

Community Design Policies

Community design policies help ensure that new development complements the existing or desired character of the Plan Area. While design policies alone do not dictate land use or zoning, they are used to strengthen how various land uses fit together, especially in mixed use or multi-use settings. These policies consider not only the built environment in conjunction with the natural environment, but also consider how people move through those spaces as pedestrians, bicyclists or automobile drivers.

Adopted by City Council, the *General Development Policies* (GDP) provide guidance for the location, intensity and form of future development and redevelopment throughout the community. Many of the residential and mixed/multi-use center policies for the Plan Area are based upon these adopted GDP policies. Plan policies that appear in plain text are based upon those previously adopted GDP policies. Additional, plan-specific policies are shown in bold font. Plan-specific policies augment the GDP design guidelines.

Community Design Goal

To ensure that development and redevelopment is compatible with adjacent uses, while supporting the community's vision of vibrant, pedestrian-friendly nodes surrounded by stable neighborhoods.

Residential Design Policies

Applicability:

SF - Single Family detached

AM - Single Family attached and Multi-Family

The following design policies are based on adopted General Development Policies (GDP) in 2003. **Bold text** indicates additional policies specific to the Independence Boulevard Area Plan.

		SF	AM	
Building Architecture and Site Design Close attention to building design enhances the community. Design policies do not result in conformity of design, but provide direction for both new and infill development.	Preserve historically or architecturally significant structures.	■	■	
	Avoid blank walls along pedestrian circulation areas.	■	■	
	Orient building towards street (unless a thoroughfare) or common open space and provide pedestrian access to the street.	■	■	
	Blend scale and setbacks of buildings with existing structures.	■	■	
	Provide a variety of housing types (floor plans, exterior treatments and materials, massing, and roof forms.)	■		
	Orient buildings toward greenways and other natural areas when feasible.	■	■	

		SF	AM	
<i>Building Architecture and Site Design (continued)</i>	Provide variation in elevations of horizontal and vertical planes.	■	■	
	Distinguish ground-level design from upper stories through changes in material or volume.		■	
	Incorporate human scale details such as covered porches, balconies, overhangs, doors, protruding bays, façade offsets, dormers, and windows to visually define the streetscape.	■	■	
	Design porches to have a minimum of 6' deep and at least half the width of the façade (excluding garages.)	■		
	Design residential garages to reduce visual impact from the street.	■	■	

Natural Environment

These policies provide direction to accommodate growth and change while protecting the natural environment, including the quality of our air, water and land.

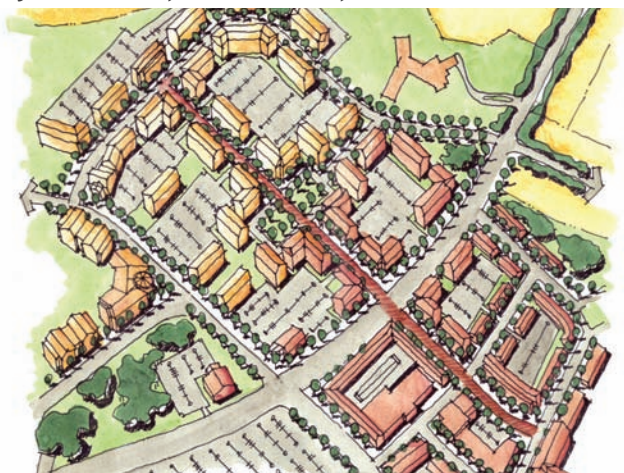
	SF	AM	
Incorporate functional, unique, natural, and/or historical elements into the open space.	■	■	
Preserve steep slopes along streams or adjacent to significant natural landscape features.	■	■	
Preserve at least 10% of the site as "tree save area" consistent with residential tree ordinance.	■	■	
Design open space to create a network of green spaces.	■	■	
Use low maintenance native vegetation as much as possible.	■	■	
Design with the existing natural terrain.	■	■	
Preserve prominent stands of existing trees, wherever possible.	■	■	
Create a gradual transition between the open space and the built environment where development adjoins natural areas or other open spaces.	■	■	
Incorporate existing trees into public open spaces.	■	■	

Figure 1 - Example of greenways as an amenity to multi-family development



		SF	AM	
Pedestrian and Vehicular Networks Providing a safe, accessible and comfortable network of streets, sidewalks and pathways for all modes of transportation is an important step in establishing a livable community. These policies provide guidance for achieving mobility and connectivity for pedestrians, bicyclists, and automobile drivers.	Provide bicycle parking in appropriate common areas (for example, playground, swimming pools).	■	■	
	Provide pedestrian/bicycle connections to parks, greenways, bikeways and trails.	■	■	
	Provide direct pedestrian and bicycle connections between all abutting or adjacent developments and transit stops/stations.	■	■	
	Design streets with pedestrian safety and comfort in mind.	■	■	
	Encourage shared alleys and other forms of access.	■	■	
	Design street system to calm traffic.	■	■	
	Align collectors at thoroughfare intersections to promote safe crossings for pedestrians, cyclists, and automobile drivers.	■	■	
	Provide on-street parking to reduce the size of surface parking lots.		■	
	Provide multiple vehicular entry points.	■	■	
	Design an internal street system with spine road; including: Parallel parking, street trees, and sidewalks. Driveways or secondary streets should connect parking lots and primary streets.		■	

Figure 2 - Example of internal spine road



Non-Residential Design Policies

Applicability:

RM - Retail-oriented Mixed or Multi-Use Development

RO - Retail and/or office

MU - Mixed Use

IN - Industrial

The following policies are based on adopted General Development Policies (GDP) in 2003. **Bold text** indicates additional recommendations specific to the Independence Boulevard Area Plan.

		RM	RO	MU	IN
Building Architecture and Site Design	Design buildings with transparent openings, ornamentation, and architectural character.	■	■	■	
Architecture and landscape design define streets and public spaces as areas of shared use. Streets lined by buildings and trees rather than vast expanses of parking lots provide a visually rich and physically safe environment.	Establish entrances with pedestrian interest.	■	■	■	
	Orient buildings towards street and provide pedestrian access.	■	■	■	
	Arrange buildings in an orderly block pattern.	■	■	■	
	Discourage tearing down historic or architecturally significant structures.	■	■	■	■
	Design buildings with human scale and visual interest in mind.	■	■	■	
	Orient buildings along Independence Boulevard toward side streets or internal street network.	■	■	■	
	Provide a landscaped buffer along the Independence Boulevard frontage of new development.	■	■	■	■
	Minimize impacts of drive-thru development.	■	■	■	■

		RM	RO	MU	IN
Building Architecture and Site Design (continued)	Design for pedestrian safety.	■	■	■	■
	Locate dumpsters and service areas away from residential areas.	■	■	■	■
	Provide public frontage, such as a street or park, along greenways, and orient buildings toward greenways and other natural areas when feasible.	■	■	■	
	Distinguish ground-level design from upper stories through changes in material or volume.	■	■	■	

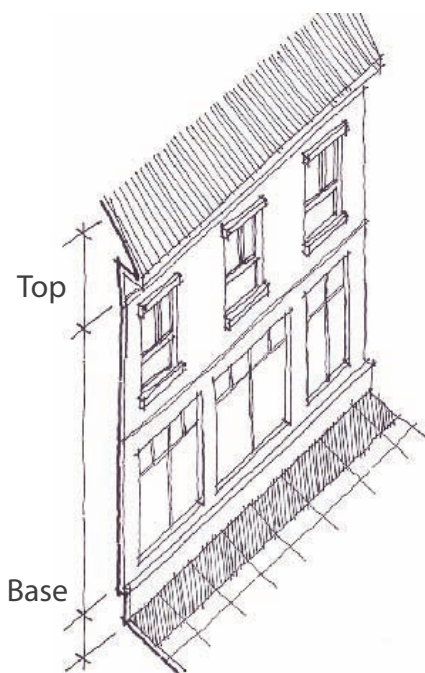
		RM	RO	MU	IN
Natural Environment	Avoid piping creeks and minimize channelization.	■	■	■	■
	Site development should respect the natural environment.				
	Preserve steep slopes along streambeds or adjacent to significant natural landscape features.	■	■	■	■
	Provide a meaningful amount of usable and accessible common open space and integrate the tree canopy into it.	■	■	■	■
	Consider pervious pavement for overflow parking.	■	■	■	■
	Provide stream restoration and/or stormwater management as a buffer treatment along Independence Boulevard frontage.	■	■	■	■
	Integrate proposed greenway corridors into new development.	■	■	■	■

Figure 3 - Example of active street frontage sidewalk and planting strips with trees



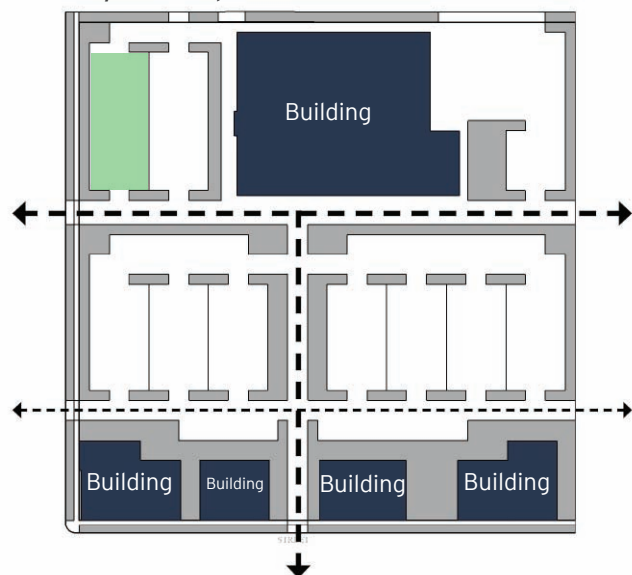
		RM	RO	MU	IN
Pedestrian and Vehicular Networks Circulation in and through the site should be comfortable, safe, secure and efficient for pedestrians, bicyclists and automobile drivers.	Create an interconnected sidewalk system.	■	■	■	■
	Design short block lengths with an organized street pattern.	■	■	■	
	Provide pedestrian/bicycle connections to nearby parks, greenways, bikeways and trails.	■	■	■	■
	Design streets with pedestrian safety and comfort in mind.	■	■	■	■
	Provide ample sidewalk width to accommodate pedestrian circulation, congregation, outdoor dining, and amenities such as street furnishings, trash receptacles, art work and trees.	■	■	■	
	Establish clear "way-finding" signage for pedestrians and automobile drivers.	■	■	■	■

Figure 4 - Facade Articulation Example



		RM	RO	MU	IN
Pedestrian and Vehicular Networks (continued)	Provide safe pedestrian circulation throughout the development, including through parking lots and decks.	■	■	■	■
	Provide bicycle parking and storage areas.	■	■	■	■
	Provide safe and secure transit waiting facilities.	■	■	■	■
	Establish a central vehicular access into the site from the more auto-oriented street and provide secondary access options from the minor streets	■	■	■	■
	Design parking lots on a street/block pattern to facilitate redevelopment and minimize large surface lots	■	■	■	■
	Minimize large surface parking lots with smaller pods and extensive landscaping.	■	■	■	

Figure 5 - Parking Lot Design with central vehicular access and secondary access option on minor street



		RM	RO	MU	IN
<i>Pedestrian and Vehicular Networks (continued)</i>	Encourage commercial or residential uses in parking decks fronting pedestrian circulation areas.	■	■	■	
	Design access from surrounding neighborhood so that the appearance is residential in character.	■	■	■	■
	Provide structured parking where feasible to conserve land and minimize surface parking.	■	■	■	
	Integrate landscaping with seating along facades when possible and, when practical, work to integrate the existing tree canopy into the site design.	■	■	■	■

		RM	RO	MU	IN
<i>Pedestrian and Vehicular Networks (continued)</i>	Encourage shared driveways and alleys within the development.	■	■	■	■
	Provide buffer between roadway and pedestrian facilities along Independence Boulevard.	■	■	■	■

Figure 6 - Mixed-Use development with shared driveways and parking.



Transit Station Area Principles - Figure 7

(This figure summarizes the policies of the Transit Station Area Principles. The original wording for the policies can be found in the first chapter of the *General Development Policies*.)

Community Design

- Orient buildings to front on public streets or open spaces.
- Minimize setbacks and locate parking to the rear.
- Provide windows and doors at street level and minimize walking distance to entrances.
- Screen unsightly elements, such as dumpsters, loading docks, service entrances and outdoor storage from the transitway.
- Include active uses on the ground floor of parking structures.
- Include elements such as street trees, pedestrian scale lighting and benches in streetscape design to encourage pedestrian activity.
- Place utilities underground, wherever possible.
- Establish public open spaces that act as development catalysts and serve as focal points around transit stations.
- Design open spaced to be centers of activity that include items such as benches, fountains, and public art.



Land Use

- Encourage higher density uses (15-20 du/a/0.5-0.75 FAR) closest to the transit station and transition to lower densities adjacent to existing single family neighborhoods.
- Encourage a mixture of residential, office, service-oriented retail and civic uses, either through mixed or multi-use development.
- Disallow automobile-dependent uses, such as automobile sales lots, car washes and drive-through windows.
- Consider special traffic generators--such as cultural, educational, entertainment or recreational uses--to locate in station areas.
- Preserve existing stable neighborhoods.
- Encourage a mixture of housing types, including workforce/affordable housing.



Mobility

- Create a multi-modal environment that emphasizes pedestrians, bicyclists and vehicles.
- Provide an extensive pedestrian system throughout the station area to minimize walking distances, connect to neighborhoods, accommodate large groups of people, and eliminate sidewalk gaps.
- Design the pedestrian system to be accessible, safe and attractive, by using planting strips, street trees, on-street parking and bicycle lanes.
- Develop an interconnected street network with maximum block lengths of 400'; provide mid-block crossings if blocks are larger.
- Establish parking maximums, rather than minimums.
- Minimize surface parking and encourage shared parking facilities.

