

Table 2. Design Standards Planned Residential Districts				
UDO Article 7	Ordinance Requirement	Met	Not Met	N/A
Sec. 7.040.A.1. Front setback	Setback from front property line (or street facing line for corner lot) in planned residential: - 20 feet for living areas and side entry garages - 25 feet for front entry garages. (See Sec. 5.270)			
Sec. 7.040.A.2. Front yard encroachments	Bay windows and front porches may encroach 5 feet into front yard. Front porches within the encroachment area must be of useable dimensions – minimum 5 feet deep and 15 feet long.			
Sec. 7.040.A.3. Garage offset	Additional garage doors beyond 2, facing the street, must be set back a minimum of 18 inches from the other garage doors. Roof planes must be designed with a similar offset.			
Sec. 7.040.B. Arterial street setback	Residences shall be set back at least 50 feet from any arterial street. (Applies to front setback, see 5.270)			
Sec. 7.040.C. Side setback	"Zero lot line" side yard setbacks shall be permitted on one side of a lot when shown on an approved final plat; provided that the side yard of the adjoining lot must be at least 15 feet. To maintain privacy for both the house and the adjoining side yard, only transom windows are permitted on the zero-lot-line side of the residence at least 6 feet above the inside floor levels. Below six feet, only translucent windows shall be allowed. (Article 5 allows 5 foot side yards, for a total of 10 feet between houses.)			
Sec. 7.040.D. Alley-facing garage setback	Setbacks for alley-facing garages: - 4 feet from the rear property line - 4 feet from the side property line. (Article 8, Table 8-1 requires 10 foot side setback)			
Sec. 7.050.A. Laterally attached units	The number of single-family laterally attached residences shall be limited to 6 units.			
Sec. 7.050.B. Units per floor	The number of dwelling units in multi-family structures shall be limited to 8 units per floor.			
Sec. 7.050.C. Building separation	Separations between multifamily structures shall be at least 20 feet, unless fully sprinklered for fire safety and further approved through the development process, then the separation may be reduced per the allowances of the building code.			
Sec. 7.050.C. Exterior appearance	All exterior sides of three or more laterally attached single-family residences and all multi-family residence buildings shall be designed with 4 sided architecture. Building materials, window size and placement, and general façade composition shall be compatible on all 4 sides.			
Sec. 7.060.A. Impervious coverage	Maximum impervious surfaces (including building footprints and driveways) = 60% of lot area.			
Sec. 7.070.A. Open space	Minimum open/green space = 10% of total land area.			

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Sec. 7.090.B. Pedestrian lighting	Pedestrian-oriented lighting standards: - metal halide preferred - 12 foot poles - 82.5 foot or less spacing - light intensity and spread patterns to be determined by City Council. Pedestrian-oriented lighting may supplement or substitute for standard street lighting.			
Sec. 7.100.B. On-Street Parking	On-street parallel parking is permitted on all residential streets, subject to minimum street width requirements.			
Sec. 7.100.C. Parking lot screening	Residential parking lots must be located internal to the development or out of view from external streets by a landscaped berm of at least 2.5 feet in height creating a visual screen. (See buffering provisions in Article 14.)			
Sec. 7.100.D. Parking lots for Churches, Schools, and similar	Setback for parking lots for churches, schools and similar uses in residential district = 20 feet from street and adjoining property lines.			
Sec. 7.110 Residential Traffic Calming	In planned residential district developments, one of the following traffic calming devices is encouraged at the intersection of each residential street with another residential street, and for a residential street at its intersection with a collector or arterial street, subject to a determination of safety and effectiveness by the City Engineer. Midblock locations may be required on blocks longer than 500 feet between intersecting street centerlines. A. Street width reduction to a maximum of 20 feet, for a length at least as long as the width of the intersecting right-of-way. B. Intersection curb radius of 5 feet as projected from the curb along the side of a street where parking is permitted; 13 feet along the side of a traffic lane.			