

Draft Buckley Residential Design Guidelines

Overview. All new house construction, additions and remodel projects must conform to the development standards of the zoning districts in which they are located. The single-family design guidelines presented below are intended to go beyond the basic requirements of the Buckley Zoning Ordinance and, in greater detail, address issues specifically related to neighborhood character and compatibility. These guidelines apply in all neighborhoods.

These simple guidelines are intended to be flexible and to convey the intent of Buckley citizens' development wishes – to maintain a small-town character and privilege the public realm, as well as emphasize the natural surroundings, outdoor life and recreation of the Plateau.

Applicability. The *Guidelines* apply to all new single-family detached structures on individual lots, including new subdivisions located within or adjacent to existing neighborhoods, and additions and remodels which exceed the Zoning Code thresholds. For projects not located within or adjacent to an existing neighborhood, the Residential Design Guidelines should be consulted for project design guidance. For some projects, both sets of guidelines will apply.

Application. These *Guidelines* are provided for the use of homeowners, builders, contractors, architects, designers, City staff and City decision-makers. The *Guidelines* are expected to be useful for making design decisions about single family detached construction at a number of levels:

- Homeowners, builders, architects and other designers are encouraged to consult the *Guidelines* prior to designing new houses, additions or remodels for ideas and advice.
- For single-family construction not in new subdivisions, the *Guidelines* can be used as an informational resource by homeowners, builders and/or designers.
- For single-family construction in new subdivisions, the *Guidelines* will be used by City staff and decisionmakers as the criteria for making permit decisions. It should be noted that the *Guidelines* are just that and are not intended as requirements for permit approval.
- Neighborhood residents should consult the *Guidelines* to understand the neighborhood compatibility concepts which will apply to new construction.

Neighborhood Patterns

Design Intent

Buckley should portray a strong identity, including the presence of recognizable districts and landmarks. New homes on a street should exhibit a variety of styles, but Neotraditional design is favored among preferred styles.

Buckley should take advantage of important views and vistas, and provide numerous opportunities for access to light and air.

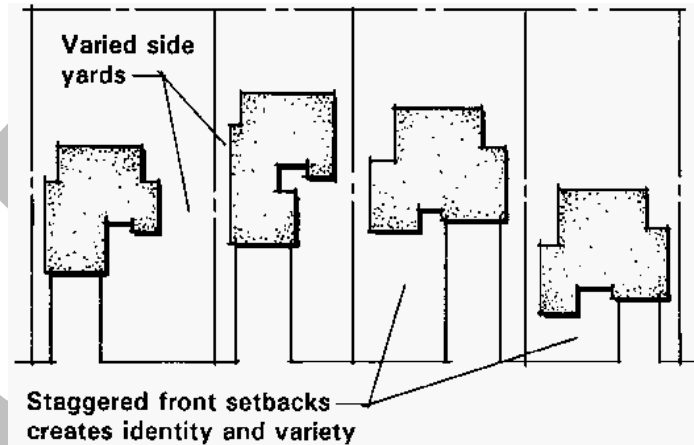
Buckley should connect through a network of public spaces and paths. Streets or paths which connect to multiple destinations encourage walking. Compact development makes walking and bicycling possible because destinations are closer to one another and the walk is more interesting [compact development can also preserve views].



The street is the visual foundation of the neighborhood. A street should read as a well-defined space, containing appealing streetscapes with trees, sidewalks and pedestrian amenities such as defined crosswalks. A street should readily communicate that it is public space. A street should contribute to the physical safety and comfort of pedestrians - planting strips provide a buffer for pedestrians and possibilities for aesthetic appeal, defined crosswalks subtly define pedestrian corridors and can be designed to help define the public realm. A street should be an active and engaging place.

SETBACKS

1. At a minimum, setbacks must conform to the standards of the applicable zoning district.
2. In addition, front setbacks should exhibit variety to the average of existing front setbacks on the block or on adjacent properties. A variety of front house setbacks creates interest for pedestrians when walking.



3. Side setbacks should generally exhibit variety where possible, especially to create views between houses – e.g. two houses having wider adjacent side setbacks will create a wide view corridor between the two houses, further defining the neighborhood. Arranging setbacks to give the impression of distance from neighbors is also encouraged.



Staggering the setbacks



Varied housing design



Privileging the public realm

ENTRIES and PORCHES

1. In existing neighborhoods where there is a dominant pattern of front porches for existing houses:
 - a. New houses should have front porches, consistent with the style of the house.
 - b. Existing porches should be retained with remodels. Existing porches can be considered retained even when:
 - They are replaced with a new porch of similar size, location and orientation to the street, or
 - They are partially enclosed (no more than 30% of the porch floor area) and the remainder is fully functional and consistent with the architecture of the building.
 - c. Remodels of houses without porches should include them where feasible and where a porch is consistent with the style of the house.

2. Even in neighborhoods without a dominant pattern of porches, the inclusion of front porches on new houses and remodels is encouraged as a symbol of entry, to encourage residents to participate in neighborhood activities, and to develop the public realm.

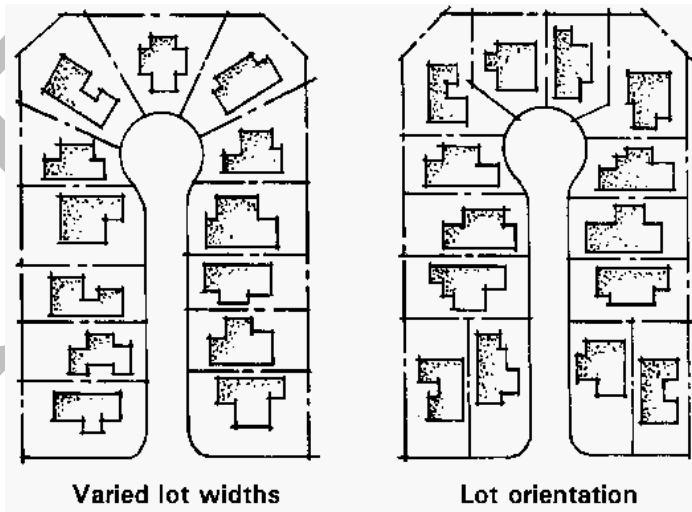
3. New subdivisions should be designed for street activity; porches help create semi-public space and thus are encouraged for basic elevation and model designs. A majority of houses in a new subdivision should have front porches to encourage activity in the public realm.

Proposed Buckley Residential Design Guidelines



LOT SIZES

Where possible, lot sizes should vary in a neighborhood. This creates visual interest and allows for the possibility of more varied lifestyles, life stages, and incomes in the neighborhood.



GARAGES

Garages should be deemphasized from the street. On gridded streets, alleys should be created and garage access should be off the alley. Where there are no alleys, garages should not be considered a part of the house and should be set back to the rear. The width of paved driveways on private property as well as driveway cuts at the curb should be as narrow as possible, and in no case wider than the predominant block pattern. Paving accessible for parking in the front setback area should be limited to the width required for access to a garage or other required parking spaces. Curb cuts should never be three cars wide even if they provide direct access to a three-car wide driveway.



Encouraged – garage deemphasized, porch



Discouraged – garage front, no porch



Encouraged – garage rear, porch



Discouraged – garage front, no porch

STREETS

Streets in new subdivisions should be designed to discourage auto-centric transportation. Culs-de-sac should be deemphasized, but not eliminated entirely as there is a market for houses on culs-de-sac. New streets should connect to existing streets in adjacent subdivisions (see also the Buckley Future Street Map). Streets should also have buffers between pedestrians and cars – preferably with landscaping (tree lawns/planting strips) between the sidewalk and street, and other additions to the public realm such as street furniture where applicable.

Where opportunities arise, alleys should be encouraged for new subdivisions. Alleys allow utilities to be located in one place, garages to be accessed (and thus largely invisible from the street), trash receptacles to be located out of sight of the street, and alleys can be designed to be less impervious than streets.

The streetscape should be receptive to bicycles, pedestrians, children, and the elderly. The Buckley Comprehensive Plan has numerous policies that encourage housing opportunities for citizens of all life stages, and development of a public realm where all citizens are welcomed is strongly encouraged.



Encouraged – tree-lined street with tree lawn and sidewalk is safe and welcoming



Discouraged – no sidewalks or aesthetics



Encouraged – interesting collector, pedestrians buffered



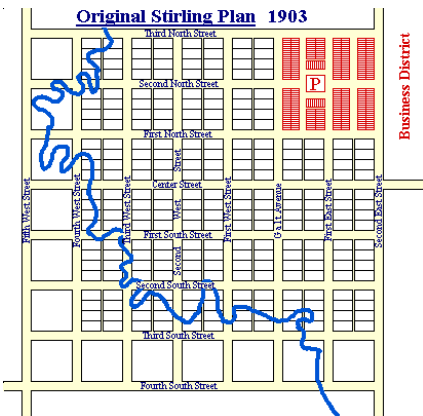
Mildly discouraged – houses distant from street, little public realm, wide street means fast-moving traffic



Encouraged – interesting walking route, pedestrians buffered



Discouraged – unsafe activity and no pedestrian buffering



Encouraged – connected streets, alleys



Discouraged – no connectivity, auto-centered transportation only

PARKS

Buckley is currently underserved by neighborhood parks, although goals are in place to improve this condition. New subdivisions are encouraged to provide opportunities for recreation, reflection, and aesthetic enjoyment whenever possible, in keeping with the numerous Buckley Comprehensive Plan goals for connectivity, trails, paths, and maintaining quality of life.

Pocket parks, corner parks, low-impact development including bioswales, street amenities, streetscape aesthetics, and pedestrian buffering can be integrated into park development to maintain Buckley's high quality of life.

