land planning for subdivision maps
III. SINGLE-FAMILY RESIDENTIAL DEVELOPMENT

The Design Guidelines for Single-Family Residential Development are separated into two sections: 1) Land Planning for Subdivision Maps, and 2) Architecture for Master Home Plans. Each section introduces the City’s desired design concepts along with design guidelines applicable to Design Review applications for single-family residential subdivision maps and master home plans.

A. Land Planning for Subdivision Maps

Within the City of Elk Grove, Design Review is required for Single-family Residential Subdivision Maps. Design Review applications for Subdivision Maps shall be processed and considered in conjunction with the Tentative Subdivision Map application.

The land planning section applicable to subdivision maps is separated into two parts: 1) design concepts, and 2) guidelines. Design concepts for land planning identifies good neighborhood design characteristics. Design guidelines reiterate specific objectives and establish provisions and options to ensure implementation of desirable design concepts. Guidelines herein are intended to supplement the minimum requirements of the subdivision regulations in the Elk Grove Municipal Code, Zoning Code development standards, and other adopted plans and policies.

1. Design Concepts

   Neighborhoods are defined as a place with a character and a boundary. Neighborhoods are the strategic building blocks of overall community development. The City of Elk Grove has loosely defined neighborhoods to reflect their diversity in terms of size, density, characteristics, and land use mix. For the purposes of the land planning guidelines, “neighborhoods” refer to three distinct types of subdivisions listed below. Figure III-1 represents the distinction in these types of neighborhoods/subdivisions.

   a. Large master planned areas, including both Specific Plans and Special Planning Areas (hereafter referred to as Area Plans). The land use planning for these larger land holdings is done prior to the subdivision of property within the Area Plan. Adopted Area Plans implement the goals and policies of the City’s General Plan and, in most cases, serve as the zoning regulations for the development of the property within the Area Plan boundaries. In Elk Grove, many of the adopted Area Plans also include standards and guidelines for circulation, parks and open space, landscape, site planning, and architecture for subsequent development.
b. Subdivision maps within larger Area Plans. The subdivision of land within large Area Plans constitutes the implementation of the corresponding master plan. Subdivisions are required to be consistent with the land designation, Density, and applicable development standards and guidelines of the Area Plan. Subdivision of land within Area Plans should also implement land planning guidelines herein that are applicable to that portion of the larger Area Plan.

c. Individual subdivision maps that are not part of a larger Area Plan. Design Review for smaller infill subdivisions will be expected to strengthen the design patterns and be compatible with existing neighborhoods and surrounding uses.
The City recognizes and values the diversity of its existing neighborhoods. This section is not intended to dictate a single solution to every type of neighborhood development application. Rather, this section of the Guidelines introduces good neighborhood design concepts and general provisions that can be applied to varying degrees within the distinct types of “neighborhoods” or subdivisions described above.

In the evolution of American neighborhoods, traditional neighborhood designs have given way to more conventional neighborhood designs. Traditional neighborhood design incorporates a mix of land uses and residential densities, with an obvious center and edge or boundary, a modified grid system of streets with short blocks that diffuse traffic and encourage pedestrian and bicycle circulation. In contrast, many conventional neighborhood designs include isolated land uses with no direct connections, separated uniform residential densities, curvilinear residential streets, and longer blocks. This type of conventional neighborhood development tends to mandate the use of arterial roads and discourage pedestrian and bicycle circulation between uses.

In response to common development patterns since WWII, there have been several urban design efforts to revitalize neighborhoods, prevent sprawl, and to ensure sustainable and livable communities. Common denominators of several such urban design concepts are as follows:

- A balanced mix of land uses including housing, working, schooling, and commercial services to meet the weekly needs of residents;
- Pedestrian friendly neighborhoods that are walkable in size with an obvious center and definable edges. The neighborhood center should be a place of social interaction with a combination of commercial, civic, cultural and recreational uses. The neighborhood edge should establish a physical and/or visual limit to the neighborhood, such as a natural feature, major road, or change in land use;
- Housing diversity with a variety of housing types, sizes, and densities;
- Vehicle, bicycle, pedestrian, and transit connectivity throughout the neighborhood and with surrounding neighborhoods and uses.
- Open space (natural, improved parks, and trails) located for access, activity, and security;
The City of Elk Grove encourages development trends toward more livable, sustainable neighborhoods by incorporating these neighborhood design concepts into new subdivision maps as applicable and appropriate.

2. Design Guidelines

The Design Guidelines listed herein are intended to implement desirable design concepts for land planning of the identified neighborhood/subdivision types as introduced in Section 1 (Design Concepts) and described below.

a. Area Plans. Design Review for Area Plans will be expected to incorporate applicable design concepts for design of more livable, sustainable neighborhoods in the City of Elk Grove.

b. Subdivision maps within larger Area Plans. Because the land use and Density, major roadway network, parks and open space, and landscape concepts are generally part of the original Area Plan adoption, the scope of Design Review is limited to implementation of Area Plan provisions and guidelines herein applicable to that portion of the Area Plan (e.g. internal street system and connectivity to Area Plan roadway network, pedestrian circulation).

c. Individual subdivision maps that are not part of a larger Area Plan. Design Review for smaller infill subdivisions will be expected to strengthen the design patterns and be compatible with existing neighborhoods and surrounding uses.

The City of Elk Grove recognizes the unique design characteristics of both large rural residential and high-density small lot residential developments. For the purposes of these guidelines, rural residential subdivisions include developments with minimum lot sizes of one acre or more and small lot development include subdivisions with minimum lot sizes less than 5,200 square feet.

Elk Grove today maintains its agricultural heritage through small farming activities and the rural character of the community, particularly in the eastern and southern portions of the City. Larger homesites of at least one-acre size are commonplace in these areas. In keeping with the General Plan goals to preserve the City's
rural character through land use and development policies, these guidelines include special provisions for residential subdivisions with minimum lot sizes of one acre or more.

As home prices throughout the region increase, the need for affordable housing increases. One means of providing affordable housing is by increasing the density of single-family detached development, which is commonly referred to as small lot development. In an effort to increase density, but retain characteristics of traditional suburban living, several small lot subdivision design types have been created (e.g., zero-lot-line, Z lots, wide-shallow lots, auto courts, courtyard lots, cluster). Common design characteristics and distinguishing design features associated with small lot development include reduced lot sizes and setbacks, increased lot coverage, use-benefit easements, one or more windowless walls, private streets, unit and guest parking, garage placement, and common areas. Some of these issues are addressed in the guidelines for residential subdivisions with minimum lot sizes less than 5,200 square feet (applicable to RD-7, -10, and -15 zoning).

**Neighborhood Design Patterns**

1) The City encourages the design of single-family residential neighborhoods with a mix of densities and lot sizes to create diversity of housing products. Maximum density and minimum lot sizes within neighborhoods shall be consistent with the development standards of the underlying zoning district. Special standards have been adopted to encourage a mix of residential densities within individual neighborhoods and to allow flexibility in the design of higher density single-family residential development as follows:

a) To encourage the development of duplexes and half-plexes on corner lots within single-family residential neighborhoods, the minimum lot sizes and widths in the underlying zoning district shall apply to combined lots for duplexes and half-plexes. See photos III-1 and III-3 which represent two-family structures successfully integrated on corner lots in single-family residential neighborhoods throughout the Sacramento Region.
Photos of Duplexes and Second Units in Single-Family Residential Neighborhoods

Photo III-1: Detached second unit cottages facing common courtyard area in Davis (Aggie Villa).

Photo III-2: Duplex on corner lot in Greenhaven with garages and entries facing opposite streets.

Photo III-3: Duplex on corner lot in River Park with garages and entries facing opposite streets.
b) To allow design flexibility for higher density single-family “small lot” development, minimum lot sizes and widths have been eliminated in the RD-10 and RD-15 zoning districts. See Photos III-4 thru III-6.

Photos of Higher density Single Family “Small Lot” Development

Photo III-4: Auto court development in Folsom with a density of approximately 8 units per acre.

Photo III-5: Auto court development in Folsom with a density of approximately 8 units per acre.

Photo III-6: Metro Square development in Sacramento with a density approximately 13 units per acre.
Street Systems/Circulation/Walls

2) Neighborhoods should be designed with an interconnected street system that will blend well into the existing street system, diffuse traffic within the neighborhood, and improve vehicle circulation to and through the site. The proposed street system should be designed as an extension of the existing street network that minimizes the barriers within and between neighborhoods (See Figure III-2). Neighborhoods should be designed with a local hierarchy of roads that incorporates residential collector streets providing direct and indirect connections within a neighborhood and integrates with surrounding street networks and neighborhoods. Residential streets may be designed with linear/grid pattern, curvilinear, and/or short cul-de-sac streets. As identified in the land development standards in the Municipal Code, cul-de-sac streets generally serve a maximum of 20 dwelling units and have a maximum length of 600 feet.

The land plan/subdivision maps above represent good connectivity within the area and to the surrounding street network.

The land plan/subdivision maps above do not represent good connectivity in that neighborhoods are almost entirely disconnected from one another.
3) Residential streets (local and collector) should be designed for low speeds and low volumes by utilizing the smallest possible street design to accommodate daily traffic volumes. The intent is to discourage the oversizing of residential streets.

4) Generally, new residential streets shall comply with the City’s street standards as outlined in Title 22 of the Municipal Code and as adopted in the current improvement standards. However, alternative designs to improve the aesthetics, pedestrian experience, or circulation are encouraged with the condition that minimum pavement width for both public and private streets shall be consistent with the City’s adopted residential street standards. Examples of alternative designs include, but are not limited to, sidewalks separated from the back of curb by a landscape planter strip, landscape medians, tree preservation within the right-of-way, traffic circles, narrow sections/neck downs to slow traffic, and other approved traffic calming devices (see Photos III-7 thru III-9). Alternative designs shall be reviewed by the Community Services District and approved by the City. Design provisions and guidelines for alternative street designs are listed on the following page.

Examples of Alternative Street Designs

- **Photo III-7**: Alternative cul-de-sac street in Laguna West with usable green space in the street median
- **Photo III-8**: Separated meandering sidewalk in Laguna West
- **Photo III-9**: Residential collector street with separated linear sidewalk and landscape median in Laguna West
a) Where alternative street designs involve landscape medians and/or separated sidewalks with planter strips, the City encourages the use of drought tolerant planting and grading/improvement design to maximize runoff into designated planter areas.

b) Subdivisions with minimum lot sizes equal to or greater than one acre in size may design residential streets to a rural design standard (e.g., exclusive of sidewalk improvements) to the satisfaction of the City and Community Services District (see Photos III-10 thru III-11).
c) Small lot subdivisions with minimum lot sizes less than 5,200 square feet may incorporate alternative street designs that reduce sidewalks, utilize stub streets/auto courts, incorporate one-way drive aisles, or other unique design feature for higher density development. Any design which proposes to reduce the number of sidewalks within a subdivision shall be designed to provide access to a portion of the homes and good circulation to and throughout the subdivision in accordance with the goals of the Americans with Disabilities Act (ADA) (see Photos III-12 thru III-13).

Photos of Alternative Street Design for High density Development

![Photo III-12](image)

![Photo III-13](image)

d) At a minimum, all primary residential streets and collector streets shall be designed with separated sidewalks (see Photos III-14 thru III-15). However, the City will take into consideration existing and approved street sections to ensure contiguous street sections of connecting street sections and/or appropriate transitions between differing sections. Development standards for separated sidewalks shall include a minimum six-foot-wide planter strip between the sidewalk and back of curb. To preclude parking impacts to the landscape area between the curb and sidewalk, improvements shall include a vertical curb.

Photos of Separated Sidewalks on Local Residential Streets

![Photo III-14](image)

![Photo III-15](image)
To encourage the design and development of separated sidewalks on local residential and primary residential streets, the minimum front yard and/or street side yard setback may be modified as listed herein. Minimum front and street side yard setbacks are measured from the property line. For typical development, the property line is located behind the back of a monolithic sidewalk, which is contiguous to the street. Figure III-3 is intended to show the typical and adjusted front (and street side) yard setback under three scenarios; 1) monolithic sidewalk where the property line is located at the back of sidewalk, 2) separated sidewalk where the property line is located at the back of the separated sidewalk, and 3) separated sidewalk where the property line is located at the back of curb with the planter strip and separated sidewalk in a pedestrian easement on private property. The intent is to maintain a comparable setback from the street (back of curb) under all three scenarios. Special provisions apply to developments and properties with separated sidewalks as follows:

- Outdoor entry features (e.g., porch, courtyard) may extend an additional five feet into the required front yard setback, however such features shall not be located within a designated utility easement.
- The minimum distance between the back of a separated sidewalk and garage doors shall be 18 feet to allow parking in the driveway that will not obstruct the sidewalk. Exceptions may be granted for single-family development in the RD-10 and RD-15 zoning districts.
- A vertical curb is required adjacent to the planter strip separating the sidewalk from the back of curb.
- All maintenance obligations and conditions shall be fully disclosed to individual property owners in conjunction with the title/deed of the property.

<table>
<thead>
<tr>
<th>Figure III-3</th>
<th>Example of Setback Incentives for Separated Sidewalks on Local Residential Streets</th>
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</thead>
<tbody>
<tr>
<td>a.) Typical Front Yard Setback</td>
<td>b.) Reduced Front Yard Setbacks</td>
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</table>

![Diagram showing setback incentives](image-url)
5) Both on-street and off-street bikeways and pedestrian paths (sidewalks) should be incorporated throughout new residential neighborhoods to connect residential areas with schools, parks, neighborhood-serving commercial areas and transit stops (see Photos III-16 thru III-18). On local residential streets, bicyclists share the travel lane with vehicles. The provision of dedicated bike lanes should be reserved for high volume collector and arterial streets. Pedestrian and bicycle paths/routes should also provide connections to surrounding roadways, community facilities, and other non-residential uses and open space areas outside the project.

Photos of Pedestrian and Bicycle Connections

Photo III-16: Pedestrian connection along Laguna Springs Drive to the adjoining neighborhood through a cul-de-sac

Photo III-17: Class I bike trail along an arterial road in Davis

Photo III-18: Pedestrian/bicycle connection from residential neighborhood to linear parkway along arterial road in Davis
6) Traffic calming will be evaluated in conjunction with the subdivision design to ensure that potential volume and speed issues are addressed.

7) In order to ensure safe and convenient pedestrian street crossings, one of the following design improvements listed below, or a combination thereof, shall be incorporated at designated pedestrian crossings (see Photos III-19 thru III-20). Designated pedestrian crossings are located where collector/primary residential streets intersect, a collector/primary residential street intersects an arterial street, or to access neighborhood gathering places, such as schools, parks, and non-residential uses.

   a) Minimize crossing distance and slow traffic for pedestrians at intersections by utilizing the smallest curb radii at the intersection and incorporating landscape planters or hardscape at corners to narrow the street section;

   b) Incorporate pedestrian islands;

   c) Innovative use of paint striping and pattern, signage, and/or lighting to delineate crossings;

   d) Stamped/colored concrete or other decorative pavers (unless privately maintained, this is not the City’s preferred option);

   e) Raised crosswalk section to visually and functionally call attention to the crossing and slow traffic. Such improvement shall be designed to minimize impacts/delays on emergency response vehicles and transit; or

   f) Other pedestrian improvement that serves as the functional equivalent to the satisfaction of the City and the Community Services District.
Photos of Pedestrian Street Crossing Improvements

Photo III-19: This photo shows both a pedestrian island and narrowed intersection with landscape planters at the pedestrian crossing.

Photo III-20: Paint striping used to designate pedestrian crossing and alert drivers to such crossing.
8) Transit stops and routes shall be considered and designed in conjunction with the subdivision map. Planned facilities shall be reviewed and authorized by Regional Transit and the Community Facilities District.

9) Walls along and within the perimeter of a residential neighborhood often create a “walled-in” feeling to the streetscape in which buildings turn their backs to the street. The City encourages front or side on lots adjacent to local residential and residential collector streets where traffic and noise impacts allow. This orientation contributes to a more aesthetic and pedestrian friendly streetscape (see Photos III-21 thru III-23). In some cases sound walls are necessary to mitigate the impact of traffic noise on nearby residences. Walls not needed for sound attenuation should be minimized. When soundwalls are found to be necessary, the following guidelines apply:

   a) Soundwalls shall be set back from the edge of the street a minimum distance equal to the required landscape corridor. Required landscape corridors are adopted by street type in the City’s street improvement standards. The setback shall be improved with landscaping to create a unified streetscape and to soften/screen the appearance of the masonry wall; and

   b) Soundwalls shall be masonry construction;

   c) Design of soundwalls shall include a trim cap and should incorporate pillars or recesses/changes in direction intermittently to avoid long, uninterrupted flat wall planes; and
d) Provide a pedestrian connection from residential neighborhoods to arterial streets and residential collector streets with no front on lots. Pedestrian connections shall be provided between residential lots, along open space areas, or from cul-de-sacs at a minimum spacing of approximately one quarter mile (See Photo III-22). Specific location of pedestrian connections shall take into consideration desirable, safe, and convenient access to surrounding uses and trail/sidewalk system within the context of the proposed subdivision. The pedestrian connection shall be improved with enhanced landscaping and security lighting.
10) Gates as entryways into subdivisions are discouraged, as they tend to create a “fortress” feeling and discourage interaction among neighborhoods. However, when the City approves gated entrances, such entrances shall include separate pedestrian access gates (see Photos III-24 and III-25).

11) Identifiable and distinguishing neighborhood characteristics should be preserved and enhanced. Examples of such characteristics include classic architectural building styles, unique streetscapes, and a network of public spaces and open space corridors.

12) The City encourages neighborhood design that incorporates existing natural features of the property. Examples of natural features include, but are not limited to, creeks, drainage canals, riparian habitats, and significant mature vegetation (see Photos III-26 thru III-28).
Photos of Neighborhood Characteristics and Incorporation of Natural Features

Photo III-26: Preservation of existing oak trees within the required side yard of a new single-family home

Photo III-27: The East Elk Grove Specific Plan provides a trail system that is fully integrated into the design of the neighborhood

Photo III-28: Camden Passage provides a public open space corridor by fronting homes on to the creek
13) Improvements at subdivision entrances provide the initial neighborhood identity from surrounding areas. Both primary and secondary entrances to the neighborhood should be designed to reflect the neighborhood character. Emphasis should be placed on the design of primary entrances. At a minimum, entry areas should include sufficient space to accommodate an organized landscape planting theme. Other potential improvements include enhanced pavement at the intersections, theme walls and/or monument signage, water features, public art, pedestrian amenities such as seating or enhanced walkways/trellis features, and lighting (see Photos III-29 and III-30).

Open Space and Parks

14) A major feature of the subdivision map/land plan is the system of parks and open space that provide active and passive use, preservation of significant natural features, and linear open space areas connecting complimentary land uses. Parks and open space planning shall be consistent with current plans adopted by the City. Specific location of parks and open space shall be determined by the Community Services District and City Council in conjunction with Area Plan or subdivision map review. However, the City encourages the incorporation of open space into all new residential development.
Examples of open space include, but are not limited to the following:

a) Park or natural open space area;

b) Linear open space or trail corridor;

c) Landscape corridor, including planter area between the street and separated sidewalk;

d) A storm water retention area, wetland, or other body of water;

e) A power line corridor if the corridor is improved and maintained by a homeowners association; and

f) A golf course.

15) While parks and open space siting shall be consistent with currently adopted plans, the City encourages the location of parks and other open space amenities centrally within residential neighborhoods to be accessible for the majority of local residents. Specific location of such amenities shall be determined by the Community Services District and City Council in conjunction with Area Plan or subdivision map review. Where open space areas are located in conjunction with existing natural features, subdivisions shall be designed to provide safe and convenient access to and visibility of such areas.

16) The City encourages limited increases in stormwater runoff relative to development of previously undeveloped sites. One way to minimize urban runoff is to incorporate grassy swales, detention ponds, and other water-absorbing design features throughout new developments. In terms of subdivision maps, such features should be planned within open space areas and on individual lots.

17) Neighborhood parks within residential neighborhoods should front onto streets and homes along these frontage roads should be oriented towards (front on or side on) the open space to provide “eyes” on open space activities.

18) Where rear yards of single-family homes abut designated open space areas, rear yard fencing shall be open view and remain open in perpetuity (see Photos III-31 and III-32). Special consideration shall be given to screening for privacy/nuisance issues associated with headlights from adjacent roadways. Open view fencing may be designed with a solid base to a maximum height of three feet and may incorporate columns. Where rear yards and/or side yards of single-family homes abut an active park site, fencing along respective property lines shall be of solid masonry construction.
Landscape and Lighting

19) As part of the land planning, Design Review for subdivision maps shall include conceptual streetscape design for visually, physically, and functionally appealing corridors throughout the neighborhood. Landscape corridors should enhance surrounding improvements, create a pedestrian friendly environment, and establish year-round and seasonal landscape to soften the appearance of streets. Landscape guidelines for arterial/collector and local residential streets are listed separately below.

20) Provide cohesive design themes for landscape corridors along arterial/thoroughfare and collector streets as follows:

   a) The minimum width of landscape corridors along arterial/thoroughfare streets shall be 36 feet. Except where houses front on collector streets, the minimum width of landscape corridors along collector streets shall be 25 feet. However, the City may allow reductions in the landscape corridor width of arterial/thoroughfare or collector streets to ensure continuity with an existing approved corridor. The intent is for infill to be consistent with the predominant character of an existing corridor. Along arterial roads, the landscape corridor shall include a minimum six foot wide meandering sidewalk, separated from the back of curb by no less than ten feet. Along collector streets, the landscape corridor shall include a minimum four to six foot wide sidewalk (depending on the width of the street as listed in the City’s adopted improvement standards), separated from the back of curb by no less than six feet.
b) Landscape corridors at intersections of arterial and collector streets shall be expanded to allow for adequate vehicular lines of sight in accordance with the adopted visibility requirements in the Appendix.

c) Street trees are the primary delineators within the landscape corridor, which aesthetically create rhythm and soften the environment along street corridors. Street trees commonly serve to provide shade, to scale the environment to a pedestrian scale, and to define an image. A dominant scheme of street trees will unify all the elements within the landscape corridor. Street trees shall be planted in a single row at a maximum spacing of 50 feet, set back a minimum of five feet from the back of curb and concrete sidewalks/driveways. However, when located within the six-foot planter area between the back of curb and sidewalk or in a narrow planter strip between the sidewalk and soundwall, street trees shall be planted centrally in the planter. Trees with shallow and/or invasive roots planted in the six foot-wide planter strip may require root barriers. Minimum street tree planting size is 15-gallon container. One-third of the street trees shall be at least 24-inch box trees or larger. Street trees shall be selected from the City’s adopted street tree list (see Photos III-33 and III-34).

d) Accent trees are intended to supplement and enhance the street trees. Accent trees should have distinguishing characteristics to highlight significant areas within the landscape corridors (e.g., points of entry, pedestrian access points, intersections, transitional areas, bus shelters). Minimum planting size for accent trees is 15-gallon container.

e) Both street trees and accent trees should include a combination of evergreen and deciduous trees for screening, canopy, and seasonal change.

f) Shrubs and groundcover shall be designed to enhance the character of the neighborhood. Landscape considerations should include visual appeal (e.g., flowers, foliage, form) and function (to maintain vehicle sight, conceal masonry walls, and utilities/equipment).
On local residential and primary residential streets, street trees are required for aesthetic, shade/climate control, and pedestrian purposes. Ideally, street tree plantings will create a contiguous tree canopy along the street over time. A minimum of two trees shall be planted on each single-family residential lot. One of the trees shall be planted near the street and sidewalk as listed below (street tree). The second tree (accent tree) may be located anywhere in the front yard area (see Photos III-35 and III-36).

a) Where a monolith sidewalk abuts the back of curb, the street tree shall be planted within seven to eight feet from the back of walk.

b) Where the sidewalk is separated from the back of curb with a planter strip, the street tree shall be planted centrally in the planter area.
The tree planting requirement for local residential and primary residential streets applies to the land plan/subdivision map only insofar as separated sidewalks are proposed on some or all of the local residential streets. Otherwise, the street tree requirement on local residential streets will be designed or conditioned in conjunction with the Design Review for Master Home Plans and subsequent Building Permits. Alternative landscape design themes along local residential streets may be approved on a case-by-case basis as part of the Design Review.

Photos of Residential Street Trees

Photo III-35: Typical street tree planting with a single tree on each residential lot

Photo III-36: With separated sidewalks, this neighborhood includes two street trees per lot, located in the planter between the street and sidewalk
22) Landscape planters and improvements in the right-of-way, along with the landscape maintenance plan, shall be reviewed by the Community Services District and approved by Public Works prior to action on the Design Review application.

23) Street lighting along local residential streets shall be designed at a pedestrian Scale with a maximum height of 14 feet (see Photos III-36 and III-37).

Photos of Residential Street Lights of Pedestrian scale/Design

![Photo III-36:](image1)

![Photo III-37:](image2)
Utility/Trash Receptacle Screening

24) The City encourages the undergrounding of utilities and related equipment. When such equipment is located above ground in landscape corridors, street medians, front or street side yards, equipment shall be screened with landscape features, planting, or a combination thereof. The intent is to visually screen the equipment from the street and not to preclude access to the equipment on all sides (see Photos III-38 and III-39).

25) To encourage the screening of residential trash receptacles (except on designated collection days), designated storage areas for residential trash receptacles (e.g., side yards, joint-use enclosures) shall be shown on the land plan and/or site plan to ensure convenient and accessible storage screened from views of public rights-of-way.

26) The City encourages applicants to install public art in accordance with Chapter VI, Voluntary Public Art Design Guidelines, which details incentives available for public art.