

II. Residential Development

Introduction Guidelines in this section focus on solutions that apply to all types of residential development including single family, multi-family, and mixed infill projects. It is recommended that these guidelines should be reviewed in detail for applicability after a complete review of the ‘**All Development**’ (Section I) Guidelines. Although many of these guidelines are intended to mitigate or avoid potentially negative impacts, the primary emphasis is on their inherent benefits. The sensitive implementation of these guidelines should result in improved community design for both the subject development and the surrounding neighborhood.

A. Land Use and Site Design

1. Site Planning a. Innovative Subdivision Design (II.A.1.a)

Intent – Develop innovative designs for new subdivisions that enhance the sense of place, neighborhood interaction, and pedestrian opportunities.

Related Policy Link - CCD Policy 5 (5.3)

Solution - Develop innovative designs by the following:

- Involve neighbors early in the design process and review and incorporate, if possible, neighborhood recommendations
- Research reasonable walking times and distances to social activities or commercial services and develop site and circulation plans with these pedestrian destinations in mind
- Develop compact plans with strategically placed open space to accommodate visual and pedestrian linkages throughout the development
- Develop designs for subdivisions that encourage front porches, shaded walkways, and other features that help orient the house to the street

b. “Safe By Design” Concepts (II.A.1.b)

Intent – Provide a safer development by adhering to “Safe by Design” concepts.

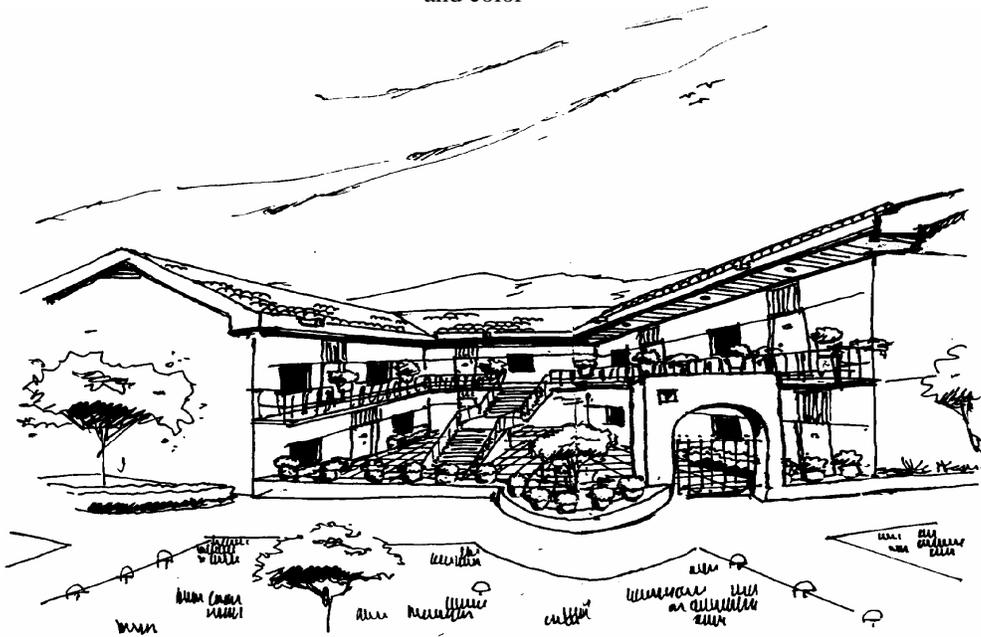
Related Policy Link - CCD Policy 5 (5.9, 5.10)

Solution - Adhere to the following “Safe by Design” concepts:

- Locate building entryways so that they are visible from other buildings, apartments, and houses
- Design entryways to provide residents with a view from their home into the corridor that serves them
- Provide a well lighted pedestrian circulation system with convenient access to walkways and sidewalks beyond the development

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- Provide lighting at doorways, windows, entryways, and in corridors and service alleys
- Provide each residential unit with an area of responsibility that extends beyond the entryway
- Design common stairways to serve a limited number of units
- Utilize amenities and distinctive elements that extend the private space of individual apartments onto landings and into corridors
- Disperse project amenities between certain units or clusters of units, and signpost them
- Create virtual boundaries by a change of level, material, texture, and color



2. Open Space and Common Areas

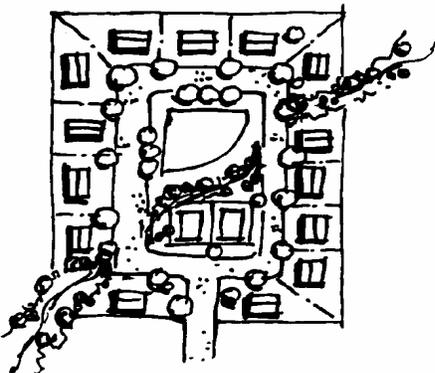
a. Outdoor Activity/Play Areas (II.A.2.a)

Intent – Outdoor activity areas should be easily accessed from homes and other open space.

Related Policy Link - CCD Policy 5 (5.4)

Solution – Locate children’s play areas and other outdoor recreation areas so that they are:

- Visible and accessible from a maximum number of homes and locations
- Linked to other open space within and outside the development area



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3. Pedestrian and Alternative Transportation Modes

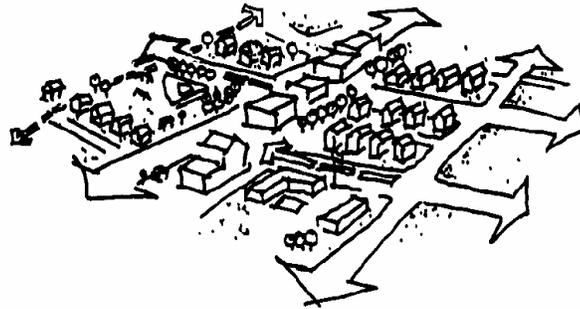
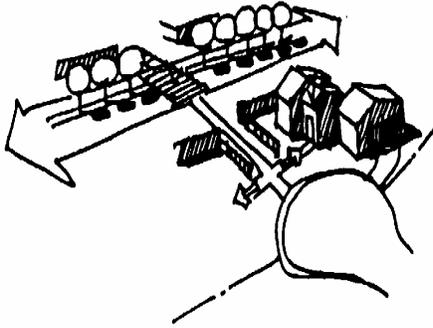
a. Pedestrian Networks (II.A.3.a)

Intent – Encourage pedestrian walkways to make direct connections between commercial, residential, schools, parks, bus stops, and other public facilities.

Related Policy Link – CCD Policy 4 (4.1, 4.2.B)

Solutions - Direct and convenient pedestrian walkways should be reinforced by the following methods:

- Connect local streets and associated pedestrian walkways to existing local streets and arterials
- Where cul-de-sac or loop roads cannot be avoided, extend pedestrian and bicycle routes to create additional links and shortcuts
- Avoid pedestrian/vehicular conflicts
- Maintain continuity of sidewalks across driveways and curb cuts



4. Vehicular Circulation and Parking

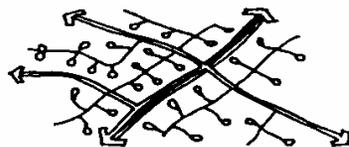
a. Streets in New Subdivisions (II.A.4.a)

Intent - Promote the most direct and economical vehicular, bicycle, and pedestrian circulation within the development, with multiple routes and connections to the larger community.

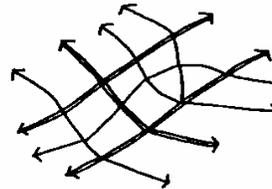
Related Policy Link - CCD Policy 4; CCD Policy 5 (5.4)

Solution – In new subdivisions direct and efficient circulation should be achieved by the following techniques:

- Limit long loop roads and cul-de-sacs unless they are necessary to avoid wash or ridge crossings
- Utilize grid or modified grid patterns to create direct routes to surrounding developments
- Connect new local streets with existing local streets and arterials
- Provide speed humps and other traffic calming techniques to promote street safety and discourage non-local through traffic.



AVOID



ENCOURAGE

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b. Streets in Rural or Less Developed Areas (II.A.4.b)

Intent - Create roads within rural or less developed areas which preserve the character of the surrounding landscape and reflect the design context of the area.

Related Policy Link - CCD Policy 1 (1.4); CCD Policy 4 (4.2.C); CCD Policy 5 (5.4)

Solution - Reinforce the rural or more natural quality of the area through use of the following:

- Reduced pavement widths
- Preserved roadside vegetation and/or revegetate with similar plants
- Thickened asphalt edge curbing instead of concrete curbing or flush concrete curbing
- Pedestrian pathways, which are stabilized earth and meander, instead of straight concrete sidewalks

B. Community Character and Design

1. Spatial and Functional Relationships

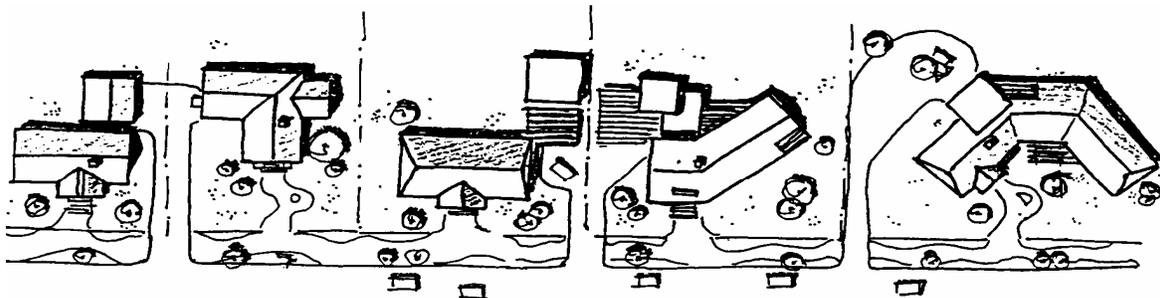
a. Subdivision Streetscape (II.B.1.a)

Intent - Add visual interest and character to the streetscape and increase the overall appeal of the development

Related Policy Link - CCD Policy 5 (5.4, 5.6)

Solution - Vary the following to add character and interest and to create a sense of uniqueness

- Lot size
- Building footprint
- Building orientation
- Setbacks
- Orientation of garages and porches



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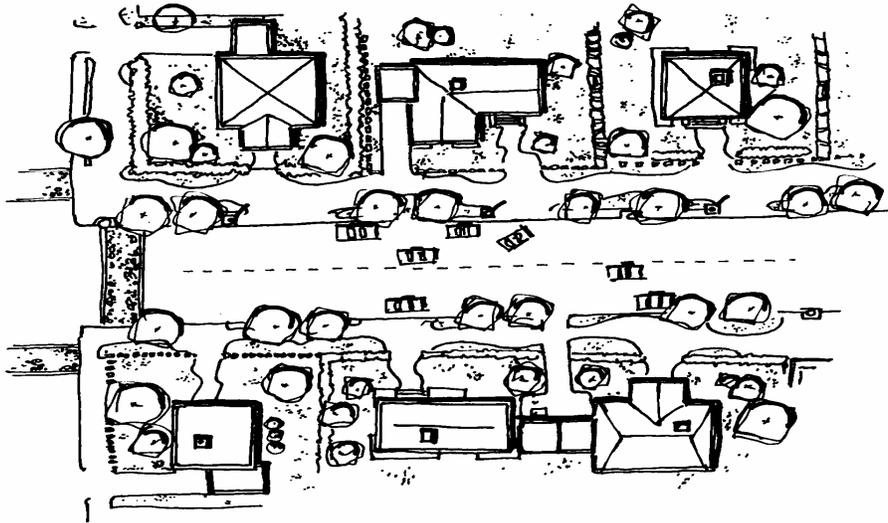
b. Pedestrian-oriented Streetscape (II.B.1.b.)

Intent – Encourage pedestrian-oriented activity in subdivisions by creating a streetscape of human scale, which increases the use of walkways and sidewalks, thereby making neighborhoods safer.

Related Policy Link - CCD Policy 4 (4.2); CCD Policy 5 (5.4)

Solution – De-emphasize garages and accessory buildings and orient porches, doors, and windows to the street:

- Integrate garages and accessory buildings into the overall architectural design
- Avoid prominent and repetitious placement of garages
- Use side or rear garage access
- Use shared driveways among clustered units
- Include front porches to put “eyes on the street”



2. Form/Scale/Material/Color ***a. Definition of Use Areas (II.B.2.a)***

Intent – Clearly identify public, semi-public, and private areas.

Related Policy Link - CCD Policy 5 (5.9)

Solution - Use design elements to create distinctions between different areas of influence and to define property owner/occupant areas by using low walls, fences, landscaping, level changes, lighting, color, and changes in paving texture.



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b. Harmonize Higher Density With Adjacent Neighborhoods

(II.B.2.b)

Intent – Visually harmonize nonresidential or higher density residential developments with adjacent residential neighborhoods.

Related Policy Link - LU Policy 3; CCD Policy 6

Solution - Develop visual harmony by use of the following techniques:

- Integrate architectural elements from the neighborhoods into the visual vocabulary of the development
- Use similar colors, details, and finish materials as those in the adjacent neighborhood
- Use building massing that expresses the neighborhood scale, especially along edges and streetscapes

3. *Buffering/Screening/Landscape Design* See ‘**All Development**’ section.

4. *Signage and Lighting* See ‘**All Development**’ section.

5. *Grading, Drainage, and Wash Treatment* See ‘**All Development**’ section.