

## **CHAPTER 7:**

# **Public Realm Development**

This chapter contains street typology standards and design guidelines that govern public realm development in the Specific Plan area. The street typology standards comprise the dimensioned street sections that apply to public and private streets in the Specific Plan area. The design guidelines provide recommendations for how the Specific Plan area's streets, sidewalks, trails, and public parks, open spaces, and parking areas should be designed to create a safe, functional, and attractive public realm for all users and modes of transportation. The standards and guidelines are intended to perpetuate a cohesive, desirable identity for the Specific Plan area's public realm that complements and provides suitable access to its transit-oriented development and employment center, as well as existing development within and adjacent to the Specific Plan area. The interpretation of the street typology standards and design guidelines will be at the discretion of the Director of Community

Development, the Director of Public Works, and the Planning Commission.

This chapter is organized into the following sections:

- 7.1. Street Typologies
- 7.2. Design Guidelines
- 7.3. Goals and Policies

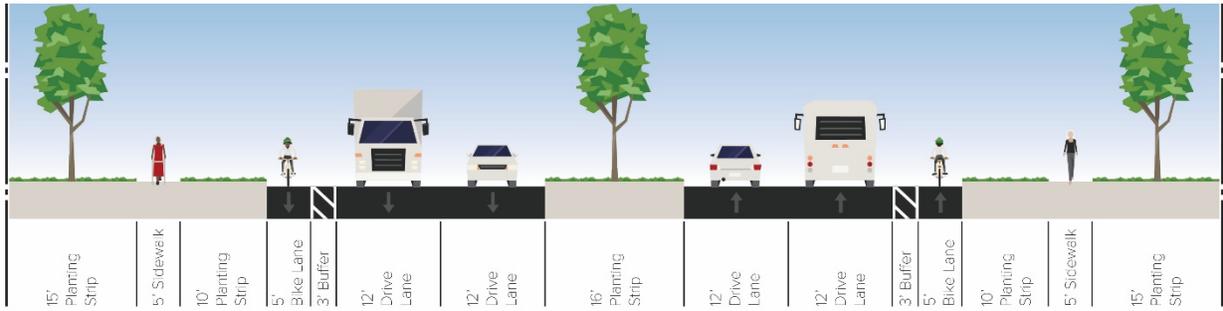
## **7.1: STREET TYPOLOGY STANDARDS**

This section provides standards for the Specific Plan's street typologies in the form of dimensioned street sections. For a description of the typologies and their respective locations in the Specific Plan area, refer to Chapter 5: Circulation Plan, sections 5.1: Circulation System and 5.2: Street Classifications. The Specific Plan introduces one new typology, the Transit Village Commercial Street. The remainder of the typologies match or make minor deviations from their counterparts adopted for citywide use. All public and private streets in the Specific Plan area must conform to the associated typology's development standards to the satisfaction of the Director of Public Works.

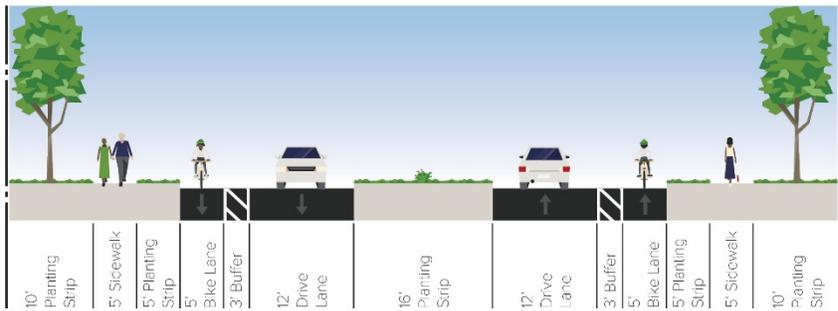
The Specific Plan's street typologies are as follows:

1. Arterial Street
2. Collector Street – Typical
3. Collector Street – A Street
4. Residential Collector Street
5. Transit Village Commercial Street
6. Local Street

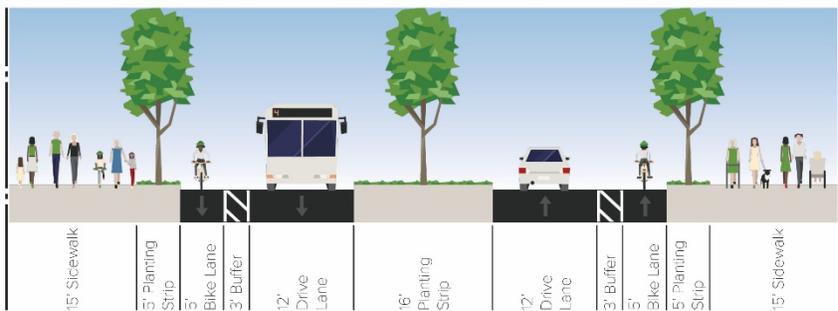
**Figure 7.1: Arterial Street**



**Figure 7.2: Collector Street - Typical**



**Figure 7.3: Collector Street - A Street**



**Figure 7.4: Residential Collector Street**

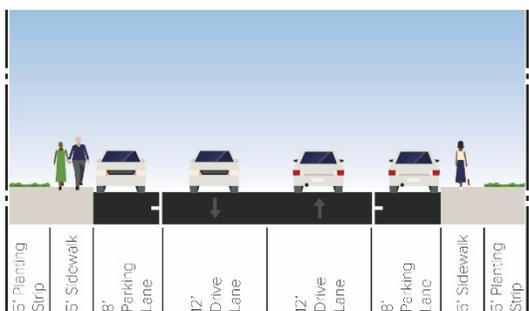


Figure 7.5: Transit Village Commercial Street

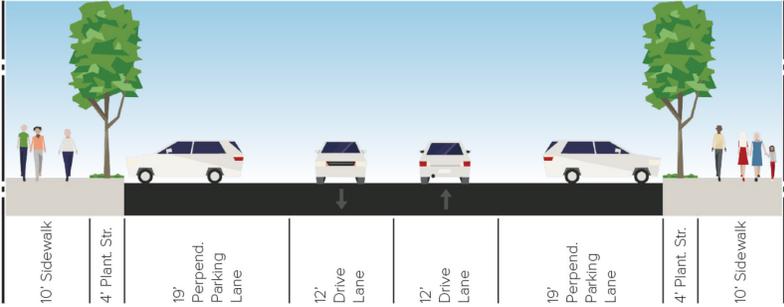
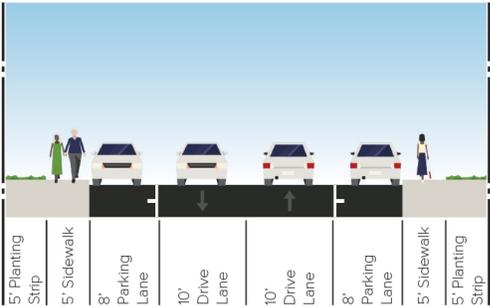


Figure 7.6: Local Street



## 7.2: DESIGN GUIDELINES

In conjunction with the street typology standards listed in section 6.1, the following design guidelines are intended to support the development of a safe, functional, and attractive public realm for all users and modes of transportation. The guidelines apply to all portions of the public realm located in the public right-of way, private streets, and other portions of privately-owned parcels that provide access to and/or interface with the adjoining public right-of-way(s). The guidelines are organized by the elements that comprise the public realm – roadways, crosswalks and bulbouts, sidewalks, parks and open space, parking, and pedestrian and bicycle facilities – and the elements that occupy streetscapes and open spaces and parks – street trees and landscaping, street furnishings and lighting, and public signage and wayfinding features.

Conformance with the guidelines is encouraged, but not necessarily required. Alternative design solutions are permitted if the approving authority, the Planning Commission, the Community Development Director, or the Public Works Director determine that they meet the overall objectives of this document.

### Street Design

1. To help ensure that the needs of all users are met, roadway improvements should incorporate “complete streets” principles. Designs should make adequate provision for walking, biking, driving, and parking.
2. Pedestrian crossings should be made as safe as possible. This can be accomplished by constructing bulbouts to shorten the crossing distance and distinguishing the crossing area from the surrounding pavement. For specific guidelines pertaining to pedestrian crossings, please see the Crosswalks, and Bulbouts subsection.
3. The construction of well-designed traffic calming devices, consistent with City standards, is encouraged. These include, but are not limited to, traffic circles, bollards, and landscaped chicanes. This will help pedestrian and automobile traffic to better coexist with one another and provide space to introduce additional landscaping into the streetscape.
4. To ensure safe and appealing pedestrian environments, a landscaped buffer and/or curbside parking should be



Incorporate “complete streets” design principles to provide for all modes of transportation.



The construction of traffic calming devices, including traffic circles, bollards, and landscaped chicanes, is desired.

provided between pedestrian zones and vehicle driving zones. For specific guidelines pertaining to the landscaped buffer, please refer to the Sidewalks subsection.

### Crosswalks and Bulbouts



To make pedestrian crossings as safe as possible, construct bulbouts and distinguish the crossing area with differentiated pavement.

1. Major intersections (e.g., controlled intersections or the intersection of key streets) shall feature clearly marked crosswalks that measure at least 10 feet wide.
2. All crosswalks shall employ ramps and warning strips that comply with ADA standards.
3. Design heavily used pedestrian areas, such as urban plazas, paseos, and private street crosswalks, to incorporate special paving materials (e.g., decorative pavers), colors, and/or patterns to make pedestrian crossings appear more visible and to help foster a unique, desirable identity.
4. The use of bulbouts is strongly encouraged at intersections and where pedestrian crossings exist or are planned.
5. Bulbouts should maintain a cohesive appearance with the adjoining sidewalk by matching materials, colors, and patterns.
6. Design bulbouts to serve as additional public space and resemble “pocket plazas” to the extent determined to be appropriate by the City, complete with seating, trash receptacles, and bike racks, and/or contain landscaping, and/or contain landscaping.

### Sidewalks



Utilize café seating wherever sidewalks are wide enough to support the spaces.

1. The sidewalk network on the periphery of and internal to the Specific Plan area should be continuous, with sidewalks provided on both sides of the streets.
2. A 4-foot-wide pedestrian zone, free of any and all obstructions, must be maintained at all times.
3. Café seating is encouraged wherever sidewalks are wide enough to support these spaces. Seating areas should be located adjacent to the street or in spaces created by building setbacks (e.g., maintain compliance with ADA requirements). Seating areas should be located adjacent to the street or in spaces created by building setbacks.
4. Consider creating a cohesive series of public art pieces either by theme, artist, style, or materials, and install throughout

the plan area in medians, bulbouts, pocket plazas, and wide sidewalk spaces.

5. Parklets are encouraged where sidewalks are too narrow to provide gathering spaces.

### Street Trees and Landscaping

1. Preserve existing trees if possible and protect in place. Refer to street tree maintenance requirements in the City's Urban Forest Guidelines.
2. Implement the street tree list provided in the Urban Forest Guidelines.
3. Place trees and landscaping in a manner that does not block access to and views of building entrances, signage, motorists, ADA access, or pedestrian or bicycle circulation.
4. Incorporate drought-tolerant and native landscaping and tree species suitable for the Brentwood climate that require little irrigation and low maintenance.
5. Design street tree grates with a high aesthetic quality and that measure at least 3 feet wide.
6. Encourage the use of planters to provide a flexible, inexpensive method to increase landscaping along the streetscape. They are strongly encouraged along streets that lack and/or cannot accommodate street trees to delineate space. Planters and associated plant heights should not exceed 48 inches in height.
7. Mature trees shall maintain a 10-foot-tall canopy clearance from the finished sidewalk elevation. This height will accommodate emergency and service access, not obstruct light penetration from pedestrian-scaled street lamps, and allow for visual connections between buildings, the sidewalk, signage, and the roadway.
8. Site street trees for ease of maintenance, to reduce sidewalk damage, and to provide a sufficiently large, wide canopy to shade the sidewalks.
9. Allow tree wells and planters to be used instead of planter strips in cases where parking or bicycle lanes are located next to sidewalks. Ensure that planters and tree wells are at least 4 feet wide to allow for healthy street trees.
10. Landscape planter strips with shade-providing trees and shrubs. For sidewalks, select tree species that do not obstruct



Utilize parklets where sidewalks are too narrow to provide gathering spaces.



Incorporate drought tolerant and native landscaping.



Use aesthetically appealing tree grates.

pedestrian circulation.

### Street Furnishings and Lighting



All street furnishings and lighting fixtures shall share a common aesthetic.

1. To provide the public realm with a cohesive identity, all street furnishings and lighting fixtures shall share a common aesthetic.
2. Provide pedestrian-friendly streetscape amenities—including seating, trash receptacles, and public art—at key nodes along major corridors. Site furnishings so that the public right-of-way remains uncluttered and safe for pedestrian access maintaining a 4-foot-wide pedestrian zone at all times.
3. Design bicycle racks and sidewalk furnishings that are both functional and visually interesting.
4. Pedestrian- and automobile-oriented street lighting must have the following characteristics:
  - ▶ Design lighting sources to be Dark-Sky compliant and to shield, diff use, and avoid glare to pedestrians and motorists.
  - ▶ Light parking lots, pedestrian walkways, bicycle paths, plazas, and paseos adequately.
  - ▶ High-efficiency light fixtures are required. Incorporate timers and sensors to prevent unnecessary lighting conditions.



Provide pedestrian-friendly streetscape amenities, including public art, at key nodes along major corridors.

### Public Signage and Gateway Features



Identify major entryways into the project area with special gateway treatments, such as archways.

1. Identify major entryways into the project area with special gateway treatments such as public art, architectural elements such as towers, archways, and signage, or enhanced landscaping to announce arrival into the project area.
2. Develop consistent thematically branded wayfinding and signage to maximize visual recognition and contribute to the character of the Specific Plan area.
3. Employ signage for vehicular, pedestrian, and bicyclist wayfinding to the Transit Village designated-area, Brentwood Station, Lone Tree Plaza, The Streets of Brentwood, the transit station, major bus stops, and key community amenities such as Sand Creek and the Mokelumne Trail.
4. Scale and place directional signage to be visible from both

the roadway and along sidewalks/pedestrian areas. Ensure that letters and numbers are no less than 4 inches tall.

5. Explore opportunities for educational and interpretive signage along the Sand Creek corridor and other areas with important historic significance or unique design features.
6. Provide visually attractive, easy-to-read, and well-located signage to direct vehicles to parking areas.
7. Explore opportunities for artistic design of kiosks and other informational amenities.
8. Place route and wayfinding signage along bike routes and pathways to provide bicyclists with safe passage.
9. Place signs in compliance with the Clear Visibility Triangle at corners and driveways.



Develop consistent thematically branded wayfinding and signage to maximize visual recognition and contribute to the character of the Specific Plan area.

### Parks and Open Space

1. New parks and open spaces shall be sited in compliance with the Parks, Trails and Recreation Master Plan.
2. Café seating, pocket parks, and parklets are encouraged along streetscapes. Café seating and pocket parks shall be located on sidewalks and/or within bulbouts. Parklets shall be located within parking lanes.
3. Plazas should be constructed from special paving materials, such as pavers, scored concrete, stone, or other accent materials.
4. To ensure that plazas exhibit character and relate to the human scale, designs shall maintain a balance between hardscaped and landscaped areas.
5. Trees and landscaping should be planted throughout hardscaped spaces to provide shade and visual relief.
6. Parks and open spaces should include a variety of seating options, thus accommodating large groups who wish to socialize and individuals who are seeking out a place for quiet contemplation.
7. To ensure safety, all new and existing public spaces shall be designed and maintained to be highly visible from the surrounding streets and private properties.



Plazas should be constructed from special paving materials and maintain a balance between hardscaped and landscaped areas.

## Sand Creek and Mokelumne Trail Interface



Orient buildings to positively define the Sand Creek and Mokelumne Trail corridors.



Encourage mid-block breaks between buildings along the Sand Creek and Mokelumne Trail corridors that are occupied by pedestrian-oriented spaces.



Include a wide variety of design elements and amenities to activate development along the Sand Creek and Mokelumne Trail corridors.

1. Orient buildings where practical to positively define the Sand Creek and Mokelumne Trail corridors – including adjacent public streets, and the surrounding open space network – with articulated façades aligned parallel to adjoining corridor, street and open space frontages.
2. Development along Sand Creek and the Mokelumne Trail shall incorporate materials that are complementary or similar to those along the corridors.
3. Step down building heights as they approach Sand Creek and the Mokelumne Trail, or integrate setbacks into drainage channel-fronting development to create a human scale, to prevent “walling in” the corridors, and to protect solar access.
4. Define the boundaries of the Sand Creek and Mokelumne Trail corridors with buildings rather than parking areas.
5. Encourage mid-block breaks between buildings along the Sand Creek and Mokelumne Trail corridors (e.g., along a drainage channel promenade). These breaks should be occupied by pedestrian-oriented spaces such as plazas, paseos, or courtyards.
6. Encourage buildings and/or shops to provide direct pedestrian access to paths along the Sand Creek and Mokelumne Trail corridors where applicable.
7. Orient service areas so that they are not along the Sand Creek or Mokelumne Trail corridors.
8. Ensure uninterrupted waterfront access that is inviting and clearly open to the public.
9. Include a wide variety of design elements and amenities to activate development along the Sand Creek and Mokelumne Trail corridors, such as parks and plazas, outdoor dining and a variety of other types of seating, and access to water and play areas. These elements and amenities should complement and where appropriate be integrated with the surrounding development (e.g., locate a plaza along the Mokelumne Trail where it bisects the Transit Village-designated area).
10. Use energy dissipaters to drain water in order to reduce erosion.

## Parking

1. All parking facilities shall provide safe pedestrian access. Components of such access include clearly delineated walkways through surface lots, convenient connections with the adjacent sidewalk network, visual access into lots, and ample lighting in and around lots.
2. Parking shall be as unobtrusive as possible and not detract from the project area's pedestrian orientation.
3. Parking should be strategically located where the demand is highest.
4. Parking areas should be easy to locate and access.
5. Landscaping should be planted along the perimeter of surface lots to buffer the adjoining public right-of-ways from the sight of parked cars and the parking areas.
6. Wherever possible, locate driveways along alleys or side streets instead of along primary streets.
7. Parking lots shall be located to the side or rear of buildings. Lots may not be constructed within the front yard setback area.
8. Use shared curb cuts, driveways, and alleyways to reduce impervious surfaces.



Provide safe pedestrian access to and through parking facilities.

## Alleys and Service Access

1. Encourage shared alleys and service access for multiple properties to minimize curb cuts and space used for service and provide better flow and safety for pedestrian, bicycle, and automobile traffic.
2. Design private alleys to provide access for service and parking.
3. Incorporate loading areas within the building, where possible, to minimize adverse traffic impacts and street activities.
4. Ensure safety in alleys and service areas through adequate lighting.
5. Use special paving materials or patterns for alleys to indicate a shared-use zone that serves as both auto access and pedestrian connections.

6. Include tree plantings and landscaped buffers along alleys to screen and mitigate the impact of multi-story buildings.
7. Install traffic-calming devices, where necessary, in alleys and service areas to reduce vehicular travel speed.
8. Provide transparent windows and balconies looking over alleys and service areas to provide visual connections from the building to the street to enhance visibility and safety.
9. Screen loading, waste storage, and other service areas from adjacent uses with vegetation, landscaping, and well-designed screening structures. The design of screening structures should complement the architectural design/character of the corresponding development and be designed from a solid material.
10. To minimize views of service areas from above, the areas should be screened by roofs or trellises.
11. Locate garbage service as far away as possible from pedestrian pathways and public gathering places. Views of, and offensive odors associated with, these services should be minimized.
12. To minimize the traffic impacts and street activities associated with loading areas, locate these areas within the building footprint or within the associated private parcel.



Provide pedestrians and bicyclists with a clear path of travel through open spaces.



Provide secure and sheltered parking throughout the Specific Plan area, including at entrances to the transit station.

### Bicycle and Pedestrian Facilities

1. Provide pedestrians and bicyclists with a clear path of travel through parking lots and open spaces.
2. All transit station and parking structure entrances shall connect directly to a sidewalk, eliminating the need for pedestrians to walk through a parking area or a bus loading zone. Station and parking structure access points shall be located to shorten walking distances.
3. Secure and sheltered bicycle parking shall be provided throughout the Specific Plan area to provide reassurance that bicycles will not be stolen, vandalized, or exposed to the elements. Bicycle parking should comply with the following guidelines:
  4. Class I bicycle lockers and Class II bicycle racks should be provided at entrances to the transit station to accommodate long-term commuter parking and short-term trip parking.

5. All new developments in the Specific Plan area are encouraged to construct bicycle lockers or storage rooms at convenient locations within the building for residents and/or employees.
6. Outdoor bicycle racks shall be provided near all building entrances in compliance with CalGreen requirements.

### **5.3 GOALS AND POLICIES**

#### **GOAL PUR-1. INCORPORATE AN AMPLE AMOUNT AND VARIETY OF PARKS AND OPEN SPACE INTO THE SPECIFIC PLAN AREA.**

Policy PUR-1.1 – Provide a variety of public parks and open spaces, pedestrian-oriented streetscapes, and gathering spaces to meet the needs of all users and consistent with the requirements of the Parks, Trails, & Recreation Master Plan.

Policy PUR-1.2 – Enhance the Sand Creek Corridor as a linear open space that supports various active and passive recreational uses and provides connectivity within the City and the region.

Policy PUR-1.3 – Incorporate a variety of open spaces along the Mokelumne Trail that complement the adjacent development.

Policy PUR-1.4 – Streetscape improvements should incorporate open spaces, such as pocket parks in bulbouts and parklets, to the extent feasible.

Policy PUR-1.5 – Require open spaces and parks to incorporate sustainability measures, such as including native plant species, drought tolerant plants that require minimal irrigation, permeable paving, solar-powered lighting, and other similar features.

#### **GOAL PUR-2. UTILIZE TREES AND LANDSCAPING, STREET FURNISHINGS, AND LIGHTING TO ENHANCE THE IDENTITY AND SAFETY OF THE PUBLIC REALM.**

Policy PUR-2.1 – Design all streets to provide an attractive pedestrian and visual environment, including by adding street trees and landscaping, street furnishings, and pedestrian and automobile-scale lighting.

Policy PUR-2.2 – Design multiuse pathways to include trees, landscaping, and sufficient pedestrian and bicycle-scale lighting

along the length of each pathway. Benches, bicycle racks, and waste receptacles should be placed along pathways at key locations and intermittent nodes, where appropriate.

Policy PUR-2.3 – Design parks and open spaces to incorporate sufficient pedestrian-scale lighting to illuminate all sidewalks and pathways and activity areas. Benches, bicycle racks, and waste receptacles should be placed in each activity area and intermittently along sidewalks and pathways.

Policy PUR-2.4 – Design parking facilities to incorporate sufficient pedestrian and automobile-scale lighting to illuminate the entire facility for security, while avoiding the spillover of light onto the surrounding properties.

### **GOAL PUR-3. PROVIDE WAYFINDING SIGNAGE TO SUPPORT THE SPECIFIC PLAN AREA'S NAVIGATION BY ALL MODES OF TRANSPORTATION.**

Policy PUR-3.1 – Require the development of new public streets, parks and open spaces, and parking facilities to incorporate wayfinding signage.

Policy PUR-3.2 – Require development projects to provide wayfinding signage along streets and sidewalks, multiuse pathways, and designated bicycle routes, and at major intersections.

Policy PUR-3.3 – Install gateway features at the key entrances into the Specific Plan area, the Transit Village-designated area, and the transit station.