HONEYGO OVERLAY DISTRICT
DESIGN GUIDELINES

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Design Guidelines Introduction

These design guidelines are centered around the principles of traditional town planning where streets connect one neighborhood to the next and open spaces allow for a variety of community interaction. These principles are balanced with the recognition that the natural environment must be preserved and protected. A village-like town center is envisioned to be the focal point of the community. The goal is to build a community that retains lasting quality and permanence.

The design concept is to allow for a diversity of housing choices (type and price) within the same neighborhood or subdivision. The front yard setback was reduced so that the main body of the house would be the dominant element along the street, not the garage. The dwellings should have a unified character through consistent architectural details. Accessory structures and utility meters should be screened or located in non-obtrusive ways.

The Honeygo area is a pleasant mix of rolling hills,
farms, stream valleys and woods in which new development should be integrated. Development should take advantage of this attractive environment and its seclusion.

The guidelines also illustrate how usable open spaces can create value and neighborhood identity. Included are recommendations for landscaping a subdivision entry and providing a tree-lined median within a local street. The street and open space network guidelines are designed to connect neighborhoods, provide parks and pathways within neighborhoods, and allow for a greater clarity and orientation within the Honeygo area. Walled-off subdivisions with no connections to the open space system and adjacent neighborhoods are antithetical to the Honeygo design concept.

The commercial village center guidelines encourage pedestrian orientation with shops lining the main street. As in the residential areas, parking is not to be the dominant design element.

And, as always, design creativity is encouraged.
A. Uses

Locate accessory structures in the rear yard.

Guidelines:

☐ Screen accessory structures such as solar panels, antennas, satellite dishes, trash pads, and storage sheds with landscaping and fencing.

☐ Accessory structures should not be within view of a public right-of-way.

A storage shed is located in the rear yard.

Commercial recreational facilities are encouraged on privately owned designated park lands. See the Land Use Plan.

Guidelines:

☐ Provide active recreational opportunities for the area residents.

☐ A landscape buffer and fencing shall be provided between the facility and adjacent residential neighborhoods.

☐ A hard surface off-street parking area shall be provided.

A golf facility is an example of a commercial recreational facility.
B. Bulk and Area

Residential dwelling setbacks.
The following Honeygo Overlay Districts setback requirements modify the existing residential standards. Please note that all other minimum setback requirements apply.

☐ 10 ft. front yard setback.
☐ 4 ft. rear yard setback from alley R.O.W.
☐ 40 ft. setback from the R.O.W of an arterial or collector.

Guidelines:

☐ All single family detached, alternative unit types and single family attached unit types shall have rear yards. Because the front yard setback is reduced, a 600 sf. rear yard is desired.

☐ Provide a variety of lot sizes within a subdivision.

☐ Incorporate front yard porches.

Commercial development.

Guidelines:

☐ Design a retail center with a village or small town character.

☐ Incorporate a covered arcade above the sidewalk along the front facades of the shops.

Residential dwelling setbacks.

Retail and commercial buildings should locate near the street to provide that village atmosphere.
C. Building and Site Design

Site Planning

The Honeygo Area landscape is a pleasant mixture of rolling hills, farms, stream valleys and woods, in which new development should be harmoniously integrated. Good site planning produces well organized neighborhoods, a hierarchical transportation network, and well-landscaped open spaces in harmony with the existing land. Good site planning:

- Preserves the quality of the existing landscape, vegetation, natural features, and buildings.
- Uses the natural features as public amenities.
- Incorporates historic buildings and their surrounding landscape features into the organization of new development.

Preserve views and protect the scale of the historic Camp Chapel Methodist church and cemetery on Joppa Rd.

Storm water management ponds should be integrated into the overall site plan.

Guidelines:

- Allow dry ponds to be usable open spaces like recreational fields and grassy, park picnic areas when the level playing area exceeds 7,000 sf.
- Minimize or eliminate fencing of storm water management ponds, where possible, by using slopes 4:1 or flatter.
- Use open space and grass swales to provide water quality enhancement.
- Incorporate bioretention areas into design to provide water quality management for parking, roadways and other impervious areas.

- Regional storm water management ponds will be considered when deemed feasible by DEPRM and DPW. Impacts will need to be assessed. Development community will need to identify and provide site(s) within Honeygo area to meet requirements, if desired. A maintenance mechanism or fund will be required only if a regional facility is constructed.

Forest Act and Wetlands Banking:

- Banking of environmental areas will be considered by DEPRM. If desired, the development community will need to identify and provide site(s) within Honeygo area to meet requirements. Once the requirement is met and the vegetation is established the site shall be dedicated to Baltimore County.
- Encourage “enhanced” landscaping to satisfy a portion of the forest conservation requirements.
Residential Development

The relationship of a building to the street and to adjacent buildings affects the role it plays in adding activity and life to the street. The manner in which a building is sited, in relationship to the street edge, as well as its character and size creates the perception of the livability of a neighborhood.

Varied building densities and types allow for flexibility and living style alternatives. Also, it allows for mixes in age and economic groups which permits families to stay together in a community as their needs change.

All building elevations should provide variety and interest. Incorporate building elements, like dormers, gables, hip roofs, overhangs and double-hung windows into new housing design. Chimneys, dormers and other architectural elements also add interest on end and corner units. Blank walls should be avoided.

All buildings shall front a public right-of-way; reverse frontage lots are not allowed. Garages may be accessed from the front, side or rear, however, if the garage doors face the street, then they are required to be setback. Allow for a variety of building styles and design details within a neighborhood.

Residential units shall front the streets

Guideline:

☐ Locate buildings to front on the neighborhood streets.

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A fence along a sidewalk should be set back at least 5 feet to allow for landscaping on both sides of the sidewalk.

Buildings

Screen unsightly building and site elements.
Guidelines:
- Screen common refuse areas from view while allowing accessibility. Screen rooftop and on-site mechanical units.
- Chain link fences should be avoided and all fencing in view from streets and public spaces should be landscaped.
- Screen air conditioning equipment that is located in the side yard with a fence.
- Locate utility meters to the side and rear yards, if possible. Utility boxes located along the public right-of-way should be accessible, but appropriately screened with landscaping.
- Decks and balconies should be designed as part of the house or multifamily building.
- Common mailbox areas should be accessible and attractively landscaped.

Garages shall not be the dominant element of the building’s facade.
Guidelines:
- Position garages so they are setback from the front facade or to the rear of the building face.
- Garages should be at the side or rear of the dwelling unit. They may also be located in the rear yard.
- In attached dwellings, garages are not allowed in the front yard. (See Building Type section)

Integral Garage:
An integral garage is an enclosed area for parking cars within the main structure of the house that generally shares at least two interior walls.

Attached Garage:
An attached garage is an enclosed area for parking cars that is not within the main structure of the house and usually shares one common wall.
Building Design

Pitch roofs of all dwelling units.

Intent:
To provide scale and detail to the dwelling units.

Guidelines:
- For single family detached units the main roof pitch shall be at least 6:12.
- For single family attached units the roof pitch shall be at least 8:12.
- For multifamily buildings the roof pitch shall be at least 8:12.

Roof Pitch Alternative:
At the option of the applicant, the applicant may submit architectural elevations to the County's Design Review Panel to request alternative roof pitches and roof designs that would be different than those listed above. The Design Review Panel's recommendation will be forwarded to the Hearing Officer. The Hearing Officer shall have the authority to approve roof pitches and roof designs different than those listed above based on the comments and recommendations of the Design Review Panel.

Finish residential and commercial buildings to grade.

Guidelines:
- Changes in exterior materials should highlight building elements and should be dealt with in a consistent manner throughout the building.
- Carry all attached facade materials down to a finished grade elevation -- avoid exposing raw concrete or concrete block basement walls.
- Use landscaping to screen foundation walls that are exposed because of grade changes.

The minimum allowed roof pitch for a townhouse or apartment building is 8:12.

Provide a finished edge to grade or within 12 inches of grade.
Design a variety of architectural details into single family dwellings.

- Provide architectural interest along the street as well as a variety of lot sizes.
- Adjacent dwelling units should not look exactly the same.
- Accessory structures should use similar building materials and details of the main residential structure.
- Design the ends of units with windows and shutters to avoid blank walls.
- Use building elements such as entries, porches, chimneys, dormers and bay windows to create interest and patterns along the street.
- Design the rears of units to include variety and interest. Details may include the following:
  - shutters
  - change in building materials
  - bay windows
  - masonry fireplace chimneys
  - regular window pattern that is uniform, well organized, and visually appealing
- Rear yards of units that are in view of a public right-of-way should be adequately landscaped; fences should be located on the house of the landscaping.
- Rear yard decks should not average more than six feet in height above grade.

Buildings are oriented along a common walkway. Access to parking is provided through the use of alleys and garages. A higher density single-family detached cluster is provided while maintaining site design objectives. Buildings are located around a courtyard and define the edge between public and private open space.

When buildings front a neighborhood collector or major street consider vehicular access through an alley. A variety of lot sizes and building sizes is contained in a relatively small area, within the same subdivision. Where alleys are not environmentally or topographically possible, innovative driveway solutions or sharing of driveways is allowed.
Single Family Attached - Group Houses (Townhouses)

Single-family attached dwellings should be interspersed throughout the development in proximity to single-family detached homes. Buildings should front onto streets or open space.

Although a neotraditional site pattern is desired, recommended and encouraged, the exteriors of building groups should have variety.

Guidelines:

- Groups of town houses that face each other across a street should share similar design details and features.

- Porches leading to grade level is the design objective. Decks, porches, and fences should be painted or designed (depending on the design and material used) to blend with the principal structures.

- Treat building ends with porches, windows, doors, and other details to avoid blank, unarticulated walls.

- Design the end units to orient to front the street.

- Consider emphasizing the center and the end units of attached houses to unify the row.

- Create open space medians within the street.

- Finish all townhouses with brick or other masonry material on all sides to within 12 inches of grade.

- All inside group townhouses shall be at least 20 feet wide and all end of group townhouses shall be at least 22 feet wide.

Buildings are located to define the street intersection and open space. Access to the parking is through alleys and courts. High density town house options are available through the use of direct alley parking into the back of the building. Town houses are used to create and define open space and entry ways. The recreational area is not secluded.

Buildings front along the open space. Parking on streets is parallel. Access to parking is through the use of alleys. Townhouses should face townhouses. The front of the building is reserved for a yard area and common walkway.
Multi-Family Buildings

Multi-family buildings whether owner or renter will need more area for parking, and have more demand for intensive recreational uses.

Guidelines:

- Buildings should be oriented parallel to adjacent streets serving the site. Buildings that are parallel to the street provide definition to the street edge. The fronts of buildings may face well-landscaped parking lots within the development site.

- Buildings should be oriented and attached to create symmetrical dimensions, resulting in a more efficient use of the site. Avoid barrack-like arrangements.

- Parking lots should be located to the interior of the site. Garages or carports may also be used in conjunction with open lots.

- Parking lots adjacent to a road should be generously landscaped.

- The design of intensely developed courtyards (benches, gazebos, landscaping) within a development project is encouraged.

- Active recreational open space should be provided in a central location.

- Sidewalks and street trees are required along roads and parking lots bordering multifamily units.

- Open spaces for tot lots and sitting areas should be provided along main streets and be centrally located.

- Finish all multi-family buildings with brick or other masonry material on all sides to within 12 inches of grade.

Buildings are oriented along the local main street. Open space is centrally located along streets. Parking is located towards the interior of the site and is dispersed throughout the project.

Courtyards have been created between apartment/condominium buildings.
Commercial Development

The commercial center and Belair Road corridor will fulfill very important functions within the Honeygo community by providing retail services for the surrounding residential areas. As the Honeygo area grows and develops, the need for neighborhood commercial facilities will continue to be very important.

When planning for commercial uses in the Honeygo area, evaluate the surrounding development to determine appropriate building form, orientation and setbacks. The development context affects the site design proposal. To the extent possible, share points of egress and ingress and locate overhead lines underground. Appropriately screen and buffer the commercial buildings rears, loading areas, and parking lots from residentially zoned property.

Well designed commercial and mixed use buildings:

☑ maintain a residential scale.
☑ provide a parallel building edge and activity (landscaping, walks, benches, etc.) along the street.
☑ contribute to the desired Honeygo community character.
☑ minimize public view of parking areas with landscaping, hedges, berms and fencing.
☑ screen utilities and other site service areas.

Commercial buildings shall be well designed, provide architectural interest and be inviting.
Commerical Village Center along Honeygo Boulevard

Guidelines:

☐ The retail buildings should be low-rise buildings, with similarities in architectural style and materials and include special design features at building corners that front on major intersections to provide orientation. Buildings should be predominantly designed with brick.

☐ Plan for continuity of shops and restaurants located along the sidewalk at the street level.

☐ Create an active place for window shopping. Display windows should be included along the sides of the center.

☐ Sidewalks should be located to connect to adjacent commercial and residential uses throughout the area and enhanced with street trees and landscaping.

☐ Major streets should connect the village retail center to the adjacent neighborhoods.

☐ Place commercial buildings parallel to the street and sidewalk to provide definition to the street and create a sense of enclosure. Parking areas should be internal to the site.

☐ The commercial buildings that are adjacent to residential zones should respect the scale and character of the residential neighborhood.

☐ The bulk and mass of buildings (on all sides) should be minimized through the articulation of the building form. Include plane changes within the building elevations. The building facades shall be well designed and finished with brick on all sides within view from a public right-of-way.

☐ The roof material over the sidewalk along the front facade should match the style of any individual building on the site.

☐ Screen all loading dock and delivery areas with walls that match the style of the buildings and landscaping.

The site design for the Honeygo village center should be pedestrian friendly for easy access to the surrounding multifamily community and the adjacent neighborhoods. The area should be well landscaped and parking should be interior to the commercial and residential blocks.
Commercial Development Along Belair Road

Guidelines:

☐ Pedestrian amenities and streetscape improvements should be added to improve the aesthetic and functional street environment within this active, viable neighborhood retail area.

☐ Building entries should face Belair Road and storefront display windows should be included.

☐ Locate parking bays along the sides and rear of the lot; minimize parking areas along the front of buildings.

☐ Building facades should be consistent and similar on all sides in regard to style, materials, form, and detailing.

☐ The commercial buildings that are adjacent to residential zones should respect the scale and character of the residential neighborhood.

☐ Building materials and colors should be based on the visual impact as well as the compatibility with the Honeygo neighborhoods.

☐ Signage should be integrated with the building design. Freestanding signs are discouraged; groundmounted signs are encouraged.

☐ The retail buildings should be low-rise buildings, with similarities in architectural style and materials and include special design features at building corners that front on major intersections to provide orientation. Buildings should be predominantly designed with brick.

☐ Create an active place for window shopping. Display windows should be included along the sides of the center.

☐ The roof form should be an integral part of the building design.

☐ The bulk and mass of buildings (on all sides) should be minimized through the articulation of the building form. Include plane changes within the building elevations. The building facades shall be well designed and finished with brick on all sides within view from a public right-of-way.

☐ The roof material over the sidewalk along the front facade should match the style of any individual building on the site.

☐ Screen all loading dock and delivery areas with walls that match the style of the buildings and landscaping.

Locate the retail or commercial buildings proposed along Belair Road near the street with parking to the side or rear yard. The parking area shall be well landscaped and screened. Lighting fixtures should not provide glare into adjacent residentially zoned land. Use pitched roof forms, when possible, to provide interest and building height. Ground mounted signs are highly recommended.
D. Signage

Residential and Commercial

Design attractive identification signs

Guidelines:

- Low, masonry faced, ground-mounted identification signs are encouraged.
- Within commercial development, signage should be integrated with the building design.

Landscaped median with a freestanding identification sign.

Wall-mounted business signs for each commercial establishment.
E. Open Space

Create usable open areas for a neighborhood. Any area that is not occupied by buildings is an open space that is either a public or private amenity. Although front yards are privately owned, generally, they are part of the public realm and should be treated accordingly.

**Intent:**
Within each of the sub areas, locating recreational areas larger than 5 acres are a top priority and implement the infrastructure phasing schedule. Large development sites should include neighborhood gathering spaces where amenities such as tot lots and seating are provided. Goals within the Honeygo area are to provide accessible public green areas that enhance the overall neighborhood design quality and connect neighborhoods. This may include an extensively landscaped neighborhood entry or a tree-lined median. These types of areas may be counted towards the required local open space at the discretion of the Department of Recreation and Parks. Public open spaces provide a neighborhood with the following:

- a place to gather, recreational areas and preserved natural areas.
- a distinct identity, providing a sense of orientation.
- a visual focus.

This open space includes a variety of amenities and allows for numerous activities.
Open Space Character

Open spaces are not just non-buildable leftovers, but should be one of the first elements considered in the site layout.

Guidelines:
- Organize buildings around open spaces to reinforce the qualities of the space.
- Developments within all residential zones must meet the local open space requirement.
- Fencing should be uniform or thematic throughout the Honeygo neighborhoods.
- Protect streams, wetlands and natural features.
- Open space edges should be defined with trees.

Connect open spaces to the network of streets to provide ease of access to open spaces.

Guidelines:
- Determine the street layout concurrently as open spaces are located.
- Continue the landscape treatment of the adjacent streets to define the edge of the open space.
- Terminate the vistas of significant streets within a neighborhood with a visual landmark.

Design medians or green areas within the streets.

Guideline:
- Include green spaces within the street (medians or landscaped islands) to enhance the neighborhood, create focal points, help orientation, and to offer unique design features.

The open space provides a visual orientation for the neighborhood and houses are organized around the square.

Residential open spaces connect to the natural features of the site. This neighborhood open space is on each side of the street and creates a highly visible public amenity.
Conservation Areas and Neighborhood Gateways

Conservation Areas:
Environmental areas protected by Federal, State, and Local regulations.
Guidelines:
- Develop a contiguous sensitive environmental area within an urban context.
- Conservation areas should be accessible to the community as much as possible depending on the stability of the resource.

Neighborhood Gateways and Buffers:
Neighborhood gateways - Small open space areas at major vehicular and pedestrian entries into a neighborhood.
Buffer Areas - Densely landscaped areas that should screen adjacent, nonresidential land uses that detract from the overall community character.
Guidelines:
- May include neighborhood identification sign, kiosk or gazebo and lush landscaping. Note: Neighborhoods are not required to have an identification sign.
- Buffers should be used where neighborhoods abut extremely busy and noisy, limited access highways to create a dense sound buffer of vegetation.
- Plant trees to create visual and sound buffers.
- Require uniform fencing throughout each subdivision within Honeygo.
- Establish street tree theme at neighborhood entry.
- Use consistent signage throughout Honeygo at neighborhood gateways.
- A thick, dense landscaping buffer should be part of any development along the I-95 right-of-way.

This conservation area is protected by County regulations. The development intensity is limited to avoid impacts.

This neighborhood sign identifies the neighborhood and is surrounded by existing vegetation and manicured landscaping materials. If a sign is desired, then keep it simple.
Residential Open Space

**Neighborhood Green Areas:**
Provide a residential green area for every 200 to 250 dwelling units.

**Guidelines:**
- Integrate squares into the pattern of neighborhood streets around it.
- Provide an area for a playground specifically oriented to toddlers and small children.
- Set aside areas for privately owned neighborhood pool and swim clubs.
- Buildings should front and lend activity to the open spaces.
- Adjoining uses will likely be residential, but may also connect to an environmentally sensitive area.
- The open space should front on at least one residential street.
- The open area should lend character and identity to a neighborhood.

Examples of lending character include:
1. locating a gazebo within the space,
2. designing a sitting area with a sculpture,
3. planting specimen trees within the space, or
4. planting a flower garden.

This residential square is surrounded by townhouses and single family detached units.

Provide play structures (equipment must be approved by the Dept. of Recreation and Parks) within a park and recreational area for toddlers and small children. Locate equipment away from the street or provide a fence between the tot lot and the street.
Village Center Open Space:

A central open space which enables the Honeygo residents to assemble and socialize. This area is a public outdoor place, a square or village green, which due to its central location and public nature, becomes the symbolic heart of the Honeygo community.

Guidelines:

- The design of the village center open space at the village retail center should accommodate a variety of public gatherings and special events. The open space may be located between the retail uses and the residential uses so that the space is not isolated from the residential community.
- On-site parking is not required.
- The design should allow (encourage) residents from adjacent neighborhoods to easily walk to the open space.
- Encourage diversity and activity by providing a mix of uses, like office, retail, cafes, and theatres, around and adjoining the center.
- Place features like fountains and monuments to create focal points and organize other park elements.
- Locate buildings to front and face the village center open space.
- May occur at an intersection of neighborhood streets that lead to adjacent residential subdivisions.
- At least some of the open space perimeter should be accessible from surrounding streets.
- The open space should appear to be inviting and be clearly defined by landscaping and lighting.

This open space allows for a transition between the commercial uses and the residential neighborhoods.
F. Parking and Streets

Coordinated street planning and parking of cars organizes a neighborhood's environment.

A good neighborhood street is much more than concrete curbs and asphalt paving. It must be designed as a coherent combination of walking, biking, parking and driving zones, landscape and building edge - all in a proper relation to one another depending on street type and use. Parking should be incorporated into neighborhoods in a way which does not overwhelm streets and other public spaces.

Well designed parking and streets:

- provide hierarchy and clear orientation.
- provide clear and safe access to and from residences, offices and shopping.
- do not create large, unsightly areas of asphalt or concrete anywhere, especially in front of residential buildings.
- make efficient use of land.
- promote connections into and out of the community, and
- include bike paths to connect neighborhoods to other neighborhoods and to recreational areas.

A landscaped median along a major residential street is an attractive feature that improves the visual and aesthetic appeal of a neighborhood. Parallel parking along the street provides convenient guest parking without significantly widening the roadway.

Provide parking and design parking areas to meet the needs of the project design.

Guidelines:

- Parallel parking along the street is encouraged. The width of the street should be designed to accommodate this additional dimension.
- On street parking, except on shopping streets, may only be parallel to the street.
Parking and Parking Lots

Locate parking lots to the sides or rear of buildings. Buildings should front the street not parking lots.

Guidelines:

☐ Minimize the visual impact of the typical 60 ft. paving width for parking lots at garden apartment complexes and condominiums from the street; cars and asphalt are overwhelming and erode the building edge along the street.

☐ Parking lots should be generously landscaped particularly if they are located in front of multifamily residential or commercial buildings. Accommodate parking lots to the rear and side of buildings, where possible.

☐ Creatively design parking areas (commercial and residential) so that the visual impact is minimized.

☐ Parallel parking along the street keeps the street width to a minimum.

Integrate trees and ground cover landscaping into parking areas and screen parking lots from streets, public spaces and private yards.

Guidelines:

☐ Plant one tree for every 10 parking spaces.

☐ Plant vegetation (bushes, hedges and trees), along 100% of the street frontage of parking lots.

☐ Planting strips and islands should be a minimum of 8 ft.-to-10 ft. wide.

☐ Use decorative fences and low walls in combination with vegetation to fulfill requirements.

Screen parking lots from public spaces and private yards with fencing and landscaping.

A continuous hedge, trees, and other landscaping materials helps to visually decrease the size of a parking lot. A landscaped buffer is required between the right of way and a parking lot for commercial uses.
Parking and Parking Lots

On-street parking along Belair Rd., Honeygo Blvd., and Philadelphia Rd. is not recommended.

Guidelines:

☐ Shopping streets may have angled parking. The angle relative to the curb may not be more than 45 degrees. (Otherwise the streets get too wide and become parking lots.)

☐ Connect shopping and other commercial streets to parking lots with well maintained and lit pedestrian walkways.

☐ Design the on-street parking spaces to meet the need for commercial tenants.

☐ Make parking for shopping centers attractive and easily accessible.

☐ Provide generously-landscaped, off-street loading areas.

Angled parking may be provided along a shopping street. On-street parking spaces may be counted towards parking requirement.

The arrangement of the street feeding the parking lots with the buildings setback from the parking lots is not preferred. Parking lots, particularly for residential uses, should be located to the interior of the site.
Residential Parking Types

Parking areas for any residential project should be located and designed in a manner that minimizes the visual impact within a neighborhood.

Guidelines:
- Parking pads may not be located in the front yard.
- Residential dwellings are not required to have fee simple access to a public right-of-way. Access via alleys, courtyards or a common easement in the front is permitted.

Single Family Garages
Narrow the width of the driveway at the public right-of-way whenever possible.
- Garages may face the side yard or be located in rear yard.
- Garages attached to a principle residential structure should not be accessed from the front unless no other option is available.
- Shared driveways (10 ft. to 12 ft. in width with an 8 ft. wide easement on each side of the lot line) between single family detached units may lead to side or rear yard garages.

Townhouse Garages
- Garages are not allowed in the front yard of the units.
- For end units, garages may be at the side or rear of the lot. For in-units the garages may be at the rear of the lot.

Alleys
Access to parking through the use of alleys is strongly encouraged. A parking pad or garage that is accessed from the alley is encouraged.
- Parking alleys are recommended when the street type dictates heavier traffic and limited curb cuts, typically major streets and boulevards.

A garage located 18 ft. back from the front facade. Neck driveway if garage faces street.

Typical Off-Street Parking Option: Single Family Detached -- Garage with alley access.
Residential Parking Types

Parking Court Option
Park in small lots behind or beside residences. Buildings should never front parking lots.

Townhouse and Multifamily Parking Lots
Park in well landscaped lots behind or to the side of buildings.

☐ Keep length and width of parking lots to a minimum.

☐ Create entrances to the buildings from both the parking area and the street.

☐ Allow a minimum of 16 ft. between building and parking lot for landscaping.

☐ Provide landscaped islands (8 to 10 ft.) between rows of parking.

Provide landscaped, tree-lined medians between rows of parking.

Typical Off-Street Parking Options: Single Family Attached -- Garages and Parking Pads along an alley.
Street Character and Layout

Well designed neighborhood streets have consistent landscape treatment, lighting, and dimensions.

Guidelines:

- Fences should not be located in the front yard. If fences are located in the side yard, then they should be setback from a sidewalk.
- Differentiate streets with different types of trees to impart a sense of identity and orientation. Plant trees that are a minimum 2 1/2" caliper on both sides of the street.
- All streets shall have sidewalks and shall be planted with street trees.
- Provide a double row of trees along Honeygo Boulevard to achieve a parkway like character.

Streets shall form a network by providing regular intersections and connect neighborhoods to slow traffic down to safe speeds.

Guidelines:

- Design a variety of roads for flexibility and ease of traffic flow, creating fewer bottlenecks. Connected streets allow for emergency vehicles to reach their destination more quickly.
- Generally, blocks should be no more than 400 feet in length within subdivisions.
- Distort and transform grid layouts to account for existing topography, natural features, landscape and buildings.
- Continue streets through to as many adjoining neighborhoods as possible.
- Cul-de-sacs may be used when developable land is surrounded by environmentally constrained areas.
- Allow for future connections where topography permits a street to extend. If there is no present adjoining development, allow the streets to stop at property lines.
Street Classifications: Arterials / Collectors

**Definition:**
Main thoroughfares of and through the Honeygo neighborhoods; allows the most traffic through a neighborhood. Arterials / Collectors should not resemble a freeway. They should always appear inhabited. Belair Rd. and Honeygo Blvd. will be the most vehicular oriented streets to move traffic through the area.

Design a landscaped median within Honeygo Blvd., where possible. These roads are generally either County capital projects or existing roads improved during the development process.

**Guidelines:**
- Plant street trees on each side at intervals of 35 ft.-to-40 ft. and provide sidewalks, both sides.
- Developments along the major arterials should minimize curb cuts by sharing access points.
- The buildings and trees should create a strong definition to the street.
- If there are a mix of uses it should retain a residential character.
- Design landscaped medians where possible.
- Connects major public spaces and buildings along it or at the ends.
- May link parks to the other neighborhoods.
- Commercial buildings along Belair Rd. should maintain the average setback established by the existing funeral home and bank building.
- Parking should be provided at the sides and rears of residential and commercial lots.
- Parallel parking may be allowed along some areas of the collector streets.
- Provide a bike lane within or adjacent to the right-of-way, where possible.

Typical Honeygo Collector section.

Typical Right-of-Way detail.
Definition:
Streets handling local residential traffic. This street type will serve as the main entrance into the neighborhoods and feed residential streets with local vehicular traffic.

Guidelines:
- Plant trees on both sides of the street at intervals of 30 ft.-to-35 ft.
- Sidewalks should be on both sides of the street.
- For pavement width and right-of-way, see the "Typical Neighborhood Collector section" on this page. This section may be widened with a landscaped median. The median should be maintained by the H.O.A.
- The street trees along the entire length of a neighborhood street should be the same for consistency. However, tree types should be varied street by street in the event of disease.
- This street will connect neighborhood to neighborhood and neighborhoods to the arterial and collector road network.
- Keep parking on one or both sides.
- Alleys with garages or parking pads in the rear yard can accommodate much of the parking needs.

Typical Honeygo Neighborhood Collector section.

Typical Right-of-Way detail for a Neighborhood Collector.

A neighborhood collector may be designed with one or two travel lanes in each direction and parallel parking on each side of the street.
Neighborhood Street

Definition:
Streets that handle local residential subdivision traffic. The majority of subdivisions streets in Honeygo will be this type.

Guidelines:
- Plant street trees on both sides of the street at intervals of 30 ft.-to-35 ft.
- Sidewalks should be on both sides of the street.
- For pavement width and right-of-way, see the “Typical Neighborhood Street section” on this page. All local (neighborhood) street should generally be a minimum of 30 ft. pavement width on 50 ft. of right-of-way. In some cases, the width of the pavement section may be increased or reduced depending on the length of the street, the intensity of development and the provision for off street parking.
- Standard vertical curbs are required for safety and storm water management. Mountable curbs are not allowed.
- Tree-lined, defined by vegetation and small scale residential buildings.
- The character should emphasize the street as a place where neighbors can walk and meet.
- The street trees along the entire length of a neighborhood (local) street should be the same; the street trees do not need to be the same for every neighborhood (local) street within the same subdivision.
- Parallel parking on one or both sides of street may be appropriate. Consider providing additional parking in an alley.
- Consider a 40 ft. pavement section for parallel parking when townhouses face each side of the street.
Alley

Definition:
Secondary parking and service street may be part of the development proposal at the discretion of the developer. Alleys in Honeygo are private casements providing access to rear yards and parking areas. Preferred access and parking for residential units when fronting arterials, minor arterials, collectors, neighborhood collectors or neighborhood street.

Guidelines:
- Alleys should generally be between 14 ft.-to-16 ft. wide; provide adequate turning area into a garage.
- Provides access to parking pads and garages.
- No curbs are required.
- Houses should not front alleys. However, a lot may only have access from an alley.

Alley with garages for single family detached units.

Alley with garages for townhouse units. Parallel parking would be allowed along the street.
Court/Cul de Sac

Guidelines:

- All local (neighborhood) streets should be a minimum of 30 ft. pavement width on 50 ft. of right-of-way. In some cases, the width of the pavement section may be increased or reduced depending on the length of the street, the intensity of development and the provision for off street parking.

- Standard vertical curbs are required for safety and storm water management. Mountable curbs are not allowed.

- Courts may only occur for special design situations and between environmentally sensitive land areas.

- Provides a landscaped median at the turn-around section of the court. Same typical section as a Neighborhood Street.

- Provide parallel parking.

- Do not end with parking lots. Terminate courts with landscaped areas or turnarounds (medians).

- Plant trees on both sides of the street at a maximum of 30 ft.-to-35 ft. on center.

- Sidewalks on both sides of street.

Provide a landscaped median within and street trees along a court.

How to measure cul-de-sac or court length.
Commercial Street

Definition:
Majority of ground floor frontage is dominated by shops which open out to and activate the street.
Serves fronts of commercial buildings and provides access to parking areas.

Guidelines:
- Plant trees on both sides of the street at a maximum of 30 ft.-to-35 ft. on center.
- Construct sidewalks on both sides of the street.
- Encourages a mixture of retail and office, in close proximity to residential streets.
- Offices may be designed above the retail space.
- Traffic should be slowed down with traffic signals and landscaping elements.
- A consistent image is achieved by creating guidelines for shop fronts and signage.
- Angled or parallel parking along the street may be provided.
- Trees, paving and urban furniture, (benches, lighting and other pedestrian elements) are critical to the positive character of the street.
- Connect the village retail center to the residential neighborhoods with streets.
- Provide the pedestrian with clear accessibility.
- Provide parallel parking along the edges of the street.
- Off street parking should be located to the interior of the site.
- Provide off-street loading facilities.