

The Countywide Design Standards and Guidelines require 25% of the garage doors to have windows. It is the intent of the Specific Plan, and illustrated in Section II.B. of the Countywide Design Standards and Guidelines, titled "Articulation of Building Facades", to allow the architectural style of the home to dictate the appropriate design of the garage. As illustrated on page 9 of the Countywide document, windows on the garage doors of certain styles would not be appropriate or in character with the architectural style of the home, but appear as forced "add-ons". Implementing this requirement would conflict with the quality architectural Design Guidelines established for the homes within Lake Nuevo Village. Therefore, this standard is not being implemented.

The requirement for more than three floor plans is a builder option that will be driven by market demands and buyers preferences. The Architectural Design Guidelines contained in Section 5.3 will ensure quality architecture and associated floor plans. The Specific Plan meets the requirement for at least three distinct elevations per floor plan and each elevation may provide modifications to the floor plans. However, it is not the goal of the Specific Plan to enforce a certain number of floor plans with the intent of creating quality homes and architectural variety. This will be achieved by implementing the comprehensive Design Guidelines which require 360 degree architecture, varied building materials and colors, varied plotting and an aesthetically pleasing streetscape.

5.2 Site Planning Design Guidelines

This section sets forth the site design concepts and guidelines for Lake Nuevo Village and is included to provide overall guidance for the development of the community. Developers, builders, engineers, architects, landscape architects and other design professionals shall use the guidelines, as well as the Residential Development Standards (Section 5.4) in order to maintain design continuity and to create an identifiable image when formulating precise development plans.

5.2.1 GENERAL SITE DESIGN OBJECTIVES

- Design lots that allow architectural forward (see Section 5.3.2), recessed garages or rear garage access homes to create a visually interesting, varied and pleasing streetscape.
- Provide a transition between buildings by careful placement and massing of buildings and well-designed plotting patterns.
- Develop compatible relationships between topography, building placement, and existing open spaces.
- Create a distinct sense of neighborhood and place by designing attractive and comfortable street scenes and street spaces.
- Incorporate connectivity through pedestrian trails, paths or sidewalks throughout the community.

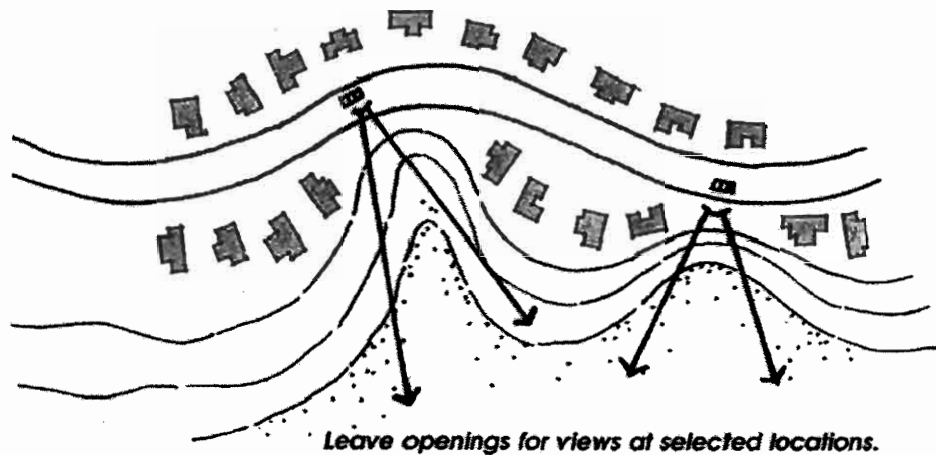
- Incorporate a variety of recreational and open space areas. The recreation areas should offer a variety of uses from active to passive. The open space areas should also provide a variety of amenities from man-made landscape features to the preservation of existing native vegetation and rock outcroppings.
- Plan and design streets that are visually integrated into the landscape by giving consideration to the natural topography and natural features of the site.
- Create and maintain public view corridors when possible.

5.2.2 SINGLE-FAMILY DETACHED UNITS

❖ **Site Layout**

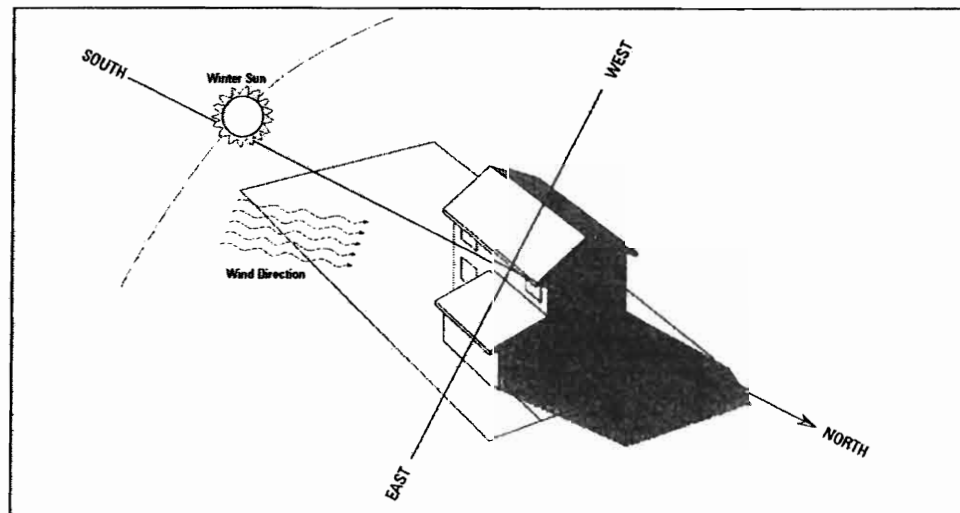
- The building forms will consist of single-family detached or paired development (i.e. 2 pack).
- Building placement and lot layout should be designed to provide a functional relationship to the site's topography, existing vegetation and other natural features.
- Encourage the design of wider, more shallow lots to allow the architecture of the home to be the predominant feature and to reduce the dominance of driveway cuts and garages (see illustrative Typical Plotting Plans, Figures 5-1 and 5-2 in Section 5.4 Residential Development Standards).
- Create a visually pleasing and varied streetscape.
- Create building pads that allow a variation of building placement, varied setbacks, and private outdoor spaces.
- To the extent feasible, lots shall be designed to preserve the natural amenities, such as rock outcroppings and geologic features.

- Where possible, lots should be sited to allow for view opportunities at key locations within the community.



Note: for illustration purposes only. Not intended to be replicated exactly, or construed as a rigid formula for design.

- Where nonresidential uses are adjacent to residential uses, the specific siting of the nonresidential buildings shall be responsive to the character of surrounding residential properties. A setback buffer should be observed for all buildings to ensure an appropriate interface between the two uses. Buffer planting should also be established to lessen the impacts of adjacent land uses and to create a transition between buildings of different uses.
- When possible, structures should be sited to take advantage of solar and wind efficiencies. To the extent feasible, window openings and living areas should be oriented to the south to take full advantage of the winter sun.



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- Pedestrian links shall be provided from residential developments to adjacent open space, and commercial or common use areas when possible.
- When possible, given the site topography, circulation patterns and overall site conditions, homes should be sited to face onto open spaces, parks or natural amenities within the individual neighborhoods.

❖ **Circulation**

- Provide a clear circulation plan for automobiles, pedestrians, and bicyclists.
- Curb adjacent parkways shall be provided wherever possible to create a more pleasing experience for the pedestrian.



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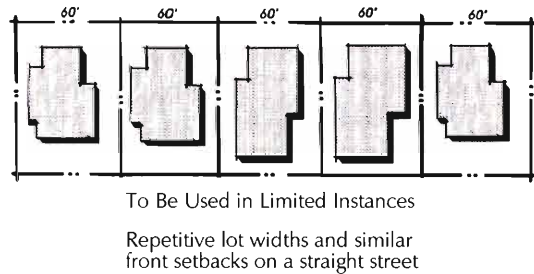
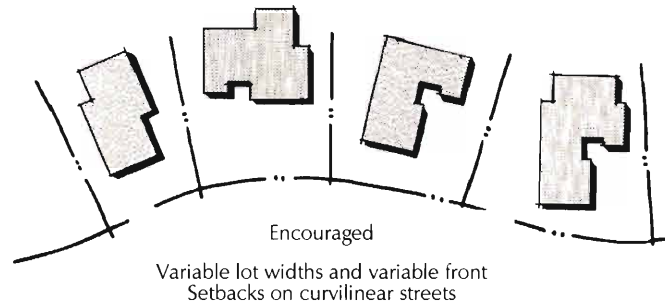
- Landscaped parkways shall be provided throughout the community from major to local neighborhood streets.
- Encourage the formation of cul-de-sacs and the use of curvilinear streets throughout the individual neighborhoods.
- Long, straight streets should be used in limited instances to prevent a linear, repetitious streetscape.

❖ **Street Scene**

- Rear access garages are encouraged when possible to create an architectural forward site design.
- Side drive garages, swing in garages are also encouraged to create an attractive streetscape.

- Varied front setbacks of both the garage and living space of adjacent buildings are strongly encouraged to create a visually interesting and aesthetically pleasing street scene.

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- Buildings on corner lots shall not have the garage located adjacent to the side street.

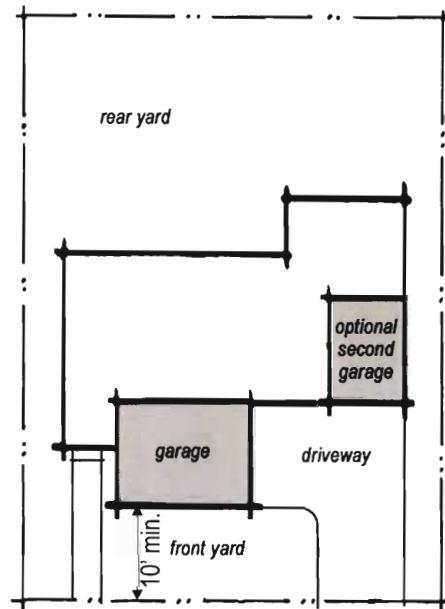
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Rear Loaded Garage



Recessed Front Loaded Garage



SWING-IN GARAGE
(with optional second garage)



Deep Recessed Front
Loaded Garage

- Two story floor plans with one story elements are encouraged for locations on corner lots to take advantage of its low mass effect.