

IV. DESIGN GUIDELINES

A. INTRODUCTION AND PURPOSE

The purpose of these Design Guidelines is to provide general design criteria and guidance for the design and development of the Johnson Ranch Specific Plan. These guidelines have been developed with the intent of establishing a high level of design quality for the proposed residential and commercial land uses within the Johnson Ranch Specific Plan. They are also intended to assure both variety and compatibility between various land uses and to establish the community's overall identity. These guidelines are also intended to provide project designers and review authorities with reference and guidance in their evaluation of architectural, design and landscape features proposed for the Johnson Ranch Specific Plan.

These guidelines do not propose rigid adherence to a single or limited number of styles. To do so often results in a community design which quickly becomes visually dated or repetitious or monotonous in appearance. The goal of the following design guidelines is to promote a quality visual and design setting which can be achieved through any number of traditional or contemporary styles.

B. RESIDENTIAL DESIGN CRITERIA

The residential design criteria for the Johnson Ranch Specific Plan are intended to provide a means to achieve a cohesive character and compatibility for proposed residential land uses while maintaining visual diversity and aesthetic quality for the community. These residential design guidelines apply to all residential elements of the Johnson Ranch Specific Plan, but are particularly relevant to homes within medium and medium-high density residential designations (3.5 to 6.0 dwelling units per acre) where the influence of these design guidelines will have the greatest impact. The graphic examples which accompany these guidelines demonstrate certain design treatment concepts which can be integrated into the design of proposed residential neighborhoods.

1. Lot Layout

A large majority of residential uses (3,200 dwelling units or 91.4% of the project) is proposed for single family detached residential use.

- a. For all single family detached areas, modified grid layouts of streets are encouraged. The use of connected main streets provides direct routes for pedestrians, bicyclists and transit routes. The use of cul-de-sac streets not only provide beneficial views and visual variety but also routes through traffic onto streets without driveway access. Cul-de-sacs on short streets

offer safety, ease of driveway access and an enhanced sense of community (see Figure 59, Dwelling Unit Plotting Concepts).

- b. Single family residential neighborhoods should also be designed in a manner which orients streets and lots to maximize view opportunities and maximize view orientation to open space areas (see Figure 60, View Opportunity Lot Layout).
- c. Single family residential neighborhoods should be designed to encourage shared access easements for corner layouts (see Figure 60A, Optional Subdivision Layout).
- d. Within individual residential lots, six areas of detailed design guidelines, as noted below, will further assist in achieving the desired variety and design compatibility: setbacks, streetscenes, garage conditions, roof conditions, detailed architectural elements and materials and colors.

2. Setbacks

- a. Front yard setbacks within developments with a minimum lot size of 5,000 square feet shall be as follows: Front yards shall have a minimum average of 13 feet from the edge of the right-of-way. Front-entry garages shall be set back a minimum of 18 feet from the edge of the right-of-way, and side-entry garages shall be set back a minimum of 10 feet from the edge of the right-of-way. Front yard setbacks within developments with a minimum lot size of 6,000 square feet shall have minimum average of 15 feet from the edge of the right-of-way. Front-entry garages shall be set back a minimum of 18 feet from the edge of the right-of-way, and side-entry garages shall be set back a minimum of 10 feet from the edge of the right-of-way. Front yard setbacks within developments with a minimum lot size of 7,200 square feet shall have a minimum front yard setback of 20 feet from the edge of the right-of-way.

Setbacks should vary between units to achieve a visual variety in the streetscene (see Figure 61, Front Yard Setbacks).

- b. There will be a minimum sideyard separation of ten feet between single story or single and two story structures. Interior side yards may be reduced to accommodate zero lot line structures (see Figure 61A, Double "Z" Lot Layout). Side and front setbacks should also be maximized on all corner lot conditions (see Section IV.B.3, Streetscenes below).

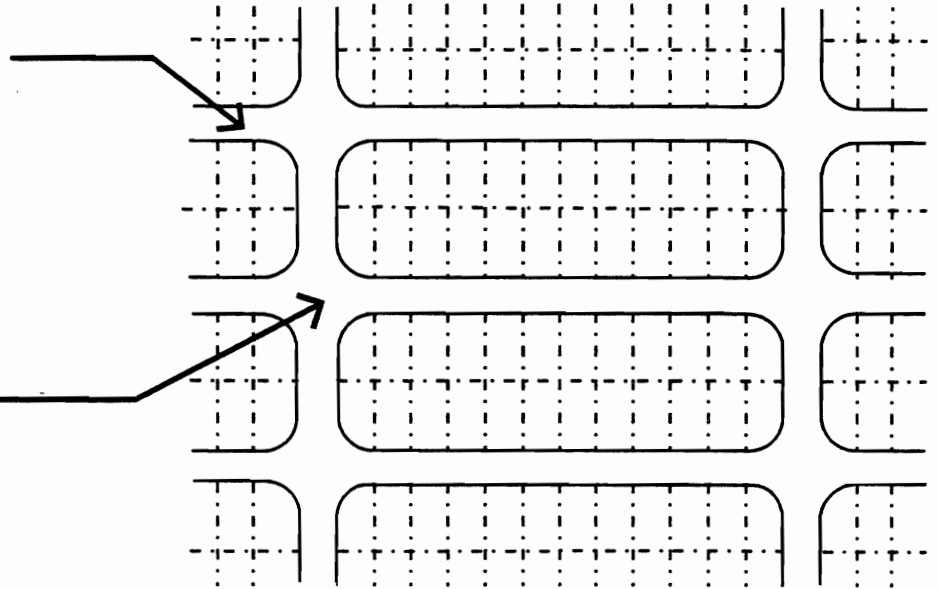
3. Streetscenes

- a. As noted above, a variety in front yard setbacks will enhance the visual diversity of residential streetscenes (see Figure 61B, Variety in Streetscape). In addition, wall planes along the front elevations should be occasionally staggered to provide additional visual variety of front streetscenes (see Figure 62, Staggered Front Wall Planes).

- b. Second story roof plane lines can be setback from first story elevations to help reduce the appearance of building mass (see Figure 63, Second Story Roof Plane Lines).

Dwelling Unit Plotting Concepts

Conflict between through traffic and driveway access to homes



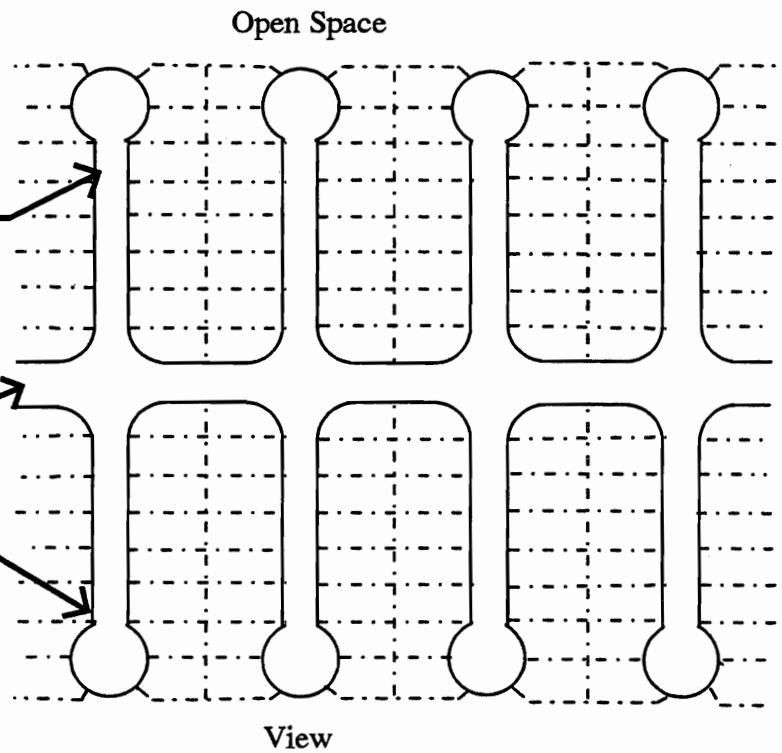
Lack of focal points or visual interest within neighborhood

Undesirable

Cul-de-sacs on short streets offer safety, ease of driveway access, enhanced sense of community

Through traffic routed on streets without driveway access

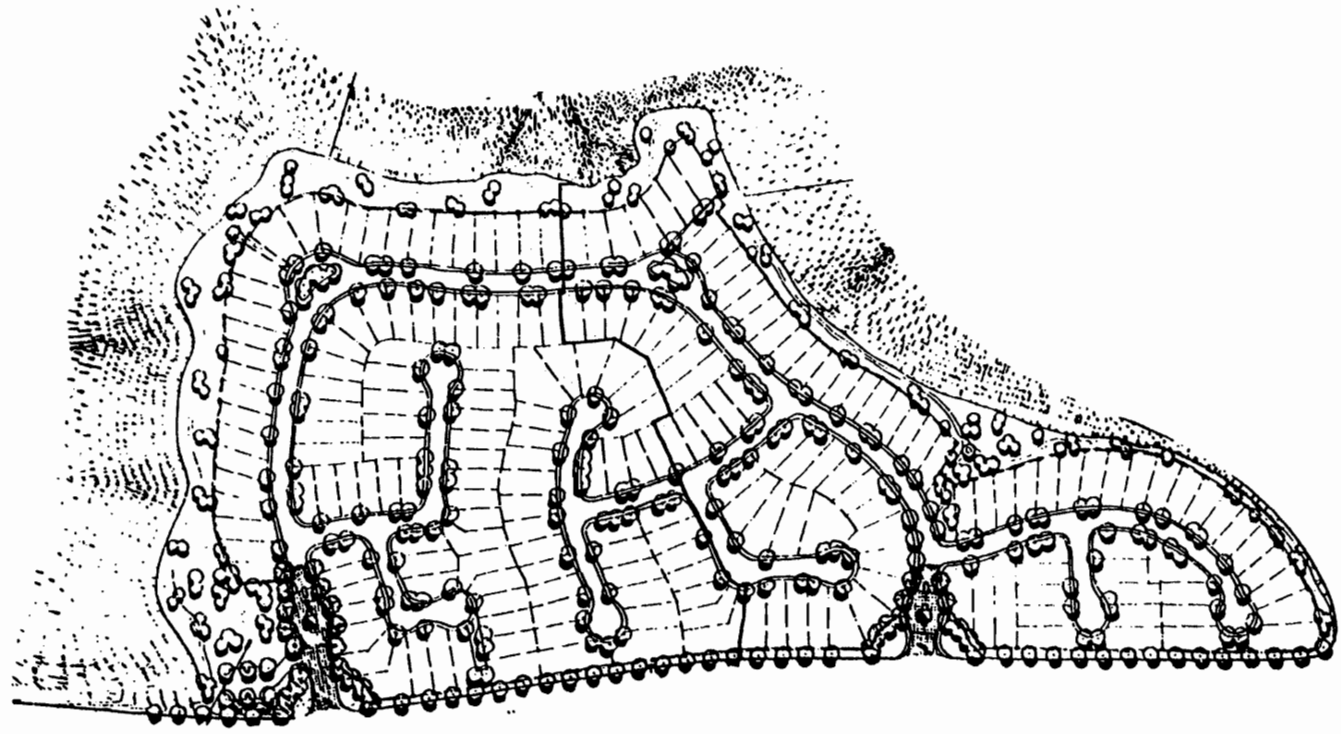
Orientation of neighborhood street towards open space and/or views benefits all residents



Desirable

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FIGURE 60
View Opportunity Lot Layout



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FIGURE 60A
Optional Subdivision Layout

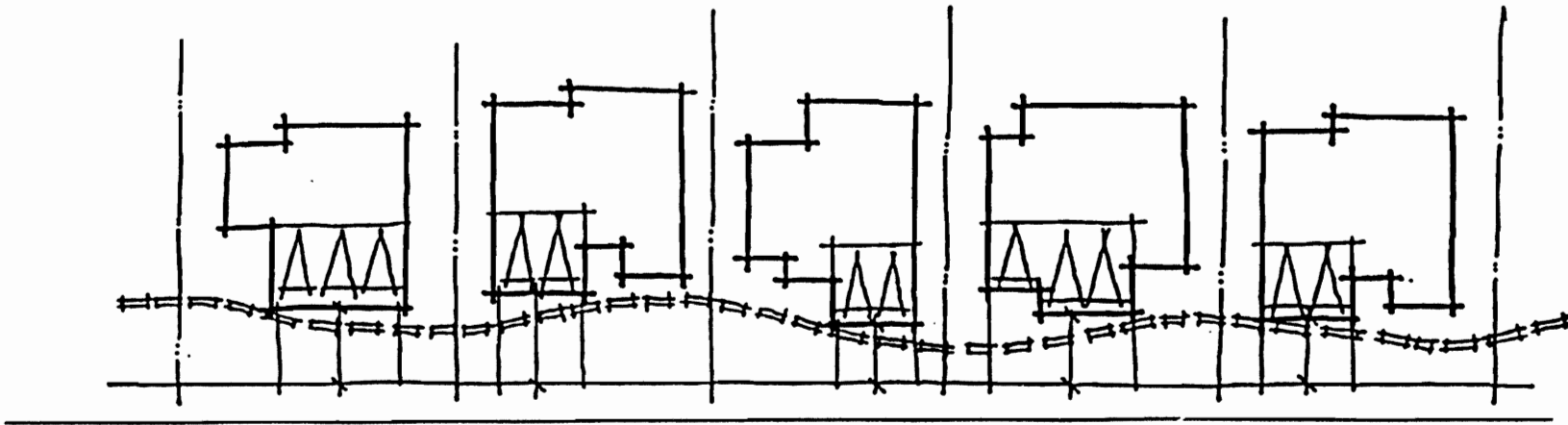


- ① Shared access easement
- ② Treat as typical outside corner lot

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FIGURE 61
Front Yard Setbacks

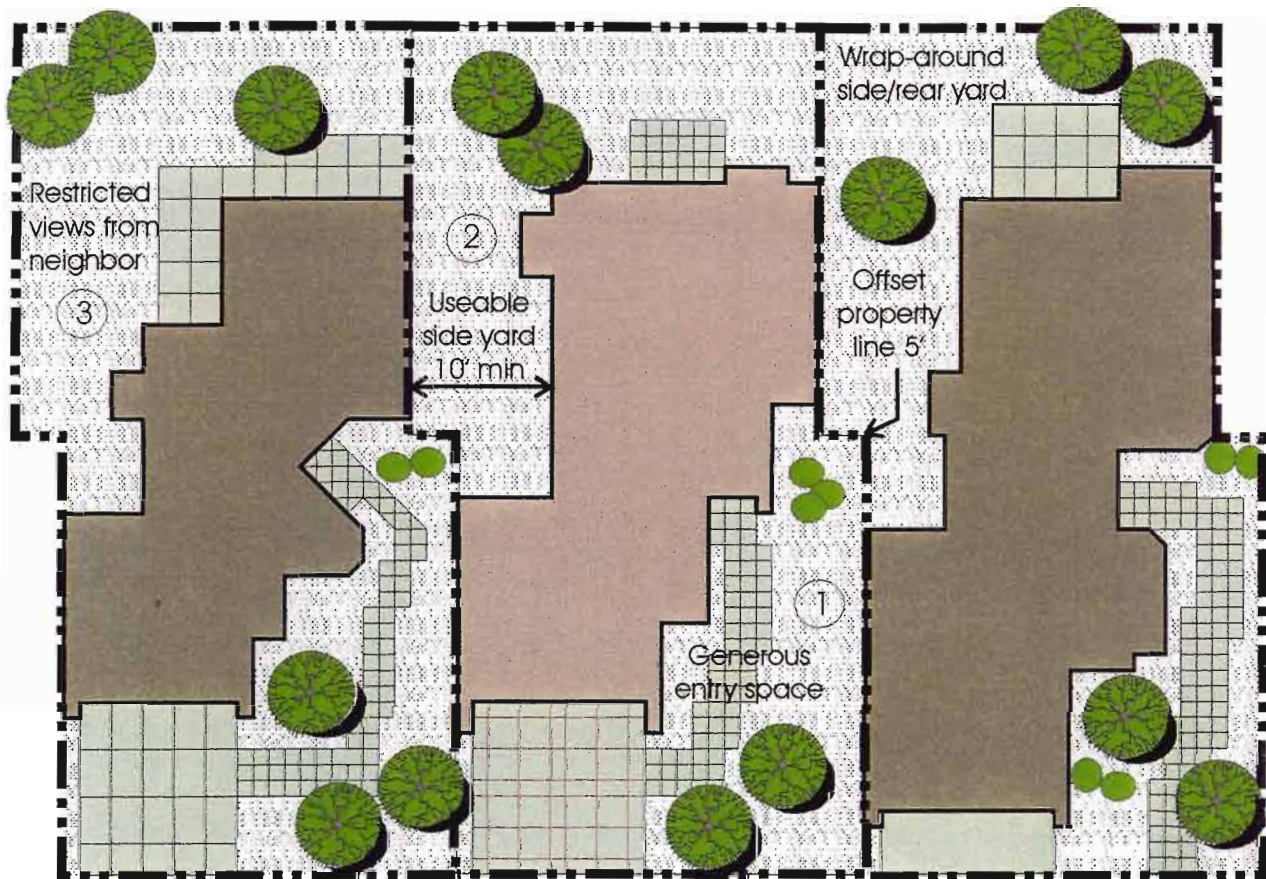
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FIGURE 61A
Double "Z" Lot Layout



Key advantages of "double Z" lots

- ① generous space at entry
- ② usable wrap-around side yard (min 10')
- ③ enhanced privacy

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FIGURE 61B
Variety in Streetscape

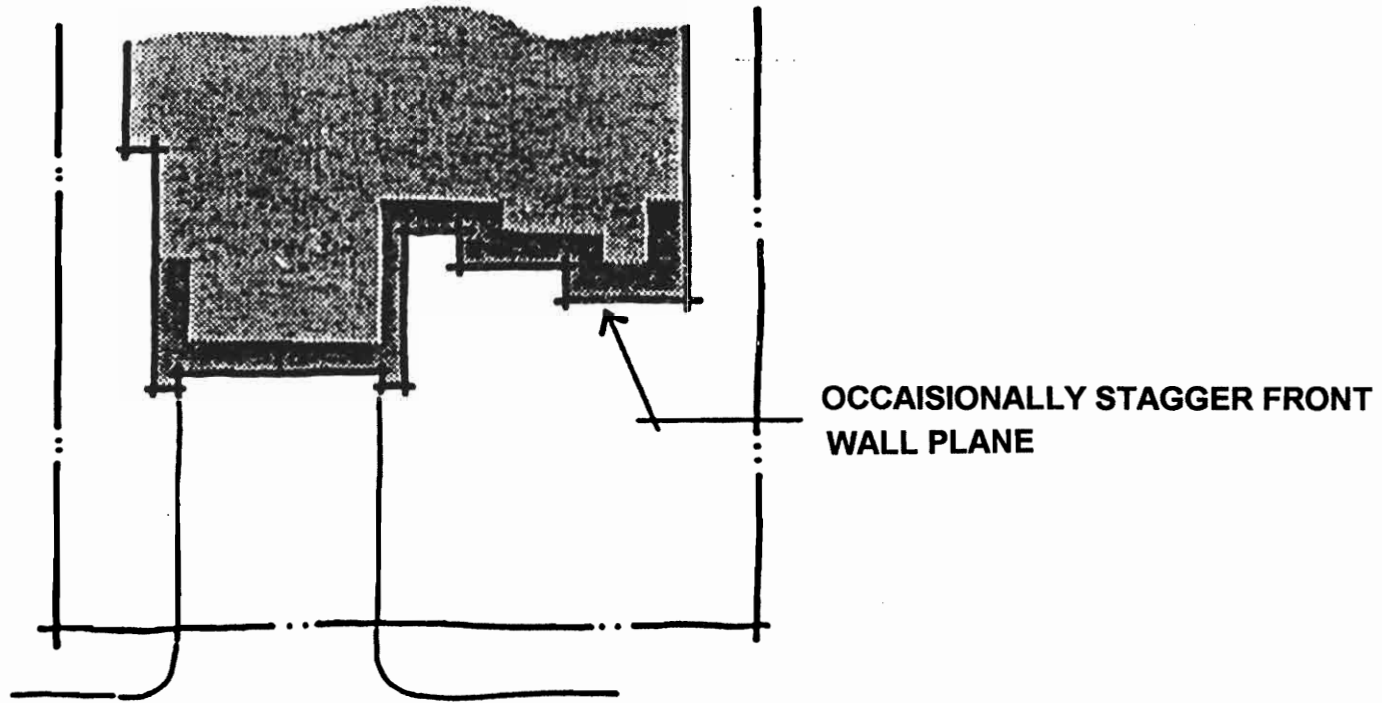


Street Scene: Create variety and interest in the street scene through:

- ① The use of side entry garages
- ② The location of an entry court yard or living space at the front yard setback line
- ③ The variation of lot widths and depths, producing meaningful offsets

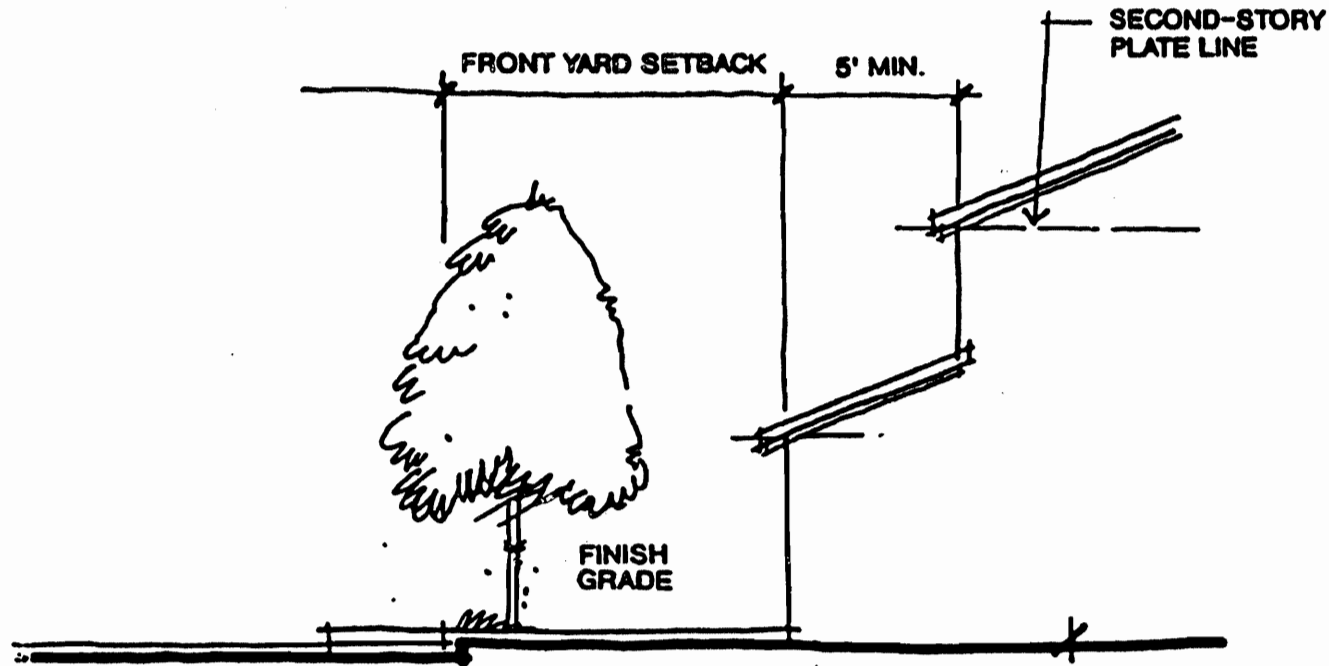
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FIGURE 62
Staggered Front Wall Plane



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NOTE: SECOND STORY PLATE LINES OPTIONAL, NOT MANDATORY

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- c. One story dwelling units should be paired and situated between two story dwelling units to maximize the visual variety of streetscenes and front elevations (see Figure 64, One and Two Story Streetscene).
- d. Corner lots should incorporate the following design guidelines (see Figure 65, Corner Lot Conditions).
 - 1) One story or two story building plans incorporating a single story plate line toward the exterior side yard.
 - 2) Garages to be located adjacent to the interior side yard.
 - 3) Wall planes adjacent to the exterior sideyard to be as short as possible.
 - 4) Side and front yard setbacks to be maximized.
 - 5) A clear line of sight to be provided across the corner of the lot.

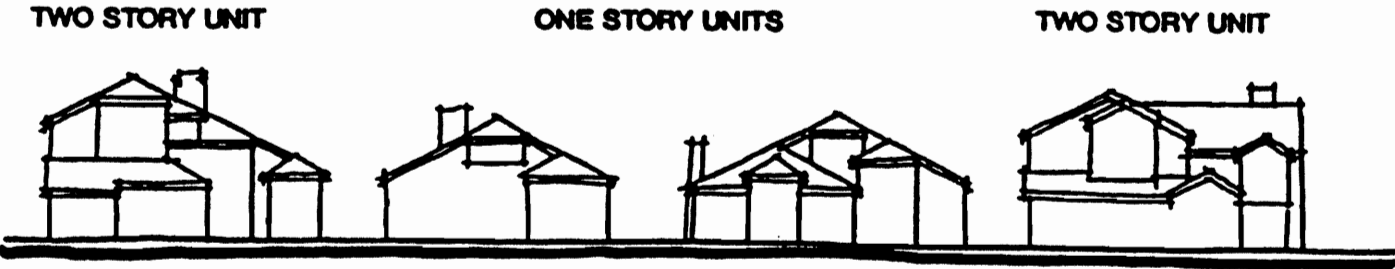
4. Garage Conditions

- a. Garage doors can be recessed a minimum of twelve inches from adjacent walls to create a strong shadow which minimizes the visual impact of garage door (see Figure 66, Garage Doors).
- b. Two story dwelling units should incorporate second story architectural elements above the garage to reduce the visual mass of the garage space (see Figure 67, Second Story Over Garage).
- c. Where garages are adjacent to one another, a three foot offset in setbacks can be utilized (see Figure 66, Garage Doors and Figure 68, Offset Garage Setbacks).
- d. Front and side entry garages can be used to promote variations in streetscene (see Figure 69, Front and Side Garage Entries).
- e. Garage door setbacks for all residential zones shall be 20 feet for a roll up door, measured from the back of the sidewalk to the face of garage door or the face of the curb if no sidewalk is required, or 20 feet from the street right-of-way, whichever setback is greater.
- f. All residences shall be provided with roll-up garage doors.

5. Roof Conditions

- a. Variation in roof design shall be utilized to create visual diversity.

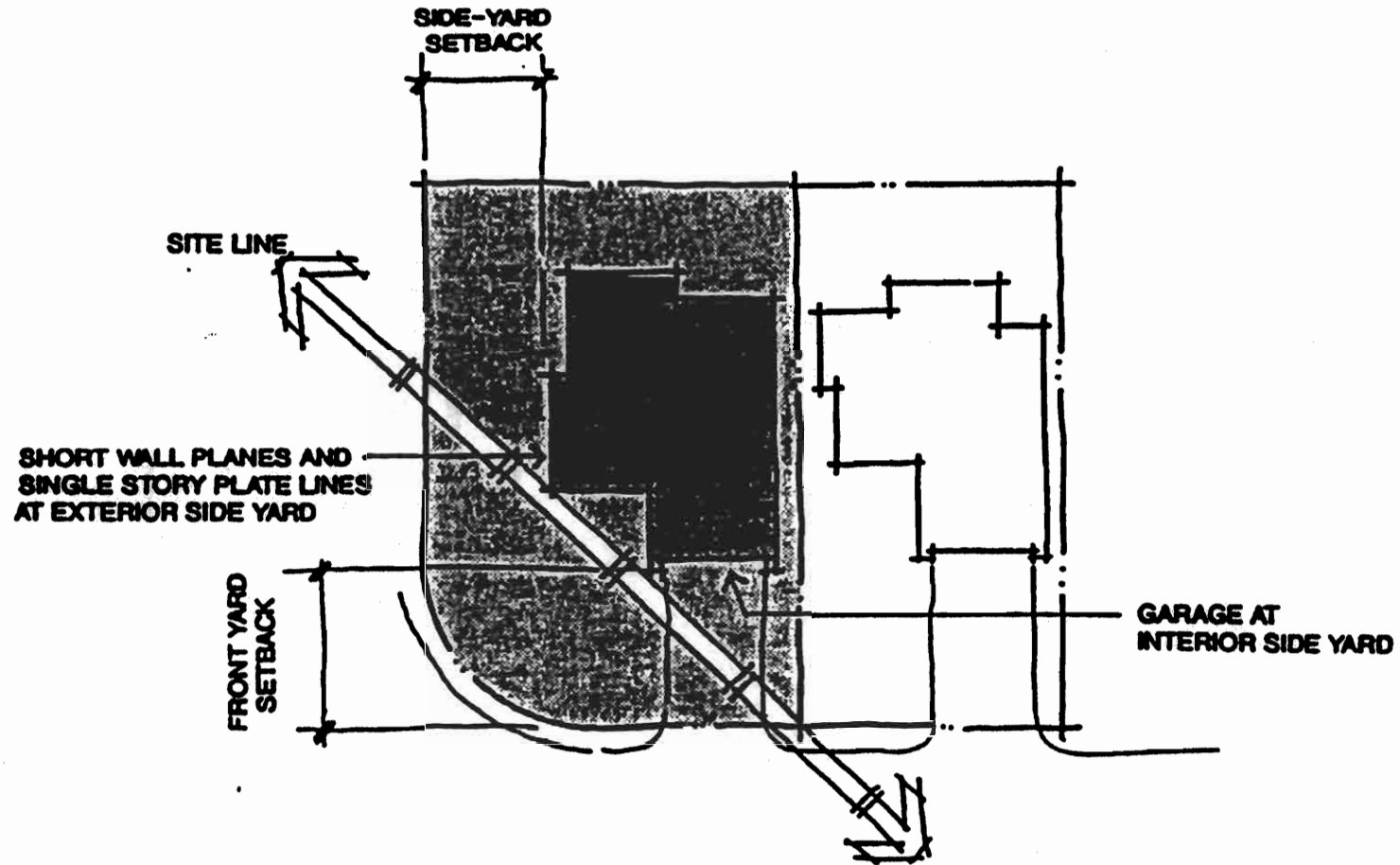
FIGURE 64
One and Two Story Streetscene



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FIGURE 65
Corner Lot Conditions

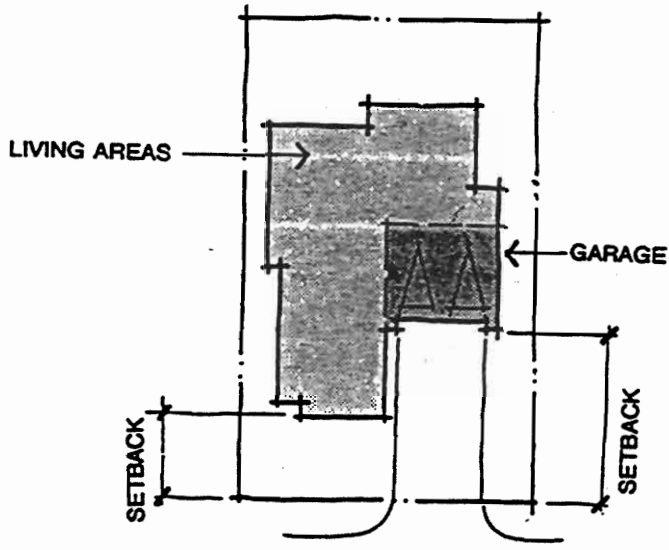


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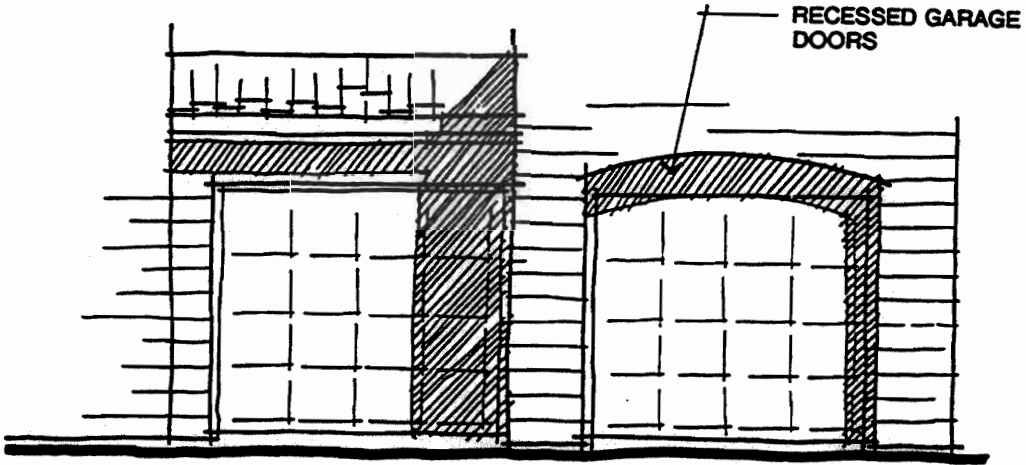
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FIGURE 66 Garage Doors

Garages can be setback further from the street than adjoining living areas.

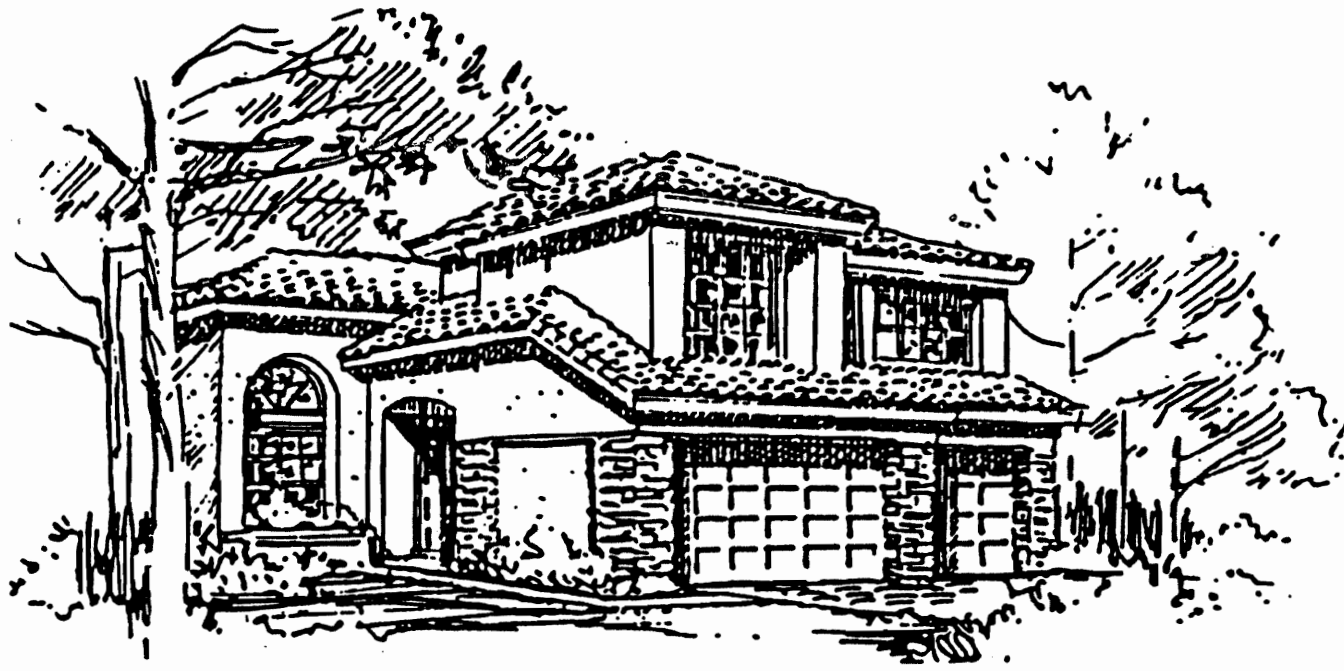


Garage doors can be recessed a minimum of 12 inches from adjacent walls to create a strong shadow which minimizes the impact of the door.



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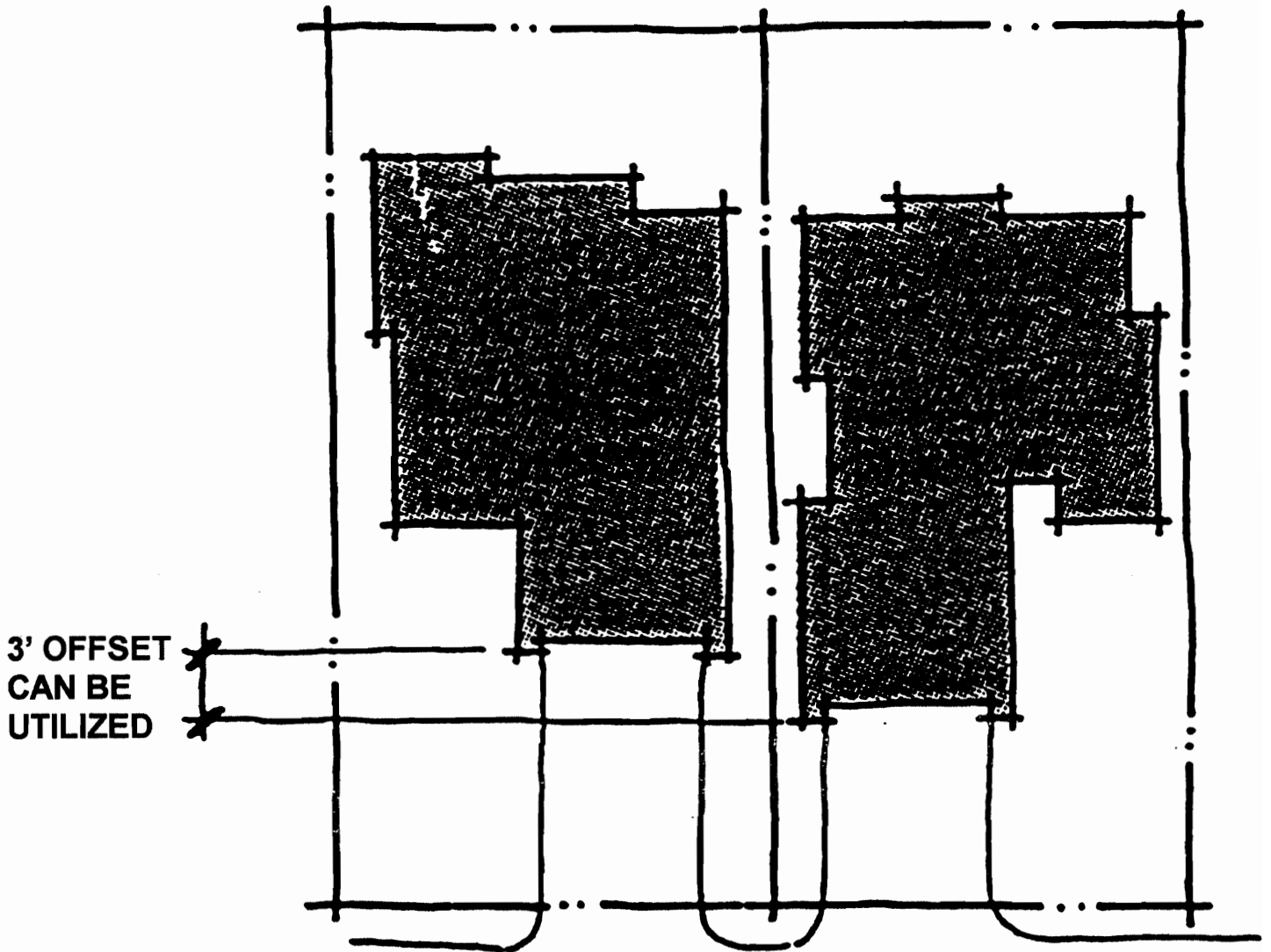
FIGURE 67
Second Story Over Garage



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FIGURE 68
Offset Garage Setbacks



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**SIDE ENTRY GARAGE
CAN BE USED TO
PROMOTE VARIATION
IN STREETSCENE**

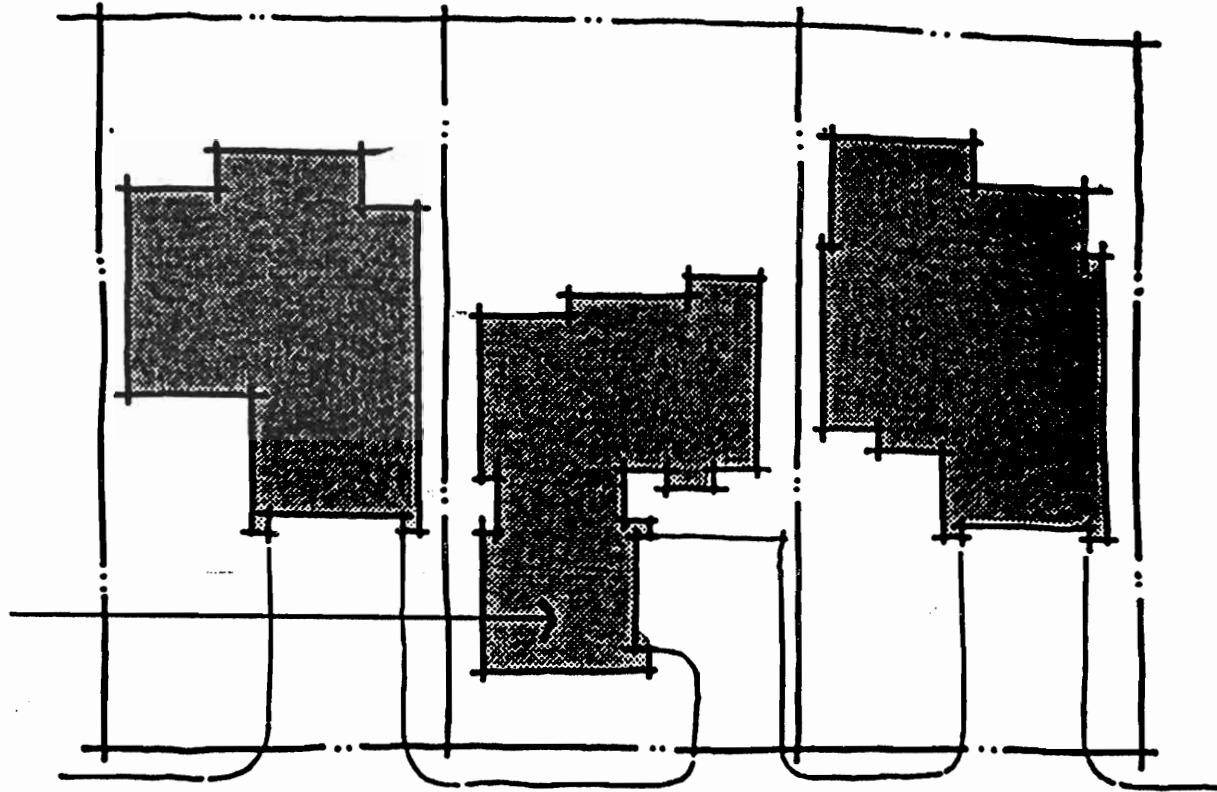
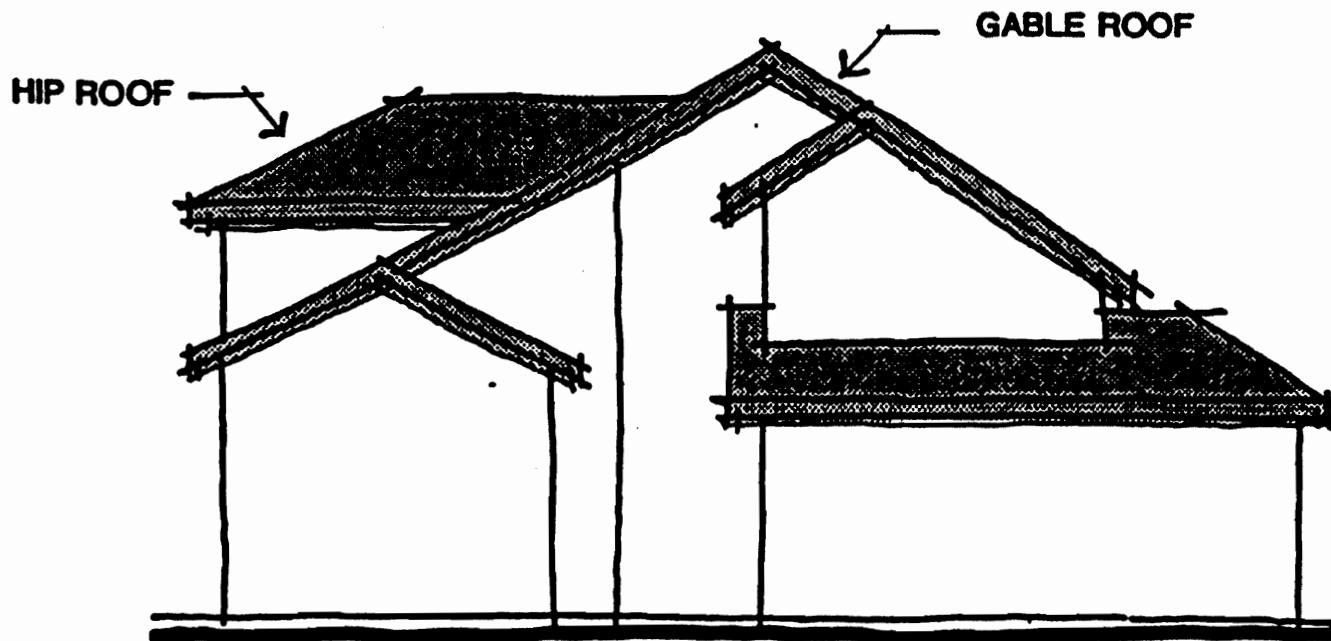


FIGURE 70
Roof Conditions



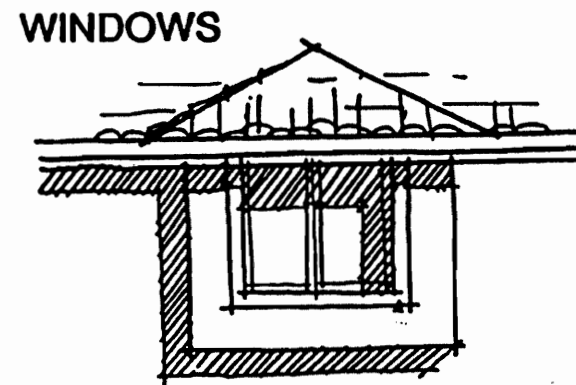
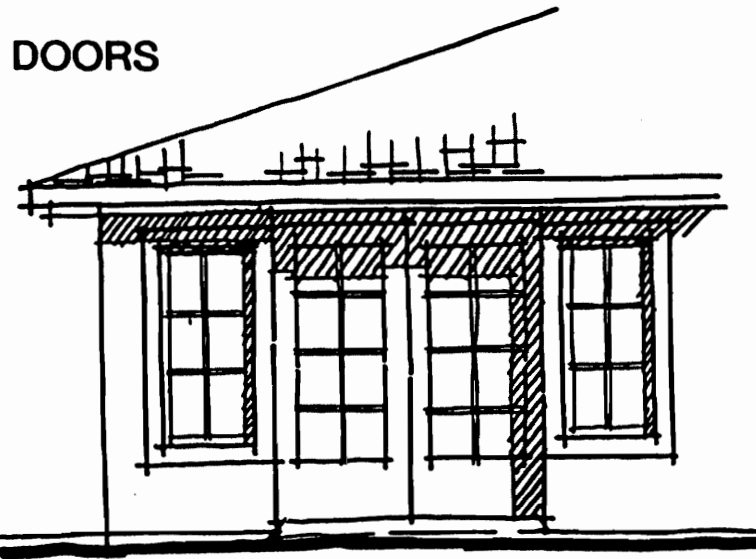
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- b. Individual dwelling units may incorporate more than one roof design (see Figure 70, Roof Conditions).
- c. Extended roof overhangs may be used in conjunction with porches, balconies and recesses.

6. Detailed Architectural Design Elements

- a. Architectural elements shall be incorporated into the design of houses through the treatment of window, doors, entries, porches, balconies, railings, columns and chimneys.
- b. Deep-set or pop-out windows and doors along with other architectural projections and recesses shall be used to provide individuality of units (see Figure 71, Door and Window Treatments).
- c. The entry should be a focal point through the use of roof elements, columns, porticos, recesses, pop-outs, windows or other architectural features (see Figure 72, Entries).
- d. The use of front porches may be incorporated to add visual interest to the streetscene and front elevations.
- e. Covered patios and balconies are also encouraged for incorporation into residential design for both practical and aesthetic values. They integrate indoor and outdoor living spaces, break up large wall masses and provide additional highly-usable building square footage. Patios and balcony railings should either be of wrought-iron or wood or wood trim. Pipe railings should be discouraged.
- f. Columns, posts and support beams can be used as free standing structural design elements or as a support for roof overhangs, porches or balconies. They also compliment and break up any architectural mass and form of a building.
- g. As an architectural form, chimneys should be simple in design, having the same material and texture as the building to insure a consistency of character and style.

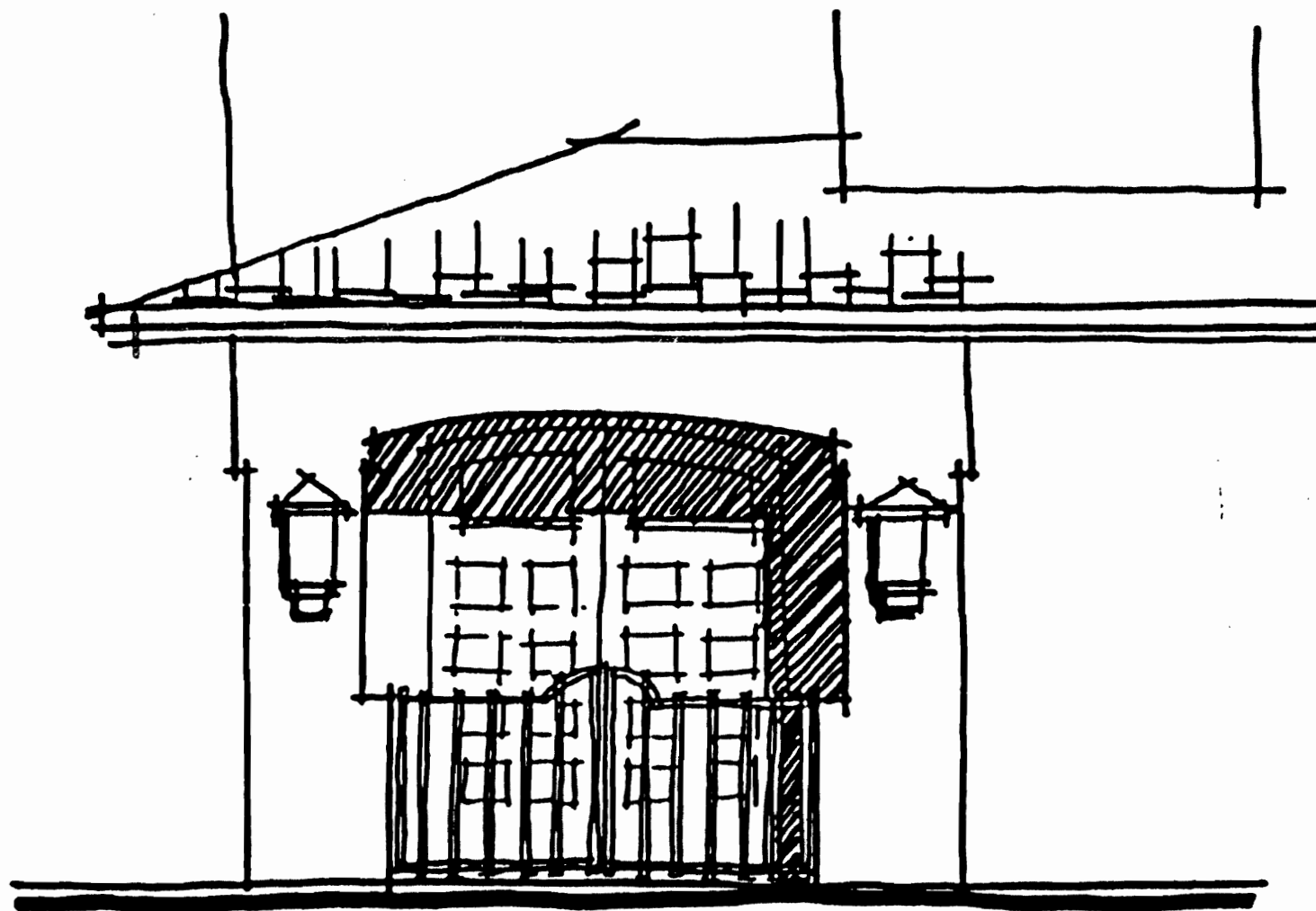


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FIGURE 72
Entries



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7. Materials and Colors

- a. Wood siding, stucco, brick and stone are acceptable exterior materials. On any single unit or within a neighborhood, a combination of materials is encouraged to provide visual variety.
- b. Clay tile, flat concrete tile or concrete shake roof materials are acceptable. Wood shake roof materials are unacceptable and shall not be utilized.
- c. Roof colors should be related to the exterior color and/or fascia color of the structure.
- d. Each elevation shall have alternate color schemes. Subdued colors, not specifically limited to earth tones, shall be used. Use of bright colors and primary colors is not permitted except as a limited accent.

C. TOWN CENTER DESIGN CRITERIA

1. Commercial Design Guidelines

- a. Long, unbroken building facades are not permitted. Offsets should be incorporated into building elevations.
- b. Building elevations should incorporate both one and two story unit elements. A mix and variety of one and two story buildings is encouraged.
- c. Varied front setbacks should be incorporated into building elevations.
- d. The use of wood siding materials is appropriate to provide texture and scale to wall surfaces.
- e. Recessed doors and window openings should be used to add articulation to wall surfaces.
- f. Projections, overhangs, and recesses for windows, doors and walls should be utilized to provide shadows, articulation, and scale to building elevations.