# Affordable Housing Overlay Zone Design Guidelines

Town of Los Gatos

Administrative Draft
August 16, 2012

## ACKNOWLEDGMENTS


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Adopted by the
Los Gatos Town Council
Xxxxxxxxx BB, 2012



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## CONTENTS

## INTRODUCTION

The Town of Los Gatos has a rich heritage and variety of homes, ranging from small cottages to larger homes which add to its desirability as a place to live. The variety and richness of the Town's visual environment has added to its desirability as a place to live, work, and raise a family. It has also led to high residential land values, making it an unaffordable place to live for many who may not have been lucky enough to put down roots some years ago.

Recognizing the need for a broad range of residential accommodations to allow younger residents and seniors to remain in their community, house the workers who provide local goods and services, and contribute to the economic and social diversity of Los Gatos, the Town has established policies and programs to encourage affordable housing. They are complementary to and reinforce those established by the State to assist in the creation of affordable housing in all communities.

These design guidelines have been established as a part of the Town's Affordable Housing Overlay Zone (AHOZ) to assist in defining and integrating affordable housing types into the special character, scale and ambience of Los Gatos.

### APPLICABILITY

These design guidelines will be used by the Town staff, Development Review Committee, Planning Commission, and Town Council in evaluating new residential developments with a significant component of affordable housing in the Town.

They are applicable only to the development of the five identified affordable housing sites listed below and shown in Figure 1.1. All other sites will be subject to the Town's normal Architecture and Site review process.

- Los Gatos Courthouse Site
- Southbay Development Site
- Oka Road/Lark Avenue Site A
- Oka Road/Lark Avenue Site B
- Oka Road/Lark Avenue Site C

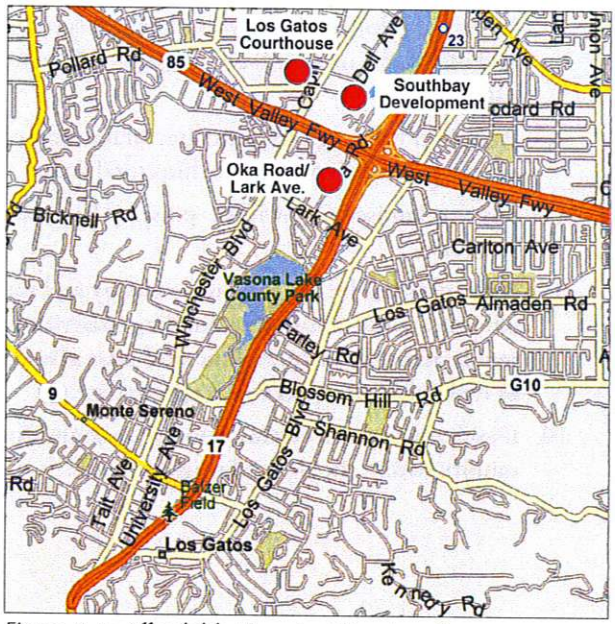



*Figure 1.1: Affordable Housing Sites Locations*

### COMMUNITY EXPECTATIONS

The Town of Los Gatos expects a high level of experience and commitment in the development of the identified affordable housing sites.

The following is a summary of specific expectations that will need to be satisfied for the successful review and approval of projects covered by these design guidelines:

1. Site plans, landscaping, and structures will be developed with a character that is consistent with the quality of the Town's existing neighborhoods.
2. Site development plans will be outward directed and compatible with their surrounding neighborhoods.
3. Homes will maintain a compatible presence on the street.
4. Structures will be designed to ensure architectural integrity with design, details, and material consistency on all facades.
5. Structures will be constructed with high quality materials and craftsmanship.

6. In mixed affordability developments, market rate and affordable units will be architecturally harmonious.
7. Attention will be given to architectural details consistent with the individual architectural style.
8. Mature landscaping will be preserved whenever possible.
9. Structures will be designed to be energy and water efficient, constructed using building materials that reduce resource consumption, and take advantage of renewable resources where appropriate.
10. Developments will create a sense of place and community within the site and neighborhood.

### HOUSING TYPES

While the General Plan land use designations for the identified AHOZ sites allow residential development for a range of 0 to 5 (Oka Road) to 12-20 (Southbay) units per acre for a majority of the sites, the AHOZ overlay zone will allow higher densities based upon compliance with the Town's Housing Element.

The number of additional units that may occur on each site will vary according to several factors including the density bonus provision allowed by the AHOZ, the amount of affordable housing proposed, and the ratios of income groups to be served. In general, the Town has established a target density of 20 units per acre, but actual densities may vary within a range of 15 to 36 units per acre.

The housing types included in these design guidelines are ones that can reasonably accommodate this density range. They can be utilized exclusively on a site or different types may be utilized in combination on the same site for a mix of affordable levels or household types (e.g., seniors and families). They include the housing types listed below.

All of the sites and housing types will be subject to the General Design Guidelines contained in Chapter 2 as well as the specific development standards and housing types guidelines which address the special features and characteristics of each housing type.

Chapter 3 contains guidelines specific to the unique characteristics of each designated AHOZ site.

- **Small Lot Single Family Detached Homes**
- **Cottage Cluster Housing**
- **Multiplexes**
- **Townhouses**
- **Rowhouses**
- **Multifamily Flats**

## DESIGN GUIDELINES

### GENERAL DESIGN GUIDELINES

Each housing type has its own unique opportunities and limits, and each site offers unique conditions affecting the site layout and unit designs. However, the guidelines for the individual housing types and sites are based upon the general design guidelines below.

#### SITE PLANNING

1. Relate buildings to the street and locate them on the site so that they reinforce street frontages.
2. Relate buildings to existing and planned adjacent uses.
3. Provide as many private, ground level entries to individual units as possible.
4. Ensure that all buildings have well designed and visible entries.
5. Provide each unit with its own visual identity and individual address whenever possible.
6. Provide pedestrian accessibility to adjacent uses with paseos, gates, pedestrian walkways, crossings, etc.
7. Locate common facilities – such as community rooms and laundries – centrally and link them to common outdoor space.
8. Locate buildings and landscaping to maximize solar access during cooler months and to control it during warmer months. Maximize natural ventilation, sunlight and views for each unit.
9. Enhance access to bus or light rail transit stops whenever possible.

#### PARKING

1. Place parking lots at rear or non-street side of the site to allow a majority of dwelling units to front on the street.
2. Build multiple small parking lots in lieu of large lots.
3. Plant trees and shrubs to soften the overall impact of parking areas and to provide shade and noise reduction.
4. Avoid blank walls facing the street on buildings with parking garages.
5. If blank walls are unavoidable, decorate with artwork, vines, and good quality durable materials.
6. Place parking lot in proximity to dwelling units to allow for casual surveillance.
7. Two spaces provided for one unit may be accommodated in tandem spaces.
8. Separate bicycle and pedestrian paths from vehicular traffic.
9. Designate "vehicle free areas" for bicycle and pedestrian safety and enjoyment.
10. In developments without garage parking, bicycle parking will be required per Santa Clara Valley Transportation Authority (VTA) standards.

#### PUBLIC OPEN SPACE

1. Design outdoor open space to define individual use areas as appropriate to the site.
2. Provide public open space which can be used for play, recreation, social or cultural activities.
3. Locate public open spaces so that they can be viewed from individual units, preferably from the kitchen, living room or dining room.
4. Locate play area(s) centrally to allow for adult supervision from dwelling units and/or from a central facility such as a laundry.
5. Provide lighting from a variety of sources at appropriate intensities and qualities for safety.
6. Provide energy-efficient lighting.

#### PRIVATE OPEN SPACE

1. Provide each household with some form of useful private open space, such as a patio, porch, deck, balcony, yard, or shared entry porches or balconies.
2. Private open space should be easily accessible – physically and visually – from individual units.
3. Design balconies for privacy without compromising views from the residential units to the outside.
4. Provide fencing to insure privacy and to help define boundaries between public and private open space.

# 2

## LANDSCAPING

1. Provide common open space for the use of all residents.
2. Design landscaping to enhance the architecture and create and define useful public and private spaces.
3. Use hardy, native plant species – trees, shrubs, groundcover – that are easy to water and maintain, and conform to water efficiency standards.
4. Shade paved areas, especially parking lots.
5. Provide a variety of seating in landscaped areas, where appropriate.
6. Include paths to accommodate children, adults, bicycles, skate boards, shopping carts, walkers, pets, furniture moving, etc.
7. Provide appropriate lighting to insure that paths are safe at night.

## ARCHITECTURE

1. Design buildings for the site; don't use stock plans.
2. Relate first floor to the street. If close to the street, raise level of first floor slightly to maintain privacy.)
3. Relate size and bulk of project so that it is consistent with buildings in the immediate neighborhood.
4. Eliminate box-like forms with large, unvaried roofs by using a variety of building forms and roof shapes with clusters of units, and variations in height, setback, and roof shape.
5. Make the building visually and architecturally pleasing by varying the height, color, setback, materials, texture, landscaping, trim and roof shapes and ridge orientation for all elevations.
6. Enhance views and make spaces feel larger by maximizing the number of windows.
7. Break up the façade of horizontal buildings into smaller components by utilizing vertical adjacent building masses.
8. Provide door and window openings with sizes and proportions that are appropriate to traditional architectural styles.
9. Use porches, stairs, railings, fascia boards, and trim to enhance buildings' character.
10. Select building materials and colors that are complementary to the surrounding area and have high levels of recycled content whenever possible.
11. Design buildings to take advantage of solar opportunities.

## HOUSING TYPES DESIGN STANDARDS AND GUIDELINES

Design standards and guidelines for each individual housing type are summarized on the following pages. The housing types covered are:

- **Small Lot Single Family Detached Homes**
- **Cottage Cluster Housing**
- **Multiplexes**
- **Townhouses**
- **Rowhouses**
- **Multifamily Flats**

*Small lot single family detached with secondary units over rear lane garages (top) combined with rowhouses (below)*

## SMALL LOT SINGLE FAMILY DETACHED HOMES

### Characteristics

Small lot single family housing features lots with parcel sizes of 2,500 to 4,500 square feet. Additional density is achieved by adding smaller Secondary Dwelling Units (SDUs) with separate entries at the rear of the site, typically over garages served by rear lane access.

### Typical Densities

- 15 - 20 DU/acre

*Small lot single family detached units with parking in rear lanes*

*Small lot units with parking in the rear*

*Carriage house units along rear lane with special pedestrian entry gates*

*Carriage house units along rear lane*

# 2 SMALL LOT SINGLE FAMILY DETACHED HOMES

## DEVELOPMENT STANDARDS

### DESIGN OBJECTIVES

1. Enhance the livability of small lot homes.
2. Enhance affordability by allowing secondary units to be integrated into the main structure or as carriage houses over garages.
3. Enhance the appearance and unity of residential streetscapes.
4. Integrate small lot neighborhoods comfortably into the overall community fabric.

### Lot Size

- 2,500 sq. ft. minimum
- Minimum parcel width: 30 ft. for interior lots & 35 ft. for corner lots

### Unit Size

- Subject to Architecture and Site Review.

### Lot Coverage

- 40% maximum.

### Building Placement

- Setbacks and lot coverage standards to conform to the Town's RM standards except as specified below.
- Front yard setback on public or interior streets: 15 ft. or as noted in the site development guidelines.
- Garage setbacks: 18 ft. with front-loaded garages on public or interior streets to avoid encroachment onto public sidewalks.
- Front yard encroachments for open porches: 8 ft. max.
- Front yard encroachments for habitable space: 5 ft. max. over a maximum of 50% of the house frontage - only for homes with rear lane garage access.
- Side yard encroachments into minimum setbacks: 6 ft. over a maximum of 25% of the facade. The minimum projection required is 3 ft.

### Open Space

- Subject to the following Town of Los Gatos Zoning Code sections:
  - Sec. 29.10.065 Recreational open space for residential condominiums.
  - Sec. 29.40.660 Recreational open space for multifamily dwellings.

### Height

- Maximum Height: 30 ft. with allowance up to 35 ft. for units with parking integrated into or located below the units' living space.

### Entries

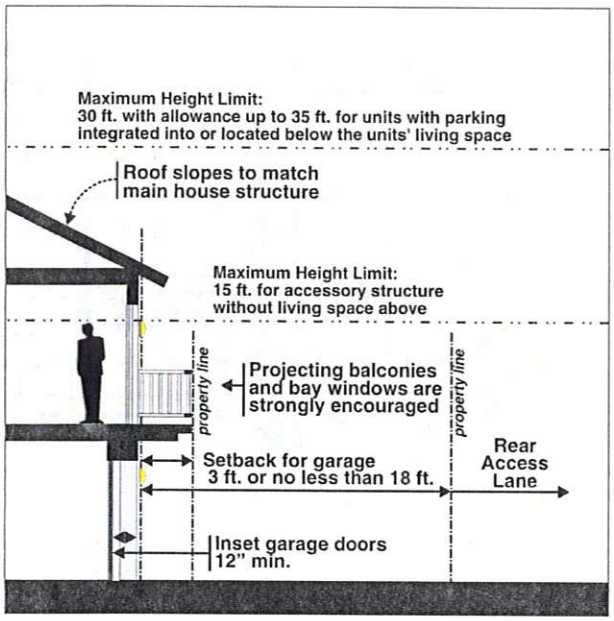
- Porches are encouraged, and may encroach into front setbacks up to a maximum of 8 feet. Porches must have a minimum six foot depth.

### Parking

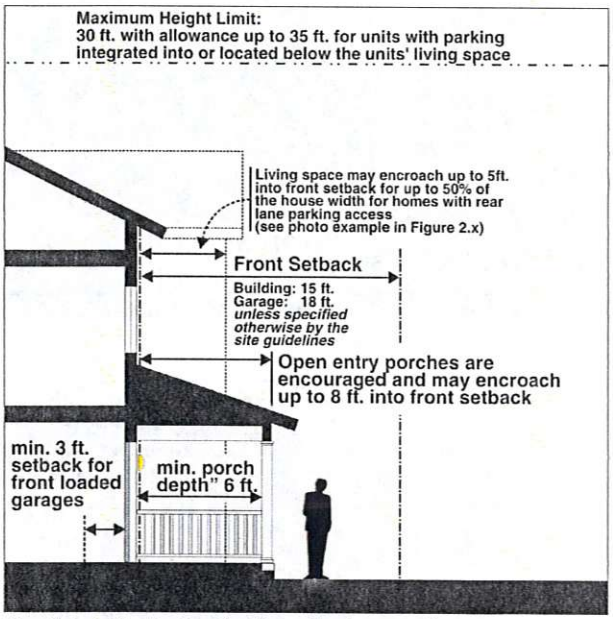
- 0 - 1 bedroom units: 1 spaces per unit.
- 2 - 3 bedroom units: 2 spaces per unit.
- 4+ bedroom units: 2 ½ spaces per unit.
- Tandem spaces are allowed.


*Front setback encroachments example*

## SMALL LOT SINGLE FAMILY DETACHED HOMES 2




*Small Lot Single Family Detached rear garage and secondary unit frontage standards*




*Small Lot Single Family Detached street frontage standards*

## DESIGN GUIDELINES

### Site Development

1. Orient unit entries to streets and common open spaces.
2. Avoid fences over three feet tall along public street frontages.
3. Use a mix of narrow and wide lots to add variety to streetscapes as appropriate.
4. Link internal unit entries to adjacent streets with clear open space and pedestrian circulation networks (See site layout example at top of page 8).
5. Rear lane access to parking garages or carports is strongly encouraged to enhance street front facades .

### Massing and Articulation

1. Pitched roofs are strongly encouraged for all structures.
2. Architectural features (e.g., bay windows, chimneys, canopies, cornices, awnings) are encouraged.
3. Projecting roof eaves of at least 18" are strongly encouraged.
4. Wrapping porches around to side elevations is strongly encouraged on corner lots.
5. Varied side wall plane setbacks between adjacent units are preferred over uniform setbacks to provide less visual rigidity and to allow access to more light and air. These setbacks should be a minimum of 3 feet.
6. Limit the width of garages accessed from visible street frontages and lanes to a maximum of 50% of the home's front facade, and recess the garage a minimum of 3 feet. Tandem parking is encouraged to limit the width of garage doors. For two-car wide garages, provide delineation between doors or additional architectural detail at the door opening.

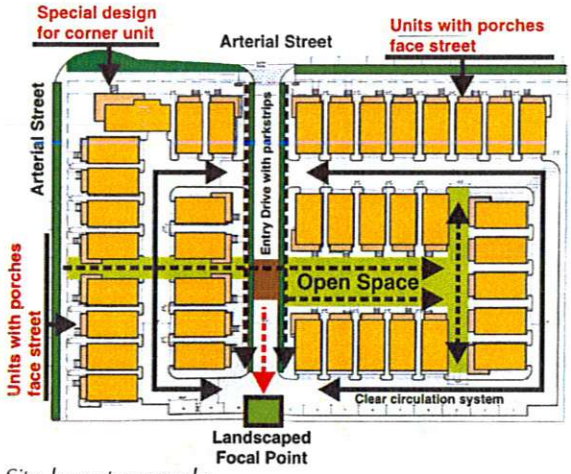
# 2 SMALL LOT SINGLE FAMILY DETACHED HOMES

## On Site Parking

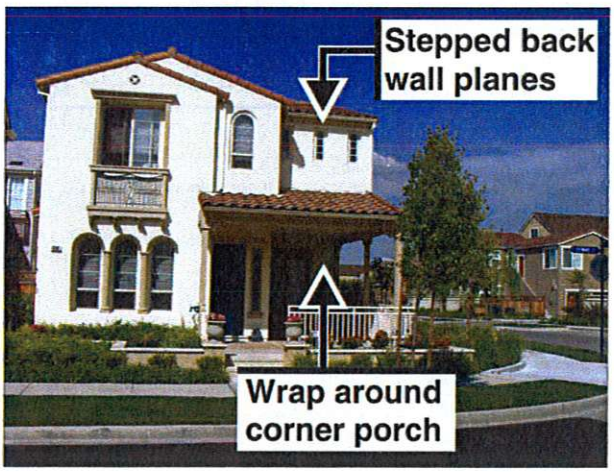
1. Garage aprons for street-facing garages: 18 ft. minimum depth
2. Rear entry garages: 3 ft. minimum setback acceptable; larger aprons must be at least 18 ft. (no aprons shall be allowed between 3 ft. and 18 ft. to prevent cars blocking streets and sidewalks)
3. Provide guest parking along interior streets.
4. For dimensional standards not referenced, refer to the Town Code.

## Architectural Details

1. Substantial architectural details are expected on all elevations. The following are some elements that may be used to add visual interest and a sense of human scale to the homes:
   - Horizontal and vertical wall plane changes
   - Varied roof forms and orientations
   - Bay windows
   - Roof Dormers
   - Material and color changes
   - Applied decorative features.
   - Roof segments over windows
   - Pot rails
   - Metal or wood balcony railings
   - Planter boxes and plant rings




*Site layout example*





*Small Lot Single Family Detached examples*

*Cottages around a central courtyard with three carriage units above rear alley garages (37 units/acre)*

## COTTAGE CLUSTER HOUSING

### Characteristics

Cottage Cluster Housing is a collection of small houses arranged around one or more common open spaces or courtyards. Units are smaller than typical single family homes with floor areas of 1,200 square feet or less. Parking is provided in consolidated parking lots and/or in garages served by alley access.

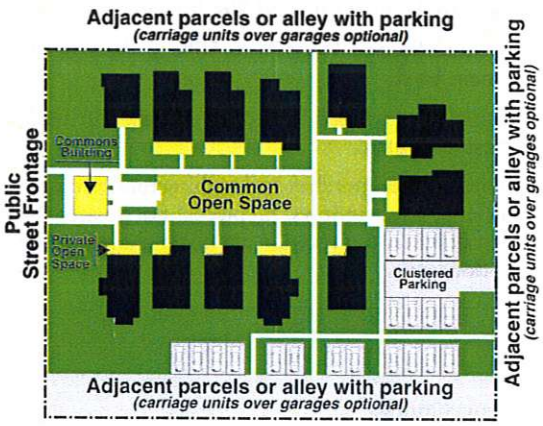
### Typical Densities

- 15 - 25 DU/acre

*Cottages around a central courtyard with a commons structure*

*Cottages around a central courtyard*

*Street facade of the 9-unit cottage cluster shown in the aerial photo above*




*Cottage housing site plan example*

# 2 COTTAGE CLUSTER HOUSING

## DEVELOPMENT STANDARDS

### DESIGN OBJECTIVES

1. Provide a housing type that responds to changing household sizes and ages (e.g., retirees, small families, single person households).
2. Mitigate increased density by ensuring that the overall size, bulk and mass of cottage structures remains smaller and creates less visual impact than an equal number of standard sized single-family dwellings.
3. Provide centrally located and functional common open space that fosters a sense of community and a sense of openness.
4. Provide private area around the individual dwellings to enable diversity in landscape design and foster a sense of ownership.
5. Ensure minimal visual impact from vehicular use and storage areas for residents.
6. Maintain a single-family character along public streets.
7. Provide well designed forms, facade articulation, materials use, and architectural details around all sides of the structures.

### Lot Size

- Minimum lot area per dwelling unit: 1,600 sq. ft.

### Unit Size

- Subject to Architecture and Site Review.
- Maximum Second Floor Area: 50% of the area of the main level.
- Attached garages shall be included in the calculation of total floor area.
- Attached roofed porches and architectural projections (e.g., bay windows, fireplaces) not greater than 18" in depth and 6 ft. wide are not included in the total floor area.

### Lot Coverage

- 40% maximum..

### Building Placement

- Setbacks and lot coverage standards to conform to the Town's RM standards except as specified below.
- Front yard setback on public or interior streets: 15 ft. or as noted in the site development guidelines.
- Cottages shall be oriented around and have their main entry from a Common Open Space. Structures facing public streets must have similarly articulated facades on both the street and courtyard facades.
- Cottages shall be within 60 feet walking distance of a Common Open Space.

### Open Space

- Subject to the following Town of Los Gatos Zoning Code sections:
  - Sec. 29.10.065 Recreational open space for residential condominiums.
  - Sec. 29.40.660 Recreational open space for multifamily dwellings.
- A minimum of 125 sq. ft. of the required private use open space shall be adjacent and oriented to the common use open space, and shall have no dimension less than 5 ft. on any one side.

### Height

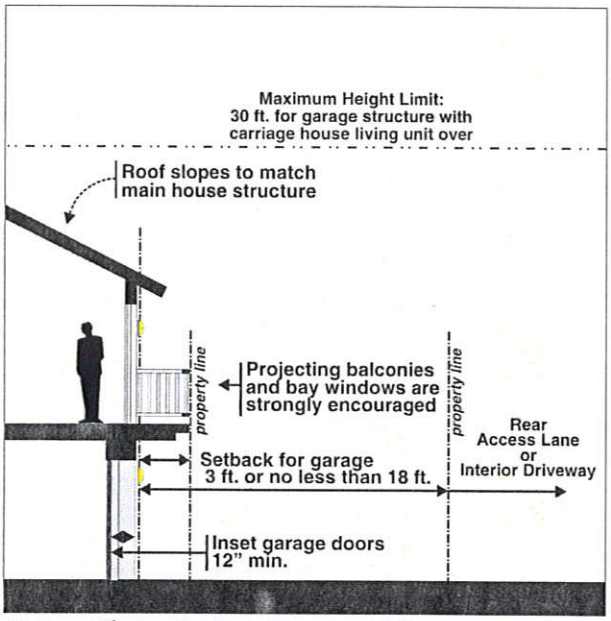
- Wall Plate Height: 18 ft. strongly encouraged
- All parts of the roof above 18 feet should be pitched.

### Entries

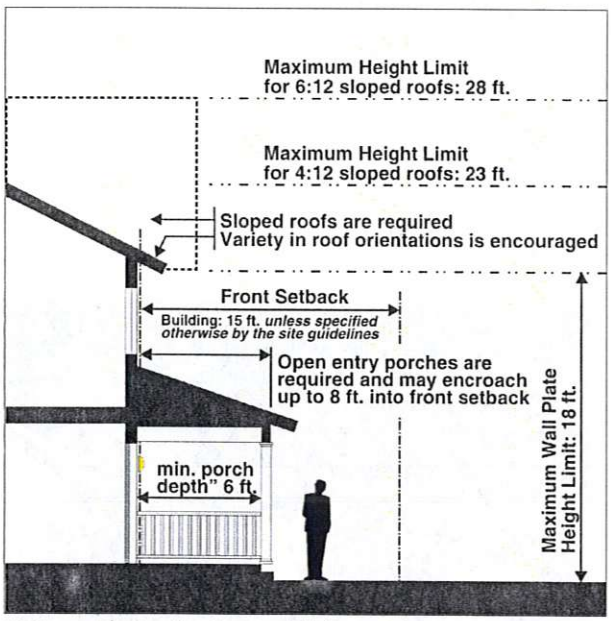
- Porches are required with a minimum area of 60 sq. ft. and depth of 6 ft.

### Parking

- 0 - 1 bedroom units: 1 spaces per unit.
- 2 - 3 bedroom units: 2 spaces per unit.
- 4+ bedroom units: 2 ½ spaces per unit.
- Tandem spaces are allowed.
- Parking may not be located between cottages.




*Cottage Cluster Carriage House guidelines*




*Cottage Cluster frontage guidelines*

*Cottage Cluster Housing example*

# 2 COTTAGE CLUSTER HOUSING

## DESIGN GUIDELINES

### Site Development

1. Orient unit entries to common open spaces.
2. Limit carriage units over garages to one unit for each four regular cottage units.
3. Avoid fences over three feet tall along public street frontages.
4. Link internal unit entries to adjacent streets with clear open space and pedestrian circulation networks.
5. Limit all fences on the interior of the parcel to 3 ft. in height.
6. Provide landscape screening, which may include a fence up to 6 ft. in height, as a visual buffer along property lines of any adjacent residentially zoned lots.

### Massing and Articulation

1. Pitched roofs are required for all structures, and should include the use of varied pitched roof styles, gables or dormers.
2. Architectural features (e.g., bay windows, chimneys, canopies, cornices, awnings) are encouraged.
3. Projecting roof eaves of at least 18" are required
4. Wrapping porches around to side elevations is strongly encouraged on corner lots.
5. Structures should be varied in height, size, proportions, orientation and roof lines.
6. For every eight units, at least two basic floor plans should be used.
7. Facades facing street frontages and common open spaces should have windows and doors that comprise at least 25% of the facade area.
8. Carry wall materials, window types and architectural details around all sides of the house. Avoid side and rear elevations that are markedly different from the front elevation.

### On Site Parking

1. Locate parking to the rear of the parcel or on a non-street side.
2. Parking may be provided in small groupings of surface lots, carports, garages or a combination of the above.
3. Garage doors should feature windows, recesses, and/or moldings to help blend the garages with the character of the house
4. For dimensional standards not referenced, refer to the Town Code.

### Architectural Details

1. Structures must include building articulation, changes in materials or textures, or other architectural features as summarized below:
   - Horizontal and vertical wall plane changes
   - Varied roof forms and orientations
   - Bay windows
   - Roof Dormers
   - Material and color changes
   - Applied decorative features.
   - Roof segments over windows
   - Pot rails
   - Metal or wood balcony railings
   - Planter boxes and plant rings

*Open Door development in Los Gatos (19 units per acre)*

## MULTIPLEXES

### Characteristics

Multiplexes are structures containing two or more dwelling units (e.g., duplexes) with individual entries designed to resemble detached single family homes. Units may be side-by-side or stacked one above the other or a combination of both.

### Typical Densities

- 15 - 20 DU/acre

*Multiplexes combined with apartment structures*

*Open Door project in Los Gatos (19 units per acre)*

*Multiplexes in the project shown in the air photo above*

*Multiplex with an individual homes appearance, and second floor unit entries on the side of the structure*

# 2 MULTIPLEXES

## DEVELOPMENT STANDARDS

### DESIGN OBJECTIVES

- Maintain a single-family character along public streets, and compatibility between new multiplex housing and the Town's existing single family neighborhoods.
- Minimize the visual mass and bulk of the structures.
- Maintain a high-quality streetscape appearance.
- Provide a sense of neighborhood and community within the development.

### Lot Size

- Minimum lot area per dwelling unit: 2,000 sq. ft.

### Unit Size

- Subject to Architecture and Site review.

### Lot Coverage

- 40% maximum.

### Building Placement

- Setbacks and lot coverage standards to conform to the Town's RM standards except as specified below.
- Front yard setback on public or interior streets: 15 ft. or as noted in the site development guidelines.

### Open Space

- Subject to the following Town of Los Gatos Zoning Code sections:
  - Sec. 29.10.065 Recreational open space for residential condominiums.
  - Sec. 29.40.660 Recreational open space for multifamily dwellings.

### Height

- Maximum Height: 30 ft. with allowance up to 35 ft. for units with parking integrated into or located below the units' living space.
- Wall Plate Height: 18 ft. strongly encouraged
- Pitched roofs are strongly encouraged.

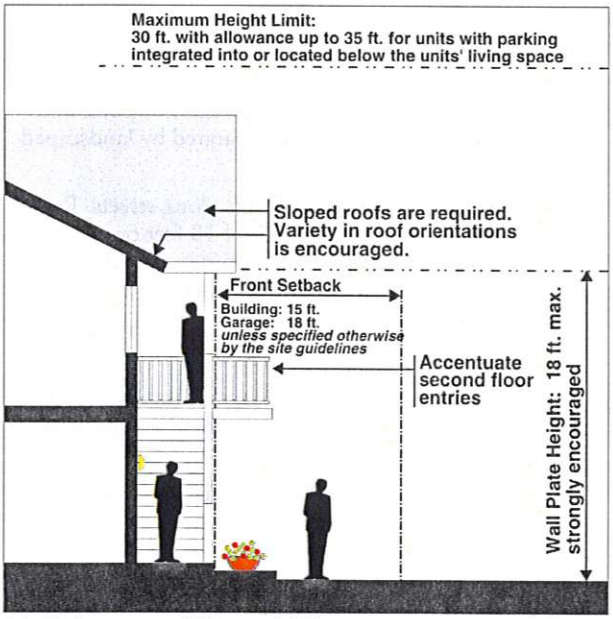
### Entries

- Distinctive projecting or recessed entries shall be provided for each living unit.

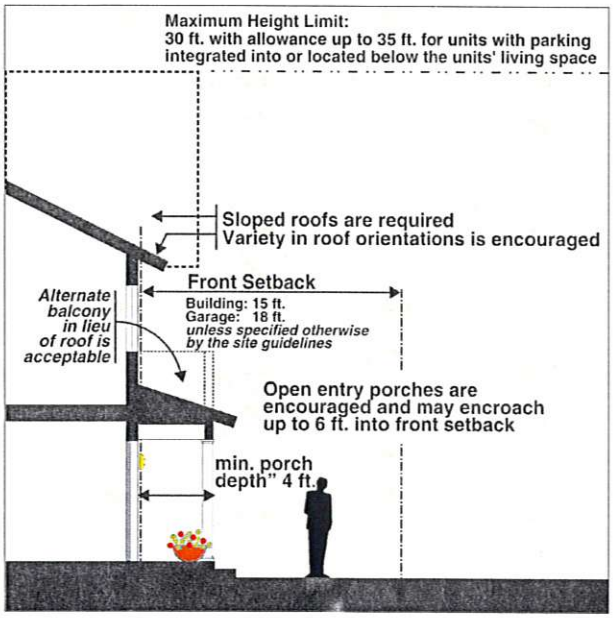
### Parking

- 0 - 1 bedroom units: 1 spaces per unit.
- 2 - 3 bedroom units: 2 spaces per unit.
- 4+ bedroom units: 2 ½ spaces per unit.
- Tandem spaces are allowed.

*Fourplexes around auto courts*




*Multiplex second floor guidelines*




*Multiplex frontage guidelines*

## DESIGN GUIDELINES

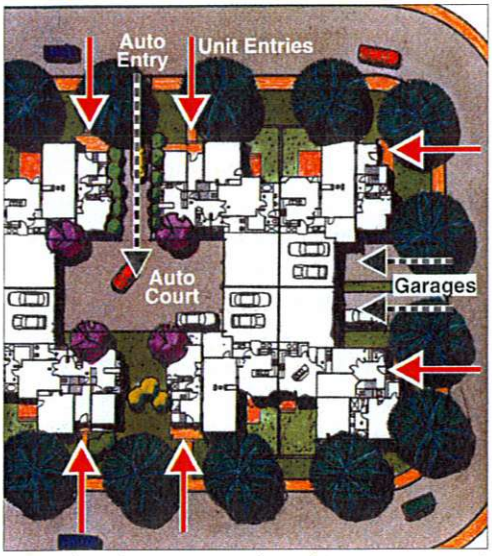
### Site Development

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

### Massing and Articulation

1. Pitched roofs are required for all structures, and should include the use of varied pitched roof styles, gables or dormers.
2. Architectural features (e.g., bay windows, chimneys, canopies, cornices, awnings) are encouraged.
3. Projecting roof eaves of at least 18" are strongly encouraged.
4. Structures should be varied in height, size, proportions, orientation and roof lines.
5. Emphasize the individuality of units along street fronts.
6. Provide a mix of one- and two-story masses (e.g., one story garages) or set the second floor back from the first floor walls by a minimum of 5 feet for at least 50 percent of the facade of the structure.
7. Emphasize entries by adding projecting porches or other entry elements.

# 2 MULTIPLEXES




*Multiplex cluster example with street oriented entries and minimized visual parking impacts*

*Mulriplex example with strong residential form, individualized entries, and private outdoor space*

*Example of grouped multiplex garages with design and details related to the housing structures*

**On Site Parking**

1. Parking may be provided in garages, carports or a series of small parking lots separated by landscaped islands.
2. Recess garages from unit fronts along streets. Recesses from the building face of 18 feet or more are desirable to minimize the prominence of the garages and to allow guest parking on driveway aprons.
3. Use high-quality decorative garage doors with windows.
4. Where there are adjacent garages, provide a landscaped area to separate them and reduce the amount of driveway paving.
5. Textured decorative paving in driveways visible from the street is strongly encouraged.

**Architectural Details**

1. Structures must include building articulation, changes in materials or textures, or other architectural features as summarized below:
   - Horizontal and vertical wall plane changes
   - Varied roof forms and orientations
   - Bay windows
   - Roof Dormers
   - Material and color changes
   - Applied decorative features.
   - Roof segments over windows
   - Pot rails
   - Metal or wood balcony railings
   - Planter boxes and plant rings

*Townhouses with separated carports*

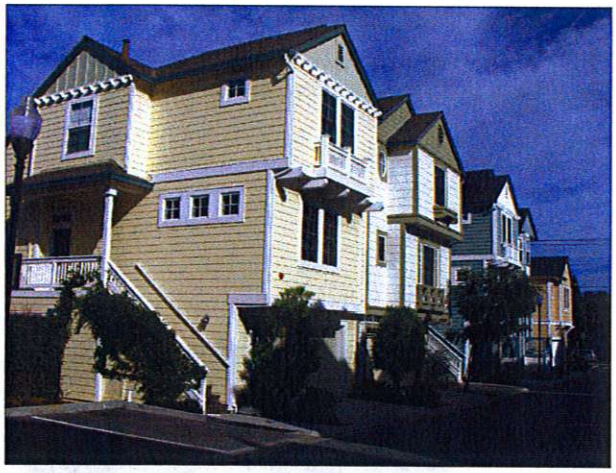
## TOWNHOUSES

### Characteristics

Townhomes are single-family attached dwelling units constructed in clusters within an overall master development plan. Parking is typically in garages or parking lots adjacent to the dwelling unit clusters, but may be integrated into the dwelling's ground floor if limited in width.

### Typical Densities

- 15 - 25 DU/acre



*Townhouses with one-car and tandem parking under*

*Townhouses with parking in surface parking lots*

*Townhouses with a mix of one and two-car garages on the ground floor of the units*

*Townhouses with one-car and/or tandem parking under*

# 2 TOWNHOUSES

## DEVELOPMENT STANDARDS

### DESIGN OBJECTIVES

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

### Lot Size

- Minimum lot area per dwelling unit: 1,800 sq. ft.

### Unit Size

- Subject to Architecture and Site review.

### Lot Coverage

- 40% maximum.

### Building Placement

- Setbacks and lot coverage standards to conform to the Town's RM standards except as specified below.
- Front yard setback on public or interior streets: 15 ft. or as noted in the site development guidelines.

### Open Space

- Subject to the following Town of Los Gatos Zoning Code sections:
  - Sec. 29.10.065 Recreational open space for residential condominiums.
  - Sec. 29.40.660 Recreational open space for multifamily dwellings.

### Height

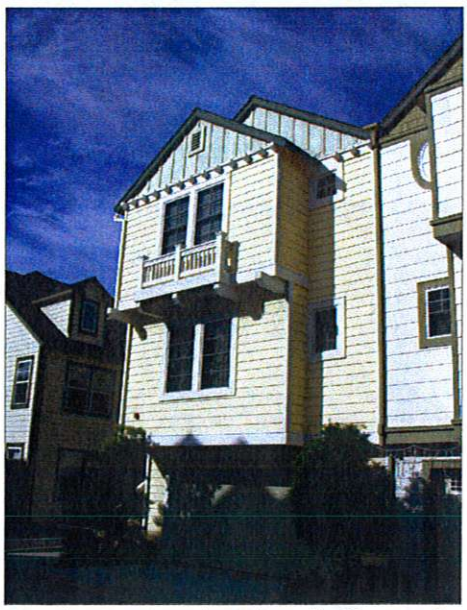
- Maximum Height: 30 ft. with allowance up to 35 ft. for units with parking integrated into or located below the units' living space.
- Pitched roofs are strongly encouraged.

### Entries

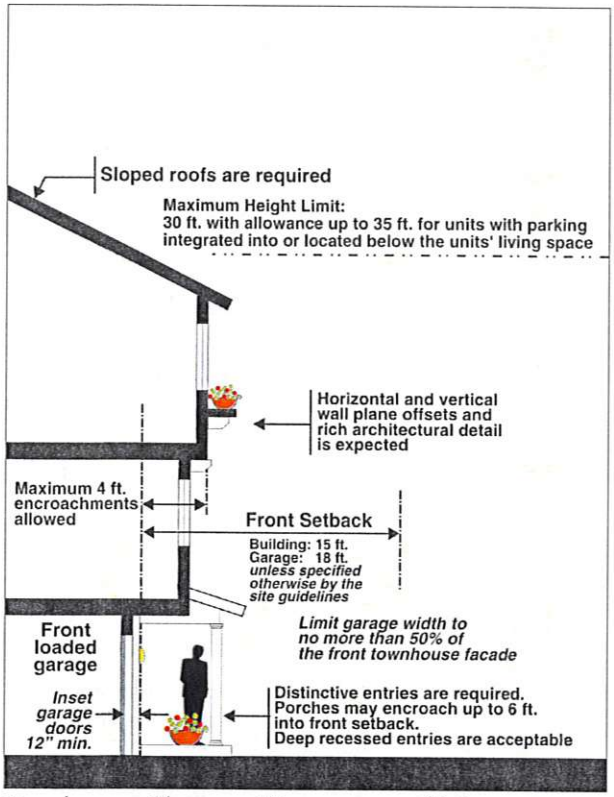
- Distinctive projecting or recessed entries shall be provided for each living unit.

### Parking

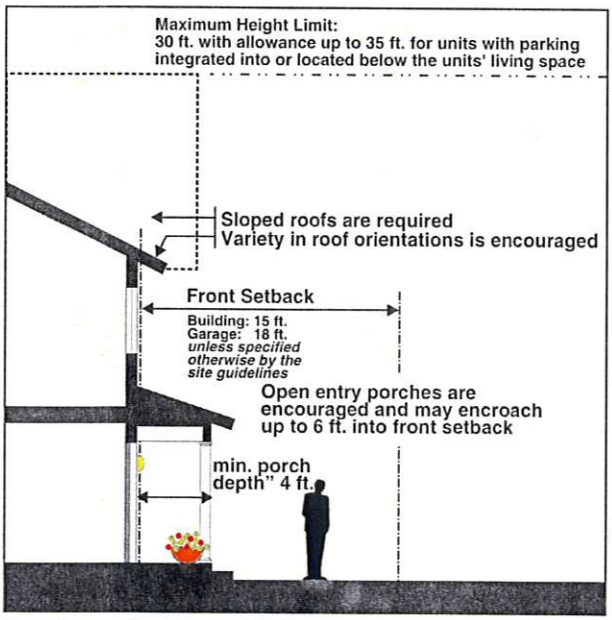
- 0 - 1 bedroom units: 1 spaces per unit.
- 2 - 3 bedroom units: 2 spaces per unit.
- 4+ bedroom units: 2 ½ spaces per unit.
- Tandem spaces are allowed.
- Garages may occupy no more than 50% of a unit width fronting on a street, common open space or other pedestrian area.



*Townhouse example with wall offsets and details used to break up tall building form*




*Townhouse with ground floor garage guidelines*




*Townhouse frontage guidelines*

## DESIGN GUIDELINES

### Site Development

1. Orient unit entries to streets and common open spaces rather than parking courtyards to the maximum extent possible.
2. Avoid turning unit back elevations and patio walls to public streets.
3. Minimize the number of curb cuts and street-facing garages.
4. Orient living space windows to overlook streets and common open spaces.
5. If parking is not attached to the units, utilize small parking areas reasonably close to the living units. Break large parking areas and aisles into smaller segments with substantial landscaping.

### Massing and Articulation

1. Construct a maximum of 6 attached units in a row. Approval of more than 6 attached units may be considered, but will only be granted for projects with extraordinarily high design quality.
2. Emphasize the individuality of each townhouse unit with well defined limits and individual entries and details.
3. Elevations should be mixed within a development to avoid repetition of identical facades and roof lines.
4. Houses on corner lots will be required to provide one or more 1-story elements and/or projecting second story bay windows or other decorative architectural features to avoid tall exterior walls without design articulation facing streets, open spaces and pedestrian ways.
5. Design front elevations to emphasize entries, porches or other living areas and de-emphasize garages. No more that 50 percent of the front elevation of a house should consist of garage area.
6. Front-facing garages should be recessed a minimum of 12 inches from the front facade of the living space.
7. Carports and garages separated from the townhouse units should be substantial in appearance, and should match the residential units in terms of roof pitches, materials and construction.
8. A minimum of 50% of all two-story houses should have a minimum 3-foot horizontal offset in plan.
9. Add variety to second floors with varied eave heights, windows and ridge line variations.

# 2 TOWNHOUSES

*Townhouse development common amenity area example*

*Townhouse individual unit identity example*

*Townhouse example with projecting porch and bay window used to reduce prominence of the garage*

## On Site Parking

1. Parking may be provided in garages, carports or a series of small parking lots separated by landscaped islands.
2. Townhouses with garages sharing a facade with the unit's entry is discouraged unless other options are feasible.
3. Use high-quality decorative garage doors with windows.
4. Where there are adjacent garages, provide a landscaped area to separate them and reduce the amount of driveway paving.
5. Garage aprons should either be 3 feet or less or 18 feet or more in depth.

## Architectural Details

1. Structures must include building articulation, changes in materials or textures, or other architectural features as summarized below:
   - Horizontal and vertical wall plane changes
   - Varied roof forms and orientations
   - Bay windows
   - Roof Dormers
   - Material and color changes
   - Applied decorative features.
   - Roof segments over windows
   - Pot rails
   - Metal or wood balcony railings
   - Planter boxes and plant rings


*Rowhouses combined with small lot single family detached homes*

## ROWHOUSES

### Characteristics

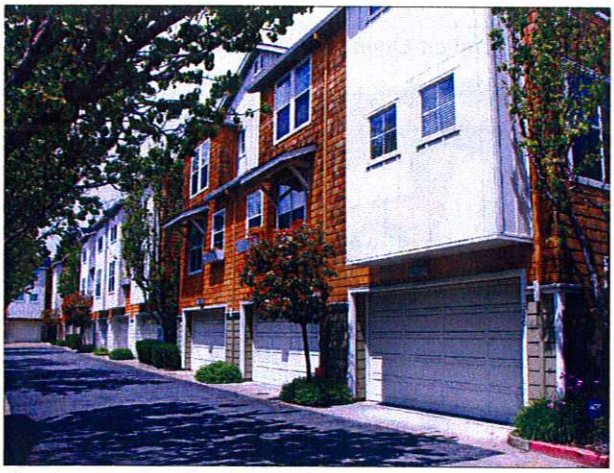
Rowhouses are single-family, attached dwelling units constructed in rows along common streets. Unit entries are oriented to the fronting streets, and garages are integrated into the individual units at the rear. Private open space is typically provided as a porch, entry garden or deck rather than as at-grade patios.

### Typical Densities

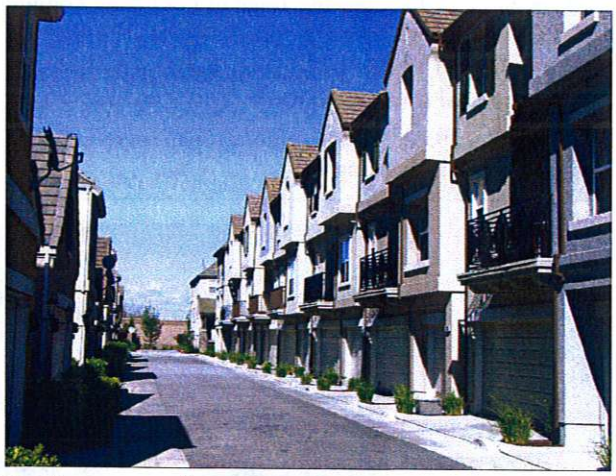
- 15 - 25 DU/acre

*Rowhouses with entries oriented to the street*

*Rowhouses with entries oriented to a pedestrian court*



*Rowhouse rear alley garages*



*Rowhouse rear alley garages*

# 2 ROWHOUSES

## DEVELOPMENT STANDARDS

### DESIGN OBJECTIVES

- Minimize the visual mass and bulk of the structures.
- Maximize the pedestrian scale and character of streetscapes.
- Enhance the individual identity of each unit.
- Integrate outdoor private open space areas into the overall design.

### Lot Size

- Minimum lot area per dwelling unit: 1,800 sq. ft.

### Unit Size

- Subject to Architecture and Site review.

### Lot Coverage

- 40% maximum.

### Building Placement

- Setbacks and lot coverage standards to conform to the Town's RM standards except as specified below.
- Front yard setback on public or interior streets: 15 ft. or as noted in the site development guidelines.
- Minimum rear setback: none

### Open Space

- Subject to the following Town of Los Gatos Zoning Code sections:
  - Sec. 29.10.065 Recreational open space for residential condominiums.
  - Sec. 29.40.660 Recreational open space for multifamily dwellings.

*Active Common Open Space example*

### Height

- Maximum Height: 30 ft. with allowance up to 35 ft. for units with parking integrated into or located below the units' living space.
- Pitched roofs are strongly encouraged.

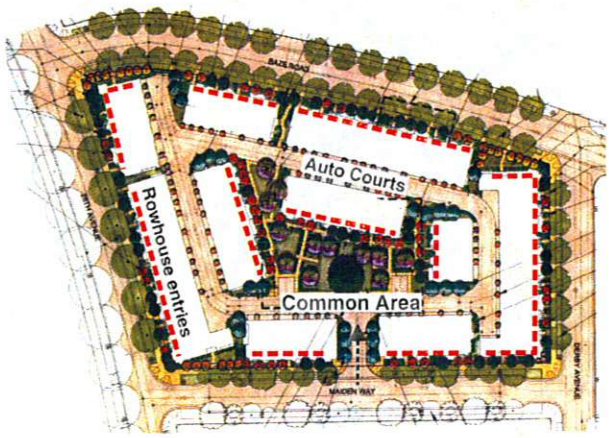
### Entries

- Distinctive projecting or recessed entries shall be provided for each living unit.

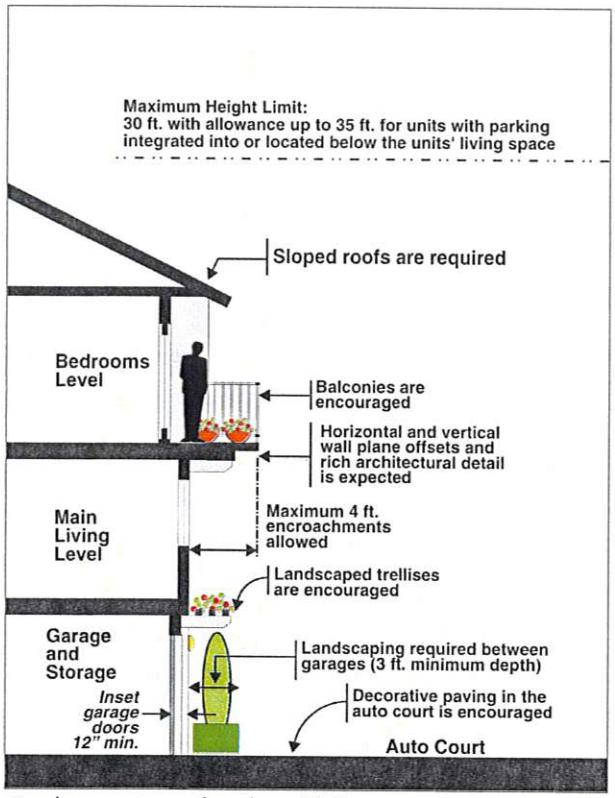
### Parking

- 0 - 1 bedroom units: 1 spaces per unit.
- 2 - 3 bedroom units: 2 spaces per unit.
- 4+ bedroom units: 2 ½ spaces per unit.
- Tandem spaces are allowed.
- Garages shall be located on rear lanes or auto courts.

*Passive Common Open Space example*




*Rowhouse site plan example*

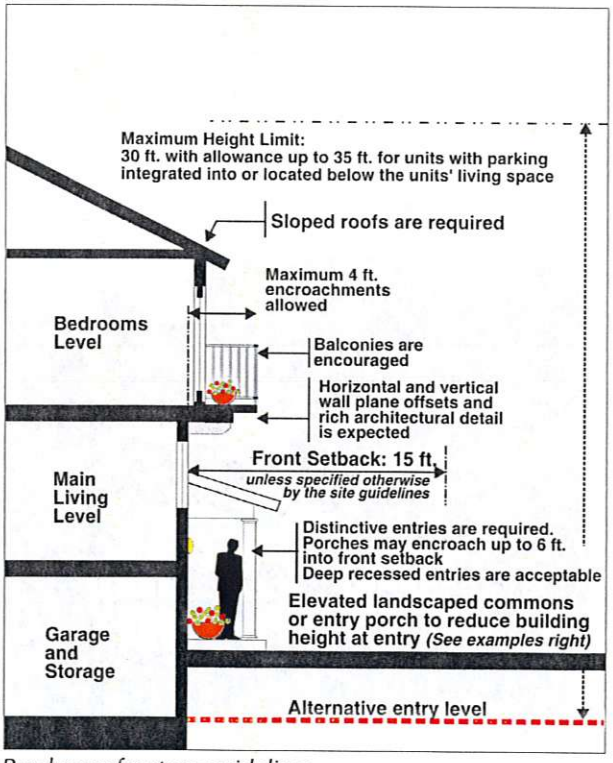



*Rowhouse garage facade guidelines*

## DESIGN GUIDELINES

### Site Development

1. Orient unit entries to streets and common open spaces.
2. Avoid garages facing public streets.
3. Minimize the length of auto courts, and utilize landscape features (e.g., roundabouts) to provide visually attractive street frontages.
4. Orient living space windows to overlook streets and common open spaces.
5. Place 3-story units sharing a common garage access driveway with 2-story units or small lot detached units where possible.
6. Internal streets should be designed for a high degree of walkability. Parkstrips, sidewalks, and pedestrian scale street lights should be provided on both sides of the street.




*Rowhouse frontage guidelines*

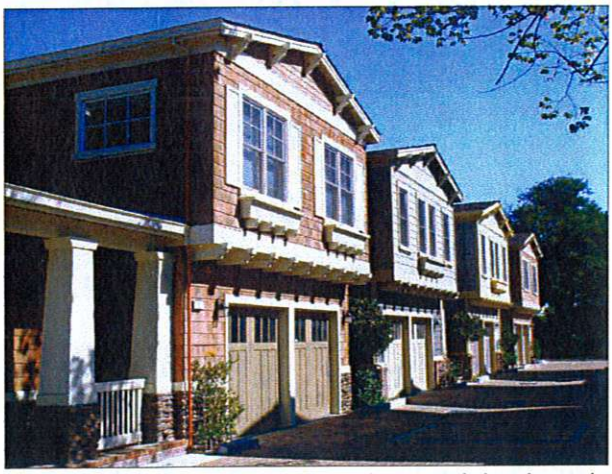
*Elevated entry commons example*

*Distinctive rowhouse entry example*

# 2 ROWHOUSES

### Massing and Articulation

1. Rear driveways may be constructed at grade level or slightly depressed below grade level to reduce overall building height and the height of the first floor above grade.
2. Emphasize the individuality of each rowhouse unit with well defined limits and individual entries and details.
3. Elevations should be mixed within a development to avoid repetition of identical facades and roof lines.
4. Houses on corner lots will be required to provide one or more 1-story elements and/or projecting second story bay windows or other decorative architectural features to avoid tall exterior walls without design articulation facing streets, open spaces and pedestrian ways.
5. Garages doors should be recessed a minimum of 12 inches from the main facade of the garage.
6. Provide facade articulation and architectural details along rear facades at driveways. Projecting bay windows are one successful way of breaking up tall facades.
7. Add variety to second floors with varied eave heights, windows and ridge line variations.



*Example of facade articulation, architectural details, and recessed garage doors used to soften the auto court*

### On Site Parking

1. Guest parking should be distributed throughout the development.
2. Use high-quality decorative garage doors with windows.
3. Where there are adjacent garages, provide a landscaped area to separate them and reduce the amount of driveway paving.
4. Garage aprons should either be 3 feet or less or 18 feet or more in depth.

### Architectural Details

1. Structures must include building articulation, changes in materials or textures, or other architectural features as summarized below:
   - Horizontal and vertical wall plane changes
   - Varied roof forms and orientations
   - Bay windows
   - Roof Dormers
   - Material and color changes
   - Applied decorative features.
   - Roof segments over windows
   - Pot rails
   - Metal or wood balcony railings
   - Planter boxes and plant rings
2. Trellises with flowering vine landscaping are encouraged above garage doors.

*Active Common Open Space example*


*Flats above partially submerged podium parking*

## MULTIFAMILY FLATS

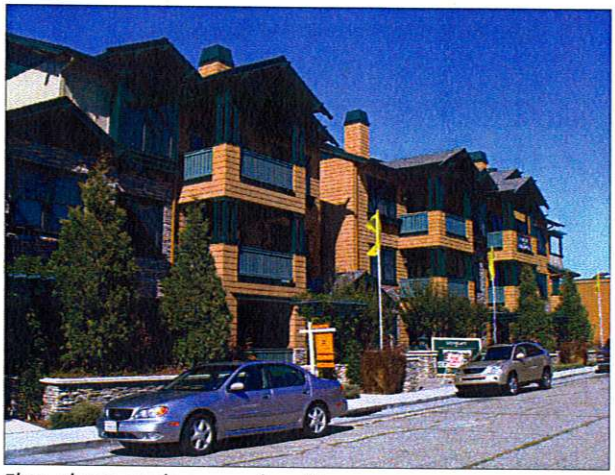
**Characteristics**

Multifamily Flats are typically stacked one above another with access 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.

**Typical Densities**

- 25 - 35 DU/acre

*Flats above partially submerged podium parking*



*Flats above underground parking*

*Apartment flats above partially submerged podium parking*

*Apartment flats with partially submerged podium parking under individual buildings*

# 2 MULTIFAMILY FLATS

## DEVELOPMENT STANDARDS

### DESIGN OBJECTIVES

- Minimize the visual mass and bulk of the structures.
- Enhance the ground floor pedestrian scale and character of structures.
- Minimize the visual impact of parking structures.
- Integrate outdoor private open space areas into the overall design.

### Lot Size

- NA

### Unit Size

- Subject to Architecture and Site review.

### Lot Coverage

- 40% maximum.

### Building Placement

- Setbacks and lot coverage standards to conform to the Town's RM standards except as specified below.
- Front yard setback on public or interior streets: 15 ft. or as noted in the site development guidelines.

### Open Space

- Subject to the following Town of Los Gatos Zoning Code sections:
  - Sec. 29.10.065 Recreational open space for residential condominiums.
  - Sec. 29.40.660 Recreational open space for multifamily dwellings.

### Height

- Maximum Height: 30 ft. with allowance up to 35 ft. for units with parking integrated into or located below the units' living space.
- Pitched roofs are strongly encouraged.

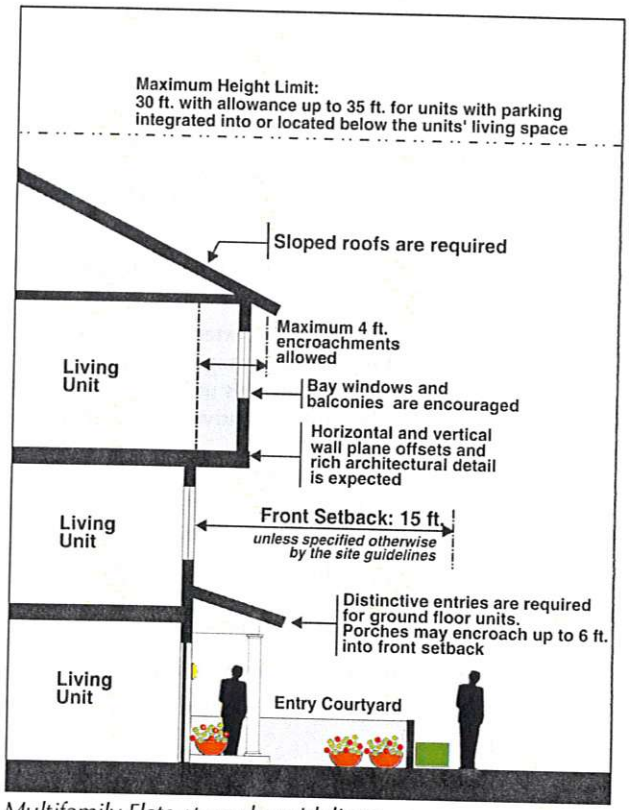
### Entries

- Distinctive projecting or recessed entries shall be provided for each ground floor unit.

### Parking

- 0 - 1 bedroom units: 1 spaces per unit.
- 2 - 3 bedroom units: 2 spaces per unit.
- 4+ bedroom units: 2 ½ spaces per unit.
- Tandem spaces are allowed. A maximum of 50% of units are allowed to have a tandem parking space.

*Individual entries to ground floor units are required*

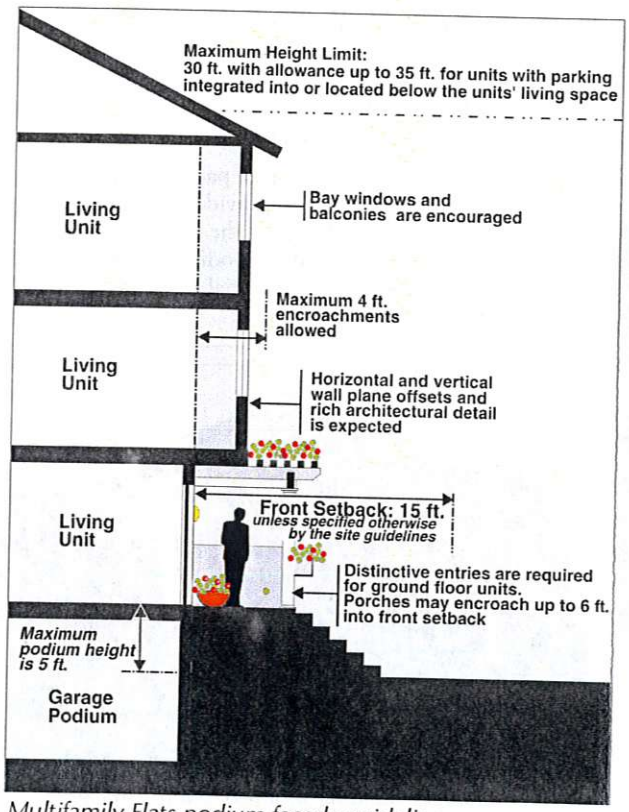



*Multifamily Flats at-grade guidelines*

## DESIGN GUIDELINES

### Site Development

1. Orient unit entries to streets and common open spaces.
2. Podium parking below individual buildings is strongly encouraged to allow large scale tree landscaping around the buildings. One large podium parking structure for several buildings is discouraged.
3. Avoid garages and parking lots facing public streets.
4. Internal streets should be designed for a high degree of walkability. Parkstrips, sidewalks, and pedestrian scale street lights should be provided on both sides of the street.
5. Entry driveways should have strong landscaped edges with terminus views focused on landscaped areas or building entries, not the rear end of parked cars.
6. The edges of any garage structure and vents into the garage visible above grade should be screened with evergreen plant materials. Earth berms and other techniques to tie the top of the garage structure into the surrounding grade level should be utilized.



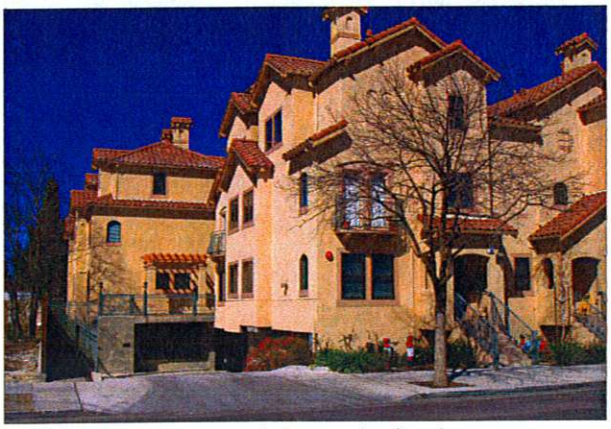

*Multifamily Flats podium facade guidelines*

*Example of landscape screening of podium parking*

# 2 MULTIFAMILY FLATS

## Massing and Articulation

1. 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.
2. Provide buildings with a well defined base, a middle, and a top to reduce the apparent building height and bulk. Significant projecting roof overhangs are strongly encouraged.
3. Integrating the upper floor units into the roof form, stepping back of upper floors from those below, or the use of a different material on the top floor walls is encouraged.
4. Adding horizontal projecting molding at some floor lines (e.g., top floors) is encouraged to mitigate the feeling of tall unbroken walls.
5. Step down the building mass at corners.
6. Stepping back portions of upper floors is encouraged to reduce the visual bulk of structures.
7. Provide pedestrian oriented elements and details on facades facing public sidewalks. Elements such as projecting balconies and awnings can add visual interest and richness to the street environment.
8. 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.
9. Provide well defined common entries related to the sidewalk facing the public streets, common open spaces and pedestrian walkways.



*Example of facade articulation and subordinate underground parking*

## On Site Parking

1. Below grade parking is encouraged with entries placed at the rear or sides of the structures whenever possible. They should be recessed as much as possible from the building facade - especially where security gates are used at the garage entry.
2. Guest parking should be distributed throughout the development.
3. Podium garages should not extend more than 5 ft. above grade along street frontages, common open spaces or pedestrian walkways unless fully screened by building walls with decorative treatment and detail.

## Architectural Details

1. Structures must include building articulation, changes in materials or textures, or other architectural features as summarized below:
   - Horizontal and vertical wall plane changes
   - Varied roof forms and orientations
   - Bay windows
   - Roof Dormers
   - Material and color changes
   - Applied decorative features.
   - Roof segments over windows
   - Pot rails
   - Metal or wood balcony railings
   - Planter boxes and plant rings
2. Projects constructed on top of parking podiums should take special care to provide design elements to minimize the hard edge of the parking podium. Decks extending beyond the podium edge and varied setbacks for the residential units are just two ways of approaching this issue.

*Example of larger building subdivided into smaller building forms*

### HOUSING TYPES/SITES SUITABILITY

In general, most of the housing types are suitable to all of the sites subject to the unique opportunities and limits related to the individual site size, configuration, and interfaces with their adjacent environments. However, based on the large size of the Southbay Development site, its adjacency to the Aventino Apartments, and its proximity to future light rail transit service on Winchester Blvd., the Town feels that the lower intensity Small Lot Single Family and Cottage Housing types are not suitable for the Southbay site.

Prior to starting detailed planning and design on any one of these sites, it is suggested that applicants confer with Town staff on the appropriate housing types for their site.

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## SITE GUIDELINES

### SITES OVERVIEW

The identified AHOZ sites vary in size, configuration and neighborhood context. Each has its own special opportunities and constraints which will affect the selected housing types, resident mix, and site layout. This chapter sets forth guidelines that are applicable to housing type selection and site layout.

The six sites covered by these design guidelines are summarized in the table below, and shown at a common graphic scale (see page 1 for site locations within the Town of Los Gatos).

**Table 3-1: AFFORDABLE HOUSING SITES SUMMARY**

| SITE | APN | AHOZ Zoning | Allowable Base Density (Units/Acre) | Parcel Acreage | Developable Acreage | Realistic Development Capacity* | Development Density |
|---|---|---|---|---|---|---|---|
| **Los Gatos Courthouse** | 406 28 032 | O/AHOZ | - | 5.2 | 5.2 | *104 units* | *Capacity based on 20 units per acre* |
| **Southbay Development** | 424 32 069 | CM/AHOZ | 12-20 | 7.5 | 7.1 | *213 units* | *Capacity based on 30 units per acre* |
| **Oka Road/Lark Avenue: Site A** | 424 08 074 | R-1:8/AHOZ | 0-5 | 6.4 | 6.4 | *128 units* | *Capacity based on 20 units per acre* |
| **Oka Road/Lark Avenue: Site B** | 424 08 057 | R-1:8/AHOZ | 0-5 | 3.0 | 3.0 | *60 units* | *Capacity based on 20 units per acre* |
| **Oka Road/Lark Avenue: Site C** | 424 08 021 | RM-5:12/AHOZ | 5-12 | 4.3 | 3.0 | *60 units* | *Capacity based on 20 units per acre* |

** The acceptable development capacity will be determined by the application of density bonus provisions, development concessions, and acceptable site plan and building designs.*

*Figure 4-1:*
*Los Gatos Courthouse Site*

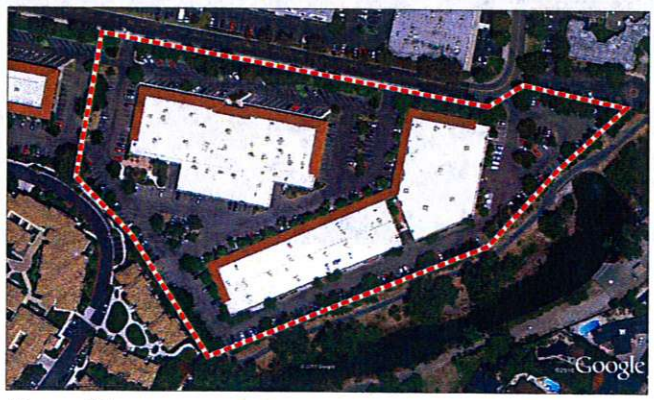


*Figure 4-2:*
*Southbay Development Site*

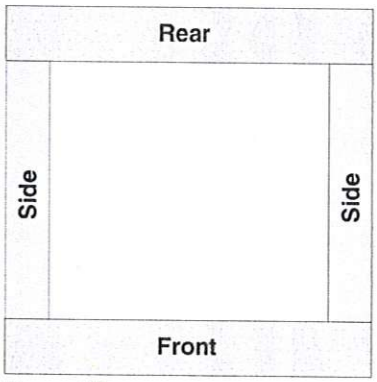



*Figure 4-3:*
*Site setbacks definition*

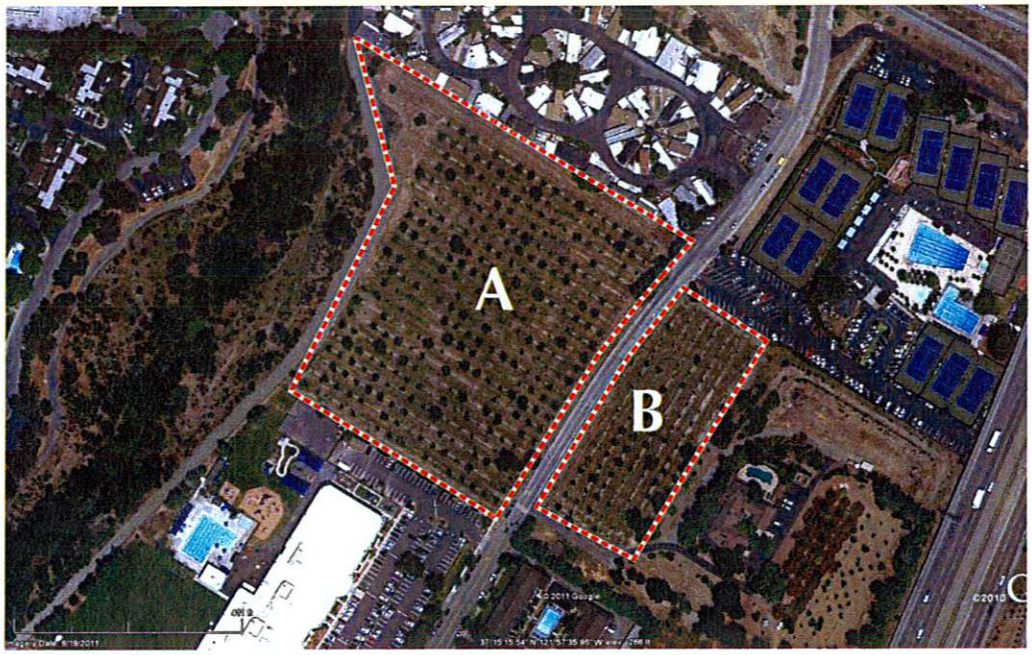



*Figure 4-4:*
*Oka Road/Lark Avenue Sites A & B*



*Figure 4-5:*
*Oka Road/Lark Avenue Site C*

## LOS GATOS COURTHOUSE SITE 3

| SITE SUMMARY | | | | | |
|---|---|---|---|---|---|
| AHOZ Zoning | Allowable Base Density (Units/Acre) | Parcel Acreage | Developable Acreage | Realistic Development Capacity* | Development Density |
| O/AHOZ | - | 5.2 | 5.2 | *104 units* | *Capacity based on 20 units per acre* |
| | | | | ** The acceptable development capacity will be determined by the application of density bonus provisions, development concessions, and acceptable site plan and building designs.* | |

### SITE DEVELOPMENT INFLUENCES

#### 1. Site Features

- Site is relatively flat.
- Two building complexes, now vacant, located on the site.
- Substantial mature landscaping around the buildings, and along the two main street frontages.

#### 2. Nearby Uses

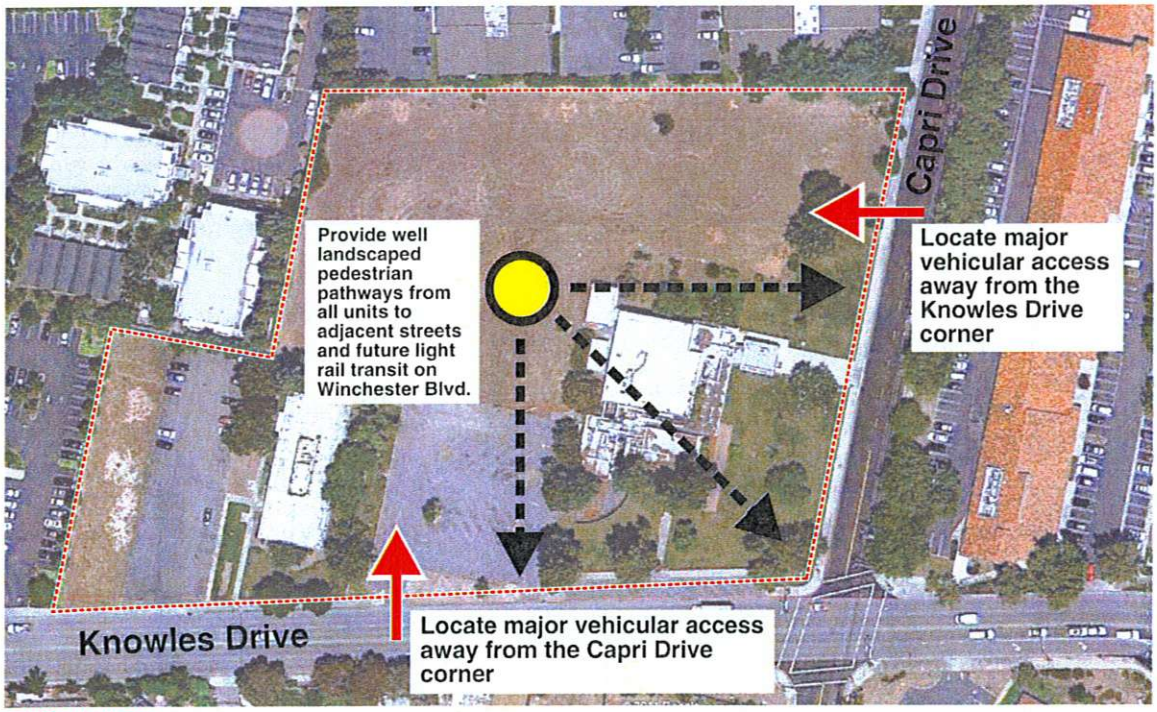
- Existing multifamily residential uses immediately to the north and the northwest of the site. They include a mix of multiplex, townhouse, row house and units built over a common structured parking garage.
- A Community Hospital and Medical Office Plaza immediately to the west of this site within the larger street block.
- Small office complex immediately to the north of the site.
- Single family neighborhoods to the north, south, and west.
- Small shopping center is located immediately across Capri Drive.
- Other mixed office and light industrial uses to the east and west.

#### 3. Other Influences

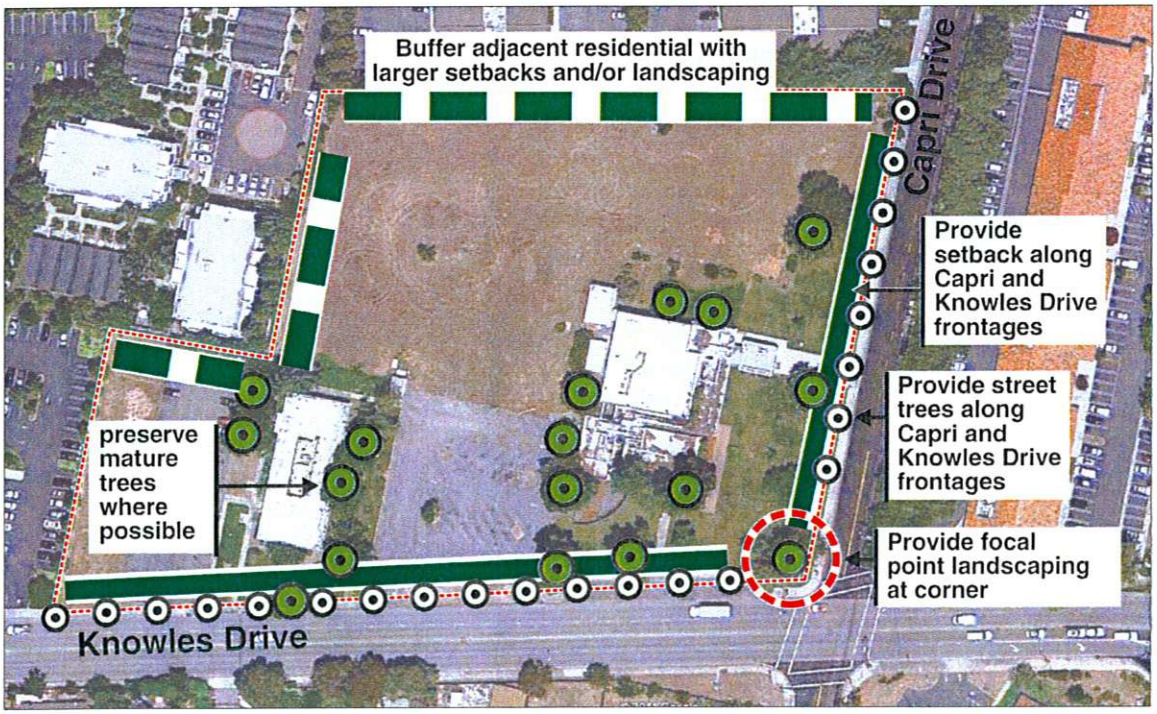
- Traffic on Knowles Drive.
- Service loading areas for the shopping center across Capri Drive.
- Irregular shaped site at the southwest corner on Knowles Drive.
- Future nearby light rail transit service on Winchester Blvd.
- Adjacent multistory residential structure adjacent to the west property line.
- Substantial street tree landscaping along the east side of Capri Drive.

# 3 LOS GATOS COURTHOUSE SITE

## SITE DEVELOPMENT GUIDELINES

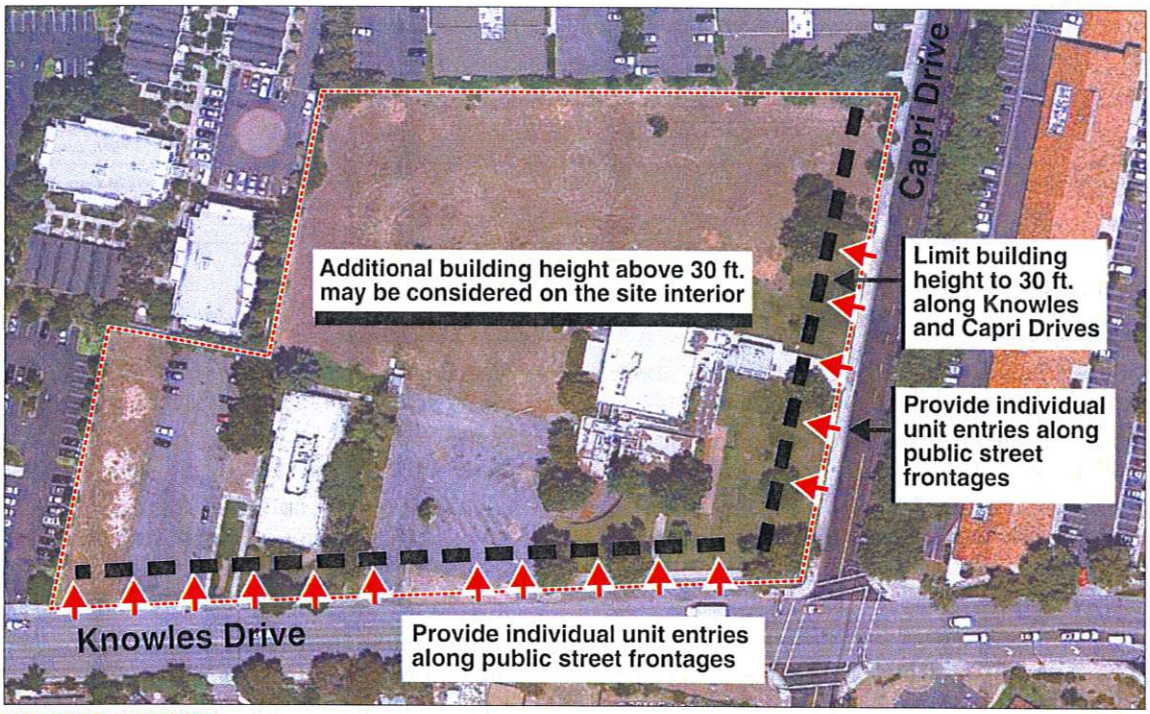



CIRCULATION




LANDSCAPING

## LOS GATOS COURTHOUSE SITE 3




BUILDING MASSING

SITE GUIDELINES

# 3 SOUTHBAY DEVELOPMENT SITE

| SITE SUMMARY | | | | | |
|---|---|---|---|---|---|
| AHOZ Zoning | Allowable Base Density (Units/Acre) | Parcel Acreage | Developable Acreage | Realistic Development Capacity* | Development Density |
| CM/AHOZ | n/a * | 7.5 | 7.1 | *213 units* | *Capacity based on 30 units per acre* |
| * *The CM zone has no base density for residential development.* | | | | * *The acceptable development capacity will be determined by the density development concessions, and acceptable site plan and building designs.* | |

## SITE DEVELOPMENT INFLUENCES

### 1. Site Features

- Site is relatively flat, and elevated slightly above Knowles Drive and the Los Gatos Creek Trail.
- Three existing office buildings complexes located on the site.
- Substantial mature landscaping along Knowles Drive and the Los Gatos Creek Trail frontages.

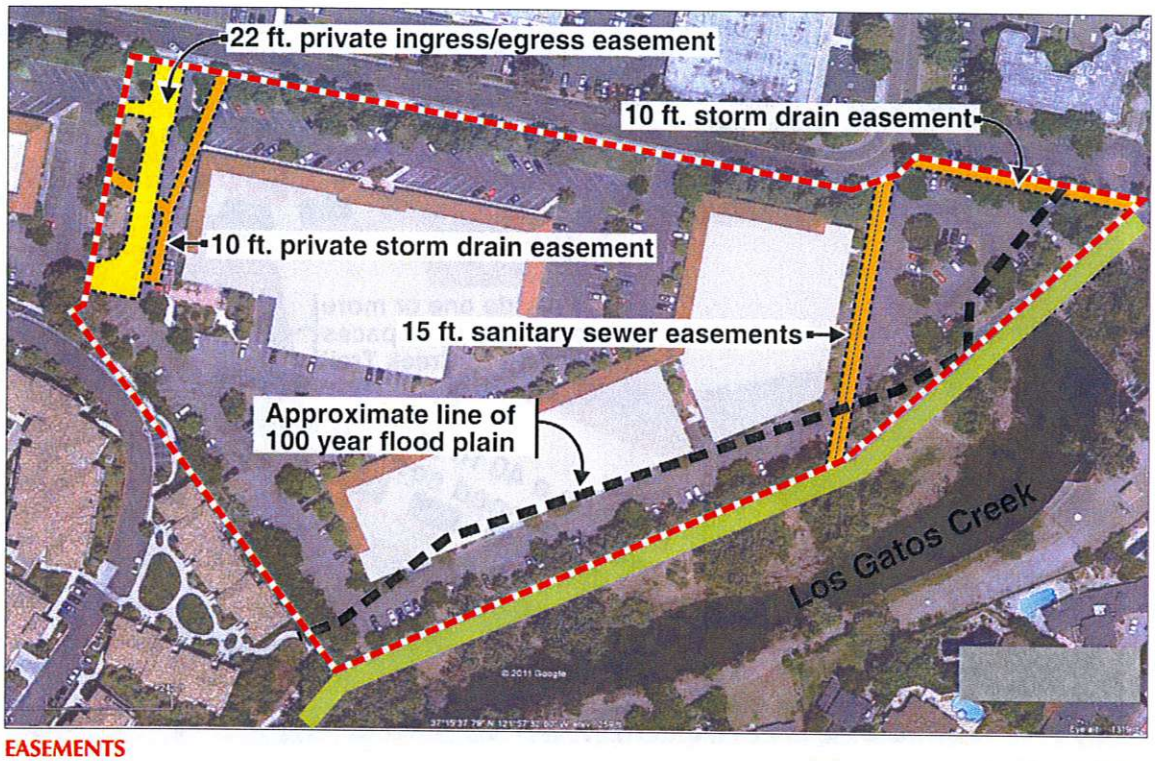
### 2. Nearby Uses

- Light industrial uses to the north of the site.
- Two-story El Gatos Business Park structure immediately adjacent to the west.
- City of Campbell to north - office and light industrial.
- Aventino Apartments development immediately adjacent to the south.
- Netflix office building to the southwest.
- Los Gatos Creek and Trail immediately adjacent to the east with single family homes across the creek.
- Small shopping center and professional offices to the west across Winchester Blvd.

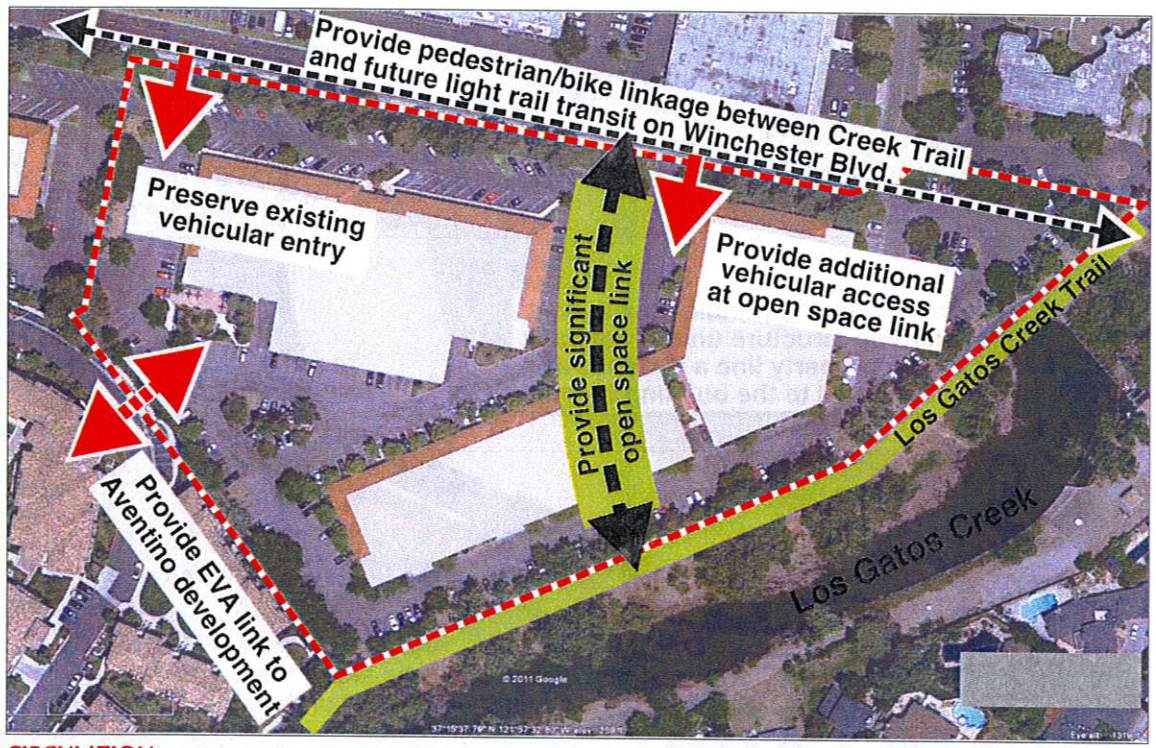
### 3. Other Influences

- Shared entry drive easement from Knowles Drive for this site and the adjacent El Gato Business Park to the north.
- Three utility easements.
- Los Gatos Creek 100 year flood plain. Any construction shall be consistent with the Town's Floodplain Management Ordinance.
- Irregular shaped site.
- Future nearby light rail transit service on Winchester Blvd.
- Adjacent medium density multifamily residential structures adjacent to the south property line.
- Applicable Guidelines and Standards for Land Uses near streams.

## SOUTHBAY DEVELOPMENT SITE 3

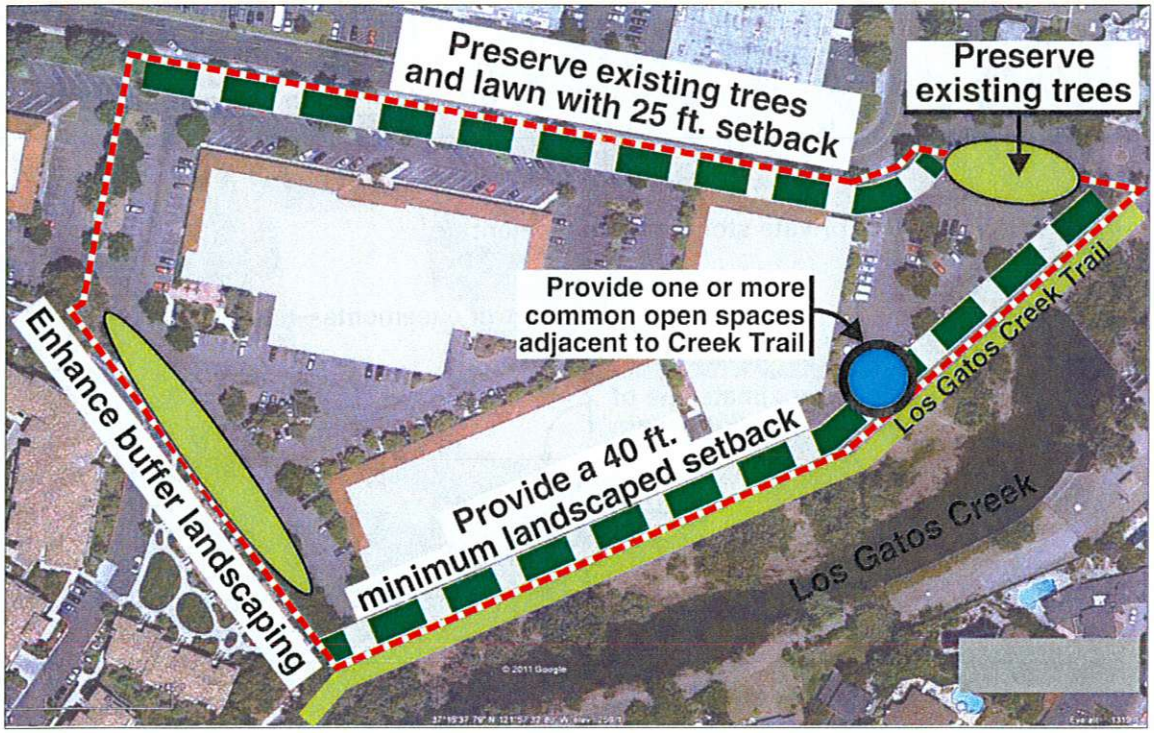



EASEMENTS

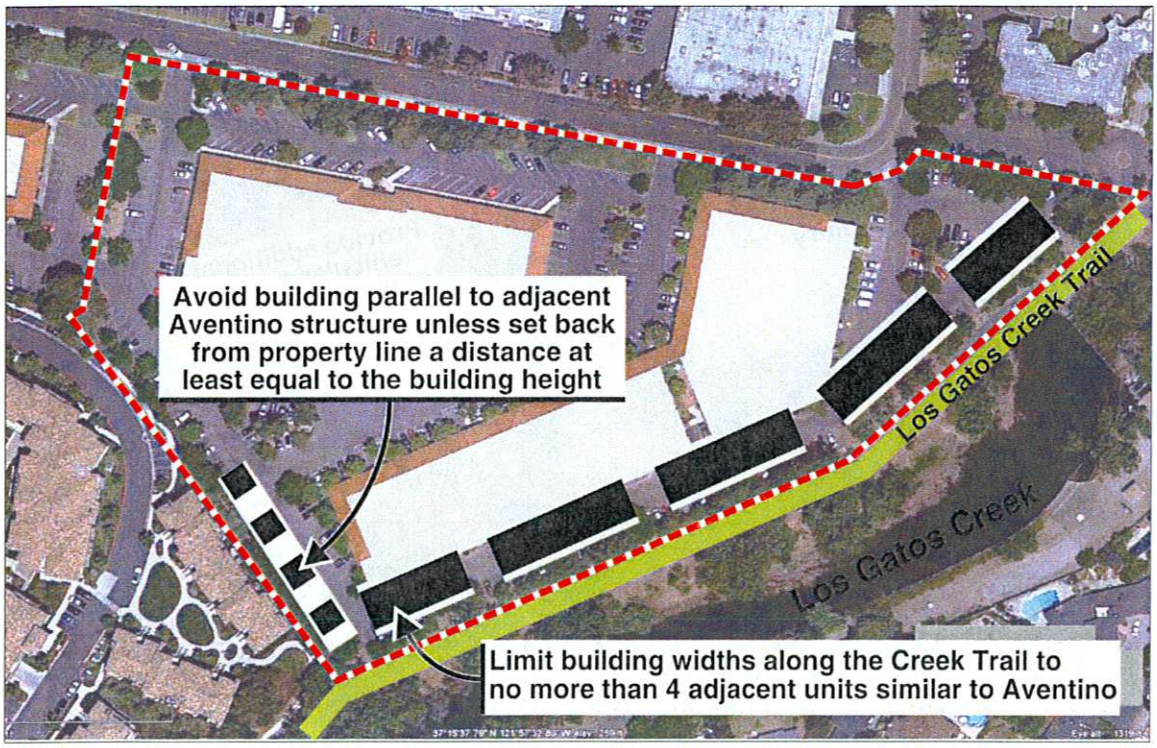



CIRCULATION

# 3 SOUTHBAY DEVELOPMENT SITE




LANDSCAPING




BUILDING MASSING

## OKA ROAD/LARK AVENUE SITES A & B 3

| SITE SUMMARY | | | | | |
|---|---|---|---|---|---|
| AHOZ Zoning | Allowable Base Density (Units/Acre) | Parcel Acreage | Developable Acreage | Realistic Development Capacity* | Development Density |
| **SITE A** | | | | | |
| R-1:8/AHOZ | 0-5 | 6.4 | 6.4 | *128 units* | *Capacity based on 20 units per acre* |
| **SITE B** | | | | | |
| R-1:8/AHOZ | 0-5 | 3.0 | 3.0 | *60 units* | *Capacity based on 20 units per acre* |
| | | | | ** The acceptable development capacity will be determined by the density development concessions, and acceptable site plan and building designs.* | |

### SITES A & B DEVELOPMENT INFLUENCES

#### 1. Site Features

- Sites are relatively flat, and currently contain orchard uses.
- Landscaping in addition to the orchard trees is very limited.

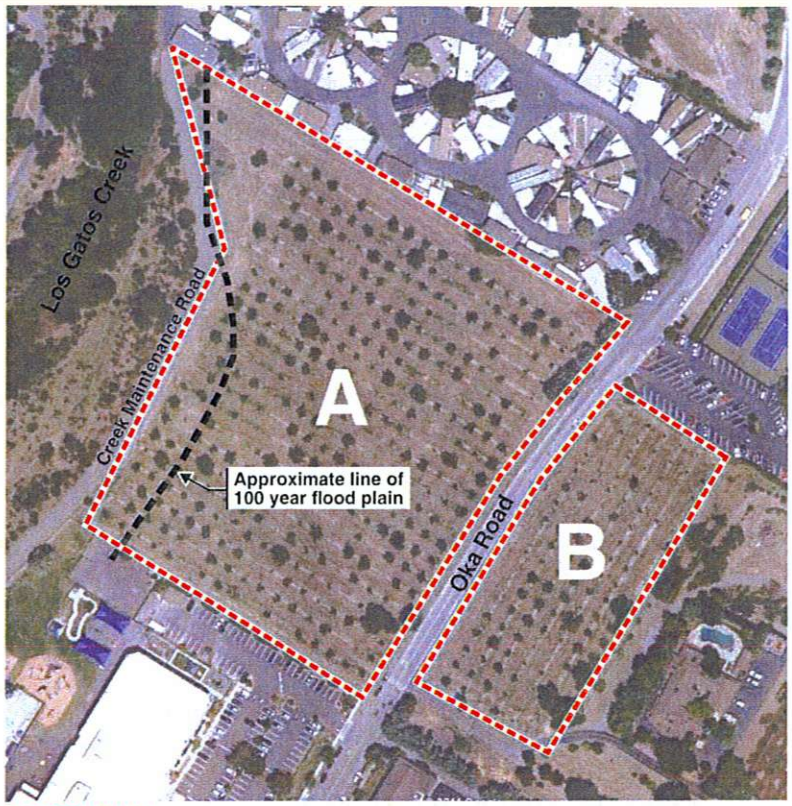
#### 2. Nearby Uses

- A mix of one and two-story houses along with a mobile home park to the north.
- Sports Club with extensive pool and tennis court facilities immediately north of Site B.
- A single family home on an elevated site to the immediate east of Site B.
- Jewish Community Center and Day School to the immediate south of Site A.
- Two-story, two and three bedroom apartments immediately adjacent to the south of Site B.
- Los Gatos Creek immediately west of Site A.

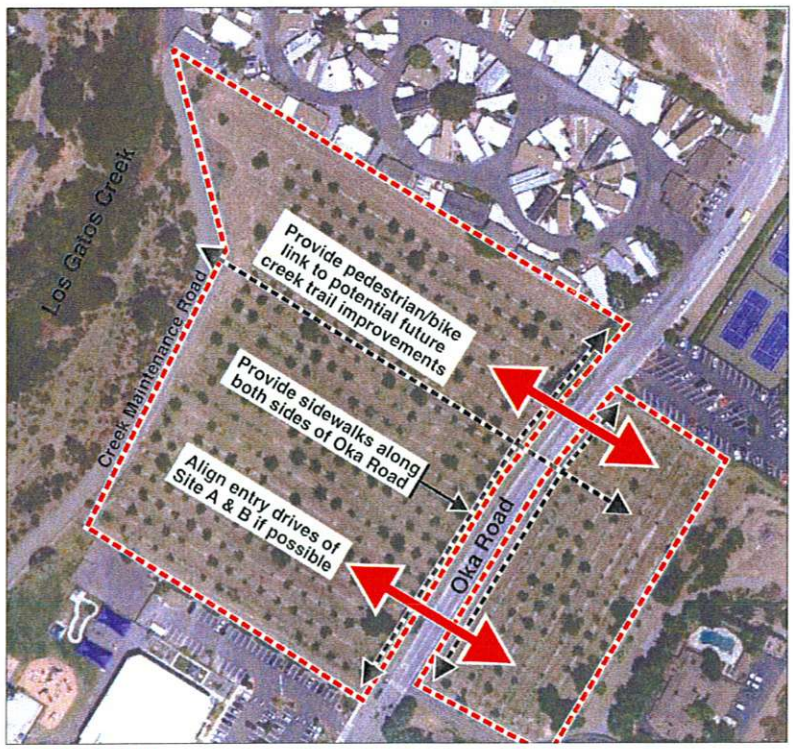
#### 3. Other Influences

- Vehicular access drive to Oka Road Site C is immediately south of Site B.
- Los Gatos Creek 100 year flood plain. Any construction shall be consistent with the Town's Floodplain Management Ordinance.
- No nearby transit service (1 mile to future Vasona Light Rail).
- Special events at the nearby sports club and the Jewish Community Center can create a short term on-street parking shortage in the area.
- Applicable Guidelines and Standards for Land Uses near streams.
- Vehicular access and circulation from Highway 17 off-ramp.
- Limited connections to the Town's street network.

# 3 OKA ROAD/LARK AVENUE SITES A & B

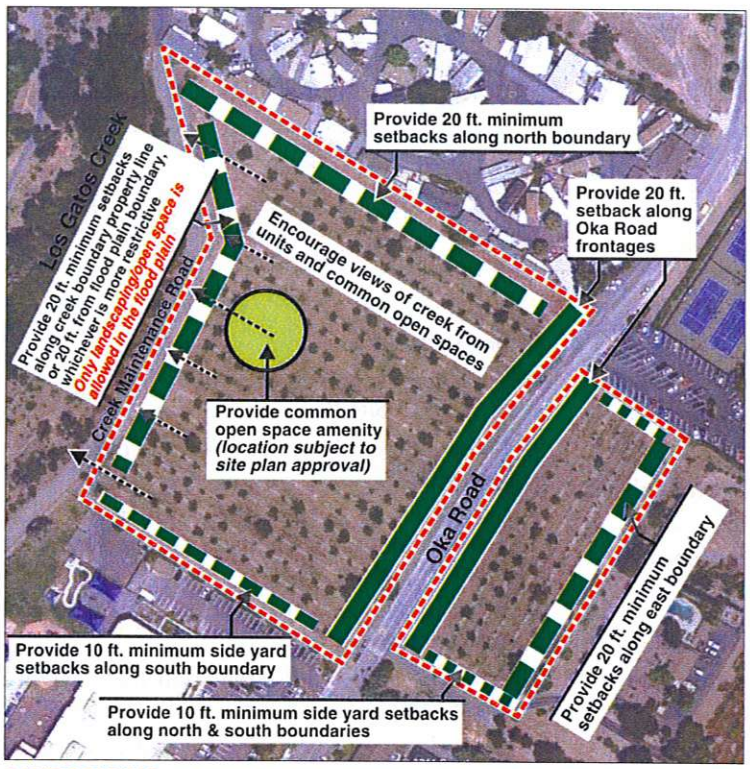



FLOOD PLAIN

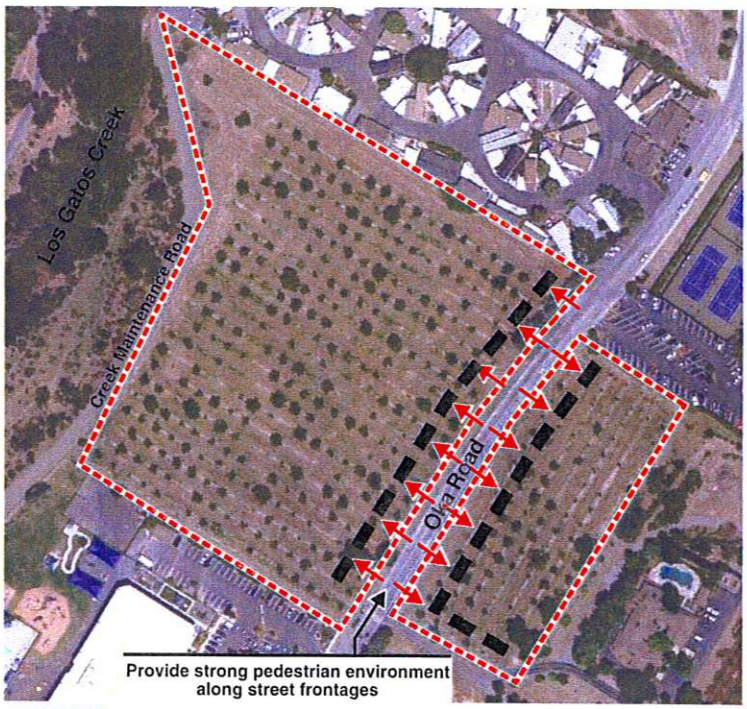



CIRCULATION

## OKA ROAD/LARK AVENUE SITES A & B 3




LANDSCAPING




MASSING

# 3 OKA ROAD/LARK AVENUE SITE C

| SITE SUMMARY | | | | | |
|---|---|---|---|---|---|
| AHOZ Zoning | Allowable Base Density (Units/Acre) | Parcel Acreage | Developable Acreage | Realistic Development Capacity* | Development Density |
| SITE C | | | | | |
| RM-5:12/AHOZ | 5-12 | 4.3 | 3.0 | *60 units* | *Capacity based on 20 units per acre* |
| | | | | ** The acceptable development capacity will be determined by the density development concessions, and acceptable site plan and building designs.* | |

## SITE C DEVELOPMENT INFLUENCES

### 1. Site Features

- Site gently slopes from a low point on the western edge of the site to a high point on the east.
- Site is currently utilized as an orchard.
- A dense row of pine trees separates the site from the adjacent two-story apartment buildings.
- A steep bank with spotty tree landscaping separates the site from the adjacent State Highway 17.

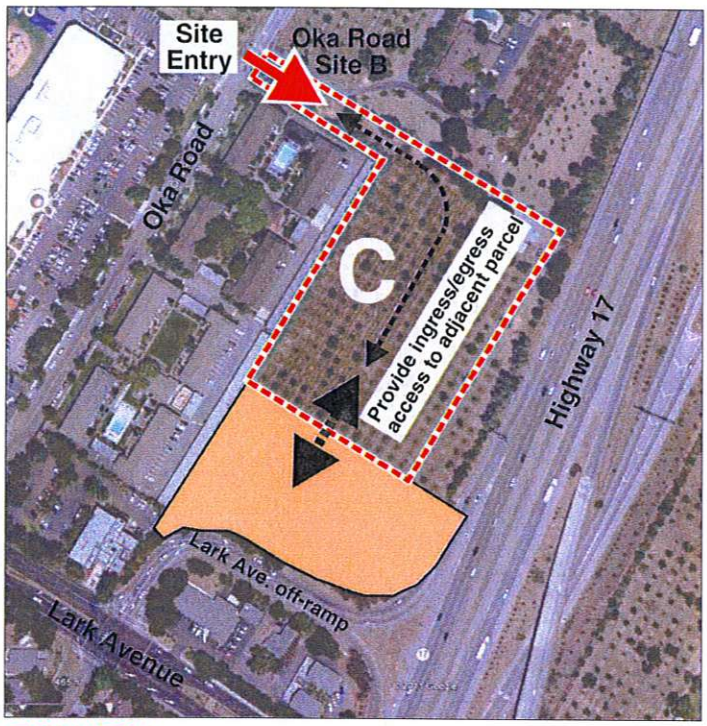
### 2. Nearby Uses

- A single family home sits on an elevated site to the immediate east of Site B, north of Site C.
- State Highway 17 borders the site along its eastern boundary.
- An agricultural parcel with an orchard and a residential structure are located immediately adjacent on the south of the site. Access to that parcel is currently from the Lark Avenue Highway 17 off-ramp.
- Two-story, two and three bedroom apartments immediately adjacent to the west of Site C.
- Oka Road AHOZ Site B is immediately adjacent to the entry road for Site C.

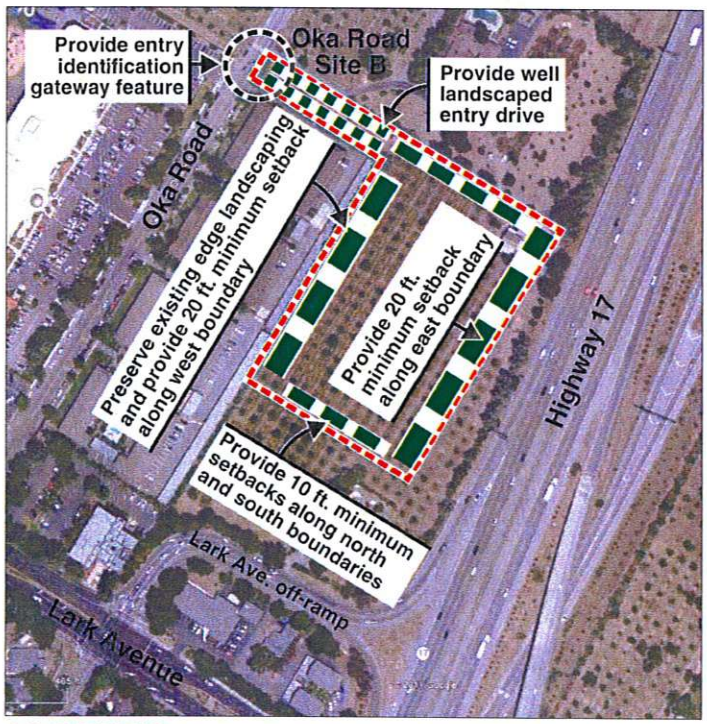
### 3. Other Influences

- Vehicular access to the site is limited to one location adjacent to Site B.
- No nearby transit service (1 mile to future Vasona light rail).
- Special events at the nearby sports facility and Jewish Community Center can create a short term on-street parking shortage in the area.
- Adjacent Highway 17 traffic noise may require mitigation measures.
- Vehicular access and circulation from Highway 17 off-ramp.
- Limited connections to the Town's street network.

## OKA ROAD/LARK AVENUE SITE C 3




CIRCULATION




LANDSCAPING

# 3 OKA ROAD/LARK AVENUE SITE C


MASSING

# GLOSSARY

**ALLEY (REAR LANE)**
A narrow street located at the rear of residential parcels, and providing access to garages and surface parking areas serving residences whose entries face nearby public or internal streets.

**ARTICULATION**
The visible expression of architectural elements which through their form, structure, or materials break up the scale of buildings and spaces to achieve a human scale.

**AUTO COURTS**
A paved open space surrounded on three sides by residential structures, and serving as access to garages for those dwelling units. It may also provide access to residence entries.

**BALCONY**
An exterior platform that projects from or into the façade of a building, and is surrounded by a railing, balustrade, or parapet.

**BAY WINDOW**
A large window or grouping of windows projecting from the outer facade of a building and forming an alcove in the interior of the building.

**CARRIAGE UNIT**
A complete dwelling unit with separate entrance, sleeping, bath and kitchen facilities that is located above a ground level garage structure.

**CONDOMINIUM**
Condominium, residential means a residential development, a condominium project, a community apartment project or a stock cooperative as defined in title 6 Common Interest Developments, section 1351 of the Civil Code. (Condominiums are a form of ownership rather than a housing type)

**COTTAGE CLUSTER HOUSING**
A collection of small houses arranged around and fronting one or more common open spaces or courtyards. Units are usually smaller than typical single family homes with floor areas of 1,200 square feet or less. Parking is provided in consolidated parking lots and/or in garages served by alley access.

**EVA**
Emergency Vehicle Access is a secondary means of access to a parcel of land for fire fighting apparatus and other public service vehicles.

**GARAGE APRON**
A portion of driveway serving an individual garage, and separating the garage from the adjacent street, auto court or other vehicular access way. Garage aprons between 3 feet and 18 feet shall be prohibited to prevent vehicles from encroaching into the sidewalk, street, or alley.

**MULTIFAMILY FLATS**
Dwelling units typically stacked one above another with access 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 (also referred to as Podium Parking defined below). Typical densities are 25 to 35 units per acre.

**MULTIPLEXES**
Structures containing two or more dwelling units (e.g., duplex, triplex, 4-plex, 6-plex) with individual entries designed to resemble detached single family homes. Units may be side-by-side or stacked one above the other or a combination of both. Typical densities are 15 to 20 units per acre.

**PODIUM PARKING**
A parking structure configured with the parking partially located below grade (but not fully underground), and with dwelling units or other uses above.

**POT RAILS**
Shelves attached to and projecting from the exterior facade of a structure for the purpose of supporting potted plants.

**PARK STRIPS**
A strip of land located between the rear of the curb and the front of a sidewalk, usually used for planting low ground cover and/or street trees - also known as a "planter strip" or "parkway strip".

**ROOF DORMER WINDOWS**
A window set vertically in a structure projecting through a sloping roof.

**ROWHOUSES**
Single-family, attached dwelling units constructed in rows along common streets. Unit entries are oriented to the fronting streets, and garages are integrated into the individual units at the rear. Private open space is typically provided as a porch, entry garden or deck rather than as at-grade patios. Units occupy all floors, without other units above or below. Typical densities are 15 to 25 units per acre.

# GLOSSARY

**SMALL LOT SINGLE FAMILY DETACHED HOMES**
Individual houses on their own individual lots with parcel sizes generally in the range of 2,500 to 4,500 square feet.

**SECONDARY DWELLING UNIT (SDU)**
A detached or attached dwelling unit which provides complete independent living facilities for one or more persons, and is accessory to and generally smaller than a primary dwelling unit. A secondary dwelling unit is located in a permanent structure with separate entrance, sleeping, bath and kitchen facilities.

**TANDEM PARKING**
A parking configuration wherein two spaces are located end to end in such a manner that one of the spaces is not directly accessible to the street without traveling over the other space.

**TOWNHOUSES**
Single-family attached dwelling units constructed in clusters within an overall master development plan. Parking is typically in garages or parking lots adjacent to the dwelling unit clusters, but may be integrated into the dwelling's ground floor. Typical densities are 15 to 25 units per acre. Typical densities are 15 to 24 units per acre.