



RESIDENTIAL DESIGN GUIDELINES

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Residential Development Design Guidelines

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Section A Purpose and Intent

The City's zoning code should always be consulted as the first step of any commercial development project. The following design guidelines are intended as a reference to assist the designer in understanding the City's goals and objectives for high quality residential development and to:

- Ensure that residential developments emphasize preservation of natural features and resource conservation.
- Ensure that residential developments are pedestrian friendly and contribute to the character of the surrounding neighborhood.
- Ensure that residential developments improve the pedestrian and bicycle access environment within and between neighborhoods.

The guidelines are general and may be interpreted with some flexibility in their application to specific projects. The guidelines will be used during the City's design review process to ensure new development implements General Plan goals and objectives, respects the natural land forms and becomes a compatible part of the total community environment.

The guidelines are formatted into two general categories: 1) single-family residential and 2) multi-family residential. Each category is further divided into site planning guidelines and architectural guidelines. The last section includes the design guidelines for specific areas along Cloverdale Boulevard from the Downtown/Station Area Plan and Zoning Ordinance.

Section B Applicability

The provisions of this section shall apply to all residential development within the City. Any new structures, additions, remodels or relocations requiring a building permit subject to design review shall adhere to these guidelines where applicable.

Section C Single-Family Site Planning

An important goal of the single-family site planning guidelines is to create functional and visual variety along local streets. It is the intent of these guidelines to discourage subdivisions where identical homes are placed down long-uninterrupted straight streets, with no variation in building placement or the street scene.

All single-family subdivision plans will be evaluated using the guidelines contained in this section with emphasis on the following criteria:

- Proportional mix and placement of lots
- Preserving of mature trees and natural features
- Energy efficiency and conservation
- Placement of dwelling unit on lot
- Preserving of views
- Provision of amenities (subdivision entrance treatment, landscaping, open space, recreational opportunities, etc.)
- Treatment of walls and fences

- Other unique amenities

1. Orientation

- a. Streets should be oriented in new subdivisions to run east-west as much as possible so that the majority of the building lots can have either a north or south facing front and rear.
- b. Building orientation should be optimized for heat gain, shading, daylighting and natural ventilation.
- c. Provide shading on east, west and south walls with overhangs, awnings or deciduous trees.
- c. Corner homes should be planned so both exposed facades enhance the street.

2. Varied Setbacks

Front yard setbacks should be varied from unit to unit to avoid long repetitive development patterns. As a rule, these setback variations need to be at least three feet to be effective. Overly large front setbacks are discouraged.

Variations in side yard setbacks can also be used to break up long, linear patterns.

3. Varied Lot Widths

Making some lots wider and some narrower than the average can provide different amounts of open space between structures. It also allows placement of different shapes and sizes of homes. On narrow lots, a variation of only 3 or 4 feet can make a perceptible difference.

4. Landscape

All new residential development shall provide street trees parallel to streets in planter strips, in sidewalk, or at back of sidewalks, spaced at regular intervals along the street.

Section D Single-Family Building Design

1. Building entries shall be located on the front façade and directly access a sidewalk. The incorporation of courtyards and porches is encouraged to achieve variety in the streetscape.
2. In existing neighborhoods that possess strong development character, the design of new structures should respect the predominant characteristics of neighborhood development, such as height, massing, setbacks, materials and architectural style.
3. Design of houses in tract development should be mixed to create variety and interest. A significant difference in the massing and composition (not just finish materials) of each adjacent house should be accomplished. One design should not be repeated more frequently than each fourth house.
4. When lot size permits, the orientation of a garage at the front of a house shall be

varied so that it can be entered from the front, side or at an angle. Garages can also vary in size, be detached or connected to the home by a breezeway. Garages should be set back a minimum of 5 feet from the primary front façade of the residence. Garages are also encouraged to be located further back toward the rear yard area of a lot to accommodate a more traditional design. Garages should be set back sufficiently enough so that vehicles parked on driveways do not extend or block the sidewalk or public right-of-way. The minimum recommended distance from the face of the garage to the front property line is 20 feet.

5. Where garages are located to the side of a principal dwelling, the width of garage doors on the house elevation facing the street shall not exceed 40 percent of the total width of the house and garage together.
6. Garage doors should be recessed to allow for shadow and depth.
7. Garages should have a single-story mass at the front of the structures to provide an architectural transition in two-story massing.
8. The articulation of facades and the varied massing of structures provides richness and scale. Long uninterrupted exterior walls should be avoided. All structure walls should have "relief" to create interesting elevations with articulation to cast shadows. The integration of varied texture, relief, and design accents on building walls can enhance architecture.
9. For sloped roofs, both vertical and horizontal articulation is encouraged. Rooflines should be representative of the design and scale of corresponding units. Roof articulation may be achieved by changes in plane of no less than 2 feet 6 inches and/or the use of traditional roof forms such as gables, hips, and dormers. In general, flat roofs, mansards and A-frame type roofs are discouraged unless appropriate to the architectural style.
10. Architectural features such as columns, pilasters, overhangs, projections and skylights add visual relief as well as human scale to structures.
11. Architectural features should be applied to all elevations.
12. Ample roof overhangs are encouraged to limit unwanted solar gain.
13. Single-family attached dwellings should be architecturally articulated to project an image of customized homes.
14. Accessory structures should be architecturally compatible with the main structure.

Section E Multi-Family Site Planning

Because of their higher densities, multi-family and cluster housing tend to generate large parking areas and a decrease in private open space. If not properly designed, parking can dominate the site and open spaces may be relegated to left over areas, not related to the structures or the people who live there. Residential developments surrounded by high walls, parking lots and rows of carports along public streets should be avoided. Perimeter parking drives are discouraged because parking

areas provide a poor image of a project and often function as barriers between the project and the surrounding community.

All multi-family project plans will be evaluated using the guidelines contained in this section with emphasis on the following criteria:

- Building articulation
- Preservation of mature trees and natural features
- Energy efficiency and conservation
- Integration of the building with the existing neighborhood
- Preservation of views
- Incorporation of passive solar heating and cooling, natural ventilation and daylighting
- Facilitation of social interaction through recreational opportunities, parks, open space and other amenities
- Treatment of walls and fences

1. **Orientation**

a. Building orientation should be optimized for heat gain, shading, daylighting and natural ventilation.

b. Provide shading on east, west and south walls with overhangs, awnings or deciduous trees.

c. Buildings should be placed to create a street presence and enhance neighborhood character. Windows and porches should provide "eyes on the street" by allowing a clear view of the street and the neighborhood.

d. Design buildings, sidewalks, pathways, streets and crossings to encourage walking and bicycling. Sidewalks should connect to existing City sidewalks.

e. Creating areas of common open space that are easily accessed by residents provides focal points for community recreation and interaction and adds to the overall quality of life for residents. Given the environmental and recreational benefits of common open space, it should be integrated purposefully into the overall design of a development and not merely be residual areas left over after buildings and parking lots are sited.

f. Project entry areas provide the resident and visitor with an overview of the project. They should provide an open window with landscaping, recreational facilities and project directories. Special attention should be given to hardscape and landscape treatments to enhance the overall project image.

g. Parking lots should be internalized behind buildings and oriented away from street frontage. Large undivided parking lots and long parking drives are discouraged. See Zoning Ordinance Chapter 18.09 for parking lot landscape requirements.

h. All new development shall provide street trees parallel to streets in planter strips, in sidewalk, or at back of sidewalks, spaced at regular intervals

along the street.

- i. Refuse/recycling containers should be conveniently located throughout the project, yet sufficiently buffered from project entries, main building entries, and main pedestrian paths.
- j. Surface water and pollutant runoff should be reduced by maximizing the use of pervious surfaces and vegetative ground cover. Use of permeable paving, pavers, turf stone, brick, and decomposed granite is encouraged.
- k. Light-colored and/or reflective surface coatings should be considered to reduce the "heat island" effect of traditional asphalt parking lots.

Section F Multi-family Building Design

1. Avoid long, unbroken facades and box-like forms. Building facades should be broken up to give the appearance of a collection of smaller structures. This can be accomplished with the use of balconies, setbacks and projections which help articulate individual dwelling units or collections of units and by the pattern and rhythm of windows and doors. Upper level "stepbacks" are encouraged. Large projects should be broken up into groups of structures.
2. Roof forms and roof lines should be broken into a series of smaller building components when viewed from the street. Long, linear unbroken rooflines that exceed 50 feet are discouraged.
3. Architectural features should be applied to all elevations.
4. Garages, carports and service areas shall be screened from on-site residential and recreation areas to the greatest degree practicable. If separate from the primary residential buildings, they shall be broken up into small structures that relate to the scale and location of individual residential units. Carports, detached garages and accessory structures should be designed as an integral part of the architecture of projects. They should be similar in materials, color and detail to the principal structures of a development. Prefabricated metal carports should not be used.
5. Pedestrian-scale lighting (less than 12' in height) should be incorporated in outdoor areas. Lighting should be compatible and integrated into building and landscape design. Lighting shall be designed, directed and shielded in such a manner that direct light does not leave the perimeter of the site and the nighttime sky is preserved. Timing mechanisms and photo cells are encouraged to be used to reduce light levels and conserve energy during non-operational hours. Also see Zoning Ordinance Chapter 18.08.
6. All mechanical equipment, whether mounted on the roof or ground, must be screened from view. Utility meters and equipment must be placed in locations which are not exposed to view from the street or they must be suitably screened. All screening devices are to be compatible with the architecture and color the adjacent structures.
7. Ample roof overhangs are encouraged to limit unwanted solar gain.

Section G Additional Design Standards for Properties Fronting on Cloverdale Boulevard

1. Neighborhood Boulevard Design Standards

a. The intent of the Neighborhood Boulevard design guidelines is to provide an attractive and appropriate transition into central Cloverdale. The map below defines the area in which the Neighborhood Boulevard Design guidelines apply.



- b. The design model for Cloverdale Boulevard is a tree-lined street where walking and bicycling is encouraged, and pavement for automobile uses is minimized, consistent with General Plan policies.
- c. On-street parking is not allowed unless separated from travel lanes by a landscaped island or where existing street configuration allows parking.
- d. All land uses shall have front entrances on Cloverdale Boulevard.
- e. Parking between Cloverdale Boulevard and the front of the building is not allowed.
- f. Building designs shall not allow backing onto Cloverdale Boulevard.
- g. Residential, office, and lodging uses shall be designed as larger residential buildings (e.g. older houses in the northern Neighborhood Boulevard area).
- h. Retail and other commercial uses shall be designed to complement the residential design standard above.
- i. Historic design provisions apply to this area. See Zoning Ordinance Section 18.08.110.

2. North and South Cloverdale Boulevard Design Standards

a. The intent of the North and South Cloverdale Boulevard design standards is to provide an entrance into the City which identifies Cloverdale as an attractive place to live and as a City where high-quality business investment is welcome and justified. The map below defines the area in which the North and South Cloverdale Boulevard Design guidelines apply.



North Cloverdale Blvd.



South Cloverdale Blvd.

b. The design model for North and South Cloverdale Boulevard is a tree-lined street where walking and bicycling is encouraged, and pavement for automobile uses is minimized, consistent with General Plan policies. The appearance should have elements of a country road or rural street, even though serving city-level traffic.

c. Where existing trees are parallel to Cloverdale Boulevard, alternative sidewalk and bikeway alignments may be considered in order to preserve those trees.

d. On-street parking is not allowed on Cloverdale Boulevard unless separated from travel lanes by a landscaped island or where existing (pre-2009) street configurations have on-street parking. Removal of street parking is encouraged with new developments if consistent with existing street designs.

e. Historic design provisions apply to this area. See Zoning Ordinance Section 18.08.110.

