

City of Brentwood

RESIDENTIAL

DESIGN GUIDELINES



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2006

Community Development Department
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Cover Photos

The houses shown on the cover illustrate the wide diversity of housing in Brentwood today. Over time, mature landscaping will enhance and integrate these homes into their neighborhoods and the broader community.

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INTRODUCTION

1.1 APPLICABILITY

These guidelines are applicable to all of the following:

- New residential subdivision housing
- New housing units on individual parcels
- Residential infill projects in established neighborhoods
- Additions and exterior renovations to existing residential units
- Accessory buildings on residential parcels

Note: Additional or different design guidelines may apply to projects within the Brentwood Boulevard and Downtown Specific Plan areas. Applicants should consult with staff for projects in these areas.

1.2 CONTEXT

The City of Brentwood is a rapidly growing community with a small town agricultural heritage and a rich and varied history. The area that is now Brentwood was originally inhabited by several Native American tribes including the Tuchiynes, Acalanes, Bologones, and the Caruinez tribes who made their home on the fertile soil.

The earliest European settlers of the Brentwood area were a group of Spanish soldiers who explored the Mt. Diablo area in 1772. These Spaniards settled in what is now the Brentwood area, and called the area Los Meganos Rancho. In 1837 the Los Meganos Rancho was sold to Dr. John Marsh, the first American citizen of what later became Contra Costa County. Dr. Marsh built the first home in the Brentwood area for his new wife Abigail in 1851. This home still sits in its original location on the outskirts of Brentwood.

When the railroad expansion occurred on the Los Meganos Rancho, the importance of laying out a town was apparent. Owners of the Marsh ranch donated a tract of land for this purpose, and Brentwood took shape. By 1890, the Brentwood area became an agricultural center and was the largest shipping point for wheat and barley between New Orleans and San Francisco. By the 1920s, Brentwood was a thriving agricultural community, The Balfour Guthrie Company constructed a major irrigation system, expanding the variety of commercial agricultural crops grown in the area.

Today, farming is still conducted on the outskirts of the community and draws visitors from throughout the San Francisco Bay Area each summer to enjoy the variety and freshness of the fruits and vegetables produced locally. Brentwood boasts a solid down-

HOW TO USE THIS DOCUMENT

- Review the Community Expectations in the Introduction to obtain an overview of the characteristics and features valued by the City.
- Review the Basic Design Principles to get a sense of the most important community concerns and expectations.
- Take a drive and walk around existing Brentwood residential neighborhoods to observe both existing development as well as elements that contribute to the community's overall scale and character.
- Review the Subdivision Design Guidelines in Chapter 3. These may not apply in all individual cases to all housing types, but provide guidance for those elements that most frequently occur regardless of housing type or density.
- For higher density attached housing projects and for homes located within existing neighborhoods, review the appropriate chapter for additional or special guidelines applicable to your project.
- Review the Development Review Procedures and submittal requirements in Chapter 2.
- An early, informal meeting with the City's planning and engineering staffs to review your preliminary development plans and designs is generally a good idea to identify any special issues and concerns before you have committed large amounts of time and money for the preparation of application drawings and materials.

Should you have any questions about these guidelines, please contact the Community Development Department at (925) 516-5405.

ARCHITECTURAL PLANS AND STYLES

- These guidelines are not intended to establish or dictate a specific style beyond the desire to maintain the City's small community character with attention to human scale and detail.
- Applicants are asked to look at the City's rural architectural heritage with wide roof overhangs and a variety of building materials as well as more recent developments which have been designed with attention to a richness of form, detail and substantial landscaping .
- The City will work with developer applicants to adapt critical functional features of prototype plans and elevations to their Brentwood sites, but will not support standard plans, building forms, elevations, materials, or colors that do not relate to the site, adjacent development, or Brentwood's community character.
- The City seeks its own unique character that blends new housing with its rural small town heritage.
- Applicants are encouraged to meet early in the process with the City's Planning Division staff to discuss their plans and building design.

town core consisting of older commercial and residential areas which form the historic center of the community and continue to provide the small town atmosphere so important to the citizens of the City. Newer development has gradually grown outward from the downtown area, but the City prides itself on maintaining its small town character.

One of the City's General Plan goals is to attempt to create a sense of "place" for the community by preserving and enhancing the identity and small town rural character of the city. To this end, the city insists upon high-quality design that complements and enhances the existing fabric of the community. These residential design guidelines are provided to help articulate the community's desires and ensure that new residential development respects the past while embracing the future and welcoming new residents.

1.3 GOALS

- Establish a consistent high quality of residential development throughout the community.
- Link neighborhoods into a cohesive community environment.
- Promote both visual continuity and diversity.
- Promote a balanced transportation system that encourages pedestrian, bicycle, and other non-motorized forms of transportation.
- Incorporate higher density housing types into the City.
- Utilize the best practices and design experience of other Bay Area communities.
- Continue to ensure Brentwood remains a desirable and attractive place in which to live as the City grows.

1.4 PURPOSE

The guidelines contained in this document are intended to accomplish the following:

- Ensure that new development reinforces and supports the scale and character of Brentwood's existing residential neighborhoods.
- Provide guidance to property owners, developers, and their design professionals in planning and designing new subdivisions and individual new homes as well as additions and renovations to existing houses.
- Establish a clear statement of community expectations in order to provide a greater degree of predictability and

certainty about design expectations during project review.

- Provide a high level of design quality.
- Encourage a diversity of neighborhood living spaces and residential design.
- Provide a high quality of design in residential areas regardless of density.
- Ensure sensitive transitions between residential areas of differing densities.
- Provide guidance for future home additions and renovations within established neighborhoods.
- Integrate new infill development into Brentwood's established neighborhoods.

1.5 COMMUNITY EXPECTATIONS

- New housing will foster a sense of community and place.
- New residential development will respect the scale and character of adjacent homes and neighborhoods.
- A sense of place will be provided by retaining views of surrounding hills and scenic open spaces, wherever possible.
- Usable open spaces and parks will be provided within residential neighborhoods.
- Pedestrian orientation within and between neighborhoods will be emphasized to enhance mobility.
- Variety and diversity of architectural character will be provided in all new subdivisions.
- Unity of design treatment will be expected on all sides of residential buildings, not just on the front facades.
- Garages and driveways will not be allowed to dominate street frontages.
- High-quality durable materials will be used throughout new residential development.
- Careful attention will be given to architectural and landscape details including roof overhangs, window trim and decorative elements, porch columns and railings, trellises, and other features that add visual richness to the home and neighborhood.
- A strong commitment will be made to landscaping in all new residential development. Plant palettes should include large canopied shade trees, flowering plants and other interesting plant selections.



Attentive architectural and landscape details



Usable open space



Prominent entries



Quality architectural details

RELATIONSHIP TO THE ZONING ORDINANCE

This document is intended to provide general guidelines and direction for future residential development within the City. The City's Zoning Ordinance includes many different customized residential zoning districts with specific development regulations and standards for particular areas of the City.

The guidelines and zoning standards together are intended to convey what the City expects in terms of residential design. However, the City's Zoning Ordinance takes precedence over these guidelines in the event of conflicting information.

1.6 BASIC DESIGN PRINCIPLES

The following principles have been used as touchstones for the development of individual residential design guidelines. In the event that the specific guidelines do not clearly address a given condition, the Basic Design Principles should be consulted for general direction. The Basic Design Principles will be used by the planning staff and Planning Commission/City Council when evaluating all residential projects in the City, and when considering the acceptability of unique proposals that vary from the specific guidelines.

1. Design to reflect the uniqueness of Brentwood and the site

Brentwood wishes to create a unique sense of place that continues to improve over time as the community grows. Prototypical architecture found in other cities may be acceptable if it reflects high-quality design features, is visually appealing, and is compatible with and complementary to existing neighborhoods and surrounding development. Traditional architectural styles, decorative building material combinations, tasteful building color palettes, durable tile and roofing materials, usable porches, private patio areas and/or garden areas, plentiful windows to provide natural light and articulated architectural features on all sides of residential structures are expected.

2. Integrate new development into the surrounding city fabric

New residential projects should fit comfortably into their surroundings with multiple pedestrian linkages to adjacent development and open spaces, and with height, scale and color sensitivity to nearby residential development.

3. Design projects with internal continuity

Residents within larger developments should be able to walk easily to other homes in the development and to reach adjacent neighborhoods and open spaces. Transitions between residential units should avoid abrupt changes in size, bulk and levels of architectural detail.

4. Minimize the impact of garages and driveways along street frontages

Entry porches and active living space should have greater prominence than garages along street frontages. A pleasant pedestrian environment should be created along street fronts. Visitors to a development should be able to reach visitor parking without passing by large banks of garage doors.

5. Provide visual variety in multi-unit projects

A variety of floor plans, elevations, building heights, materials and colors will be expected. However, a unified design approach should be utilized to avoid visual chaos and promote cohesion and harmonious neighborhood settings.

6. Design buildings with strong architectural integrity

Residential projects should be designed with 360 degree architecture with materials and details carried around all sides of a structure to avoid a "false front" look and the presentation of unarticulated and unadorned facades to neighboring homes and public view.

7. Integrate substantial landscaping into all projects

Mature landscaping should be preserved whenever possible, and replaced in-kind when it cannot be saved. Substantial landscaping should be provided along all street fronts to reinforce a strong sense of neighborhood and a pleasant pedestrian environment. Large trees and shrubs should be used for higher density projects to mitigate their visual bulk and reflect the agricultural surrounding of the City.

8. Respect adjacent neighbors

Every project should be respectful of adjacent homes and neighbors. New development and changes to existing development, including remodeling, should avoid privacy, noise, light and visual conflicts with adjacent uses to the maximum degree possible. Special care should be given to avoiding tall blank walls and large building volumes immediately adjacent to one-story homes on adjacent parcels, and to the placement and treatment of windows and site landscaping to minimize views into neighboring homes' windows and private outdoor spaces.

9. Use quality materials and craftsmanship

High-quality, state-of-the-art materials and design that will maintain their appearance over time and convey a sense of pride in one's home shall be used in all new construction. They will also reduce long-term capital costs.



Architectural style diversity is encouraged and expected



Pedestrian orientation and strong landscaping are strongly desired

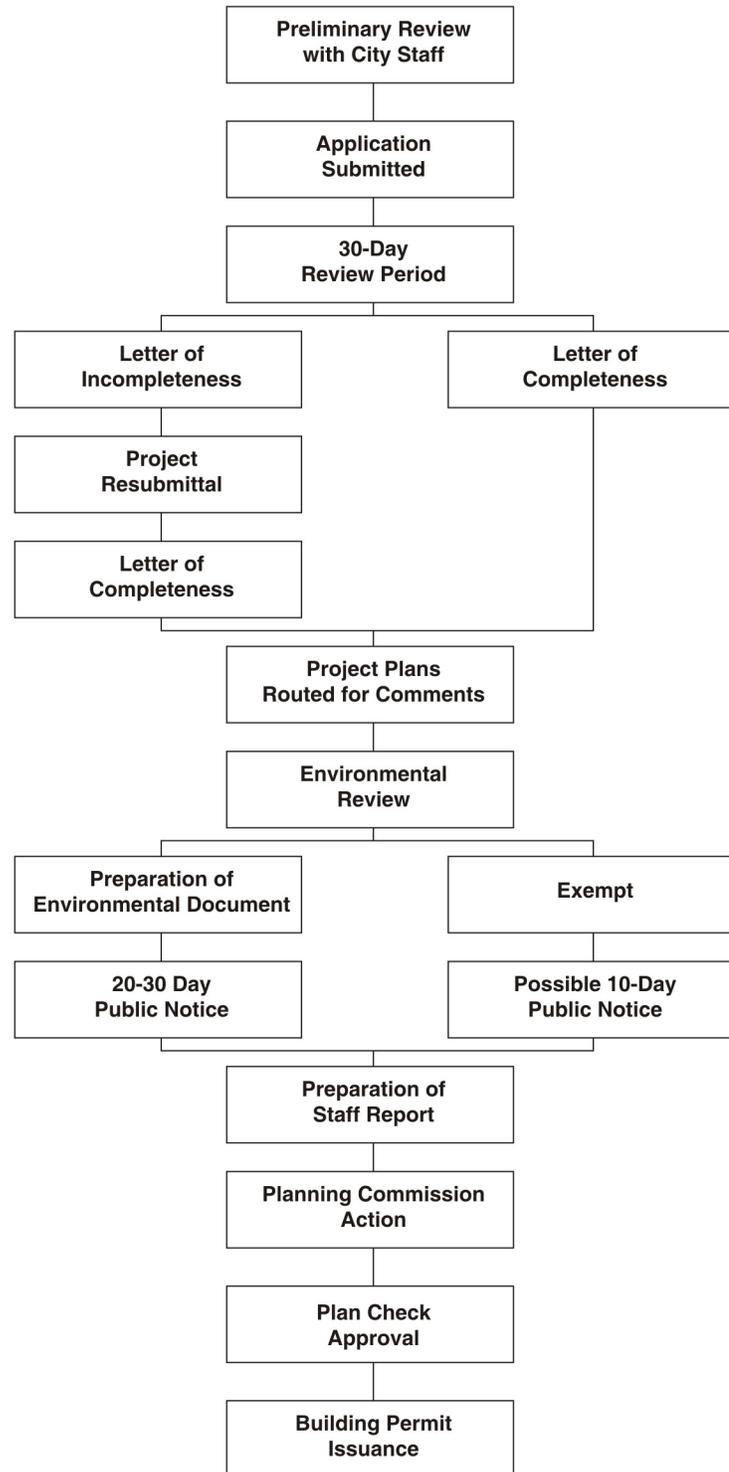
CITY STAFF SUPPORT

Applicants are encouraged to meet with City and Fire District staff at an early stage during preparation of development plans to discuss any issues or conditions that may need special attention in the planning and design of the project. Contact points for the City of Brentwood and outside agencies most often involved in development review are listed below.

Development applications and fee schedules are available on-line at www.ci.brentwood.ca.us.

- **Community Development Department**
104 Oak Street
Brentwood, CA 94513
(925) 516-5407
- **Public Works Department**
120 Oak Street
Brentwood, CA 94513
(925) 516-5420
- **Parks and Recreation Department**
740 Third Street
Brentwood, CA 94513
(925) 516-5444
- **Police Department**
9100 Brentwood Boulevard
Brentwood, CA 94513
(925) 634-6911
- **East Contra Costa Fire Protection District**
134 Oak Street
Brentwood, CA 94513
(925) 634-3400

For additional information, visit the City of Brentwood website at www.ci.brentwood.ca.us



SUBDIVISIONS

INTRODUCTION

Subdivision development patterns have changed in many locales over the past decade with New Urbanism principles, based on returning to traditional neighborhood and residential design patterns and standards, replacing many of the road and parcel layout principles that have characterized suburban communities over the past three or four decades. Brentwood desires to utilize those elements of New Urbanism that encourage a strong sense of neighborhood but within a framework that retains the traditional sense of suburban community that has emerged as Brentwood has developed over time.

SITE DEVELOPMENT

2.1 SUBDIVISION LAYOUT

2.1.1 Neighborhoods

- Provide neighborhoods with a strong sense of individual identity.
- Design high-quality entry monuments and landscaping at major subdivision entries from surrounding collector and arterial streets.



INTENT

Most new housing in Brentwood is the result of subdivision development ranging from small projects under five acres to larger ones in excess of one hundred acres. While some smaller infill and mixed-use developments can be anticipated, most residential development in the immediate future will occur in new subdivisions.

The City has a good base of experience in reviewing and tailoring single-family subdivisions to the unique conditions of Brentwood. These guidelines are a summary of the standards and techniques that have been successfully utilized along with additional guidelines to assist in the creation of viable neighborhoods as Brentwood matures as a city.

The intent of these design guidelines is to:

- Create a fabric of viable and interrelated neighborhoods
- Encourage visual variety within subdivisions
- Encourage distinct neighborhood identities
- Facilitate positive landscaped interfaces between subdivisions and the public road network

2

SUBDIVISIONS



Distinctive neighborhood park space



Decorative sound wall columns and wall caps



Stone faced sound walls are highly desirable

- Provide highly visible parks and open spaces with a distinctive landscape character within each subdivision.
- Locate units with active living space windows facing neighborhood streets to provide “eyes on the street” and facilitate resident monitoring of public spaces.
- Incorporate existing natural features (e.g., creeks, mature trees, rock outcroppings, etc.) into the site design to enhance the subdivisions’ visual links to their unique location.

2.1.2 Linkages to Surroundings

- Provide connections to streets in adjacent neighborhoods, as appropriate. A minimum of two vehicular connection locations are required for developments of 25 units or more.
- Provide pedestrian and bicycle connections, existing and planned, to adjacent neighborhoods and open space, parks, schools, and commercial service areas.

2.1.3 Relationship to Open Spaces and Natural Features

- Provide physical and/or visual linkages between project open spaces and adjacent open spaces (*i.e., share or expand open spaces wherever possible rather than isolate them*).

2.1.4 Bordering Streets

- Limit privacy and sound walls to the minimum height required for sound mitigation.
- Design sound walls to minimize visual impact in terms of height and length. Earth berms are one means to reduce the overall height of sound walls.
- Sound walls should be of solid and durable construction. Graffiti resistant materials should be used. The inclusion of decorative hand laid block is strongly encouraged. Wood board and wood panel fences are not allowed facing arterial and collector streets.
- Break up sound walls with decorative columns and pilasters, and with decorative wall caps.
- Provide horizontal plane offsets and materials changes for walls over 50 feet in length.
 - Provide minimum offsets of at least 24 inches.
 - Design offsets to allow visual surveillance from the street.
 - Open metal fencing segments are encouraged in walls where sound attenuation is not required.
- Provide pedestrian gates in walls over 100 feet in length along arterial and collector streets to allow convenient access for residents. Applicants should work with staff regarding numbers and locations.

- Provide a minimum setback of 30 feet between sound walls and bordering arterial and collector streets. Provide landscaping including trees of a minimum 24-inch box size.

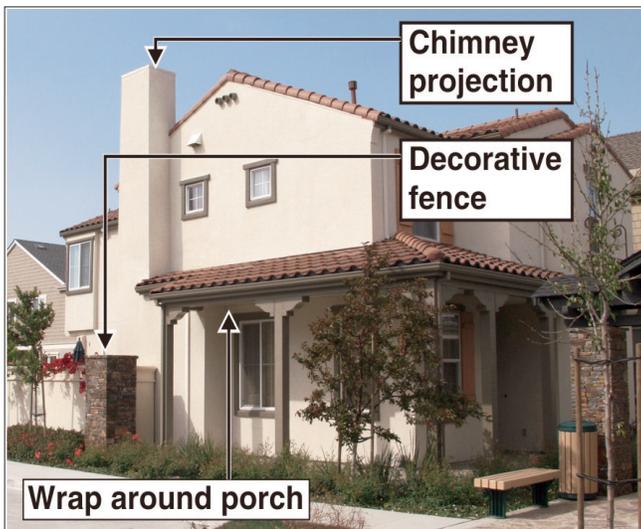
2.1.5 Solar Orientation

- Orient the long axis of houses east-west, wherever possible.
- Place major glass areas facing north and south, wherever possible.
- Orient primary living spaces to receive direct winter sunlight, whenever possible.
- Locate deciduous trees to provide summer shading of major glass areas.

2.1.6 Corner Lots

- Provide corner lots with a lot dimension that is wider than interior lots (minimum of 5 feet wider).
- Modify interior lot designs with special features for corner lots to add visual interest and human scale to the side facades facing streets and pedestrian ways. Examples include wrap around porches, bay windows, projecting roofs over windows and similar features.
- Provide access garages from side streets or from the rear of the parcel, if possible.

CORNER LOT SIDE ELEVATION DESIGN TREATMENTS EXAMPLES



Provide additional detail on side elevation of corner lot homes



2.2 STREETS

2.2.1 Internal Streets

- Meet all City of Brentwood street and emergency vehicle access (EVA) standards as described in The City of Brentwood General Plan 2001 - 2021 and in The City of Brentwood Standard Plans and Specifications.
- Subdivision streets should be planned to discourage fast and through traffic by incorporating appropriate traffic calming features.

Techniques include the following:

- *Landscape bulbs at intersections to narrow apparent street width*
- *Narrow streets, where appropriate.*

Note: All traffic calming measures should be developed to accommodate a large street sweeper, refuse and delivery vehicles.

- Relate the design of entry streets to adjacent City streets. Techniques include the following:

- *Sidewalks*
- *Street lights*
- *Street trees*

- Design major interior streets for continuity
 - *Connect interior streets to external roadways where appropriate.*
 - *Loop streets are encouraged for developments with a single point of entry.*
- Focus terminus views, wherever possible, on landscaping, open space, or home entries rather than on the backs of cars or garage doors.
- Street travel to units (especially for guests) should pass home entries to the maximum extent possible. Avoid long frontages dominated by garage doors.
- Entry streets should be designed to establish neighborhood identity. Techniques include the following:
 - *Provide entry streets that are long enough to give a sense of entry.*
 - *Provide decorative and durable paving materials at entry streets to enhance the street's visual character and announce a change in street purpose.*
 - *Focus the visual terminus of entry streets on a significant neighborhood open space or community facility, not on parked cars or backs of housing.*
 - *Treat entry streets like a public street with sidewalks and street lighting.*

- *Avoid on-street parking and curb cuts for the first 100 feet of entry streets, whenever feasible. It is preferable to have fronts of housing facing entry drives.*
- *Entry drives should be largely devoted to home entries rather than building sides or rears. For units at the corners of external streets and entry streets, entries should generally face the external street with entry porches wrapped around to the entry drives.*
- Interior streets should have visual interest with street trees, parkstrips, decorative street lights, and landscape bulbs to reduce apparent street width.
- Internal streets should be faced by no more than a maximum of 10 uninterrupted parking spaces or garages. Significant landscaped areas, including trees and with a minimum width of 5 feet, should separate blocks of garages and/or parking spaces.
- Limit the length of cul-de-sacs to promote pedestrian friendly neighborhoods. A maximum of 350 feet and serving a maximum of 25 units is suggested.

2.2.2 Parkstrips

- Parkstrips are encouraged on all arterial and internal streets.
 - *Parkstrips should have a sufficient width to allow the planting of significant street trees. Generally this should be 7 to 10 feet to allow for full growth of canopy trees. Applicants should work with staff for each specific location.*
 - *Grass or ground cover is encouraged in the parkstrips. Contrasting modular paving may be considered in parkstrips where heavy foot traffic from parked car passengers is anticipated.*



Wide parkstrips are strongly encouraged

2.2.3 Street Lighting

- Decorative street lights are required in all areas with sidewalks.
- Lights should be of a pedestrian scale with a height no greater than 18 feet, and should provide a fully shielded light source to avoid glare into adjacent residential units, and shall utilize a cutoff or full cutoff classified light fixture.



Desirable street frontage lighting and landscape treatments

2

SUBDIVISIONS



Provide usable common open space



Provide community buildings for larger multi-family projects

2.3 OPEN SPACE

2.3.1 Common Open Space

- Locate open space for ease of access from all dwelling units, and comply with all ADA access requirements.
- Adhere to the City's requirement for open space of 5 acres per 1,000 residents.
- Locate open space for easy visibility from entry drives.
- Provide usable open spaces with community amenities (e.g., tot lots, lawn areas, BBQ areas, swimming pool, tennis courts).
- Reinforce the edges and approaches to common open space areas with residential entries, not garages.
- Minimize the visual impact of on-street parking by limiting parking along perimeter streets to 50 percent or less of the street frontages.
- Shaded areas with trees and structures are encouraged.

2.3.2 Private Open Space

- All single-family dwellings shall provide private open space directly accessible from the unit.
- Private open space should be sited to minimize privacy intrusions on adjacent or nearby dwelling units.
- Front yard fences are limited to a maximum height of 42 inches.
- Long side or rear yard fences and walls facing onto public or interior streets should be attractively designed. The use of the same materials and finishes used on the house is strongly encouraged. Standard wood fencing in multifamily projects should be stained for durability and to promote visual unity.
- Shaded landscaped areas are encouraged.

2.4 LANDSCAPING

2.4.1 Street Trees

- Street trees are required along all public and private streets at a minimum of 1 tree per lot, plus 2 additional trees on the side of corner lots.
- Street trees should be selected to create a continuous canopy at 15 years of maturity. The installed size should be a minimum of 24 inch box or bareroot when the season permits.
- Provide a mix of deciduous and evergreen trees to provide year-round foliage.
- Avoid conflict with street signage, street lights and other utilities.
- Follow the *City of Brentwood Urban Forest Guidelines*.

2.4.2 Front Yard Landscaping

- Front yard landscaping should include trees along with flowering plants and shrubs.
- For multiple-lot developments, provide front-yard landscaping variety with no two adjacent front yards the same.
- In addition to street trees, provide a minimum of one front-yard tree for lots of 4,500 square feet or smaller (two are preferred) and a minimum of two trees for lots over 4,500 square feet.
- Additional landscaping will be required on corner lots.
- Where parcels have fronting sidewalks, walkways connecting the house entry with the sidewalk are encouraged (rather than using the driveway as the walk to the entry).
- Provide paving to allow trash receptacles to be rolled out to the curbside.

2.4.3 Rear Yard Landscaping

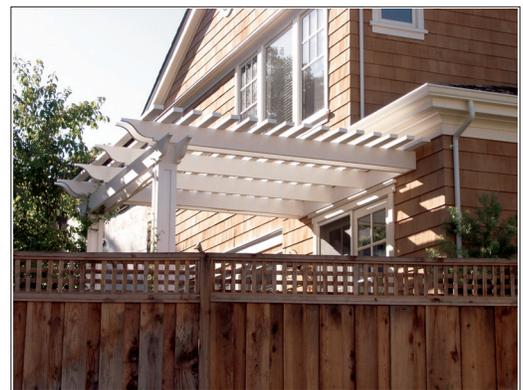
- Porches and trellises are encouraged to break up taller walls visible from streets and open spaces.

2.4.4 Irrigation

- Automatic irrigation systems will be required for all front yards, and should be capable of being expanded to the rear yards. Use Evaporator Transpiration based controllers with rain sensors.
- Utilize hydrozoning by placing plants together with the same watering needs.



Provide substantial street trees



Use porches and trellises to break up tall walls visible from streets

2

SUBDIVISIONS



Provide attractive trash enclosures for multifamily projects



Articulated privacy fence

2.5 DETAILS

2.5.1 Trash Receptacles

- Comply with the City's solid waste enclosure guidelines.
- Screen trash receptacles for single family units with landscaping or enclosures.
- Design multi-family trash enclosures with materials and details similar to the buildings. Trellises and lattices with landscaping are required.

2.5.2 Privacy Fences and Walls

- Provide design articulation on all visible fences and walls.

2.5.3 Utility and Service Areas

- Place utility boxes and valves underground or in areas not visible from streets or homes, whenever feasible.
- When not located underground or in areas which are visible from the street, screen above ground utilities with walls and/or landscaping or imitation boulders.
- Place meters out-of-site behind doors or landscaping.



Avoid above-ground utilities near streets and sidewalks

BUILDING DESIGN

These guidelines are intended for multiple-lot subdivision developments where a limited number of floor plans and exterior design treatments are repeated throughout a new neighborhood.

They also apply to custom homes constructed individually.

2.6 GENERAL REQUIREMENTS

2.6.1 Provide variety in unit plans and elevations

- 1 distinct plan with 4 distinctive elevations shall be provided for every 25 units.
- 50% of corner lots within a development must be single-story units.
- 50% of lots backing up to major streets must be single-story.
- 25% of all units within a subdivision must be single-story.
- 10% of all units within a subdivision must have side loaded or an alternative to a front facing garage configuration.

*Note: 1. Maximum building lot coverages are 40% for two-story and 45% for single-story homes.
2. The above guidelines are specifically for subdivisions composed of standard single family detached homes. More latitude may be granted to higher-density subdivisions on a case-by-case basis.*

2.6.2 Maintain architectural style integrity

- Architectural styles shall be clearly articulated and consistent in their proportions and details with the traditional models on which they are based.
- Materials and detailing shall be consistently used on all sides of the structure.
- Accessory buildings shall be designed to match the primary dwelling unit in terms of architectural style, color and materials.



Avoid structures with finished front facades and plain side walls



Provide visual variety / avoid repetition of the same designs side-by-side



Single story houses are required on 50% of all corner lots



Ten percent of all units must have side loaded or an alternative to a front facing garage configuration

2

SUBDIVISIONS



Example of similar plans with different architectural characters



Use one story elements to break up two story building mass



Avoid garages that dominate the front of the house

2.7 PRIMARY ELEMENTS

2.7.1 Massing

- Construct a maximum of 6 attached units in a row. Approval of more than 6 attached units may be considered, but will only be granted for projects with extraordinarily high design quality including out-of-the-ordinary attention to materials quality, richness of architectural detail, and landscaping. The burden of demonstrating that a project meets this test shall lie with the applicant, and shall be supported by photographs of similar projects where form, materials, details and landscaping will be matched or exceeded.
- Plans and elevations should be mixed within a development to avoid repetition of identical facades and roof lines.
- Break up the mass of two-story homes with attached 1-story elements (e.g., garages, porches, single story living space). Houses on corner lots will be required to provide one or more 1-story elements and/or projecting second story bay windows or other decorative architectural features to avoid tall exterior walls without design articulation facing streets.
- Design front elevations to emphasize entries, porches or other living areas and de-emphasize garages. No more than 50 percent of the front elevation of a house should consist of garage area.
- Front-facing garages should be set back from the front facade of the living space.
- Garages with tall eave lines (i.e., large amounts of wall area above the garage doors) are discouraged. If used, add a trellis, pot shelf, or other visual elements over the garage door to reduce the visual height of the garage mass.
- Avoid exposed long, unarticulated second floor walls which increase the apparent mass of the upper floor.



Use trellises over garages to reduce mass of larger walls above

2.7.2 Roof Forms

- Roof pitches should generally be consistent for any individual house.
- Match roof pitches to the architectural style.
- Select architectural styles to provide a variety of roof designs along street frontages.
- Provide variation in roof heights.
- Wide roof overhangs are encouraged to provide summer sun shading.

2.7.3 Front Articulation

- Articulate front elevations with porches having a minimum 7 inch step up to the front door, stepping roof ridges, breaks in eaves, garage offsets or similar methods.
- Provide at least one architectural projection per unit (a minimum size of 2'-6" deep by 15 feet wide is suggested.)
- Dwellings on corner lots should receive the same level of articulation on both front and corner side facades.

2.7.4 Entries

- Orient homes and entries toward streets.
- Projecting entries and porches are strongly encouraged as the primary front elevation element.
- Front porches should be consistent with the architectural style, but a minimum of 50% of the house width (exclusive of any garage frontage) is encouraged.
- Porch and projecting entries should have a minimum clear depth of 6 feet to accommodate outdoor furniture and promote regular use. This guideline applies to all subdivisions. However, for Rowhouse, and Townhouse projects, a minimum porch depth of 6 feet may be considered if lot depths do not allow for the deeper dimension.
- Wrap porches around the house on corner lots.
- Porch and projecting entry design and details should be consistent with the architectural style of the dwelling.
- For architectural styles without porches, provide a clearly articulated entry.
- Where entries are set back in an entry court, provide a gateway structure, portal, or other architectural feature to clearly articulate the entry.



Example of architectural styles selected to provide roof variety along street frontage



Front facade articulated with projecting mass, bay window, deep set entry door, and set back garage



Wrap around porches are strongly encouraged on corner parcels

2

SUBDIVISIONS



Houses without porches should still have a strongly articulated entry



Avoid blank side walls visible from the street



Avoid abrupt material changes on visible side walls

2.7.5 Side and Rear Treatment

- Avoid tall blank walls.
- A minimum of 50% of all two-story houses should have a minimum 3-foot horizontal offset in plan.
- Add variety to second floors with varied eave heights, windows and ridge line variations.
- Where visible, articulate elevation and roof planes to minimize the visual impact of repetitious flat planes.
- Provide variations in ridge lines to avoid repeating elements such as continuous gable ends, identical building silhouettes, eave heights and ridge heights.
- Provide windows on street-facing facades.
- Avoid sharp changes in wall materials from front to side walls when side walls are visible from streets or open spaces.

2.7.6 Windows and Doors

- Window and door types and proportions should generally be consistent throughout a development and sensitive to those of adjacent neighborhoods.
- Window and door types and proportions should be consistent with the architectural style.
- High-quality window and door trim and detailing should be provided and used on all facades of the dwelling.
- Window trim styles used on the front elevation shall be consistent on all other elevations.
- Window dividing grids are encouraged and when used, the grids should have some visual depth (i.e., not flat snap in grids). When utilized, they should be continued on all windows visible from the street and adjoining homes, not just on the front facade.

2.7.7 Trim and Details

- High-quality articulated window and door trim is required for all windows and doors (exception: windows recessed 12 inches or more from the face of the wall).
- Projecting trim around windows and doors should be wood or, if stucco covered foam, they should be covered with a finish that is smooth enough to provide sharp edges to the trim.
- Projecting stucco, brick or stone bases are suggested for larger houses, especially those with tall floor-to-ceiling heights.
- High-quality entry column and porch railing details are recommended.

2.7.8 Secondary Units and Accessory Structures

- Match the architectural style, roof pitch and details of the main dwelling unit.
- Match the materials and colors of the main dwelling unit.
- The secondary unit should be subservient in size and importance to the primary dwelling.

2.7.9 Carriage Houses

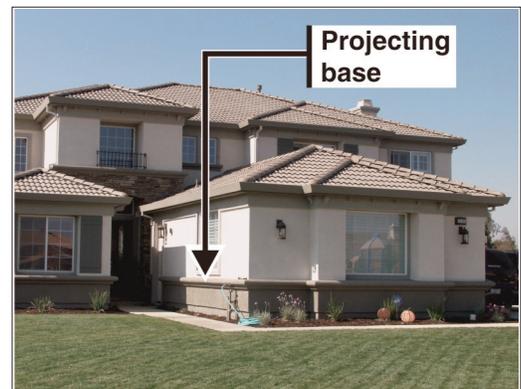
- Provide variety along rear access lanes (e.g., varied building heights and styles or some parcels without carriage units).
- Provide distinctive entries for carriage houses.
- Integrate carriage house units and the garage into a unified architectural expression.
- Integrate exterior stairs, if used, into the overall architectural design. Avoid exterior stairs with a tacked on appearance.



Garage and carriage houses with varied heights and roofs



Match front facade window trim on side and rear walls



Projecting stucco or stone bases are desirable on larger houses



Vary carriage house forms to avoid monotony

2

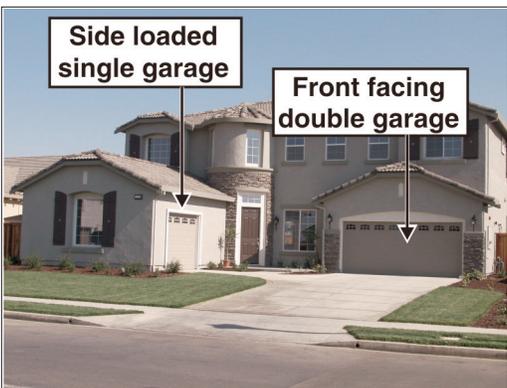
SUBDIVISIONS



Garages set back from the main facade are encouraged



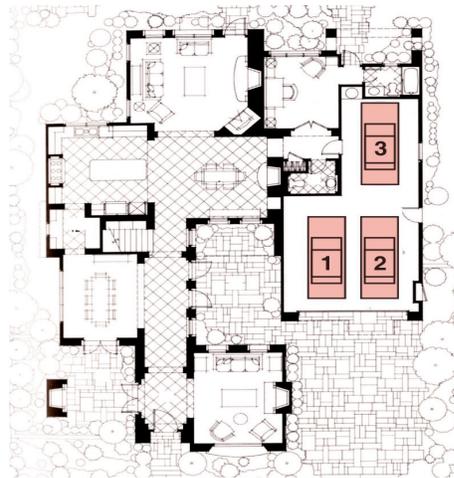
Separated garage doors by variations in front wall plane are encouraged



Separating larger garages and using side loaded garages is strongly encouraged

2.7.10 Garages

- Locate front-loaded garages behind the front elevation plane with a minimum setback of 3 feet.
- Limit garage width to a maximum of 2 cars.
 - Accommodate any third car in a separate garage or in a garage space set back a minimum of 3 feet from the face of the two car garage.
 - The use of one tandem space is encouraged in-lieu of another garage for three car garages.



- The use of two single width doors for a two car garage is encouraged to minimize the visual impact of garage doors on street facades.



Two single width doors used to add visual interest to garage

- Varying garage widths and setbacks on adjacent lots is encouraged to minimize street frontages dominated by garage doors.
- Limit paving in front setbacks to a maximum of 50 percent.
- Driveway aprons for front loaded garages should be 20 feet or more or less than 3 feet to avoid conditions where parked cars extend over sidewalks or intrude upon fronting streets.
- Automatic garage door openers are required for all garages.
- Textured driveway paving and contrasting texture or color bands are encouraged to improve the appearance of paving areas in front setbacks. This is especially desirable for wide driveways which occupy 25 percent or more of the front setback area.
- Limit garage frontage on street-facing facades to a maximum of 50% of the house width.
- Vary the design of garage doors facing streets.
- Garage doors with decorative features including glass windows shall be provided for 60% or more of the units.
- Recess garage doors as much as possible - a minimum of 12 inches is desirable.
- Garages with windows visible from the street are required to be tinted or treated with window coverings.



Variations in garage width and setbacks are encouraged



Recess garage doors as much as possible



Provide design articulated garage doors

2

SUBDIVISIONS

SUSTAINABLE DESIGN

Brentwood supports sustainable design which minimizes development impacts on the environment in the construction of new residences and the remodeling of existing structures. Applicants are expected to utilize creativity in adapting sustainable design elements to the unique qualities of the City's visual environment and the community expectations set forth in this design guidelines document. Planning staff will work closely with applicants to achieve this goal.

Special attention will be expected of all applicants in the following areas:

- Use of energy efficient heating and cooling systems including furnaces with 90% efficiency ratings or higher and air conditioning units with Seasonal Energy Efficiency Ratios (SEER) of 14 or greater.
- Reduction of energy demands through simple techniques such as energy conscious window glazing, roof overhangs and landscaping to control sun exposure
- Visual design integration of solar access panels
- Minimization of storm water runoff
- Use of recycled materials
- Limit use of copper roofing, gutters and trim
- Increase insulation and energy efficient lighting

2.7.11 Rear Lane Garages

- A minimum driveway width of 20 feet with an additional minimum of 5 feet on each side for planting pockets large enough to accommodate a tree at its ultimate mature size is required.
- Landscape areas with a minimum area of 10 square feet each are required between adjacent garages.
- Provisions should be made for storing and screening trash receptacles from public view.
- Driveway apron depth should be less than 3 feet or be 20 feet or more.
- Automatic garage door openers are required for all garages.



Provide planting pockets on rear lane driveways



Provide landscaped areas between garages

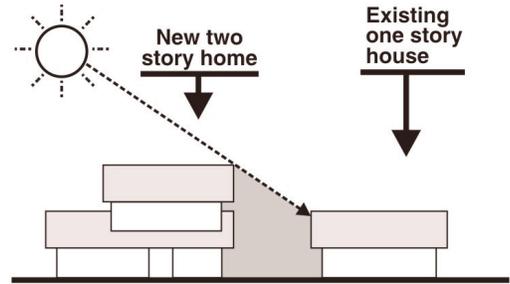
2.8 PRIVACY AND SOLAR ACCESS

2.8.1 Minimize shadow impacts on adjacent properties

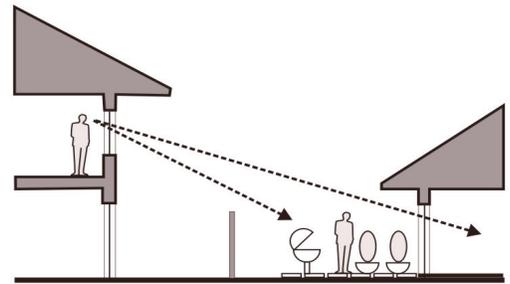
- Locate structures to minimize blocking sun access to living spaces and actively used outdoor areas on adjacent homes.

2.8.2 Minimize privacy intrusions on adjacent residences

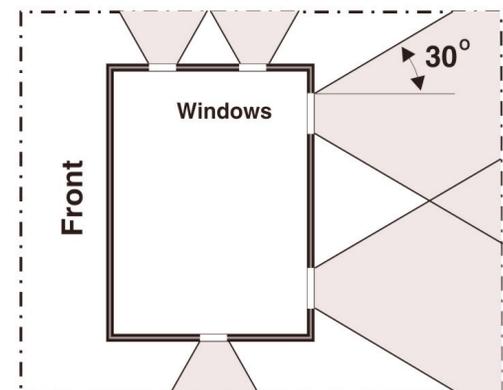
- Windows should be placed to minimize views into the living spaces and yard spaces near neighboring homes.
- When windows are needed and desired in side building walls, they should be modest in size and not directly opposite windows on adjacent homes.
- Where possible, second floor windows that might intrude on adjacent property privacy should have sill heights above eye level or have frosted or textured glass to reduce visual exposure.
- Bay windows should be avoided on side walls where they would intrude on adjacent residents' privacy.
- Second floor balconies and decks should be used only when they do not intrude on the privacy of adjacent neighbors.
- As a general rule, balconies and decks that are more than two feet above grade should try to maintain a distance of ten feet from side property lines and twenty feet from rear property lines when the adjacent use is single-family residential.
- When allowed, the design of railings should be tailored to the privacy concerns of neighbors (e.g., balcony or deck sides overlooking adjacent windows or actively used yard space should be solid in form). Open railings should only be used where privacy concerns are minimal.
- Landscaping may be used to mitigate privacy concerns so long as the landscaping does not deny solar access to living spaces and actively used yard areas of neighboring homes.
- Landscaping used for privacy screening purposes, should be of sufficient size and of an appropriate species to provide such privacy within a two-year time frame.
- Trees should be 24-inch box size (or bare root) with an 8 feet minimum height at the time of planting.
- Shrubs used to promote privacy should be fifteen gallon in size and six feet minimum height at planting.
- As a general rule, privacy landscaping should be placed with a cone-of-vision defined by a thirty degree angle from the side window jambs of second story windows.



Avoid second floor masses in locations that would block sun access to adjacent homes



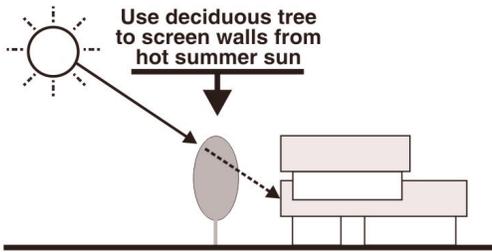
Avoid placing windows in locations that would look into adjacent windows or active private yard spaces



Place landscaping in the shaded areas to mitigate privacy intrusions on adjacent residences

2

SUBDIVISIONS



Use landscaping to minimize energy usage

2.8.3 Design and plan for energy efficiency

- Design to minimize energy costs by selecting and locating landscaping and windows to:
 - block hot summer sun exposure
 - allow winter sun exposure

2.8.4 Minimize exterior lighting impacts on neighbors

- All exterior light fixtures should utilize shields to ensure that light is directed to the ground surface and does not spill light onto neighboring parcels or produce glare when seen from nearby homes.
- Decorative residential light fixtures should be chosen rather than strictly utilitarian security lighting fixtures.

2.9 SECONDARY ELEMENTS

2.9.1 Roof Flashing and Vents

- Roof protrusions should be painted or finished to match the roof color.

2.9.2 Stairs and Steps

- Steps at entries greater than one riser high should be covered with tile or brick.

Exception: Not required for architectural styles with wood steps.

2.9.3 Skylights

- Skylights should be designed to blend with the roof.
- Use clear or solar bronze glazing. Avoid frosted white glazing.

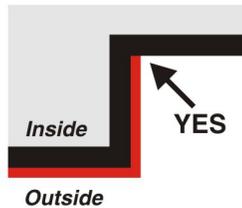
2.9.4 Fences and Walls

- Design walls and fences as an integral part of the house. Avoid a tacked on appearance.
- Long walls facing streets will require special treatment. Unpainted or unstained wood fencing should be avoided.

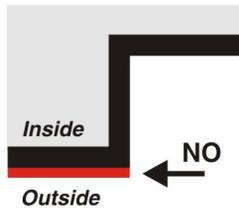
2.10 MATERIALS AND COLORS

2.10.1 Wall Materials

- Wall materials should be appropriate to the architectural style
- Make materials and color changes at inside corners rather than outside corners to avoid a pasted on look.



Change materials and colors at inside corners



Not at outside corners

- Provide a mix of materials on each house except for architectural styles that would typically be faced with a single material.
- Materials (e.g., stone) should appear substantial and not “tacked” on to the facade.

2.10.2 Roof Materials

- Concrete or clay tile roofing shall be the primary roof covering. Other materials will be considered if related to the traditions of the specific architectural style so long as the alternative roofing material offers similar fire resistance and durability ratings.
- Roof materials and textures should be appropriate to the architectural style.
- Avoid roof color monotony by selecting a variegation in roof tile tones or a variety of roofing materials.
- Vary roof material texture and shapes on houses within a development (e.g., flat concrete tiles with curved tiles).

2

SUBDIVISIONS

2.10.3 Colors

- Developments with 2 to 4 homes should have a minimum of 2 color palettes.
- A minimum of 2 trim colors should be provided for each primary base color.
- A minimum of 3 different color schemes should be provided for each architectural style of each plan type.
- Select color schemes appropriate to the architectural style.
- Wrap colors around details such as wood or foam window and door trim. Do not stop at outside corners of wood, stucco or composite materials.
- Relate color changes to plane changes and materials changes.
- Strong accent colors on garage doors and trim are discouraged to avoid drawing undue attention to that portion of the elevation.

SMALL LOT SINGLE FAMILY DETACHED

Typical Densities:

7 to 10 dwelling units per acre

INTRODUCTION

Small lot single family detached developments come in a variety of forms including rectangular lots with side setbacks, zero lot line parcels with setbacks on only one side of the parcel, zipper lots with irregular shaped lots to maximize usable outdoor space, and several other forms that continue to evolve.

Special challenges include:

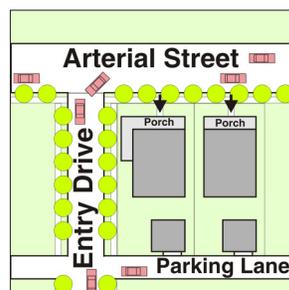
- Accommodation of parking needs
- Avoidance of garage dominated street frontages
- Mitigation of two story building bulk on small lots
- Privacy between units
- Outdoor private space usability
- Providing adequate landscaping to create attractive streetscapes
- Providing visual variety along street fronts

The design guidelines outlined below are in addition to those contained in Chapter 3: Subdivisions, and address the unique challenges of Small Lot Single Family Detached development.

3.1 SITE DEVELOPMENT

3.1.1 Parcels

- The minimum site width should be 150 feet for projects on both sides of a private street or driveway, and 90 feet for homes on one side only.
- The minimum parcel size is 2500 square feet.
- The minimum parcel width should be 30 feet for interior lots and 35 feet for corner lots.
- Site coverage should not exceed that allowed per the Zoning Code.
- Face units to existing City streets whenever possible to limit fences and sound wall streetscapes.



INTENT

Single family home development on smaller parcels of 2,500 to 6,000 square feet has become increasingly common as land and building costs have increased in recent years. These homes have the appeal of providing a relatively affordable house while retaining some of the individual identity offered by larger lot, single-family residences.

At the same time as lot size has decreased, family needs for space to accommodate current life styles and trends such as home occupations and telecommuting have increased. This combination has created some unique challenges to unit livability and community character that these design guidelines have been developed to address.

The intent of these design guidelines is to:

- Enhance the livability of small lot homes
- Enhance the appearance and unity of residential streetscapes
- Integrate small lot neighborhoods comfortably into the overall community fabric

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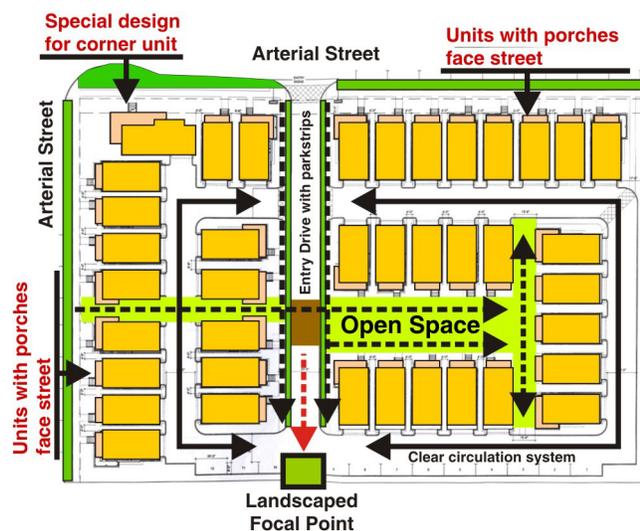
SMALL LOT DETACHED

3.1.2 Streets and Parking

- On-street parking should be provided on all interior streets with six or more unit entries.
- Guest parking and pedestrian sidewalks are desirable on both sides of interior streets.
- Provide one guest parking space per house. Parking spaces parallel to the street are preferred over 90 degree parking stalls. Landscaped bulbs to set guest parking apart from the street travels lanes are desired.
- Provide a landscaped parkstrip between sidewalks and street curbs.



- Focus street views on landscape amenities wherever possible - not cars or garages



Good Example of Small Lot Subdivision Layout

- Sidewalks should be provided where on-street parking occurs. Sidewalks should link the project with adjacent public streets.
- Curb cuts and driveways along street fronts should be limited to a maximum width of 12 feet, whenever feasible.

- Rear lanes with garages are the preferred parking solution for small lot, single-family developments to avoid streetscapes dominated by garages. If front-facing garages are utilized, set garages back significantly from home entry facades and/or vary the setbacks of garages along the street front. The use of front-facing, two-car tandem garage parking would also be desirable in these situations.
- Special accent paving at entries to and within rear lanes is strongly encouraged.



- Rear lanes may contain defined parking spaces for carriage house units or guests, but the design of rear lanes should discourage crowding additional parking on the garage aprons.

3.1.3 Setbacks

- Primary building front-yard setbacks should be a minimum of 15 feet. Parcels adjacent to larger single-family development along a street front should either match the larger setback or be an average of the two minimum setback dimensions.
- Porches may encroach into front setbacks, but may be no closer to the front property line than 7 feet.
- Side setbacks should be a minimum of 5 feet with a total combined minimum setback of 10 feet except for street side corner lots which shall be a minimum of 10 feet. However, zero lot line configurations or the recording of an easement for the use of the setback on one side by the adjacent home owner should be considered to provide more usable side yard space for the homes.

Exceptions:

- *When parcels are adjacent to property lines for larger single-family homes, side setbacks should be equal to those for the larger lot developments.*
- *Side setbacks for rear lane detached garages are not required.*



Avoid street fronts dominated by garages



Deep recessed garages are encouraged



Rear lane non-garage parking spaces should be well defined

3

SMALL LOT DETACHED



Varied setbacks between units (above) is preferred over uniform setbacks (below)



- Architectural features (e.g., chimneys, eaves, canopies, cornices, awnings) may encroach into required setbacks. However, it is desirable to maintain a minimum distance of 4 feet to the property line.
- Bay windows may encroach a maximum of 4 feet into the required front and rear setbacks, but shall not exceed 12 feet in length or 25 percent of the lot width, whichever is less.
- Varied horizontal wall plane setbacks between adjacent units are preferred over uniform setbacks to provide less visual rigidity, and to allow access to more light and air. These setbacks should be a minimum of 3 feet.
- Varied setbacks along with vertical wall plane setbacks between adjacent units are preferred over uniform setbacks for adjacent two story homes.
- Rear yard setbacks of at least 10 feet with an average setback of 12 feet should be provided. Rear yard setbacks for garages and carriage house units are not required.

3.1.4 Open Space and Landscaping

- Provide a minimum of 250 square feet of private outdoor space.
- A maximum of 50 percent of front setback areas may be paved or covered with porch or other entry structures.
- Developments in excess of 20 units should provide a minimum of 600 square feet of usable common open space per unit. These common open spaces should incorporate appropriate common amenities such as tot lot, swimming pool, picnic area, gardens or similar features.
- Provide a minimum of one 24-inch box tree per lot in the front yard in addition to the street trees.
- Flowers and other ornamental plantings are encouraged.

3.2 BUILDING DESIGN

3.2.1 Form and Massing

- Brentwood does not use Floor Area Ratio (FAR) as a development standard. However, given the compact nature of Small Lot Single Family Residential development, the following FARs, including garages but not attached porches, are suggested as reasonable goals:
 - FAR maximum of 50% for a project as a whole
 - FAR maximum of 70% for any single parcel
- Structures should not exceed 30 feet in height.
- A minimum of 15 percent of units at one story in height is encouraged. A limited area second floor contained within the roof form (e.g., in the Craftsman Architectural Style) may be considered as a one-story structure.
- Break down the bulk and scale of street facades. Typical techniques include the following:
 - Horizontal and vertical wall plane changes
 - Projecting porches
 - Varied roof forms and orientations
 - Bay windows
 - Roof Dormers
 - Material and color changes
 - Applied decorative features.
- Special emphasis should be placed on entries.
- Substantial roof overhangs are encouraged.
- Side walls on corner lots require special design treatment. The stepping back of wall planes at the corner is suggested (example below to the right). Corner lot side walls should receive the same level of design treatment as front facades.

EXAMPLES OF DESIGN VARIETY AND MASS REDUCTION

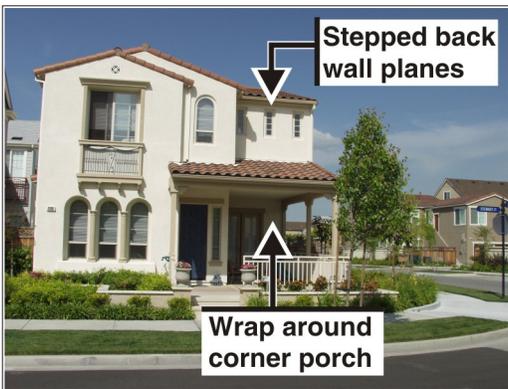


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SMALL LOT DETACHED



Avoid tall unarticulated side walls at corner lots



In favor of wrap around porches and wall plane changes



Avoid abrupt changes in height or bulk

- Avoid abrupt changes in scale and height between adjacent homes. Small Lot homes adjacent to larger lot single family development should provide a transition in height and scale to blend the new, denser development with the adjacent neighborhoods.

3.2.2 Entries

- Entry porches are strongly encouraged. A minimum clear depth of 6 feet should be provided to allow the placement of a table and chairs on the porch. Avoid porches that appear tacked on and not usable. For porches that wrap around to side elevations on corner lots, a minimum depth of 4 to 5 feet may be considered for that side only. Encroachment into the side setback may not exceed 4 feet.
- Wrap porches around the side of houses where the side faces project entries, internal streets or interior pedestrian ways.



- Entry elements or porches should be the strongest element on the front building facade. When garages are provided at the street front of the house, the entry element should extend across the facade at least as far as the garage does.
- Special attention should be given to porch and entry details. Shaped columns, paired columns, and interesting railing balusters are encouraged where appropriate to the architectural style.
- Stone wall and column bases are encouraged.
- Decorative entry lights are encouraged.

3.2.3 Garages and Parking

- Avoid front facades and yards dominated by garage doors and driveway paving.
- Garages placed along street facing facades should be set-back from the main facade plane a minimum of 3 feet.
- Provide variety in garage height and/or roof type or orientation to provide visual variety along rear lanes.
- Aprons in front of garages should either be 3 feet in depth or at least 20 feet to avoid cars extending over sidewalks or into the street.
- Garages facing the street should be visually softened with trellises, bay windows or similar features to minimize the importance of the garage within the overall composition of the front facade.
- Driveways to deep recessed garages should provide space for landscaping at their sides adjacent to fences and the house.
- Soften the appearance of garage doors with windows (preferred) or with high quality detail.



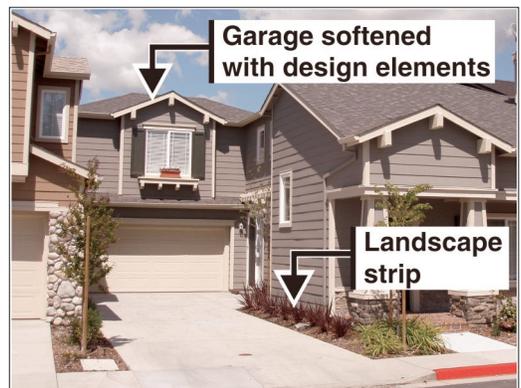
Provide windows and detail at garage doors



Avoid street frontages dominated by garages and driveways



Avoid driveway aprons that are too short for a car but large enough to encourage parking in them



Provide landscaping at driveway edges and soften appearance of garage with design detail

3 SMALL LOT DETACHED



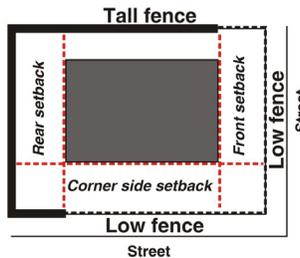
Provide finished looking fences and gates



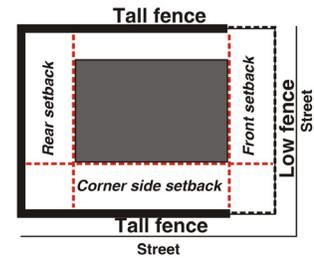
Examples of desirable architectural detail

3.2.4 Architectural Details

- Provide well designed walls and fences between units. Painted wood fences are preferred over unfinished wood when sufficient maintenance provisions are in place.
- Bay window and media pop-outs are encouraged to provide relief to two-story walls.
- Moldings and other techniques are encouraged to break up the blankness of visible side walls.
- Applied decorative features to add shadow and visual interest to visible facades are encouraged. Examples include:
 - Roof segments over windows
 - Pot rails
 - Metal or wood balcony railings
 - Planter boxes and plant rings
- Trellises with flowering vines are encouraged above garage doors.
- Trellises are encouraged at private outdoor spaces to screen views from nearby second floor windows.
- Side yard fences on corner lots will require special design attention and articulation. Taller fences exceeding 42 inches in height should be limited to the rear yard setback portion of the site wherever possible to enhance streetscape appearance.



Preferred



Avoid if possible



While tall side yard fences can be visually detrimental to the character of the street,

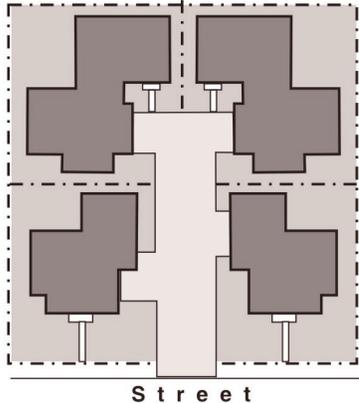


low fences at corner lots provide a better streetscape and allow home side elevations to contribute to the overall street appearance

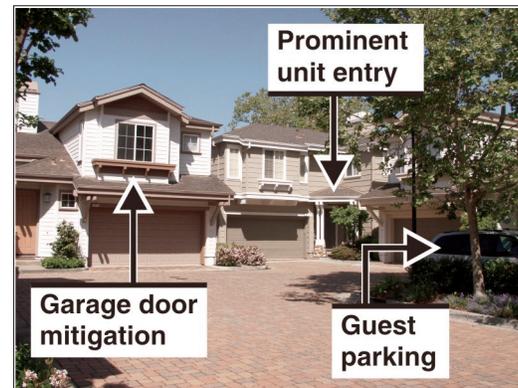
3.3 SPECIAL GUIDELINES FOR COURTYARD HOUSING

Courtyard housing is similar in size and scale to other small lot single family detached housing, but is organized into clusters of units rather than along street fronts.

3.3.1 Site Development



- Limit courtyard clusters to a maximum of 4 units.
- Limit courtyard depth, including the driveway, to 100 feet.
- Separation between units within a cluster should vary with a minimum dimension of 8 feet in areas with no windows. Larger setbacks between units should be provided where windows and outdoor usable spaces occur. Separation between adjacent clusters (i.e., building-to-building distance) should be a minimum of 12 feet.
- Provide access to courtyards from public streets or from private streets designed to public street standards including on-street parking and a sidewalk on at least one side of the street.
- Units bordering public and other access streets should have their entries oriented to those streets. Locate at least one easily identifiable unit entry visible from the access street.
- Provide landscaping along access streets, at courtyard paving edges, unit entries, and between units. An average of 200 square feet per unit should be provided within the courtyard area, exclusive of landscaping at the front, rear and side property lines.
- Mitigate the appearance of garage doors with deep overhangs, trellises, bay windows over the doors, and similar techniques to minimize the prominence of the garage doors.
- Provide substantial modular paving within the courtyards to enhance their use and identity as pedestrian entries to the homes.
- Individual unit entries should be clearly discernible from the courtyard.



3

SMALL LOT DETACHED

- Surface guest parking within the courtyard clusters is generally discouraged to minimize the extent of paving and maximize the amount of landscaping. However, one or two guest parking spaces that are available to everyone in the cluster, may be considered on a case-by-case basis so long as they do not increase the width of the entry drive from the adjacent access street. Features, such as landscaped trellises over the parking spaces, are encouraged.
- Parking aprons in front of courtyard-facing garages are discouraged.

3.3.2 Building Design

- Individual units should have some variety related to other units within a cluster, but in general, the overall design of units within clusters should exhibit less architectural style variety than single family homes along a street front. Rather, similar roof and detail elements should be used in varied combinations to add variety.
- Utilize a common family of details throughout the courtyard complex to provide visual unity.
- Unit floor plans should be developed to provide some living space windows oriented to the central courtyard.
- Fences and walls should be designed to appear as extensions of the building walls with the same or complementary materials, details and colors as the house walls.

DUETS AND FOUR PLEXES

Typical Densities:

6 to 16 dwelling units per acre

INTRODUCTION

Duets and Four Plexes are linked single-family homes that appear more similar to single-family houses than townhouse developments which are similar in density.

Special challenges include:

- Development of attractive streetscapes
- Providing individuality of units and entries
- Minimizing the visual impact of garages
- Avoiding bulky structures
- Providing visual variety along street fronts

The design guidelines outlined below are in addition to those contained in Chapter 3: Subdivisions, and address the unique challenges of duet and four-plex development.

4.1 SITE DEVELOPMENT

4.1.1 Parcels



Example of a duets and four-plex development

- Strongly consider some one-story and two-story detached units mixed with the multi-plex units.
- Utilize public and private streets, rather than driveways, to provide access to units.
- Orient unit entries to streets rather than parking courtyards to the maximum extent possible.
- Minimize the number of curb cuts and street-facing garages.



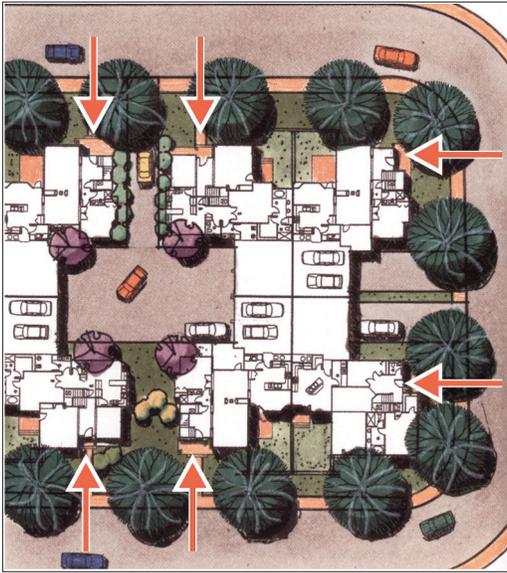
INTENT

Like small-lot, single-family detached development, duets and four plexes can broaden the choice of housing available to buyers. Unlike detached, single-family homes, however, these housing types offer special challenges in both site development and building design due to their often larger building size and multiple entry orientations.

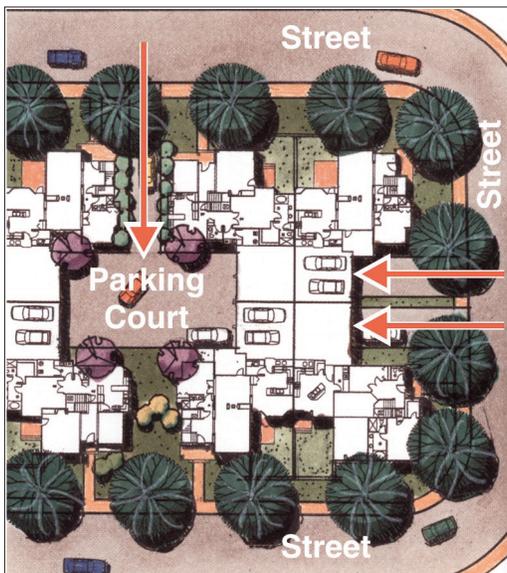
The intent of these design guidelines is to:

- Minimize the visual mass and bulk of the structures
- Maintain a high-quality streetscape appearance
- Integrate duet and four-plex development into the overall community fabric

4 DUETS AND FOUR PLEXES



Orient unit entries to street frontages



Limit curb cuts for parking and minimize garages fronting on streets



Consider some smaller single unit structures in the unit mix

- Limit the width of entry driveways to parking courtyards to a width of 20 feet. Provide landscaping along the entry drive edges. Avoid parking or direct access to garages along these entry drives. Utilize decorative paving on entry driveways and courtyards.

4.1.2 Streets and Parking

- Follow street guidelines for Subdivisions and Small Lot Single Family Detached.
- Recess garages from unit fronts along streets. Recesses from the building face of 20 feet or more are desirable to minimize the prominence of the garages and to allow guest parking on driveway aprons..
- Recess garages on internal parking courtyards to allow guest parking spaces on the garage aprons.

4.1.3 Setbacks

- Provide 15 feet minimum setbacks from bordering streets.

4.1.4 Open Space and Landscaping

- Provide each unit with a patio.

4.2 BUILDING DESIGN

4.2.1 Form and Massing

- Emphasize the individuality of units along street fronts.
- Minimize the number of curb cuts and street-facing garages.
- Provide a mix of one- and two-story masses (e.g., one story garages) or set the second floor back from the first floor walls by a minimum of 5 feet for at least 50 percent of the perimeter of the structure.



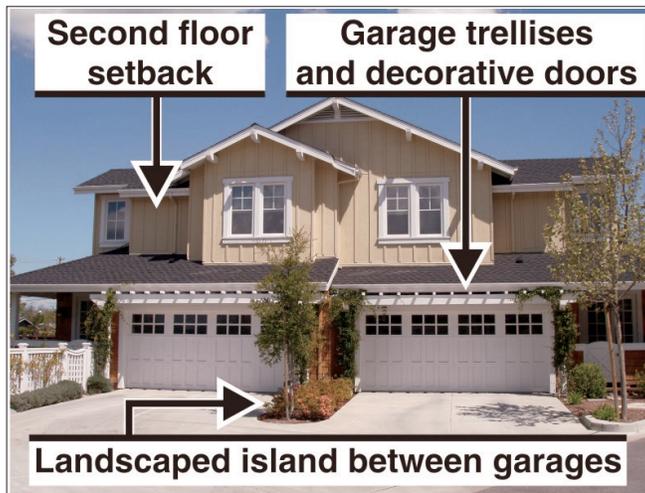
Four-plex example with strong individual unit identity

4.2.2 Entries

- Emphasize entries by adding projecting porches or other entry elements.

4.2.3 Garages and Parking

- Use high-quality decorative garage doors with windows.
- Minimize the number of curb cuts and street-facing garages.
- Where there are adjacent garages, provide a landscaped area to separate them and reduce the amount of driveway paving.
- Textured decorative paving in driveways visible from the street is strongly encouraged.

**4.2.4 Architectural Details**

- Follow design guidelines for Subdivisions and Small Lot Single-Family Detached houses.

*Emphasize unit entries**Recess garages substantially away from street fronts*

5

TOWNHOMES

**INTENT**

Townhomes are single-family attached dwelling units constructed in clusters within an overall master planned development. Parking is typically in garages adjacent to unit entries or in parking lots adjacent to the dwelling unit clusters.

The intent of these design guidelines is to:

- Minimize the visual mass and bulk of the structures
- Encourage site development that enhances unit entries and open spaces
- Enhance the appearance of common parking areas and relate carport design to the townhomes
- Integrate outdoor private open space areas into the overall design

TOWNHOMES**Typical Densities:**

8 to 16 dwelling units per acre

INTRODUCTION

Townhomes are typically two- or three-story attached dwelling units with individual unit entries on the ground floor and a private yard area. Unit entries may face streets or interior drives, or they may be oriented to pedestrian gardens. Parking arrangements include both attached garages and carports located along access driveways and separated from the units. Townhome developments have changed in recent years from projects with a great deal of unit visual repetition to ones with a great deal of variety and emphasis on individual unit identity.

Special challenges include:

- Accommodation of parking needs
- Avoidance of garage dominated street frontages
- Mitigation of two-story building bulk
- Outdoor private space usability
- Providing adequate landscaping to create attractive streetscapes

The design guidelines outlined below are in addition to those contained in Chapter 3: Subdivisions, and address the unique challenges of Townhome development.

5.1 SITE DEVELOPMENT**5.1.1 Parcels**

- Unit entries should face public streets whenever possible. Avoid turning unit back elevations and patio walls to public streets.
- Orient living space windows to overlook streets and common open spaces.
- For projects exceeding 100 units, provide a commons building that provides space for meetings and other activities.

5.1.2 Streets and Parking

- Locate garages, carports, and parking lots to minimize their impact on adjacent public streets. In no case should more than 50 percent of the property frontage on any public street be occupied by these elements. Parking along public street frontages should be visually enhanced with a combination of low walls, berms, and landscaping.
- Minimize the number of curb cuts on public streets to maximize on-street parking.

- Driveways should be treated as a continuation of the adjacent public streets with landscaping, sidewalks, and street lighting.
- A minimum access driveway width of 20 feet should be provided.
- Avoid long uninterrupted access driveways from adjacent public streets. Short street segments with visual termini of landscaping or unit entries are desired.
- Garages may be attached, detached, underground, or some combination of the above.
- Guest parking should be distributed throughout the development with easy and clear pathways to each individual unit entry.
- Long driveways lined with identical garages are to be avoided. In cases where longer driveways cannot be avoided, landscaping and/or textured paving should be used to visually break up the driveways into smaller segments.
- Garage aprons should either be 3 feet or less or 20 feet or more in depth.
- If parking is not attached to the units, utilize small parking areas reasonably close to the living units. Break large parking areas and aisles into smaller segments with substantial landscaping. Lay out parking lots to limit the shining of headlights into residential units.
- Carports and garages separated from the townhome units should be substantial in appearance, and should match the residential units in terms of roof pitches, materials and construction.
- Provide pedestrian scale lighting throughout the project. Limit fixture light source heights to a maximum of 15 feet.

5.1.3 Setbacks

- Minimum Front or Side Setback from public street property lines should be a minimum of 15 feet. Setbacks from internal project street or parking lot sidewalk lines may be reduced to 10 feet. Porches may encroach 5 feet into these setbacks.
- Minimum Rear Setbacks where private open space is provided should be a minimum of 15 feet.

5.1.4 Open Space and Landscaping

- At least 15 percent of townhome developments should be open green space not enclosed in private yard areas. These open areas will include landscaped front setbacks, areas along entry drives, landscape pockets at the terminus



Orient unit entries to adjacent streets



Wrap around porches are encouraged



Be sensitive to entry driveway views



Well designed trash enclosure

5

TOWNHOMES



Common open space example



Larger projects are expected to provide substantial common amenities



Emphasize the individuality of each unit

of driveways, and common open space areas serving all residents of the complex.

- Common open spaces should be planned and designed as primary design features.
- Provide between 70 and 80 percent of common open spaces as green landscaping. Include benches, low walls for sitting, gazebos and other features to encourage use and socialization among residents.
- Street trees should be provided along all public streets.
- A minimum of 100 square feet of private outdoor space should be provided directly adjacent to each unit. At grade space is preferred. These areas should be defined by low walls, hedges, or other elements, but total separation by tall walls should be generally avoided.
- Special landscaping should be provided at each townhome entry.
- Provide substantial areas of textured decorative paving at driveway connections to adjacent public streets. Additional textured decorative paving should be considered at pedestrian crossings and at junctions of the entry drive with subordinate driveways.
- Provisions should be made in each development for trash pick up. Trash cans screened from view may be stored in the units for roll out on collection day, or a common trash collection area may be designed.
- High canopy trees should be provided at least every 30 feet along the edges of parking and circulation areas.
- Provide a minimum of a 10 foot wide planting strip at the perimeter of parking areas at street, driveway and property line edges.
- If perimeter project fencing is needed along public street, use decorative metal, wood picket fencing or other visually transparent fencing.

5.2 BUILDING DESIGN

5.2.1 Form and Massing

- Structures should not exceed 35 feet in height for up to 2 stories or 45 feet if a garage is incorporated below finished grade.
- Limit the number of units in any one contiguous building to six. For exceptions to this limit, see Section 2.7.1 on page 20.

- Individual units should have a strong presence on the street. It should be easy to point out one's home from among others in the surrounding building structure.
- Living areas with windows, decks and porches that overlook common areas and entry drives are encouraged.
- Townhouses should have wall plane offsets and step backs.
- Roof forms and orientations should be varied to minimize repetitiveness and visual bulk.
- Bay windows, chimneys, porches, balconies, Juliett balconies, pot shelves, and other projecting elements should be used to break up the bulk of structures.
- Bay windows and balconies are encouraged over garage doors.

5.2.2 Entries

- Each unit should have a well defined entry.
- Entry porches are encouraged. The minimum porch size should be 6 feet by 6 feet.
- Consider side entries for end units to avoid a cut off look at side elevations of building blocks.

5.2.3 Garages and Parking

- Garages should be subordinate in importance to the unit.
- The attached garage frontage for any individual unit should be limited to a maximum of 50 percent of the unit's width.
- Locate garages behind the plane of the living unit's wall.
- A combination of one- and two-car wide garages should be considered to avoid a repetition of two-car garages along entry drives.
- Recess garage doors as far as possible from adjacent wall planes.
- Provide well designed decorative garage doors. Doors with windows are preferred.
- In projects where underground parking is utilized, the garage walls should not extend above grade more than 5 feet. The exposed garage walls must be designed to provide a comfortable transition between grade and the podium level of the units. Stone facing, split face concrete block, and a beam and column expression are some methods of accomplishing this goal.
- Grouped garages, rather than carports, are encouraged.



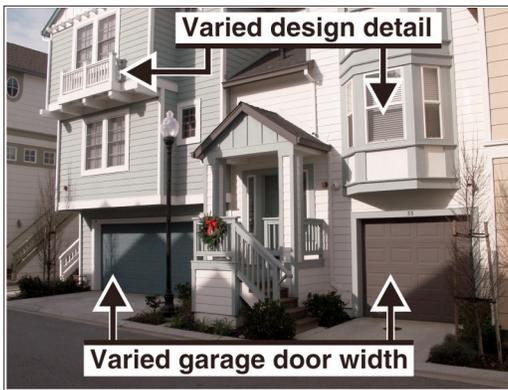
Relate the design of carports to the townhomes



Grouped garages should be considered as an upgrade to carports

5

TOWNHOMES



5.2.4 Architectural Details

- Follow design guidelines for Subdivisions and Small Lot Single Family Detached houses.
- Avoid the use of quality materials and design details used only on front elevations with downgraded side and rear elevations. Use high quality design approaches on all facades.
- Limit the height of solid fencing between private yards and common open spaces to 54 inches in height. If taller fences are needed, the top 18 inches of the fence should allow visibility through the fence (e.g., open lattice).



Examples of open patio fencing

ROWHOUSES

Typical Densities:

15 to 30 dwelling units per acre

INTRODUCTION

Rowhouses are a form of attached side-by-side dwelling units constructed on individual lots. Garages are accessible from rear auto lanes, and are usually integrated into the dwelling unit. Occasionally, garages are separated from the unit by a private open space. Rowhouses are a more urban form of housing which is generally most appropriate in locations near public transit or concentrations of commercial activity easily accessible to the pedestrian.

Special challenges include:

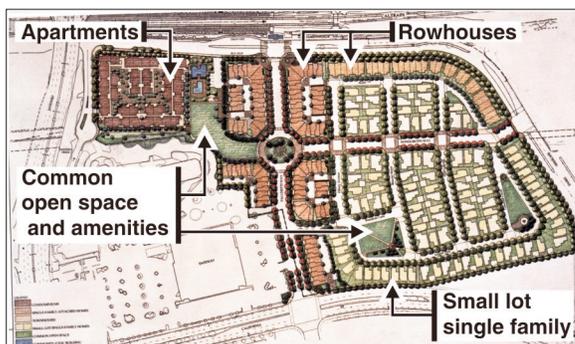
- Accommodation of parking needs
- Mitigation of building height and bulk
- Provision of semiprivate outdoor space
- Provision of adequate landscaping to create attractive streetscapes
- Providing visual variety along street fronts

The design guidelines outlined below are in addition to those contained in Chapter 3: Subdivisions, and address the unique challenges of Rowhouse development.

6.1 SITE DEVELOPMENT

6.1.1 Parcels

- Orient unit entries to existing adjacent public streets and new internal street frontages.



Example of project incorporating rowhouses into a mixed-density planned development

- Rowhouse parcels should have a minimum width of 100 feet which is the minimum needed to accommodate three units plus an access driveway.
- Site coverage should not exceed 35 percent of the larger rowhouse parcel.



INTENT

Rowhouses are single-family, attached dwelling units constructed in rows along common streets. Unit entries are oriented to the fronting streets, and garages are integrated into the individual units at the rear. Units are frequently taller than townhouses due to this integration of garages into the dwelling units. Unlike townhouses, where private open space is typically located in enclosed patios at the rear of the unit, rowhouse private open space is typically provided as a porch, entry garden or deck.

The intent of these design guidelines is to:

- Tailor rowhouses to the scale and character of Brentwood
- Maximize the pedestrian scale and character of streetscapes
- Enhance the individual identity of each unit

6

ROWHOUSES

PEDESTRIAN PASEO EXAMPLES



- Organize units along street frontages and around common open spaces to the maximum degree possible.
- Parcels may be oriented to street frontages or to pedestrian paseos at right angles to the street.
- The placement of 3-story units sharing a common garage access driveway with 2-story units or small lot detached units is suggested where possible.

6.1.2 Streets and Parking

- Internal streets should follow the guidelines for Subdivisions and Small Lot Single Family Detached housing.
- Because of the greater density of rowhouse projects, the utilization of smaller street segments and landscape features (e.g., roundabouts) are encouraged to provide visually more pleasing street fronts.



Short block lengths and traffic calming measures such as roundabouts are encouraged

- Internal streets should be designed for a high degree of walkability. Parkstrips, sidewalks, and pedestrian scale street lights should be provided on both sides of the street.



- Resident parking should be accessed by shared rear driveways.
- Rear driveways for garage access should have a minimum width of 20 feet with a minimum back up distance of 24 feet. Planting pockets of at least 4 feet by 4 feet are required between garage doors. They should be large enough to accommodate a mature columnar tree.
- Rear driveways serving garages may have a loop or dead-end configuration. However, dead-end driveways should not exceed 100 feet in length.
- Rear driveways may be constructed at grade level or slightly depressed below grade level to reduce overall building height and the height of the first floor above grade.
- Tandem parking for up to 25 percent of the units may be considered.
- Guest parking should be distributed throughout the development. Parallel parking along the project's streets is preferred.
- Textured decorative paving at project entry streets and at pedestrian crossings is encouraged. Textured decorative paving is also encouraged in rear garage access driveways.

6.1.3 Setbacks

- Primary building front yard setbacks should be a minimum of 15 feet. Parcels adjacent to larger single family development along a street front should either match the larger setback or be an average of the two required setback dimensions.
- Second floor walls at building fronts should include setbacks or projections from first floor wall planes of at least 3 feet.
- Porches may encroach into front setbacks, but may be no closer to the front property line than 7 feet. Steps to entry porches and stoops may encroach further into the front setback.
- Architectural features (e.g., chimneys, eaves, canopies, cornices, awnings) may encroach into required setbacks.
- Bay windows may encroach a maximum of 4 feet into the required front setback, but shall not exceed 10 feet in length or 50 percent of the lot width, whichever is less.
- Rear yard setbacks of 4 feet from the edge of access driveways are required. Upper floor bay windows may extend up to 4 feet into this setback.



Rowhouse resident parking should be provided in auto courts at the rear of the units

6

ROWHOUSES



Small Juliet balconies can add visual interest to pedestrian walkways

- Side setbacks of at least 10 feet should be provided at the first and second floors at corners. Third floors should be set back an additional 5 feet. Side setbacks between adjacent rowhouse buildings may be 5 feet for one-story buildings, but must be increased to 10 feet between two-story structures and 15 feet between three-story buildings.

6.1.4 Open Space and Landscaping

- A strong emphasis should be placed on common open spaces because of the greater density of rowhouse projects and the more limited opportunities for significant usable private open spaces immediately accessible from interior living spaces.
- Provide common open space per the City's standard requirement of 5 acres per 1000 people.
- Provide a minimum of 100 square feet of private open space per unit. Private open space may consist of front entry yards and gardens, porches, decks, balconies, and rear yards in the configuration where garages are separated from the dwelling unit.
- Front yards should have a minimum size of 10 feet by 10 feet. They should be defined and separated from the sidewalk and adjacent front yards by low dividing elements such as open fences and shrubs.
- Paseos used for access to dwelling units should be heavily landscaped with ornamental trees and flowering plants. Pedestrian lighting should be provided.
- Private open space decks should be accessible from interior living spaces, and have a minimum depth of 6 feet to allow some outdoor furniture placement. Other balconies serving as potted plant platforms or as small extensions of interior space (e.g., in front of french doors) may have lesser depths.
- Decorative open wood fencing and trellises are encouraged.
- Site utilities should be designed and integrated into the design of the structures to minimize their visual impact on the street and pedestrian environment.
- Use increased building setbacks and large blocks of landscaping to mitigate changes in height and density between rowhouse developments and adjacent development of differing heights and scale.

6.2 BUILDING DESIGN

6.2.1 Form and Massing

- Brentwood does not use Floor Area Ratio (FAR) as a development standard. However, the following FARs, including garages but not attached porches, are suggested as reasonable goals:
 - FAR maximum of 80% for projects with densities under 20 units per acre
 - FAR maximum of 90% to 100% for projects with densities greater than 20 units per acre
- Building heights should conform to the underlying zoning, but in no case should they exceed 36 feet to roof eave lines and 45 feet to the roof ridge line.
- Articulate side elevations facing streets and pedestrian areas with wall plane changes, bay windows, chimney projections and other features to break up tall facades and add visual interest.
- Emphasize individual units. Front setback variations of 3 feet or more between adjacent units are desired to provide greater individual unit identity.
- Use variations in roof heights and orientations to add variety and enhance the identity of individual units.
- Avoid long uniform height eave lines.
- The use of a mix of materials and colors is encouraged to break up building massing and to enhance the individuality of units.
- Provide facade articulation and architectural details along rear facades at driveways. Projecting bay windows are one successful way of breaking up tall facades.
- Rowhouse developments sited near lower-density residential neighborhoods should be sensitive to the scale of those neighborhoods. Step down building heights as a transition to lower adjacent development heights.



Front decks add activity to the street fronts



Front elevations offset to identify individual units



Wall plane changes between units to identify individual units



Openings and roof type variation changes help to identify individual units

6

ROWHOUSES



Entry porches and stoops are encouraged



Projecting bays and balconies assist in adding visual quality to rear elevations



Deep set garage doors should be considered



Trellis over garage doors are encouraged

6.2.2 Entries

- Front porches and stoops are strongly encouraged, and should be the dominant design element of the front elevation. Deep recessed entries are also acceptable.
- Front stoops are common in rowhouse development. However, the distance between the entry level and the adjacent pedestrian grade level should generally not exceed 4 feet.

6.2.3 Garages and Parking

- Use garage doors with substantial details. Windows in garage doors are required unless the quality of the door detailing is sufficient in its own right to add the necessary relief and visual interest.
- Trellises with flowering vine landscaping are encouraged above garage doors.
- Recess garage doors at least 12 inches from the face of the door trim.



Avoid tall and plain walls at rear parking courts in favor of facades with bay windows, balconies and trellises



6.2.4 Architectural Details

- Balconies and decks should be well integrated into the building design, and not appear as tacked on elements.
- Provide screened enclosures for trash and recycling at each unit.
- Use projecting design elements to give depth and add visual interest to facades visible from the street. Examples include projecting window lintels and sills, planter boxes, metal or wood grilles, pot shelves, and awnings.
- Windows with projecting trim are desirable on visible side elevations between buildings.
- Side elevations facing streets, open spaces and pedestrian areas should have facade articulation and architectural details equal to front facades.
- Windows should be recessed from the wall face as much as possible. Provide projecting head and / or sill trim on all sides at all windows unless they are set a minimum of 12 inches from the wall face.



Avoid tall, unarticulated side elevations



In favor of side elevations with wall plane changes and popouts



Articulated facade along with materials changes and architectural detail add visual richness to this rowhouse



Varied forms and roof types are used here to avoid excessive repetition along the front facade

7

MULTI FAMILY

**INTENT**

Multifamily development may include either apartments or condominiums. Typically, units are stacked one above another with access to units by way of common building entries and corridors. Parking is usually accommodated in common areas composed of surface parking with carports or individual garages, separate parking structures, or in a parking level located beneath the residential complex.

The intent of these design guidelines is to:

- Maintain a scale and character that is sympathetic to Brentwood's other residential neighborhoods
- Maintain high-quality city streetscapes
- Provide for variety and visual diversity

MULTIFAMILY**Typical Densities:**

16 to 30+ dwelling units per acre

INTRODUCTION

Multifamily developments usually consist of larger building blocks than any of the other housing types covered by these design guidelines. They may be developed on large parcels of land, but may just as well be on smaller infill parcels. They may be constructed in a strong landscaped environment, but are just as likely to be strongly oriented to public streets as more multifamily housing is developed near intense commercial and transit oriented areas. Parking is usually accommodated in surface parking lots, although it may be contained in a garage structure under the buildings.

Special challenges include:

- Fitting larger building forms within the City's context of smaller residential unit neighborhoods
- Accommodating parking in a manner to maintain a high-quality residential landscape environment
- Providing architectural diversity
- Reducing the visual bulk and mass of larger structures

The design guidelines outlined below are in addition to those contained in Chapter 3: Subdivisions, and address the unique challenges of multifamily development.

7.1 SITE DEVELOPMENT**7.1.1 Parcels**

- Site coverage should not exceed 40 percent.
- Orient building and unit entries to adjacent public streets.

7.1.2 Streets and Parking

- Perimeter parking lots along public streets are discouraged in favor of buildings that contribute to the adjacent streets' urban design quality.
- Entry driveways should have strong landscaped edges with terminus views focused on landscaped areas or building entries, not the rear end of parked cars.
- Entry drives should not contain parking.
- Continuous drive aisle paths are desired. Avoid dead-end parking aisles, whenever possible. Parking areas, including guest parking, that do not have assigned parking spaces may not have dead-end aisles.
- Parking lots should be broken up into smaller segments with landscaped islands.

- Below grade parking is encouraged with entrances placed at the rear or sides of the project whenever possible. They should be recessed as much as possible from the building facade - especially where security gates are used at the garage entry.

7.1.3 Setbacks

- Minimum setbacks from property lines are as follows:
 - Front yard: 15 feet
 - Side yard: 5 feet minimum with a sum of both sides at least 15 feet
 - Rear yard: 20 feet
- Minimum separations between structures should be as follows:
 - Front to front: 30 feet
 - Front to rear: 30 feet
 - Rear to rear: 30 feet
 - Front to side: 25 feet
 - Rear to side: 20 feet
 - Side to side: 20 feet
- Minor architectural projections such as chimneys, bay windows and other architectural features may project into the minimum setbacks and separations up to 4 feet for a combined distance of no more than 25 percent of the facade length on which they are located.

7.1.4 Open Space and Landscaping

- A significant amount of high quality, usable common open space with resident amenities is expected. All common open space should be provided at ground level and should have a minimum dimension of 12 feet.
- All dwelling units within a project shall be provided with usable private open space. Ground level private open space shall have a minimum area of 100 square feet and a minimum dimension of 8 feet. No more than 50 percent of the area may be covered by a roof or upper floor balcony or deck. Above ground private open space shall have a minimum area of 60 square feet with a minimum dimension of 6 feet. No more than 50 percent of the open space may be covered.
- A minimum of 10 feet of landscaping should be provided around all surface parking lots.
- A minimum area of 5 feet between the buildings and adjacent driveways or pedestrian walkways should be provided.



Provide substantial landscape amenities



Private outdoor spaces are desirable along sidewalks near unit entries

7

MULTI FAMILY



Some common techniques for reducing the visual mass of larger multifamily buildings



Dividing larger structures into a base, middle and top can help in reducing their visual bulk



Stepping building mass down at corners is desirable

7.2 BUILDING DESIGN

7.2.1 Form and Massing

- Building heights should conform to the underlying zoning, but in no case should they exceed 36 feet to roof eave lines and 45 feet to the roof ridge line.
- Provide horizontal and vertical wall plane offsets to break up the building mass. Avoid building forms that appear to be large boxes with elements attached to them.
- Use projecting wall plane widths that are similar to the width of nearby homes if the units are located in or adjacent to single-family neighborhoods.



The scale and character of this multifamily development relates closely to the nearby single-family homes

- Utilize roof forms and pitches that are similar to those of other structures in the neighborhood.
- Providing buildings with a well defined base, a middle, and a top is desirable to reduce apparent building height and bulk. Significant projecting roof overhangs are strongly encouraged.
- Integrating the upper floor units into the roof form, stepping back of upper floors from those below, or the use of a different material on the top floor walls can visually make the building seem lower. This would be especially important for multifamily projects in close proximity to smaller single-family neighborhoods.
- Adding horizontal projecting molding at some floor lines (e.g., top floors) can mitigate the feeling of tall unbroken walls.
- Stepping down the building mass at corners is desirable.

- Stepping back portions of upper floors can reduce the visual bulk of structures.
- Provide pedestrian oriented elements and details on facades facing public sidewalks. Elements such as projecting balconies and awnings can add visual interest and richness to the street environment.
- For individual ownership condominium units, break up street facing facades to emphasize a single-family building module. Features that can assist in this objective are wall offsets or projecting bay elements to set one portion of the building apart from adjacent ones, and roof forms that express more of a sense of individual units rather than putting all units under a single roof form.
- For larger projects, break up the building mass to appear to be an assemblage of smaller buildings. This can be accomplished by deep insets in building planes, variations in height, and color or materials changes.



- Provide a varied building silhouette when viewed against the sky. This may be achieved with variations in roof height, the addition of building elements projecting above the roof eave, and other similar means.
- Multifamily developments adjacent to smaller single-family housing should provide a transition in height between the smaller and the taller structures. Consideration should be given to varying the building heights within any single development in any case.



Entry stoops and upper floor setbacks improve the scale of this multifamily project



Street facing units in this condominium project are made to feel more like individual units



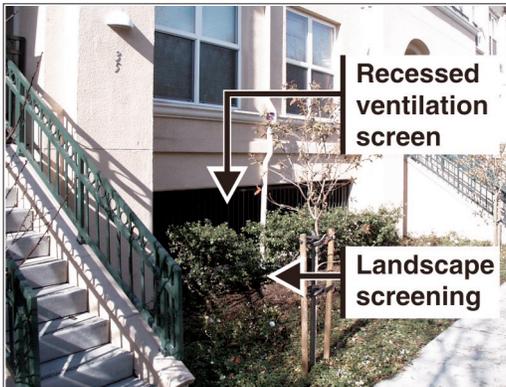
Provide a transition in height between taller buildings and nearby development

7

MULTI FAMILY



Wall plane changes and colors are used here to reduce the visual mass of a larger building



Special care should be taken to screen building bases when parking is placed below the units

- Projects constructed on top of parking podiums should take special care to provide design elements to minimize the hard edge of the parking podium. Decks extending beyond the podium edge and varied setbacks for the residential units are just two ways of approaching this issue.

7.2.2 Entries

- Provide well defined common entries related to the sidewalk facing the public streets and parking lots.
- Individual stoop entries are strongly encouraged for ground floor units at the project's perimeter - especially along any public street front.

7.2.3 Garages and Parking

- Podium parking structures below residential complexes should be placed below grade. The top of the parking structure should not project more than 5 feet above the adjacent on-grade sidewalk.
- The above-ground edges of below-grade parking structures should be treated with the same care as the residential unit walls. The use of residential cladding materials, the use of split-face concrete block, and the development of a finished concrete column and beam system are some of the ways of dealing with this condition.
- The edges of any garage structure and vents into the garage visible above grade should be screened with evergreen plant materials. Earth berms and other techniques to tie the top of the garage structure into the surrounding grade level should be utilized.

7.2.4 Architectural Details

- For balconies and decks which are large enough to accommodate boxes, bicycles and similar stored materials, provide solid walls on the lower portions of surrounding railings. While totally open railings are acceptable for decks and balconies that are most likely only going to be used for flowers, they should be avoided for the larger ones where storage is likely.
- Recess doors and windows from the building facade. Avoid windows that are flush or very near the face of the adjacent walls.
- Provide projecting window sills and heads where these features would be consistent with the architectural style.
- Provide trim at door and window openings unless the window frames are recessed at least two inches from the building face.
- Use materials similar to homes and apartments in the neighborhood. Although it is common for developers to desire

the use of stucco for multifamily projects, some significant use of wood or wood-like siding should be the goal in neighborhoods with a predominant use of wood as an exterior building material. This might be accomplished, for example, with the use of wood as a siding material on projecting bay elements or on the upper floor of multi-story structures.

- Avoid large expanses of unrelieved stucco wall surfaces.
- Avoid roof materials that are markedly different in scale, texture or color from those common in the neighborhood.
- Provide visual variety through the use of materials
 - *The use of a combination of materials can visually break up larger building masses. This is especially important for projects adjacent to smaller scale development.*
 - *Projecting entries are good places to consider a material change.*
 - *Use materials with a strong human scale and warmth of feeling at ground floors and entries. Examples include wood, brick and stone.*
- Screen utilities from view by integrating them into building or landscape elements.
- Large complexes shall use a variety of complementary color schemes.



Major building materials integrated into landscape walls related to the building design



Smaller mechanical equipment units screened with low fencing and landscaping

8

MIXED USE

**INTENT**

Mixed-use projects generally combine residential units with either retail or office uses or, occasionally, both. They are often located in areas with strong public transportation access, but are increasingly found with residential development integrated into shopping centers of all scales. Different land uses may be separated either horizontally or vertically.

They present special challenges of meeting the functional requirements of commercial development while maintaining a strong sense of home with a minimum of privacy, noise, glare and odor conflicts.

The intent of these design guidelines is to:

- Provide a high-quality living environment
- Minimize conflicts between uses
- Maintain a strong pedestrian environment
- Meet the functional needs of commercial development

MIXED USE**INTRODUCTION**

Mixed-use development, once a rarity outside of major urban areas, is becoming increasingly popular in many suburban communities where it is seen as a way to reduce vehicular trips and add to the interest and vitality of selected neighborhoods.

Special challenges include:

- Accommodation of the parking needs of the different uses
- Avoidance of parking conflicts between different uses
- Visual integration of the uses into a satisfying architectural scale and character
- Mitigation of noise and odor conflicts
- Providing a strong sense of home for residential components

The design guidelines outlined below are in addition to those contained in Chapter 3: Subdivisions, and address the unique challenges of mixed-use development.

8.1 SITE DEVELOPMENT**8.1.1 Parcels**

- Pedestrian circulation should receive special attention. Pedestrian paths should be reinforced with storefronts and visually interesting elements to encourage pedestrian circulation. Sidewalk widths should be generous and well landscaped.
- Commercial uses should be limited to street frontages where they will have the greatest exposure and chance of success.
- Retail and service uses that can serve the project residents and nearby neighborhoods should be given preference.
- Residential liveability should not be compromised by the commercial uses.
- Commercial loading and trash collection should be located to provide the least impact on the residential units.

8.1.2 Streets and Parking

- Generally, commercial and residential parking should be separated, but consideration may be given to allowing guest parking in the commercial parking spaces so long as that parking is suitably located relative to the residential entries.
- Commercial parking should be provided at the rear or side of the commercial uses, not between the street and the shop fronts.
- Structured parking or parking below the buildings is generally most appropriate for mixed-use developments given their development intensity. Alternatively, parking dedicated to the separate uses may be provided on surface at the rear of the parcel and under the building. An example is shown to the right.
- Access to parking lots or structures should avoid crossing primary pedestrian walkways. Access from side or rear streets is preferred.

8.1.3 Setbacks

- Street setbacks should be minimal to reflect the more urban character of the mixed use development.

8.1.4 Open Space and Landscaping

- Special paving and landscaping should be provided along the commercial frontages.
- Benches and other pedestrian amenities should be provided.
- Developments on street corners should provide special open space areas (e.g., plazas, outdoor dining, landscaping, public art, etc.) at those corners.
- Residential open space shall be provided. Sixty square feet of space with a minimum dimension of 6 feet should be provided for each unit. Common open space of 100 square feet per unit should be provided.

8.2 BUILDING DESIGN

8.2.1 Form and Massing

- Residential and commercial uses should present a unified appearance with similar scale, materials and colors.
- The scale and character of mixed-use developments should reflect the scale and character of nearby existing development.
- Break up larger buildings into smaller masses with facade articulation, roof height variations, and similar techniques to give the structure a strong residential character.
- Blank walls along pedestrian pathways should be avoided.



Example of parking provided at the rear of the parcel and under the upper floor residential



Commercial and residential uses should blend together into a unified architectural whole

8

MIXED USE



Residential uses should have distinctive entries



Active commercial frontages are strongly encouraged

8.2.2 Entries

- Strong and distinctive pedestrian entries should be provided along the street frontages to encourage resident movement past ground floor commercial uses.
- Commercial entries should receive special treatment. When commercial uses are combined with residential units, the commercial storefronts should reflect a softer, smaller scale character that is compatible with the residential use. Divided pane windows, wood window and door frames, planter boxes and special doors are some ways that this may be accomplished.



Commercial storefronts should be designed to be open and inviting



Awnings and special lighting suitable to the residential environment are strongly encouraged

8.2.3 Garages and Parking

- Garage edges should be treated architecturally to blend with the rest of the structure using similar materials and detailing.
- Surface parking areas should be generously landscaped.

8.2.4 Architectural Details

- Ground floor storefronts should have a transparent appearance. The types of commercial uses selected and the conditions of approval should preclude the use of draperies and blinds to shut off transparency.
- Recessed commercial vestibule entries are encouraged.
- Subdued signage and signage lighting that is compatible with the residential uses should be used. These should be designed into the project at an earlier stage.
- Awnings and canopies should be used to emphasize the ground floor commercial uses.
- Upper floor balconies for flower pots are encouraged.
- Decorative lighting fixtures are encouraged on commercial storefronts.



Residential balconies are encouraged

9

EXISTING
NEIGHBORHOODS**INTENT**

Infill single-family and multifamily development and major renovations to homes within older existing neighborhoods are a normal occurrence in mature cities as family needs outgrow a earlier era's one-story residences, and opportunities for the consolidation of multiple parcels are presented. This is to be expected adjacent to Brentwood's downtown, but may also become more common within some of the community's older subdivisions over time.

The intent of these design guidelines is to:

- Accommodate change gracefully into the existing scale and character of the neighborhoods
- Maintain and reinforce significant neighborhood patterns
- Provide sensitivity to the privacy concerns of adjacent existing residents
- Maintain and enhance a sense of neighborhood
- Ensure that additions and remodelings appear as an integral part of the original house

EXISTING NEIGHBORHOODS**INTRODUCTION**

Individual new houses and multifamily units as well as additions to existing homes constructed within Brentwood's existing neighborhoods will undoubtedly be larger in size than many or most of the surrounding homes.

The challenge will be to fit the new development comfortably into their neighborhoods so that they will appear as an integral part of the surrounding fabric rather than as "projects" which are distinctly different in scale, bulk and character.

The desire is to see new development blend into the neighborhoods with shapes and sizes that are consistent with the houses around them.

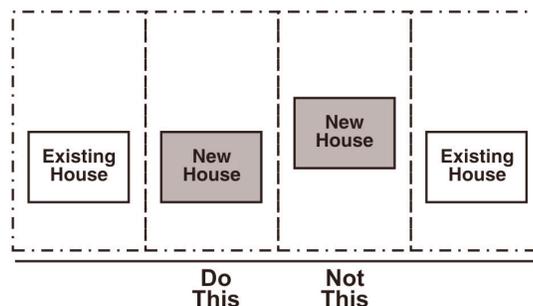
9.1 SETBACKS

Most neighborhoods have a fairly uniform pattern of home orientation, front and side setbacks, and front facade articulation. The setbacks along most streets are similar because many of the homes within individual neighborhoods were constructed at the same time. In other cases, homes have been built to the minimum setback line standard established in the City's Zoning Ordinance in order to maximize rear yard private space.

These patterns give a sense of unity and scale to block frontages, and help to relate the houses to each other even when there is variety in materials, colors and details. New development should be respectful of the predominant patterns of the neighborhood.

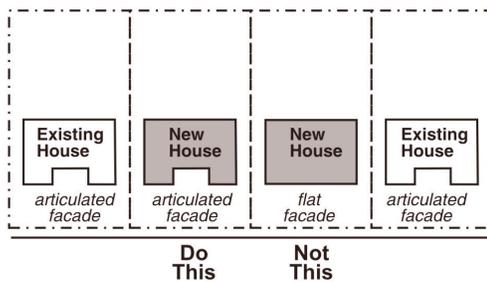
9.1.1 Relate building front and side setbacks to those on adjacent parcels

- If setbacks along a street front are uniform, match that setback.
- In cases where setbacks are varied in the neighborhood, new structures should match those of adjacent homes.
- Where adjacent homes have differing setbacks, try placing the new development such that it uses an average of the two.



9.1.2 Provide front facade articulation (i.e., variations in wall locations in the floor plan) similar to those predominant in the neighborhood

- If facades along a street front are generally simple, avoid large changes in front wall planes.
- Where front wall setbacks are varied in the neighborhood, new homes should match those of adjacent homes. The width of projecting building masses and the amount of horizontal offsets in wall planes should also be similar.



9.2 PARKING

Garages have become larger over the years as families have come to rely on more cars. Special care is needed to fit homes with larger garages and multifamily developments into older neighborhoods since the character of those neighborhoods is often strongly determined by the location and size of garages. The following design guidelines are intended to allow adequate off-street parking without adversely affecting the visual quality of existing streetscapes.

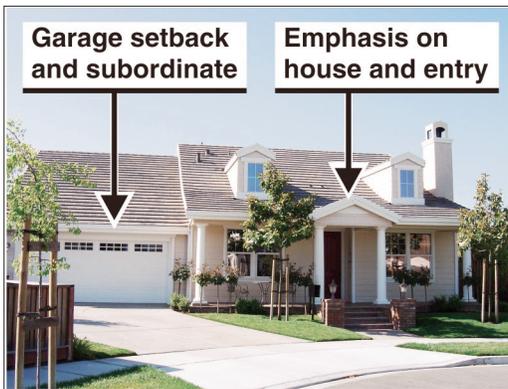
9.2.1 Design garages and driveways to be compatible with the neighborhood

- Accommodate garages in locations similar to the pattern common in the neighborhood (e.g., toward the rear of the parcel or at the side of the house).
- In neighborhoods with one car driveways, limit curb cuts to one car in width. Where wider driveways are common, the use of special decorative paving materials and patterns are strongly encouraged.
- For multifamily projects, provide parking and parking access on rear alleys where possible. Otherwise, limit the prominence of parking garages, carports and paving on the streetscape.

9

EXISTING
NEIGHBORHOODS

Be sensitive to neighborhood patterns



Emphasize the house and entry - not the garage

9.2.2 Integrate driveways into the landscape design of the front yard

- Limit paving in front setbacks for vehicles and walkways to a maximum of 50% of the front setback area. Where paving exceeds 25% of the front setback area, the use of modular pavers or other techniques to add scale and texture to the paving are encouraged. This guideline is intended for single-family lots. Multifamily lots with wider street frontages than normal single-family lots nearby should avoid large paved front yard areas that would seem out of character with the lawn and landscaping of the neighborhood. Paving areas should be similar in width to those nearby. Wider paved areas should be broken up with intervening landscape areas of a width and landscape character similar to the normal front yards texture of the surrounding neighborhood.

9.2.3 Maintain on-street parking by providing a minimum of twenty feet between curb cuts.

9.2.4 Avoid letting the garage dominate the design of the house

- Do not locate garages forward of other habitable portions of the house unless that is the predominant pattern in the neighborhood.
- For two-car garages, divide the openings to provide one door for each vehicle unless the common condition along the street front is wider doors.
- Avoid three-car garages unless the house and setback can be designed to visually minimize its size and ensure compatibility with adjacent homes. One way of doing this is to use a side-loaded garage.

9.2.5 In neighborhoods where garages are located in front of the homes and where lot width allows, consider the use of *side-loaded* garages.

9.2.6 Recess garage doors from the face of walls as much as possible when doors face a public street.

9.2.7 Use landscaping and detail to soften the visual appearance of prominent garages near the house front.

- The use of trellises and lattices with flowering vines can soften the appearance of garages and relate them to adjacent porches.
- Tandem parking garages may also be considered.

9.3 ENTRIES

Most homes have some form of defined entry, ranging from porches to simple roof overhangs. Generally, they are modest in size and scale, consistent with the houses and their surroundings. Frequently in other Bay Area communities, new homes have been constructed with very grand entries that are greatly out of scale and character with the surrounding neighborhoods. The intent of these design guidelines is to encourage the provision of defined entries which are sympathetic to the community's small and modest scale.

9.3.1 Provide a defined entry for each house or residential project

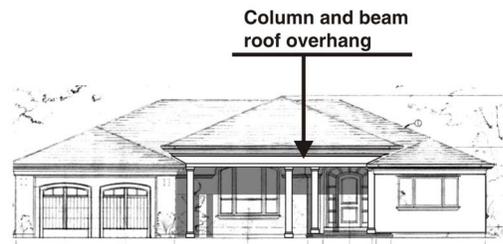
- Covered porches are strongly encouraged.
- Entries should face the street.
- Where a distinctive home entry style is typical of the neighborhood (e.g., hip roof), design the new residential entry or entries to be consistent with that entry form.
- Avoid bold, formal entries in neighborhoods with modest entries.
- Avoid projecting entries when other home entries are recessed below first floor roof overhangs.

9.3.2 Limit the height of house entries

- Entry element eave heights that are no higher than the first floor eave heights are encouraged. In no case should the entry eave height be greater than 14 feet. Very tall one and a half and two story entry elements will not be approved unless that is the pattern of the neighborhood.



*Avoid formal entries like this when they are not common to the scale and character of the neighborhood
Some other approaches are shown in the side bar to the right*



Extended roof element entry



Porch entry



Trellis entry

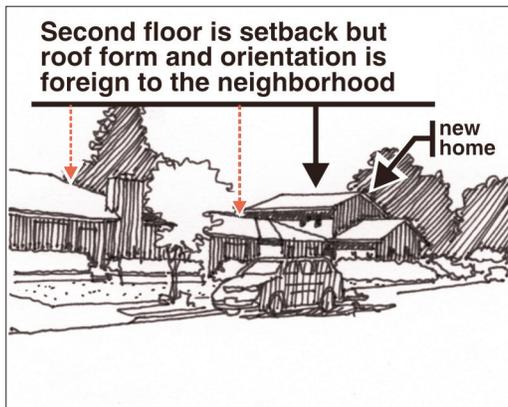
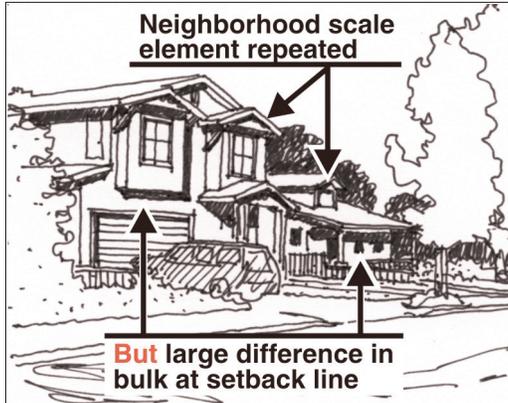
9.4 PRIVACY AND SOLAR ACCESS

Follow the guidelines outlined in Guidelines 2.8 on page 27.

9

EXISTING
NEIGHBORHOODS

COMMON INFILL PROBLEMS



9.5 BUILDING FORMS

The older neighborhoods in Brentwood are very traditional in form and scale. Most contain one-story high homes with gable and hip roofs or a combination of the two.

Building forms and scale within each neighborhood have a great deal of consistency by virtue of the fact that individual neighborhoods were mostly constructed at one time as a part of the subdivisions of their time.

The intent of these guidelines is to allow additions to existing houses and the infill of new, larger homes without destroying the desirable character and scale of the existing neighborhood fabric.

9.5.1 Develop the floor plans and elevations together

- Avoid the practice of working out an elaborate floor plan with projections and recesses, and then trying to place a roof form over that plan.
- Both the plan and building form need to be coordinated to provide simple wall shapes and roof forms.

9.5.2 Use roof types similar to those in the neighborhood

- Avoid flat roofs or shed roofs in neighborhoods characterized by gable and hip roofs.
- Roof pitches should be similar to those of adjacent houses.
- Provide roof overhangs at sides and ends that are similar to those on houses nearby.

9.5.3 Relate roofs to those of adjacent structures

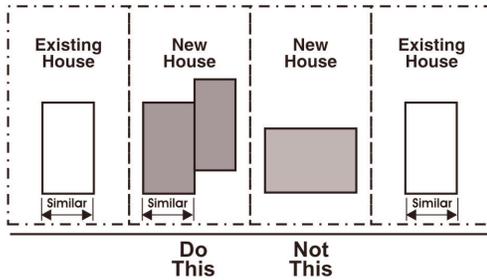
- Use similar roof eave heights and roof materials.
- Avoid very high floor-to-ceiling heights in small scale neighborhoods.
- Generally, orient roof ridges in the same direction as adjacent homes (e.g., parallel or perpendicular to the street).

9.5.4 Break up large building forms to relate to smaller adjacent houses

- Provide horizontal and vertical variations in wall planes. Generally, horizontal plane offsets should be made at least every 24 feet. Offsets should be a minimum of 2 feet deep and 6 feet wide.

Exception: Neighborhoods whose homes do not contain offsets.

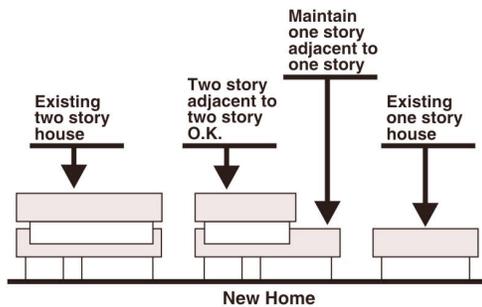
- Relate the width and heights of front facade elements to those on adjacent and nearby houses in the neighborhood.



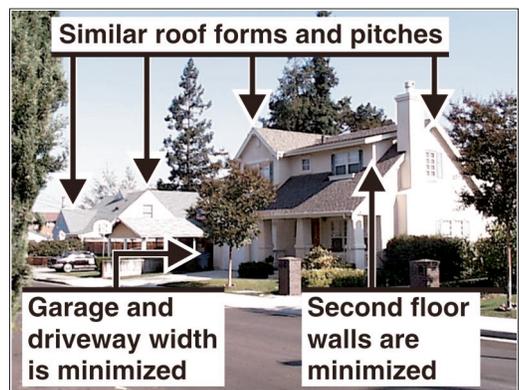
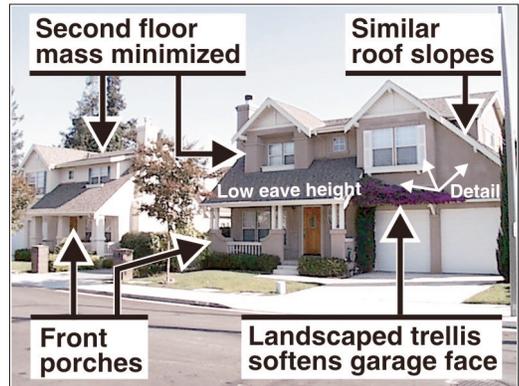
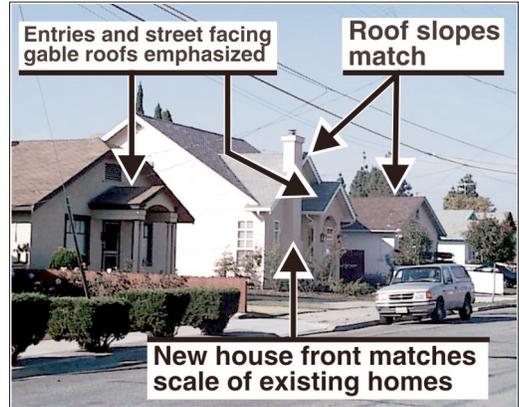
- Provide front porches or defined home entries that are sympathetic in character and scale to those in the neighborhood.
- Avoid unbroken two-story walls where they will be visible from public view and from adjacent neighboring houses.
- Walls in excess of twenty feet in length should be broken up with entry elements, windows, wall offsets or other elements.

9.5.5 Step down the height of two-story houses to relate to the size of houses in one-story neighborhoods

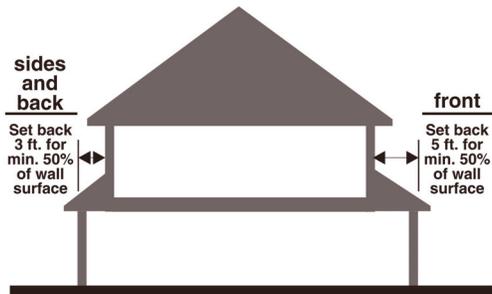
- Avoid large two-story building forms adjacent to next door neighboring one-story houses. Use one-story elements, such as garages, or set back the second-story walls from those of the first floor.



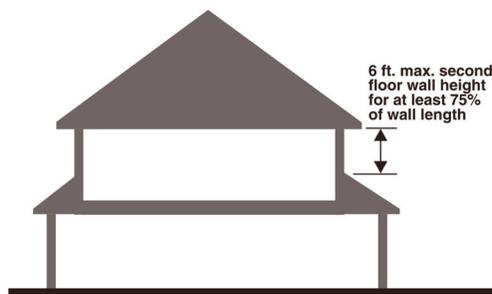
GOOD INFILL EXAMPLES



9

EXISTING
NEIGHBORHOODS

Set back second floor walls



Limit the exposed height of second floor walls

9.6 SECOND FLOORS

Similar to other communities in the Bay Area, Brentwood will likely see new homes proposed that are predominantly two stories in height as well as second floor additions to existing houses. This can present a special challenge in largely one-story neighborhoods.

Second stories need to be placed and designed in a manner sympathetic to other nearby smaller houses, avoiding excessive visual bulk and providing transitions between lower and higher building elements.

9.6.1 Limit the size of second floor areas

- Unless large second floor areas are common to the neighborhood, limit the size of second floors to a maximum of 35% of the first floor area, excluding the garage.
- In small scale neighborhoods with one-story homes, strongly consider designing the second floor area to fit within the roof form (e.g., as seen in Craftsman Style homes).

9.6.2 Set second floor walls back from first floor walls

- Unless two-story front facades are common in the neighborhood, locate second floor walls facing front property lines back at least 5 feet from the first floor walls below.
- Set second floor walls back from first floor walls on at least 50% of the structure's perimeter. Walls not facing front property lines may be set back a minimum of 3 feet.

9.6.3 Limit the extent of visible two story tall walls

- Avoid unbroken two-story tall walls on elevations easily viewed from public streets and sidewalks
- Break up tall walls with elements such as trellises, belt courses and moldings.

9.6.4 Limit the height of second floor walls

- No more than 25% of second floor walls should be higher than 6 feet in height above the roofs below.

9.6.5 Relate the design of second floors to the first floor of the structure

- Match first floor roof forms and slopes.
- Use materials for second floors that blend with those of the first floor. Generally, the same materials should be used on both portions of the structure.

9.6.6 Minimize the visual bulk of second floors

- In neighborhoods with smaller one-story homes, generally use simple gable and hip roof forms with their ridge line oriented parallel to the fronting street.

- For second floors immediately adjacent to one-story homes, the use of hip roofs will tend to reduce the height contrast and reduce the new home's visual impact on the neighborhood.

9.7 MATERIALS

Existing homes are characteristically traditional in style and constructed with wood or stucco exterior finishes. Roofs typically are covered with concrete tiles or composition shingles.

These design guidelines are intended to allow a variety of materials while ensuring a high degree of visual quality and compatibility with the surrounding community.

9.7.1 Use materials that blend with those in the surrounding neighborhood

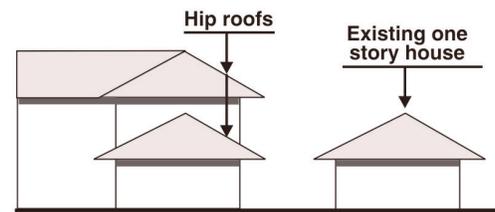
- Use exterior siding and wall materials to match those predominant in nearby houses (e.g., use wood siding if all of the surrounding houses have wood siding.)
- The use of another material is acceptable so long as two-thirds of the walls are covered with the predominant neighborhood material. For example, in a neighborhood of houses with wood siding, it would be acceptable to construct a new house with two-thirds of the wall areas covered with wood siding and one-third with stucco walls (see diagram to the right.)
- Limit the number of exterior materials to be compatible with the neighborhood and the house style.
- Use roofing materials that are similar in scale, texture and appearance to those on nearby existing homes.

9.7.2 Provide design consistency between front and visible side facades

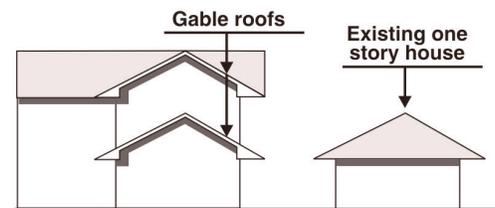
- Carry special front facade materials (e.g., stone or brick wainscots, base moldings, and details) around to logical stopping points (e.g., fences) on side facades which are visible from the street.
- Avoid designs with front facades that are markedly different than the other sides of the house.

9.7.3 Use high-quality materials, finishes and installation methods

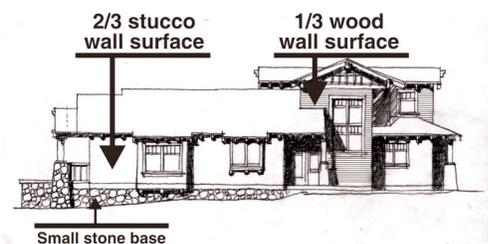
- Avoid plywood or industrial looking materials.
- Use materials and installation methods that appear integral to the building design. Avoid such things as stone veneers that look as though they were just stuck onto the facade without returning around wall corners or having top caps or trim.



Do this adjacent to one story homes



Not this which emphasizes the height difference



The use of a material which is not the common one for the neighborhood may be acceptable so long as two-thirds of the walls are covered with the predominant neighborhood material

9.8 WINDOWS AND DOORS

Doors and windows contribute a great deal to the scale and character of a house, and traditional architectural styles often have particular styles of windows associated with them.

9.8.1 Use windows similar to those in the surrounding neighborhood

- Utilize window types (e.g., double hung, casement, awning) and shape (e.g., vertical or horizontal) that are typical of nearby houses.
- Match the predominate window proportions of the neighborhood (e.g., openings that are two times as high as they are wide.)
- Use the same window types throughout the house.
- Bay windows are generally acceptable. However, large and overly formal bay windows can dominate the front facade of a house, and seem out of scale with the surrounding neighborhood.
- Keep bay windows modest in size, carefully integrate them into the design with roofs and bases, and provide window recess and detailing similar to other windows.

9.8.2 Avoid flat looking facades

- Windows should be recessed from the face of the wall as much as possible.
- Avoid metal windows that are very near the surface of stucco walls.

9.8.3 Use high quality materials and finishes

- Painted wood window and door trim is strongly encouraged for both wood and stucco faced structures. The use of stucco covered foam trim around openings is discouraged unless it is common in the immediate neighborhood.
- True divided light windows or those that are visually similar with some depth to intermediate muntins are preferred over windows with snap in grids that mimic divided light windows without providing their depth and substance.

9.9 DECORATIVE ELEMENTS

Older, traditional style houses often have a variety of decorative detail that adds to their interest and human scale. Exposed roof rafter ends and decorative porch posts are but two examples. Many new home styles lack this type and level of detail.

The intent of these guidelines is to encourage a level of architectural detail that is compatible with the style of the house and the surrounding neighborhood.

9.9.1 Break up large and blank wall areas with decorative elements

- Larger wall areas can often be made more visually interesting with the addition of landscaped lattices and trellises, or projecting molding.

9.9.2 Provide defined base elements on stucco structures

- The use of projecting wall planes, projecting linear molding, or a special material such as stone at the lower three or four feet of the first floor walls are encouraged.
- Building base designs and materials should be carried around to other facades rather than being isolated only on the front facade.

9.9.3 Enhance garage door openings with decorative elements

- The use of wood trellises above garage door openings is encouraged, especially where garage doors are prominent features of the home's front facade.
- Decorative lights on garage fronts can add human scale and visual interest to garage facades. Avoid the use of security type lights.
- Avoid bright color on garage doors and decorative detail elements.
- Windows in garage doors are encouraged.

9.9.4 Enhance roof overhangs and entries with detail elements

- The use of exposed roof rafters and beam ends is encouraged when they are consistent with the architectural style of the house.
- Special attention should be given to entry porch roof overhangs, columns and rail details to match or complement existing neighborhood examples.

9

EXISTING
NEIGHBORHOODS**9.10 ACCESSORY STRUCTURES**

Detached garages, second living units, and other accessory structures are often visible from public streets and neighboring properties. Their appearance can either enhance or seriously detract from the visual character of the property and the neighborhood.

9.10.1 Relate the design of accessory structures to the main house

- Detached garages and other accessory structures should incorporate roof pitches and overhangs that match the main house.
- Accessory structures should be constructed with the same siding and roof materials as the main structure.
- Doors and windows should be proportioned and detailed to match the house.
- Consider decorative details such as window boxes and defined entries.

ACCESSORY STRUCTURE

Subordinate buildings located on the same parcel as the primary residence (e.g., detached garages, tool shed).

APRON

Driveway area located between a garage and the fronting street or rear alley.

ARTICULATION

The variation of wall and roof planes utilized to break up larger building masses into smaller components.

ATTACHED

Two elements which are physically linked together by common walls .. as in two or more dwelling units which share common walls or as in a garage structure that is directly accessible from the dwelling unit.

BEAM

Horizontal structural element supported by columns or walls.

BULK

Size, mass and volume of a structure ... often related to the building's size related to other homes and residential units nearby.

CANOPY

Flat plane element projecting horizontally from a wall plane to provide sunshading for windows or sun and rain protection for pedestrian areas.

CORNER LOT

A land parcel with street frontages on two adjacent sides.

CARRIAGE HOUSE

The combination of a residential unit or living space located above a garage.

CLADDING

The addition of a finished material over a basic underlying structural wall, beam or column.

CORNICE

The projecting member at the top of a wall, often treated in a decorative feature or a structure's design.

CURB CUT

A break in the street curb to allow vehicular access to a parcel.

DENSITY

A measure of the intensity of residential development expressed in the number of dwelling units per acre of land

DETACHED

Two elements which are physically separated .. as in dwelling units on separate parcels.

DORMER, GABLE

A minor gable in a pitched roof, usually bearing a window or windows on its front vertical face.

DORMER, SHED

A dormer having a shed roof sloped in the same direction as the main roof plane.

EARTH BERM

A mounding of earth topped by landscaping and used to separate one area from an adjacent area. Usually used to minimize the visual impact of parked cars from street view, provide a rolling landscape ground plane, or to provide noise buffering between a high intensity use area and adjacent quieter areas of use.

EAVE LINE

The edge of a roof that projects over an outside wall.

ELEVATION

The vertical surface of the front, side or rear of a structure.

FACADE

The combination of the vertical wall face of a structure along with its windows, doors, and decorative features.

FLOOR AREA RATIO (FAR)

A measure of the intensity of development on a parcel of land expressed as the total floor area square footage of a structure divided by the square foot area of the parcel and expressed as a percentage (e.g., a 2,700 sq. ft. house on a 6,000 sq. ft. lot would have an FAR of 45%).

GABLE END

The upper part of a wall framed on each side by a sloping roof.

GARAGE, FRONT LOADED

A garage with its entry doors facing the street which provides vehicular access to the garage.

GARAGE, SIDE LOADED

A garage with its entry doors located at an angle (usually a right angle) to the street which provides vehicular access to the garage.

GREEN SPACE

Landscaped open space separating structures from each other or from adjacent streets.

INFILL

New development constructed within existing neighborhoods ... often constructed on vacant parcels or parcels with existing development that is less than that allowed by the City Zoning Ordinance.

INTERIOR LOT

A parcel of land with other parcels located on each side (i.e., not a corner lot).

JULIETT BALCONY

A shallow projecting balcony, usually with a depth of two feet or less. Suitable for potted plants, but not large enough for furniture.

LANDSCAPE BULB

The extension of sidewalk and/or landscaping into the street area normally occupied by parking spaces in order to give the impression of narrower streets, and reduce the physical distance for pedestrian crossing.

LINTEL

The horizontal member spanning a wall opening.

MASS

Size, bulk and volume of a structure ... often related to the building's size related to other homes and residential units nearby.

MASSING

The designed aggregation of different building volumes.

MITIGATION

Steps taken to reduce the impact of a project on its surroundings and the broader environment.

MIXED-USE

The combination of two different land uses on a single parcel (horizontal mixed use) or within the same building (vertical mixed use). Often takes the form of residential units constructed over commercial ground floor space.

MODULAR PAVING

Vehicular or pedestrian paving blocks used to visually add interest to streets, driveways and pedestrian pathways. Often made of brick or cast concrete blocks similar in size to bricks.

NEW URBANISM

The development of suburban neighborhoods that resemble older, pedestrian-friendly development patterns that emphasize a balanced mix of activities in close proximity to each other -- dwelling, shopping, working, schooling, shopping, worshipping, and recreating

OFFSET

The variation of a flat wall plane by breaking it into smaller pieces in different planes separated horizontally or vertically from the base wall plane.

OPEN SPACE, COMMON

Landscaped areas within a development or neighborhood that are intended for and may be used by all nearby residents.

OPEN SPACE, PRIVATE

Landscaped areas immediately adjacent to a dwelling unit and intended for the exclusive use of that unit's residents.

PARKSTRIP

A landscaped section of ground plane separating a public sidewalk from the adjacent curb and street.

PASEO

Landscaped pedestrian path not adjacent to a street.

POP-OUT

An interior space that projects out from the main exterior wall ... a bay window is a pop-out.

PROJECTING

Extending outward from the adjacent wall or other surface such as the flat trim surrounding a window or door.

RAFTER

The supporting structural members immediately beneath the roof assembly.

RECESS

An indentation in a flat plane (e.g., an entry vestibule would be a recess in the wall of the structure).

RIDGE LINE

The top horizontal line of a sloping roof where two roof planes meet.

ROOF, FLAT

A roof with its surface parallel, or nearly parallel, to the horizontal.

ROOF, GABLE

A roof composed of two sloping planes of equal or near equal slope meeting along a single ridge line at its top.

ROOF, HIP

A roof formed by four pitched roof surfaces.

ROOF, SHED

A roof consisting of one inclined plane.

ROOF PITCH

The angle of the roof plane to the horizontal ... often expressed as the ratio of the vertical rise in the roof elevation, in inches, for every twelve inches of horizontal distance (e.g., 4 in 12).

ROUNDAABOUT

Circular raised islands installed at street intersections, often used in place of stop signs or street lights at four way stops.

SCREENING

Walls and/or landscaping used to block or filter views of less desirable areas (e.g., trash containers) or features (e.g., mechanical equipment).

SECONDARY UNIT

A smaller residential unit contained on the same parcel as a primary dwelling ... sometimes called a “granny unit”.

SETBACK

The distance between a structure (e.g., dwelling or wall) and the adjacent property line.

SPLIT-FACE

Refers to a type of concrete blocks with a rough exterior surface used for building and fence walls.

STEP BACK

The placement of a wall surface at a distance behind the main wall surface. Often used to describe upper floor walls that do not align with lower floor walls.

STOOP

An entrance platform, usually with several steps leading up to it. Often a small porch separated from the adjacent ground plane by five or more vertical steps.

STREET, CUL-DE-SAC

A dead end street serving a limited number or residential units with a neighborhood.

STREET, LOOP

A street that allows movement through a neighborhood with a return to the original starting point i.e., the opposite of a cul-de sac street).

SUBDIVISION

The product of dividing larger parcels of land into individual residential building parcels served by new streets and utilities.

SUSTAINABLE DESIGN

Development that is sensitive to minimizing the use of energy and non-renewable resources.

TANDEM

Cars parked one behind the other in a single width garage or extended parking space.

URBAN

Characteristic of a city as contrasted with a small town. Usually, suggested regular street grids, higher densities, and a greater mix of land uses in proximity to each other.

VENEER

A thin covering of a finished material over a base of rougher construction, as in a brick veneer placed over a concrete block backing wall surface.

VESTIBULE

A small room or space between an outside door or wall face and an inside entry door.

VISUAL TERMINUS

The focus of vision when looking straight ahead, often used to describe what can be seen at the end of subdivision entry drives or parking lot aisles in projects with surface parking lots.

WINDOW GRID

The small vertical and horizontal members placed over a larger window pane to simulate older windows composed of smaller pieces of glass.

WINDOWS, AWNING

A window that swings outward with hinges at the top.

WINDOWS, BAY

A window in a wall that projects from the face of the wall with angles sides or sides perpendicular to the wall surface.

WINDOWS, CASEMENT

A window composed of two operable sections with hinges at the outside edges and a common vertical jamb separating them.

WINDOWS, DORMER

Windows of any type located in the front face of a roof dormer.

WINDOWS, DOUBLE HUNG

A window of two parts located one above the other with each section capable of sliding vertically to open and close them.

WINDOWS, SLIDING

Windows composed of two sections one of which slides horizontally passed the adjacent fixed pane.

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GLOSSARY

ZERO LOT LINE

A type of development in which all or a portion of the dwelling unit's walls are constructed along one side property line with no setback, and the entire required separation between adjacent dwellings is maintained along the other side property line. Often used to increase the distance between units at exterior private open spaces.

ZIPPER LOT

A variation of Zero Lot Line development that utilizes faceted, rather than straight, side property lines, and intended to increase usable yard area and increase the number of side wall windows. The pattern of side-by-side parcels resembles the teeth in a zipper fastener.