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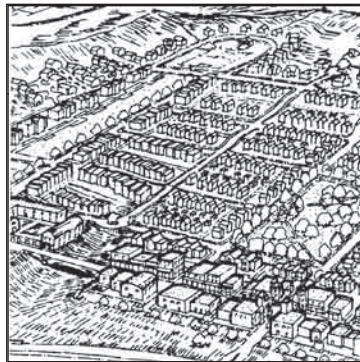
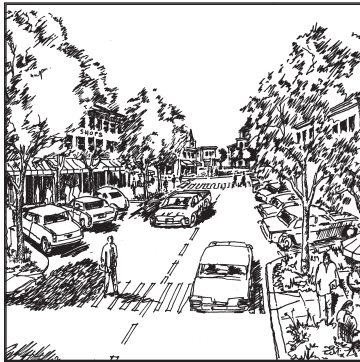
## **APPENDIX F: TND DESIGN GUIDELINES**

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# Design Guidelines

for

## Traditional Mixed Use Neighborhood Developments



City of Westminster, Colorado

Contact:

**Department of Community Development**  
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# Design Guidelines

for

## Traditional Mixed Use Neighborhood Developments



Planning Commission and City Council Public Review Draft, 8/16/99



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**A. TABLE OF CONTENTS**

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<b>Section / DGL</b>	<b>Subject</b>	<b>Page No.</b>
A.	Traditional Mixed Use Neighborhood Development Principles .....	1
B.	Purpose and Application of the Design Guidelines .....	2-3
<b>Section 1</b>	<b>Community Structure</b> for New Neighborhood Development	
DGL 1.1	Relationship to Adjacent Uses .....	4
DGL 1.2	Structure of the Neighborhood .....	5
DGL 1.3	Parks and Open Space .....	6
DGL 1.4	Mixed Use Districts .....	7
DGL 1.5	Mixture of Land Uses and Housing Types .....	8
DGL 1.6	Unique Front Range Characteristics .....	9
<b>Section 2</b>	<b>Residential Neighborhood Design Elements</b>	
DGL 2.1	General Street Layout Principles .....	10
DGL 2.2	Street Design .....	11-12
DGL 2.3	Alleys or Lanes .....	13
DGL 2.4	Residential Site Planning: Lot Layouts and Building Configuration .....	14-18
DGL 2.4.1	• Small Lot Single Family Residential .....	14
DGL 2.4.2	• Standard and Large Lot Single Family .....	15
DGL 2.4.3	• Accessory Buildings and Residential Units .....	16
DGL 2.4.4	• Townhomes and Row Houses .....	17
DGL 2.4.5	• Multi-Family Apartments .....	18
<b>Section 3</b>	<b>Mixed Use Commercial District</b>	
DGL 3.1	Mixed Use Districts, General Overview .....	19
DGL 3.2	Commercial Street Designs .....	20
DGL 3.3	“Main Street” Site Planning .....	21
DGL 3.4	Commercial Office Site Planning .....	22
DGL 3.5	Building Prototypes and Design Elements .....	23-24
DGL 3.6	Site Development .....	25

## A. TRADITIONAL MIXED USE DEVELOPMENT

### Traditional Mixed Use Neighborhoods

Traditional mixed use neighborhoods represent a pattern of development which can be found in cities and towns throughout the front range. Although each community varies in character defined by its individual environment there are a number of fundamental features and principles which they share. These include:

**Compact Walkable Development:** Communities and towns historically have developed in a more compact manner with businesses, homes, parks and civic uses in close proximity, easily walkable from destination to destination;

**A Mixed Use “Village” Center:** with Retail/Office and a Variety of Housing providing ample opportunity for residence to live in a variety of housing types and to walk to shops and services, parks and open space.

**Pedestrian Oriented District:** where Pedestrians, Bicycles and Automobiles have equal opportunity to traverse the community with convenience and in safety.

**Interconnected Street/Block Patterns:** which better integrates each area within a community, making walking and biking more direct and convenient. This also disperses auto traffic onto a variety of streets and relies less on collector streets and arterial boulevards to get to shopping and businesses.

**Narrower Streets:** designed for slow moving traffic, balancing the needs of auto circulation with the convenience and enjoyment of a walking community.

Variety of Parks: range from the regional open space systems and community-wide large scale active recreation facilities to smaller neighborhood parks and tot lots. These become the identity and focus for individual neighborhoods as well as the larger Westminster community.

**The Historic Westminster Community.** is an example of these community patterns and principles This pattern began in South Westminster, yet has faded over time.

The traditional mixed use neighborhood provides an opportunity to bring back these fundamental building blocks. This creates a memorable community and gives it a sense of place within itself and the front range. These guidelines encourage and illustrate the key components which are desired for traditional mixed use neighborhood development within the City of Westminster.



**Traditional Mixed use Neighborhood Development:** represent a pattern of development which can be found in cities and towns throughout the front range.



**Compact / Walkable Pedestrian Oriented District.**



**Interconnected Street/Block Patterns with Narrow Streets and Shade Canopies.**



**A Variety of Parks sizes for active and passive uses as foci for the neighborhoods.**



**Relate to the original / historical pattern of Westminster.**

## B. PURPOSE & APPLICATION OF THE GUIDELINES

### Purpose

The purpose of the design guidelines is not to modify existing zoning regulations, but to fundamentally change the review criteria for special areas or projects designated as Traditional Mixed Use Neighborhood Developments. This provides the opportunity for a high quality mixed use neighborhood developed with a set of design regulations which are different from the City's existing standards. The intent is to provide a clear set of design policies to project sponsors such as developers, property owners, architects and designers. These guidelines represent the primary design issues which the planning staff, Planning Commission and City Council 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 traditional mixed use and residential projects.

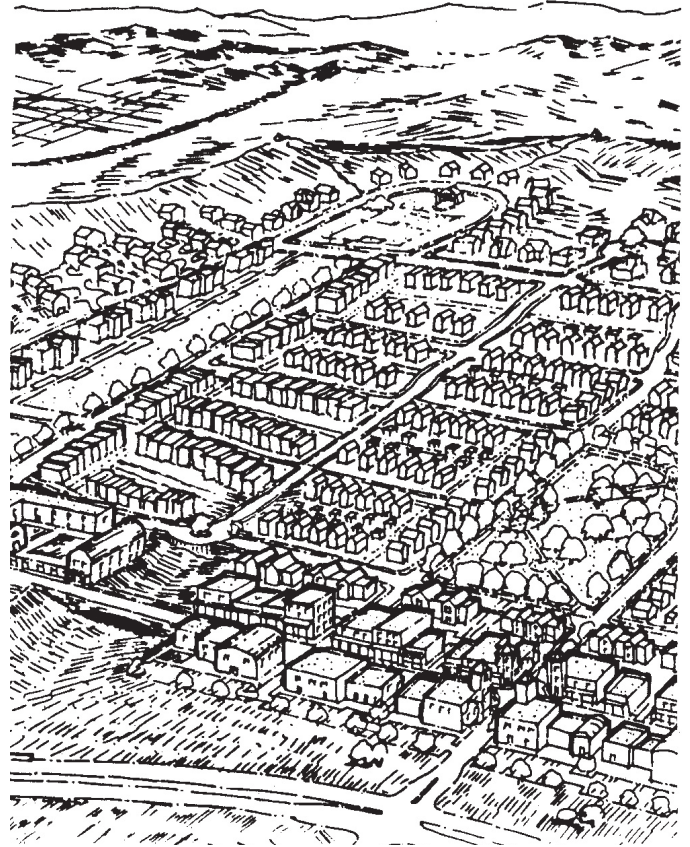
### Application of the Design Guidelines

The Guidelines are to be used by the development proposal team to assist them in producing a quality Master Planned development. The City will use these Guidelines as a framework for evaluating development proposals and for commenting on the design aspects of the proposed projects.

To assist the City's review, a project description is required for each submittal which discusses how the development proposal meets the various design guidelines for each topic, or why it varies from the guidelines, and the additional benefit the proposed project provide to the community. It is the intent of these Guidelines to be specific enough to be able to guide development, while at the same time flexible so as not to preclude creative design solutions.

### Zoning Ordinance

The Guidelines will be used to modify the city's existing zoning ordinance when reviewing mixed use or TND traditional neighborhood development proposals. It is the intent and desire of the City to use the design guidelines to streamline and clarify the review and evaluation of traditional mixed use neighborhood project proposals.



**Purpose:** The guidelines are to be used by the development proposal team to assist them in producing a quality Master Planned Development.



**Goal:** To assist the development community by presenting the City of Westminster's desires for traditional mixed use neighborhood developments, including the fundamental principles and primary elements which such projects should contain.

## A. PURPOSE & APPLICATION OF THE GUIDELINES

### Application of the Design Guidelines (Cont.)

#### Early Consultation with Staff

Applicants should review the Design Guidelines, Background and Purpose so as to understand the rationale and spirit of the guidelines. Applicants should contact the City of Westminster Department of Community Development early in the project planning and design process to determine application and processing requirements and discuss key issues particular to their specific site. Photographs, site plans and drawings should be submitted as appropriate, to show the relationship of the proposed project to the adjacent properties and surrounding neighborhoods.

#### Development Organization

The Community Development Department is the City of Westminster's site plan and architectural approval agency and is composed of staff from the Department of Community Development, Fire and Police.

#### Planning Commission and City Council

Master Planned Developments are reviewed by the Planning Commission and City Council. Projects are assessed for conformance with the Guidelines by staff prior to consideration by these bodies. Planning Commission decisions may be appealed to the City Council.

#### Discretionary Decision Making

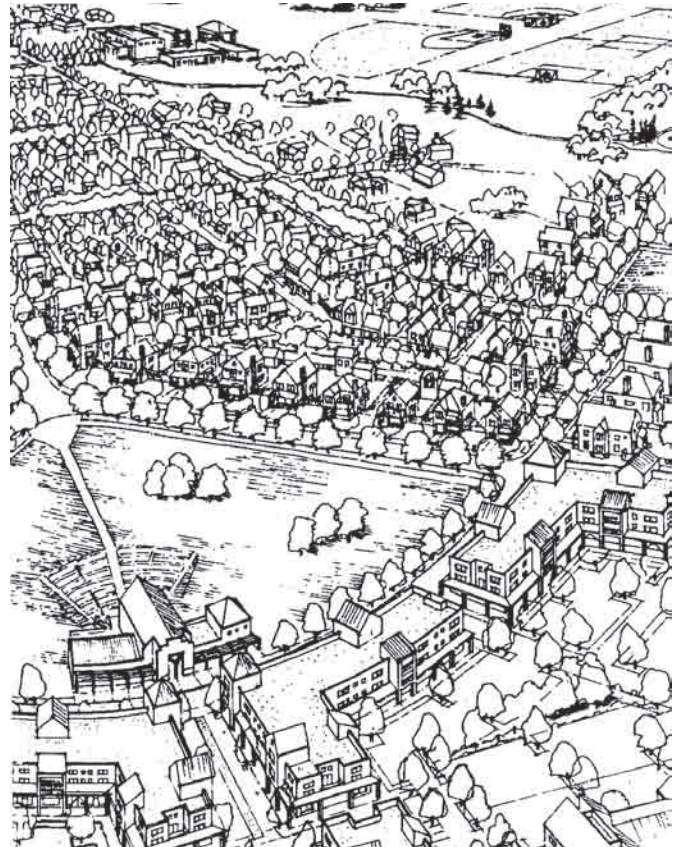
Every project is unique and requires a review on a case-by-case basis. This process depends upon the exercise of discretionary judgement. While some Guidelines include quantitative standards, most require qualitative interpretation. The approving agency has the latitude to interpret the Guidelines, so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

#### Comments and Suggestions

To ensure that the Guidelines help to achieve their objectives, they will be reviewed on a periodic basis. Comments and suggestions to improve them are welcome and should be made in writing to:

#### Department of Community Development

4800 West 92nd Avenue  
City of Westminster, Colorado 80030  
Phone: 303-426-3857  
Fax: 303-428-0648



*Goal: Mixed Use Neighborhoods or Districts will provide local needs for goods and services from the surrounding neighborhoods. Although primarily a commercial area, a variety of uses including residences are desired to extend activity time. The district will be a pedestrian oriented place, serving as the focal point and identity for the surrounding neighborhoods.*



*Tree-lined streets with entry porches and homes, connecting to the neighborhood.*

**DGL 1.1: Relationship to Adjacent Uses**

**Policy**

Promote the connection of new developments to adjacent uses and neighborhoods, via biking, walking or driving, to better integrate new projects into the existing community. This will make it easier for residents to circulate throughout the neighborhoods.

The edges of a neighborhood should be formed by features shared with adjacent neighborhoods such as major streets, changes in street pattern, greenways or natural features such as streams and major drainage or riparian corridors.

**Design Guidelines** \_\_\_\_\_

**DGL 1.1.1: Connect to Existing Neighborhoods**

New streets, bikeways, paths and trails should connect to existing adjacent neighborhoods. Traffic calming measures should be used to eliminate shorts cuts and support a desirable living environment.

**DGL 1.1.2 Transition of Land Uses and Intensity**

Non residential uses, larger buildings and attached multi-family housing should be encouraged to be located near commercial centers with a transition to smaller buildings closer to low density neighborhoods.

**DGL 1.1.3 Pedestrian and Bike Connections**

Pedestrian and Bike connections should be made to residential neighborhoods, retail centers and open space systems. Pedestrian and bike and visual connections should also be made wherever auto connections are infeasible due to physical constraints or other considerations.

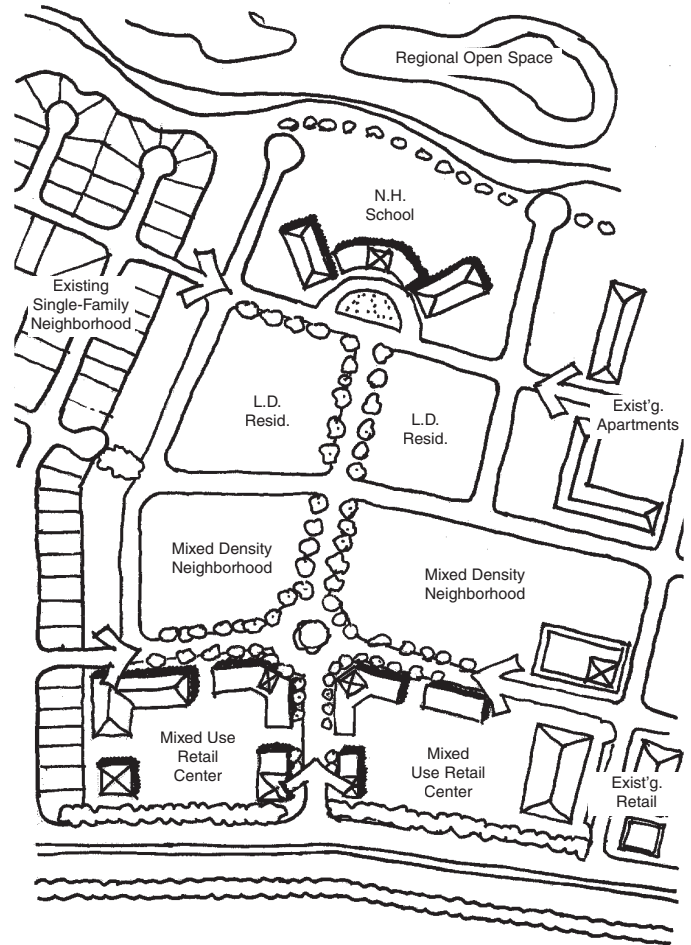
**DGL 1.1.4 External Orientation**

Where new TNDs abutt major streets, land uses, building types and site planning should be used to connect with the street, eliminating the need for soundwalls and providing a high quality view of the neighborhood.

New neighborhoods, adjacent to open space systems, should look upon open space and provide public access along it while protecting the natural environment. Include walking paths and bike paths where appropriate.

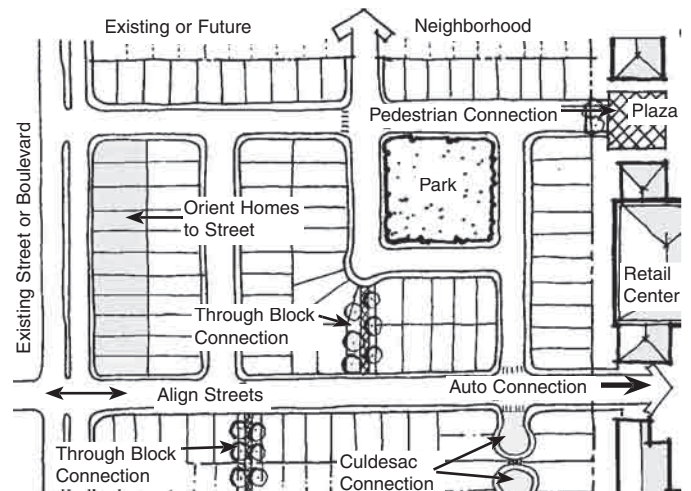
**DGL 1.1.5 Retaining Views & Natural Features**

View corridors, open space and other natural features should be maintained wherever possible.



**Potential Connections to the surrounding Community**

*New mixed mixed use neighborhoods can take advantage of their variety to connect to and knit together various adjacent single use developments, providing a vibrant focus.*



**Connections to Adjacent Neighborhoods,**

*New developments should connect to existing and future neighborhoods and commercial uses via street connections, bike or pedestrian paths.*



## 1.0 Community Structure for Traditional Mixed Use Neighborhood Development

### DGL 1.2: Structure of the Neighborhood

#### Policy

Promote neighborhood circulation which provides convenient connections via streets and pedestrian and bike paths to retail centers, parks, tot lots and other amenities. Make these amenities more readily accessible to all residents. Promote paths and vistas which allow residents and visitors to see landmarks and amenities "down the street". This provides orientation for residents, visitors, and children, and provides neighborhoods with a sense of identity.

#### Design Guidelines

##### DGL 1.2.1: Pattern of Streets and Blocks

Multiple connecting streets within a residential neighborhood should knit a neighborhood together, not form barriers. Streets, bikeways and walkways should create a unifying circulation network that provides convenient routes to destinations within the neighborhood without forcing trips onto the surrounding arterial streets.

The street network should consist of a series of generally rectilinear blocks in a grid or interconnected pattern which is conducive to walking and biking. Block lengths should provide frequent connections and be between 300 and 700 feet maximum in length.

##### DGL 1.2.2: Connecting to Amenities

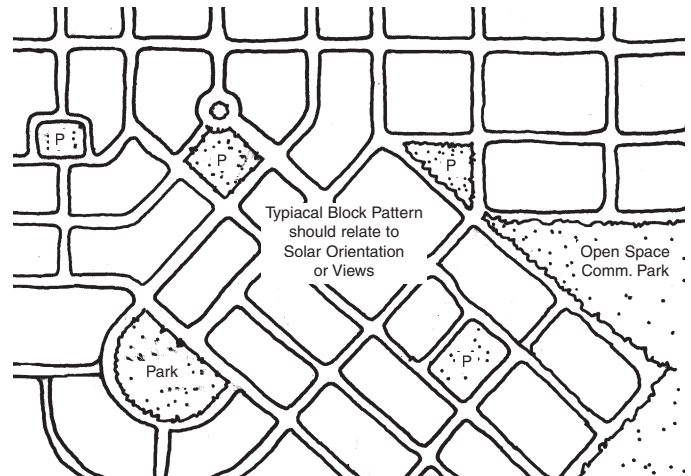
The street network should lead to major amenities such as retail centers, shops, schools, parks and community facilities. The more important streets should have wider side walks and accent crossings, bike paths, greater landscape and prominent lighting.

##### DGL 1.2.3: View Corridors and Vistas

Streets and paths should focus on important vistas such as community buildings, mountains, trees or open spaces.

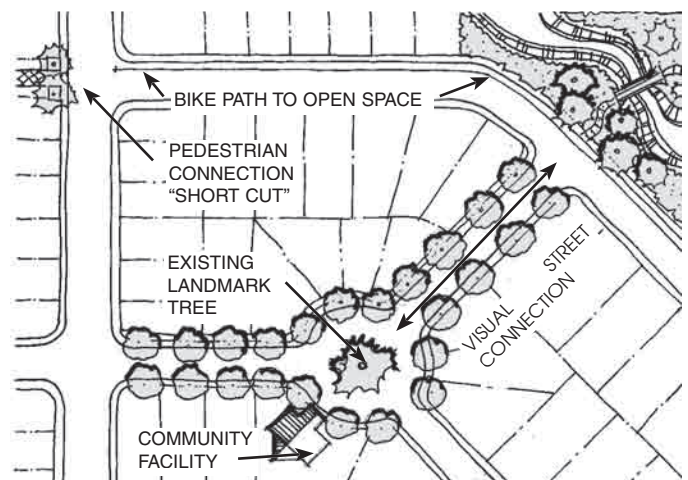
##### DGL 1.2.4: Pedestrian and Bike Connections

Where loop street connections are not feasible, pedestrian and bike paths may be used as "shortcuts" to make walking and biking more convenient.



#### Pattern of Streets and Blocks

The street network should consist of a series of generally rectilinear blocks in a grid or interconnected pattern which is conducive to walking and biking. Block lengths should provide frequent connections and be between 300 and 700 feet maximum in length.



#### Vistas & Connections to Amenities

Internal street and path layouts should connect to open space systems, landmarks or amenity features such as parks or community buildings, tot lots or stands of major tree(s).



#### View Corridors and Vistas

Major Streets and paths should focus on important landmarks and vistas such as community buildings, mountains, trees or open spaces.

### DGL 1.3: Parks and Open Space

**Policy:** Promote the creative design and use of a wide variety of City parks for Westminster's residents and visitors.

#### DGL 1.3.1: Variety of Parks and Open Space

A wide variety of parks and open space should be incorporated into traditional mixed use neighborhoods. Each type of park plays an important role in the activities of the neighborhood and larger Westminster Community. Park types include but are not limited to:

- **Regional Open Space Systems:** provide an opportunity to define the edge of a neighborhood or community.

- Locating smaller parks adjacent to these regional open space systems provides for active play areas while allowing potentially sensitive habitat to add more natural qualities to a developed park. Parking along the street or in a small parking lot is desired to minimize impact on the adjacent residential neighborhood.

**Squares / Plazas or Greens:** Located within a mixed use district, a green or plaza plays the role of a community gathering space. These spaces should be designed for extensive seating areas, with hardscape plazas, lawn and landscape areas where appropriate.

- **Active Community Parks:** Typically between three and ten acres, active community parks often contain multiple sports fields, community buildings and other active play areas. These larger parks are often disruptive to the adjacent residents.

- Less active and smaller scale areas of the park, such as tot lots, should be located to buffer residents from the more active and evening events. Appropriately located and well designed parking should be provided.

- **Neighborhood Parks:** Smaller parks of 1/2 to 3 acres are generally neighborhood oriented and become the focus and identity for the neighborhood. Less active in quality, these parks are typically designed for smaller children as well as informal open ball playing areas. Tot Lots may be incorporated into these smaller parks.

- **Tot lots:** Small parks for younger neighborhood children, these parks are often located on parcels as small as 3,000 to 5,000 square feet. They often have equipment for smaller children. Small protected hardscape areas and shaded lawn areas are encouraged. These parks play an important role in small lot single family neighborhoods.



**Town Square, Plaza or Village Green :** plays a central role as a primary gathering space for the commercial community.



**Neighborhood Parks:** Smaller parks of 1/2 to 3 acres are generally neighborhood oriented and become the focus and identity for the neighborhood.



**Tot Lots:** Play an important role in providing shared play areas within residential neighborhoods, particularly townhome and small lot single family neighborhoods with homes containing small yards.

**DGL 1.4: Mixed Use Districts**  
**Location and Connections**

**Policy**

Encourage a successful mixed use center with a variety of locally serving uses, which are connected by a strong area structure of streets, buildings and open space. These land uses should generally transition in intensity from the commercial center to surrounding lower intensity residential neighborhoods.

**Design Guidelines**

**DGL 1.4.1: Variety of Uses**

Mixed Use commercial districts should contain a combination of uses including residential, retail, offices, services, civic uses and open space. Uses located on the ground floor that stimulate pedestrian activity are encouraged. Auto related uses (gas stations, auto repair and supply, etc.) are allowed only as secondary uses and located at non-prominent locations. Large retail uses should respect the small scale pedestrian and block pattern of the mixed use district.

**DGL 1.4.2: Development Pattern**

Street and block patterns, pedestrian and bicycle connections should extend through the mixed use commercial center. A mixed use commercial district should maintain a coherent, continuous, visually related and functionally linked pattern within the district in terms of street layout, site design, building scale and character.

**DGL 1.4.3: Location of Commercial Mixed Use Areas**

Commercial Mixed Use areas should be located in a central area to maximize pedestrian access by the greatest number of residents as well as access by the surrounding community.

**DGL 1.4.4: Transition Areas**

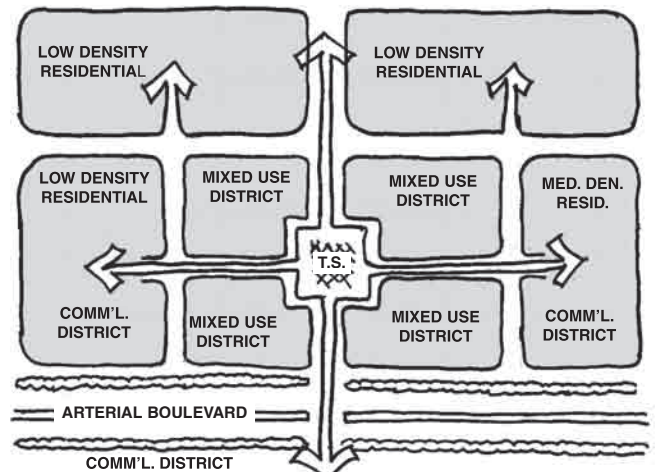
Medium density / mixed use commercial centers are a focus for the surrounding neighborhood as a place to live, shop and work. These areas include denser attached and detached multi-family housing around a neighborhood commercial center or commercial district with secondary uses above primary retail establishments.

The surrounding neighborhoods contain moderate densities which form a transition and link between surrounding lower density residential neighborhoods and heavier intensity commercial or light industrial / employment areas.

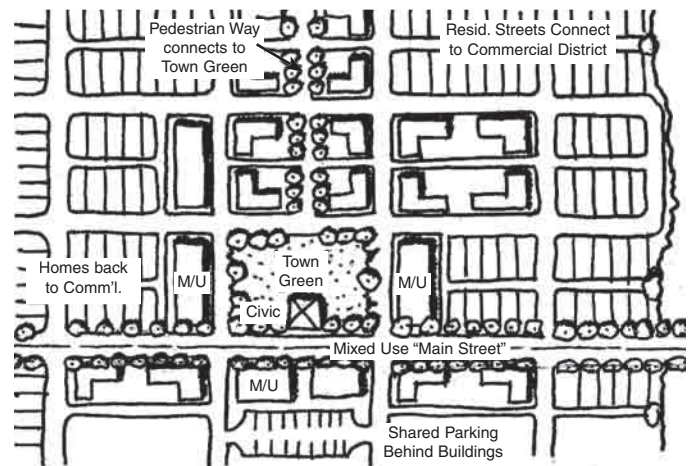
**DGL 1.4.5: Structure of Mixed use Areas**

The structure of mixed use areas may vary, yet they will typically be one of 2 primary types:

1. Nodal centers generally focus on a civic space such as a square, plaza, village green or commons.
2. Linear mixed use areas generally feature "main Streets" mixed use retail streets sometimes ending

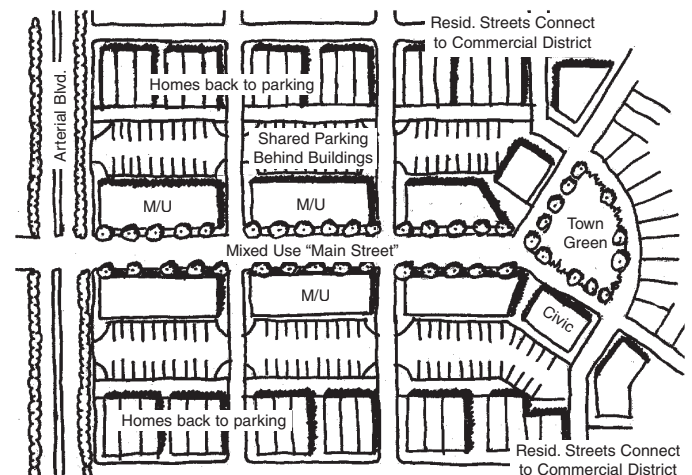


*Variety of Uses and Transitioning Intensities*



**Nodal Mixed Use Areas**

*Focus on a Town Green of Square with the mix of uses around the public space.*



**Linear Mixed Use Areas**

*Provides a linear commercial street typically connecting an Arterial Parkway with a Town Green or Park or public space.*

**DGL 1.5: Mixture of Land Uses & Housing Types**

**Policy**

Encourage mixed use areas with a variety of locally serving businesses and other commercial establishments integrated with a variety of residential housing types and densities. Organize these areas to allow appropriate integration, while protecting more sensitive low intensity residential neighborhoods and allowing easy access from these neighborhoods.

**Design Guidelines**

**DGL 1.5.1: Variety of Uses**

A variety of non-residential land uses are appropriate to the mixed use area including:

- Neighborhood serving retail uses
- Small businesses with low-traffic or visibility needs such as service businesses.
- Small-scale offices and clinics
- Civic Uses
- Daycares
- Places of worship and assembly
- Parks and other small recreation areas.

**DGL 1.5.2: Variety of Housing Types**

A variety of housing types can fit into this higher activity area including:

- Residential units above retail shops or work places
- multi-family housing or group homes
- townhomes or duplexes
- small lot single family with accessory dwelling units

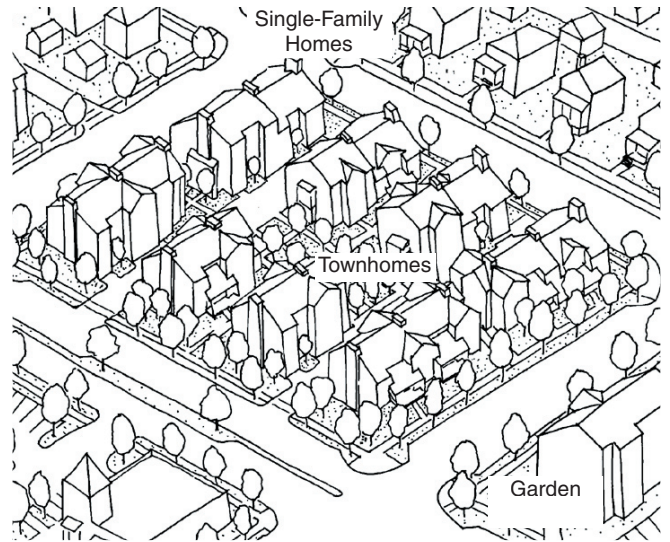
These housing types and other uses can easily share streets and blocks and provide opportunity for moderately cost housing to be beside higher cost housing and non-residential uses.

**DGL 1.5.3: Horizontally Mixed Land Uses**

Horizontally mixed land uses unified by a pattern of streets and blocks with buildings fronting the streets are strongly encouraged. This is an effective way to integrate commercial uses and housing in a mixed use area. Compatible uses may share a street. More intense uses may share a block and an alley while fronting separate streets.

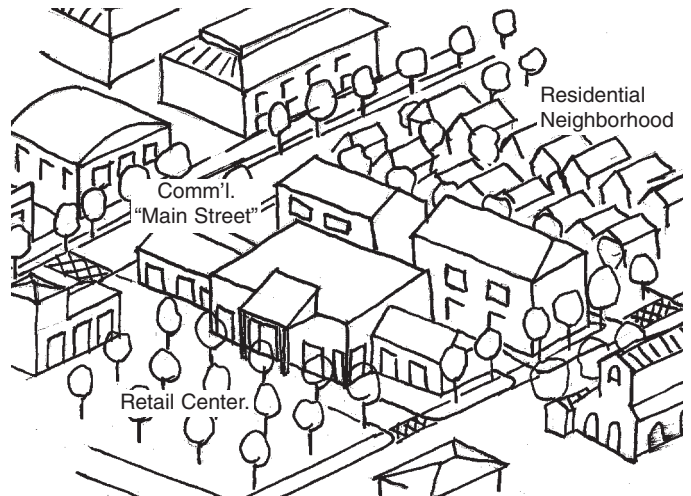
**DGL 1.5.4: Vertically Mixed Land Uses**

Vertically mixed uses are desirable, particularly on primary pedestrian streets. Streets lined with shops, with offices and residences above, provide added activity and informal surveillance of the streetlife.



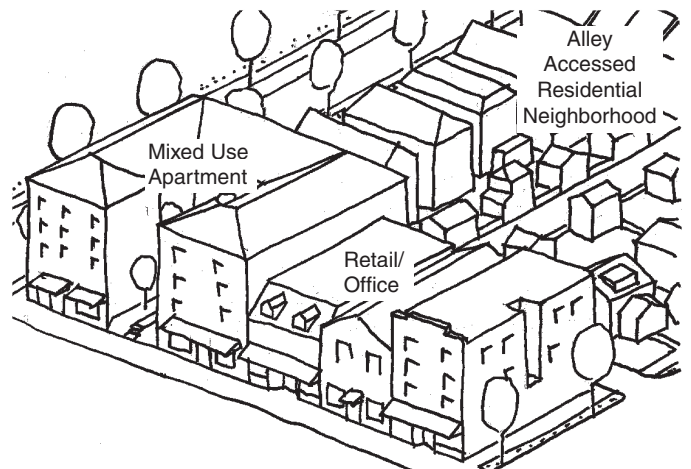
**Variety of Housing Types:**

*Single Family Homes, Townhouses and Apartments make good neighborhoods in a mixed use district*



**Horizontally Mixed Land Uses**

*Allows for single use developments which require extensive coordination and integration to develop into a successful mixed use district.*



**Vertically Mixed Land Uses**

*Provides for a wide variety of development types, which allows for greater integration of land uses, while allowing for individual use buildings.*

## DGL 1.6: Unique Front Range Characteristics

### Policy

Promote developments which reflect the natural features of the Front Range landscape and its traditional community patterns.

### Design Guidelines

#### DGL 1.6.1: Views and View Corridors

View corridors to the mountains, open space, and other local and regional landmarks should be a basic consideration in the arrangement of streets, commercial centers and shared spaces within both residential and mixed use districts.

#### DGL 1.6.2: Open Space Systems

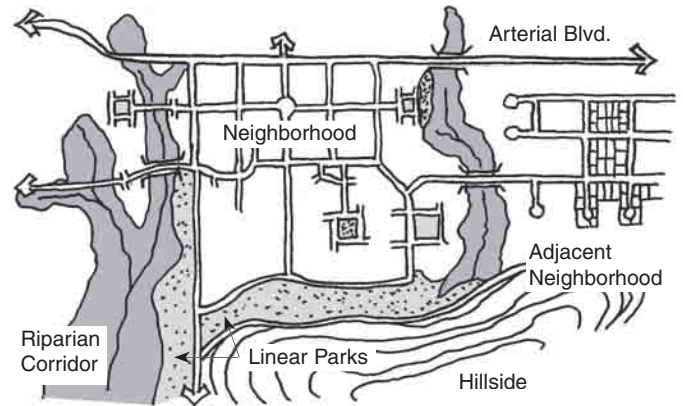
Greenways with trails and paths should line riparian corridors, drainage swales and retention areas, connecting natural open space with active open space destinations such as parks, schools, recreation fields, open lands etc. Special attention should be paid to environmentally sensitive areas and trail design. Trails should not impact wildlife movement corridors, flood plains, wetlands or regional drainage systems.

#### DGL 1.6.3: Topography

Topography is a landscape feature which provides the opportunity for unique community character. Whether a "hillside town", a bowl-shaped view corridor, or the town hall or mansion on the knoll a town, district or neighborhood may have its identity shaped by topography. New neighborhoods should be designed to take advantage of the natural topography by allowing itself to be shaped by the land's natural features. Extensive grading, which impacts the natural topographic character, is prohibited.

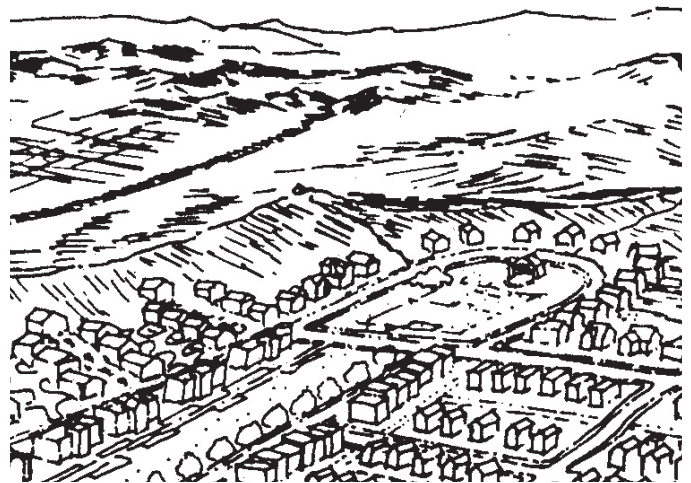
#### DGL 1.6.4: Building Prototypes

Building Prototypes, as well as building elements should reflect the construction traditions and features found in communities along the Front Range. Environmental factors such as solar orientation, protection from snow and wind should be considered.



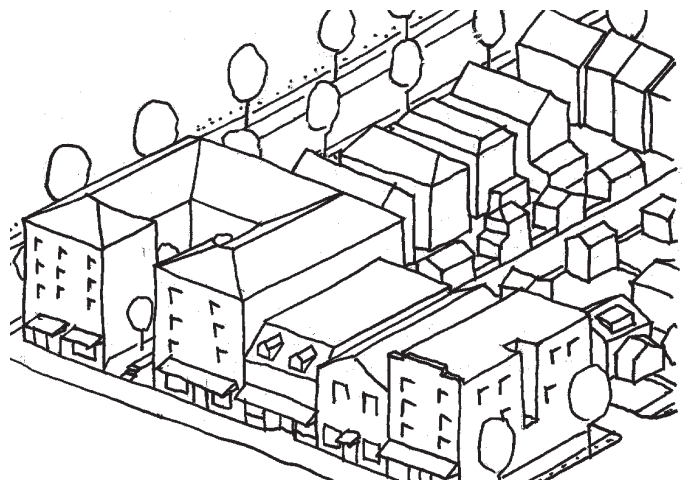
### Open Space Systems

Provide strong edges and natural separations between neighborhoods and should be incorporated into neighborhood plans.



### Topography

New neighborhoods should be designed to take advantage of the natural topography by allowing itself to be shaped by the land's natural features.



### Building Prototypes

Mixed use buildings with office and residential uses can be easily incorporated into residential blocks along commercial streets.

## 2.0 Residential Neighborhood Design Elements

### DGL 2.1: Street Design Principles

#### Policy

Enhance the convenience and quality of the neighborhood through street design. Street trees, separated sidewalks, street lamps, special paving and intersection designs. These elements promote residential scaled, aesthetic streetscapes and reinforce pedestrian and bicycle safety, convenience and activity.

#### 2.1.1 Public Streets and Alleys

Public streets are strongly encouraged. Interconnected street systems designed to maximize internal connections while minimizing high speed through circulation. Direct internal routes to local destinations, such as shops should be provided without forcing these trips onto arterial streets. Safety and convenience are primary objectives for street design. Slow moving traffic is to be emphasized over faster moving through traffic.

#### 2.1.2 Hierarchy of Streets

A neighborhood or district should have a hierarchy of streets which provides interconnected roadways, bikeways and pedestrian walks.

#### 2.1.3 Prominent Connecting Streets

Primary streets connecting to commercial centers, parks, schools and other civic elements should be designed with distinct character including wider walks, bike paths, unique trees and lighting. Linear parks or landscape medians may be appropriate.

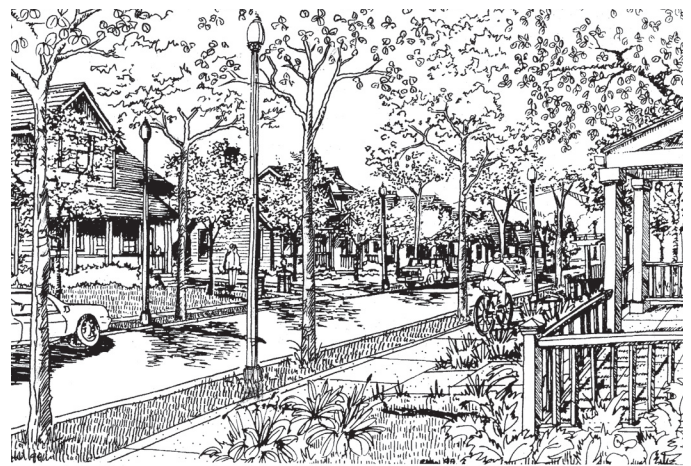
#### 2.1.4 On-Street Parking

Streets should incorporate curbside parking.

- Diagonal parking is appropriate on commercial streets fronting retail shops;
- Parallel parking for visitor parking for residential streets or along retail / commercial streets.

#### 2.1.5 Emergency Access

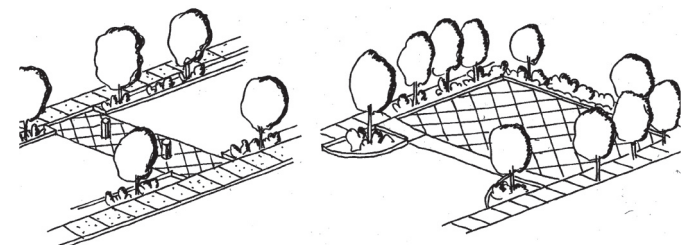
- Interconnected street systems should provide convenient emergency access throughout mixed-use and residential neighborhoods.
- Cul-de-sacs may be provided at special locations. Permeable surfaces are encouraged for larger pavement areas.
- Hammer-head turn arounds allow for emergency vehicle circulation, while minimizing paved surface areas.



**Policy:** Enhance the quality of the neighborhood, by promoting residentially scaled, aesthetic streetscapes and reinforce pedestrian and bicycle safety, convenience and activity; while maintaining automobile circulation.



**Prominent Connector Streets**



Removeable Bollards prevent through traffic while allowing emergency vehicular access.

When hammer heads or Cul-De-Sacs are required pervous paving should be used to minimize impervious surfaces and accent parking courts.

**Emergency Access:** Removeable bollards are encouraged rather than cul-de-sacs. Permeable surfaces are encouraged at larger paved areas where required for emergency circulation.

## 2.0 Residential Neighborhood Design Elements

### DGL 2.2: Street Design

#### Design Guidelines

##### DGL 2.2.1: Streets and Drives

Typical residential streets should incorporate design features such as neckdown or bulbed intersections, pedestrian scaled street lights, separated sidewalks with street trees within planting strips or in tree wells and accent paving at neighborhood entries and crosswalks are strongly encouraged.

##### DGL 2.2.2: Primary and Collector Streets

Separated sidewalks with street trees or decorative tree grates are strongly encouraged for primary local and major residential streets.

##### DGL 2.2.3: "Neckdown" or "Bulbed" Intersections

"Neckdown" curbs and decorative paving at crosswalks at primary intersections, entries and at parks and tot lots are strongly encouraged.

##### DGL 2.2.4: On Street Parking

Minor streets, serving greater than six homes, should have on street parking and sidewalks on each side of the street. A minimum of 1 on-street parking space per home is required.

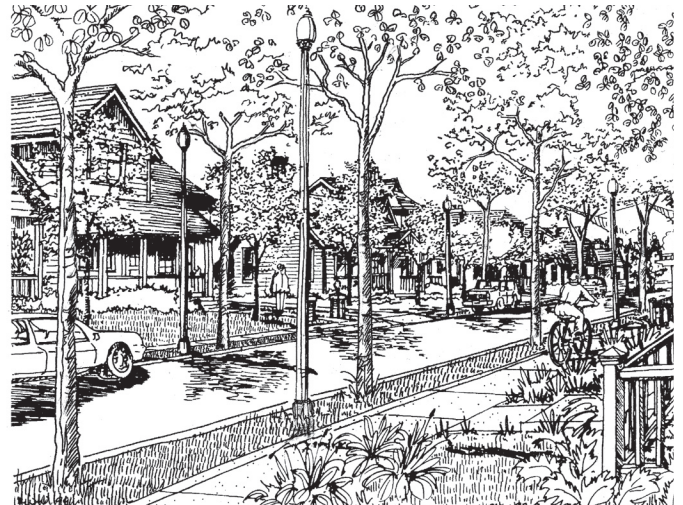
##### DGL 2.2.5: Single-Side Parking and Sidewalk

Where on-street parking is limited to a single side of the street, a sidewalk is required on that side.

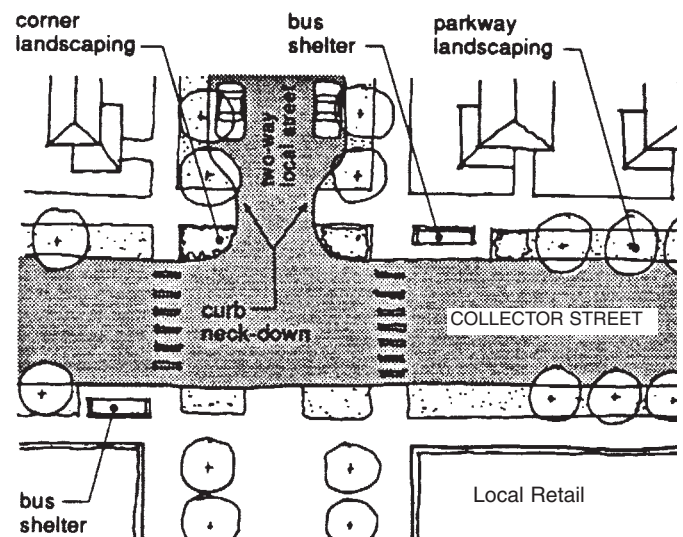
##### DGL 2.2.6: Intersection Design

Residential street intersections should be designed to slow traffic while allowing safe emergency access. Safety features should include:

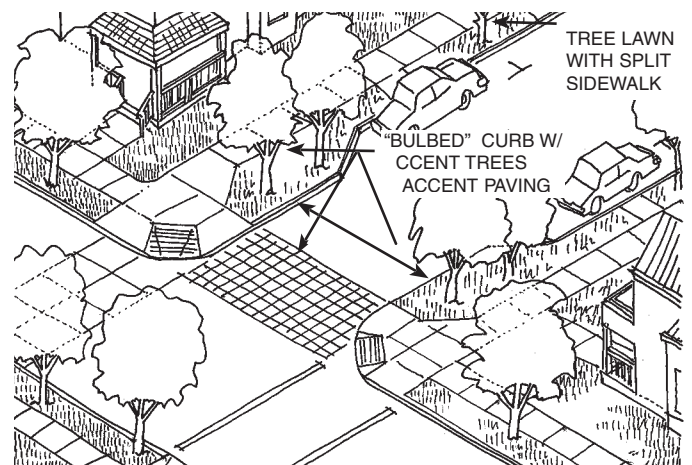
- Neckdown intersections which slow traffic, while minimizing crossing distances for pedestrians.
- At major pedestrian streets or connections, accent paving at the crosswalks are strongly encouraged.
- Crossings which connect public facilities to residential neighborhoods should incorporate neck-downs and accent paving.



*Quality Streetscapes Encourage Walking or Biking.*



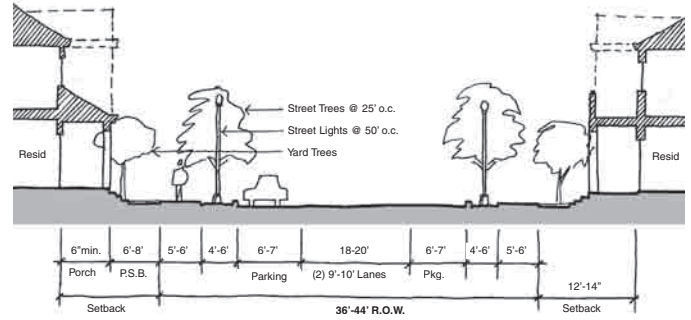
*Traffic Calming Techniques improve safety for pedestrians and enhance the attractiveness of a neighborhood.*



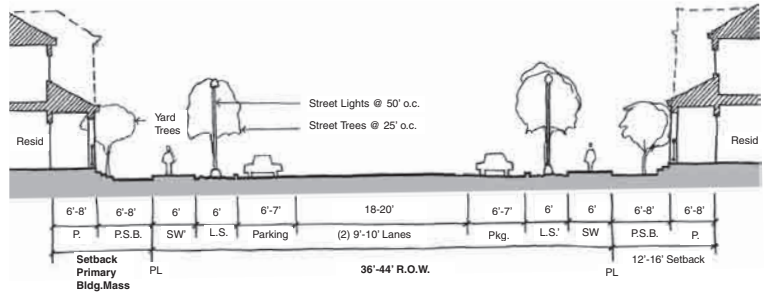
*Pedestrian Oriented Crossings: Neckdown curbs, accent trees and decorative paving at primary intersections, parks and tot lots are desirable.*

## 2.0 Residential Neighborhood Design Elements

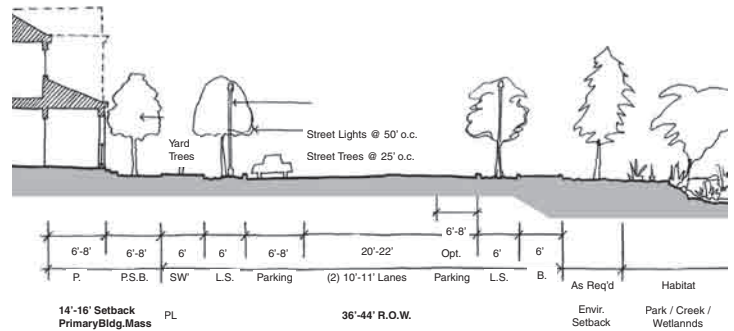
### DGL 2. 2 Street Design (Cont.)



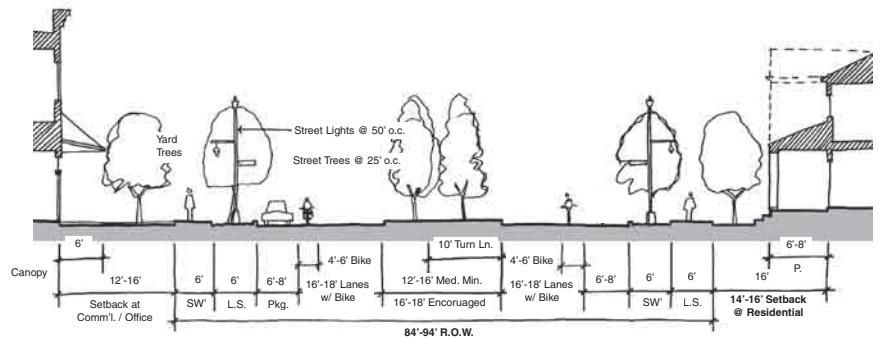
**Minor / Local Residential Street**



**Primary Residential Streets**



**Primary Residential Street Fronting Open Space**



**Parkway Arterial**



## 2.0 Residential Neighborhood Design Elements

### DGL 2.3: Alley or Lane Designs

#### Policy

Alleys are encouraged throughout a residential community to improve the neighborhood streetscape. Alley design quality should be consistent with the neighborhood.

Alleys are encouraged to eliminate the impact of the garage door and driveway apron on the streetscape and eliminate driveway access conflicts on streets. Alleys also allow homes to front lot, parks or open space without a road separating the homes from such features. Alleys can provide additional parking where needed.

Mid block land use and density transitions can share alleys for appropriate vehicular access and minimize impacts to lower intensity residential uses. High quality alleys support accessory residential units which may use the alleys as addresses.

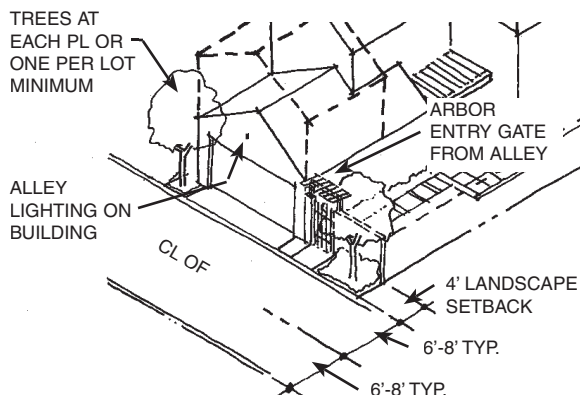
#### Design Guidelines

##### DGL 2.31: Alleys: Appropriate Use

Alleys may be allowed where developments face major streets to which driveway access is not allowed but homes oriented to the street are desired. Alleys may be permitted wherever visitor parking is in high demand in order to provide the greatest amount of on-street parking.

##### DGL 2.3.2: Alley Design Principles:

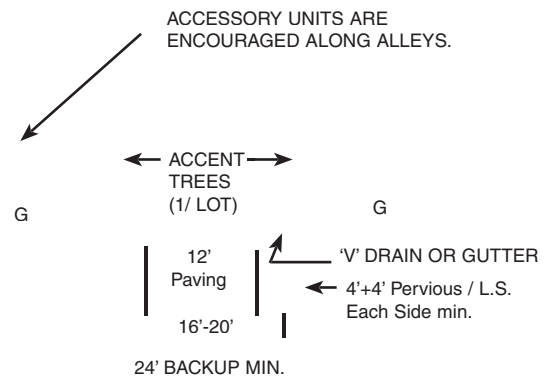
- Alleys should be straight so that you can see from one end to the other.
- Deadend alleys should be less than 100' long.
- Alleys should have special accent paving similar to auto courts.
- Landscaping should be consistent with the rest of the development with a 4' landscape strip and minimum one tree per lot.
- Each Lot should provide lighting from either building or pedestal lighting.



**Alley Design Elements**



*Alleys are desirable to eliminate the impact of the garage door and driveway apron on the streetscape. Alleys eliminate driveway access conflicts on streets with higher traffic volumes or speeds. Eliminating curb cuts provides the greatest amount of on-street parking*



*Alley Design Standard*



**Desirable: Quality consistent with streetscape.**

*Alleys provide access to large garages without negatively impacting the streetscape and they maximize on-street parking opportunities in areas needing added visitor parking.*

## 2.0 Residential Neighborhood Design Elements

### DGL 2.4: Residential Site Planning: Lot Layouts and Building Configuration

#### DGL 2.4.1 Small Lot Single Family Residential

Single family homes on lots below 5,000 s.f.

##### General Site Planning

- Vary lot widths throughout the neighborhood.
- Vary one and two story homes and elements.
- Consider solar orientation when siting streets, blocks, lots and homes.
- Minimize garage visibility from street
- Minimize impervious surfaces at patios, alleys and sideby drives.

##### Building Entry Locations

- Entries should be primary streetscape element.
- Entry should be min. 30% of building facade.
- Porch / seating area strongly encouraged.
- Raised porch strongly encouraged.
- Covered Porch with emphasis on materials and details strongly encouraged.

##### Parking / Garages

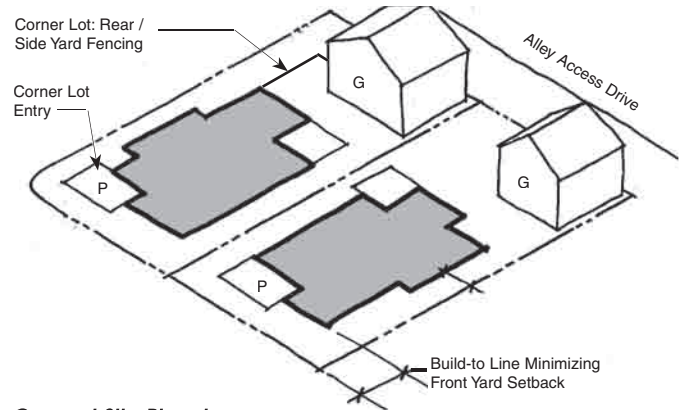
- Maximum 12' front yard curb cut and driveway.
- Recessed 1- car garage max. front loaded.
- Alley accessed garages strongly encouraged.
- Sideby drive with rear yard garages encouraged for 2-car street accessed parking.
- Open parking spaces encouraged to have pervious surfaces.

##### Build-to-Lines, Setbacks & Building Separations

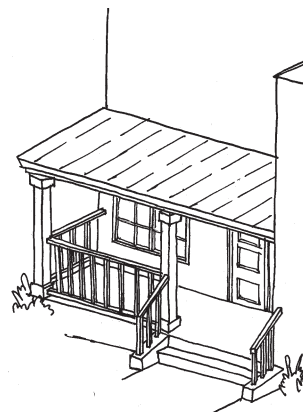
- Build-to Lines are desired to form consistent street frontages.
- Entries and Porches should extend in front of main facades and be emphasized with details.
- Building Separation is emphasized over PL setback requirements.

##### Private Yards and Fencing

- Frontyard fencing, where occurs should be low, transparent and be compatible to the home.



General Site Planning



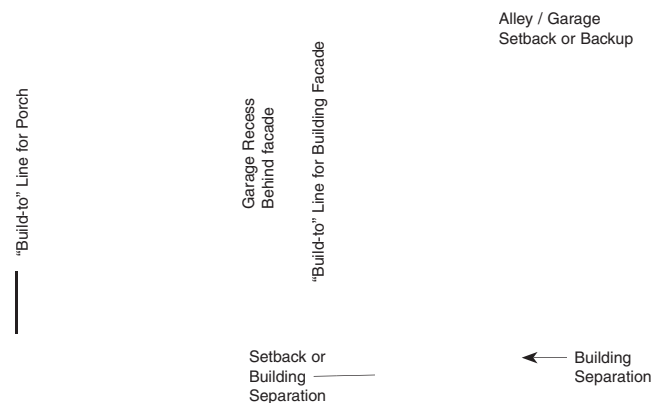
Building Entries



Porch Detailing



Parking / Garages



**Build to Lines Setbacks, Building Separations** are to be defined for each development individually.

##### Private Yards and Fencing

## 2.0 Residential Neighborhood Design Elements

### DGL 2.4: Residential Site Planning: Lot Layouts and Building Configuration

**DGL 2.4.2 Standard and Large Lot Single Family**  
Single family homes on lots above 5,000 s.f. These homes are to be generally located on the edges of single family neighborhoods or adjacent to existing large lot homes.

#### General Site Planning

- Vary lot widths throughout the neighborhood.
- Vary one and two story homes and elements.  
One story homes not desired at corner lots
- Consider solar orientation when siting streets, blocks, lots and homes.
- Minimize garage visibility from street
- Minimize impervious surfaces at patios, alleys and sideby drives.

#### Building Entry Locations

- Entries should be primary streetscape element.  
Entry should be min. 30% of building facade.
- Porch / seating area strongly encouraged.
- Raised porch strongly encouraged.
- Covered Porch with emphasis on materials and details strongly encouraged.

#### Parking / Garages

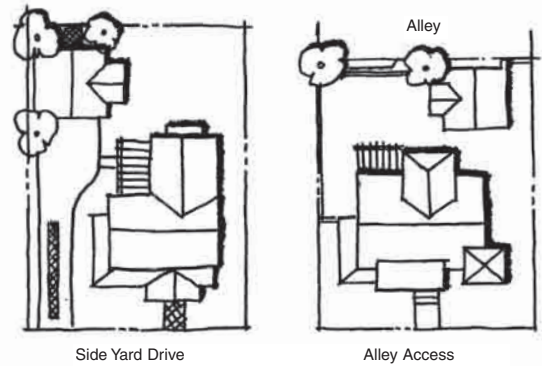
- Alley accessed garages are encouraged.
- Sideby drive with rear yard garages encouraged for 2-car street accessed parking.
- Maximum 12' front yard curb cut and driveway.
- Recessed 1- car garage max. front loaded.
- Recessed 2-car garages allowed on lots above 7,500 s.f. 12' width curb cuts max. allowed.
- Open parking spaces and large driving courts encouraged to have pervious surfaces.

#### Build-to-Lines, Setbacks & Building Separations

- Build-to Lines are desired to form consistent street frontages.
- Entries and Porches should extend in front of main facades and be emphasized with details.
- Building Separation is emphasized over PL setback requirements.

#### Private Yards and Fencing

- Frontyard fencing, where occurs should be low, transparent and be compatible to the home.



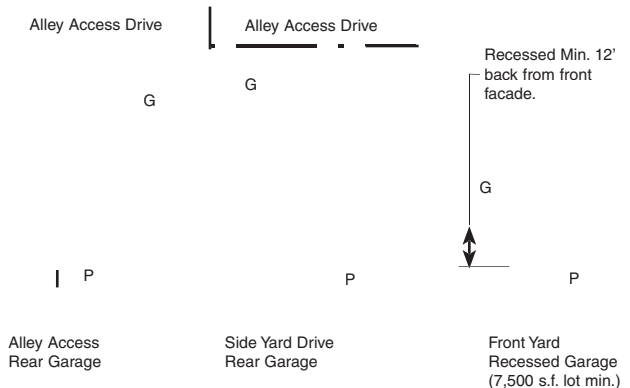
General Site Planning

6-8' min.  
Depth for  
Seating

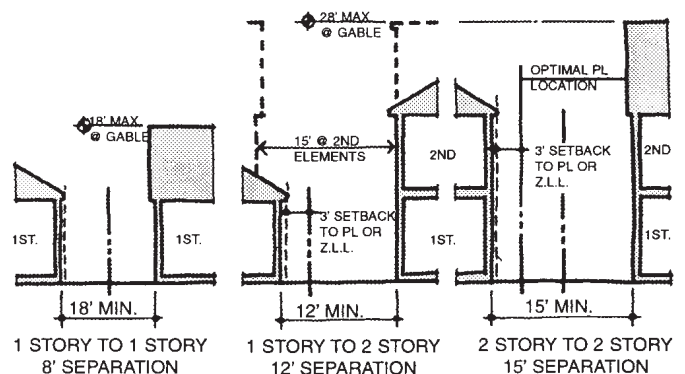
Porch Min. 1/3 of  
Bldg. Facade

House. 1/3 to  
1/2 of Bldg.  
Facade  
may extend to  
front of porch

#### Building Entry Locations



#### Parking / Garages



General Build to Lines, Setbacks or Building Separations

## 2.0 Residential Neighborhood Design Elements

### DGL 2.4: Residential Site Planning: Lot Layouts and Building Configuration

#### DGL 2.4.3 Accessory Buildings & Residential Units

Accessory structures and ancillary residential units are small scale buildings integrated with single family homes as either secondary living and storage space or small scale rental units.

#### General Site Planning

- Accessory units are encouraged on alley accessed lots.
- Ancillary units may be:
  - Integrated within the main residence or;
  - Attached to the main residence or;
  - Separate structure within rear yard or over garage.
- Siting must consider the privacy and solar access for the main house and adjacent parcels.

#### Accessory Unit Entries

- Entries should be accessible and visible from the alley, or street.
- Wherever possible, accessory units should be able to enter from both the street or alley.

#### Parking / Garages

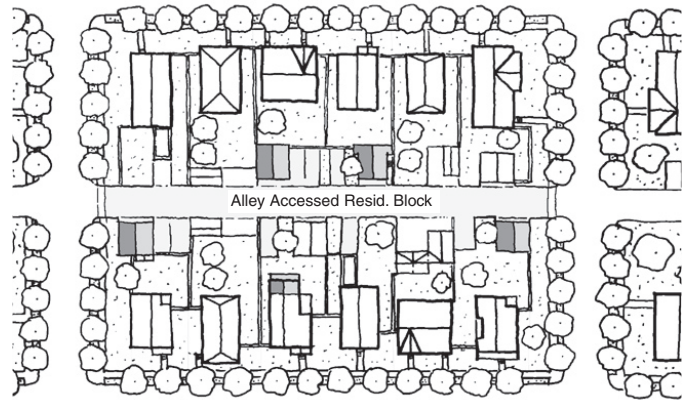
- Provide 1 on-site parking space for second unit.
- Areas above covered Parking may be used as private open deck space by the accessory unit.

#### Build-to-Lines, Setbacks & Building Separations

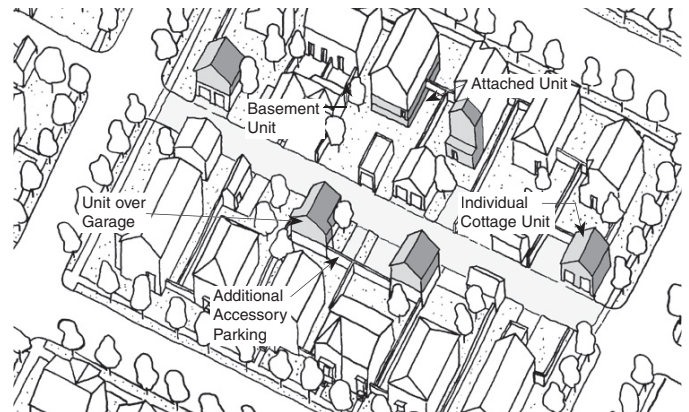
- Build to lines from the alley r.o.w. are encouraged to provide a consistent alley scape.
- Zero lot line configurations provide for maximum yard sizes without the wasted space of small side yards.
- Accessory buildings used as storage are encouraged to be placed to maximize yard usage.
- Living spaces and accessory units are encouraged to be located to provide privacy for



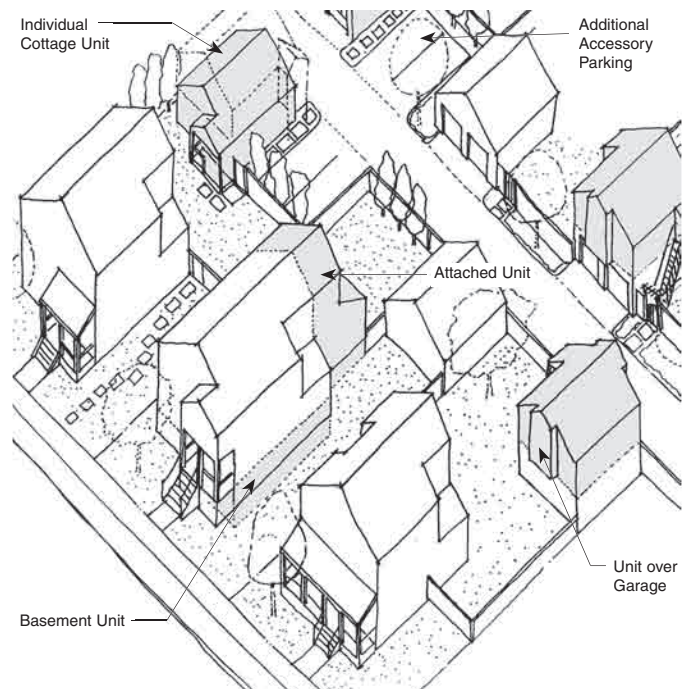
Accessory unit along an Alley



General Site Planning Opportunities



Integrating rental Units into a Single Family Neighborhood



Accessory Unit Types

## 2.0 Residential Neighborhood Design Elements

### DGL 2.4: Residential Site Planning: Lot Layouts and Building Configuration

#### DGL 2.4.4: Townhomes & Rowhouses

Townhomes and Rowhouses are single family homes with zero lot line sideyard configurations. They may have integrated or separate garages and are frequently accessed by rear alleys or single car drives. Lots are typically 16' to 25' wide.

#### General Site Planning

- Townhomes are encouraged to have alley accessed drives to minimize the impact of garages on the minimal unit frontages.
- Lot widths should vary between 16' to 25'.
- Individual lots, yards and units are typically emphasized in the design and architecture.
- Building entries fronting the street are required.
- Front yards may be raised (tuck-under configuration). Stoops or porches are desired.
- Mid-block pedestrian connections are desired to breakup long frontages of townhomes and provide alley access to pedestrians.
- Where attached and tuck-under garage types are used, semi-private front yards and larger decks are encouraged.

#### Building Entry Locations

- Entry porches should be prominent features reflecting the individual units.
- Front yard patios or porches and decks are encouraged to activate the streetscape.

#### Parking / Garages

- A consistent parking strategy of single-front garages or alley accessed garages should be used rather than a mixture along a street.
- Detached garages provide a quality private yard space and a strong home/yard connection.
- Alleys should be landscaped per single family residential standards.

#### Build-to-Lines, Setbacks Building Separations

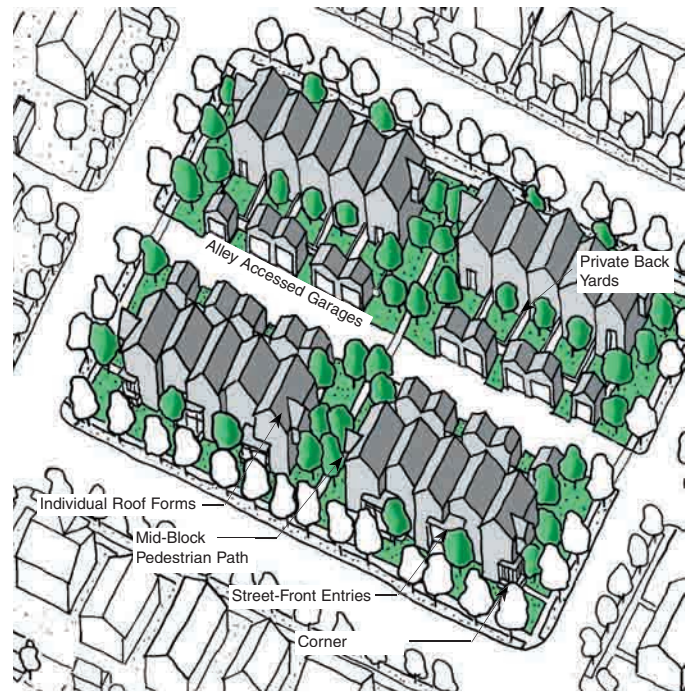
- Build-to lines should be established for consistency along a streetscape.

#### Private Yards and Fencing

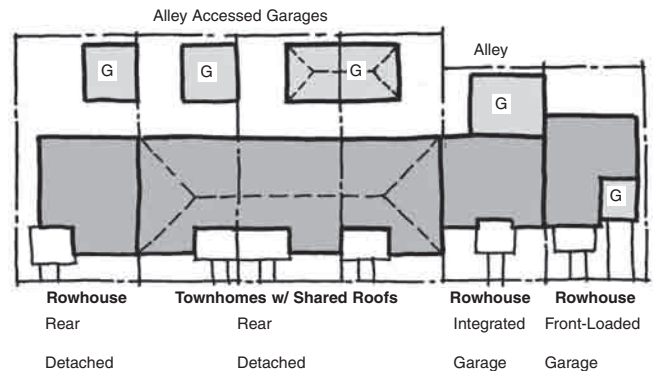
- Where townhome configurations do not allow private rear yards provide a front patio or yard of a minimum 10'x15' of generally level



Townhomes and Rowhouses



General Site Planning



Site Planning Configurations

Individual Roof Forms

Shared Roof Form

Corner Entry

Individual Entries w/ or w/o Balconies

Grouped Entries

Building Entry Locations

## 2.0 Residential Neighborhood Design Elements

### DGL 2.4: Residential Site Planning: Lot Layouts and Building Configuration

#### DGL 2.4.5: Multi-Family Apartments

Multi-family apartments allow for town living at higher densities to support retail and transit and add vitality to the pedestrian oriented mixed use center. Apartments form a good transition between mixed use commercial areas and lower density residential neighborhoods.

#### General Site Planning

- Apartment Buildings should orient to the street with entries with porches and balconies.
- Parking should be located to the internal block, minimizing its impact to the streetscape.
- Multi family housing within a residential neighborhood should reflect the pattern of the adjacent residences in massing, articulation, entry pattern and frequency.

#### Building Entry Locations

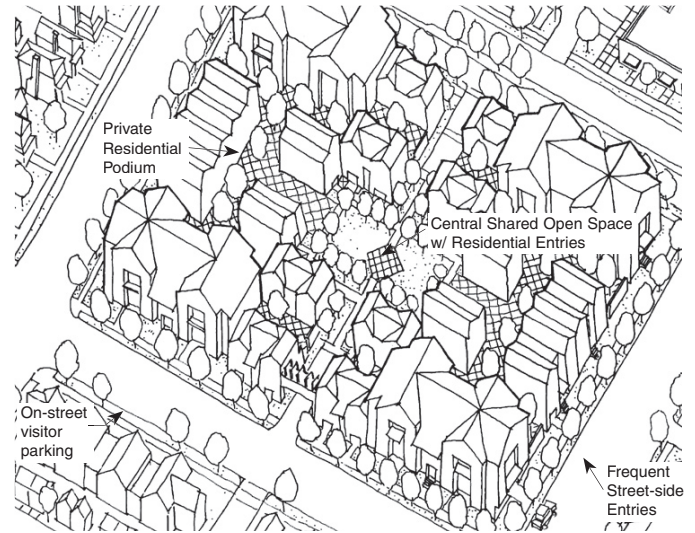
- Individual street facing entries, accessing ground floor and partially raised residential units are encouraged.
- Entries should be prominent features located at important corners and along pedestrian-oriented streets. Small patios, porches and balconies are also encouraged.
- Shared Facilities should be designed and located as semi-public facilities as a front door. Place facilities at a prominent location adding vitality and interest to an apartment complex.

#### Parking / Garages

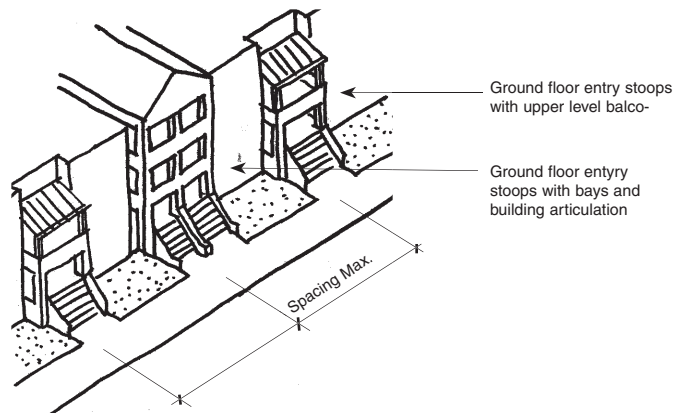
- Parking should be located within the interior of the block, with on-street parking being used for visitor parking.

#### Build-to-Lines, Setbacks & Building Separations

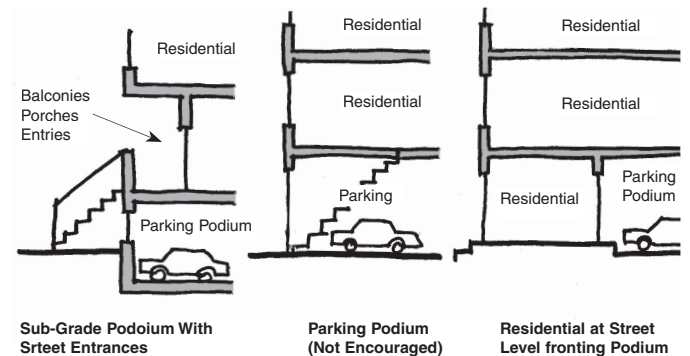
- Apartment buildings should be sited parallel with the streets, forming street wall edges with setbacks consistent with adjacent residential or



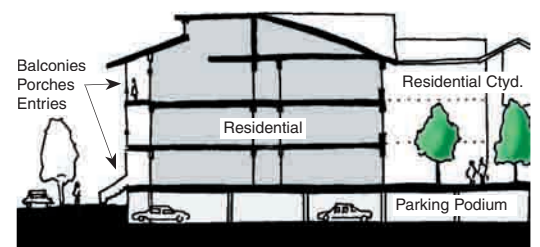
General Site Planning



Building Entry Locations



Parking Podiums : Fronting the street are not allowed.



Typical Building Section - Podium Building

### 3.0 Mixed Use Commercial District

#### DGL 3.1: Mixed Use Districts General Overview

##### Policy

Mixed Use Neighborhoods or Districts will provide local needs for goods and services from the surrounding neighborhoods. Although, primarily an office area, a variety of uses including residential are desired to extend the activity time of the area. The district will be a pedestrian oriented place, serving as the focal point and identity for the surrounding neighborhoods.

##### Design Guidelines

#### DGL 3.1.1: Location of Commercial Mixed Use Areas

Commercial Mixed Use areas should be located in a central area to maximize pedestrian access by the greatest number of residents as well as access by the surrounding community.

#### DGL 3.1.2: Variety of Uses

Mixed Use commercial districts should contain a combination of uses including residential, retail, office, service, civic uses and open space. Uses located on the ground floor that stimulate pedestrian activity are encouraged. Auto related uses (gas stations, auto repair and supply, etc.) are allowed only as non-prominent secondary uses. Large retail uses should respect the small scale pedestrian and block pattern of the mixed use district.

#### DGL 3.1.3: Development Pattern

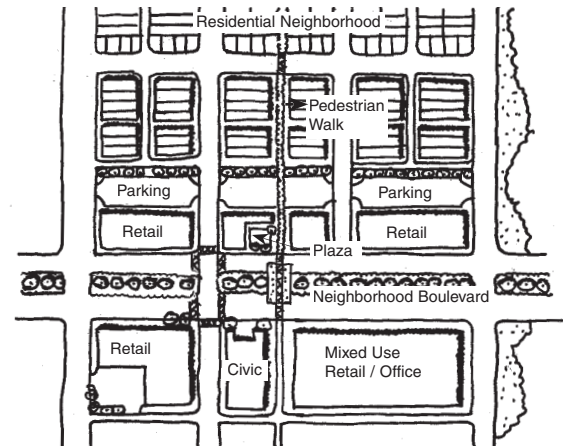
Street and block patterns, pedestrian and bicycle paths from the surrounding neighborhoods should extend through the mixed use commercial district. A mixed use commercial district should maintain a coherent, continuous, visually related and functionally linked pattern within the district in terms of street layout, site design, building scale and character.

#### DGL 3.1.4: Transition of Area Uses

Medium density / mixed use commercial centers are a focus for the surrounding neighborhood, typically, denser attached and detached multi-family housing around a neighborhood commercial center or commercial district with secondary uses above retail establishments. The surrounding neighborhoods contain moderate densities which form a transition and link between surrounding lower density residential neighborhoods and heavier intensity commercial or light industrial / employment areas.

#### DGL 3.1.5: Urban Design Character

Buildings should be placed to form active commercial streets fronts and create interconnecting pedestrian spaces, such as plazas and paseos. Two to three story buildings are encouraged to reinforce the neighborhood mixed use district as the focal point of activity and increase the potential for mixing uses, such as dwellings or offices over shops. The visual dominance of parking should be minimized through location, building placement, screening and landscaping.



*Mixed Use Commercial Districts* should contain a combination of uses including residential, retail, offices, services, civic uses and open space.



*A mixed use commercial district* should maintain a coherent, continuous, visually related and functionally linked pattern within the district in terms of street layout, site design, building scale and character.



*The surrounding neighborhoods* contain moderate densities which form a transition and link between surrounding lower density residential neighborhoods.

### 3.0 Mixed Use Commercial District

#### DGL 3.2: Commercial Street Designs

##### Policy

Promote street designs which enhance and reinforce pedestrian activity and provide opportunity for convenient local shopping trips.

##### DGL 3.2.1: Commercial / Mixed Use Streets

Urban streetscape design will establish an attractive, safe pedestrian-oriented framework throughout the mixed use commercial district. See Street Sections for illustration.

##### DGL 3.2.2: Streetscape Elements:

Sidewalk design, including street trees, furniture, pedestrian scale lighting, and signage and accent planting at pedestrian crossing areas will enhance the pedestrian environment.

##### Lighting

Street lights should be scaled for lighting the pedestrian way at approximately 16'ht. and 50' o.c. Optionally two level lights are appropriate within commercial areas. Additional lighting may include building and signage lighting as well as accent up-lights at accent landscaping.

##### Street Trees and Landscape Elements

Street trees should be placed approximately 25' o.c. with accent trees at intersections and mid-block crossings.

##### Pedestrian Crossings & Sidewalks

Accent paving such as interlocking pavers, brick in accent bands or scored and sand blasted concrete are strongly encouraged along mixed use pedestrian walks and crossings. Pervious surfaces are encouraged wherever appropriate.

##### Signage

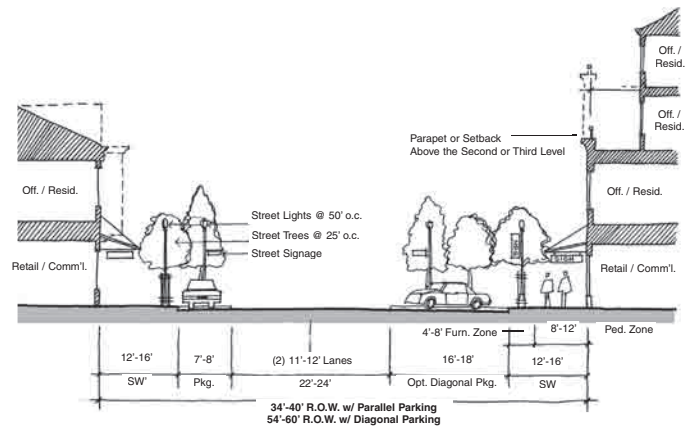
Street signage should be consistent with pedestrian lighting and coordinated as part of street furniture. Accents such as street names within sidewalk hardscapes or bollards are encouraged along the major commercial street.

##### Furniture

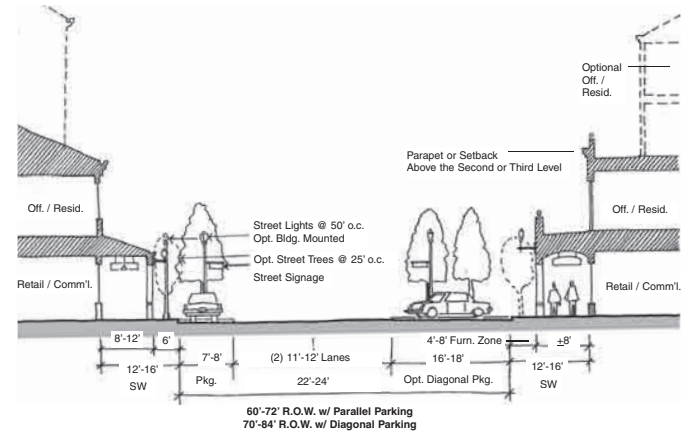
Minimal public street furniture is required with bus stop seating and coordinated newspaper and other stands desired. Furniture should be "zoned" along the street edge, with a separate private furniture zone along individual storefronts. Sidewalk seating is encouraged as long as it is within these zones.



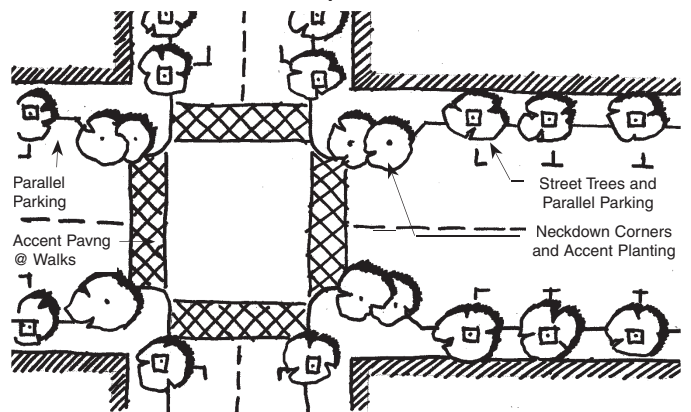
Commercial / Mixed Use Streetscapes



Commercial Street Section



Commercial Street Section - Optional Arcade if Desired



Commercial Street Intersection



### 3.0 Mixed Use Commercial District

#### DGL 3.3: Commercial/Mixed Use "Main Street" Site Planning

##### Policy

Promote a configuration of streets, buildings, parking and plazas within the mixed use commercial district which balances the needs of pedestrian and autos for convenient access, visibility and safety.

##### DGL 3.3.1: "Main Street" Retail Configurations

Buildings should contribute to a cohesive pattern and reinforce the main retail/commercial street while reinforcing the overall goal of creating a walkable district. Buildings along a "Main Street" should "build to" the sidewalk or edge of plaza with entries relating to the street or plaza. Parking is located on the street (in parallel or diagonal configurations), behind the buildings in a shared parking lot, or in small lots in non-prominent locations.

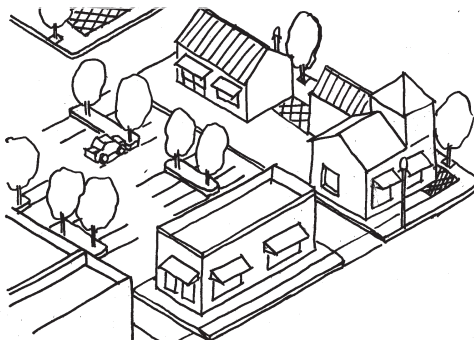
##### DGL 3.3.2: Retail Center Configurations

Larger retail centers, which rely on a larger market area will require a greater amount of parking. The visual dominance of parking should be minimized through building placement, screening and landscaping.

The Retail Center Configuration should modify typical centers so that building setbacks to public streets are minimized. Primary Entrances from commercial buildings should orient to a pedestrian street or plaza, not a mid-block parking lot. Anchor buildings may have entries from off street parking lots, however secondary entries to street or plaza are strongly encouraged.

##### DGL 3.3.3: Parking Location and Design

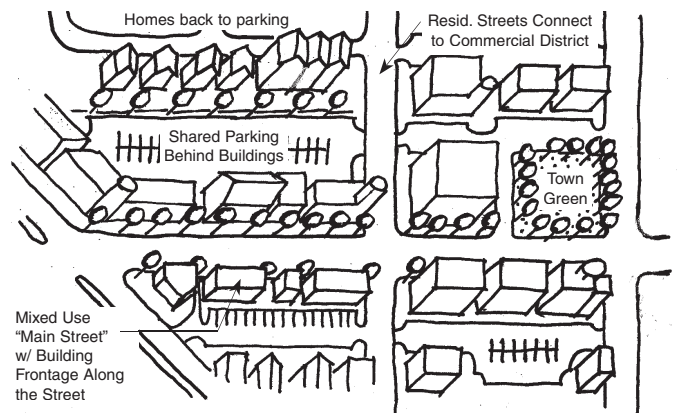
- Commercial parking should typically be behind buildings and never located on corner lots.
- On-street parallel or diagonal parking is encouraged on new commercial streets.
- Parking should be screened by low walls and landscaping.
- Mid-block pedestrian walks are encouraged.



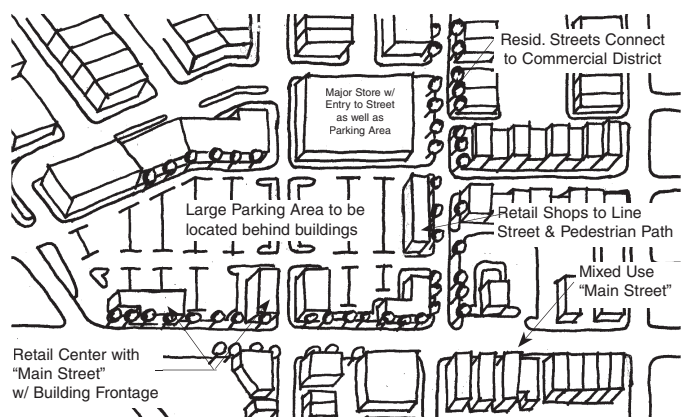
**Retail Center - Parking Location and Design**  
Parking Lots located behind streetfront shops.



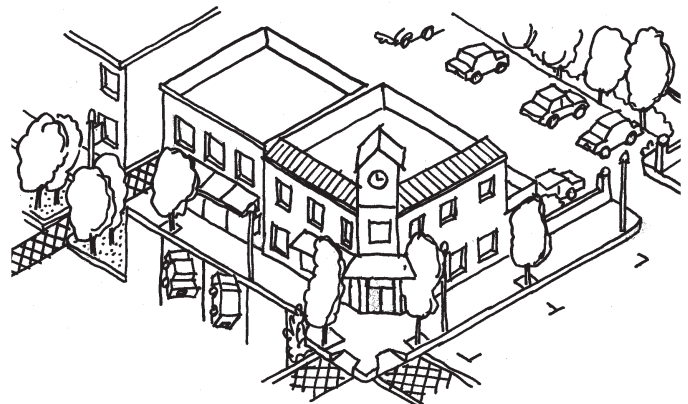
**Active Commercial / Mixed Use Streetscape**



**"Main Street" Retail Configurations**



**Retail Center Configurations**



**Main Street - Parking Location and Design**  
Parking Located behind Mixed Use Streetfront Buildings and on-street parking.

### 3.0 Mixed Use Commercial District

#### DGL 3.4: Commercial/Mixed Use Office Site Planning

**Policy:** Provide for large scale office uses within a pedestrian framework emphasizing connections to the mixed use district. A commercial / office district contains primarily office uses with convenience retail. The larger office buildings are to be clustered to provide a pedestrian area with the understanding that a large amount of surface parking will also be provided.

#### DGL 3.4.1: Commercial / Office District

- The siting of office buildings should provide a strong connection to the commercial/mixed use street or district without walking past or through a large parking area.
- The small amount of convenience retail/commercial should be located adjacent to the park or plaza or other open space.
- Paving of parking areas should be minimized. Shared parking should be calculated based upon ITE standards to minimize the required parking area. Overflow or event parking should be provided with pervious surfaces.
- Parking areas should be heavily landscaped with trees spaced to provide a 70% canopy of paving areas within a ten year period.

#### DGL 3.4.2: Open Space: Parks or Plazas

- The office buildings should be clustered around a small park or plaza.
- Seating and shaded or covered areas are strongly encouraged.

#### DGL 3.4.3: Relationship to Adjacent Uses:

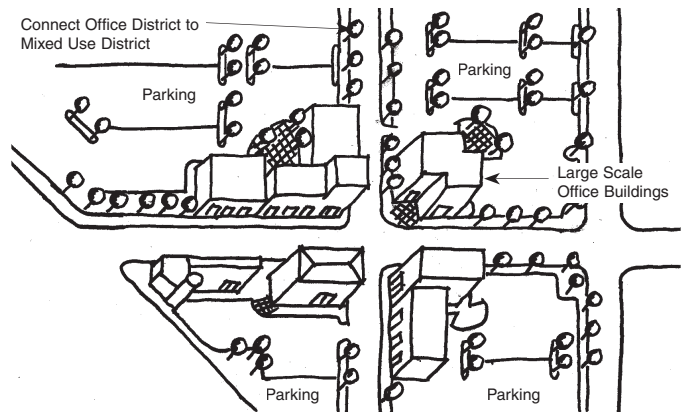
- The office / commercial district should be located adjacent and connected to the mixed use district with high density residential also allowed .
- The Office / Commercial district buildings should be located to maximize the convenient connection to the mixed use district.

#### DGL 3.4.4: Office Building Design Elements

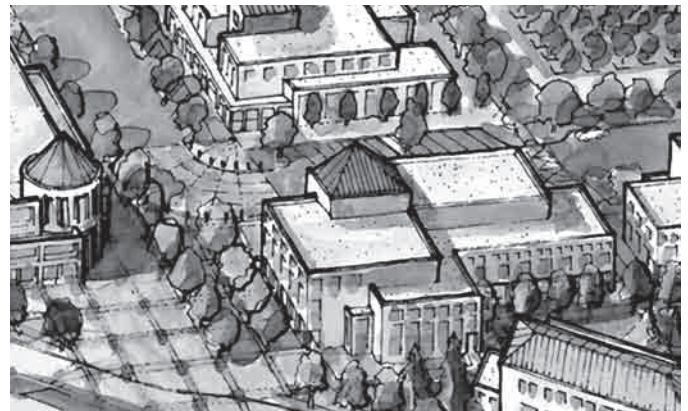
- Office buildings should provide arcades or canopies along pedestrian paths as well as pedestrian lighting.
- Office buildings should contain base, body and



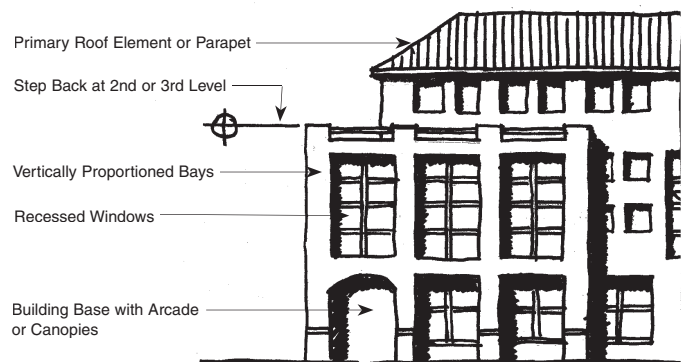
Commercial / Office District ???



Public Open Space: Parks or Plazas



Public Open Space: Parks or Plazas



Office Building Design Elements

### 3.0 Mixed Use Commercial District

#### DGL 3.5: Building Prototypes and Design Elements

##### Policy

Promote the development of buildings which support the pedestrian-scaled mixed use district, particularly the “Main Street” commercial character.

##### DGL 3.5.1: Traditional Main Street Building Prototypes

- Ground floor retail or service commercial uses are required, especially at corner lots.
- “Main Street” building prototypes have “build-to” lines at the back of sidewalk or a consistent set back with hardscape to the building.
- Parking may be provided by on-street parking or should be located to the rear of buildings.
- Corner buildings should highlight their presence with special architectural elements or features.

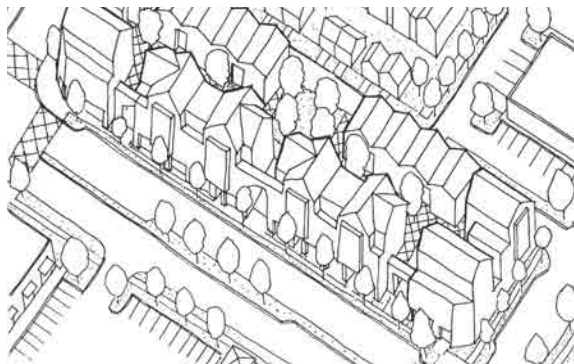
##### DGL 3.5.2: Mixed Use Building Prototypes

- Residential and office uses are strongly encouraged above the ground floor retail space.
- Entrances to spaces above the ground floor are strongly encouraged to have street entrances whenever possible.
- The retail base of the building should be articulated to reflect retail uses with large display windows and transparent entrances.
- Office or residential uses should reflect their character with window patterns etc.
- Balconies or roof decks are encouraged.

##### DGL 3.5.3: High Density and Mixed Use

###### Residential Building Prototypes

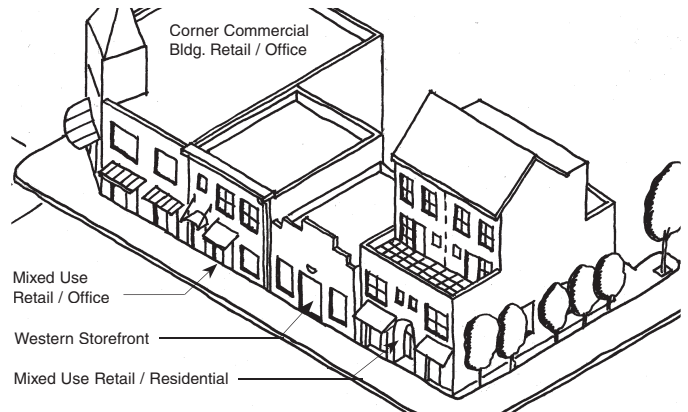
- High density mixed use buildings are encouraged as part of a major commercial area with- in a mixed use district.
- Retail or service commercial are required along primary pedestrian streets and walks.
- Parking should be within podiums which are fronted by retail or residential uses.



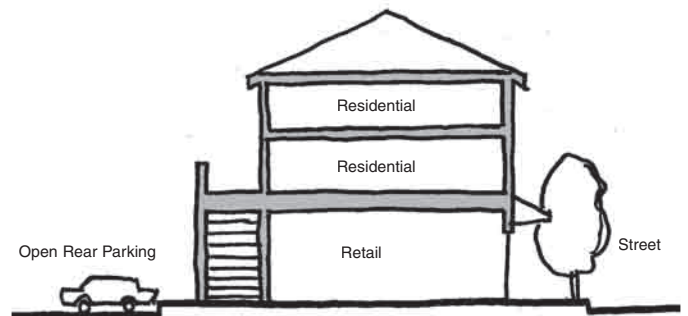
High Density and Mixed Use Residential Building Prototypes



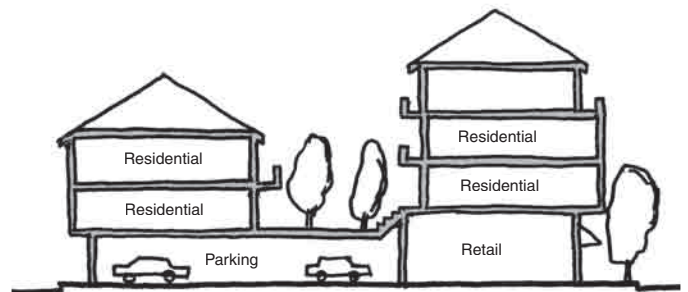
Traditional Main Street Building Prototypes



Traditional Main Street Building Prototypes



Mixed Use Building Prototypes



Mixed Use Building Prototypes

### 3.0 Mixed Use Commercial District

#### DGL 3.5: Building Prototypes and Design Issues

##### Policy

Encourage pedestrian friendly buildings, which provide visually interesting building elements and materials. Encourage a high level of design quality as well as material palette which reflects local and regional building practices.

##### DGL 3.5.4: Building Elements

Encourage the design, materials and selection of elements of the buildings which maintain a generally consistent urban design vocabulary while allowing variety within each building or complex.

**Entries:** Transparent entries and large store front windows are strongly encouraged. Recessed or “punched” openings are desired.

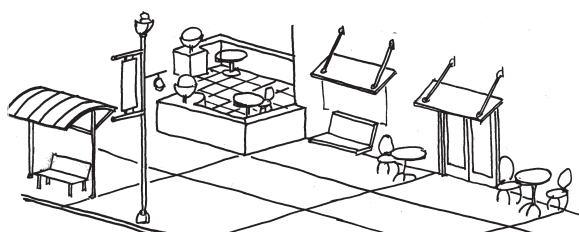
**Windows:** Street-level storefront windows are strongly encouraged, to display the shop’s use. Retail windows should be large. Office and residential windows operable and smaller yet organized in a generally regular pattern.

**Awnings / Canopies:** Awnings or canopies, which provide a generally consistent cover along the pedestrian walk are strongly encouraged. Arcades, if appropriate are also desired to maintain a more continuous weather protected walk. The design of arcades should be generally consistent in proportion and column frequency from building to building.

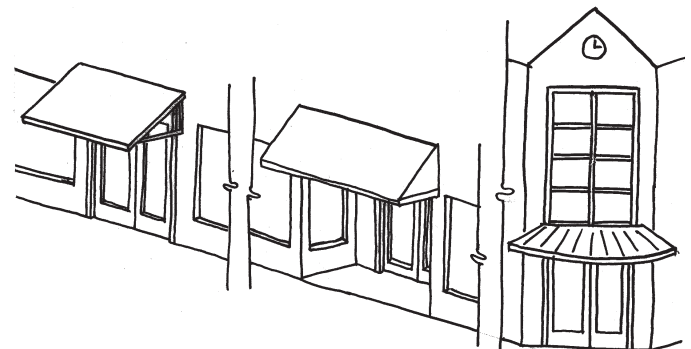
**Signage:** Signage should be pedestrian scaled and located for viewing by pedestrians, cyclists as well as drivers. Individual / unique signage is appropriate. “Box” signage is not appropriate. Signs should be individual letters with a consistent lighting vocabulary or signage program.

**Lighting:** Lighting should be pedestrian scaled and located to light the pedestrian way and accent landscape, signage, shop displays and articulated building elements. Lighting should be consistent with the overall urban character.

**Seating and Bus Stops:** Seating along the pedestrian / commercial streets is strongly encouraged. Seating for bus stops is should be incorporated

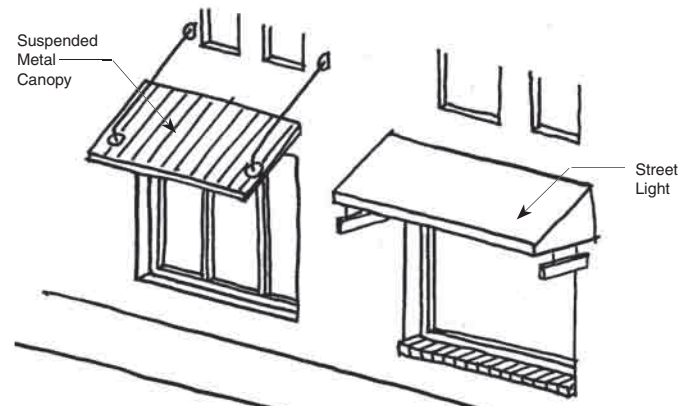


**Seating:** Bus Stops, Built-in Ctyd., Bldg. Integration @ tables and chairs

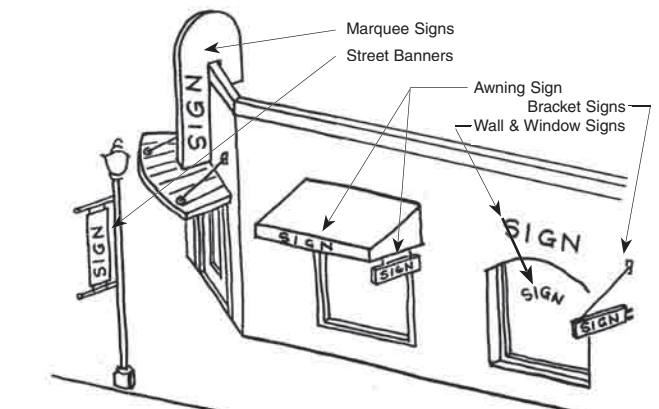


Covered Entry      Recessed Entry      Corner Entry

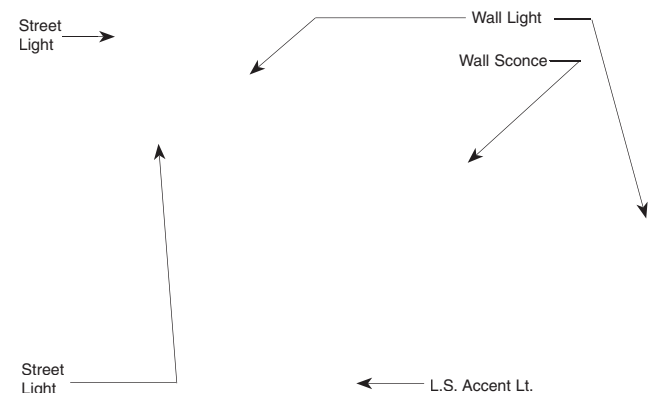
##### Entries and Windows



##### Awnings and Canopies



##### Signage



##### Lighting

### 3.0 Mixed Use Commercial District

#### DGL 3.6: Site Development Issues

##### Policy

Promote high quality site development and landscaping throughout the mixed use district. Insure the necessary provisions for utilities and services and their appropriate screening or enclosure.

##### DGL 3.4.1: Commercial Parks and Plazas

- Plazas incorporated into mixed use projects should reflect the equivalent quality level as public plazas and parks.
- Formal plaza types are encouraged.
- Seating and tables, shaded areas and landscaping should be provided as appropriate to the space to encourage public use & activity.
- Small open spaces with seating areas are desirable when retail spaces such as cafes or lunch shops are located within office buildings.

##### DGL 3.4.2: Trash and Loading Areas: Location and Screening

- Trash collection areas should be located away from primary pedestrian walks and must be screened and/or enclosed as appropriate.
- Loading areas should be located away from pedestrian walks and screened from view.

##### DGL 3.4.3: Utility Access

- Provide for appropriate utilities and locate them away from primary pedestrian walks.
- Wherever possible locate utility access from alleys or rear yard easements.
- Where streetside utility access is required provide for enclosure within utility rooms or screening within a landscape area if appropriate. When ever possibly provide utilities (such as transformers) below grade rather than on mounted pads.

##### DGL 3.4.4: Impervious Surface Areas

- Pervious surfaces are encouraged whenever possible to maximize ground water retention. Examples of areas which potentially could include pervious surfaces are:
  - hardscape plazas and courtyard areas
  - overflow or secondary parking areas.
  - parking courts and light trafficed areas.
  - pedestrian walks and bike paths

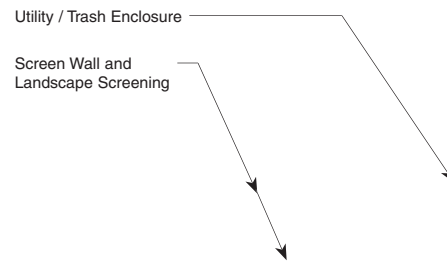
##### DGL 3.4.5: General Landscape Guidelines

- Provide street trees (25' o.c.) per street stds.
- Provide accent planting and trees at intersection bulbs.
- Provide parking lot trees at spacing to create 70% shading of paved surface area within 10 year growth span.
- Provide landscape adjacent to pedestrian walks, walls and fencing as appropriate.
- Provide landscape for screening.
- Provide landscape elements such as trellises, fencing, landscape screen walls etc. to provide

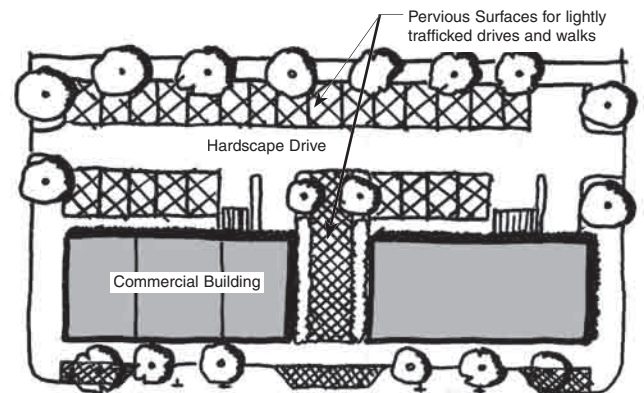


**Commercial and Mixed Use Plazas**

High quality seating, landscape and lighting are encouraged



**Location, Screening and Enclosures**



**Impervious Surface Areas**