

Single-Family Residential Design Expectations



City of Oakdale



Adopted by Oakdale City Council
February 3, 2003
with Revisions through 8/16/04

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Introduction

The City of Oakdale has determined that all new development shall compliment and enhance the physical form of our community. It is our expectation that new development will address issues of community, place and identity through the thoughtful placement of neighborhoods, open spaces, streets and land use. Our desire is to integrate many of the basic principles of community design common in traditional neighborhoods, with modern home-building technologies and market realities to create vital and distinctive places to live and call “home”.

In 1995, following adoption of a new General Plan for the City, the Oakdale Planning Commission and City Council acknowledged that property owners, developers, and builders would best be able to meet the City’s expectations for enhancing its community design if these expectations were clearly identified through adopted principles or standards. The Commission and Council considered and adopted by Resolution a set of design principles to guide the future expansion and development of Oakdale’s urban form. These design principles, based upon the nationally-recognized [Ahwahnee Principles Toward More Livable Communities](#), are identified as Oakdale’s *Specific Plan Design Principles*.

This document has been prepared to identify the design expectations embodied within the City’s Specific Plan Design Principles specifically addressing the development of new single-family residential neighborhoods. The text and illustrations contained herein give a clearer picture of the design expectations of the Planning Commission and City Council in actual application.

As part of each development application, particularly a specific plan, subdivision map and single family architectural review, each subdivider, developer or builder will be asked to complete a self-certification checklist responding to the question of how a proposed development plan or proposal matches the City’s expectations as identified herein. City staff will review the self-certification checklist and provide a summary report to the Planning Commission including any recommendations for in order to achieve design expectation compliance. The Commission may simply accept the report from City staff, or make additional recommendations as necessary and forward said report to the City Council for their review and concurrence.

A subdivider, developer or builder should expect City acceptance and approval of specific design and architectural plans when these expectations and design applications have been incorporated into the design for their particular development.

Alternative design applications that achieve the design approaches will also be considered by the City. Drawings and photos are provided as illustrative examples and are not intended to limit or illustrate all possible solutions to every situation.

While these expectations promote the development of enduring and sustainable neighborhoods, they can not individually address problems or opportunities unique to each property or site under development. The expectations are not intended to list or illustrate all possible design solutions to each and every situation. However, the expectations identified herein do promote quality design and innovative solutions that in turn create viable neighborhoods or enduring value, enhancing the quality of life for all Oakdale citizens and visitors.

While this document is not intended to represent “mandatory” requirements, it does graphically portray the principles for sustainable development that are clearly expected by the City of Oakdale. While these design guidelines and expectations provide for increased flexibility among a number of different design concepts, the expectation that each developer comply with the overall intent of the design expectations is not optional.

City of Oakdale Specific Plan Design Principles¹

1. All planning should be in the form of complete and integrated community areas with consideration to housing, commercial centers, schools and parks essential to the daily life of the residents.
2. All activities such as school, shopping, recreation and housing are within easy walking distance to each other and transit opportunities.
3. Establish a housing diversity sufficient to provide citizens from a wide range of economic levels and age groups an opportunity to live within the proposal boundaries.
4. Provide consistency with the larger Oakdale area transit opportunities and network.
5. Provide a central focus of the smaller community with commercial, civic or recreational uses.
6. Include sufficient open space in the form of squares, greens and parks whose frequent use is encouraged through its location and design.
7. Streets, pedestrians and bike paths should contribute to a system of fully connected routes to all destination and areas adjacent to proposed annexation areas. Their design should encourage pedestrians and bicycle use by being small and spaciouly defined by buildings, trees, general landscaping and by discouraging high speed traffic.
8. Wherever possible the natural terrain, drainage and vegetation of the area should be preserved.
9. The area design should encourage conservation of resources and minimize waste.
10. The street orientation, placement of buildings and use of shading should contribute to the energy efficiency of the area.
11. Consider reduced street width of local residential drives and avenues.
12. Establish irregular building placement by utilizing alternate setback dimensions from frontage streets.
13. Winding residential streets, drives or avenues shall be provided which encourage slower speeds within residential subdivisions.
14. Tree lined streets and avenues with detached planter strips behind curb line shall be included in residential developments.
15. Provide varying architectural amenities, such as alternating roof designs, elevations, materials and textures, wall relief and varying garage placements.

¹. Resolution No. 1995-xx - Adopted by Oakdale City Council, May xx, 1995

Each section includes design elements, principles, rationales and expectations/design applications, defined here:

Definitions

Design Element: General description of specific design element expectation being discussed.

Principle: Identifies the prescriptive or mandatory elements of project planning or design as identified in the City of Oakdale Specific Plan Principles (*Ahwahnee Principles Toward a More Livable Community*). While these individual principles are broad in scope and allow flexibility in application, approach and alternative design solutions, they form the purpose behind the identified expectations/design applications that will be used by the City to determine compliance with the overall intent of the Specific Plan Principles.

Each section includes design elements, principles, rationales and expectations/design applications.

Rationale: The underlying reason or explanation for the adopted Principle.

Expectation/Design Application: Each design principle includes specific examples in text and/or graphics illustrating suggested approaches to accomplish the principle expected by the City from individual development. In addition, examples of designs or solutions that should be avoided have been included in an effort to clearly show what elements the City **does not** want to see in our community.

A subdivider, developer or builder should expect City acceptance and approval of specific design and architectural plans when these expectations and design applications have been incorporated into the design for their particular development. Alternative design applications that achieve the design approaches will also be considered by the City. Drawings and photos are provided as illustrative examples and are not intended to limit or illustrate all possible solutions to every situation.

Design Element: Each residential community shall be oriented to the built community around it and shall recognize the existing development patterns on adjoining lands.

Principle:

1. All planning should be in the form of complete and integrated community areas with consideration to housing, commercial centers, schools and parks essential to the daily life of the residents.

7. Streets, pedestrians and bike paths should contribute to a system of fully connected routes to all destination areas adjacent to proposed annexation areas. Their design should encourage pedestrians and bicycle use by being small and spaciouly defined by buildings, trees, general landscaping and by discouraging high speed traffic.

Rationale: Providing for common connections between existing and new development patterns throughout the community increases a “common sense of place” among all Oakdale residents, lessening the feelings of separate, or exclusive neighborhoods.

Expectations/Design Applications:

- New residential subdivisions and developments will have numerous points of ingress and egress, interconnecting with existing local streets, bikeways and sidewalks to provide a safe and convenient circulation system while minimizing the impacts of through automobile traffic.

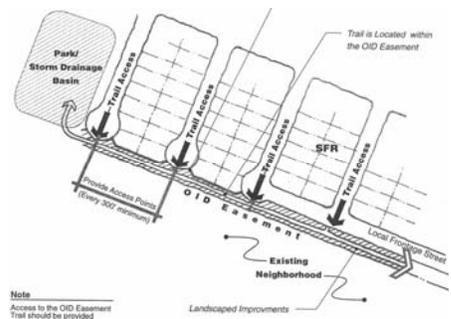
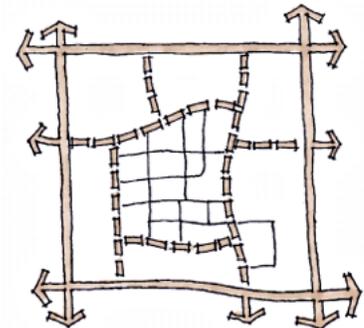
- Non-motorized trail systems designed and incorporated into the public right-of-ways or public owned facilities to allow for connecting points.

- Self-enclosed, or “gated” communities only permitted in instances where the Council concurs that special housing opportunities, such as age-specific developments, necessitate such development

Site Planning

Residential Design Element:

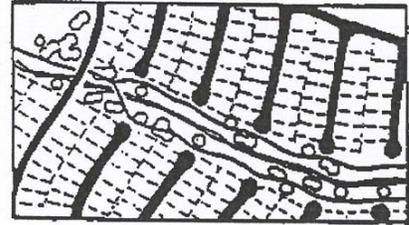
Orientation to the built community and adjoining development patterns



Avoid:

- The use of dead-end cul-de-sacs lacking pedestrian and/or bicycle access to adjoining streets or public areas.

- Developments that are “inward facing” and offer no relationship to the adjoining neighborhoods or community at large, but serve to perpetuate a separate neighborhood enclave.



Cul-de-sac Streets

Design Element: Orientation to parks and public open space, through visual and physical accessibility, allows for more cohesive neighborhood viability and community sustainability.

Principle:

1. All planning should be in the form of complete and integrated community areas with consideration to housing, commercial centers, schools and parks essential to the daily life of the residents.
5. Provide a central focus of the smaller community with commercial, civic or recreational uses.

Rationale: Open space design orientation provides “eyes” on active and passive spaces that increase sense of place, neighborhood and safety. In addition, the rural/agricultural areas around Oakdale provide the City with a distinctive edge or definition. Views of farms, fields, pastures, orchards and small wetlands provide one of the important visual assets of Oakdale. These areas not only offer open vistas of the foothills, orchards in bloom, and green crop patterns, they also separate Oakdale from the expanding urban areas of Riverbank and Modesto.

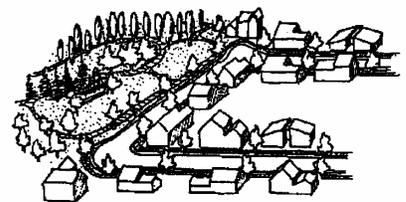
Expectation/Design Applications:

- Residential units that front or side onto parks and public open space areas within and/or adjacent to the development providing “eyes” on passive and active places.
- Where side or front facing of lots may not be possible or desirable, visual breaks provided (e.g., wrought iron, low fencing, etc.) in rear yard walls to provide visual access to open space.
- Along the permanent edges of Oakdale (primarily north and west edges) the residential development includes perimeter streets with homes “facing” our edge versus “backing up” to our edge.

Site Planning

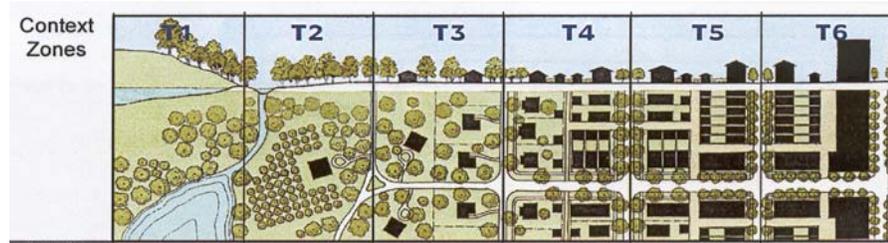
Residential Design Element:

Orientation to parks and public open space areas

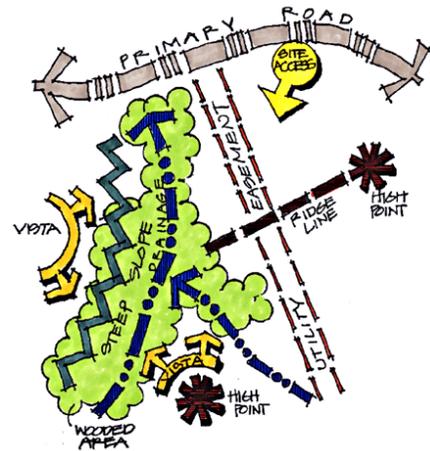


Loop Streets

- Development proposed along the City's permanent edges to be designed to reflect the transitional context from an urban to rural land use pattern, reflective through site design, street size and function, lot size, and general architecture. It is expected that lot sizes adjacent to the permanent edge will be no smaller than one-half acre in size. [Added by City Council on August 16, 2004].



- Views from the project should be considered part of the broader community's open space, and therefore, be preserved and enhanced through site sensitive street/lot arrangement and design.



Avoid:

- Back-on lots. This orientation turns a “blind eye” to active areas and reduces the opportunity for passive surveillance. It also misses the opportunity for increased housing values.
- Walls adjacent to visual corridors. (also see fences/walls design element).
- Limiting to a few home sites any opportunities for scenic views and vistas that could be shared by more community residents through thoughtful street design and lot layout.



Avoid Back-on lots

Site Planning

Residential Design Element:

General Street Widths and Block Lengths

Design Element: Street widths and block lengths shall be appropriate to serve local and through traffic in a safe and calming manner.

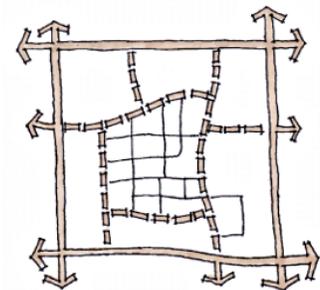
Principle:

11. Consider reduced street width of local residential drives and avenues.
13. Winding residential streets, drives or avenues shall be provided which encourage slower speeds within residential subdivisions

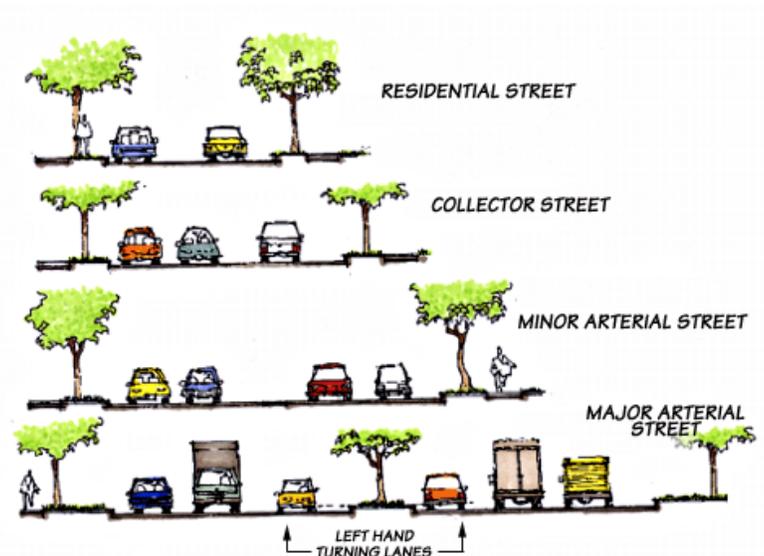
Rationale: New residential neighborhoods shall include a variety of street widths and block lengths appropriate to serve the volume of local and through traffic expected yet in a manner which minimizes speed and volume. These street areas are expected to be designed to accommodate all users including automobiles, bicyclists, and pedestrians.

Expectations/Design Applications:

- An overall street system that incorporates the principles of a grid based street system, with multiple connections and routes to each destination point.
- Elongated and open-ended cul-de-sacs may be appropriate only in limited instances.
- Block lengths that do not exceed 1,200 feet.



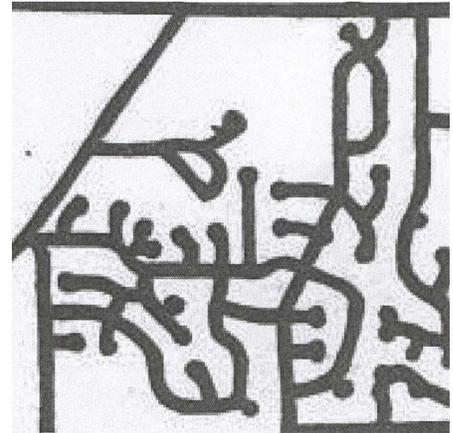
- Residential streets that include a hierarchy of size and width which may include arterials, collectors, parkway streets, local residential streets, and alleyways.



Avoid:

- Long, uninterrupted roadway lengths which encourage excessive automobile speeds.

- Closed end cul-de-sacs are not appropriate.



Design Element: Utilize street and roadway design elements that will reduce vehicle speeds through local neighborhoods.

Principle:

- 7. Streets, pedestrians and bike paths should contribute to a system of fully connected routes to all destination areas adjacent to proposed annexation areas. Their design should encourage pedestrians and bicycle use by being small and spaciouly defined by buildings, trees, general landscaping and by discouraging high speed traffic.
- 11. Consider reduced street width of local residential drives and avenues.
- 13. Winding residential streets, drives or avenues shall be provided which encourage slower speeds within residential subdivisions

Rationale: Neighborhood residents gain a greater sense of place and community when vehicle speeds are reduced and vehicular/pedestrian conflicts are minimized through design.

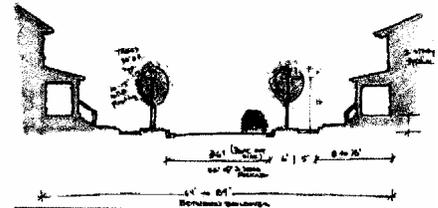
Expectations/Design Applications:

- Local neighborhood streets with reduced widths consistent with street sections as approved in each specific plan.
- Alleyways encouraged where appropriate to offer an alternative to exclusive street-fronting home developments.
- Traffic calming intersection bow-outs used where a collector street intersects with a local residential street or another collector street.
- Off set the alignments of any through collector streets to make uninterrupted through traffic inconvenient.

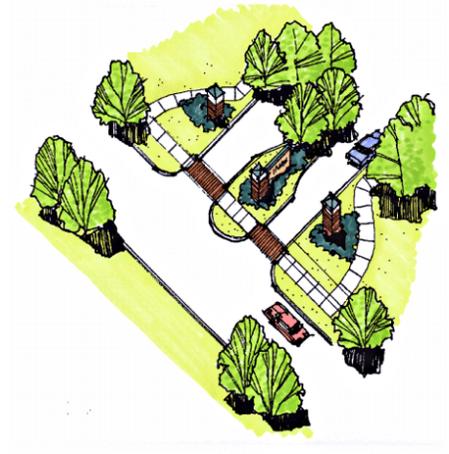
Site Planning

Residential Design Element:

Reduce Vehicle Speeds Through Neighborhoods



- Special paving treatments, such as texturing or interlocking pavers considered in the crosswalks at key intersections.
- Define key neighborhood entry points through the use of bow-outs, landscaping, monuments, and roadway texture changes to create visual and audible cues that drivers are entering a residential neighborhood.



Avoid:

- Excessive width on local residential streets.

Design Element: Design neighborhood streets and trails to encourage use by pedestrians and bicyclist.

Principle:

- 7. Streets, pedestrians and bike paths should contribute to a system of fully connected routes to all destination areas adjacent to proposed annexation areas. Their design should encourage pedestrians and bicycle use by being small and spaciouly defined by buildings, trees, general landscaping and by discouraging high speed traffic.

- 14. Tree lined streets and avenues with detached planter strips behind curb line shall be included in residential developments.

Rationale: Neighborhood residents gain a greater sense of place and community when residents feel safe and comfortable playing and socializing in front yards and parks and walking along tree-lined sidewalks separated from the vehicle travel way. Regular spacing of broad canopy trees often characterize older desirable neighborhoods in the Valley.

Expectations/Design Applications:

- Pedestrian sidewalks or pathways provided on both sides of all streets (local residential, collector and arterial) to facilitate pedestrian movement.

- Pedestrian sidewalks separated from the street curb by a landscaped parkway ranging in width from a minimum of 5' to 10' depending on the classification and function of the adjoining roadway.

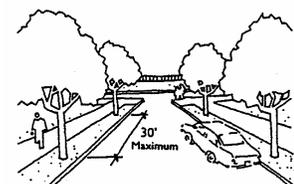
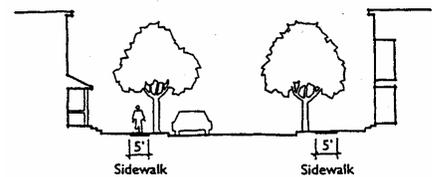
- Street trees planted at maximum intervals of 30 feet on center within landscaped parkways.

- Tree species that have a broad canopy are generally expected because they provide shade as well as pleasant natural enclosure of the street.

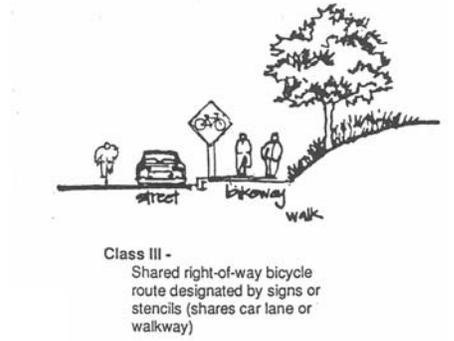
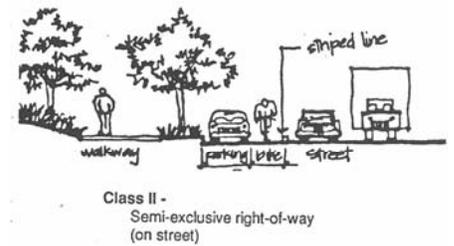
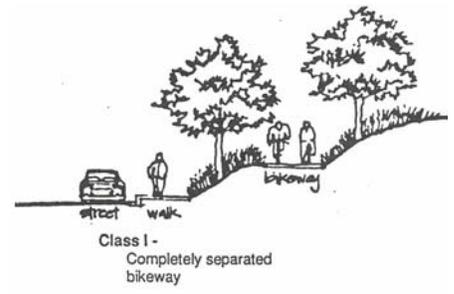
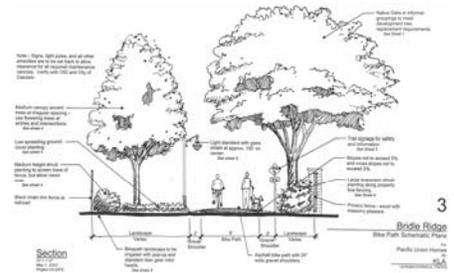
Site Planning

Residential Design Element:

Encourage the Pedestrian Activity in Residential Neighborhoods



- Deciduous trees encouraged in order to highlight the changing seasons, and to provide summer shading and an open canopy for winter sun and warmth. Tree species selected that have a deep rooting growth character and will be protected with root enclosures.
- Each arterial and collector streets incorporating a themed street tree pattern defined by a predominate tree species.
- To ensure the continued maintenance and aesthetic quality of neighborhood streets all landscaping, lighting, special paving surfaces, and entry features maintained by a Landscape and Lighting District or comparable maintenance district.
- Where possible, a system of Class 1 Bikeways and Trails designed within and around the development to encourage off-street, non-vehicular pedestrian circulation.
- Class III Bikeways shall be designed on all collector streets.



Avoid:

- Pedestrian sidewalks immediately adjacent to the curb along public streets.
- Building new homes with few or no front yard shade trees.
- The planting of water-dependent turf only.



Homes with trees provide better Quality of Life

Design Element: Enhance the pedestrian scale of the residential neighborhood streetscape.

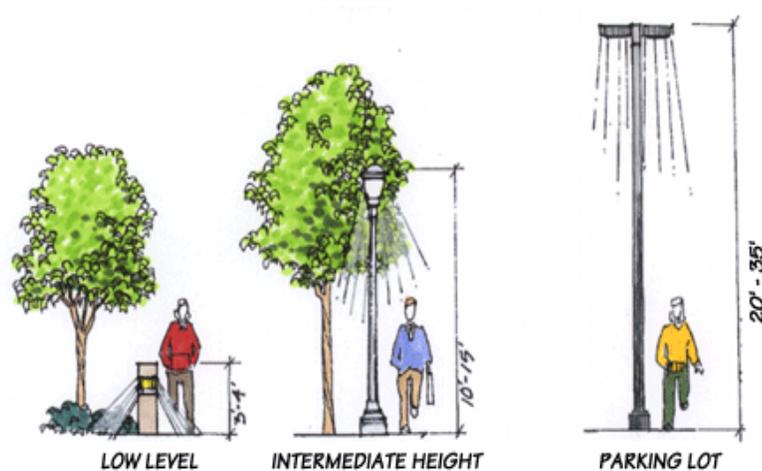
Principle:

7. Streets, pedestrians and bike paths should contribute to a system of fully connected routes to all destination areas adjacent to proposed annexation areas. Their design should encourage pedestrians and bicycle use by being small and spaciouly defined by buildings, trees, general landscaping and by discouraging high speed traffic.

Rationale: The traditional small-town, rural character of Oakdale should be expressed in order to preserve a less urban character for our neighborhood streetscape. Other types of street furniture should be designed in a manner that enhances the pedestrian scale of the neighborhood.

Expectations/Design Applications:

- Decorative light standards and fixtures consistent with the City's small town, rural character used along residential streets at a scale consistent with the street classification.



- All new and existing utility lines placed below ground during development to reduce visual clutter and avoid conflicts with street trees.

Site Planning

Residential Design Element:

Enhance the Pedestrian
Scale of the Residential
Streetscape

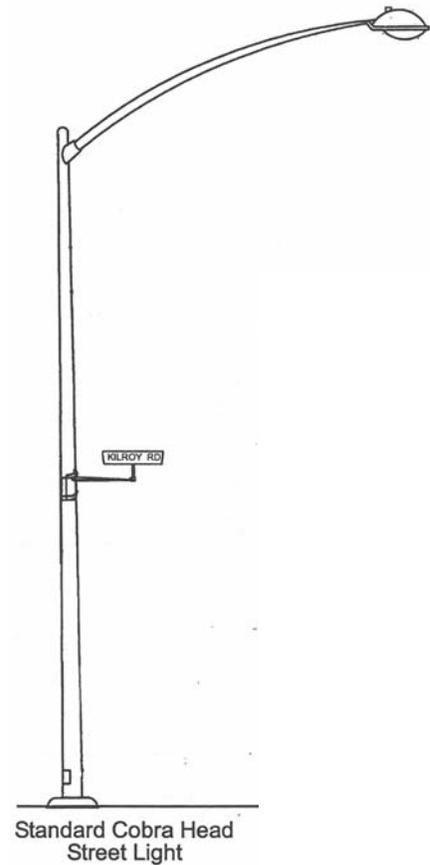
- Any utility structures that cannot be mounted or installed below ground sufficiently screened in a manner to soften its visual appearance along the streetscape.

- When possible, all necessary regulatory street signing shall be installed or placed in a manner which enhances its scale along the residential street.

Avoid:

- The use of standard “cobra head” street lights except along major street corridors as approved by the City.

Avoid



Design Element: Plan for a residential subdivision lot design and orientation that encourages variety in subsequent building placement and residential architectural style.

Principle:

12. Establish irregular building placement by utilizing alternate setback dimensions from frontage streets.

Rationale: The size, layout and orientation of the subdivided residential lot during the original subdivision map design will establish the opportunity for flexibility in subsequent home placement and building techniques when construction actually occurs.

Expectations/Design Applications:

- Consider variation in the width and depth of proposed lots in order to provide opportunities for the construction of homes which include a wide side yard for possible off-street placement of accessory buildings and/or recreational vehicle parking.
- Curvilinear or angle streets allow opportunities to vary lot width and depth along a street or block.

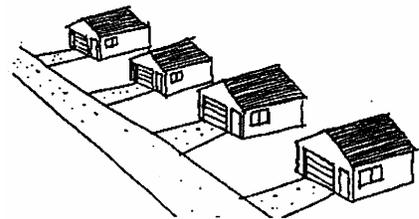
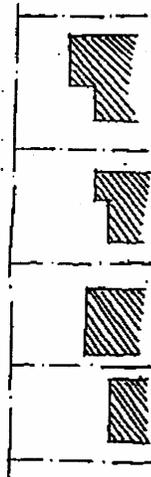
Avoid:

- Homogenous lot size, orientation and layout which creates a “sameness” that exists throughout most new developments.

Site Planning

Residential Design Element:

Provide Variation in Lot Depths and Lot Widths



Design Element: Plan for a residential neighborhood that enhances the community through the consideration and sustainability of natural and non-renewable resources.

Principle:

- 9. The area design should encourage conservation of resources and minimize waste.

Rationale: Each new residential development will consider the natural and non-renewable resources in ways that minimize consumptive waste, conserves or preserves natural resources, and encourages sustainability of our natural resources.

Expectations/Design Applications:

- Overall site grading shall be minimized, and in its place, any grading of the site shall emphasize existing topographic conditions and natural geologic features which also accentuate scenic vistas and natural landforms.

- Large manufactured slopes shall be avoided in favor of several smaller slopes integrated into the project or neighborhood. Smaller slopes are less obtrusive, more easily vegetated, and can be used to add visual interest, preserve views and provide natural visual buffers where necessary.

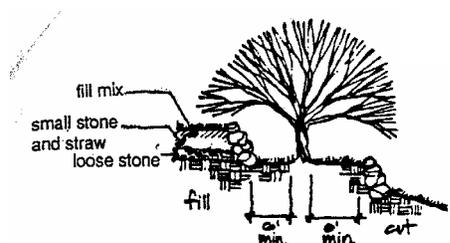
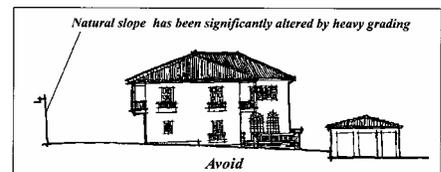
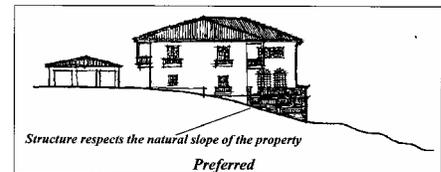
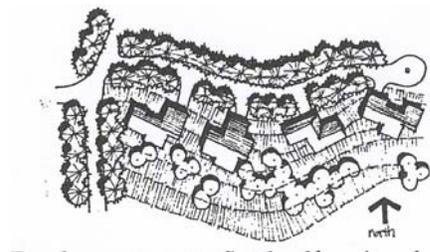
- Significant natural vegetation, including all existing oak trees and other significant trees, shall be retained and incorporated into the residential project to compliment the community character of Oakdale.

- Sensitivity to the conservation of non-renewable sources of energy shall be considered, where appropriate, and

Site Planning

Residential Design Element:

Consider Natural Resources and Sustainability



incorporated into the project design, including energy efficient lot layout and building orientation, plumbing to permit the utilization of solar panels for interior and exterior applications, and possible design to accommodate “green roofs” and other energy efficient opportunities. [Added by City Council on July 7, 2003]

- Only EPA certified fireplace units may be installed in all new homes. Alternatives to standard wood-burning appliances are encouraged. [Added by City Council on July 7, 2003]

- Water conserving measures shall be designed in all residential developments and homes including:
 - Water conserving devices such as low-flow shower heads, faucets and toilets.
 - Use of drought-resistant plant palettes within public rights-of-way, median islands, public parks, and greenbelts.
 - Limited use of turf in areas not specifically intended for recreation.
 - Water efficient irrigation systems within public rights-of-way, median islands, public parks and greenbelts.

[Added by City Council on July 7, 2003]

Design Element: Perimeter walls, when necessary, and entry ways shall provide a sense of arrival, identity, and sense of place for neighborhoods.

Principle:

1. All planning should be in the form of complete and integrated community areas with consideration to housing, commercial centers, schools and parks essential to daily life of the residents.
5. Provide a central focus of the smaller community with commercial, civic or recreational uses.

Rationale: When necessary, perimeter walls and entry elements based on thoughtful placement, creative design and use of quality materials can welcome neighbors, define community identity, and still allow for community connections.

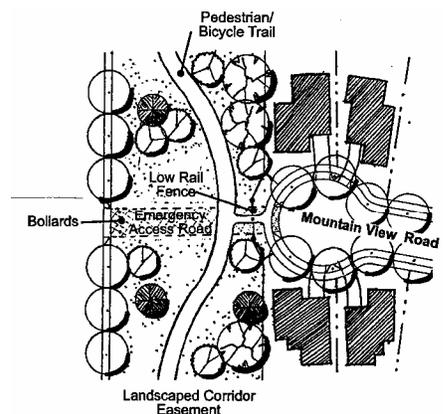
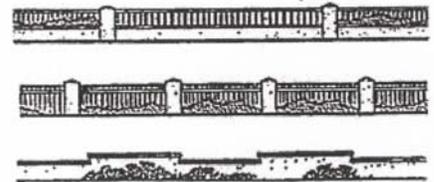
Expectations/Design Applications:

- Incorporate design features in perimeter walls that include off-sets, wall/wrought iron combinations, walls with varying heights, and extensive landscape screening.
- Plan for multiple ingress and egress points into residential subdivisions where traffic and noise impacts allow. This orientation should always contribute to a more aesthetic and pedestrian friendly streetscape.
- Deep, landscaped setbacks to separate perimeter walls from the adjoining street right-of-ways. Class 1 pathways and bicycle trail systems to be incorporated within these perimeter setback areas.

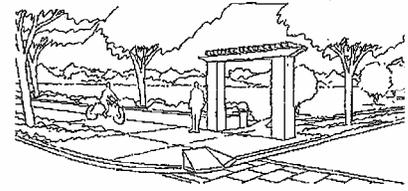
Site Planning

Residential Design Element:

**Street View (Perimeter)
Walls & Monument
Entries/Access**



- Neighborhood entry markers and/or monuments, when incorporated into a landscaped setting, may be used successfully as an important element in creating a sense of place.



- Two story homes will only be permitted upon lots backing up to perimeter walls when there are no more than two (2) two-story homes on any consecutive lots, and when second story architectural details facing the perimeter street view include architectural enhancements such as building “pop-outs”, special window treatments, and roof line variations. [Added by City Council on July 7, 2003]

Avoid:

- Long walls separating subdivisions from perimeter street access and other subdivisions. This type of development pattern restricts movement between neighborhoods and creates “dead” spaces along pedestrian corridors.



- Gates as entryways into subdivisions. Gated communities tend to create a “fortress” feeling, creating a disconnect from the local community, gives a false sense of security, and discourages interaction among neighborhoods.



Design Element: Provide a variation in building setbacks and massing along residential streets.

Principle:

12. Wherever possible the natural terrain, drainage and vegetation of the area should be preserved.
13. Establish irregular building placement by utilizing alternate setback dimensions from frontage streets.

Rationale: Variation in building placement and orientation on lots within a subdivision adds visual interest, distinctive character, and identity to a community, contributing not only to the long-term value of a home, but the neighborhood as well.

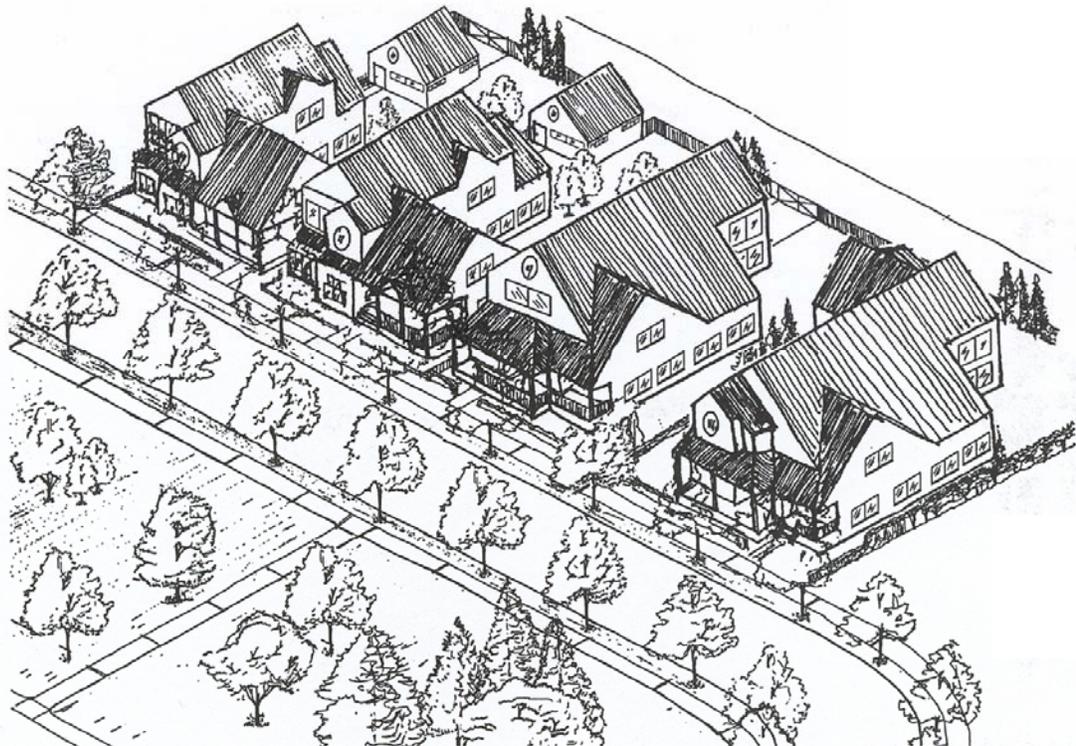
Expectations/Design Applications:

- Fully utilize the opportunities of the Specific Plan Development Code to incorporate varied front building setbacks along each streetscape.
- Design diversity into the home placement that breaks from repetitive tract house style by providing front elevation variation throughout the neighborhood plan.
- Manipulate building massing and elements to allow for visual interest and bulk/height variety along the streetscape, with particular emphasis on long streets.

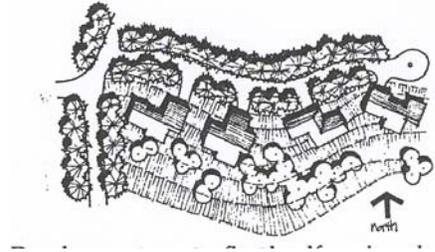
Building Placement & Orientation

Residential Design Element:

Provide Variation in Building Setbacks and Streetscape Expression

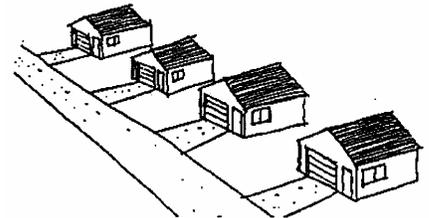


- Building placement and orientation acknowledging the natural terrain, drainage and vegetation where appropriate.



Avoid:

- Homogenous setback and building placement. This leads to a “sameness” that is common in many newer developments.
- Excessive repetition of identical floor plans and elevations throughout a neighborhood or subdivision with little differentiation.



Uniform setbacks create unsightly repetition

Design Element: Provide a variety of building types within a residential neighborhood.

Principle:

- 3. Establish a housing diversity sufficient to provide citizens from a wide range of economic levels and age groups an opportunity to live within the proposal boundaries.
- 15. Provide varying architectural amenities, such as alternating roof designs, elevations, materials and textures, wall relief and varying garage placements.

Rationale: Variation in building type and style lends to visual interest, distinctive character and identity, enhancing the long term value of a neighborhood and community.

Expectations/Design Applications:

- To promote a well-balanced streetscape with variation in unit height and bulk, the builder shall provide a range in size and height of houses built. Each builder shall offer at least one single story plan for each 50 homes offered by that builder within a portion of each subdivision, which shall be built on a minimum of 40% of the lots unless modified by City during the specific plan or subdivision approval process. [Amended by City Council on August 16, 2004]
- Each production builder shall offer a variety of alternate floor plans and building elevations to provide sufficient variation of homes within each subdivision, or portion thereof. The range of different exterior house designs, derived from a combination of different floor plans and different elevations for each floor plan according to the following table:

Number of lots	Number of house types (models with different elevations)
Under 50 lots	12 (4 models/3 elevations)
50 – 99 lots	15 (5 models/3 elevations) or 16 (4 models/4 elevations)
100 – 150 lots	18 (6 models/3 elevations) or 20 (5 models/ 4 elevations)
150 – 199 lots	21 (7 models/3 elevations) or 24 (6 models/ 4 elevations)
Each additional 100 lots	2 additional models with 3-4 elevations

[Added by City Council on July 7, 2003]

- A variety of house sizes provided throughout each separate development in an effort to allow for diversity in the economic makeup and price range within each neighborhood.

Building Placement & Orientation

Residential Design Element:

Building Variety & Type



- The layout of individual homes approved by the City shall be distributed and sited throughout the residential subdivision and/or neighborhood in a manner that avoids any concentration or clustering of units, similar in size, height, bulk and finish and architectural elevations. As part of the City's architectural approval process each builder and/or subdivider proposing production homes shall "pre-plot" each individual lot with the intended home that will be built and offered for sale. The Community Development Director may authorize minor amendments to the approved "pre-plotting" layout when it is determined that the placement of a different model/elevation will promote an adequate variety and architectural diversity along the particular residential street, block and/or neighborhood. [Added by City Council on August 16, 2004]
- Home architecture including floor plans and elevations approved by the City through this design approval process shall be offered by the builder/developer for sale concurrently with sale of any residential units. The City recognizes that changes in market forces may dictate that builders make housing product revisions, which shall require prior City approval if determined by the Community Development Department to significantly alter approved architectural details.

Avoid:

- A limited range of housing unit size which limits the economic value and market diversity of a residential neighborhood.

Design Element: Minimize the impact of the garage as viewed by the public realm to create a visual relationship between the front entrance of each home and the street.

Principle:

- 15. Provide varying architectural amenities, such as alternating roof designs, elevations, materials and textures, wall relief and varying garage placements.

Rationale: By reducing the prominence of the garage and off-street parking areas, the community achieves an enhancement to the visual appeal of the neighborhood, a greater perception of the eyes on the street, and an increase in neighborhood interaction.

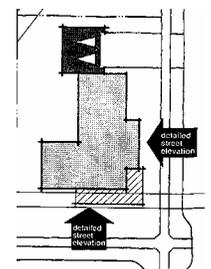
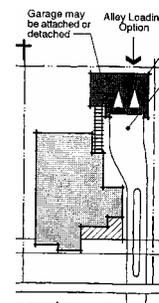
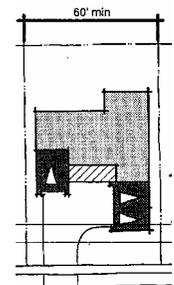
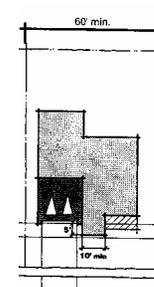
Expectations/Design Applications:

- Garages are not to be the prominent feature on the front exterior elevation of any residence. Creative efforts will be expected to lessen the garage as a prominent feature including, but not limited to, the following design elements:
 - Front loaded garage building elements recessed a minimum of 5' behind the front house elevation.
 - Side turn-in garage may protrude in front of front house elevation.
 - Detach garage to rear of property – may tie to residence with trellis, breezeway, etc.
 - Courtyard garage design.
 - Porte-cocheres to create pass-through to side garage and extra parking space.
 - On corner lots, garages accessed from side other than front of house when possible.

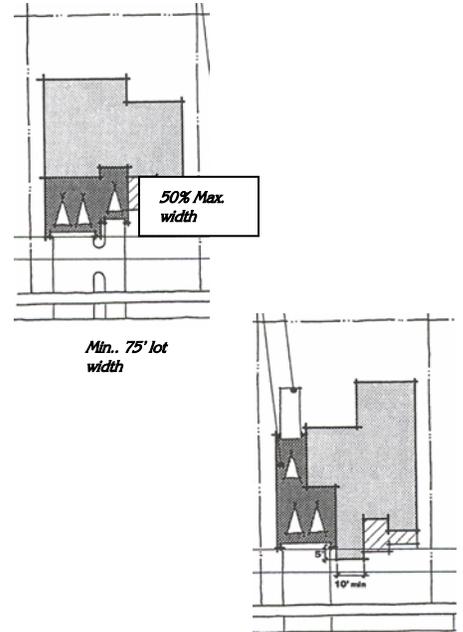
Building Placement & Orientation

Residential Design Element:

Minimize Impact of Garages & Off Street Parking Areas



- Alleys providing access to rear-loaded garages are permitted and encouraged through early subdivision design.
- Provide a second story above the garage with features such as protruding balconies or strong architectural elements to draw attention away from garage doors.
- Front loaded garage elements not to exceed more than fifty percent (50%) of the overall width of the residence (and still recessed 5' or more).
- Front loaded garages wider than two cars in width are only permitted when placed on lots wider than 75'.
- Three car garages are permitted when the third car space is situated in a tandem parking alignment.
- All garages maintain a setback (driveway length) of at least 20-feet from property line of loading street. Alley setbacks will be 3-feet.



- Place active living areas at the front of the structure with windows onto the street limiting garage projection.



Avoid:

- Prominent placement of garage door with respect to front door, entryway or porch. This reduces the perception of eyes on the street and lessens interaction with neighbors.
- Avoid the long uninterrupted wall created by the extension of the garage protruding out from the livable portions of the house.



Double width driveways dominate the property

Design Element: Creative driveway and entry walk design, with the use of quality materials, are scaled to the pedestrian, enhancing overall neighborhood appeal.

Principle:

- 15. Provide varying architectural amenities, such as alternating roof designs, elevations, materials and textures, wall relief and varying garage placements.

Rationale: Enhancing the pedestrian scale of driveways and entry walks through thoughtful placement and paving design allows for greater landscape areas that contribute to neighborhood livability.

Expectations/Design Applications:

- Separate pedestrian access to the front door from the driveway.
- Provide single-width driveways whenever possible, especially on lots less than 50 feet wide.
- “Hollywood” driveways should be used when providing access to garages or off-street parking areas in the rear half of the lot.
- When any driveway is wider than 20 feet, it shall be constructed with visually contrasting paving surfaces such as salt finish bomanite, stamped/colored concrete or paver stones.
- Driveway access to “third” garages and/or R.V. parking areas should be provided with alternative paving materials (i.e. Hollywood driveways, pavers, decorative concrete, etc.).

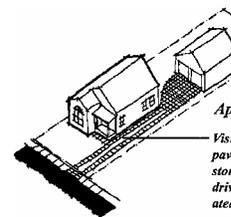
Building Placement & Orientation

Residential Design Element:

Creative Entry Walks and Driveways

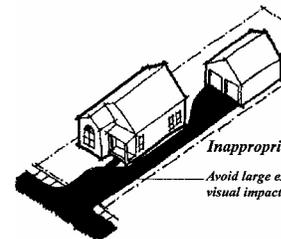


“Hollywood” driveway to recessed garage



Appropriate Driveway Treatment

Visual impacts are reduced by minimizing paved areas. With the addition of tile, stone, pavers, and other similar material driveways and walkways can be incorporated into the landscape



Inappropriate Driveway Treatment

Avoid large expanses of paving to reduce visual impact and impervious coverage

Avoid:

- Excessively wide paved driveways that result in smaller yard area, increase heat in the summer, and increase storm water runoff.



Double width driveways dominate the property

- Encroachment of the driveway into the front yard area (i.e. between the street and the front window and/or entryway).

Design Element: A clear sense of entry and design interest to a home is provided through the inclusion of porches, verandas, porte cocheres and other architectural elements that contribute to a sense of place and activity.

Principle:

- 15. Provide varying architectural amenities, such as alternating roof designs, elevations, materials and textures, wall relief and varying garage placements.

Rationale: The placement, orientation and design of porches and front entry elements to homes along a street provides for “eyes on the street” and increases neighborhood activity, thereby contributing to a sense of neighborhood place and enhancing the resident’s safety and activity.

Expectations/Design Applications:

- Fronts of houses and entries that face the street. Each house should have a clearly identified entry and have active use windows (i.e., living room, kitchen, family room) facing the street.
- The main entry feature (which shall not be the garage door) prominently displayed on the elevation facing the street.
- Porches of sufficient overall size and scale to balance the appearance of the front façade and provide weather protection and shade.
- Front porches large enough (minimum of 6 feet in depth) to accommodate chairs to provide an opportunity for increased interaction among neighbors.
- Corner lot houses include wrap around porches on both street sides to establish a strong “street relationship” where possible.

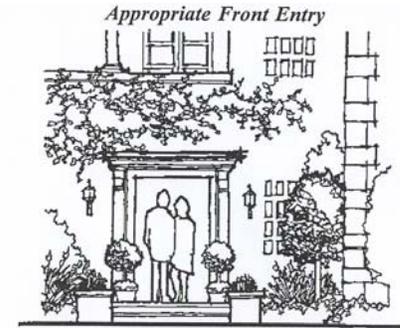
Building Placement & Orientation

Residential Design Element:

Maximize Porches, Entries and Courts



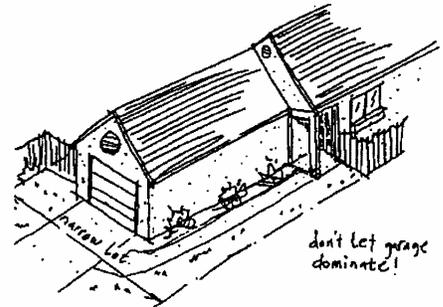
- At a minimum, the front door should have the same prominence as the garage door.
- Use of courtyards that offer additional semi-enclosed private front yard exterior living area where possible.



First-floor, recessed entry reduces the appearance of mass by adding human scale to the home

Avoid:

- Providing a garage door that protrudes forward from the front face of the house. This tends to reduce visibility of the street from the residents.
- Locating the porch or entryway in a location obstructed by the garage or side of the house.
- Locating entryways and windows that are small and oriented to the interior or side of the site.



Garage doors protrude from the face of the house, reducing visibility to the street.

Design Element: Variation in residences, structures and buildings is achieved through the use of quality materials and detail in design, which lends visual interest, distinctive character and identity to a community.

Principle:

- 15. Provide varying architectural amenities, such as alternating roof designs, elevations, materials and textures, wall relief and varying garage placements.

Rationale: Quality in detail and design contributes not only to the long-term value of a home, but the neighborhood as well.

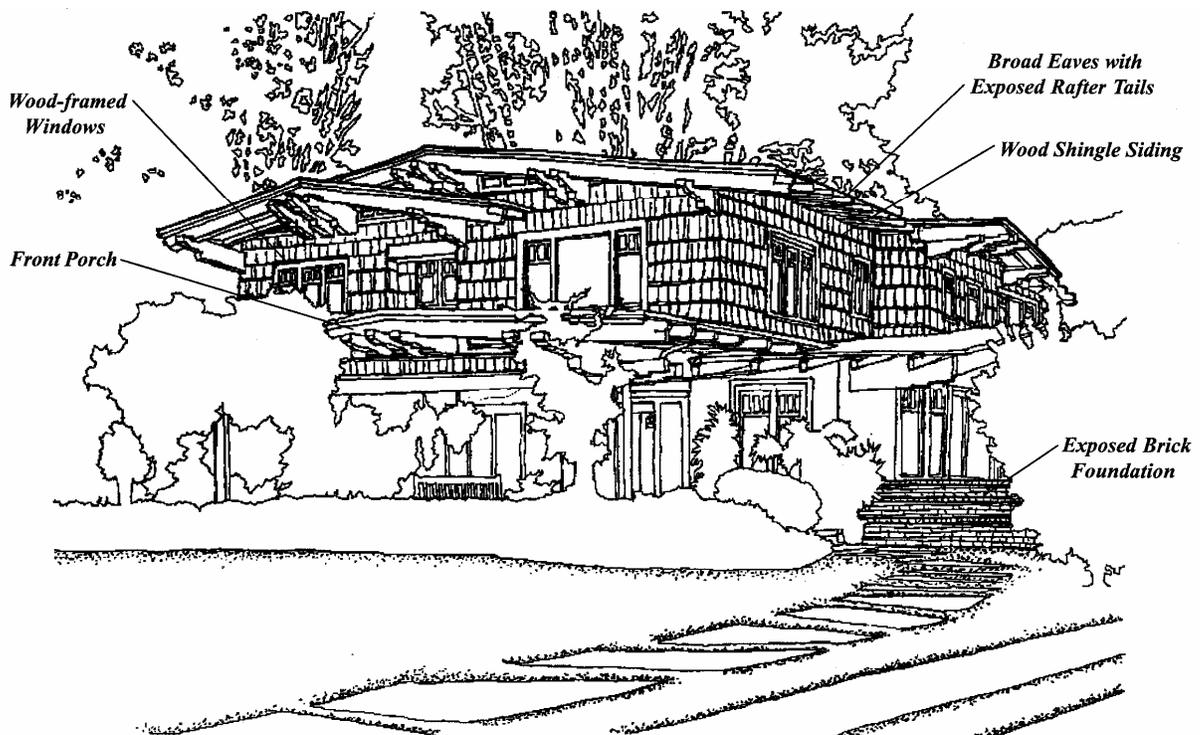
Expectations/Design Applications:

- Roof form, mass, shape and material changes to create variations in plans.
- The use of dormers, triangular knees, and exposed beams and rafter tails on exterior eaves to provide design accents.
- The application of architectural embellishments to chimneys, porte-cocheres, porches and entry ways to provide visual interest (i.e., stone work, trellises, extra stickwork, support bases and walls, railings, caps, etc.)

Building Design

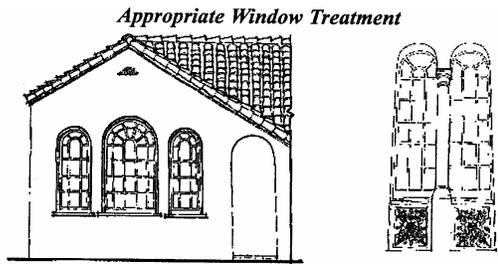
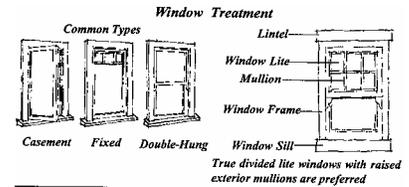
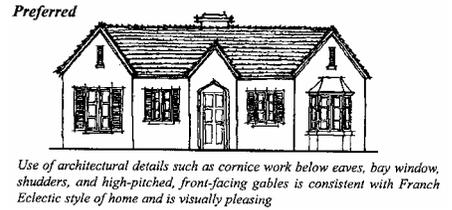
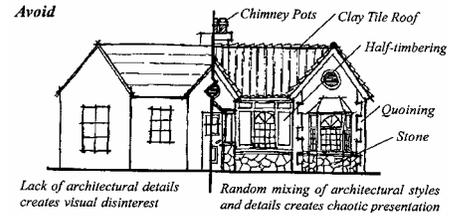
Residential Design Element:

General Architecture

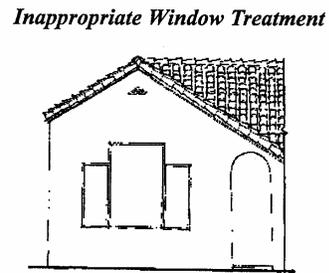


Architecturally Consistent Craftsman Home

- Common exterior materials utilized on all sides universally applied up to a horizontal datum rather than treating the front façade as the sole location of embellishment.
- Consistent levels of detailing/finish on all sides of structures such as recessed, pop out, or trim features where visible from public streets, alleys and public spaces. Window trim elements on all four sides of dwelling.
- Exterior color and material palettes that reflect community and/or neighborhood context.
- Window shape, placement and detailing that breaks long expanse of exterior walls (i.e., shutters, window boxes, moldings, multi-panes, and decorative window heads).

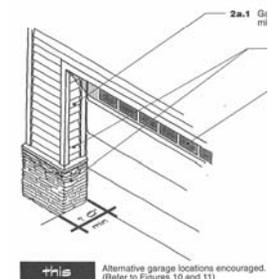
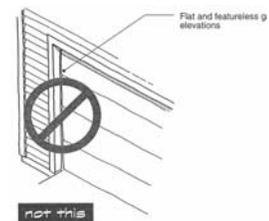


True divided arched windows complement the existing arched entry to the Spanish Colonial home

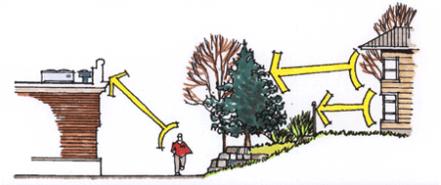


The rectilinear windows do not complement the home's arched entry. For other architectural styles, true divided lites are preferred

- Garage door recessed a minimum of 1 foot behind leading wall of garage (encouraged to have window elements and wall accent/base elements).
- Solar panels, if used or offered, are integrated with the roof design.



- Residential heating/air conditioning units located to have the minimum visual impact and noise impact on adjacent residential neighbors.
- Roof chimneys and vents minimized with size, composition and color to harmonize with the surrounding materials.



Avoid:

- The use of low quality/grade exterior materials that do not wear well and contribute to a sense of permanence.
- The use of flat or mansard roofs including roofing materials that lack variegation.
- Concentration of architectural embellishments on the front façade only leading to a neglect of other facades visible from the street and from neighboring residences.
- Exterior material, texture or color changes along vertical corners of front and sides/rear of the structure.
- Roof-mounted hearing and air conditioning equipment.
- Flat and featureless garage doors and elevations.
- In general, the following exterior building or roofing materials are discouraged:
 - Sheet metal siding or roofing
 - Painted concrete
 - Mirrored glass
 - Barrel or glazed tile
 - Plywood siding
 - Noticeably multicolored masonry
 - Brightly colored masonry
 - Clear or gold anodized aluminum
 - Composition roll roofing
 - Built-up roofing on pitched roofs.

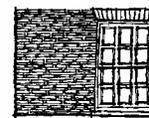
Appropriate Usage of Building Materials



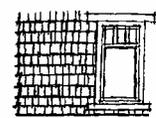
Board and Batten



Cut Stone



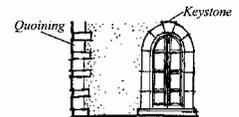
Brick



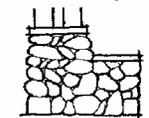
Shingle



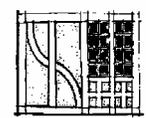
Wood Siding



Stucco



Stone



Half-Timbering

Self-Certification Checklist

Prior to submittal of any proposed specific plan, zoning change, and/or tentative subdivision map application, each developer, subdivider, or applicant shall complete the following self-certification checklist. The completed checklist shall be submitted as part of the formal application materials for review and use by City staff, Planning Commission and City Council. If the Community Development Director can clearly determine full compliance with the Single-Family Residential Design Expectations as noted in this checklist, no additional review by the Commission/Council may be required.

The Design Expectations contained herein have been prepared to encourage each developer to carefully consider the City's expectations as they begin the earliest planning stages of a proposed residential development. While encouraging fairly broad and flexible solutions to address each design expectations, overall compliance with these Expectations is not optional. The City Council reserves the right to determine final conformance with these City's objectives and expectations identified herein.

Site Planning

1. Orientation To Built Community/Adjoining Development	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. Numerous points of ingress and egress, interconnecting with local streets, bikeways and sidewalks.				
b. Non-motorized trail system allowing for connecting points to public right-of-ways and public facilities.				
c. Open community, without gates, unless permitted by City Council in special housing situation.				
d. Any cul-de-sacs are open ended, providing pedestrian and bicyclist access to adjoining streets and public areas.				

2. Orientation to Parks, Public Open Space and “Edges” of the Community.	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. Homes that “front” onto parks and open space edges in order to provide “eyes” on passive and active places.				
b. On lots or homes that “back up” to the edge provide visual breaks through design or open fencing elements.				
c. Along permanent city edges provide perimeter streets with homes “facing” the city’s edge versus “backing up” to our edge.				
d. Development proposed along the City’s permanent edges to be designed to reflect the transitional context from an urban to rural land use pattern, reflective through site design, street size and function, lot size, and general architecture. It is expected that lot sizes adjacent to the permanent edge will be no smaller than one-half acre in size.				
e. Views from the project are preserved and enhanced through site sensitive street/lot arrangement and design so they remain part of the broader community’s open space system.				

3. General Street Widths and Block Lengths	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. Overall street system that incorporates principles of grid based street system with multiple connections and routes to each destination point.				
b. Residential streets with hierarchy of size and width which include arterials, collectors, parkway streets, local residential streets, and alleyways and lanes.				

c. Lengths of blocks do not exceed 1,200 feet.				
d. Elongated and open-ended cul-de-sacs only used in appropriate and limited instances.				

4. Reduce Vehicle Speeds Through Neighborhoods	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. Local neighborhood streets with reduced widths (consistent with applicable specific plans) to slow vehicle speeds through neighborhoods.				
b. Alleyways or lanes where appropriate to offer an alternative to exclusive street-fronting home developments.				
c. Traffic calming features, including bow-outs at intersections of collectors and/or local residential streets, to enhance pedestrian/vehicular separation and lessen speeds.				
d. Consider off-set alignments of any through collector where appropriate to make uninterrupted higher-speed through traffic inconvenient.				
e. Special paving treatments, such as texturing or interlocking pavers considered in crosswalks at key intersections.				
f. Define key neighborhood entry points through the use of bow-outs, landscaping, monuments, and roadway texture changes to create visual and audible cues of entryway.				

5. Encourage Pedestrian Activity In Residential Neighborhoods	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. Pedestrian sidewalks or pathways on both sides of all streets.				
b. Pedestrian sidewalk separated from the street curb by a landscaped parkway ranging in width from a minimum of 5' to 10' depending on the classification and function of the adjoining roadway.				
c. Street trees planted at maximum intervals of 30 feet on center within landscaped parkways.				
d. Street tree species that have a broad canopy in order to provide shade as well as pleasant enclosure of the street.				
e. Street tree species to emphasize deciduous varieties that provide summer shading, fall and/or spring colors, and open canopy for winter sun and warmth. Deep rooting varieties will include deep route enclosures.				
f. Themed street tree pattern defined by a predominate species along each arterial and collector street.				
g. Development provides for creation of a Landscape and Lighting Maintenance Benefit District (or comparable maintenance districts) to preserve and maintain in perpetuity all district landscape features, lighting elements, special paving/transportation features, pedestrian/bicyclist pathways, and monument/signing entry elements.				
h. Where possible, a system of Class 1 Bikeways and Trails have been designed within and around the development to encourage off-street, non-vehicular pedestrian circulation.				

i. Class II and III Bikeways have been designed on all arterial or collector streets consistent with the City's Bike and Trail Master Plan.				
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6. Enhance the Pedestrian Scale of the Residential Streetscape	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. Decorative light standards and fixtures consistent with Oakdale's small town, rural character is used along residential streets at a scale consistent with the street classification.				
b. All new and existing overhead utility lines and structures placed below ground during development to reduce visual clutter and avoid conflicts with street trees.				
c. Any above ground utility structure that cannot be mounted or installed below ground sufficiently screened in a manner to soften its visual appearance along the streetscape.				
d. When possible, all necessary regulatory street signing shall be installed or placed in a manner which enhances its scale along the residential street.				

7. Provide Variation in Lot Depths and Lot Widths	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. Provide variation in the width and depth of proposed lots in order to allow opportunities for the construction of homes which include a wide side yard for possible off-street placement of accessory buildings and/or RV parking.				
b. Use any curvilinear or angle streets to allow varied lot width and depth along streets and/or blocks.				

8. Consider Natural Resources and Sustainability	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. Overall site grading is minimized and site grading emphasizes existing topographic conditions and natural geologic features to accentuate scenic vistas and natural landforms.				
b. Large manufactured slopes are avoided in favor of several smaller slopes integrated into the project or neighborhood which are landscaped appropriately.				
c. Significant natural vegetation, including all existing oak trees and other significant trees have been identified and considered for incorporation and/or preservation where possible.				
d. The subdivision design shows sensitivity to non-renewable sources of energy through lot layout and building orientation, plumbing to permit utilization of solar panels, possible design accommodations for “green roofs”, etc.				
e. If fireplaces have been installed, they conform with EPA and all Air District regulations.				
f. Water conserving measures have been designed in the residential development to include limited turf and drought-tolerant plants in public areas, water efficient irrigation systems, and water conserving devices in the homes.				
9. Street View (Perimeter) Walls & Monument Entries/ Access	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. Incorporate design features in perimeter walls that include off-sets, wall/metal combinations, walls with varying heights, and extensive landscape screening.				

b. Plan for multiple ingress and egress points into residential subdivisions along perimeter walls where traffic and noise impacts allow. This orientation should always contribute to a more aesthetic and pedestrian friendly streetscape.				
c. Deep, landscaped setbacks to separate perimeter walls from adjoining street right-of-ways. Class I pathways and bicycle trail systems to be incorporated within these perimeter setback areas.				
d. Neighborhood entry markers and/or monuments that contribute to creating a sense of place for the residential community.				
e. On lots backing up to any perimeter walls, there are not more than two (2) two-story homes on any consecutive lots, with single-story residences intermixed among the two-story homes. [Also See Element 2. (e)]				
f. Architectural enhancements such as building “pop-outs”, special window treatments, and roof line variations have been added to the second story exterior sides facing any perimeter “walled” street.				

Building Placement and Orientation

10. Provide Variation In Building Setback and Streetscape Expression	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. Fully utilize the opportunities of the Specific Plan Development Code to incorporate varied front building setbacks along each streetscape. [Also See Element No. 8 (a)]				

<p>b. Design diversity into the home placement that breaks from repetitive tract house style by providing front elevation variation throughout the neighborhood plan. [Also See Element No. 2 (a) & (b)]</p>				
<p>c. Manipulate building massing and exterior elements to allow for visual interest and bulk/height variety along the streetscape, with particular emphasis on long streets.</p>				
<p>d. Building placement and orientation acknowledging the natural terrain, drainage and vegetation where appropriate that offers variety in streetscape expression.</p>				
<p>e. Excessive repetition of identical floor plans and elevations throughout the respective neighborhood or subdivision has been minimized in order to enhance the streetscape and avoid monotony in design.</p>				

11. Building Variety and Type	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
<p>a. A minimum of one single story home model (minimum of three elevations) has been provided for each 50 homes offered by a builder within a single residential development, with single story residences built on a minimum of 40% of the lots within said development.</p>				
<p>b. A variety of exterior house designs derived from a combination of different floor plans and different elevations for each floor plan has been provided according to the table in the SFR Design Expectations.</p>				

<p>c. A variety of house sizes provided throughout each separate development in an effort to allow for diversity in the economic makeup and price range with each neighborhood.</p>				
<p>d. All architectural elevations and floor plans approved by the City through this design approval process is being offered for sale by the builder/developer concurrent with the sale of any dwellings in the respective residential development.</p>				
<p>e. The layout of individual homes approved by the City shall be distributed and sited throughout the residential subdivision and/or neighborhood in a manner that avoids any concentration or clustering of units, similar in size, height, bulk and finish and architectural elevations. As part of the City's architectural approval process each builder and/or subdivider proposing production homes shall "pre-plot" each individual lot with the intended home that will be built and offered for sale. The Community Development Director may authorize minor amendments to the approved "pre-plotting" layout when it is determined that the placement of a different model/elevation will promote an adequate variety and architectural diversity along the particular residential street, block and/or neighborhood.</p>				

<p>12. Minimize Impact of Garages and Off Street Parking Areas</p>	<p>Applicable</p>	<p>Not Applicable</p>	<p>Applicant Remarks</p>	<p>Staff Remarks</p>
<p>a. Garages are not to be the prominent feature on the front elevation of any residence. Creative efforts will be expected to lessen the garage as a prominent feature including, but not be limited to, the following design elements:</p>				
<ul style="list-style-type: none"> ▪ Front loaded garage building elements recessed a minimum of 5' behind the front house elevation. 				

<ul style="list-style-type: none"> ▪ Side turn-in garage may protrude in front of front house elevation. 				
<ul style="list-style-type: none"> ▪ Provide a second story above the garage with features such as protruding balconies or strong architectural elements to draw attention away from garage doors. 				
<ul style="list-style-type: none"> ▪ Detach garage to rear of property – may tie to residence with trellis, breezeway, etc. 				
<ul style="list-style-type: none"> ▪ Courtyard garage design. 				
<ul style="list-style-type: none"> ▪ Porte-cocheres to create pass-through to side garage and extra parking space. 				
<ul style="list-style-type: none"> ▪ On corner lots, garages accessed from side other than front of house when possible. 				
<ul style="list-style-type: none"> ▪ Alleys providing access to rear-loaded garages are permitted and encouraged through early subdivision design. [Also See Element No. 5 (b)] 				
<ul style="list-style-type: none"> ▪ Front loaded garages wider than two cars in width are only permitted when placed on lots wider than 75’. 				
<ul style="list-style-type: none"> ▪ Three car garages are permitted when the third car space is situated in a tandem parking alignment. 				
<ul style="list-style-type: none"> ▪ Front loaded garage elements not to exceed more than fifty percent (50%) of the overall width of the residence. 				
<ul style="list-style-type: none"> ▪ All garages maintain a setback (driveway length) of at least 20’ from property line of loading street. Alley setbacks will be 3’. 				
<p>b. Place active living areas at front of the structure with windows onto the street limiting garage projection.</p>				

13. Creative Entry Walks and Driveways	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. Separate pedestrian access to the front door from the driveway.				
b. Provide single-width driveways whenever possible, especially on lots less than 50 feet wide.				

c. "Hollywood" driveways have been considered for access to garages or off-street parking areas in the rear half of the lot.				
d. When any driveway is wider than 20 feet, it shall be constructed with visually contrasting paving surface elements such as salt finish bomanite, stamped/colored concrete, brick, or paving stones.				
e. Driveway access to "third" garages and/or R.V. parking areas has been provided with alternative paving materials (i.e. Hollywood driveways, pavers, decorative concrete, etc.)				

14. Maximize Porches, Entries and Courts	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
a. Fronts of houses and entries face the street. Each house has a clearly identified entry and have active use windows (i.e., living room, kitchen, family room) facing the street.				
b. The main entry feature (which shall not be the garage door) is prominently displayed on the elevation facing the street.				
c. Porches of sufficient overall size and scale to balance the appearance of the front façade and provide weather protection and shade have been provided.				
d. Front porches are large enough (minimum of 6 feet in depth) to accommodate chairs to provide an opportunity for increased interaction among neighbors.				
e. Corner lot houses include wrap around porches on both street sides to establish a strong "street relationship" where possible.				

<p>f. At a minimum, the front door should has been given the same architectural prominence to the street as the garage door has been given.</p>				
<p>g. Use of courtyards that offer additional semi-enclosed private front yard exterior living area have been provided where possible.</p>				

Building Design

15. General Architecture	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
<p>a. Roof form, mass, shape and material changes to create variations in plans have been provided. [Also See Element No. 1 (b)]</p>				
<p>b. The use of dormers, triangular knees, and exposed beams and rafter tails on exterior eaves to provide design accents.</p>				
<p>c. The application of architectural embellishments to chimneys, porte-cocheres, porches and entry ways to provide visual interest (i.e., stone work, trellises, extra stickwork, support bases and walls, railings, caps, etc.).</p>				
<p>d. Common exterior materials utilized on all sides universally applied up to a horizontal datum rather than treating the front façade as the sole location of embellishment.</p>				
<p>e. Consistent levels of detailing/finish on all sides of structures such as recessed, pop out, or trim features where visible from public streets, alleys and public spaces. Window trim elements on all four sides of dwelling.</p>				

<p>f. Exterior color and material palettes that reflect community and/or neighborhood context.</p>				
<p>g. Window shape, placement and detailing that breaks long expanse of exterior walls (i.e., shutters, window boxes, moldings, multi-panes, decorative window heads and foam trim).</p>				
<p>h. Garage door recessed a minimum of 1 foot behind leading wall of garage (encouraged to have window elements and wall accent/base elements).</p>				
<p>i. Solar panels, if used or offered, should be integral with the roof.</p>				
<p>j. Residential heating/air conditioning units located to have the minimum visual impact and noise impact on adjacent residential neighbors.</p>				
<p>k. Roof chimneys and vents minimized with size, composition and color to harmonize with the surrounding materials.</p>				