

PLANNING DEPARTMENT
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Garage Orientation and Placement Guidelines

Master Home Plans submitted to the City shall have a variety of garage placements that are consistent with adopted Guidelines. This ensures garages in single-family residential neighborhoods will be subordinate to the main living area/designated outdoor living space. Garages shall not dominate the *streetscape*. These restrictions apply to garage doors directly facing the street at the minimum setback and are not intended to limit garage doors located perpendicular to the street.

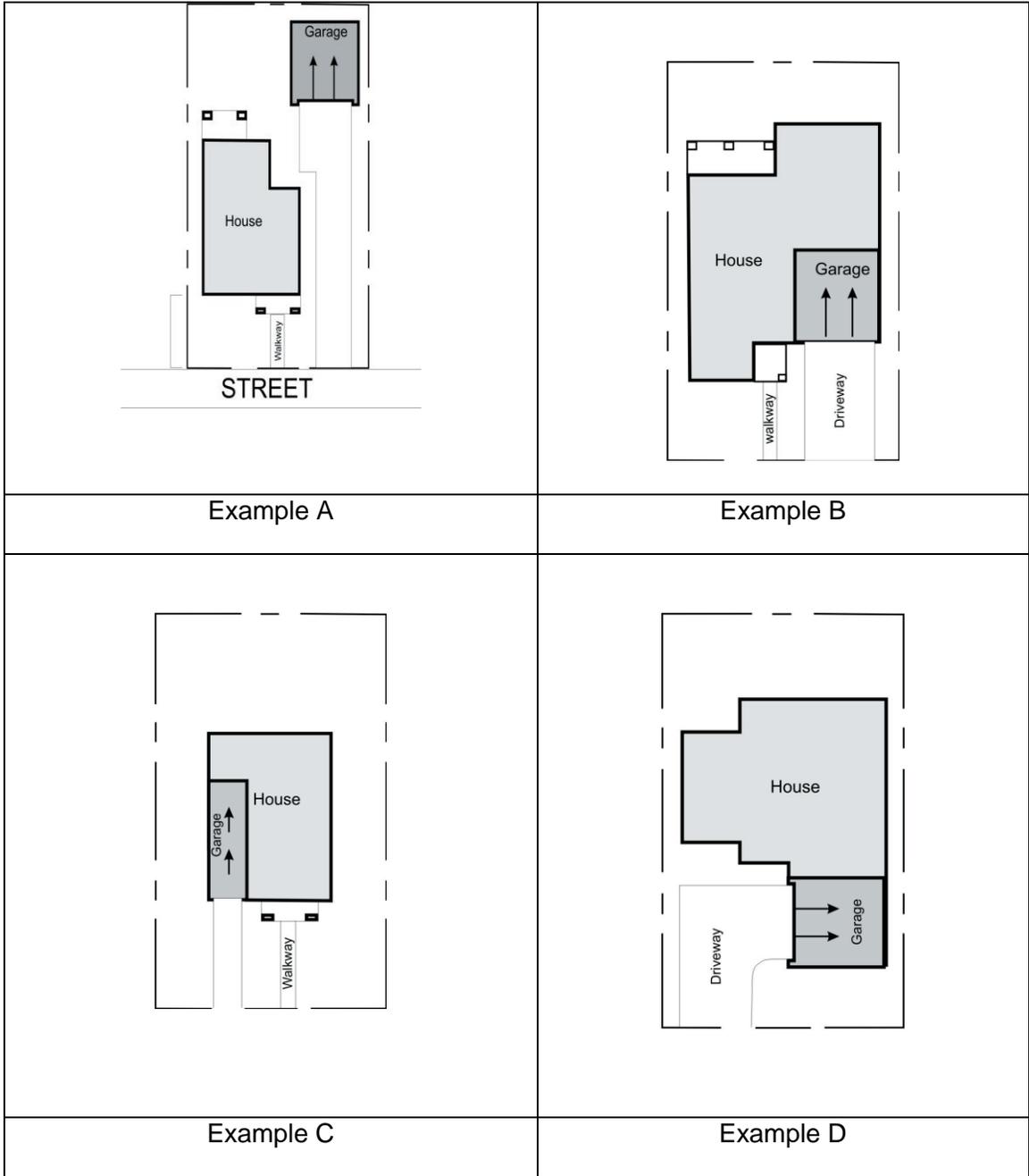
Options to control distribution:

- One or more of the alternative garage designs listed below shall be incorporated into each *Master Home Plan*.
- In no event shall more than 50% of the *Master Home Plans* have the garage door extending beyond the livable portion of the house.
- No two of the same architectural style or color scheme may be placed next to each other.
- No two of the same floor plan may be side by side, unless the garage orientation is different.

The following examples identify some of the possibilities for alternate placement of the garage so the garage door does not dominate the streetscape:

- A. Place the garage at the rear of the lot, attached or detached from the main dwelling. On a case by-case basis, the City may allow placement of garages at the rear of the lot with access from the alley.
- B. Recess the garage behind the living area or designated outdoor living area of the home by at least 10 feet. For the purposes of these guidelines, designated outdoor living area shall include framed or delineated spaces typically located in the front of the house for outdoor seating or gathering, which may be covered by a portion of the roof or landscape structure (e.g., porch, courtyard, veranda, trellis, deck).
- C. Develop a tandem garage so that the appearance from the street is that of a single-car garage.
- D. Place the garage perpendicular to the street (side-on garage). The front yard setback requirement for side-on garages may be reduced by a maximum of fifteen feet from the front property line and shall include windows along the elevation facing the street.

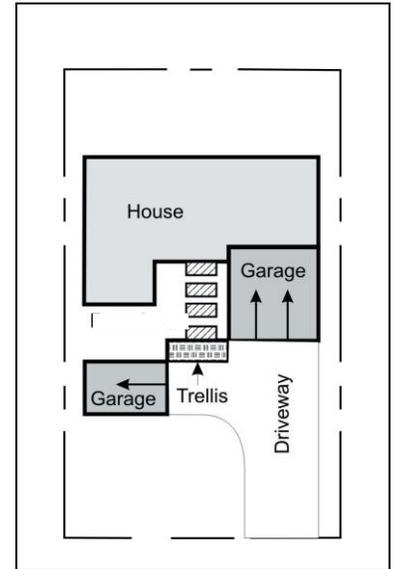
When a side-on garage is developed in conjunction with a garage facing the street, the home design shall include an announcement of entry to the livable portion of the home. Entry treatments may include a trellis, arbor, gate, landscape, and/or enhanced pavement.



1) In addition to the previous garage placement provisions, the City intends to minimize the appearance of three or more car garages facing the street. To that end, one of the design options listed below shall be utilized for each three or more car garage floor plan within the *Master Home Plan* series. All garages shall be designed with articulated garage doors (e.g., windows, paneling, or other high quality detailing). Homes with more than three car garages shall be designed with a maximum of two car garage doors facing the street.

- a) Shift the orientation of the garage in that one or more of the garage doors do not face the street (e.g., side-one garage that is perpendicular to the street). Side-on garages may be located a minimum of 15 feet from the front property line and shall include windows along the elevation facing the street. When a side-on garage is developed in conjunction with a garage facing the street, the home design shall include an entry treatment, which may include a trellis, arbor, gate, low walls, landscape, and/or enhanced pavement.
- b) Place active living areas at the front of the house with windows on the street limiting the garage projection.
- c) Create tandem parking spaces so that a maximum two-car garage faces the street.
- d) Design a single garage door that is offset or separated from the face of the two-car garage. Additionally, garage doors shall be recessed a minimum of one foot from the garage door frame and garage doors shall be painted a darker contrasting color or material.

Other creative design alternatives that serve the functional equivalent of minimizing the appearance of multiple garage doors facing the street will be reviewed in context to the over all development. Projecting patios, plaza and/or extended entry features to the 12.5 PUE would be considered as part of the Design Review process.



2) Garages should not dominate the front elevation of the house. To that end, garage door width facing the street shall not exceed 50 percent of the width of the home. Recognizing the design constraints of small lot residential development, subdivisions with minimum lot widths less than 50 feet may increase this proportion to a maximum of 60 percent. These restrictions do not apply to higher *density* residential development in the RD-10 and RD-15 zoning districts.

3) Driveways should not dominate the front yard landscape with excessively wide paved driveways. Minimizing driveway width and impervious surfaces in the front yard setback will reduce storm water runoff. To achieve these design and environmental goals, the maximum driveway width for two car garages shall be 16 feet within the required front yard setback. Where the driveway access to three or more car garages and/or RV access is located in the required front yard setback, the additional driveway width shall be designed with alternative paving materials and/or design. Examples of alternate paving materials and design include pervious concrete, pervious asphalt, pervious unit pavers, wheel strips (Hollywood driveways), flared driveway, and decorative concrete.

To avoid project delays, all application materials are required to deem the application complete and ready for review.

For additional information, please contact the Planning Department at (916) 851-8750.