

# CHAPTER 5

## RESIDENTIAL

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## PURPOSE

This chapter of the Design Guidelines describes the objectives, guidelines, and standards for residential projects proposed within the City of Rancho Cordova. The goal of the City is to create vibrant, livable communities that function as a series of neighborhoods. These neighborhoods are made up of a variety of housing types and styles (single-family detached, single-family attached, multi-family, and residential mixed use) available to a wide range of income levels, which are integrated seamlessly in walkable neighborhoods and villages.

## ORGANIZATION





The standards and guidelines provided in this chapter are divided into two sections: Site Design; and Architecture Design. The Site and Architecture sections are organized into subcategories (e.g. Site > Circulation). Each section has one or more related design objective. This design objective states what the community wants to achieve. Illustrations provide visual examples of projects with the desired elements. Supporting the design objective is a series of design standards and design guidelines.

The focus of this chapter is the design of residential dwellings on private property. The design of residential neighborhoods, street patterns, streetscape design and other larger scale items are addressed in the Community Design chapter of this document.



## APPLICABILITY AND USE TYPES

The design objectives and standards within this section apply to 4 types of residential development. Each guideline and standard in this chapter is coded with the icon system provided to indicate the applicability to the residential type. As indicated, the guidelines and standards may apply to 1, 2, 3, or all 4 of the types:

	<i>Single Family Detached</i> – Single family residential projects characterized by stand-alone units.
	<i>Single Family Attached</i> – Residential projects characterized by single-family style dwellings, for rent or sale, in an attached configuration.
	<i>Multi-family</i> – Residential projects, with multiple units on one parcel, usually for rent but can be individually owned as a condominium.
	<i>Residential Mixed Use</i> - Projects where a majority or the entire site is used for residential purposes. This includes live-work units.



## SINGLE FAMILY DETACHED

Single family detached is defined as one primary dwelling unit built on a single parcel of land. A second accessory dwelling unit may also be included on some single family properties. The majority of residential dwellings in the City of Rancho Cordova are single family detached dwellings. This product is typically a for-sale dwelling, however there are no restrictions on the ability to rent the unit. Only one family occupies the entire structure.

The purpose of design guidelines for this housing type is to ensure that new housing is integrated into the community at large, provides diverse architecture, and contributes to functional, safe and vibrant neighborhoods. As pictured below, this housing type can be built at a wide range of scales; from large homes on large lots to moderate sized homes on small lots.



*Large single family home on a large lot.*



*Moderate sized single family home on a mid-sized lot.  
(Orenco Station, Portland, Oregon)*



*Single family homes on small lots within a planned development sharing a common driveway. (Metro Square, Sacramento, California)*

## SINGLE FAMILY ATTACHED



Single family attached is defined as two or more units sharing common walls, such as townhouses, duplexes or triplexes. Design guidelines for buildings with four or more units on a single parcel are considered Multi-family for the purposes of this guideline document. A single family attached unit can be placed on its own parcel, with a common wall at the parcel boundary – typically called a townhouse or rowhouse unit. Duplexes and triplexes typically share a single parcel. Townhouse units are generally individually owned, and duplex and triplex units are generally owned in common and individually rented.



*This photo illustrates single family attached dwelling units that share common walls with adjacent units. Each dwelling unit is located on an individual parcel. (Hillsboro, Oregon)*



*Duplex units share a single parcel or can be split by a parcel line between the units. The latter allows each parcel to be individually owned. (Forest Grove, Oregon)*



*This picture illustrates a triplex, which has been designed to fit into a neighborhood with single family homes. The three units share a parcel, but each unit is individually owned (land owned in common). (Orenco Station, Portland, Oregon)*

Single family attached units share characteristics with both single family detached and multi-family dwellings. Like single family detached, the units can often be individually owned, the buildings can be smaller in scale, and individual yards are often provided in lieu of common open space. Like multi-family homes, attached single family development generally has higher development densities and lots are usually smaller and more of the lot is covered with building footprint. Even though units can be individually owned, the units share walls with other units, and some common ownership and maintenance of buildings and land typically occurs.

Design guidelines are intended to ensure compatibility of single family attached units with surrounding properties, whether single family, multi-family, mixed use, commercial or other land use. Due to higher densities and standard construction techniques, single family attached units can have a monotonous appearance, functional issues with vehicular access and a lack of open space and other amenities.



## MULTI-FAMILY



Multi-family projects are defined as 4 or more units on a single parcel of land. The units can be rented or individually owned as condominium units. Whether ownership or rental units, the buildings typically share common areas and are maintained by the property owner, a management company, a community association, or some combination thereof.

Multi-family buildings can be found in a variety of settings and locations within the community. Multi-family projects can be a single building on a single parcel or can be a large complex of buildings on multiple parcels. The buildings can be integrated into residential neighborhoods along with single family and attached single family dwellings or they can be constructed in conjunction with commercial or office buildings (horizontal or vertical mixed-use).



*Example of a small multi-family project. Each entrance is accentuated and the roofline is broken up to reduce the potential for monotony.*



*An example of an urban multi-family project. Units are configured vertically, rather than horizontally, creating many views onto the street. (Portland, Oregon)*



*A large multi-family apartment complex in North Natomas, Sacramento, California. The scale of the project is consistent with other suburban multi-family projects, however it is variation in roof line and articulation of the façade to break up the monotony.*

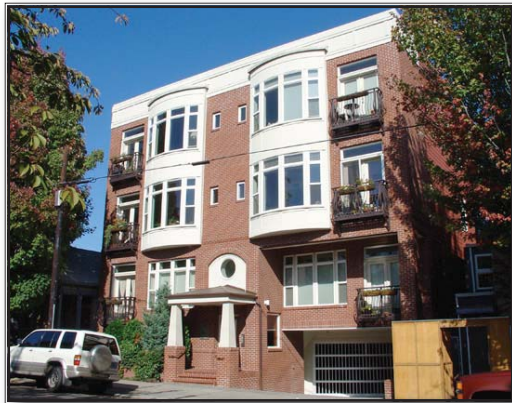


Design guidelines help ensure the compatibility of multi-family buildings and complexes with the surrounding community, while providing a functional, safe, and desirable environment for apartment residents. Apartment complexes that are isolated and segregated from the rest of the city are strongly discouraged. Instead, multi-family dwelling should play a critical role in creating vibrant and active residential and mixed-use neighborhoods. Multi-family development provides an opportunity to place larger numbers of people close to commercial and employment uses. This additional population density has a number of advantages, such as: more efficient use of land; more customers for shopping areas; more users for transit systems; less vehicular use; and more affordable housing.

## RESIDENTIAL MIXED-USE



Residential Mixed-Use development includes both exclusive or predominant residential use of structures. Under the predominant use scenario, the majority of the building square footage is used for residential purposes. The remainder of the building may be commercial or office. An example of residential mixed use in a vertically integrated building would be retail shops or office space on the ground floor with residential on the upper levels. Horizontal integration of uses with residential units adjacent to office or retail buildings can also be accomplished within this land use type. Live-work units are also a product type within this designation.



*Apartment building in a mixed use neighborhood with below grade parking, a prominent entrance and a modest setback (Portland, Oregon).*



*Residential lofts with retail uses at ground level (Sacramento, California).*



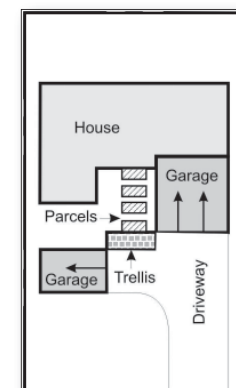
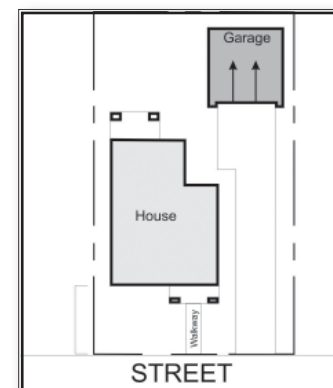
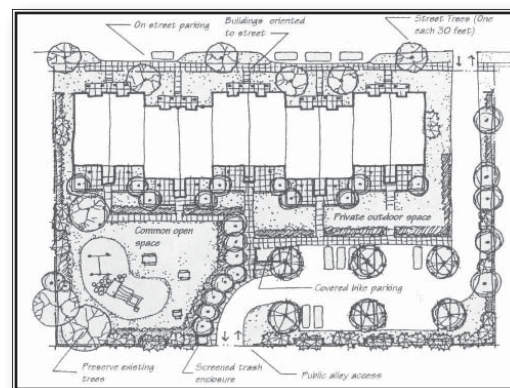
*Residential apartment with a commercial user at ground level (Sacramento, California).*

## SITE DESIGN

**Intent** – The standards and guidelines herein are intended to assist in the appropriate siting of homes in all residential areas of the City. Residential site design should contribute to a strong sense of place, a desirable streetscape appearance, walkable neighborhoods, and convenient access to parks, commercial areas and community facilities. These standards and guidelines are intended to promote quality design and cohesive neighborhoods for a wide variety of single family (detached and attached) and multiple family developments.

The Site Design section features the following subcategories:

- Circulation
- Building Placement and Orientation
- Public Spaces/Pedestrian Amenities
- Parking
- Garage Placement and Design



## SITE DESIGN > CIRCULATION

### DESIGN OBJECTIVE

Develop an on-site circulation system for residential projects that provides for the safe and efficient movement of vehicles and reduces conflict with pedestrians and bicyclists.

### DESCRIPTION

A simple, efficient on-site circulation system is essential to help site residents and visitors find their way around and locate a particular unit. Large sites with multiple units can be easily confusing. Internal circulation systems






*Do This:* This single family project has an internal one-way loop street with individual driveways to each residence. (Metro Square, Sacramento, California)



*Don't Do This:* This residential development has no vehicular, bicycle or pedestrian connections to the adjacent subdivision (Elk Grove, California).

should connect all areas and include signage and other techniques for successful wayfinding. Vehicular facilities, such as internal streets, driveways, curb-cuts and garages should not dominate residential developments and should be designed to respect the needs of pedestrians and create pleasant visual environments.

### DESIGN GUIDELINES



1.  Multi-family developments with internal streets and driveways should be designed for easy navigation in a logical, common sense manner so that a resident or visitor can easily enter the site, park their car, and find a particular unit. Effective wayfinding designs include: directory signage, color coded buildings, pedestrian signage, and landscape accents.
2.  The use of shared driveways is encouraged to eliminate the need for excessive curb cuts and to reduce the amount of pervious surface.
3.  Special paving, landscaping, walls, and other design elements should be used to alert vehicles to pedestrian areas and add visual interest.

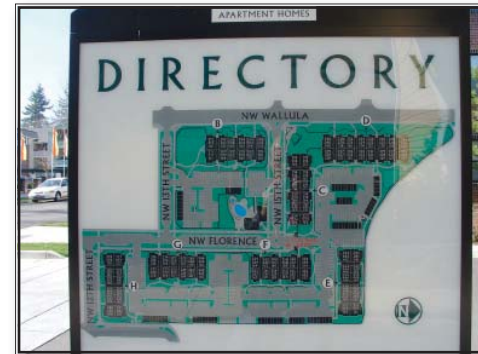


*This multi-family development utilizes enhanced landscaping and special paving to alert drivers that pedestrians may be crossing.*



*Town homes are adjacent to and accessible from the public sidewalk in this example from Portland, Oregon. The individual entries are elevated from the street to provide privacy and a transition between public and private space.*

4.  Residential projects should provide vehicular, bicycle, and pedestrian connection to adjacent residential and non-residential developments.
5.  Multi-family project should be integrated into public street and sidewalk systems, as follows:
- Provide direct connections from individual and common entries to the public sidewalk system;
  - The fronts of individual units should face and access the public street;
  - Continue the local street system into the multi-family development (private streets are discouraged). This ties the multi-family development into the adjacent neighborhood instead of creating an isolated compound.



*This site plan illustrates how a typical multi-family site plan can be retrofitted to accommodate the local street system. (Gresham, Oregon)*





## SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION > STREETScape VARIETY

### DESIGN OBJECTIVE

Encourage innovative and diverse residential streetscapes that facilitate interaction between residents and include homes that are oriented to the street.

### DESCRIPTION

This section addresses the relationship of private residential property with the street. The overall neighborhood street network and design are addressed in the Community Design chapter. The City encourages the design of




*Do This:* This residential project has homes facing onto a park.  
(Courtesy LPA)






*Don't Do This:* The homes in this subdivision all have the same orientation on the lots. There is little variation in the rooflines between homes and the garages are the most prominent feature (Elk Grove, California)

single-family residential neighborhoods with a mix of densities and lot sizes to create diversity of housing products for an interesting streetscape. Streetscapes should be pedestrian friendly and a place that makes residents have a sense of belonging. Orienting the homes to the street as well as creating variety and interest in the home design can help foster this sense of belonging and encourage residents to walk and enjoy the neighborhood setting and nearby amenities (parks, schools, shopping, etc.).

#### DESIGN GUIDELINES


1.  Special standards to allow flexibility in the design of higher density single-family residential development include:
  - Duplexes and half-plexes on corner lots are encouraged throughout single-family neighborhoods to diversify the housing stock and increase housing choices in each neighborhood.
  - Reduction in required yard setbacks for medium density residential development.

#### DESIGN STANDARDS

1.  To allow for design flexibility, minimum lot sizes, widths, and building setbacks have been eliminated in the RD-10 and RD-15 zoning districts and reduced in the RD-7 zoning districts.
2.  No two identical floor plans and elevations shall be placed on adjacent lots.
3.  Duplexes and half-plexes on corner lots are permitted throughout single-family neighborhoods on standard corner sized lots.






*This duplex is sited on the lot so that each unit entrance is facing onto a different street. (Fairview, Oregon)*


2.  In order to achieve variation in subdivisions, master home plans for each subdivision shall include a minimum number of floor plans and elevations based on the number of units within the subdivision:
- Less than 100 units - minimum of 3 floor plans with 3 elevations
  - Between 101-200 units - minimum of 4 floor plans with 3 elevations
  - More than 200 units, minimum of 5 floor plans with 4 elevations



*This townhouse project in Hillsboro, Oregon has reduced setbacks which allow the homes to be close to the street.*

3.  Duplexes and half-plexes on corner lots are permitted throughout single-family neighborhoods on standard corner sized lots.

4.   Projects with 2 or more buildings shall be designed with different building setbacks or façade variations to avoid the creation of a monotonous streetscape.

5.  Residential mixed use buildings are encouraged to include retail and/or service uses.
- These retail/service uses should be located along the street frontage and on a corner if possible;
  - Residential entrances shall be separated from non-residential entrances;
  - Commercial components of residential mixed use should be located for visual, functional, and connectivity to the street.



*Single-family development in Hercules, California. The look and feel of the homes is varied along the street.*

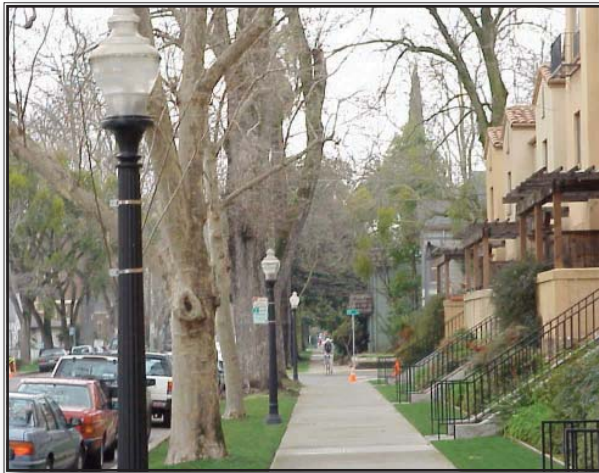
## SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION > ORIENTATION OF HOMES ON LOTS

### DESIGN OBJECTIVE

Design and construct residential units that create safe, pleasant and active neighborhoods.

### DESCRIPTION

Buildings should be sited and oriented to the street to make for an inviting streetscape. Interesting streetscapes promote pedestrian activity in and around the site. Buildings at or near the street can help create a “dialogue” between adjacent uses.






*Do This:* This residential project in Sacramento, California places the homes close to the street, creating an inviting atmosphere. Entrances are elevated above the pedestrian realm, promoting “eyes on the street,” but allowing the residences to stay private.



*Don't Do This:* From the street it appears as though the entire home is a garage. Walking paths lead to the front door from the driveway, not the public sidewalk. The entrance is not visible from the street. (Elk Grove, California)











1.  Residential development adjacent to designated open space areas should maintain visual access to the open space from residential units, common buildings, and/or streets (building should not back up to open space areas creating areas hidden from public view).
2.  To facilitate development of higher density single-family homes, implementation of rear alley should be considered for accessing garages, off-street parking, utilities and trash facilities.
3.  Building shall be designed with structural and spatial variety along the front façade and staggered roof planes. The intent is to avoid a monotonous or institutional appearance. The City recognizes the need for design flexibility for townhome projects. Building placement and setback variation for townhome projects shall be reviewed on a case-by-case basis.



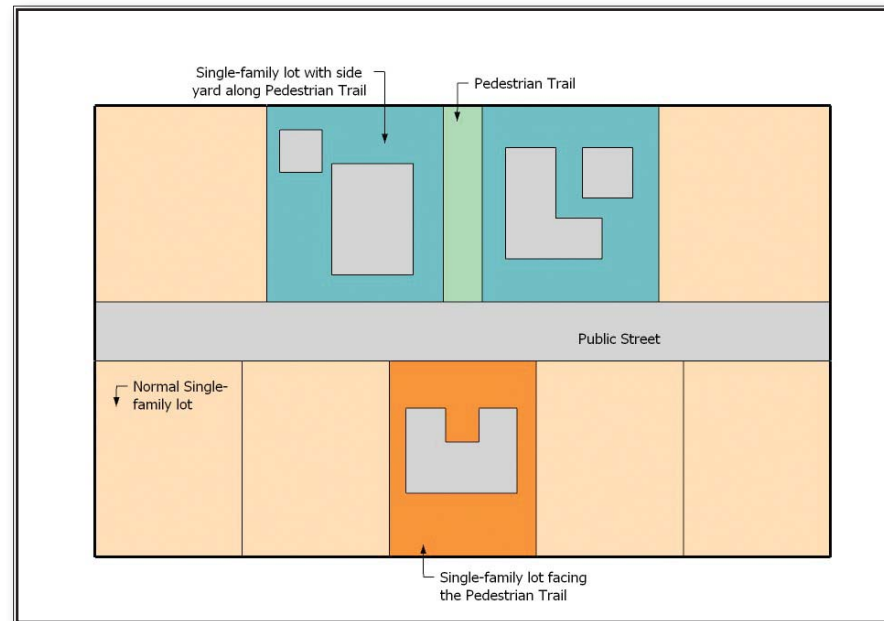
*This streetscape shows homes which are oriented to the street.*



*This mixed use residential building provides an attractive streetscape with a corner entry, windows, and balconies to provide “eyes on the street.” (Portland, Oregon)*

4.   The City encourages project to be designed in a way that promotes “eyes on the street” for community safety. To that end:
- Single-family attached and detached products should provide one living/family/community living room at the front of the home facing onto the street;
  - Multi-family and residential mixed-use products should be placed along the street or at street intersections with views from the units onto the street.
5.     Site homes to face or back onto trails and pedestrian walkway and promote the idea of “eyes on activities.” This can be achieved by:
- Facing homes directly onto or backing onto the trail;
  - Fencing side yards that abut walkways with simple wrought iron or tubular steel fencing;
  - Creating “T” intersections at trailheads where a home or dwelling unit looks directly at the entrance to the trail.
6.   Residential trash receptacles (including recycling and green waste containers) shall not be stored within a required front or street side yard unless screened from view of the public right-of-way by a solid fence not less than 4 feet in height. Exceptions to fence height standards may be granted by the designated Design Review Approving Authority to ensure proper placement and screening of trash receptacles.





*This figure illustrates how homes should front or side onto pedestrian trail heads. As described in the guidelines, homes should face or back onto trails and pedestrian walkways to promote the idea of “eyes on activities.”*

## SITE DESIGN > PUBLIC SPACE/PEDESTRIAN AMENITIES

### DESIGN OBJECTIVE

Create aesthetically pleasing and vibrant places to gather within residential projects and provide common open space areas and amenities for the use and enjoyment of residents within residential projects.

### DESCRIPTION

Public spaces and amenities can add a sense of community and allow residents to gather. Projects should incorporate public spaces and pedestrian amenities that are centrally located, functional for a variety of uses and aesthetically pleasing. Open space areas within higher density single family and multi-family projects are particularly important.






*Do This:* This single-family project includes a common open space where residents can gather and socialize. (Metro Square, Sacramento, California)



*Don't Do This:* This play yard located within a multi-family project is small in scale as compared to the size of the complex. The bench would be a better place to sit if it were in a shaded area.

to functionally and visually unify a development. Multi-family residential projects should provide quality open space areas to allow residents to recreate, relax, and enjoy the outdoors. Patios, porches and balconies should also be provided to include private open space. Open space features should be carefully integrated into the design of multi-family projects to provide safe areas, that can be easily surveyed from nearby dwellings or the street and complement the building architecture and project site design.

### DESIGN GUIDELINES

1.  Common open spaces should be readily assessable from all residential units.
2.  Common open space shall be incorporated into the site plan as a primary design feature and not just as remnant pieces of land used as open space. The open space shall be centrally located and positioned within the viewshed of the nearest units, such that the residents can watch over the area. Common open space associated with ownership units (i.e. townhomes) may be located in private yard areas.
3.  Multi-family projects shall provide one or more amenities for residents as listed below. These amenities may be counted toward open space requirements:
  - Tot lot/play structure;
  - Community garden;
  - Picnic tables and BBQ area (with shade structure(s));
  - Swimming pool;
  - Indoor recreation facility;





*This residential mixed use development in Lake Oswego, Oregon has ground floor retail with shade structures located over each business entrance.*

- Sports courts (e.g., tennis, basketball, volleyball);
- Natural open space area with benches/viewing areas and/or trails;
- And/or other active or passive recreation area that meets the intent of this guideline.

4.   Buildings with ground floor office or retail use should provide public spaces with the following amenities:

- Weather protection at each building entrance (individual units and buildings);
- A plaza or courtyard next to the primary building entrances.

5.   Use project amenities to animate the local street system by placing along street frontage and at corner. Amenities should not be placed in remote, hard to see locations.

#### DESIGN STANDARDS



Consistent with zoning code development standards, all buildings, roofed areas, and parking facilities, including drives, shall not cover more than 75 percent of the site. A minimum 25 percent of the gross area shall be designated as common open space. Common open space includes all landscaped areas outside of the required landscape corridors along adjoining streets, active and passive recreation areas, other outdoor amenities, and natural open space areas. Reductions in the required open space area to a minimum of 20 percent of the gross area for exceptional architecture design may be granted by the designated approval authority. Common open space associated with ownership units (i.e. townhomes) may include private yard areas. The designated Approval Authority may grant exceptions to this standard for compact development on a case by case basis.



*Community building for apartment complex placed on corner in a highly visible location. (Portland, Oregon)*



*Fountain provided in mixed use neighborhood provides a central gathering place for neighborhood residents. (Portland, Oregon)*

## AVOID

Open space areas that are hidden from view.

## SITE DESIGN &gt; PARKING

## DESIGN OBJECTIVE

Ensure that parking areas for residential projects do not dominate the views of residential development from public streets and sidewalks.

## DESCRIPTION

Parking lots are necessary for multi-family project and sometimes necessary for higher density single family developments as overflow or guest parking. Large parking areas can create “seas” of asphalt and dominate the streetscape views. Parking should be sufficient for residents and be conveniently located near individual units.

ALSO SEE GARAGE  
PLACEMENT  
AND DESIGN

*Do This:* Parking for this multi-family project is broken into smaller parking fields with direct access to the buildings (North Natomas, Sacramento, California).






*Don't Do This:* This parking lot for a multi-family project is a large sea of parking. Resident and visitor parking is not clearly delineated and there is no direct access to individual units. (Rancho Cordova, California)



For large multi-family projects it is usually beneficial to have several smaller parking areas. Proper parking placement and screening allows parking areas to integrate into the overall project design seamlessly and create for a more visually appealing site.

### DESIGN GUIDELINE

1.  When individual garages are incorporated into projects, common driveways or alley-loaded access is encouraged.
2.  Design and locate parking areas such that the walk from the designated parking to the dwellings is short and direct. Ideally, residents will have visibility of their parking stalls from their residence. All resident and visitor parking spaces shall be clearly identified.
3.  Multi-family projects with more than 50 units shall provide a common vehicle wash area. Where provided, the vehicle wash areas shall be paved, bermed, and graded in order to drain properly.





*Example of garages in a multi-family project.  
(Orenco Station, Hillsboro, Oregon)*



*Local street provide through the middle of an apartment development with on-street parking. The parking pocket concept is used to enhance the pedestrian environment (Gresham, Oregon).*





4.   Buffer residential units from the parking lot by:
- Providing a landscaped screen with a minimum height of three feet (berm, hedge, wall, or other);
  - Providing a minimum 10 foot width landscaped area between paved areas and residential units.

5.   Use a combination of on-street and off-street parking for multi-family development.  
Parallel parking along local streets within multi-family project is strongly encouraged.





*At The Crossings in Mountain View, California, parking along the primary access road is accommodated with pop-ins that take the cars out of the roadway to allow for better circulation and reduced right-of-way width. A landscaping strip is placed between the parking area and the sidewalk to protect the pedestrian.*

## SITE DESIGN > GARAGE PLACEMENT AND DESIGN

### DESIGN OBJECTIVE

Create residential development where a variety of garage placements ensures that that garage is subordinate to the main home/living area in single-family residential neighborhoods.

### DESCRIPTION

Garages should not be the first thing that you notice upon entering a residential subdivision. By placing the garages subordinate to the living area, a better streetscape is developed. Pedestrians will also feel a sense of belonging by having the living areas of the home closer to the street.




*Do This:* This townhome project utilizes garages placed at the rear of the development. Landscaping at the base of this alley/townhome project is used to break up the massing of the building and separate the garage doors (Portland, Oregon).



*Don't Do This:* This subdivision has garages that are forward of the main living areas of the home. The garages are the first thing you notice while entering the subdivision and dominate the streetscape (Elk Grove, California).

## DESIGN GUIDELINES

1.  Within a master home plan series, there shall be a variety of garage placements to avoid dominating the streetscape with garage doors. To achieve this, the following is required:
  - Only one in three of the master home plans are permitted to have a garage door that extends beyond the primary living area of the home;
  - For all garages, one or more of the following techniques shall be used to minimize the visual impact of the garage door:
    - › Place the garage at the rear of the lot accessed from a side street or an alley, attached or detached from the main dwelling;
    - › Recess the garage behind the living area of the home or behind the designated outdoor living area of the home (e.g. porch or patio);
    - › Cantilever the second story (or project a portion thereof) out over the garage;
    - › Develop a tandem garage so that the appearance from the street is that of a single-car garage;
    - › Articulate garage doors with windows, paneling, or other high quality detailing; recess a minimum of one foot from the garage door frame and paint the door a darker contrasting color;



*This single family development in Orenco Station, Hillsboro, Oregon uses a rear alley concept where the garages are located.*






*This single family home in Elk Grove has a garage that is located at the rear of the parcel.*





- › Place the garage perpendicular to the street (side-on garage). The front yard setback requirement for side-on garages may be reduced by a maximum of five feet from the property line and shall include windows along the elevation facing the street. No more than one home in a Master Home Plan Series may have a side-on garage;
- › The City encourages the use of shared driveways in medium or high density projects. The designated Approval authority may approve shared driveways on a case by case basis.



*A residential project in Chula Vista, California where garages do not dominate the streetscape, but are placed behind the building and accessed from an alley. This creates a more pedestrian friendly project and brings the living area of the home closer to the street.*

2.  The appearance of three or more garage spaces facing the street should be avoided or minimized. To that end, all homes with three or more car garages shall be designed using one of the following techniques:
  - Shift the orientation of the garage so that one or more of the garage doors do not face the street (e.g., side-on garage that is not perpendicular to the street). Side-on garages may be located a minimum of 15 feet from the front property line and shall include windows along the elevation of the street. When a side-on garage is developed in conjunction with a garage facing the street, the design shall include an announcement of entry to the livable portion of the home. Entry treatments may include a trellis, arbor, gate, landscape, and/or enhanced pavement;
  - Place active living areas at the front of the house with windows on the street limiting the garage projections.
  - Create tandem parking spaces so that a maximum two-car garage faces the street;
  - Design a single garage door that is offset or separated from the face of the two-car garage. Additionally, garage doors shall be recessed a minimum of one foot from the garage door frame and garage doors shall be painted a darker contrasting color or material;
  - Other creative design alternatives that serve the functional equivalent of minimizing the appearance of three garage doors facing the street.

3.   Garage door width facing the street shall not exceed 50 percent of the width of the home. Subdivisions with lot widths less than 50 feet may increase this proportion to a maximum of 60 percent. Attached single family homes are allowed a one car garage door widths if this width exceeds 60 percent of the width of the home.

4.     Where proposed, carports and garages shall be designed to complement the project architecture in terms of design, materials, and colors.



*This single family home has a three car garage with only two bays that front the street. The other garage bay is side-loaded with windows facing the street to look like part of the home (Elk Grove, California).*





## ARCHITECTURE

**Intent** – Promote quality architectural design that enhances the character of Rancho Cordova. Neighborhoods should incorporate an identifiable architectural style of family of compatible design styles. Residential buildings should be designed to avoid large, featureless facades. Larger multi-family structures should be designed to be compatible with surrounding single-family neighborhoods.

The Architecture section features the following categories:

- Mass, Scale, and Form
- Style and Design Details





## ARCHITECTURE > MASSING, SCALE, AND FORM

### DESIGN OBJECTIVE

Encourage residential design that is visually interesting, establishes streetscape variety, is pedestrian in scale, and compatible with surrounding properties.

### DESCRIPTION

The mass, scale, and form of residential buildings should enhance the public realm. Multi-family residential development should be designed to be compatible with existing development. All proposed buildings should contribute to the design of the neighborhood with regard to mass and scale, architectural style, and use of colors and materials.






*Do This:* This single family project has variation in scale and massing by utilizing varying roofplanes and staggered front setbacks (Portland, Oregon).




*Don't Do This:* This single family project does not have any variation in roof planes.


## DESIGN GUIDELINES

1.  The structural massing of larger residential buildings shall be broken down into smaller component parts representative of individual dwelling units or homes using the techniques listed below. Exceptions may be granted for multi-family dwellings designed to look like large single-family detached homes. Design techniques to reduce mass include:
  - Articulation such as dormers, overhangs, balconies, wall projections, and porches;
  - Varied roof form as appropriate to the style of the house, such as: hipped roofs, gabled roofs, varying roof pitches, and roof dormers;
  - Material changes to create variations;
  - Staggered and jogged unit plans.
  
2.  When located adjacent to one- or two-story single family detached homes, the design of multi-unit structures along the project edge should be designed to transition in scale. This can be achieved by:
  - Subdividing perimeter buildings into segments compatible with adjacent residential scale (e.g, upper story setbacks);
  - Limiting the height of the portion of the multi-family structures within 100 feet of the common boundary to 2 stories. Beyond 100 feet, structures (and portions thereof) up to the height limit are permitted.
  
3.  Attached products should look like separate units by the use of clearly identified entries, style and design details, and differing roof forms to avoid an institutional appearance.



*Dormers and balconies can be used to break up the perceived mass of buildings.*

4.  Each home within a Master Home Plan series shall be designed to ensure substantial variety. Compliance with the design provisions (listed below) reduces the possibility of streetscape monotony and “sameness”:
- Design rooflines with changes in ridgeline direction and configuration to ensure variation in rooflines between structures. Each floor plan within the master home plan series shall include a different roofline;
  - A minimum of one of the home plans in each master home plan series shall be single story. This requirement does not apply to medium density residential development (greater than 6 du/acre);
  - All homes should be oriented to the street by utilizing floor plans that de-emphasize garage fronts and encourage living room forward home designs;
  - The majority of homes in a master home plan series shall have a designated outdoor living area (e.g., porch, courtyard) that is at least five feet deep and eight feet wide to accommodate seating;
  - Each home plan within the master home plan series should have a distinct footprint in terms of placement and relationship to the garage, interior living space, and any designated outdoor living space or entry feature.

5.  Design of individual homes should provide interest and balance of bulk and mass. Design techniques include:
- Use of horizontal elements to soften vertical ones in an elevation;
  - Minimize use of tall or two-story-high design elements with no architectural relief;
  - Keep second floor exterior wall heights as low as possible;
  - Use roof forms that reduce bulk (e.g., minimum number of hips and valleys);
  - Avoid massive, tall chimneys (locate them either on an internal wall or centered on a gable end when possible).



*This proposed townhome project is located within Capital Village in Rancho Cordova. The townhomes are broken into smaller component parts with clearly identified entries. (Courtesy of Jeffrey Demure and Associates)*



*The massing between these two homes in Folsom, California is complementary. The second floors are set back farther from the street than the first. Horizontal elements, including the trim and wainscoting, break up the structures vertically. Neither home dominates the other.*



*This multi-family project includes articulation of the wall, trim around the doors and windows, and accents at the entries to the units to break up the mass of the structure.*



## ARCHITECTURE > STYLE AND DESIGN DETAILS

### DESIGN OBJECTIVE

The architectural style of residential development should establish unique neighborhood identity and contribute to the enhanced character of Rancho Cordova.

### DESCRIPTION

The architectural style of a residential development creates the identity for the project and when combined with other residential development contributes to the character of the entire community. The intent of the following design guidelines is not to require a specific architectural style, but rather to establish a minimum set of parameters






*Do This:* This multi-family building include a lot of architectural detailing. This helps to break up the mass of the project and create an interesting streetscape that is interesting to pedestrians. Despite the fact that there are several units in the building, it appears to be only two or three regular single family homes.



*Don't Do This:* This multi-family project in Rancho Cordova lacks architectural style and detailing. The building appears massive and uninviting.

to ensure quality architectural design. Residential development should establish a style that is carried throughout the project mass and form, features, and finishes.

### DESIGN GUIDELINES

1.  While diversity of architecture is encouraged, each home or building shall be designed with a single architectural style. The authentic implementation of appropriate architectural styles is encouraged (please refer to “A Field Guide to American Houses” by Virginia and Lee McAlester).
2.  Architectural design themes are encouraged to establish a unique project identity.
3.  No two identical floor plans and building elevations within a master home plan series shall be located directly adjacent or across the street from one another.



*Porches provide a transition from the public space to the private space*



*This live-work development in Portland, Oregon has an interesting architectural style that is relevant to the area.*

## ARCHITECTURE > STYLE AND DESIGN DETAILS > FACADES

### DESIGN OBJECTIVE

Ensure that the design of facades reflect the architectural style of the home/unit and are designed at a human scale and facilitates pedestrian activity of adjoining streets.

### DESCRIPTIONS

Residential building frontages provide the interface between public and private space and should create a sense of place and a feeling of belonging. Architectural details should provide visual interest to the pedestrian and complement the character of the development. Façade should also be designed to allow surveillance of the adjacent street, sidewalk and open space areas from inside buildings. This provides “eyes on the street” which enhances security of residential areas.




*Do This:* The façade of this single family home includes detailing around windows, the use of stone accents, and a porch. The detailing makes the home an inviting place to visit and enhances the streetscape.




*Don't Do This:* The façade of this single family home does not include any detailing on the façade. The home looks bare and does nothing to enhance the streetscape.

## DESIGN GUIDELINES

1.  Architectural treatments on the front elevation and elevations facing public right-of-ways and open space areas shall provide visual interest through the following methods:
- Wrap façade materials a minimum distance of 4 feet along the side yard elevations;
  - Provide additional detail along the base of multi-story, multi-family buildings;
  - Provide architectural features to articulated facades such as: trim with substantial depth and detail, window boxes, brackets, overhangs, trellises and/or lattice.




*This single family home utilizes a front porch large enough for people to sit and visit.*


2.  Facades shall be designed so as to include entries, porches, and other architectural elements that relate to the human scale and provide a transition from public to private space with the following characteristics:
- Clear entry sequence extending from the public sidewalk to the front door;
  - Front porches shall be functional with a minimum depth of 6 feet;
  - Provide clearly defined site and building entries that are in scale with the proposed project and relate directly to the street frontage.
  - The front door to each unit shall be clearly visible from the adjacent street. The use of distinctive architectural elements and materials to denote prominent entrances is required.
  - Doors should complement the architectural style and be of high quality and include upgraded hardware.




*This balcony large enough to accommodate a table and chairs.*



3.  Ensure that openings in the façade contribute to the overall design of the building and promote a relationship to the human scale through the following methods:
- Use window molding, shaped frames and sills and other techniques to enhance openings with additional architectural relief;
  - Frame all windows with a minimum of 4-inch trim and inset into façade to provide depth and shadow lines.

4.  Upper story units should have balconies or decks sufficient to accommodate two chairs and a small table.

5.  End units shall have articulation such as windows and doors facing onto the sidewalks.



*Residential development in Lake Oswego, Oregon. The façade of the buildings is rich in detailing, with brick along the first floor of the building and trim around all the windows. The walls are articulated often to break up the building horizontally.*



*Single family home that provides detailing around all the windows and doors. Planter boxes are also provided under all the large windows.*

## AVOID

Reflective glass



*Residential mixed-use project in Gresham, Oregon. The project includes balconies with decorative railings and trellis work on the top floor.*



## ARCHITECTURE > STYLE AND DESIGN DETAILS > ENTRIES

### DESIGN OBJECTIVE:

Residential entries should create an inviting transition between public and private areas

### DESCRIPTION:

Residential entries should provide a defined transition between the public and private realm. They should convey a sense of privacy while expressing a welcome entryway for those who approach. The design of the door should respond to the level of activity along the street.






*Do This:* Entry to a multi-family project in Gresham, Oregon. The entry is clearly delineated from other portions of the building with the brick columns, awning, lighting, overhang, and sign.



*Don't Do This:* The entryway to this apartment complex in Folsom, California is uninviting. There is little lighting and it is secluded and disconnected from the surrounding area.

## DESIGN GUIDELINES

1.  Residential entries should be separated from the street by semi-private transition areas, with one of the following characteristics:
  - Porches, terraces, stoops or canopy-covered doorways close to or attached to sidewalks should be raised above street grade at least 3 feet; or
  - A private entryway setback and separated from the sidewalk with a gate, fence, wall or other method.
  
2.  All primary entrances into residential buildings or individual units shall provide weather protection extending a minimum of 4 feet from the building facade.
  
3.  Residential entryways should have the following characteristics:
  - Differentiated roof, awning, or portico at the entry;
  - Multi-panel doors;
  - Transom windows and sidelights;
  - Durable, high quality metal door hardware;
  - Wood solid core doors.



*The entry to this residential mixed use project in Orenco Station, Hillsboro, Oregon is clearly identified, located at the corner, and utilizes high quality doors and windows.*



*The use of porches can help transition from the public to the private space and create a space for residents to congregate.*



*This single family home has a front door clearly visible from the street.*



RESIDENTIAL

