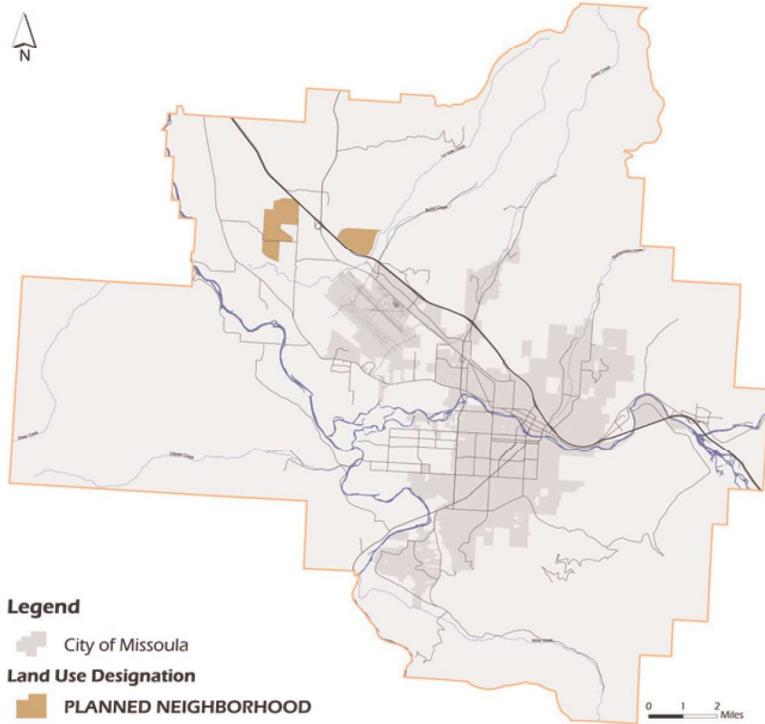


PLANNED NEIGHBORHOOD

GOALS

- Preserve development potential that accommodates a substantial portion of future growth until infrastructure is in place or planned.
- Accommodate a wide range of residential options that contribute to countywide housing diversity.



Planned Neighborhood is 1,245 acres, 0.8% of the planning area.



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LAND USES

Land use is predominately residential. Secondary uses may include small-scale commercial in limited locations.

Master planning the area may be necessary to determine location of facilities, such as parks, open space, agriculture, roads, non-motorized facilities, storm water, water, and sewer.

CHARACTER

A mix of building types provides for a range of housing options accommodating housing preferences and household size.

Single-family, two-family, and multi-family dwellings are the primary building types.

Parking and utilities for multi-family and commercial buildings should be oriented toward the rear of buildings away from the street and front facade.

Commercial buildings should be sited along arterial or collector roads providing clusters of limited commercial activity with a compatible intensity level, scale, and form to the adjacent neighborhood.

Buildings are sited with a minimum distance from streets and lot lines.

INTENSITY

Residential density is eight units per acre or greater, requiring connections to public sewer and water.

The ability to achieve higher densities may be limited by site considerations, such as lot size, setbacks, floodplain, and slope.

MOBILITY AND ACCESS

A mix of land uses and access to nearby destinations and amenities encourages walking, biking, and transit use.

All roads should provide non-motorized facilities. Additional separation for non-motorized facilities, such as protected or buffered bike lanes, boulevard sidewalks, and enhanced crossings, are needed when vehicle speeds and traffic volume increase.

Arterial and collector roads are in a traditional grid pattern, or irregular pattern depending on topography.

The local street network disperses traffic through a well-connected grid system, or an irregular system depending on topography, with short block lengths.