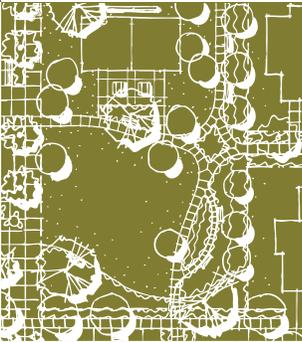


Sciortino Ranch

Brentwood, California

DESIGN GUIDELINES



JULY 2009

CITY COUNCIL APPROVAL 5/26/09



SCIORTINO RANCH DESIGN GUIDELINES

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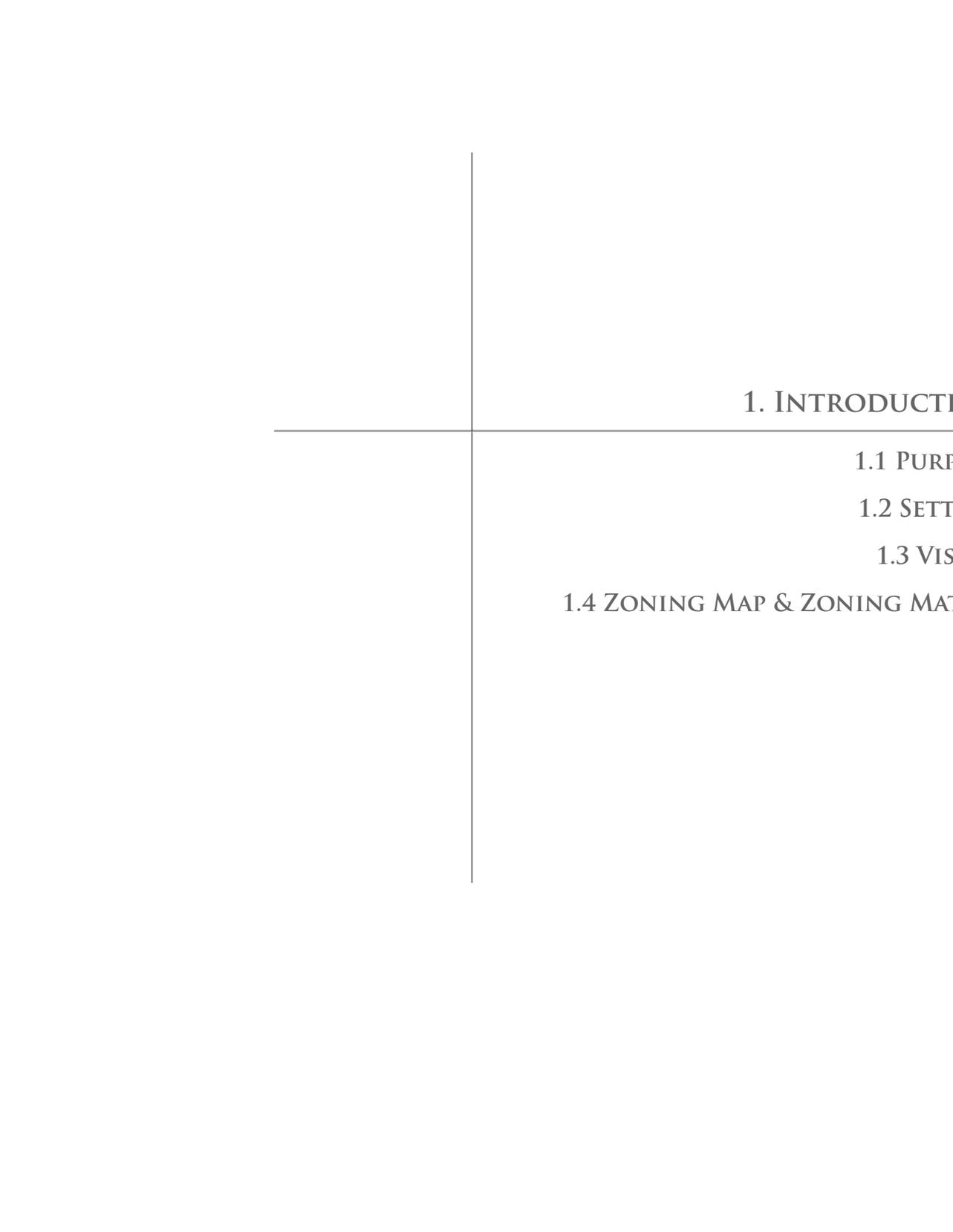
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1. INTRODUCTION

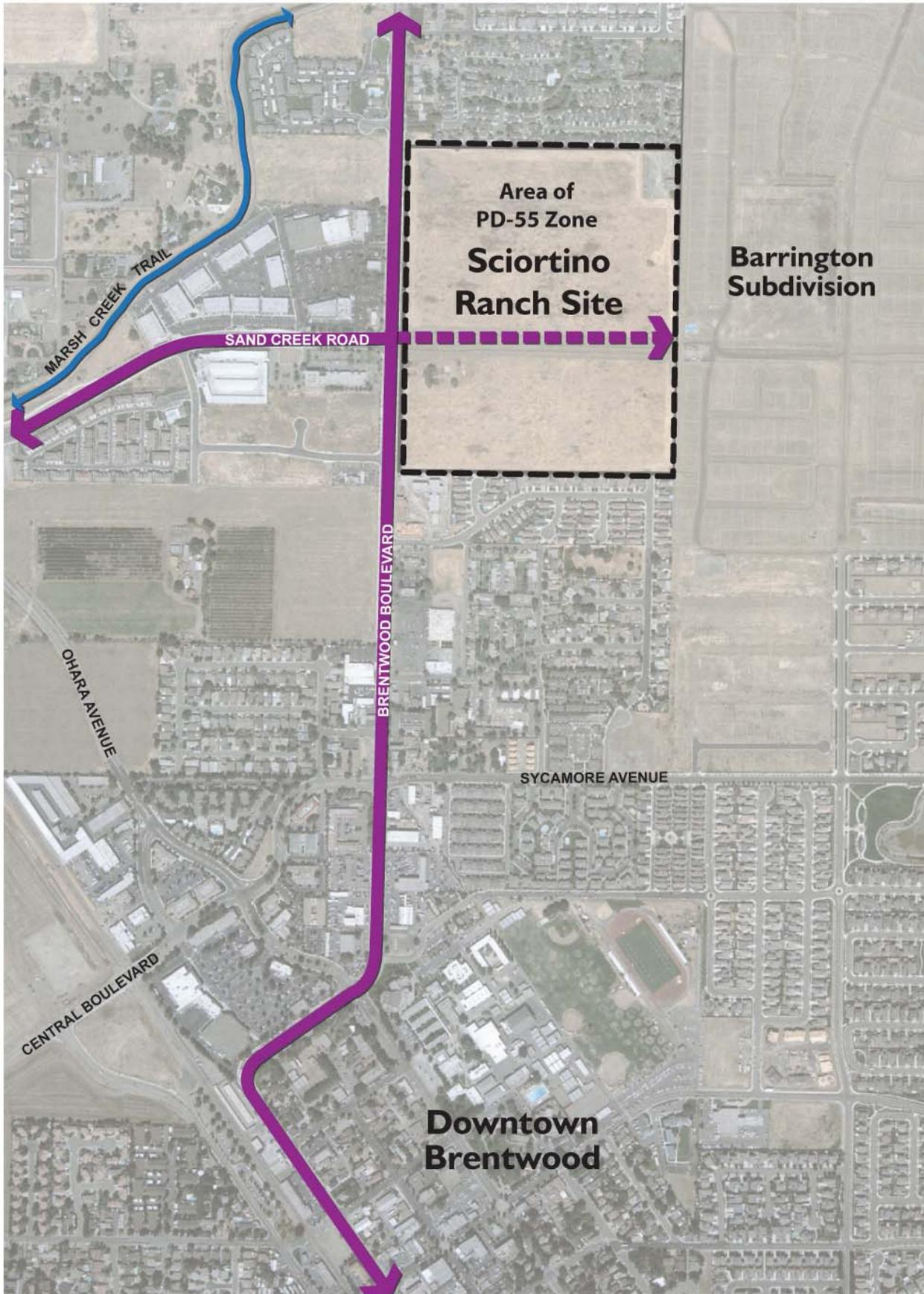
1.1 PURPOSE

1.2 SETTING

1.3 VISION

1.4 ZONING MAP & ZONING MATRIX

CONTEXT MAP



1.1 PURPOSE

The purpose of this document is to establish guidelines for the future development of the Sciortino Ranch property which will ensure a stylistically consistent and cohesive mix of land uses, while maintaining marketplace flexibility. While the Sciortino Ranch guidelines are specific to this site and are intended to create a distinct “place,” the planning and design concepts herein can be a model for other areas of the City. The Residential Design Guidelines (September 2006) and Commercial Design Guidelines (March 2001) published by the City were reviewed prior to the creation of these Sciortino Ranch Design Guidelines to ensure the incorporation of good planning and design practices. The Sciortino Ranch Design Guidelines provide a more detailed and site specific set of guidelines that supersede these prior documents. The guidelines also ensure that Sciortino Ranch is integrated within the existing fabric of Brentwood and provides a transition to surrounding uses.

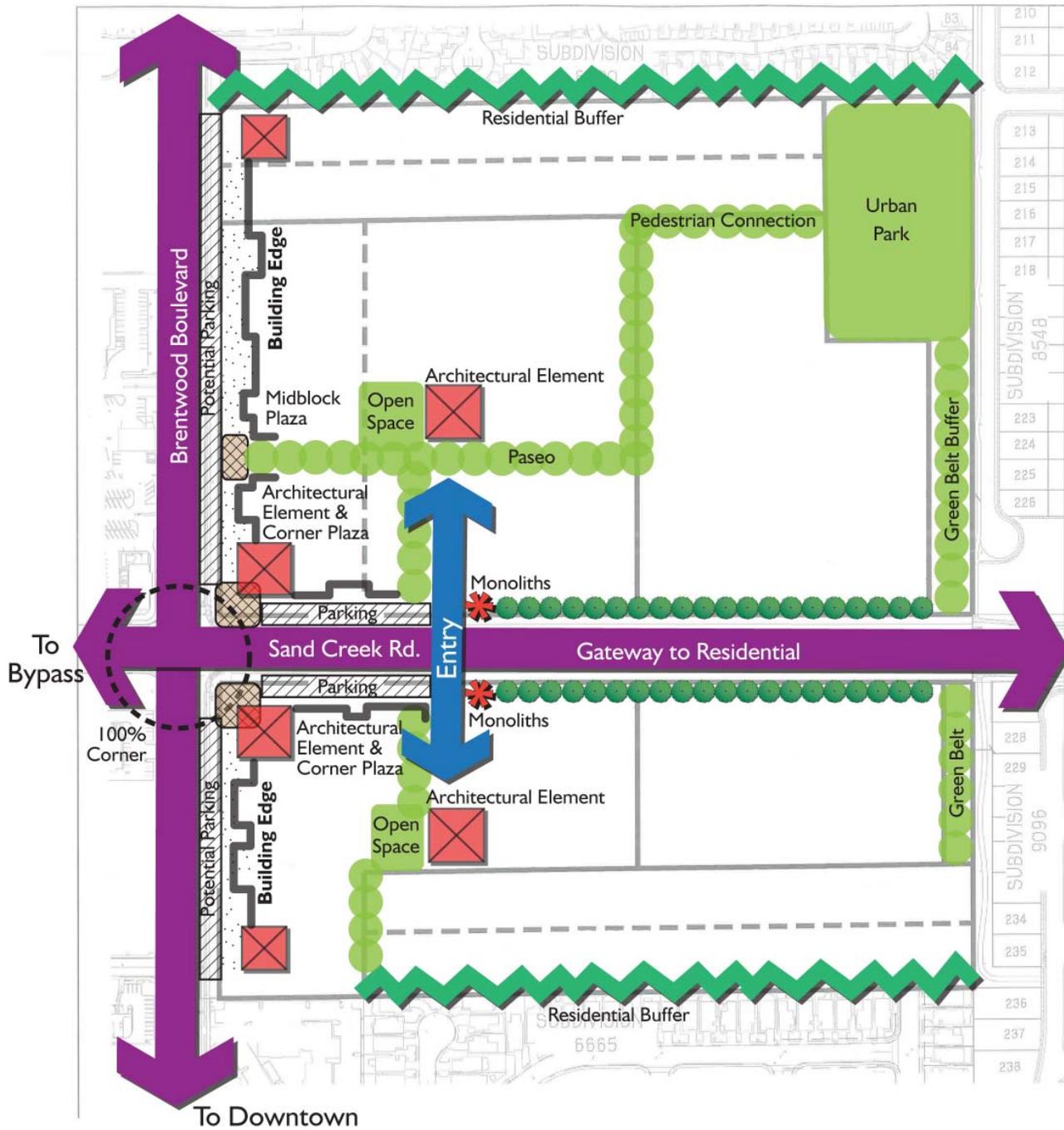
It is anticipated that this property will be developed incrementally over time by multiple developers. These guidelines set criteria enabling the City to evaluate various proposals with the goal of land use compatibility and a high quality design of site plans, architecture, and landscape. These guidelines provide planning design tools to support and promote the implementation of future mixed land uses in the zone and consistency with the North Brentwood Redevelopment Area and the pending Brentwood Boulevard Specific Plan policies and economic revitalization goals.

The General Plan identifies the Sciortino Ranch site as a special planning area (SPA-A). The site is currently zoned PD-55 (Planned Development Fifty-Five) for mixed use. These guidelines are an integral part of the PD-55 Planned Development Zone regulations included in Appendix A.

1.2 SETTING

Sciortino Ranch is located a mile north of historic downtown Brentwood. The approximately 65 acre site is located east of Brentwood Boulevard. Caltrans is in the process of dedicating Brentwood Boulevard (currently State Highway 4) to the City. The route connects Antioch, Oakley, Brentwood, Byron, and Discovery Bay. The extension of Sand Creek Road will bisect the site and will connect to the Barrington development east of the site. The property is surrounded by single family home uses except for the Brentwood Boulevard commercial frontage. The Sciortino Ranch Design Guidelines reflect a transition from the highway

CONCEPTUAL DESIGN ELEMENTS



Notes: Diagram is a conceptual illustration of potential urban design elements for Sciortino Ranch.

commercial strip-mall style of development to a more new urbanist design where commercial buildings enhance the connection between arterial boulevard, adjacent uses, and architecture.

1.3 VISION

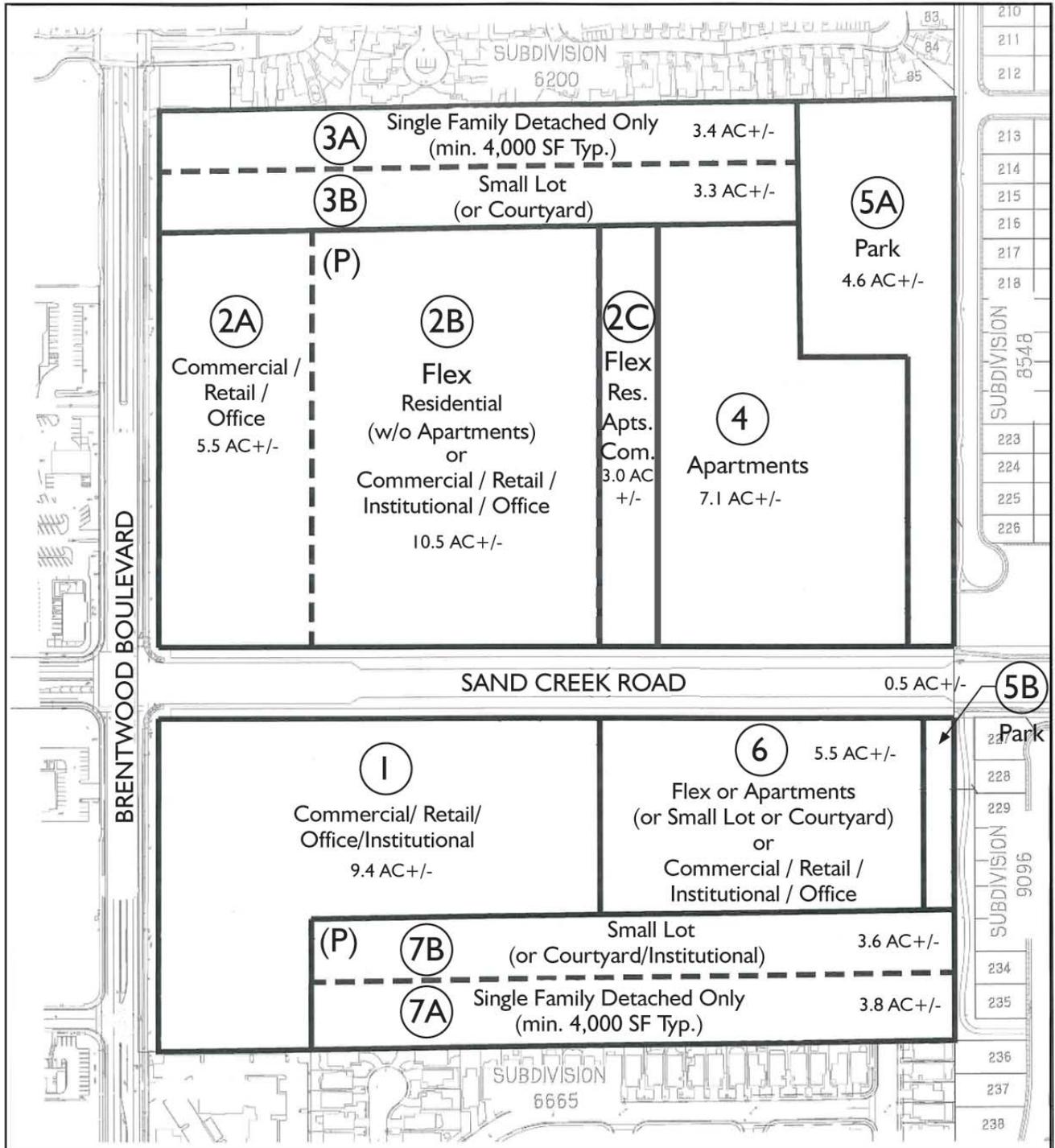
Sciortino Ranch's proximity to downtown Brentwood presents an opportunity to create a gateway development which reflects a downtown urban tone. These design guidelines establish a vibrant street edge along Brentwood Boulevard. Hard architectural edges continuous with outdoor dining, plazas, street trees, furnishings, and storefront parking will generate pedestrian activity which will extend into the site through visual and functional connections to interior retail, office, and residential uses.

A development pattern that encourages sustainable pockets of interconnected land use activities is promoted within future development plans. A human scale synergy of various housing types, commercial development, and a linked open space system will be juxtaposed with compatible transitions between compatible uses, including buffers between potential use conflicts, where needed, while retaining an emphasis on connectivity. A range of commercial uses are planned including small shops, midsize retailers, major retailer(s), office, and flex type uses. Residential uses will range from single family homes to courtyard clusters to multi-family apartments.

Meeting the parking needs of retail and residential uses is essential to the site plan's success. Parking will be shared where possible, and strategically located to provide clear vehicular access to limit use of asphalt where feasible in balance with pedestrian comfort and connectivity. Diagonal on-street parking is one site design option that would encourage pedestrian activity on Brentwood Boulevard. A mix of uses and site design on Sand Creek Road would also promote storefront parking contributing to an active retail edge.

Sciortino Ranch will feature a new urbanist park system that encourages design elements such as urban plazas, village greens, and landscaped pedestrian paseos. The parks and paseos are planned to be daily amenities rather than weekend-only features. Where feasible modern storm water treatment will be incorporated into the open space system in an aesthetic and complementary manner in an effort to soften purely engineered solutions.

ZONING MAP BY SUB AREA



Notes:

1. Minor deviations in sub-zone boundaries are allowable to accommodate future development submittals subject to review and approval by the Community Development Department.
2. See Zoning Matrix for full description of PD-55 zoning and land uses for each subzone.
3. Floating (P) park symbols are not location or size specific. Symbols are not an indication of the necessity of a park within a subarea (see Parks chapter of Guidelines).
4. Sub-area 4 minimum acres = 7 ac.

1.4.1 ZONING MAP

The Land Use Concept for Sciortino Ranch utilizes Commercial and Retail uses along Brentwood Boulevard to promote a strong retail edge to the corridor (sub-areas 1 & 2A). A noise buffer to residential uses and Single Family homes with minimum lot size of 4,000 Sq. Ft. are located at the northern and southern boundaries (sub-areas 3A & 7A) to provide a buffer for existing homes. Park areas (sub-areas 5A & 5B) are located at the eastern boundary to provide amenities and transition buffer to the planned homes along this edge. Residential density transitional areas are incorporated into sub-areas 3B & 7B. Sub-areas 2B & 6 are areas that encourage increased flexibility to accommodate a range of residential densities or commercial type uses. Sub-areas 3B & 4 on the northern portion of Sciortino Ranch accommodate high density zoning that is inclusive of an earlier (seven acre) use approved by the City to meet Housing Element policy. Sub-area 4 acreage may be modified to accommodate adjacent development proposals via lot line adjustments but the minimum acreage for this area is 7 acres.

1.4.2 ZONING MATRIX

The following zoning matrix provides more comprehensive details concerning uses that are permitted, or conditionally permitted, in each of the sub-areas. The matrix also highlights some uses that will require special design responses, included in these guidelines, to be permitted in a noted sub-area. These special requirements as well as the character for the permitted uses are described in these guidelines.

ZONING MATRIX

Symbol Legend

■ = Permitted Use¹

◐ = Conditional Use Permit Required²

LAND USES ³	Com- mercial Emphasis		Flex Com. & Res.		Residential Emphasis			Park Emphasis		Flex Com. & Res.	Residential Emphasis	
	1	2A	2B	2C	3A	3B	4	5A	5B	6	7A	7B
Commercial Uses												
Self-service storage facilities ⁴	◐	◐	◐	◐						■		
Light industrial uses which generate minimal noise, odor, smoke, and waste material ⁵	◐	◐	◐	◐						■		
Merchandise and/or General Retail Sales Greater than 75,000 Sq. Ft. for any Single User Building ⁶ (Applies to any Second Single-User Building, or more, located either north or south of Sand Creek Rd.)	◐	◐	◐	◐						■		
Sports bar, lounge, nightclub and similar establishments ⁷	◐	◐	◐	◐						■		
Liquor Stores ⁸	◐	◐	◐	◐						■		
Motor Vehicle Sales ⁹	◐	◐	◐	◐						■		

1 All proposed developments are to be consistent with the adopted Sciortino Ranch Design Guidelines, as applicable, for each permitted land use. Land uses that are similar in nature and operation to those uses identified within the land use matrix are acceptable subject to approval by the Community Development Director. The decision of the Community Development Director is subject to appeal in accordance with Brentwood Municipal Code (BMC) Chapter 17.880.

2 Symbol notes uses that are required to undergo a conditional use permit process (per BMC Chapter 17.830).

3 Physical design is to adhere to the PD-55 Municipal Ordinance and the adopted Sciortino Ranch Design Guidelines, sub-areas are specifically designed to respond to any existing adjacent development by incorporating like densities, uses, or park buffers.

4 Mini-storage or warehouse with or without a resident manager's dwelling unit.

5 Including by way of example, but not limited to, Warehouses, Controlled Manufacturing and Assembly, Printing or Lithography Production establishments, Plastic Fabrication, Electronic and Electrical Product and Instrument Manufacturing, Garment Manufacturing, Furniture Making, Upholstering, Food Processing and similar uses.

6 When calculating Square Footages for a proposed project, the noted 75,000 Sq. Ft. does not include first or second floor business office, personnel, stock room, or loading areas.

7 With on-site sale of beer, wine, or distilled spirits, including establishments which offer food as a secondary use, entertainment and/or dancing.

8 Liquor Stores including by way of example, but not limited to, establishments that sell primarily beer, wine, or distilled spirits.

9 Including Automobile, Motorcycle, Recreational Vehicle and Boat Sales, and similar establishments.

LAND USES ³	Com-mercial Emphasis		Flex Com. & Res.		Residential Emphasis			Park Emphasis		Flex Com. & Res.	Residential Emphasis	
	1	2A	2B	2C	3A	3B	4	5A	5B	6	7A	7B
Construction contractor's and contractor related services and affiliated storage ¹⁰	■	■	■	■						■		
Video Arcades, indoor Movie Theatre, Bowling Alley, Skating Rink, and similar entertainment establishments	■	■	■	■						■		
Hotel	■	■	■	■						■		
Tobacco and cigar lounges that allow smoking on-site	■	■	■	■						■		
Health clubs (indoor and outdoor recreational facilities)	■	■	■	■						■		
Check cashing facilities and pawnshops	■	■	■	■						■		
Merchandise and/or General Retail Sales Greater than 75,000 Sq. Ft. for any Single User Building ¹¹ (Applies <u>only</u> to One Single-User Building located either north or south of Sand Creek Rd.; see above for any Second Building or more)	■	■	■	■						■		
Merchandise and/or General Retail Sales Less than 75,000 Sq. Ft. (Applies to any Single-User or Multi-Tenant Building)	■	■	■	■						■		
Supermarkets or Grocery (with Beer, Wine, and Distilled Spirits sales)	■	■	■	■						■		
Convenience Store with or without Beer & Wine sales (no Distilled Spirits). Limited to one store as a permitted use in each of the following sub areas: 1, 2A, 2B, 2C and 6. Any additional convenience must apply for a conditional use permit. ^{12 13}	■	■	■	■						■		

10 Including but not limited to cabinetry, countertop, and sheet metal fabrication shops

11 When calculating Square Footages for a proposed project, the noted 75,000 Sq. Ft. does not include first or second floor business office, personnel, stock room, or loading areas.

12 Convenience Store alcoholic beverage sales shall not exceed 40% of total beverages offered and no individual containers of beer may be sold greater than 24 ounces.

13 Sale of newspapers, periodicals, magazines, or other print, analog, or digitally reproduced materials that includes pornographic images is expressly prohibited.

ZONING MATRIX

LAND USES ³	Com- mercial Emphasis		Flex Com. & Res.		Residential Emphasis			Park Emphasis		Flex Com. & Res.	Residential Emphasis	
	1	2A	2B	2C	3A	3B	4	5A	5B	6	7A	7B
Pharmacy Establishments with or without Drive-through. Limited to one such use in each of the following sub areas: 1, 2A, 2B, 2C and 6. Any additional drive-through must apply for a conditional use permit.	■	■	■	■						■		
Gas Stations, with or without Car Wash and/or Convenience Store. Limited to one such use in one of the following sub areas: 1, 2A, 2B, 2C or 6. Any additional gas station must apply for a conditional use permit.	■	■	■	■						■		
Pet and Pet Supply Stores ¹⁴	■	■	■	■						■		
Restaurants ¹⁵ (with or without Beer & Wine sales) ¹⁶	■	■	■	■						■		
Restaurants with full kitchen and bar as secondary use ¹⁷ (limited to one restaurant as a permitted use in each of the following sub areas: 1, 2A, 2B, 2C and 6. Any additional restaurants with secondary bar use must apply for a conditional use permit)	■	■	■	■						■		
Convenience Restaurants with or without drive-thru service ¹⁸ Limited to one such use in each of the following sub areas: 1, 2A, 2B, 2C and 6. Any additional drive-through must apply for a conditional use permit.	■	■	■	■						■		

14 Including on-site Veterinary Clinics, excluding boarding of pets.

15 Including by way of example but not limited to full-service sit-down restaurant establishments.

16 Prior to the issuance of a tenant improvement permit, a copy of the floor plan shall be provided for the review and approval of the Brentwood Police Department specifically identifying where all alcoholic beverages will be stored or displayed and how distribution will be controlled. A sign stating that open alcohol containers shall not be removed from designated areas shall be conspicuously displayed within the restaurant to the satisfaction of the Brentwood Police Department. Tables shall be bussed immediately following vacancy in order to ensure that all open alcoholic containers are removed from the seating area.

17 The following regulations apply to any restaurant: Prior to the issuance of a tenant improvement permit, a copy of the floor plan shall be provided for the review and approval of the Brentwood Police Department specifically identifying where all alcoholic beverages will be stored or displayed and how distribution will be controlled. A sign stating that open alcohol containers shall not be removed from the premises shall be conspicuously displayed within the restaurant to the satisfaction of the Brentwood Police Department. Tables shall be bussed immediately following vacancy in order to ensure that all open alcoholic containers are removed from the seating area. Expressly excludes dancing type uses. Secondary bar uses have limited hours of operation 11AM to Midnight. Bar area not to exceed 30% of restaurant floor area (excluding office or kitchen area). Restaurant with Secondary bar use shall not be permitted within 200 feet of a residential use or residential zone.

18 Including by way of example but not limited to Sandwich Shops or Fast-Food establishments.

LAND USES ³	Com-mercial Emphasis		Flex Com. & Res.		Residential Emphasis			Park Emphasis		Flex Com. & Res.	Residential Emphasis	
	1	2A	2B	2C	3A	3B	4	5A	5B	6	7A	7B
Specialty Merchandise and Convenience Sales ¹⁹	■	■	■	■						■		
Temporary parking lot display and/or sale areas ²⁰	■	■	■	■						■		
Outdoor display, dining, and/or sale of merchandise ²¹	■	■	■	■						■		
Commercial services ²²	■	■	■	■						■		
Commercial uses which may or may not manufacture their primary product on the premises ²³	■	■	■	■						■		
Business, Institutional, Administrative, Financial, and Professional Offices ²⁴	■	■	■	■						■		■
Research and development facilities ²⁵	■	■	■	■						■		
Wholesale showrooms and distribution centers	■	■	■	■						■		
Residential Uses²⁶												
Single Family Detached Homes (Min. Lot Size: 4,000 Sq. Ft.)			■	■	■	■				■	■	■
Small Lot Single Family Homes (Min. Lot Size: 2,100 Sq.Ft.) ²⁷			■	■		■				■		■

19 Including by way of example but not limited to Specialty Foods, Delicatessen, Bakery, Pastry, Candy, Ice Cream, Butcher, Meat Market, Wine, Tobacco, Apparel, Jewelry, Cosmetics, Stationery, Shoes & Shoe Repair, Kitchenware, Motor Vehicle Parts, Hobby, specialty interest stores, and similar establishments.

20 Requires approval of a Temporary Use Permit per BMC Chapter 17.850.

21 If outdoor display, dining, and/or sales areas are proposed post formal design review and/or development of a subject building then either: 1) BMC Section 17.900.009 shall apply for uses proposed on private property, or 2) BMC Section 17.900.005 shall apply for uses proposed in the public right of way (excluding any Downtown zone specific regulations).

22 Including by way of example but not limited to Barbershop, Beauty Shop, Hair Salon, Laundry, Dry Cleaning, Laundromat, Electronic, Appliance Sales and Repair, Watch and Clock Repair, Tanning Studio, Small Equipment Rental and Repair, Real Estate Sales and Rental, Title and Escrow Services, Architectural, Engineering, Legal and Accounting Services, Insurance Agency, Employment Agency, Outpatient Medical, Dental and Optical Services, Technology Access Center, Telecommuting Center, Addressing, Post Box and Mailing Service, Blueprinting, Photostating and Desktop Publishing & Printing Services, Drafting Service, Messenger Service, Stenographic Service, Answering Service, Private Postal Box Service, Travel Agency, Bank Branch, ATM facility, and similar establishments.

23 Including but not limited to Drapery or Upholstery Shop and similar establishments.

24 Including but not limited to large-scale single and/or multi-tenant office uses, such as medical offices, Trade Schools, Colleges, Public and Quasi-Public Offices, Library, Post Office and Utility Office.

25 Including by way of example but not limited to research, office, support and associated warehouse areas.

26 Keeping of domestic animals or pets subject to BMC Chapter 17.670; Secondary housing units are allowed in residential areas pursuant to BMC Section 17.100.005.

27 See the adopted Sciortino Ranch Design Guidelines for lot sizes associated with zipper lots and alley load lots

ZONING MATRIX

LAND USES ³	Com-mercial Emphasis		Flex Com. & Res.		Residential Emphasis			Park Emphasis		Flex Com. & Res.	Residential Emphasis	
	1	2A	2B	2C	3A	3B	4	5A	5B	6	7A	7B
Courtyard Detached Homes – 4 units or fewer (Min. Lot Size: 2,500 Sq.Ft.)			■	■		■				■		■
Courtyard Detached Homes – 7 units max (Min. Lot Size: 2,500 Sq.Ft.)			■	■		■				■		■
Duet Homes (2 Attached Units, Min. Lot Size per Unit: 2,400 Sq. Ft.)			■	■		■				■		■
Apartments and Condominiums (limited to a total of 13.6 acres in sub areas 2C, 4 and 6 combined) ²⁸				■			■			■		
Park Uses												
Parks ²⁹								■	■			

28 Multi-family structures shall not exceed twenty-five (25) dwelling units per gross acre. Permitted uses include accessory uses and facilities related to the primary use including on-site manager quarters, leasing or sales offices, site maintenance areas, carpools, recreation buildings and fitness facilities for use by residents and their guests. Signs are subject to BMC Chapter 17.640.

29 Parkland areas are subject to park size minimums described within the adopted Sciortino Ranch Design Guidelines. Park credits are also described in the Design Guidelines. Parks are allowed in all Sub Areas per the Guidelines with specified Park areas located in Sub Area 5A and 5B. Park sub area borders are flexible to accommodate future development designs that better integrate park land use edges.

2. COMMERCIAL DEVELOPMENT

2.1 DESIGN OBJECTIVES & PURPOSE

2.2 SITE PLANNING

2.3 COMMERCIAL DEVELOPMENT STANDARDS

2.4 BUILDING DESIGN GUIDELINES

2.5 ARCHITECTURAL STYLES

2.6 PROTOTYPES

2.1.1 DESIGN OBJECTIVES

A mix of commercial uses will form an architectural edge along Brentwood Boulevard. Building architecture will vary in form and character to provide a varied street front. Pedestrian scale elements such as storefront windows, building awnings, plazas, wide sidewalks, street trees, and furnishings will soften the building edge and create urban activity. Optional angled parking on the boulevard will provide a direct connection from the street to the site's interior, while buffering pedestrians from arterial traffic.

A strong edge unbroken by parking lots and blank walls is an important design element to be provided in balance with the equally important visual and functional connections from roadways to the site. Breaks in building architecture will open up views into the site so that interior retail and office uses maintain a street presence. In addition, these openings will act as pedestrian paseos connecting from the street into the site. Sand Creek Road, the project's main entry, will be lined with a mix of commercial uses partway into the site. This portion of the road may enjoy on-street parking, a wide sidewalk, and furnishing elements similar to those allowed along Brentwood Boulevard.

Interior commercial uses may consist of midsize retail, office/flex uses, and major retailers. Such facilities will enjoy adequate parking that can be shared with adjacent residential uses where private agreements are established. Strong pedestrian connections from parking to uses and between uses will be key to an integrated series of land uses. A series of plazas and paseos will link such uses and provide gathering and recreational opportunities. Town square type plazas will be co-located with buildings providing outdoor dining and gathering.

2.1.2 PURPOSE

Provide visual continuity along street frontage

- Maintain a building scale which is consistent with the City's small town rural heritage and historic qualities of Brentwood
- Encourage corporate and franchise design to adapt to the unique character of their sites
- Encourage commercial development to be constructed in patterns that are more pedestrian friendly
- Convey the City's design expectations to the property owners and developers
- Protect property owners investments by discouraging inconsistent developments
- Streamline the development review process by more clearly communicating community expectations to property owners and developers

2.2 SITE PLANNING (NEW URBANIST PLANNING)

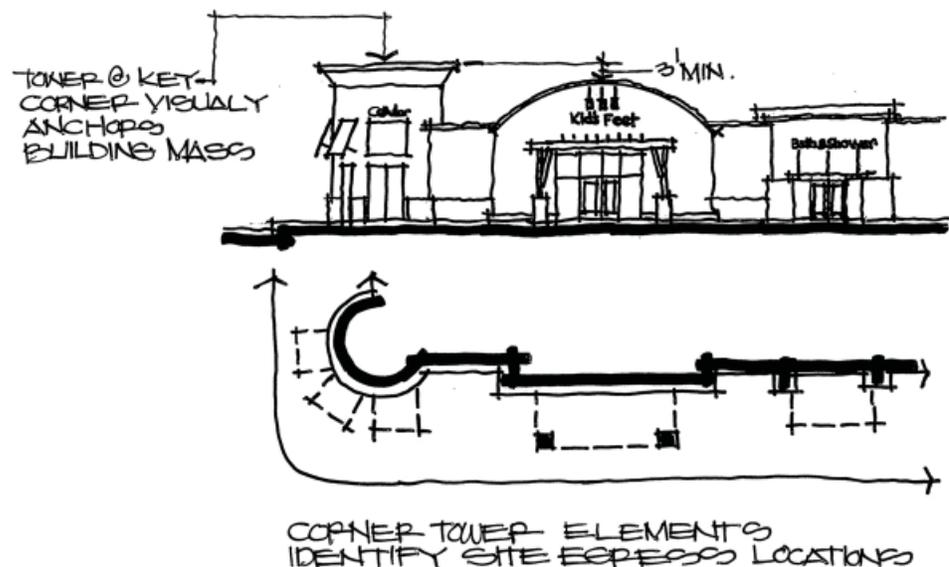
The following are design objectives in which the city will compare future development applications for their adherence to quality design. The spirit of design implementation to a given site plan is the primary goal of these objectives, not the strict execution of each and every design objective.

- A. Orient buildings and entry to street frontage
 - 1.) Provide Building Entries which are easily identified from fronting streets and parking needs.
 - 2.) Make a special effort to create an interesting street edge with storefront windows, varied buildings planes and people activity around building entries.
 - 3.) Minimize the amount of parking seen from the adjoining streets and other developments
 - 4.) Locate employee parking away from street frontages whenever possible
- B. Reduce dominant parking fields between buildings and arterial streets
 - 1.) Where feasible place parking fields behind and adjacent to buildings that are located adjacent to arterial streets
 - 2.) Parking fields in front of the building should be limited to one drive aisle and one or two rows of parking whenever possible
- C. Provide areas for landscaping between the street edges and buildings
 - 1.) Provide an attractive street edge that provides visual continuity along street frontages
 - 2.) Screen parking and service/loading areas using landscape design
 - 3.) Provide street trees approximately thirty feet on center along front setback areas along lawns, ground covers and/or hardscape areas. (Spacing flexibility is necessary to accommodate driveways, utility boxes, etc.)
 - 4.) Use landscape design elements to screen less articulated portions of building or areas of development where visible to public streets
 - 5.) Provide tree wells (diamond shaped preferred) in parking lot areas where feasible, and not in conflict with bio-retention areas.
 - 6.) Minimum tree sizes are 15 gallon, upgraded 24" box trees are required at prominent entry or focal point locations (a minimum of 10% of proposed trees to be upgraded).

- D. Whenever possible, incorporate existing trees into new landscape areas to promote a sense of heritage to a space as well as shade.
- E. Provide clear pedestrian pathways
 - 1.) Provide pleasing pathways between buildings
 - 2.) Establish convenient connections between building entries and to adjacent parcels where feasible.
 - 3.) Provide a comprehensive design that integrates into and compliments the development.
 - 4.) Provide rest areas preferably with shading devices or landscape shading along pathways.
 - 5.) Provide adequate path lighting via either bollards, pole lighting, or wall mounted lights.
 - 6.) Minimize blind corners or pockets that may be conducive to criminal activity.
- F. Minimize the visual prominence of service and loading areas
 - 1.) Provide visual and sound buffers between commercial development and adjacent to residential development.
 - 2.) Integrate landscaping and/or architectural elements to provide screening.
 - 3.) Design trash enclosures to be complimentary and compatible with adjacent buildings.
 - 4.) Landscape, lattice and trellis elements on and around trash enclosures are encouraged
- G. Provide buffers between new development and residential neighborhoods
 - 1.) Minimize impacts on adjacent parcels
 - 2.) Provide screening landscaping and attractive screen walls
 - 3.) Plant sufficient landscape screening to block views of commercial buildings and architecturally treat elevations visible to public streets.
- H. Provide landscape planting areas between buildings and adjacent parking areas
 - 1.) Landscaped Trellis walls are encouraged
 - 2.) Break up large areas of paving with landscaping between pedestrian ways and adjacent building walls.
- I. Provide visual buffer for prominent utility and mechanical elements
 - 1.) Provide architectural and/or landscape elements to screen prominent elements

SITE PLANNING

- 2.) Provide architecturally pleasing walls to buffer any noise generating mechanical appurtenances
- J. Consolidate vehicular entries
- 1.) Align entryways with opposite side of street
 - 2.) Utilize shared entryways with adjacent parcels whenever possible.
- K. Connect adjacent parcel parking lots where feasible
- 1.) Utilize shared parking whenever possible
 - 2.) Where appropriate provide clear vehicular circulation paths between parcels
- L. Avoid parking lots on street intersection corners
- 1.) Provide flower beds and accent landscaping and low walls at intersections when buildings can not be placed at these locations
- M. Provide for and screen stacking of service vehicles on site.
- 1.) Space for loading trucks to wait for dock space should be accommodated on the site
 - 2.) No vehicle stacking will be allowed on adjacent streets
- N. Provide a comprehensive site and building exterior lighting plan
- 1.) Provide a unified master lighting plan for the entire site
 - 2.) Use non-glare fixtures
 - 3.) Use pedestrian scale lighting and poles near buildings and adjacent hardscapes (25 feet maximum), taller light poles are acceptable in parking fields (30 feet maximum). Height is measured from finished grade to the light source.



Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

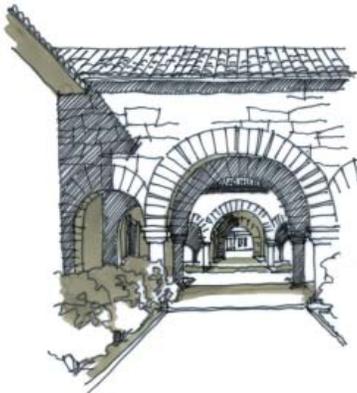
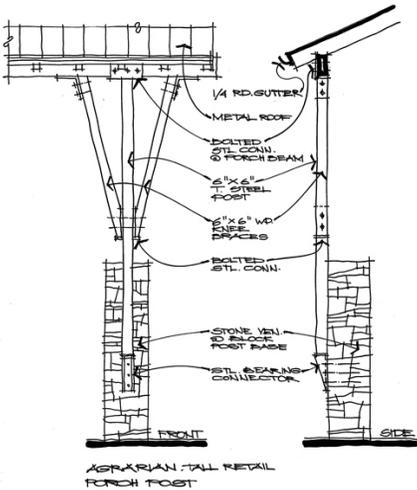
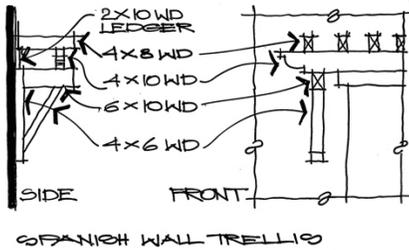
- 4.) Avoid lighting adjacent to residential parcels with use of hooded lights or screens (cut-off or full cut-off classified fixtures)
 - 5.) Lighting of vertical building elements is encouraged
 - 6.) For washing lighting, use smallest luminaries available to accomplish task
 - 7.) Use visually attractive fixtures for security lighting
 - 8.) Avoid strictly utilitarian lighting whenever possible
- O. Provide secured parking for bicycles conveniently located near building entries
- 1.) Utilize bike racks near building entries and at convenient locations
 - 2.) Provide adequate lighting at all bike rack locations
- P. Plan drive thru windows to minimize adverse visual impacts to public streets
- 1.) Screen drive thru vehicles and windows using architectural design, architectural elements, decorative screen walls, or landscape design.
 - 2.) Drive thru exits should avoid major entry or exit drives where feasible
 - 3.) Drive thru windows and aisles are not allowed adjacent to residential areas

2.3 COMMERCIAL DEVELOPMENT STANDARDS

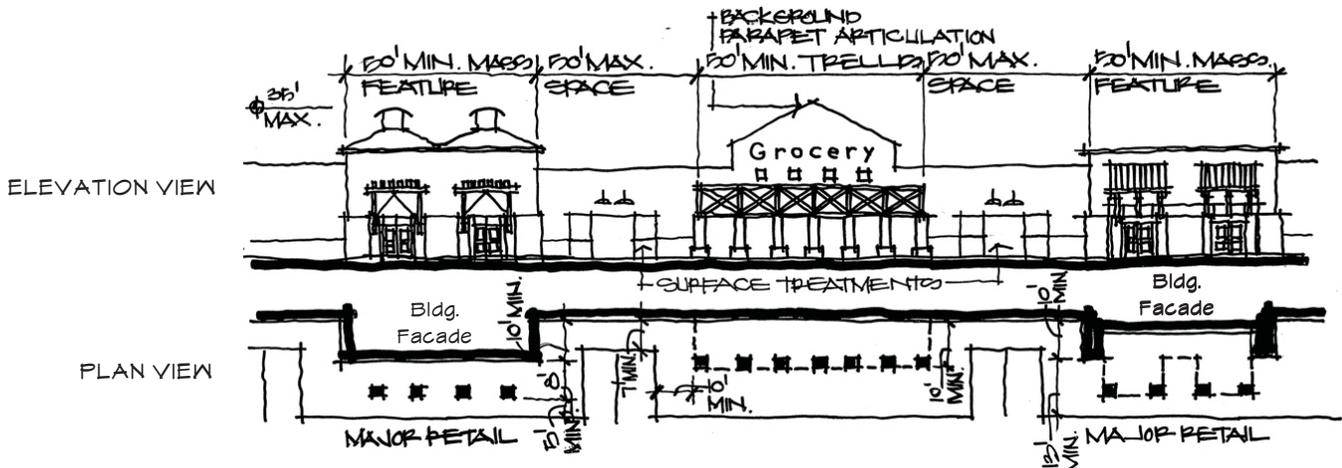
- A. Minimum lot area: ten thousand (10,000) square feet
- B. Minimum street frontage yard: five (5) feet typical; zero (0) feet along major arterial street
- C. Minimum non-street frontage yard: none
- D. Maximum building height
 - 1.) Maximum building height shall be three stories not to exceed fifty feet.
 - 2.) The maximum building height of special architectural features shall not exceed 25% of any single buildings footprint area and shall not exceed fifty feet. Special architectural features may include, but are not limited to, tower entries or corner design elements.
 - 3.) Structures or special architectural features greater than fifty feet respectively, may be permitted subject to a conditional use permit.
- D. Delivery hours for commercial uses within 100 feet of a residential zone shall be 7:00 am to 10:00 pm daily.

2.4 BUILDING DESIGN GUIDELINES

The following are design objectives in which the city will compare future development applications for starting to adhere to quality design. The spirit of design implementation to a given site plan is the primary goal of these objectives not the strict execution of each and every design objective.



- A. Relate building design to the character and climate of Brentwood
 - 1.) Use of awnings and shade devices are encouraged
 - 2.) Use of architectural styles such as the Mediterranean, Agrarian or Contemporary Main Street is encouraged
- B. Prepare a comprehensive and integrated design for all structures
- C. Use awnings and trellis elements along street and parking lot frontages
- D. Utilize shaded walkways such as arcades to create pedestrian friendly pathways
- E. Emphasize building entries
- F. Utilize interesting building forms
- G. Utilize a variety of heights and wall planes
- H. Avoid visible blank walls
- J. Provide finished facades adjacent to open space corridors
- K. Design walls and fences to be compatible and complimentary with the architecture of the building
- L. Design of marquees and entry signage to be compatible and complimentary in style and scale with the architecture of the buildings
- M. Use appropriate materials and colors

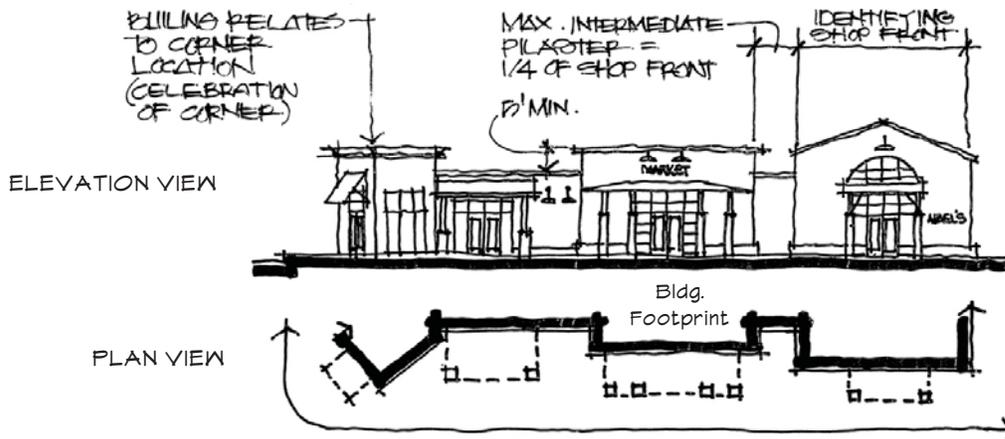
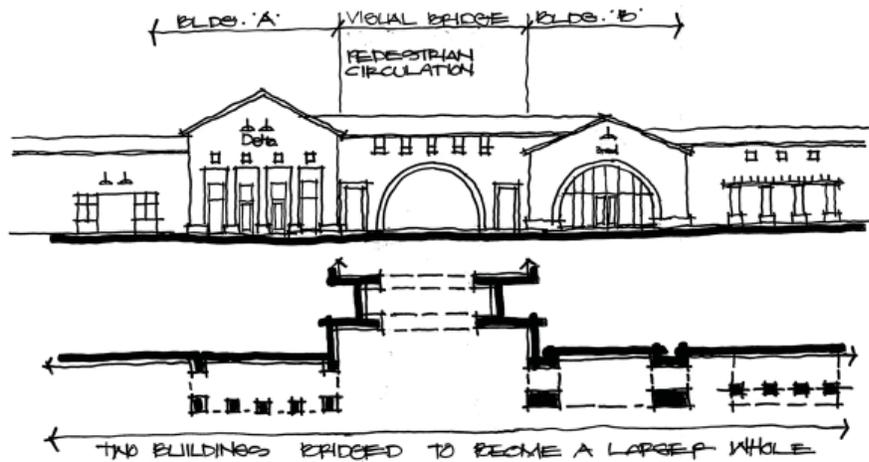
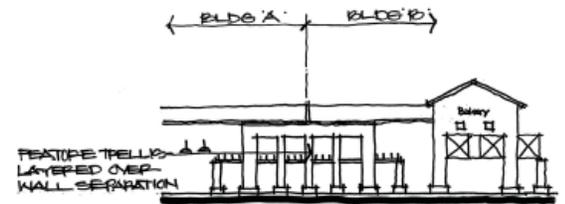
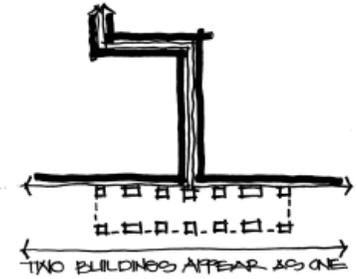


Facade variation and architectural features added to break up building mass

Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

BUILDING DESIGN GUIDELINES

- N. Maintain visual transparency to street facades and tenant signage
- O. Organize and screen roof mounted equipment
- P. Utilize design elements from local historic building examples where possible
- Q. Buildings should face the street with active fronts where feasible
- R. Street side entries are preferred
- S. Breezeways between buildings are encouraged
- T. Corner elements should create a sense of entry and arrival
- U. Commercial building along the street should appear as a continuous building to the extent possible. When not possible, compact building groupings to encourage pedestrian activity nodes
- V. Utilize architectural elements such as trellises, breezeways and arches to visually connect smaller buildings to appear as a larger building.
- W. Decorative lighting features are encouraged on store fronts.



Facade variation and architectural features added to break up building mass

Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

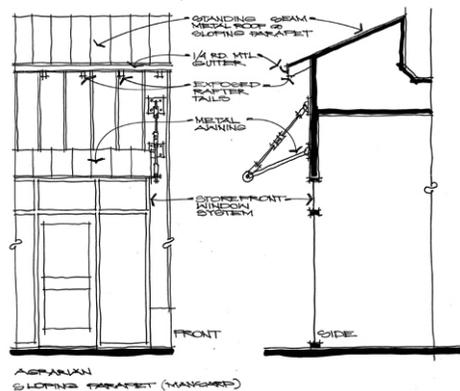
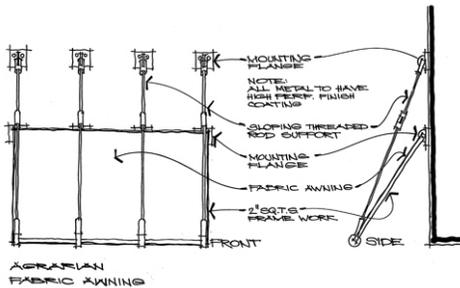
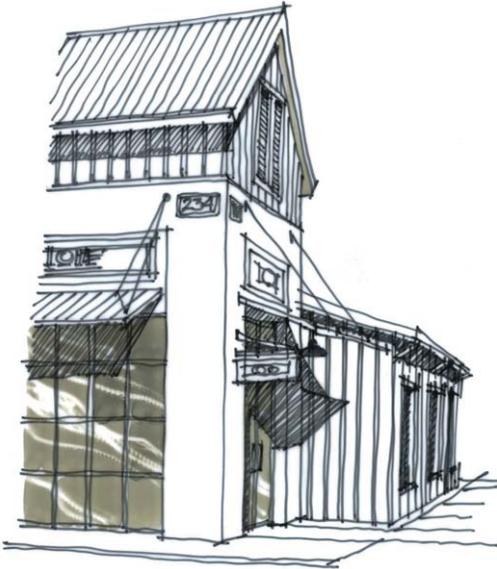
2.5 ARCHITECTURAL STYLES

AGRARIAN

The agrarian architectural style is characterized by a simple and utilitarian design stemming from agricultural traditions beginning during the late 1700s. Agrarian buildings made use of local materials and traditionally are simple in geometry and arranged in clusters.

DESIGN CHARACTERISTICS

- Deep covered porches with square posts
- Low pitched roofline with gabled, hipped, shed, or gambrel
- Heavy wood beams and timber trusses
- Exposed timber rafter tails
- Decorative vented cupolas
- Regularly placed and shaped multi-paned windows
- Vertically oriented windows with divided lights
- Decorative wood trim for windows and doors
- Gabled roof
- Wooden siding
- Standing seam metal roof
- Corrugated metal roof and siding elements
- Treated wood shingles



Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

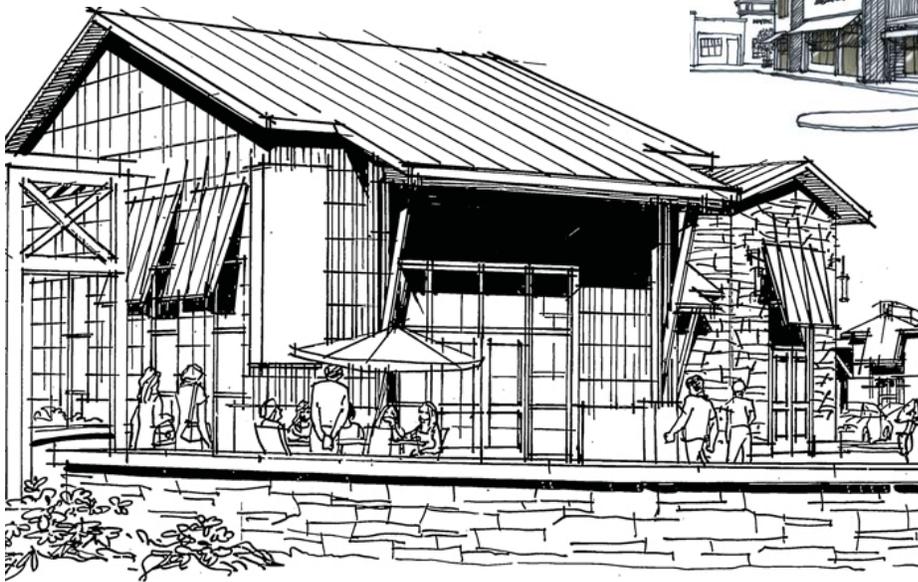
ARCHITECTURAL STYLES - AGRARIAN

- Architecturally dimensioned composition shingles
- Flat concrete tile

MATERIALS

Quality alternative materials may be substituted for natural materials to achieve longevity and ease of building maintenance.

- Horizontal lap siding
- Board and batten siding
- Cement fiber siding (6-inch, 8-inch, or 12-inch horizontal siding)
- Wood clapboard
- Metal siding (corrugated or paneled)



Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

CONTEMPORARY

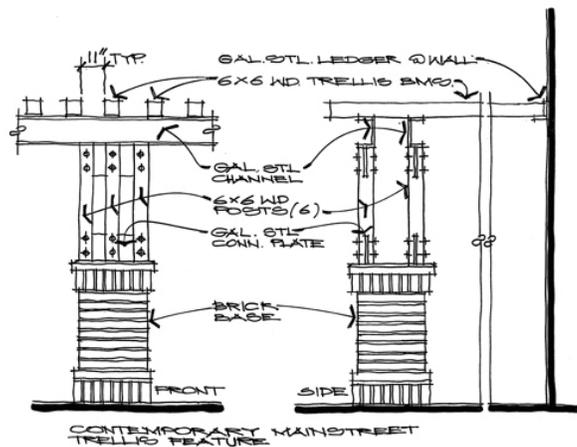
HISTORICAL PRECEDENT



The contemporary Main Street style derives from the vernacular designs of many 19th Century American Downtown Districts. The massing of individual closely sited storefronts provided varied roof forms, heights and architectural treatment. The result was a pedestrian friendly environment filled with visual interest. The contemporary interpretation of this style uses the same vocabulary of form, massing and scale to create buildings for retail and commercial use today.

DESIGN CHARACTERISTICS

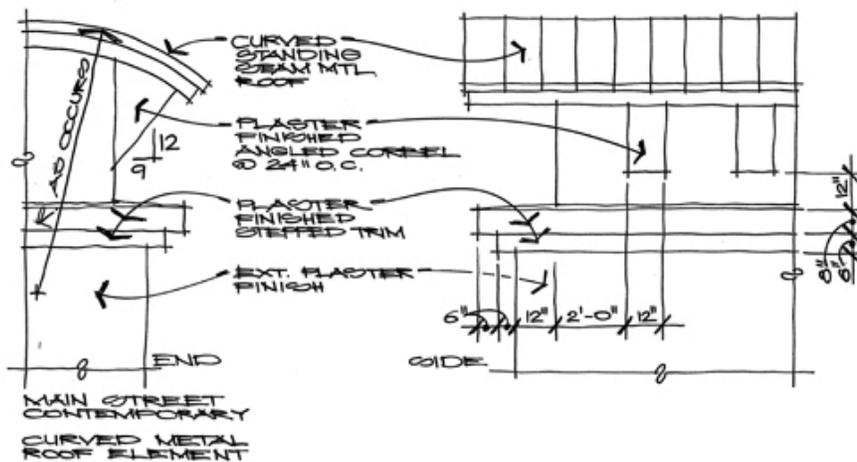
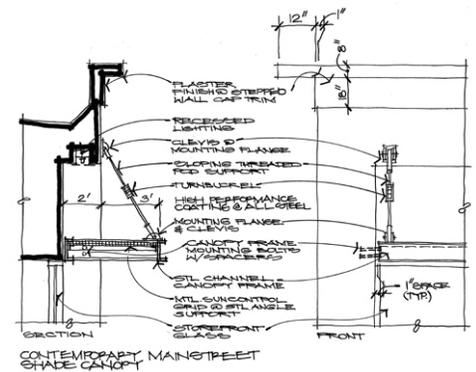
- Varied Parapet Heights and shapes
- A variety of angled, rounded and sloped metal roof forms
- Tower Entry and Corner features
- Simple Building Massing and forms
- Plane Breaks to reduce massing and increase visual interest
- Scale appropriate to pedestrians
- Metal Roof Elements
- Concrete tile roofs
- Parapet roofs
- Pedestrian Arcades
- Metal Trellises



Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

MATERIALS

- Scored Stucco and Plaster with color variation
- Stone veneer
- Concrete Tile
- Decorative Metal Features – Entry, Accent and Focal
- Metal Details – Trellis, Awnings
- Canvas and Metal Canopies



Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

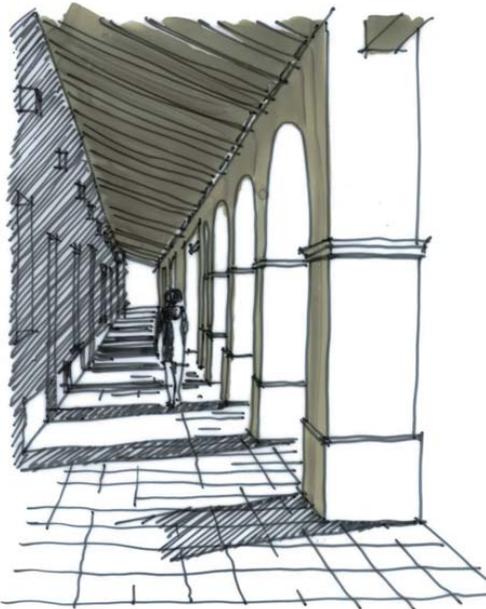
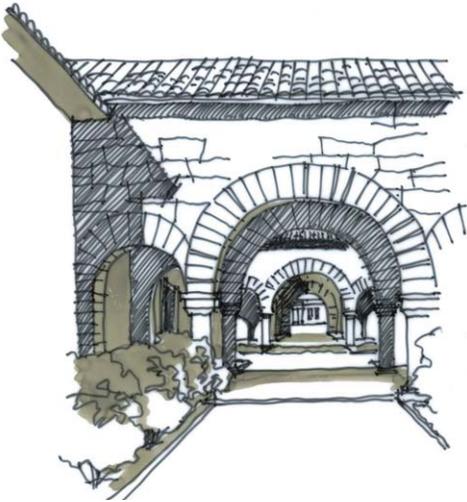
MEDITERRANEAN
Monterey, Spanish Eclectic, Tuscan

HISTORICAL PRECEDENT

Derived mainly from the southern regions of Mediterranean Europe, this blend of Tuscan, Spanish Eclectic, Colonial Revival and Monterey styles has its roots in the use of local materials and response to the climates from which they originated. The use of available wood, clay and adobe provided the basic building elements of these styles. Today, these elements are used and re-interpreted to articulate this style for use in the commercial and retail design.

DESIGN CHARACTERISTICS

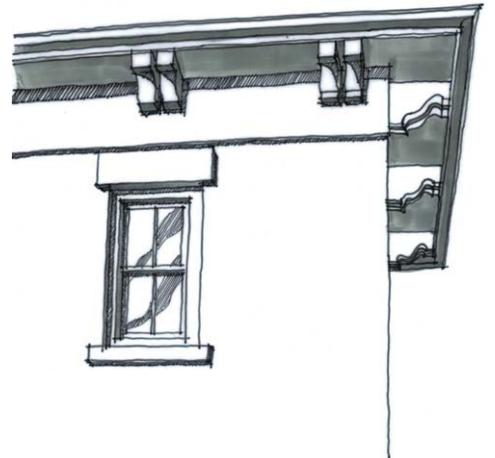
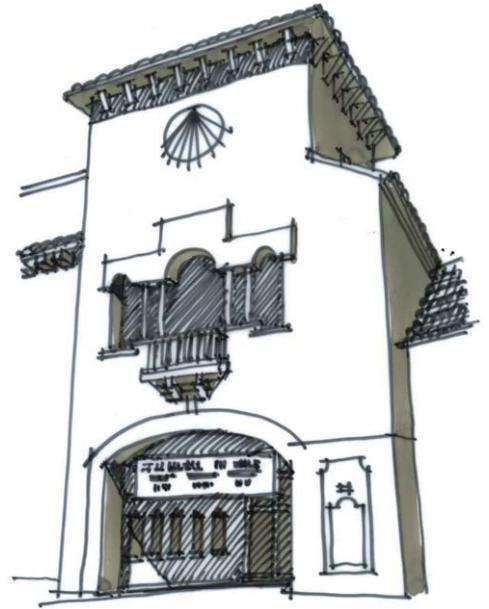
- Entry, Accent and Focal Tower elements
- Rusticated elements at the base of the buildings
- Arched Passageways and Entry Features
- Covered Pedestrian Walkways
- Wrought iron railing and detail elements
- Wood trellis features
- Decorative cornice and dentil treatment
- Tight rakes at gable ends
- Recessed windows
- Shutter accent elements



Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

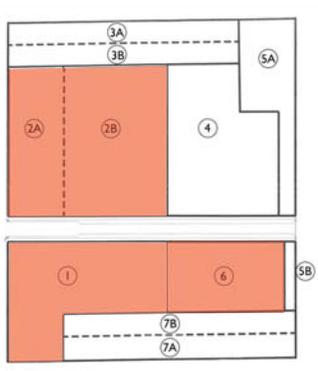
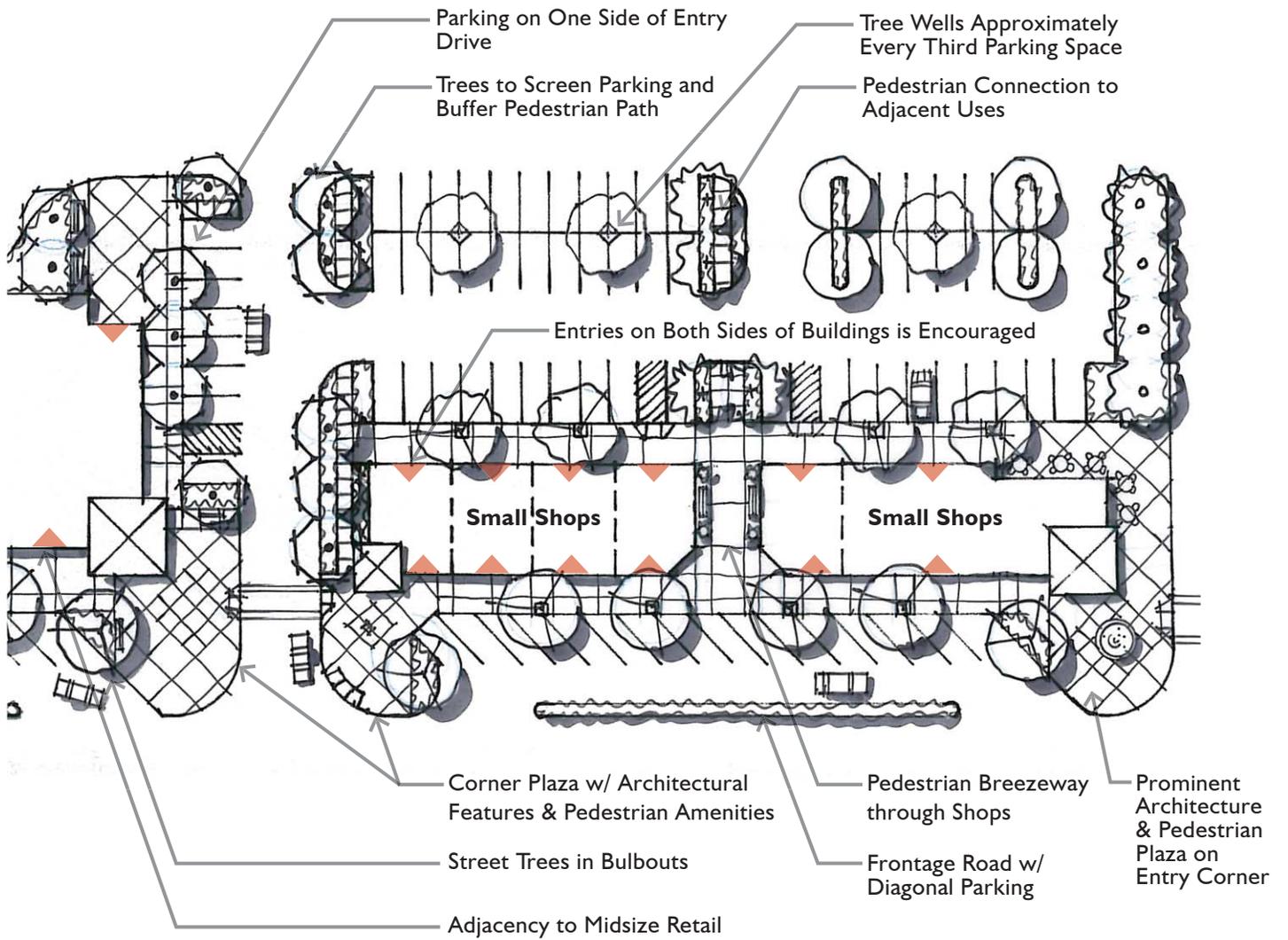
MATERIALS

- Stucco and Plaster – smooth relief or trowel sweep texture
- Villa tile roof tiles
- Exposed rafter tails
- Exposed beams
- Wrought iron connections and detailing
- Tile or deep stained concrete flooring



Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

SMALL SHOPS RETAIL



Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

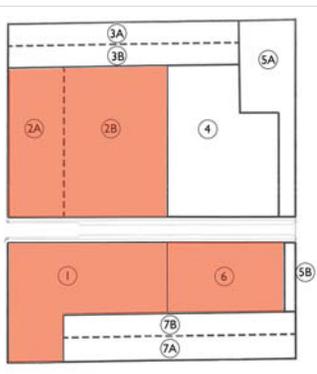
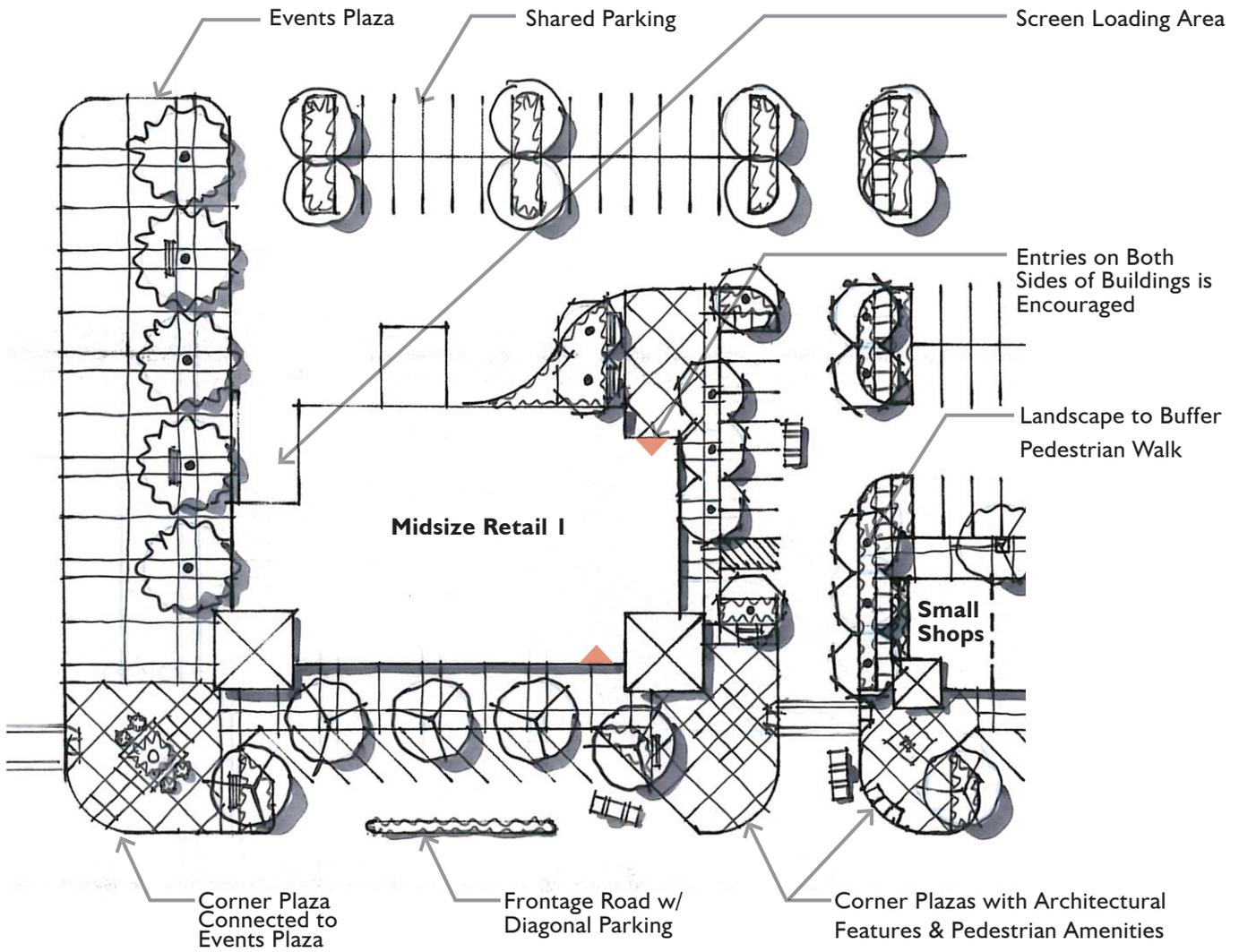
2.6 PROTOTYPES

A.) SMALL SHOPS RETAIL

Small retail shops fronting on Brentwood Boulevard and Sand Creek Road are encouraged. A variety of building forms should exhibit a pedestrian friendly streetscape character by incorporating the following treatments:

- 1.) Multi-tenant building uses
- 2.) Frontage character with a strong street presence
- 3.) Architectural features at corners
- 4.) Access to parking in front and back of shops
- 5.) Front and back entries to shops is encouraged
- 6.) Pedestrian breezeways between buildings connecting to adjacent uses
- 7.) Corner plazas with focal features and outdoor dining
- 8.) Trees in tree grates, bulbouts, and planters to soften architectural edge and screen parking. Landscaped areas between facing parking rows is encouraged.
- 9.) Landscape and/or architectural screening of service entries from public street views (and interior pedestrian views where feasible)

MIDSIZE RETAIL 1



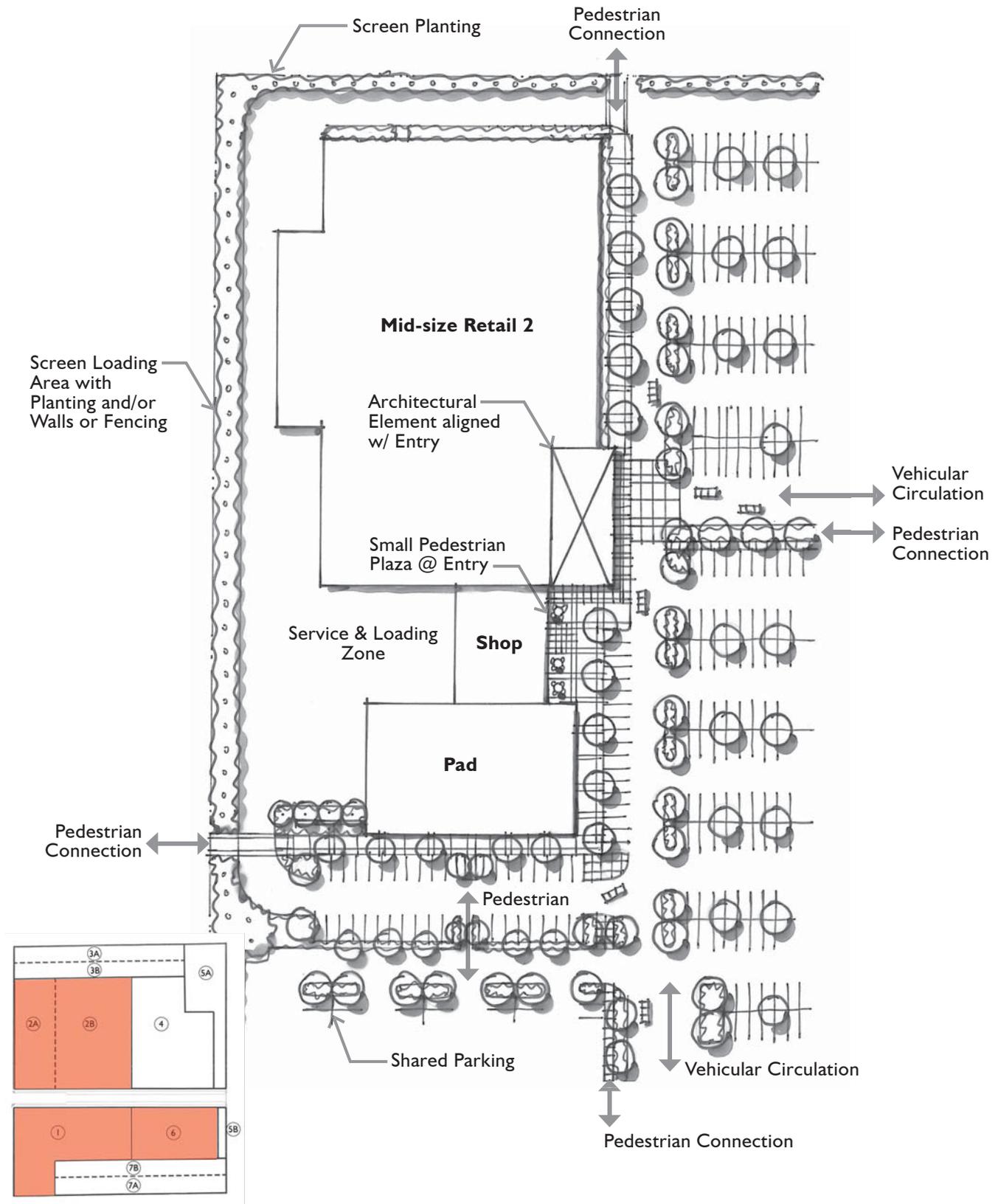
Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

B.) MIDSIZE RETAIL 1

Midsized retail option 1 may front on Brentwood Boulevard or Sand Creek Road. Midsized retail is characterized as any single user building 75,000 sq. ft. or less. It may be mixed with small shops maintaining a pedestrian scale character. The following elements should be considered in the design of midsized retail:

- 1.) Frontage character with a strong street presence
- 2.) Architectural features at visually prominent corners
- 3.) Minimize amount of visible parking
- 4.) Access to parking in front and back
- 5.) Shared parking where appropriate
- 6.) Front and back entries to buildings are encouraged
- 7.) Pedestrian plaza with outdoor eating, display, adjacency to building entry, visibility from streets, and connection to additional open space
- 8.) All edges of building articulated, primary articulations are required for building elevations visible to public streets and secondary articulations are required for rear or side elevations not visually prominent to the public.
- 9.) Pedestrian environment emphasized
- 10.) Strong connection to adjacent buildings
- 11.) Trees in tree grates, bulbouts, and planters to soften architectural edge and screen parking
- 12.) Provide bike parking

MID-SIZE RETAIL 2



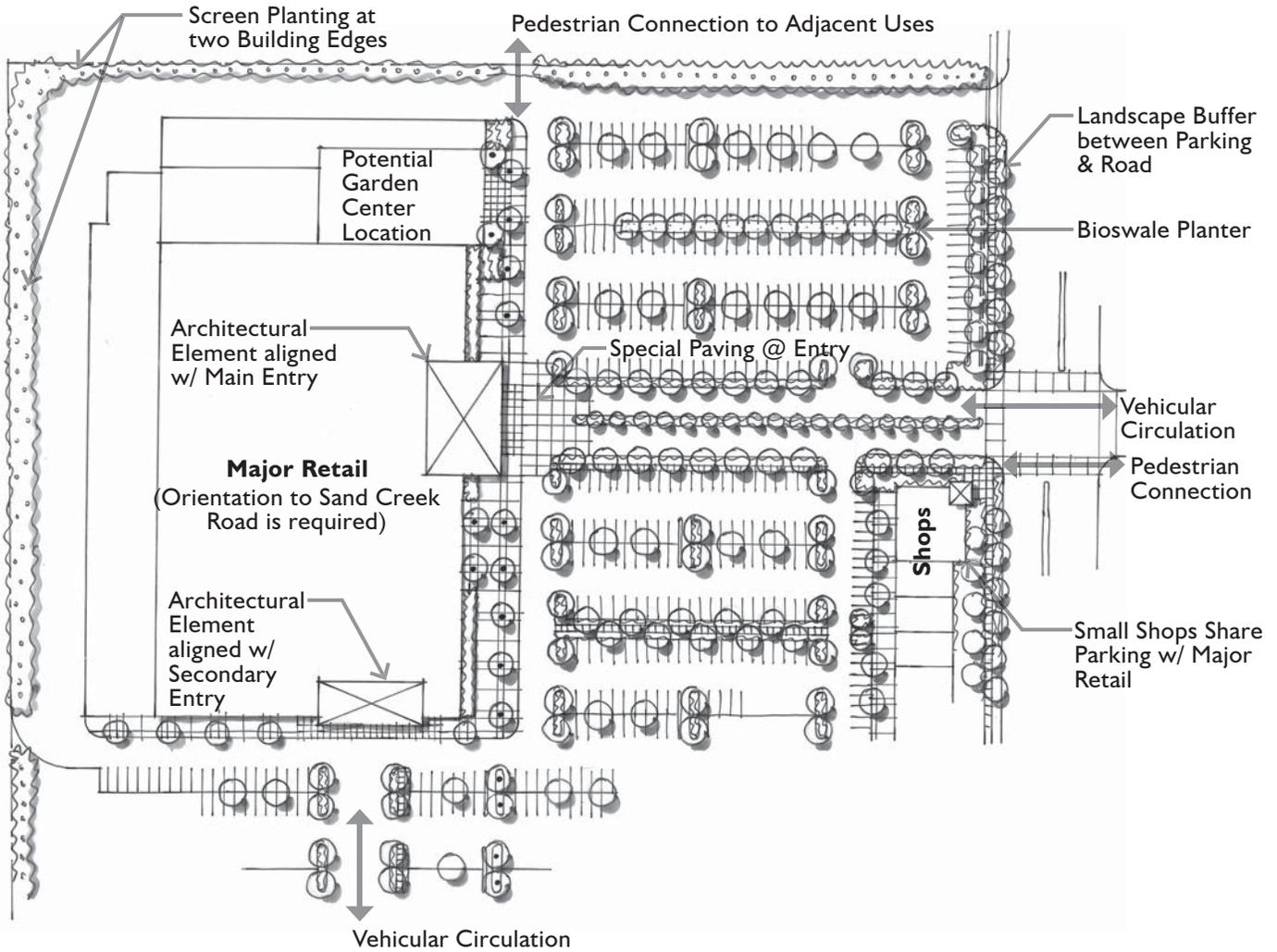
Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

C.) MIDSIZE RETAIL 2

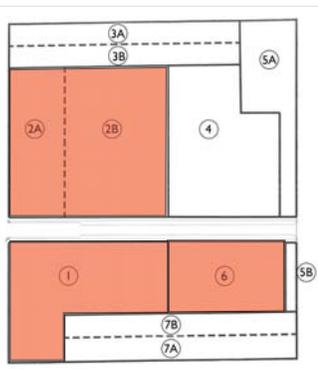
Midsized retail option 2 is a destination use and may be located internally. It may stand alone or with other small shops maintaining a pedestrian scale character. The following elements should be considered in the design of midsized retail:

- 1.) Could stand alone or be connected to other retail
- 2.) Subdivide shared parking areas which facilitate pedestrian circulation
- 3.) Place in back of site, not on street frontage
- 4.) Building entry on axis with vehicular entry drives
- 5.) Building scale buffered by smaller buildings
- 6.) Frontage architecturally articulated
- 7.) Architectural feature at intersection with signage
- 8.) Pedestrian link from street and to other uses
- 9.) Buffer service and loading areas (See Transitions Chapter)
- 10.) All edges of building articulated, primary articulations are required for building elevations visible to public streets and secondary articulations are required for rear or side elevations not visually prominent to the public.

MAJOR RETAIL



Note: Major retailer required orientation toward Sand Creek Road



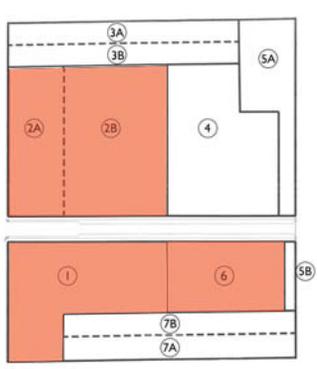
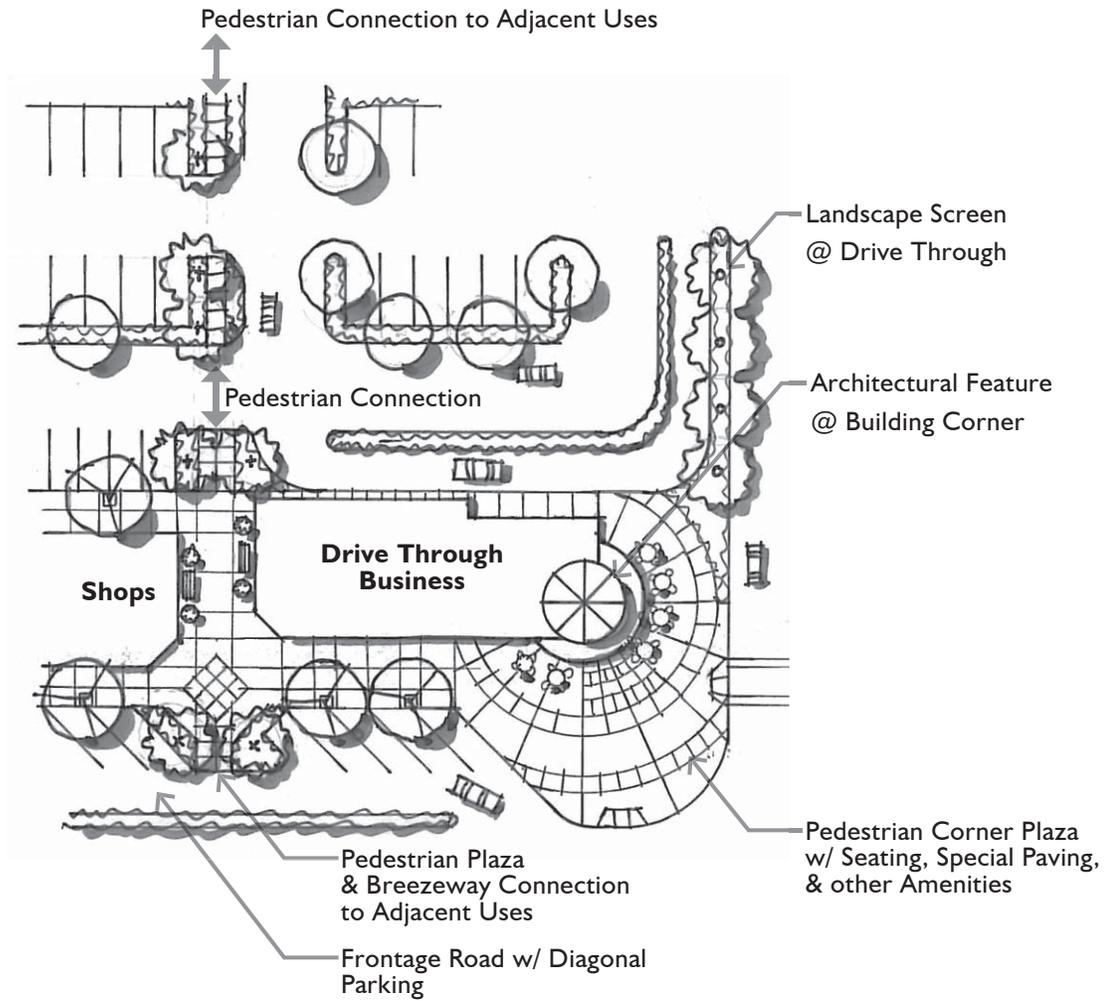
Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

D.) MAJOR RETAIL

A major retail use should be located internally. A major retailer is characterized as any single user building greater than 75,000 sq. ft. (excluding any business office, personnel, stocking or loading areas). It should have clear vehicular and pedestrian connections to other site uses. The following elements should be considered in the design of the major retail:

- 1.) Double entry - each relating to major vehicular site entrances
- 2.) Subdivide parking areas which facilitate pedestrian circulation
- 3.) Place in back of site, preferrably facing Sand Creek Road, not on street frontage
- 4.) Building entry on axis with entry drive
- 5.) Building scale buffered by smaller buildings
- 6.) Architecturally develop to edges and break up to create a transition to additional on-site uses
- 7.) Outdoor "garden" uses should enhance building frontage
- 8.) Outdoor display areas as amenities
- 9.) Should have seamless connection to other sites and be pedestrian and bike friendly
- 10.) Landscaping along street edge where there is no building frontage
- 11.) Buffer service and loading areas
- 12.) All edges of building are to be articulated, primary articulations are required for building elevations visible to public streets and secondary articulations are required for rear or side elevations not visually prominent to the public.

DRIVE THROUGH BUSINESS



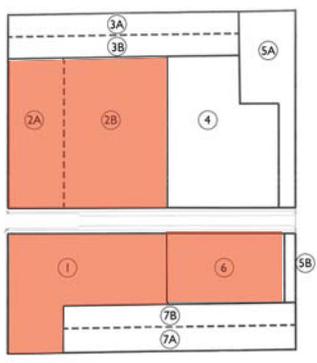
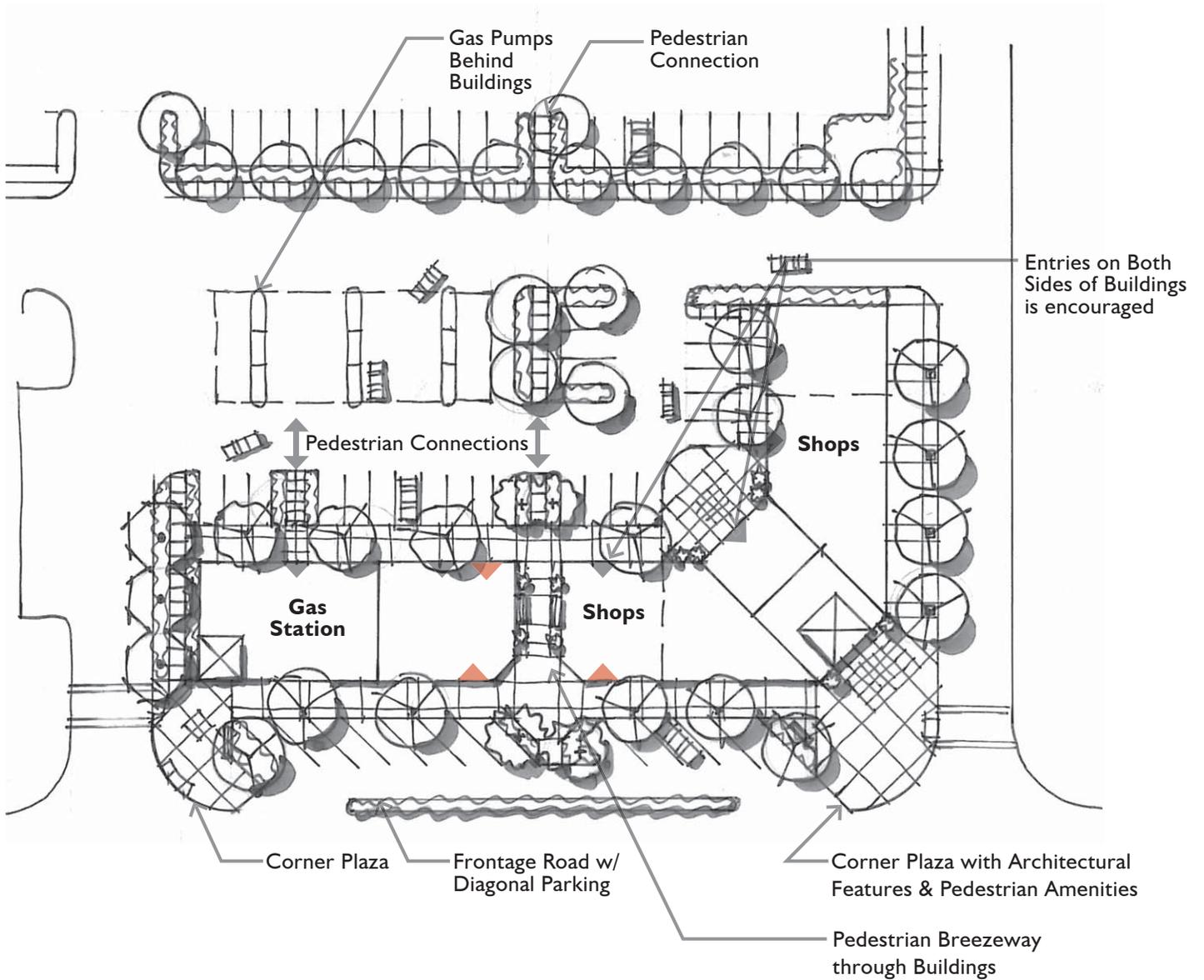
Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

E.) DRIVE THROUGH BUSINESS

A drive through business could be a pharmacy, bank or a fast food restaurant. It should be located at or near major arterials and be designed to maintain the integrity of a storefront with pedestrian character. The following elements should be considered in the design of the drive through business:

- 1.) Adjacency to and architectural integration with shops
- 2.) Drive through to be screened from public streets by landscaping elements, screen walls or other architectural features
- 3.) Access to parking in front and back of building where possible
- 4.) Entries in front and back of building are encouraged where possible
- 5.) Connection to small plazas for outdoor dining and/or other pedestrian amenities
- 6.) Pedestrian connections to adjacent uses

INTERNAL GAS STATION

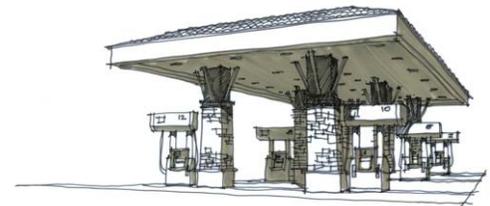


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F.) GAS STATION

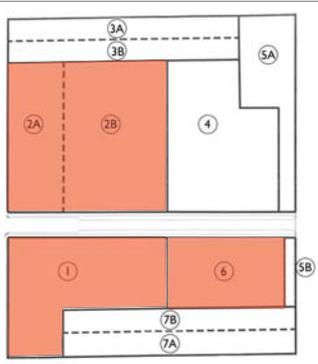
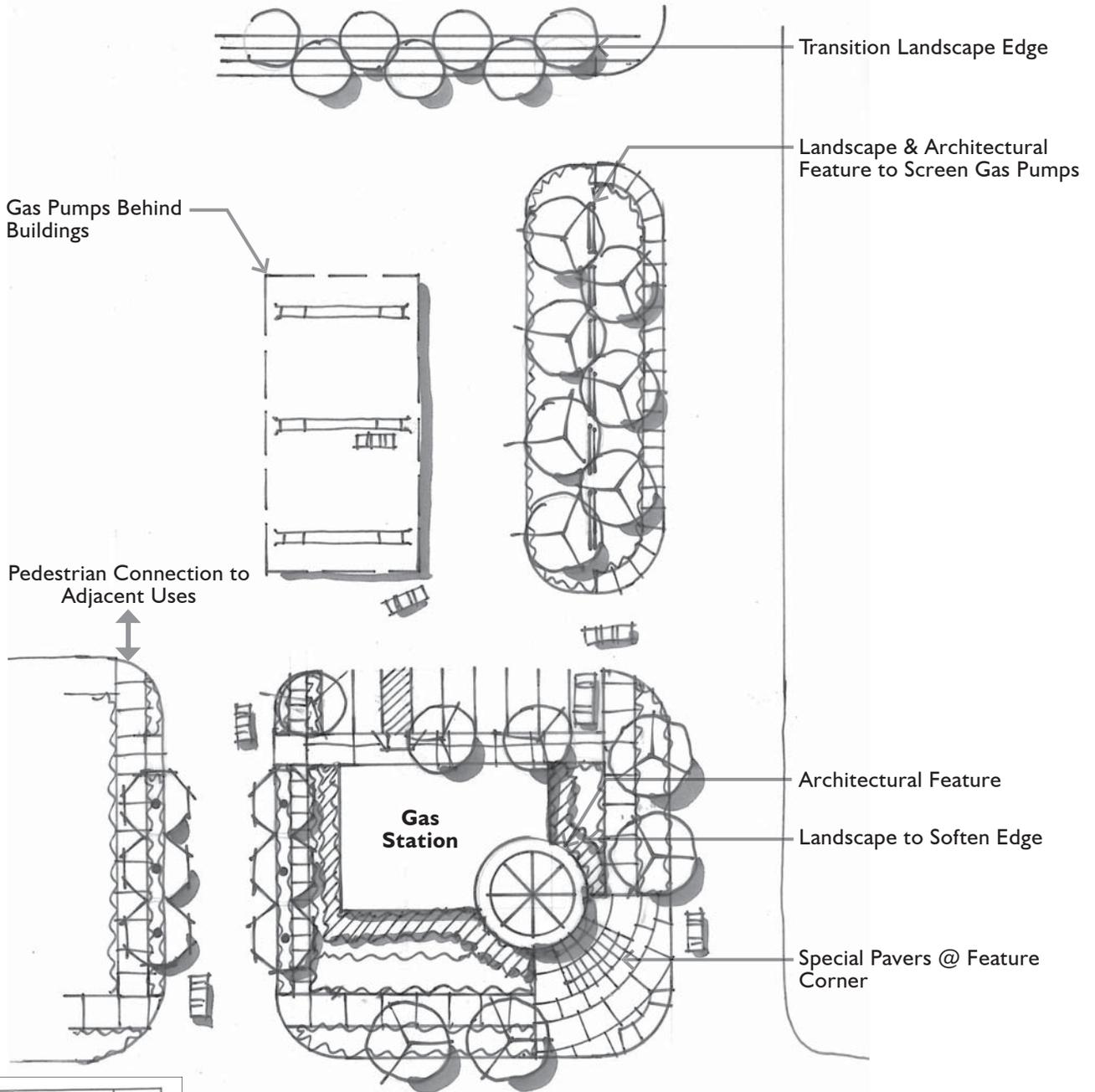
A gas station should be integrated with surrounding architecture so that it appears to be a part of an active streetscape front. The following elements should be considered in the design of the gas station:

- 1.) Gas station architecture should match the style, form, and massing of adjacent commercial buildings
- 2.) Gas station buildings should appear integral, or attached to other buildings when appropriate
- 3.) Canopy detailing, including but not limited to, column styles, veneers, and finishes should match the detailing of adjacent buildings
- 4.) Canopy roofs, including but not limited to, the style, pitch, massing, overhangs, and materials should match the adjacent buildings
- 5.) Canopy to be integrated with site architecture; multiple canopies or canopies that express differing architectural masses are encouraged. Canopy clearance should not exceed 13'-9" with the overall height not exceeding 17 feet. Canopy clearance should be clearly indicated. Canopy ceilings should be textured or have a flat finish.
- 6.) Gas tank vents shall be an integral part of the building design in terms of form, color, and texture.
- 7.) Site lighting should minimize direct and reflected glare and excess brightness.
- 8.) Pump island design should appear well organized and should not contribute to visual clutter. All design elements should be architecturally integrated with other structures on-site (color, material, and detailing); colors should be muted.
- 9.) Gas station layout should be coordinated with the overall Sciortino Ranch site plan, arrangement of buildings and planning elements of neighboring properties.
- 10.) Consistent building setbacks, orientation and relationship of structures to the street and linkages to pedestrian facilities should be provided.
- 11.) Seek shared-access with adjoining commercial uses where feasible to minimize curb cuts and enhance pedestrian and vehicular circulation.
- 12.) Minimize cross traffic conflicts within parking areas.



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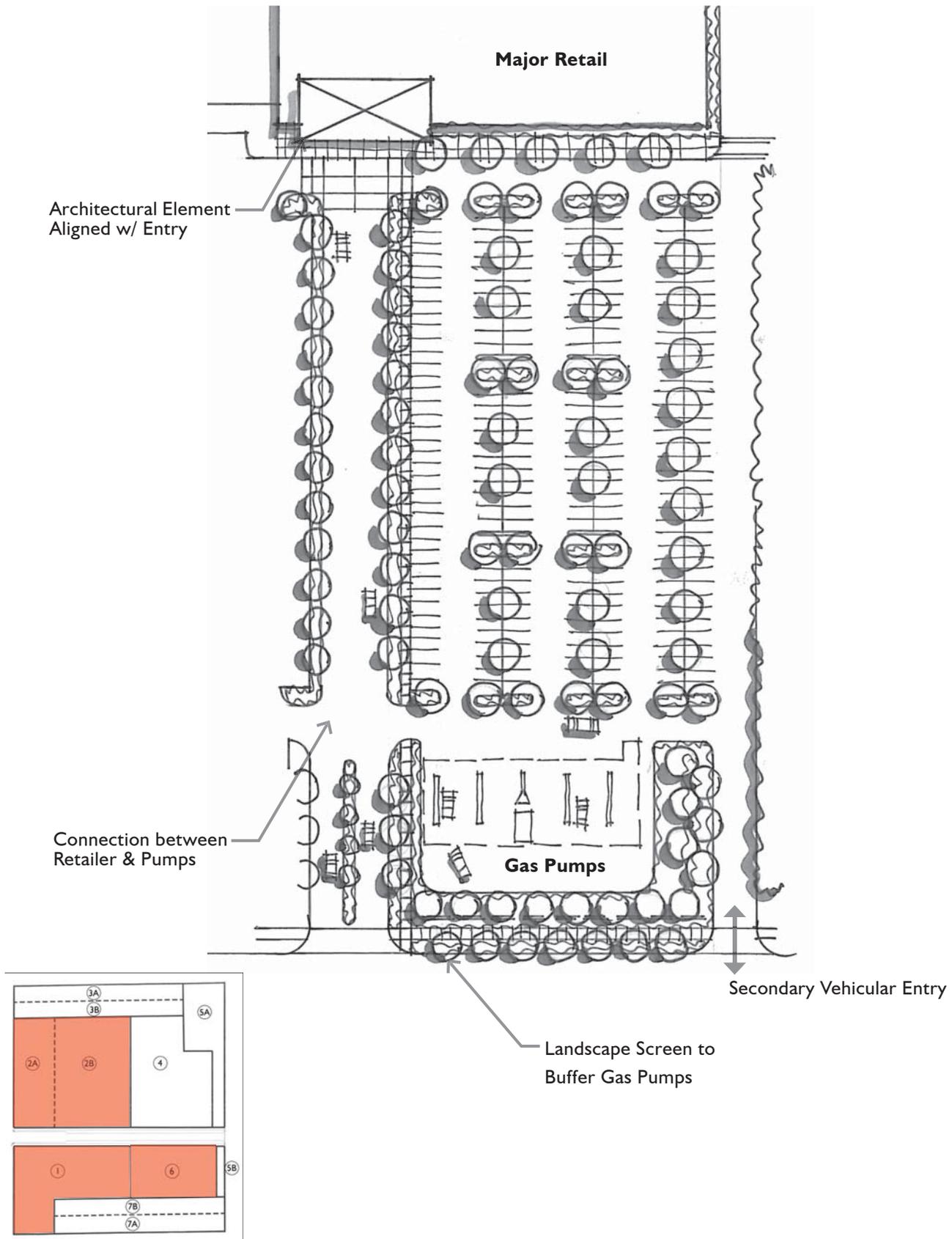
GAS STATION ON CORNER



Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

- 13.) Service areas, storage areas and refuse enclosures should be oriented away from public view and screened from adjacent sites
- 14.) Orient car-wash openings and associated stacking lanes away from public street views.
- 15.) Building design should take into consideration the unique qualities and character of the surrounding Planned Development area.
- 16.) Buildings that derive their image solely from applied treatments that express corporate identity are discouraged.
- 17.) The design of a facility that occupies a pad or portion of a building within a larger retail complex should be designed to reflect the design elements of that campus.
- 18.) All sides of a building should express consistent architectural detail and character. All site walls, screen walls and pump island canopies and other outdoor covered areas should be architecturally integrated with the building by using similar material, color and detailing.
- 19.) To encourage visually interesting roofs, provide variations in the roof line and incorporate treatments such as extended eaves and parapet walls with cornice treatments.
- 20.) Buildings should reduce their perceived height and bulk by dividing the building mass into smaller-scaled components. Possible treatments to avoid excessive bulk and height include:
- Low-scale planters and site walls
 - Reveals and or projections of building massing
 - Clearly pronounced eaves or cornices
 - Subtle changes in material color and texture
 - Variation in roof forms
 - Covered pedestrian frontages and recessed entries
 - Deeply set windows with mullions
- 21.) Storefronts should be broken into smaller individual windows or groupings of windows.
- 22.) Building accents should be expressed through differing materials and/or architectural detailing and not through applied finishes such as paint.
- 23.) Building colors should emphasize earth tones. The use of highly reflective or glossy materials should be limited and will not be appropriate in all contexts.
- 24.) Lighted bands or tubes or applied bands of corporate color are discouraged.

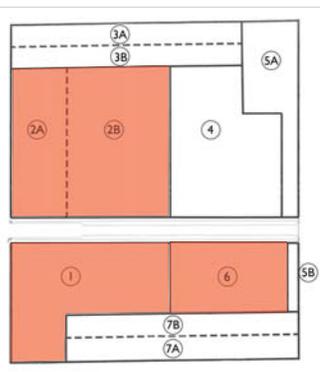
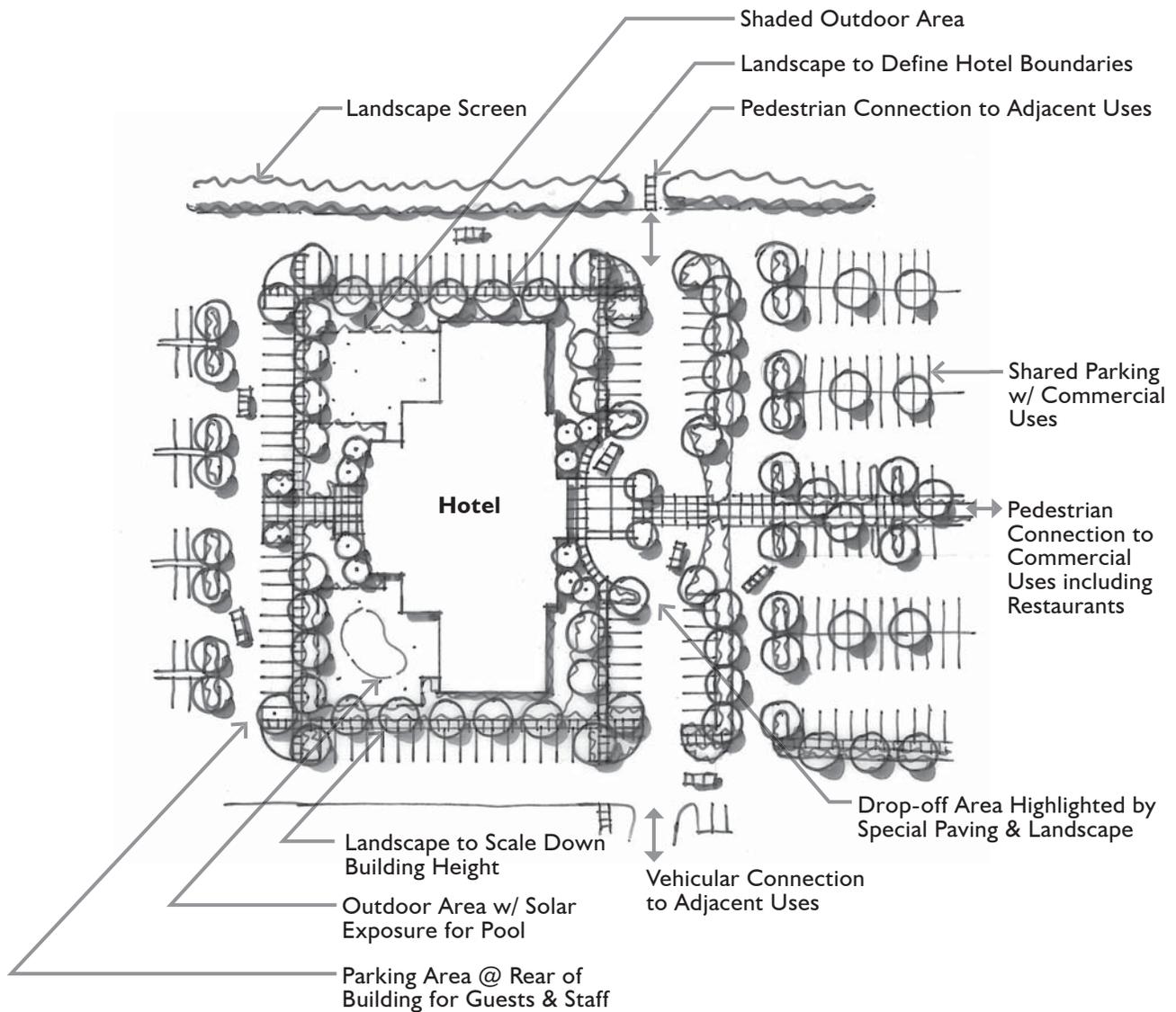
GAS STATION WITH RETAIL



Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

- 25.) Gas tank vents represent an integral part of the building design in terms of form, color and texture.
- 26.) The use of translucent materials and internally lighted cabinets are discouraged as finishes or as applied treatments at the pump island or on the canopy.
- 27.) Landscaping should be provided near the primary building to anchor it to the surrounding environment and to soften the structure. In-ground landscaping should comprise the majority of the landscaping requirement. Raised planters are acceptable when designed to accentuate the architecture and or create pedestrian seating areas.
- 28.) Trees should be used throughout paved areas and along pedestrian pathways to provide shade, to reduce heat build-up and to cut glare.
- 29.) Minimize light trespass beyond property lines. The maximum horizontal illuminance at grade and the maximum vertical illuminance at five feet above grade should not exceed IESNA recommended practice for light trespass
- 30.) Canopy Lighting Maintained average horizontal illuminance at grade (directly under the canopy) should not exceed 30 footcandles and should conform to IESNA recommended practices.
- 31.) Individual luminaire lamp wattage should not exceed 250 watts.
- 32.) Light fixtures mounted under canopies should be completely recessed into the canopy with flat lenses that are translucent and completely flush with the bottom surface (ceiling) of the canopy.
- 33.) The sides (fascias) of the canopy should extend below the lens of the fixture 12-inches to block the direct view of the light sources and lenses from property line.
- 34.) Lights should not be mounted on the top or sides (fascias) of the canopy, and the sides (fascias) should not be illuminated.
- 35.) Ground mounted monument signs are encouraged in lieu of canopy fascia signs.
- 36.) Signage at the pump islands apparatus should be limited to oil company or convenience store name/logo. Safety and operational, and product labeling signs are allowable but should be scaled per state requirements for visibility. Moving displays (either physical motion or digital displays) are prohibited.

HOTEL



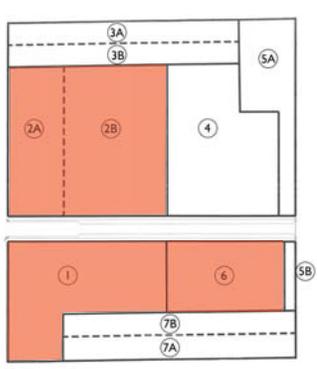
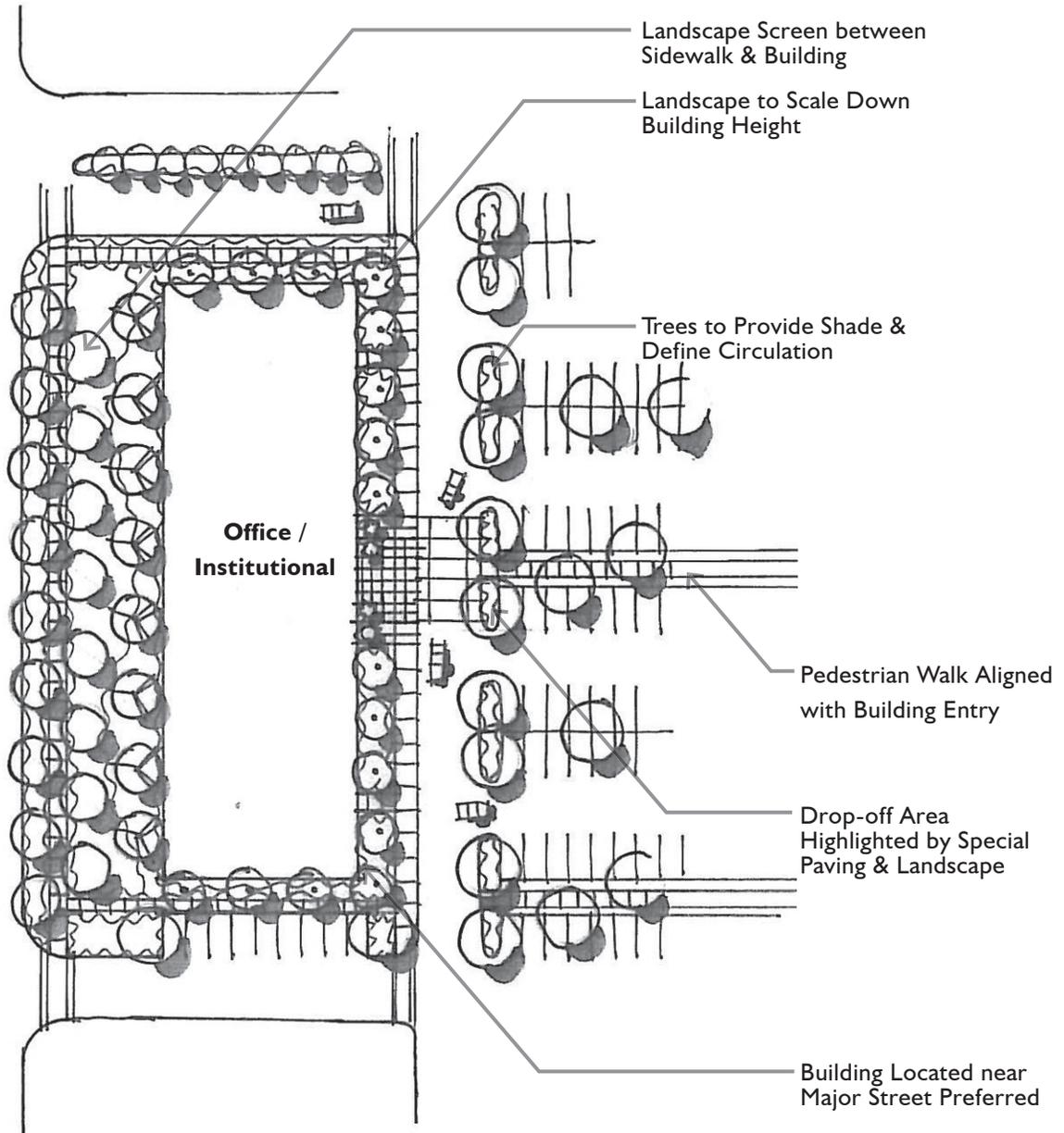
Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

G.) HOTEL

A hotel should be a stand alone entity located within the site. Although it should be a destination feature it should also be well connected to other site uses. The following elements should be considered in the design of the hotel:

- 1.) Drop-off area highlighted by special paving and landscape
- 2.) Pedestrian connection aligned with entry
- 3.) Pedestrian connection to commercial uses including restaurants
- 4.) Shared parking with commercial uses
- 5.) Vehicular connection to adjacent uses
- 6.) Pedestrian connection to adjacent uses
- 7.) Landscape screen between building and adjacent residential uses
- 8.) Landscape to define hotel boundaries
- 9.) Landscape to scale down building height
- 10.) Outdoor area with solar exposure for pool
- 11.) Shaded outdoor area

OFFICE / INSTITUTIONAL



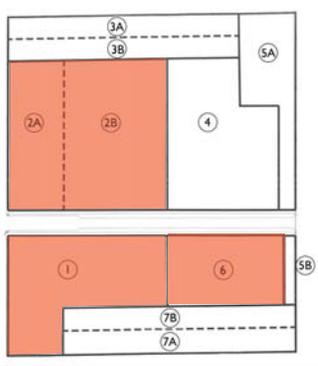
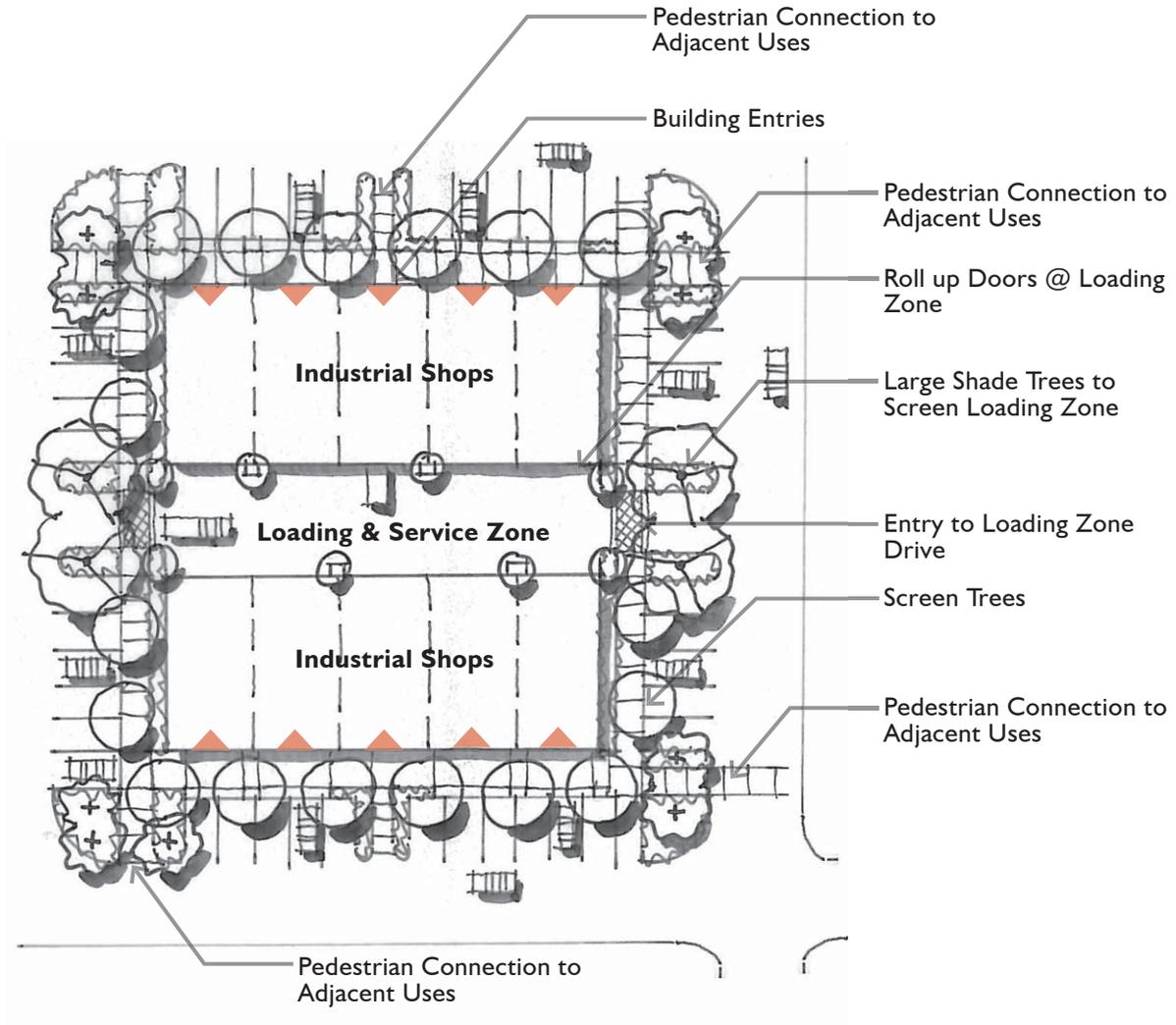
Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

H.) OFFICE / INSTITUTIONAL

The Sciortino Ranch Mixed-Use Campus can also accommodate office and institutional uses. These facilities may be housed within a single building or complex of buildings. It is essential that these uses are integrated with the balance of Sciortino Ranch. While office-type uses are inherently different in design and use the general architectural character should be consistent with the vocabulary of the site. Clear pedestrian connections should be provided to retail, residential and park areas within Sciortino Ranch. The auto circulation and parking layout should be integrated with the other uses to provide legible patterns to minimize use conflicts.

- 1.) Streetscape frontage should be designed to either support street life activity with doors and storefront windows, or a significant landscape setback should be provided between street and building
- 2.) Opportunities to create shared parking with commercial and residential uses should be encouraged as peak parking activities for each use are opposite
- 3.) Provide logical vehicular connection to adjacent pedestrian connections
- 4.) If a drop-off area is provided, it should be highlighted by special paving and landscape
- 5.) Pedestrian connection should be aligned with building entry
- 6.) Trees should be used to provide shade and to define circulation patterns
- 7.) Provide outdoor use spaces to support internal functions and integrate uses with balance of site
- 8.) All edges of the building shall be articulated to a common design quality on all elevations

LIGHT INDUSTRIAL



Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

I.) INDUSTRIAL

Light industrial uses including self-storage may be accommodated at Sciortino Ranch if they are well integrated into the overall site. Light industrial uses should not be located immediately along street frontages. These uses should be screened from the street frontage by other commercial uses or landscape design elements. The placement of light industrial uses on the site should not detract from pedestrian connections through Sciortino Ranch. The architectural character of visible portions of the building should be consistent with the vocabulary on the balance of the campus.

- 1.) Roll up door should be “Alley Loaded” and storefront entries located in front and contribute to “pedestrian-friendly” character of Sciortino Ranch.
- 2.) Truck routes through site should be carefully designed to avoid conflicts.

3. RESIDENTIAL DEVELOPMENT

3.1 RESIDENTIAL DESIGN GUIDELINES

3.2 ARCHITECTURAL VOCABULARY

3.3 SINGLE FAMILY RESIDENTIAL

3.4 MULTI-FAMILY RESIDENTIAL

3.5 SUSTAINABLE DESIGN

3.1 RESIDENTIAL DESIGN GUIDELINES

INTRODUCTION

The intent of the Residential Design Guidelines is to regulate the design of all residential uses within the PD 55 Zone. These guidelines are intended to assist the design professional in the design of residential architecture, parking, and landscaping within this area. These guidelines are not intended to limit the creativity of the design professional. The City of Brentwood Residential Design Guidelines have been incorporated and where appropriate design concepts have been integrated herein. These Guidelines are separate and specific to the PD 55 Zone and supersede the more general City-wide documents.

APPLICABILITY

These guidelines are applicable to all of the following;

- Single Family Detached housing
- Single Family Attached Duet housing
- Apartments and Condominiums
- Accessory Buildings and uses in the residential zones

CONTEXT

The City of Brentwood is a rapidly growing community with a small town agricultural heritage and a rich and varied history. Dr. John Marsh was the first American settler of what later became Contra Costa County. Dr. Marsh built the first home in Brentwood, which still sits in its original location on the outskirts of Brentwood. In the late 1800's the Brentwood area became an agricultural center. Today, farming is still conducted on the outskirts of the community and draws visitors from the greater Bay Area. Brentwood boasts a historic downtown core with older commercial and residential areas which form the center of the community and continue to provide the small town atmosphere. Newer developments have grown outward from the downtown area, but the City prides itself on maintaining its small town character. The goal of these design guidelines is to create a sense of place for this in-fill property by preserving and enhancing the identity and small town rural character of the city. These residential design guidelines are provided to help articulate the community's desire that new residential development respects the past while embracing the future.

GOALS

- Establish consistent high quality residential design in the PD 55 zone
- Link Residential as well as Commercial areas within the zone into a cohesive community environment
- Promote both visual continuity and diversity
- Promote a pedestrian friendly community
- Provide a mixed-use community
- Continue to ensure Brentwood remains a desirable and attractive place to live as the City grows

PURPOSE

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

- Ensure development within PD 55 reinforces and supports the scale and character of Brentwood's existing development.
- Provide guidance to property owners, developers, and their design professionals in planning development within this zone.
- Establish a clear statement of community expectations in order to provide a greater degree of predictability and certainty about design expectations during the project review.
- Encourage a diversity of neighborhood living spaces and residential designs.
- Provide a high quality of design in residential areas regardless of density.
- Ensure sensitive transitions between residential areas of different densities as well as commercial areas.

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.
- Pedestrian orientation within and between neighborhoods will be emphasized to enhance mobility.
- Variety and diversity of architectural character will be encouraged within all residential zones.
- Enhanced design treatment will be expected on residential facades that are facing or adjacent to public streets.
- Garages that dominate street frontages will be discouraged.
- High-quality durable materials will be used throughout new residential development.
- Careful attention will be given to architectural and landscape details including roof overhangs, windows, porch columns and

railings, trellises, and other features that add visual richness to the home and neighborhood.

- A strong commitment will be made to front yard landscaping in all new residential development and homeowners association parcels, where applicable. Plant palettes should include shade and accent trees, flowering plants and other interesting plant selections.

BASIC DESIGN PRINCIPLES

The following principles have been used as touchstones for the development of the 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 Sciortino Ranch, and when considering the acceptability of unique proposals that vary from the specific guidelines.

3.2 ARCHITECTURAL VOCABULARY

The eleven architectural styles profiled in these Guidelines offer a range of building types and styles that owe their lineage to both architectural heritage of early California and the western expansion of architectural styles from the east coast of the United States and Europe. They were especially fluent from the 1880's through the 1940's, and now form the primary vocabulary of many of California's attractive, established neighborhoods. The styles represent an inherent attractiveness, informality, and elegance that have enabled them to remain popular over an extended period of time. They all have historic precedents and are visually compatible with one another. These styles possess market appeal, community acceptance and can be successfully expressed in modern merchant built homes.

Future design professionals utilizing these Guidelines should clearly articulate the architectural styles consistent in their proportions and details through basic massing and roof forms with authentic detailing characteristic of the style.

ARCHITECTURAL STYLES

An important goal of the planned community is to develop an interesting mix of plans and elevation styles within each housing product line, and to ensure balanced and varied streetscapes. In order to achieve this, multiple styles should be selected from the following list for each single-family neighborhood. Multi-family neighborhoods are encouraged to choose one style but utilize a mix of elements that can make a building (or groups) distinctive. For example, an apartment complex may have one basic footprint, and still utilize two or three elevation types all conforming to a common architectural style.

The architectural styles have been divided into four architectural groups. Each group represents one of the great movements in the development of architectural styles in the United States and specifically California. The styles are grouped as follows:

Mediterranean

- Spanish Eclectic
- Monterey
- Tuscan

Cottage

- French Country
- English Tudor

American Heritage

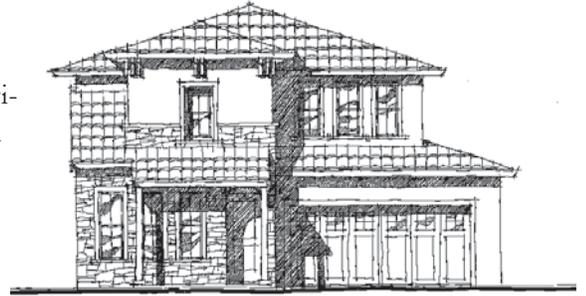
- Craftsman
- Arts & Crafts
- Prairie

Traditional

- Farmhouse
- Classic Revival
- East Coast

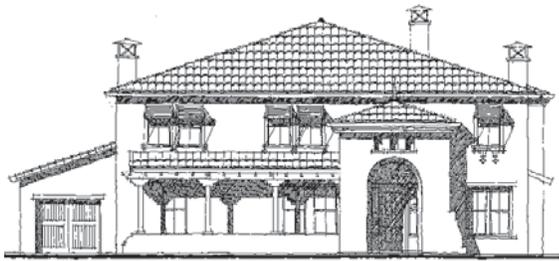
MEDITERRANEAN**Monterey, Spanish Eclectic, Tuscan****HISTORICAL PRECEDENT**

Mediterranean style homes were developed during the period of 1890 to 1950. The styles range from Tuscan to Monterey. The period began and grew as architects, designers, and patrons experienced first-hand the style of the original European models. With that experience each style was mimicked in visual detail adapting materials that were available to the region. The Monterey style, towards the end of the period, was a free revival of the Spanish Eclectic style fused together with details of the Colonial Revival style that were brought to areas of Northern California.

**DESIGN CHARACTERISTICS**

The design characteristics provide essentials for massing, scale, proportion and building materials, in understanding these particular styles. Generally they are identified as:

- Low-pitched hipped or gable roof
- S-tile or villa tile roof material
- Smooth finish or very little texture stucco
- Window shutters
- Exposed wood posts and beams



In addition to the generally accepted characteristics of the Mediterranean period, each style exhibits its own defining features as follows:

Monterey

- Two stories in height

Spanish Eclectic

- Little or no eave/rake overhang
- One or more prominent arches placed above door or principal window, or beneath porch roof

Tuscan

- Field stone wall base with colored grout mortar
- Recessed windows

Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

ARCHITECTURAL STYLES - MEDITERRANEAN

FORM

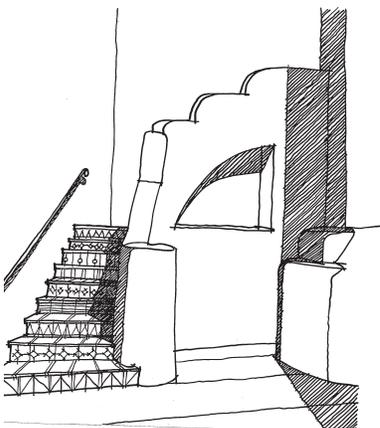
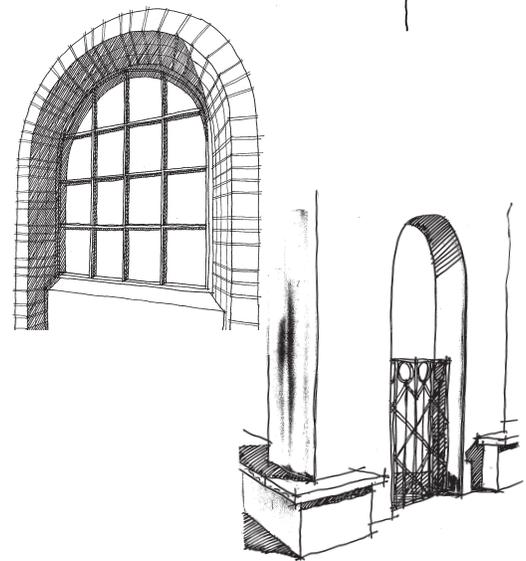
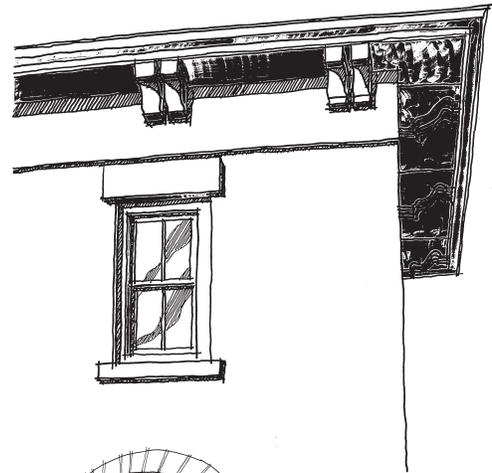
Simple one and two story massing with low pitched gable, hip, and shed roofs. The styles may incorporate courtyards, patios, front entry garden walls, colonnades, archways and balconies generally in asymmetric composition. Wall mass appearance tends to dominate wall openings. Asymmetry is found in balcony and roof compositions of differing heights. Towers and turret elements are used occasionally.

ROOF

Low-pitched s-tile or villa tile roofs ranging from 3 1/2:12 to 4:12 with overhangs are typically 6"-12". Spanish Eclectic and Monterey which exhibit tight rake overhangs. Roofs can be hipped, gabled, or shed types.

ELEMENTS

Trim elements include door surrounds, columns, lintels at window and door heads, wrought iron or wood rails, grills, and pot shelves. Windows may be enhanced by shutters, projecting awning shutters, or simple balconies with wrought iron railings. Windows are further detailed with grid patterns typical of each style. Feature windows may be recessed.



Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

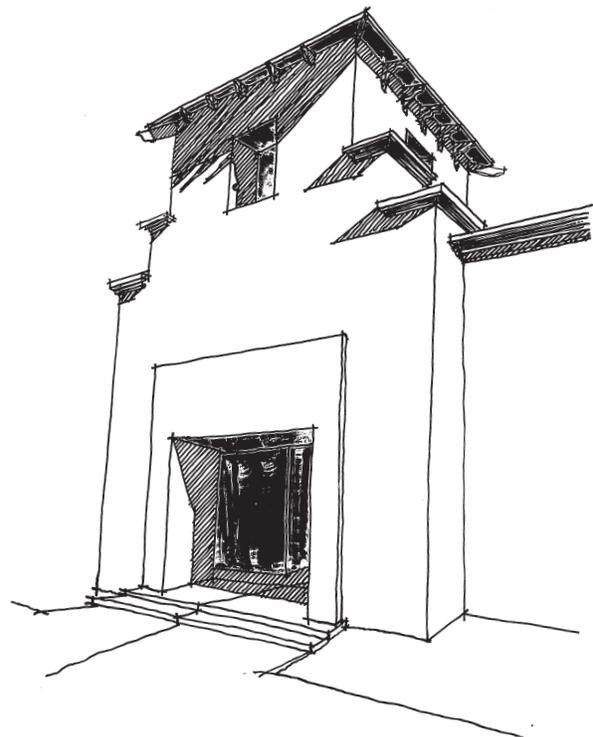
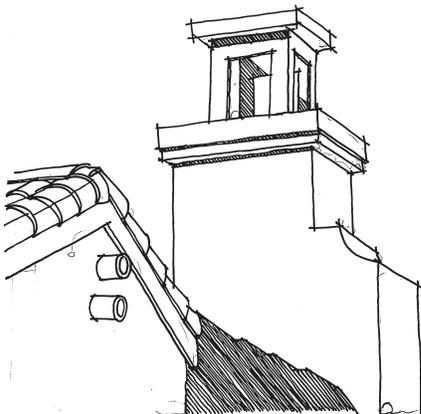
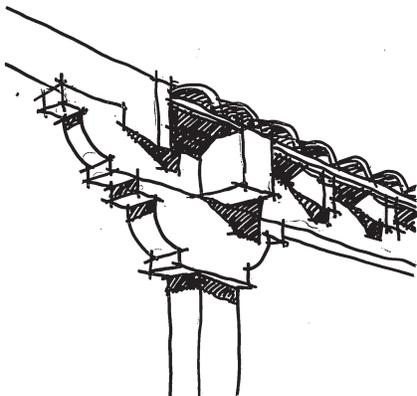
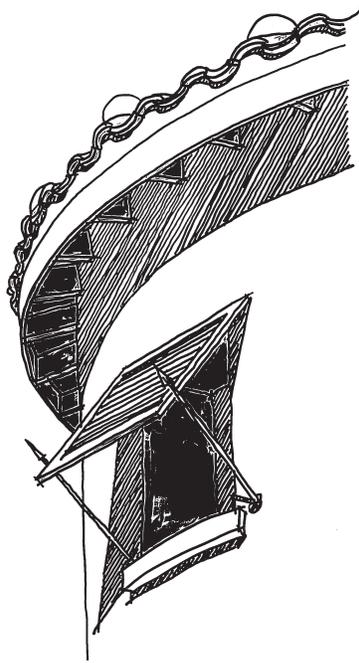
ARCHITECTURAL STYLES - MEDITERRANEAN

MATERIALS

Walls are typically stucco and tend to appear thick and massive. Stone veneers are not typical of the style except for the Tuscan. First and second story cladding materials tend to be different for the Monterey style, with wood over stucco being common. Porches and balconies are expressed with exposed wood posts and beams.

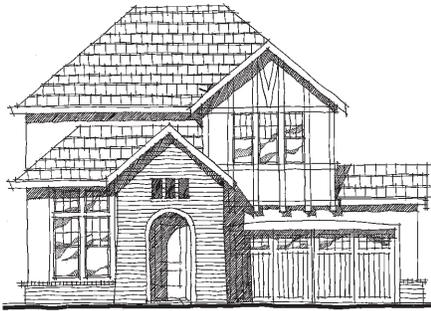
COLORS

Roof tiles are used in a variety of terra-cottas, browns, tans and warm reds. Wood members are painted darker colors, simulating the look of stain. Rich, saturated hues of yellow, tan, salmon and melon comprise the range of stucco colors for the Tuscan while off-whites to light tans are characteristic of the other styles. Wrought iron accents are deep, dark shades of brown, red, green, and classic black. The stone profile should reflect the character of the elevation. Trim elements are expressed with deeply tinted whites to lighter wood tones.



COTTAGE**French Country, English Tudor Styles****HISTORICAL PRECEDENT**

English Tudor and French Norman architecture provide the basis for the quaint charm of the Cottage style. Its charm is expressed with informal details, rustic materials and asymmetrical massing. Examples of this unpretentious style can be found in neighborhoods such as Pasadena, Berkeley, and San Francisco.

**DESIGN CHARACTERISTICS**

The design characteristics provide essentials for massing, scale, proportion and building materials, in understanding these particular styles. Generally they are identified as:

- Steep pitched roofs
- Projecting gables with tight rake edges
- Sculptured stucco walls and recessed accents
- Vertical massing

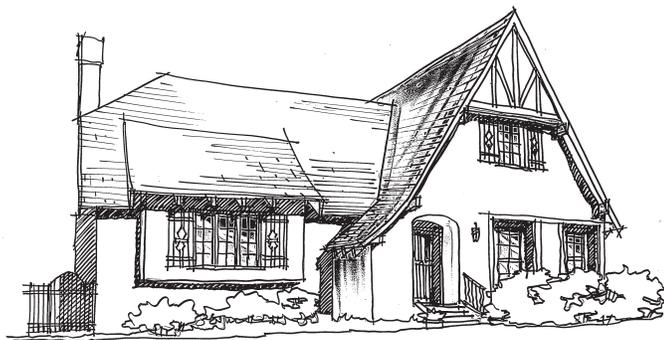
In addition to the generally accepted characteristics of the Cottage period, each style exhibits its own defining features as follows:

French Country

- Steep pitched roofs with gently sloping elements
- Tight eaves or close fascias

English Tudor

- Faux timbering in the stucco field
- Dormer windows that break the eaves of the main roof



Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

ARCHITECTURAL STYLES - COTTAGE

FORM

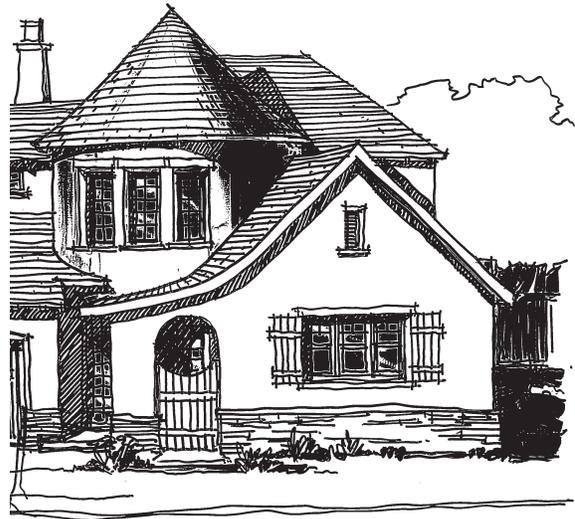
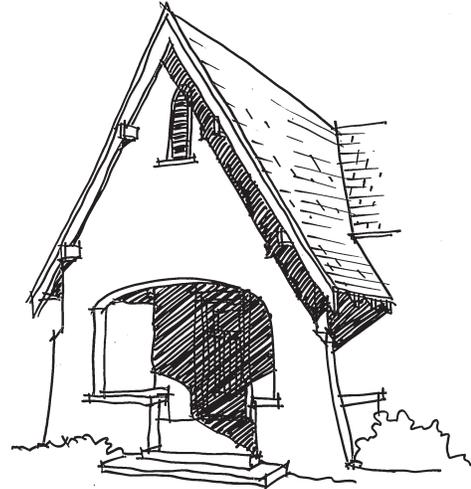
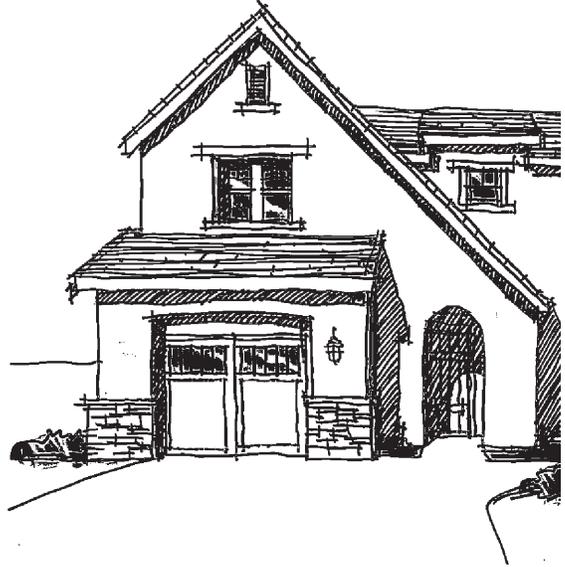
Cottage massing is typified by one and two story asymmetric forms often with a lowered roof plate on the second story. Building form usually consist of interlocking simple or stepped forms accented by feature gables and the occasional use of tower or front facing cross gable elements. Entries are typically covered in an alcove or tower, or deeply recessed in a front facing gable element.

ROOF

Roof pitches are typically steeper than other styles, often with a curving element. Flat slate like profile and texture tile roofing with 6:12 to 12:12 pitches with minimal overhangs of 6"-12". Roof forms include combined hip, shed and gable forms. Front facing gables may be asymmetrical or curved over a feature window or entry element. Dormers often punctuate hip roofs providing architectural interest at the eave line and above. Roof pitch is typically steep on feature elements with shallower pitch on primary roofs. Architecturally dimensioned composition roofing material is an option to tile or concrete tile products.

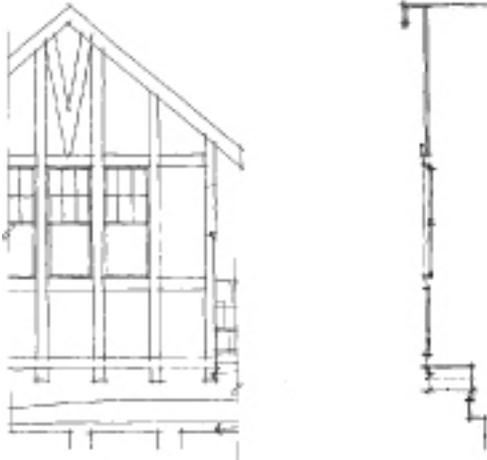
ELEMENTS

Well articulated chimneys, bay windows, shutters, and dormer windows are widely used. Tall, narrow, multi-paned windows in multiple groupings are typical. Flat arch top windows and shutters are used occasionally. Character details include window boxes and accent elements and/or trim in gable ends. Masonry may be either brick or stone, but must always have a rusticated appearance.



Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

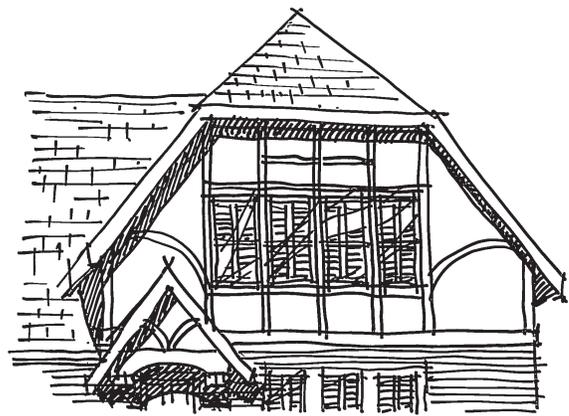
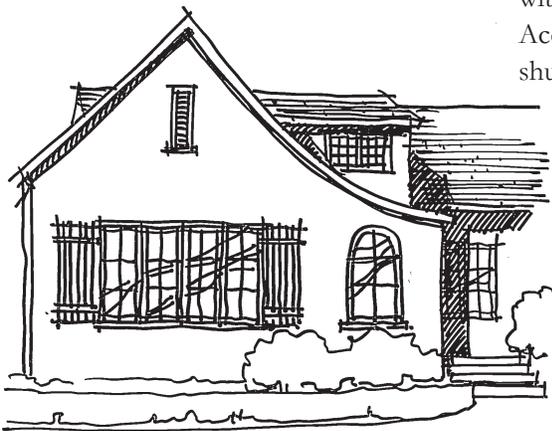
MATERIALS



Characteristic materials for the cottage style include stucco, stone veneers and wood siding used as an accent on gables. Tudor variations are identified with the inclusion of faux timber elements in the stucco field. Brick is occasionally used as an accent as a wall cap or sill. Combining materials is characteristic of this style. Quality alternative materials may be substituted for natural materials to achieve longevity and ease of building maintenance.

COLORS

The Cottage style is characterized by soft, muted colors that are reminiscent of those found in the rural architecture of France and England. Flat concrete roof tile in shades of gray, blue, green, beige and plum emulate the natural slate roofs of Europe. Stucco colors are soft, mid-value hues of beige, tan, yellow, grey and green. Trim areas are defined with soft, tinted whites, which are in subtle contrast to the body color. Accents of muted blue, green and red are used for entry doors and shutters.

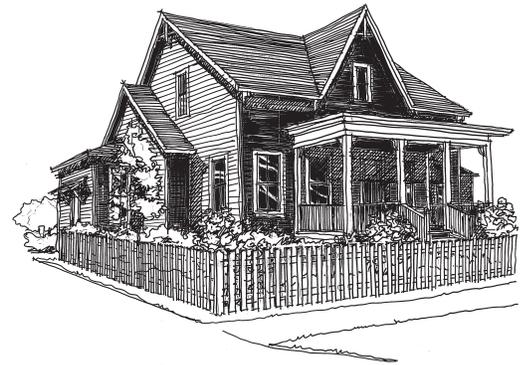


Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

TRADITIONAL
Farmhouse, East Coast, Classic Revival Styles

HISTORICAL PRECEDENT

Traditional period home styles were developed during the period of 1820 to 1890. The period styles range from Classic Revival to Farmhouse. These styles were shaped by the available and emerging building technologies of the era as well as the expanding access to common building materials. These styles reflected many classical details which over time were shaped to accommodate the westward expansion of the growing American nation.



DESIGN CHARACTERISTICS

The design characteristics provide essentials for massing, scale, proportion and building materials, in understanding these particular styles. Generally they are identified as:

- Variable size entry porch with style specific detailing
- Prominent gable roof forms with occasional use of hip roof forms
- Horizontal siding with various exposures
- Vertical proportioned windows



In addition to the generally accepted characteristics of the Traditional period, each style exhibits its own defining features as follows:

Farmhouse

- Steep gable roof pitches
- Entry porch with separate shed roof and minimal detailing



East Coast

- Smaller entry porch accented with pediment and/or arch
- Windows aligned and symmetrical with expressive lintels and sills



Classic Revival

- Low pitch gable or hipped roof forms with pediments expressed at the gable ends
- Two part cornice along roof eave

ARCHITECTURAL STYLES - TRADITIONAL

FORM

Simple one and two story massing with simple single pitch roofs. Massing is typically in rectangle or square form and occasionally seen in an 'L' shape. Variable sized porches are prevalent in each style and tend to be expressed as an additive element to the main building form.

ROOF

Steeper pitch roofs (7:12 - 12:12) are found on the Farmhouse and East Coast styles while the Classic Revival style exhibits lower pitch roofs (4:12 - 6:12). Roofs are most common with simple gables either front or side facing. Hip roofs may also be used and are usually seen on simple equilateral forms. Overhangs are typically 12" - 18" with eaves either open (Farmhouse) or closed (Classic Revival).



ELEMENTS

Entry door trim elements are particularly elaborate in East Coast and Classic Revival styles while the Farmhouse style is much more simplified to reflect the frontier nature of its roots. Windows are typically enhanced with expressive trim elements along the lintel and sill. Shutters are also used to express the window and are often found on most if not all front facing windows. Windows are also vertically proportioned.



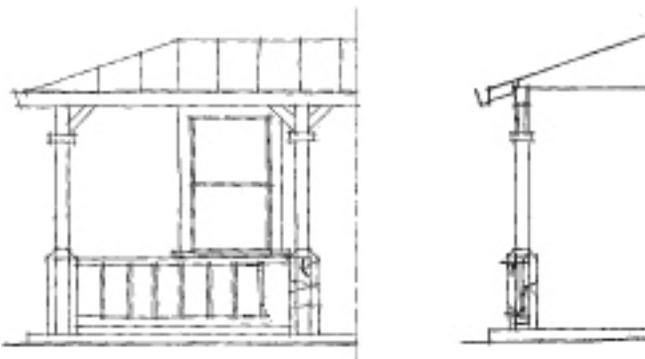
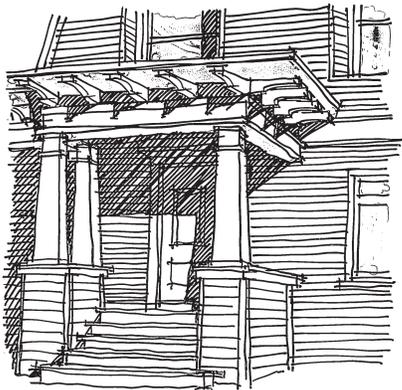
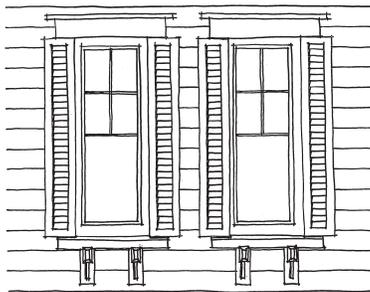
Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

MATERIALS

Concrete roof tiles in the likeness of shake roofing are appropriate for these styles. Wall materials are typically in the form of horizontal siding of various exposures. On occasion board and batten siding can be found on the Farmhouse style. Stone and brick are typically not found with these styles although brick may be used lightly at the foundation base of the East Coast and Classic Revival styles. Quality alternative materials may be substituted for natural materials to achieve longevity and ease of building maintenance.

COLORS

Concrete tile in shades of gray, black, and blue are most appropriate for the East Coast and Classic Revival styles. Concrete tile in natural wood tones are appropriate for the Farmhouse style. A wide range of colors are appropriate for the siding material, from tinted whites, beiges, and yellows to grays, greens, and blues. Trim is often a shade of white, but can select shades of brown, green, and gray with lighter body colors. Doors and shutters are brought out with deep hues of blue, red, and green. Natural shades of red are the most appropriate colors for brick if used.

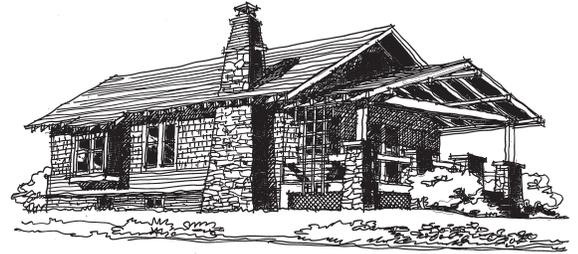


AMERICAN HERITAGE

Prarie, Craftsman, Arts & Crafts Styles

HISTORICAL PRECEDENT

This style group draws from the popular architectural movements of the later part of the 19th century and the early parts of the 20th century. These styles stress the importance of natural elements to create a warm livable home. The designers of the period believed it was necessary to give artful attention to both the exterior and interior of the home. As a result many details such as, windows, stair rails, or ceilings were designed as if they were a furniture piece.



DESIGN CHARACTERISTICS

The design characteristics provide essentials for massing, scale, proportion and building materials, in understanding these particular styles. Generally they are identified as:

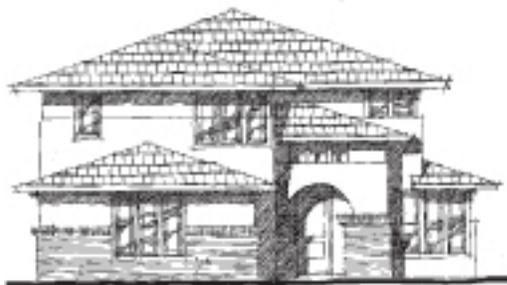
- Low-pitched hipped or gable roof
- Wide-overhanging eaves
- Emphasis on horizontal lines



In addition to the generally accepted characteristics of the American Heritage period, each style exhibits its own defining features as follows:

Prairie

- Half-round arched elements at prominent openings
- Massive square or rectangular piers used to support porch roofs



Craftsman

- Board and batten or clapboard siding with various course exposures
- Decorative beams or braces commonly added under gables

Arts & Crafts

- Use of shingle cladding to emphasize asymmetrical facade massing
- Stone and/or brick veneer is often used at the lower portion of the elevation
- Porch columns, piers, and front facing walls are sloped

Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

ARCHITECTURAL STYLES - AMERICAN HERITAGE

FORM

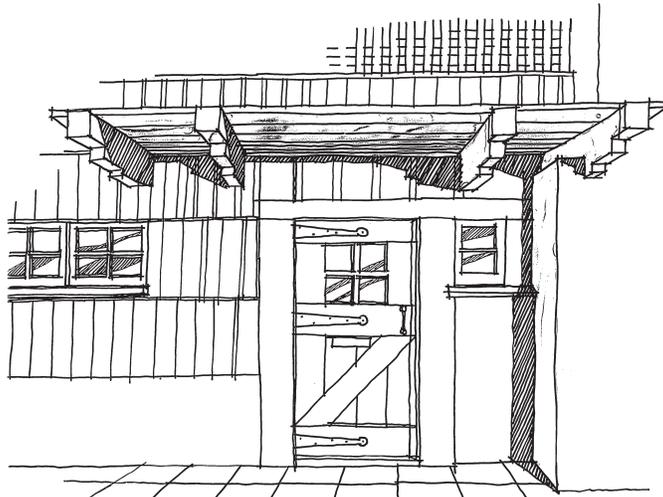
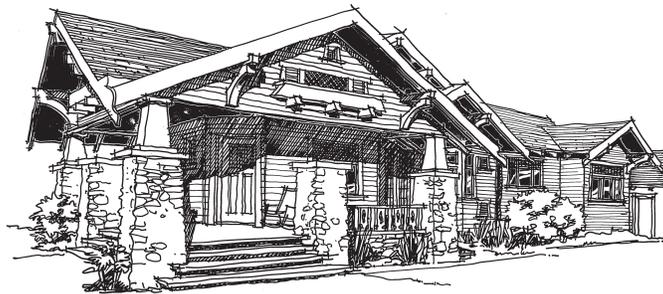
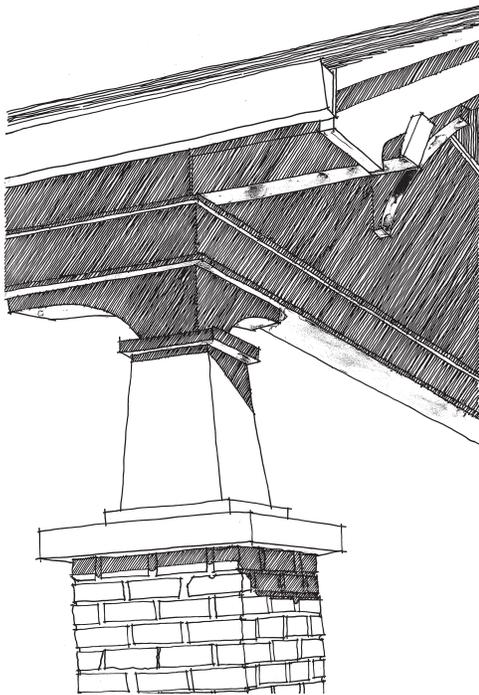
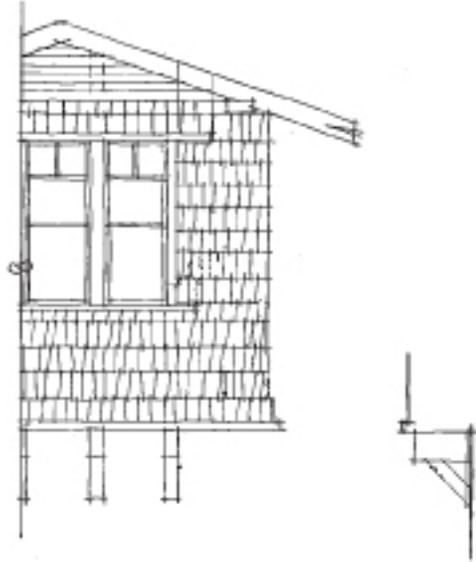
These styles are typically one and two story box like massing with gable or hip roof and predominantly horizontal appearance. The front has a full or partial width porch with decorative columns. Typical variations include solid porch balustrades, columns, or decorative wood upper sections resting on massive appearing lower piers.

ROOF

Flat tile or shake-like roofing with 3:12 to 4:12 pitches. Overhangs are (6"-12") and unenclosed, often detailed with elaborate exposed rafter tails or barge boards for the craftsman and arts & crafts styles. Deep enclosed eaves occur mainly on the prairie style. Decorative ridge beams and purlins under the gables are used widely.

ELEMENTS

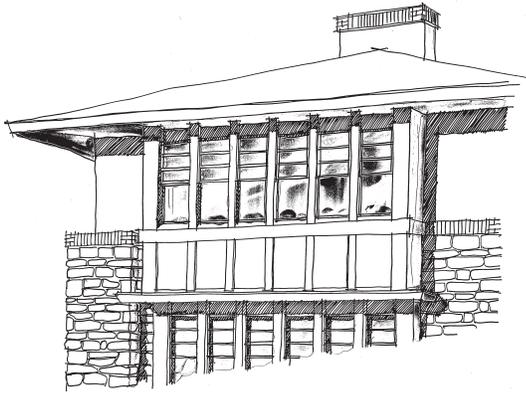
Elements include unique windows with vertical panes, wood trim, and mullion configurations, typically used in horizontal groupings. Extensive use of heavy ornamental wood treatment at gables, beams, brackets, railings, and occasionally wood shutters are characteristic of these styles.



Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

ARCHITECTURAL STYLES - AMERICAN HERITAGE

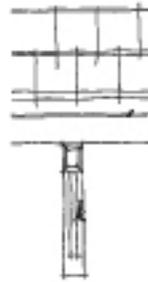
MATERIALS



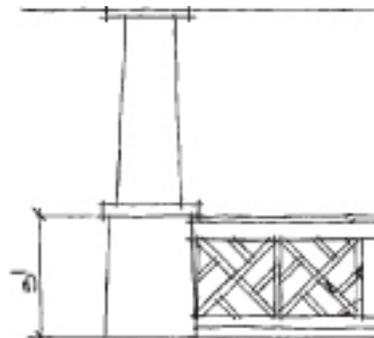
Characteristic materials include horizontal wood siding, shingles, or stucco. These may be used alone or combined with stone or brick accents for the facade. Porch bases, wainscot, lower half of columns and chimneys are typically stone or brick. Piers, columns and solid balustrades are varied including stone, stucco, clapboard, shingle and brick, frequently occurring in combination. Quality alternative materials may be substituted for natural materials to achieve longevity and ease of building maintenance.

COLORS

Roofs are concrete tile with shake texture, in shades of warm green or brown. Siding, stucco, and trim comprised of earth tones ranging from warm greens and browns to tans and ochre yellows. Accent colors are rich, earthy shades of green, red, and brown. Brick should have a rustic, handmade look reminiscent of clinker brick. Stone may be smooth, rounded shape of 'river rock', or a more textural, rubble like appearance.



KNEE BRACE



PORCH RAIL

Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

3.3 SINGLE-FAMILY RESIDENTIAL

4000 SF LOT OPTIONS

ZIPPER LOT

ALLEY LOADED

DUETS

4 UNIT CLUSTER

5+ UNIT CLUSTER

3.3 SINGLE FAMILY RESIDENTIAL DESIGN GUIDELINES

The following are design objectives in which the city will compare future development applications for starting to adhere to quality design. The spirit of design implementation to a given site plan is the primary goal of these objectives not the strict execution of each and every design objective.

PERMITTED USES:

The following uses shall be permitted in the Single Family Detached and Small Lot or Courtyard portions of PD-55

- Detached single family dwellings.
- Attached single family duets.
- Accessory structures and uses.
- Common recreation area, facilities and buildings for use by on-site residents.
- Home based business occupations subject to obtaining a Home Occupation Permit and in conformance with Title 17 of the Brentwood Municipal Code.
- Accessory facilities or buildings related to the primary use including a community center, leasing or sales offices, recreation buildings and fitness facilities for use by residents and their guests, equipment maintenance areas, and similar uses subject to the approval of the Community Development Director.
- Small family residential care facilities and group homes.
- Keeping of household pets.
- Rooming and boarding as further regulated in Title 17 of the Brentwood Municipal Code.
- Parks, playgrounds and improved open space and trails.

CONDITIONALLY PERMITTED USES:

- Community facilities serving the public in addition to residents of a particular development.
- Large residential care and day care facilities as further regulated in Title 17 of the Brentwood Municipal Code.
- Assisted living facilities.
- Other uses that the Community Development Director determines because of the type of operation, material stored, or other special circumstances that require special consideration and conditioning through the conditional use permit procedure provided the use is consistent with the goals of this Planned Development.

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. Sciortino Ranch will 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. Small lot single family detached developments come in a variety of forms including rectangular lots with side setbacks, zipper lots with irregular shaped lots to maximize usable outdoor space, alley loaded homes facing streets or paseos, auto-courts or cluster plans arranged in groups around a single driveway, duets which are linked single-family homes that appear more similar to single-family homes than townhouse developments, which are similar in density, and several other forms that continue to evolve.

Special design considerations include:

- Accommodation of parking needs.
- Avoidance of garage dominated street frontages.
- Minimizing building bulk on small lots.
- Privacy between units.
- Outdoor private space usability.
- Provide adequate landscaping to create attractive streetscape.
- Development of attractive streetscapes that provide visual variety along street fronts.
- Providing individuality of units and entries.

INTENT

The single-family housing in Sciortino Ranch will be a combination of 4,000 square foot lots and Small Lot projects. 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. Small lot single-family developments have become increasingly common, as land and building costs have increased. Lots ranging from 2,000-4,000 square feet have the appeal of providing a relatively affordable and easy to maintain house while retaining some of the individual identity offered by larger lots. Like small-lot, single-family detached development, duets 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 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 the creation of viable neighborhoods in the PD 55 Zone.

The intent of these design guidelines is to:

- Create a fabric of viable and interrelated neighborhoods.
- Maintain a high-quality streetscape appearance and encourage visual variety within subdivisions.
- Facilitate positive landscape interface between subdivision and the public road network.
- Locate units with active living space windows facing neighborhood streets to provide “eye on the street” and facilitate residential monitoring of public spaces.
- Enhance the livability of small lot homes.
- Integrate small lot neighborhoods comfortably into overall community fabric.
- Minimize the visual mass and bulk of the structures
- Integrate duet development into the overall community fabric

SITE PLANNING

Building Orientation

- Provide connections to streets in adjacent neighborhoods, as appropriate.
- Provide physical and/or visual linkage between project open spaces and adjacent open spaces (i.e., share or expand open spaces wherever possible rather than isolate them).
- Limit the use of soundwalls wherever possible.
- Limit sound walls to the minimum height required for sound mitigation and the provision of privacy. Design sound walls in conjunction with landscaping to minimize visual impact in terms of height and length. When feasible utilize earth berms to reduce the overall height of sound walls.
- Sound walls should be of solid and durable construction. Graffiti resistant material should be used. The inclusion of decorative hand laid block is encouraged as are upgraded prefab masonry walls (e.g., textured designs).
- Break up sound walls with decorative columns and pilasters, especially at corners and wall breaks.

- Five foot fence setbacks are required for corner lots on a public street.
- Open metal fencing segments are encouraged in walls where sound attenuation is not required.
- Provide pedestrian gates in walls over 400 feet in length along arterial and collector streets to allow convenient access for residents. Applicant should work with staff regarding and appropriate locations.
- Provide corner lots with a lot dimension that is wider than interior lots (minimum of 5 feet wider).
- Orient homes and entries toward streets, individual unit entries should be clearly discernible from the street or courtyard.

Parking Design

- 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 public streets.
- Focus street views on landscape amenities wherever possible – not cars or garages.
- Sidewalks should be provided where on-street parking occurs. Sidewalks should link the project with adjacent public streets.
- Driveway aprons for garages should be at least twenty feet or less than 4 feet to avoid conditions where parked cars extend over sidewalks or intrude upon fronting streets. Red paint striping or signage shall identify 4' driveways as no parking zones.
- 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.
- Surface guest parking within the courtyard clusters is generally discouraged to minimize the extent of the 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 so long as they do not increase the width of the entry drive from the adjacent access street.
- Parking aprons in front of courtyard-facing garages are discouraged, unless they are full 20' aprons that do not conflict with the turn around space for other units.
- Courtyard auto paths shall be constructed using decorative paving techniques.

Landscape

- Provide landscaping along access streets, at courtyard paving edges, unit entries, and between units.

- Provide a minimum of one accent tree (15 gallon min.) per lot in the front yard in addition to the street trees.
- Flowers and other ornamental plantings are encouraged.

BUILDING DESIGN

Form & Massing

- Design front elevations to emphasize entries, porches or other living areas and de-emphasize garages.
- Front-facing garages should be set back from the front façade of the living space or porch element by a minimum of 2 feet, as applicable to single family 4,000 square foot lots and zipper lots only.
- Automatic garage door openers are required for all garages.
- Soften the appearance of the garage doors with optional windows or other high quality detail.
- One distinct plan with three distinctive elevations shall be provided for every 25 units (or portions thereof).
- Architectural styles shall be clearly articulated and consistent in their proportions and details with the models on which they are based.
- Any developer built accessory buildings shall be designed to match the primary dwelling unit in terms of architectural style, color and materials.
- Plans and elevations should be mixed within a development to avoid repetition of identical facades and rooflines.
- Break up the mass of two-story homes with attached 1-story elements (e.g., garage, porches, single story living space).
- Single-story house plans are encouraged.
- Avoid exposed long, unarticulated second floor walls, which increase the apparent mass of the upper floor.
- 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 frontage.
- Provide variation in roof heights.
- Articulate front elevations with porches, stepping roof ridges, breaks in eaves, garage offsets or similar methods.
- Entry porches are encouraged. A minimum clear depth of 4.5 feet should be provided to allow the placement of chairs on the porch. Avoid porches that appear tacked on and not usable.
- Special emphasis should be placed on entries. 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.
- Decorative entry lights are encouraged.

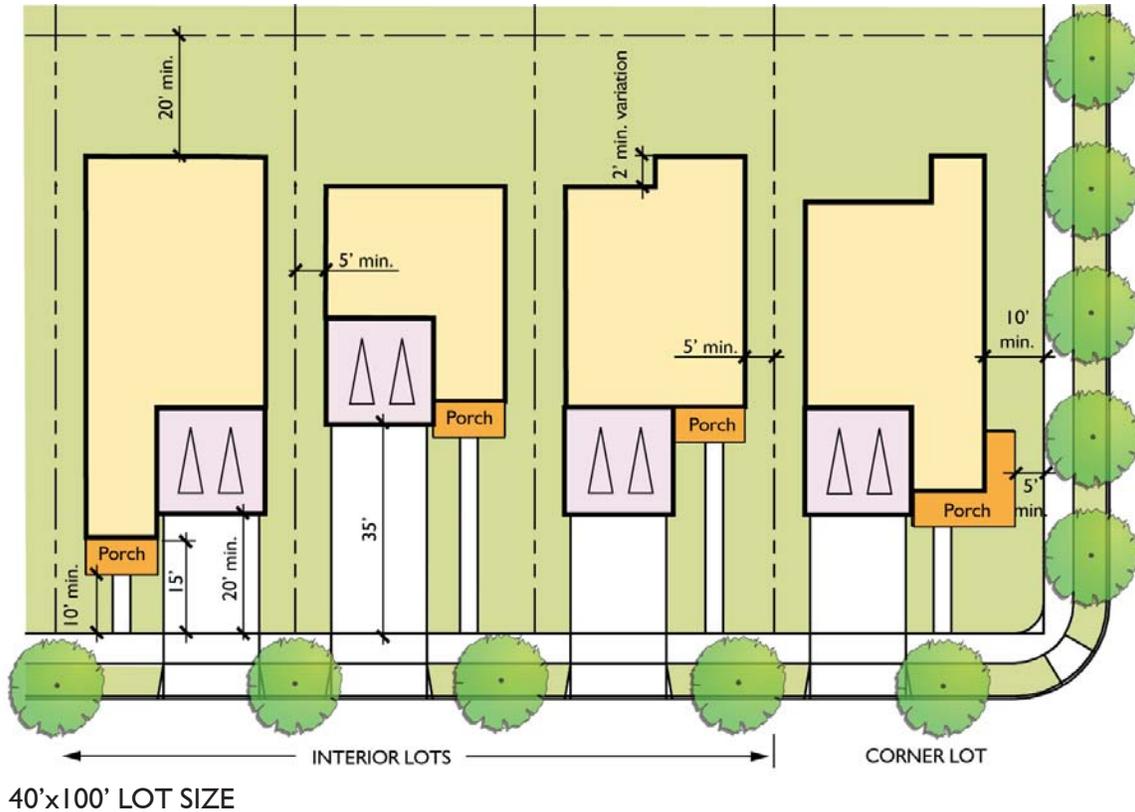
- For architectural styles without porches, provide a clearly articulated entry.
- Avoid tall blank walls.
- Provide variation in ridgelines to avoid repeating elements such as continuous gable ends, identical building silhouettes, eave heights and ridge heights.
- Homes with side-entry or recessed garages, and homes on corner lots are encouraged to include front porches that wrap around to side elevations.
- Avoid sharp changes in wall materials from front to side walls when side walls are visible from the street or open space.
- Window and door types and proportions should be consistent with the architectural style.
- Window enhancements and door trim detailing should be provided on facades that are facing a public street.
- 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 orientations.
 - Bay windows.
 - Roof Dormers
 - Materials and color changes.
 - Applied decorative features.
- Apply decorative features and enhancements to add shadow and visual interest to facades visible to the public street. Examples include:
 - Roof segments over windows
 - Pot rails
 - Metal or wood balcony railing
 - Planter boxes and plant rings
 - Tile or foam stucco applications
- Architectural features (e.g., chimneys, eaves, canopies, cornices, awnings) may encroach into required setbacks. However, architectural features shall maintain a minimum distance of 4 feet to the property line.

Materials and Colors

- High-quality entry columns and porch railing details are recommended.
- Wall materials should be appropriate to the architectural style.
- Make material and color changes at inside corners rather than outside corners to avoid pasted on look.
- 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 façade.
- 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 materials texture and shapes on houses within a development (e.g., flat concrete tiles with curved tiles).
- A minimum of 2 different color schemes should be provided for each architectural style of each plan type.
- Select color schemes appropriate to the architectural style.
- Relate color changes to plane changes and material changes.
- Stone and brick veneer, wall and column bases are encouraged when appropriate to the architectural style of the home.

SINGLE FAMILY DETACHED - 4,000 SF LOT



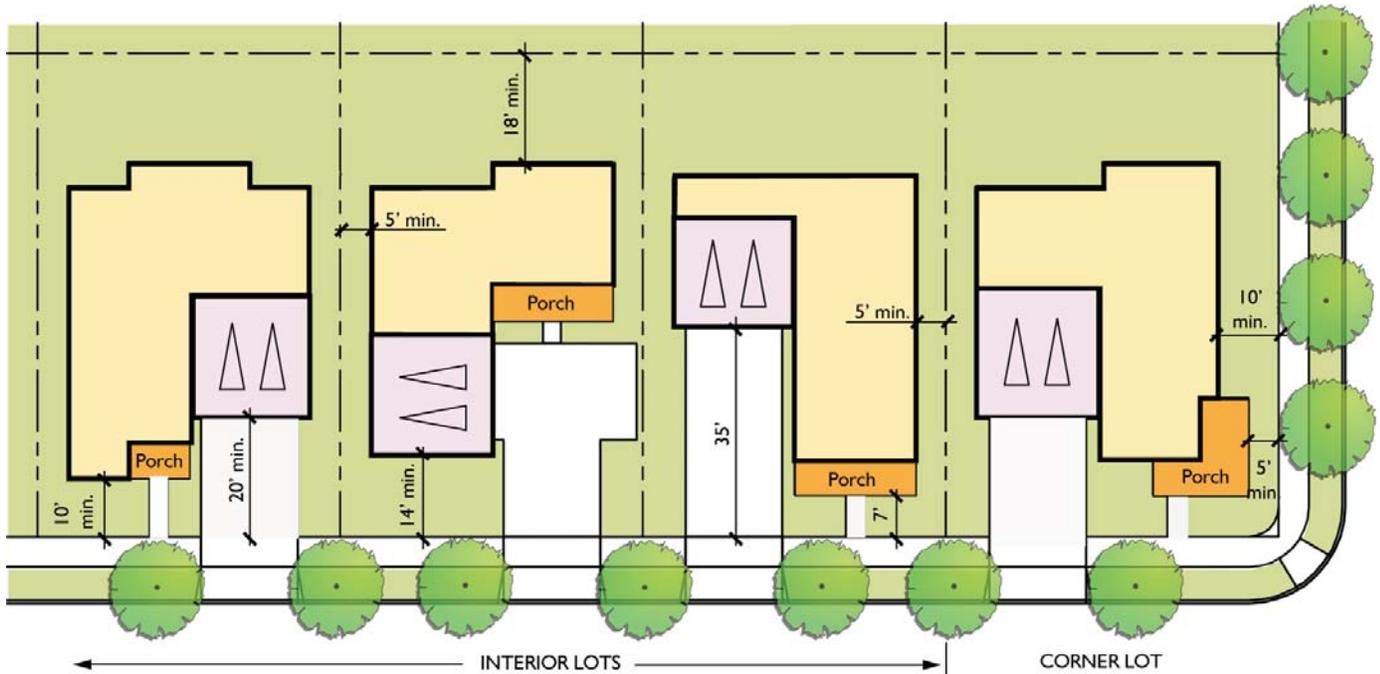
SINGLE FAMILY DETACHED HOMES

Single family detached homes are designed like typical larger lot homes on rectangular lots with standard front and rear yard setbacks.

- To avoid monolithic rear yards, rear facade variations are encouraged by either adding facade articulations or varying rear footprint setbacks by 2' or greater to one or more house plans.
- Where lot width permits, units should have the garage door placed behind the living space or front porch.
- On narrower lots with front facing garages garage doors should be distinctively detailed and contain windows.
- Accessory structures are allowed per BMC section 17.660.

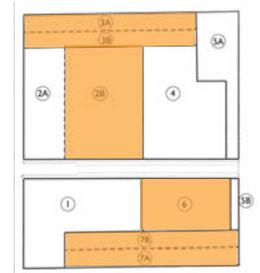
ZONING REQUIREMENTS	
LOT SIZE	4,000 s.f., min.
SETBACKS	
Front Yard	
Living	15'
Porch	10'
Garage	20'
Rear Yard	
Minimum	20'
Side Yard (Interior Lot)	
Minimum	5'
Side Yard (Corner Lot)	
Min. Interior	5'
Min. Streetside	10'
BLDG HEIGHT	
Stories	2
Max. Height	30'

Note: Lot exhibits are generic in nature and do not specify building footprints, entry, or landscape locations.



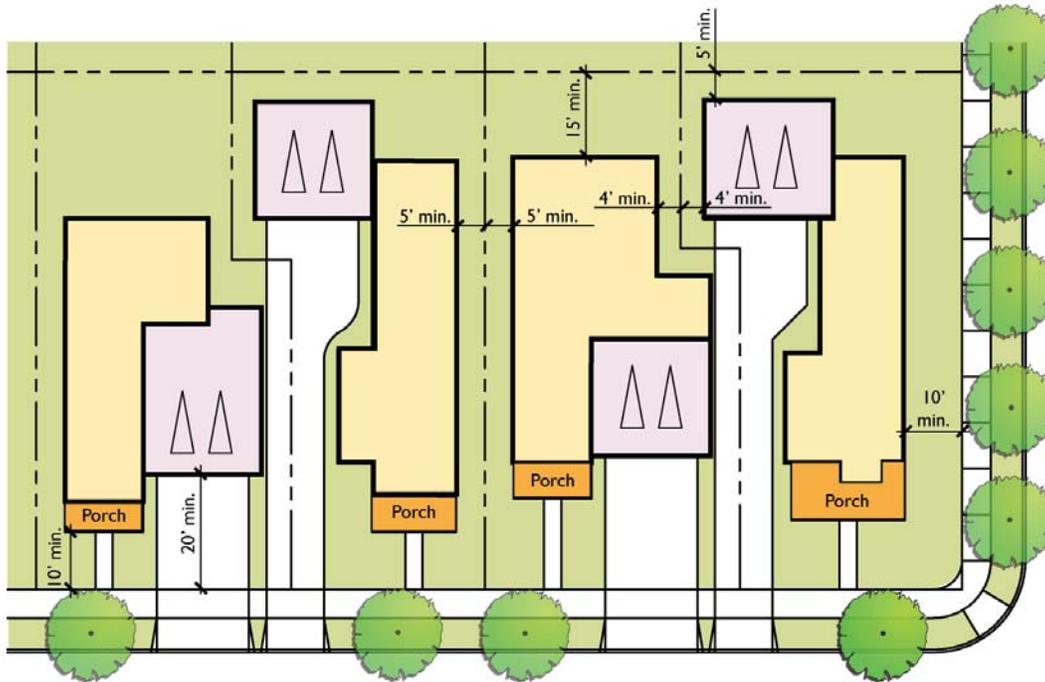
50'x80' LOT SIZE

ZONING REQUIREMENTS	
LOT SIZE	4,000 s.f., min.
SETBACKS	
Front Yard	
Living	10'
Porch	7'
Garage	20' front load 14' side load
Rear Yard	
Minimum	18'
Side Yard (Interior Lot)	
Minimum	5'
Side Yard (Corner Lot)	
Min. Interior	5'
Min. Streetside	10' (5' porch)
BLDG HEIGHT	
Stories	2
Max. Height	30'



Note: Lot exhibits are generic in nature and do not specify building footprints, entry, or landscape locations.

SINGLE FAMILY DETACHED - ZIPPER LOTS

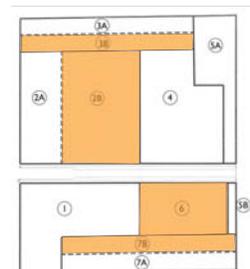


SMALL LOT EXAMPLES ZIPPER LOTS

Zipper lots are pairs of homes placed on lots with irregular property lines between them. The homes typically have alternating garage configurations with one garage placed forward on the lot and the other placed toward the rear of the lot.

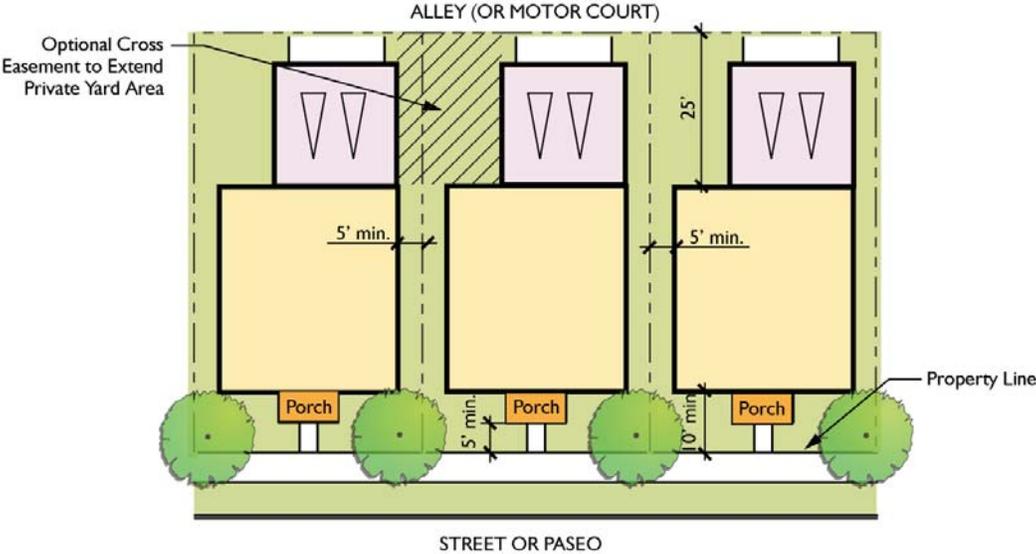
- Pairs of homes should be designed so that the uses along the driveway to the rear garage are provided with privacy.
- Homes with garages at the front of the lot should have garage doors with details to match the elevation style or with window inserts
- Homes with living space over the rear garages should be studied carefully for window placement to provide privacy to adjacent yards (e.g., use high windows for side and rear elevations for any second story garage unit).
- Minimum usable yards shall be 250 sq. ft. with minimum dimension of 10 feet.

ZONING REQUIREMENTS	
LOT SIZE	3,250 s.f., min.
SETBACKS	
Front Yard	
Living	15'
Porch	10'
Garage	20'
Rear Yard	
Minimum	15' (house); 5' (garage)
Side Yard	
Minimum	5' (exterior); 4' (interior)
	10' (street side corner lot)
BLDG HEIGHT	
Stories	2
Max. Height	30'



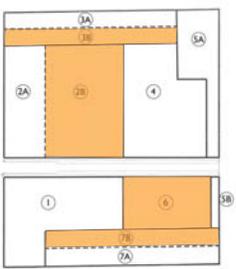
Note: Lot exhibits are generic in nature and do not specify building footprints, entry, or landscape locations.

SINGLE FAMILY DETACHED - ALLEY LOADED



ZONING REQUIREMENTS	
LOT SIZE	2,100 s.f., min.
SETBACKS	
Front Yard	
Living	10'
Porch	5'
Rear Yard	
Garage or Living	5'
Side Yard	
Minimum Interior	5'
Side Yard (Corner Lot)	
Min. Interior	5'
Min. Streetside	10'
BLDG HEIGHT	
Stories	3
Max. height	38'
BLDG SEPARATION (PASEOS)	
Bldg-Bldg Front*	25'

*Excluding porches



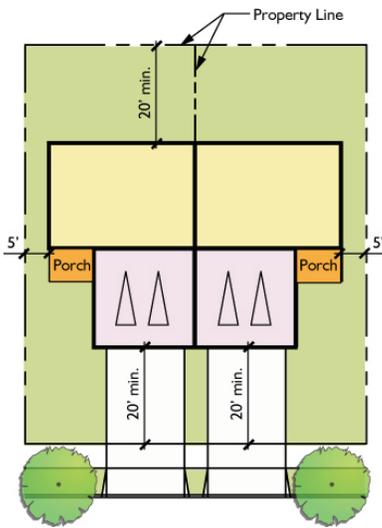
Note: Lot exhibits are generic in nature and do not specify building footprints, entry, or landscape locations.

ALLEY LOAD

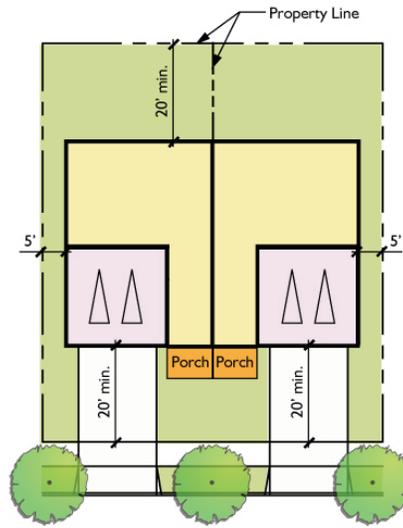
Alley load homes are oriented with garages that are accessed off a rear alley, and the front porch oriented toward a street or a landscaped paseo. These homes are typically on very small lots and usually have a small private yard (with optional easement on the adjacent property) and a shared open space in the neighborhood.

- Homes should be designed with large front porches oriented to public streets or landscaped paseos
- Units should be designed with at least a small private open space where possible. Spaces could be courts at the front or side of the home, or a small rear yard at the side of the garage.
- Care should be given to the placement of windows on the side elevations between homes
- Minimum usable yards shall be 200 sq. ft. with minimum dimension of 10 feet.

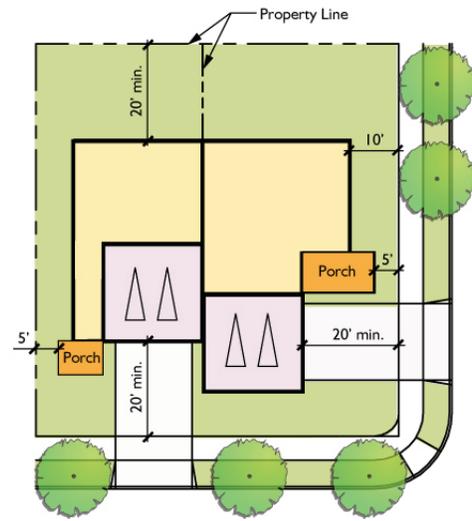
SINGLE FAMILY - DUETS



FRONT LOAD DUET - ALT 1



FRONT LOAD DUET - ALT 2

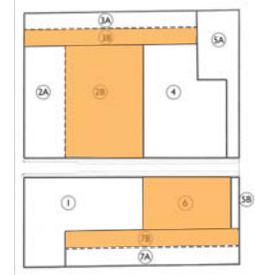


FRONT LOAD & CORNER DUET

DUETS

Duets are single-family homes attached to one another along a zero lot line. These homes are typically arranged like typical single-family homes with individual back yards and with garages and porches facing the street.

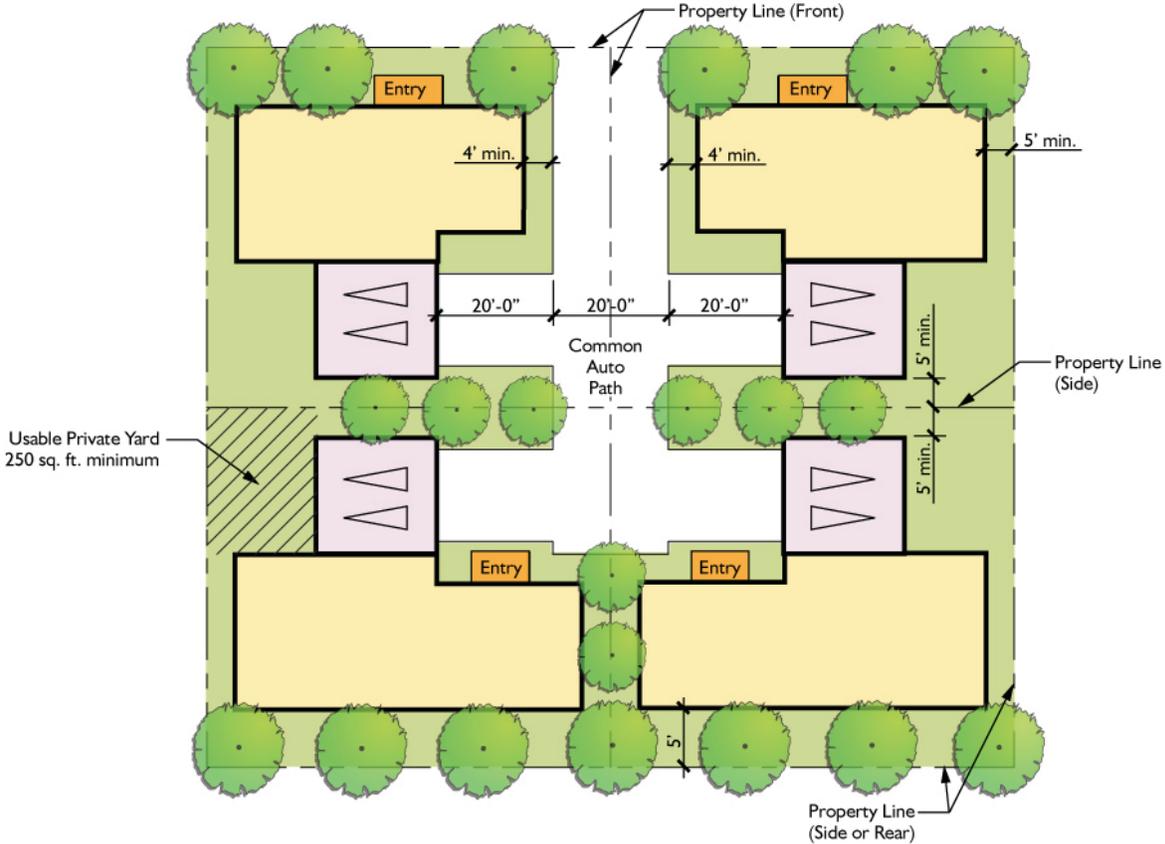
- Emphasize the individuality of units along street fronts.
- Minimize the number of curb cuts and street-facing garages.
- Emphasize entries by adding projecting porches or other entry elements.
- Duets on corner lots should have split garages each accessed from separate streets.
- Duets with two front facing two car garages adjacent to each other may have entry porches that are equal in width to at least half the width of the garage. The driveways should be separated with a planter strip at least three feet in width (see Exhibit Alt1).
- Duets with two front facing two car garages may be configured with the garages separated and an entry courtyard between them (see Exhibit Alt2).
- Duet garage doors should be of a decorative nature or contain windows.
- Driveways shall be separated by planter areas greater of equal to 4 feet in width.



ZONING REQUIREMENTS	
LOT SIZE	2,400 s.f. (per unit) min.
SETBACKS	
Front Yard	
Living	15'
Porch	10'
Garage	20'
Rear Yard	
Minimum	20'
Side Yard	
Minimum	5'
BLDG HEIGHT	
Stories	2
Max. Height	30'

Note: Lot exhibits are generic in nature and do not specify building footprints, entry, or landscape locations.

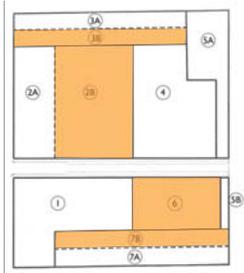
SINGLE FAMILY - 4 UNIT CLUSTER



COURTYARDS

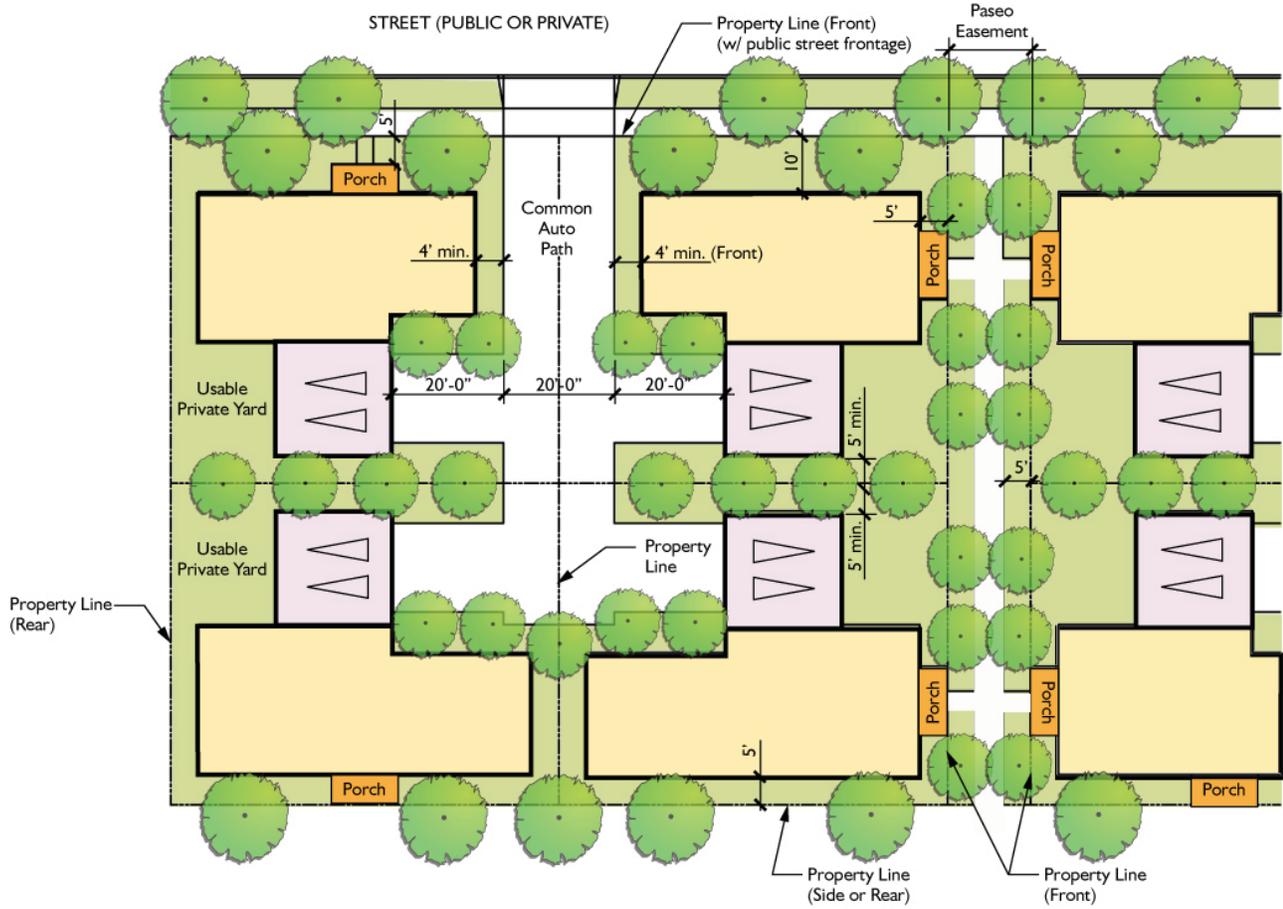
Courtyard housing is similar in size and scale to other small-lot single-family detached housing, but is organized into clusters of units rather than along street fronts.

- 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 detail 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.
- Usable private yard space shall be made available at a minimum of 250 sq. ft. with minimum dimension of 10 feet.
- Trash bin areas to be designated via signage on the street (not in auto court)



Note: Lot exhibits are generic in nature and do not specify building footprints, entry, or landscape locations.

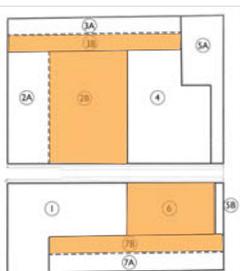
SINGLE FAMILY - 4 UNIT CLUSTER (PASEO EXAMPLE)



4-UNIT EXAMPLES

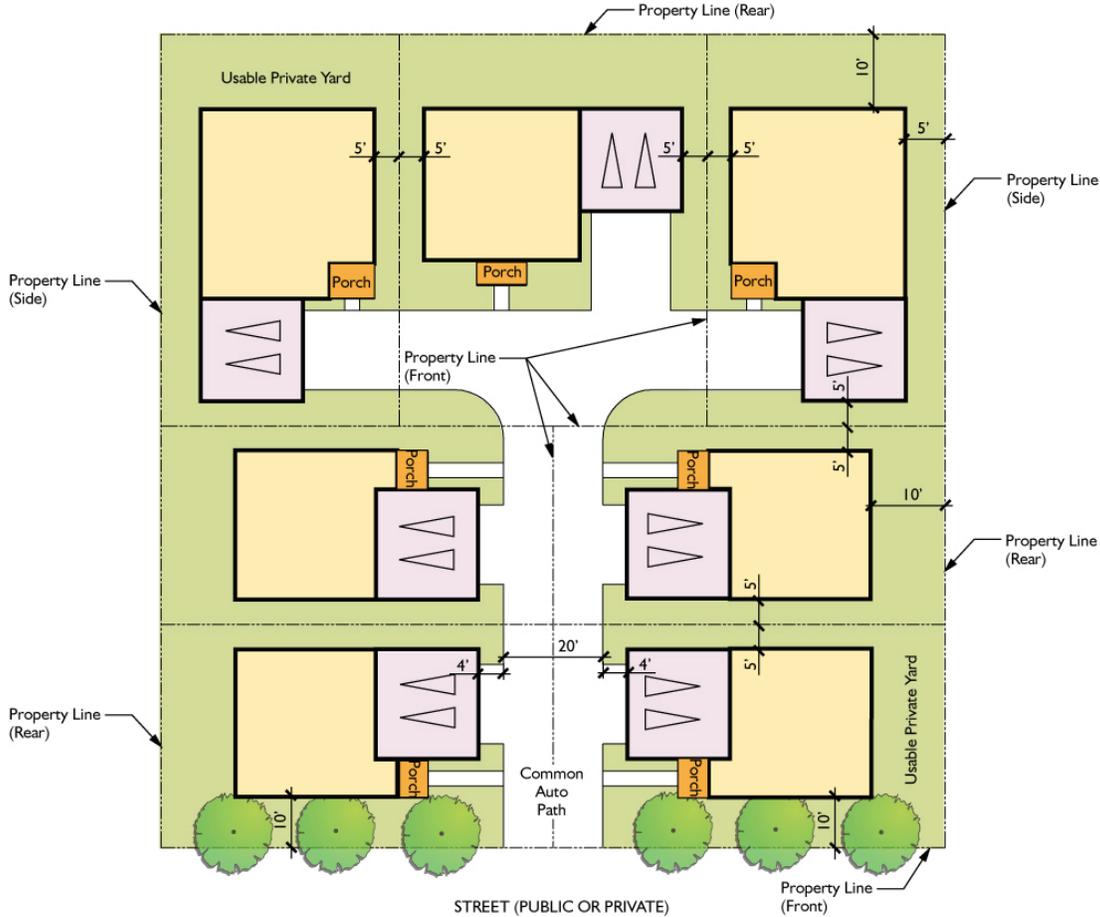
ZONING REQUIREMENTS	
LOT SIZE	2,500 s.f., min.
SETBACKS	
Front Yard	
Living (to street)	10' min.
Living (to common auto path)	4' min.
Living (to Paseo)	5' min.
Porch (to street)	5' min.
Garage (to common auto path)	20' min.
Rear Yard	
Minimum	5'
Side Yard	
Minimum	5'
BLDG HEIGHT	
Stories	3 max.
Feet	38'
BLDG SEPARATION (PASEOS ONLY)	
Bldg-Bldg Front*	20'

*Excluding porches



Note: Lot exhibits are generic in nature and do not specify building footprints, entry, or landscape locations.

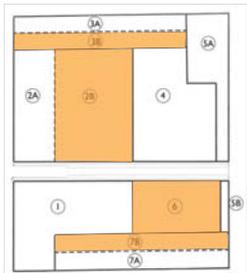
SINGLE FAMILY - 5+ UNIT CLUSTER



7-UNIT EXAMPLE

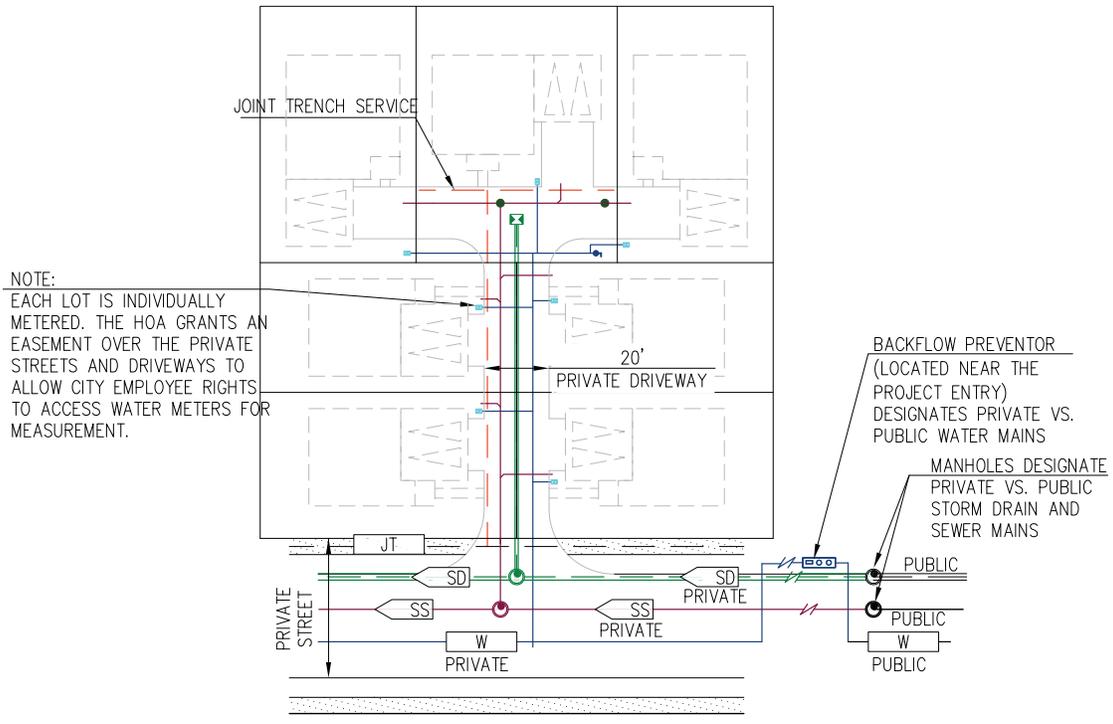
ZONING REQUIREMENTS	
LOT SIZE	2,500 s.f., min.
SETBACKS	
Front Yard	
Living (to Street)	10' min.
Living (to common auto path)	4' min.
Living (to Paseo)	5' min.
Porch (to Street)	5' min.
Garage (to common auto path)	4'-20'
Rear Yard	
Minimum	10'
Side Yard	
Minimum	5'
BLDG HEIGHT	
Stories	3 max.
Feet	38'
BLDG SEPARATION (PASEOS ONLY)	
Bldg-Bldg Front*	20'

*Excluding porches



Note: Lot exhibits are generic in nature and do not specify building footprints, entry, or landscape locations.

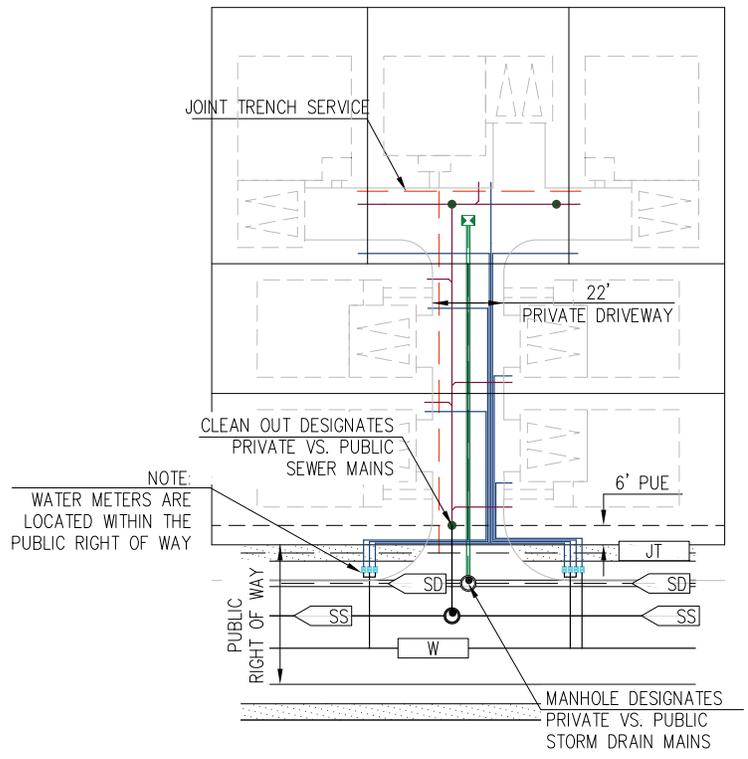
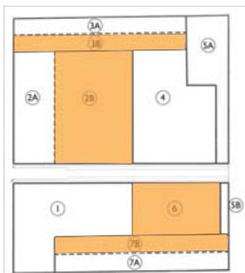
SINGLE FAMILY - 7 UNIT CLUSTER UTILITIES



**7-PACK UTILITY PLAN
ALTERNATIVE I (PRIVATE STREETS)**

7-UNIT CLUSTERS

7-unit clusters require special consideration when locating wet and dry utilities. The following exhibits show either a public street or private street utility configuration.



**7-PACK UTILITY PLAN
ALTERNATIVE II (PUBLIC STREETS)**

3.4 MULTI-FAMILY RESIDENTIAL

APARTMENT & CONDOMINIUM GUIDELINES

APARTMENT BUILDING SETBACKS

APARTMENT BUILDING CONFIGURATIONS

3.4 APARTMENTS AND CONDOMINIUMS DESIGN GUIDELINES

PERMITTED USES

The following uses shall be permitted in the Very High Density portion of the PD-55 Zone.

- Attached single-family or multi-family dwellings not to exceed thirty (30) dwelling units per gross acre.
- Home based business occupations subject to obtaining a Home Occupation permit in conformance with Title 17 of the Brentwood Municipal Code
- Accessory facilities or buildings related to the primary use including garages and carports, a community center, leasing or sales offices, recreation buildings and fitness facilities for use by residents and their guests, equipment maintenance areas, and similar uses subject to the approval of the Community Development Director
- Small family residential care facilities and group homes
- Keeping of household pets
- Parks, playgrounds and improved open space and trails

CONDITIONALLY PERMITTED USES

- Accessory uses to serve the residential units within the same building may include ground floor commercial services. Examples of accessory uses may include, but are not limited to, convenience banking center, automatic teller machines, newsstand, gift shop, flower stands, and café or food service uses subject to the approval of the Community Development Director.

INTRODUCTION

The following are design objectives in which the city will compare future development applications for starting to adhere to quality design. The spirit of design implementation to a given site plan is the primary goal of these objectives not the strict execution of each and every design objective.

Multifamily developments usually consist of larger building blocks than any of the other housing types covered by these design guidelines. They may be constructed in an interior landscaped environment with strong orientation to public streets. Parking is usually accommodated in surface parking lots, detached garages, and carports, although parking may be contained in attached garages. Buildings, landscaped areas, and parking areas shall be maintained by a home owners or other private property maintenance entity, as applicable.

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

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:

- Encourage site development that enhances project entries and open spaces
- Maintain high-quality city streetscapes
- Provide for variety and visual diversity
- Minimize the visual mass and bulk of the structures

- Enhance the appearance of common parking areas and relate carport design to the buildings

SITE PLANNING

Lot Size

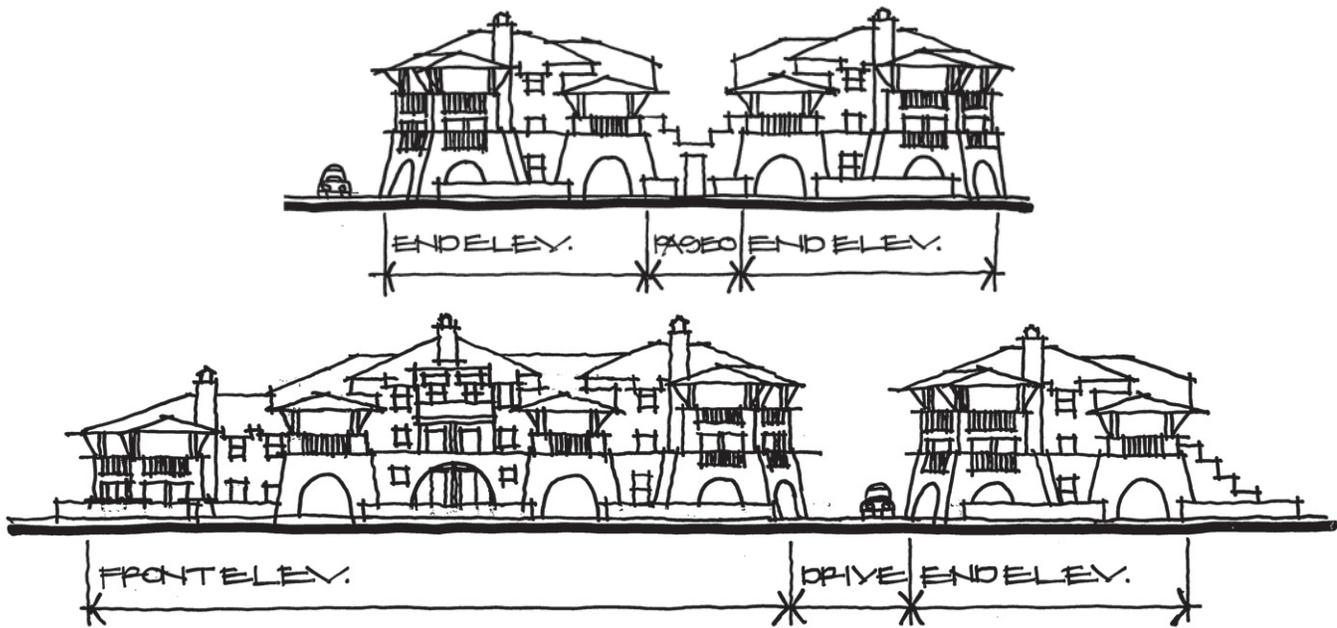
- Minimum lot size: 2 acres

Building Orientation

- Buildings should be oriented with garage doors and parking areas facing away from public streets where feasible.
- Well-defined common entries should be oriented to the sidewalk facing public streets and parking areas.
- Living areas with windows, decks and porches that overlook common areas and entry drives are encouraged.
- Orient living space windows to overlook streets and common open spaces
- For projects exceeding 100 units, provide a community building that provides space for meetings and other activities

Parking Design

- Parking along public street frontages should be visually enhanced with a combination of low walls, berms, and landscaping
- Perimeter parking lots along public streets are discouraged in favor of buildings that contribute to the adjacent streets' urban design quality
- Guest parking should be distributed throughout the development with easy and clear pathways to each individual unit entry
- Rear access drives for garage access should have a minimum width of 20 feet with a minimum back up distance of 25 feet.
- Driveway lengths and garage aprons should either be 4 feet (or less) or 20 feet (or greater) in depth
- If parking is not attached to the units, utilize parking areas reasonably close to the living units. Break large parking areas and aisles into smaller segments by incorporating landscaping. Where feasible lay out parking lots to limit the shining of headlights into residential units.
- Carports and garages separated from the units should include



trim elements that are color coordinated with buildings.

- Entry drives should not contain parking

Landscape

- Site plans shall include usable common open spaces with landscape amenities in the amount of 25% of the net parcel area (excluding arterial rights of way).
- Paseos used for access to dwelling units should be landscaped with ornamental trees and flowering plant pockets. Pedestrian lighting should be provided.
- Provide pedestrian scale lighting throughout the project.
- Entry driveways should have strong landscaped edges with views focused on landscaped areas or building entries where feasible.
- Landscaping should be provided adjacent to surface parking lots and between the buildings and adjacent driveways or pedestrian walkways.

BUILDING DESIGN

Form & Massing

- Roof forms and orientations should be varied to minimize repetitiveness and visual bulk.
- Projecting elements should be used to break up the bulk and massing of the structures (e.g., bay windows, chimneys, porches, balconies, Juliet balconies and pot shelves). These features may project into the minimum setbacks and separations up to 4 feet for a combined distance of no more

Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

than 25 percent of the façade length on which they are located.

- Balconies and decks should be well integrated into the building design, and not appear as tacked on elements.
- Balconies and decks large enough to accommodate stored items (e.g., bicycles, boxes, etc.) are encouraged to incorporate solid balcony and deck walls to screen potential storage areas.
- Use projecting design elements and wall plane changes to give depth and add visual interest to facades visible from the public street. Examples include projecting window lintels and sills, planter boxes, metal or wood grilles, pot shelves, and awnings where these features would be consistent with the architectural style.
- 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.
- For larger projects, break up the building mass to appear to be an assemblage of buildings. This can be accomplished by insets in building planes, variations in height, and color or materials changes.
- Screen utilities from view by integrating them into building or landscape elements where feasible.



Height

- Efforts should be made to reduce perceived building height and bulk. Maximum building height is 55 feet from finished grade.
- 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.
- 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.
- Stepping down the building mass at corners is desirable.



Materials

- 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.
- Use materials similar to homes in the neighborhood.



Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

APARTMENT BUILDING SETBACKS

TABLE 3.4A APARTMENT SETBACKS

Setbacks to Property Lines	Minimum Distances	Notes:
Building to Major Street R.O.W. (w/ 30' public landscaping)	5'	See Exhibit 3.4B; Includes Apartment and Accessory Buildings, includes all Architectural Projections.
Building to Major Street R.O.W. (w/ parking & 10' sidewalk)	5'	Includes Building Access to Street (per unit or consolidated)
Accessory Building to Major Street R.O.W. (w/ parking & 10' sidewalk)	10'	Includes Carports, Community Buildings, Storage Sheds, etc.
Interior Private Street	5'	See Exhibit 3.4A; As measured from Private Street Face of Curb to Property Line
Building to Commercial Property with Greenbelt (or open Landscape Features)	10'	See Exhibit 3.4C; Includes Apartment and Accessory Buildings, may include tubular steel fence separating commercial landscape areas.
Building to Commercial or Residential Properties (with opaque fence or wall)	15'	See Exhibit 3.4C for example with masonry wall separating uses.
Accessory Building to Commercial or Residential Property	5'	Includes Carports, Community Buildings, Storage Sheds, etc.
Building to Minor Street R.O.W. (with separated sidewalk)	10'	See Exhibit 3.4C; Includes Apartment and Accessory Buildings
Building to Minor Street R.O.W. (with monolithic sidewalk)	5'	Includes Apartment and Accessory Buildings
Building to Public Greenbelt (or Paseo, or Linear Park @30' min.)	5'	See Exhibit 3.4B; Includes Apartment & Accessory Buildings

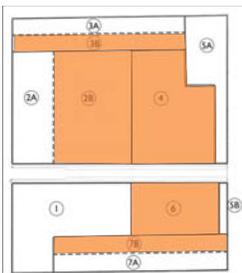
TABLE 3.4B APARTMENT SETBACKS

Setbacks for Project Interior	Minimum Distances	Notes:
Building to Private Pedestrian Paths	5'	See Exhibit 3.4D; Setback to Privately Maintained Sidewalk
Building Front (or Side, or Rear w/o Garages) to Interior Street or Parking Areas	8'	See Exhibit 3.4A; As measured from face of curb to building.
Building Rear with Garage Access to Interior Street	4'	See Exhibit 3.4C; Assumes minimum driveway apron width (or landscape areas), as measured from face of curb to building.
Building Side to Side	10'	See Exhibit 3.4B.
Building Front to Front	20'	See Exhibit 3.4A; Excludes any Architectural Projections of 4' or less (e.g., porches, stairs, or air conditioning units).

APARTMENTS ON MAJOR ROAD - COMMERCIAL ADJACENT



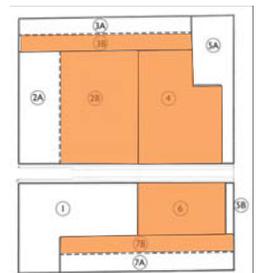
EXHIBIT 3.4A



APARTMENTS ON MAJOR ROAD - GREENBELT ADJACENT



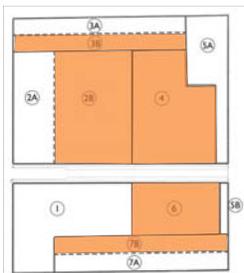
EXHIBIT 3.4B



APARTMENTS ON MINOR ROAD - COMMERCIAL ADJACENT



EXHIBIT 3.4C



APARTMENTS ON MINOR ROAD - GREENBELT ADJACENT

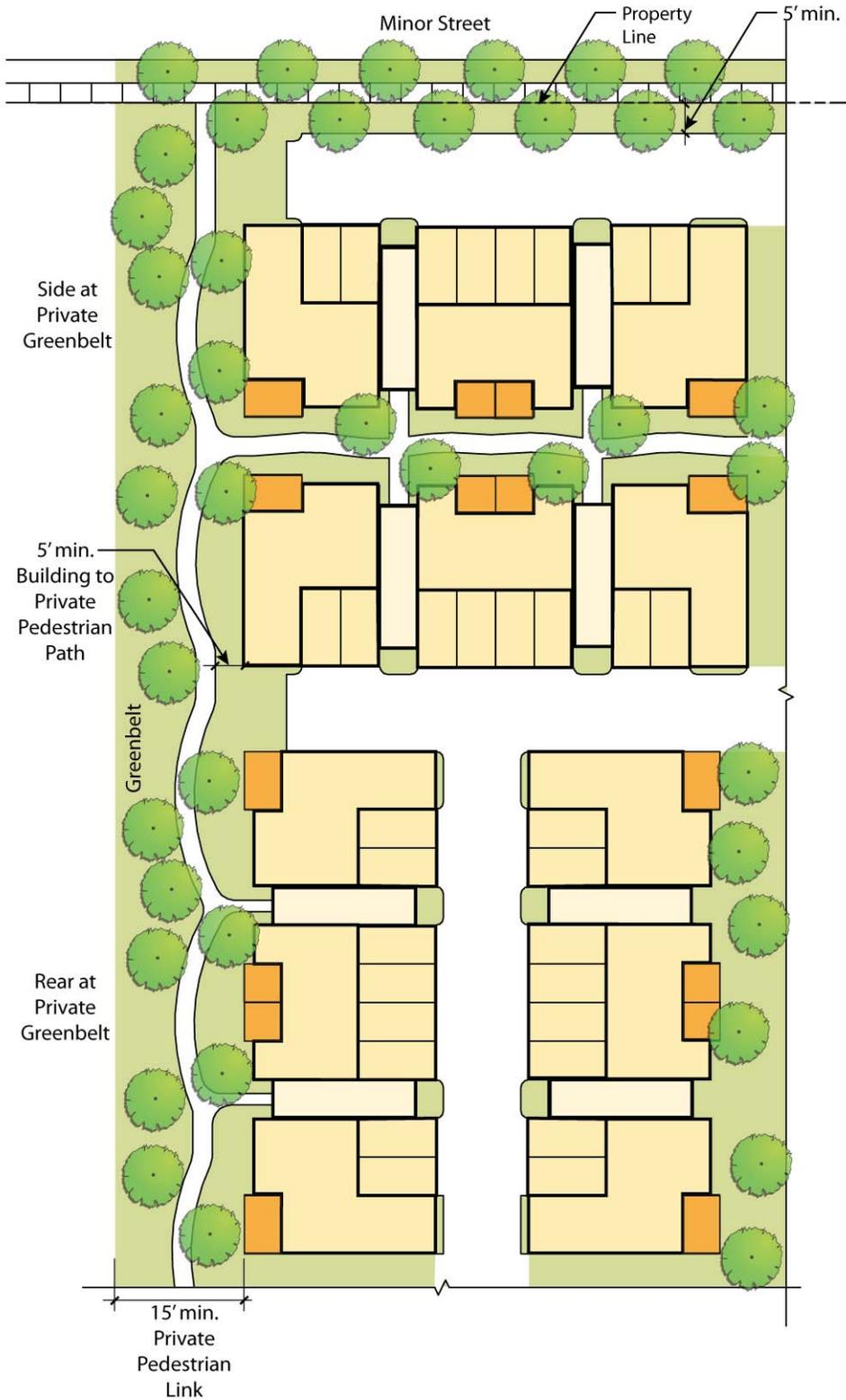
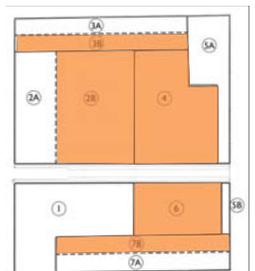
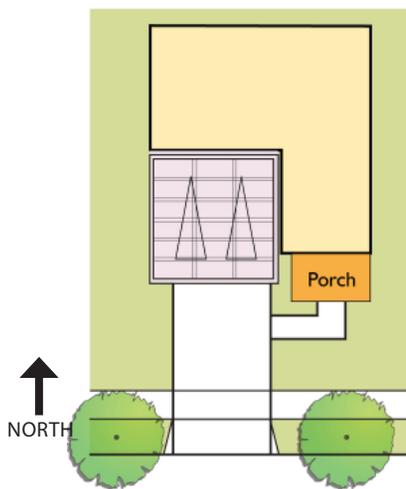


EXHIBIT 3.4D



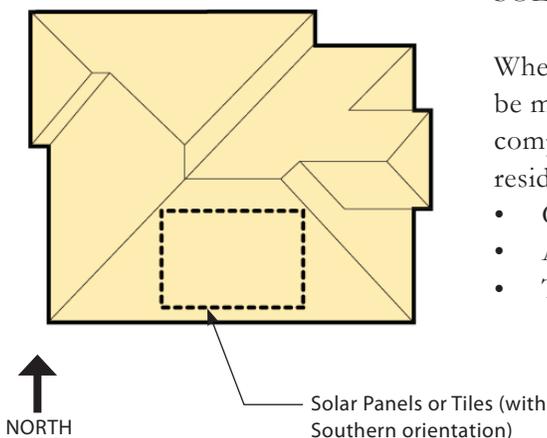
3.5 SUSTAINABLE DESIGN – RESIDENTIAL

Green design offers a sustainable and responsible approach to development that provides benefits to homeowners, the community, and our planet. Sciortino Ranch will be designed and developed to meet Build-it Green’s “GreenPoint Rated” program requirements. Build-it-Green is an independent, non-profit organization dedicated to evaluating and advocating sustainable building practices. Build-it-Green’s program has been endorsed by the Homebuilders Association of Northern California as well as cities across the San Francisco Bay Area. The program includes five categories for achieving green building including: Community, Energy, Indoor Air Quality, Resources, and Water. The following are design options that may be utilized to promote energy conservation and/or promote enhanced water quality. These are only suggestions, as the Build-it-Green’s “GreenPoint Rated” system offers a variety of methods that would achieve the green building goals of Sciortino Ranch.



SOLAR CARPORT

Traditional garages may be replaced with solar paneled carport roofs.



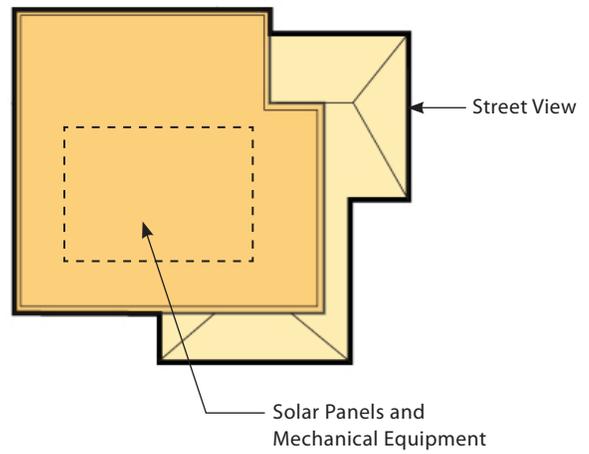
SOLAR PANELS

Where solar panels are planned, roofs may be made of architectural dimensioned composition roofing material for the following residential design groups:

- Cottage
- American Heritage
- Traditional

FLAT ROOFS

Flat roof systems may be incorporated into Mediterranean home designs to convey water into water collection and/or water quality systems. Mechanical equipment and solar panels are encouraged on flat roofs. Street facing facades should appear as full roofs from the street.



4. STREETSCAPES AND PARKING

4.1 CIRCULATION OVERVIEW

4.2 BRENTWOOD BOULEVARD

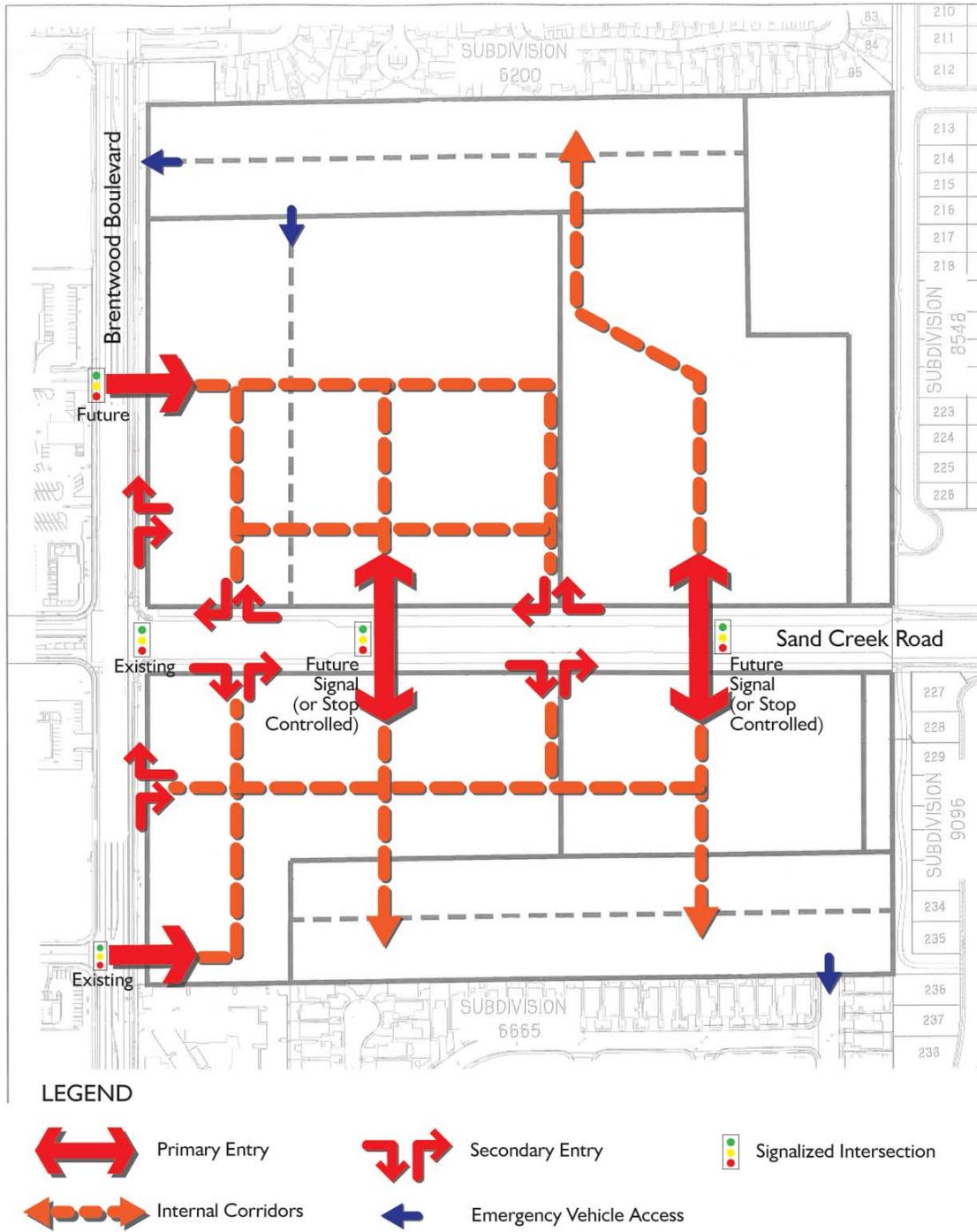
4.3 SAND CREEK ROAD

4.4 RESIDENTIAL STREETS

4.5 RESIDENTIAL & COMMERCIAL ENTRIES

4.6 PARKING

VEHICULAR CIRCULATION DIAGRAM



Note: Future circulation and intersection locations shown are preliminary. See "Appendix B" for Traffic Analysis by Kimley-Horn, dated 2/23/09

4.1 CIRCULATION OVERVIEW

An integrated mixed-use development depends on a coordinated circulation system.

PRIMARY ENTRIES

- Primary entries shall be 4-way controlled intersections. These intersections shall be coordinated with proposed median breaks and turn lane pockets and existing access points across Brentwood Boulevard.
- Primary entries shall access multiple interior uses and thus should be aligned with a primary internal circulation corridor.
- Two primary entries are proposed for Brentwood Boulevard and two for Sand Creek Road. Future applications would be reviewed for compliance with traffic engineering safety and design standards.
- Primary entries shall be in conformance with Appendix B, which includes a traffic analysis by Kimley-Horn dated 2/23/09 (or any subsequent update).
- Design alternatives for primary entries are included in the following chapter.
- Primary entry locations should be coordinated with on-site user needs whenever possible.

SECONDARY ENTRIES

- Secondary entries are right in/right out access points to the site.
- The location of secondary entries needs to be carefully coordinated with on-street parking approaches to provide clear visibility and identity.
- Secondary entries shall also be aligned along in a logical manner with external and internal circulation corridors.
- Per city design standards the minimum distance between driveways and intersections shall be 65' (Engineering Procedures Manual Section VIII 4(c)(1)).
- Secondary entry locations shall be coordinated with on-site user needs whenever possible.

INTERNAL CIRCULATION

- The primary circulation corridors on the interior of the site shall be aligned with either primary or secondary entries.
- Parking arrangements which require backing into the primary circulation corridors should be avoided.
- Pedestrian circulation should be coordinated with the internal auto circulation.

EVA

- Emergency vehicular access through adjacent property and to Brentwood Boulevard needs to be incorporated into future land plan proposals.

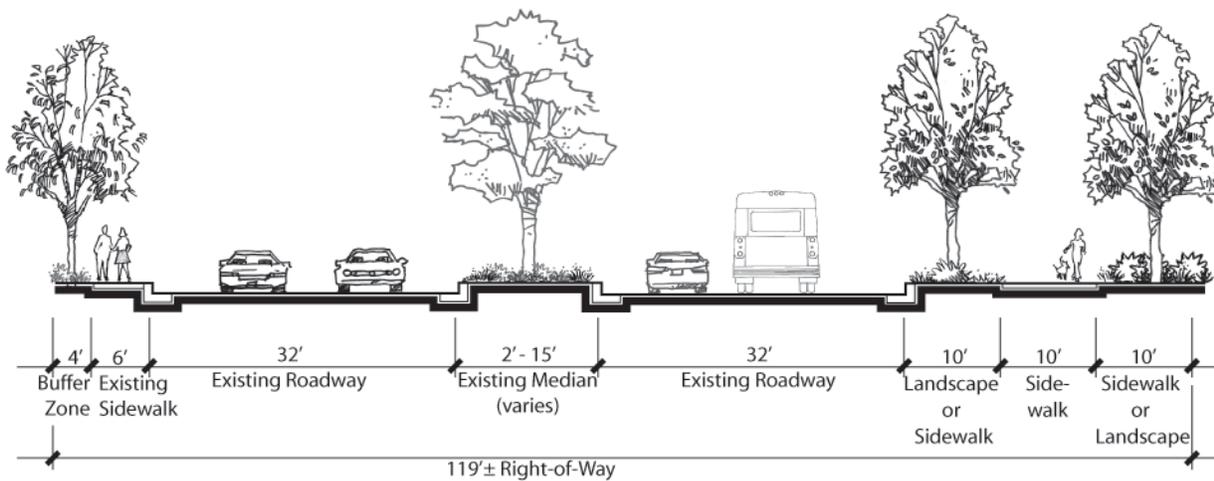
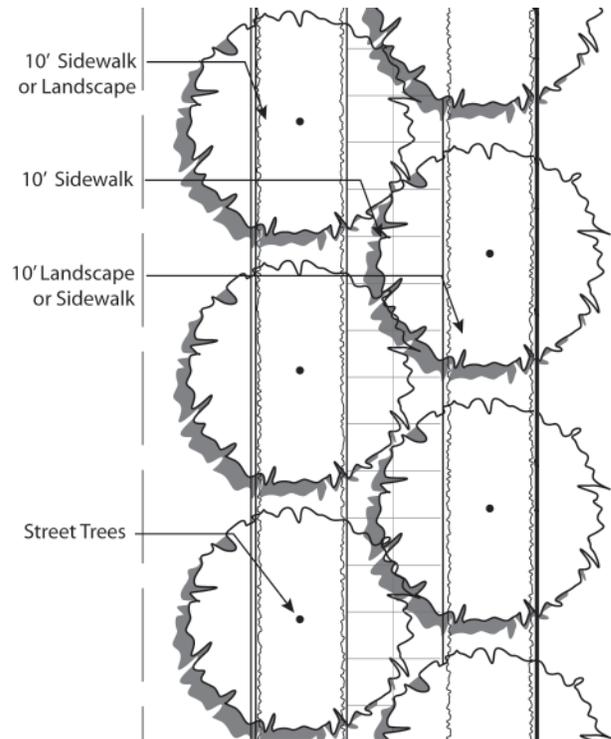
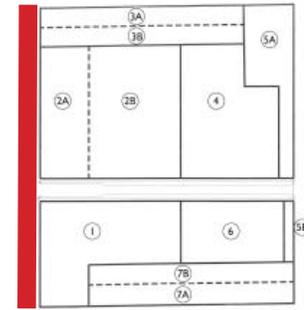
BRENTWOOD BOULEVARD - TYPICAL

4.2 BRENTWOOD BOULEVARD

BRENTWOOD BOULEVARD - TYPICAL

Brentwood Boulevard is one of the major north-south connectors for the City of Brentwood. The existing condition features an adequate roadway but the pedestrian areas adjacent to the PD-55 Zone are less than optimal. Future typical improvements to the boulevard include:

- West side of Boulevard with an existing 4' landscaped buffer zone adjacent to a 6' sidewalk
- Existing 2'-15' wide (width varies) landscaped median separates the travel lanes. Any Fixture median modifications shall be a minimum width of 4' at turn lanes.
- 10' landscaped buffer between existing roadway and 10' sidewalk on east side of the street
- 10' landscape zone adjacent to the sidewalk on the east side of street. This area can also accommodate a meandering widened sidewalk if necessary



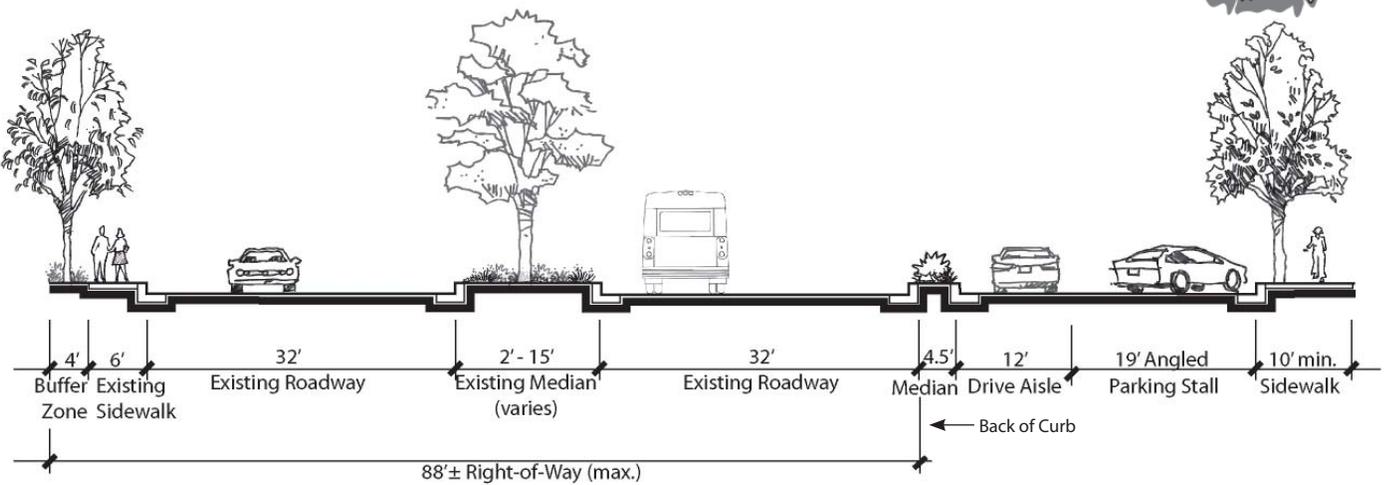
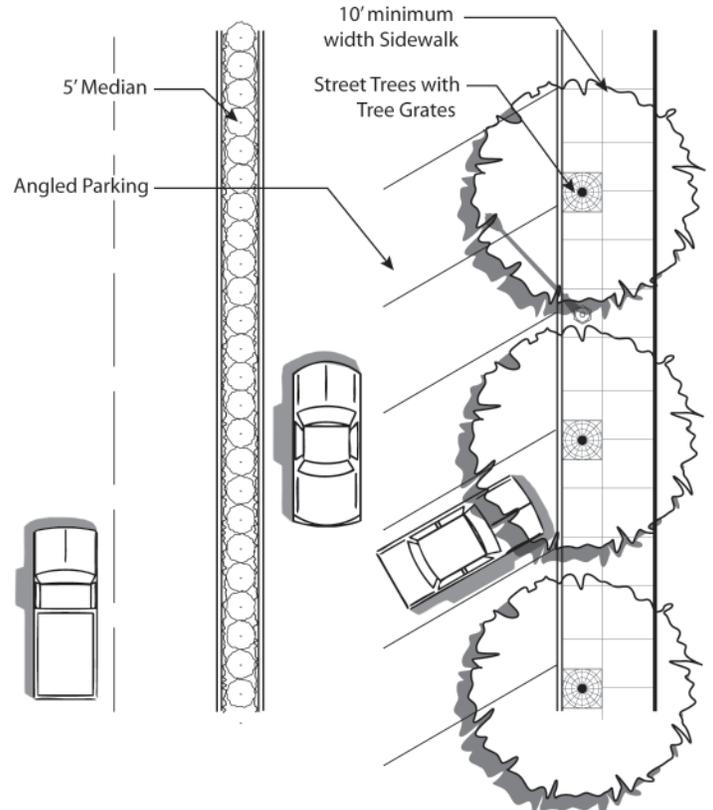
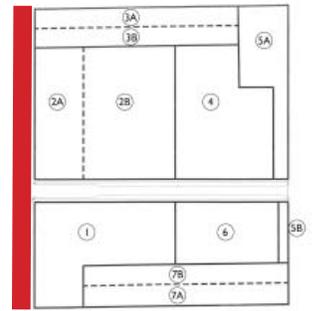
Brentwood Boulevard - Typical

BRENTWOOD BOULEVARD - ANGLED PARKING

BRENTWOOD BOULEVARD - ANGLED PARKING OPTION

An angled parking option may be incorporated into existing Brentwood Boulevard to provide additional parking spaces for adjacent commercial uses. This option would feature:

- West side of the Boulevard with an existing 4' landscaped buffer zone adjacent to a 6' sidewalk.
- 32' minimum width travel lanes in each direction.
- 2'-15' wide (width varies) landscaped median separates the travel lanes. Any fixture median modifications shall be a minimum width of 4' at turn lanes.
- 5' median landscaped with shrubs separating the parking stalls and drive aisle from the travel lane.
- 19' angled parking stalls accessed by a 12' drive aisle* on the east side of roadway.
- 10' minimum sidewalk width on the east side of the street, with street trees in tree grates.



Brentwood Boulevard w/Angled Parking

* See Table 4.7B concerning aisle widths and angled parking.

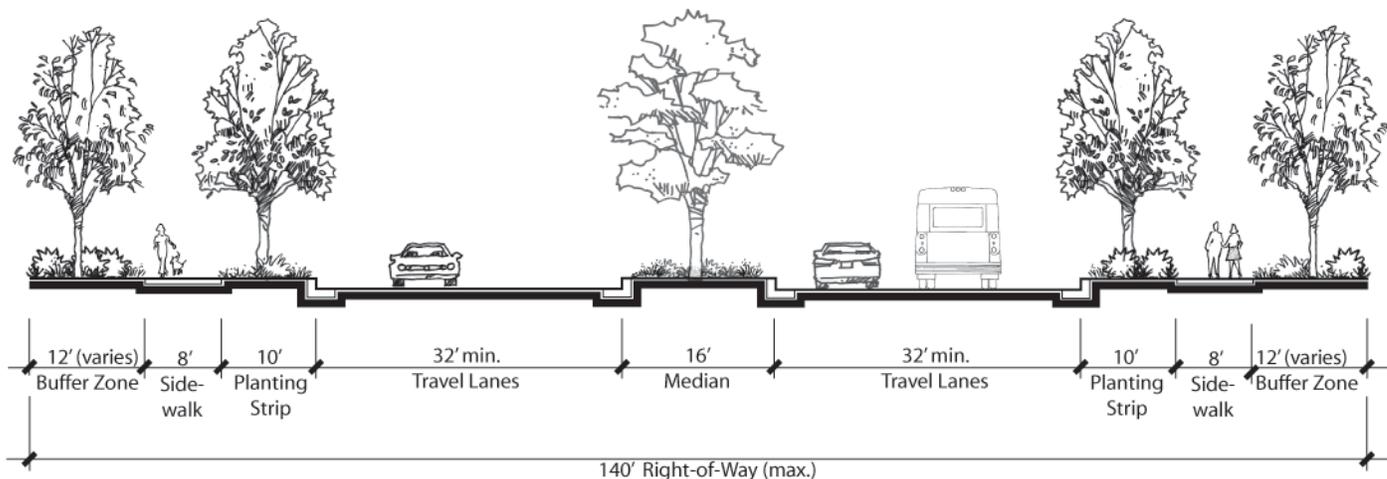
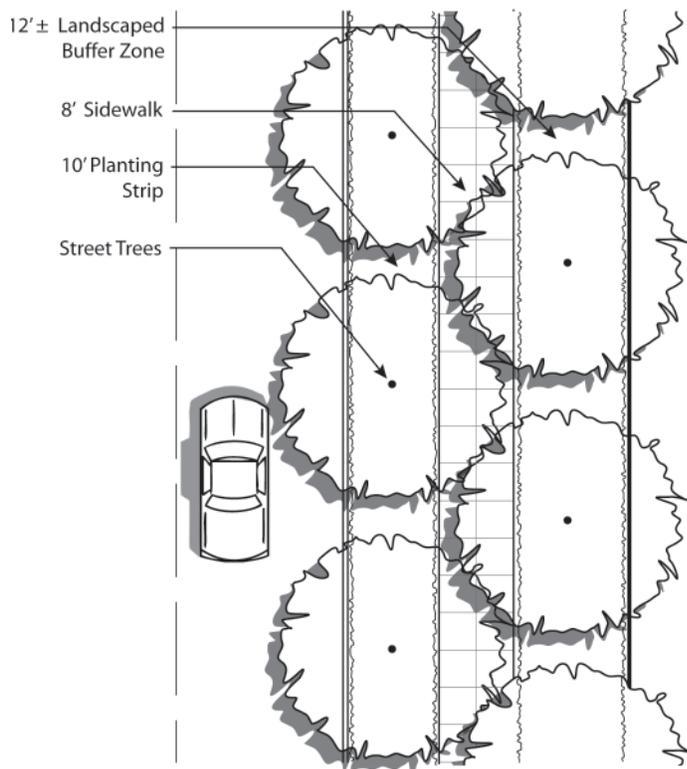
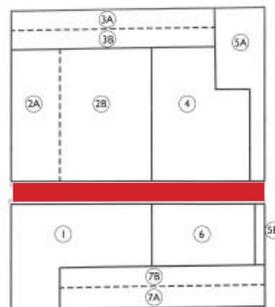
SAND CREEK ROAD - TYPICAL

4.3 SAND CREEK ROAD

SAND CREEK ROAD - TYPICAL

Sand Creek Road is the major east to west corridor through the Sciortino Ranch site. The typical condition features the following elements:

- 8' sidewalks on each side of the roadway between a variable width buffer zone at the limit of the right-of-way and a 10' planting strip at the roadway.
- 32' minimum width travel lanes in each direction.
- A 16' landscaped median strip separates the travel lanes. Median shall be a minimum width of 4' at turn lanes.



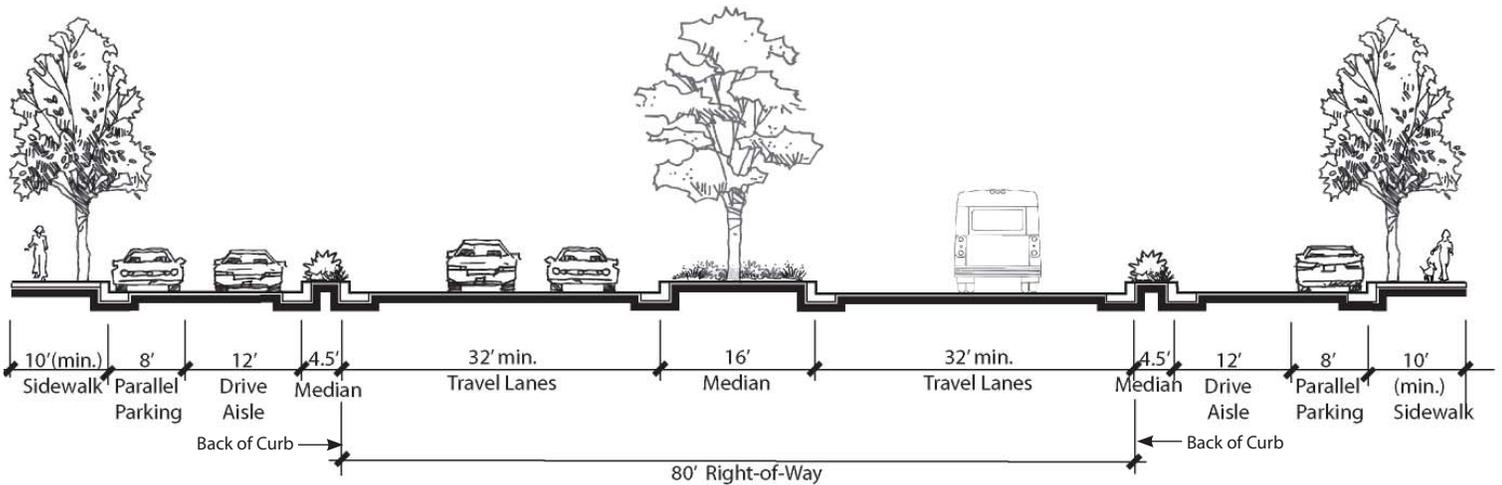
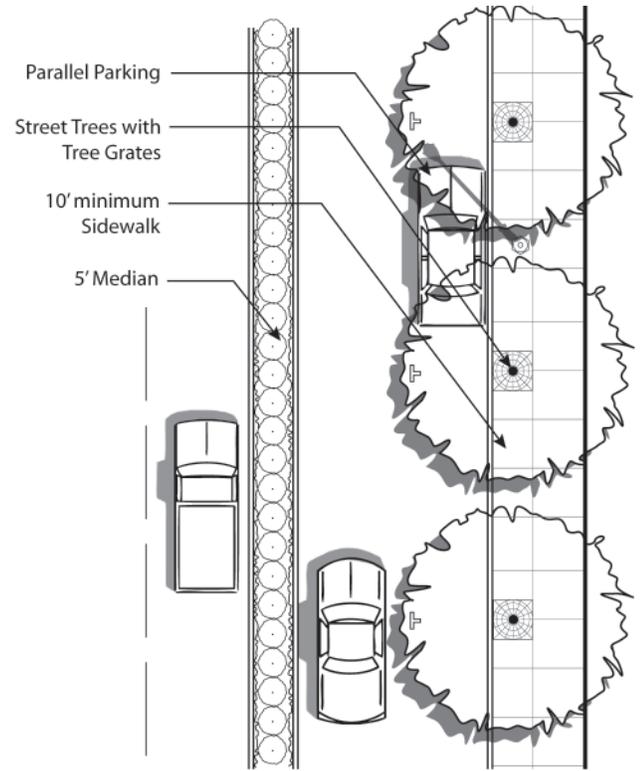
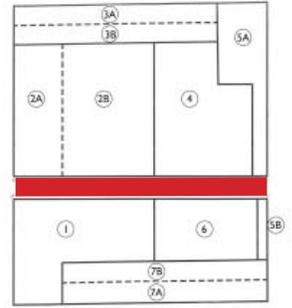
Sand Creek Road - Typical

SAND CREEK ROAD - PARALLEL PARKING AT RESIDENTIAL

SAND CREEK ROAD - PARALLEL PARKING OPTION (AT RESIDENTIAL ONLY)

An alternative option for Sand Creek Road is for a reduced landscape zone at the outside edge and the addition of parallel parking on both sides accessed by a drive aisle:

- Sidewalks on each side of the road at the outside limits of the right-of-way, measuring a minimum of 10' wide, incorporate street trees planted in tree grates.
- An 8' wide parallel parking area accessed by a 12' drive aisle on each side of the roadway.
- 5' wide landscaped median buffering the drive aisle from the travel lanes.
- 32' minimum width travel lanes in each direction.
- A 16' landscaped median separating the travel lanes. Median shall be a minimum width of 4' at turn lanes.



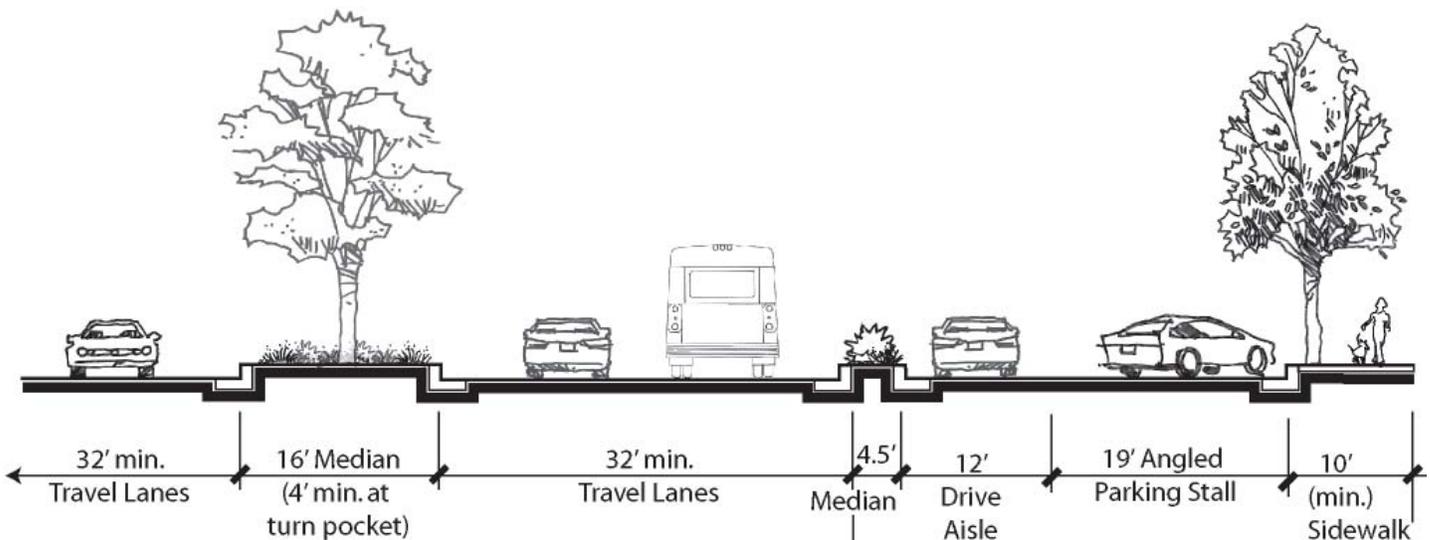
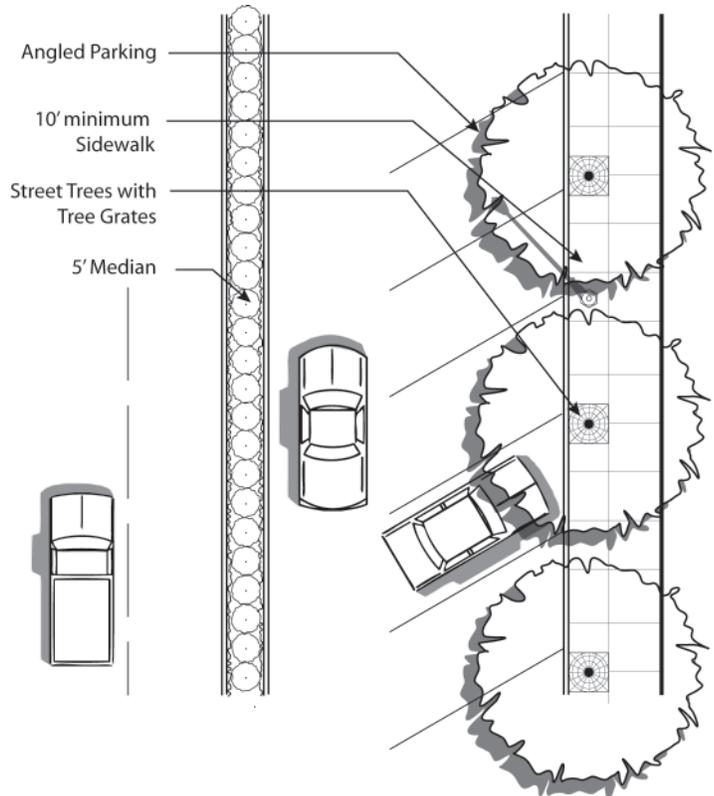
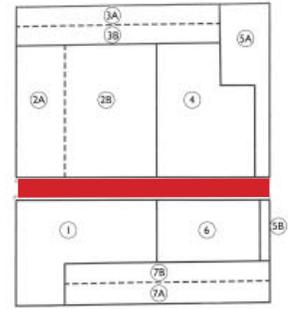
Sand Creek Road w/Parallel Parking

SAND CREEK ROAD - ANGLED PARKING AT COMMERCIAL

SAND CREEK ROAD - ANGLED PARKING OPTION

A third option for Sand Creek Road incorporates angled parking on each side to support adjacent commercial uses.

- 10' minimum sidewalk width on each side of the street, with street trees in tree grates.
- 19' angled parking stalls accessed by a 12' drive aisle on each side of the roadway.
- 5' landscaped median with shrubs separating the parking stalls and drive aisle from travel lanes.
- 32' minimum width travel lanes in each direction.
- 16' wide landscaped median separating the travel lanes. Median shall be a minimum width of 4' at turn lanes.

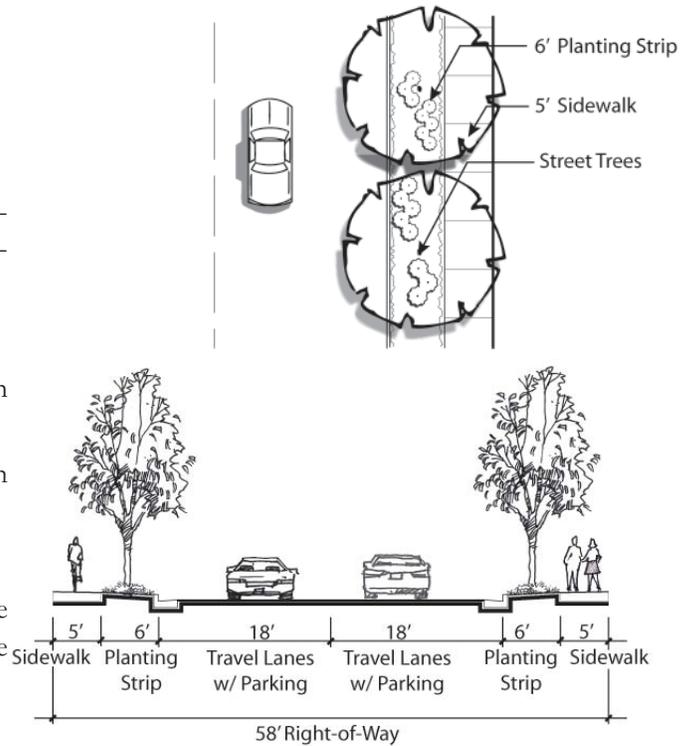


4.4 RESIDENTIAL STREETS

PUBLIC RESIDENTIAL STREET - SEPARATED SIDEWALK

Separated sidewalks are encouraged at roadways entering subdivisions. The typical condition on public Residential streets are as follows:

- 5' sidewalk on each side of the street buffered from the roadway by a 6' planting strip.
- One 10' travel lane and one 8' parking lane in each direction.
- Parking is acceptable on both sides of street.
- If used at subdivision entries (that do not include driveways serving homes) the travel lanes may be reduced to 12' with no on-street parking.

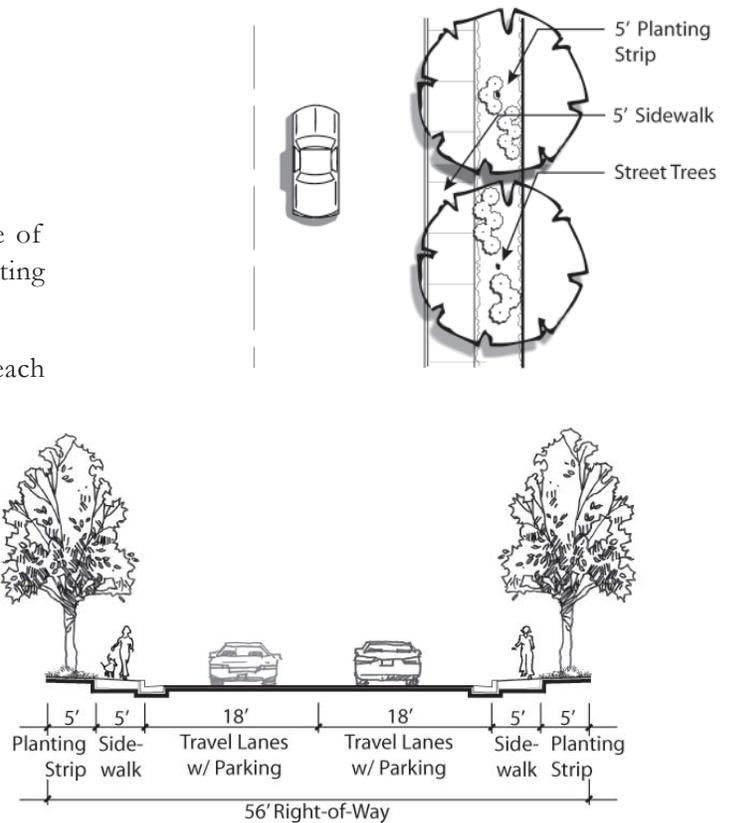


Typical Residential Street - Public

PUBLIC RESIDENTIAL STREET - MONOLITHIC SIDEWALK

Monolithic sidewalks are encouraged at interior roadways within subdivisions. The monolithic condition on Public Residential Streets would be:

- A 5' monolithic (attached) sidewalk on each side of the street adjacent to the roadway, with a 5' planting strip to the limit of the right-of-way.
- One 10' travel lane and one 8' parking lane in each direction.
- Parking is available on both sides of street.



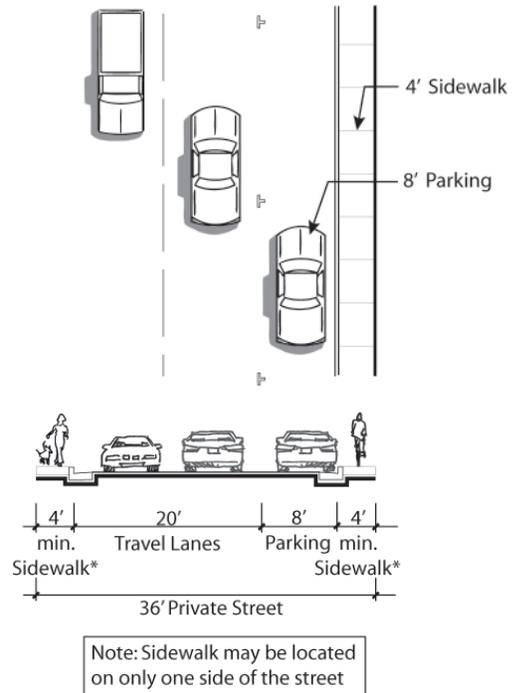
Alternative Attached Sidewalk

RESIDENTIAL STREET - PRIVATE

PRIVATE RESIDENTIAL STREET

Private streets are not to be maintained by the City of Brentwood. Private residential streets within the Sciortino Ranch site would have the following features:

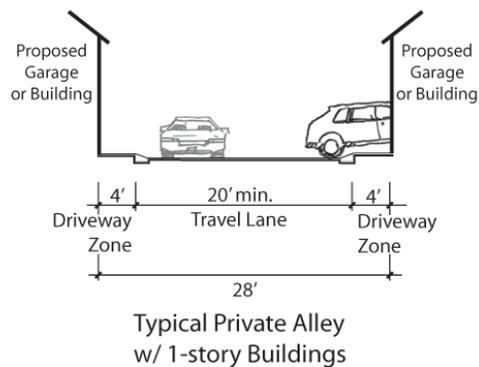
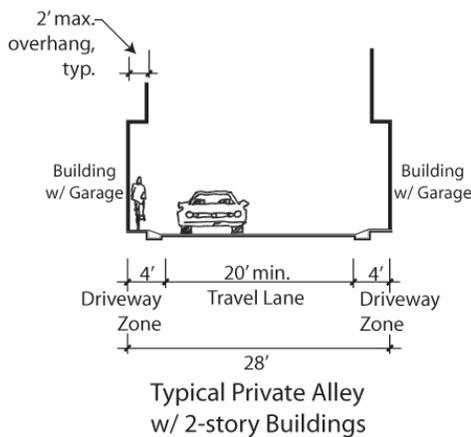
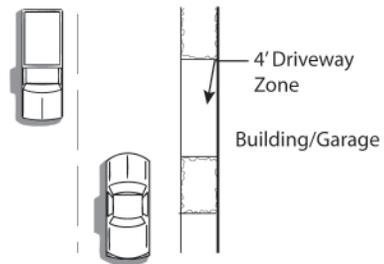
- 4' min. sidewalk on one or both sides of the street.
- 8' parallel parking on one side.
- 10' travel lane in each direction.



PRIVATE RESIDENTIAL STREET - ALLEY

Private streets are not to be maintained by the City of Brentwood. Alleyways accessing rear-loaded residential will feature the following:

- One 10' travel lane in each direction.
- 4' driveway zone.
- Red stripe painting of signage shall note “No Parking” in alley travel ways

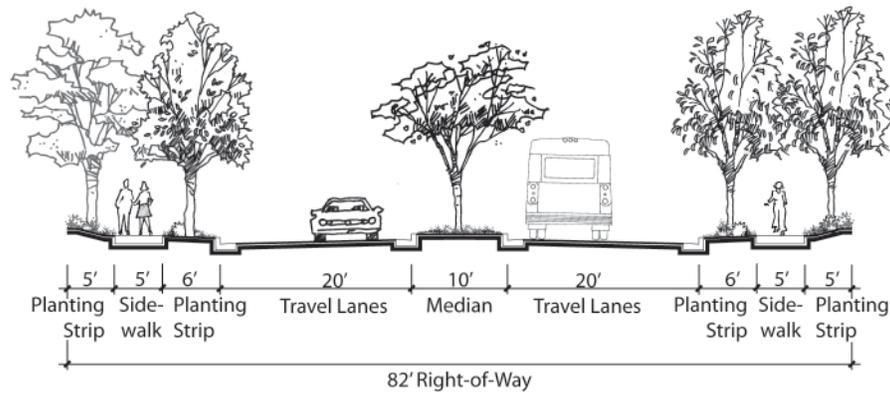
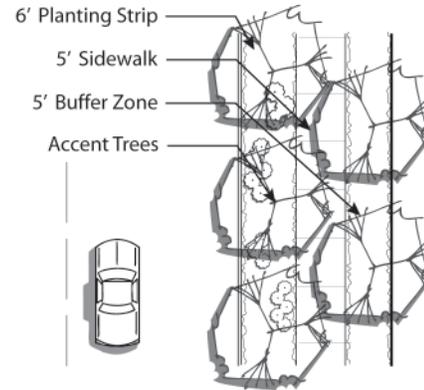


4.5 RESIDENTIAL & COMMERCIAL ENTRIES

MAJOR RESIDENTIAL ENTRY STREET - WITH MEDIAN

Residential entry streets celebrate the arrival to a large neighborhood and therefore have a more open and park like feel. Features include:

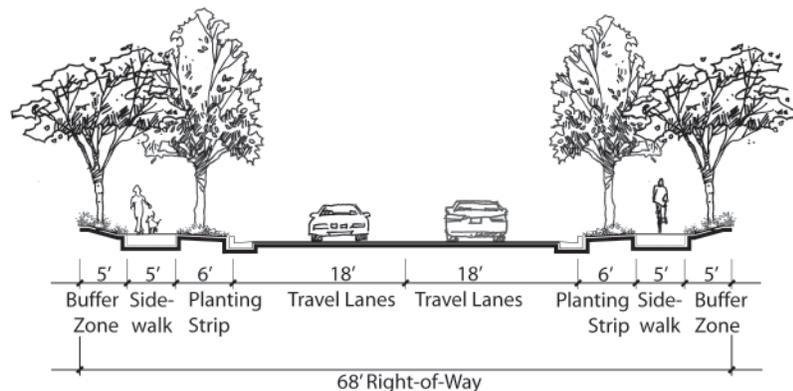
- 5' sidewalks on each side of the roadway between a 5' buffer zone at the limit of the right-of-way and a 6' planting strip adjacent to the roadway.
- 20' travel lane in each direction (parking or (2) car travel lane per side optional).
- 10' landscaped median separating the travel lanes.
- No on-street parking is allowed at residential entries.



Typical Residential Entry Street with Median

RESIDENTIAL ENTRY STREET - WITHOUT MEDIAN

Residential entry streets may be configured without a median. In this configuration the edge condition remains the same as above and the travel lanes are reduced to 18' in each direction. No on-street parking is allowed at residential entries.



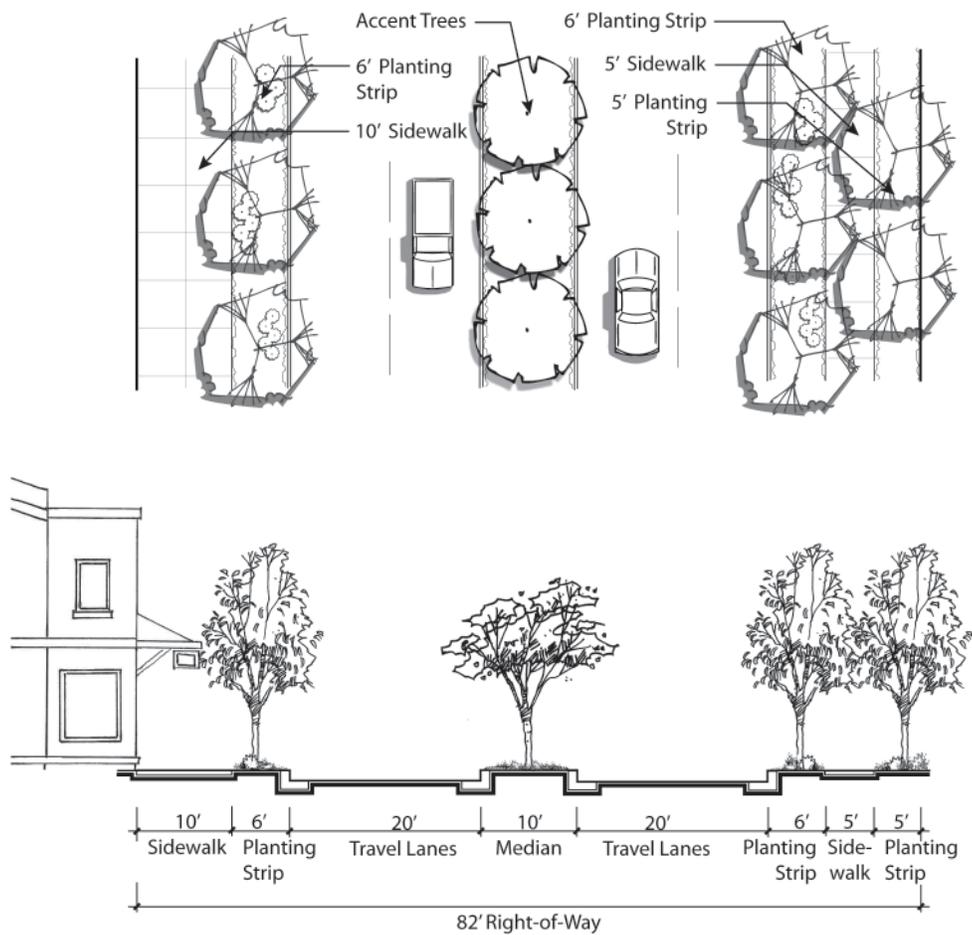
Typical Residential Entry Street without Median

COMMERCIAL ENTRY STREETS

SHARED RESIDENTIAL/COMMERCIAL ENTRY STREET

The mixed use character desired for Sciortino Ranch may require the interface between commercial and residential uses. Entries may be combined to enhance the connection between the two types of development. Shared residential and commercial entry features include:

- 20' with two travel lanes in each direction.
- 10' landscaped median separating the travel lanes.
- 6' planter strips to buffer sidewalks from travel lanes.
- 10' sidewalk adjacent to the commercial edge.
- 5' sidewalk behind the planter strip on the residential edge.
- 5' planter strip at back of residential sidewalk.
- No on-street parking at entry street

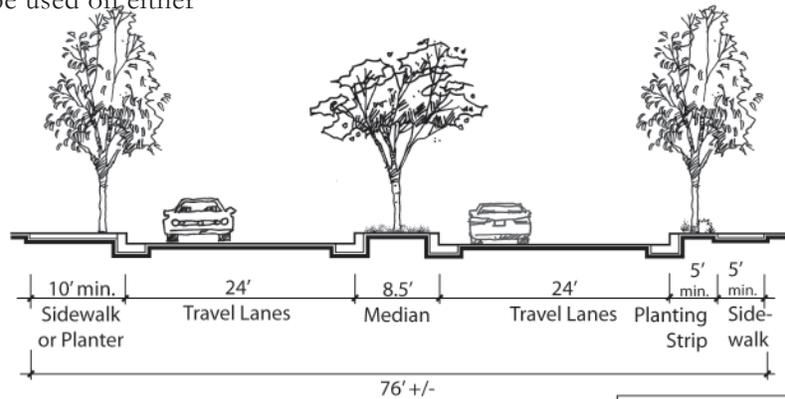
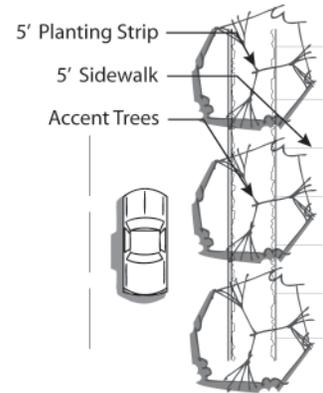


Entry Street Shared Commercial/Residential

COMMERCIAL PRIMARY ENTRY STREET WITH MEDIAN

Primary commercial entries should announce the arrival to a collection of shops or a major retailer. Entries should include a pedestrian walk, however this may occur on only one side (if not connected to internal paths or commercial uses). Commercial entry features include:

- 24' with two travel lanes in each direction.
- 8.5' minimum landscaped median separating the travel lanes.
- 5' planter strip to buffer sidewalks on one edge.
- 5' sidewalk behind the planter strip on one edge.
- 10' sidewalk or planter strip on opposite street edge.
- Planting strip and sidewalk may be used on either side and entry.



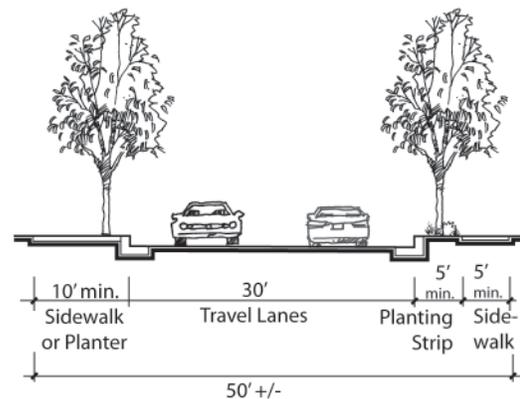
Commercial Entry with Median

Note: Sidewalk may be located on only one side of the street

COMMERCIAL ENTRY STREET WITHOUT MEDIAN

Secondary commercial entries have the same edge conditions as the section above with changes to the travel lanes as listed below.

- 30' with one travel lane in each direction.
- 5' planter strip to buffer sidewalks on one edge.
- 5' sidewalk behind the planter strip on one edge.
- 10' sidewalk or planter strip on opposite street edge.
- Planting strip and sidewalk may be used on either side of entry.



Commercial Entry

4.6 PARKING OVERVIEW

The following are design objectives in which the city will compare future development applications for starting to adhere to quality design. The spirit of design implementation to a given site plan is the primary goal of these objectives not the strict execution of each and every design objective.

Parking areas should be generously landscaped to provide shade and minimize the visual impact of vehicles, pavement and other parking type facilities.

Reduce dominant parking fields between buildings and arterial streets.

- Where feasible place parking fields behind and adjacent to buildings whenever possible.

Provide delineated pedestrian walks between parking areas and buildings.

- Intersperse parking area walkways with bioswales where feasible.

Consolidate vehicular entries.

- Align vehicular entries with those on the opposite side of the street, whenever possible.

Connect commercial parcel parking lots.

- Design parking lots to allow easy vehicular and pedestrian internal circulation.
- Reduce traffic congestion in areas of related commercial uses.
- Utilize shared parking between adjacent uses, whenever possible.

Provide clarity to internal circulation.

- Design clear vehicular circulation paths from major auto entries to building entries.
- Reinforce major building entries with distinctive landscaping.
- Where feasible incorporate enhanced paving at major pedestrian connections or near major building entries.

Design complexes as Pedestrian Villages.

- Limit parking between buildings and the street.
- Break large parking areas into smaller areas with landscaping.
- Plan for bicycle access and parking.
- Emphasize use of shared parking resources wherever feasible.

The parking guidelines (Tables 4.7A and 4.7B) herein are part of the PD-55 Zoning requirements and are designed to compliment section 17.620 of the Brentwood Municipal code. If certain parking regulations are not expressly addressed in these guidelines the municipal code shall be enforced.

Mixed land uses include a variety of peak activities depending on the given land use. For example, while residential uses need additional parking at night and on the weekends, alternatively, many commercial parking lots remain empty or under utilized during those times. Those shared parking standards are designed to maximize built asphalt infrastructures, which will in turn free space for landscaped areas and a more livable environment.

Shared Parking

Shared parking shall be permitted between adjacent uses as outlined below, or when it can be shown that the adjacent uses are complimentary for parking use. Private party shared parking agreements shall be submitted to City and recorded on title prior to issuance of building permit. These private agreements must identify the number and general location of parking areas to be utilized as shared parking.

- Residential uses may share required guest parking with a Commercial or Office use parking lot at a rate of 50% of the required residential spaces that are within 500 feet of the residential unit and are within the first two rows of parking adjacent to the residential use.
- When parking is shared between Commercial and Residential uses no separating masonry wall is required. The shared use as a component of the overall design concept will supersede the requirement for a masonry wall. Separation will be provided by setbacks and landscaping amenities.
- Restaurant uses located in shopping centers may have shared parking based upon the following factors
 - Mix of land uses within a shopping center and their projected demand for parking
 - Hours of operation of the various land uses
 - Floor area of the shopping center

TABLE 4.7A

USE	MINIMUM REQUIRED SPACES ¹
GENERAL COMMERCIAL RETAIL	1 SPACE / 200 SQUARE FEET
OFFICE	1 SPACE / 250 SQUARE FEET
RESTAURANT (SIT-DOWN)	1 SPACE / 100 SQUARE FEET, PLUS 1 SPACE/50 SQUARE FEET OF GROSS FLOOR AREA USED FOR DANCING OR OTHER USES
RESTAURANT (FAST-FOOD)	1 SPACE / 200 SQUARE FEET
APARTMENTS	1 COVERED / UNIT + 1 UNCOVERED / UNIT
CONDOMINIUM	2 COVERED / UNIT +2 UNCOVERED / UNIT
SINGLE FAMILY RESIDENTIAL	2 COVERED & ENCLOSED / UNIT ² ; 1 UNCOVERED / SECONDARY HOUSING UNIT
DUETS	2 COVERED & ENCLOSED / UNIT ²
MANUFACTURING / LIGHT INDUSTRIAL	5 SPACES +1 SPACE / 800 SQUARE FEET
WAREHOUSE	5 SPACES (MINIMUM) +1 SPACE / 1000 SQUARE FEET
BUILDING MATERIALS	1 SPACE / 300 SQUARE FEET GROSS FLOOR AREA, PLUS 1 SPACE FOR EACH 1,000 SQUARE FEET RETAIL OPEN SPACE AREAS, PLUS 1 SPACE FOR EACH 3,000 SQUARE FEET OF WHOLESALE OPEN AREAS RESTRICTED TO EMPLOYEES ONLY
HOTELS	1 SPACE / SLEEPING UNIT + ADDITIONAL SPACES BASED ON ANCILLARY USES
EDUCATIONAL	1 SPACE FOR EACH 2 STUDENTS PLUS 1 SPACE FOR EACH 1.5 EMPLOYEES AT DESIGNATED CAPACITY

1 Table 4.7A is to be consistent with BMC Chapter 17.620 except where otherwise revised by these Design Guidelines

2 Exception for solar carports (see p.106)

TABLE 4.7B - PARKING AND AISLE DESIGN CRITERIA

STANDARD PARKING SPACES				
Angle of Stalls	Stall Width	Curb Length	Stall Depth (a)	Aisle Width
0	9 ft. 0 in.	23 ft. 0 in.	9 ft. 0 in.	12 ft. 0 in.
30	9 ft. 0 in.	18 ft. 0 in.	17 ft. 4 in.	11 ft. 0 in.
40	9 ft. 0 in.	14 ft. 0 in.	19 ft. 3 in.	12 ft. 0 in.
45	9 ft. 0 in.	12 ft. 9 in.	20 ft. 0 in.	13 ft. 0 in.
50	9 ft. 0 in.	11 ft. 9 in.	20 ft. 6 in.	12 ft. 0 in.
60	9 ft. 0 in.	10 ft. 6 in.	21 ft. 0 in.	18 ft. 0 in.
70	9 ft. 0 in.	9 ft. 9 in.	21 ft. 0 in.	19 ft. 0 in.
90	9 ft. 0 in.	9 ft. 0 in.	19 ft. 0 in.	25 ft. 0 in.
COMPACT PARKING SPACES (b)				
Angle of Stalls	Stall Width	Curb Length	Stall Depth (a)	Aisle Width
0	8 ft. 0 in.	20 ft. 0 in.	8 ft. 0 in.	11 ft. 0 in.
30	8 ft. 0 in.	16 ft. 0 in.	15 ft. 0 in.	11 ft. 0 in.
40	8 ft. 0 in.	12 ft. 6 in.	16 ft. 6 in.	11 ft. 0 in.
45	8 ft. 0 in.	11 ft. 4 in.	17 ft. 0 in.	11 ft. 0 in.
50	8 ft. 0 in.	10 ft. 6 in.	17 ft. 6 in.	13 ft. 0 in.
60	8 ft. 0 in.	9 ft. 3 in.	18 ft. 0 in.	16 ft. 0 in.
70	8 ft. 0 in.	8 ft. 6 in.	17 ft. 9 in.	16 ft. 0 in.
90	8 ft. 0 in.	8 ft. 0 in.	16 ft. 0 in.	21 ft. 0 in.

Table Footnotes:

- (a) A credit towards the minimum stall depth may be given for overhangs into landscape areas. The credit shall be based on a maximum allowable overhang of 2 feet for 90 degree stalls and shall be reduced proportionally as the stall angle decreases (e.g. 16 inches for 60 degree stalls, 1 foot for 45 degree stalls, 8 inches for 30 degree stalls). No credit shall be given for 0 degree stalls.
- (b) Up to 30% of the parking stalls may be compact.

5. PARKS

5.1 PARK DESIGN ELEMENTS

5.2 CREDIT FOR PRIVATE RECREATION SPACE

5.1 PARK DESIGN ELEMENTS

The Brentwood Park and Recreation Master Plan describes the derived character of the Brentwood Park System as “small town” and friendly. The park network is an integral part of the strategy for creating a vibrant mixed-use campus at Sciortino Ranch.

The network is designed to meet not only the recreational needs of the local residential community but to also provide a unique community destination by combining public parks with retail development.

PURPOSE

The goal of this document is to create a unique park system model for Sciortino Ranch. The PD-55 Area that makes up Sciortino Ranch is a 65-acre infill property that is divided among smaller subareas ranging between 3 to 10 acres that include a range of both commercial and residential land uses. These guidelines are designed to work within a mixed-use setting where office workers can relax with a bag lunch in the town square and local residents can walk their dogs to the coffee shop for a muffin and morning paper. A bicycle shop might be conveniently located near the bike path through the paseo. A retail store might sell Italian sodas and gelato in its outdoor dining plaza which overlooks the bocce ball court in the village green.

The Sciortino Ranch Park network will link with the open space system in the adjacent existing residential areas. This ensures that the mixed-use components will become an integral part of the greater Brentwood Community.

The vision for Sciortino Ranch identifies three types of park land:

- A 5.1 acre “neighborhood park” (see Sub-Areas 5A and 5B).
- “Floating parks” (to satisfy the community park requirements; may be provided as village greens or linear parks that are woven into the fabric of the development.)

The relationship between the park and the adjacent development is planned to celebrate the park interface. The Transitions chapter in this document discusses this interface.

Desirable park amenities identified with the Brentwood Park and Recreation Master Plan include such diverse uses as tennis courts, a farmers market, rose gardens and arboretum, community event space, environmental learning, bocce courts, an amphitheater and open lawn areas.

The unique parks network proposed for Sciortino Ranch has the opportunity to include many of these special elements.

All the parks within Sciortino Ranch should:

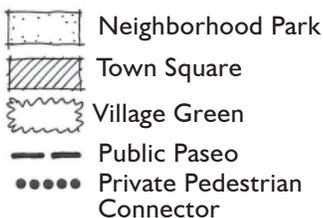
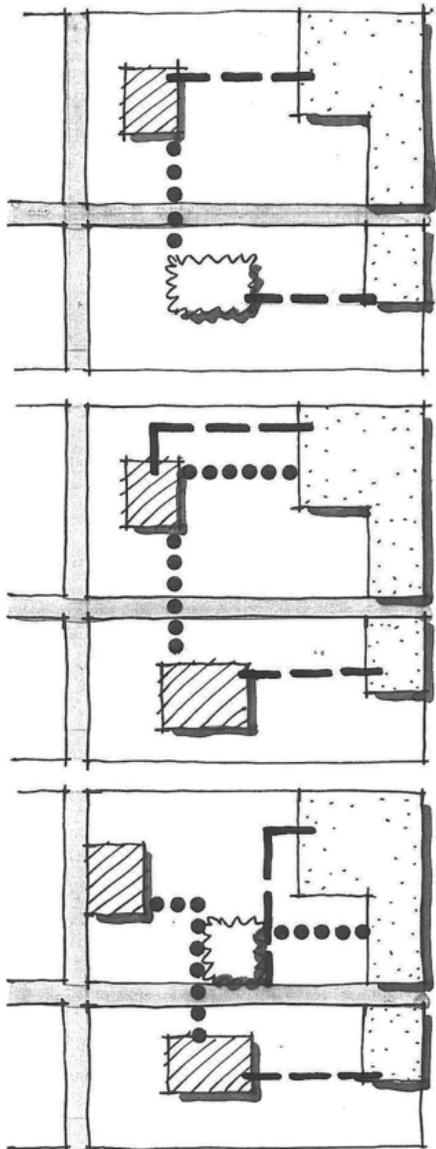
- Be visible from public corridors to encourage use.
- Be universally accessible by pedestrian and bicycle links.
- Provide maintenance access via a path that is a minimum of 10 feet in width or via adjacent parking area or street.
- Provide lighting for security and as appropriate for evening use.
- Provide “mutt-mitts” (for canine waste) and appropriate disposal receptacles.
- Include a thematic system of site furnishings including bicycle racks, benches, trash receptacles, recycling containers, drinking fountains.
- Provide parking in streets or through shared use of recommended parking.
- Integrate a storm water management system with overall design (see page 165 regarding stormwater management).

The basic design elements for each mixed-use, non-traditional park system are:

Floating Parks – Floating Parks include Village Greens, Town Squares, Linear Parks and Paseos. Each element will be integrated so that amenities are available to both residential and commercial uses. Greens and squares should be aligned with paseos or private bike and pedestrian connectors through adjacent development. Floating parks are 0.5 to 1-Acre open spaces interwoven into the Sciortino Ranch development. The floating parks are not designed to provide primary access or minimum set backs to adjacent uses. The floating parks benefit from the borrowed space in scenery of adjacent uses. These minimum set backs are required between adjacent uses and Floating Park.

Village Green – A Village Green is predominately lawn or garden space. It will typically interface with resident uses on at least one side. Village Greens are both land and fee creditable as park acreage under the City’s Standard of 5 acres per 1,000 population (fulfilling either “Neighborhood” or “Community” requirements). The Village Green should provide:

- a. Areas for passive or low impact recreational activities such as checkerboard tables and bocce ball as well as active recreational amenities.
- b. Areas for environmental education such as rose garden, community gardens and botanical gardens.
- c. A predominate lawn or garden space.



- d. An outdoor economic environment Village Green where temporary food kiosks, farmer’s markets, or events can be staged.

Linear Park - A linear park may consist of softscape as well as hardscape elements with interfaces between residential and commercial uses. An average width of 100’ allows both park elements and linkages between site uses. Linear Parks are both land and fee creditable as park acreage under the City’s Standard of 5 acres per 1,000 population (fulfilling either “Neighborhood” or “Community” requirements). A linear park may provide the following amenities:

- a. Connections to residential and commercial uses
- b. Provides a buffer zone between uses
- b. Multi-use gathering spaces
- c. Play structures and sports courts
- d. Large canopy shade trees

Paseos – A paseo shall be a minimum of 30’ wide and link to park areas in order to be considered for park credit (see cross sections on pages 150 & 153). Paseos are an encouraged design element. The paseo shall provide continuous and safe alternative non-motorized connections.

- a. Use of the Paseo should not be limited to circulation.
- b. Recreation active nodes should be designed along the Paseo.

Town Square – A Town Square is more urban in character. Typically it would be related to retail activity. It would be predominately paved and will allow seating opportunities. It should have a focal element such as a walk feature, parks art site or an information kiosk. Town Squares are an encouraged design element. The town square should feature areas for civic and arts events (parades, marches, festivals).

- a. Open-air amphitheater / outdoor performance or suitable public gathering area.
- b. Civic monument sites, eating areas, or a combination of elements.
- c. Outdoor eating areas and opportunities for “kiosk businesses” which will provide taxation resources to pay for the upkeep of a park.

Neighborhood Park – The Neighborhood Park developed along the eastern edge of the community provides a transition between the existing and proposed development. Neighborhood Parks are both land and fee creditable as park acreage under the City’s Standard of 5 acres per 1,000 population. Typical features in the Neighborhood

Park might include:

- a. Basketball, tennis and volleyball courts or other use.
- b. A “teen area” that has suitable activities for youth 12 to 18 years of age.
- c. Separate play areas and equipment for children 2 to 5 years of age and children 6 to 12 years of age with shaded areas for users.
- d. Individual and small group picnic areas with barbecues.
- e. Maintenance costs are assumed by the developer under Developer Agreements, and/or a Landscape and Lighting District.

The following park calculations are based on an estimated number of dwelling units per subarea:

Sciortino Ranch Example Park Acreage Calculation

Subarea	Acreage	Density Assumptions (DU/AC)	# Dus	Persons per Household	# Persons	# persons/1000	(Fullfillment of Community Requirements via Floating Parks and/or Fee Payment)		Total Park Acreage Requirement
							Neighborhood Acres @ 3.5/1000	Community Acres @ 1.5/1000	
Subarea 3	6.7	6	40	3.12	125.4	0.13	0.4	0.2	0.6
Subarea 4	10.1	24.5	247	3.12	772.0	0.77	2.7	1.2	3.9
Subarea 6	5.5	24.5	135	3.12	420.4	0.42	1.5	0.6	2.1
Subarea 7	7.4	6	44	3.12	138.5	0.14	0.5	0.2	0.7
			467		1456.4	1.5	5.1	2.2	7.3

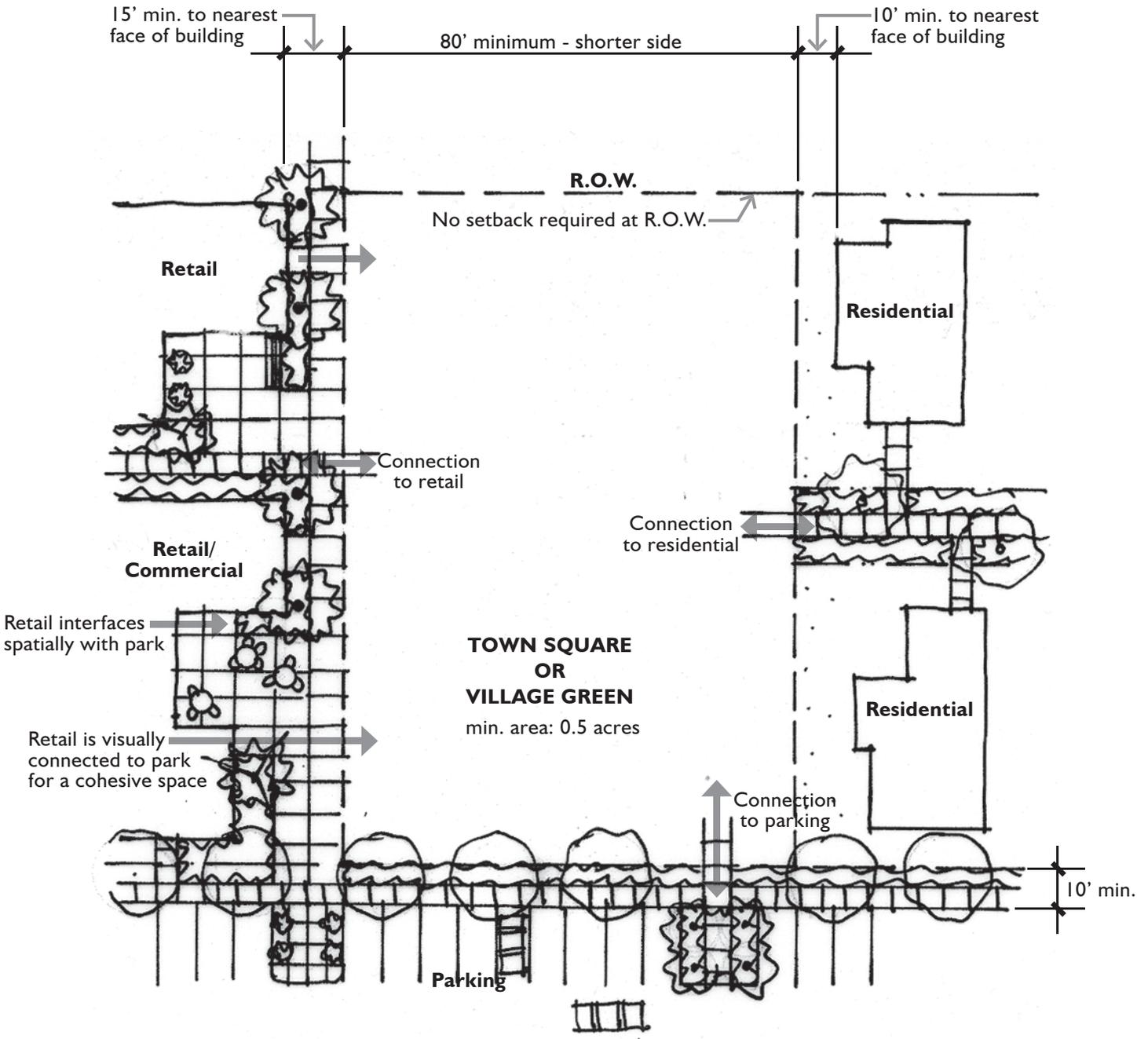
PD - 55 Zoning Map Subarea 5 Provides:

North of Sandcreek Rd. (Sub Area 5A)	4.6
South of Sandcreek Rd. (Sub Area 5B)	0.5
SUM	5.1

NOTES:

- Densities will vary per future development proposals.
- Neighborhood Acreage requirements may be fulfilled via floating parks* if the ultimate number of dwelling units are greater than 467 Dus (per this example).
- Park Ratios per current Brentwood requirements are shown above.
- * Floating park examples include: Town Squares, Village Greens, Linear Parks, and Paseos (fulfilling either Neighborhood or Community Park Requirements).

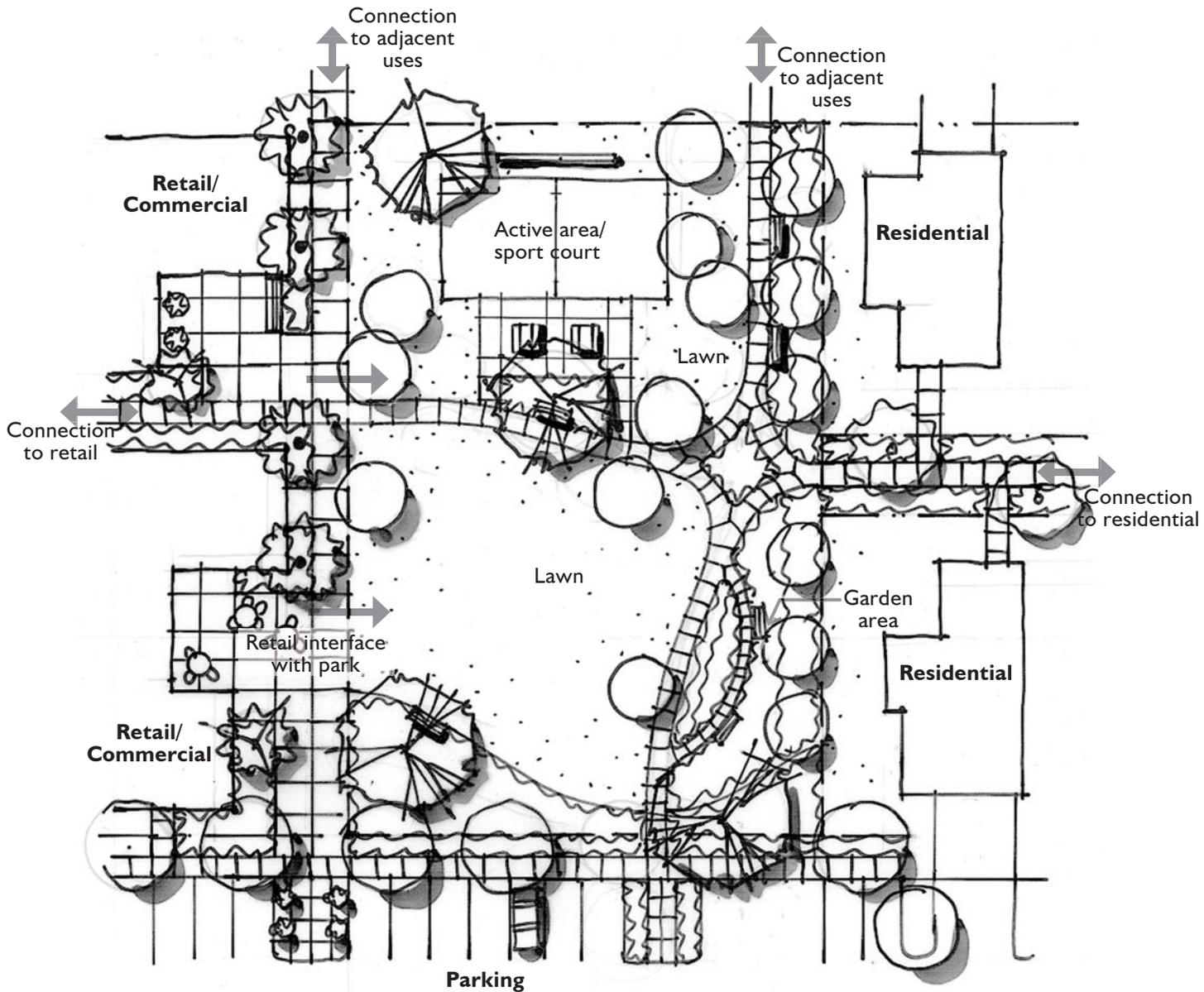
PARK DESIGN DIAGRAM



Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

VILLAGE GREEN:

- more gardenesque feel
- play/activity area
- trees in landscaping
- benches/seating

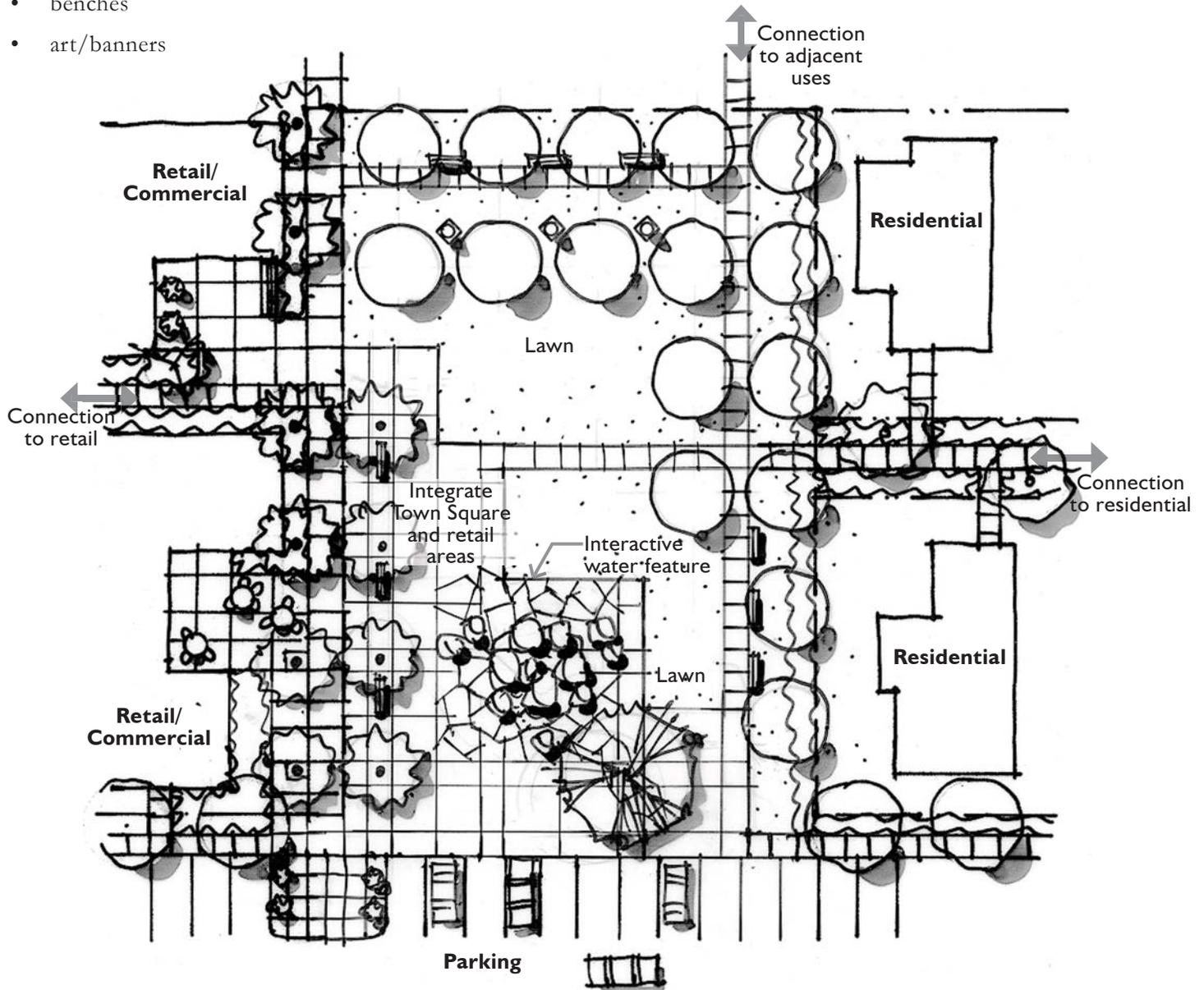


Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

TOWN SQUARE PROTOTYPE

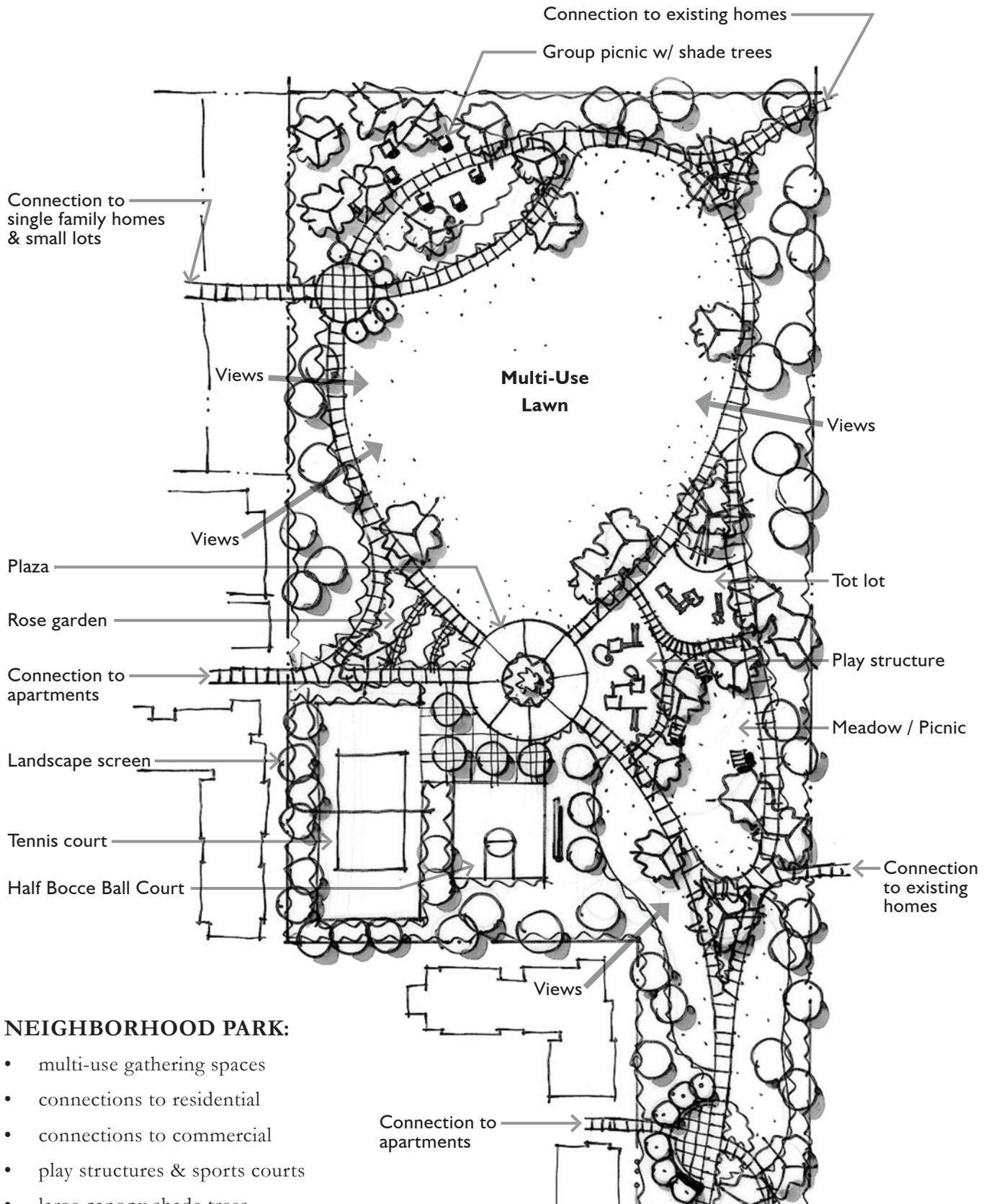
TOWN SQUARE:

- more paving / plaza character
- focal water feature
- trees in grates
- benches
- art/banners



Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

NEIGHBORHOOD PARK DESIGN ELEMENTS



NEIGHBORHOOD PARK:

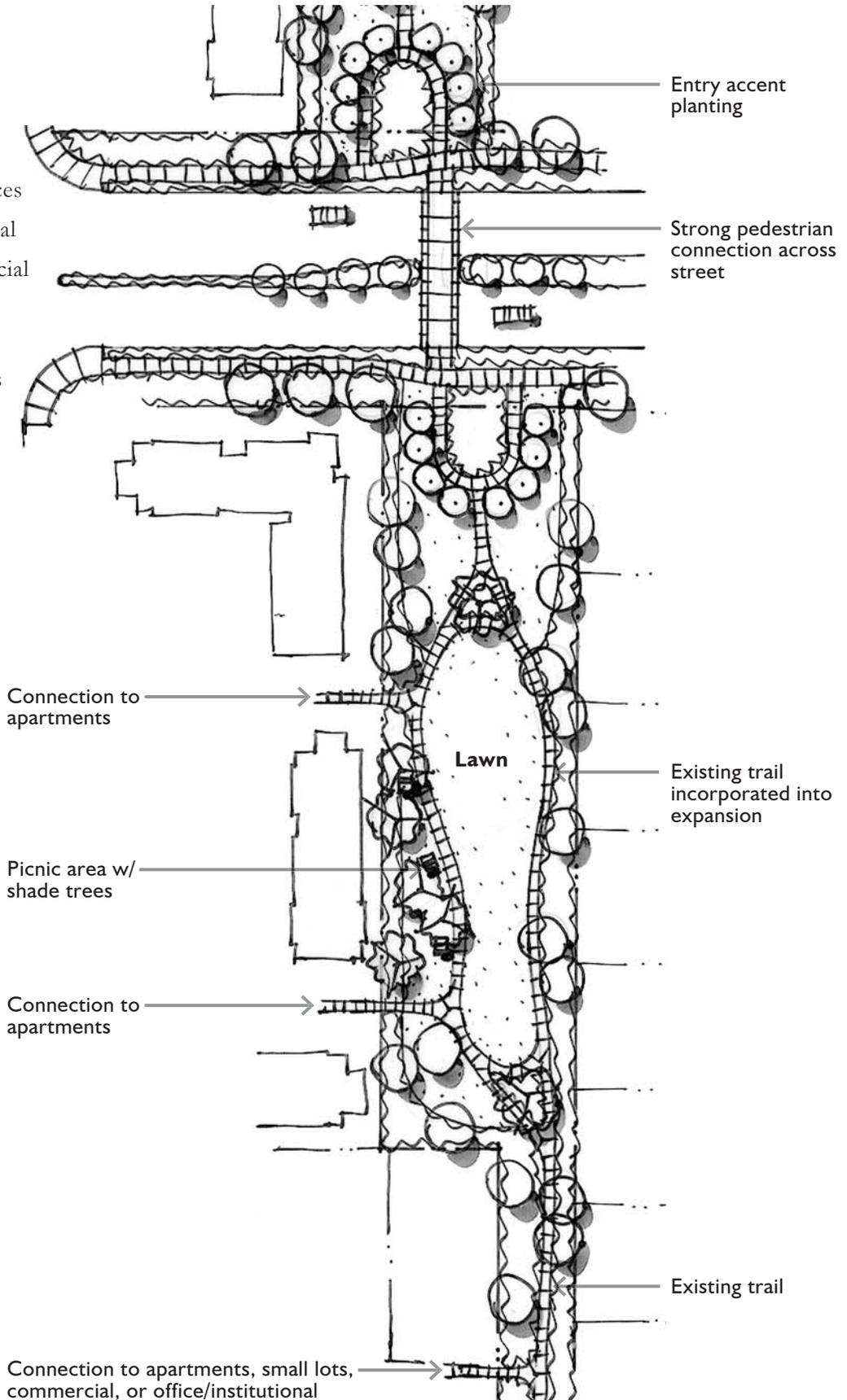
- multi-use gathering spaces
- connections to residential
- connections to commercial
- play structures & sports courts
- large canopy shade trees

Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

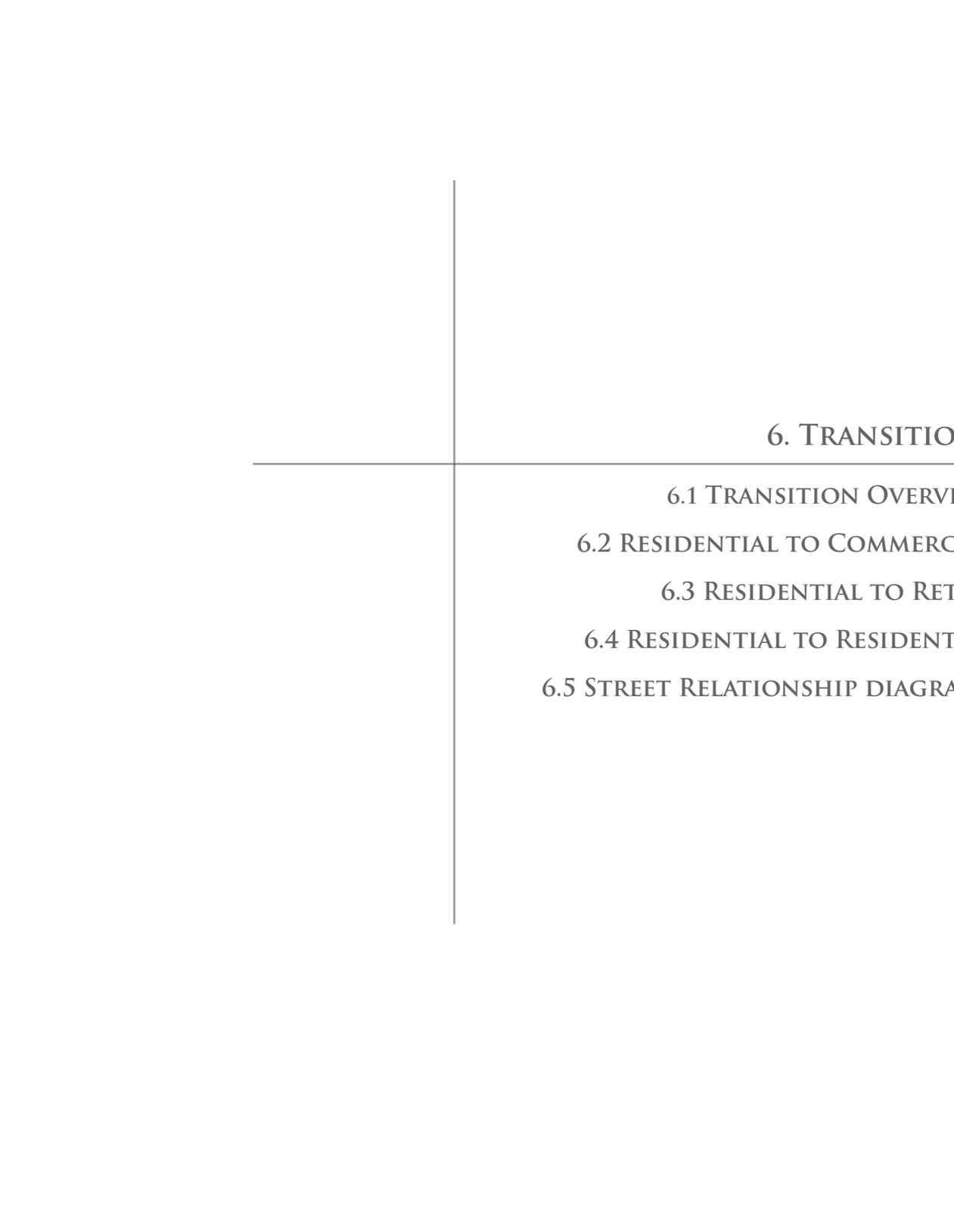
LINEAR PARK DESIGN ELEMENTS

LINEAR PARK:

- multi-use gathering spaces
- connections to residential
- connections to commercial
- play structures & sports courts
- large canopy shade trees



Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.



6. TRANSITIONS

6.1 TRANSITION OVERVIEW

6.2 RESIDENTIAL TO COMMERCIAL

6.3 RESIDENTIAL TO RETAIL

6.4 RESIDENTIAL TO RESIDENTIAL

6.5 STREET RELATIONSHIP DIAGRAMS

6.1 TRANSITION OVERVIEW

The transitions between the various land uses is a critical component to the creation of vital mixed use site plan(s). The transitions must be designed in a way that protects adjacent uses from potential conflicts while still allowing for a logical and seamless interplay. The transitions should promote pedestrian movement between uses and provide opportunities to share onsite parking and auto circulation. Successful transitions knit the Sciortino Ranch into a unified campus with paseos and town squares which serve the whole campus. Where buffers between uses are required, the design intent is to integrate the buffer zone into the overall campus as amenities such as greenbelts and linear parks.

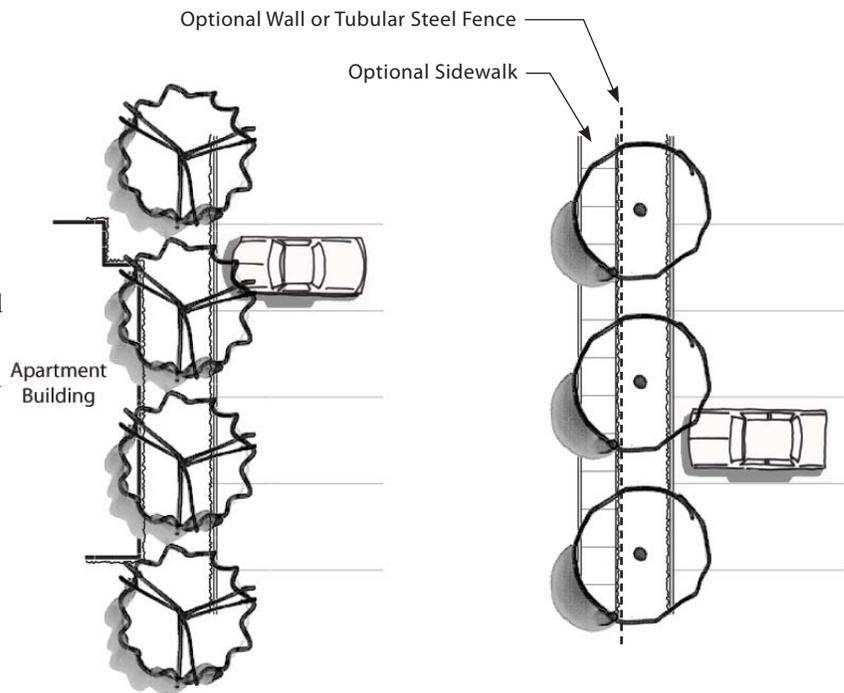
RESIDENTIAL TO COMMERCIAL

6.2 RESIDENTIAL TO COMMERCIAL TRANSITION

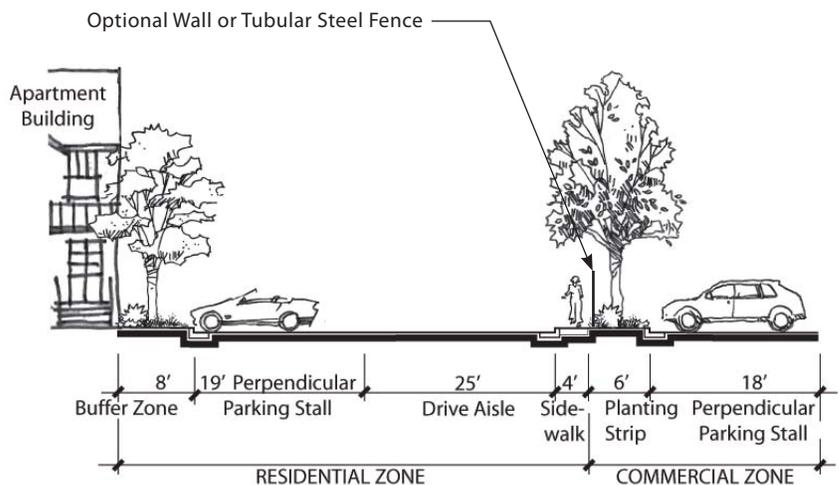
APARTMENTS AT COMMERCIAL PARKING (Example 1A)

Transitions from apartments parking areas to commercial use parking areas will feature the following:

- Landscaped buffer zone adjacent to apartment building shall be a minimum of 8' and should contain landscape trees as screening.
- Apartment parking lot shall have perpendicular stalls and shall be accessed by a 25' drive aisle. Table 4.7B provides detailed dimensions of parking stalls and drive aisle widths.
- Transition between residential zone and commercial zone will incorporate a walkway for pedestrians as well as a minimum 6' planting strip, containing shrubs and landscape trees to screen one zone from the other.

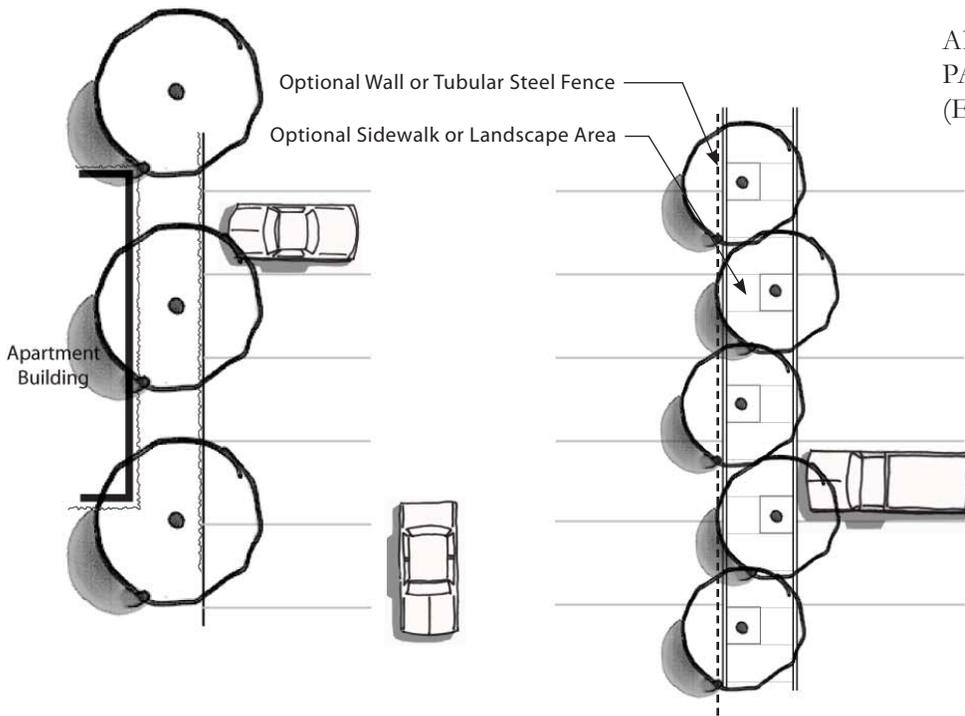


Apartments at Commercial Parking



Apartments at Commercial Parking

Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

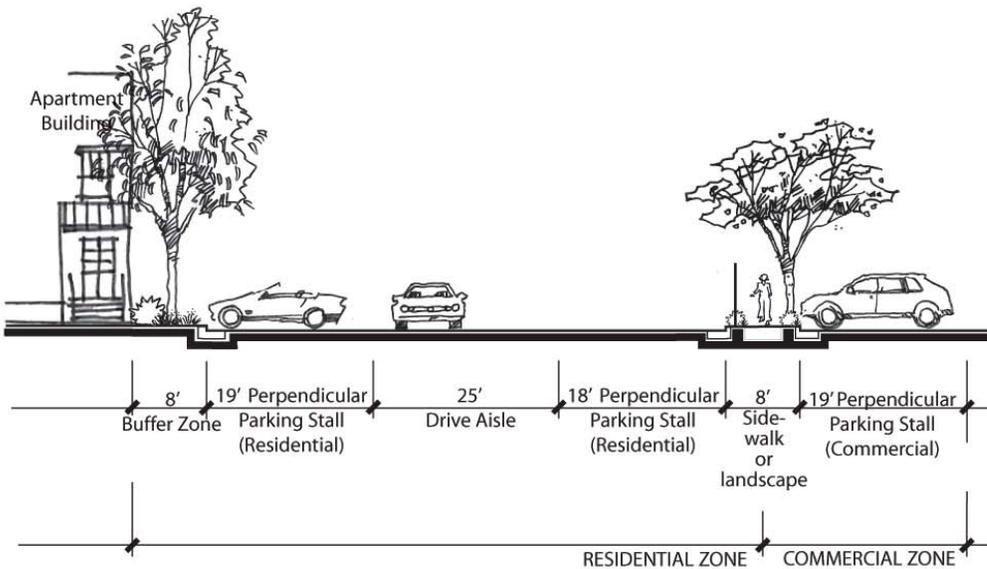


APARTMENTS AT COMMERCIAL PARKING AT BUILDING FRONTAGE (Example 1B)

An alternate transition buffers apartment parking from commercial parking adjacent to a commercial building. This transition features:

- Landscaped buffer zone adjacent to apartment building shall be a minimum of 8' and should contain landscape trees as screening.
- Apartment parking lot shall have perpendicular stalls and shall be accessed by a 25' drive aisle. Table 4.7B provides detailed dimensions of parking stalls and drive aisle widths.
- Transition between residential zone and commercial zone will incorporate a walkway for pedestrians as well as planting strips with shrubs and ground cover on each side of the walk, protecting the pedestrian from the vehicular realm.

Apartments at Commercial Parking/Building



Apartments at Commercial Parking/Building

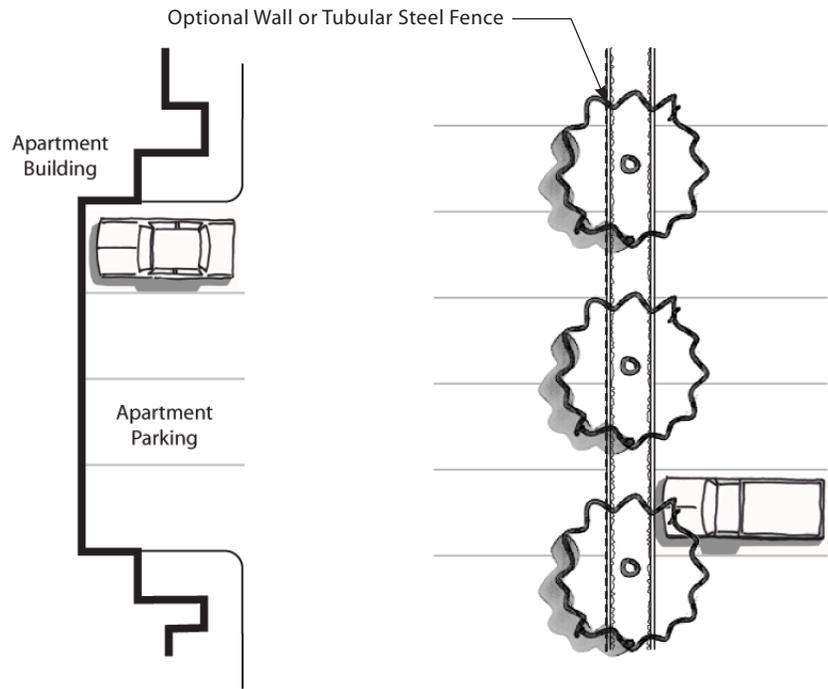
Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

RESIDENTIAL TO COMMERCIAL

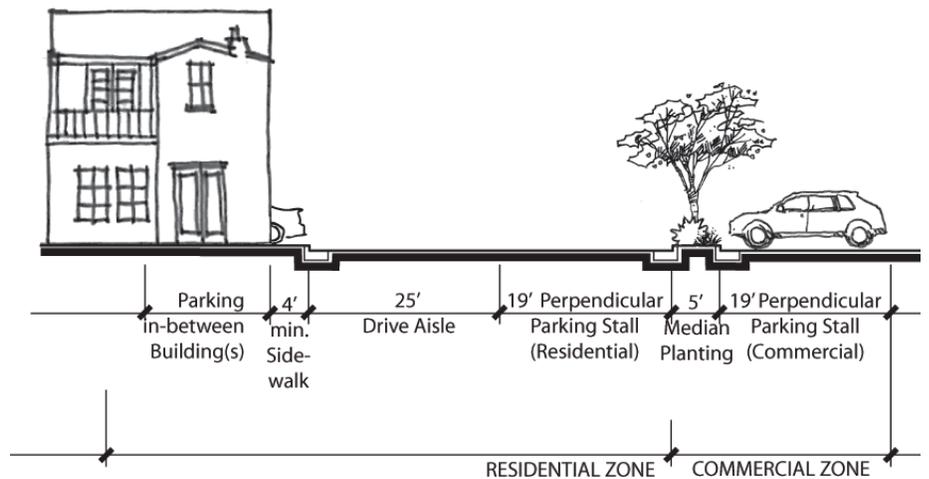
APARTMENTS AT COMMERCIAL PARKING (Example 1C)

Transitions from apartments with parking flanked on both sides by an adjacent building(s) and next to a commercial zone with parking will feature the following:

- Apartment parking will be located in-between a building(s) and will be accessed by a pedestrian walkway
- Apartment parking lot shall have perpendicular stalls and shall be accessed by a 25' drive aisle. Table 4.7B provides detailed dimensions of parking stalls and drive aisle widths.
- Transition between residential zone and commercial zone will incorporate a minimum 5' planting strip, containing shrubs and landscape trees to screen one zone from the other, as well as to provide shade for the paved parking area.

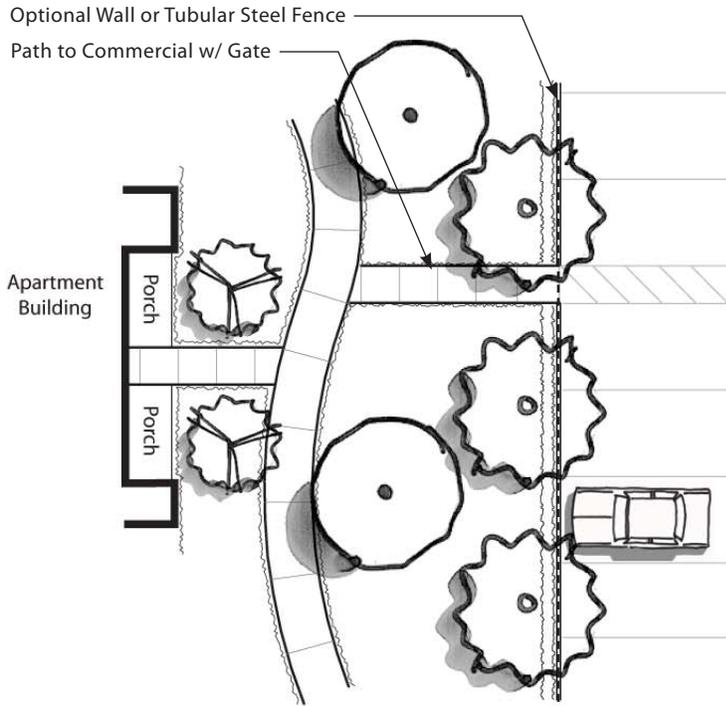


Apartment Rear Parking at Commercial Parking



Apartment Rear Parking at Commercial Parking

Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

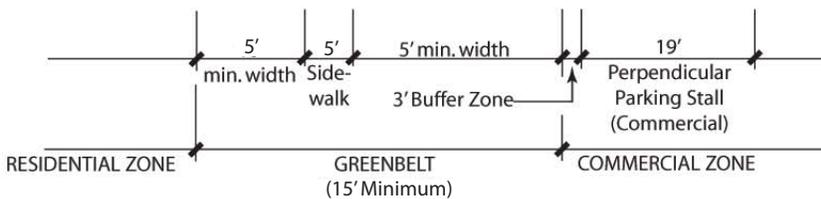
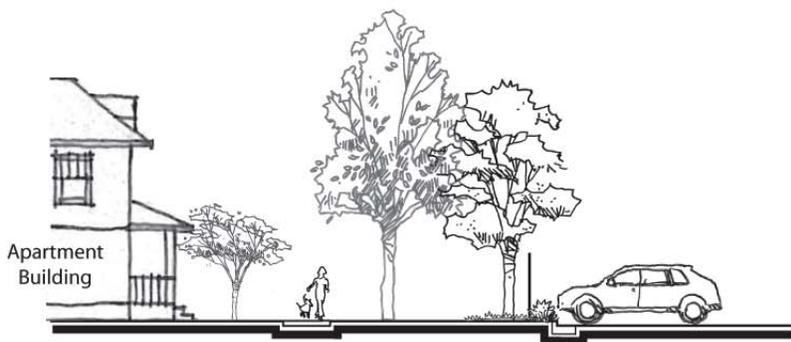


Apartments at Greenbelt/Commercial Parking

APARTMENTS AT GREENBELT, TRANSITIONING TO COMMERCIAL PARKING (Example 1D)

Apartment buildings with frontage on a greenbelt that transitions to a commercial parking lot will feature the following design elements:

- A walkway with a minimum length of 5' will connect the front access of the apartment building with the greenbelt pedestrian path. This zone shall be landscaped with shrubs and groundcover, as well as trees of an appropriate scale to the surroundings.
- The walkway may meander through the greenbelt zone but may not be closer than 5' from the apartment building frontage, or 5 feet from the commercial zone. The greenbelt shall be planted generously with shrubs, groundcover, lawn and specimen trees of varying scales.
- A minimum 3' buffer zone of shrubs and groundcover shall separate the greenbelt from the commercial parking lot, to provide an overhang zone for vehicles parked at perpendicular parking stalls in this zone (see Table 4.7B for parking stall dimensions with or without overhang).



Apartments at Greenbelt/Commercial Parking

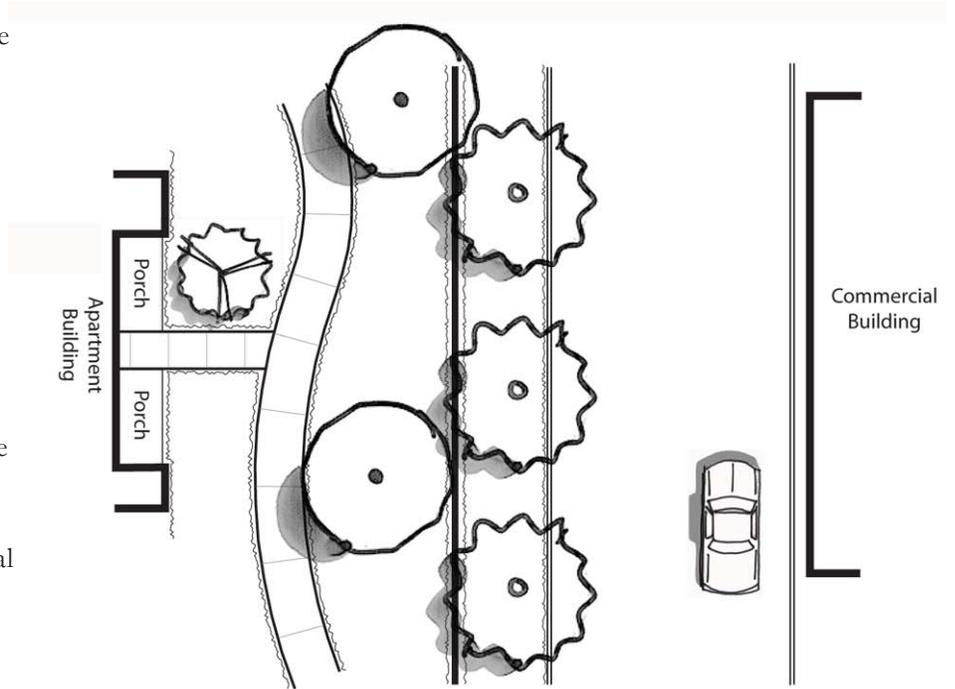
Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

RESIDENTIAL TO COMMERCIAL

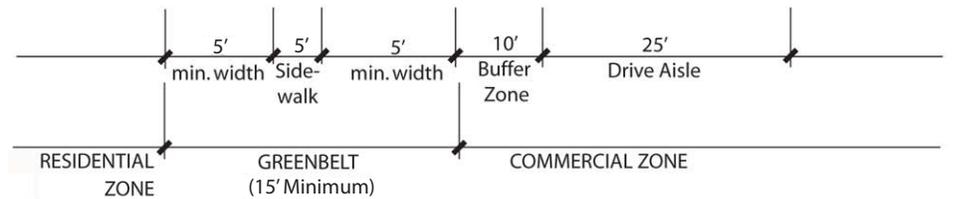
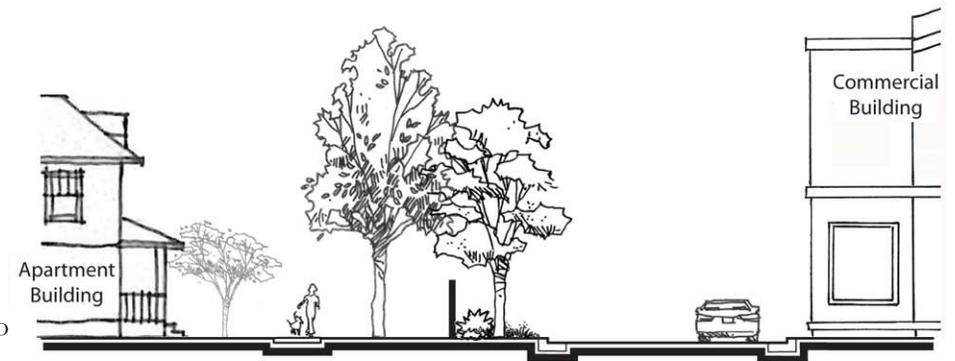
APARTMENTS AT GREENBELT, TRANSITIONING TO COMMERCIAL REAR ACCESS DRIVE (Example 1E)

Apartment buildings with frontage on a greenbelt may transition to the rear loading access to a commercial site. These transitions will feature the following:

- A walkway with a minimum length of 5' will connect the front porch of the apartment building with the greenbelt pedestrian path. This zone shall be landscaped with shrubs and groundcover, as well as trees of an appropriate scale to the surroundings.
- The walkway may meander through the greenbelt zone but may not be closer than 5' from the apartment building frontage, or 5 feet from the commercial zone. The greenbelt shall be planted generously with shrubs, groundcover, lawn and specimen trees of varying scales.
- A 6' high masonry wall would separate the greenbelt from the adjacent commercial zone (height may vary per noise analysis, if required).
- A minimum of 10' of Buffer planting, including shrubs, groundcover, and landscape trees shall be planted on the commercial side of the wall, to soften the transition and screen the greenbelt from vehicle traffic related to commercial uses.



Apartment Frontage on Greenbelt at Commercial

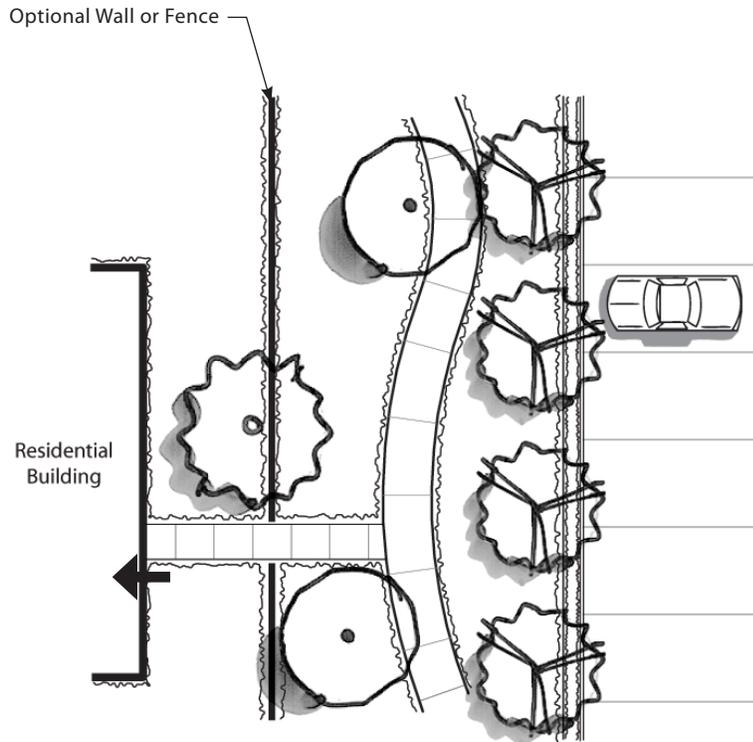


Apartment Frontage on Greenbelt at Commercial

Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

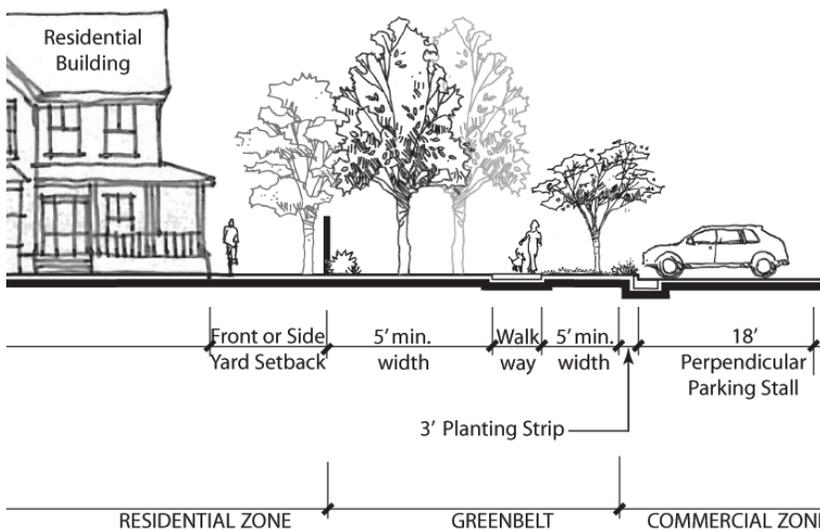
SINGLE-FAMILY RESIDENCES AT GREENBELT, TRANSITIONING TO COMMERCIAL PARKING (Example 2A)

Residential buildings with frontage on a greenbelt that transitions to a commercial parking lot will feature the following design elements:



Residential at Greenbelt and Commercial Parking
(30' Public Greenbelt or 15' Private Pedestrian Connection)

- An appropriate front yard setback may be surrounded by landscape fencing at each residence, separating the private domain from the greenbelt zone. The residence will connect to the greenbelt pedestrian path via a walkway.
- The pedestrian path may meander through the greenbelt zone but may not be closer than 5' from the front yard setback line, or 5 feet from the commercial zone. The greenbelt shall be planted generously with shrubs, groundcover, lawn, and trees of varying scales.
- A minimum 3' buffer zone of shrubs and groundcover shall separate the greenbelt from the commercial parking lot, to provide an overhang zone for vehicles parked at perpendicular parking stalls in this zone (see Table 4.7B for parking stall dimensions with or without overhang).
- An optional wall or fence may be located at the edge of green belt (taking into consideration privacy and noise attenuation).



Residential at Greenbelt and Commercial Parking

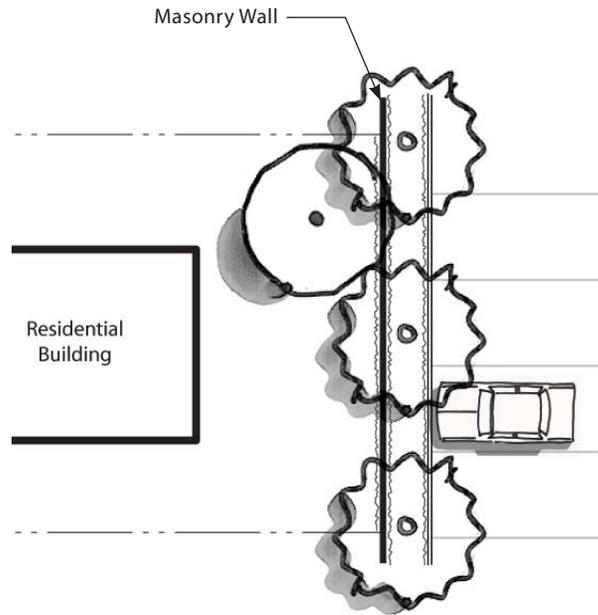
Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

RESIDENTIAL TO COMMERCIAL

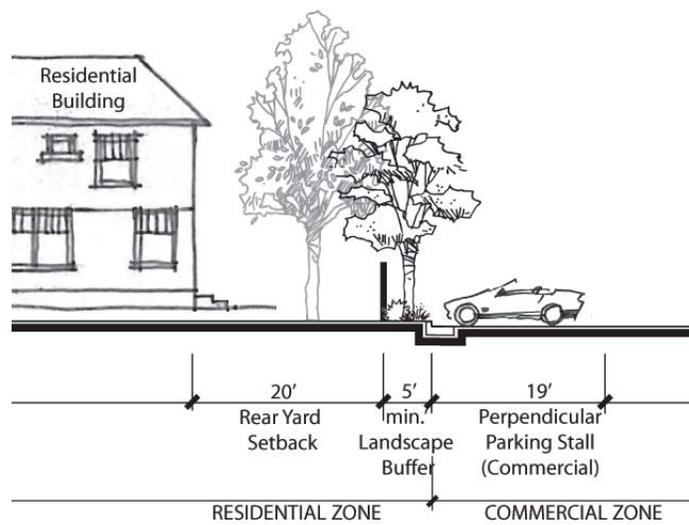
SINGLE-FAMILY RESIDENTIAL REAR YARD AT COMMERCIAL PARKING (Example 2B)

Single family dwellings may have rear setbacks which are adjacent to commercial parking areas. These transitions will feature the following:

- The residential building will be set back from the rear property line consistent with the Residential Guidelines..
- A 6' high masonry wall will separate the rear residential setback from the adjacent commercial zone (height may vary per noise analysis, if required).
- A minimum of 5' of buffer planting, including shrubs, groundcover, and trees shall be planted on the commercial side of the fence, to soften the transition and screen the residence from vehicle traffic related to commercial uses.



Residential Rear Yard at Commercial Parking



Residential Rear Yard at Commercial Parking

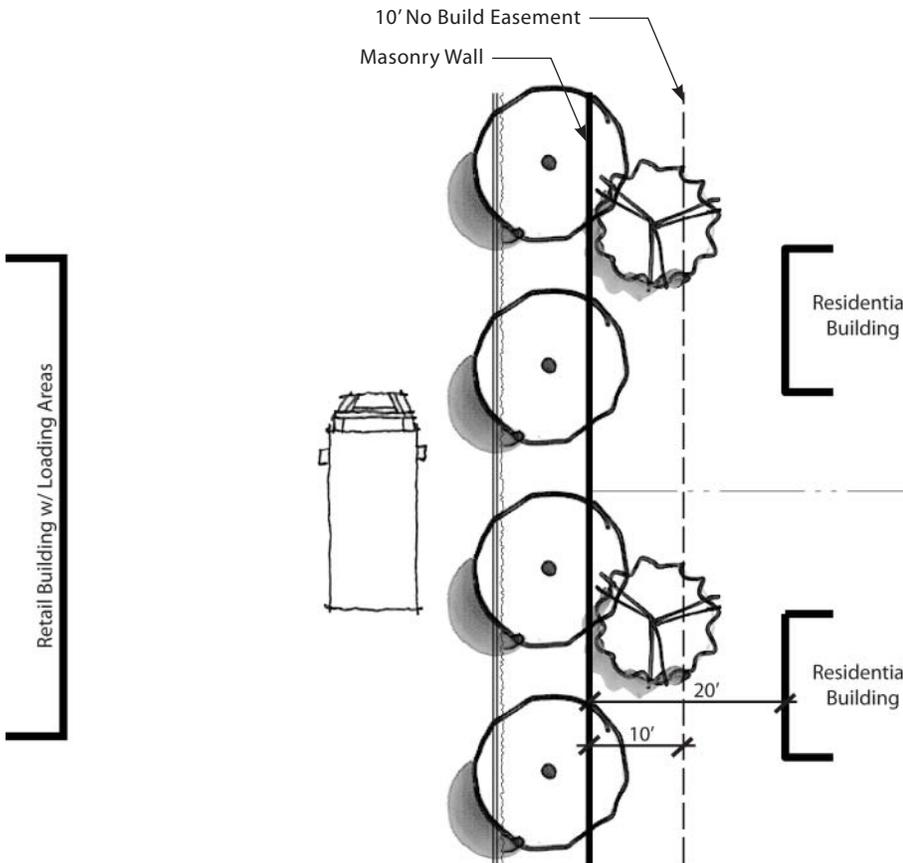
Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

6.3 RESIDENTIAL TO RETAIL

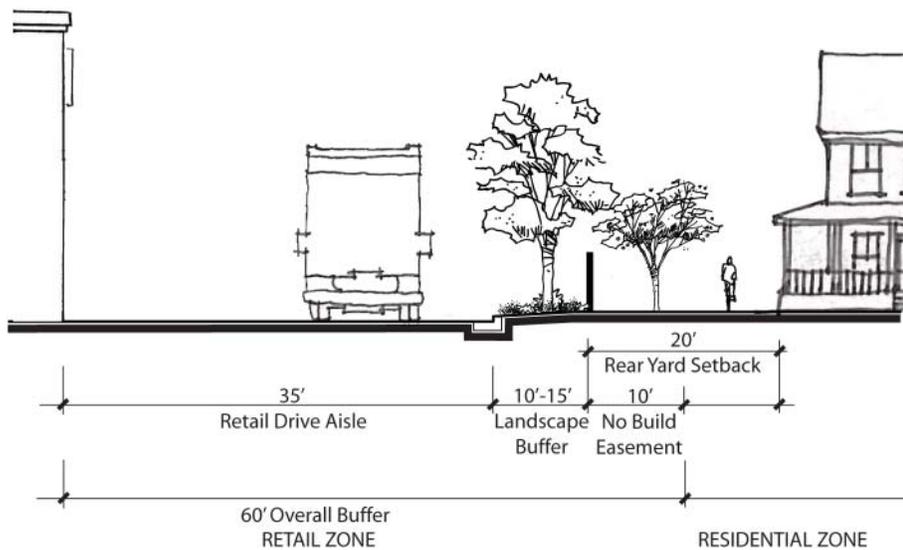
SINGLE-FAMILY RESIDENTIAL REAR YARD AT RETAIL REAR (Example 2C)

Single family dwellings may also have rear setbacks which are adjacent to retail rear access areas that would have active loading areas. These transitions will feature the following:

- The residential building would be set back a minimum of 20' from the rear property line and include a 10' no build easement.
- A 6' high masonry wall will separate the rear residential setback from the adjacent retail zone (height may vary per noise analysis if required).
- A minimum of 10' of buffer planting, including shrubs, groundcover, and trees shall be planted on the commercial side of the fence, to soften the transition and screen the residence from vehicle traffic related to retail uses.
- Retail rear uses will be reached by a 35' min. wide drive aisle to accommodate large vehicles accessing loading docks and other such areas.
- The overall desired buffer for large retailers adjacent to residential is 60' from commercial building to either property line (or edge of no build easement).



Retail Rear at Residential Rear



Retail Rear at Residential Rear

Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

RESIDENTIAL TO RETAIL

SINGLE-FAMILY RESIDENCES AT 30' WIDE GREENBELT, TRANSITIONING TO RETAIL REAR (Example 2D)

Residential buildings with frontage on a greenbelt that transitions to a rear retail access zone will feature the following design elements:

- An appropriate front yard setback may

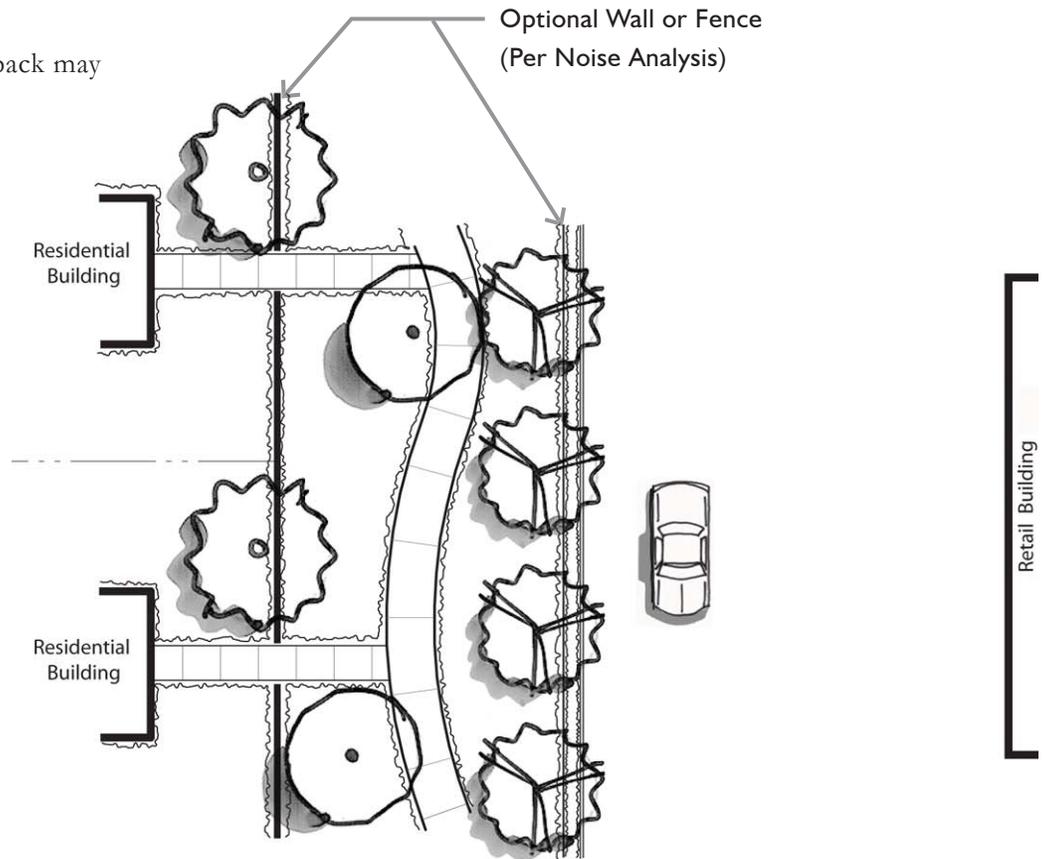
be surrounded by landscape fencing at each residence, separating the private domain from the greenbelt zone. The residence should connect to the greenbelt pedestrian path via a shared walkway or directly from front entry.

- The pedestrian path may meander through the greenbelt zone but may not be closer than 5' from the front yard setback line, or 5 feet from the commercial zone. The greenbelt shall be planted generously with shrubs, groundcover, lawn, as well and trees of varying scales.

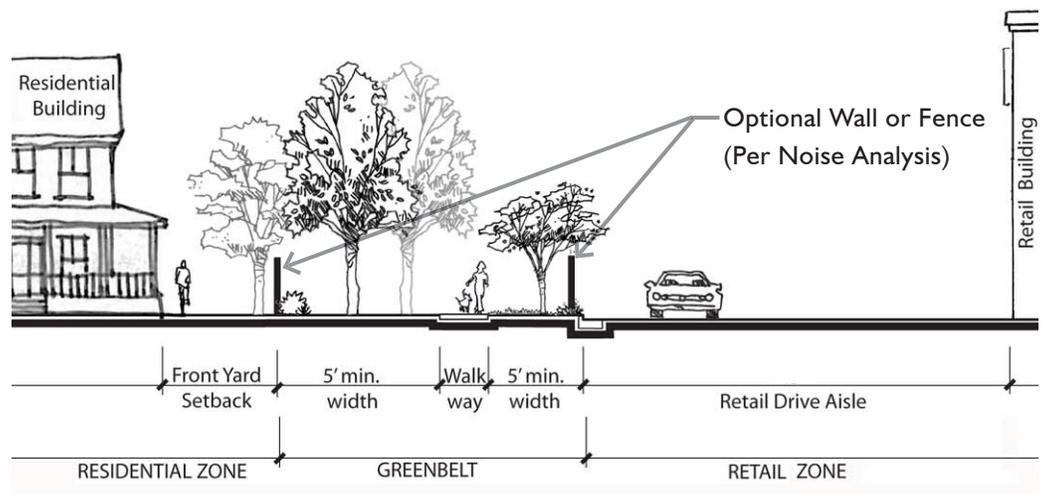
- Retail rear uses will be reached by a 45' wide drive aisle to accommodate large vehicles accessing loading docks and other such areas.

- An optional wall or fence may be located at edge of greenbelt taking into consideration privacy and noise attenuation (wall height may vary per noise analysis; typical wall height is 6 feet).

- Signage is encouraged noting areas or pathway near private property.



Residential Front Yard at Retail Rear (30' public greenbelt paseo)



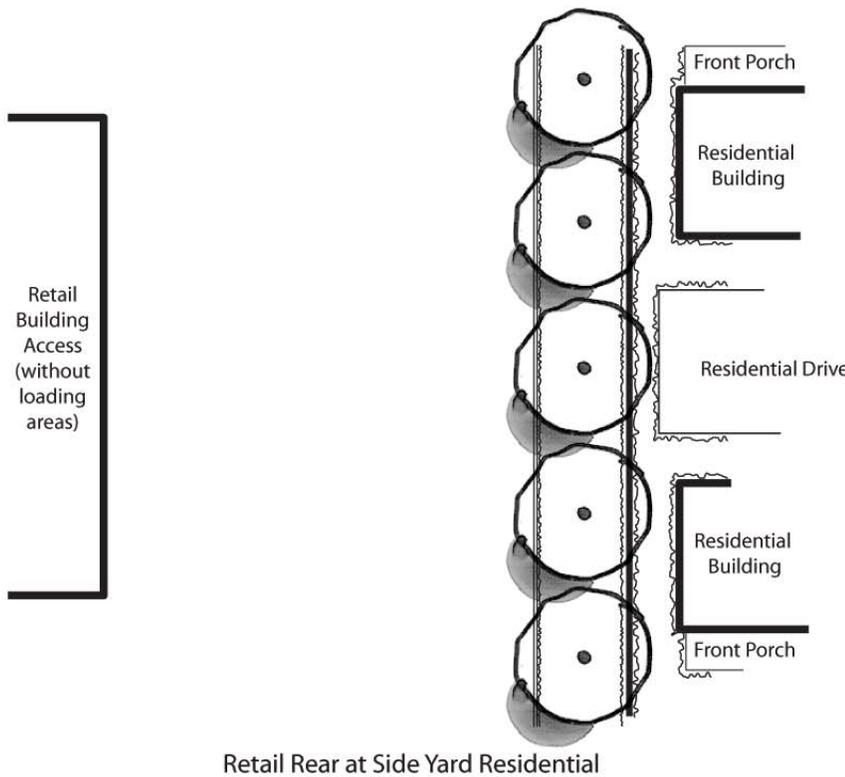
Residential Front Yard at Retail Rear (30' Greenbelt)

Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

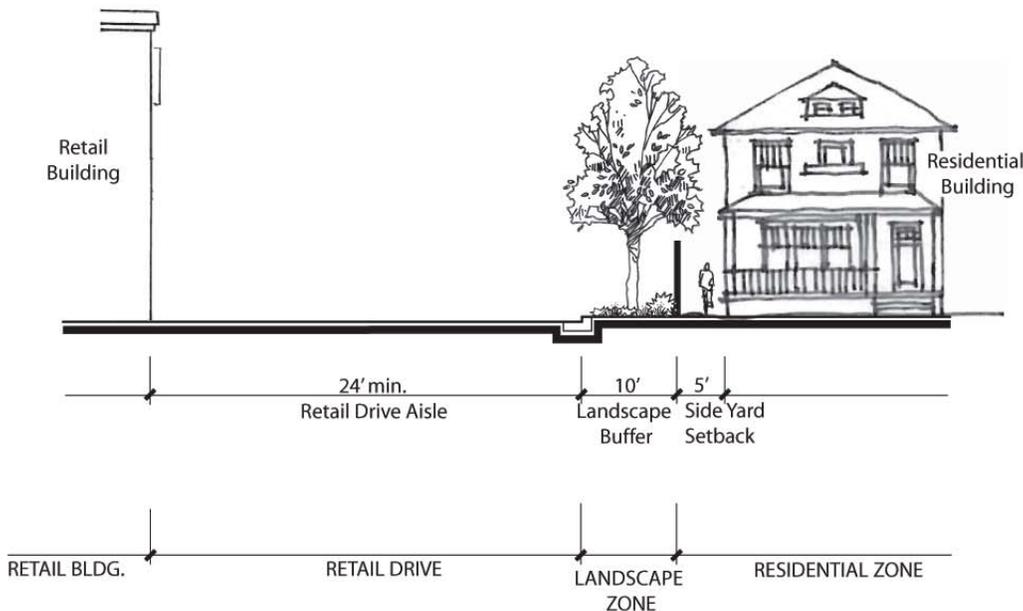
SINGLE-FAMILY RESIDENTIAL SIDE YARD AT RETAIL REAR (Example 2E)

Single family dwellings may also have side setbacks which are adjacent to retail rear access areas. These transitions will feature the following:

- The residential building will be set back a minimum of 5' from the side property line.
- A masonry wall will separate the side residential setback from the adjacent retail zone.
- A minimum of 10' of buffer planting, including shrubs, groundcover, and trees shall be planted on the commercial side of the fence, to soften the transition and screen the residence from vehicle traffic related to retail uses.
- Retail rear uses will be reached by a drive aisle to accommodate large vehicles accessing loading docks and other such areas.



Retail Rear at Side Yard Residential



Retail Rear at Side Yard Residential

Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

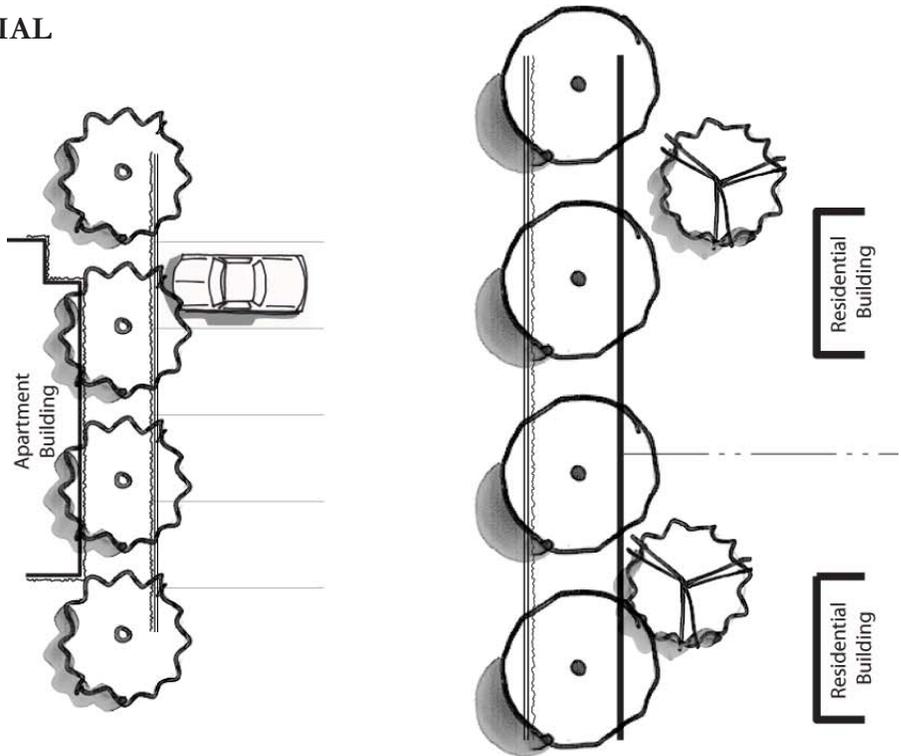
RESIDENTIAL TO RESIDENTIAL

6.4 RESIDENTIAL TO RESIDENTIAL

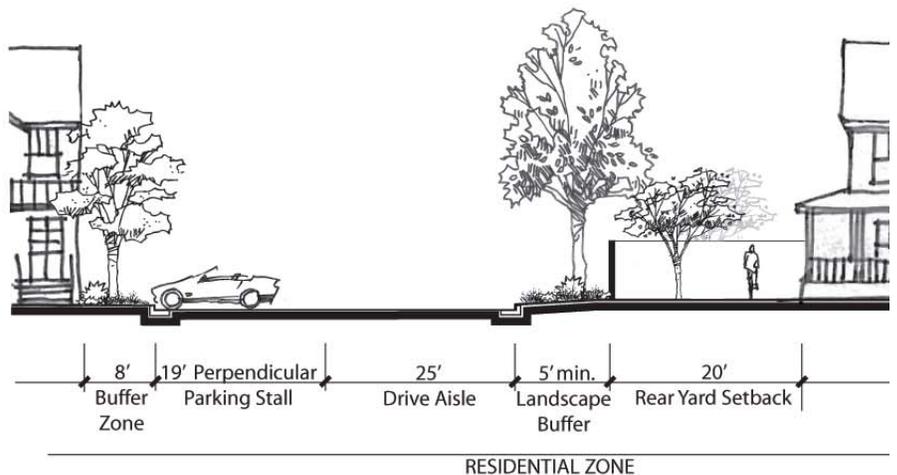
SINGLE-FAMILY RESIDENTIAL REAR YARD AT APARTMENT REAR PARKING (Example 3A)

Single family dwellings with rear setbacks adjacent to apartment parking areas. These transitions will have the following elements:

- The residential building will be set back per the residential guidelines from the rear property line.
- A 6' high wood fence will (or optional masonry wall) separate the rear residential setback from the adjacent apartment parking.
- A minimum of 5' of buffer planting, including shrubs, groundcover, and trees shall be planted along the fence, to soften the transition and screen one residential building and grounds from the other.
- Apartment parking lot shall have perpendicular stalls and shall be accessed by a 25' drive aisle (see Table 4.7B for parking stall dimensions with or without overhang).
- Landscaped buffer zone adjacent to apartment building shall be a minimum of 8' and should contain landscape trees as screening.



Apartments with Parking at Residential Rear



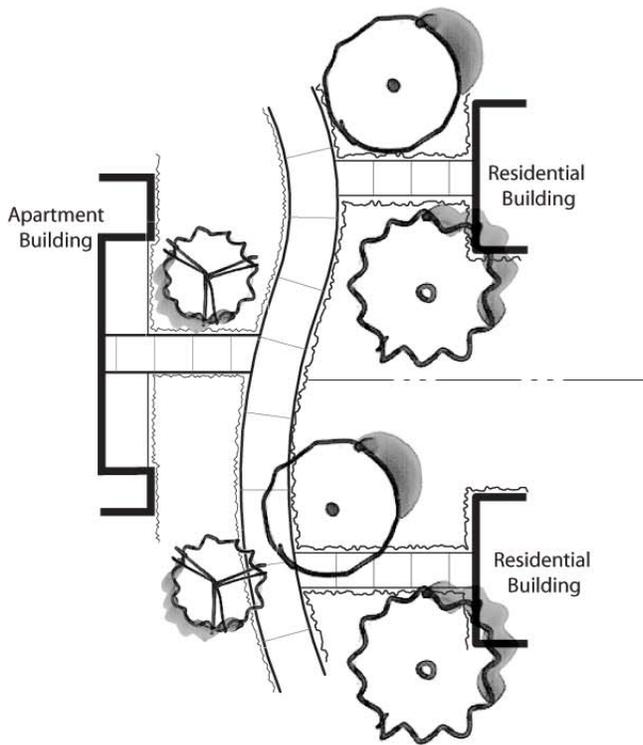
Apartments with Parking at Residential Rear

Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

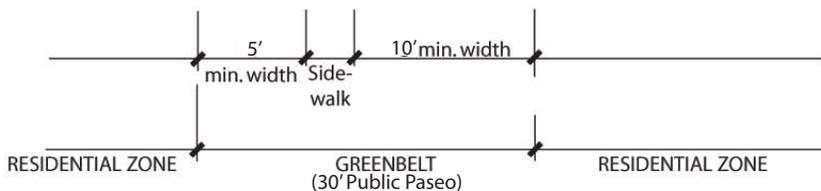
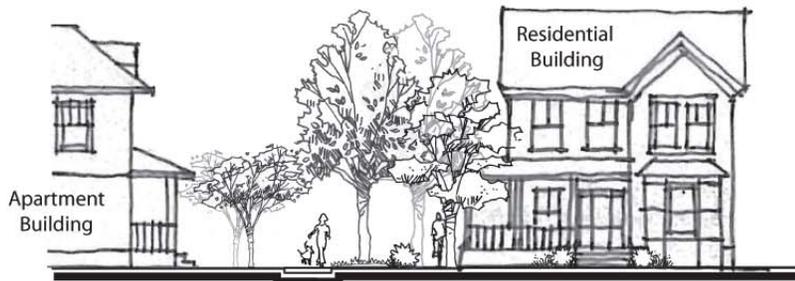
APARTMENTS AT GREENBELT,
TRANSITIONING SINGLE-FAMILY
FRONTAGE (Example 3B)

Apartment buildings may have frontage on to a greenbelt zone with single-family residences facing them across the green space. This unique situation would incorporate the following elements:

- A walkway with a minimum length of 5' will connect the front porch of the apartment building with the greenbelt pedestrian path. This zone shall be landscaped with shrubs and groundcover, as well as landscape trees of an appropriate scale to the surroundings.
- The walkway may meander through the greenbelt zone but may not be closer than 5' from the apartment building frontage, or 10' from the residential building (excluding any porches or stairwells). The greenbelt shall be planted generously with shrubs, groundcover, lawn, and trees of varying scales.
- Porches of residences will open directly on to a narrow greenbelt configuration, without a setback or enclosure. The residence will connect to the greenbelt pedestrian path via a walkway.



Apartments at Greenbelt/Residential Front Yard



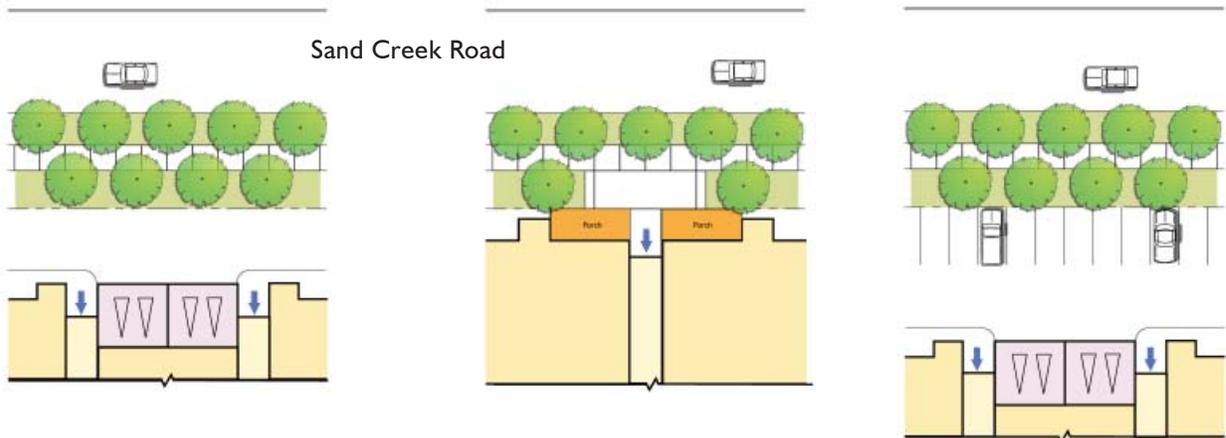
Apartments at Greenbelt/Residential Front Yard

Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

6.5 STREET RELATIONSHIP DIAGRAMS

The transition from residential uses to the surrounding streetscape system is especially crucial when establishing the welcoming, friendly image consistent with the Brentwood community character. To the extent possible, residential uses will incorporate wall breaks for access or wall setbacks to accommodate enhanced landscape pockets. Street facing garages are discouraged; any street facing garages shall be screened with landscaping or hand laid masonry walls near any public street.

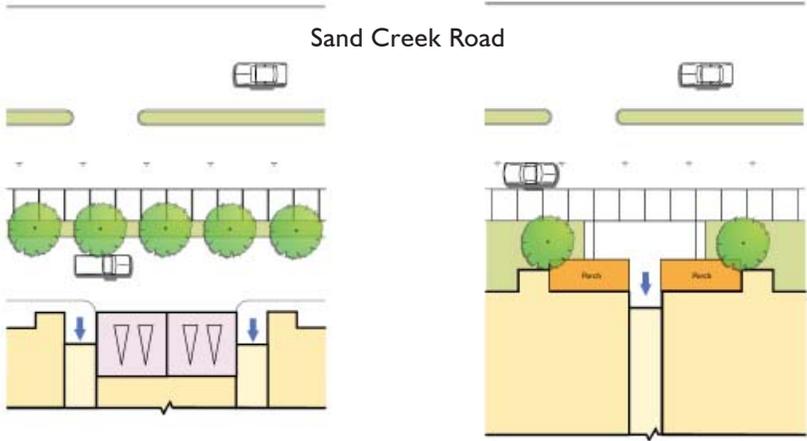
Along Sand Creek Road the street edge transition will vary based on the type of residential development proposed (single family or multi-family) and the provision for on street parking along the street edge. However, each of the relationships between the street and residential buildings enhance the Sand Creek Road streetscape and are designed to reinforce an open pedestrian-friendly quality in balance with resident livability adjacent to a major arterial. This philosophy of an integrated streetscape and residential frontage is carried through to the internal streetscape style.



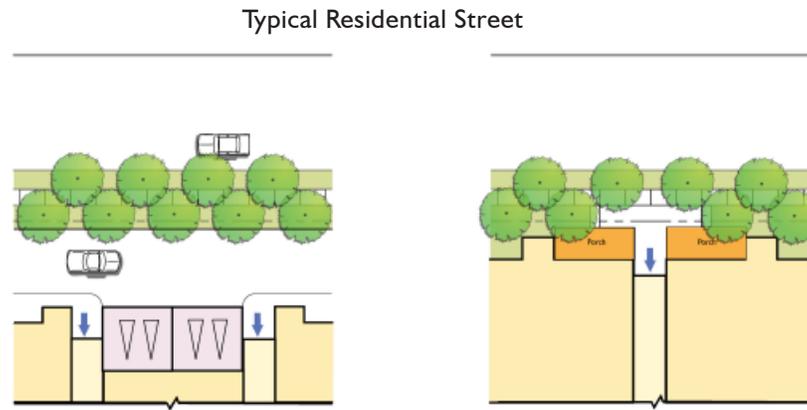
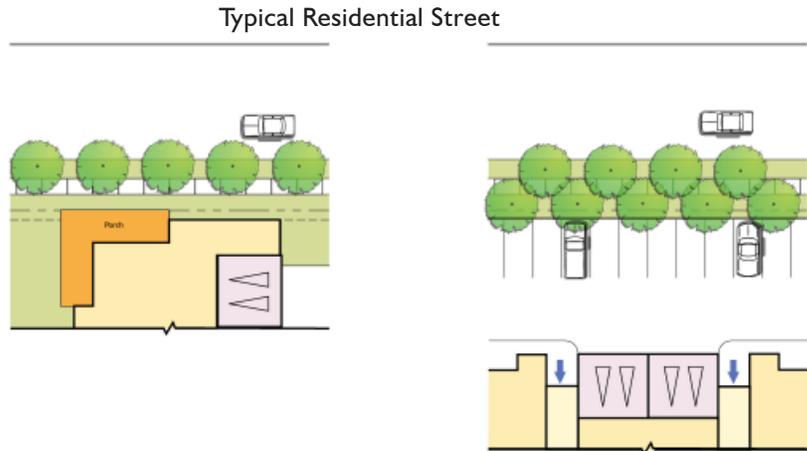
APARTMENTS ON MAJOR STREET



APARTMENTS ON MAJOR STREET WITH PARALLEL PARKING



APARTMENTS ON MAJOR STREET WITH PARALLEL PARKING

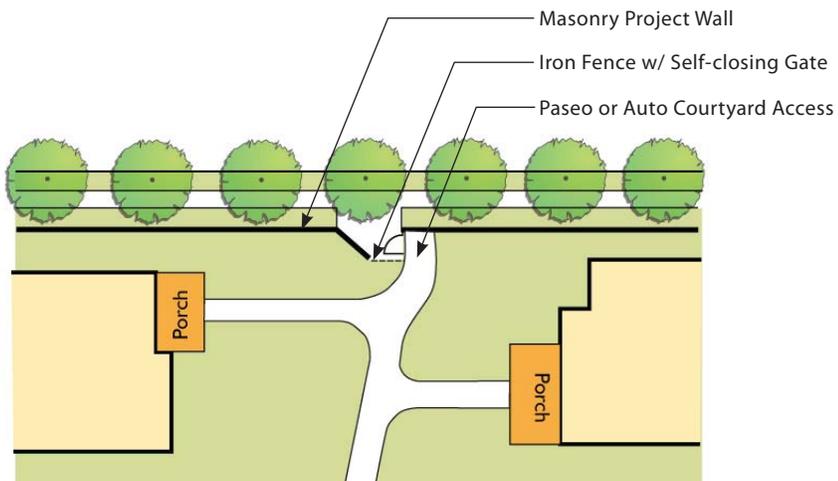
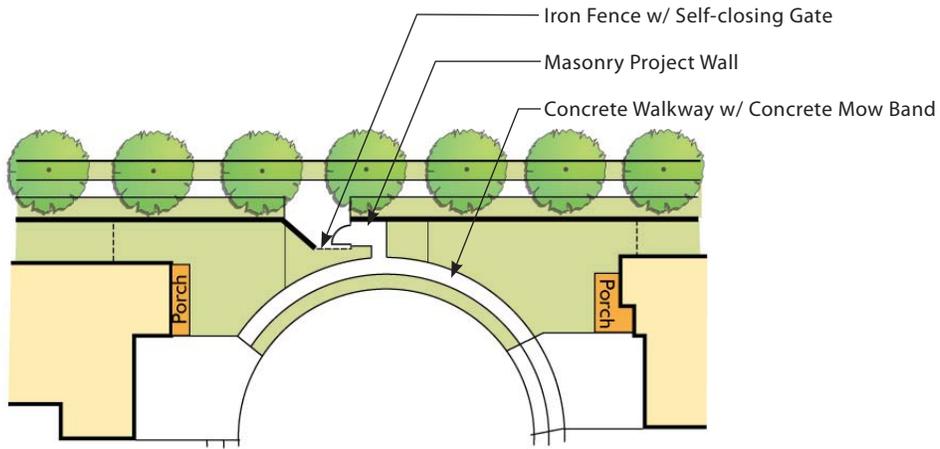
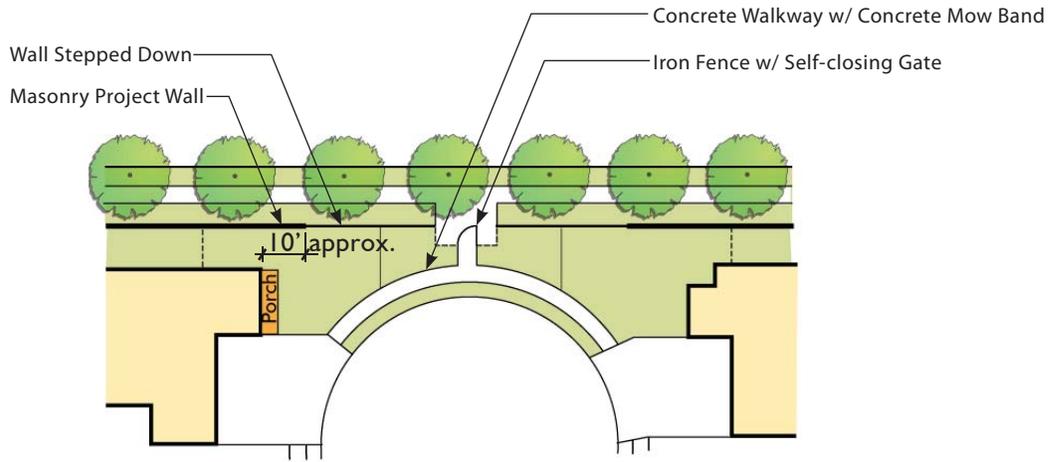


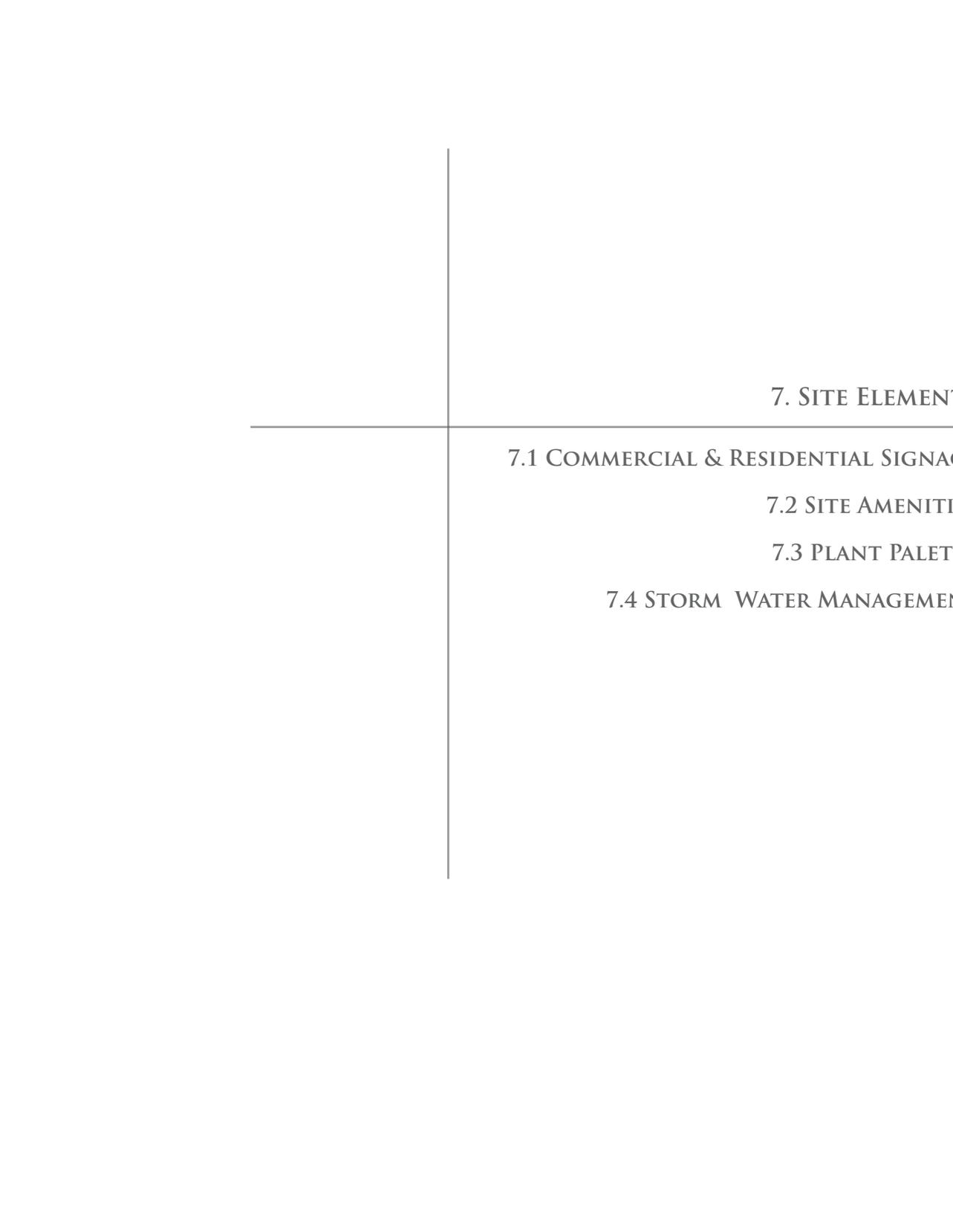
APARTMENTS ON MINOR STREET

Note: Street facing garages are discouraged; any street facing garages shall be screened with landscaping or hand laid masonry walls near any public street.

Links between residential uses and major streets are key to pedestrian connectivity of the site. Where a residential use abuts a major street such as Brentwood Boulevard or Sand Creek Road a masonry wall may occur (subject to any noise analysis recommendations). Wall breaks will provide residents access to street, commercial, and park uses. The goal is to attain acceptable noise attenuation levels while ensuring pedestrian security and connectivity. Public safety will be addressed by maintaining clear lines of sight and providing adequate lighting. Where a cul-de-sac ends at the wall, a break with tubular steel gates and fencing would replace the masonry wall. In addition the wall may step down on either side of the iron gate beginning no closer than approximately 10' to the front of nearby residential buildings. A gated break in the wall may also occur where a pedestrian greenway occurs so that the greenbelt system links residential, commercial, park, and street uses.

RESIDENTIAL ON MAJOR STREET





7. SITE ELEMENTS

7.1 COMMERCIAL & RESIDENTIAL SIGNAGE

7.2 SITE AMENITIES

7.3 PLANT PALETTE

7.4 STORM WATER MANAGEMENT

7.1 COMMERCIAL & RESIDENTIAL SIGNAGE

Signage within Sciortino Ranch should comply with the design regulations established in the City of Brentwood Design Guidelines. In addition to these regulations, Signage in Sciortino Ranch should be consistent in order to reinforce the village character of the site. The following are guidelines for the development of a signage palette for Sciortino Ranch.

GENERAL SIGNAGE GUIDELINES

- Signage should complement the building architecture in both size and materials.
- Signage should be understated and of a scale suitable for a pedestrian village.
- Signage message should be brief and limited to business name, logo, and/or primary product or service offered. Easy to read typeface with limited lettering styles should be used.
- Large signs intended for viewing from passing vehicles should be avoided.
- Sign location, design, and pattern should relate to building architecture and relate to other storefronts in the same building and adjacent buildings.
- Signs should not cover or interfere with architectural details. Nor should they project above roof lines or obstruct windows and/or doorways.
- All signage should be on buildings with the exception of a major retail tenant which may have a freestanding monument sign at the street in compliance with the Brentwood Boulevard Specific Plan regulations.
- Office building signage should emphasize the address rather than individual tenants
- Residential signage should be understated and add to the visual identity of Sciortino Ranch. Signage should be limited as necessary to identify the residential community.
- A themed street identification sign should be located at the corner of Brentwood Boulevard and Sand Creek Road per the Brentwood Boulevard Specific Plan.

SIGNAGE COLORS & MATERIALS

- Signage colors which are complementary, yet provide good contrast with one another, should be used for attractive and readable visual communication. Colors should also be compatible and complementary to building colors.



Street trees should enhance entries.



Lighting of pedestrian paths will encourage use.



A family of site furnishings will provide variety and visually connect the campus.



Art and other special elements are encouraged.

Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

- Signage material should relate to building architecture, be durable, and maintained to prevent deterioration. If non-permanent materials such as vinyl and cloth are used they should be maintained to be in good condition at all times.

SIGNAGE LIGHTING

- Sign lighting should originate from a direct source of light rather than internally illuminated. Where an indirect light source is used glare should be prevented from effecting adjacent residential and public right-of-way areas.
- Exposed electrical raceways are prohibited and all conduit and junction boxes to be concealed.

MONUMENT SIGNAGE

- Monumentation signage should be limited to only key entries and should be designed to complement building architecture, colors, and materials. Design of monument signage is regulated through the City's conditional use permit and design review process.
- Campus tenants may use a freestanding monument sign at the main entry to a retail, office, industrial, mixed-use or residential building group and are prohibited within public rights-of-way.
- Monument signs should be located in well landscaped areas near main auto entries and should be placed so that sight lines at entry drives are not obstructed.
- Sign content should be limited to project name, individual tenant names, generic uses, and the street address. Logos and other graphic elements may be considered at the discretion of the Director of Community Development
- External illumination of monument signs is encouraged with either light cast directly onto the sign from above or with individual backlit letters.

WALL & FASCIA SIGNAGE

- Sign content should be limited to business name. Logos and other graphic elements may be considered at the discretion of the Director of Community Development
- Wall signs not to exceed 15% of the building facade.
- Individual letters or neon designs should be mounted on wall surfaces rather than painted directly onto building walls.
- Wall signs should consist of channel letters, reverse channel letters, or exposed neon with all electrical connections including raceways concealed.
- Wall signs shall be located on building walls where sign size and shape fit with architectural features and details, for example a band or blank area between the first and second floors of a building.

- External direct illumination, individually cut channel letters, or solid backlit letters are encouraged.

AWNING SIGNS

- All awnings should have a vertical valance for the application of signage.
- Awning sign information should be limited to business name, logo, services, and address.
- Shape, design, material, and color of awnings should complement building architecture and be coordinated where multiple awnings are used on one building.

PROJECTING SIGNS

- Projecting signs are strongly encouraged in areas of high pedestrian activity, where buildings are located close to the street, and where more than one business is located along a building frontage.
- Materials should consist of wood, metal, or fabric with top and bottom bracket supports. Brackets to be well designed and compatible with building character.
- Projecting signs should be located on ground floor used only and should be mounted perpendicular to the face of the building.

WINDOW SIGNS

- Window signs should be permanent and consist of individual letters or logos mounted on the inside of a window applied by painting, silk screening, or vinyl die-cut forms. Non-permanent materials such as paper are prohibited.
- Window signs should not block views into building so as to maintain visibility for business identification and security purposes.

7.2 SITE AMENITIES

A consistent family of trash receptacles, benches, bike racks and other site furnishings will be used in the public areas of Sciortino Ranch. Street furnishings along Brentwood Boulevard and Sand Creek Road should be consistent with the guidelines established in the Brentwood Boulevard Specific Plan. A variety of seating elements such as benches and concrete or masonry seating pads may be used within the site plan and should be arranged to encourage gathering and conversation.

Monumentation and signage should reflect the architectural character of the campus and be compatible with the overall design theme of Brentwood Boulevard. Public art, focal elements, and special features such as fountains are strongly encouraged and should be integrated into the proposed paseo and open space system.

A consistent family of light fixtures will be used along the streets, within the parking areas, along paseos, and in parks to create a unified campus. Lighting within the campus should encourage night use and provide safe pedestrian routes between uses. All lighting shall be provided by dark sky compliant fixtures to avoid over-lighting and night glare.

7.3 PLANT PALETTE

A consistent palette of street and parking lot trees should be established with the initial phase of development in order to ensure a uniform campus image. Trees species should be consistent with the City of Brentwood Urban Forest Guidelines that includes a mix of evergreen and deciduous trees. Street trees along Brentwood Boulevard and Sand Creek Road should allow for visual access to store and residential frontages without blocking signage and entries. Smaller accent trees should be used at vehicular entries to create a sense of arrival.

The shrub and groundcover palette may vary throughout the campus according to the use and site conditions. However, there should be some consistency in form and color to reinforce the village theme and visually tie the different uses together. The use of low water using plant materials is emphasized except where storm water treatment areas such as bio swales preclude their use.

7.4 STORM WATER MANAGEMENT

In the upfront planning of stormwater treatment it is the intent of Sciortino Ranch Development to comply with Contra Costa Clean Water Program Storm Water Guidelines through the use of self-treating areas, bio retention facilities, flow-through planters and other approved devices.

The storm water treatment approach should be integrated into the overall open space and parks system of the future site plans as a site plan enhancement. For example, bio swales may edge pedestrian connectors through parking areas providing an enhanced pedestrian experience. Bio retention areas could be located in the transition areas between uses. Bio retention areas may be located in the landscape portion of street right of ways, setbacks, and integrated into park features (including linear parks, paseos, private pedestrian paths, village greens and town squares).

Pedestrian circulation should be coordinated with the location of bio retention areas to avoid conflicts. Plant material selection should also be coordinated with storm water treatment systems. For example, planting in bio retention areas and flow through planters must be tolerant of temporary inundation.



Stormwater treatment designed as a landscape feature at a Starbucks in Brentwood.

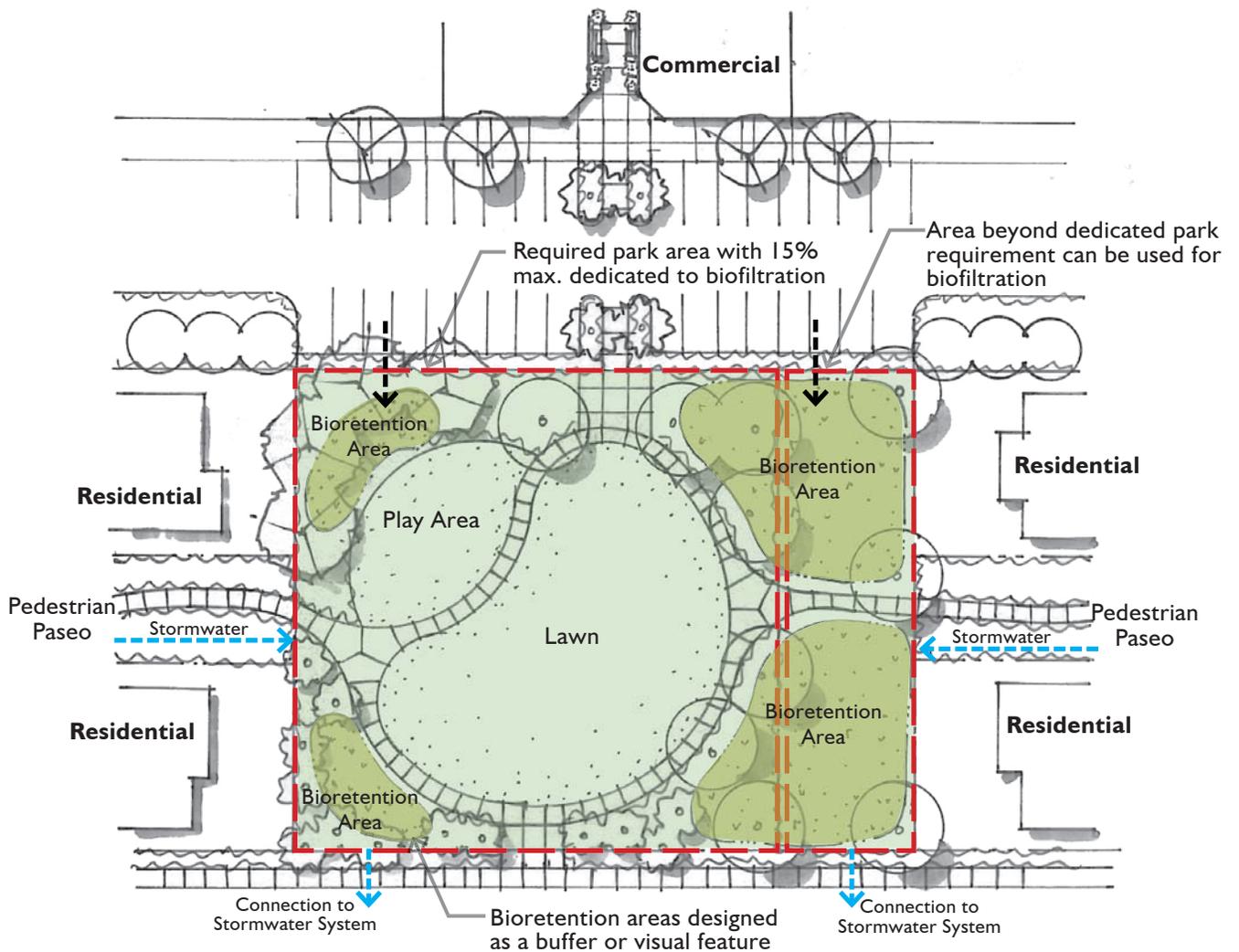


Other examples of integrating stormwater treatment as a landscape feature.

STORMWATER MANAGEMENT PROTOTYPE

BIORETENTION IN A PARK:

- onsite bioretention of park generated stormwater
- 15% max. dedicated park use for biofiltration of water from adjacent uses
- bioretention areas designed as visual features or transitional buffers
- bioretention zones to be maintained by either a special maintenance district or via reciprocal easement by private HOA or adjacent property owner

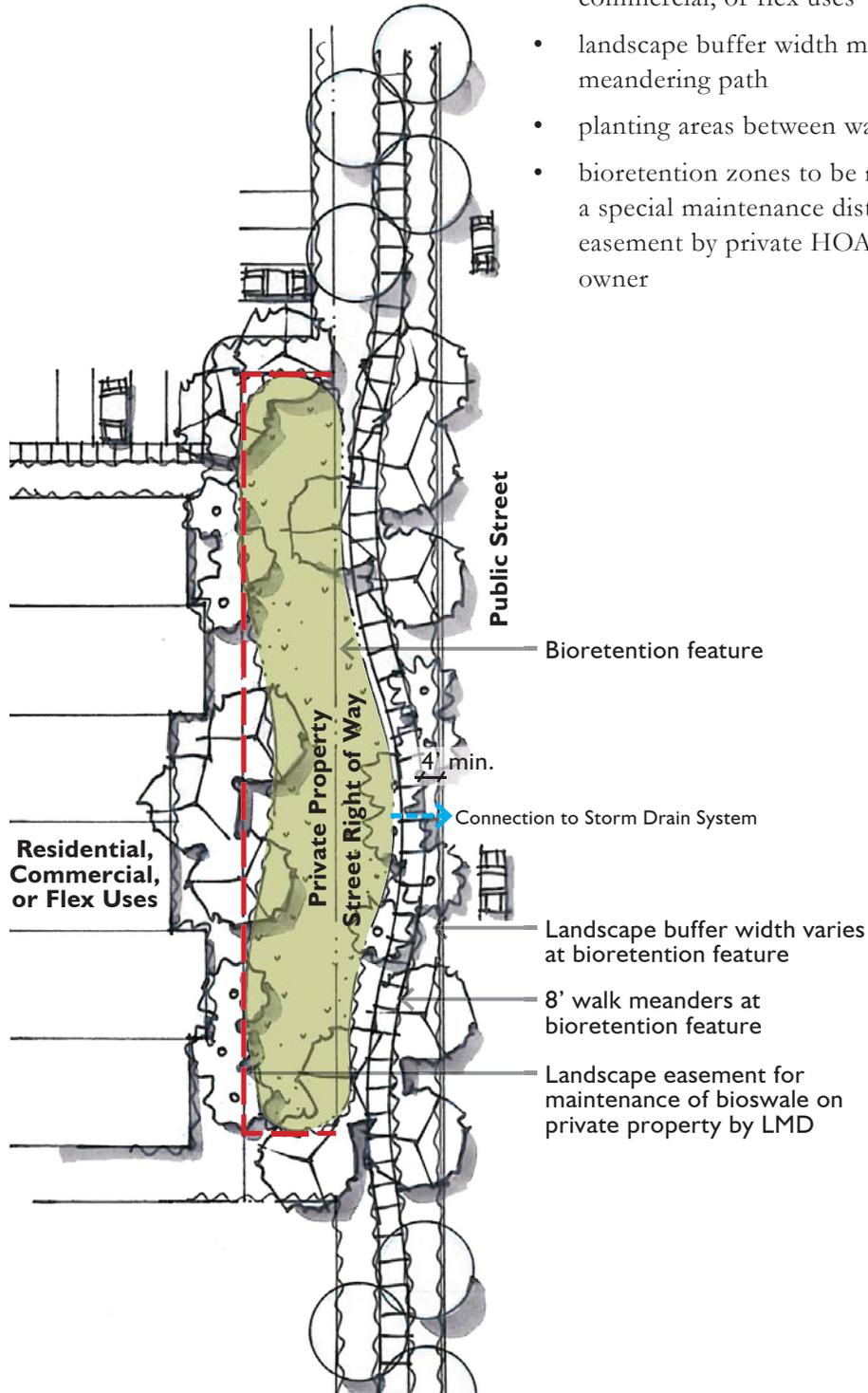


Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

STORMWATER MANAGEMENT PROTOTYPE

BIORETENTION IN PUBLIC RIGHT OF WAYS & ON PRIVATE PROPERTY:

- biofiltration zones benefiting private uses may be located in public right of ways directly adjacent to multi-family housing, single family housing, commercial, or flex uses
- landscape buffer width may vary to accommodate a meandering path
- planting areas between walk and curb 4' min.
- bioretention zones to be maintained by either a special maintenance district or via reciprocal easement by private HOA or adjacent property owner



Note: Thumbnail sketches are schematic in nature and provide quality design suggestions only.

APPENDICES

APPENDIX A - BRENTWOOD MUNICIPAL
ORDINANCE CHAPTER 17.505

APPENDIX B - SCIORTINO RANCH TRAFFIC
OPERATIONS AND ACCESS ANALYSIS
BY KIMLEY-HORN,
02/23/09

APPENDIX C - FINAL ENVIRONMENTAL
IMPACT REPORT MITIGATION
AND MONITORING PLAN
(APPROVED 5-26-09)

APPENDIX A

BRENTWOOD MUNICIPAL
ORDINANCE CHAPTER 17.505

ORDINANCE NO. 871

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BRENTWOOD APPROVING A REZONE (RZ 06-13) TO ESTABLISH A LIST OF ALLOWABLE USES AND DEVELOPMENT STANDARDS, INCLUDING SITE-SPECIFIC DESIGN GUIDELINES, FOR THE PD-55 ZONE IN ORDER TO ACCOMMODATE THE SCIORTINO RANCH PROJECT, LOCATED ON APPROXIMATELY 65 ACRES DIRECTLY EAST OF THE SAND CREEK ROAD AND BRENTWOOD BOULEVARD INTERSECTION (APN 016-170-011, 016-170-012 AND 016-170-013).

WHEREAS, New Urban Communities Partners has requested that the City Council approve a rezone to establish a list of allowable uses and development standards, including site-specific design guidelines, for the PD-55 Zone in order to accommodate the Sciortino Ranch project, located on approximately 65 acres directly east of the Sand Creek Road and Brentwood Boulevard intersection; and

WHEREAS, a Notice of Public Hearing was distributed to all property owners of record within 300 feet of the project site and beyond, and was published in the Brentwood Press on May 1, 2009, in accordance with City policies and Government Code 65090; and

WHEREAS, the applicant is concurrently requesting approval of a Final Environmental Impact Report (EIR); a General Plan amendment to modify the Land Use Element related to the text for Special Planning Area A and to make the associated change to the Land Use Map; and a tentative subdivision map to create 11 parcels on the 65-acre project site; and

WHEREAS, the Planning Commission has recommended approval of the Final EIR for the project by adopting Resolution No. 09-013; and

WHEREAS, the Planning Commission has recommended approval of the General Plan amendment for the project by adopting Resolution No. 09-014; and

WHEREAS, the Planning Commission has recommended approval of the rezone for the project by adopting Resolution No. 09-015; and

WHEREAS, the Planning Commission has conditionally approved the tentative subdivision map for the project by adopting Resolution No. 09-015, which has been appealed by the applicant; and

WHEREAS, in relation to this rezone, the City Council held a duly noticed public hearing on May 26, 2009, and considered the staff report, supporting documents, public testimony, and all appropriate information that has been submitted, and has studied the compatibility of this request with adjacent land uses.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Brentwood:

Section 1.

The City Council hereby makes the following supporting findings for this rezone:

1. The proposed rezone has been processed in accordance with the applicable provisions of the California Government Code and the California Environmental Quality Act. A Final Environmental Impact Report has been certified for the project and a statement of overriding considerations has been adopted.
2. The proposed rezone will not result in any adverse impacts to surrounding properties.
3. The site is physically suitable for the type and the density of development proposed.
4. The proposed rezone will establish a clear list of allowable uses and development standards for the PD-55 Zone.
5. The proposed rezone will provide standards resulting in development that is consistent and compatible with surrounding uses.
6. The proposed rezone will provide for adequate public uses and private open space.
7. The proposed development will clearly result in a more desirable use of land, and a better physical environment than would be possible under any single or combination of zones.
8. The proposed rezone is on property that has a suitable relationship to one or more thoroughfares, and said thoroughfares are adequate to carry any traffic generated by the development.
9. The conceptual plan for the project site presents a unified and organized arrangement of buildings and service facilities which are appropriate in relation to adjacent or nearby properties, and adequate landscaping and/or screening is included if necessary to ensure compatibility.
10. The natural and scenic qualities of the site are protected, with adequate available public and private open spaces designated on the development plan.
11. The development of the subject property, in the manner proposed by the applicant, will not be detrimental to the public welfare, will be in the best interests of the City, and will be consistent with the General Plan, including all relevant Elements thereof, and with any applicable Specific Plan adopted by the City, as well as the Zoning Ordinance.

Section 2.

Chapter 17.505 regarding PD-55 as shown on Exhibit "A," attached hereto and incorporated herein, is hereby added to the Brentwood Municipal Code. In addition, a set of design guidelines for the PD-55 Zone, as shown on Exhibit "B" and referred to in Chapter 17.505 is hereby approved.

Section 3.

This Ordinance shall be published in accordance with Government Code Section 36933 by either posting or publishing the Ordinance in accordance with that law. Further, the City Clerk is directed to cause Section 2 of this Ordinance to be entered in the City of Brentwood Municipal Code. This Ordinance shall take effect and be in force 30 days following its adoption.

APPENDIX A

Section 4.

If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of a court of competent jurisdiction, the holding shall not affect the validity or enforceability of the remaining provisions, and the City Council declares that it would have adopted each provision of this ordinance irrespective of the validity of any other provision.

THE FOREGOING ORDINANCE was introduced with the first reading waived at a regular meeting of the Brentwood City Council on the 26th day of May, 2009, by the following vote:

**EXHIBIT "A" TO
CITY COUNCIL ORDINANCE NO. 871
REZONE NO. 06-13
PD-55 ZONE**

Chapter 17.505 PD-55 (PLANNED DEVELOPMENT NO. 55) ZONE – SCIORTINO RANCH

17.505.001	Authority, Purpose and Intent
17.505.002	Permitted Uses
17.505.003	Conditionally Permitted Uses
17.505.004	Development Standards
17.505.005	Performance Standards
17.505.006	Design and Site Development Review
17.505.007	Conceptual Site Plan
17.505.008	Zoning Matrix of Land Uses by Sub Area for PD-55
17.505.009	Zoning Sub Area Map
17.505.010	Sciortino Ranch Design Guidelines

17.505.001 Authority, Purpose and Intent

The authority, purpose and intent for the adoption of the PD-55 Zone are as follows:

- A. Authority. PD-55 is adopted pursuant to the authority set forth in Chapter 17.450, Planned Development Zones – General Regulations.
- B. Purpose. The purpose of the PD-55 Zone is to permit and regulate the phased development of a mix of uses consistent with the General Plan on the approximately 65 gross acres encompassed by the zone. The General Plan includes the PD-55 Zone within Special Planning Area (SPA) A, which consists of approximately 65 gross acres in the northeast portion of the city. SPA A is bounded by a single family home subdivision on the north, a single family home subdivision on the east, mixed use commercial and medium density residential on the south, and Brentwood Boulevard on the west. The PD-55 Zone is equal to the size and location of SPA A. SPA A policies are intended to mirror policies and the mixed land uses described in the PD-55 Zone for a range of uses including retail commercial businesses, professional office uses, limited light industrial uses, and a range of residential uses and densities. Land use flexibility for this large in-fill parcel is warranted due to its strategic location adjacent to two arterial roadways including Brentwood Boulevard and Sand Creek Road.
- C. Intent. To achieve the foregoing purpose, the PD-55 Zone shall be divided into seven standard sub areas; the sub areas are further divided as shown on the zoning map.

APPENDIX A

Each sub area includes internal land use flexibility per the Land Use Matrix and shall be developed as generally described below:

1. Sub Area 1 consists of the southwestern approximately 9.4 acres and is intended for the development of commercial uses that meet the needs of residents of Brentwood and the region.
2. Sub Area 2 consists of the western and central approximately 19 acres and is intended primarily for the development of commercial uses that meet the needs of residents of Brentwood and the region. Approximately 13.5 of the 19 acres are designated for “flex” development, which could include single-family detached, commercial, retail, institutional, and/or office uses, and 3 acres for very high density residential uses.
3. Sub Area 3 consists of the northern approximately 6.7 acres and is intended for the development of residential uses that are generally compatible with adjacent residential development. Sub Area 3A is intended to meet a minimum 4,000 square foot residential lot size which is typical of the adjacent development to the north. Sub Area 3B allows for a range of residential densities, and provides a density transition to adjacent sub areas.
4. Sub Area 4 consists of the central and eastern approximately 7.1 acres and is intended for the development of very high density residential uses.
5. Sub Area 5 consists of the eastern approximately 5.1 acres located on the north and south side of the future Sand Creek Road. The area is further divided between Sub Area 5A and 5B. Sub Area 5A is established to serve primarily as a usable park and a buffer to existing residential subdivisions to the north and east. Sub Area 5B is established to serve as primarily a buffer to existing residential subdivisions to the east. Narrow areas in Sub Area 5 are intended to build on existing rights of way and provide a north-south pedestrian link.
6. Sub Area 6 consists of the eastern approximately 5.5 acres south of the planned Sand Creek Road and is intended generally but not exclusively for residential uses.
7. Sub Area 7 consists of the southern approximately 7.4 acres and is intended primarily for the development of residential uses that are generally compatible with adjacent residential development. Sub Area 7A is intended to meet a minimum 4,000 square foot residential lot size which is typical of the adjacent development to the south. Sub Area 7B allows for a range of residential densities, and provides a density transition to adjacent sub areas. Final development of Sub Area 7B may require boundary adjustments as needed to accommodate development in Sub Areas 1 and 6.
8. Each of Sub Areas 1 through 7 may be developed in phases.

17.505.002 Permitted Uses

See Section 17.505.008, which identifies permitted land uses acceptable per individual sub areas. Permitted uses must comply with the Sciortino Ranch Design Guidelines.

17.505.003 Conditionally Permitted Uses

See Section 17.505.008, which identifies conditionally permitted land uses acceptable per individual sub areas. Upon obtaining a conditional use permit pursuant to Chapter 17.830, said uses shall be allowed in the PD-55 Zone. Conditionally permitted uses must comply with design standards established in the Design Guidelines.

17.505.004 Development Standards

All permitted and conditionally permitted uses developed within the sub areas shall conform to the following standards as applicable:

- A. Basic Standards are included in the Sciortino Ranch Design Guidelines.
 1. General Commercial, Office, and Light Industrial/R & D Development Standards are included in the Sciortino Ranch Design Guidelines.
 2. Single family and attached duet residential standards are included in the Sciortino Ranch Design Guidelines. All residential development in the PD-55 Zone is exempt from the City of Brentwood Residential Growth Management Program for a period of five (5) years from the effective date of this ordinance.
 3. Multifamily Residential Development Standards are included in the Sciortino Ranch Design Guidelines.
- B. Residential Density: Densities are defined as follows.
 1. In Sub Area 2B, no development shall exceed a density of 11 dwelling units per gross acre for single-family detached product, or 20 dwelling units per gross acre for single-family product (detached or attached).
 2. In Sub Area 2C, no development shall exceed a density of 11 dwelling units per gross acre for single-family detached product, 20 dwelling units per gross acre for single-family product (detached or attached), or 25 dwelling units per gross acre for multi-family residential.
 3. In Sub Area 3A, no development shall exceed a density of 11 dwelling units per gross acre.
 4. In Sub Area 3B, no development shall exceed a density of 11 dwelling units per gross acre for single-family detached product, or 20 dwelling units per gross acre for single-family product (detached or attached).
 5. In Sub Area 4, no development shall exceed a density of 25 dwelling units per gross acre.
 6. In Sub Area 6, no development shall exceed a density of 11 dwelling units per gross acre for single-family detached product, 20 dwelling units per gross acre for single-family product (detached or attached), or 25 dwelling units per gross acre for multi-family residential.
 7. In Sub Area 7A, no development shall exceed a density of 11 dwelling units per gross acre.
 8. In Sub Area 7B, no development shall exceed a density of 11 dwelling units per gross acre for single-family detached product, or 20 dwelling units per gross acre for single-family product (detached or attached).
 9. Multi-family residential development shall be limited to a total of 13.6 acres in Sub Areas 2C, 4 and 6 combined.

APPENDIX A

- C. Landscaping and Screening. Landscaping and screening requirements for each phase of development within PD-55 shall be specified in a master landscaping and screening program for PD-55 approved by the Planning Commission or in the design and site development review approval for each phase. All landscaping and screening shall adhere to Chapter 17.630 and the City's adopted Urban Forest Guidelines. All establishments in PD-55 with drive-thru windows or counters for the purpose of selling food or merchandise to the general public shall screen those windows and counters from view from the public right-of-way by extensive shrub and tree landscaping, landscaped berms, walls, trellises, or combination thereof. Such screening will be reviewed and approved by the city through the design review or conditional use permit process specified in Chapter 17.820 or 17.830.
- D. Advertising Signs. The design and site development review approval for each phase of non-residential development within the PD-55 Zone shall require an application for, and approval of a master sign program. All signs within the PD-55 Zone shall conform to the planned sign program as the same may be amended from time to time pursuant to Chapter 17.640 Sign Regulations.
- E. Other Development Standards.
1. Refuse Disposal Enclosure. All commercial or multi-family facilities shall provide masonry refuse disposal enclosures to city standards and specifications.
 2. Illumination of Parking Facilities and Structures. All facilities shall provide adequate lighting or illumination of parking facilities and structures pursuant to Chapter 17.620 with IESNA-classified cut-off or full cut-off fixtures with a maximum height of 25 feet to the light source for pedestrian oriented lighting and 30 feet to the light source for parking lot lighting.
 3. Parking Lot Design and Development Standards. All facilities shall comply with Chapter 17.620.
 4. Open Storage or Display. Open storage and/or outdoor display of merchandise is prohibited unless conducted within an area designated and in accordance with standards specified in a design and site development review approval pursuant to Chapter 17.820, or as expressly provided for by a conditional use permit.
 5. Accessory structures and buildings shall be permitted pursuant to the provisions of Chapter 17.660. For single-family residential developments, site specific standards for these types of facilities shall be submitted for review and approval with the respective tentative subdivision map application.
 6. Security Measures. All facilities shall provide security measures in accordance with city standards and subject to design review in accordance with Chapter 17.820. No barbed or razor wire shall be utilized in conjunction with any said facilities.
 7. Energy Conservation. All facilities shall, to the greatest extent possible, incorporate energy conservation measures in conformance with city standards and subject to design review.
 8. Manufacturing and Storage Areas. All manufacturing processes shall be within a structure and all open storage areas shall be screened with a minimum six-foot high masonry wall. No storage shall exceed the height of the wall.
 9. There shall be no overnight parking of mobile homes, recreational vehicles, buses or campers in the public parking or common areas of PD-55, nor any display of vehicles for sale by owners at any time. There shall also be no

permanent or long term storage of merchandise or equipment in the parking areas or sidewalks at any time, with the exception of those areas specifically approved for such uses pursuant to the conditional use permit provisions in Chapter 17.830.

10. Development may occur in phases.
11. Any other applicable City standards and regulations.
12. Development of Sub Areas 3A, 3B, 4, and 5A shall require compliance with the provisions of Chapter 17.680 (Oil and Gas Production).
13. All development applications within the PD-55 Zone shall be reviewed for compliance with the Final Environmental Impact Report for the Sciortino Ranch project, including all mitigation measures. All development applications shall also be reviewed for compliance with Tentative Subdivision Map 9152, including all conditions of approval.

17.505.005 Performance Standards

All permitted and conditionally permitted uses developed within the Sub Areas shall conform to the performance standards set forth below:

- A. Noise.
 1. All noise generated by development within the PD-55 Zone shall be consistent with the requirements set forth in the Noise Element of the General Plan and in Chapter 9.32 (Noise Regulations) of the Brentwood Municipal Code.
- B. Heat, Glare and Humidity.
 1. Any operation producing intense heat shall be performed within a completely enclosed building in such a manner as not to create a public nuisance or hazard along lot lines;
 2. Any operation or activity producing glare shall be performed within a completely enclosed building and be conducted so that direct and indirect illumination from the source of light on the lot shall not cause illumination in excess of one foot candle when measured at the lot line. Exposed sources of light shall be shielded and flickering or intense sources of light shall be controlled so as not to cause a nuisance across lot lines;
 3. Any use producing humidity in the form of steam or moist air, or producing heat, shall be carried on in such a manner that the source of steam, humidity or heat is not perceptible from the public property line.
- C. Vibration. Any industrial operation or activity which shall cause at any point along the property line of the subject use, earth-borne vibrations which are discernible without the use of instruments is prohibited.
- D. Fire, Safety and Explosion. All uses shall provide adequate safety devices against fire, explosion and other hazards and adequate firefighting and fire-suppression equipment in compliance with applicable fire prevention and building codes.
- E. Soundproofing. Residential and other acoustically-sensitive activities shall be designed so that interior noise levels due to exterior noise sources do not exceed the requirements of the Noise Element of the General Plan or Chapter 9.32 (Noise Regulations) of the Brentwood Municipal Code.
- F. Solid and Liquid Waste.
 1. No discharge at any point into public sewer, stream or bay or into the ground shall be permitted, except in accord with the standards approved by the State Department of Health, or standards specified in applicable local ordinances for similar uses of any materials of such nature or temperature as can contaminate

APPENDIX A

- any water supply, interfere with bacterial processes in sewage treatment, or otherwise cause the emission of dangerous or offensive elements;
2. No materials or wastes shall be deposited on any property in such form or manner that they may be transferred off the property by natural causes or forces;
 3. Any wastes which might be attractive to rodents or insects shall be stored outdoors only in closed containers.
- G. Electrical and Radioactive Radiation. No activities shall be permitted which emit dangerous radioactivity at any point, or create an electrical disturbance adversely affecting the operation at any point of any equipment other than that of the creator of such disturbance.
- H. Air Pollution. All uses shall comply with regulations of the San Francisco Bay Area Air Pollution Control District.
1. Smoke. For the purpose of determining the density or equivalent opacity of smoke, the Ringlemann Chart as published by the U.S. Bureau of Mines in Circular No. 7718 (August, 1955) shall be employed. The emission of smoke from any chimney, stack, vent, opening or combustion process shall not exceed Ringlemann No. 1;
 2. Odors. No emission shall be permitted of odorous gases or other odorous matter in such quantities as to be readily detectable at the property line of the subject use;
 3. Toxic and Noxious Matter. No use shall be permitted which creates any emission which endangers human health, can cause damage to animals, vegetation or other property or which can cause soiling at any point beyond the boundaries of the site.

17.505.006 Design and Site Development Review

The design and site development of each phase within the PD-55 Zone shall comply with Chapter 17.820 (Design Review) of the Brentwood Municipal Code.

17.505.007 Conceptual Site Plan

Development in the sub areas shall be subject to being in substantial conformance with the Sciortino Ranch Design Guidelines, unless otherwise approved by the City Council through an amendment to this chapter. Any modification to the sub area boundaries depicted in Section 17.505.010 shall require an amendment to the Sub Area map, which shall be reviewed and approved by the Community Development Director.

17.505.008 Zoning Matrix of Land Uses by Sub Areas for PD-55

Symbol Legend

■ = Permitted Use¹

◼ = Conditional Use Permit Required²

LAND USES ³	Com- mercial Emphasis		Flex Com. & Res.		Residential Emphasis			Park Emphasis		Flex Com. & Res.	Residential Emphasis	
	1	2A	2B	2C	3A	3B	4	5A	5B	6	7A	7B
Commercial Uses												
Self-service storage facilities ⁴	◼	◼	◼	◼						◼		
Light industrial uses which generate minimal noise, odor, smoke, and waste material ⁵	◼	◼	◼	◼						◼		
Merchandise and/or General Retail Sales Greater than 75,000 Sq. Ft. for any Single User Building ⁶ (Applies to any Second Single-User Building, or more, located either north or south of Sand Creek Rd.)	◼	◼	◼	◼						◼		
Sports bar, lounge, nightclub and similar establishments ⁷	◼	◼	◼	◼						◼		
Liquor Stores ⁸	◼	◼	◼	◼						◼		
Motor Vehicle Sales ⁹	◼	◼	◼	◼						◼		

- 1 All proposed developments are to be consistent with the adopted Sciortino Ranch Design Guidelines, as applicable, for each permitted land use. Land uses that are similar in nature and operation to those uses identified within the land use matrix are acceptable subject to approval by the Community Development Director. The decision of the Community Development Director is subject to appeal in accordance with Brentwood Municipal Code (BMC) Chapter 17.880.
- 2 Symbol notes uses that are required to undergo a conditional use permit process (per BMC Chapter 17.830).
- 3 Physical design is to adhere to the PD-55 Municipal Ordinance and the adopted Sciortino Ranch Design Guidelines, sub-areas are specifically designed to respond to any existing adjacent development by incorporating like densities, uses, or park buffers.
- 4 Mini-storage or warehouse with or without a resident manager’s dwelling unit.
- 5 Including by way of example, but not limited to, Warehouses, Controlled Manufacturing and Assembly, Printing or Lithography Production establishments, Plastic Fabrication, Electronic and Electrical Product and Instrument Manufacturing, Garment Manufacturing, Furniture Making, Upholstering, Food Processing and similar uses.
- 6 When calculating Square Footages for a proposed project, the noted 75,000 Sq. Ft. does not include first or second floor business office, personnel, stock room, or loading areas.
- 7 With on-site sale of beer, wine, or distilled spirits, including establishments which offer food as a secondary use, entertainment and/or dancing.
- 8 Liquor Stores including by way of example, but not limited to, establishments that sell primarily beer, wine, or distilled spirits.
- 9 Including Automobile, Motorcycle, Recreational Vehicle and Boat Sales, and similar establishments.

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LAND USES ³	Com-mercial Emphasis		Flex Com. & Res.		Residential Emphasis			Park Emphasis		Flex Com. & Res.	Residential Emphasis	
	1	2A	2B	2C	3A	3B	4	5A	5B	6	7A	7B
Construction contractor's and contractor related services and affiliated storage ¹⁰	■	■	■	■						■		
Video Arcades, indoor Movie Theatre, Bowling Alley, Skating Rink, and similar entertainment establishments	■	■	■	■						■		
Hotel	■	■	■	■						■		
Tobacco and cigar lounges that allow smoking on-site	■	■	■	■						■		
Health clubs (indoor and outdoor recreational facilities)	■	■	■	■						■		
Check cashing facilities and pawnshops	■	■	■	■						■		
Merchandise and/or General Retail Sales Greater than 75,000 Sq. Ft. for any Single User Building ¹¹ (Applies <u>only</u> to One Single-User Building located either north or south of Sand Creek Rd.; see above for any Second Building or more)	■	■	■	■						■		
Merchandise and/or General Retail Sales Less than 75,000 Sq. Ft. (Applies to any Single-User or Multi-Tenant Building)	■	■	■	■						■		
Supermarkets or Grocery (with Beer, Wine, and Distilled Spirits sales)	■	■	■	■						■		
Convenience Store with or without Beer & Wine sales (no Distilled Spirits). Limited to one store as a permitted use in each of the following sub areas: 1, 2A, 2B, 2C and 6. Any additional convenience must apply for a conditional use permit. ^{12 13}	■	■	■	■						■		

10 Including but not limited to cabinetry, countertop, and sheet metal fabrication shops

11 When calculating Square Footages for a proposed project, the noted 75,000 Sq. Ft. does not include first or second floor business office, personnel, stock room, or loading areas.

12 Convenience Store alcoholic beverage sales shall not exceed 40% of total beverages offered and no individual containers of beer may be sold greater than 24 ounces.

13 Sale of newspapers, periodicals, magazines, or other print, analog, or digitally reproduced materials that includes pornographic images is expressly prohibited.

LAND USES ³	Com-mercial Emphasis		Flex Com. & Res.		Residential Emphasis			Park Emphasis		Flex Com. & Res.	Residential Emphasis	
	1	2A	2B	2C	3A	3B	4	5A	5B	6	7A	7B
Pharmacy Establishments with or without Drive-through. Limited to one such use in each of the following sub areas: 1, 2A, 2B, 2C and 6. Any additional drive-through must apply for a conditional use permit.	■	■	■	■						■		
Gas Stations, with or without Car Wash and/or Convenience Store. Limited to one such use in one of the following sub areas: 1, 2A, 2B, 2C or 6. Any additional gas station must apply for a conditional use permit.	■	■	■	■						■		
Pet and Pet Supply Stores ¹⁴	■	■	■	■						■		
Restaurants ¹⁵ (with or without Beer & Wine sales) ¹⁶	■	■	■	■						■		
Restaurants with full kitchen and bar as secondary use ¹⁷ (limited to one restaurant as a permitted use in each of the following sub areas: 1, 2A, 2B, 2C and 6. Any additional restaurants with secondary bar use must apply for a conditional use permit)	■	■	■	■						■		
Convenience Restaurants with or without drive-thru service ¹⁸ Limited to one such use in each of the following sub areas: 1, 2A, 2B, 2C and 6. Any additional drive-through must apply for a conditional use permit.	■	■	■	■						■		

14 Including on-site Veterinary Clinics, excluding boarding of pets.

15 Including by way of example but not limited to full-service sit-down restaurant establishments.

16 Prior to the issuance of a tenant improvement permit, a copy of the floor plan shall be provided for the review and approval of the Brentwood Police Department specifically identifying where all alcoholic beverages will be stored or displayed and how distribution will be controlled. A sign stating that open alcohol containers shall not be removed from designated areas shall be conspicuously displayed within the restaurant to the satisfaction of the Brentwood Police Department. Tables shall be bussed immediately following vacancy in order to ensure that all open alcoholic containers are removed from the seating area.

17 The following regulations apply to any restaurant: Prior to the issuance of a tenant improvement permit, a copy of the floor plan shall be provided for the review and approval of the Brentwood Police Department specifically identifying where all alcoholic beverages will be stored or displayed and how distribution will be controlled. A sign stating that open alcohol containers shall not be removed from the premises shall be conspicuously displayed within the restaurant to the satisfaction of the Brentwood Police Department. Tables shall be bussed immediately following vacancy in order to ensure that all open alcoholic containers are removed from the seating area. Expressly excludes dancing type uses. Secondary bar uses have limited hours of operation 11AM to Midnight. Bar area not to exceed 30% of restaurant floor area (excluding office or kitchen area). Restaurant with Secondary bar use shall not be permitted within 200 feet of a residential use or residential zone.

18 Including by way of example but not limited to Sandwich Shops or Fast-Food establishments.

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LAND USES ³	Com-mercial Emphasis		Flex Com. & Res.		Residential Emphasis			Park Emphasis		Flex Com. & Res.	Residential Emphasis	
	1	2A	2B	2C	3A	3B	4	5A	5B	6	7A	7B
Specialty Merchandise and Convenience Sales ¹⁹	■	■	■	■						■		
Temporary parking lot display and/or sale areas ²⁰	■	■	■	■						■		
Outdoor display, dining, and/or sale of merchandise ²¹	■	■	■	■						■		
Commercial services ²²	■	■	■	■						■		
Commercial uses which may or may not manufacture their primary product on the premises ²³	■	■	■	■						■		
Business, Institutional, Administrative, Financial, and Professional Offices ²⁴	■	■	■	■						■		■
Research and development facilities ²⁵	■	■	■	■						■		
Wholesale showrooms and distribution centers	■	■	■	■						■		
Residential Uses²⁶												
Single Family Detached Homes (Min. Lot Size: 4,000 Sq. Ft.)			■	■	■	■				■	■	■
Small Lot Single Family Homes (Min. Lot Size: 2,100 Sq.Ft.) ²⁷			■	■		■				■		■

19 Including by way of example but not limited to Specialty Foods, Delicatessen, Bakery, Pastry, Candy, Ice Cream, Butcher, Meat Market, Wine, Tobacco, Apparel, Jewelry, Cosmetics, Stationery, Shoes & Shoe Repair, Kitchenware, Motor Vehicle Parts, Hobby, specialty interest stores, and similar establishments.

20 Requires approval of a Temporary Use Permit per BMC Chapter 17.850.

21 If outdoor display, dining, and/or sales areas are proposed post formal design review and/or development of a subject building then either: 1) BMC Section 17.900.009 shall apply for uses proposed on private property, or 2) BMC Section 17.900.005 shall apply for uses proposed in the public right of way (excluding any Downtown zone specific regulations).

22 Including by way of example but not limited to Barbershop, Beauty Shop, Hair Salon, Laundry, Dry Cleaning, Laundromat, Electronic, Appliance Sales and Repair, Watch and Clock Repair, Tanning Studio, Small Equipment Rental and Repair, Real Estate Sales and Rental, Title and Escrow Services, Architectural, Engineering, Legal and Accounting Services, Insurance Agency, Employment Agency, Outpatient Medical, Dental and Optical Services, Technology Access Center, Telecommuting Center, Addressing, Post Box and Mailing Service, Blueprinting, Photostating and Desktop Publishing & Printing Services, Drafting Service, Messenger Service, Stenographic Service, Answering Service, Private Postal Box Service, Travel Agency, Bank Branch, ATM facility, and similar establishments.

23 Including but not limited to Drapery or Upholstery Shop and similar establishments.

24 Including but not limited to large-scale single and/or multi-tenant office uses, such as medical offices, Trade Schools, Colleges, Public and Quasi-Public Offices, Library, Post Office and Utility Office.

25 Including by way of example but not limited to research, office, support and associated warehouse areas.

26 Keeping of domestic animals or pets subject to BMC Chapter 17.670; Secondary housing units are allowed in residential areas pursuant to BMC Section 17.100.005.

27 See the adopted Sciortino Ranch Design Guidelines for lot sizes associated with zipper lots and alley load lots

LAND USES ³	Com-mercial Emphasis		Flex Com. & Res.		Residential Emphasis			Park Emphasis		Flex Com. & Res.	Residential Emphasis	
	1	2A	2B	2C	3A	3B	4	5A	5B	6	7A	7B
Courtyard Detached Homes – 4 units or fewer (Min. Lot Size: 2,500 Sq.Ft.)			■	■		■				■		■
Courtyard Detached Homes – 7 units max (Min. Lot Size: 2,500 Sq.Ft.)			■	■		■				■		■
Duet Homes (2 Attached Units, Min. Lot Size per Unit: 2,400 Sq. Ft.)			■	■		■				■		■
Apartments and Condominiums (limited to a total of 13.6 acres in sub areas 2C, 4 and 6 combined) ²⁸				■			■			■		
Park Uses												
Parks ²⁹								■	■			

28 Multi-family structures shall not exceed twenty-five (25) dwelling units per gross acre. Permitted uses include accessory uses and facilities related to the primary use including on-site manager quarters, leasing or sales offices, site maintenance areas, carports, recreation buildings and fitness facilities for use by residents and their guests. Signs are subject to BMC Chapter 17.640.

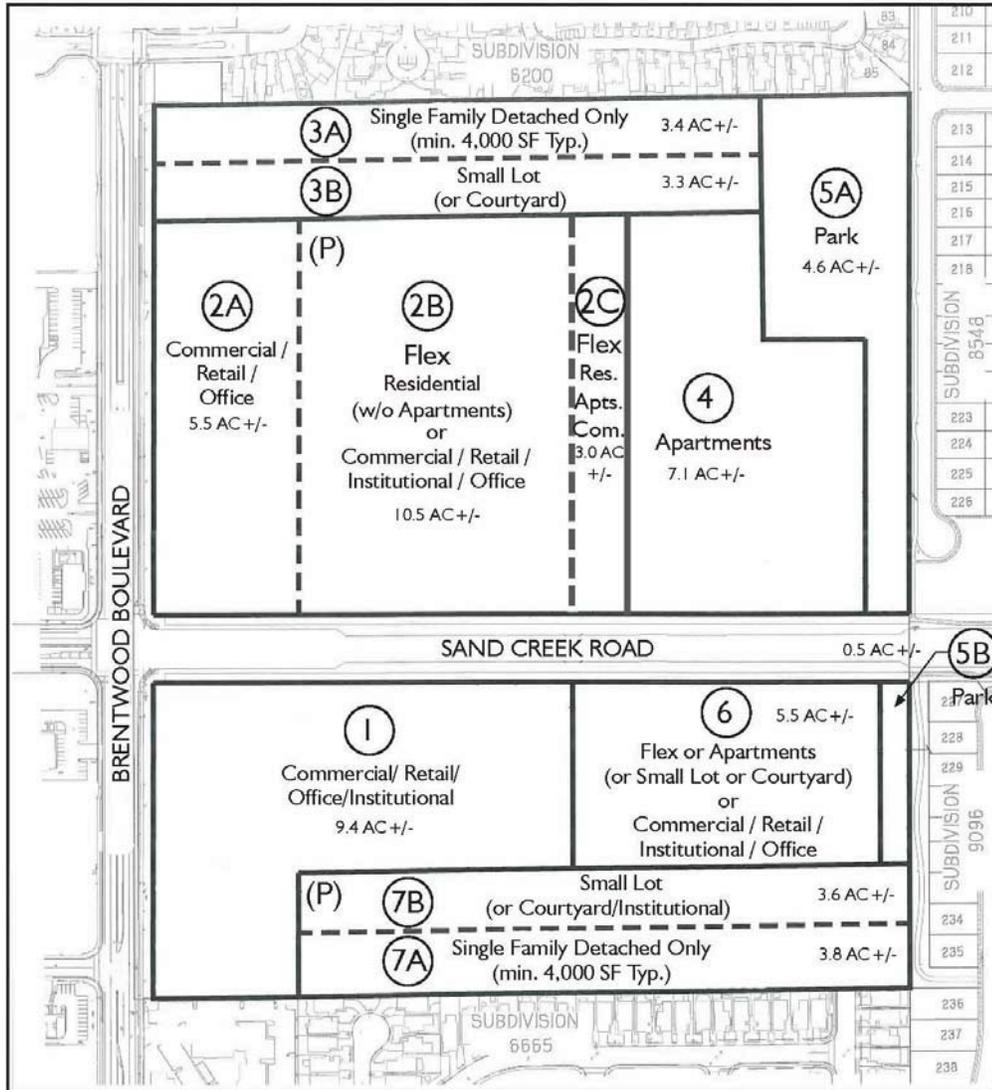
29 Parkland areas are subject to park size minimums described within the adopted Sciortino Ranch Design Guidelines. Park credits are also described in the Design Guidelines. Parks are allowed in all Sub Areas per the Guidelines with specified Park areas located in Sub Area 5A and 5B. Park sub area borders are flexible to accommodate future development designs that better integrate park land use edges.

APPENDIX A

17.505.009 Zoning Sub Area Map

ZONING MAP BY SUB AREA

4/30/09



17.505.010 Sciortino Ranch Design Guidelines

The Sciortino Ranch Design Guidelines, as adopted by the City Council, are herein incorporated by reference as Exhibit "A" to the PD-55 Zone and are intended to be used in the review of all development projects within the PD-55 Zone.

**EXHIBIT “B” TO
CITY COUNCIL ORDINANCE NO. 871
REZONE NO. 06-13
REQUIRED CHANGES TO
THE SCIORTINO RANCH DESIGN GUIDELINES (DATED APRIL 2009)**

- Pg. 8 – Modify Footnote 7 to state “...beer, wine, or distilled spirits...”
- Pg. 9 – Change the previously referenced permitted uses to conditionally permitted uses. Modify Footnote 14 regarding the boarding of animals to indicate that general boarding of animals is not allowed, but that overnight stays associated with a veterinary medical procedure are allowed.
- Pg. 10 – Change the previously referenced permitted uses to conditionally permitted uses.
- Pg. 11 – Change the previously referenced permitted uses to conditionally permitted uses. Secondary housing units, pursuant to Section 17.100.005 of the BMC, should be added as permitted uses in the sub areas that allow for single-family detached units.
- Pg. 18 – Under Section N.3., change the maximum height of pedestrian scale lighting from 20 feet to 25 feet, and change the maximum height of parking lot lights from 35 feet to 30 feet (as measured to the light source).
- Pg. 19 – Under Section P.1., include a reference to decorative screen walls as a means of screening drive-thru uses. Under Section 2.3.D., change the maximum building height from 40 feet to 50 feet.
- Pg. 28 – Add landscaped areas between facing parking rows as an encouraged design feature (typical of any parking lot design). Change “every sixth parking space” to “every third parking space.”
- Pg. 34 – Delete the note regarding building articulation from two edges to four.
- Pg. 79 – Add a bullet point under “Building Orientation” to require 5 foot fence setbacks on the street side of corner lots.
- Pg. 80 – Add a bullet point under the Parking Design section requiring common “courtyard” and “cluster” driveways to consist of individual decorative pavers or other decorative pavement.
- Pg. 81 – In the 2nd bullet point, specify a minimum offset of 2 feet for single-family and zipper product types only. Add bullet points encouraging the provision of single-story homes, homes with side-entry or recessed garages, and homes on corner lots with front porches that wrap around to the sides.
- Pg. 88 – Revise the other two alternatives such that garages are recessed behind the front plane of the homes’ living area.
- Pg. 89 – Identify all property lines (i.e. front, side, and rear).
- Pg. 90 – Identify all property lines (i.e. front, side, and rear).
- Pg. 91 – Identify all property lines (i.e. front, side, and rear).
- Pg. 96 – Address property management issues (i.e. reference the need for an HOA or a property maintenance association).
- Pg. 98 – Add a requirement for the provision of common open space and landscaping in the amount of 25% of the net parcel area.
- Pg. 118 – Add a note that any private street would never be maintained by the City.
- Pg. 122 – Delete the reference to providing parking along the commercial entry street, as it could result in movement conflicts.
- Pg. 125 – Revise the table so that it is consistent with Chapter 17.620 of the BMC.

- Pg. 143 – Add trees to the area separating the residential parking from the commercial parking.
- Pg. 145 – Increase the buffer zone in the last bullet point from 2 feet to 3 feet.
- Pg. 147 – Increase the buffer zone in the third bullet point from 2 feet to 3 feet.
- Pg. 154 – Add a note that street facing garages are discouraged and that any street facing garages shall be screened with landscaping and hand-laid masonry walls near any public streets.
- Pg. 155 – Add a note that street facing garages are discouraged and that any street facing garages shall be screened with landscaping and hand-laid masonry walls near any public streets.
- The Design Guidelines shall be revised to be consistent with and specifically note the requirements set forth in Rezone No. 06-13 and the design-related conditions of approval for Tentative Subdivision Map No. 9152.
- The Design Guidelines shall be revised to cross-reference the Project EIR and incorporate all mitigation measures.
- Appendix A – See Exhibit “A” to this ordinance.

APPENDIX B

SCIORTINO RANCH
TRAFFIC OPERATIONS
AND ACCESS ANALYSIS
BY KIMLEY-HORN
02/23/09



Revised
February 23, 2009

Mr. Reed Oñate
Vice President
New Urban Communities Partners, LLC
333 Civic Drives
Pleasant Hill, CA 94253

■
Suite 120
1430 Blue Oaks Boulevard
Roseville, California
95670

Re: Sciortino Ranch Traffic Operations and Access Analysis
Brentwood, California
KHA Project No.: 097746000

Dear Mr. Oñate:

Kimley-Horn and Associates, Inc. (KHA) is pleased to present the results of our traffic operations and access analysis for the above referenced project in Brentwood, California. The purpose of this documentation is to summarize the evaluation of the traffic operations and access analysis.

Background

The Sciortino Ranch project is proposed to be located on the east side of Brentwood Boulevard, on both the north and south sides of the future extension of Sand Creek Road. The project is proposed to consist of up to 468 apartment units, 148 single family dwelling units, 107,300 square feet (s.f.) of retail uses, 88,000 s.f. of office uses, and a 228,700 s.f. community college. This evaluation is based on a site plan you provided, dated November 2008. The proposed project site plan is illustrated in Attachment A.

A Traffic Impact Analysis (TIA) has been prepared by KHA under a separate contract with the City of Brentwood. However, that analysis does not include an evaluation of the traffic operations at all of the site access locations, nor does it analyze specific features of traffic operations that are not required to identify impacts under the California Environmental Quality Act (CEQA).

This supplemental analysis evaluates traffic operations related to potential site access locations, the effect of the proximity of proposed traffic signals in relation to existing adjacent signals, and the effect of coordinating adjacent traffic signals.

Analysis Overview

This analysis is limited to evaluation of intersection Level of Service (LOS), vehicle queuing, a peak-hour traffic signal warrant analysis, and site access location evaluation. The weekday peak-hour LOS analysis was conducted for the following intersections:

1. Brentwood Blvd @ Grant Street/Sunset Road (existing, signalized)
2. Brentwood Blvd @ Applewood Common (existing, signalized)

■
TEL 916 797 3811
FAX 916 797 3804



3. Brentwood Blvd @ Sand Creek Road (existing, signalized)
4. Brentwood Blvd @ Technology Way (existing, signalized)
5. Brentwood Blvd @ Central Blvd/Sycamore Ave (existing, signalized)
6. Brentwood Blvd @ the proposed site entrance north of Sand Creek Road (future)
7. Sand Creek Road @ the proposed central site entrance (future)
8. Sand Creek Road @ the proposed easterly site entrance (future)

A weekday peak-hour traffic signal warrant evaluation was performed for the following intersections:

1. Brentwood Blvd @ the proposed northerly site entrance
2. Sand Creek Road @ the proposed central site entrance
3. Sand Creek Road @ the proposed easterly site entrance

Furthermore, a weekday peak-hour vehicle queuing analysis was performed to calculate the 95th percentile vehicle queue lengths at the following intersections:

1. Brentwood Blvd @ Sand Creek Road (existing, signalized)
2. Brentwood Blvd @ Technology Way (existing, signalized)
3. Brentwood Blvd @ the proposed northerly site entrance
4. Sand Creek Road @ the proposed central site entrance
5. Sand Creek Road @ the proposed easterly site entrance

This traffic evaluation was conducted for the study intersections listed above for both weekday AM and PM peak-hours for the following scenarios:

- A. Existing plus Approved Projects plus Proposed Project Conditions
- B. Cumulative (2030) plus Proposed Project Conditions

Level of Service Evaluation

Analysis Methodology and Assumptions

Analysis of intersection operations is based on the concept of Level of Service (LOS). The LOS of an intersection is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity. Intersection LOS for this study was determined using methods defined in the *Highway Capacity Manual, 2000* (HCM) and appropriate traffic analysis software.

At the unsignalized site driveways, vehicles located within the driveway must stop. As a result, the driveway functions as a two-way stop controlled (TWSC) intersection. The HCM includes procedures for analyzing two-way stop controlled (TWSC), all-way stop controlled (AWSC), and signalized intersections. The TWSC procedure defines LOS as a function of average control delay for each minor street approach movement. Conversely, the AWSC and signalized intersection procedures define LOS as a function of average control delay for the intersection as a whole. Table 1 presents intersection LOS definitions as defined in the HCM. The City of Brentwood requires their traffic signals to operate at LOS D or above¹.

¹ City of Brentwood General Plan, 2001-2021, Circulation Element, January 2006.

**Table 1** – Intersection Level of Service Criteria

Level of Service (LOS)	Un-Signalized	Signalized
	Average Control Delay* (sec/veh)	Control Delay per Vehicle (sec/veh)
A	≤ 10	≤ 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F	> 50	> 80

Source: Highway Capacity Manual, 2000
* Applied to the worst lane/lane group(s) for TWSC

This analysis was conducted using the Synchro[®] analysis software. The Synchro[®] software allows the intersections to be evaluated incorporating coordinated operations, and allows for the optimization of traffic signal operations. The analysis results presented in this report are expected to vary from those presented in the *Sciortino Ranch Final Traffic Impact Analysis*² (TIA). The TIA was conducted using the procedures identified by the Contra Costa Transportation Authority (CCTA). The CCTA requires specific analysis methods and assumptions for identification of environmental impacts to the transportation system. More specifically, the CCTA methodology assumes a saturation flow rate of 1,650 passenger cars per hour per lane and does not fully consider the effects of coordinating traffic signals. However, for this analysis, a saturation flow rate of 1,900 passenger vehicles per hour per lane was assumed, consistent with the recommendations included in the *Highway Capacity Manual* (HCM). In addition, as mentioned above, the signals on Brentwood Boulevard are assumed to be coordinated and the timings optimized.

Traffic Volumes

Traffic volumes for the analysis scenarios included in this report were obtained from the *Sciortino Ranch Final Traffic Impact Analysis*². That report included volumes for Existing plus Approved Projects plus Proposed Project conditions and Cumulative plus Proposed Project Traffic Conditions. Traffic volumes assumed for Existing plus Approved Projects plus Proposed Project conditions are indicted in Attachment B, and volumes for the Cumulative plus Proposed Project conditions are indicted in Attachment C. It should be noted that trip distribution associated with the proposed project was modified from the TIA to better reflect the project traffic at the site driveways. The LOS analysis results are included in Table 2 and Table 3.

Roadway Improvements

For this analysis, it was assumed that the existing lane geometries and controls to remain in place, except for the intersections of Brentwood Boulevard and Grant Street/Sunset Road and Brentwood Boulevard at Sand Creek Road. For these intersections, the mitigation measures identified in the TIA were assumed to be in place. The mitigation measures identified in the TIA are presented in Attachment D.

² Kimley-Horn and Associates, Inc., January 30, 2009.



Table 2 – Existing plus Approved Projects plus Proposed Project Levels of Service

Intersection	Traffic Control	AM Peak-Hour		PM Peak-Hour	
		Delay (seconds)	LOS	Delay (seconds)	LOS
Brentwood Blvd @ Grant Street/Sunset Road	Signal	27.3	C	42.6	D
Brentwood Blvd @ Applewood Common	Signal	3.5	A	3.1	A
Brentwood Blvd @ Sand Creek Road	Signal	21.0	C	37.5	D
Brentwood Blvd @ Technology Way	Signal	5.1	A	11.3	B
Brentwood Blvd @ Central Blvd/Sycamore Ave	Signal	18.6	B	20.4	C
Brentwood Blvd @ Site Entrance north of Sand Creek Road	Signal	14.3	B	16.0	B
Sand Creek Road @ Central Site Entrance (Main)	Signal	16.9	B	29.9	C
Sand Creek Road @ Easterly Site Entrance	Signal	28.2	C	13.2	B

Table 3 – Cumulative (2030) plus Proposed Project Levels of Service

Intersection	Traffic Control	AM Peak-Hour		PM Peak-Hour	
		Delay (seconds)	LOS	Delay (seconds)	LOS
Brentwood Blvd @ Grant Street/Sunset Road	Signal	31.0	C	63.9	E
Brentwood Blvd @ Applewood Common	Signal	4.6	A	4.6	A
Brentwood Blvd @ Sand Creek Road	Signal	22.4	C	34.1	C
Brentwood Blvd @ Technology Way	Signal	7.1	A	11.8	B
Brentwood Blvd @ Central Blvd/Sycamore Ave	Signal	23.2	C	23.5	C
Brentwood Blvd @ Site Entrance north of Sand Creek Road	Signal	13.7	B	15.8	B
Sand Creek Road @ Central Site Entrance (Main)	Signal	17.1	B	33.7	C
Sand Creek Road @ Easterly Site Entrance	Signal	26.3	C	14.9	B

As indicated in Table 2, the study intersections are expected to operate from LOS A to LOS D during the AM and PM peak-hours for the Existing plus Approved Projects plus Proposed Project conditions. As indicated in Table 3, the study intersections are expected to operate from LOS A to LOS E during the AM and PM peak-hours under Cumulative plus Proposed Project Conditions.



Traffic Signal Warrant Evaluation

A planning level assessment of the need for traffic signalization was performed at the three project driveway locations that are anticipated to be signalized. This evaluation was performed consistent with the methodologies noted in Section 4C of the *California Manual on Uniform Traffic Control Devices (CMUTCD)*, September 26, 2006. A summary of the intersection peak-hour warrant results are presented in Table 4.

Table 4 – Signal Warrant Analysis Results

Analysis Scenario	Study Intersection	Peak-Hour Warrant Satisfied?
EPAP ⁺ plus Proposed Project AM	Brentwood Blvd @ Site Entrance north of Sand Creek Road	YES
	Sand Creek Road @ Central Site Entrance (Main)	No
	Sand Creek Road @ Easterly Site Entrance	No
EPAP ⁺ plus Proposed Project PM	Brentwood Blvd @ Site Entrance north of Sand Creek Road	YES
	Sand Creek Road @ Central Site Entrance (Main)	No
	Sand Creek Road @ Easterly Site Entrance	No
Cum ⁺⁺ plus Proposed Project AM	Brentwood Blvd @ Site Entrance north of Sand Creek Road	YES
	Sand Creek Road @ Central Site Entrance (Main)	No
	Sand Creek Road @ Easterly Site Entrance	No
Cum ⁺⁺ plus Proposed Project PM	Brentwood Blvd @ Site Entrance north of Sand Creek Road	YES
	Sand Creek Road @ Central Site Entrance (Main)	No
	Sand Creek Road @ Easterly Site Entrance	No

⁺ EPAP = Existing plus Proposed Projects ⁺⁺ Cum = Cumulative (2030)

As presented in the Table 4, the peak-hour traffic signal warrant is satisfied for the intersection of Brentwood Boulevard and the Northern Site Entrance for all analysis scenarios.

Intersection Queuing Evaluation

Vehicle queuing for key movements at six (6) study intersections was evaluated. Results of the queuing evaluation for intersections and site driveways are presented in Table 5 and Table 6, respectively.

As presented in Table 5 and Table 6, 95th percentile queue lengths are expected to exceed available storage length with the proposed project at three locations. In such locations, improvements to decrease the vehicle queues and/or increase the available storage length are recommended as noted below.



Table 5 – Queuing Evaluation Results: Intersections

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
Brentwood Blvd @ Applewood Common		NBT			
Existing plus Approved Projects plus Proposed Project		550**	16	550**	26
Cumulative (2030) plus Proposed Project			16		47
Brentwood Blvd @ Sand Creek Road		NBT			
Existing plus Approved Projects plus Proposed Project		550**	17	550**	188
Cumulative (2030) plus Proposed Project			64		116
		SBL			
Existing plus Approved Projects plus Proposed Project		175	107	175	169
Cumulative (2030) plus Proposed Project			128		138
		SBT			
Existing plus Approved Projects plus Proposed Project		500**	117	500**	267
Cumulative (2030) plus Proposed Project			71		498
		WBL			
Existing plus Approved Projects plus Proposed Project		75	107	75	169
Cumulative (2030) plus Proposed Project			138		288
		WBT			
Existing plus Approved Projects plus Proposed Project		550**	59	550**	89
Cumulative (2030) plus Proposed Project			66		89
Brentwood Blvd @ Technology Way		SBL			
Existing plus Approved Projects plus Proposed Project		125	18	125	33
Cumulative (2030) plus Proposed Project			31		26
		SBT			
Existing plus Approved Projects plus Proposed Project		550**	71	550**	143
Cumulative (2030) plus Proposed Project			95		169
		WBL			
Existing plus Approved Projects plus Proposed Project		175*	31	175*	121
Cumulative (2030) plus Proposed Project			33		121
Source: <i>HCM 2000</i> methodology per Synchro [®] v7. * Available storage length equal to throat depth, ** Segment length between intersections. Shaded cells indicate locations where vehicle queue will exceed storage area.					



Table 6 - Queuing Evaluation Results: Site Driveways

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
Brentwood Blvd @ Northern Site Entrance					
NBT					
Existing plus Approved Projects plus Proposed Project		500**	172	500**	211
Cumulative (2030) plus Proposed Project			252		290
SBL					
Existing plus Approved Projects plus Proposed Project		100	261	100	140
Cumulative (2030) plus Proposed Project			300		173
SBT					
Existing plus Approved Projects plus Proposed Project		550**	72	550**	253
Cumulative (2030) plus Proposed Project			68		156
WBL					
Existing plus Approved Projects plus Proposed Project		150*	19	150*	88
Cumulative (2030) plus Proposed Project			21		88
Sand Creek Road @ Central Site Entrance					
NBL					
Existing plus Approved Projects plus Proposed Project		150*	8	150*	16
Cumulative (2030) plus Proposed Project			8		17
SBL					
Existing plus Approved Projects plus Proposed Project		125*	14	125*	33
Cumulative (2030) plus Proposed Project			15		35
EBL					
Existing plus Approved Projects plus Proposed Project		175	198	175	47
Cumulative (2030) plus Proposed Project			204		49
EBT					
Existing plus Approved Projects plus Proposed Project		550**	20	550**	48
Cumulative (2030) plus Proposed Project			20		48
WBL					
Existing plus Approved Projects plus Proposed Project		175	20	175	12
Cumulative (2030) plus Proposed Project			20		12
WBT					
Existing plus Approved Projects plus Proposed Project		500**	55	500**	29
Cumulative (2030) plus Proposed Project			67		49
Sand Creek Road @ Eastern Site Entrance					
NBL					
Existing plus Approved Projects plus Proposed Project		150*	52	150*	33
Cumulative (2030) plus Proposed Project			54		35
SBL					
Existing plus Approved Projects plus Proposed Project		125*	15	125*	10
Cumulative (2030) plus Proposed Project			15		10
EBL					
Existing plus Approved Projects plus Proposed Project		175	28	175	57
Cumulative (2030) plus Proposed Project			28		61
EBT					
Existing plus Approved Projects plus Proposed Project		500**	14	500**	27
Cumulative (2030) plus Proposed Project			14		27
WBL					
Existing plus Approved Projects plus Proposed Project		175	6	175	12
Cumulative (2030) plus Proposed Project			6		12
WBT					
Existing plus Approved Projects plus Proposed Project		500**	22	500**	11
Cumulative (2030) plus Proposed Project			32		32

Source: HCM 2000 methodology per Synchro[®] v7. * Available storage length equal to throat depth, ** Segment length between intersections. Shaded cells indicate locations where vehicle queue will exceed storage area.



Based on the results presented in Table 5 and Table 6, the following improvements are recommended to increase vehicle storage areas and/or decrease vehicle queues:

- *Brentwood Blvd @ Sand Creek Road* – To accommodate the vehicle queue for the westbound left-turn movement, the left-turn pocket should be lengthened to 290 feet.
- *Brentwood Boulevard at North Site Entrance* – To accommodate the southbound left-turn turn queue, the southbound left turn-lane should be lengthened to 300 feet. It should be noted that this analysis assumes a community college use would be located on the portion of the Sciortino Ranch site north of Sand Creek Road. The community college would generate more AM peak hour trips than a retail use of a comparable size. As a result, if the community college is not built on-site, the full 300 feet specified for the southbound left-turn pocket may not be necessary.
- *Sand Creek Road at Central Site Entrance* – To accommodate the eastbound left-turn queue, the left-turn pocket should be 210 feet. To accommodate this eastbound left-turn lane and the westbound left-turn lane at the intersection of Sand Creek Road and Brentwood Boulevard, along with the associated left-turn lane bay tapers, the primary site entrance should be located such that the limit line for eastbound traffic at the site entrance is 560 feet east of the limit line for westbound traffic at the Sand Creek Road/Brentwood Boulevard intersection. Therefore, the Central Site Entrance should be shifted 10 feet east. It should be noted that this separation assumes the bay tapers will be 60 feet long and will overlap.

Site Access Location Evaluation

Based on the analysis results noted above, the following observations regarding the site access points are offered:

- *Northerly site entrance on Brentwood Boulevard* – The peak-hour traffic signal warrant for this location is satisfied. This driveway will operate with LOS B if signalized and vehicle queues at this location are not expected to affect adjacent signals.
- *Brentwood Boulevard at Technology Way* – This intersection is expected to operate LOS B or better for all analysis scenarios and vehicle queues at this location are not expected to interfere with other intersections.
- *Sand Creek Road at Central Site Entrance* – This driveway will operate at LOS C conditions in the PM peak hour if signalized. The LOS will likely be significantly worse if the intersection is not signalized. If this driveway is relocated as noted in the “Intersection Queuing Evaluation” above, vehicle queues at this location will not interfere with any other intersection.
- *Sand Creek Road at Easterly Site Entrance* – This intersection does not meet the peak-hour signal warrant under any of the analysis scenarios. While this intersection is expected to operate at LOS B or better under all analysis if signalized, similar LOS would be expected if the intersection was controlled with an all-way STOP. This driveway should be located at least 400 feet east of the Central site driveway.
- *Minor site entrance on Brentwood Boulevard between Technology Way and Sand Creek Road* – This driveway is proposed to be located approximately 280 feet from either of the adjacent intersections and is proposed to have



only right in/out turn movements. The proposed driveway location is consistent with the city's driveway design standards (Engineering Procedures Manual, §VIII 4 (c) (1)), which requires 65 feet between driveways and intersections.

- *Minor site entrance on Brentwood Boulevard between Sand Creek Road and the northerly site entrance* – This driveway is proposed to be located at least 190 feet from either of the adjacent intersections and is proposed to have only right in/out turn movements. The proposed driveway location is consistent with the city's driveway design standards (Engineering Procedures Manual, §VIII 4 (c) (1)), which requires 65 feet between driveways and intersections.
- *Minor site entrance, south side of Sand Creek Road, east of Brentwood Boulevard* – This driveway is proposed to be approximately 220 feet east of Brentwood Boulevard with only right in/out turn movements. The proposed driveway location is consistent with the city's driveway design standards (Engineering Procedures Manual, §VIII 4 (c) (1)), which requires 65 feet between driveways and intersections.
- *Minor site entrance, north side of Sand Creek Road and east of Brentwood Boulevard* – This driveway is proposed to be approximately 220 feet east of Brentwood Boulevard with only right in/out turn movements. The proposed driveway location is consistent with the city's driveway design standards (Engineering Procedures Manual, §VIII 4 (c) (1)), which requires 65 feet between driveways and intersections. However, the vehicle queues in the westbound left turn lane at the intersection of Sand Creek Road and Brentwood Boulevard will occasionally extend past the driveway under Cumulative plus Proposed Project conditions. This situation is expected to occur less than 5 percent of the time. When the left turn queue extends past the driveway, vehicles in the driveway that wish to enter the westbound left turn lane would be required to wait until the traffic signal at Brentwood Boulevard decreases the queue in the left-turn lane.

Analysis Results and Recommendations

Based on the documented analyses, we would like to offer the following conclusions and recommendations:

1. The proposed signalized site driveways will operate with acceptable Level of Service. Vehicle queues associated with the proposed site access locations are not expected to interfere with adjacent intersections.
2. The central (main) driveway on Sand Creek Road should be located such that there is 560 feet between the eastbound limit line at the driveway and the westbound limit line on Sand Creek Road at Brentwood Boulevard.
3. The easterly driveway on Sand Creek Road is expected to operate with acceptable LOS whether it is signalized or not signalized.
4. Proposed locations for minor site driveways are consistent with City design standards.

Please contact me at (916) 797-3811 if you have any questions or require additional information.



Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

A handwritten signature in blue ink that reads "Stephen M. Pyburn". The signature is written in a cursive style with a horizontal line extending to the right.

Stephen M. Pyburn, P.E., T.E.
Senior Project Manager
PE No. C49598 & TR1904

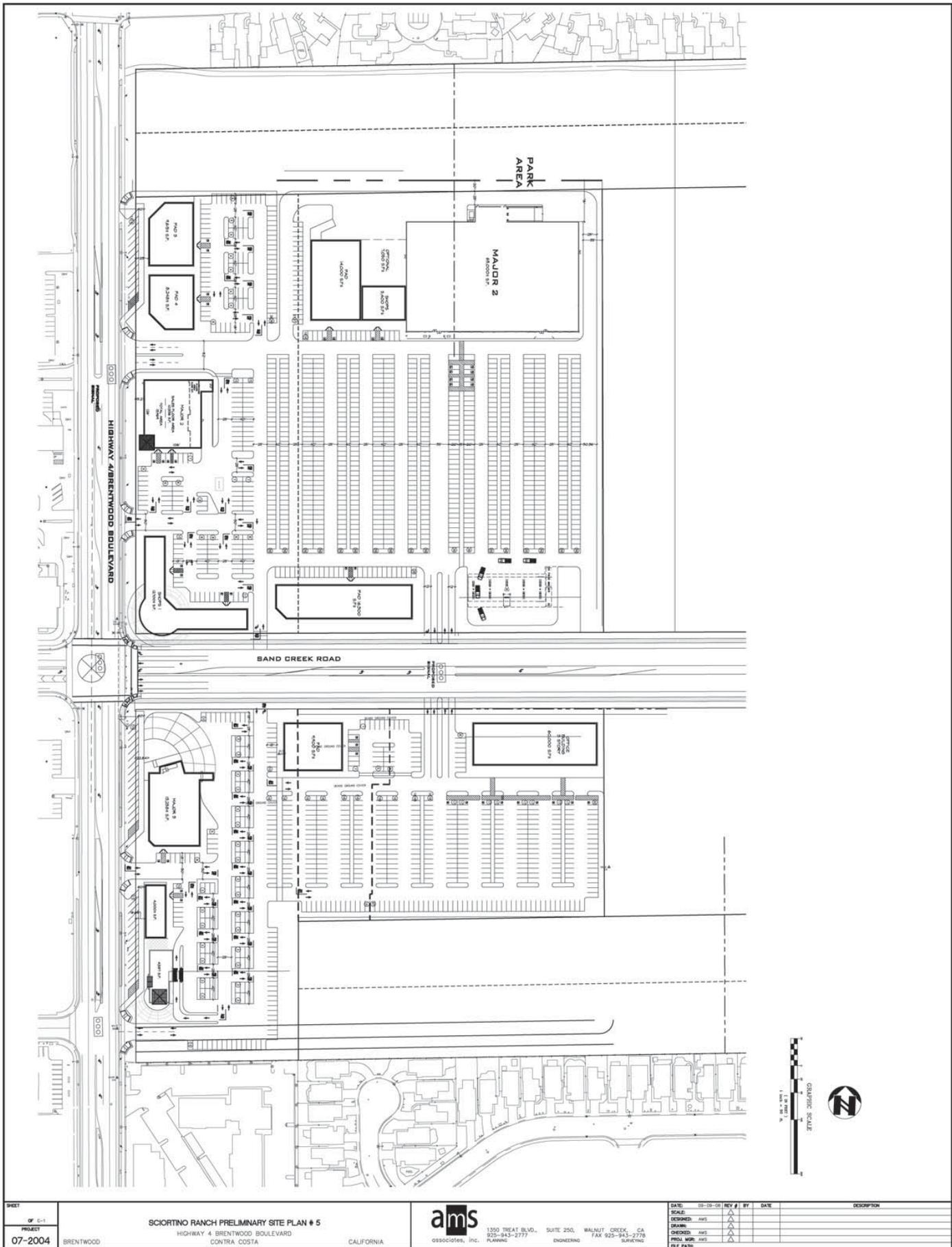
Enclosures:

Attachment A – Site Plan

Attachment B – Existing plus Approved Projects plus Proposed Project Peak-Hour
Traffic Volumes

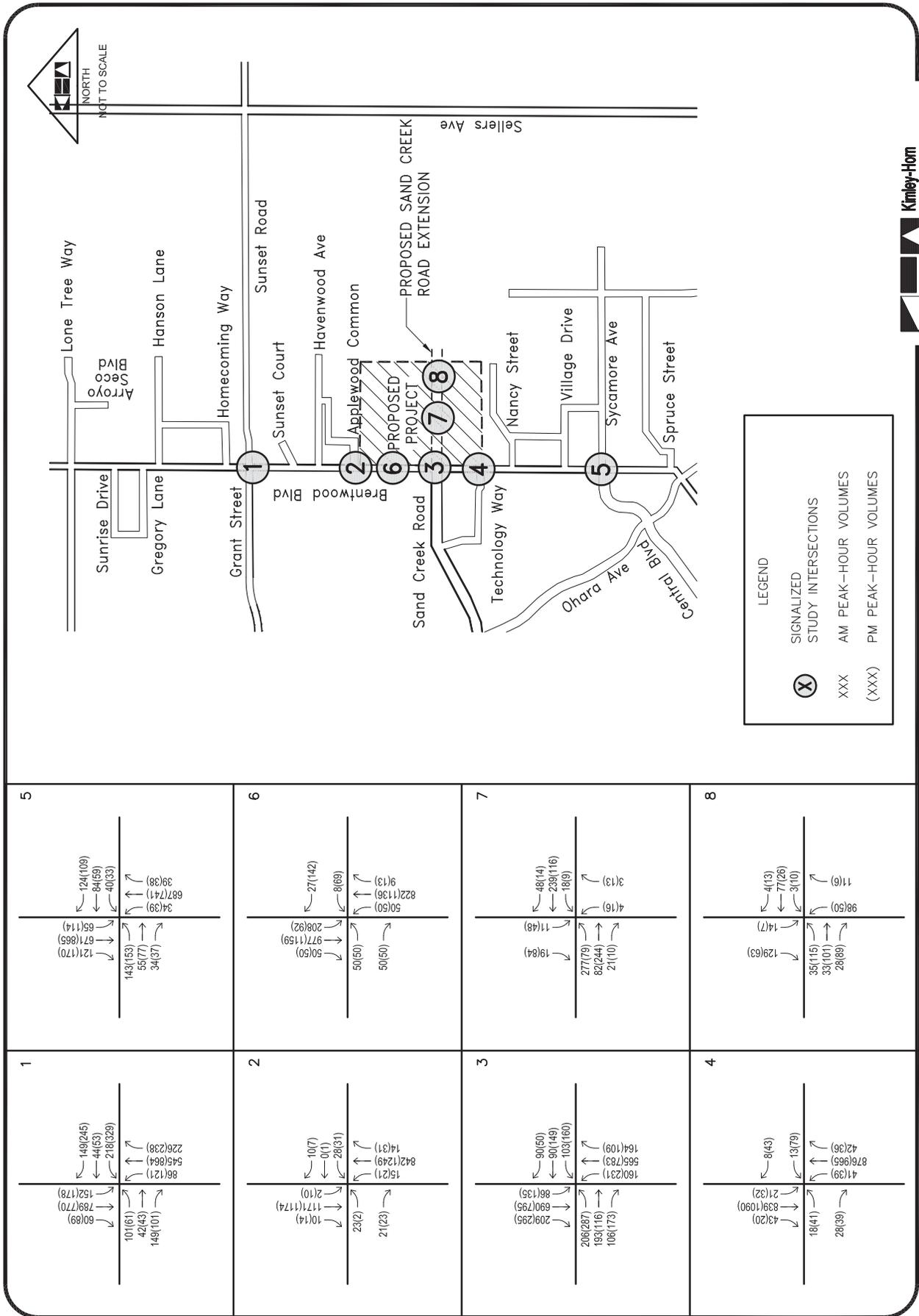
Attachment C – Cumulative plus Proposed Project Peak-Hour Traffic Volumes

Attachment D – Lane Configurations



SHEET OF 5-1 PROJECT 07-2004 BRENTWOOD		SCIORTINO RANCH PRELIMINARY SITE PLAN # 5 HIGHWAY 4 BRENTWOOD BOULEVARD CONTRA COSTA CALIFORNIA		1350 TREAT BLVD., SUITE 250, WALNUT CREEK, CA 925-943-2777 PLANNING ENGINEERING FAX 925-943-2778 OSSOCIATES, INC. SUPERVISING		DATE: 03-03-03 SCALE: 1/8" = 1'-0" DESIGNED: AMS DRAWN: AMS CHECKED: AMS PROJ. MGR.: AMS FILE PATH:		REV # BY DATE DESCRIPTION	
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Attachment A - Site Plan

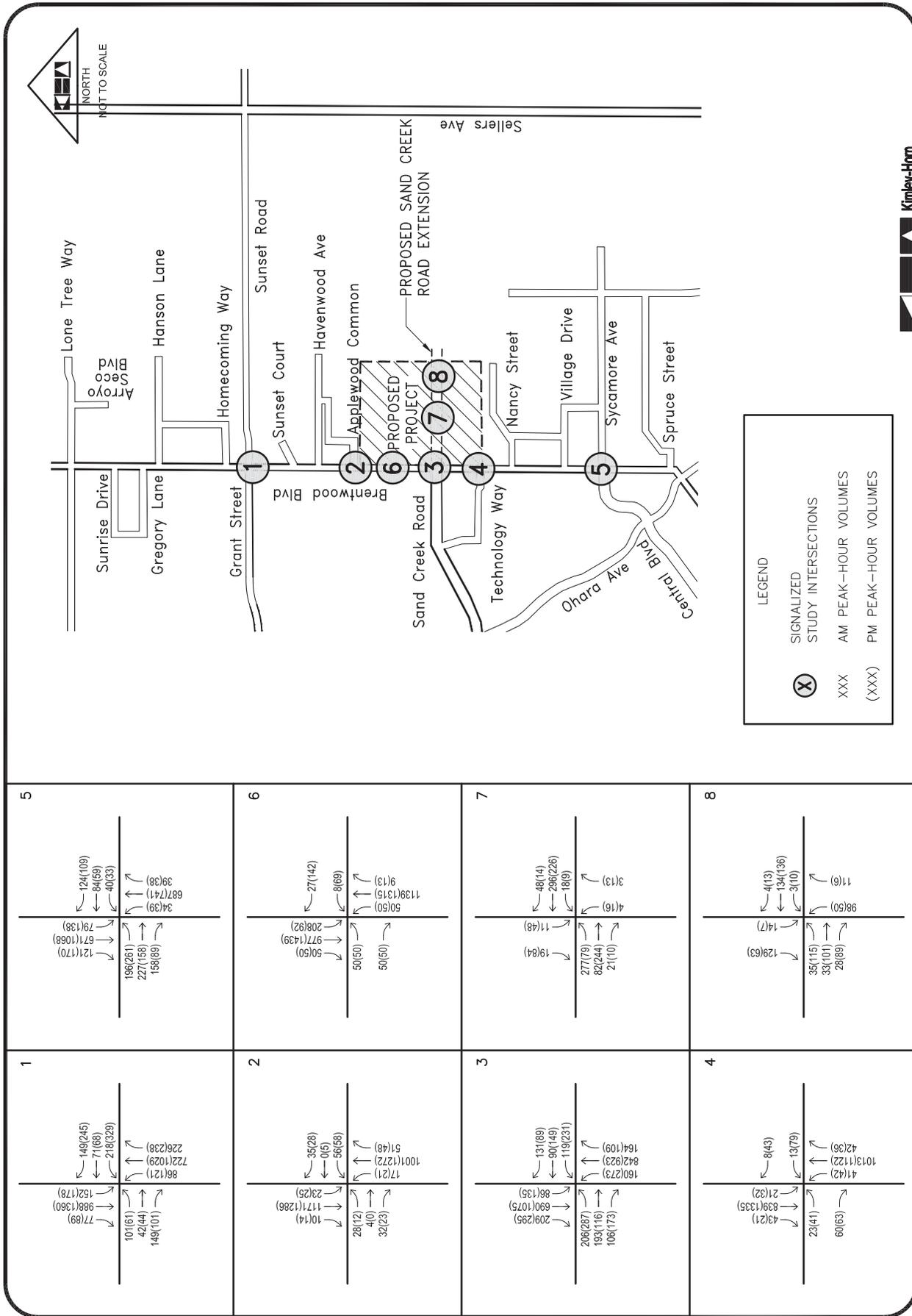


ATTACHMENT B
 EXISTING PLUS APPROVED PROJECTS PLUS PROPOSED PROJECT PEAK-HOUR VOLUMES



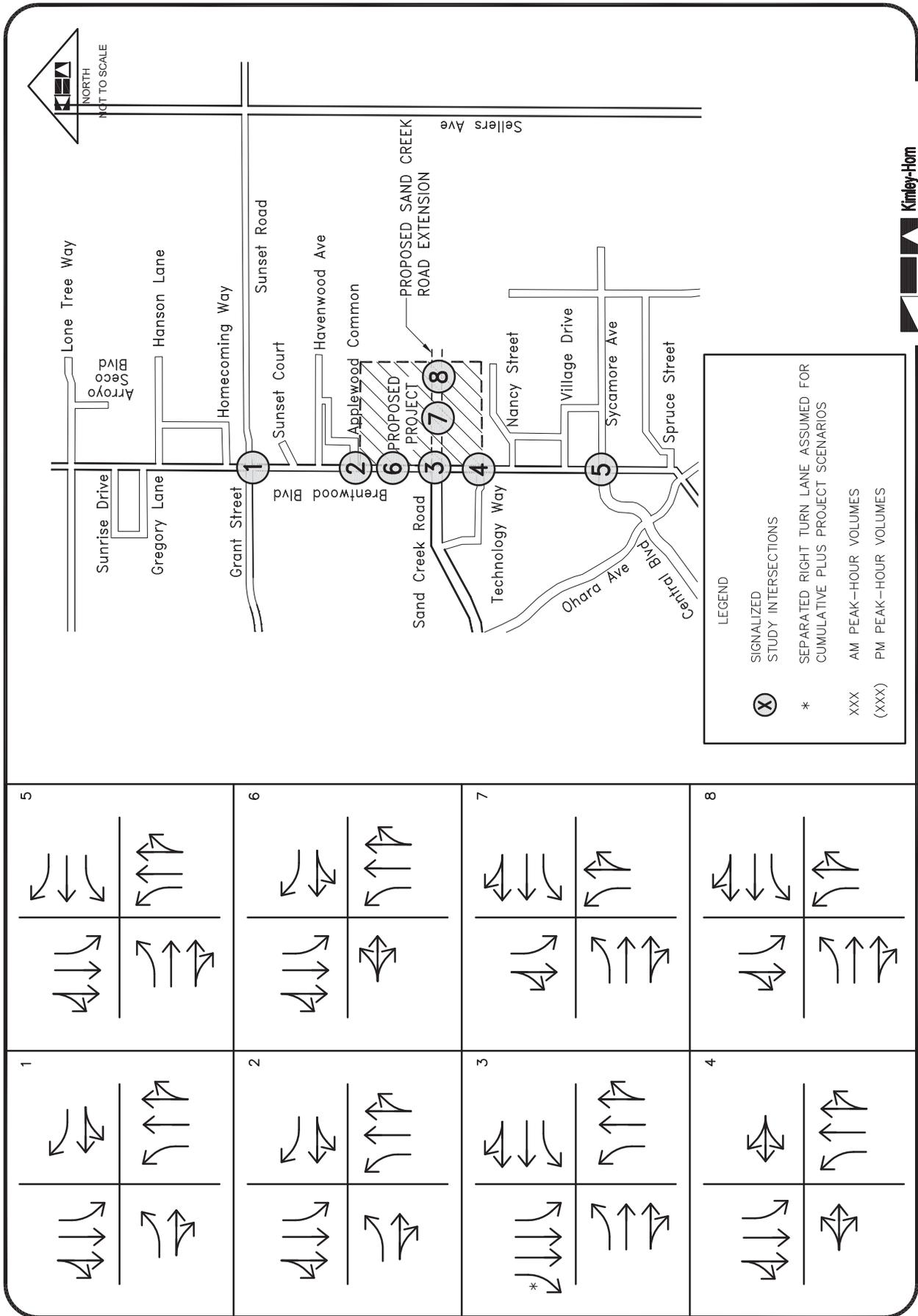
SCIORTINO RANCH ACCESS STUDY
 BRENTWOOD, CA

<p>1</p> <p>101(61) ← 148(245) 148(61) ← 44(53) 60(89) ← 152(178) 101(101) ← 218(329) 86(121) ← 545(664) 101(101) ← 226(238)</p> <p>121(170) → 65(114) 67(1865) → 65(114) 142(153) → 34(37) 55(77) → 34(37) 34(37) → 34(37) 667(741) → 39(38) 34(39) → 40(33)</p>	<p>5</p> <p>124(109) → 84(59) 84(59) → 40(33) 124(109) → 84(59) 84(59) → 40(33)</p>
<p>2</p> <p>10(14) → 2(10) 117(1174) → 2(10) 23(2) → 10(1) 21(23) → 28(31) 15(21) → 14(31) 842(1249) → 0(1) 10(1) → 28(31)</p> <p>50(50) → 27(142) 977(1159) → 8(69) 208(92) → 9(13) 50(50) → 822(1136) 50(50) → 9(13) 50(50) → 48(14) 50(50) → 239(116) 50(50) → 18(9)</p>	<p>6</p> <p>27(142) → 8(69) 9(13) → 822(1136) 9(13) → 48(14) 239(116) → 18(9)</p>
<p>3</p> <p>209(295) → 86(135) 690(795) → 86(135) 190(173) → 164(109) 193(116) → 565(733) 109(173) → 565(733) 206(287) → 103(191) 180(231) → 164(109) 193(116) → 90(149) 109(173) → 90(149) 209(295) → 90(149) 690(795) → 90(149) 86(135) → 90(149) 19(84) → 103(191) 277(76) → 11(49) 82(244) → 11(49) 2(10) → 4(16) 2(10) → 3(13) 2(10) → 4(16)</p>	<p>7</p> <p>11(49) → 4(16) 11(49) → 3(13) 19(84) → 4(16) 277(76) → 3(13) 82(244) → 3(13) 2(10) → 4(16) 2(10) → 3(13)</p>
<p>4</p> <p>43(20) → 18(41) 839(1090) → 18(41) 21(32) → 62(137) 41(39) → 42(36) 876(965) → 42(36) 18(41) → 62(137) 18(41) → 42(36) 62(137) → 42(36) 43(20) → 18(41) 839(1090) → 18(41) 21(32) → 62(137) 41(39) → 42(36) 876(965) → 42(36) 18(41) → 62(137) 18(41) → 42(36) 62(137) → 42(36)</p>	<p>8</p> <p>129(63) → 35(115) 14(7) → 33(101) 14(7) → 28(88) 129(63) → 35(115) 33(101) → 28(88) 35(115) → 28(88) 98(50) → 11(6) 77(26) → 3(10) 4(13) → 3(10)</p>



ATTACHMENT C
 CUMULATIVE (2030) PLUS PROPOSED PROJECT PEAK-HOUR VOLUMES
 SCIORTINO RANCH ACCESS STUDY
 BRENTWOOD, CA





SCIORTINO RANCH ACCESS STUDY
BRENTWOOD, CA

1		
2		
3		
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5		
6		
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ATTACHMENT D
LANE CONFIGURATION

APPENDIX C

FINAL ENVIRONMENTAL IMPACT REPORT MITIGATION AND MONITORING PLAN (APPROVED 5/26/09)

4**MITIGATION MONITORING PLAN****4.0 INTRODUCTION**

Section 15097 of the California Environmental Quality Act (CEQA) requires all state and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a “mitigated negative declaration” or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring Plan (MMP) for the Sciortino Ranch project. The intent of the MMP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Environmental Impact Report (EIR) for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMP shall be funded by the applicant. The following MMP includes final changes to the Final EIR found in the Preface.

4.1 MITIGATION MONITORING PLAN

The MMP contained herein is intended to satisfy the requirements of CEQA as they relate to the EIR for the Sciortino Ranch project prepared by the City of Brentwood. This MMP is intended to be used by City staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMP were developed in the EIR prepared for the proposed project.

The Sciortino Ranch EIR presents a detailed set of mitigation measures that will be implemented throughout the lifetime of the project. Mitigation is defined by CEQA as a measure which:

- Avoids the impact altogether by not taking a certain action or parts of an action;
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project; or
- Compensates for the impact by replacing or providing substitute resources or environments.

The intent of the MMP is to ensure the effective implementation and enforcement of adopted mitigation measures and permit conditions. The MMP will provide for monitoring of construction activities as necessary and in-the-field identification and resolution of environmental concerns.

Monitoring and documenting the implementation of mitigation measures will be coordinated by the City of Brentwood. The table attached to this report identifies the mitigation measure, the monitoring action for the mitigation measure, the responsible party for the monitoring action, and timing of the monitoring action. The applicant will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMP. The City of Brentwood will be responsible for ensuring compliance.

During construction of the project, the City will assign an inspector who will be responsible for field monitoring of mitigation measure compliance. The inspector will report to the Community Development Department and will be thoroughly familiar with permit conditions and the MMP. In addition, the inspector will be familiar with construction contract requirements, construction schedules, standard construction practices, and mitigation techniques. In order to track the status of mitigation measure implementation, field-monitoring activities will be documented on compliance monitoring report worksheets. The time commitment of the inspector will vary depending on the intensity and location of construction. Aided by the attached table, the inspector will be responsible for the following activities:

- On-site, day-to-day monitoring of construction activities;
- Reviewing construction plans and equipment staging/access plans to ensure conformance with adopted mitigation measures;
- Ensuring contractor knowledge of and compliance with the MMP;
- Verifying the accuracy and adequacy of contract wording;
- Having the authority to require correction of activities that violate mitigation measures, securing compliance with the MMP;
- Acting in the role of contact for property owners or any other affected persons who wish to register observations of violations of project permit conditions or mitigation. Upon receiving any complaints, the inspector shall immediately contact the construction representative. The inspector shall be responsible for verifying any such observations and for developing any necessary corrective actions in consultation with the construction representative and the City of Brentwood;
- Obtaining assistance as necessary from technical experts in order to develop site-specific procedures for implementing the mitigation measures; and
- Maintaining a log of all significant interactions, violations of permit conditions or mitigation measures, and necessary corrective measures.

4.2 MITIGATION MONITORING PLAN

The following plan indicates the mitigation measure number, the impact the measure is designed to address, the mitigation, the monitoring agency, implementation schedule, and an area for sign-off indicating compliance.

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
4.1 Land Use					
4.1-1	Compatibility with existing or planned surrounding land uses.	<p>4.1-1 Prior to the approval of any permitted use involving the sale of alcohol as the primary means of business (i.e., bars, nightclubs, liquor stores, etc.), or hours of operation beyond 10:00 pm, the applicant shall be required to prepare a plan detailing the operational and security-related characteristics of the proposed use. Said plan shall be submitted for the review and approval of the Community Development Director and the Chief of Police, and shall be incorporated into the respective design review or tenant improvement permit approval.</p>	Community Development Director and the Chief of Police	During design review and/or tenant improvement permit approval	
4.3 Transportation and Circulation					
4.3-1	Impacts to the unsignalized intersection of Brentwood Boulevard and Homecoming Way.	<p>4.3-1 The Brentwood Boulevard / Homecoming Way intersection shall be modified by eliminating left turns from the intersection's westbound approach; by installing a raised island and appropriate signing and striping, to the satisfaction of the City Engineer. The improvement shall be completed concurrent with the Brentwood Boulevard roadway improvements at no cost to the City.</p>	City Engineer	Concurrent with the Brentwood Boulevard roadway improvements	
4.3-2	Impacts to the signalized intersection of Brentwood	<p>4.3-2 The developer shall pay the current Traffic Impact Fees through the Development Fee</p>	City Engineer	Initiate the design for the	

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	Boulevard and Grant Street / Sunset Road.	<i>Program. In addition, within 12 months of City Council approval, the developer shall initiate the design for the improvements to Brentwood Boulevard North Phase 1 as identified in the City's CIP Program. The City shall be the lead for all work associated with right of way acquisition, permitting and environmental documentation including associated costs and fees. The developer shall be responsible for providing all supporting documentation. The design shall be completed within 18 months of initiation to the satisfaction of the City Engineer and shall be the financial responsibility of the developer. A portion of these design costs are fee creditable as determined by the City Engineer. (This condition substitutes and implements the prior mitigation measures to modify the Brentwood Boulevard / Grant Street / Sunset Road intersection, the Brentwood Boulevard / Havenwood intersection, Brentwood Boulevard / Village Drive intersection and the Brentwood Boulevard / Sunrise Drive intersection).</i>		improvements within 12 months of City Council approval and complete the design within 18 months of initiation.	
4.3-3	Impacts to the unsignalized intersection of Brentwood Boulevard and Havenwood Avenue.	4.3-3 Implement Mitigation Measure 4.3-2.	(See Mitigation Measure 4.3-2)	(See Mitigation Measure 4.3-2)	

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
4.3-4	Impacts to the unsignalized intersection of Brentwood Boulevard and Village Drive.	4.3-4 Implement Mitigation Measure 4.3-2.	(See Mitigation Measure 4.3-2)	(See Mitigation Measure 4.3-2)	
4.3-7	Cumulative impacts to study intersections.	4.3-7(a) <i>The developer shall design and install a traffic interconnect system in Brentwood Boulevard and Sand Creek Road to synchronize the proposed or modified traffic signals along the project's Brentwood Boulevard and Sand Creek Road frontages. The interconnect shall include, if necessary, new traffic controllers at the modified signals to conform with City standards. These improvements shall be installed to the satisfaction of the City Engineer and concurrent with the Brentwood Boulevard and Sand Creek Road roadway improvements.</i>	City Engineer	Concurrent with the Brentwood Boulevard and Sand Creek Road roadway improvements	
		4.3-7(b) <i>The developer shall mitigate this impact by the payment of the current Traffic Impact Fees per the Development Fee Program for the Brentwood Boulevard / Lone Tree Way intersection due to the similar level of service for the existing + approved projects condition [LOS A/A (PM/AM peak)] and the existing + approved projects + proposed project conditions [LOS A/B (PM/AM peak)] and the fact that the cumulative impact is not realized until year 2030.</i>	City Engineer	Fees payable at residential building permit(s) issuance	

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		4.3-7(c) Implement Mitigation Measure 4.3-2.	(See Mitigation Measure 4.3-2)	(See Mitigation Measure 4.3-2)	
		4.3-7(d) The developer shall pay the current Traffic Impact Fees per the Development Fee Program and the developer shall pay their fair share of the cost of the traffic signal at the Brentwood Boulevard / Gregory Lane intersection. The fair share shall be defined as 15% of \$200,000, or \$30,000, and shall be paid prior to the recordation of the first residential final map. (This condition substitutes and implements the prior mitigation measure to modify the Brentwood Boulevard / Gregory Lane intersection).	City Engineer	Residential building permit(s) issuance and fair share portion due prior to the recordation of the first residential final map	
		4.3-7(e) Implement Mitigation Measure 4.3-2.	(See Mitigation Measure 4.3-2)	(See Mitigation Measure 4.3-2)	
		4.3-7(f) The Brentwood Boulevard / Sand Creek Road intersection shall be re-evaluated to verify an acceptable level of service, taking into account the signal synchronization anticipated in Mitigation Measure 4.3-7(a) for the proposed project. This study shall be completed within 6 months of final project approval, to the satisfaction of the City	City Engineer	Within 6 months of final project approval.	

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>Engineer, at no cost to the City. Any recommendations set forth in this study shall be implemented by the developer.</i></p>			
4.4 Air Quality and Climate Change					
4.4-1	Short-term construction-related air quality impacts.	<p>4.4-1 <i>Consistent with guidance from the BAAQMD, prior to issuance of any grading permits, the applicant shall incorporate the following mitigation measures into the construction contract documents, which shall be submitted for the review and approval of the City Engineer:</i></p> <ul style="list-style-type: none"> • <i>Water all active construction areas at least twice daily and more often during windy periods; active areas adjacent to existing land uses shall be kept damp at all times, or shall be treated with non-toxic stabilizers or dust palliatives;</i> • <i>Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard;</i> • <i>Pave, apply water three times daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites;</i> • <i>Sweep daily (preferably with water</i> 	City Engineer	Prior to issuance of any grading permits	

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
4.4-2	Impacts to regional air quality due to project trip generation.	<p><i>sweepers) all paved access roads, parking areas, and staging areas at construction sites; water sweepers shall vacuum up excess water to avoid runoff-related impacts to water quality;</i></p> <ul style="list-style-type: none"> <i>Sweep streets daily (preferably with water sweepers) if visible soil material is carried onto adjacent public streets;</i> <i>Apply non-toxic soil stabilizers to inactive construction areas;</i> <i>Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.);</i> <i>Limit traffic speeds on unpaved roads to 15 mph;</i> <i>Install sandbags or other erosion control measures to prevent silt runoff to public roadways; and</i> <i>Replant vegetation in disturbed areas as quickly as possible.</i> <p><i>The above measures include all feasible measures for construction emissions identified by the Bay Area Air Quality Management District.</i></p>	Community Development Director	Prior to approval of a tentative map or site plan	

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>employees bicycling or walking to work;</p> <ul style="list-style-type: none"> • Provide secure short-term bicycle parking for retail customers and other non-commute trips; • Provide direct, safe, attractive pedestrian access from project to transit stops and adjacent development; • Implement carpool/vanpool programs such as carpool ridematching for employees, assistance with vanpool formation or provision of vanpool vehicles; • Provide on-site child care, or contribute to off-site child care within walking distance; • Use of exterior and interior paints with low quantities of volatile organic compounds; and • Implement parking cash-out program for employees (i.e., non-driving employees receive transportation allowance equivalent to value of subsidized parking). <p>4.4-2(c) Prior to the issuance of building permits, the applicant shall include in the project design the following measures to the satisfaction of the Community Development Director and the Chief Building</p>	Community Development Director Chief Building	Prior to the issuance of building permits	

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>the Chief Building Official:</i></p> <ul style="list-style-type: none"> • Allow only natural gas fireplaces or stoves in single-family houses. Wood, pellet, or traditional open hearth fireplaces shall not be permitted; • Use of exterior and interior paints with low quantities of volatile organic compounds; • Residences will include outside electrical outlets to allow electric lawn and garden equipment for landscaping; and <p><i>Utilize reflective (or high albedo) and emissive roofs and light colored construction materials where reasonably practical to increase the reflectivity of roads, driveways, and other paved surfaces, and include shade trees near buildings to directly shield them from the sun's rays and reduce local air temperature and cooling energy demand.</i></p>	Official		
4.4-6	Cumulative impacts to regional air quality.	4.4-6 Implement Mitigation Measure(s) 4.4-2(a) through 4.4-2(c).	(See Mitigation Measures 4.4-2(a) through 4.4-2(c))	(See Mitigation Measures 4.4-2(a) through 4.4-2(c))	

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
4.5 Noise					
4.5-2	Impact of traffic noise at future noise-sensitive land uses developed on project site.	<p>4.5-2 Prior to approval of tentative maps or site plans, the tentative maps or site plans shall show that all outdoor activity areas of residential and commercial uses are shielded from traffic noise, for the review and approval of the Community Development Director and the City Engineer. The shielding shall be achieved through the site design measures (i.e., setbacks, barriers, site design, building façades, and vegetation). Preliminary barrier calculations indicate that barrier heights of approximately 10 feet would be required along Brentwood Boulevard and seven feet along Sand Creek Road. Future detailed analysis may be required by the Community Development Director per future site plan submittals.</p>	Community Development Director City Engineer	Prior to approval of tentative maps or site plans	
4.5-3	Impacts related to excessive interior noise levels at future noise-sensitive receptors within the project site.	<p>4.5-3(a) Prior to the approval of any tentative subdivision map and/or design review application for residential uses constructed along Brentwood Boulevard, the project design shall include glass windows and doors with the sound transmission class (STC) ratings sufficient to mitigate for the predicted traffic noise levels in Table 4.5-11 of the project EIR under the cumulative plus</p>	Chief Building Official Community Development Director	Prior to the approval of any tentative subdivision map and/or design review application for residential uses	

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>project scenarios. A noise study shall be provided as part of any development application. Final design shall be reviewed and approved by the Chief Building Official and the Community Development Director.</i></p> <p><i>4.5-3(b) Prior to the issuance of building permits for commercial, office, and institutional uses, mechanical ventilation systems shall be included in the project design for the review and approval of the Chief Building Official. The use of mechanical ventilation systems would allow occupants to keep windows and doors closed to achieve acoustical isolation from traffic noise.</i></p> <p><i>4.5-3(c) Prior to the issuance of building permits for first row residential uses constructed along the Brentwood Boulevard corridor, the project design shall ensure that all attic vents be acoustically baffled in first row residential uses constructed along the Brentwood Boulevard corridor. The baffles shall introduce at least one 90 degree obstruction to the flow of air through the vent. The baffle should be lined with an acoustically absorbent material. Final design shall be reviewed and approved by the Chief Building Official.</i></p>	<p>Chief Building Official</p> <p>Chief Building Official</p>	<p>Prior to the issuance of building permits for commercial, office, and institutional uses</p> <p>Prior to the issuance of building permits for first row residential uses along Brentwood Boulevard</p>	

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
4.5-4	Impacts of commercial noise sources on existing and future noise-sensitive uses in the project area.	<p>4.5-4(a) <i>During project review, the Community Development Director shall make a determination as to whether or not the proposed commercial use would likely generate noise levels that could adversely affect the adjacent residential areas. If the determination is made from this review that proposed uses could generate excessive noise levels at noise-sensitive uses, the applicant shall be required to prepare an acoustical analysis consistent with the General Plan Noise Element to ensure that all appropriate noise control measures are incorporated into the project design and to mitigate any noise impacts. Such noise control measures include, but are not limited to, use of noise barriers, site-redesign, silencers, partial or complete enclosures of critical equipment, etc.</i></p> <p>4.5-4(b) <i>Where commercial uses adjoin residential uses, and loading docks or large truck circulation routes adjoin residential areas, prior to design review approval, the following measures shall be included in the project design, for review and approval of the Community Development Director. The following measures may be modified pending more detailed analysis of future</i></p>	Community Development Director	During commercial project review	
			Community Development Director	Prior to design review approval of commercial uses	

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>development proposals by an acoustical consultant:</i></p> <ul style="list-style-type: none"> • <i>Loading docks should maintain a minimum distance of 100 feet from residential property lines;</i> • <i>Property line barriers should be a minimum of eight feet in height, in order to break line of sight to semi-tractor trailers and shield adjacent residential uses;</i> • <i>Circulation routes for large trucks should be located a minimum of 50 feet from the residential property lines;</i> • <i>Loading dock activities, including truck idling and use of refrigeration units, and shipping/receiving hours shall be limited to daytime hours (7am to 10pm);</i> • <i>All large heating, cooling and ventilation equipment should be located within mechanical rooms or shielded on the ground, where possible;</i> • <i>All roof-top exterior heating, cooling and ventilation equipment shall be shielded from view with solid noise barriers, or parapets; and</i> • <i>Emergency generators shall comply with the local noise criteria.</i> 			

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>4.5-4(c) <i>Prior to approval of site plans within individual sub-areas, the project design shall show, for review and approval of the Community Development Director, where commercial land uses are separated from residential areas by local streets, all loading activities should be located on opposite sides of the buildings from residential uses. This mitigation measure may be modified pending more detailed analysis of future development proposals by an acoustical consultant.</i></p>	Community Development Director	Prior to approval of site plans within individual sub-areas	
4.5-5	Impacts of neighborhood parks on future noise-sensitive uses within the project area.	<p>4.5-5 <i>During site plan consideration for the parks, the City shall ensure that active recreation areas of neighborhood parks are located as far as possible from residential property lines and masonry walls shall be constructed along property lines adjacent to existing residential uses. In addition, neighborhood parks shall only be open from dawn to dusk. Parks shall be large enough to allow playgrounds to be placed appropriate distances from residences. In addition, new residential developments shall be informed of any planned parks in their vicinity.</i></p>	Community Development Director	During site plan consideration for parks	
4.5-6	Impacts related to construction noise.	<p>4.5-6(a) <i>During construction, the City shall ensure noise-generating activities at the construction site or in areas adjacent to the construction site associated with the project</i></p>	Community Development Director	During construction	

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>in any way shall be restricted to the hours of 7:30 am to 5:30 pm, Monday through Saturday. Construction is prohibited on Sundays and City holidays unless prior authorization from the Community Development Director is obtained.</i></p> <p>4.5-6(b) <i>Prior to the approval of the Improvement Plans or initiation of any grading or construction activity, the applicant/developer shall include the following mitigation measures on the plans to be approved by the City Engineer:</i></p> <ul style="list-style-type: none"> • <i>Equip all equipment driven by internal combustion engines with intake and exhaust mufflers that are in good condition and appropriate to the equipment. Unnecessary idling of internal combustion engines should be strictly prohibited;</i> • <i>Stationary noise-generating equipment, such as air compressors or portable power generators, must be located the greatest distance applicable from sensitive receptors. Construct temporary noise barriers to screen stationary noise-generating equipment when</i> 	City Engineer	Prior to the approval of the Improvement Plans or initiation of any grading or construction activity	

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>located near adjoining sensitive land uses;</p> <ul style="list-style-type: none"> Utilize “quiet” air compressors and other stationary noise sources where technology exists; Designate a “disturbance coordinator” who would be responsible for responding to any local complaints regarding construction noise. The disturbance coordinator will determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented; and <p>Notify prospective residents within the adjacent subdivision that the development of the commercial portion of the site would generate noise levels during construction that may be considered excessive or annoying.</p>			
4.5-8	Cumulative impacts as a result of project-related traffic on existing noise-sensitive uses adjacent to the project site.	4.5-8 Implement Mitigation Measure 4.5-2.	(See Mitigation Measure 4.5-2)	(See Mitigation Measure 4.5-2)	

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
4.6 Biological Resources					
4.6-2	Impacts to special-status plants.	4.6-2 Prior to the issuance of grading permits, the applicant shall ensure that a pre-construction survey for special-status plant species is conducted prior to commencement of construction activities, for the review and approval of the Community Development Director and the California Department of Fish and Game. The survey is to be done to verify the continued absence of special-status plant species identified in the previous surveys.	Community Development Director California Department of Fish and Game	Prior to the issuance of grading permits	
4.6-3	Impacts to burrowing owls.	4.6-3(a) Prior to the issuance of grading permits, the applicant shall ensure that pre-construction surveys are conducted between April 15 and July 15 by a qualified biologist within the project area to determine the presence of burrowing owls during the height of the nesting season. The survey is to be completed in accordance with the survey requirements of the CDFG and protocol for the California Burrowing Owl Consortium (CBOC) and submitted to the Community Development Director. If site disturbance does not commence within 30 days of the nesting season survey, an additional survey shall be conducted prior to construction.	Community Development Director	Prior to the issuance of grading permits	

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>If site disturbance commences during the nesting season, between February 1 and August 31, and burrowing owls are detected on or within 250 feet of the on-site construction areas, a fenced buffer shall be installed not less than 250 feet between the nest burrow(s) and construction activities. The 250 foot buffer shall be observed and the fence left intact until a qualified biologist determines that the young are foraging independently, the nest has failed, or the owls are not using any burrows within the buffer.</p>			
		<p>4.6-3(b) Prior to the issuance of grading or construction permits for the project site, the applicant shall pay the applicable HCP/NCCCP per-acre fee in effect. Once the per-acre fee is paid, the City will verify that the HCP/NCCCP permit terms and conditions have been met and issue take authorization under the HCP/NCCP.</p>	Community Development Director	Prior to the issuance of grading or construction permits for the project site	
4.6-4	Impacts to Swainson's hawks.	<p>4.6-4(a) Prior to the issuance of grading permits, the applicant shall ensure that pre-construction surveys are conducted between February and August by a qualified biologist within the project area and within a 0.5 mile radius of the project boundary. If nests are not</p>	Community Development Director	Prior to the issuance of grading permits	

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
4.6-5	Impacts to nesting raptors and other migratory birds.	<p>4.6-5 <i>If site disturbance commences during the nesting season (February 1 through August 15), a pre-construction survey shall be conducted by a qualified wildlife biologist within 15 days of the start of project-related activities. If nests are not found during the pre-construction survey, further action is not required, other than payment of HCP/NCCP mitigation fees, and required compliance with Mitigation Measure 4.6-3(b). If nests of</i></p> <p><i>found during the pre-construction survey, further action is not required, other than payment of HCP/NCCP mitigation fees, and required compliance with HCP/NCCP Mitigation Measure 4.6-3(b). If active nests are found, the findings shall be submitted to CDFG and a buffer zone of a minimum of one-quarter mile shall be established around the active nest. Intensive new disturbances, such as heavy equipment activities associated with construction that may cause nest abandonment or forced fledging, shall not be initiated within this buffer zone between March 1 and September 1. Any trees containing nests that must be removed as a result of project implementation shall be removed during non-breeding season between September and January.</i></p>	Community Development Director	If site disturbance commences during the nesting season (February 1 through August 15), prior to any construction activities	

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>migratory birds are detected on site or within 75 feet (for migratory passerine birds) or 250 feet (for birds of prey) of the site, the applicant shall observe no-disturbance buffers of 75 feet for migratory passerine and 250 feet for birds of prey until August 15, or the qualified biologist determines that the young are foraging independently, or the nest has been abandoned.</p> <p>Removal of any potential nesting trees or shrubs shall occur between September 1 and January 31, outside of the general avian nesting season. If removal of any potential nesting trees or shrubs occurs, or construction begins, between February 1 and August 31 (nesting season for passerine or non-passerine land birds) or December 15 and August 31 (nesting season for raptors), the applicant shall have a nesting bird survey performed. The survey shall be done for the review and approval of the Community Development Director, by a qualified biologist within 14 days prior to the removal or disturbance of potential nesting trees or shrubs, or the initiation of other construction activities during the early part of the breeding season (late December</p>			

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>through April) and not more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, a qualified biologist shall inspect all potential nesting habitat (trees, shrubs, grasslands, pastures, etc.) in and immediately adjacent to the impact areas for nests.</i></p> <p><i>Active nests shall be flagged and an appropriate non-disturbance buffer zone shall be established around the nesting trees or shrubs. The size of the buffer zone shall be determined by the project biologist in consultation with CDFG and will depend on the species involved, site conditions, and type of work to be conducted on the project site. Typically, if active nests are found, construction activities shall not take place within 250 feet of the raptor nests and within 75 feet of other migratory birds until the young have fledged. A qualified biologist shall monitor active nests to determine when the young have fledged and are feeding on their own. The qualified biologist and CDFG shall be consulted for clearance before construction activities resume on the project site.</i></p>			

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
4.6-8	Impacts to existing trees.	4.6-8 Prior to deeming complete site-specific applications for parcels located within the proposed project site, the site plan(s) shall identify all non-orchard trees within the site plan area that are at least in "good" condition (based on the arborist report prepared for the project site), which shall be protected from damage, to the satisfaction of the Community Development Department, and shall be identified on the grading plan. Appropriate protective measures shall be taken to ensure preservation during grading activity and after project occupancy. Any non-orchard tree in at least "good" condition that cannot be preserved in place shall be relocated or replaced, to the satisfaction of the Community Development Department.	Community Development Department	Prior to deeming complete site-specific applications for parcels located within the proposed project site	
4.6-9	Cumulative loss of biological resources in the City of Brentwood and the effects of ongoing urbanization in the region.	4.6-9 Implement Mitigation Measures 4.6-2 through 4.6-8.	(See Mitigation Measures 4.6-2 through 4.6-8)	(See Mitigation Measures 4.6-2 through 4.6-8)	
4.7 Cultural Resources					
4.7-1	Disturbance or destruction of archaeological resources on the project site.	4.7-1(a) During ground disturbance activities, if any earth-moving activities uncover any concentrations of stone, bone or shellfish, any artifacts of these materials, or any	Community Development Director	During ground disturbance activities	

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>evidence of fire (ash, charcoal, fire altered rock, or earth), all work shall be halted in the vicinity of the find and a qualified archaeologist shall be contacted immediately to make an evaluation to assess possible historic importance or prehistoric significance. If warranted by the discovery of a concentration of artifacts or soil deposits, further work in the discovery area shall be monitored by an archaeologist.</p> <p>If the discovery appears to be an isolated find, monitoring of excavation in the vicinity would be appropriate to confirm this. However, if the discovery appears indicative of a more complex deposit, archaeological investigation shall be undertaken and a limited subsurface test procedure (auger test) shall be performed in the discovery location to determine if any culturally modified soils or more concentrated artifactual remains are present at greater depths.</p> <p>4.7-1(b) In the event that any archaeological deposits are discovered during construction or grading, work in the vicinity of the discovery shall be halted until a plan has been submitted to the Community Development</p>	Community Development Director	During construction or grading	

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>Director for the evaluation of the resource, as required under current CEQA Guidelines. In addition, the following standard archaeological monitoring and spot check procedures shall be implemented in the vicinity of the discovery, following an investigation that determines that potentially significant discoveries have been made:</p> <ul style="list-style-type: none"> Monitoring shall consist of directly watching the major excavation process. Monitoring shall occur during the entire work day, and shall continue on a daily basis until a depth of excavation has been reached at which resources could not occur. This depth is estimated as usually about five feet below grade at the beginning of the project, but may require modification in specific cases, and shall be determined by the monitoring archaeologist based on observed soil conditions. Spot checks shall consist of partial monitoring of the progress of excavation over the course of the project. During spot checks, all spoils material, open excavations, recently grubbed areas, and other soil disturbances shall be inspected to determine if cultural materials are present. The frequency and 			

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>duration of spot checks shall be based on the relative sensitivity of the exposed soils and active work areas. The monitoring archaeologist shall determine the relative sensitivity of the parcel.</i></p> <ul style="list-style-type: none"> <i>If prehistoric human interments (human burials or skeletal remains) are encountered within the native soils of the parcel, all work should be halted in the immediate vicinity of the find. The County Coroner, project superintendent, and the Agency Liaison shall be contacted immediately.</i> <i>If significant cultural deposits other than human burials are encountered, the project shall be modified to allow the artifacts or features to be left in place, or the archaeological consultant shall undertake the recovery of the deposit or feature. Significant cultural deposits are defined as archaeological features or artifacts that associate with the prehistoric period, the historic era (Mission and Pueblo Periods), and the American era up to about 1950.</i> <i>Whenever the monitoring archaeologist suspects that potentially significant cultural remains or human burials have</i> 			

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		<p><i>been encountered, the piece of equipment that encounters the suspected deposit shall be stopped, and the excavation inspected by the monitoring archaeologist. If the suspected remains prove to be non-significant or non-cultural in origin, work shall recommence immediately.</i></p> <ul style="list-style-type: none"> <i>If the suspected remains prove to be part of a significant deposit, all work shall be halted in that location until appropriate recordation and (possible) removal has been accomplished. If human remains (burials) are found, the County Coroner shall be contacted to evaluate the discovery area and determine the context; not all discovered human remains reflect Native American origins. However, in all cases where prehistoric or historic era Native American resources are involved, the Native American Heritage Commission shall be contacted to designate appropriate representatives of the local Native American community, who also should be contacted about their concerns.</i> <i>Equipment stoppages shall only involve those pieces of equipment that have</i> 			

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>actually encountered significant or potentially significant deposits, and should not be construed to mean a stoppage of all equipment on the site unless the cultural deposit covers the entire building site.</p> <ul style="list-style-type: none"> • During temporary equipment stoppages brought about to examine suspected remains, the archaeologist shall accomplish the necessary tasks with all due speed. <p>4.7-1(c) During construction, if bone is uncovered that may be human, the California Native American Heritage Commission, located in Sacramento, and the Contra Costa County Coroner shall be notified. Should human remains be found, all work shall be halted until final disposition by the Coroner. Should the remains be determined to be of Native American descent, the Native American Heritage Commission shall be consulted to determine the appropriate disposition of such remains. In addition, a qualified archaeologist shall be notified immediately so that an evaluation of the remains and the site can be performed.</p>	<p>Native American Heritage Commission Contra Costa County Coroner</p>	<p>During construction</p>	

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
4.7-3	Disturbance or destruction of previously unknown archaeological resources in combination with other development in the Brentwood area.	4.7-3 Implement Mitigation Measures 4.7-1(a) through 4.7-1(c).	(See Mitigation Measures 4.7-1(a) -through 4.7-1(c))	(See Mitigation Measures 4.7-1(a) -through 4.7-1(c))	
4.8 Hazards					
4.8-2	Impacts related to the presence of gas wells.	4.8-2(a) Prior to the issuance of grading permits for Sub-Area 5A, the applicant shall provide a "No Further Action Required" letter from the RWQCB for review by the Contra Costa County Environmental Health Department and the Brentwood Community Development Director and Public Works Department.	Contra Costa County Environmental Health Department Community Development Director	Prior to the issuance of grading permits for Sub-Area 5A	
		4.8-2(b) Prior to the approval of any development within Subareas 3A, 3B, 4, or 5A, the applicant shall demonstrate compliance with Chapter 17.680 of the Brentwood Municipal Code (Oil and Gas Production), to the satisfaction of the Community Development Director.	Public Works Department Community Development Director	Prior to the approval of any development within Subareas 3A, 3B, 4, or 5A	
4.8-4	Impacts related to soil contamination from the presence of underground storage tanks and agricultural	4.8-4(a) During grading and construction activities, if Underground Storage Tanks are encountered, the applicant shall hire a licensed contractor to remove the USTs. In	Contra Costa County Environmental Health	During grading and construction activities	

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	irrigation wells.	<p><i>in addition, the applicant shall obtain a permit from Contra Costa County Environmental Health Department, and properly remove the UST, per review and approval of the Contra Costa County Environmental Health Department. If soils suspected of being contaminated are encountered, they shall be removed in accordance with RWQCB guidelines. Further remediation, if necessary, and disposal of the soils shall be conducted in accordance with State and federal guidelines.</i></p> <p><i>4.8-4(b) During grading and construction activities, if septic systems are encountered, the applicant shall hire a licensed contractor to remove the septic systems. In addition, the applicant shall obtain a permit from Contra Costa County Environmental Health Department, and properly abandon/decommission the septic system, per review and approval of the Contra Costa County Environmental Health Department. If soils suspected of being contaminated are encountered, they shall be stockpiled on plastic sheeting. Stockpiled soils shall be sampled in accordance with RWQCB guidelines, and the findings forwarded to the RWQCB for review. Further remediation, if</i></p>	<p>Department</p> <p>Contra Costa County Environmental Health Department</p>	<p>During grading and construction activities</p>	

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p>necessary, and disposal of the soils shall be conducted in accordance with State and federal guidelines.</p> <p>4.8-4(c) Prior to initiation of any ground disturbance activities within 50 feet of a well, the applicant shall hire a licensed well contractor to obtain a well abandonment permit from Contra Costa County Environmental Health Department, and properly abandon the on-site wells, per review and approval of the Contra Costa County Environmental Health Department.</p>	<p>Contra Costa County Environmental Health Department</p>	<p>Prior to initiation of any ground disturbance activities within 50 feet of a well</p>	
4.8-5	<p>Impacts related to coccidioidomycosis.</p>	<p>4.8-5(a) Prior to construction, the project applicant shall initiate a training and education program for construction workers on-site, as indicated in the Report on Control of Coccidioides immitis (Valley Fever), which was issued in August 1995 by the Kern County Department of Public Health's Valley Fever Task Force. The program shall be reviewed and approved by the Community Development Director.</p> <p>4.8-5(b) During construction, the project contractor shall comply with all dust control measures and procedures issued by the Bay Area Air Quality Management District (BAAQMD) in order to decrease exposure to arthropores</p>	<p>Community Development Director</p> <p>Bay Area Air Quality Management District</p>	<p>Prior to construction</p> <p>During construction</p>	

MITIGATION MONITORING PLAN SCIORTINO RANCH					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>present in soil and dust. In addition, all applicable local and State regulations shall be complied with including, but not limited to, the California Labor Code and Title 8 of the California Code of Regulations, Section 3203, which addresses respiratory protection and general industry safety orders, and requires employers to have Injury and Illness Prevention Plans.</i>			
4.9 Public Services and Utilities					
4.9-5	Adequate ratio of law enforcement personnel to residents.	4.9-5 <i>The developer shall form or annex into the most current City of Brentwood Community Facilities District to fund public facilities and services, prior to final map approval, to the satisfaction of the City Engineer.</i>	City Engineer	Prior to final map approval	
4.9-6	Adequate fire protection services available to new residents.	4.9-6(a) <i>Prior to issuance of building permits, the applicant shall comply with all applicable requirements of the Uniform Fire Code and the adopted policies of the East Contra Costa Fire Protection District. The Chief Building Official shall review the building plans to ensure compliance.</i> 4.9-6(b) <i>Prior to issuance of building permits, the applicant shall provide an adequate and reliable water supply for fire protection with a minimum fire flow of 2,000 gallons per minute (GPM). The required fire flow shall</i>	Chief Building Official Chief Building Official City Engineer	Prior to issuance of building permits Prior to construction involving use of flammable materials	

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		<p>be delivered from not more than two fire hydrants flowing simultaneously while maintaining 20 pounds of residual pressure in the main. The City Engineer shall ensure the minimum fire flow requirements are satisfied. Flow requirements will be determined by the ECCFPD prior to issuance of encroachment and/or building permits. The developer shall provide the number and type of fire hydrants required by ECCFPD and the City Engineer. Hydrant locations will be determined by the ECCFPD and the City Engineer prior to building and/or encroachment permit issuance. All applicable connection fees shall be paid at the time of permit issuance.</p> <p>4.9-6(c) Prior to construction involving use of flammable materials, the developer shall provide access driveways having all-weather driving surfaces of not less than 20' unobstructed width and not less than 13'6" of vertical clearance to within 150 feet of travel distance to all portions of the exterior walls of every building. Access driveways shall not exceed 16 percent grade, shall have a minimum outside turning radius of 42 feet, and must be capable of supporting imposed loads of fire apparatus (37 tons).</p>	City Engineer	Prior to construction involving use of flammable materials	

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		Center divide medians on any access roadways shall leave a minimum remaining lane width of 16 feet on each side. Median length shall not exceed 150 feet when a 16-foot lane width is used. A rolled curb and an unobstructed drivable surface on the median may be used to assist with meeting apparatus turning radius requirements. The Chief Building Official and the City Engineer shall ensure compliance.			
		4.9-6(d) Prior to encroachment and/or building permit issuance for improvements, the developer shall submit plans and specifications to the ECCFPD and the City Engineer for review and approval in accordance with codes, regulations, and ordinances administered by the ECCFPD and the State Fire Marshal's office.	ECCFPD City Engineer	Prior to encroachment and/or building permit issuance for improvements	
4.9-7	Number of enrolled students exceeding capacity.	4.9-7 Prior to issuance of building permits, the applicant shall be required to pay school impact fees.	Community Development Director	Prior to issuance of building permits	
4.9-8	Adequate provision of parks and recreation space for new residents.	4.9-8 The approved tentative subdivision map does not contain any information as to the future location of parks. Therefore, prior to final map approval, developer shall be required to enter into an agreement with the City in a form approved by the City, to address park requirements. The agreement	Parks and Recreation Director	Prior to final map approval	

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		<i>shall be recorded against the property along with recordation of the final map in order to inform subsequent developers of their obligations. Among other things, the agreement shall provide that the park requirements for the subdivision must be provided within any of the 11 parcels on which residential development is included and must meet the City's standard parks requirements, that the park requirements will be based on the corresponding number of housing units created by that parcel and that, if approved in writing by the Director of Parks & Recreation, a parcel may shift park requirements to another parcel within the subdivision, providing written action is taken that requires the other parcel to accept the additional park requirements and record them against the property.</i>			
4.9-9	Project impacts on the City of Brentwood Library.	4.9-9 <i>Prior to the recordation of final maps, the developer shall form or annex into the most current City of Brentwood Community Facilities District to fund public facilities and services, to the satisfaction of the City Engineer.</i>	City Engineer	Prior to the recordation of final maps	
4.9-10	Impacts to natural gas and electric facilities.	4.9-10(a) <i>Prior to issuance of building permits, applicants shall consult with PG&E and the City of Brentwood to determine the adequacy of existing natural gas and</i>	PG&E City Engineer	Prior to issuance of building permits	

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		<p><i>electric facilities to serve the project. The applicant shall be required to pay the project's fair share cost towards the construction of needed improvements identified by PG&E and the City of Brentwood.</i></p> <p><i>4.9-10(b) Prior to initiation of construction activities, the project contractor shall coordinate with PG&E and the City Engineer to identify the location of existing PG&E utilities and determine if relocation of utilities is necessary. If relocation is deemed necessary, prior to construction within existing PG&E utility easements, the contractor shall work with PG&E and the City Engineer to establish a utilities relocation plan, which shall include methods to ensure the provision of utilities during construction of the project.</i></p>	<p>PG&E City Engineer</p>	<p>Prior to initiation of construction activities</p>	
Initial Study					
II.	Agricultural Resources.	<p><i>II-1 Prior to the issuance of a grading permit, the developer shall pay the agricultural mitigation fee in effect.</i></p>	<p>Community Development Director</p>	<p>Prior to the issuance of a grading permit</p>	
VI.	Geology and Soils.	<p><i>VI-1. Prior to issuance of grading permits, the project applicant shall submit, for the review and approval of the City Engineer, an</i></p>	<p>City Engineer</p>	<p>Prior to issuance of grading permits</p>	

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		<p><i>erosion control plan that utilizes Best Management Practices (BMPs) to limit the erosion effects during construction of the proposed project. Measures could include, but are not limited to:</i></p> <ul style="list-style-type: none"> • <i>Hydro-seeding;</i> • <i>Placement of erosion control measures within drainageways and ahead of drop inlets;</i> • <i>The temporary lining (during construction activities) of drop inlets with “filter fabric” (a specific type of geotextile fabric);</i> • <i>The placement of straw wattles along slope contours and back-of-curb prior to installation of landscaping;</i> • <i>Directing subcontractors to a single designation “wash-out” location (as opposed to allowing them to wash-out in any location they desire);</i> • <i>The use of siltation fences; and</i> • <i>The use of sediment basins and dust palliatives.</i> <p>VI-2. <i>Prior to the approval of Improvement Plans and building permits, the project proponent shall submit a design-level geotechnical study to the City Engineer for review and</i></p>	<p>City Engineer Chief Building Official</p>	<p>Prior to the approval of Improvement Plans and building permits</p>	

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		<p>approval, which specifically addresses whether expansive soils or soils prone to liquefaction are present in the development area, and includes measures to address these soils where they occur. All grading and foundation plans designed by the project Civil and Structural Engineer must be reviewed and approved by the City Engineer and Chief Building Official prior to issuance of grading and building permits to ensure that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in design. In addition, the applicant of the proposed project shall comply with UBC standards.</p> <p>VI-3. Implement Mitigation Measure VI-2.</p>	(See Mitigation Measure VI-2)	(See Mitigation Measure VI-2)	
VIII.	Hydrology and Water Quality.	VIII-4. Prior to the issuance of grading permits, the applicant shall obtain and comply with the NPDES General Construction Permit, including the submittal of a Notice of Intent (NOI) and associated fee to the SWRCB, and the preparation of a Storm Water Pollution Prevention Plan (SWPPP) for review and approval of the City Engineer. The SWPPP	City Engineer	Prior to the issuance of grading permits	

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		<p>shall serve as the framework for identification, assignment, and implementation of Best Management Practices (BMPs). The developer shall implement BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable. The SWPPP shall be submitted to the City Engineer for review and approval and shall remain on the project site during all phases of construction. Following implementation of the SWPPP, the developer shall subsequently demonstrate the SWPPP's effectiveness and provide for necessary and appropriate revisions, modifications, and improvements to reduce pollutants in stormwater discharges to the maximum extent practicable.</p>			