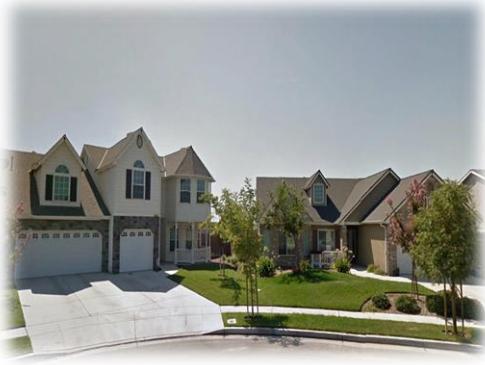




## **City of Kerman Residential Design Guidelines**



**Prepared by:  
Land Use Associates**

**Funded by:  
Fresno County Council of Governments  
Circuit Planner Project**

**Adopted:  
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## **Section 1. Introduction**

One of a community's greatest assets is its attractive, well-maintained residential neighborhoods. In order to preserve the character of these neighborhoods and encourage high-quality residential design throughout the City, the Kerman City Council has adopted these Single-Family and Multi-Family Residential Design Guidelines.



### **1.1.1 Purpose**

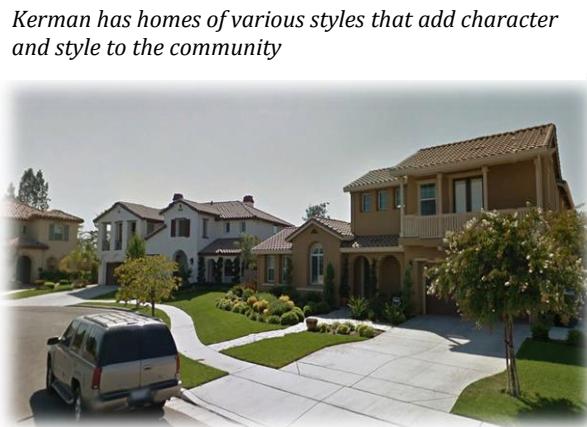
The purpose of the design guidelines seek to provide property owners, project designers, and developers with a clear understanding of the City's expectations for new single-family and multi-family residential development. These guidelines will be used as framework for evaluation and approval of residential projects during the City's development review process.

The intent of these guidelines is to ensure that single-family and multi-family residential developments are well planned and architecturally diverse. For single-family projects, variation in setbacks, home sizes, floor plans, elevations, and lot sizes contribute to such diversity. Regional architecture styles such as Craftsman, Spanish Colonial Revival, Mission Revival, and Victorian are encouraged.

### **1.1.2 Design Objectives**

The Residential Development Design Guidelines are intended to accomplish the following objectives:

1. Provide guidance for the orderly development of the City and promote high-quality development.
2. Allow diversity of style while promoting the positive design characteristics existing throughout the City.
3. Promote and enhance a sense of community and neighborhood.



4. Ensure that new development is compatible with existing neighborhoods.
5. Ensure neighborhood connectivity that creates a human-scaled, bicycle and pedestrian-friendly environment.
6. Respect and reinforce the relationship between public and private space.
7. Enhance architectural and visual interest of neighborhoods and buildings.
8. Ensure longevity of neighborhoods that will endure over time.



### **1.1.3 Applicability of Design Guidelines**

It is the intent of these Guidelines to be specific enough to be able to guide development, while at the same time flexible so as not to preclude creative design solutions.

The following Guidelines are to be used by the development proposal team to assist them in producing a quality development. The Planning Staff, Planning Commission and City Council will use these Guidelines as a framework for evaluating development proposals and for commenting on the design aspects of the proposed projects.

- a. The Guidelines will be used to augment and reinforce the Zoning Ordinance, as it relates to single-family and multi-family residential developments. It is the intent and desire of the City to use the design guidelines to streamline and clarify the review and evaluation of project proposals.
- b. Applicants should review the Design Guidelines so as to understand the rational and spirit of the guidelines. Applicants should contact the City of Kerman Development Services Department early in the project planning and design process to determine application and processing requirements and discuss key issues particular to their specific site. Photographs, site plans and drawings should be submitted as appropriate, to show the relationship of the proposed project to the adjacent properties and surrounding neighborhoods.

- c. The Development Review Committee (DRC) is composed of staff from the departments of Planning and Development, Public Works, Police, Parks and Recreation, Fire and other outside agencies. The DRC reviews and provides comments and conditions on proposed development projects.
- d. All proposed projects shall submit a conceptual site plan, elevations, and landscape plans to Planning Staff prior to submittal of a formal land use application. Projects are assessed for conformance with the Guidelines by staff prior to consideration by the Planning Commission and City Council.
- e. To ensure that the Guidelines help to achieve their objectives, they will be reviewed on a periodic basis. Comments and suggestions to improve them are welcome and should be made in writing to:

City Planner  
Planning & Development Services Dept.  
850 S. Madera Avenue  
City of Kerman  
Kerman, California 93630

#### **1.1.4 Consistency with the General Plan**

The Kerman General Plan Update was adopted in 2007. The Land Use Element contains several policies that support quality residential design. Some of the more significant policies are as follows:

- Encourage high-quality site, architectural, and landscape design of existing, new, private and public development.
- Preserve and enhance Kerman's visual appearance and living environment by expanding the construction and maintenance of tree-lined medians on all expressways, arterials and major collectors or any other roadway the City Council may deem appropriate.
- Preserve and enhance natural and rural features in Kerman such as stands of mature trees, and agricultural crops and trees.
- Kerman shall promote an urban pattern that is compact, contiguous and concentric to the historical Kerman town.
- Promote a mix of residential dwelling types in all new and redeveloping residential areas.
- Single family development shall be well-designed and well maintained.

## **Section 2. Single Family Housing Design**

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

### **2.1.1. Purpose**

To promote the connection of new developments to adjacent uses and neighborhoods, via biking, walking or driving, to better integrate new projects into the existing community. This will make it easier for residents to circulate throughout the neighborhood. These guidelines are a summary of the standards and techniques to assist in the creation of viable neighborhoods as Kerman matures as a city.

- a. All single-family detached residential development shall comply with the City of Kerman Zoning Ordinance and all other applicable codes and ordinances while reflecting the intent of the Design Guidelines.
- b. All required setbacks, building heights, lot coverage, street designs and other applicable minimum requirements are not addressed here. These guidelines seek to set a higher degree of design excellence than the minimum zoning standard.

## **Principles of Smart Growth**

The principles of Smart Growth can be applied increasingly to projects at the full range of scales from a single building to an entire community.

- Mix land uses
- Take advantage of compact building design
- Create a range of housing opportunities and choices
- Create walkable neighborhoods
- Foster distinctive, attractive communities with a strong sense of place
- Preserve open space, farmland, natural beauty, and critical environmental areas
- Strengthen and direct development towards existing communities
- Provide a variety of transportation choices
- Make development decisions predictable, fair, and cost effective
- Encourage community and stakeholder collaboration in development decisions

## 2.1.2 Basic Design Principles

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

- a. Design to reflect the uniqueness of Kerman and the site

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

- b. Integrate new development into the surrounding city fabric

*New residential projects should fit comfortably into their surroundings with multiple pedestrian linkages to adjacent development.*

- c. Design projects with internal continuity

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

- d. Minimize the impact of garages and driveways along street frontages

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

- e. Provide visual variety in new residential developments

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

f. Design buildings with strong architectural integrity

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

g. Integrate substantial landscaping into all projects

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

h. Respect adjacent neighbors

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

i. Use quality materials and craftsmanship

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

### 2.1.3. Site Planning

Site planning or subdivision layout is one of the most important aspects of making a residential neighborhood a desirable place to live. Yet, subdivision layout is by far the most overlooked component of municipal land development.

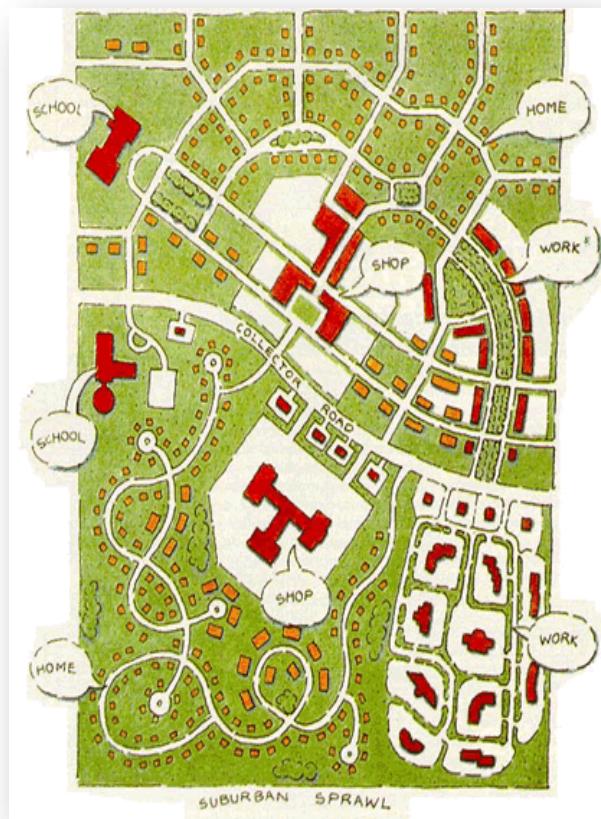
Subdivision shapes the urban realm by creating streets, blocks, and open spaces, and sets the tone for development that will follow because the layout and quality of streets greatly influence the future built environment.



The “loops and lollipops” street pattern of the past fifty years discourages alternative modes of transportation and creates confusing circulation patterns. These designs incorporate limited access to collector streets, discontinuous local streets that discourage through traffic, curvilinear design patterns, cul-de-sacs, short streets, elbow turns, and T-intersections.

Neighborhoods should be connected, pedestrian scaled, have a high quality streetscape, and provide access to open space and neighborhood-serving commercial uses, where appropriate. A mix of densities and lot sizes creates diversity in housing products.

- a. Interconnection of adjoining residential subdivisions should be required.
- b. Open space areas should be provided, commensurate with the projected population density of the development.
- c. Cul-de-Sac streets shall be limited in number to encourage more equal utilization of local streets.
- d. Local streets should be designed to discourage excessive speeds.
- e. Local street systems should be designed to minimize through-traffic movements.
- f. A residential area should be conveniently accessible from arterial and collector streets.



#### **2.1.4. Connectivity**

Many of the recent single family developments have isolated themselves from adjacent neighborhoods, or have not taken the opportunity to connect with other commercial or residential developments. This internalized pattern has created an image of separate isolated enclaves, rather than new projects being a part of the existing neighborhood or district.

Project designs should connect into the adjacent neighborhoods and provide for future connections to currently undeveloped properties via streets or pedestrian and bike paths. Projects adjacent to existing or future retail properties should provide auto access or pedestrian/bike access to adjacent developments, coordinating with walkways and plaza locations.

The purpose of street connectivity is to increase the number of street connections in a neighborhood, to improve the directness of routes, and to achieve an open street network that provides multiple routes to and from destinations. Such a network supports walking and bicycling and discourages limited access street designs where residential subdivisions have but one or two points of entry and no connection to adjacent properties.

*Neighborhoods with connectivity and multiple points of access*



*Neighborhoods with confusing circulation patterns and lack of connectivity*

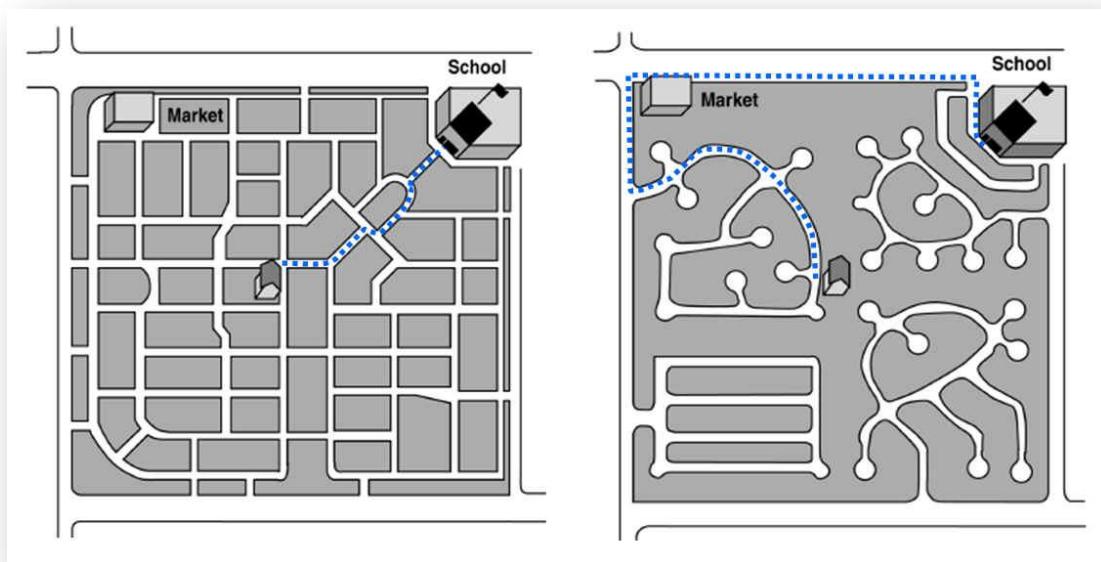


A well-designed, highly-connected network helps reduce the volume of traffic on arterials and collectors and improves livability by providing alternative route choices. By increasing the number of street connections, bicycle and pedestrian travel also is enhanced.

Benefits of connectivity:

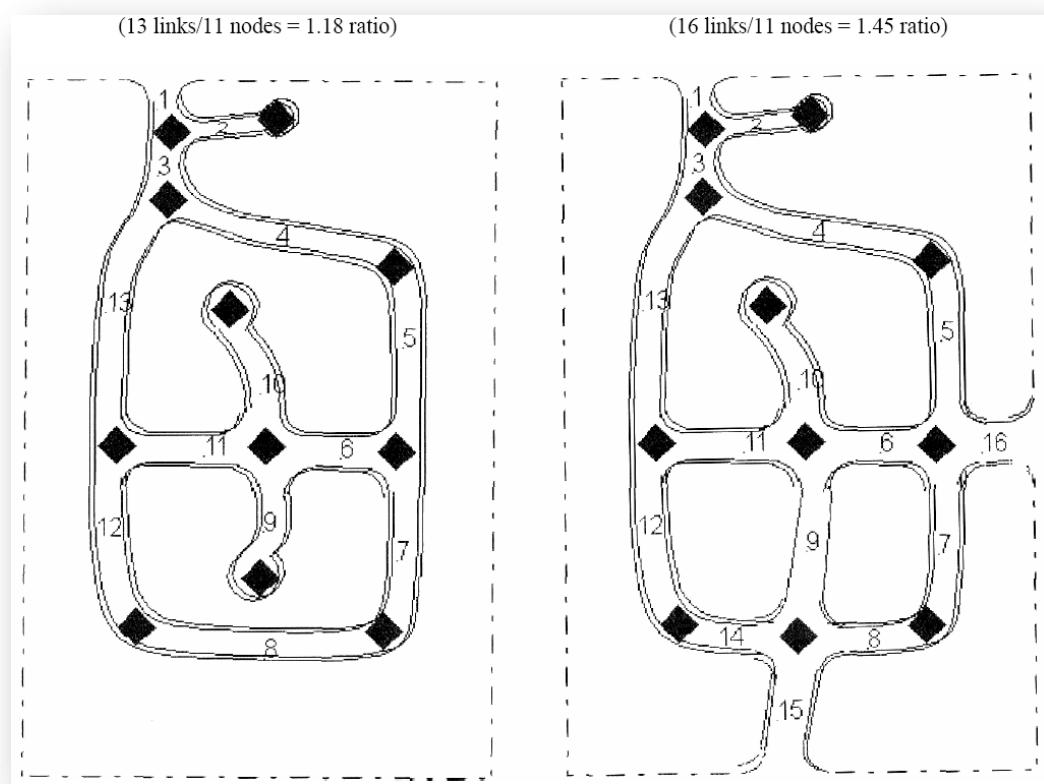
- Decreased traffic on arterial and collector streets
- Continuous and more direct routes for walking and biking
- Greater emergency vehicle access
- Improved utility connections, easier maintenance, and more efficient trash pick up

The figure below illustrates a more interconnected development pattern compared to a disconnected, development pattern of the late 20th century.



### 2.1.5. Connectivity Index

1. To provide adequate internal connectivity within a subdivision or planned development, the street network shall have a minimum connectivity index of 1.40. A connectivity index of 1.4 to 1.8 represents an acceptable street network. The optimal connectivity index for a perfect grid network is 2.5.
2. The connectivity index is defined as the number of street links divided by the number of nodes and link ends (including cul-de-sacs and sharp curves with 15 mph design speed or lower). The higher the connectivity index, the more connected the road network.



The connectivity index is calculated as follows:

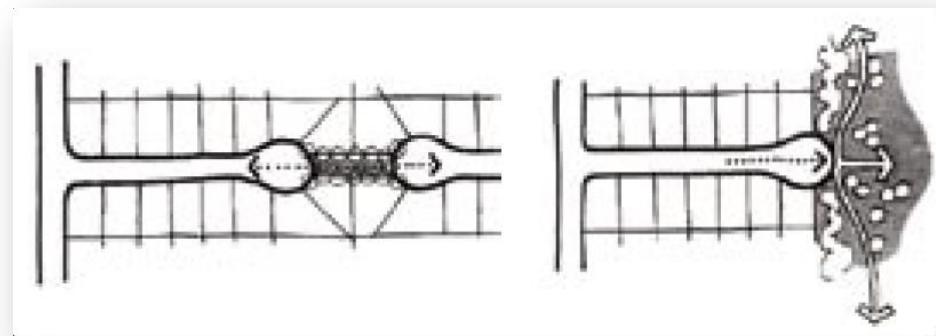
- Count the number of nodes. Nodes are any point of intersection of two or more roads or any cul-de-sac ends.
- Count the number of links. Links are the segments of road connecting nodes. To properly calculate the connectivity index, you must include the first link beyond the last nodes.

Use the following formula to calculate the connectivity index:  $links/nodes = connectivity\ index$ .

- No dead-end streets shall be permitted except in cases where such streets are designed to connect with future streets on abutting land, in which case a temporary turnaround must be dedicated and constructed.
- In general, cul-de-sacs should be used only when vehicular safety factors or odd-shaped parcels make a vehicular connection impractical. Where cul-de-sacs are permitted they shall be:
  - Less than 300 feet in length so as to not frustrate driving public, or
  - Less than 500 feet in length and have a pedestrian connection from the end of the cul-de-sac to another street.

- c. Cul-de-sac design, when proposed, should provide options that offer safe and quiet streets as well as pedestrian and bicycle access to destinations such as parks, schools, shops.

*Pedestrian and bicycle linkages should be provided at cul-de-sacs*



- 5. Short block lengths are strongly encouraged in order to create a better pedestrian-scaled environment.

*Short blocks with multiple choices of connections are preferred*



### **2.1.6. Building Layout**

Building placement and orientation should be carefully designed to enhance its visual impact on the streetscape, minimize the visibility of garage doors, retain natural site features, and conserve energy. Development layouts shall be designed to limit repetition and a "regimented" tract appearance. Setbacks must conform to the standards of the applicable zoning code, but the following guidelines shall be adhered to when feasible.

- a. To minimize the dominance of garage doors on the street facade, garage placement shall vary.

- b. The front setback shall be staggered at least every third house an additional five feet to create a varied streetscape.
- c. No two identical elevation plans shall be placed on adjacent lots.
- d. Homes shall be oriented towards the street to establish a sense of belonging and community for the residents.
- e. Lots shall not be placed centered on "T" intersections since noise and glare from headlights is often problematic for homes on those lots.
- f. Climatic factors such as prevailing winds, shade trees, window and door orientation, and the positioning of buildings on the site shall be coordinated to maximize energy conservation.
- g. Place major glass areas facing north and south, whenever possible.
- h. Provide access garages from side streets on corner lots or other design features such as decorative fence or wrap around porches to add visual interest and human scale to the side facades facing streets and pedestrian ways.

*Corner lot with no visual interest discouraged*



*Corner lot with garage access on side streets preferred*



*Corner lot with wrap around porch preferred*



### **2.1.7 Project Entry and Character**

Site amenities, entries and features should be coordinated to complement one another and to create a unified project appearance.



*A distinctive wrought iron gate, stamped concrete and landscaping create a unique entry feature*

- a. A combination of the following accent features shall be incorporated into the project entry; ornamental landscaping, landscaped medians, architectural monuments, decorative walls, and/or signs.
- b. Project entry features shall reflect the overall architectural identity and character of the project.
- c. Colored, textured, and permeable paving treatment at entry drives is encouraged to accentuate these areas.

### **2.1.8 Streets**

1. Streets should be laid out in grid or modified grid patterns to create direct routes to surrounding neighborhoods.
2. Streets should directly access common open space areas.
3. Internal streets and path layouts should connect to landmarks or amenity features such as parks, community buildings, schools and shopping.
4. Internal streets must provide for both intra- and inter-neighborhood connections to knit developments together, rather than forming barriers between them.

5. Streets and paths should focus on important vistas such as community buildings, mountains, trees or open spaces.
6. Where loop street connections are not feasible, pedestrian and bike paths may be used as “shortcuts” to make walking and biking more convenient.
7. Traffic calming devices such as bulb-outs are encouraged at all intersections and roundabouts are encouraged as an alternative to a four-way stop. Recommended traffic calming techniques may include, but are not limited to:
  - Narrow streets, to the extent feasible
  - “Slow points,” such as curb- extensions and corner radius treatments
  - Tree lined medians or landscaped strips
  - Raised crosswalks or crosswalks with varied patterns and textures
  - Traffic circles (roundabouts), where applicable. City of Kerman roundabout standards for local street and collector street intersections are included in Appendix A.

*Roundabout slows traffic and adds aesthetic quality to street scene*



### 2.1.9 External Street Connectivity

1. Each residential development shall incorporate and continue all collector or local streets stubbed to the boundary of the development plan by previously approved but unbuilt development or existing development.
2. To ensure future street connections where a proposed development abuts undeveloped land or a future development phase of the same development, street stubs shall be provided to provide access to all abutting properties or to logically extend the street system into the surrounding area. All street stubs shall be provided with temporary turn-around or cul-de-sacs and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.
3. Streets within and contiguous to the subdivision shall be coordinated with other existing or planned streets within the general area as to location, widths, and drainage. Such streets shall be aligned and coordinated with existing or planned streets in existing or future adjacent or contiguous to adjacent subdivisions. All streets and pedestrian pathways in any subdivision or site plan shall connect to other streets and to existing and projected streets outside the proposed subdivision or other development.
4. To ensure future street connections to adjacent developable parcels, a proposed development shall provide a local street connection spaced at intervals not to exceed 660 feet along each boundary that abuts potentially developable land.

*Subdivision with future street connections to adjacent parcels*



### 2.1.10 Perimeter Building Orientation

Projects should be designed with residences facing existing streets, eliminating street facing rear yard fences or sound walls, unless the traffic or acoustic impacts are significant and cannot be feasibly addressed by the building design.

*Desirable: Homes facing street*



### 2.1.11 Pedestrian and Bike Connections

Pedestrian and bike and visual connections should be made wherever auto connections are infeasible due to traffic, physical constraints or other considerations.

1. Sidewalks shall be installed on both sides of all local streets. Development standards should require sidewalks with planter strips and street trees for shade.
2. Where sound walls are required, openings in the block wall shall be required to encourage safe connectivity to the larger community.
3. Pedestrian crossings shall be made safer for pedestrians whenever possible by shortening crosswalk distance with curb extensions, reducing sidewalk curb radii, and eliminating free right-turn lanes.



4. Raised crosswalks around schools or at mid-blocks with high-pedestrian use areas should be considered in the overall design. These crosswalks slow traffic and provide higher visibility and safety at pedestrian crossings.

*Example of raised, high-visibility pedestrian crossing*



*Example of center median with pedestrian refuge*



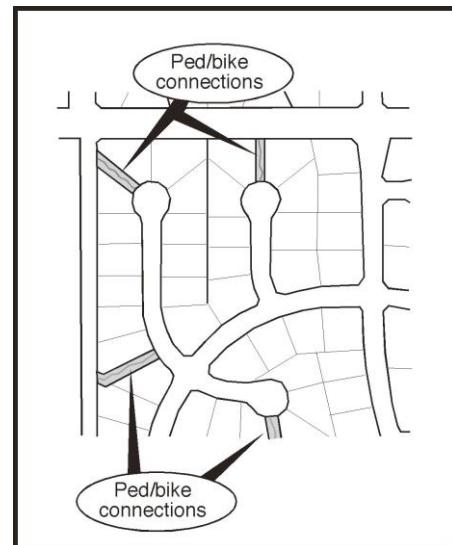
5. Where cul-de-sacs are permitted, pedestrian and bike paths may be used as "shortcuts" to make walking and biking more convenient.

6. Where residential developments have cul-de-sacs or dead-end streets, such streets shall be connected to the closest local or collector streets or to cul-de-sacs in adjoining subdivisions via a sidewalk or multi-use path, except where deemed impractical by the Planning Director.

7. Multi-use paths may be used to enhance pedestrian and bicycle travel where the existing circulation system does not serve these patrons well.

- a. All paths shall be located in corridors that serve origin and destination points such as residential areas, schools, shopping centers, parks, etc.
- b. Paths shall be designed in such a manner that motor vehicle crossings are eliminated or significantly minimized. Where crossings exist, they must be carefully designed to ensure the safety of the users.
- c. All paths shall be constructed of durable, low-maintenance materials, with sufficient width to allow users to proceed at reasonable speeds. Where multiple uses are intended (i.e., shared pedestrian and bicycle traffic) the path should be ten feet wide whenever possible.

*Example of pedestrian "short cuts"*



### **2.1.12 Fencing and Walls**

- a. The design of walls and fences, as well as the materials used, should be consistent with the overall development's design. Fence and wall color should be compatible with the development and adjacent properties. Wall design and selection of materials should consider maintenance issues, especially graffiti removal and long-term maintenance.
- b. Sound walls when permitted should not have a single monotonous design. Periodic entries help to minimize walking distances, connecting bike paths along major roads. The following design features are encouraged:
  1. Landscaping and berms to minimize the visual impact of long continuous sound walls.
  2. Additional landscape setbacks, street trees and accent trees at entries to improve the appearance of sound walls.
  3. Concrete capstones on stucco walls to help prevent water damage from rainfall and moisture.



*Sound wall should have decorative pilasters and end caps*



*Example of dense landscape at the base of sound wall*

- c. Corner Lots: Fencing on corner lots should begin at or near the back end of the building for safety visibility, and fences visible from the street should be architecturally compatible with the building.
- d. Front/Side Yard Setbacks: Fences or low walls 3 feet or less in height should be allowed in the front and street yard side setbacks. Fences over 3 feet in height may be permitted with a 20-foot setback from the front property line and from a street side property line.

*Undesirable side yard with lack of landscaping*



- e. Gates and pedestrian opening(s) into the project should be accentuated with pilasters, landscaping, trellises and/or lighting.
- f. Low Walls: Low walls (3') may be used to separate private and public space in an unobtrusive way, in lieu of porch railings, or where security or soundproofing is not the main objective.
- g. All fencing visible from the street should contain pilasters, columns or posts. These pilasters should generally be placed as follows: where two fences intersect, where a fence and a gate intersect or at the corner of a lot.
- h. Side yard fences on corner lots will require design attention and articulation. Taller fences exceed 42 inches in height should be limited to the rear yard setback portion of the whenever possible to enhance streetscape appearance.

*Side yard fence located at rear yard setback*



### **2.2.1 Building Design**

These guidelines aim to promote high quality architectural designs that enhance the character of Kerman. Neighborhood developments shall utilize architectural styles that complement each other when grouped together. The architectural style and design theme of each residential development shall establish unique a neighborhood identity.



### **2.2.2 Architectural Styles**

Kerman, like most other California cities, has a mix of architectural styles within its residential neighborhoods. Consistency of design features within traditional styles such as Ranch, American Colonial, Spanish, Craftsman etc. has served Kerman well because it has enlivened the City with variety while maintaining a distinctly traditional neighborhood character.

In recognizing the value of architectural diversity, the City does not seek to dictate which styles are allowed, but rather to promote an awareness of what makes different elements work together. Strict adherence to a single architectural style is not required; however, combining too many elements from several divergent styles often results in an incoherent design.

Generally, the City recommends choosing a single architectural style as a starting point in the design process. Positive design features from other styles may be incorporated if the various elements work together. Most importantly, the overall architectural style should be compatible with the surrounding neighborhood. Using similar features, colors, and materials found in nearby homes is encouraged.



When determining the architectural style of a house for style selection or design review purposes, there are several common characteristics that can be used to help identify the proper style. These same characteristics shall be carefully examined for design review purposes to be sure that they are consistent with the style identified on the house plans.

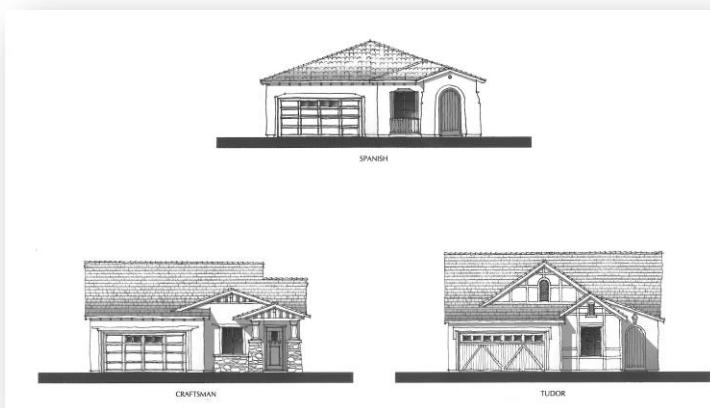
These features or characteristics are the component parts that, when put together, make up the style:

- a. Roof type;
- b. Symmetry and shape;
- c. Frame;
- d. Articulation;
- e. Massing;
- f. Windows and doors;
- g. Building materials and colors;
- h. Decorative trim; and
- i. Porches, eaves and columns.

The styles should vary and incorporate features of that reflect that architectural style highly encouraged. Some of the architectural styles include, but not limited, to:

- a. Spanish
- b. Craftsman
- c. Tudor
- d. Monterrey
- e. Contemporary/Modern

*Examples of architectural styles for single-story residence*



*Examples of architectural styles for two story residence*



### **2.2.3 Street Environment and Building Frontage**

Single-family residential development shall efficiently use the site, and relate to the street.

- a. Front porches are encouraged to create an attractive interface with semi-public front yard areas. Porches shall match the scale and be integral to the architectural design of the home.
- b. The front entry shall be the focal point of the home. Roof elements, columns, porticos, or other architectural features shall be utilized.
- c. Garages in single-family residential neighborhoods shall be subordinate to the front of the house and shall not dominate the streetscape.
- d. The height, mass, and appearance of residential units shall include some variation to provide visual interest to the streetscape. The lower floor of a two-story house shall use architectural accents, texture and/or color to add detail and interest.

### **2.2.4 Building Form and Articulation**

Building form and articulation includes variation in wall planes (projections and recesses) and wall height (vertical relief) as well as variations in roof forms and heights to reduce the perceived scale of the structure.

- a. Residential homes shall incorporate articulation of all facades, including variation in massing, roof forms, and wall planes, as well as surface articulation.
- b. The highest level of articulation will likely occur on the front facade and facades visible from public streets. Similar and complementary massing, materials, and details shall be incorporated into every other structure elevation.
- c. Elements and details of homes shall be true to the chosen architectural style.

*Facades with varying roof forms*



*Facades with consistent massing and detail*



- d. Wall planes on all sides of the house shall be variable if visible from a public street or pedestrian pathway.
- e. Surface detailing shall not serve as a substitute for well integrated and distinctive massing.
- f. Architectural elements that add visual interest, scale, and character such as recessed or projecting balconies, trellises, recessed windows, and porches are strongly encouraged.
- g. Architectural elements such as overhangs, trellises, projections, and awnings shall be used to create shadows that contribute to a structure's character.
- h. Variation in mass and building height in higher density developments along streets and public right-of-ways shall be incorporated by providing a mix of single-story and two-story homes. Two-story homes shall have single-story elements on prominent elevations.
- i. A mix of single story homes and two story homes shall be included to provide an appealing streetscape with a variety of home types, height, mass and size.
- j. Massing shall accentuate entries and minimize garage prominence.
- k. Porches shall be a minimum of six feet deep with materials and/or details that are authentic to the architectural style of the home.



#### **2.2.5 Entries and Porches**

- a. A clear sense of entry and design interest to a home is provided through the inclusion of porches, verandas, and other architectural elements that contribute to a sense of place and activity.
- b. The minimum porch should be 6 feet deep and 8 feet wide to encourage usability
- c. Porch/Entry features should primarily be single story elements, or incorporated into two story vertical elements to break up the building mass along the street.
- d. Front doors should reflect the architectural style of the home.



- e. Entries and porches should be oriented to street corners. At corner lots, side yard facades should maintain the architectural design consistent with the front facade.
- f. Windows should be used as architectural elements that add relief to the façade and wall surface, comprising at least 20% of the façade area. Windows should be framed with trim and sills to provide depth and shadow lines.
- g. Entries and porches should be oriented to street corners. At corner lots, side yard facades should maintain the architectural design consistent with the front facade.

#### **2.2.6 Roof and Upper Story Detail**

Visual diversity shall be created by incorporating multiple rooflines and designs while remaining consistent with the architectural style of the home.

- a. A variety of roofs shall be incorporated throughout the development (e.g., gabled, hipped, dormers, etc.).
- b. Multi-form roofs, gabled, hipped, and shed roof combinations are encouraged to create varying roof forms, and break up the massing of the building.
- c. Various roof forms and changes in roof plane shall be used on all structure elevations visible from a public street or pedestrian right-of-way.
- d. Variation in ridgeline height and alignment shall be utilized to create visual interest.
- e. Full, sloped roofs are strongly encouraged with both vertical and horizontal roof articulations.
- f. Exposed gutters and downspouts, unless designed as an outstanding architectural feature of the overall theme, shall be colored to match fascia.
- g. Roof overhangs shall be sized appropriately for the desired architectural style.



*Second story with multi-forms, ridgeline height and use of balcony*

### **2.2.7 Building Materials and Finishes**

The use of high quality materials will create a look of permanence within a project. Materials and colors shall be varied to generate visual interest in the facades and to avoid the monotonous appearance that is sometimes common in some contemporary residential development projects.

- a. Key portions of the facade shall be enhanced with special materials and color.
- b. Material changes shall occur at intersecting planes, preferably at inside corners of changing wall planes or where architectural elements intersect (e.g., chimney, pilaster, projection, fence line, etc.).
- c. Contrasting but complementary colors shall be used for trim, windows, doors, and key architectural elements.
- d. Roof materials and colors shall be consistent with the desired architectural style.
- e. Projects of three or more homes should provide a minimum of three distinctly different color/material palettes per architectural style.
- f. Heavier materials should be used lower on the structure elevation to form the base of the structure.



*White trim contrasts nicely with tan siding*

*Example of good use of contrasting colors, roofing material and stone on the facade*



## 2.2.8 Garage Placement

When garages are well integrated into a project it will ensure that they do not dominate front facades.

- a. Garages should not dominate the street scene.
- b. Garage doors shall be recessed a minimum of six inches from the face of the garage.
- c. Garage doors facing the street shall be set back a minimum of 5' from the exterior face of the main house to help reduce their visual impact or, alternatively, detached and set back behind the main dwelling.
- d. Garage doors shall incorporate panels and/or windows to articulate large planes.
- e. Roof forms, trellises, and balconies are encouraged above the garage door to help minimize the impact of garage doors on the street scene.
- f. Garages should include panels and/or windows to provide articulation.
- g. Garages should have architecture similar to the home.
- h. Residential units situated on corner lots should encourage a design that orients the garage and the front door to face different streets.



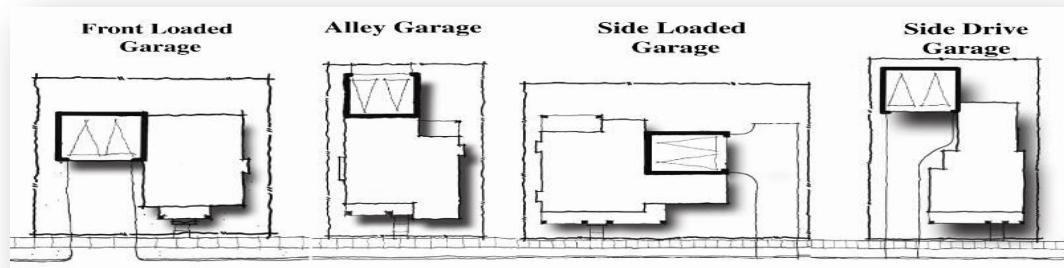
*Discouraged: Garages that dominate street view*



*Desirable: Separated, recessed three-garage garage*



*Example of side loaded garage*



### **2.2.9 Streets and Front Yard Landscaping**

Streets and streetscape play an important role in creating a high quality neighborhood. The streetscape should be designed to include street trees, roundabout, bulbouts, sidewalks and planter strips to create a pedestrian-oriented environment.



The following design features are encouraged:

- a. Street blocks should be less than 600 feet long and provide for multiple points of ingress and egress into the neighborhood.
- b. Use of roundabouts at intersections to slow traffic, improve pedestrian crossing and enhance the aesthetic quality of the streetscape.
- c. Provide planter or mow strips between street and pedestrian sidewalks.
- d. Residential and collector streets should be designed with landscaped medians, bulb-outs, and roundabouts to reduce speeds and add visual interest to the street scene.
- e. Medians shall include drought tolerant plants and drip irrigation. Landscape shall include variety of shrubs, ground cover and street trees. Turf is prohibited as part of median landscaping.
- f. Residentially scaled street lights; see Appendix A for City of Kerman street light design standards.
- g. Unified design for street signs and street name signs; see Appendix A for City of Kerman street sign standards.



*See Appendix A for street light standard*

## 2.2.10 Street Trees

- a. Provide street trees or yard trees at approximately 20' to 25' on center along each side of the street (minimum 2 per lot).
- b. Provide 25 gallon tree specimens minimum for all street and yard trees. Root barriers shall be required for any tree placed by pavement or other situations where roots could disrupt adjacent paving/curb surfaces.
- c. Install irrigation at the time of planting.
- d. Planting strips (min. 5') between the sidewalk and the back of curb provide safe separation from the street and creates an attractive pedestrian zone.
- e. Planting strips should include street trees and drought tolerant ground cover in lieu of turf.



*Street trees in planting strip provides shade and creates pedestrian-friendly environment*

- f. Provide tree species which create a continuous canopy at 15 years maturity. Species available from the Public Works Department.
- g. Consistent tree species and accent trees at special locations within the neighborhood are strongly encouraged.

*Example of planting strip with flowering shrubs in lieu of turf*

- h. Existing mature trees should be incorporated into new development when possible.
- i. Accent paving should be used at neighborhood entries and at crosswalks.
- j. Understated signage leading to individual subdivisions is desirable to integrate projects into the community. Accent or themed landscaping and trellises are more welcoming than walls or structures.



### **2.2.11 Front Yard Landscaping**

- a. Front-yard landscaping should be installed by the developer prior to occupancy. All landscaped areas should be provided with an automatic irrigation system.
- b. Use of xeriscaping is highly encouraged. Native vegetation and drip irrigation is encouraged to reduce water consumption for landscaping.
- c. Use of turf should be minimized to increase water efficiency.
- d. All landscape areas should include a mixture of deciduous and evergreen varieties, including perennials and flowering shrubs. Designs are strongly encouraged to include plant varieties that will provide seasonal color, texture and/or other special interest.
- e. A minimum of 40% of the front yard area should be landscaped with a combination of trees, turf or shrubbery. Hybrid Bermuda or other grass that requires a minimum of water should be encouraged. Plant material should be varied in size, shrubs from one to five gallons, and trees from 15 to 25 gallons.
- f. Deciduous trees should be planted along south and west facing walls to allow solar access during the winter.
- g. Alongside drives a minimum 1.5-foot to 2-foot wide landscape strip is required along the property line.



### **2.2.12 Utility Areas and Accessory Structures**

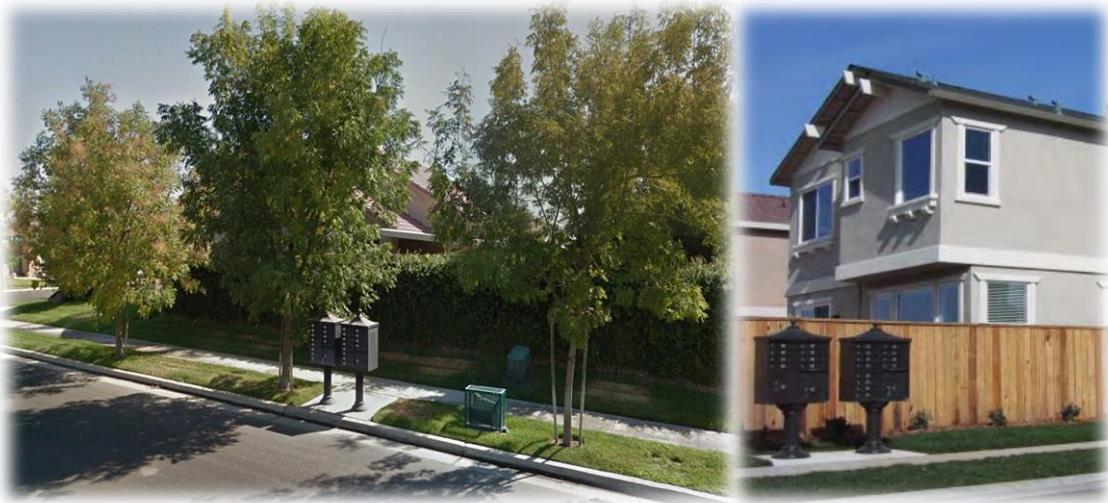
- a. Individual waste receptacles should be accommodated behind side yard fences. A separate concrete pad shall be provided behind side yard with gate for storage of waste receptacles.
- b. Above ground utility boxes should be placed in alleyways or away from public gathering spaces to the extent practicable and should be screened with landscaping, which may include fencing or berms.



*Screening of utility box with landscaping*

- c. Roof-mounted HVAC units are strongly discouraged. When permitted, they should be screened with architecturally compatible materials.
- d. Mailboxes may be clustered in accordance with U.S. Postal Service standards. Clustered mailboxes should be architecturally enhanced and carefully placed to not adversely affect the privacy of residents and serve the needs of the US Postal Service.

*See Appendix A for mail box standards for new subdivision.*



#### **2.2.13 Lighting**

- a. Site plans and architectural plans should include the location of fixtures, their design and the nature and level of the illumination they will provide.
- b. The lighting for neighborhood streets, alleys, common greens, and parks should be low intensity and should be from the same family of fixtures.
- c. Street lighting on neighborhood streets within the boundary of a development should be required. All street lighting fixtures should be a maximum height of 16 feet.



*See Appendix A for street light standards for new subdivision.*

- d. Sidewalks and pathways not otherwise illuminated by street lighting should be lit with ornamental lighting fixtures. All pedestrian lighting fixtures should be a maximum of 12 feet.
- e. If alley lights are mounted on the garage, they should be no higher than 8 feet above ground and directed away from adjacent backyards and structures.
- f. Illumination over an entire area or the use of overly bright lighting is strongly discouraged. The use of a number of smaller lights (like bollard lighting) is preferable to larger, more intense lights.
- g. To conserve energy and reduce long-term costs, energy-efficient lamps should be used and hours of operation monitored to avoid waste. Low voltage lighting and lighting activated through motion sensors and automatic timers should be used where feasible.

#### **2.2.14 Parks and Open Spaces**

Neighborhood spaces and pedestrian features are important places for residents to gather, socialize, and play. Parks facilities and open space must be safe and secure. Incorporate natural site features whenever possible.

- a. The size and scale of neighborhood amenities shall be appropriately scaled.
- b. Parks and open space shall be included with the initial subdivision layout. These amenities should be centrally located to be shared by the neighborhood.
- c. Parks and open spaces shall be visible from adjacent residences for informal surveillance and to help promote site safety.
- d. Open spaces and community facilities shall be easily accessible from all residential units.
- e. A low transparent fence should enclose parks and open space as necessary.



## **Section 3. Multi-Family Housing**

### **3.1.1 Design Goals**



The Multifamily Residential Design Guidelines are intended to accomplish the following goals:

**Goal:** Foster project designs that create and enhance a sense of community and neighborhood.

**Goal:** Create and promote usable public spaces.

**Goal:** Being respectful of and creating designs that reinforce the relationship between public and private space.

**Goal:** Creating neighborhoods of superior architectural and visual interest.

**Goal:** Creating project designs that are transit and pedestrian friendly.

**Goal:** Ensure community longevity by designing projects and neighborhoods that will endure over time.

**Goal:** Incorporate environmentally sustainable features into project design.

**Goal:** Consider and respond to the relationship and context of adjacent projects.

### 3.1.2 Site Planning and Building Siting

Site planning respects and enhances the natural environment, connects the project to its surroundings, promotes walkability, ensures effective access and circulation, includes green design features, and provides for services and storage.



*Parking is rear, pushing the building forward and activating the streetscape*

1. Units/lots should be clustered to define public open spaces and activity areas.
2. Parks and open space should be integrated into the overall design of the project
  - Open space and recreational areas should be designed as an integral part of the project, not as an afterthought.
  - Open space areas should be planned as a community amenity.
  - Greater visual, pedestrian and bicycle connectivity, use and access should be encouraged.
3. Buildings should be placed to create a street presence and enhance neighborhood character.
  - Building setbacks should be varied to break building mass facing the street and provide additional landscape opportunities.
  - When adjacent to single family residences, side and rear setbacks shall allow for a sufficient planter area to buffer impacts and screen undesirable views.
  - When necessary, setbacks should be used to provide sound attenuation by creating space for the placement of sound barriers.
4. Projects proposed in phases shall be designed to function independently, without reliance on improvements included in subsequent phases.
  - Future phases graded at the time of initial site grading shall be hydro-seeded with groundcover to enhance the site's appearance and prevent erosion.
  - Subsequent phases shall be fenced sufficiently to avoid conflicts between residents, guests, and construction traffic.

### **3.1.3 Edge and Boundary Treatments**

1. Major intersections and corners should be treated as neighborhood/project entryways.
  - Unit/building configuration should maintain visual and physical connections.
  - Landscaping, public spaces, and/or “gateway” features should be used to define the entryways into the project.
2. Entryway features should reflect the overall architectural identity or character of the development.



*Good use of stamped concrete, landscaped median and decorative lights*

3. Consistent with General Plan policy, provide pedestrian, bicycle and vehicle linkages to adjacent developments and uses.
4. Cluster buildings to define, connect and activate pedestrian edges and public spaces and to locate convenient transit stops.
5. Projects should provide fencing as appropriate between adjacent land uses.
  - Projects abutting single-family residential areas should provide a 7' block wall fencing along the boundary except at pedestrian access points. The compatibility of adjacent land uses should be considered in choosing appropriate fencing materials and design.
  - Two-story projects abutting single-family areas shall be set back a minimum 100'.

- Fencing between multi-family uses and open space is discouraged. When necessary, such fencing should be an open type (such as wrought iron) to allow for continuous views to the open space.
- Fence materials and colors should complement the building design and the prevailing materials and design in the vicinity of the project
- Materials and finishes should be durable and easily maintained, resistant to graffiti and water staining, and be able to withstand the local climatic variations.

### **3.1.4 Access, Circulation and Parking**

1. Vehicular access to the site, internal circulation, and parking should be provided in accordance with Zoning Ordinance requirements.

- Guest and disabled parking should be evenly and conveniently distributed throughout the project
- Shared access drives between adjacent parcels are encouraged to minimize curb cuts



*Example of short-term parking at main entry*

2. Site circulation should allow for and facilitate emergency access to the site and all buildings.
  - Speed bumps are strongly discouraged as they impede emergency response.
  - Long, straight drives are discouraged to prevent speeding and conflicts with pedestrians.

3. Street and drive aisle widths, throat depths, stacking distances, and parking shall comply with current City standards.

- The required number of parking spaces shall be provided for all units, as defined in the Zoning Ordinance.
- All pedestrian circulation walks shall be designed to provide access to the disabled in compliance with the American's with Disabilities Act (ADA), California Title 24 and the City's Improvement Standards.
- Bicycle racks or lockers shall be provided in the quantity required by the Zoning Ordinance and should be located in highly visible and convenient areas at residential units and common areas.

### **3.1.5 Service and Storage**

Services and storage, including garbage collection, recycling, fire, and utilities should be well planned as part of the overall design of the project.

1. Trash enclosure location, dimensions, and design shall comply with current City standards.

- All refuse containers shall be placed within screened storage areas or enclosures.
- Refuse containers should be conveniently located throughout the project, yet sufficiently buffered from project entries, main building entries, and main pedestrian paths.
- Enclosures should be located to provide easy accessibility for users, adequate room for servicing by refuse trucks, and should not hinder visibility for vehicle circulation.
- Enclosure materials and colors should be consistent with, and complimentary to, building materials and finishes.
- A minimum three foot landscape buffer should be provided on all non-accessible sides of trash enclosures. A larger buffer area will be required when adjacent to single family residential areas.

*Examples of refuse enclosures with high quality material and decorative trim*



### **3.2.1 Architectural Design**

Architecture creates visual interest, character and identity for the project while maintaining a relationship to the human scale and the natural environment.

1. Overall character of the development should be defined through the use of a consistent design concept. Building design should be consistent with the defined architectural style and should incorporate the architectural embellishments commonly associated with that style.
2. Projects that consider and compliment the context of adjacent and surrounding projects, but are original in design and avoid duplication ("copy-cat" effect) are highly encouraged.



### **3.2.2 Form and Massing**

1. Variation of wall planes, rooflines, and building form should be considered to create visually engaging designs.
  - Architectural elements such as varied roof forms, articulation of the facade, breaks in the roof, walls with texture materials and ornamental details, and landscaping should be incorporated to add visual interest.
  - Balconies and small decks with landscaping should be incorporated into 2-story or higher buildings to reduce the visual impact of tall structures.
  - Architectural elements such as fenestrations and recessed planes should be incorporated into facade design. Large areas of flat, blank wall and lack of treatment are strongly discouraged.
  - Semi-private areas such as covered front porches and/or courtyards are highly encouraged.

- Roof height, pitch, ridgelines, and roof materials should be varied to create visual interest and avoid repetition. Architectural style should be considered when designing the roof plan.
- Stairs and other entry access requirements such as wheelchair ramps and elevators should be integrated into the overall project design.

2. Proportional relationship between adjacent buildings and between the building and the street should be maintained.

- Unit/building layout should ensure the gradual transition of building height and mass.
- Pedestrian scaled entry should be a prominent feature of the front elevation.
- Building entry zones should be clearly defined through the use, or combined use, of elements such as accent paving, accent planting, colored pots and bollards.
- Architectural detail such as windows, awnings, trellises, articulation, balconies, patios, landscape planters, and material changes at the street level should be used to soften the edge of the building and enhance pedestrian scale.

3. Placement and configuration of parking areas, garages, and carports should be considered.

4. Setbacks shall comply with the requirements of the Zoning Ordinance and building codes where applicable.

### **3.2.3 Exterior Building Materials and Color**

*Good use of color, material & detail*

1. Variation in color and materials should be considered to create visually engaging designs.
  - High quality and durable materials, such as stone, brick, and cementious siding are encouraged.
  - Creative use of plaster and stucco finishes that add visual depth and texture is highly encouraged.
  - Creative and appropriate use of color is encouraged.



- Use of color should be consistent with the overall architectural style or theme of the project.
- Variation in exterior treatment of adjacent buildings is encouraged.

2. Architectural treatment shall be applied to all elevations of a building. At a minimum, all windows, doors, and other wall openings shall be trimmed consistent with the architectural style. The use of multiple colors is highly encouraged, and field and trim colors used on the front elevation should be extended to all elevations, wall plane variation, building mass variation, and window placement should also be considered.
3. Architectural features that enhance the façade or building form are encouraged.
  - Architectural features such as decorative moldings, windows, shutters, dormers, chimneys, balconies and railings, and landscaped elements such as lattices that add detail to a facade are encouraged.

### **3.3.1 Streetscape Design**

1. Projects shall include bicycle and pedestrian friendly environments in their design. Options to achieve this include, but are not limited to:
  - Providing physical separation from streets and drive aisles through landscaping to encourage walking.
  - Providing pedestrian amenities such as appropriate signage, street furniture, landscaping and pedestrian- scale lighting.
  - Providing wider sidewalks to allow for two persons to walk comfortably side-by-side.
  - Providing traffic calming elements such as enhanced paving and bulb-outs at intersections.
  - Providing parking bays and other on- and off-street parking.



*Example of units up against the street with dense landscaping at the base of the building providing for a comfortable pedestrian environment and enhances the streetscape scene*

2. Utilities should be screened from public view.

- HVAC units should be located away from private outdoor space such as porches and patios, and screened from public view through landscaping and/or screen walls.
- Utility meters and other equipment should be screened with landscaping or low screen walls.
- Public utility infrastructure and other utility components should be oriented away from public view to the extent possible and screened with evergreen shrubs to the extent allowed by the utilities.

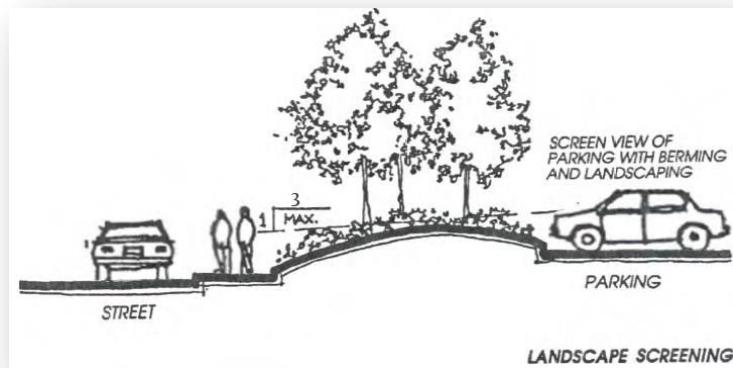
3. Loading, service, and storage areas should be screened from public view through a combination of building design and/or layout, masonry walls, grade separations and/or dense landscaping.

- Ground or wall mounted equipment should be located out of public view to the extent possible and screened or placed in an enclosure to the extent allowed by the utility companies.



- Screening for roof-mounted equipment shall be integrated into the building and roof design and use compatible materials, colors and forms. Wood lattice or fence like coverings are inappropriate for roof screening and are prohibited.
- Roof mounted equipment, including but not limited to air conditioners, fans, vents, antennas, and microwave dishes shall be setback from the roof edge, placed behind a parapet or in a well so that they are not visible to motorists or pedestrians on the adjacent streets.

4. A combination of landscaping, berthing, and screen walls to a height of three feet (measured from height of street curb) should be used to screen views of parked cars adjacent to the streetscape.



### **3.3.2 Landscaping**

1. Landscaping shall be used extensively throughout the project to achieve multiple objectives. Objectives to be achieved through landscaping may include:

- Adding texture to walls and other vertical surfaces;
- Screening undesirable views;
- Strengthening the pedestrian scale;
- Buffering pedestrian walkways from the street and buildings;
- Providing shade in public spaces and parking lots;
- Softening transitions between horizontal and vertical planes;
- Providing a visual and noise buffer; and
- Relieving the visual appearance of large expanses of hard surfaces.



2. Layered landscaping and a mix of deciduous and evergreen trees shall be incorporated in the landscape design. Plant palettes should emphasize massing and form rather than individual or small groupings of shrubs and trees.
3. Tree placement should provide maximum shading of sidewalks and outdoor public spaces.
4. Native planting or compatible species of drought-tolerant plants should be used as much as possible to reduce water consumption.
  - Turf is not permitted in the median or planter strip.
  - Limit turf to activity areas.
  - Group plants according to water needs and irrigate accordingly.
5. Trees should be a minimum of fifteen gallon size. It is recommended that larger sized trees be incorporated for accent or activity areas.
6. Plant selection should consider site geology and soil conditions. Soil should be amended as necessary to ensure establishment.
7. Carports or trees should shade at least 50% of the paved parking areas as measured at 15 year maturity based on the tree species and mid-summer sun angle conditions.



8. Planters shall be protected from vehicles by use of raised curbs or wheel stops.
9. Shrubs should be a minimum of one gallon in size; however, a mix of one gallon and five gallon shrubs is encouraged. Screen plantings may require five gallon minimum sizes in order to provide immediate effectiveness. Shrub ground covers may be specified in either liner or one gallon sizes.
10. Landscape plans should be prepared by a licensed landscape architect and shall be prepared in accordance with the Water Efficient Landscape Requirements.

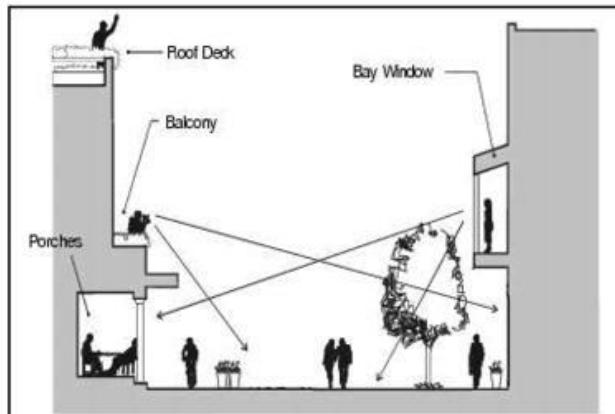
### **3.3.3 Plaza, Parks and Play Lots**

1. Required site amenities, parks, plazas, and play areas should be provided in centrally and conveniently located places for neighbors/residents.
2. Common outdoor gathering areas should incorporate a mix of active and passive amenities.
3. Recreational amenities such as playground equipment, shaded areas, picnic tables, barbecue grills, exercise equipment, and sports facilities should be provided in common outdoor space to encourage community activity and use.



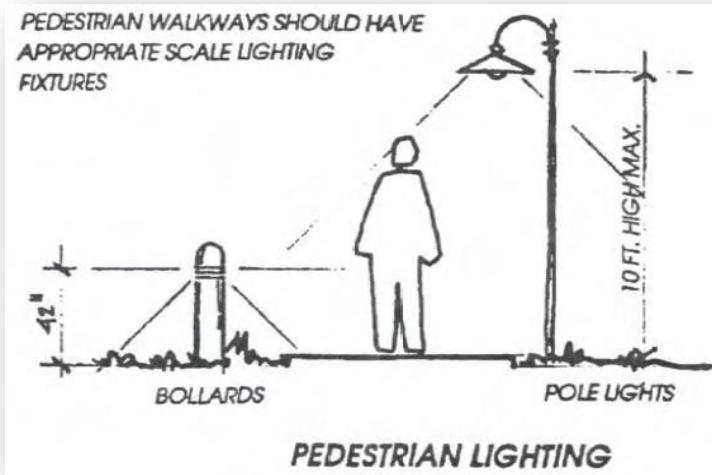
### **3.3.4 Defensible Space**

1. Crime Prevention Through Environmental Design (CPTED) best practices including, providing defensible space, opportunities for natural surveillance, territorial reinforcement, and access control should be incorporated in unit/building design.
2. The concept of private space and control of access points should be reinforced through the use of low fences, walls and landscaping, as appropriate.
3. Window placement between units should balance privacy and natural surveillance.



### 3.3.5 Lighting

1. Pedestrian-scale lighting should be incorporated in outdoor areas such as pedestrian walkways, plazas, play lots and parking areas.
2. Pedestrian-scale lighting should be integrated into building and landscape design. Light fixtures should be compatible with the architectural style, materials, color, and scale of the project.
3. Safety and security in the project and its immediate surroundings shall be enhanced through lighting design.
4. Energy efficiency, color rendition, and overall effect should be considered for lighting design.
5. Exterior lighting should reinforce the architectural features and blend into the landscape. Special lighting may be used to highlight unique design elements or art features.
6. Lighting that is less than 10 feet in height is considered pedestrian scale.
7. Lighting sources shall have cut off lenses and should be located to avoid light spillage and glare on adjacent properties and in private spaces.
8. Project addresses shall be clearly displayed and illuminated for easy identification by emergency response personnel.



*Example of decorative lighting*

9. Pedestrian-scale light fixtures shall be of durable and vandal resistant materials and construction.
10. Streets, entry drives, drive aisles, and parking areas shall have a minimum illumination level of 1.0 foot candle at the pavement surface.

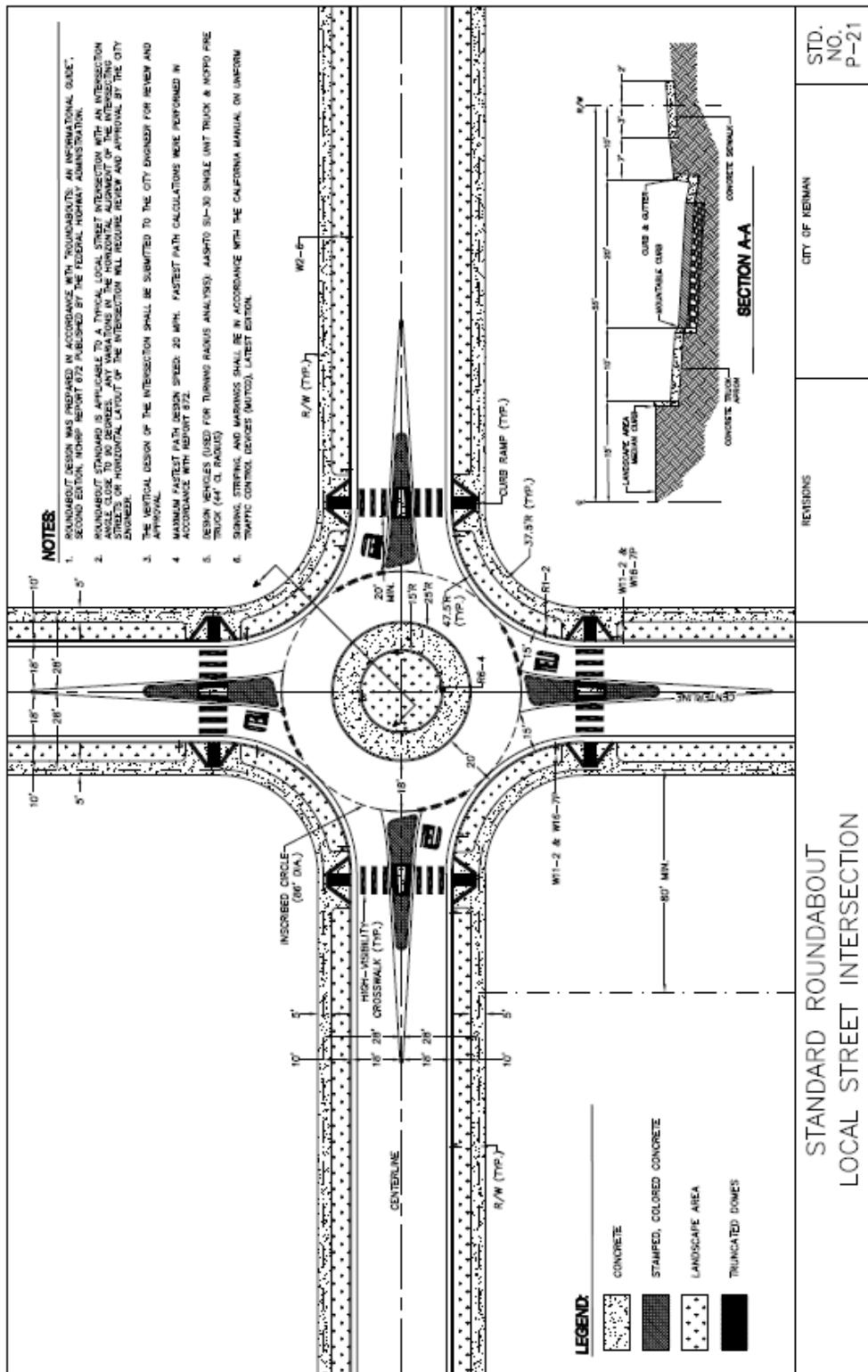
### **3.3.6 Signage**

1. Thoughtfully integrated design themes and styles for project signage that conforms to the Kerman Sign Ordinance are highly encouraged.
2. Sign type locations should be consistent throughout the project and the sign materials and graphics should complement the project design.
3. Building and site addressing shall comply with applicable City addressing policies.
4. Consistent with the limitations identified within the Sign Ordinance, a lighted directory sign that shows building and apartment numbers shall be placed at each project entrance to direct visitors to their desired destination.

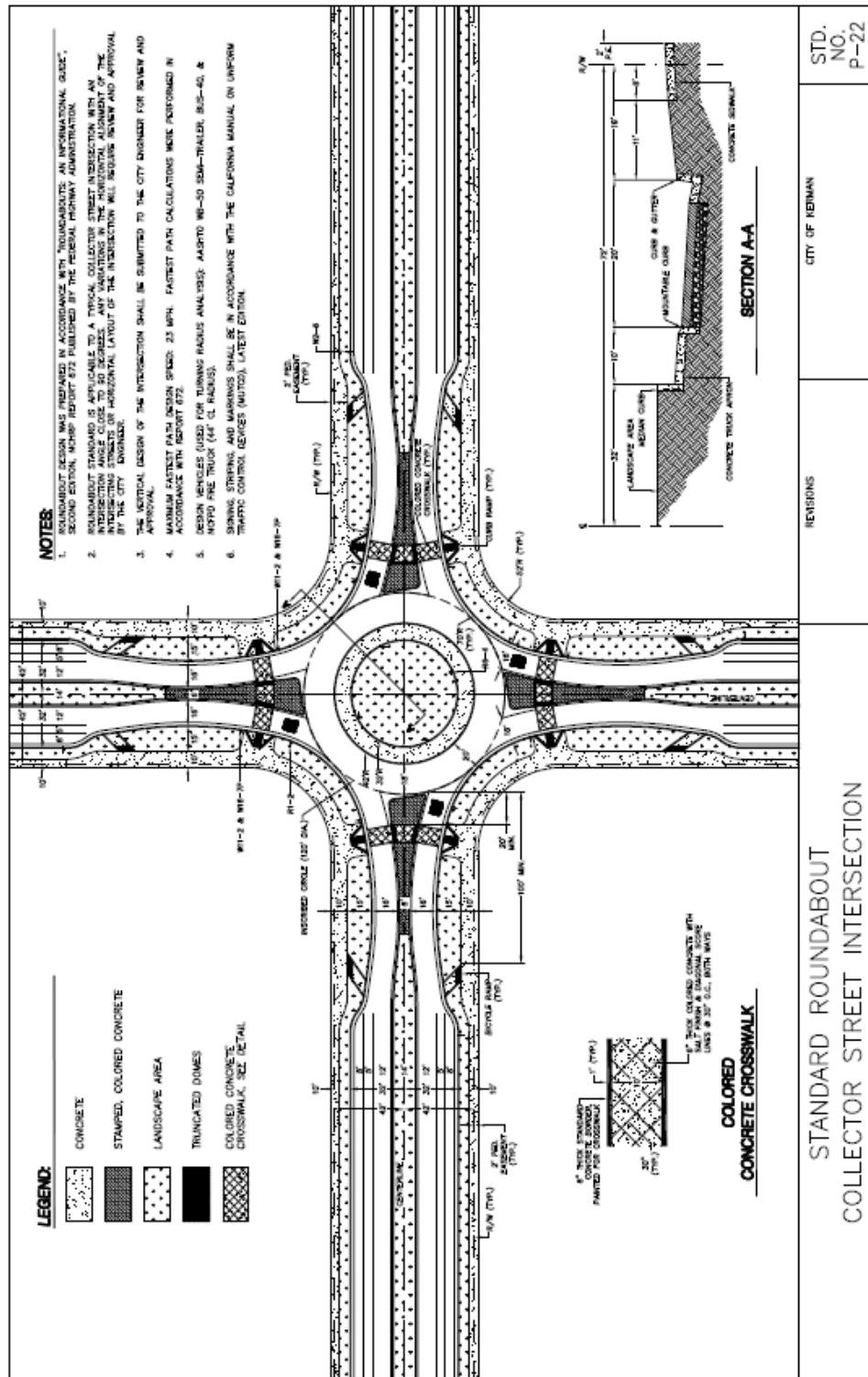


## **APPENDIX A**

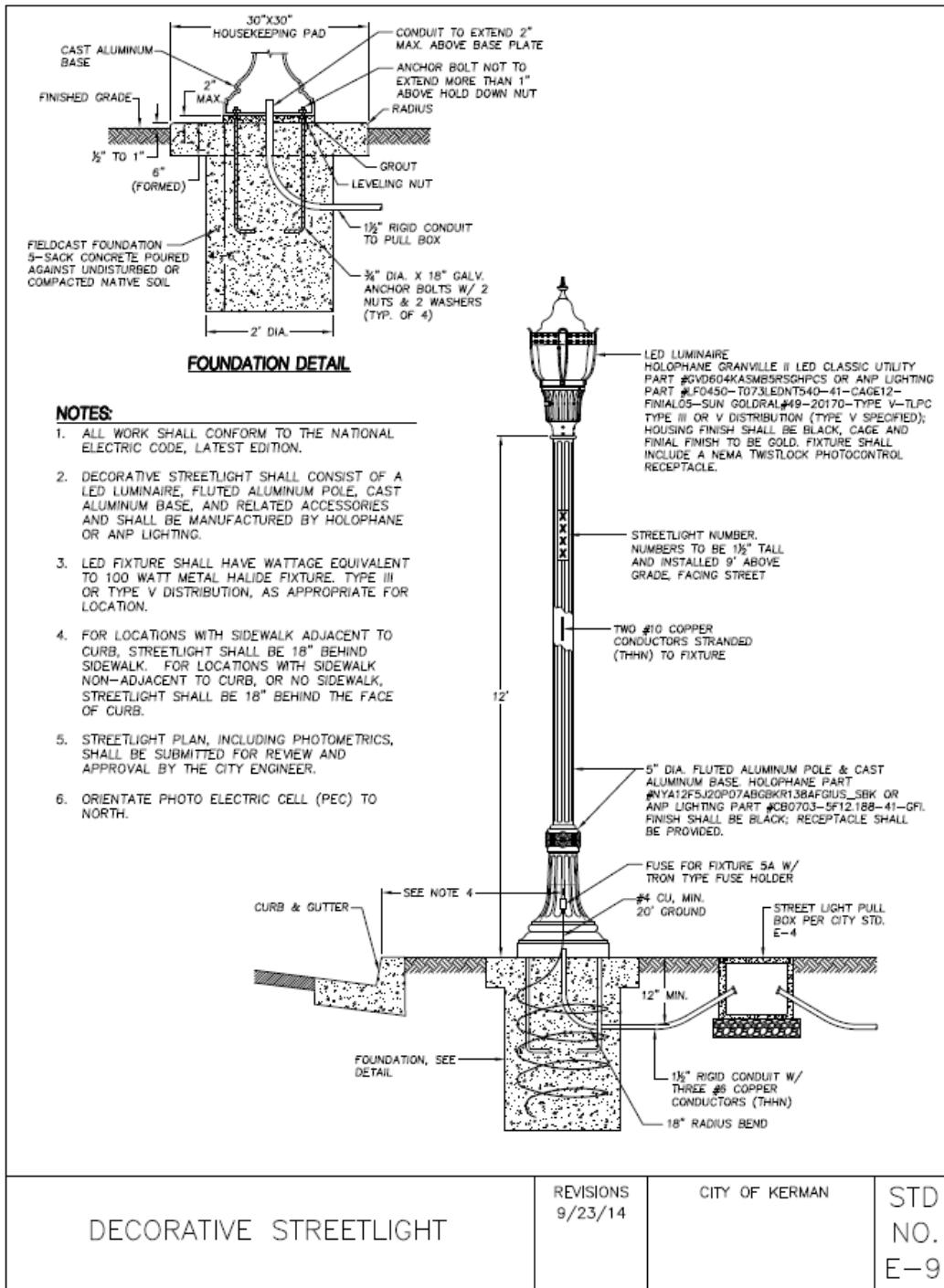
## Local Street – Standard Roundabout Design



## Collector Street – Standard Roundabout Design

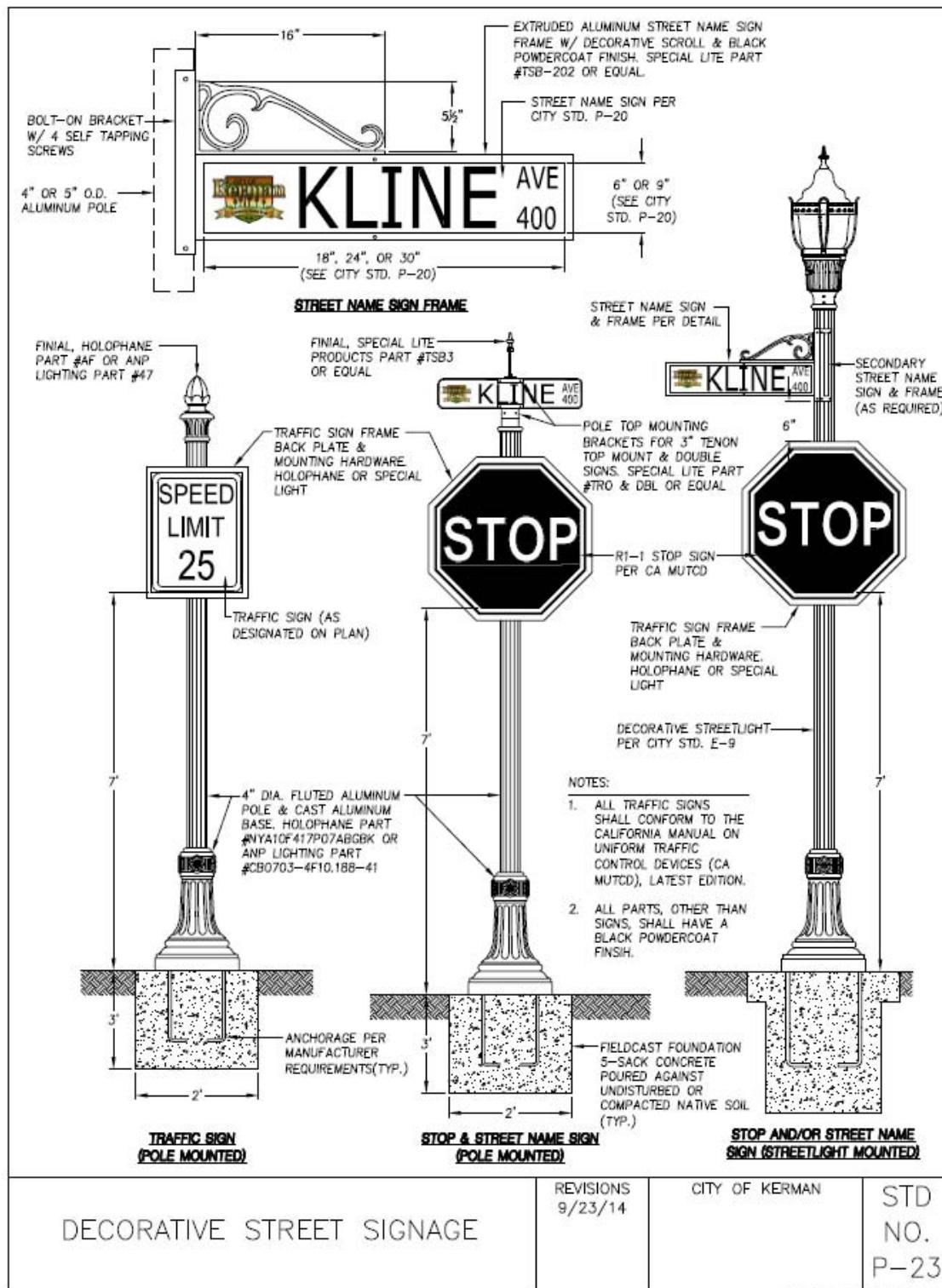


## Street Light Standard Design

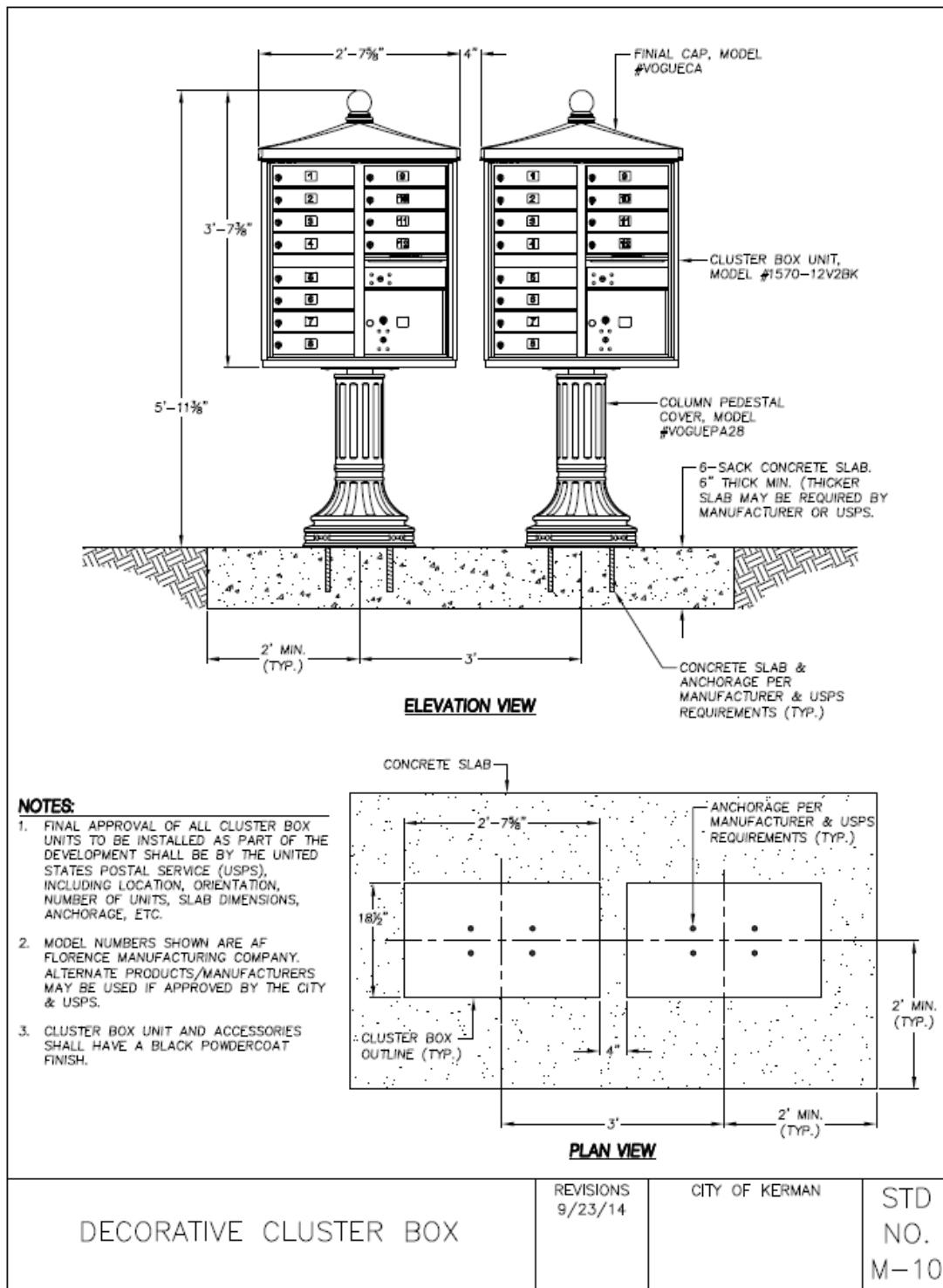


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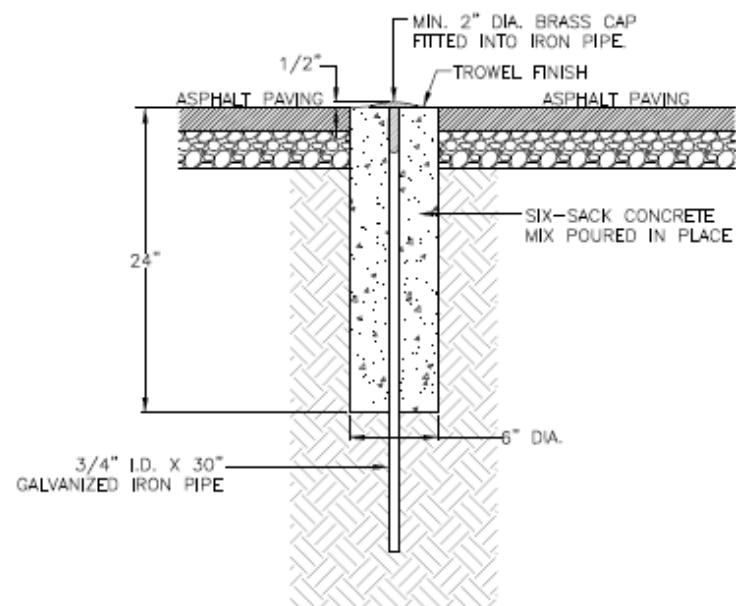
## Street Sign Standard Design



## Multi-Unit Mailbox Standard Design



## Street Centerline Survey Monument



### NOTES:

1. BRASS CAP TO BE STAMPED WITH RCE OR LS NUMBER.
2. PRECISE POINT TO BE PUNCHED HOLE OR "X".
3. BRASS CAP TO BE SURV-KAP MODEL M/M-B2D, OR BERNTSEN MODEL CD2B.

STREET CENTERLINE SURVEY MONUMENT	REVISIONS 10-13-14	CITY OF KERMAN	STD. NO. M-11
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KERMAN KERMAN SURVEY MONUMENT

## **Street Tree List**

### **Large Trees    Medium Trees    Small Trees**

Crape Myrtle  
Chitalpa Tree  
Chaste tree  
Flowering Dogwood  
Saucer Magnolia  
Fringe Tree

Redbud  
Dessert Willow  
Golden-rain Tree  
Japanese Maple  
Locust Purple Robe Tree  
Deadore Cedar  
Queen Palm  
Canary Island Palm  
Washington Palm

Chinese Pistache  
Chinese Evergreen Elm  
White Oak  
Coastal California Live Oak  
Gingko Bilboa

*Sample list of street trees.*