Attachment 2

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2019

A RESOLUTION AMENDING THE R4 MULTI-FAMILY STANDARDS HANDOUT

WHEREAS, on April 30, 2019, City Council adopted an ordinance amending the R4 Multi-Family Standards to change the maximum density from 60 units to 80 units per acre in Chapter 36, Article IV, Division 6, Sec. 36.12.10; and

WHEREAS, the R4 Multi-Family Standards handout has been updated to reflect said amendments; and

WHEREAS, the Environmental Planning Commission held a public hearing on October 2, 2019 on said amendments and recommended approval to the City Council; and

WHEREAS, the City Council considered amendments to the R4 Multi-Family Standards handout, as shown in Exhibit A, on November 5, 2019;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Mountain View that the City Council hereby approves the amendments to the R4 Multi-Family Standards handout.

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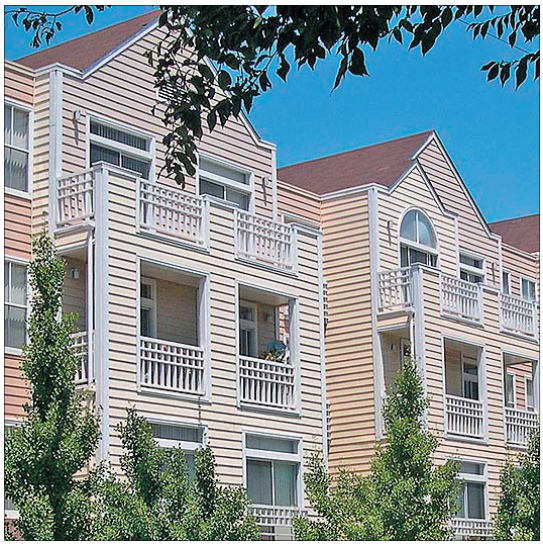
EH/2/RESO
837-11-12-19r

Exhibit: A. R4 Multi-Family Standards Handout




R4 MULTIFAMILY STANDARDS

Prepared for the City of Mountain View
Community Development Department

by

Van Meter Williams Pollack, LLP

~~June 2006~~
November 2019

R-4 MULTIFAMILY STANDARDS

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

MARCH 28, 2006

RESOLUTION NO. 17069

AMENDED

November 12, 2019

RESOLUTION NO.

SUMMARY

Update max. density to 80 du/ac and code section references to Chapter 36 (Zoning) of City Code.

CONTENTS

A. BACKGROUND

1. INTRODUCTION

The R4 zone is intended to encourage high-density residential development in standard residential zones, where previously they were only allowed in certain Precise Plan areas. The R4 zone responds to a number of city policies that encourage high-density, multifamily development in designated areas within Mountain View. These housing types serve an important need in the community be providing both rental and ownership multifamily housing opportunities for Mountain View residents. It is the goal of the City to ensure that new R4 multifamily developments are a valued addition to the City's existing residential neighborhoods.

Podium Rowhouses in Downtown Mountain View

Stacked Flats in Downtown Mountain View

2. PURPOSE AND GOAL OF STANDARDS

The purpose of the R4 Standards is to provide direction on how new multi-family development should be designed to create desirable residential developments and ensure a seamless integration with existing neighborhoods. These standards provide assistance to architects, developers, City staff and policy makers in the preparation and evaluation of plans to achieve high-quality living environments in a multifamily building type.

The purpose of the R4 Standards is to facilitate the design of quality multifamily development within a framework that promotes creativity.

The standards are based on the following goals for new multi-family development:

- Facilitate the design of quality multifamily development within a framework that promotes creativity.
- Enhance the relationship between new multifamily development and public streets and open spaces.
- Establish standards and guidelines that foster creation of residential neighborhoods with automobile, bicycle and pedestrian connections, opportunities for neighbors to meet neighbors and a strong sense of community.
- Integrate new development with existing neighborhoods, wherever possible, through automobile, bicycle and pedestrian connections combined with appropriate neighborhood traffic calming measures.
- Maintain an appropriate scale and pattern of development that is compatible with existing neighborhoods and fosters social interaction.

The Standards seek to maintain an appropriate scale and pattern of development that is compatible with existing neighborhoods and fosters social interaction.

Multi-family developments should provide adequate, usable, safe and high quality common and private amenity areas.

- Minimize impacts related to privacy and shadows to existing residences and open spaces.
- Provide adequate, usable, safe and high quality common and private amenity areas.
- Highlight and minimize impacts to significant natural features such as heritage trees, trails and creeks.

3. APPLICATION PROCEDURES

3.1 ADMINISTRATION

The Zoning Administrator shall have the responsibility for interpreting and administering these standards. The Zoning Administrator shall review and monitor the implementation of these standards and recommend modifications, amendments and updates, as appropriate.

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3.2 SITE PLAN AND ARCHITECTURAL REVIEW

The purpose of site plan and architectural approval is to determine compliance with the zoning ordinance and to provide qualitative evaluation of development proposals.

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4. CITY POLICIES

The standards and guidelines for the R4 zoning district were developed with the following City policies as a guide:

4.1 GENERAL PLAN

The General Plan states that the High Density Residential designation,

"…is intended for multiple-family housing that is close to transit, shopping, and public facilities. Apartments, condominiums and similar types of residential uses are allowed in this category…"

Apartments, condominiums and similar higher density residential development are allowed in the High Density Residential category. This description has been used to determine the criteria for consideration of sites to be rezoned to the R4 (High-Density Residential) zone. The High Density Residential in the General Plan Land Use Map will be a step above the Medium-High Density Residential.

Apartments, condominiums and similar higher density residential development are allowed in the High Density Residential category of the General Plan.

The new R4 Multifamily Standards would create a new R4 zoning district for denser development in certain areas of the City.

The standards and guidelines for the R4 zone considered those in the Downtown Precise Plan where higher density developments have been implemented successfully.

4.2 DOWNTOWN PRECISE PLAN

The standards and guidelines for the R4 zone considered those in the Downtown Precise Plan where higher density developments have been implemented successfully. The recommendations for the R4 zone, however, were developed after an in-depth analysis of how some key Downtown Precise Plan standards and guidelines could be adapted to allow their application on a City-wide basis.

4.3 RELATIONSHIP TO OTHER RESIDENTIAL DEVELOPMENT GUIDELINES

The R4 zone will allow higher density housing types including stacked apartments or condominiums, rowhouses, townhouses and small-lot single family. The R4 Standards will act as a companion to the existing guidelines for various housing types in the City using many similar principles. Where sites contain units of several housing types, each will be subject to specific standards and guidelines for that housing type. For example, rowhouses will be subject to the Rowhouse standards and guidelines. Developments with several housing types will be required to seamlessly integrate units to create a high quality and desirable living environment.

5. CRITERIA FOR SITES TO QUALIFY FOR R4 ZONING CONSIDERATION

The R4 zone is intended to be applied to sites that can accommodate higher density development. Sites would have to meet certain criteria in order to be rezoned to the R4 (High-Density Residential) zone district.

The criteria for sites to qualify for the R4 zone were derived a number of sources including: (1) General Plan policies to ensure that developments are compatible with neighborhoods; (2) site analyses to determine the minimum site size that could accommodate high-density residential developments with appropriate buffers to neighboring sites; and (3) the description of the High Density Residential designation as, "multiple-family housing that is close to transit, shopping, and public facilities."

The criteria are divided into primary and secondary criteria. All sites will have to meet the primary criteria in order to apply for the R4 zoning designation. Sites would not have to meet all of the secondary criteria but would have to substantially conform to the criteria in order to be allowed to apply for the R4 zone designation and when making the decision on rezoning the sites to the R4 zoning district.

The R4 zone is intended to be applied to sites that can accommodate higher density development. Sites would have to meet certain criteria in order to be rezoned to the R4 (High-Density Residential) zone district.

5.1 PRIMARY CRITERIA

The following criteria will be required for sites that apply for R4 zoning designation:

- Cannot be contiguous with R1 or R2 zones.
- Minimum site size of at least 1 acre
- Cannot be across the street from R1 properties if the street right-of-way is less than 90'

5.2 SECONDARY CRITERIA

The following criteria will be considered for allowing sites to apply for the R4 zone and in the consideration rezoning sites to the R4 designation:

- Within 2000 feet of transit (major nodes – light rail, bus service, Caltrain, etc).
- Sites adjacent to an R4 zone.

6. R4 MULTIFAMILY BUILDING TYPES

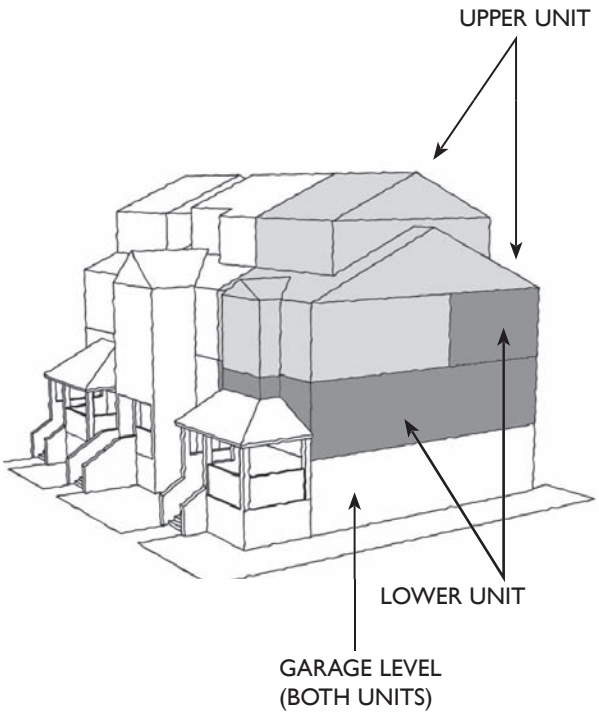
It is intended that developments in the R4 zoning district are higher density with a limit of 36-~~60~~ 80 units/acre. The following building types fall within this range and would be allowed in the R4 Multifamily zoning district.

6.1 STACKED ROWHOUSES

The early evaluation for the city's rowhouse guidelines considered an emerging housing type seen elsewhere in the Bay Area known as "stacked rowhouses" or "zipper units." In this building type, the building footprint and/or building section of units is interlocked around or on top of each other. This allows units to be placed one on top of another and/or to have more compact building footprints, allowing higher overall densities (35-40 units/acre) that would be in the lower range of the R4 district. While these projects may have the appearance of a rowhouse, in terms of construction type and layout of space they are more similar to multifamily projects. The stacked building sections require a condominium ownership arrangement and would be subject to multifamily R-1 building codes. They are typically four stories in height, with the fourth story tucked into the eaves of the roofline in order to minimize the perception of bulk and height.

In order to provide enclosed two-car garages for each unit, projects typically utilize tandem parking for most units. Each pair of stacked units is placed over a two-car wide parking bay, which allows densities to remain relatively high.

In order to provide enclosed two-car garages for each unit, stacked rowhouse projects typically utilize tandem parking for most units.



Stacked rowhouses or "zipper" units feature stacked, interlocking building sections and/or interlocking unit footprints

Stoops and balconies often project down from the units to the ground level to disguise the parking garage.

Recently built condominium projects on Bryant Street in Downtown Mountain View resemble rowhouses, but have stacked flats over the rowhouses and are built over a common submerged parking garage rather than with individual garages as part of each unit.

6.2 PODIUM ROWHOUSES

There are many developments in Mountain View that have rowhouse building characteristics but are built over a submerged parking garage (or "podium"), rather than with individual garages as part of each dwelling unit in the manner of a rowhouse. In some instances rowhouse-style units are mixed with flats, and it is not uncommon to have interlocked building sections similar to stacked rowhouses/ zipper units. The garage podium is single-story concrete construction and typically partially submerged, with enough wall area exposed above ground to allow natural ventilation of the garage rather than more costly mechanical ventilation that would be necessary with an underground garage. The garage is covered with a concrete slab roof (the "podium") and the units are built in Type V wood or steel frame on top of the podium. Stoops and balconies often project down from the units to the ground level to disguise the parking garage.

While these projects may closely resemble rowhouses, they have some fundamental differences such as:

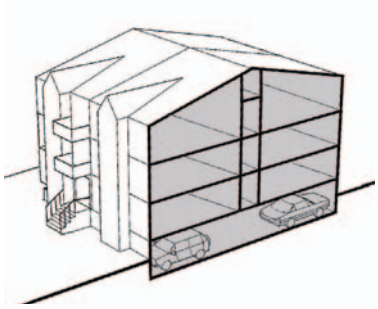
- Higher overall densities because less of the site is devoted to circulation;
- Open space areas built on the surface of the parking garage (podium), rather than on grade;
- Parking in a common garage, rather than associated with each unit;
- Guest parking often is located inside the garage as opposed to external drives or lots;
- Different building code and construction requirements.

6.3 STACKED FLATS

A common higher-density multifamily building type in Mountain View and elsewhere is a one- or two-level ground-floor, partially-submerged, or underground shared parking garage with three or four levels of single-story flats built above the garage. The structure is similar to podium rowhouses, with framed units built over a concrete parking garage podium, but most, if not all units are flats. Units may be arranged around double-loaded corridors, or as walk-ups with stairs extending up from the podium to units. Densities can range from 40 units per acre to as high as ~~70~~ 80 units per acre with Type V wood or steel-framed construction.

The Americana Condominiums are one of the numerous examples of stacked flat projects in Mountain View.

There are numerous examples of stacked flat projects in Mountain View, most recently built as part of precise plans. Examples include Park Place phase 1 in Downtown, The Americana apartments and condominiums (both earlier and later phases) in the Americana Precise Plan area, and the Domizile Condominiums at El Camino Real and Ortega Avenue.



Stacked flats typically include one level of ground floor or partially-submerged parking, with three or four levels of flats above.

6.4 MIXED UNIT PROJECTS

In some instances, usually on large sites, it may be desirable to include a mixture of units such as rowhouses, townhomes or larger multi-family apartments. In mixed unit projects, each unit type should be designed to the specific standards and guidelines of the unit type.

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7. CIRCULATION TYPES

Internal streets are typically privately owned and should be designed with a high degree of walkability and the high quality standards of public streets, with sidewalks, parallel parking and street trees.

Paseos are pedestrian walks which help connect different parts of a development including building entries, recreational or common open space areas and parking.

Each R4 Multifamily development should be connected to its surrounding neighborhood by a network of external and internal streets as well as pedestrian paseos.

7.1 EXTERNAL STREETS

Multifamily projects typically have external streets along one or more sides of the development and usually provide the main vehicular and pedestrian access to the project. External streets are publicly owned and should be designed with a high degree of walkability while including sidewalks, parking, planting strips and street trees.

7.2 INTERNAL STREETS

Internal streets serve as the framework for a multifamily development. Internal streets are typically privately owned and should be designed with a high degree of walkability and the high quality standards of public streets, with sidewalks, parallel parking and street trees. Gated or walled-off projects are not permitted.

7.3 DRIVEWAYS

Driveways, also commonly referred to as an "alley", allow access to garages located to the rear of buildings. Driveways also serve as circulation corridors for pedestrians.

7.4 PASEOS

Paseos are pedestrian walks which help connect different parts of a development including building entries and porches, recreational or common open space areas and parking.

8. DEVELOPMENT STANDARDS

This section contains quantitative site development standards that provide density requirements, setbacks, building heights and other considerations to coordinate the placement of buildings, landscaping and streets within R4 multifamily developments. Most of the quantitative standards are requirements in the Zoning Ordinance and typically employ the word "shall." The Zoning Ordinance requirements are more rigidly fixed. Planned Unit Development permits allow for flexibility in site planning provided that a project complies substantially with the purpose and intent of the General Plan, ordinance and applicable guidelines and meets the findings per Section ~~A36.58.050~~36.46.95 (Planned Unit Developments) of the Ordinance.

Quantitative standards that are guidelines include: lot width, lot size and private and common open space requirements. They typically employ the word "should." Some flexibility is permitted if they substantially aid in meeting the overall principles and objectives of the guidelines.

The Crossings Condominiums, an example of a high density residential project in Mountain View.

8.1 APPLICABILITY

These standards and guidelines apply to any development within the R4 Zoning Districts. They also apply in Precise Plans that specifically refer to the R4 Zoning District as the development standards for the area. The guidelines supplement the underlying development standards of the Zoning Ordinance including requirements for yard setbacks, building separation and height limits. Other unit types such as small-lot single family, townhouses and rowhouses, will continue to be evaluated according to the standards and guidelines specifically related to that unit type.

R4 ZONE DEVELOPMENT STANDARDS

STANDARD/GUIDELINE	RECOMMENDATION	
Criteria	**Primary Criteria** *(Required for sites that apply for R4 zoning)*: • Cannot be contiguous with R1 or R2 Zones • Minimum site size of at least 1 acre • Allowed across the street from R1 zones, only when the street is an arterial (as identified in the General Plan).	
	*__Secondary Criteria__—Considered for allowing sites to apply and to rezone sites: • Sites within 2000ft. walking distance of transit (Caltrain station, light rail station or major bus stops with six or more buses per hour during peak periods) • Sites adjacent to an R4 zone • Sites located on or in close proximity (short walking distance) from arterials.	
Unit Types	Multiple-family apartments/condominiums, townhouses and rowhouses. The standards in this table apply to Multi-Family housing. Standards for Small-Lot Single-Family developments, Townhouse developments and Rowhouse developments are listed separately in Sections ~~A36.12.040.J~~ 36.16.05, ~~A36.12.040.K~~ 36.16.15 and ~~A36.12.040.L~~ 36.10.25 respectively. The R1 standards (Section ~~A36.12.030.A.3~~) apply when there is only one single-family Dwelling on a lot, and the R2 standards (Section ~~A36.12.030.B.2~~) apply when there is a Duplex or two detached single-family Dwellings on a lot.	
Lot Area	Project area - 1 acre minimum. Individual lots in Small-Lot single-family, Townhouse and Rowhouse developments approved through a PUD permit may be smaller.	
Lot Width	160 ft., minimum.	
Density	~~60~~ 80 units/acre, maximum	
Floor Area Ratio	1.40 maximum for projects that are equal to or under 40 units/acre 1.95 maximum for projects between 41 to 50 units/acre 2.30 maximum for projects that are between 51 and ~~60~~ 80 units/acre	
Setbacks	See Section ~~A36.12.040G~~ Article IV, Division 9 for setbacks applicable to accessory structures, Section ~~A36.12.040.I~~ Article IV, Division 12 for exceptions to required setbacks ~~and Article 36.27 for special street setback provisions~~ that may override the following front and side setback requirements.	
	Front (public streets)	15 ft. minimum
		*Where the property line is set further away from back of sidewalk, the front setback may be measured from back of sidewalk.
	Side	1 to 2 stories—10 ft. minimum 3 stories and higher —15 ft. minimum
	Street Side	15 ft. minimum
	Rear	15 ft. minimum
	Distances between Structures	1 to 3 stories—15 ft. minimum 4th story—20 ft. minimum Higher than 4 stories—25 ft. minimum

STANDARD/GUIDELINE	RECOMMENDATION	
	* On irregular lots, the Zoning Administrator may allow the building to encroach into external setback areas if the area of the building(s) encroaching into the setback is equal to or less than the area of open space between the setback line and the building *(similar to Rowhouse Guidelines)*.	
Height Limits	See Section ~~A36.40.1~~ 36.08.30 for exceptions to height limits.	
	52ft. maximum wall height/62ft. maximum ridge height 60ft. maximum wall height/70ft. maximum ridge height under certain circumstances subject to design review (in R4 Guidelines as shown below)*: • On gateway sites (as identified in the General Plan). • Along arterial streets (as identified in the General Plan). • On the interior portion of larger sites (the edges of sites adjacent to R3 or R4 zones may have taller buildings). • On sites where such buildings can fit into the scale and context of the surrounding neighborhood *Site-specific design review based on sightlines and other criteria will be required to determine whether the taller building design (60ft. wall height/70ft. ridge height) fits into the context of its surroundings and should be allowed or whether a smaller-scale building is more appropriate.	
	Across the street from R1 Zones:	40ft. maximum wall height at the façade, with upper floors set back 10 feet from the façade and a maximum height of 52 feet wall height/62 feet ridge height.
	*Maximum Heights based on Stories	3 stories – 40ft. maximum wall height/50ft. maximum ridge height 4 stories – 52ft. maximum wall height /62ft. maximum ridge height 5 stories – 60ft. maximum wall height /70ft. maximum ridge height
Open Area	30% of site, minimum	
	Common Open Space*	For projects up to 50 units—Minimum dimension—20' For projects between 51 to 100 units—Minimum dimension— 30' For projects with more than 100 units—Minimum dimension— 40'
	Private Open Space	Average of 40 square feet per unit Minimum area of 40 square feet where provided
Personal Storage	Minimum of 80 square ft. or 164 cubic ft. enclosed per unit	
Parking	See ~~Article A36.37~~ Article X (Parking and Loading)	
	Studio and one-bedroom units <650 square feet	1.5 spaces minimum. 1 space shall be covered.

STANDARD/GUIDELINE	RECOMMENDATION	
	One bedroom >650 square feet, two bedrooms and above	2.0 spaces minimum. 1 space shall be covered.
	Guest Parking	Minimum 15% of the required parking (additional)
	Tandem Parking*	A maximum of 50% of units are allowed to have tandem parking spaces. Guest parking shall not be in a tandem configuration.
Bike Spaces	Minimum 1 space per unit with guest bike parking at 1 space per 10 units	
Signs	See ~~Article 36.38~~ (Signs)	

Note: * Indicates Guidelines.

Article XII

8.2 DENSITY

Multifamily development in the R4 zoning district shall have a maximum density of ~~60~~ 80 du/ac.

8.3 LOT AREA AND WIDTH

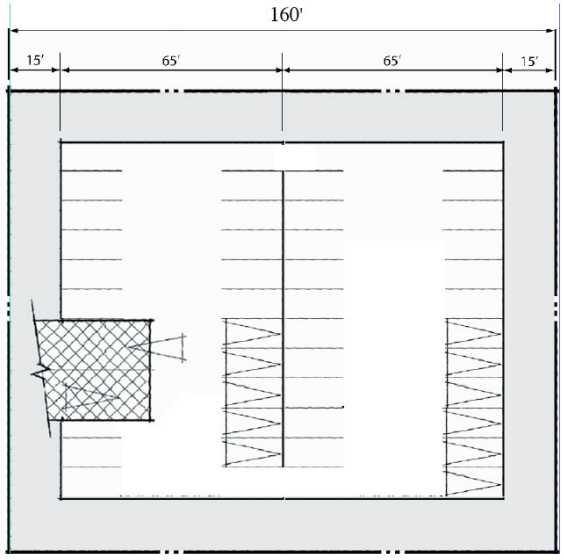
Project site area in the R4 zoning district shall have a minimum lot size of 1 acre, and a minimum lot width of 160 feet.

8.4 FLOOR AREA RATIO

The maximum Floor Area Ratio (FAR) for R4 multifamily development is dependant on the density of the development.

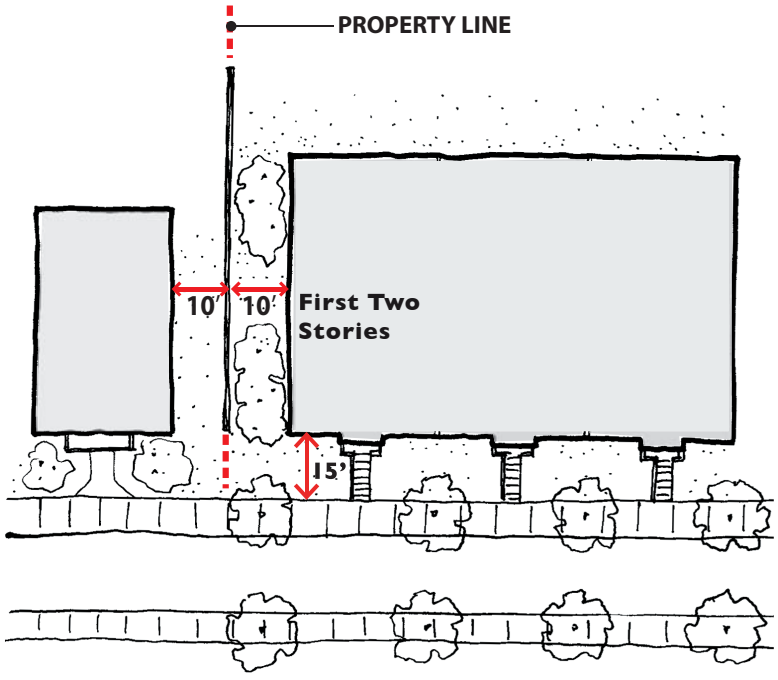
- For developments equal to or under 40 du/ac, the maximum FAR shall be 1.40.
- For developments between 41-50 du/ac, the maximum FAR shall be 1.95.
- For developments between 51-~~60~~ 80 du/ac, the maximum FAR shall be 2.30.

Multifamily development in the R4 zoning district shall have a maximum density of ~~60~~ 80 du/ac.



Developments in the R4 zoning district shall have a minimum lot size of 1 acre, and a minimum lot width of 160 feet. Lot depth should be determined by other site planning criteria such as rear setbacks and daylight planes.

The main façade of new development facing public streets should be located parallel to the public street (rather than sideways) in order to provide an attractive street edge, and shall have a 15 foot minimum setback from the front property line.



New developments shall have a front setback of 15' from the back of the sidewalk and a side setback of 10' minimum from the property line for the first two stories and 15' minimum for 3 stories and above.

8.5 SETBACKS

8.5.1 Front Setbacks (from Public Streets)

The primary façade of buildings should be located parallel to the street (rather than sideways) in order to provide an attractive street edge, and shall have a 15 foot minimum setback from the front property line. Porches, stairs and stoops may encroach into the front setback (see zoning ordinance).

8.5.2 Front Setbacks (from Private/ Internal Streets)

Front setbacks should be 15 feet from the back of the sidewalk of internal street providing enough room for planting and privacy while still allowing a strong relationship between the units and the street.

8.5.3 Side Setbacks (from property line)

New developments shall have a side setback of 10' minimum from the property line for the first two stories and 15' minimum for three stories and above.

8.5.4 Side Setbacks (from street)

Buildings shall have a side setback of 15' minimum from the edge of the sidewalk or property line.

8.5.5 Rear Setbacks (from property line)

Buildings shall have a minimum rear setback of 15' minimum from the property line.

8.5.6 Distance Between Buildings

The space between buildings in the R4 zone should be a minimum of

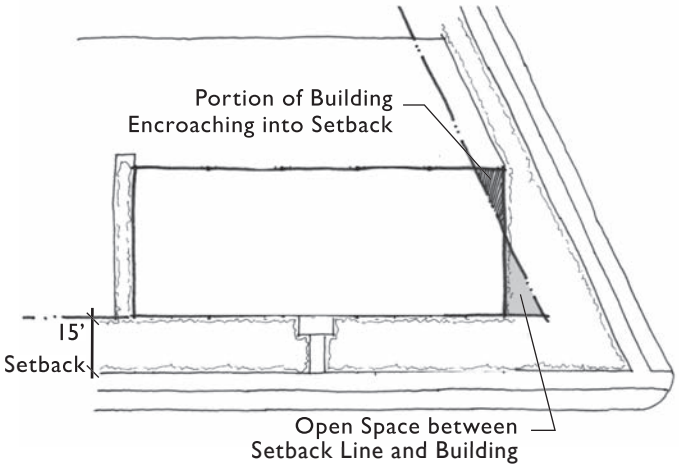
- 15' for the first three stories
- 20' for the fourth story
- 25' for additional stories

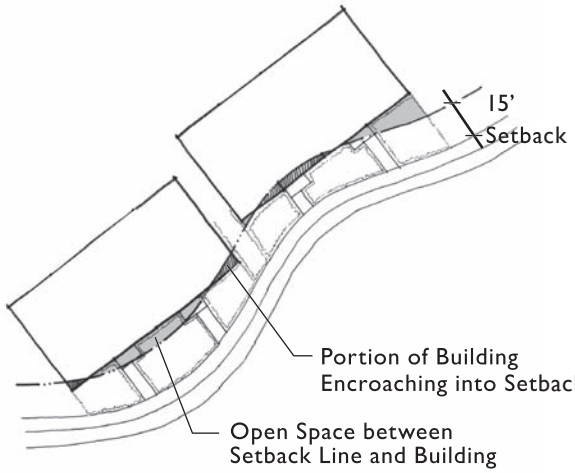
8.5.7 Setback Flexibility (front setback)

Where the property line is set further away from the back of sidewalk, front setbacks may be measured from the back of sidewalk.

8.5.8 Setback Flexibility (irregular lots)

On irregular lots, as shown in the example, the Zoning Administrator may allow the buildings to encroach into external setback areas if the area of the building(s) encroaching into the setback is equal to or less than the area of open space between the setback line and the building.





The Zoning Administrator may allow the buildings on irregular lots, as shown in the examples, to encroach into external setback areas if the area of the building(s) encroaching into the setback is equal to or less than the area of open space between the setback line and the building.

8.6 BUILDING HEIGHT

The maximum height for an R4 multifamily development is 52 feet wall height and 62 feet ridge height.

60 foot maximum wall height and 70 foot maximum ridge heights are applicable under the following circumstances subject to design review:

- On gateway sites (as identified in the General Plan).
- Along arterial streets (as identified in the General Plan).
- On the interior portion of larger sites (the edges of sites adjacent to R3 or R4 zones may have taller buildings) .
- On sites where such buildings can fit into the scale and context of the surrounding neighborhood.

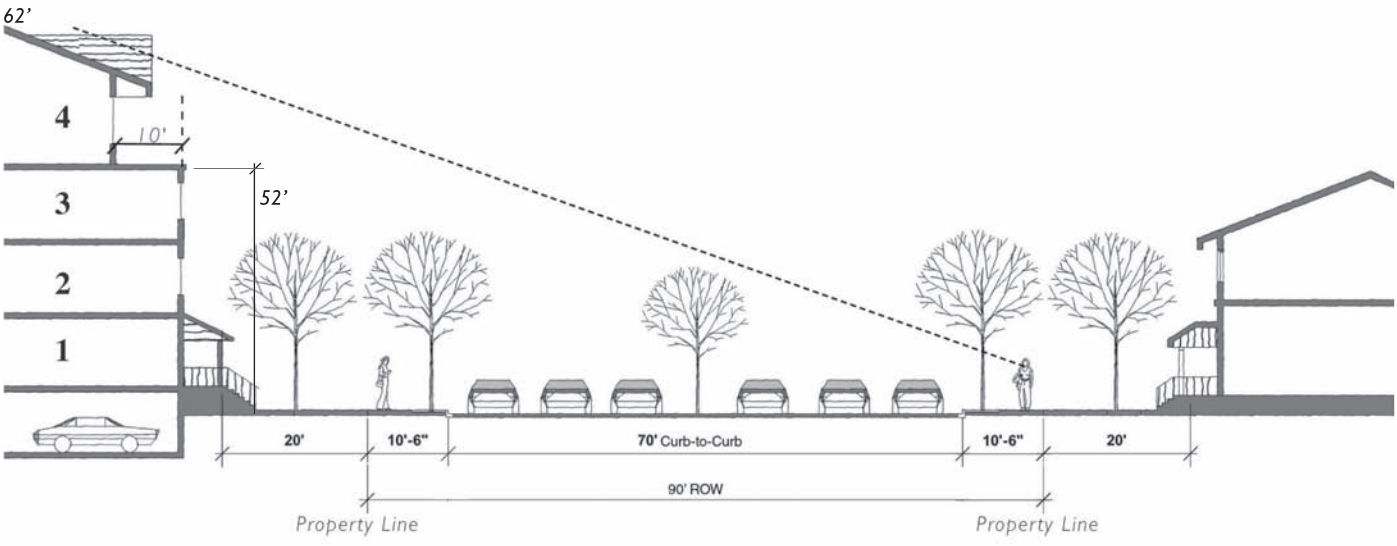
Site-specific design review based on sightlines and other criteria will be required to determine whether the taller building design fits into the context of its surroundings and should be allowed or whether a smaller-scale building is more appropriate.

8.6.1 Across the Street from R1 Zones

When the street is an arterial as identified in the General Plan, the facade facing the R1 Zone shall have a maximum 40 foot wall height with upper stories set back 10 feet from the facade. The rest of the building shall have a maximum wall height of 52 feet and ridge height of 62 feet.

8.6.2 Maximum Heights Based on Stories

- 3 stories – 40ft maximum wall height/50ft. maximum ridge height
- 4 stories – 52ft. maximum wall height /62ft. maximum ridge height
- 5 stories – 60ft. maximum wall height /70ft. maximum ridge height.



The maximum height for buildings in the R4 zone across the street from R1 zones.

8.7 LANDSCAPED OPEN AREA

A minimum of 30% of the total site area shall be landscaped. Balconies are not included in the percentage of landscaped open area.

Common usable open spaces should include:

- 5-50 units: Minimum of one space 20 feet (400 s.f.) minimum dimension.
- 51-100 units: Minimum of one space 30 feet (900 s.f.) minimum dimension.
- 101 or more units: Minimum of one space 40 feet (1,600 s.f.) minimum dimension.

The surfaces of podiums shall be counted towards open space, provided they are are designed as courtyards and well appointed with amenities such as landscaped planters, seating, and decorative paving and meet the definition of "open area" in the Zoning Ordinance.

8.8 PRIVATE USABLE OPEN SPACE

- Small private usable open spaces such as front yards, porches, patios or decks may qualify as private open space.
- Private usable open space shall be equal to an average of 40 sq. ft. per unit.
- Every unit need not have private usable open space, however, where provided, the minimum size shall be 40 sq. ft.
- Private usable open space may be a subset of the overall 30% landscaped open space requirement if it meets the definition of "open area" in the Zoning Ordinance.

8.9 REQUIRED PARKING

8.9.1 Resident Parking

For studio and one-bedroom units of less than 650 s.f., a minimum of 1.5 spaces, 1 space covered.

For one bedroom units of more than 650 s.f., a minimum of 2.0 spaces, 1 space covered.

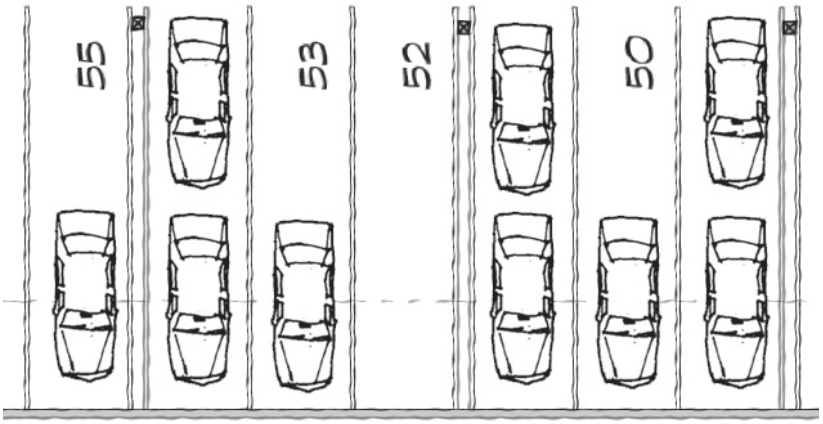
For units with 2 or more bedrooms a minimum of 2 spaces, 1 space covered.

8.9.2 Guest Parking

Additional guest parking equal to 15% of the required unit parking shall be provided in convenient locations.

8.9.3 Tandem Parking

Tandem parking may be allowed by the Zoning Administrator for up to 50% of units but not for guest spaces.



Tandem parking may be allowed by the Zoning Administrator for up to 50% of units but not for guest spaces.

8.10 PRIVATE STORAGE

Each unit shall have at least 80 square feet of enclosed storage area. Storage may be provided in elevated storage cabinets provided 164 cubic feet is provided.

B. DESIGN GUIDELINES

The goal of the Design Guidelines is to augment the Zoning Ordinance. It is the intent of the City to use the Design Guidelines to streamline and clarify the review and evaluation of project proposals. These guidelines address many of the qualitative considerations in the development of R4 multifamily projects and are to be used in conjunction with the quantitative Development Standards, the Zoning Ordinance and other regulations of the city. There is flexibility built into the Design Guidelines to allow judgment in the evaluation of a particular project.

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10. SITE DEVELOPMENT

These guidelines attempt to adequately provide for a high degree of walkability through well designed circulation, open space and parking within new R4 multifamily developments.

10.1 NEIGHBORHOOD COMPATIBILITY

Multifamily developments should be compatible with existing neighborhoods while providing a quality living environment.

10.1.1 Street Elevation

- The public street elevation should foster an appearance of a residential neighborhood, with facade articulation reflecting the rhythm of nearby residential areas.
- Facades should include porches, projecting eaves and overhangs, and other traditional architectural elements that provide residential scale and help break up building mass.

Facades should include porches, projecting eaves and overhangs, and other traditional architectural elements that provide residential scale and help break up building mass.

10.1.2 "Good Neighbor" Design

Where new multifamily developments are built adjacent to existing lower-scale residential development, care should be taken to respect the scale and privacy of adjacent properties through "good neighbor" design elements:

- Massing and orientation of buildings should respect neighboring structures.

The public street elevation should foster an appearance of a residential neighborhood, with facade articulation reflecting the rhythm of nearby residential areas.

End unit facades facing a street should be designed to create a strong relationship with the street, with elements such as entries, wrap-around porches, and bays facing the street.

- Privacy of neighboring structures should be respected, with windows and upper floor balconies positioned so they minimize views into neighboring properties.
- Sight lines into and from neighboring properties should be considered.
- Sun and shade impacts on adjacent properties should be considered.
- Design creativity should be used to address compatibility with adjacent structures.
- Buildings adjacent to existing lower-scale buildings should respond to the scale of the existing buildings with stepped-down, varied massing where appropriate.

10.1.3 End Units

- Where the side facades at the end of a building are oriented to a street, driveway, paseo, or neighboring property, massing and design quality should be consistent with other building facades.
- End unit facades at the street level facing a street should be designed to create a strong relationship with the street, with elements such as entries, wrap-around porches, and bays facing the street.

10.2 CONNECTIVITY

10.2.1 Circulation Hierarchy

- New R4 Multifamily developments should include a distinct hierarchy of public streets, internal streets, paseos and driveways. This will allow for a large number of circulation options within the development for both pedestrians and motorists and clarify the relationship of units to streets.

The existing neighborhood street network should be extended into the internal development circulation network to create strong visual and physical links with adjacent neighborhoods.

10.2.2 Street Connectivity

- New developments should be connected to adjacent neighborhoods. Traffic calming measures such as traffic circles, chokers and speed humps should be used where streets connect to existing neighborhoods. Projects should also provide for future connections to currently undeveloped properties via public or private streets, internal drives and biking and walking trails.

- Projects adjacent to existing or future retail properties should provide a quality pedestrian access to retail areas.

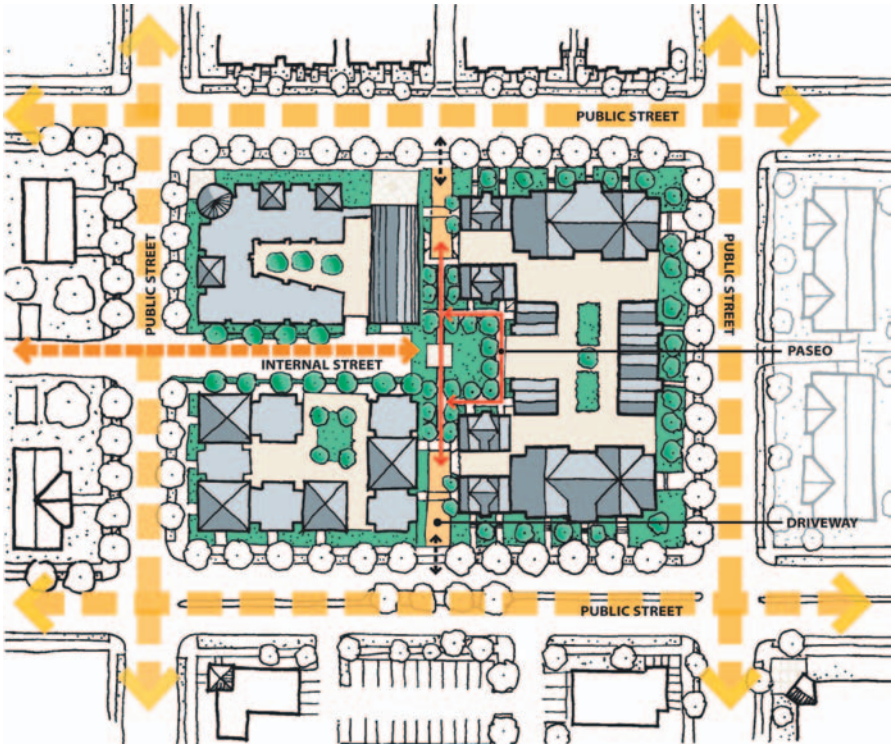


FIGURE 3-1: A hierarchy of streets and pathways, applied to a higher-density development.

10.2.3 Public Streets

- R4 multifamily Developments should maximize the number of units facing the public street.
- Building addresses should relate to visible entries along the street.
- Site design should safely allow for as much on-street parking as feasible.
- The existing neighborhood street network should be extended into the internal development circulation network to create strong visual and physical links with adjacent neighborhoods.

R4 multifamily Developments should maximize the number of units facing the public street.

10.2.4 Internal Street

- Internal streets serve as the framework for a R4 multifamily development. Internal streets should conform to the high quality standards and be designed to resemble public streets, with sidewalks, parking and street trees.
- Internal streets should include landscaping and provide a setting for social interaction and neighborhood activities.
- Internal streets should provide loop circulation wherever possible rather than dead end cul-de-sacs.
- Internal streets should connect to landmarks or amenity features such as parks or community buildings, tot lots or stands of large trees.
- Internal streets should have sidewalks in order to promote pedestrian activity within the development.
- Internal streets should incorporate special design features such as special paving, neckdown intersections and separated sidewalks with street trees.
- Internal streets should act as a connective linear open space providing sidewalks, lighting and landscaping.
- Street trees, separated sidewalks, benches, street lamps and special paving at intersections are desired elements to promote residential scaled, aesthetic streetscapes and reinforce pedestrian activity.

Internal Streets should conform to the high quality standards and be designed to resemble public streets, with sidewalks, parallel parking and street trees.

Streets should act as a connective linear open space providing sidewalks, lighting and landscaping and should provide a setting for social interaction and neighborhood activities.

- Streetscapes should maximize the amount of soft landscaping on both the public right-of-way and private lot respecting pedestrian, cycling, motorist safety and maintenance activities.
- Street trees should be planted at least every 25 feet on average, not to exceed 40 feet.
- High branching trees should be planted to form a canopy and provide shade along streets and drives.
- Monolithic sidewalks and rolled curbs are not allowed.
- Internal streets should include a 5 foot minimum landscaped buffer when they run along property lines.
- Accent paving and bands at entry driveways are encouraged.

Internal streets should include a 5 foot minimum landscaped buffer when they run along property lines.

Street trees, separated sidewalks, benches, street lamps and special paving at intersections are desired elements to promote residential scaled, aesthetic streetscapes and reinforce pedestrian activity.

10.2.5 Driveways

- Driveways should include visual amenities at the termini.
- Dead end driveways should be less than 100 feet long.
- Driveways should have special accent paving such as textured paving or paving blocks.
- Driveways should be well-lit from either building lighting, common house lighting or pedestal lighting.

Driveways should have special accent paving such as textured paving or paving blocks.

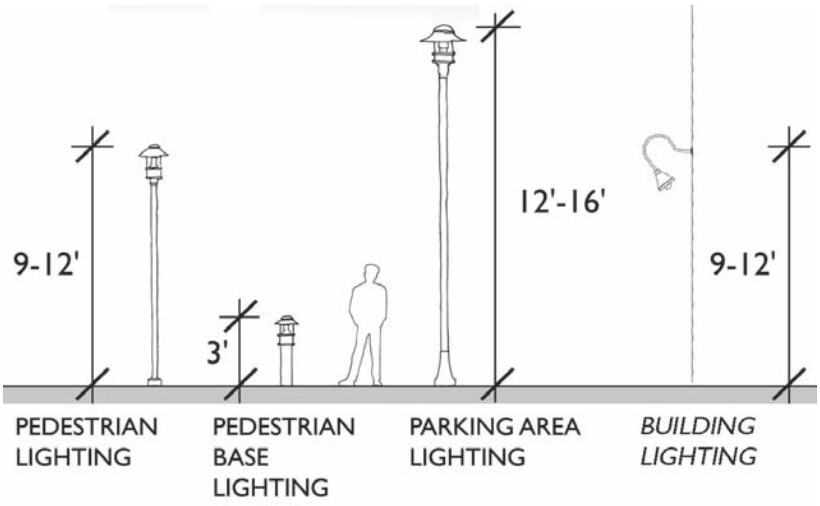
Paseos should be designed as "junior streets" so that residents can clearly and comfortably access community amenities and the public street from visitor parking and visitors can easily locate units.

10.2.6 Paseos

- Although internal streets are the preferred site design choice, new developments may provide a publicly accessible pedestrian paseo network on a limited basis as a means to provide front door access to units and allow higher overall densities. Paseos should be designed as "junior streets" so that residents can clearly and comfortably access community amenities and the public street from visitor parking and visitors can easily locate units.
- Paseo connections should be made wherever auto connections are infeasible due to project or site constraints.
- Paseos should supplement the role of streets and drives in the circulation network.
- Paseos should provide easy and direct access to building entries, common open space amenities and visitor parking areas.
- Paseos should visually extend the street into an area for safe pedestrian use, with consistent street furnishings.
- Paseos should be embellished with special paving and pedestrian-scaled lighting.
- Buildings lining paseos should provide windows along the building face to encourage comfortable and safe pedestrian use.
- Buildings lining paseos should be designed so that sunlight can reach the paseos during midday.
- Paseos should be named as streets are, with buildings lining the paseos taking their respective addresses from the paseo.

10.2.7 Lighting

- Adequate lighting should be provided along sidewalks, streets, driveways, paseos and parking areas for the safety and security of residents and visitors.
- Post top mounted lights are recommended along interior streets and common open spaces.
- Lighting should not produce glare or be of an intensity inappropriate for a residential environment.



Adequate lighting should be provided along sidewalks, streets, driveways, paseos and parking areas for the safety and security of residents and visitors.

10.2.8 Paving Material

- Decorative paving at crosswalks at primary intersections and common open spaces is encouraged.
- Paving materials should be water permeable, such as interlocking pavers or porous asphalt-concrete (AC) paving, whenever possible.

Decorative paving at crosswalks at primary intersections and at parks or tot lots is encouraged.

Buildings should define the edges of and face onto the central public open space.

Common amenity areas should be appropriate to the size of the development.

10.3 COMMON USABLE OPEN SPACE

- Because of the inherent limitations to private open space, it is essential that multifamily developments provide an adequate, central, well-designed public open space to act as a community focal point and gathering space. The common usable open space is a subset of the landscaped open area requirement.
- Common usable open spaces should include at least one open space measuring a minimum of 20 feet in each dimension, as a guideline for projects 5-50 units, 30 feet for 51-100 units, and 40 feet for 101 units or more.
- Due to the variety of lot sizes, the common usable open spaces should have an area commensurate with the number of units it serves
- Buildings should define the edges of and face onto the central public open space.
- Common amenity areas should be appropriate to the size of the development. For larger developments, recreational facilities such as a swimming pool or tennis courts, along with picnic areas should be provided.
- Tot lots should be located in safe, convenient and highly visible locations to ensure informal surveillance by residents.

10.3.1 Podium Top Open Space

- The surfaces of podiums may be counted towards open space, provided they are designed as courtyards and well appointed with amenities such as landscaped planters, seating, and decorative paving and meet the definition of "open area" in the Zoning Ordinance.

10.4 PRIVATE USABLE OPEN SPACE

- Design of private open space should emphasize usability, with convenient access from the interior of units so that open space can be used as part of everyday living.

10.4.1 Front Yards

- Front yards should include privacy hedges, low walls or low fences to provide separation from the sidewalk edge, and a sense of definition and enclosure in order to be included as private open space.
- Yards should feature a balance of landscaping and paved area.

Yards should include privacy hedges, low walls or low fences to provide separation from the sidewalk edge, and a sense of definition and enclosure in order to be included as private open space.

10.4.2 Front Porches

- Front porches are encouraged for ground floor units.
- Raised porches are encouraged. The first floor level should be raised approximately three to five steps above the grade of the sidewalk directly in front of the front entrance. Porches should not be raised more than 4 feet from the sidewalk.
- Porches may encroach into the front yard setback.
- Porches should be oriented to sidewalk and building corners facing intersections.

Porches may encroach into the front yard setback.

Fencing should be designed to integrate into the architecture of the buildings and add visual interest in its detail, materials or color.

10.4.3 Decks/Patios

- Decks and patios should have a dimension that encourages outdoor seating and use.
- Decks and patios should be easily accessed from living areas.
- Decks should be integrated into the overall building design and not appear to be applied to the building facade.

10.4.4 Fences

- Low walls or fences (a maximum of three feet high) are encouraged in the front setback.
- Fencing should be designed to integrate into the architecture of the buildings and add visual interest in its detail, materials or color.
- Trellises may be used to add visual interest and privacy.
- Fences which are visible from the street should have additional detailing and landscaping to provide visual interest.
- Partially transparent fencing adds interest while maintaining privacy.
- Accents at gates such as arched gates or arbors add visual interest and demarcation to entrances.

10.4.5 Tree Preservation

- New developments should preserve and protect existing healthy and heritage trees and natural areas. Natural attributes and topography should be integrated into the multifamily development and when possible, made into a neighborhood feature or focal point.

10.4.6 Landscaping

- Drought tolerant landscaping and water-conserving irrigation methods are encouraged.
- Landscape plans shall incorporate seasonal variety and color to the extent possible. Tall deciduous trees should be utilized where summer shade is needed and winter solar access desired.

Drought tolerant landscaping and water-conserving irrigation methods are encouraged.

10.4.7 Grades and Grading

- Perimeter retaining walls are not recommended as they create adverse paving and drainage issues with adjacent developments.
- On-site finished grades should mitigate and "mask" underground parking and create smooth pedestrian transitions.

10.5 PARKING

- The design of parking is critical to the success of a higher-density residential project. Parking needs to be convenient to access, safe, and hidden from view.

10.5.1 Structured Parking

- Structured parking should be fronted or wrapped with habitable uses when possible.
- Parking which is semi-depressed should be screened with architectural elements that enhance the streetscape such as stoops and balcony overhangs.
- The number of structured parking entrances should be kept at a minimum and should be located on side streets or interior streets wherever possible

The number of structured parking entrances should be kept at a minimum and should be located on side streets or interior streets wherever possible.

10.5.2 Open Parking

- Open parking should be located along internal streets, preferably in a parallel or diagonal parking orientation along streets rather than in a perpendicular "parking lot" layout.

Open parking should be located along internal streets, preferably in a parallel or diagonal orientation.

10.6 UTILITIES

10.6.1 Utility Location

- Buildings should be organized so that the impact of servicing functions and utilities on streets and along pedestrian paths is minimal.
- Utilities should be incorporated into the design of the building and integrated into landscaped areas to minimize noise and visual impact. Options may include insets into building facades or integration into low wall standards.

Utilities should be incorporated into the design of the building and integrated into landscaped areas to minimize noise and visual impact.

10.6.2 Trash and Recycling

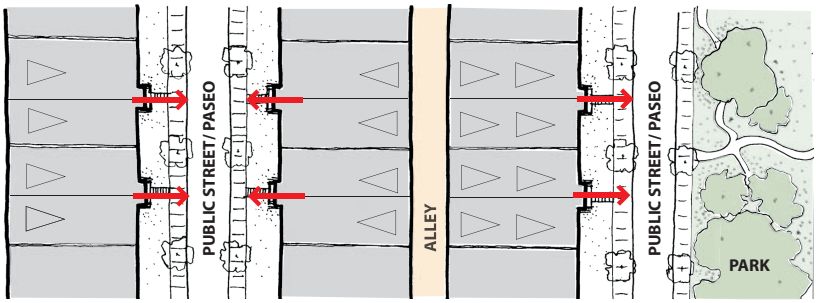
- Opaque screen trash and recycling enclosures or individual containers for each unit shall be provided.
- Enclosures should be located to minimize any conflict with individual units, common open space areas, or neighboring properties.
- Trash enclosures are required to be of durable materials such as concrete or concrete block and finished to integrate with the building design.

Enclosures should be located to minimize any conflict with individual units, common open space areas, or neighboring properties.

11. BUILDING DESIGN

11.1 Building Orientation

- Buildings should face public and internal streets whenever possible to provide an attractive environment for both residents and visitors, and provide clearly identifiable addresses for units. Building fronts should face other building fronts or open spaces whenever possible, rather than sides of buildings or perimeter walls.



Building fronts should face other building fronts or open spaces whenever possible.

11.2 Building Design

- Buildings should foster an appearance of a residential neighborhood. Individual units should have a presence on the street and not be walled-off or oriented inward. Living areas with windows, decks and porches which overlook common areas, drives and paseos are encouraged.

11.2.1 Unit Identities

- Articulation of units or groups of units can be a means to provide interest to the facade and massing, and provide scale.

11.2.2 Building Entries

- Entries should be the predominant feature of front facades, and should have a scale that is in proportion to the size of the building and number of units being accessed. Larger buildings should have a prominent, centralized building entrance.


Larger buildings should have a prominent, centralized building entrance.

On corner lots, side facades shall maintain the architectural design quality consistent with the front facade.

11.2.3 Massing

- Massing should typically emphasize certain parts of the building such as entries, corners, and organization of units.

11.2.4 Articulation

- Articulation should emphasize certain parts of the building such as entries, bays and balconies.
- Long horizontal eaves and roof elements across the façade should be broken up with gables, building projections and articulation.
- Facade articulation should reflect the rhythm of nearby residential areas with porches, projecting eaves and overhangs, and other architectural elements such as bay windows, chimneys, and porches which provide residential scale and help to break up building mass.
- Projecting eaves and roof gables should be related to corresponding projections in building masses. Projections should extend beyond main facade, to increase building articulation (2 feet minimum recommended).
- On corner lots, side facades shall maintain the architectural design quality consistent with the front facade.

11.2.5 Rooflines

- Rooflines should emphasize certain parts of the building and provide visual interest.
- Rooflines should correspond to variations in building massing and articulation with bays, gables, dormers and strong eave elements.
- Roof elements should be varied to minimize the appearance of mass and bulk.
- Gable roofs are encouraged to emphasize vertical proportion and create modulation.

Rooflines should emphasize certain parts of the building and provide visual interest.

11.2.6 Materials

- Building materials are an important component of a quality residential environment and should be used in a consistent and harmonious manner throughout the project.
- New multifamily development should emphasize high-quality, durable materials that are harmonious with existing neighborhood development.
- The massing and articulation of rowhouses will have greater emphasis if the elements are differentiated by a change in detail, color or material.
- Changes in materials generally should not occur on the same plane as this may result in an insubstantial or applied quality. Changes should correspond to variations in building mass.
- "Piecemeal" and frequent changes in materials should be avoided.

Long horizontal eaves and roof elements across the facade should be broken up with gables, building projections and articulation.

The base of units should be clearly defined with a heavier material such as brick or stone or with a darker color than the rest of the building.

Windows should overlook streets and open spaces to ensure clear views for safety.

- Although differentiation of units is desired using dramatically different architectural styles unit to unit within the same development is generally discouraged.
- The base of units should be clearly defined with a heavier material such as brick or stone or with a darker color than the rest of the building.

11.2.7 Windows

- Windows are a very important element of building form and should be well organized on a building facade to create a rhythm or pattern.
- Windows should emphasize vertical massing of buildings.
- Windows should have a hierarchy of sizes emphasizing the function of the living spaces and views while allowing for privacy of neighboring properties.
- Windows should be well detailed and consistent with the architectural design of the building.
- Windows should be recessed from the exterior building wall and should be defined by well-designed trims on the exterior.
- Windows should overlook streets and open spaces to ensure clear views for safety.

11.2.8 Side Elevations

- Side elevations which face the street should be designed with the same standards as front elevations, including attractive materials, doors and decks.

11.3 SIGNAGE

11.3.1 Site Signage

- Site signage should feature individually formed lettering and should have an artistic design element as well as addressing wayfinding.
- Backlit box signs are not permitted, except when required by the Fire Department.
- Site signs should have design features consistent with the buildings in the development, and should be integrated into the site development and landscaping.
- Attractive signage directories are encouraged to help provide wayfinding within the development.

11.3.2 Building Signage

- Building signage and address numbers should be clearly visible to visitors. Address numbers may also appear along driveways/alleys if buildings front on common open spaces or paseos.

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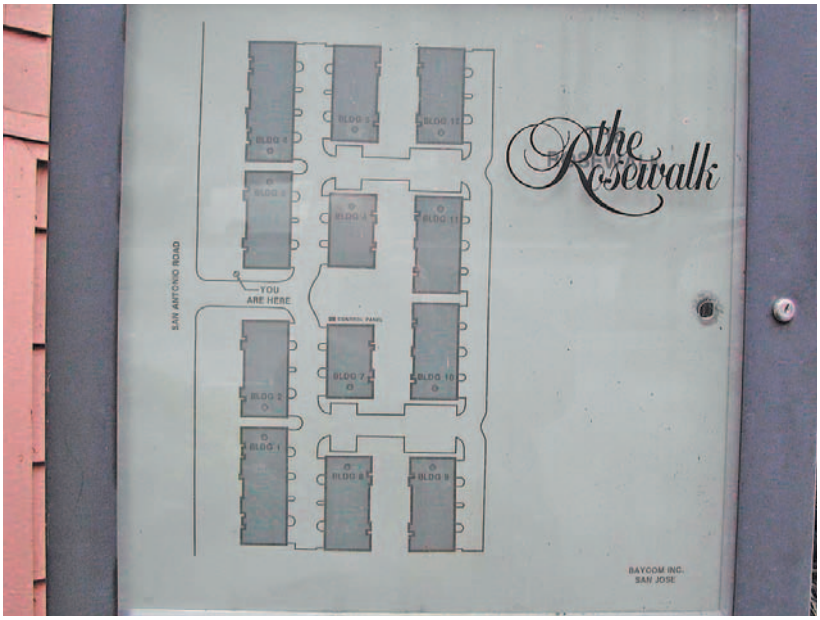


Attractive signage directories are encouraged to help provide wayfinding within the development.

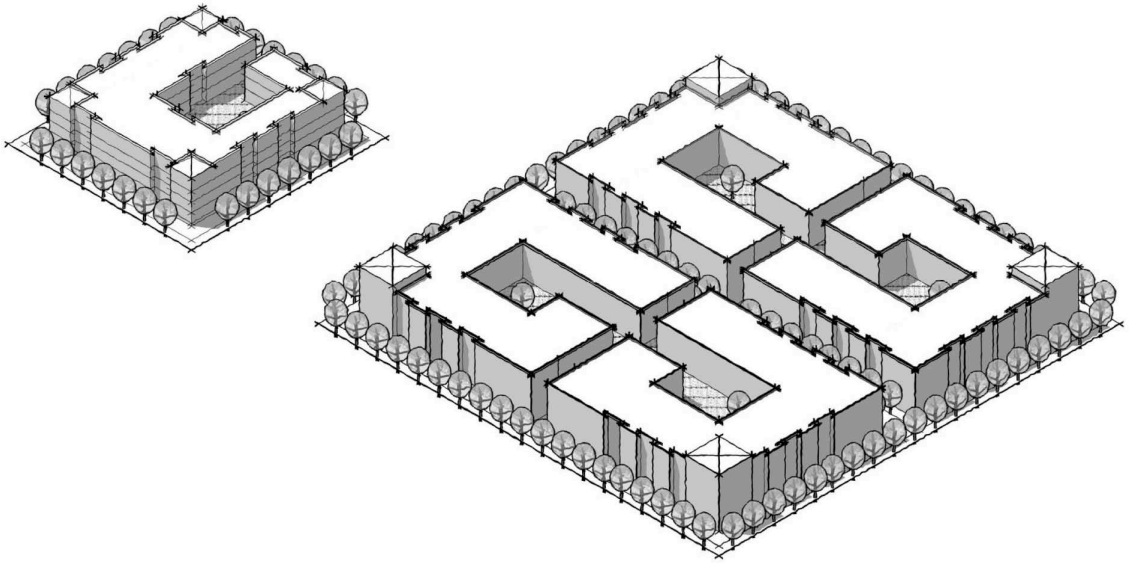
APPENDIX

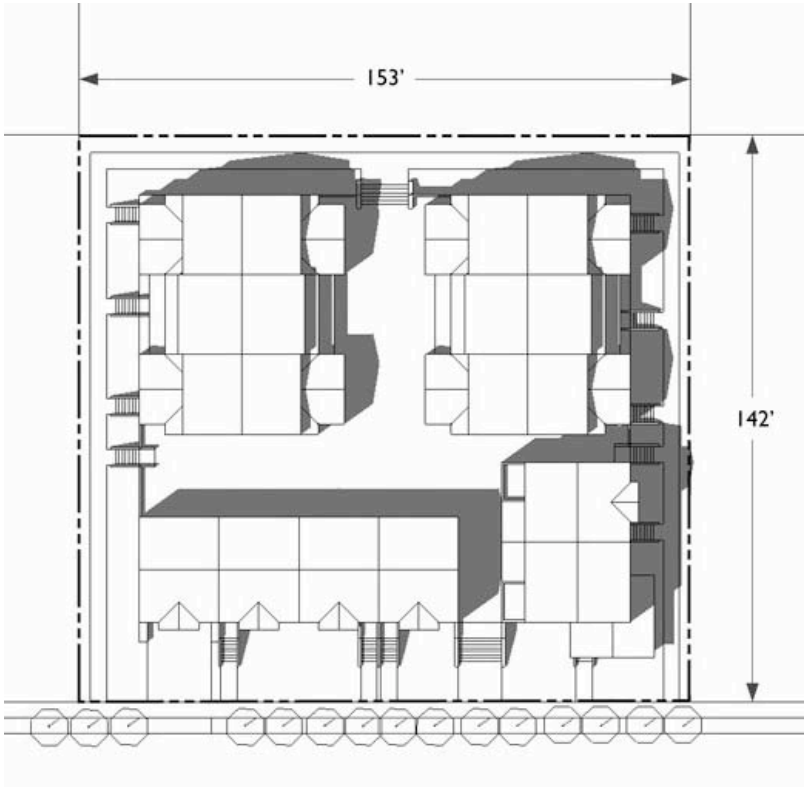
FIGURE 1: Plan and Massing for a 1 Acre Site

Site Area	1 Acre
Units	47
Density	47 du/ac
Unit Size	1,400 s.f.
Resident Parking in subgrade and podium	94 spaces
Visitor Parking in subgrade and podium	14 spaces
FAR	2.2
Landscaped Open Area	41%

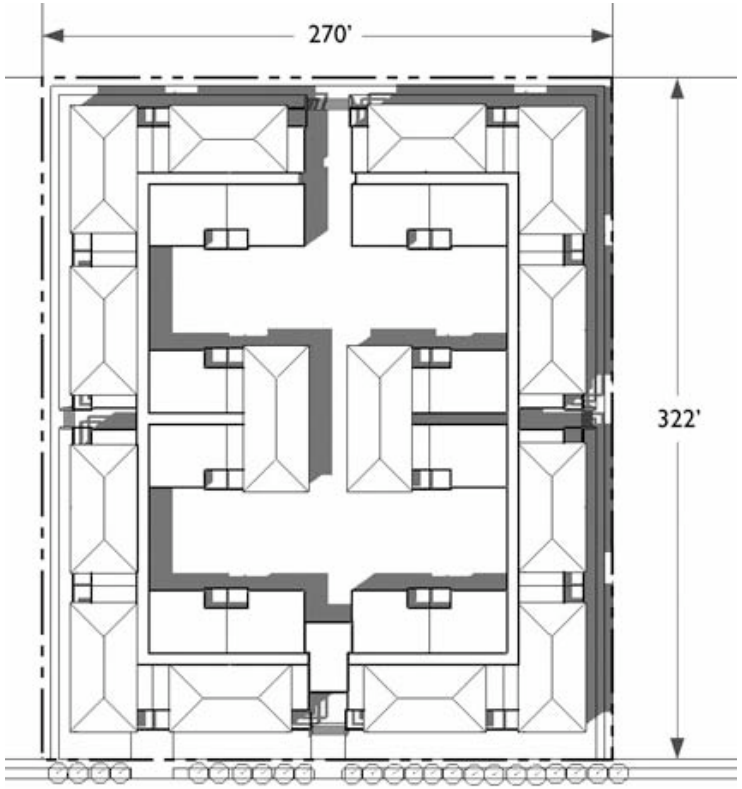
FIGURE 2: Plan and Massing for a 5 Acre Site

Site Area	5 Acres
Units	271
Density	54 du/ac
Unit Size	1,400 s.f.
Resident Parking in subgrade and podium	708 spaces
Visitor Parking in subgrade and podium and on private street	81 spaces
FAR	2.2
Landscaped Open Area	39%





1 Acre Illustration



2 Acre Illustration