

**COUNCIL POLICY STATEMENT**

Policy No.	<u>66</u>
Date Issued	<u>12/11/01</u>
Effective Date	<u>12/11/01</u>
Cancellation Date	<u>                    </u>
Supersedes No.	<u>                    </u>

General Subject: LIVABLE NEIGHBORHOODS

Specific Subject: PRINCIPLES FOR THE DEVELOPMENT OF LIVABLE NEIGHBORHOODS

Copies to: City Council, City Manager, City Attorney, Department Heads and Division Heads, Employee Bulletin Boards, Press, File

**POLICY:**

The City wishes to establish principles for the development of livable neighborhoods. Livable neighborhoods have a sense of identity and community where residents are encouraged to walk instead of using their cars; where homes are in scale to the size of their lots; where streets are pedestrian-friendly with walkways to common destinations such as schools, parks, stores, and transit; where houses are interesting to look at with strong architectural elements; and where open spaces form focal points, gathering places, and recreational spaces for a variety of age groups.

1. Building Facades, Front Entries, Porches

Facades create interest and character and should be varied and articulated to provide visual interest to pedestrians. Clearly identifiable front doors and porches enhance the street scene and create opportunities for greater social interaction within the neighborhood. Building entries and windows should face the street. Front porches, bay windows, courtyards and balconies are encouraged.

2. Garages

Homes should be designed to feature the residence as the prominent part of the structure in relation to the street. A variety of garage configurations should be used to improve the street scene. This may include tandem garages, side-loaded garages, front-loaded garages, alley-loaded garages and recessed garages.

3. Street Design

An interconnected, modified (grid) street pattern should be incorporated into project designs when there are no topographic or environmental constraints. Interconnected streets provide pedestrians and automobiles many alternative routes to follow, disperse traffic and reduce the volume of cars on any one street in the neighborhood. Streets should be designed to provide both vehicular and pedestrian connectivity by minimizing the use of cul-de-sacs.

The street network should also be designed to create a safer, more comfortable pedestrian and bicycling environment. Local residential streets should have travel and parking lanes, be sufficiently narrow to slow traffic, provide adequate access for emergency and service vehicles and emergency evacuation routes for residents and include parkways with trees to form a pleasing canopy over the street. Local residential streets are the public open space in which children often play and around which neighborhoods interact. Within this context, vehicular movement should be additionally influenced through the use of City-accepted designs for traffic calming measures.

4. Parkways

Street trees should be planted in the parkways along all streets. Tree species should be selected to create a unified image for the street, provide an effective canopy, avoid sidewalk damage and minimize water consumption.

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5. Pedestrian Walkways

Pedestrian walkways should be located along or visible from all streets. Walkways (sidewalks or trails) should provide clear, comfortable and direct access to neighborhood schools, parks/plazas and transit stops. Primary pedestrian routes should be bordered by residential fronts, parks or plazas. Where street connections are not feasible (at the end of cul-de-sacs), pedestrian paths should also be provided.

6. Centralized Community Recreation Areas

Park or plazas, which serve as neighborhood meeting places and as recreational activity centers should be incorporated into all planned unit developments. As frequently as possible, these parks/plazas should be designed for both active and passive uses for residents of all ages and should be centrally-located within the project. Parks and plazas should be not be sited on residual parcels, used as buffers from surrounding developments or to separate buildings from streets.