

APPENDIX F

Design Standards and Guidelines for the Avila Ranch Development Plan

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Appendix B:
Design Standards and Guidelines for the
Avila Ranch Development Plan



Figure B-1: Entry Treatment Complimentary to Project Character.



Figure B-2: Typical Residential Neighborhood Fronting Collector

OVERVIEW

The following Avila Ranch Development Plan Design Standards and Guidelines found within this Appendix are intended to be specific to the Avila Ranch project, and are to work in conjunction with the adopted goals, policies, standards, and guidelines found in the Airport Area Specific Plan (AASP), the City of San Luis Obispo Community Design Guidelines (CDG), the City Zoning Ordinance (Chapter 17 of the City of San Luis Obispo Municipal Code), and other related documents. They are intended to create a customized design character reflective of the overall vision for Avila Ranch while at the same time avoiding unnecessary replication of existing City development code documents. Owners, builders, architects, and designers should refer to this Appendix, in addition to the AASP, CDG, and City Zoning Ordinance (Chapter 17), as a guide when considering the design or construction of property within Avila Ranch. Where specific design standards and guidelines are set forth within this Appendix and the AASP, they shall be used; where there are design requirements and regulations in the CDG and Zoning Ordinance that are not in this document or the AASP, the CDG and Zoning Ordinance provisions shall apply.

As outlined within Chapter 5 of the AASP, *Standards* define actions or requirements that must be fulfilled by new development. Alternatively, *Guidelines* refer to methods or approaches that may be used to achieve a stated goal but are often open ended to allow for interpretation depending upon specific conditions and/or discretion as to how they are satisfied. Collectively, the standards and guidelines incorporated herein are meant to guide implementation of the vision intended for the project.

A. INTRODUCTION

The Avila Ranch development is envisioned as a series of integrated and walkable neighborhoods woven together and organized by the Tank Farm Creek riparian corridor. *(Figure B-3)* Tree covered sidewalks, inviting front porches, and unobstructed views of surrounding open spaces provide the underlying framework for creating neighborhoods that people call home.



Figure B-3: Avila Ranch Open Space Concept Along Tank Farm Creek
(looking northeast)



Figure B-4: Avila Ranch Site Plan - Land Use Designations

LEGEND

	R-1 Low-Density Residential		C-N Neighborhood Commercial
	R-2 Medium-Density Residential		Parks
	R-3 Medium-High-Density Residential		C/OS Conservation/Open Space
	R-4 High-Density Residential		ALOS Reservation Area



Figure B-5: Avila Ranch Site Plan - Overview of Key Design Features

LEGEND

- ① Neighborhood Connections to Open Space and Parks
- ② Rear R-2 Units fronting onto common green space
- ③ R-2 Units fronting onto Collector with no vehicle access. See Figure B-1
- ④ New access connection to Suburban Rd. for pedestrians, bicycles, and vehicles
- ⑤ Open Space contiguous with Chevron Open Space
- ⑥ A continuous multi-use path along Tank Farm Creek and Buckley Road
- ⑦ Entry Treatment Complimentary to Project Character. See Figure B-1.
- ⑧ Neighborhood Park
- ⑨ Roundabout for Traffic Calming and aesthetic accent. See Figure B-13.
- ⑩ Neighborhood Town Center. See Figure B-13.

B. SITE PLANNING AND ORGANIZATION

B.1 Building Orientation and Setbacks

Pedestrian interaction for Avila Ranch is encouraged through the thoughtful placement and orientation of residential and commercial structures. Porches will be incorporated on street-facing residential units to provide opportunities for everyday neighborhood interaction while neighborhood commercial uses include local services and outdoor dining opportunities looking onto the adjacent Neighborhood Park. Residential units fronting onto Residential streets such as Venture Drive, Earthwood Lane, and Jespersen Drive will have limited or no vehicle access points in order to preserve the residential streetscape without having the interruption of driveways and vehicle maneuvering. (*Figure B-2*) These features of the Residential Collector streets will enhance the safety and convenience of these streets as principal bikeways.

Standards

- B.1.1. Goals 5.1 and 5.2 (and associated standards and guidelines) outlined within the AASP shall be referred to and incorporated as part of this Avila Ranch Building Orientation and Setbacks section.
- B.1.2. Residential building setbacks shall conform to the development standards set forth in Figures B-7, B-9, and B-11.
- B.1.3. Buildings located within the Neighborhood Commercial zone shall have front and side setbacks of zero feet.
- B.1.4. Neighborhood Commercial buildings shall front onto the R-1 residential road and Jespersen Drive, with the majority of the building frontages located on Jespersen Drive, according to the proportions shown in Figure B-13.
- B.1.5. Neighborhood Commercial buildings frontages shall provide varying articulation by incorporating a 5 foot minimum setback every 25 feet, as shown in Figure B-13.
- B.1.6. Residential buildings along Venture Drive, Jespersen Drive/Horizon Lane and Earthwood Lane shall be oriented to the residential street with front doors and porches fronting on the street. Dwellings along Jespersen Drive/Horizon Lane and Venture Drive shall only have access from the side or rear and there shall be no direct individual driveway access to these roadways. Individual driveways are not permitted along Earthwood Lane, with the exception of common driveways, intersecting public streets, and access points for common parking lots for multifamily units.
- B.1.7. Residential buildings on lots adjacent to greenbelt areas, e.g. Tank Farm Creek, Open Space, neighborhood parks, and linear parks, shall be oriented with front doors and porches, or secondary patios and yards fronting on the greenbelt area. Such units shall have vehicular access from the side or rear and there shall be no direct individual driveway access to and from the open space.
- B.1.8. Within R-3 and R-4 residential zones, parking shall be utilized as a buffer between open space, and other developments as set forth in Figure B-10 and B-12.
- B.1.9. Buildings adjacent to Tank Farm Creek shall have a minimum of 20 feet setback, as defined by the riparian setback in Zoning Regulation 17.16.026 c.
- B.1.10. Developments adjacent to wetlands located on the Avila Ranch site, as defined by the Airport Area Specific Plan Program 3.3.3, shall be setback a minimum of 50 feet.

Guidelines

- A. In order to improve the visual quality of the streetscape, every third house should include a variation to the front yard setback.
- B. Setback variations should not be less than twenty-five percent (25%) of the standard minimum front yard setback (e.g., a front yard setback of ten [10] feet would include an offset of two-and-a-half [2.5] feet). An offset may be an increase or decrease in setback, as long as the minimum setback is met.
- C. Residential buildings should be sited and rooflines designed to take advantage of solar access for each unit to the greatest extent possible.
- D. Residential units should be oriented to front or side onto parks and open spaces to provide safety and maximize visibility of the park, where appropriate. Special fencing shall be used to reinforce the connectivity of the dwelling units to the open space and park areas.
- E. Attached residential units should be designed and detailed to correlate to neighboring single-family detached and/or attached homes. The architecture should incorporate the best features of the neighboring units.
- F. Pedestrian linkages to nearby neighborhoods and other commercial projects should be provided within all zones.
- G. Designs for all residential zone units should be oriented to incorporate a relationship between indoor and outdoor spaces.

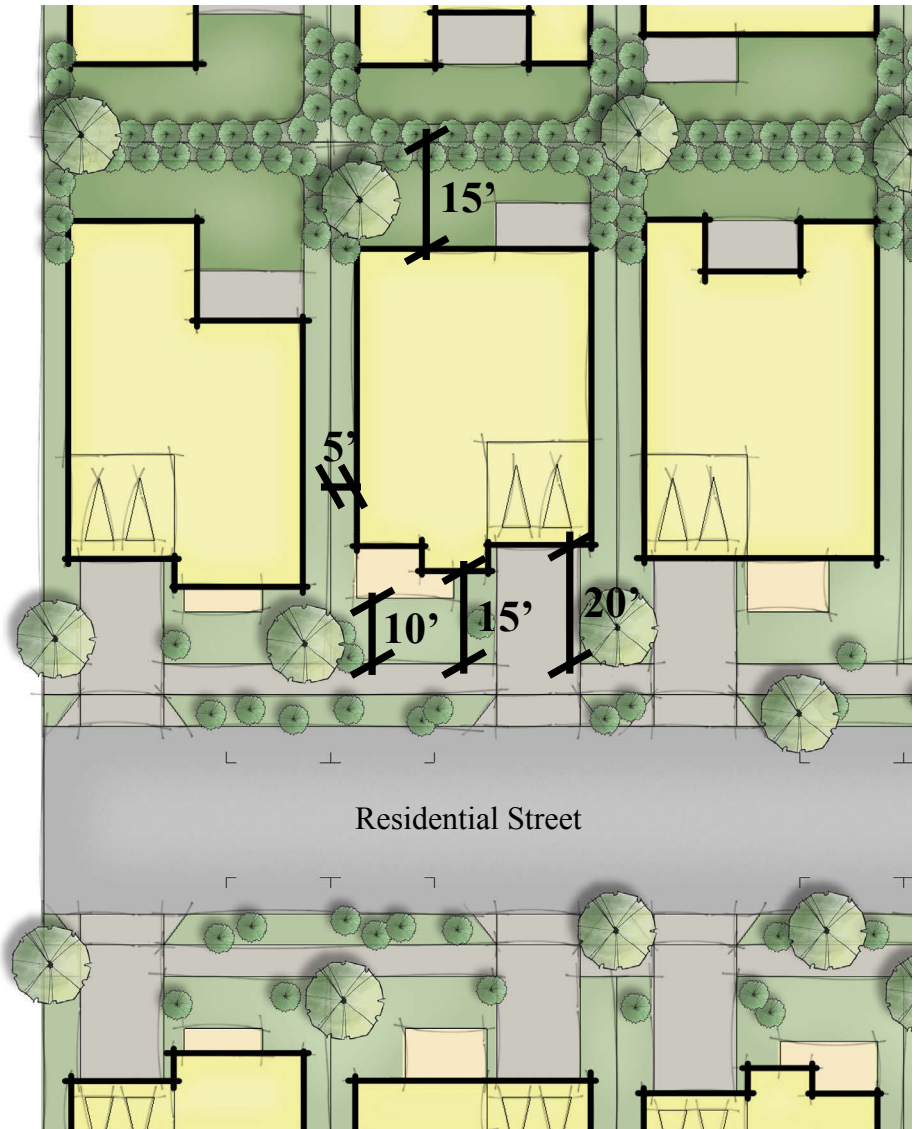
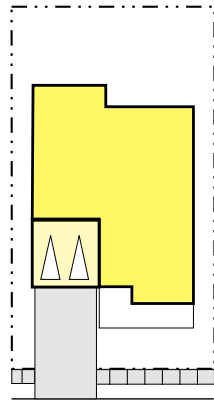


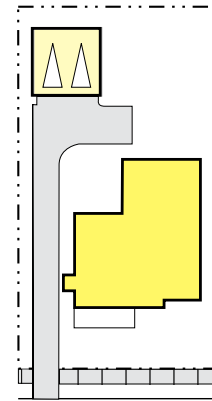
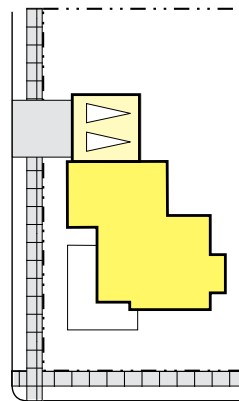
Figure B-6: R-1 Residential Standards Exhibit

Low Density Residential Lot and Building Standards (R-1)

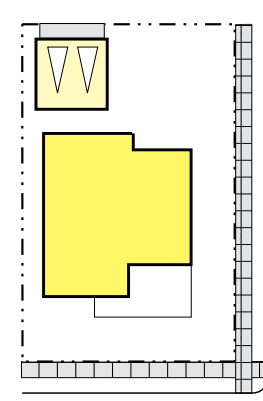
EXAMPLES
 These sketches show basic lot layouts that would follow from the standards listed in the text, and in this table below. Not all features shown in the sketches are standards (for example, 2-car garages are not required).



Public Street



Public Street



Public Street

STANDARDS (minimums)	STREET ACCESS (Alley Not Available)			ALLEY ACCESS (Parking access from alley only)
	PARKING AT FRONT OF LOT	PARKING AT FRONT OF LOT	PARKING AT REAR OF LOT	
Lot Area	5,000 sf	5,000 sf	5,000 sf	4,500 sf
Lot Width	50 ft	50 ft	50 ft	45 ft
Corner Lot Width	55 ft	55 ft	55 ft	50 ft
Lot Depth	90 ft	90 ft	90 ft	80 ft
Lot Coverage	40% Max.	40% Max.	45% Max.	50% Max.
Front Setback				
House	15 ft	15 ft	15 ft	15 ft
Garage, carport (A)	20 ft	15 ft	Does not Apply	Does not Apply
Front Porch	10 ft	10 ft	10 ft	10 ft
Rear Setback				(from alley)
House	15 ft	15 ft	20 ft	15 ft
Garage, carport	5 ft	5 ft	5 ft	3 ft
Side Setback				
House	5 ft	5 ft	driveway side 12 ft	5 ft
Street (corner lot)	10 ft	10 ft	5 ft	10 ft
Garage, carport	5 ft	5 ft	10 ft	5 ft
			5 ft	5 ft

Figure B-7: R-1 Residential Standards Exhibit

- H. Buildings should be oriented within R-3 and R-4 zones to take advantage of natural amenities such as views, mature trees, creeks, riparian corridors, and similar features unique to Avila Ranch.
- I. Buildings within R-4 zones adjacent to a street should not be dominated with parking. Parking should be concentrated in areas behind buildings and away from the street.

Cluster Scenario 1: if cluster opens onto residential street, park or open space, the front porches must orient to those spaces and not internally as shown.

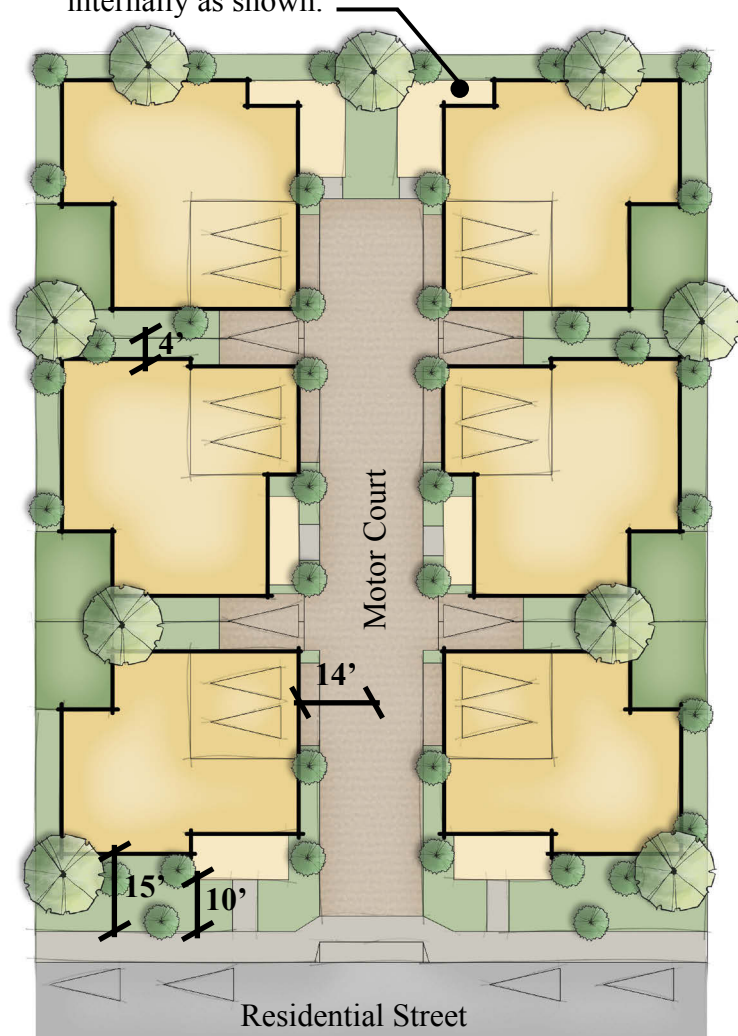


Figure B-8: R-2 Residential Standards Exhibit

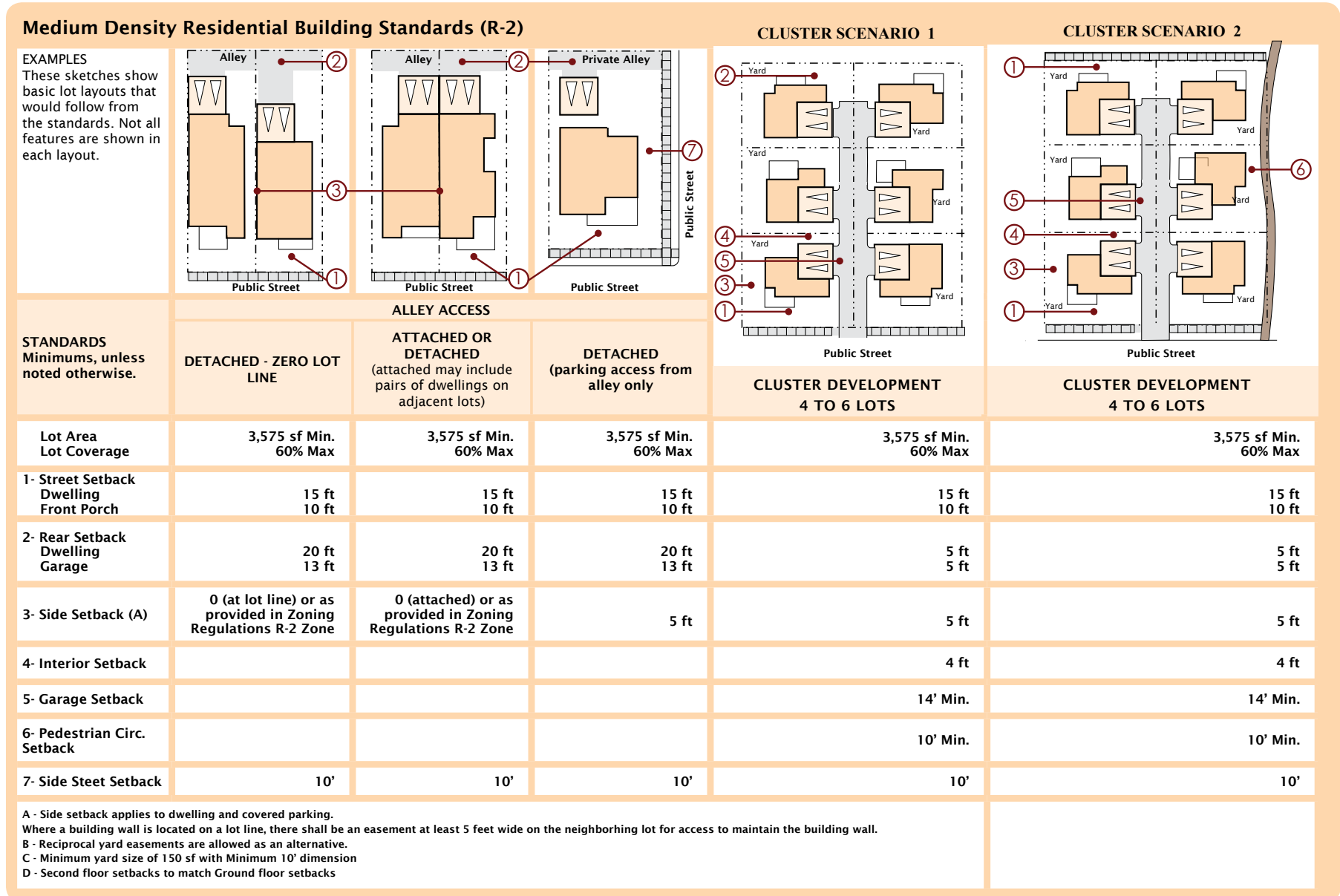


Figure B-9: R-2 Residential Standards Exhibit



Figure B-10: R-3 Residential Standards Exhibit