

# Design Guidelines for Residential Subdivisions





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# Purpose

This document articulates the design principles for single-family detached residential development, specifically concerning development that has lot widths smaller than 45', to assist the Carrollton Planning & Zoning Commission, City Council, City staff, and project planners by identifying the City's design criteria for single-family detached development. The intent is to achieve well-designed projects that enhance the community's overall value and appearance.

## Design Objectives

This policy establishes design principles for new and infill single-family detached development projects. It promotes good design and development of residential subdivisions—specifically for small lot width homes in the City of Carrollton. This manual should direct and encourage efficient processes and decision-making as well as define the level of quality of the built environment expected by Carrollton City Council. These principles are intended to promote and protect the public health, safety, and general welfare of the community by carrying out the following design objectives:



1. Foster project designs that create and enhance a sense of community and neighborhood
2. Create and promote usable public spaces
3. Encourage designs that reinforce the relationship between public and private space
4. Create architecturally and aesthetically pleasing neighborhoods
5. Contribute to community-wide sustainability





# Design Guidelines

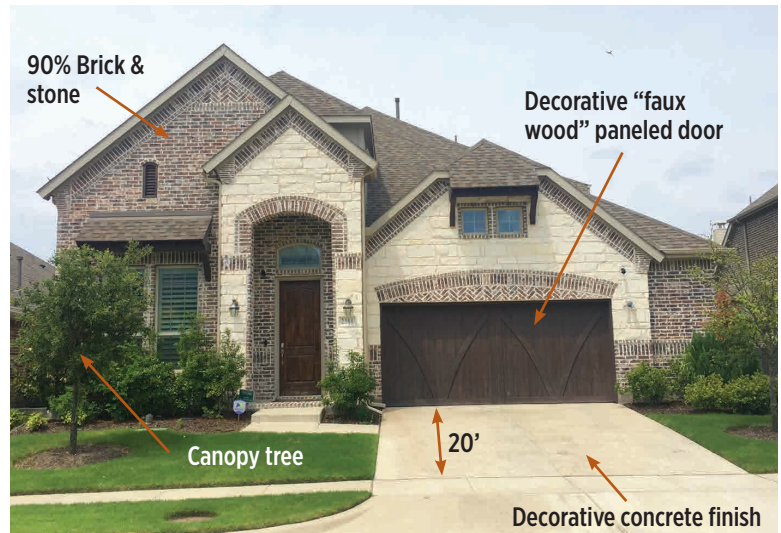
## I. Front-Entry Lots

### A. Building Design

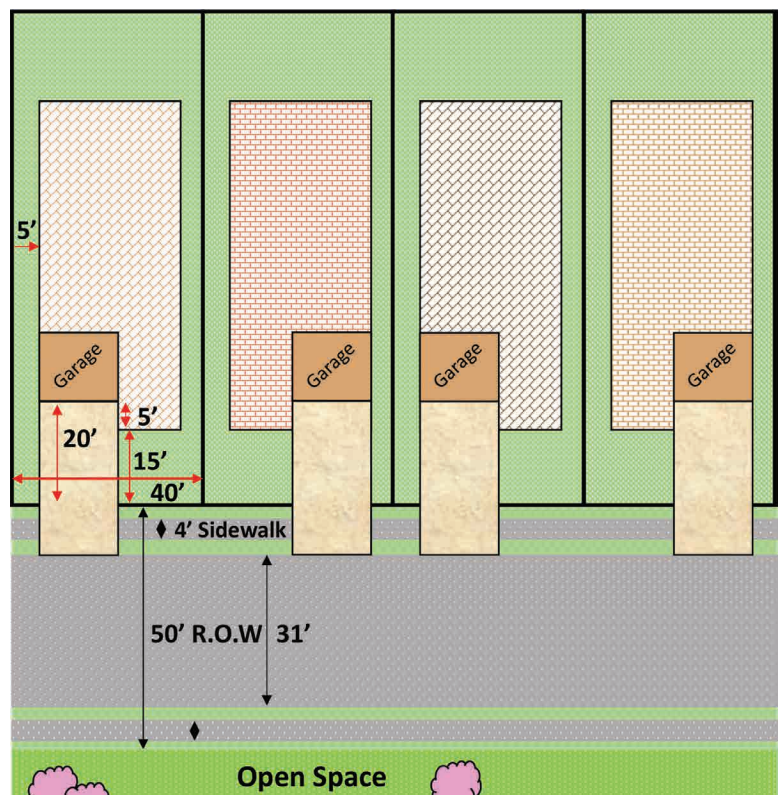
1. Minimum exterior façade shall be 90 percent brick, natural stone, or cast stone on the front elevation and elevations abutting arterials and collectors.
2. Maximum height of a structure shall be 36 feet.
3. Carports shall be prohibited.
4. Garages:
  - a. Garage doors shall be a decorative wood or “faux wood” paneled door.
  - b. Garage conversions shall be prohibited.
5. Accessory buildings shall be architecturally consistent with the main building.

### B. Lot Design

1. Minimum Lot Width: 40 feet
2. Minimum Front Setback: 15 feet
  - a. Note: The garage must be at least set back an additional 5 feet from the face of the home. Garages shall be no less than 20 feet setback from the property line.
3. Driveways:
  - a. Must have brick pavers, decorative concrete finish, or other techniques to improve the visual character of the driveway.
  - b. Must be paired in a manner that maximizes street frontage on each lot for on-street parking.



Front-loaded home includes preferred design guidelines for a single-family detached home.



Preferred setbacks and lot dimensions for front-loaded, small lot width single-family detached homes



## II. Rear-Entry Lots

### A. Building Design

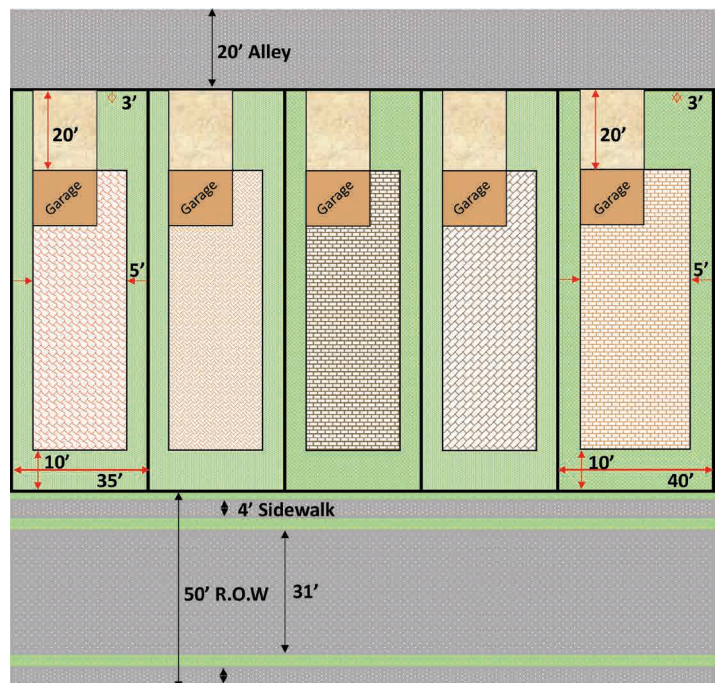
1. Minimum exterior façade shall be 90 percent brick, natural stone or cast stone on the front elevation and elevations abutting arterials and collectors. Maximum height of a structure shall be 36 feet.
2. Carports and garage conversions shall be prohibited.
3. Accessory buildings shall be architecturally consistent with the main building.



Rear-entry homes show the preferred minimum lot width, front setback, and masonry content.

### B. Lot Design

1. Minimum Lot Width: 35 feet
  - a. Corner lots must have a minimum lot width of 40 feet.
2. Minimum Front Setback: 10 feet
  - a. Where appropriate, unenclosed porches, chimneys, eaves, bay or bow windows, and similar architectural features may encroach into this setback up to 8 feet.
3. Minimum Rear Yard Setback: 3 feet  
Garage doors facing the alley shall be placed a minimum 20 feet from the alley right-of-way.

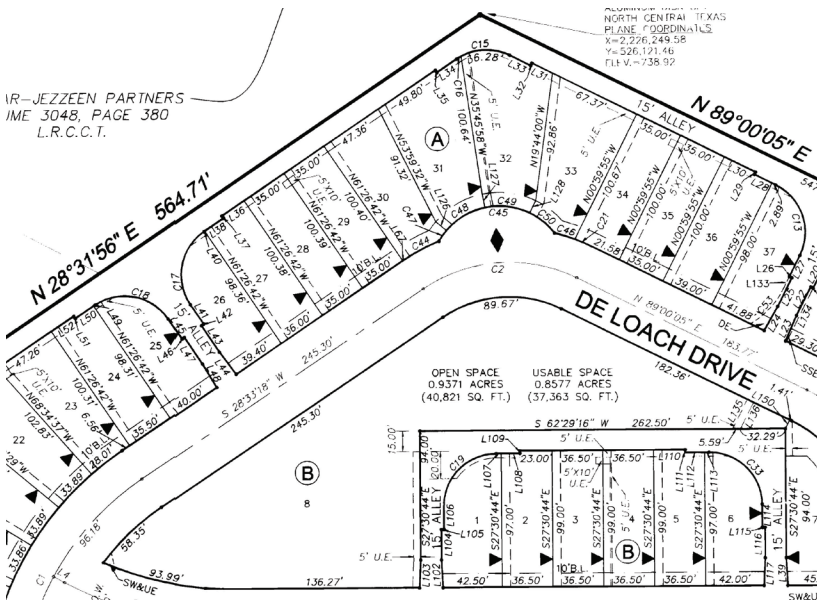


Preferred setbacks and lot dimensions for rear-entry, small lot width single-family detached homes

### III. Site Design Standards

#### A. Open Space

1. A minimum of 6 percent of the area shall be utilized as open space. Buffers along collector or arterial streets, parking areas, and individual-platted lots without an open space designation shall be excluded.
2. If the subdivision is significantly small, then a fee-in-lieu of parkland or open space can be considered. Additionally, a smaller but consolidated open space can serve smaller subdivisions owned and maintained by the HOA.
3. Lots must be located within 1,000 feet of useable open space as measured along a street.
4. A minimum 60 percent of each open space lot shall front a residential street.

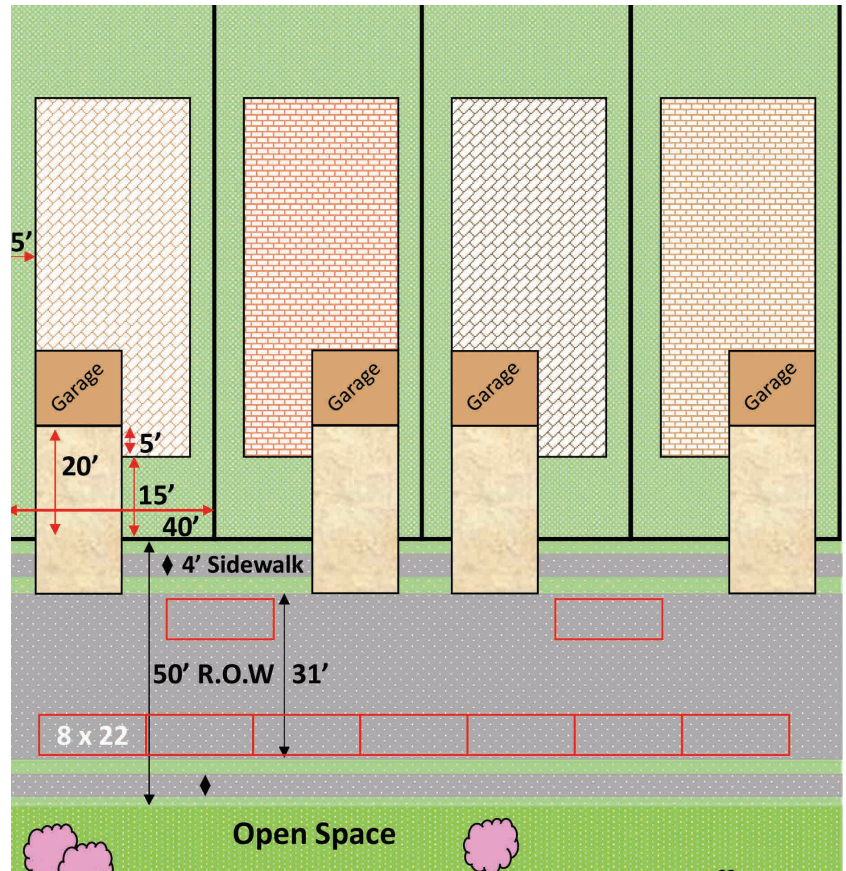


- Open space fronts residential streets
- 133 lots served by open space owned and maintained by HOA
- Open space along street creates on-street parking without obstructing access to walkways

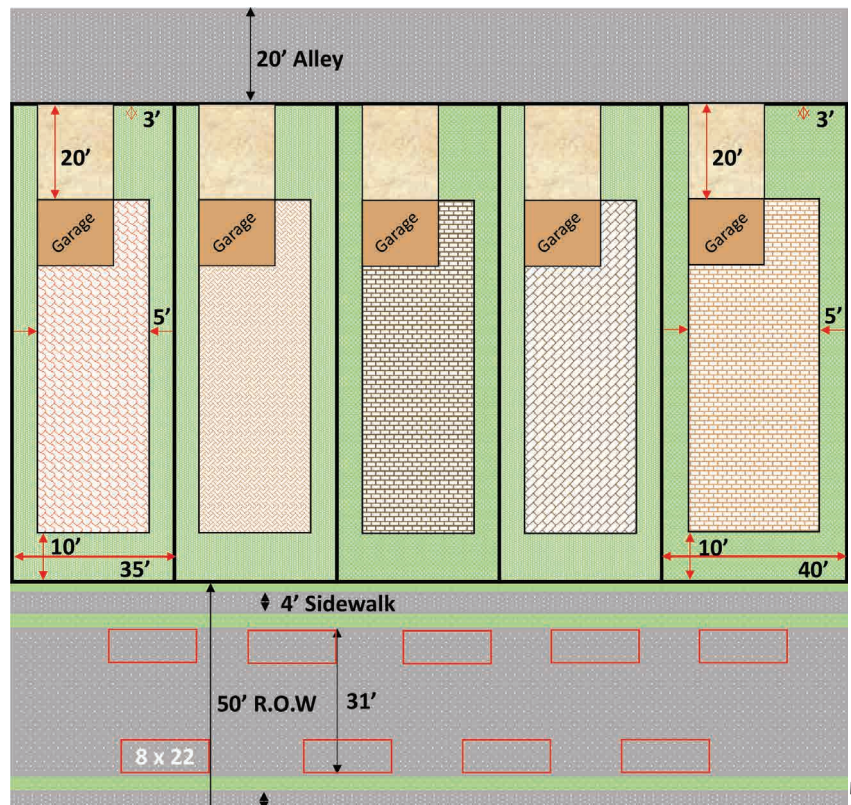


## B. Parking

1. Two garage spaces and two driveway spaces are required on each lot.
2. On-street parking should be sufficient with paired driveways (if front-loaded). For every two units, one on-street parking space should be available. If insufficient parking is found during review, then a visitor's parking lot should be provided within the subdivision to meet these standards.



Standard off-street parking requirement for single-family detached is two spaces per unit, proposed on-street parking standard is one space per two units. Open space fronting homes can help create on-street parking without obstructing access to homes.





### C. Landscaping and Screening

1. Street Trees: A combination of these elements may be provided
  - a. At least one canopy street tree shall be required in the front yard of each lot except within 120 feet of a street intersection.
  - b. The tree shall be located within the adjacent street right-of-way and shall be centered between the sidewalk and back of curb.
    - i. If the tree interferes with visibility requirements the tree may be deleted or relocated as approved by the Development Services Director or designee.
    - ii. Root barriers shall be installed as required by the City of Carrollton General Design Standards based on location of the tree relative to the back of curb.
    - iii. Street trees shall be a minimum 3 inches in diameter, measured 12 inches from the root ball, when planted.
    - iv. Eligible trees: any tree listed on the approved tree list, Article XXV Landscape and Buffering of the Comprehensive Zoning Ordinance.
    - v. No more than 30 percent of all trees or shrubs planted throughout the development shall be of a single species.
  - c. A minimum 120 feet shall be provided between trees and stop signs.
  - d. Alternative landscaping requirements, as outlined in Article XXV of the City of Carrollton's Comprehensive Zoning Ordinance, may be utilized if circumstantial hardships present themselves.



**Root barrier required to be installed per the City of Carrollton's General Design Standards**



**When street trees mature, they provide shade along the sidewalk and for parked cars. The distance requirements for street trees from intersections prevents obstruction of traffic signs.**



## 2. Landscaping:

- a. A minimum of a 15 foot wide landscaping buffer shall be provided around the perimeter of the subdivision, typically along the major arterial thoroughfares that provide entry into the subdivision.
  - i. Shade trees and ornamental trees shall be planted for each 100 linear feet or fraction thereof, and 65 shrubs or ornamental grasses for each 100 linear feet or fraction thereof.
  - ii. Groundcover or ornamental boulders and decomposed granite may be included in the landscape buffer.
- b. Alternative landscaping requirements, as outlined in Article XXV of the City of Carrollton's Comprehensive Zoning Ordinance, may be utilized if circumstantial hardships present themselves.

## 3. Screening

- a. Perimeter screening/fencing around the subdivision shall consist of a combination of:
  - i. Solid masonry with periodic ornamental steel fence sections along major arterial thoroughfare entrances.
  - ii. An 8 foot tall board-on-board wooden privacy fence shall be required along all other property boundaries zoned single-family.
  - iii. A minimum 6 foot tall masonry wall shall be provided adjacent to properties already developed as non-residential or multifamily.
  - iv. The height of a wooden privacy fence should not exceed the height of a masonry wall.



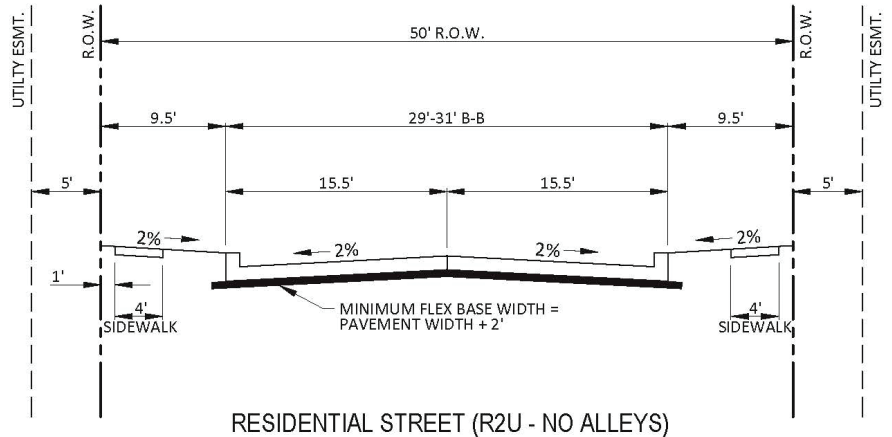
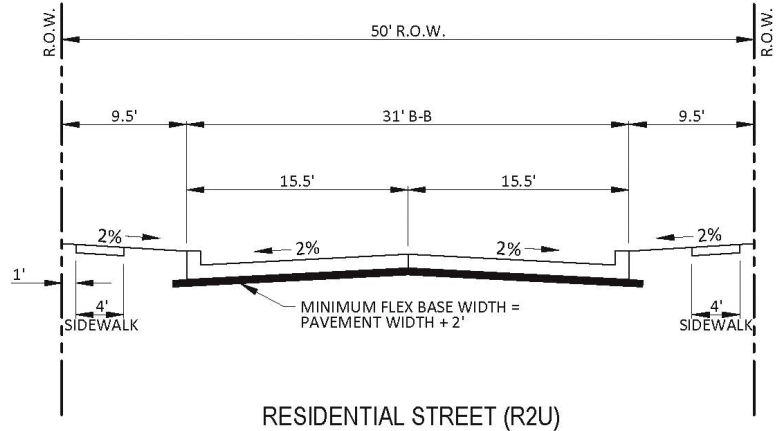
**Ornamental trees and other landscaping provide an attractive walking trail for HOA-maintained open space.**



**Shrubs and trees planted along a masonry wall creates aesthetically pleasing transition from the right-of-way to the subdivision.**

## D. Streets

1. Streetscape shall be provided for all residential roads including adequate street widths accommodating parallel parking and maneuverability of emergency vehicles and safe pedestrian access.
  - a. Street pavements shall be a minimum 29 feet wide, from back of curb.
  - b. Sidewalks shall be no less than 4 feet from the back of curb of a street to allow for parkway space.
  - c. A minimum 1 foot shall be maintained between the property line and sidewalk to allow for City maintenance.
  - d. A minimum 12 feet of access shall be maintained between parallel on-street parking spaces on each side of the road to allow for safe emergency vehicle clearance.
  - e. Street design is per the City's General Design Guideline Standards
2. No on-street parking shall be allowed within 50 feet of an arterial thoroughfare intersection and minimum 30 feet from an intersecting local residential street.



The City of Carrollton General Design Standards for residential streets for single-family detached homes both with and without alleys allow for clearance of emergency vehicles, location of utilities, sidewalks, and room for on-street parking.



## E. Additional Subdivision Elements

### 1. Mailboxes

- a) Mailboxes are subject to approval of the USPS Postmaster; however, mailboxes should be paired or consolidated and use brick or stone.
- b) Renderings of mailboxes shall be provided with the submittal of a zoning case.

### 2. Sign Toppers

- a) Sign topper design is per the design specifications in the City of Carrollton's Neighborhood Sign Topper Grant Program guidebook.
- b) Renderings of sign toppers shall be provided with the submittal of a zoning case.



Paired masonry mailboxes help open up on-street parking.

