PLAN ELEMENTS

RESIDENTIAL

EXISTING CONDITIONS

Navajo is a family-oriented community of attractive single-family homes. In 1968, approximately 95 percent of the population resided in single-family homes. These homes accounted for 92 percent of all dwelling units in the Navajo area.

In 1970, five percent of the population resided in multifamily units, which comprised 28 percent of all dwelling units in the Navajo area. In 1970, almost 75 percent of all dwelling units were owner-occupied, compared to 50 percent in the City as a whole. Vacancy rates were approximately four percent as compared to 5.6 percent for the entire City.

In 1988, single-family homes accounted for 77 percent of all dwelling units in the Navajo area. Multifamily homes accounted for 21 percent of the dwelling units. Vacancy rates were approximately 3.4 percent, while the citywide rate was 4.4 percent. According to 1980 census data, almost 79 percent of all dwelling units are owner-occupied, compared to 50 percent in the City as a whole.

Densities in the single-family residential areas of the community vary from one to six dwelling units per acre. In the multifamily areas, densities vary from 16 dwelling units per acre in the vicinity of Navajo Road and Jackson Drive to 40 dwelling units per acre in Grantville.

Two mobile home parks are located in the community in the vicinity of Mission Gorge Road. One is located near the intersection of Old Cliffs Road and Mission Gorge Road and the other is located at the eastern end of Old Cliffs Road. The Mobile Home Park Overlay Zone has been applied to both of these areas. This overlay zone provides protection for the residents of the mobile home parks against development of the sites for other uses and ensures the availability of varied housing types to create a more balanced community.

OBJECTIVES

In the course of its deliberations, the Navajo Community Planners adopted objectives for each of the major Plan elements. The principal or overriding residential objective to guide the long-range development of Navajo is to: MAINTAIN AND ENHANCE THE QUALITY OF EXISTING RESIDENCES AND ENCOURAGE THE DEVELOPMENT OF A VARIETY OF NEW HOUSING TYPES WITH DWELLING UNIT DENSITIES PRIMARILY IN THE LOW TO LOW-MEDIUM DENSITY RANGE AS SHOWN.

TABLE 1
DENSITY RANGES

Very low density	0-4 dwelling units per acre
Low density	5-9 dwelling units per acre
Low-medium density	10-14 dwelling units per acre
Medium density	15-29 dwelling units per acre
Medium-high density	30-43 dwelling units per acre

To achieve this principal objective, the following additional objectives were also adopted:

- Promote a healthy environment by careful planning and sensitive development of well-defined, balanced and distinct communities which encompass a variety of residential density patterns and housing types.

- Prevent and/or limit development in proposed open space areas which serve to enhance community identity--steep slopes and canyons, floodplains, and areas with unique views and vistas.

- Foster techniques of land development that will encourage imagination and variety in building site layouts, housing types, and costs, and that will capitalize on the unique topographic assets of the community. All housing developments within the study area should relate to existing topography in order to minimize grading and preserve the natural terrain of the area. The use of retaining walls, terraces, split level or cantilevered houses should be considered in steep terrain.

- Assurance that any individual or family may be free to choose accommodations within their economic capacity from a range of housing varying in type, quality and location.

- Continuation of community support for those programs at all governmental levels that would effectively increase the economic ability of the disadvantaged to obtain adequate housing.

- Promotion of site selection for federally assisted housing programs which would ensure dispersal throughout the community of various ethnic and minority groups.

- Encourage enhancement of the existing residential development through the use of environment and conservation programs such as cleanup, painting and landscaping programs.

- Encourage the design of residential areas so as to prevent the encroachment of incompatible uses and minimize conflict (e.g., traffic noise) with more intensive non-residential uses.

- Within each new development and where possible in developed areas, plazas, squares, and other similar open space areas should be created. Emphasis should be placed on developing interconnected bikeways and walkways separated from auto traffic as part of the internal circulation system within the study area.

- Parking and storage areas should be screened from the street and other public areas.

PROPOSALS

General

- The Navajo Community Planners strongly support City Council Policy 600-19, Fostering of Balanced Community Development, which states:

  > It shall be the policy of the City Council to effect the development of economically and racially balanced communities in newly developing peripheral areas of the City and in all City sponsored or approved redevelopment projects, and to do what is reasonably and practically possible in all parts of the City.

- Housing types and densities should be varied in residential development to create interest and provide a mix of people with various economic and social characteristics.

- Dwelling units should relate to topography and intensity of activity. Where it will provide for more effective land utilization and high quality living environments, residential development proposals within the community should be carried out under the Planned Residential Development or Planned Infill Residential Development concept.

- Dwelling units should front on local streets.

- Multifamily residential development along major roadways, such as Mission Gorge Road, should be adequately set back from the roadway to mitigate noise impacts associated with high traffic volumes. If perimeter noise walls are necessary to mitigate noise impacts, they should not be located in the required setback. Noise walls should be well designed with landscaping provided on both sides of the wall.

- Adequate off-street parking and storage must be provided and screened from living areas and public areas. Mounded earth forms should be used in level terrain to add interest to the landscape, to hide parking and to separate functions.

- Development of the area north of Highwood Drive and the terminus of Lake Murray Boulevard should not exceed 168 dwelling units as per Council Resolution No. 257606, December 7, 1982.

- Residential development should conform to the guidelines provided in the Mission Trails Design District when applicable. The Mission Trails Design District applies to those portions of the Navajo, Tierrasanta, and East Elliott communities consisting of, and including, all the commercial and multifamily residential zones; the steep hillsides under the HR (Hillside Review) Overlay Zone, as well as those non-HR and undeveloped areas contiguous to HR areas; and the two areas of land in Mission Gorge contiguous to the Mission Trails Regional Park at the east and west sides of the park. The Design District provides that no structure shall exceed four stories and in no case shall a structure exceed fifty (50) feet in height.

- There are eleven single-family residences located north of Greenbrier Avenue that take access from Mission Gorge Road. Following the completion of improvements to Mission Gorge Road, the parking strip adjacent to these homes was replaced with an additional traffic lane. The residents of these homes now experience significant problems in entering and exiting their properties as they are forced to back out of their driveways into the flow of traffic. Due to the effects that the high traffic volumes have on these residences, single-family residential use at this location may no longer be appropriate. Medium density residential (15-22 dwelling units per net residential acre) or low intensity commercial office uses could be appropriate alternatives for these properties if designed to minimize impacts to the adjacent single-family neighborhood. A rezone to permit one of these alternative uses could be considered without the need for an amendment to this Plan, provided the following conditions are met:

    1. The eleven properties are consolidated into one or two parcels.

    2. A Planned Development Permit (PDP) is approved for the proposed development that addresses the design issues identified below for Area 1 of the Community Plan Implementation Overlay Zone.

    3. The proposed use and site design are compatible with the single-family neighborhood to the southeast. Proposed building elevations and cross sections shall show the relationship of the proposed development to adjacent properties. For informational purposes, the plans shall indicate whether existing views from adjacent properties may be impaired as a result of the project.

    4. The proposed development is designed to minimize traffic impacts to Mission Gorge Road and the single-family neighborhood to the southeast. Access to this site shall be limited to Mission Gorge Road.

- In order to ensure quality site design along Mission Gorge Road, it is recommended that the Type B Community Plan Implementation Overlay Zone (CPIOZ) be applied to the residential properties generally located between Old Cliffs Road and Zion Avenue and

abutting Mission Gorge Road. This area is identified as Area 1 on the Grantville/Mission Gorge Road Planning Area Map (see page 126). If any additional properties on Mission Gorge Road are rezoned to residential zones, Area 1 should be expanded to include those properties at the time the community plan is amended to change the land use designation.

- The development regulations of the underlying zones will not implement the specific objectives and proposals of the community plan for this area; however, through the application of the CPIOZ and the requirement for a Type B permit, these objectives can be achieved. The specific issues to be addressed in an application for a Type B permit for this area are listed below.

    1. Architectural Design: New development shall be compatible in design with the existing neighborhood. The bulk and scale of new buildings should be similar to the surrounding buildings. Where adjacent development is single-family, large building masses shall be avoided. Several smaller buildings should be used to maintain the pattern of development.

    2. Building Height: New development shall be limited to 30 feet in height where adjacent development is single-family.

    3. Roof Treatment: Roof forms shall be predominantly sloped. Rooftop ventilation or other mechanical equipment shall be screened from adjacent residential areas and from the public right-of-way.

    4. Setbacks, Landscaping and Noise Walls: An extensively landscaped street yard shall be provided for any new residential development along Mission Gorge Road. If noise walls are proposed, the walls should be well-designed, incorporating articulation, pilasters and other design features to achieve an attractive design. Noise walls shall not be permitted in the setback. In addition, landscaping should be used to soften the appearance of perimeter walls and residential structures from Mission Gorge Road and from adjacent uses.

    5. Traffic and Access: New development should be designed to minimize further traffic impacts on Mission Gorge Road.

    6. Parking: Parking areas shall be well-screened from Mission Gorge Road using a combination of landscaped berms, tall trees and shrubs. Parking areas shall be located in areas least disruptive to adjacent single-family uses. Tree plantings shall be incorporated throughout the parking area.

    7. Streetscape Improvements: New development shall be required to provide sidewalks and undergrounding of utilities on-site and construction of a median along the Mission Gorge Road frontage. The feasibility of landscaping the median in Mission Gorge Road should be studied as new development occurs. Landscaping and paving in the median should continue the pattern established in the existing median on Mission Gorge Road.

Dwelling Unit Density

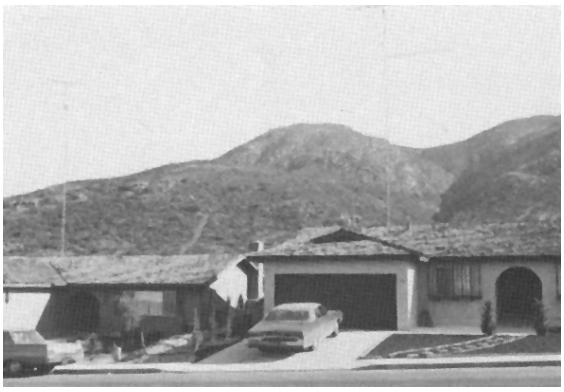
Based upon the proposed land use, which assumes that the canyons and sloped areas will remain open, it is projected that by 1990 the number of dwelling units will increase approximately 32 percent above the 1970 level--an increase of some 4,950 units. Approximately one-half of the new housing units will be in the medium density range of 15-29 dwelling units per acre. By 1990, medium density housing will comprise approximately 25 percent of all residential units, compared to eight percent in 1970.

While Navajo will continue to be a relatively low density area, it is proposed that a wide range of residential densities be permitted to develop in the community. This range would include 30-43 (medium-high density), 15-29 (medium density), 10-14 (low-medium density), 5-9 (low density) and 0-4 (very low density) dwelling units per acre of land. These densities will allow single-family houses, duplexes, townhouses, and apartments which will appeal to a wide segment of the population and provide for a diverse balanced population in the community.

To provide a more complete variety of housing types, the Mobile Home Park Overlay Zone should be retained on the existing mobile home park sites.

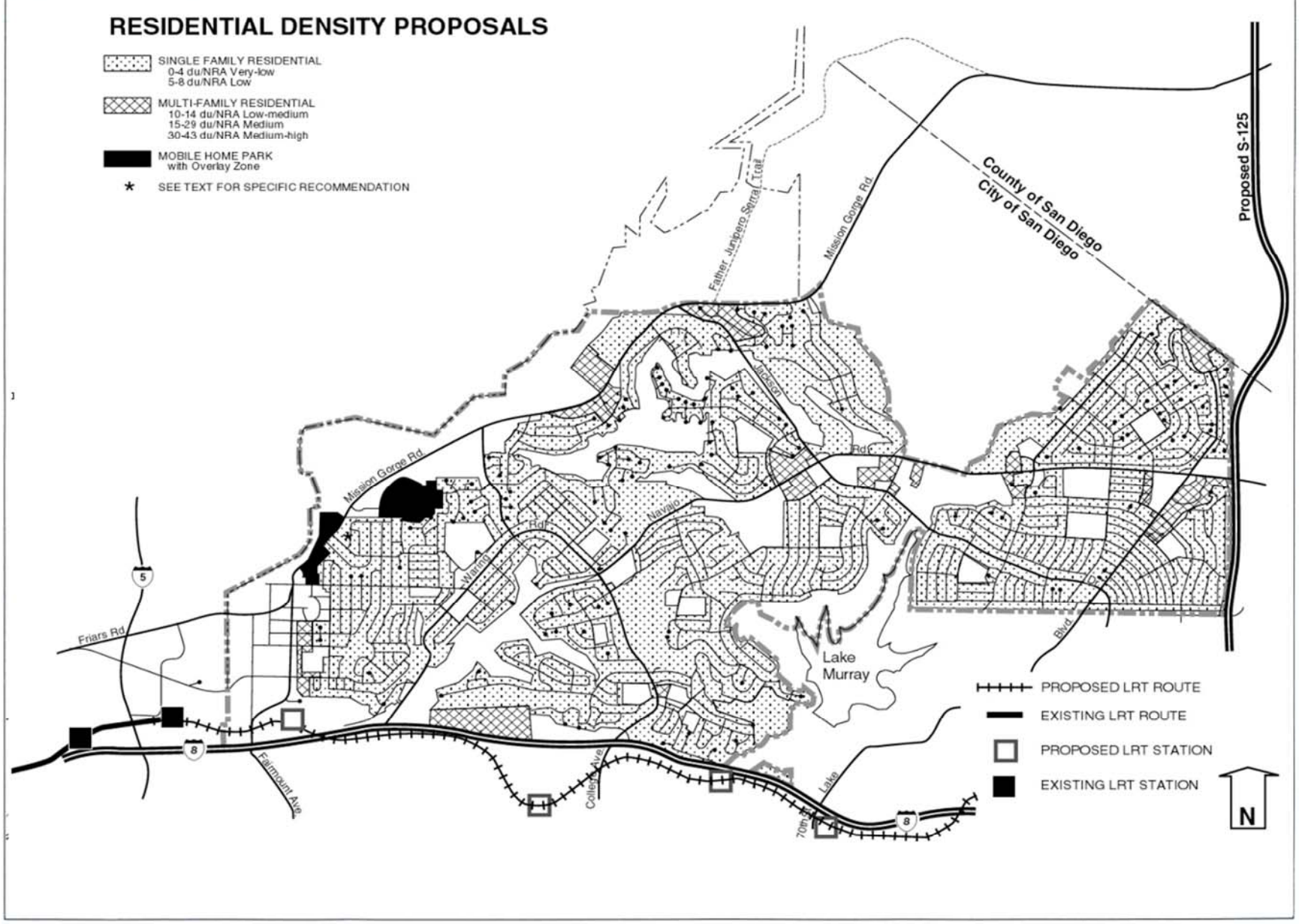
Site Design

- Fit house to land rather than land to house. Choose the appropriate house plan to fit the basic slope type of the site--up, down, or across slope. Correct selection will minimize grading and preserve the maximum groundcover and trees. Use retaining walls, terraces, split level or platform houses to minimize grading. This would eliminate the need for flat building pads involving extensive earth cuts.



- If earth moving is necessary, re-contour rather than cut and fill. If a new form must be given to the land, the final form should have a strong, smoothly flowing character typical of the existing hills. The basic character of the original site should provide the theme with adjustments to make the slopes gentle. Particular attention should be paid to the transition areas where the existing terrain stops and earthwork begins. Additional shaping in some areas may be necessary due to the unique subsoil and groundwater conditions present.

- Create privacy for each house and protect its outdoor spaces from view and noise. Develop alternate methods of handling setbacks to increase usable open space such as to minimize narrow, useless side yards, as well as to create an interesting streetscape.



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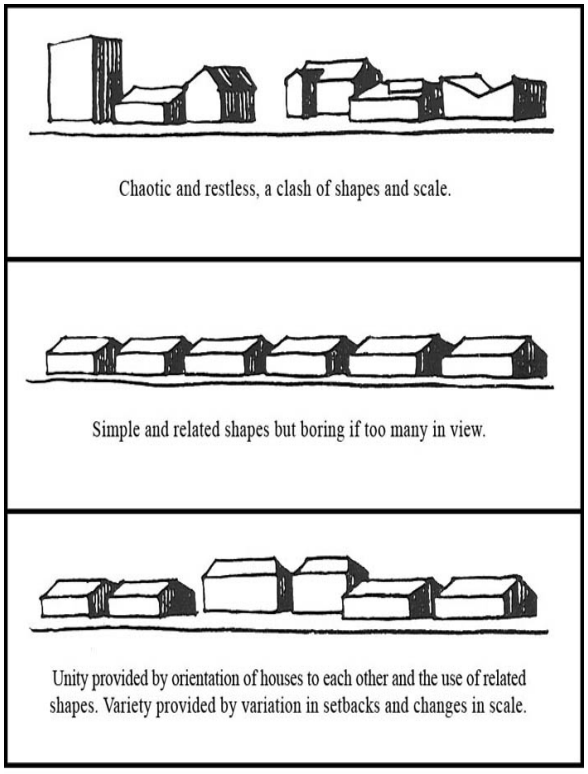

STREETSCAPE

- Create harmonious form relationships among houses rather than endless strings of houses. Groups of houses should appear to be related to one another rather than jumbled together without pattern. Strive for consistency within groups of buildings through the use of recurring shapes and materials. All the houses in one eye span should be designed to tie together and relate to one another, yet should not be repetitive and monotonous.

- If hillsides are developed, they should be designed to complement the existing terrain. Hillside developments are usually laid out in a rigid geometrical lot pattern, and thus fences contrast sharply with the natural terrain. A more logical pattern would be for front and rear lots lines to follow the horizontal contours. Under this arrangement, the patchwork appearance of most hillside developments would be largely eliminated. Contour fencing could take the form of trellises with vines and other plant materials growing over the side, while still providing a barrier between dwelling units.

- Cluster developments should be encouraged to minimize tampering with the natural topography.

- Outstanding natural physical features such as the highest crest of a hill, natural rock outcroppings, major tree belts, etc., should be preserved at all costs.

- Roads should follow natural courses wherever possible to minimize cutting and grading.

- Imaginative and innovative building techniques should be encouraged to create buildings suited to natural hillside surroundings.

- Detailed and effective arrangements must be formulated for the preservation, maintenance and control of open space and recreational lands resulting from Planned Residential Developments.

- Apartment developments should be arranged in such a way as to harmonize with adjacent single-family developments. They should be designed to present less apparent bulk and to minimize the clash of scale and activity between apartments and houses.

- Variety in apartment design should be facilitated by introducing optional rear and side setbacks and a front yard requirement based on floor area rather than an absolute dimension. Variable front yard spaces can give an interesting character to the street in apartment districts. When used, side yard setbacks should be increased from present regulations to better provide for daylight and visual privacy. To assure adequate outdoor space for residents, a minimum percentage of the floor space could be in the form of balconies and landscaped roof terraces.

Residential Street Design

- Streets should be designed and developed to be pleasant places to walk as well as drive. The arrangement of houses should create a pleasant streetscape. Alignment, paving, landscaping and tree planting should all be designed to enhance the visual effect.

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- Protect residential areas from the noise, pollution and physical danger of excessive traffic. The speed and volume of traffic on residential streets should be limited. Techniques for doing this include making streets discontinuous to divert traffic from a straight path, narrowing streets and intersections, creating the appearance of narrowness through landscaping and other improvements. Where possible, walkways should pass through the interior of blocks. Such changes in streets should be designed so that they will not limit the access of vehicles for police and fire protection and other emergency purposes in the protected areas. The total effect of these changes in residential streets should be to emphasize their residential qualities and encourage pedestrian usage. When major streets and other streets having heavy traffic must go through residential areas, steps should be taken to screen dwellings from the noise, fumes and other adverse effects of traffic.

- Provide buffering for residential properties when heavy traffic cannot be avoided. Heavy landscaping at the side of streets and in center islands may provide an effective barrier, as can walls, differences in elevation and the setting back of dwellings from the roadways.

Dwellings along streets with heavy traffic should, where possible, have the main orientation of their living space and access away from the traffic. In some cases further measures such as soundproofing may be required. Businesses that attract or produce heavy traffic, such as service stations, should be screened from nearby residential areas. Screening should be provided, as well, for all open parking lots within or adjacent to residential areas. All of the aforementioned considerations should apply to recreation areas as well as to dwellings.

- Underground all utilities. This should be done not only in new subdivisions but also programmed in stages in older parts of the community. With overhead wires out of the way, it is possible to allow street trees to grow; and thereby, establish a more desirable environment.

- Design all curves, intersections and cul-de-sacs and their relationship to houses for the best visual effect. Every opportunity should be taken to make street alignment and other street features contribute positively to good urban design. For example, use should be made of long radius curves connected by short curves in aligning streets rather than long tangents connected by short sharp curves. The former gives a much more sweeping, elegant feeling at eye level while the latter is sharply defined as one enters and leaves the curve.

- Provide the maximum street tree planting. One principal characteristic of memorable streets throughout the world is their tree planting. The finest examples have mature specimens that arch across the street creating a green canopy. From an urban design standpoint, a various tree planting program is the most important single thing that the City can do. Trees should be spaced close enough together to create an effect of enclosure and to provide protection of trees from hot drying winds and sun scald.