

# E. Residential Guidelines

The Residential Guidelines are intended to promote diverse neighborhoods and villages within the Domenigoni-Barton project with their own identities, while remaining part of a cohesive whole. The nostalgia and history of the architectural themes are here echoed in a sense of place defined by familiar streetscapes, tree-lined sidewalks, accessible open spaces, and thematic design. The Guidelines are formulated to provide quantitative criteria on appropriate aspects of physical development, as well as qualitative guidance on aspects of how buildings, landscaping, hardscape and signage may positively affect the land, residents, and visitors.

## 1. Site Planning

- a. Residential garages should be positioned to reduce their visual impact on the street. This will allow the active, visually interesting features of the house to dominate the streetscape. At a minimum, the garage should be set behind the front façade of the residential building by at least 5 feet. Encouraged alternatives include siting attached or detached garages in the rear accessed from an alley or a side drive.
- b. Design solutions for residential street

- layouts should consider land form, grades, and circulation hierarchy, and employ appropriate street configurations.
- c. Entries to residential villages should be visually reinforced through techniques such as landscape treatments, monument signage and/or pavement details.
- d. Projects adjacent to the golf course should be integrated and blended using treatments such as undulating edges, varied rear yard setbacks, and landscape treatments to tie the golf course with the residential edge.
- e. Sidewalks should be separated from the curb by a parkway of sufficient width to accommodate appropriate landscaping, and to promote activity and interaction among residents of and between the neighborhoods.
- f. Varied driveway locations are encouraged to break up repetitive curb cuts and yard patterns. Not more than 25% of a property's frontage should be utilized for driveway openings.
- g. Safe and convenient pedestrian circulation connections should be provided between housing areas, schools and parks.
- h. Common area fencing, walls, gates and other security features should be designed to facilitate access to the pedestrian areas and parks/open space.
- i. Rear or side elevations of residential units should be enhanced where visible from public open spaces.
- j. Each structure should have a varied façade material or color than the immediately adjacent structure to replicate a diverse single-family style neighborhood and promote individuality.

## 2. Setbacks

- a. Varied front yard setbacks should be used, wherever possible, to provide visual interest to the streetscape.
- b. Buildings should be arranged in a staggered and variable setback fashion, wherever possible, to provide visual interest, allow views between adjacent buildings, and to avoid a repetitive appearance. Rear setbacks for all structures facing roadways and other areas of high visibility should be perceptively varied.
- c. Maximize relationship of residential to open space, golf course, and greenbelts.
- d. Solid walls or fences not to exceed six feet (6') in height should be provided along property lines adjoining single-family detached areas.

## 3. Massing and Scale

The following outlines guidelines for the design treatment of building mass and scale.

- a. Horizontal, vertical and roof planes should be staggered and articulated to create visual interest. The appearance of box-like structures should be avoided.
- b. The use of single story elements to reduce the overall mass of the structure and add variety is encouraged.

- c. Walls in excess of fifteen feet in height should be treated with architectural elements

## 4. Common Open Space and Private Recreation Areas

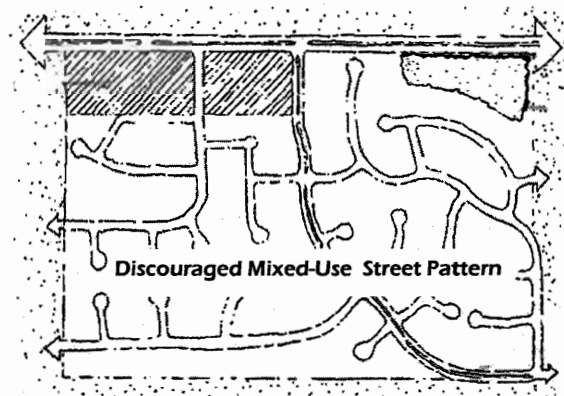
The following outlines guidelines for the location, design, and treatment of common open space and private recreation areas.

- a. Common open space should be linked to public open space and/or adjacent to local streets, wherever possible.
- b. A common open space and recreation area should be located within each village, featuring thematic elements and landscaping. Potential uses allowed in these private recreation areas include: mini-parks, clubhouse / cabana structure, restrooms, pool, spa, play apparatus, benches, barbecue facilities, multi-use lawn area, signage, lighting and site furnishings.
- c. Major slopes located next to recreation areas should left intact or be graded to transition gradually into the landscaped and usable areas to maximize the effectiveness of the adjacent open space.

## F. Mixed-Use / Commercial Guidelines

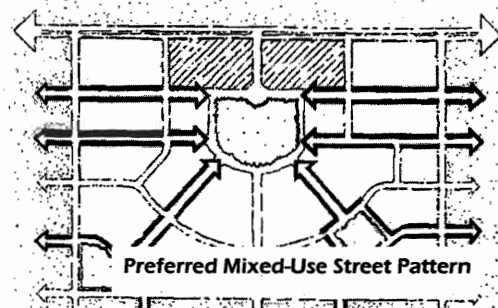
The mixed-use areas are intended to provide the resident and visitors a mixture of commercial, retail, office, public facilities, dining, recreation and residential opportunities. These uses would be configured in the mixed use areas to create dynamic public spaces while providing needed services and amenities. It is intended that the mixed-use zones would be designed such that each component supports or complements the other, placing housing, jobs, daily needs and other activities within easy walking distance of each other. Commercial areas fronting major arterials may contain uses which require high visibility and are less conducive to the pedestrian scale of the mixed use areas.

### 1. Street Layout



The local street system should be clear, formalized and interconnected, converging to activity nodes. If used, cul-de-sacs should provide pedestrian / bicycle openings in order to calm vehicular traffic without reducing non-vehicular connectivity.

*Discouraged*



- Collector streets overburdened by excessive traffic
- Circuitous or complex street patterns which discourage pedestrian use
- Busy, smoggy, wide and “unfriendly” boulevards
- Isolation from rest of community

*Preferred*

- Interconnected street system
- Modified cul-de-sacs which provide openings onto proximate local streets or paseos
- Simple and memorable, with landmarks
- Provide multiple and parallel routes
- Provide the shortest and most direct path to destinations
- Security through access and visibility

## 2. Site Planning

- Provide a strong pedestrian circulation network.
- Create people gathering spaces.
- Orient structures so that the storefront facades relate strongly to plazas or street.
- Relate building size, scale, and solar orientation in order to create pedestrian friendly spaces.
- A minimum proportion of uses, balancing retail, housing, and public uses, is desired within the Village Center in order to stimulate a critical mass of pedestrian activity.
- Within the Village Center, street level retail, office, and service commercial space should form a pedestrian-oriented

circulation system that is accessible from the surrounding neighborhood without requiring use of an arterial street.

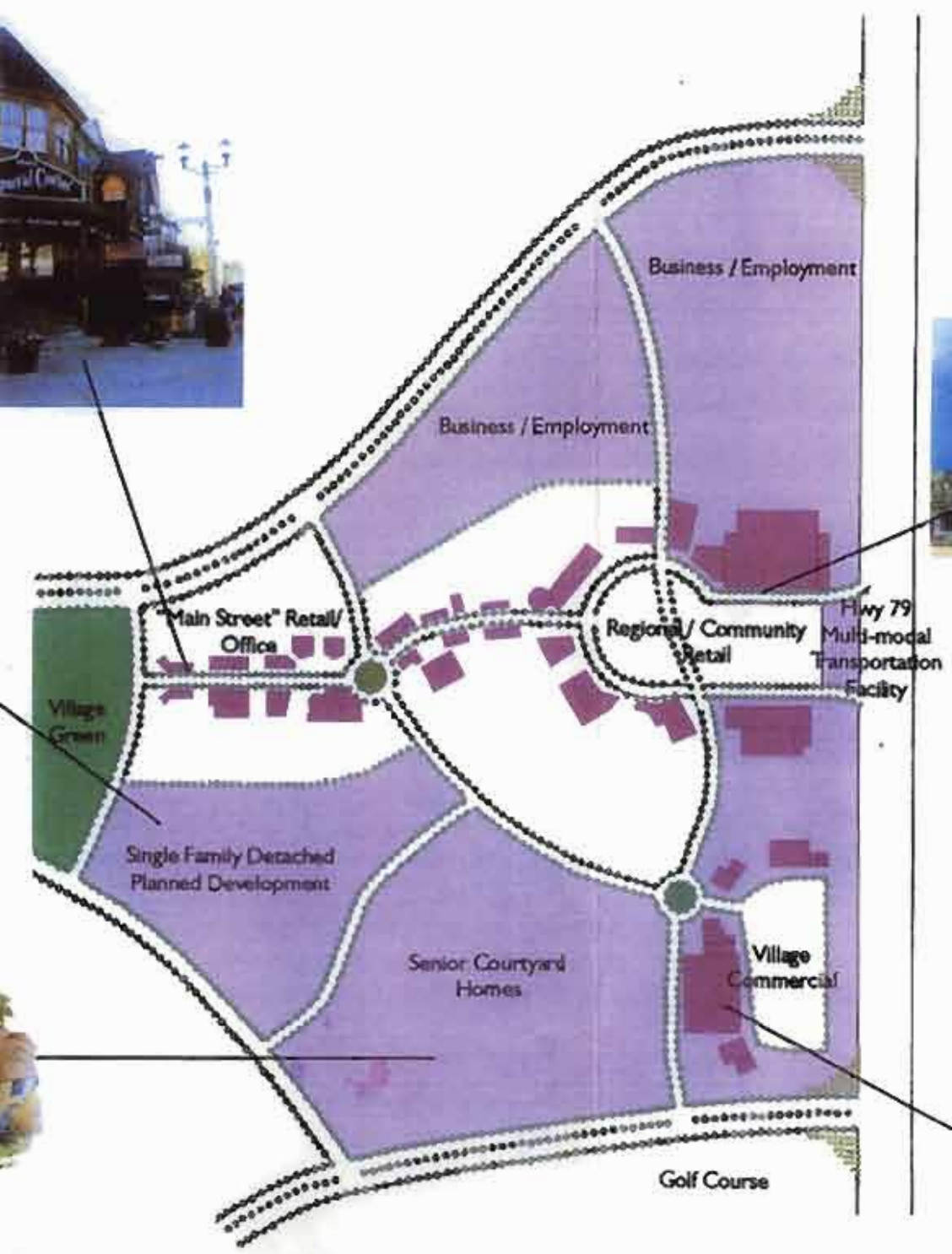
- With the possible exception of anchor retail stores, primary building entrances should be physically and visually oriented toward streets and public spaces, rather than to the interior of blocks or to parking lots. Within the Village Center, parking should be placed to the rear of buildings, accessed via secondary entrances or mid-block alleys.

## 3. Parking & Circulation

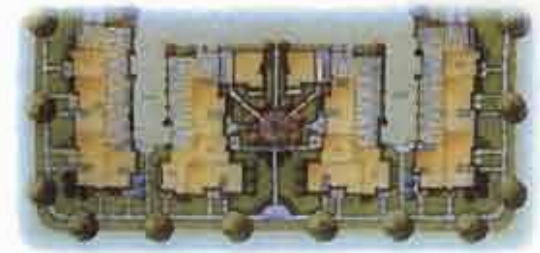
- Joint parking allowances are recommended for adjacent uses with staggered peak periods of demand, where feasible, in order to reduce the overall amount of land required for parking. The complementary relationship between land uses in a mixed-use area encourages multipurpose trips, allowing joint use of individual spaces.
- Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods. Lots should be located behind buildings or in the interior of a block whenever possible.
- Large surface parking lots should be visually and functionally segmented into several smaller lots by placing a street, landscape area, walkways, plazas or a building between parking areas.
- Parking structures with retail uses on the first floor of any street-side edges are encouraged.
- Common driveways that provide vehicular

# Mixed Use Illustrative Concept

## Figure VI-5



Note: Illustration is Artist's Conception only. Actual site and building layout will be determined on plot plan submittals



Specific Plan No. 310

Specific Plan IV-17

access to more than one site are encouraged.

- E. Parking access points should be located as far as possible from street intersections. The minimum distance recommended is 100 feet.
- f. Parking area paving, striping and directional markings should be maintained in good condition at all times.
- g. Design parking facilities so that a car within a parking area will not have to enter a street to move from one location to another within the same site.
- h. Minimize situations where pedestrians must cross parking aisles at right angles.
- i. Design the parking area to link the building to a sidewalk system that is an extension of the pedestrian walk system through the use of design elements such as painted or enhanced paving, architectural features, and/or landscape treatments.