

CITY OF CERES

Together We Achieve

SMALL LOT DESIGN GUIDELINES

CITY OF CERES

COMMUNITY DEVELOPMENT
DEPARTMENT
2220 MAGNOLIA STREET
CERES, CA 95307

Phone: 209-538-5774
Fax: 209-538-5752



CITY OF CERES

ACKNOWLEDGEMENTS

CERES CITY COUNCIL

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Brad L. Kilger, City Manager
Kenneth H. Craig, Community Development Director
Barry C. Siebe, Planning Manager
Tom Westbrook, Senior Planner
Josh Ely, Engineering Technician
Bryan Nicholes, Fire Marshal
Linda Ryno, Administrative Secretary/Planning Technician
Carla Cervantes, Planning Technician
Lantz Rey, Associate Planner
Nancy Brown, Redevelopment and Housing Program Coordinator
Joe Hollstein, Public Works Manager/City Engineer

GRAPHICS

Katherine Martin, Planning Technician, City of Modesto

COVER AND LAYOUT

Lantz Rey, Associate Planner

PHOTOCREDITS

City of Modesto Staff
City of Ceres Staff
Dahlin Group, Inc.

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DEPARTMENT

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Fax: 209-538-5752

SMALL LOT SITE DEVELOPMENT GUIDELINES

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Guidelines for Small Lot Single-Family Developments

PURPOSE

The purpose of the Guidelines for Small Lot Single-Family Developments is to provide a clear set of design policies to project sponsors such as developers, property owners, architects and designers. These are the primary design issues that the planning staff, City Council and Planning Commission will use to evaluate project proposals. The goal is to expedite the planning review process by clearly stating the City's desires for quality design of small lot residential projects. Safety, livability, and long-term viability will guide the evaluation of small lot developments.

In addition to being more affordable than a house on a conventional lot, small-lot development meets the needs of people who do not have the time or ability to maintain larger lots and houses. Properly located and with a well-designed street network, higher-density development reduces distances between homes and shopping, which can reduce driving, and support increased transit use and develop close knit neighborhood community structure.

OBJECTIVES

The Guidelines are intended to address the following objectives:

- Promote high quality development.
- Create residential neighborhoods of interest which are visually pleasing.
- Provide for small-lot single-family projects that feature a variety of lot types, home sizes, housing types, designs and building materials.
- Provide for small-lot single-family developments that include interconnected, short blocks that diffuse traffic and provide easy, direct routes for pedestrians, bicyclists and drivers around the neighborhood.
- Provide for small-lot single-family developments that emphasize pedestrian-oriented streetscapes, not dominated by garages and including street systems designed for pedestrians and bicyclists as well as for automobile use.
- Promote small lot single-family projects that are integrated with existing neighborhoods adjacent to them.

INTENT

The following design guidelines are to be used to assist developers, project applicants and city staff to assist in producing a quality Planned Development. City staff and Planning Commissioners will use these Guidelines as a framework for evaluating development proposals and for commenting on the design aspects of proposed projects.

The Guidelines will be used to augment and reinforce the Planned Community Zone, Ceres Municipal Code, Title 18, Chapter 20. The small lot guidelines are general and may be interpreted with some flexibility in their application to specific projects. Variations may be considered for projects with special design characteristics during the City's development review process to encourage the highest level of design quality while at the same time providing the flexibility necessary to encourage creativity on the part of project designers. The Guidelines are also intended to ensure that new development is compatible with existing neighborhoods.

APPLICABILITY

The Guidelines for Small Lot Single Family Developments apply to single-family detached residential development proposals on lots 4,999 square feet or less. Small lot development, as detailed in these guidelines, can only occur in Planned Community Zones. For single family detached developments with lots between 5,000 sq. ft. and 6,199 sq. ft. in area, a Planned Community zone is also required, but standards of the R-1, Single Family Residential zone shall apply.

There is a minimum practical lot size that will accommodate one detached house and still meet the intent of these Guidelines for small lot development. Rather than place a limit on lot size, these guidelines allow the project designer maximum flexibility to develop a quality project that meets the intent of the Guidelines.

Lots will be evaluated in two size ranges: less than 2,999 square feet and between 3,000 and 4,999 square feet (Table 1).

PLANNING COMMISSION AND CITY COUNCIL

A Planned Community is subject to review and approval by the Planning Commission and the City Council. Projects are assessed for conformance with the Guidelines by staff prior to consideration by these bodies and a report is made by the Community Development Department to the reviewing body. The Planning Commission shall hear and make recommendations on Planned Community applications to the City Council. A Planned Community requires final review and approval by the City Council (Title 18, Chapter 20, Ceres Municipal Code).

DISCRETIONARY DECISION MAKING

Every project is unique and requires a review on a case-by-case basis. This process depends upon the exercise of discretion. While some Guidelines include quantitative standards, some require qualitative interpretation. The City has the latitude to interpret the Guidelines so long as proposed projects meet the Guidelines' intent.

ADMINISTRATIVE CHANGES

The Community Development Director has authority to correct discrepancies and conflicts within the document so long as the changes meet the overall intent of the guidelines.

OTHER APPLICABLE REGULATIONS

The Guidelines for small lot single family developments primarily address architectural and site design elements. In designing projects, designers must also reference other codes, standards and policies in effect, such as the City of Ceres Standard Specifications, Uniform Building/Fire Code, Ceres General Plan, Ceres Municipal and Zoning Codes, and other applicable policies.

GUIDELINES

I. Small Lot Single-Family Detached Houses

Conventional definitions of setbacks apply to most housing types, but not to all. Courthomes are a type of housing where houses on individual lots are arranged around a common driveway that takes access from a street. Because these houses have a non-traditional relationship to each other and to the street, Section II addresses courthomes specifically.

A. Relationship to Existing Neighborhoods

New small lot residential projects should be integrated with the existing neighborhoods adjacent to them. Designs should avoid the separation caused by high, solid fencing and walls, or blank walls of buildings.

Transitions between existing and new projects should be gradual. The height and mass of new projects should not create abrupt changes from those of existing buildings. Site setbacks should consider the prevailing setback patterns of adjacent buildings.

The perimeter areas of new projects should be planned to avoid disturbing existing adjacent residential uses. The protection of privacy of adjacent residents and minimization of environmental intrusions should be a major consideration in the design of new projects.

Where existing neighborhoods have architectural distinction and/or established functional or landscape patterns, new development should incorporate characteristics of the surroundings so that there is no disruption of the streetscape and attempt to become a part of and blend into the existing neighborhood character.

B. Setbacks/Open Space

Setbacks: The front setback establishes a relationship between the house and the surrounding neighborhood. If the house is too close, indoor privacy can be compromised. If the house is too far back, people inside the house cannot observe activity on the street and can become detached from their neighborhood. Additionally, a larger front yard setback leaves a smaller private rear yard. It is equally important to ensure that the placement of the home or substantially varied elevations provide the appearance of a diverse and varied streetscape and avoid the monotonous single plane street.



An example of a single-family home on a small lot.



Poor Transition: An older single family ranch home surrounded by much larger two story Mediterranean-style homes, creating loss of privacy and architectural disparity



An example of poor setback variation that lacks diversity and creates a monotonous streetscape.

The side setback is primarily utilitarian. However, living areas of the house usually have windows that open into the side yard. Normal activity in the side yard, although limited, tends to be irritating and creates nuisances because the noise is concentrated in a small space and can be loud and irregular, such as moving trash cans or using storage sheds.

The rear yard is where most outdoor activity around the house occurs. The rear yard is where people expect to have privacy outdoors and is where children play and entertaining happens. These activities are expected and noisy, but the noise can be considered intrusive by neighbors; residents can feel as if their outdoor or indoor privacy is being invaded by rear yard neighbors. Adequate space is necessary for residents to enjoy their yards while providing a sense of privacy.



Common open space should be easily viewed from homes and the street for informal surveillance and security.

Open space: Higher density development demands open space. Open areas serve the purposes of recreation and visual relief. If well-designed, common open space can also be a source of pride for a neighborhood.

Private open space, typically in the rear yard, provides a place for children to play and to entertain friends. It must be large enough to allow these activities while maintaining some sense of privacy on both sides of the fence. The design of private yards in smaller lots is of greater importance than in larger lots, given that most personal and limited outdoor areas will be the private yard or courtyard. Model homes should display a variety of fencing and landscape design concepts including porches, patios, walkways, covered trellises, screens and garden walls. Private open space can occur in the form of a rear yard, patio, balcony, and/or deck. Private open spaces should be contiguous to the units they serve, screened from view, and have usable configurations.



Common open space should be centrally located to be shared by the neighborhood

Common open space: Common open space is required for developments of 15 units or greater; the minimum size and dimensions of common open space is prescribed in Table 1. Common open space should be centrally located so that it is a focus for the project and/or neighborhood and must be easily viewed from the street and homes for informal surveillance and security. Common open space must be usable, and only landscaping that enhances its utility, while at the same time minimizing water usage, is permitted. Front-yard setbacks are included in common open space calculations and the front yard is required to be maintained by a Homeowners' Association (HOA). Open space elements include play equipment, and seating and tables in the larger play areas. Open space shall be provided at a rate of 20% of the gross acreage.



Under certain circumstances, where an equal amount of open space is incorporated into larger master plan areas, and for projects that do not meet the minimum number of units, a homeowner's association may not be required, provided that no private common areas are required in the development.

Tot lots and common open space areas should be designed to facilitate use by a number of different ages or activity groups concurrently, such as for small gatherings and may include small barbecues and ample seating and tables. A reduction in common open space may be considered if the project is immediately adjacent to a public park, or separated from a public park by a road designated no greater than a local street as defined by the Ceres General Plan. Where developments are very near or adjacent to a public park or trail, direct pedestrian access to the public park or trail is required. The requirements set forth for common open space will not alleviate the requirement for Public Facility Fees and/or Community Facility Fees for park development and maintenance to be paid; all current park fees will remain in place. Common open space landscape design must be approved by a designated City representative and shall be consistent with the Water Efficient Landscape Guidelines and Standards.

AREA INTENTIONALLY LEFT BLANK.

Table 1 displays the various setback and open space provisions for lots ranging in size from 3,000 to 4,999 square feet and those below 2,999 square feet. Variations to the following setbacks may be considered for projects with special design characteristics to achieve the highest level of design quality as noted above.

Table 1: Setbacks and Open Space (in feet, measured from property line)		
Lot Size	<2,999 sq. ft.	3,000 –4,999 sq. ft.
FRONT SETBACKS (A)		
Living (1 st floor) (vary front setback as noted above)	12 minimum	12 minimum
Living Area (2 nd floor)	10	12
Porches	10	10
Attached Garage (B) (front entry/side entry)	18/15	18/15
REAR SETBACKS *		
Living Area	10	10
Attached Garage (no alley/alley access) (C)	10/4	10/4
Detached Garage (no alley/alley access) (C)	3/4	5/4
Patio Covers (D)	7	7
SIDE SETBACKS * (A) (G) (H)		
Living Area first floor (interior side) (E) (F)	3/3 or 0/6	3/3 or 0/6
Living Area (corner side) (E)	12	12
Detached Garage (Int. Side)	0	0
Attached/Detached Garages (B) (Corner Side) front entry /side entry	18/10	18/10
COMMON OPEN (15 UNITS OR GREATER)		
20% of total acreage (gross) (K)(L)	-	-

NOTES:

- A. Dwelling unit & wall/fencing shall be located outside the “clear vision triangle” at street intersections.
- B. Garage setback measured from back of sidewalk, with roll-up doors. Sidewalk may only be monolithic under unique circumstances as determined by the City.
- C. Garages taking access off an alley are to provide a minimum 4’ setback/apron.
- D. Patio covers open on three sides should not exceed 30 percent of the size of the usable private open space. Setback is measured from support structures. Up to 24” overhang is permitted. No part of the structure shall be closer than 5’ to property line.
- E. Includes attached garages and patio covers.
- F. The intent of 0’ side yard on one side is to encourage a larger or more useful side yard on one side of the house. The required dimensions apply to fenced yard sizes rather than actual building setbacks from the property line. Zero lot line or similar developments require maintenance access easement.
- G. Use of 0’ side setback on one side is encouraged (other side setback doubled) in order to increase overall private yard area (this does not allow a reduction in open space requirements noted in the table).
- H. Minor architectural projections, such as fireplaces and bay windows, may project into a setback or separation by up 2 feet for a length not to exceed 10 feet or 20 percent of the building elevation length, minimum 3’ clearance.
- I. Fragments less than 10’ will not be counted toward the common open space area.
- J. Detached garages may be attached to the main house by a breezeway so long as the breezeway is open, post supported and the garage and house meet 1 hour fire wall ratings as stipulated by the UBC.
- K. Front yards must be included in the Homeowners’ Association, unless deemed unnecessary by the Community Development Director, based on the provisions listed in Section B, under Common Open Space.
- L. Based on total acreage after required dedication. Area dedicated for internal streets is not considered required dedication.

Table 2 identifies minimum setback standards for key project elements that are adjacent to existing

Table 2: Perimeter Setbacks (in feet) from property line*		
Project Components	Street is:	
	Arterial Street	Expressway
Balcony/Deck	20	30
Residential Bldg.	35	35
Detached Garage (entry face)	NA	NA
Detached Garage (other face)	15	15

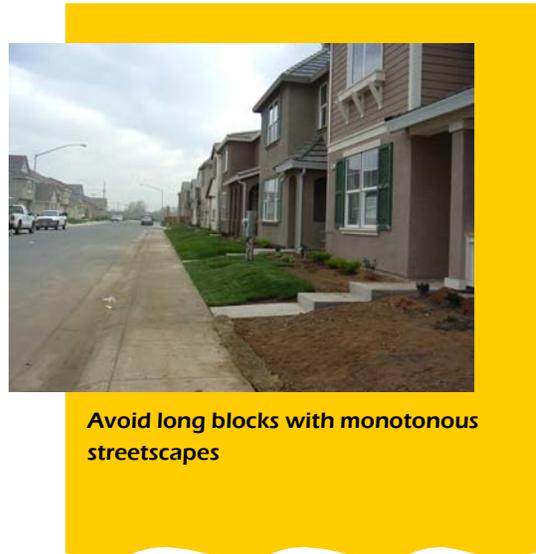
*These are minimum setbacks requirements. Noise studies will be required to determine if additional setbacks are necessary to meet City standards.

C. Lot and Building Variation

Single-family lot patterns should be varied to avoid monotonous streetscapes. This could be accomplished by the following:

Encourage:

- Smaller lots surrounding common open space areas.
- Single-story buildings and larger lots on corners.
- Mix of single and two-story units.
- Varied building setbacks and plot placement to avoid monotonous streetscapes.
- Variation of setbacks or appearance thereof (substantially different elevations), to avoid monotonous streetscapes.



Discourage/Avoid:

- Blocks more than 600 feet long.

D. General Building Design

Variation in residences, structures and buildings is achieved through the use of quality materials, detail in design and distinct variation in floor plan and architecture, which lends visual interest, distinctive character and identity to a community. Quality in detail and design contributes not only to the long-term value of a home, but the neighborhood as well.

Encourage:

- Design diversity by providing front elevation variation throughout the plan. To accomplish this, one design should be repeated no more frequently than each fourth house. Veneer treatment where applied should turn corners and avoid exposed edges (Fig. 1).

- Provide 4-sided architecture. In addition to the architectural design provided for the front elevation, design side and rear elevations to include architectural design treatment (e.g. window frames, shutters, planter boxes, window sills, etc.).
- At corner lots, side yard facades should maintain the same architectural design consistent with the front façade.
- Manipulation of building elements and massing to avoid visual monotony with particular emphasis on long streets.
- Vary roof forms and pitches when a project includes five or more homes. Incorporate home designs that rotate ridge lines both parallel and perpendicular to the street and utilize a variety of hips and gables. Other elements which add variety and break up the roof, such as dormers and turrets are encouraged.
- Roof elements of a two story building that slope downward toward the side property lines providing greater light and air between buildings particularly when the separation between the floors of the two adjoining buildings would be less than 15 feet (Fig. 2).
- All houses along a block should share a common architectural theme, which creates visual continuity.
- Single story homes distributed evenly throughout the neighborhood to provide for seniors, the disabled, and families who prefer or desire single story homes. Single story homes are also encouraged to improve the visual character of neighborhoods and minimize the perceived density of two story neighborhoods.

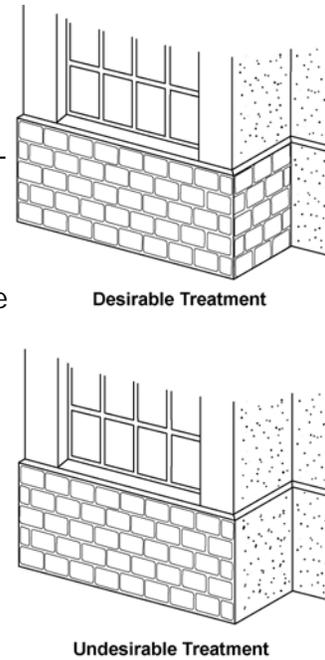


Fig . 1: Veneer Wrapping

Discourage/Avoid:

- Excessive repetition of identical or near identical floor plans and elevations throughout a neighborhood or subdivision with little distinct differentiation.
- The use of low quality/grade materials that do not wear well and contribute to a sense of permanence.
- Roof-mounted heating and air conditioning units.
- Keyhole entries (primary entrance hidden from view on the side or within deep recess of the building) should be avoided.
- Repetition of identical or near identical floor plans and elevations.
- Poor infill design.

E. Porches, Entries and Courts

A clear sense of entry and design interest to a home is provided through the inclusion of porches, verandas, porte cocheres and other architectural elements that contribute to a sense of place and activity.

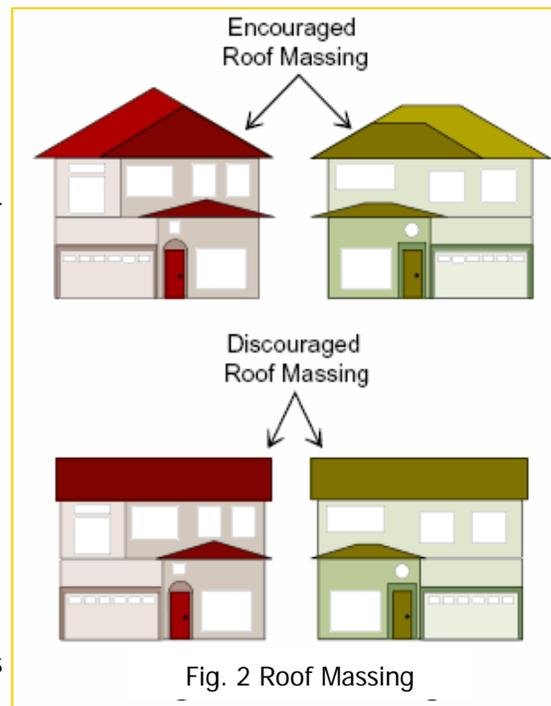


Fig. 2 Roof Massing

Encourage:

- Fronts of houses and entries that face the street. Each house should have a clearly identified entry and have active use of windows (i.e. living room, kitchen) facing the street.
- Front porches large enough to accommodate chairs provide an opportunity for increased interaction among neighbors (minimum dimension of 6'x6' or 5'x7, plus circulation area).
- Porches that provide weather protection and shade are desired.
- Entries and porches that incorporate railings, short walls, trellises and roofs to add architectural detail and character and visual interest to the homes.

Discourage:

- Small entries not seen from the street.
- Locating the porch or entryway in a location obstructed by the garage or side of the house.
- Locating entryways and windows that are small and oriented to the interior or side of the site.



Discourage homes with recessed entry that limit the view of the street.

F. Garage Frontage and Placement

Conventional suburban development typically places the garage in a prominent location on the lot closer to the street with the house back farther from the street. The effects of garage-forward placement are to obstruct the view of the street from inside the house, to make the garage the most important feature of the house, to encourage the driver to enter the house through the garage door and prevent interaction with neighbors, and to decrease the appeal of the street. Safety is decreased and the general appeal of the street also declines.

The following measures are suggested to minimize the visual impact of garages:

Encourage:

- For garages accessed from the street, the garage face should be recessed a minimum of five feet from the primary living area façade
- Detached garages accessed from either an alley or a single-car driveway approach from the street.
- Alley loaded designs particularly for narrow lots are strongly encouraged.
- For homes facing out at community perimeter, rear loaded garages accessed from street rather than alley.



Encourage de-emphasized garage doors that are offset from the primary living area



Recessing the garage from the primary living area reduces its impact on the front façade.



Discourage homes with garages that dominate the front elevation.

- Attached garages should be designed to de-emphasize the garage door by techniques such as recessing the garage door 12"-18", by providing pillars or substantial trellis accents and utilizing upgraded garage doors.

Discourage/Avoid:

- For garages accessed from the street, garage frontage comprising 50 percent or more of building frontage.

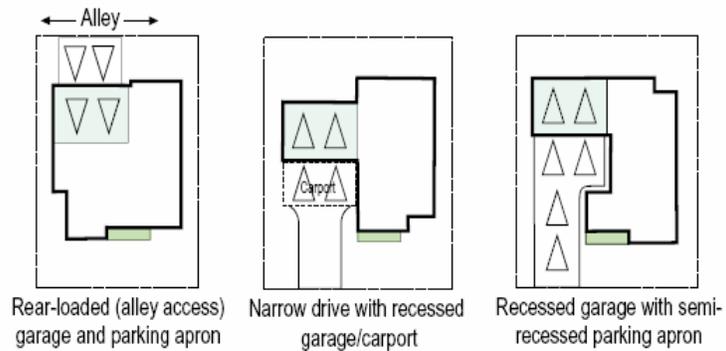
G. Driveways

Driveways can consume a substantial amount of lot area. A typical automobile is approximately seven feet wide and one to two feet of space is needed on either side to allow access to car doors. In order for the house to relate to the street and to allow observation of the street from inside the house, the width of the lot helps dictate the width of driveway access from the street (one- or two-car approach) or whether the garage should be accessed from an alley at the rear of the lot.

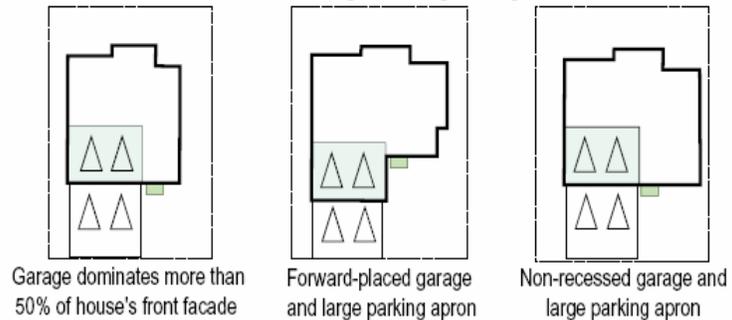
Encourage:

- Different paving treatment to driveways, including colored concrete, stamped concrete patterns, paver insets, etc.
- Single-car width driveways that widen to two-car aprons at recessed or detached garage.
- Placement of driveways and garages within the development, as well as narrower driveway aprons, to maximize on-street parking.

Desirable Garage/Parking Configurations



Undesirable Garage/Parking Configurations



Encourage homes with single-car width driveway that widens to a two-car approach in front of recessed garage.

H. Parking

Most transportation occurs through the use of the private automobile. Because of this, the Zoning Code requires a minimum of two parking spaces for every single family house. With the increasing number of automobiles in every household, there is an increased need for parking, which is typically provided on the driveway and on the street. At the same time, the current trend is toward an increase in homeownership among single adults and the future will likely see an increase in the use of transit, walking, and bicycling for transportation, particularly as density increases and daily needs are better integrated into the fabric of the city.



Community off-street parking adjacent to homes

Two enclosed off-street parking spaces will be required for each housing unit. Tandem parking spaces will be allowed provided that the minimum width of the garage door is 9' wide and that additional off-street parking be provided at a ratio of one space per each four homes. In addition, one on-street parking space will be required for each dwelling. The placement of driveways and garages within the development, as well as narrower driveway aprons, shall be utilized to maximize on-street parking. Shared driveways are also encouraged. Off-street parking spaces within the development located within 150 feet of the unit served, may also be considered. Community off-street parking shall be generally provided adjacent to Community Open Space. Additional Community off-street parking can be provided throughout the community at locations that have the ability to serve numerous homes as approved in the site plan.

I. Walls, Fences and Entry Features

Residences on the perimeter of new development should be oriented to existing streets, where applicable, minimizing the extent of sound walls or rear yard walls, except where necessary due to acoustic requirements. Frontage roads are preferred in lieu of soundwalls wherever possible. The design of walls and fences, as well as the materials used, should be consistent with the overall development's design. Fence and wall color should be compatible with the development and adjacent properties.



Encouraged: Walls architecturally integrated with adjacent buildings and landscape buffer

Wall design and selection of materials should consider maintenance issues, especially graffiti removal and long-term maintenance.

Encourage:

- Soundwalls should have a rhythm rather than a single monotonous design along the entire length. Periodic entries to minimize walking distances and integrate bike paths along the major roads.



Fence that has been constructed low but topped with lattice creating a sense of privacy.



Discouraged: Long walls that isolate neighborhoods and paved over appearance created by lack of landscaping.

- Additional landscape setbacks, street trees and accent trees at entries to improve the appearance of soundwalls.
- Landscaping and berms to minimize the visual impact of long continuous soundwalls.
- Concrete capstones on stucco walls to help prevent water damage from rainfall and moisture.
- Fences and/or walls visible from streets should be architecturally integrated with adjacent buildings and are encouraged as a means of visually tying buildings together.
- Low walls or fences (3'-4' high) at front or side yard patios where desired in lieu of porch railings, provided the wall/fence design is compatible with the architectural style of the house.
- Accent landscaping and trellises to set off development entries are desirable.

Discourage:

- Long walls separating subdivisions from street access and other subdivisions. This type of development restricts movement between neighborhoods and creates “dead” spaces along pedestrian corridors, as well as increasing driving and walking distances. Back-up and side-on conditions requiring walled streets.
- Wood fencing along streets since it is not a long-term quality material.

Note: Gated communities near existing residential neighborhoods are not encouraged. In new Master Planned areas the City shall review the need for these features in terms of whether they detract from the sense of integration of such development into the community

J. Landscaping

New small lot single-family developments generally lack sufficient landscaping. The high lot coverage and minimal building separations create a harsher streetscape than houses on larger lots. Landscape design guidelines are intended to improve the appearance of the streetscape with landscaping and street trees to diminish the impact of the dense development and provide a softer appearance

Encourage:

- Street trees or yard trees at approximately 20' to 25' on center along each side of the street (minimum 1 per lot, 2 per corner lot one on each street frontage); refer to Title 12, Chapter 16, Ceres Municipal Code, for additional standards).



Landscaping should provide a broad palate of trees and plants that are compatible to the regions climate.

- Separated sidewalks with “tree lawns” (min. 4’ wide) (i.e. “parkways”). These may be planted in lawns or other appropriate ground cover (irrigation is required) if recorded with a landscape easement.
- A minimum of 15 gallon tree specimens for all street and yard trees (consult the Public Works Department, regarding tree selection).
- Tree species which attain a height in excess of 25 feet and develop a minimum canopy of 20 feet at maturity.
- Accent trees at special locations within the neighborhood.
- Variety of planting palettes for front yard landscaping to soften the development, reinforce the home design, and add variety to the streetscape.
- Front yard landscaping which reinforces other design elements of the home such as vines on trellises, hedges or low fences and walls.



Variety of planting palettes that soften the development and add to the variety of the streetscape

K. Mailboxes

Mailboxes should be located in highly visible, heavy use areas for convenience, to allow for casual social interaction, and to promote safety.

Encourage:

- Incorporate design features, such as a built frame, consistent with the development’s architectural style.

Discourage:

- Pedestal-mounted cluster mailbox units.

L. Private Streets

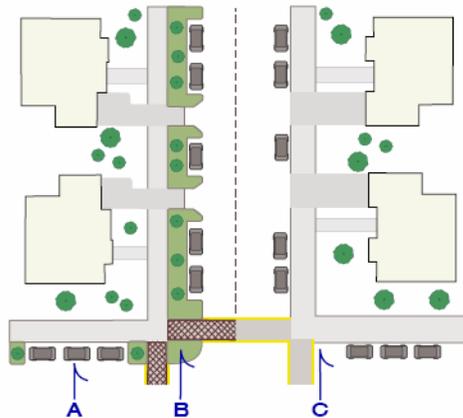
Where private streets are used, they should incorporate special design features such as special paving, neckdown intersections and separated sidewalks with street trees to indicate the change from public to private streets. This does not apply to private driveways/courts in Courthouse type developments.

M. Street Design Elements and Access

A street serves as more than a place to drive or park a car. Besides its most basic function as a transportation conduit for bicyclists and pedestrians, as well as for cars, a street serves architectural and social functions. Houses relate to the street on which they are located; streets serve to formalize the street edge and demarcate public and private space. Streets are where neighbors meet informally and neighborhood bonds are created. Minimal street connections within a subdivision and to the external street network increase the need to drive and the number of miles driven, discourage walking and bicycling, and reduce emergency access. The site shall be designed to provide accessibility for emergency vehicles.



Sidewalks separated from the street by planting strips and tree wells are strongly encouraged



Strongly Encouraged: parking recessed from street, sidewalk separated from street, "neckdown" intersections with enhanced paving at crosswalks (Exhibit B).

Acceptable parking variation: recessed from street while adjacent to sidewalks, with landscaped tree-wells at regular intervals (Exhibit A).

Discouraged: Sidewalks adjacent to streets, roll-over curbs. (Exhibit C)

Fig 3. Sidewalk and On-Street Parking Configurations (Private Street).

Encourage:

- Residentially scaled street lights.
- Separated sidewalks with street trees in planting strips or in tree wells; sidewalks shall be designed in compliance with ADA requirements.
- Accent paving at neighborhood entries and at crosswalks.
- Multiple ingress and egress points into subdivisions, which allow more even dispersal of traffic through a neighborhood, decrease vehicle miles driven, and increase the ability to walk or bicycle for short trips.
- Blocks less than 600 feet long.
- Incorporate design features, such as a built frame, consistent with the development's architectural style.
- "Neckdown" streets at intersections to facilitate pedestrian safety, enhance landscaping and reduce excessive speeding, subject to review and acceptance by the Public Works Division and Fire Department.

Discourage/Avoid:

- "Cobra head" street lights (see Section N, Lighting).
- Sidewalks adjacent to street.
- Large-radius corner.
- Cul-de-sac and dead-end streets.

N. Alley Design

Alleys are desirable because they eliminate the impact of the garage door and driveway apron on the streetscape and eliminate driveway access conflicts on streets with higher traffic volumes or speeds. Alleys also allow homes to front lot, parks or open space without a road separating the homes from such features. Additionally, alleys provide a convenient placement for the unattractive activities of the City, such as garbage collection and utility maintenance and create a more walkable street, while increasing the residents' ability to survey activity on the street from inside the house.



Alleys configured so that activity can be observed from a single point.



Alley Access eliminates the impact of driveways and garages on the overall streetscape

Encourage:

- Alleys should be configured so that activity in the alley can be easily observed from a single point.
- Special accent paving at entries.
- Landscaping should be consistent with the development with four foot landscape strips and minimum of one tree per lot.
- Protection of trees in the form of tree guards or substantial double staking to protect trees placed in the four-foot landscape planting space. Attention should be directed to proper selection of tree species and forms that can prosper in these more limited conditions.
- Building or pedestal lighting should be provided from each lot.

Discourage/Avoid:

- Building or pedestal lighting should be provided from each lot.
- Dead-end alleys. If dead-end alleys are necessary, they should be no more than 150 feet long.

O. Lighting

Lighting should relate to the pedestrian scale of residential neighborhoods and should be considered a design element, rather than simply utilitarian.

Encourage:

- Light standards less than 15 feet in height. Decorative Visco VI-X-1-OF standard or equivalent standard with the same bulb type as the Visco are encouraged.
- Bollard lighting is encouraged along walkways.
- Metal halide luminaries should be utilized.
- Shielded light fixtures that minimize light “throw” off-site.

Discourage/Avoid:

- Overhanging “cobra head” light fixtures.



Pedestrian-scaled decorative light fixtures add to the intimacy and character of the neighborhood

P. Homeowners' Associations

A Homeowners' Association (HOA) must be established to provide ongoing maintenance for any and all of the following project elements:

- Private streets
- Private utilities
- Alleys
- Private common open space including recreation facilities (not maintained by a Community Facilities District (CFD)).
- Storm water drainage basins, and related facilities such as catch basins, swales, etc. (not maintained by a CFD).
- Common area landscaping and lighting.
- All other common areas, utilities, and facilities.
- Front yard setbacks.

Q. Utilities, Infrastructure & Easements

Any and all private infrastructure shall be constructed to City standards. Public Utility Easements shall be provided for all public utility connections, in compliance with City Standards. To the maximum extent feasible, utility boxes, transformers, etc. shall be located in a manner to reduce their visual impact on the streetscape, which may include undergrounding or appropriate screening as determined by the City.

II. Courthomes

INTENT

Courthomes are a type of housing where houses on individual small lots are arranged around a common driveway. These present a special challenge in site planning due to the tight arrangement of lots and the arrangement of houses on the court, as well as the shared driveway, which requires that cars be parked inside the garage in order to allow the residents driveway access and egress.

The following guidelines apply specifically to courthomes and will be considered in addition to the previous small-lot guidelines contained in Section I. When evaluating courthomes, where there is any apparent conflict, the guidance below supersedes that above.

A. Setbacks and Separations

Similar to setbacks in conventional development, setbacks and separations in courthomes are used to create access around a building, provide adequate space for practical functions, allow the passage of light and air between buildings and create open space, while minimizing noise and intrusion and maximizing privacy. The following provisions are intended to serve those purposes.



An example of Courthomes and their private, common drives.

The following guidance establishes placement and setback criteria that supplement section I.

Table 4: Front Setbacks (In Feet)

Living Area	12
Porches (at least six feet deep)	10
Attached Garages (entry side)	Strongly Discouraged (a)
Attached Garage (non-entry side)	12



Setbacks should not be so narrow that access around buildings is difficult, and passage of sunlight is limited.

The minimum front setback for courthomes units adjacent to streets should be:

a) such design (garage entry facing street, not accessed by private court) may only be considered for exceptional circumstances

Courthome separations and perimeter setbacks are to be provided as follows:

- The minimum separation between building faces of units on one court and those on another court should be 14 feet (Fig. 4).
- Separations between adjacent buildings in the same court should be at least 10 feet (Fig. 4).
- For privacy, second floor windows, except for clerestory windows, should be avoided on elevations which overlook private open space areas of adjacent units. In instances where second floor windows are unavoidable, they should be setback at least 15 feet from property lines and separated from adjacent open space areas by tall shrubs or trees.
- On corner sides, conform with the “clear vision triangle” area requirement at street intersections per City Standards, Detail No. 711.
- On sides that back up to a street, all buildings should be set back 15 feet from the property line.
- Minor architectural projections, such as fireplaces and bay windows, may project into setback or separation by up to 2 feet for a length not to exceed 10 feet or 20 percent of the building elevation length, with minimum three-foot clearance.

Encourage:

- Houses adjacent to a local residential street should face the street.
- All courthomes should take garage access from the court.

B. Courtyard Design

Courthomes with six units accessed from a single drive (courtyard) present site development issues and concerns. With respect to courthomes with drives serving six units, the ends of the courtyard visible from the adjoining street are dominated by garage doors. Typically, these units are the same model type and offer little or no architectural variation from one another.

Other issues surface with potential vehicular conflicts with internal units at the ends of the court. The following design provisions are recommended for courthome developments.

Encourage:

- The maximum number of units accessed from a single courtyard should be limited to five. Sites with unusual configurations may include an occasional courtyard which serves up to six units.
- Courtyards should not exceed 100 feet in length (Fig. 4).

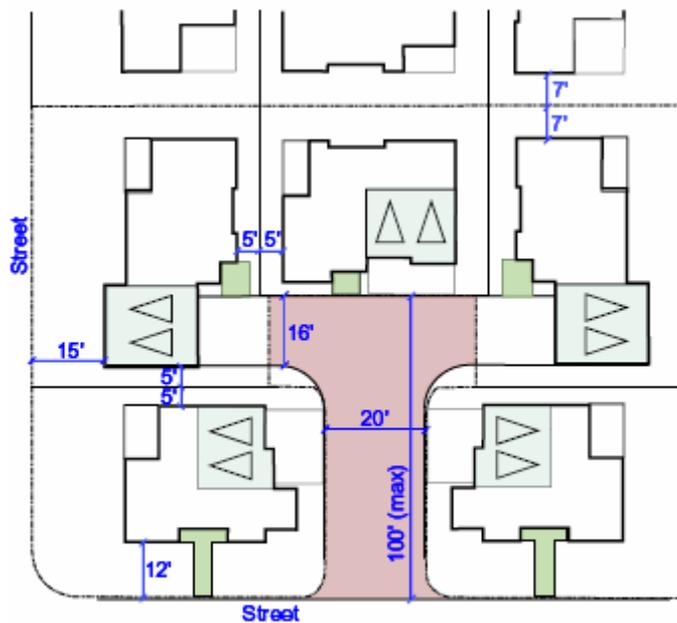


Fig. 4: Courthome Design

- The paved circulation portion of the courtyard should have a minimum width of 16 feet, but larger dimensions are encouraged to foster the image of “courtyard”. The entrance to the courtyard, at the street, should be at least 20 feet in width and depth (measured from the face of curb) (Fig. 4).
- Recess garages behind the main dwelling unit similar to typical lots, to minimize the visual impact of the garage door and parking apron. Use roll-up doors for garages.
- To discourage obstruction of the driveway, garage aprons should either be less than 6 feet deep or more than 18 feet deep.
- Parking aprons should be limited to the rear units not visible from the street.
- Paved areas in front of garage doors should have a minimum back out dimension of 27 feet.
- Trees and large landscape fingers between parking aprons are strongly encouraged to break up the expanse of paving and view of garages. An average of 200 square feet of landscaping per unit should be provided within the courtyard. Trees should be provided at the rate of one front yard tree at each interior lot minimum. No part of the access street setback area may be counted toward the 200 square foot requirement.
- Decorative paving should be provided in the courtyard.
- Green space should be placed at the end of the court as a focal point.
- Variation of building types and elevations on end units is encouraged.



Homes adjacent to the street should face the street with garage access from the courtyard

Discourage/Avoid:

- Terminating vistas from the street should not be garage dominated.
- In order to minimize paving within the courtyard, parking aprons accommodating parking in front of the garage, are discouraged in the front of the "front" unit garages; parking aprons should be limited to the rear units.
- Asphalt concrete paving should be avoided in the courtyard.



Encouraged: decorative paving accents on private drive.

C. General Building Design

Building design is a particularly important component of the courthome concept. Courtyards should be sharply defined by the near continuous faces of the buildings clustered around the perimeter. The following design provisions supplement those identified in Section I.

Encourage:

- All units in a court should share a common architectural theme which visually links them.
- Enlarge entries with porches to accent corners and interior vista.
- 300 square feet of common open space per unit should be provided for projects with more than 20 units that are not adjacent to a public park (refer to common open space guidelines).
- Ten-foot minimum dimension for private open space (rear yard area).



Discouraged: asphalt and concrete drive with garages that visually dominate.

D. Landscape Maintenance Requirements

A Homeowners Association must be established to maintain front yard, courtyard area and common area landscaping within the project.



Homes should have a similar architectural theme, feature a variety of building materials and color palettes