

# CCM Community Element: Open Space

Design Principle		*T1/ T2 Rural	T3 Suburban	T4 Urban	*T5/ T6 Center
Access		Vehicular access from prominent rural roads	Vehicular access from prominent suburban streets. Pedestrian and bicycle access	Vehicular access from prominent urban streets. Pedestrian and bicycle access.	Vehicular access from prominent urban streets. Pedestrian and bicycle access.
Block Length		<b>Not applicable in this policy category.</b>			
Building Placement	Set-backs	Civic and Public Benefit buildings are placed prominently in the open space. Either with deep setbacks and green space or shallow setbacks and the building framing the street.			
	Lot Coverage				
Connectivity (Pedestrian/ Bicycle)		<b>Low</b> Greenways	<b>Moderate</b> Greenways Sidewalks Bikeways Multi-use Paths	<b>High</b> Sidewalks Bikeways Greenways Multi-use Paths	<b>High</b> Sidewalks Bikeways Greenways Multi-use Paths
Connectivity (Vehicular)		<b>Low</b> Vehicular connectivity provided by sparsely located rural roads	<b>Moderate</b> Vehicular connectivity provided by consistently located suburban streets	<b>High</b> Vehicular connectivity provided by highly connected urban streets	<b>High</b> Vehicular connectivity provided by highly connected urban, & downtown streets
Density/Intensity		<b>Not applicable in this policy category.</b>			
Landscaping		<b>Informal</b> Informal with passive uses.	<b>Informal - Formal</b> Informal with passive uses. Formal for active uses.	<b>Formal</b> Formal for active uses.	<b>Formal</b> Formal for active uses. Plantings in hardscaped areas (plazas, courtyards).
Lighting		<b>Infrequent</b> Infrequently provided, for safety near buildings and parking areas.	<b>Frequent</b> Frequently provided, for safety near buildings and parking areas.	<b>More Frequent</b> More frequently provided, for safety near buildings and parking areas and integral to the streetscape.	<b>Most Frequent</b> Most frequently provided, for safety near buildings and parking areas and integral to the streetscape.
Parking		On-site in surface lots, designed to protect natural land features.	On-site in surface lots, designed to protect natural land features.	On-street	On-street, or on-site shared with other uses.
Service Area		County	Community	Neighborhood	Community or Region
Signage		Signage is scaled to the size, purpose, and draw of the open space.			

# CCM Community Element: Neighborhood

Design Principle		T2 Rural	T3 Suburban	T4 Urban	*T5 / T6 Center / Core
Access		Access generally provided by private driveway	Access provided by private driveway	Access provided by alleys, private driveway	Access provided by alley, on rare occasion private drive
Block Length		<b>Generous</b> Curvilinear roads with generous distance between intersections	<b>Generous to Moderate</b> Curvilinear streets with generous to moderate distance between intersections	<b>Moderate to Short</b> Linear streets with moderate to short distance between intersections	<b>Short</b> Linear streets with short distance between intersections
Building Placement	Set-backs	<b>Deep</b> Setbacks are generally 40 feet or greater in depth	<b>Moderate</b> Setbacks are generally 40 feet - 20 feet in depth	<b>Shallow</b> Setbacks are generally 20 feet or less in depth	<b>Back Edge of the Sidewalk</b> Setbacks are generally 0 feet in depth
	Lot Coverage	<b>Low</b> Small building footprint in relation to lot size	<b>Low to Moderate</b> Medium building footprint in relation to lot size	<b>Moderate to High</b> Medium to Large building footprint in relation to lot size	<b>High</b> Large building footprint in relation to lot size
Connectivity (Pedestrian/Bicycle)		<b>Low</b> Greenways Multi-use Paths	<b>Low to Moderate</b> Sidewalks Greenways Pedestrian Paths	<b>High</b> Sidewalks Bikeways	<b>High</b> Sidewalks Bikeways
Connectivity (Vehicular)		<b>Low</b> Rural roads are sparsely found with low connectivity	<b>Moderate to High</b> Suburban streets are consistently found with moderate connectivity	<b>High</b> Urban streets are frequently found with high connectivity	<b>High</b> Urban and Downtown streets are frequently found with high connectivity
Density/Intensity		<b>Low</b> Less than 2 du/acre	<b>Moderate to High</b> 2 – 20 du/acre Maintenance  4 – 20 du/acre Evolving	<b>High</b> 4 – 20 du/acre Maintenance  6 – 40 du /acre Evolving	<b>High</b> 20 – 60 du/acre
Landscaping		<b>Informal</b> Dense native plantings	<b>Informal to Formal</b> Moderately dense native plantings	<b>Formal</b> Less dense with street trees	<b>Formal</b> Street trees
Lighting		<b>Infrequent</b> Infrequently provided for safety in vehicular and pedestrian travel	<b>Frequently</b> Frequently provided for safety in vehicular and pedestrian travel	<b>More Frequent</b> More frequently provided for safety in vehicular and pedestrian travel, and integral to the streetscape	<b>Most Frequently</b> Most frequently provided for safety in vehicular and pedestrian travel, and integral to the streetscape
Parking		Private driveway	Private driveway with limited on-street parking	On-street Alley Private driveway	On-street Structured parking
Service Area		<b>Not Applicable in this Policy Category</b>			
Signage		<b>Not Applicable in this Policy Category</b>			

# CCM Community Element: Centers

Design Principle		T3 Suburban	T4 Urban	T5 Center
Access		Access generally provided by arterial or collector	Access provided by alley and side streets	Access provided by side streets & alleys
Block Length		<b>Moderate</b> Linear streets with moderate distance between intersections	<b>Short</b> Linear streets with short distance between intersections	<b>Short</b> Linear streets with short distance between intersections
Building Placement	Setbacks	<b>Moderate to Shallow</b> Setbacks are generally 40 feet to 20 feet in depth	<b>Shallow</b> Setbacks are generally Less than 20 feet in depth	<b>Shallow to Back edge of the sidewalk</b> Setbacks are generally Less than 20 feet in depth or built to the back edge of sidewalk
	Lot Coverage	<b>Moderate</b> Medium building footprint in relation to lot size	<b>Moderate to High</b> Medium to Large building footprint in relation to lot size	<b>High</b> Large building footprint in relation to lot size
Connectivity (Pedestrian/Bicycle)		<b>High</b> Sidewalks Greenways Bikeways	<b>High</b> Sidewalks Bikeways	<b>High</b> Sidewalks Bikeways
Connectivity (Vehicular)		<b>Moderate</b> Intersection of arterial, collector or local streets and access to mass transit	<b>High</b> Intersection of arterial streets or an arterial and a collector and access to mass transit	<b>High</b> Intersection of arterial streets and access to mass transit.
Density/Intensity		<b>Moderate</b> 1- 3 story buildings – up to 5 in some cases	<b>Moderate to High</b> 3 – 5 story buildings	<b>High</b> 3- 20 story buildings 20 – 60 du/acre Center Mixed Use Neighborhood  2 – 12 story buildings Regional Center  3 – 20 story buildings Super Regional Center
Landscaping		<b>Formal</b> Less Dense Street Trees, Bushes, and Planting Strips	<b>Formal</b> Less Dense Street Trees, and Planting Strips	<b>Formal</b> Sparsely provided Street Trees and Planters
Lighting		<b>Frequently</b> Frequently provided for safety in vehicular and pedestrian travel	<b>More Frequently</b> More frequently provided for safety in vehicular and pedestrian travel, and integral to the streetscape	<b>Most Frequently</b> Most frequently provided for safety in vehicular and pedestrian travel, and integral to the streetscape
Parking		On-site surface lot, behind or beside building, limited one row in front	On-street Structured parking On-site surface lot, behind or beside building	On-street Structured parking behind, beside, or beneath building
Service Area		5 minute drive – 20 minute drive	5 -10 minute walk	5-10 minute walk and regional draw
Signage		Building mounted Projecting Awning Monument	Building mounted Projecting Awning	Building mounted Projecting Awning Monument (In limited locations)

# CCM Community Element: Corridors

Design Principle		T3 Suburban	T4 Urban	T6 Core
Access		Access provided by side streets or frontage roads	Access provided by side streets, alleys, or existing driveways	Access provided by side streets, alleys, or existing driveways
Block Length		<b>Moderate</b> Curvilinear and linear streets with moderate distance between intersections	<b>Moderate to Short</b> Linear streets with moderate to short distance between intersections	<b>Short</b> Linear streets with short distance between intersections
Building Placement	Setbacks	<b>Deep to Moderate</b> Setbacks are generally 40 to 20 feet in depth. Generally built to back edge of sidewalk along T3 Mixed Use Corridors	<b>Shallow</b> Setbacks are generally less than 20 feet in depth. Generally built to back edge of sidewalk along T4 Mixed Use Corridors	<b>Back Edge of the Sidewalk</b> Setbacks are generally 0 feet in depth.
	Lot Coverage	<b>Moderate</b> Medium building footprint in relation to lot size	<b>Moderate to High</b> Medium to Large building footprint in relation to lot size	<b>High</b> Large building footprint in relation to lot size
Connectivity (Pedestrian/Bicycle)		<b>High</b> Sidewalks Bikeways	<b>High</b> Sidewalks Bikeways	<b>High</b> Sidewalks Bikeways
Connectivity (Vehicular)		<b>Moderate</b> Consolidated access points, at local and collector streets and access to mass transit	<b>High</b> Consolidated access points at intersecting local, collectors, and arterial streets, and access to mass transit	<b>High</b> Consolidated access points at intersecting local, collector, and arterial, streets, and access to mass transit
Density/Intensity		<b>Moderate</b> 4-20 du/acre T3 Residential Corridor  9 – 20 du / acre 1- 3 story buildings T3 Mixed Use Corridor	<b>Moderate to High</b> 15 – 60 du/acre T4 Residential corridor  9 – 40 du/acre 3 – 5 story buildings T4 Mixed Use Corridor	Density and intensity and its appropriate form are established through the Community Planning Process or Detailed Design Plan Process
Landscaping		<b>Informal to Formal</b> Moderately Dense Street Trees, Bushes, and Planting Strips	<b>Formal</b> Less Dense Street Trees, and Planting Strips	<b>Formal</b> Sparsely provided Street Trees and Planters
Lighting		<b>Frequently</b> Frequently provided for safety in vehicular and pedestrian travel	<b>More Frequently</b> More frequently provided for safety in vehicular and pedestrian travel, and integral to the streetscape	<b>Most Frequently</b> Most frequently provided for safety in vehicular and pedestrian travel, and integral to the streetscape
Parking		Private driveway On-site surface lot, behind or beside building, limited one – row in front	On-street Structured parking On-site surface lot, behind or beside building	On-street, Structured parking behind, beside, or beneath building
Service Area		<b>Not applicable in this policy category</b>		
Signage		Building mounted Projecting Awning Monument	Building mounted Projecting Awning Monument	Building mounted Projecting Awning