Infill Housing Toolkit

INFILL HOUSING TYPE	DESCRIPTION	PLACETYPES	CASE STUDY
Attached Sidecourt	A row of attached units oriented towards a side setback area ("sidecourt") that provides vehicle access to each unit.	U-1 U-2 S-1 T-1 T-2	627 Seabright, Santa Cruz
Detached Motorcourt	A group of detached single-family homes oriented around a common driveway providing vehicle access to the homes.	U-1 U-2 S-1 T-1 T-2	Locke Paddon Place, Marina
Detached Sidecourt	A row of detached units oriented towards a side setback area ("sidecourt") that provides vehicle access to each unit.	U-1 U-2 S-1 T-1 T-2	Seabright Terrace, Santa Cruz
Horizontal Mixed Use	A property that contains residential and non-residential uses in separate buildings as part of an integrated site design.	U-4 S-6 T-4 NU-2	Villa Marigny, Saratoga
Live/Work	A building that is used jointly for commercial and residential purposes.	U-4 S-6 T-1 T-2 T-4 NU-2	Metro Lofts, Berkeley
'Plexes	Buildings containing two, three, or four units each with their own separate entrances. Units may be stacked horizontally on multiple levels or arranged side-by side on a single level.	U-1 U-2 S-1 T-1 T-2	N/A
Small Lot Single-Family	Detached two-story single-family homes on small lots oriented towards a public or private street.	U-1 U-2 S-1 S-2 T-1 T-2	Seaside Cottages, Marina
Stacked Flats (Apartments)	A multi-family residential building with more than four units and a shared primary entry.	U-2 S-2 T-2	Walnut Commons, Santa Cruz
Tiny House Village	A collection of homes 400 square feet or less either on wheels or foundations served by a shared common building or facilities.	S-2 T-2	Quixote Village, Olympia, WA
Townhomes or Rowhouses	A single-family home attached to one or more other single- family homes in a linear arrangement, either as multiple townhome units per lot or one townhome unit per lot.	U-2 S-2 T-2	Town Center Homes, Scotts Valley
Vertical Mixed Use	A building with upper floor residential units above ground-floor commercial uses.	U-4 S-6 T-4 NU-2	111 Ocean Street, Santa Cruz 708 Frederick Street, Santa Cruz

Attached Sidecourt

A row of attached units oriented towards a side setback area ("sidecourt") that provides vehicle access to each unit.

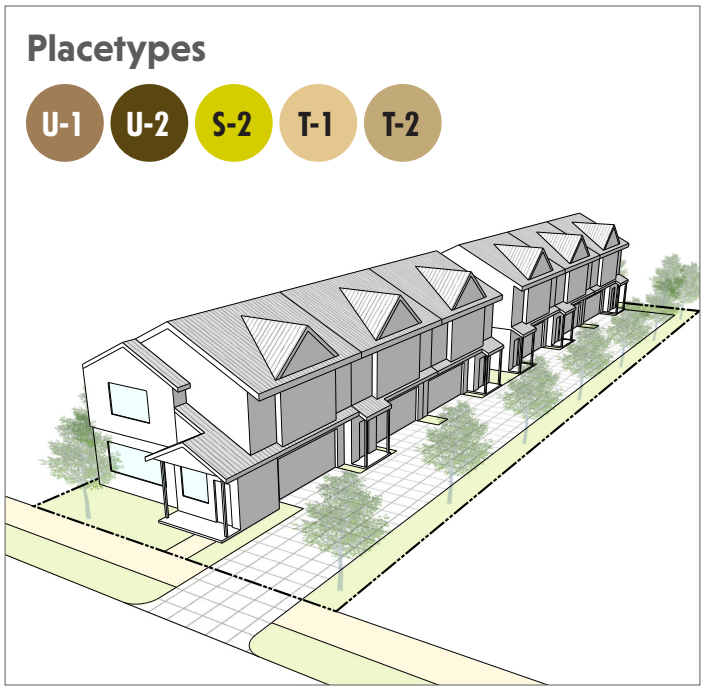
Model Specifications

- Lot area: 5,500 square feet
- Lot dimensions: 55-feet wide by 100-feet deep
- Number of units: 6
- Unit size: 1,600 sq. ft. total | 1,200 sq. ft. living area
- Density: 23 DU/acre | 0.87 FAR
- Parking: 2 spaces/unit (garage)

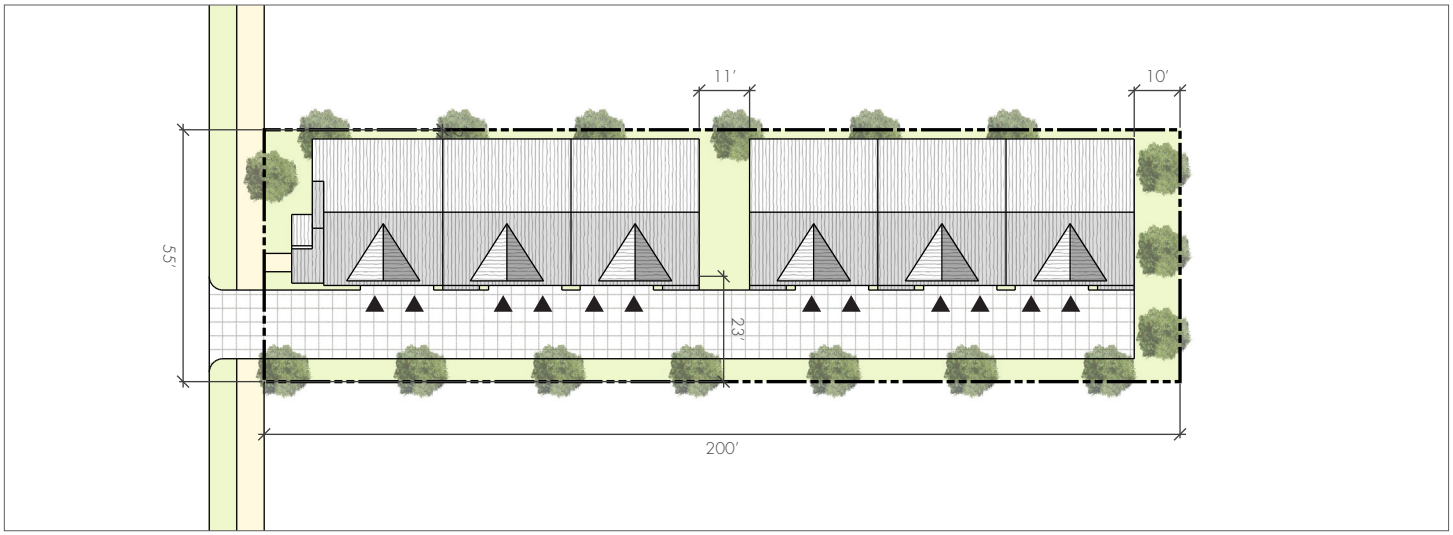
Design Guidelines

Site and Building Design

- The main entrance of end units should be oriented towards the street. Street-facing façades of end units should include porches, stoops, windows and other architectural elements that support a human-scale and pedestrian-friendly street frontage.
- Building height and mass at the street should appear to fit in with the prevailing neighborhood character. In neighborhoods with one- and two-story homes, the street-facing façade of end units should include upper story stepbacks, variation in wall planes, or other techniques to minimize the appearance of building height and mass at the street.
- The facades of interior units facing the sidecourt should include prominent entries, porches, landscaping, decorative lighting, and other architectural features that create visual interest and minimize the appearance of a monolithic block.



Attached Sidecourt



Access and Parking

- A walkway should provide a direct pedestrian connection from the sidewalk to primary entrance of the street-facing unit.
- The driveway in the sidecourt should be the minimum width possible to allow vehicle access to the units. The driveway in the sidewalk should feature pavement with color, textures, and materials that create visual interest and enhance the overall project design.

Landscaping and Open Space

- The front yard between the sidewalk and the street-facing unit should be landscaped to be compatible with the prevailing neighborhood character. Front yard landscaping should soften the interface between the front of building and the sidewalk.
- Encourage minimum 10-foot landscape buffer between buildings.

Attached Sidecourt

CASE STUDY

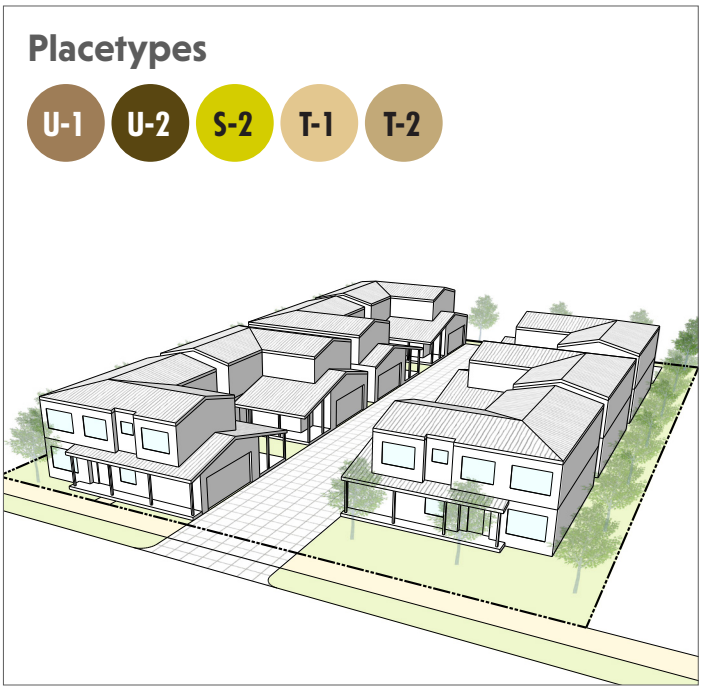
627 Seabright, Santa Cruz

The 627 Seabright project accommodates six units on a small lot immediately adjacent to existing detached single-family homes. The project achieves three stories of living area with a height of 28 feet with the third story built into a steeply sloping roof. The end unit features a porch and landscaping similar to adjacent homes. The side court-facing façade is well articulated to break up the building mass and reduce the monolithic appearance of the building.

Location	627 Seabright, Santa Cruz
Zoning Site	Multiple Residence – Low-Density (RL)
Site Area	16,539 sq. ft.
Units	6
Height	2 ½ stories, 28 ft.
Density	16 du/acre
Parking	6 garages, 8 open parking spaces
Unit Size	4 three-bedroom units, 1 two-bedroom unit, 1 one-bedroom unit
Year Approved	2007
Year Completed	2012
Developer	Delmonte Bradley, LLC.
Architect	Karen Streeter

Detached Motorcourt

A group of detached single-family homes oriented around a common driveway providing vehicle access to the homes.



Model Specifications

- Lot area: 20,460 square feet
- Lot dimensions: 124-feet wide by 165-feet deep
- Number of units: 7
- Unit size: 2,800 square feet
- Density: 15 DU/acre | 0.95 FAR
- Parking: 2 spaces/unit (in garage)

Design Guidelines

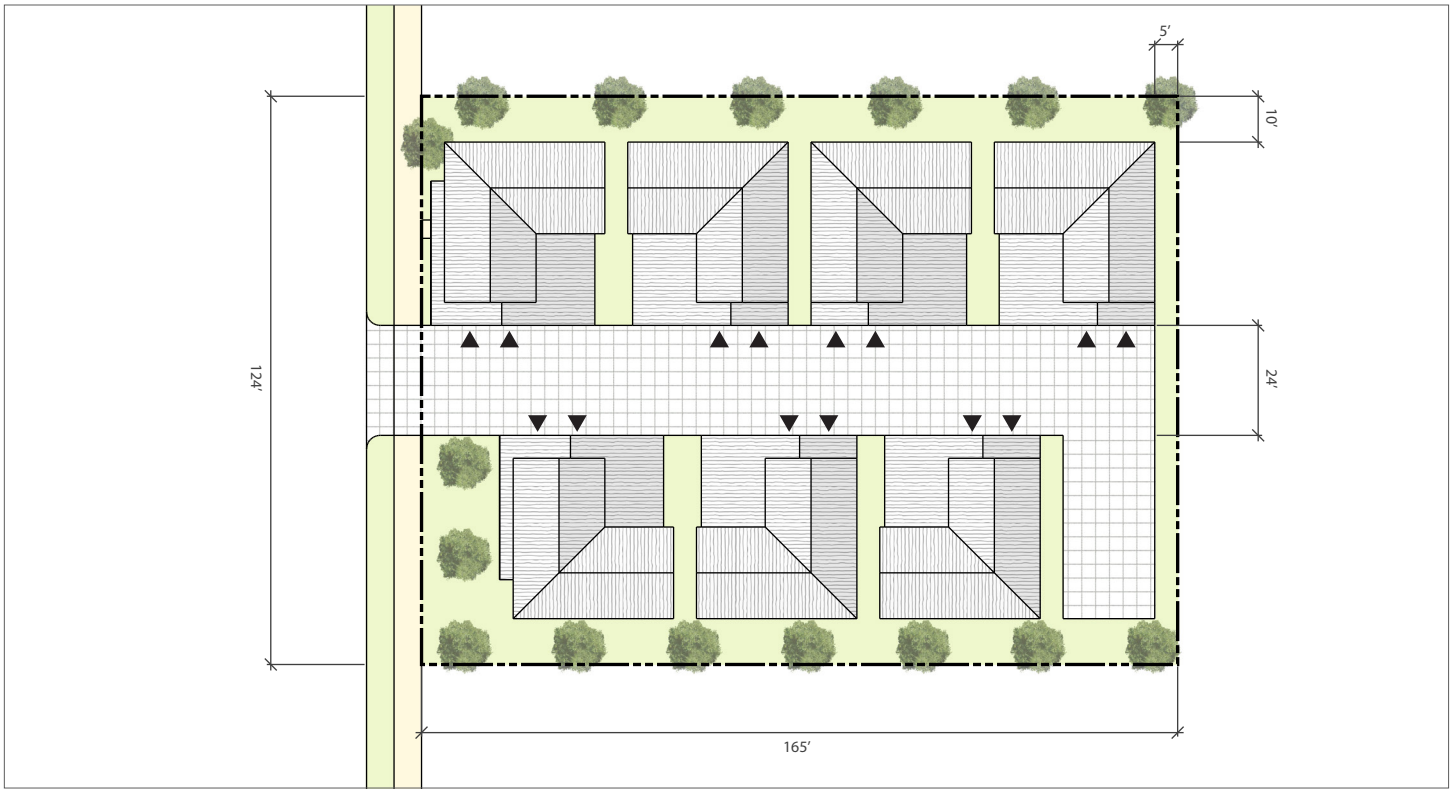
Site and Building Design

- Units adjacent to the street should be oriented towards the street with a street-facing façade that contains a prominent entry, porch, windows, and other architectural element that reinforce the home's street-facing orientation.
- The visual prominence of garages facing the driveway should be minimized through methods such as recessing garages, making garage doors visually subservient to other building elements, and incorporating greenery within the driveway.
- Variation in building placement, massing, materials, and colors may be used to increase visual interest and avoid monotony, but homes should read as a cohesive unit with a unified design theme.

Access and Parking

- A walkway should provide a direct pedestrian connection from the sidewalk to primary entrance of the street-facing unit.
- The driveway should be the minimum width possible to allow vehicle access to the units. The driveway

Detached Motorcourt



in the sidewalk should feature pavement with color, textures, and materials that create visual interest and enhance the overall project design.

- For projects located along two streets, locate vehicle access on secondary street where possible.

Landscaping and Open Space

- The front yard between the sidewalk and the street-facing unit should be landscaped to reflect the prevailing neighborhood character. Front yard landscaping should soften the interface between the front of building and the sidewalk.
- All front and streetscape setback areas not used for access should be landscaped. Landscaping within driveway areas can be provided as long as a minimum of 20-feet clear width and access can be maintained.
- Private outdoor space should be provided at each home.

Detached Motorcourt

CASE STUDY

Locke Paddon Place

The Locke Paddon Point project features 15 detached single-family homes on a 1.25 acre parcel. Homes are accessed from a private roadway with two access points from the adjacent street.

Location	199 Paddon Place, Marina
Zoning Site	R-4
Site Area	1.25 acres
Units	15
Height	2 stories, 26 feet
Density	12 du/acre
Parking	30 garage spaces
Unit Size	2,213 - 2,226 sq. ft.
Year Approved	2005
Year Completed	2007
Developer	Piper Loomis
Architect	Darosa & Associates

Detached Sidecourt

A row of detached units oriented towards a side setback area ("sidecourt") that provides vehicle access to each unit.

Model Specifications

- Lot area: 8,250 square feet
- Lot dimensions: 55-feet wide by 150-feet deep
- Number of units: 3
- Unit size: 1,350 sq. ft. total | 1,150 sq. ft. living area
- Density: 16 DU/acre | 0.50 FAR
- Parking: 1 covered (garage) and 1 uncovered space per unit

Design Guidelines

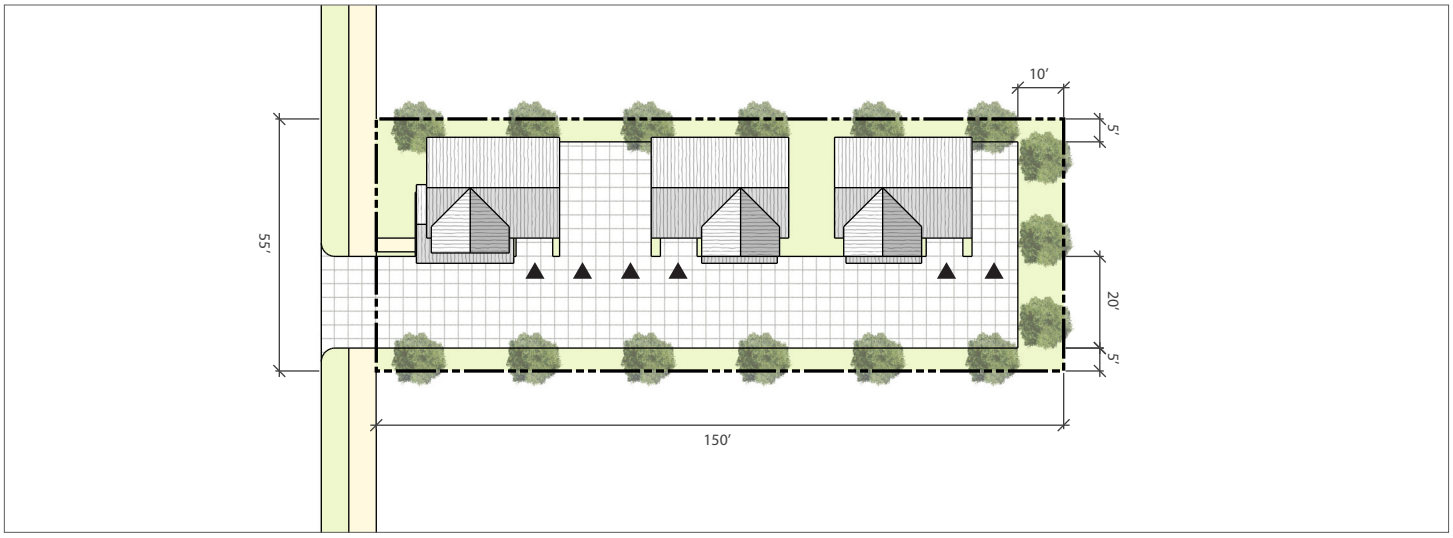
Site and Building Design

- The end unit should appear as a detached single-family home oriented towards the street. The street-facing façade of end units should contain a prominent entry, porch, windows, and other architectural element that reinforce the home's street-facing orientation.
- Homes should be setback slightly from the edge of the sidecourt driveway to allow for a porch, stoop, landscaping and other elements that soften the driveway edge and provide a transition from common to private open space.
- The visual prominence of garages facing the sidecourt should be minimized through methods such as recessing garages, making garage doors visually subservient to other building elements, and incorporating greenery within the driveway.
- Variation in building placement, massing, materials, and colors may be used to increase visual interest and avoid monotony, but homes should read as a cohesive unit with a unified design theme.

Placetypes

U-1 U-2 S-2 T-1 T-2

Detached Sidecourt



Access and Parking

- A walkway should provide a direct pedestrian connection from the sidewalk to primary entrance of the street-facing unit.
- The visual prominence of surface parking should be minimized through methods such as dividing parking into smaller areas dispersed throughout site, locating parking in less visually prominent places, and screening parking from view with landscaping and/or fences.
- The driveway in the sidecourt should be the minimum width possible to allow vehicle access to the units. The driveway in the sidewalk should feature pavement with color, textures, and materials that create visual interest and enhance the overall project design.

Landscaping and Open Space

- The area between the edge of the sidecourt driveway and the front homes should contain landscaping to reinforce the personalized identity of individual homes.

Detached Sidecourt

CASE STUDY

Seabright Terrace

The Seabright Terrace project contributes to a pedestrian-friendly neighborhood feel with an end unit oriented towards the sidewalk and design features that reinforce the unit's street orientation. The project achieves three stories of living area with a height of 28 feet with the third story built into a steeply sloping roof. The visual prominence of garages accessed from the sidecourt is minimized through recessed single-car garages and fully designed front building facades.

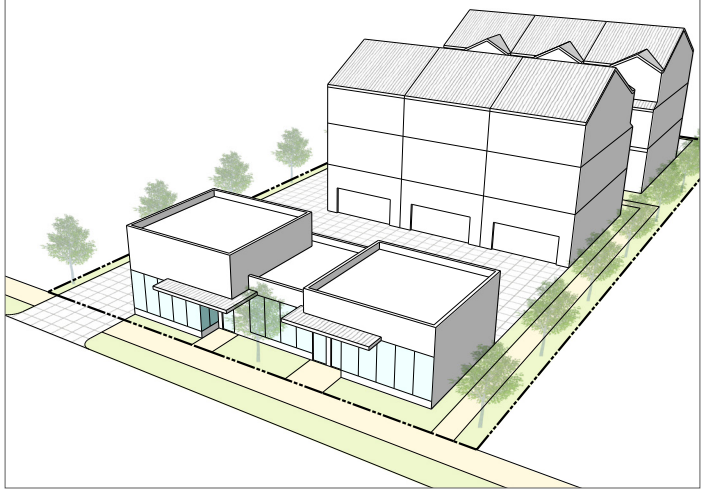
Location	1209, 1211, and 1213 Seabright Avenue, Santa Cruz
Zoning Site	Multiple Residence – Low-Density (RL)
Site Area	7,909 sq. ft.
Units	3
Height	2 ½ stories, 28 ft.
Density	16.5 du/acre
Parking	3 single car garages, 3 uncovered spaces
Unit Size	1@1,809 sq. ft. (+278 sq. ft. garage); 2@1,777 sq. ft. (+278 sq. ft. garages)
Year Approved	2004
Year Completed	2006
Developer	Steve Plant
Architect	William Kempf

Horizontal Mixed Use

A property that contains residential and non-residential uses in separate buildings as part of an integrated site design.

Placetypes

U-4 S-6 T-4 NU-2



Model Specifications

- Lot area: 20,000 square feet
- Lot dimensions: 100-feet wide by 200-feet deep
- Number of units: 6
- Unit Size: 2,600 square feet
- Commercial Space: 1,600 square feet
- Density: 13 DU/acre or 0.86 FAR
- Parking: 1 commercial space per 1,000 sq. ft. of retail (surface). Guest parking shared with commercial lot.
  2 residential spaces/unit (garage)

Design Guidelines

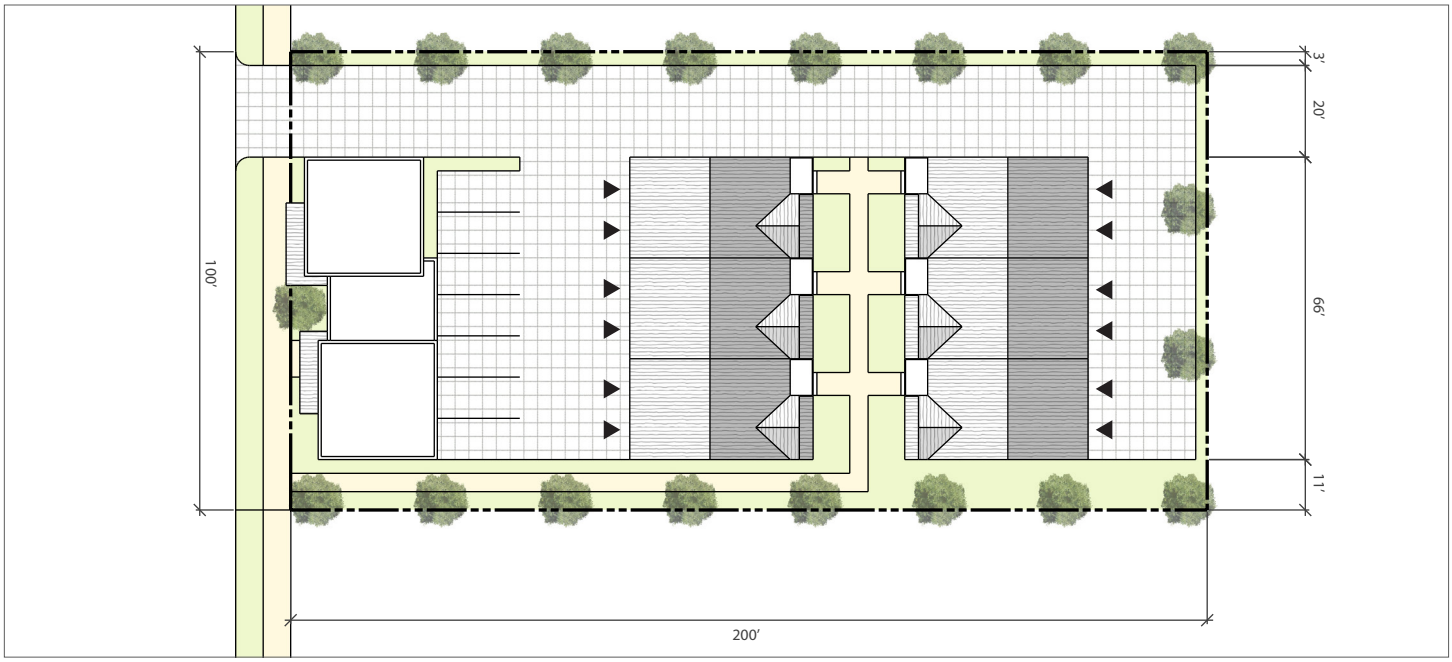
Site and Building Design

- Commercial uses should directly front the street or be located to ensure the highest likelihood of retail success over time. Encourage visibility, accessibility, and proximity in relationship to existing retail.
- Design of ground floor commercial space should support successful retail activity, have a minimum floor-to-floor height of 15 to 18 feet, and a depth ranging 45 to 60 feet.
- Service entries, loading areas, and trash areas associated with commercial uses should be designed and located to minimize conflicts with residential uses on- and off-site.

Access and Parking

- A pedestrian connection independent from vehicle drive aisles should be provided from the street directly to residential units and commercial uses, as well as the street frontage.

Horizontal Mixed Use



- No more than ten percent of retail parking should be provided at curb or adjacent to retail as "teaser" parking. Remaining retail parking should be behind the building or in underground/structured parking
- Limit amount of driveways and curb cuts to reduce vehicular conflict with pedestrians, bicyclists, and transit facilities while minimally satisfying vehicular access requirements.
- For projects located along two streets, locate vehicle access on secondary street where possible.

Landscaping and Open Space

- Internal residential units should be oriented towards and have their main entrances directly accessible from pedestrian walkways and courtyards. The widths of these walkways and courtyards should be at least 50 percent of the height of adjacent buildings.
- Provide private patios, balconies, gardens, or other forms of open space between the front of internal residential units and public walkways and courtyards where possible. Separate private open space from public areas via landscaping or low fences or walls.

Horizontal Mixed Use

CASE STUDY

Villa Marigny

Located adjacent to one of Saratoga's primary commercial corridors, the Villa Marigny project features a single-story commercial building facing the street with 12 townhome units behind. The Villa Marigny project maintains the commercial character of the corridor while accommodating additional housing. A similar horizontal mixed use project was approved by the City on an adjacent parcel less than two years after the Villa Marigny project was approved.

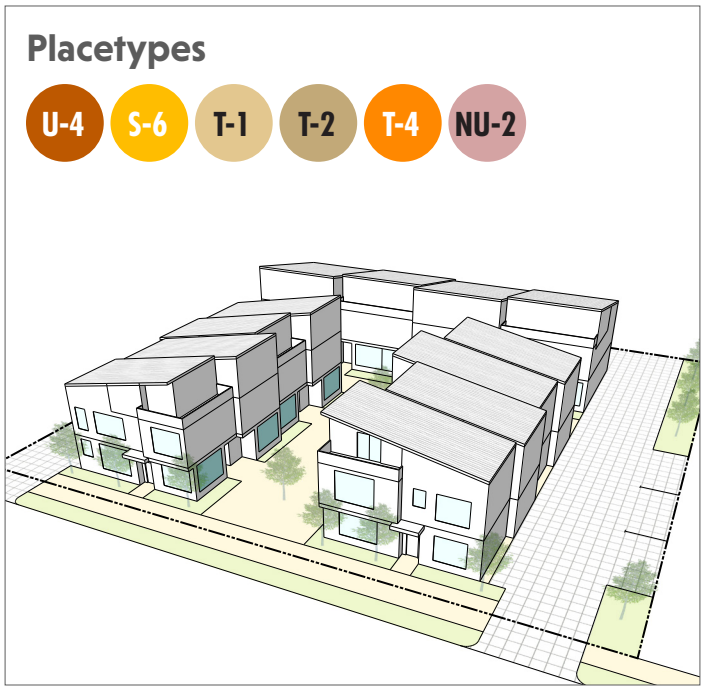
Location	12250 Saratoga-Sunnyvale Road, Saratoga
Zoning Site	C-V (Commercial - Visitor)
Site Area	1 acre
Units	12 units
Height	2 stories, 26 feet
Density	12 du/acre
Parking	2 garage spaces per unit (24 total) and 22 surface spaces
Unit Size	2,500 sq. ft.
Year Approved	2013
Year Completed	2015
Developer	Time-Space Investment Development LLC
Architect	Memarie Associates

Live/Work

A building that is used jointly for commercial and residential purposes.

Model Specifications

- Lot area: 30,972 square feet
- Lot dimensions: 178-feet wide by 174-feet deep
- Number of units: 12
- Unit size (total): 2,100 sq. ft. to 3,150 sq. ft.
- Unit living area: 1,300 sq. ft. to 1,950 sq. ft.
- Unit work area: 800 sq. ft. to 1200 sq. ft.
- Density: 17 DU/acre | 1.0 FAR
- Parking: 2 spaces or less per unit (possibly in garage) and 1 space per 4 units (surface)



Design Guidelines

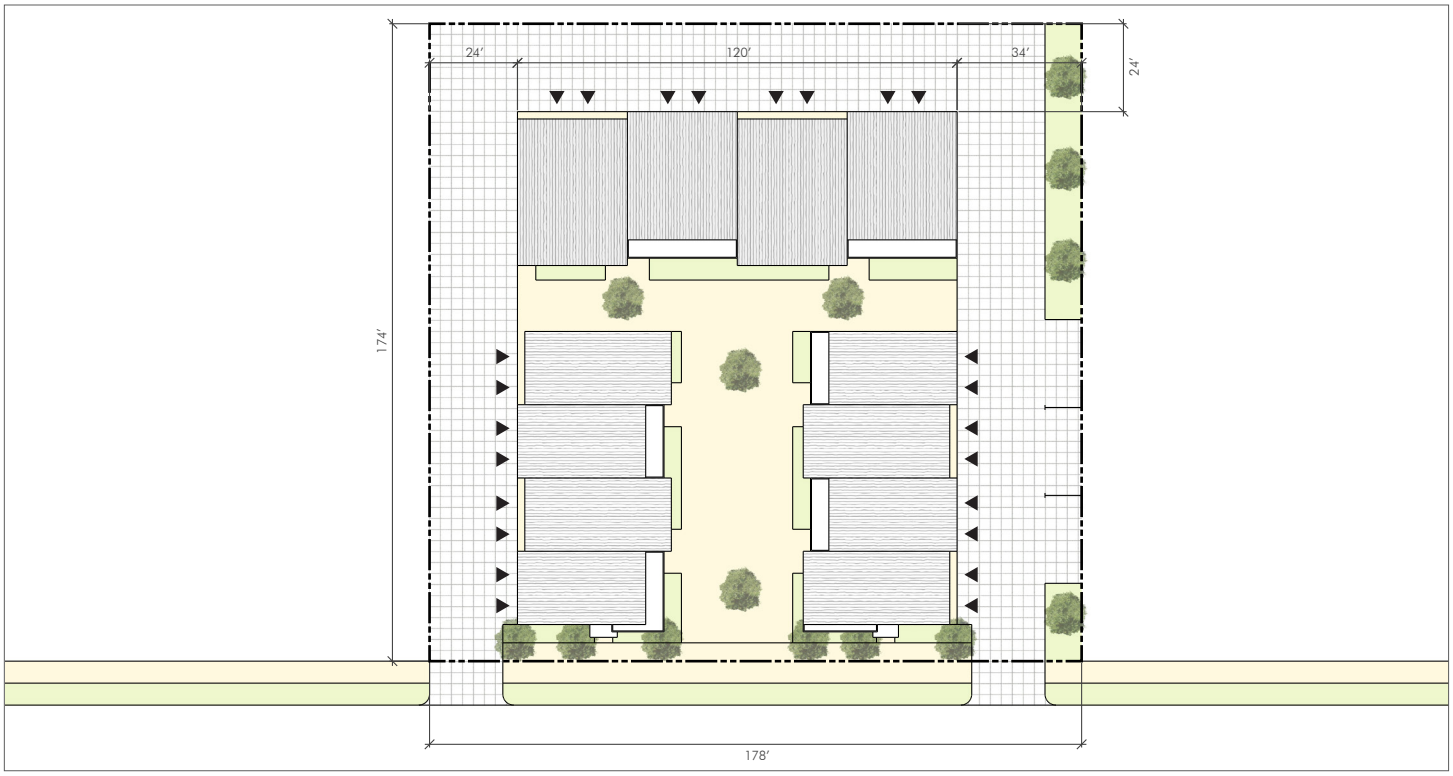
Site and Building Design

- Ground floor street frontages should be non-residential in character and have visually interesting facades such as windows, doors, and other elements.
- Façades should be broken into smaller components using elements such as windows, wall insets, balconies, and stepped-back upper stories.
- Frontages facing work courtyards or streets should include generous windows and door openings.
- Location of live/work development is most appropriate on busy streets such as minor arterials or collector streets in residential areas or in transitional areas between residential uses and other uses. Locating in residential areas with low traffic volumes is not appropriate.

Access and Parking

- An entry to the ground floor space of each unit should be oriented towards the front sidewalk or internal courtyard.
- Separate entrances may be provided for the

Live/Work



live/work components of the building.

- Utilize alleys for vehicle access where available.
- If parking is provided via a surface lot, vehicle parking should be placed at the sides or rear of the building. Parking should not be located within a central courtyard.
- Limit amount of driveways and curb cuts to reduce vehicular conflict with pedestrians, bicyclists, and transit facilities while minimally satisfying vehicular access requirements.
- For projects located along two streets, locate vehicle access on secondary street where possible.

Landscaping and Open Space

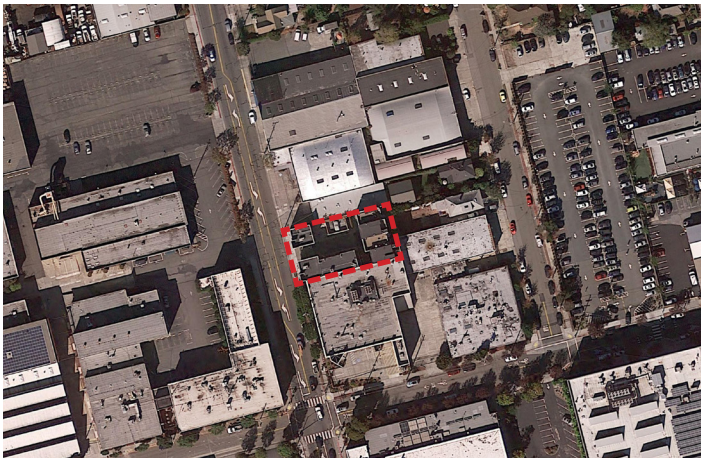
- Main entrances of units oriented towards a central courtyard should be directly accessible from the courtyard. The width of the courtyard should be at least 50 percent of the height of the adjoining buildings.

Live/Work

CASE STUDY

Metro Lofts

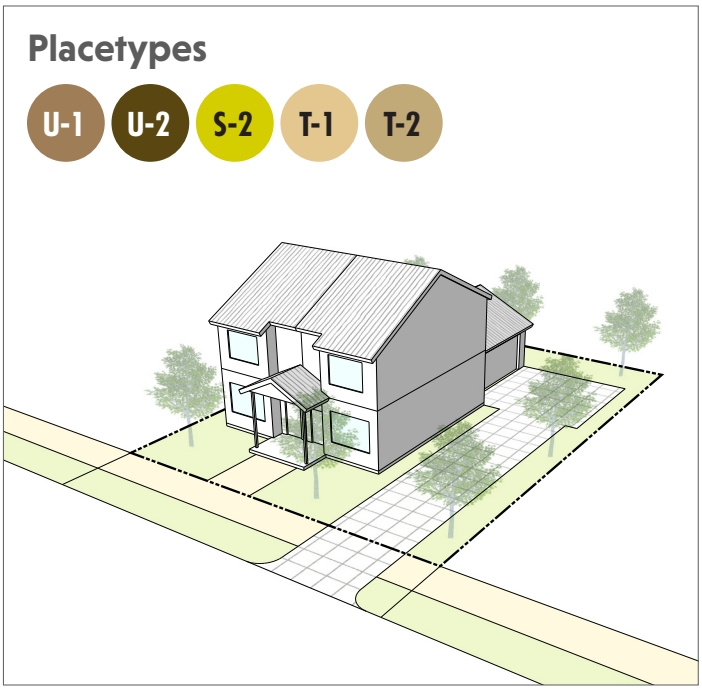
Metro Lofts is a two-story live/work development with four live/work units and three exclusively commercial units. The live/work units are oriented towards a central courtyard providing vehicle access to each of the units. Metro Lofts is located in the center of West Berkeley, which was originally an industrial area that has recently transitioned into a mixed-use neighborhood.



Location	2831 7th St, Berkeley
Zoning Site	MUR (Mixed-Use Residential)
Site Area	9,450 sq. ft
Units	4 live/work units, 3 commercial units
Height	2 stories
Density	18 du/ac
Parking	11 spaces (1 per residential unit, 1 HC stall, and 3 lift stalls)
Unit Size	1,312 - 1,734 sq. ft
Year Approved	2008
Year Completed	2010
Developer	Seventh Street Development Associates
Architect	Nielsen Studios Architecture + Design

'Plexes

Buildings containing two, three, or four units each with their own separate entrances. Units may be stacked horizontally on multiple levels or arranged side-by side on a single level. Duplexes, triplexes, and quadplexes are typically located within one lot.



Model Specifications

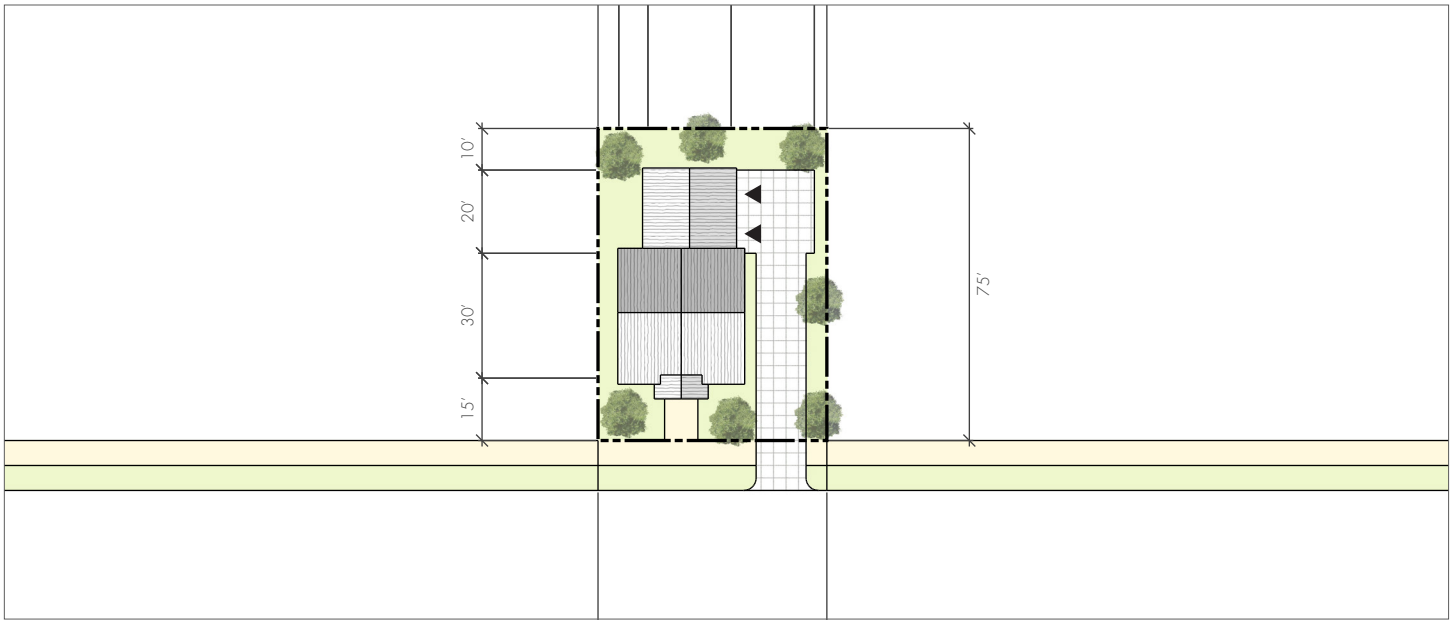
- Lot area: 4,125 square feet
- Lot dimensions: 55-feet wide by 75-feet deep
- Number of units: 2
- Unit size: 900 square feet
- Building intensity: 20 DU/acre | 0.5 FAR
- Parking: 1 garage space/unit

Design Guidelines

Site and Building Design

- 'Plexes may appear from the street as a single large home or as a grouping of multiple homes within a single building.
- If the building appears as a grouping of multiple homes, individual units should be identifiable through design features such as separate building volumes or façade protrusions, window bays or balconies, porches and entrance vestibules, individual roof volumes and other roof articulation.
- If the building appears as a single large home, the height, massing, and design details should fit with the prevailing design character of neighboring homes.
- No more than 40 percent of frontage shall be of garage doors.

'Plexes



Access and Parking

- A walkway should provide a direct pedestrian connection from the sidewalk to primary entrance of the units.
- Visual dominance of street-facing garages minimized through methods such as recessing garages, making garage doors visually subservient to other building elements, and incorporating greenery within the driveway.

Landscaping and Open Space

- The front yard between the sidewalk and the building should be landscaped to be compatible with the prevailing neighborhood character. Front yard landscaping should soften the interface between the front of building and the sidewalk.

Small Lot Single-Family

Detached two-story single-family homes on small lots oriented towards a public or private street.

Model Specifications

- Site area: 30,600 square feet
- Individual lot area: 1,950 square feet
- Lot dimensions: 30-feet wide by 65-feet deep
- Number of units: 9
- Density: 12 DU/acre | 0.5 FAR
- Parking: 2 garage spaces/unit and 1 on-street space for every 2 units.

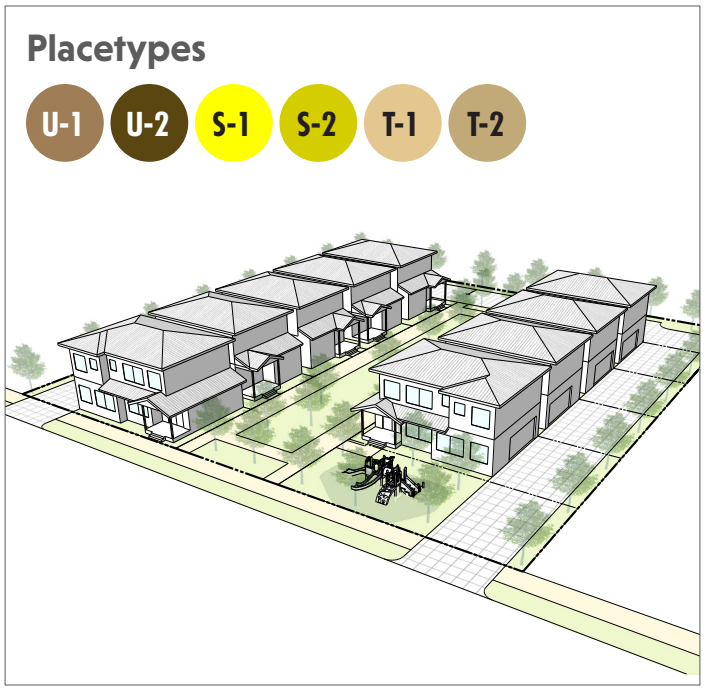
Design Guidelines

Site and Building Design

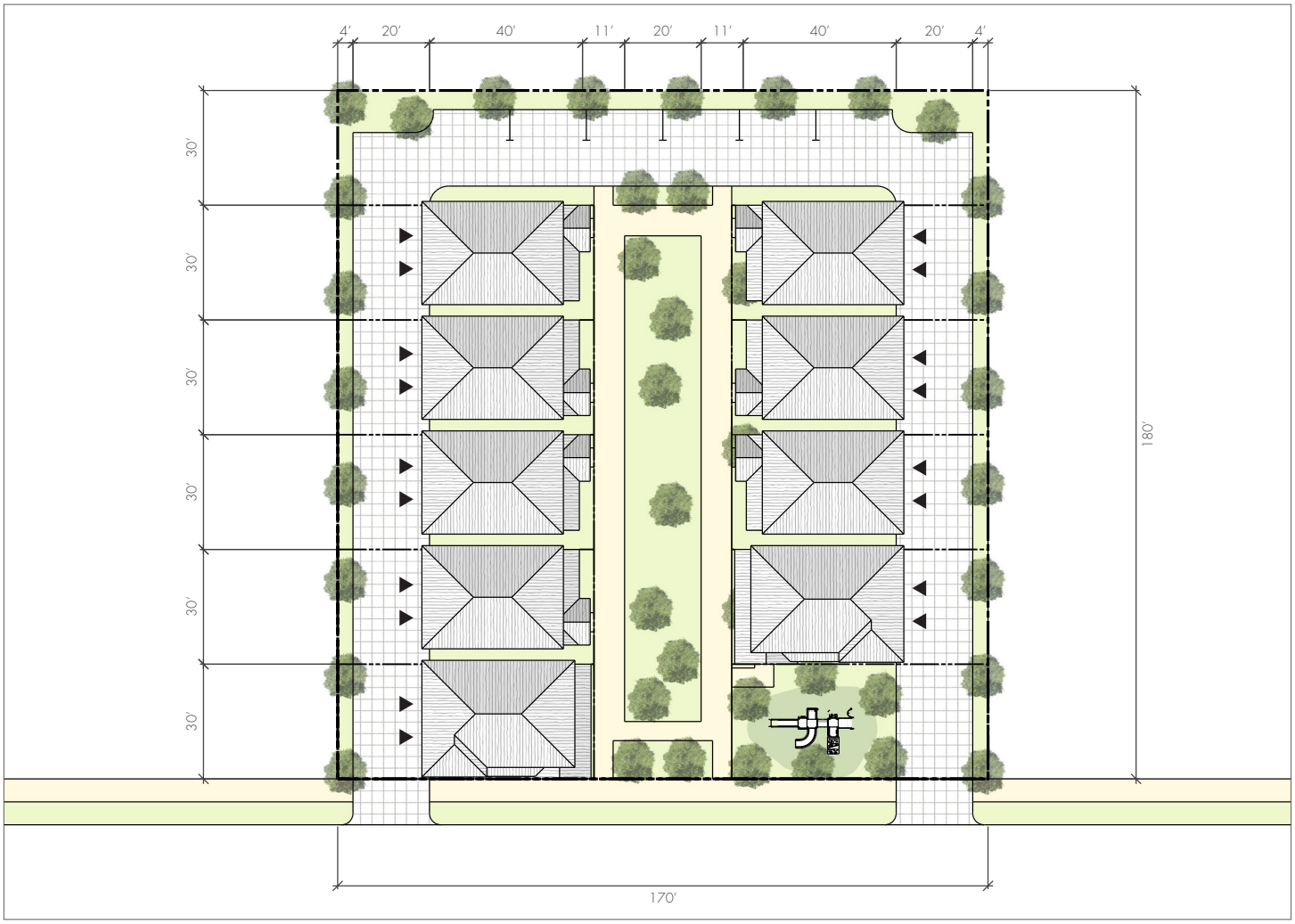
- Incorporate design features that encourage activity at front of homes and along streets within the development, such as wide and deep front porches, wide sidewalks and landscape strips, and centrally-located common open spaces.
- Projects should be integrated into the existing community fabric with a perimeter that is open, welcoming, and not appearing private or closed off from the public realm.
- Avoid excessive repetition of building forms. Where possible, limit block lengths to 250 to 300 feet and provide variation in site and building design throughout the development to support the feeling of an intimate neighborhood.

Access and Parking

- Access to parking should be via the rear of lots from alleys.
- Limit width of front garages to 50 percent of the front building façade length and minimize their presence by recessing them, making garage doors



Small Lot Single-Family



visually subservient to other building elements, and incorporating greenery within the driveway.

- On-street parking spaces should be used to meet the parking demand for residents and guests.

Open Space and Landscaping

- Incorporate wide sidewalks, landscape strips, and adequate space for street trees on public and private streets to support an active public realm.
- For projects not within close proximity to a park, playground, or other public open space, incorporate common open space in a prominent location easily accessible by all residents.

Small Lot Single-Family

CASE STUDY

Seaside Cottages

The Seaside Cottages project includes 17 detached two-story single-family residences and twelve second units. Twelve homes have a detached two car garage (below the second units) and three homes have an attached single car garage. One of the homes without a second unit is a deed-restricted affordable unit. Vehicle access to garages is provided by a private alley along the perimeter of the site.

Location	3200 Seaside Court, Marina
Zoning Site	R-4
Site Area	2 acres
Units	17 single-family homes, 12 second units
Height	2 stories, 24 feet
Density	15 du/acre including second units
Parking	31 garage spaces
Unit Size	1,500 - 1,700 sq. ft.
Year Approved	2006
Year Completed	2010
Developer	Cypress Pacific Investors
Architect	ADD Design

Stacked Flats

A multi-family residential building with more than four units and a shared primary entry.

Model Specifications

- Lot area: 15,000 square feet
- Lot dimensions: 100-feet wide by 150-feet deep
- Number of units: 27
- Unit size: 800 square feet to 1,000 square feet
- Density: 78 DU/acre | 2.2 FAR
- Parking: 1 space/unit (garage)

Design Guidelines

Site and Building Design

- Building massing should be subdivided into portions or segments compatible with the neighborhood scale. Architectural elements such as porches, projections, eaves, bay windows, should be provided to break up the building mass.
- Scale contrasts between stacked flats and adjacent homes should be minimized. Methods to achieve this include stepping back upper stories, breaking up large buildings into smaller forms, and using building materials and colors to de-emphasize upper levels.
- Ground floor units should have individual entrances directly accessible from the adjacent sidewalk and should include stoops, porches, and other architectural elements that relate to the human scale.

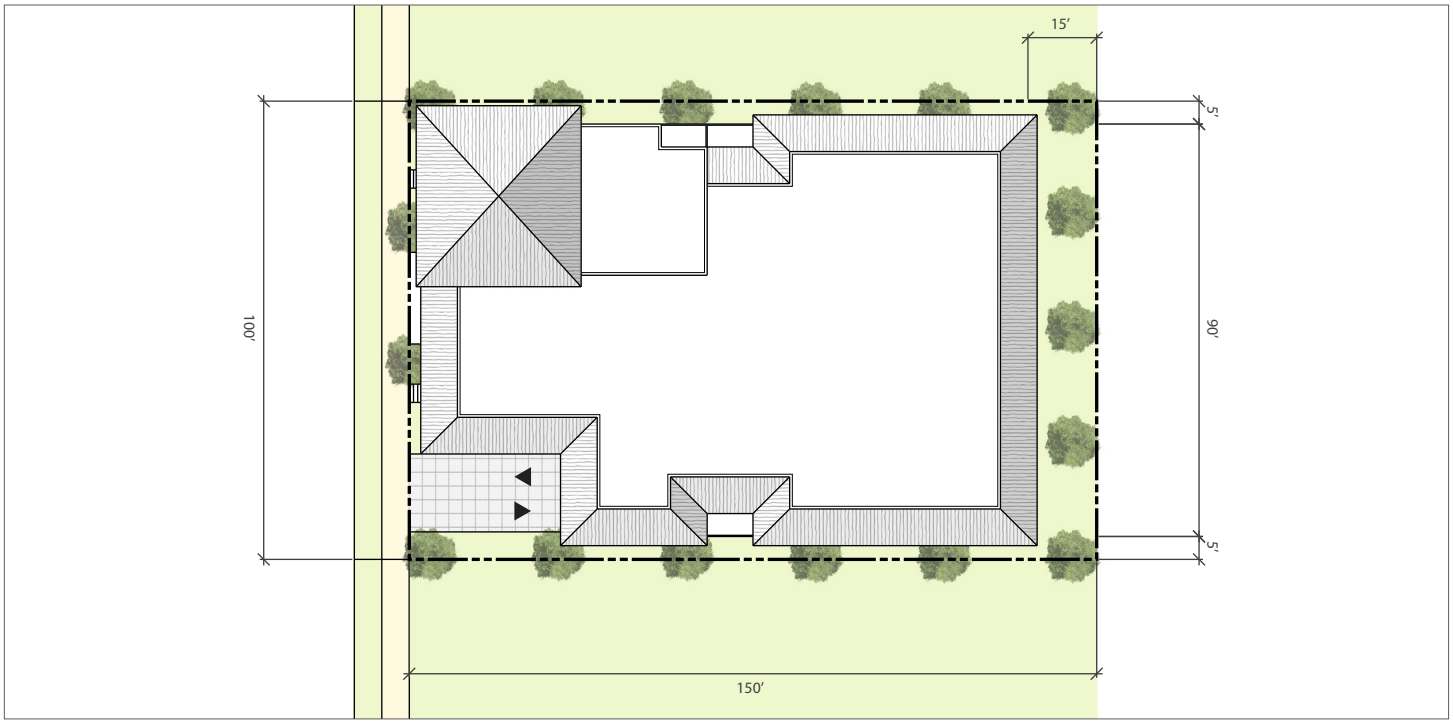
Access and Parking

- Parking should be provided in an underground garage if financially feasible.
- If underground parking is not feasible, parking should be located to the side or rear of the building. Parking should be visually concealed from the street via fences, walls, and landscaping. Multiple small

Placetypes

U-2 S-2 T-2

Stacked Flats



parking lots should be provided in lieu of one large lot.

- Limit number of driveways and curb cuts to reduce vehicular conflict with pedestrians, bicyclists, and transit facilities while minimally satisfying vehicular access requirements.
- For projects located along two streets, locate vehicle access on secondary street where possible.

Landscaping and Open Space

- In areas of less density, the setback areas should be landscaped to soften the building edge.
- Common open space should function as "outdoor rooms" for common use of residents. Open space should be inviting places be usable and encourage resident activity and interaction.
- Open space areas should be located to be visible from individual units, preferably from the kitchen, living room, or dining room.
- Private open space, such as balconies and patios, should be provided for units where ground-floor private open space is not feasible.

Stacked Flats

CASE STUDY

Walnut Commons

The Walnut Commons project achieves a density of almost 60 units per acre on site of less than 14,000 square feet. The project features a range of unit sizes and parking located in a basement garage. A portion of the parking required for the project is accommodated through the City's parking district program.

Location	190 Walnut Avenue, Santa Cruz
Zoning Site	Central Business District (CBD)
Site Area	13,892 sq. ft.
Units	19
Height	3 stories over partially underground garage; 35 feet
Density	59 du/acre
Parking	21 spaces in basement garage; 11 spaces provided by parking district
Unit Size	8 one-bedroom units (703-885 sq. ft.); 9 two-bedroom units (1,031-1,184 sq. ft.); 2 three-bedroom units (1,289 sq. ft.)
Year Approved	2012
Year Completed	2014
Developer	Walnut Commons Development LLC
Architect	Robert J. Hightower

Tiny House Village

A collection of homes 400 square feet or less either on wheels or foundations served by a shared common building or facilities.

Placetypes

S-2 T-2

Model Specifications

- Lot area: 26,250 square feet
- Lot dimensions: 150-feet wide by 175-feet deep
- Number of units: 8
- Unit size: 350 square feet
- Building intensity: 13 DU/acre | 0.1 FAR
- Parking: 1 surface space/tiny house plus 1 visitor surface space per 2 units

Design Guidelines

Site and Building Design

- Tiny house villages should contain one or more shared common buildings with an active presence on the adjacent public street.
- The arrangement, spacing, and orientation of tiny houses and tiny house sites should contribute to a sense of community integration and cohesion. The village should integrate with surrounding developments through architectural style, bulk, and circulation.

Access and Parking

- If parking is provided through surface parking lots, vehicle parking should be placed at the sides or rear of the common building. Parking should not be located within a central courtyard.
- Internal pedestrian circulation should be provided separate from vehicle drive aisles and parking areas.

Tiny House Village

Landscaping and Open Space

- Tiny house villages should contain common open space that is useful to occupants and encourage resident activity and interaction.
- Open space should be landscaped to create an attractive and comfortable environment. Open spaces should include amenities, such as seating areas and walkways, to promote resident gathering and interaction.
- Private open space, such as patios, should be provided at each tiny house.

Tiny House Village

CASE STUDY

Quixote Village

Quixote Village is a two acre community of tiny houses that provides permanent, supportive housing for previously homeless adults, including people suffering from mental illness and physical disabilities and recovering from addiction. The village contains 30 cottages wrapping around a central open space and a common building with a communal kitchen and gathering room, showers and laundry facilities, staff offices, and a meeting room.

The concept for Quixote Village emerged from a group of homeless adults that formed a self governing tent community in downtown Olympia in 2007 and was developed by Panza, a non-profit organization created to support the village.

Location	3350 Mottman Road SW, Olympia, WA
Zoning Site	LI (Light Industrial)
Site Area	2.17 acres
Units	30
Height	1 story, 14 feet
Density	14 du/ac
Parking	6 shared spaces
Unit Size	144 sq. ft.
Year Approved	2012
Year Completed	2013
Developer	Panza
Architect	MSGS Architects

Townhomes or Rowhouses

A single-family home attached to one or more other single-family homes in a linear arrangement, either as multiple townhome units per lot or one townhome unit per lot.

Placetypes

U-2 S-2 T-2

Model Specifications

- Lot area: 20,000 square feet
- Lot dimensions: 100-feet wide by 200-feet deep
- Number of units: 9
- Unit size: 1,700 square feet to 2,600 square feet
- Density: 20 DU/acre | 1.0 FAR
- Parking: 2 spaces/unit

Design Guidelines

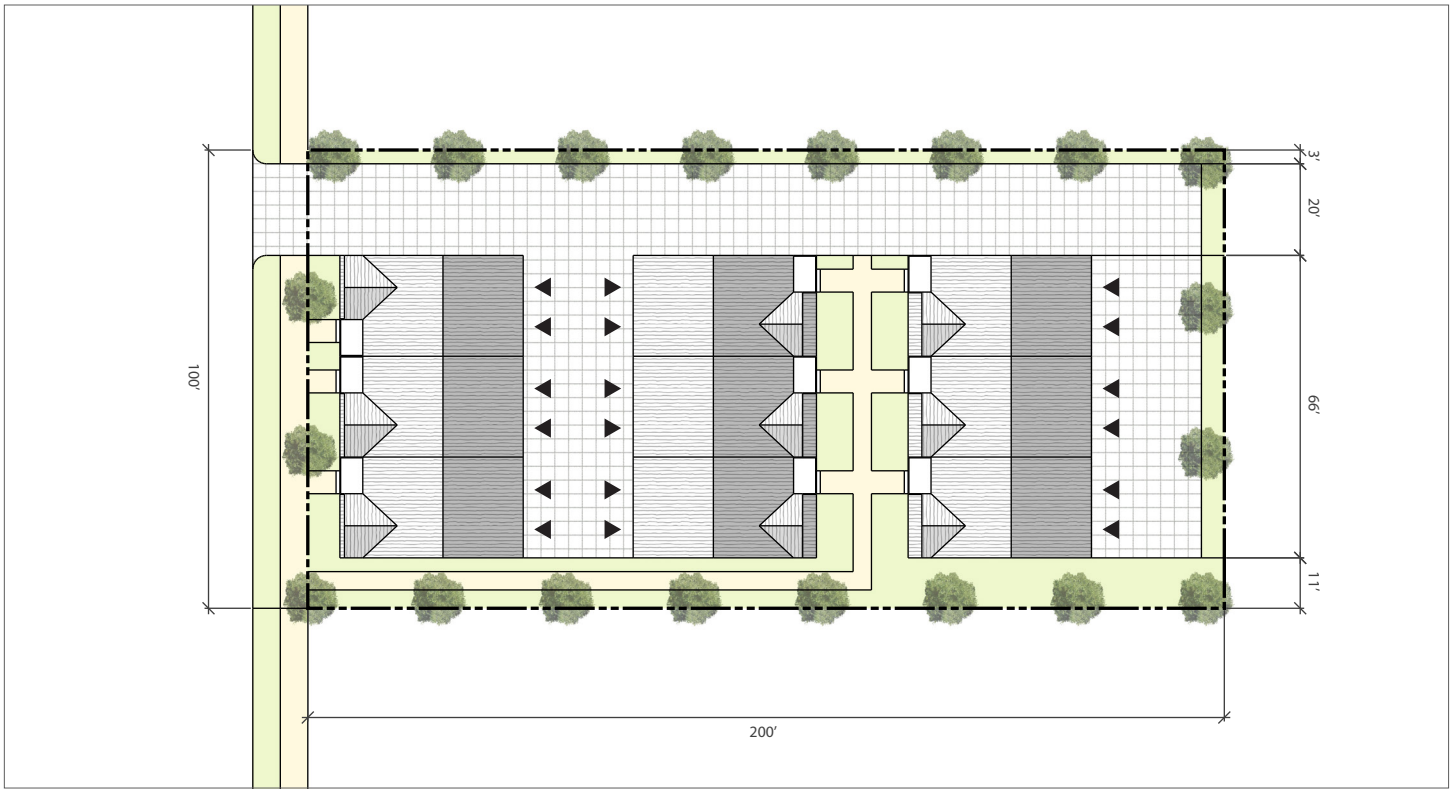
Site and Building Design

- Units adjacent to a perimeter street should be oriented towards street with the main entrance to each unit direct accessible from the sidewalk.
- Units within a row of townhouses should appear as individual residences through design features such as separate building volumes or façade protrusions, window bays or balconies, porches and entrance vestibules, individual roof volumes and other roof articulation.

Access and Parking

- Parking should be provided as tuck-under rear parking accessed from behind the unit.
- A walkway should provide a direct pedestrian connection from the sidewalk to primary entrance of each street-facing unit.
- Walkways should provide pedestrian connections from the sidewalk to each internal unit independent from driveways providing vehicle access to the units.

Townhomes or Rowhouses



- For projects located along two streets, vehicle access should be located on the secondary street where possible.

Landscaping and Open Space

- Internal units should be oriented towards pedestrian walkways and courtyards with the main entrance to each internal unit directly accessible from these spaces. The width of these spaces should be at least 50 percent of the height of the adjoining buildings.
- Private outdoor patios, gardens, or other forms of open space should be provided between the front of internal townhomes and public walkways and courtyards. Private open space should be separated from public areas by landscaping or low fences or walls.

Townhomes or Rowhouses

CASE STUDY

Town Center Homes

The Town Center Specific Plan envisions the creation of a new downtown for Scotts Valley along Mount Hermon Road. All townhomes feature tuck under rear parking accessed from behind the home. Townhomes fronting Bluebonnet Lane are oriented towards the street and internal units are oriented towards publicly accessible courtyards and walkways.

Location	Blue Bonnet Lane (adjacent to Transit Center), Scotts Valley
Zoning Site	Very High-Density Residential Zone (15.1-20 Units/acre), PD District Overlay
Site Area	2.43 acres
Units	46
Height	3 stories, 35 feet
Density	19 units/acre
Parking	2 garage spaces per units, 12 guest spaces
Unit Size	1,180 to 1,580 sq. ft.
Year Approved	2009
Year Completed	2013
Developer	City Ventures
Architect	Hunt Hale Jones Architects

Vertical Mixed Use

A building with upper floor residential units above ground-floor commercial uses.

Model Specifications

- Lot area: 10,500 square feet
- Lot dimensions: 100-feet wide by 105-feet deep
- Number of units: 12
- Unit size: 800 square feet to 1,000 square feet
- Density: 50 DU/acre 1.5 FAR
- Parking: 1 surface space/1,000 sq. ft. of retail
  1 space/unit for residential (garage)

Design Guidelines

Site and Building Design

- Design of ground floor commercial space should support successful retail activity, have a minimum floor-to-floor height of 15 to 18 feet, and a depth ranging 45 to 60 feet. The primary entrance should front the sidewalk, blank walls should not exceed 10 feet in length and should provide a minimum of 65 percent of the primary building frontage as transparent windows or doors with views into the building.
- When adjacent to less dense residential uses, minimize contrasts in scales with neighboring homes via increased setbacks, stepped-back upper stories, landscaping, and other similar techniques.
- Design and location of service entries, loading areas, and trash areas associated with commercial uses should minimize conflicts with residential uses on- and off-site.

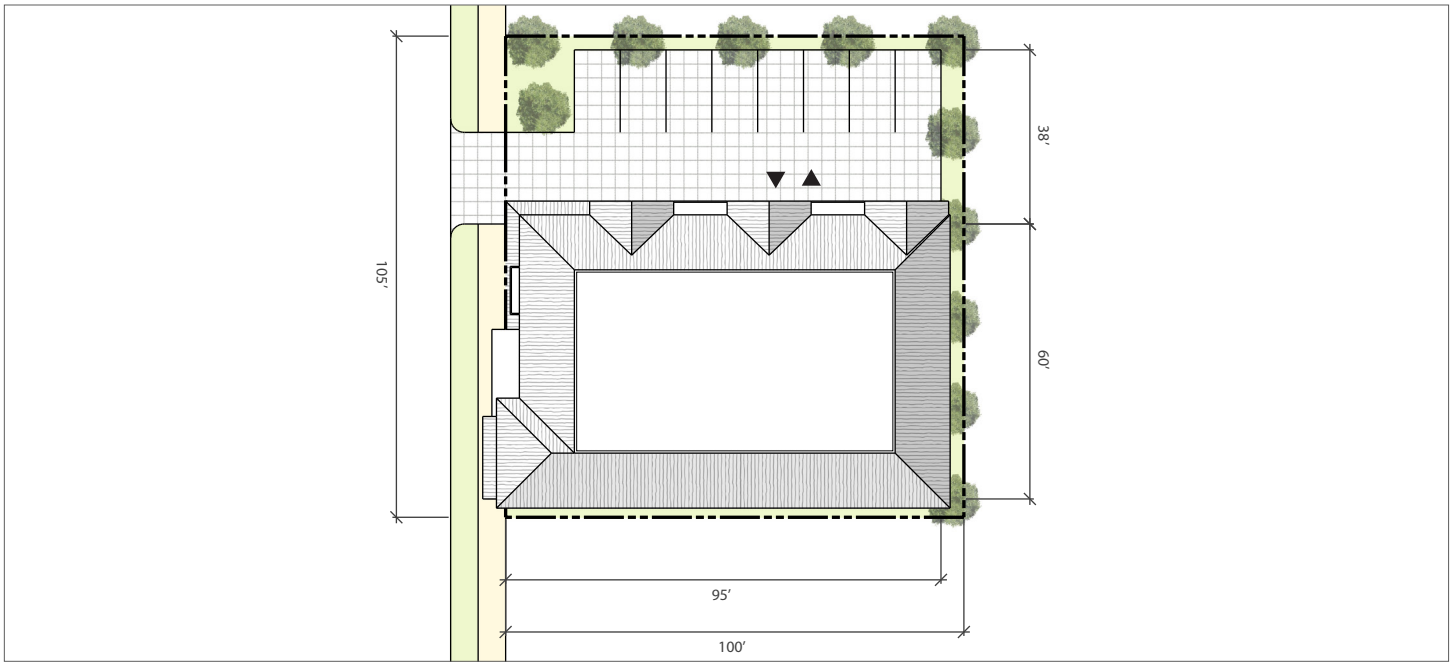
Access and Parking

- No more than 10 percent of retail parking should be provided at curb or adjacent to retail as "teaser" parking. Remaining retail parking should be

Placetypes

U-4 S-6 T-4 NU-2

Vertical Mixed Use



behind the building or in underground/structured parking.

- Limit coverage of automobile pavement areas to no more than 50 percent of the total site area, inclusive of surface parking areas and new streets. Underground or structured parking is encouraged as an alternative to surface parking lots.
- Limit number of driveways and curb cuts to reduce vehicular conflict with pedestrians, bicyclists, and transit facilities while minimally satisfying vehicular access requirements.
- For projects located along two streets, locate vehicle access on secondary street where possible.

Landscaping and Open Space

- Incorporate public gathering spaces, such as plazas, courtyards, and outdoor seating to encourage pedestrian activity. Locate near pedestrian activity, along streets, or where pathways intersect.
- Plazas, courtyards, and other similar spaces should be accessible and visible from public sidewalks, and building entrances, and along project frontages.

Vertical Mixed Use

CASE STUDY

1111 Ocean Street

The 1111 Ocean Street project is the first vertical mixed use development on Ocean Street. The project was constructed prior to the adoption of the Ocean Street Area Plan, which envisions similar new mixed use and multi-family development along one of Santa Cruz's transit corridors. With nine small units on an approximately 8,000 square foot lot, the project achieves a density of almost 50 units per acre.

Location	1109 & 1111 Ocean Street, Santa Cruz
Zoning Site	Community Commercial (CC)
Site Area	7,942 sq. ft.
Units	9
Height	3 stories, 38 feet
Density	49.5 units per acre
Parking	14 spaces: 8 in carport, 6 uncovered
Unit Size	6 one-bedroom units (632-679 sq. ft.); 3 studios (427-535 sq. ft.)
Year Approved	2007
Year Completed	2014
Developer	Ocean JDR, LLC (EAD Developers LLC)
Architect	Michael Sotero

Vertical Mixed Use

CASE STUDY

708 Frederick Street

The 708 Frederick Street project is located less than one block from Soquel Avenue, one of Santa Cruz's transit corridors planned for greater intensity mixed use development. The project incorporates a small amount of ground floor office space to support the commercial vitality of the general area. The project is setback from the front property line with a landscaped front yard and features varying roof heights and front façade insets to soften the building's presence along the street.

Location	706-708 Frederick Street, Santa Cruz
Zoning Site	Professional and Administrative (PA)
Site Area	25,943 sq. ft.
Units	22
Height	3 stories; 33.5 ft.
Density	36 du/acre
Parking	24 space garage and 11 uncovered parking spaces
Unit Size	18 one-bedroom units (775 sq. ft. w/96 sq. ft. covered patios); 4 two-bedroom units (900 sq. ft. w/85 sq. ft. covered patio)
Year Approved	2013
Year Completed	2015
Developer	Barry Swenson Builders
Architect	Thatcher & Thompson Architects