lanes in each direction, along with dedicated Class II bike lanes. Medians will be 14' wide, allowing for a significant planting design. Base Line Road has a 50' landscape right of way adjacent to the curb. Depending on the results of future noise studies, these treatments may be required to provide some type of sound attenuation.
4.0 CIRCULATION SPACES

**STREET TREE**

<table>
<thead>
<tr>
<th>Tree Type</th>
<th>Species</th>
<th>Placement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liriodendron tulipifera</td>
<td>Tulip Tree</td>
<td>Linear 30' O.C.</td>
</tr>
</tbody>
</table>

**MEDIAN TREE**

<table>
<thead>
<tr>
<th>Tree Type</th>
<th>Species</th>
<th>Placement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liriodendron tulipifera</td>
<td>Tulip Tree</td>
<td>Linear 30' O.C.</td>
</tr>
</tbody>
</table>

**SUBORDINATE TREE**

<table>
<thead>
<tr>
<th>Tree Type</th>
<th>Species</th>
<th>Placement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cedrus deodara</td>
<td>70% Deodar Cedar</td>
<td>Irregular 25'-50' O.C.</td>
</tr>
<tr>
<td>Platanus racemosa</td>
<td>30% California Sycamore</td>
<td>Irregular 25'-50' O.C.</td>
</tr>
</tbody>
</table>

**ACCENT TREE**

<table>
<thead>
<tr>
<th>Tree Type</th>
<th>Species</th>
<th>Placement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chitalpa x tashkentensis 'Pink Dawn'</td>
<td>Pink Dawn Chitalpa</td>
<td>Irregular 10'-25' O.C.</td>
</tr>
</tbody>
</table>

**Note:** landscape designs are conceptual, refer to Figure 6.6 for additional plant material options.

**Legend:**

- Street Light
- Subordinate Tree
- Meandering Sidewalk
- Median Tree
- Turf and or Ground Cover
- Street Tree
- Accent Tree
- Understory Planting

**Figure 4.1**

PLACER VINEYARDS Landscape Master Plan

4-5
4.0 CIRCULATION SPACES

4.2 THOROUGHFARE - BASE LINE ROAD, AT OPEN SPACE
4.0 CIRCULATION SPACES

<table>
<thead>
<tr>
<th>STREET TREE</th>
<th>Quercus macrocarpa</th>
<th>Irregular</th>
<th>30’ O.C.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Burr Oak</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MEDIAN TREE</td>
<td>Liriodendron tulipifera</td>
<td>Linear</td>
<td>30’ O.C.</td>
</tr>
<tr>
<td></td>
<td>Tulip Tree</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ACCENT TREE</td>
<td>Chitalpa x tashkentensis ‘Pink Dawn’</td>
<td>Irregular</td>
<td>10’-25’ O.C.</td>
</tr>
<tr>
<td></td>
<td>Pink Dawn Chitalpa</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SUBORDINATE TREE</td>
<td>Quercus douglasii 50%</td>
<td>Irregular</td>
<td>25’-50’ O.C.</td>
</tr>
<tr>
<td></td>
<td>Blue Oak</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Quercus wislizeni 40%</td>
<td>Irregular</td>
<td>25’-50’ O.C.</td>
</tr>
<tr>
<td></td>
<td>Interior Live Oak</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Populus fremontii 10%</td>
<td>Irregular</td>
<td>25’-50’ O.C.</td>
</tr>
<tr>
<td></td>
<td>Western Cottonwood</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Open Space
Subordinate Tree
Meandering Sidewalk
Street Light
Median Tree
Turf and or Ground Cover
Street Tree
Accent Tree
Understory Planting

BASE LINE ROAD

note: landscape designs are conceptual, refer to Figure 6.6 for additional plant material options.
4.3 THOROUGHFARE - WATT AVENUE
<table>
<thead>
<tr>
<th></th>
<th>STREET TREE</th>
<th>Subordinate Tree</th>
<th>SUBORDINATE TREE</th>
<th>Irregular</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEDIAN TREE</td>
<td><em>Quercus rubra</em> Northern Red Oak</td>
<td>Staggered 30’ O.C.</td>
<td><em>Pinus elliottii</em> 70%</td>
<td>25’-50’ O.C.</td>
</tr>
<tr>
<td>Street Light</td>
<td></td>
<td></td>
<td><em>Aesculus x carnea</em> 30% Red Horsechestnut</td>
<td>Irregular</td>
</tr>
<tr>
<td>Median Tree</td>
<td></td>
<td></td>
<td></td>
<td>25’-50’ O.C.</td>
</tr>
<tr>
<td>Street Light</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Subordinate Tree</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Turf and or Ground</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ground Cover</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accent Tree</td>
<td></td>
<td></td>
<td><em>Cotinus coggyria</em> Smoketree</td>
<td>Irregular</td>
</tr>
<tr>
<td>Accent Tree</td>
<td></td>
<td></td>
<td></td>
<td>10’-15’ O.C.</td>
</tr>
</tbody>
</table>

*note: landscape designs are conceptual, refer to Figure 6.6 for additional plant material options.*

**FIGURE 4.3**

PLACER VINEYARDS Landscape Master Plan
4.0 CIRCULATION SPACES

4.4 COMMERCIAL - A STREET

Commercial streets are intended to provide access to commercial, business park, power center and town center areas of the project. These streets provide two lanes of travel in either direction, with no Class II bike lanes. Medians are 20' wide within this section. Landscape setbacks vary depending on adjacent uses. Where the street abuts Low and Medium Density Residential uses, the 10' landscape setback consists of a 6' landscape strip and 4' separated walk. Where this street abuts High Density Residential a 14' landscape setback is provided, consisting of an 8' landscape strip and 6' separated walk.
4.0 CIRCULATION SPACES

<table>
<thead>
<tr>
<th>STREET TREE</th>
<th></th>
<th>MEDIAN TREE</th>
<th></th>
<th>ACCENT TREE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Planting</strong></td>
<td>Tilia cordata ‘Greenspire’ Greenspire Linden</td>
<td>Tilia cordata ‘Greenspire’ Greenspire Linden</td>
<td>Lagerstroemia indica ‘Watermelon red’ Watermelon Red Crape Myrtle</td>
<td></td>
</tr>
<tr>
<td><strong>Understory</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Median Tree</strong></td>
<td>Linear 25’ O.C.</td>
<td>Staggered 25’ O.C.</td>
<td>Clustered 15’ O.C.</td>
<td></td>
</tr>
<tr>
<td><strong>Street Tree</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Accent Tree</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: landscape designs are conceptual, refer to Figure 6.6 for additional plant material options.
4.0 CIRCULATION SPACES

4.5 MAJOR ARTERIAL - DYER LANE, ADJACENT TO PRESERVED OAKS

Major arterial streets are designed to accommodate high volumes with limited numbers of controlled intersections. These streets provide two lanes of travel in either direction with a 14’ median separating them. Class II bike lanes are also included within this pavement section. A 35’ landscape setback is provided on one side of the roadway where an 8’ Class I bike path resides. An expanded oak tree preservation corridor has been provided on the other side. Existing Dyer Road will be modified to a Class 1 bike path with striping for pedestrian and bike use.
note: landscape designs are conceptual, refer to Figure 6.6 for additional plant material options.
4.0  CIRCULATION SPACES

4.6  MAJOR ARTERIAL - DYER LANE, NOT ADJACENT TO PRESERVED OAKS, EAST OF 16TH STREET

Major arterial streets are designed to accommodate high volumes with limited numbers of controlled intersections. These streets provide two lanes of travel in either direction with a 14' median separating them. Class II bike lanes are also included within this pavement section. A 35' landscape setback is provided on both sides of the roadway, with an 8' Class I bike path included along the length.
### CIRCULATION SPACES

<table>
<thead>
<tr>
<th>STREET TREE</th>
<th>MEDIAN TREE</th>
<th>SUBORDINATE TREE</th>
<th>ACCENT TREE</th>
</tr>
</thead>
</table>
| Ulmus parvifolia ‘Drake’  
‘Drake’ Chinese Elm | Ulmus parvifolia ‘Drake’  
‘Drake’ Chinese Elm | Laurus nobilis 70%  
Sweet Bay | Lagerstroemia indica catawba  
Catawba Crape Myrtle |
| Linear 25’ O.C. | Linear 25’ O.C. | Irregular 15’-40’ O.C. | Irregular 20’-40’ O.C. |

**Note:** landscape designs are conceptual, refer to Figure 6.6 for additional plant material options.

**Relevant Image:**
- Dyer Lane
- Street Light
- Understory Planting

**Plant Information:**
- **Subordinate Tree:** Sweet Bay (Laurus nobilis), 15’-40’ O.C.
- **Median Tree:** Hawthorn (Crataegus spp.), 20’-40’ O.C.
- **Accent Tree:** Catawba Crape Myrtle (Lagerstroemia indica), 10’-25’ O.C.

**Additional Text:**
- Linum
- O.C.

**Diagram:**
- Street Tree
- Median Tree
- Accent Tree
- Understory Planting

**Image Credits:**
- Placer Vineyards Landscape Master Plan

**Figure Reference:**
- Figure 4.6
4.7 MAJOR ARTERIAL - DYER LANE, NOT ADJACENT TO PRESERVED OAKS, WEST OF 16TH STREET

Major arterial streets are designed to accommodate high volumes with limited numbers of controlled intersections. These streets provide two lanes of travel in either direction with a 14’ median separating them. Class II bike lanes are also included within this pavement section. A 35’ landscape setback is provided on both sides of the roadway, with an 8’ Class I bike path included along the length.
### 4.0 CIRCULATION SPACES

#### FIGURE 4.7

Note: landscape designs are conceptual, refer to Figure 6.6 for additional plant material options.

<table>
<thead>
<tr>
<th>STREET TREE</th>
<th>Italian Stone Pine</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEDIAN TREE</td>
<td>Ulmus parvifolia 'Drake'</td>
</tr>
<tr>
<td></td>
<td>'Drake' Chinese Elm</td>
</tr>
<tr>
<td>SUBORDINATE TREE</td>
<td>Laurus nobilis 70%</td>
</tr>
<tr>
<td></td>
<td>Sweet Bay</td>
</tr>
<tr>
<td>ACCENT TREE</td>
<td>Lagerstroemia indica catawba</td>
</tr>
<tr>
<td></td>
<td>Catawba Crape Myrtle</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Linear 35' O.C.</th>
<th>Linear 25' O.C.</th>
<th>Irregular 15'-40' O.C.</th>
<th>Irregular 20'-40' O.C.</th>
<th>Irregular 10'-25' O.C.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Tree</td>
<td>Median Tree</td>
<td>Subordinate Tree</td>
<td>Accent Tree</td>
<td>Understory Planting</td>
</tr>
<tr>
<td>Street Light</td>
<td>Accent Tree</td>
<td>Street Light</td>
<td>Dy er L an e</td>
<td>Placer Vineyards</td>
</tr>
<tr>
<td>Meandering Sidewalk</td>
<td></td>
<td></td>
<td></td>
<td>Landscape Master Plan</td>
</tr>
</tbody>
</table>

**DYER LANE**

---

**PLACER VINEYARDS**

Landscape Master Plan

**FIGURE 4.7**
4.0 CIRCULATION SPACES

4.8 MAJOR ARTERIAL - 16TH STREET

Major arterial streets are designed to accommodate high volumes with limited numbers of controlled intersections. These streets provide two lanes of travel in either direction with a 14' median separating them. Class II bike lanes are also included within this pavement section. A 35' landscape setback is provided on both sides of the roadway, with a 6' sidewalk on one side and an 8' Class I bike path on the other. Parking on this street will be eliminated north of Town Center Drive.
STREET TREE | Fagus sylvatica
European Beech | Linear 30’ O.C.

MEDIAN TREE | Fagus sylvatica
European Beech | Linear 30’ O.C.

SUBORDINATE TREE | Laurus nobilis
Sweet Bay | Irregular 15’-40’ O.C.

ACCENT TREE | Pyrus calleryana ‘Capital’
Capital Flowering Pear | Irregular 15’-25’ O.C.

note: landscape designs are conceptual, refer to Figure 6.6 for additional plant material options.
4.0 CIRCULATION SPACES

4.9 MAJOR COLLECTOR - 14TH STREET, PALLADAY ROAD, TANWOOD AVENUE

Major collector streets are designed to accommodate moderate traffic volumes and provide connections to neighborhoods, schools, parks, and other community uses. These streets provide two lanes of travel and Class II dedicated bike lanes. The 14’ landscape setback is made up of 8’ of landscaping and a 6’ walk. Portions of this street will provide an 8’ Class 1 Bike Path in place of the sidewalk. Refer to Specific Plan Figure 5.6 for exact locations where this condition exists.
### 4.0 CIRCULATION SPACES

#### FIGURE 4.9

Note: landscape designs are conceptual, refer to Figure 6.6 for additional plant material options.

<table>
<thead>
<tr>
<th>STREET TREE</th>
<th>Fraxinus pennsylvanica ‘Patmore’ Patmore Ash</th>
<th>Linear 30' O.C.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACCENT TREE</td>
<td>Maytenus boaria Mayten Tree</td>
<td>Linear 15' O.C.</td>
</tr>
</tbody>
</table>

![Diagram of Major Collector Street with labels: Street Light, Sidewalk, Turf and or Ground Cover, Street Tree.]

**MAJOR COLLECTOR STREET**

Note: landscape designs are conceptual, refer to Figure 6.6 for additional plant material options.
4.0 CIRCULATION SPACES

4.10 COLLECTOR - OAK STREET, G STREET, 12TH STREET, 18TH STREET, 19TH STREET, SOUTH AND WEST TOWN CENTER DRIVE

Collector streets are designed to accommodate light to moderate traffic volumes and provide connections to neighborhoods, schools, parks, and other community uses. These streets provide two lanes of travel and Class II dedicated bike lanes. The landscape setback for these roadways varies depending on the adjacent use. From the curb, the setback consists of 14’ when the street abuts High Density Residential, Retail, and Office, made up of 8’ of landscaping and a 6’ walk. That setback is reduced to 10’ when the adjacent use is Low and Medium Density Residential, made up of 6’ of landscaping and a 4’ walk. Portions of this street will provide an 8’ Class 1 Bike Path in place of the sidewalk. Refer to Specific Plan Figure 5.6 for exact locations where this condition exists.
STREET TREE

*Acer rubrum* ‘October Glory’
October Glory Red Maple
Linear
25’ O.C.

note: landscape designs are conceptual, refer to Figure 6.6 for additional plant material options.
4.0 CIRCULATION SPACES

4.11 TOWN CENTER DRIVE

Town Center Drive is also a collector, designed to accommodate light to moderate traffic volumes and provide east-west linkages to the heart of the project: the Town Center. Between 14th Street and 16th Street, Town Center Drive will present a unique streetscape befitting a community focal point. This portion includes a reserved street car lane and a 35’ pedestrian promenade intended to enliven the street with kiosks, vendors, outdoor dining areas and decorative paving and street lights. The landscape design will reflect a more urban setting, with generous amounts of hardscape and street furniture, and opportunities for community gathering and public art. From the curb, the setback consists of 14’ when the street abuts High Density Residential, made up of 8’ of landscaping and a 6’ walk. That setback is reduced to 10’ when the adjacent use is Low and Medium Density Residential, made up of 6’ of landscaping and a 4’ walk. Adjacent to Retail and Office the minimum sidewalk width shall be 12’, with 6’ of clearance maintained at all times. Portions of this street will provide an 8’ Class 1 Bike Path in place of the sidewalk. Refer to Specific Plan Figure 5.6 for exact locations where this condition exists.
**STREET TREE**

<table>
<thead>
<tr>
<th>Species</th>
<th>Description</th>
<th>O.C.</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Zelkova serrata</em></td>
<td>Sawleaf Zelcova</td>
<td>Linear 25'</td>
</tr>
</tbody>
</table>

**MEDIAN TREE**

<table>
<thead>
<tr>
<th>Species</th>
<th>Description</th>
<th>O.C.</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Zelkova serrata</em></td>
<td>Sawleaf Zelcova</td>
<td>Linear 25'</td>
</tr>
</tbody>
</table>

**PROMENADE**

<table>
<thead>
<tr>
<th>Species</th>
<th>Description</th>
<th>O.C.</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Pyrus calleryana</em></td>
<td>‘Redspire’ Redspire Flowering Pear</td>
<td>Groups of 5 18’</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Species</th>
<th>Description</th>
<th>O.C.</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Redspire</em></td>
<td>Flowering Pear</td>
<td>Groups of 5 18’</td>
</tr>
</tbody>
</table>

**TOWN CENTER DRIVE**

- Street Tree in tree well
- Promenade Subordinate Tree
- Promenade Tree
- Ground Cover
- Sidewalk

---

*note: landscape designs are conceptual, refer to Figure 6.6 for additional plant material options.*
4.0 CIRCULATION SPACES

4.12 EAST TOWN CENTER DRIVE

East Town Center Drive is also a collector, designed to accommodate light to moderate traffic volumes and provide east-west linkages to the heart of the project: the Town Center. Between 14th Street and Watt Avenue, Town Center Drive will present a unique streetscape befitting a community focal point. This portion includes a reserved street car lane and a 14’ median. The landscape setback for this roadway varies depending on the adjacent use. When the street abuts High Density Residential, Retail, and Office, the setback totals 14’, consisting of 8’ of landscaping and a 6’ walk. That setback is reduced to 10’ when the adjacent use is Low and Medium Density Residential, made up of 6’ of landscaping and a 4’ walk. Portions of this street will provide an 8’ Class 1 Bike Path in place of the sidewalk. Refer to Specific Plan Figure 5.6 for exact locations where this condition exists.
4.0 CIRCULATION SPACES

STREET TREE | Acer rubrum ‘October Glory’
October Glory Red Maple | Linear 30’ O.C.

MEDIAN TREE | Acer rubrum ‘October Glory’
October Glory Red Maple | Linear 30’ O.C.

SUBORDINATE TREE | Cercis canadensis ‘Merlot’
Purple Leaf Eastern Redbud | Groups of 7
30’ O.C.

ACCENT TREE | Lagerstroemia indica catawba
Catawba Crape Myrtle | Corners
10’-25’ O.C.

note: landscape designs are conceptual, refer to Figure 6.6 for additional plant material options.
Residential streets are designed to accommodate low traffic volumes and provide connections to more localized destinations, such as neighborhood parks, mixed use and residential. These streets provide two lanes of travel and parallel parking. Speeds on these streets will be slower and discourage cut through traffic. They will provide an environment that is pedestrian friendly, with a neighborhood plant palette and separated sidewalks. The landscape setbacks for these roadways consists of 10’, made up of 6’ of landscaping and a 4’ walk. Cul-de-sacs serving less than 10 units will be allowed to provide a monolithic, rather than separated, sidewalk.

STREET TREE

- Acer x freemanii ‘Autumn Blaze’
  Autumn Blaze Maple
- Tilia cordata ‘Greenspire’
  Greenspire Linden
- Pyrus kawakamii
  Evergreen Pear
- Nyssa sylvatica
  Black Gum (male only)
- Laurus nobilis
  Sweet Bay
- Pistacia chinensis
  Chinese Pistache

One Per Lot

Note: landscape designs are conceptual, refer to Figure 6.6 for additional plant material options.
4.14 ALLEY

Residential alleys are designed to accommodate the lowest traffic volumes and speeds within the community, essentially providing a shared driveway for a block of lots. Because of the low speeds, pedestrian interaction on these streets will be functional, mostly limited to accessing individual garages. Because of the smaller, more constricted street section, careful design consideration should be given to provide a simple yet thoughtful landscape palette that compliments the space. Extra effort should be made to incorporate planters and landscaping where hardscape is unnecessary. Enhanced paving types are encouraged on these streets, since they will accommodate both pedestrian and vehicular travel. Consideration should also be given to permeable paving, so long as it functions with the overall drainage plan, and the soils and percolation rates accommodate it.

4.15 RESIDENTIAL (AGE-RESTRICTED)

Residential streets within the age-restricted portion of the community will be private, and designed to accommodate low traffic volumes and provide local connections. These streets provide two lanes of travel and parallel parking. Speeds on these streets will be slower and discourage cut through traffic. They will provide an environment that is pedestrian friendly, with a neighborhood type plant palette. The landscape setbacks for these roadways will vary and be subject to review and approval by Placer County.

4.16 MEDIAN DETAIL

As median widths change (due to turn lanes, transitions, etc.) anything less than 3’ wide must be hardscape, 3-6’ wide must utilize only groundcover or shrubs, and all turf within medians is prohibited. Landscape architects shall select trees for optimum root zone survival. Median designs will comply with all Cal Trans rules regarding lane closures and median maintenance. Where traffic control for routine maintenance creates a cost prohibitive situation, separate details may be required. See below:

![Median Diagram]

*note: plant material choice must adhere to minimum sight distance requirements*
4.0 CIRCULATION SPACES

4.17 UNDERSTORY MEDIAN AND FRONTAGE PLANTING

WITH OUT PERIMETER WALL

PERIMETER WALL

FOUNDATION SHRUBS +5’
SCREEN SHRUBS +6’
*OCCURS WHERE SOUNDWALL IS NOT PRESENT OR TO SOFTEN
GRASSES & PERENNIALS
FACER SHRUBS +3’
FILLER SHRUBS +2’

TURF & TURF SUBSTITUTES

NOTE:
SEE LANDSCAPE PALETTE 6.4 FOR SHRUB OPTIONS.

PLACER VINEYARDS
Landscape Master Plan
CIRCULATION SPACES

4.18 ROUNDABOUT LANDSCAPE DETAIL

Crescent shaped earth mound with understory planting (designed to maintain visual clearance).

Residential Lots

Corner Accent Trees

Median Accent Trees

Crosswalk (typ.)

Residential Lots

Subordinate Tree

Median Tree

Street Tree

Specimen Oak

PLACER VINEYARDS Landscape Master Plan
note: street fencing is conceptual; refer to Figure 6.6 for additional plant material options.