



Introduction

City of Hughson Summary of Design Expectations

City of Hughson Summary of Design Principles

Definitions

Site Planning:

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EXHIBIT A

Introduction

The City of Hughson has determined that all new development shall complement and enhance the 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”.

The City has determined 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 guidelines.

These “Design Expectations”, principles or guidelines provide direction as well as establish criteria that serve as the basis of review by City Staff, Boards and Committees, the Planning Commission and the City Council for all projects.

The Commission and Council considered and the Council adopted by Resolution this set of Design Expectations Guidelines (hereinafter referred to in this document as the “Design Expectations”) to guide the future expansion and development of Hughson’s urban form.

These “Design Expectations” indicate the preferences of the City, and use of these “Design Expectations” is expected to improve quality and raise standards of excellence in the development of properties.

This document has been prepared to identify the “Design Expectations”, specifically addressing the development of new single-family residential neighborhoods. The text and illustrations contained herein are meant to give a clearer picture of the design expectations of the Planning Commission and City Council in actual application. The document is intended to serve as a “living document” which, over time, should be updated to reflect the experience of using the document as well as the evolving community outlooks.

While Hughson has many documents that may address design such as the General Plan, the Zoning Code and City Council policies, these documents are typically more general in nature than design guidelines. These “Design Expectations” are more focused on design and more specific. The “Design Expectations” shall take the lead on design issues, but are to be used in conjunction with the other City regulations.

These “Design Expectations” advance the use of many traditional development patterns, such as: pedestrian oriented residential neighborhoods organized around centers that include mixed uses and open space, interconnected street systems, a variety of home

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sizes within a neighborhood, and mixed uses in the downtown area. These goals, along with other features found in older neighborhoods and downtown areas can add desirable elements often lacking in recent developments, including: a greater dispersal of traffic designed to reduce speed and congestion, better connections between neighborhoods, improved pedestrian environments designed to encourage residents to walk and bicycle, which will promote a more active and successful downtown.

Residential projects should include visual interest and variety. The size, scale, proportion, color, placement and detailing of architectural features should be carefully considered to complement the overall massing and scale of the neighboring structures. Multi-family should complement single-family as well as commercial centers and single-family should include architectural features and landscaping that is complementary and creates a neighborhood identity that produces this visual interest and variety.

As part of each application for a tentative subdivision map, vesting tentative subdivision map, parcel map, vesting parcel maps, or building permit for single family homes which are not previously approved as part of a map process, the applicant must complete a self-certification checklist responding to the question of how a proposed application is consistent with the City's "Design Expectations" provided in these "Design Expectations" Guidelines. City staff will review the self-certification checklist and provide a recommendation to the decision making body, either the Design Review Committee, Planning Commission, or City Council, regarding "Design Expectation" compliance. The Design Review Committee may simply accept the report from City staff, or make additional recommendations as necessary and forward said report to the Planning Commission or City Council for their review and approval. City staff will approve building permits for single-family homes (not reviewed as part of a map process) and staff's decision may be appealed to the Design Review Committee.

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 community-oriented neighborhoods, they cannot individually address problems or opportunities unique to each property or site under development. The "Design Expectations" are not intended to list or illustrate all possible design solutions to each and every situation. However, the "Design 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 Hughson citizens and visitors.

While this document is not intended to represent "mandatory" requirements, it does graphically portray the principles that are clearly expected by the City of Hughson. While these "Design Expectations" provide for increased flexibility among a number of different design concepts, the expectation that each applicant comply with the overall intent of the "Design Expectations" is not optional.

**City of Hughson
Summary of “Design Expectations”**

- A. Design Expectation: Each residential community shall be oriented to the built community around it and shall recognize the existing development patterns on adjoining lands.**
- B. Design Expectation: Orientation to parks and public open space, through visual and physical accessibility, allows for more cohesive neighborhood viability and community sustainability.**
- C. Design Expectation: Street widths and block lengths shall be appropriate to serve local and through traffic in a safe and calming manner.**
- D. Design Expectation: Street and roadway design that will reduce vehicle speeds through neighborhoods.**
- E. Design Expectation: Neighborhood streets and trails to encourage use by pedestrians and bicyclists.**
- F. Design Expectation: Enhancement of the pedestrian scale of the residential neighborhood streetscape.**
- G. Design Expectation: Residential subdivision lot design and orientation that encourages variety in subsequent building placement and residential architectural style.**
- H. Design Expectation: Perimeter walls, (when necessary), and entryways to developments shall provide a sense of arrival, identity, and sense of place for neighborhoods.**
- I. Design Expectation: Provide a variation in building setbacks and massing along residential streets.**
- J. Design Expectation: Provide a variety of building types within a residential neighborhood.**
- K. Design Expectation: Minimize the impact of the garage as viewed from the public realm to create a visual relationship between the front entrance of each home and the street.**
- L. Design Expectation: Creative driveway and entry walk design, with the use of quality materials, scaled to the pedestrian, to enhance overall neighborhood appeal.**
- M. Design Expectation: Provide a clear sense of entry and design interest to a home through the inclusion of porches, verandas, porte-cocheres and other architectural elements that contribute to a sense of place and activity.**

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- N. Design Expectation: Variation in residences, structures and buildings is achieved through the use of quality materials and design detail providing visual interest, distinctive character and identity to a community.**
- O. Design Expectation: Designate principal access points to Hughson which warrant special treatment and development review considerations as “Gateway Zones.”**

**City of Hughson
Summary of Design Principles**

- 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. Encourage development of outward reaching neighborhoods that provide flexibility in circulation and promote access for bicyclists and pedestrians.**
- 3. All activities such as school, shopping, recreation and housing are within easy walking distance to each other and transit opportunities.**
- 4. 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.**
- 5. Provide consistency with the larger Hughson area transit opportunities and network.**
- 6. Provide a central focus of the smaller community with commercial, civic or recreational uses.**
- 7. Include sufficient open space in the form of squares, greens and parks whose frequent use is encouraged through its location and design.**
- 8. Streets, pedestrians and bike paths should contribute to a system of fully connected routes to all destination areas adjacent to proposed annexation areas. The design should encourage pedestrian and bicycle use by being spaciouly defined by buildings, trees, and general landscaping. At the same time, the design should discourage high speed traffic.**
- 9. Wherever possible the natural terrain, drainage and vegetation of the area should be preserved. Special attention should be paid to the preservation of historic trees located on the property to be developed.**
- 10. The area design should encourage conservation of resources and minimize waste.**
- 11. The street orientation, placement of buildings and use of shading should contribute to energy efficiency.**
- 12. Establish irregular building placement by utilizing alternate setback dimensions from frontage streets.**
- 13. Provide winding residential streets, drives or avenues which encourage slower speeds within residential subdivisions.**
- 14. Tree lined streets and avenues with 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.

Each of the Design Expectation sections include “Design Expectations”, principles, rationales and design applications as defined as follows:

Design Expectation: General description of specific design expectation being discussed.

Principle: Identifies the prescriptive or mandatory elements of project planning or design as identified in the “Design Expectations”. 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 “Design Expectations”.

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

Design Application: Each design application includes specific examples in text and/or graphics illustrating suggested approaches to accomplish the design expectation desired by the City. 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.

The “Design Expectations” do not exclude the possibility of consideration of alternative design applications that achieve these design approaches. Drawings and photos are provided as illustrative examples and are not intended to limit or illustrate all possible solutions to every situation.

Design Expectations

- A. Design Expectation: 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.
8. Streets, bike and pedestrian paths should contribute to a system of fully connected routes to all destinations and/or areas adjacent to proposed project/annexation areas. Their design should encourage pedestrians and bicycle use by being small and spaciouly defined by buildings, trees, and general landscaping. At the same time, the design should discourage 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 Hughson residents, lessening the feelings of separate or exclusive neighborhoods.

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, trails, streets 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.
- Design developments that decrease densities as development progresses outward from the center of town towards urban/agricultural edges
- Any new dwelling abutting or adjacent to existing single story construction, shall be restricted to construction of one-story residences to protect the privacy of existing residences adjacent to the project. Two (2) story structures will only be allowed to overview single story structures constructed within the same development phase as the two story construction, and shall be clearly defined as such on final maps. Such information shall be disclosed to prospective buyers prior to their acceptance of the property and proof of said disclosure shall be submitted to the City.

Design Expectations

- All residential units constructed within one-half (1/2) mile of the railroad or Hatch Road shall have all windows, doors, and sliding glass doors fitted with sound rated assemblies with a minimum of 30dBA TL.

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.

B. Design Expectation: 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 emphasize complete and integrated community areas with consideration to housing, commercial centers, schools and parks essential to the daily life of the residents.
6. 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 and limits barriers to visual access of place, neighborhood and safety. In addition, the rural/agricultural areas around Hughson provide the City with a distinctive edge or definition. Views of farms, fields, pastures, and orchards provide one of the important visual assets of Hughson, including open vistas of orchards in bloom and green crop patterns.

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 (i.e., limiting barriers to visual access to streets, open space, yards, etc., from living areas).
- Visual breaks are provide through design or open fencing elements on lots or homes that “back up” to the edge
- Along the permanent edges of Hughson, the residential development includes perimeter streets with homes “facing” our edge versus “backing up” to our edge.

Design Expectations

- Perimeter walls along edges of neighborhoods only permitted when abutting major arterial or expressway.
- In those instances with perimeter lots backing up to arterial roadway, homes limited to single story in height or provide other design solution (i.e., extra deep lots, excessive rear yard setback, etc.) to reduce visual “tunnel look”.

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 expectation).

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

Principle:

13. Winding residential streets, drives or avenues shall be encouraged to promote 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 promote outward looking neighborhoods, connectivity, and ease of access and to accommodate all users including automobiles, bicyclists, and pedestrians.

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.
- Residential streets that include a hierarchy of size and width which may include arterials, collectors, parkway streets, land, and local residential streets.
- Elongated and open-ended cul-de-sacs may be appropriate only in limited instances.

Avoid:

- ♦ Long, uninterrupted roadway lengths which encourage excessive automobile speeds.
- ♦ Closed end cul-de-sacs when not appropriate.

Design Expectations

D. Design Expectation: Utilize street and roadway design expectations that will reduce vehicle speeds through local neighborhoods.

Principle:

8. Streets, pedestrian 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 spaciouly defined by buildings, trees, and general landscaping. At the same time they should discourage high speed traffic.

13. Winding residential streets, drives or avenues shall be encouraged to promote slower speeds and more visual interest 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.

Design Applications:

- Traffic calming intersection bow-outs used where a collector street intersects with a local residential street or another collector street.
- Consideration of special paving treatments, such as texturing or interlocking pavers 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.

E. Design Expectation: Design neighborhood streets and trails to encourage use by pedestrians and bicyclists.

Principle:

8. Streets, pedestrian 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 spaciouly defined by buildings, trees, and general landscaping. At the same time the design should discourage high speed traffic.

Design Expectations

14. Tree lined streets and avenues with 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 characterizes older desirable neighborhoods in the Valley.

Design Applications:

- Pedestrian sidewalks or pathways provided on both sides of all streets (local residential, collector and arterial) to facilitate pedestrian movement.
- Installation of Decorative Bollard type bicycle locking devices in lieu of standard bicycle rack devices.
- Pedestrian sidewalks separated from the street curb by a landscaped planter strip ranging in width from a minimum of 4' to 8' depending on the classification and function of the adjoining roadway.
- Street trees planted at intervals of 20-30 feet on center, depending on type of tree, within landscaped planter strip, thus creating a continuous canopy effect for pedestrians as well as for the aesthetic environment of the streetscape.
- Street tree planting shall incorporate deep-root watering technologies to prevent root intrusion and damage to streets, driveways and sidewalks.
- Tree species that have a broad canopy are generally expected because they provide shade as well as pleasant natural enclosure of the street.
- Choice of 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 street should incorporate a themed street tree pattern defined by a predominant tree species. The street tree theme plan shall include a mix of large canopy, deciduous trees appropriate for our local climate and growing environment. All trees used in landscaping be a minimum of fifteen (15) gallons in size and all shrubs a minimum of five (5) gallons, unless otherwise shown on the approved landscape plan. Large canopy shade trees (15 gallon minimum) shall, depending on the type of tree, be planted 30 feet on center within detached parkway planting strips adjacent to all streets, with the understanding that the ultimate goal of shade canopy creation is the desired outcome. Native Oak trees, as well as other appropriate trees, are strongly encouraged.

Design Expectations

- To ensure the continued maintenance and aesthetic quality of neighborhood streets all landscaping, lighting, special paving surfaces, and entry features shall be maintained by a Landscape and Lighting District or comparable maintenance district.
- Where possible, a system of Class 1 Bikeways and Trails shall be incorporated within and around the development to encourage off-street, non-vehicular pedestrian circulation.
- Class III Bikeways shall be designed on all collector streets.
- Specifications for all related design details for a pedestrian/bicycle trail shall be submitted for review and approval by the City. Specifications shall include pavement striping legends, decorative bollard design and placement details, trail/road crossing intersection details, roadway signing, trail signing, low level security lighting, and acceptable fire-resistive landscape planting materials.

Avoid:

- ◆ Pedestrian sidewalks immediately adjacent to the curb along public streets.

F. Design Expectation: Enhance the pedestrian scale of the residential neighborhood streetscape.

Principle:

8. Streets, pedestrian 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, and general landscaping. At the same time, the design should discourage high speed traffic.

Rationale: The traditional small-town, rural character of Hughson 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.

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.

Design Expectations

- Any utility structure that cannot be mounted or installed below ground and which is accompanied by documentation supporting the infeasibility of undergrounding the structure must be sufficiently screened in a manner to soften its visual appearance along the streetscape.
- Decorative Street signing consistent with the City's small town, rural character and meeting all necessary regulatory requirements be installed or used along residential streets and placed in a manner which enhances its scale and is consistent with the street classification.

Avoid:

- ♦ The use of standard "cobra head" street lights.

G. Design Expectation: 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 varying setback dimensions from 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.

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".

H. Design Expectation: Perimeter walls, when necessary, and entryways shall provide a sense of arrival, identity, and sense of place for neighborhoods.

Principle:

Design Expectations

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

Rationale: 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.

Design Applications:

- Incorporate design features in perimeter walls that include design interests such as: off-sets, wall/wrought iron combinations, walls with varying heights, and extensive landscape screening.
(An example would be incorporation of walking trails with decorative wrought iron fencing along canals between canal and sound wall.)
- Enhance the visual attractiveness of the community by providing attractive streetscapes, particularly along major expressways, arterials and collector streets.
- Plan for multiple ingress and egress points into residential subdivisions where traffic and noise impacts allow. This orientation should contribute to a more aesthetic and pedestrian friendly streetscape.
- Deep, landscaped setbacks to separate perimeter walls from the adjoining street right-of-ways and/or other public view. Class 1 pathways and bicycle trail systems to be incorporated within these perimeter setback areas.
- 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.
- Maximize the placement of single story residences on lots that back up to the inside of perimeter subdivision walls to lessen the visual effect of large two-story homes with rear windows facing the arterial or expressway view.

Avoid:

- ◆ Long walls separating subdivisions front 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, which tend to create a “fortress” feeling, and a disconnect from the local community.

Design Expectations

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

Principle:

9. Wherever possible the natural terrain, drainage and vegetation of the area should be preserved.

12. Establish irregular building placement by utilizing varying 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.

Design Applications:

- Fully utilize the opportunities presented by the number of plans and elections to vary plot placements in order to incorporate varied front building setbacks along each streetscape.

- Design diversity 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.

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

Avoid:

- ♦ Homogenous setback and building placement.

- ♦ Excessive repetition of identical floor plans and elevations throughout a neighborhood or subdivision with little differentiation.

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

Principle:

Design Expectations

4. Establish 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.

Design Applications:

- Combinations of both one and two story units are encouraged throughout each residential neighborhood.

- All two-story dwellings have upper story of no larger than 75% of lower story footprint.

- For each housing development of less than 100 units, applicant shall offer a minimum of seven (7) separate floor plans each with four (4) alternate elevations, of which three (3) must be single story and at least two (2) must be plans for 2000 square feet or less. The number of lots that can accommodate each of the seven (7) plans shall be approximately equal.

- For neighborhoods larger than 100 units, applicant shall offer a minimum of ten (10) separate floor plans, each with six (6) alternate elevations, of which four (4) must be single story and at least three (3) must be plans for 2000 square feet or less. The number of lots that can accommodate each of the ten (10) plans shall be approximately equal.

- 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.

- A maximum of 20% of all dwellings in any project are allowed to be built to maximum footprint. Maximum footprint is defined as the remaining buildable area after subtraction of required setbacks.

Avoid:

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

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

Design Expectations

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 eyes on the street, and an increase in neighborhood interaction.

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 expectations:
 - 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.
 - Provide a second story above the garage with features such as protruding balconies or strong architectural elements to draw attention away from garage doors.
 - Detach garage to rear of property – may tie to residence with trellis, breezeway, etc.
 - Use of courtyard garage design.
 - Use of porte-cocheres to create pass-through to side garage and extra parking space.
 - On corner lots, encourage garages to be accessed from side other than front of house when possible.
 - Front loaded garages wider than two cars in width are only permitted when placed on lots wider than 75'.
 - Three car garages may be permitted on lots smaller than 75' when the third car space is situated in a tandem parking alignment.
 - Front-loaded garage elements are not to exceed more than fifty percent (50%) of the overall width of the residence.

Design Expectations

- All garages maintain a setback (driveway length) of at least 20-feet from property line of loading street. Alley setbacks (if the garage is an accessory building as defined in the Hughson Municipal Code) may be 3 feet.
- Driveways will be located on the side of the lot farthest from the intersection if the lot is a corner lot.
- There shall be illuminated address numerals posted on the building so as to be plainly visible from all adjoining streets or driveways during both daylight and night time hours.
- 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.

- L. Design Expectation: 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.

Design Applications:

- Separate pedestrian access to the front door from the driveway.
- “Hollywood” driveways may be used when providing access to garages or off-street parking areas in the rear half of the lot.

Design Expectations

- When any driveway is wider than 20 feet, optional construction shall be offered 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 offered with alternative paving materials (i.e. Hollywood driveways, pavers, decorative concrete, etc.).

Avoid:

- ◆ Excessively wide paved driveways that result in smaller yard area, increase heat in the summer, and increase storm water runoff.
- ◆ Encroachment of the driveway into the front yard area (i.e. between the street and the front window and/or entryway).

M. Design Expectation: A clear sense of entry and design interest 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.

Design Applications:

- 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 should be 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.

Design Expectations

- Corner lot houses include wrap around porches on both street sides to establish a strong “street relationship” where possible.
- 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.

Avoid:

- ◆ Providing a garage door that protrudes forward from the front face of the house. This tends to reduce visibility of the street by 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.

N. Design Expectation: Variation in residences, structures and buildings is achieved through the use of quality materials and detail of 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.

Design Applications:

- Roof form, mass, shape, material , and color changes to create variations in plans.
- Consistent levels of detailing/finish on all sides of structures such as recessed, pop out, or trim features.
- A minimum of 15 color schemes for exterior surface and five (5) color options for trim are offered to buyer for subdivisions of 100 or more houses, and a proportional number for subdivisions under 100 houses, but never less than eight (8) color schemes and three (3) options for trim. Maximum efforts should be made by applicant to implement variety of color schemes along streetscape.
- Window shape, placement and detailing that breaks long expanse of exterior walls (i.e., shutters, window boxes, moldings, multi-panes, and decorative window heads).

Design Expectations

- Residential heating/air conditioning units located to have the minimum visual impact and noise impact on adjacent residential neighbors. Roof-mounted screen and vents shall be compatible with roof materials and colors.
- All trash and storage areas, mechanical equipment, and all other building appurtenances (i.e. utility meters, electrical boxes, air conditioners, fire sprinkler backflow valves, etc.) shall be screened from public view and adjacent properties. Details of the proposed screening shall be shown on the final construction and/or landscape plans. Roof-mounted screens and vents shall be compatible with final roof materials and colors.
- Garage door recessed a minimum of 1 foot behind leading wall of garage (encouraged to have window elements and wall accent/base elements).
- 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 entryways to provide visual interest (i.e., stone work, trellises, extra stickwork, support bases and walls, railings, caps, etc.)
- Solar panels, if used or offered, should be integral with the roof.
- 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 do not contribute to a sense of permanence.
- ◆ The use of flat or mansard roofs including roofing materials that lack variation.
- ◆ Concentration of architectural embellishments on the front façade only leading to a neglect of other facades.
- ◆ Exterior material, texture or color changes along vertical corners of front and sides/rear of the structure.
- ◆ Roof-mounted heating 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

Design Expectations

- 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.

O. Design Expectation: Designate principal access points to Hughson which warrant special treatment and development review considerations as “Gateway Zones.”

Principle:

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

7. Include sufficient open space in the form of squares, greens and parks whose frequent use is encouraged through its location and design.

Rationale: Entrances such as Santa Fe / Whitmore, Hatch / Santa Fe and Seventh / Santa FE can provide important “gateway” functions as distinct visual statements to create impressionable and coordinated entryways into the community.

Design Applications

- ◆ Require design review on all development projects and capital improvements within view of these designated “gateway Zones.”

- ◆ Coordinate development of entryway architectural features that complement and extend features currently found at other “gateway zones” and throughout the city.

- ◆ Create sense of open space use and vista with architectural features that incorporate structure and landscaping

Design Expectations

Design Expectations

◆ Self Certification Checklist

Prior to submittal of any application subject to the design guidelines the 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, Design Review Committee, Planning Commission and City Council.

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

Prior to submittal of any proposed plan, zoning change, and/or tentative subdivision map application, each project proponent, 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

A. Orientation To Built Community/Adjoining Development	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
1. Numerous points of ingress and egress, interconnecting with local streets, bikeways and sidewalks.				
2. Non-motorized trail system allowing for connecting points to public right-of-ways, trails, streets and public facilities.				
3. Open community, without gates, unless permitted by City Council in special housing situation.				

Design Expectations

4. Any cul-de-sacs are open ended, providing pedestrian and bicyclist access to adjoining streets and public areas.				
5. Design developments that decrease densities as development progresses outward from the center of town towards urban/agricultural edges				
6. No two-story homes adjacent to existing single-story homes.				
7. Homes within ½ mile of railroad or Hatch Road constructed with specified sound rated assemblies or doors, windows and sliding glass doors.				
B. Orientation to Parks, Public Open Space and “Edges” of the Community.	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
1. Homes that “front” onto parks and open space edges in order to provide “eyes” on passive and active places.				
2. On lots or homes that “back up” to the edge provide visual breaks through design or open fencing elements.				
3. Along permanent city edges provide perimeter streets with homes “facing” the city’s edge versus “backing up” to our edge.				
4. Perimeter walls along edges of neighborhoods only permitted when abutting major arterial or expressway.				
5. In those instances with perimeter lots backing up to arterial roadway, homes limited to single story in height or provide other design solution (i.e., extra deep lots, excessive rear yard setback, etc.) to reduce visual “tunnel look”.				
C. General Street Widths and Block Lengths	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
1. Overall street system that incorporates principles of grid based street system with multiple connections and routes to each destination point.				
2. Residential streets with hierarchy of size and width which include arterials, collectors, parkway streets, and local residential streets.				

Design Expectations

3. Elongated and open ended cul de sacs may be appropriate only in limited instances.				
D. Reduce Vehicle Speeds Through Neighborhoods	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
1. Traffic calming features, including bow-outs at intersections of collectors and/or local residential streets, to enhance pedestrian/vehicular separation and lessen speeds.				
2. Special paving treatments, such as texturing or interlocking pavers considered in crosswalks at key intersections.				
3. 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.				
E. Encourage Pedestrian Activity In Residential Neighborhoods	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
1. Pedestrian sidewalks or pathways on both sides of all streets.				
2. Pedestrian sidewalk separated from the street curb by a landscaped planter strip ranging in width from a minimum of 4' to 8' depending on the classification and function of the adjoining roadway.				
3. Installation of Decorative Bollard type bicycle locking devices in lieu of standard bicycle rack devices				
4. Street trees planted at intervals of 20-30 feet on center within landscaped planter strip.				
5. Street trees incorporate deep-root watering technologies to prevent root intrusion and damage to streets, driveways and sidewalks.				
6. Street tree species that have a broad canopy in order to provide shade as well as pleasant enclosure of the street				
7. 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 root enclosures.				

Design Expectations

8. Themed street tree pattern defined by a predominant species along each arterial and collector street. Oak trees encouraged.				
9. 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.				
10. 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.				
11. Class II and III Bikeways have been designed on all arterial or collector streets consistent with the City's Bike and Trail Master Plan.				
12. Specifications for all related design details for a pedestrian/bicycle trail include pavement striping legends, decorative bollard design and placement details, trail/road crossing intersection details, roadway signing, trail signing, low level security lighting, and acceptable fire-resistive landscape planting materials and has been submitted for review and approval by the City,				
F. Enhance the Pedestrian Scale of the Residential Streetscape	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
1. Decorative light standards and fixtures consistent with Hughson's small town, rural character is used along residential streets at a scale consistent with the street classification.				
2. All new and existing overhead utility lines and structures placed below ground during development to reduce visual clutter and avoid conflicts with street trees.				
3. 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..				

Design Expectations

4. Decorative Street signing consistent with the City’s small town, rural character and meeting all necessary regulatory requirements be installed or used along residential streets and placed in a manner which enhances its scale and is consistent with the street classification.				
G. Provide Variation in Lot Depths and Lot Widths	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
1. 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 behind fence				
2. Use any curvilinear or angle streets to allow varied lot width and depth along streets and/or blocks.				
H. Street View (Perimeter) Walls & Monument Entries/ Access	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
1. Incorporate design features in perimeter walls that include off-sets, wall/metal combinations, walls with varying heights, and extensive landscape screening.				
2. 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.				
3. Enhance the visual attractiveness of the community by providing attractive streetscapes, particularly along major expressways, arterials and collector streets.				
4. Deep, landscaped setbacks to separate perimeter walls from adjoining street right-of-ways and other public views. Class I pathways and bicycle trail systems to be incorporated within these perimeter setback areas.				
5. Neighborhood entry markers and/or monuments that contribute to creating a sense of place for the residential community.				

Design Expectations

6. Maximize placement of single story residences on lots that back up to the inside or perimeter subdivision walls to lessen the effect or large two-story homes with rear windows facing the arterial or expressway view. [Also See Element 2. (e)]				
I. Provide Variation In Building Setback and Streetscape Expression	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
1. Fully utilize the opportunities to vary plot placements to incorporate varied front building setbacks along each streetscape. [Also See Element No. 8 (a)]				
2. Design diversity that breaks from repetitive tract house style by providing front elevation variation throughout the neighborhood plan. [Also See Element No. 2 (a) & (b)]				
3. Options offered that provide variety of Plot Placements and Footprint sizes at time of sale				
4. Manipulate building massing and exterior elements to allow for visual interest and bulk/height variety along the streetscape.				
5. Building placement and orientation acknowledging the natural terrain, drainage and vegetation where appropriate that offers variety in streetscape expression.				
J. Building Variety and Type	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
1. A combination of both one and two story homes will be provided throughout each residential neighborhood.				
2. For each housing development of less than 100 units, applicant shall offer a minimum of seven (7) separate floor plans each with four (4) alternate elevations, of which three (3) must be single story and at least two (2) must be plans for 2000 square feet or less. The number of lots that can accommodate each of the seven (7) plans shall be approximately equal.				

Design Expectations

3. For neighborhoods larger than 100 units, applicant shall offer a minimum of ten (10) separate floor plans, each with six (6) alternate elevations, of which four (4) must be single story and at least three (3) must be plans for 2000 square feet or less. The number of lots that can accommodate each of the ten (10) plans shall be approximately equal.				
4. 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.				
K. Minimize Impact of Garages and Off Street Parking Areas	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
1. 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:				
2. Side turn-in garage may protrude in front of front house elevation.				
3. Provide a second story above the garage with features such as protruding balconies or strong architectural elements to draw attention away from garage doors.				
4. Detach garage to rear of property – may tie to residence with trellis, breezeway, etc.				
5. Courtyard garage design.				
6. Porte-cocheres to create pass-through to side garage and extra parking space.				
7. On corner lots, garages accessed from side other than front of house when possible				
8. Front loaded garages wider than two cars in width are only permitted when placed on lots wider than 75’.				
9. Three car garages may be permitted in lots smaller than 75’ when the third car space is situated in a tandem parking alignment.				

Design Expectations

10. Front loaded garage elements not to exceed more than fifty percent (50%) of the overall width of the residence.				
11. All garages maintain a setback (driveway length) of at least 20' from property line of loading street. Alley setbacks will be 3'				
12. Driveways will be located on the side of the lot farthest from the intersection if the lot is a corner lot.				
13. There shall be illuminated address numerals posted on the building so as to be plainly visible from all adjoining streets or driveways during both daylight and night time hours.				
14. Place active living areas at the front of the structure with windows onto the street limiting garage projection				
L. Creative Entry Walks and Driveways	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
1. Optional offering of separate pedestrian access to the front door from the driveway.				
2. Optional offering of "Hollywood" driveways to be used when providing access to garages or off-street parking areas in the rear half of the lot.				
3. When any driveway is wider than 20 feet, developer has will offer construction with visually contrasting paving surface elements such as salt finish bomanite, stamped/colored concrete, brick, or paving stones.				
4. Driveway access to "third" garages and/or R.V. parking areas should be offered with alternative paving materials (i.e. Hollywood driveways, pavers, decorative concrete, etc.)				
M. Maximize Porches, Entries and Courts	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
1. Each house should have a clearly identified entry and have active use windows (i.e., living room, kitchen, family room) facing the street.				
2. Porches of sufficient overall size and scale to balance the appearance of the front façade and provide weather protection and shade.				

Design Expectations

3. Front porches large enough (minimum of 6 feet in depth) to accommodate chairs to provide an opportunity for increased interaction among neighbors				
4. Corner lot houses include wrap around porches on both street sides to establish a strong “street relationship” where possible				
5. At a minimum, the front door should have the same prominence as the garage door.				
6. Use of courtyards that offer additional semi-enclosed private front yard exterior living area shall be offered where possible.				
N. General Architecture	Applicable	Not Applicable	Applicant Remarks	Staff Remarks
1. Roof form, mass, shape, material and color changes to create variations in plans. [Also See Element No. 1 (b)]				
2. Consistent levels of detailing/finish on all sides of structures such as recessed, pop out, or trim features.				
3. Window shape, placement and detailing that breaks long expanse of exterior walls (i.e., shutters, window boxes, moldings, multi-panes, and decorative window heads				
4. A minimum of 15 color schemes for exterior surface and five (5) color options for trim are offered to buyer for subdivisions of 100 or more houses, and a proportional number for subdivisions under 100 houses, but never less than 8 color schemes and 3 options for trim.				
5. Residential heating/air conditioning units located to have the minimum visual impact and noise impact on adjacent residential neighbors. Roof-mounted screens/vents compatible with roof material and color.				
6. All trash and storage areas, mechanical equipment, and all other building appurtenances (i.e. utility meters, electrical boxes, air conditioners, fire sprinkler backflow valves, etc.) shall be screened from public view and adjacent properties. Details of the proposed screening shall be shown on the final construction and/or landscape plans. Roof-mounted screens and vents shall be compatible with final roof materials and colors.				

Design Expectations

7. Garage door recessed a minimum of 1 foot behind leading wall of garage (encouraged to have window elements and wall accent/base elements).				
8. The use of dormers, triangular knees, and exposed beams and rafter tails on exterior eaves to provide design accents.				
9. 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.)				
10. Solar panels, if used or offered, should be integral with the roof.				
11. Roof chimneys and vents minimized with size, composition and color to harmonize with the surrounding materials.				
O. Gateways				
1. Require design review on all development projects and capital improvements within view of these designated “gateway zones”				
2. Coordinate development of entryway architectural features that compliment and extend features currently found at other “gateway zones” and throughout the city.				
3. Create sense of open space use and vista with architectural features that incorporate structure and landscaping.				