RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE (1) APPROVING THE "SAN JOSE CITYWIDE DESIGN STANDARDS AND GUIDELINES" TO REPLACE THE COMMERCIAL (1990), INDUSTRIAL (1992), AND RESIDENTIAL (1997) DESIGN GUIDELINES AND (2) DELEGATING AUTHORITY TO THE DIRECTOR OF PLANNING, BUILDING, AND CODE ENFORCEMENT TO MAKE MINOR UPDATES, CLARIFICATIONS, CORRECTIONS, OR TECHNICAL CHANGES TO THE TEXT AND DIAGRAMS OF THE "SAN JOSE DOWNTOWN DESIGN GUIDELINES AND STANDARDS"

File Nos. PP20-015 and ER20-265

WHEREAS, the Council of the City of San José ("City"), adopted Commercial, Industrial, and Residential Design Guidelines in 1990, 1992, and 1997, respectively, and which are used to review proposed development projects in San José; and

WHEREAS, updating the City's Commercial, Industrial, and Residential Design Guidelines was identified as Council Priority No. 20 on October 27, 2017; Council Priority No. 19 on March 5, 2019; and Council Priority No. 21 on February 27, 2020, respectively; and

WHEREAS, the "San José Citywide Design Standards and Guidelines" document updates and consolidates the existing Commercial (1990), Industrial (1992), and Residential (1997) Design Guidelines as one document; and

WHEREAS, several online focus group meetings and two online and in-person community meetings were held from October 2019 to December 2020, and engaged multiple stakeholders, including San José residents and business owners, developers,

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architects, environmental advocacy groups, and the Santa Clara Valley Transportation Authority to receive comments on the proposed updated design guidelines; and

WHEREAS, the San José Citywide Design Standards and Guidelines apply to the portions of the City of San José within the Urban Growth boundary, excluding single-family residences; rehabilitation, modifications, or addition to historic buildings or adaptive reuse of historic buildings; and Downtown San José ~~and~~, including the Diridon Station Area (where the Downtown Design Guidelines and Standards, adopted on April 23, 2019, by City Council Resolution No. 79060, apply); and

WHEREAS, For approved Urban Village Plans, Specific Plans, ~~and~~ North San José and other Area Development Policies, the standards and guidelines within those documents still apply and shall take priority; however, if those documents are silent on any specific design components, the design standards and guidelines in the Citywide Design Standards and Guidelines shall apply; ~~projects in Urban Villages, Specific Plan Areas, North San José, or other Area Development Policies are subject to the standards and guidelines within their respective applicable documents; if those documents are silent on any specific design components, the design standards and guidelines contained in the San José Citywide Design Standards and Guidelines shall apply for those design components only~~and

WHEREAS, many of the urban design principles and guidelines found in the Commercial (1990), Industrial (1992), and Residential (1997) Design Guidelines have been updated and incorporated into the new San José Citywide Design Guidelines and Standards; and

WHEREAS, the new San José Citywide Design Guidelines and Standards include guidelines and standards relating to site, building and pedestrian levels, including site

frontages, landscaping and stormwater management, building mass, lighting, block structure, building placement, private and public open space, vehicle and bicycle parking location, skyline, street wall, façade, windows and glazing, public art in private development, and others; and

WHEREAS, the new San José Citywide Design Guidelines and Standards set forth "Guidelines" as best practices and overarching design guidance and "Standards" as objective requirements that are quantifiable and verifiable; development projects must comply with Standards identified within this document (unless other adopted plans or policies prevail); and

WHEREAS, the new San José Citywide Design Standards and Guidelines will implement the General Plan Form Based Plan, Urban Villages, Measurable Sustainability/ Environmental Stewardship, and Design for a Healthful Community Major Strategies; and

WHEREAS, on July 15, 2020 and August 5, 2020, the Historic Landmarks Commission for the City of San José ("Historic Landmarks Commission") held Study Sessions to review the historic sections of the San José Citywide Design Standards and Guidelines; and

WHEREAS, on July 22, 2020 and August 12, 2020, the Planning Commission for the City of San José ("Planning Commission") held Study Sessions to review the San José Citywide Design Standards and Guidelines; and

WHEREAS, pursuant to and in accordance with Chapter 20.100 of Title 20 of the San José Municipal Code, the Planning Commission conducted a hearing on said San José Citywide Design Standards and Guidelines on January 27, 2021, notice of which was duly given; and

WHEREAS, at said hearing, the Planning Commission gave all persons full opportunity to be heard and to present evidence and testimony respecting said matter; and

WHEREAS, at said hearing, the Planning Commission made a recommendation to the City Council respecting said matter based on the evidence and testimony; and

WHEREAS, pursuant to and in accordance with Chapter 20.100 of Title 20 of the San José Municipal Code, this City Council conducted a hearing on said San José Citywide Design Standards and Guidelines, notice of which was duly given; and

WHEREAS, at said hearing, this City Council gave all persons full opportunity to be heard and to present evidence and testimony respecting said matter; and

WHEREAS, at said hearing, this City Council received and considered the reports and recommendations of the City's Historic Landmarks Commission, City's Planning Commission and City's Director of Planning, Building and Code Enforcement; and

WHEREAS, said public hearing before the City Council was conducted in all respects as required by the San José Municipal Code and the rules of this City Council; and

WHEREAS, prior to making its determination on this Resolution, the Council reviewed and considered the Determination of Consistency with the Envision San José 2040 General Plan Final Program Environmental Impact Report (Resolution No. 76041), and the Supplemental Environmental Impact Report to the Envision San José 2040 General Plan Final Program Environmental Impact Report (Resolution No. 77617), and Addenda thereto;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE:

1. The above recitals are incorporated herein as findings for approval of the new San José Citywide Design Standards and Guidelines.

2. The San José Citywide Design Standards and Guidelines, attached hereto as Exhibit "A", are hereby adopted and fully replace the Commercial (1990), Industrial (1992), and Residential (1997) Design Guidelines for all applicable Planning applications submitted after the Effective Date. The Commercial (1990), Industrial (1992), and Residential (1997) Design Guidelines will continue to apply to all applicable Planning applications that are on file prior to the Effective Date.

3. The Director of Planning, Building, and Code Enforcement is delegated the authority to administratively update and/or revise the San José Citywide Design Standards and Guidelines provided the update and/or revisions are limited to making minor clarifications, corrections, or technical changes to the text and diagrams. All administrative updates and revisions shall be immediately published on the Department of Planning, Building, and Code Enforcement webpage.

4. The Effective Date of this Resolution is thirty (30) days after approval by the City Council.

ADOPTED this _____ day of _____, 2021, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

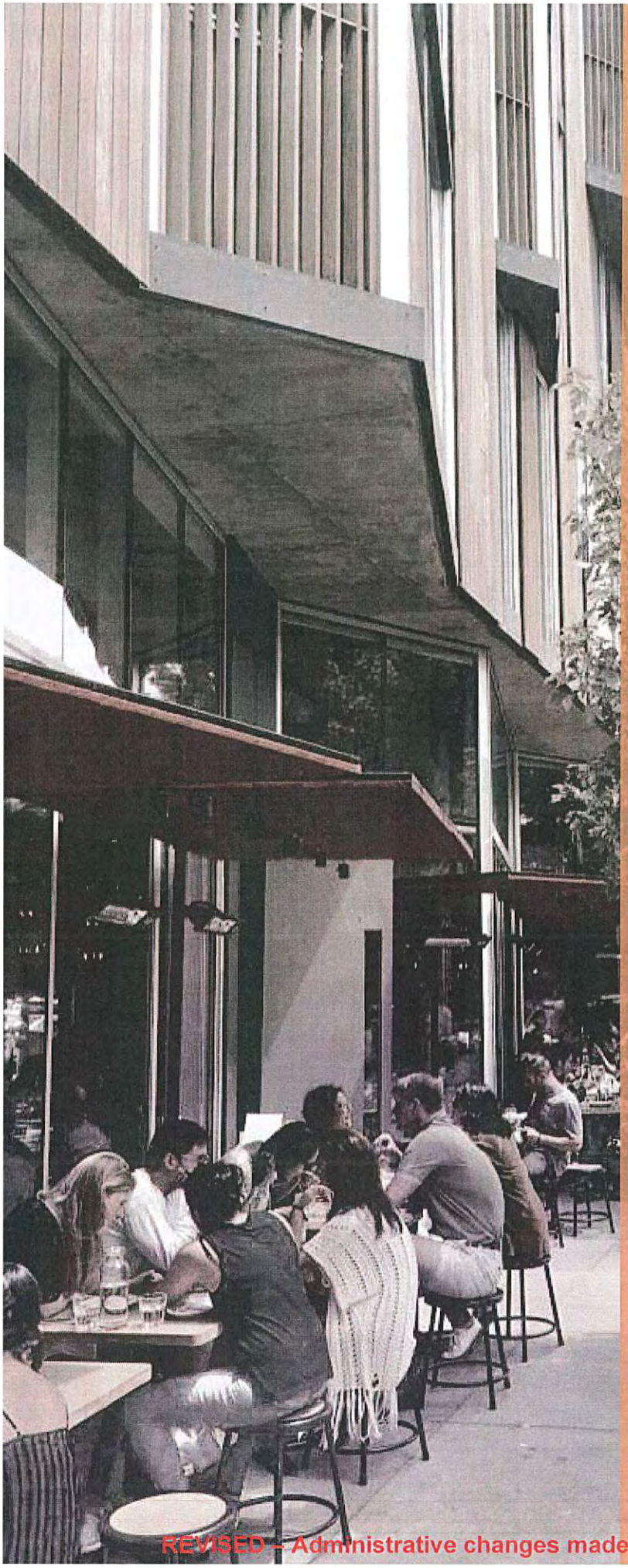
SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

Exhibit "A"
San José Citywide Design Standards and Guidelines

EXHIBIT "A"
(File Nos. PP20-015; ER20-265)



San José Citywide

DESIGN STANDARDS AND GUIDELINES

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

DRAFT: FEBRUARY 17, 2021

REVISED – Administrative changes made since original posting on 02-12-2021.

Acknowledgments

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David Cohen
Devora Davis
Magdalena Carrasco
Matt Mahan
Maya Esparza
Pam Foley
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Santa Clara Valley Audubon Society
Santa Clara Valley Transportation Authority
Sierra Club Loma Prieta Chapter

Consultants

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Van Meter Williams Pollack LLP

Special Thanks

These Design Standards and Guidelines were made possible with the Metropolitan Transportation Commission/Association of Bay Area Governments Priority Development Area (PDA) Staffing Assistance Program. This program addresses staff reductions that have limited the ability of cities to carry out work critical to implementing PDA Plans and Plan Bay Area. Customized consultant assistance is provided to jurisdictions to overcome policy or planning challenges to the adoption or implementation of PDA plans.

The City of San José would like to thank all those who participated in the community workshops, provided comments, or otherwise contributed to the development of this document.

Page intentionally left blank for funding, adaptation, or amendment information - To be provided by the City

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1.1.1 Background and Purpose

San José is the largest city in the Bay Area, covering 180 square miles and extending from the San Francisco Bay to the foothills of the Santa Clara Valley. It has been inhabited for thousands of years by indigenous people and it was the first pueblo of the Spaniards who arrived in 1777 to found the town. Most recently, the concentration of high-technology companies around San José has led the area to be known as Silicon Valley, influencing the architecture, geography, and sense of place in San José.

San José is composed of diverse communities supported by a well-established mix of residential, commercial, and industrial uses; public parks; cultural institutions; and employment centers. According to U.S. Census estimates between 1999 and 2019, San José's population has grown by over 15 percent in the past 20 years. The city has transitioned to more urban development to accommodate this growth. These conditions are an asset as well as a challenge to support a cohesive development that reflects the individual needs and character of the city's neighborhoods.

The San José Citywide Design Standards and Guidelines **(defined as: Design Standards and Guidelines)** will help the City facilitate growth, set expectations for high-quality site and building design, and maintain and enhance the character of its neighborhoods and communities. Compliance with the Design Standards and Guidelines will be mandatory in the Design Review process for all applicable developments *(see Subsection 1.1.2)*.

The Design Standards and Guidelines work in conjunction with other City documents and regulations to ensure that buildings throughout San José have a high-quality design and are appropriate for their site, function, and neighborhood.

Additional documents

Additional expectations apply to development in some areas of San José. Please refer to the documents listed below for more information. This list is not exhaustive and conformance with additional documents may be required at the time of development review. Documents and resources can be found at *www.sanjoseca.gov.*

- Envision San José 2040 General Plan (*General Plan*)
- San José City Council and Planning Commission Policies
- San José Municipal Code
- Private Sector Green Building Policy
- San José Complete Streets Design Standards and Guidelines
- Your Old House: Guide for Preserving San José Homes
- Public Art NEXT! San José Public Art Master Plan
- Cultural Connection: City of San José Cultural Plan
- San José Tree Policy Manual and Recommended Best Management Practices
- Vision Zero Action Plan
- San José Better Bike Plan 2025
- Solid Waste Enclosure Area Guidelines for New Constructions and Redevelopment Projects
- City of San José Green Stormwater Infrastructure Plan

Revisions

As part of the City Council Public Hearing process, the City Council adopted a resolution delegating authority to the Director of Planning, Building, and Code Enforcement to make minor clarifications, corrections, or technical changes to the text and diagrams of the Design Standards and Guidelines.

These revisions will also be published on the Planning, Building, and Code Enforcement web page at *www.sanjoseca.gov/planning*.

1.1.2 Applicability

The Design Standards and Guidelines are effective thirty (30) days after approval by the City Council ("Effective Date"). Any Planning application submitted after the Effective Date for a new permit or permit amendment is required to comply with the Design Standards and Guidelines, except for projects with Planning applications under review prior to the Effective Date. The San José Citywide Design Standards and Guidelines fully replace the Residential (1997), Commercial (1990), and Industrial (1992) Design Guidelines.

Areas where Guidelines apply

The Design Standards and Guidelines apply to the portions of the City of San José within the Urban Growth boundary, excluding:

- Single-family residences;
- Rehabilitation, modifications, or addition to historic buildings or adaptive reuse of historic buildings; and
- Downtown San José ~~and the~~, including the Diridon Station Area (where the Downtown Design Guidelines and Standards apply).

~~Projects in~~ For approved Urban Villages~~s~~ Plans, Specific Plans ~~Areas~~, North San José, ~~or~~ and other Area Development Policies, the standards and guidelines within those documents still apply and shall take priority; however, ~~are subject to the standards and guidelines within their respective applicable documents.~~ if those documents are silent on any specific design components, the design standards and guidelines ~~contained~~ in the Citywide Design Standards and Guidelines shall apply. ~~Design Standards and Guidelines shall apply for those design components only.~~

Exceptions to Standards

A project applicant may request an exception or exceptions to the design standards contained in the Design Standards and Guidelines. The exception process set forth in the Design Standards and Guidelines is in addition to concessions and waivers process under State Density Bonus laws or other applicable state laws.

The request must be made in writing as part of the Planning permit application for the proposed project. The application for an exception must contain detailed information on the design standard that is requested to be waived; how the physical constraints and unique situations of the project site make it infeasible to comply with that design standard; and how the request meets each exception requirement.

The decision-maker (Planning Director, Planning Commission, or City Council, as applicable) will consider the request and information provided and make findings to approve or deny the request.

The decision-maker shall only grant an exception if all the following findings are made:

- There is a physical constraint or unique situation that:
  1. Is not created by the project applicant or property owner; and
  2. Is not caused by financial or economic considerations.
- Approving the waiver will not create a safety hazard or impair the integrity and character of the neighborhood in which the subject property is located.
- The proposed project meets the intent of design standard under consideration to the extent feasible.

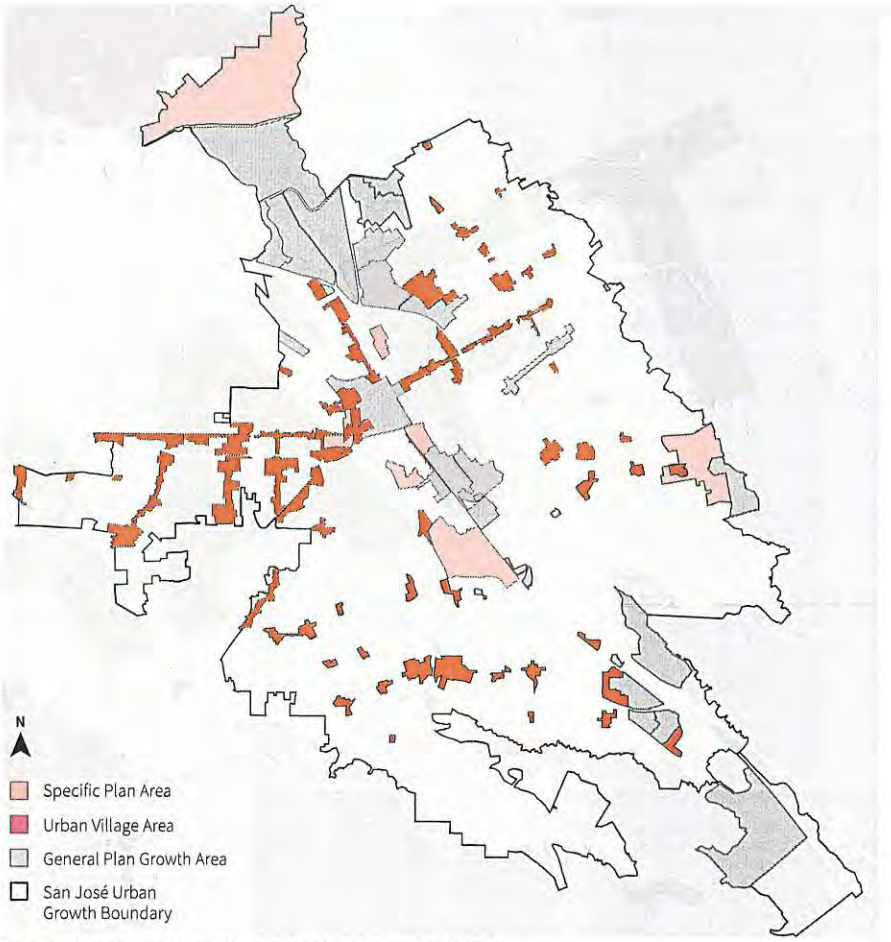


Fig. 1.1 Map showing Design Standards and Guidelines Applicability.

1.2.1 Values and Guiding Principles

The Values and Guiding Principles represent the reasoning and intent for both the overall document as well as the individual design standards and guidelines. They represent a mix of ideas from past community engagement efforts and existing City Council-approved documents.

Documents consulted include (but were not limited to):

- Envision San José 2040 General Plan
- San José Downtown Design Guidelines and Standards
- City of San José Mission Statement
- City of San José Smart City Vision
- Approved Urban Villages and Specific Plans

Values and Guiding Principles

Health and Active Design

Create safe and healthy environments that sustain San José's residents, businesses, and natural resources.

Guiding Principle 1: Design for Sustainability
Lead with *sustainable* building and site designs to support San José's *resilience* and resource stewardship, now and in the future.

Guiding Principle 2: Support Connectivity
Design safe, functional, and comfortable multimodal connections between activities that are accessible and easy to navigate by walking, bicycling, and public transit.

Guiding Principle 3: Implement Active Design
Incorporate active design strategies that make walking and bicycling enjoyable and safe for San José residents and visitors.

Well-Designed Development

Thoughtfully design places that create a pleasant experience for their users, relate to their surroundings, and create a positive long-term aesthetic impact.

Guiding Principle 1: Provide Quality Design
Create high-quality architecture and public spaces that create a pleasing experience for pedestrians and users.

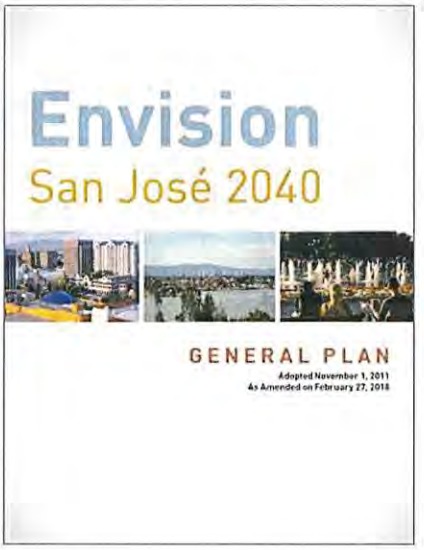
Guiding Principle 2: Analyze Context
Build projects that respond to San José's existing neighborhoods in design and scale.

Identity and Culture

Celebrate and emphasize San José's diversity of neighborhood characters and cultures.

Guiding Principle 1: Strengthen Community Character - Design places that reflect San José's existing residents and businesses and contribute to the physical, economic, social, and cultural character.

Guiding Principle 2: Design Equitable Places
Make spaces that recognize and support residents' and workers' activities across age, ability, culture, race, gender, and income.



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1.3.1 Document Structure

Document Structure

The Design Standards and Guidelines are organized into five chapters and an appendix:

1.0 Introduction

Explains why the Design Standards and Guidelines were created, their intended function, where they apply, and how to successfully implement them to create quality developments. Identifies the values and guiding principles that set the tone and direction for this document.

2.0 Site

Details Design Standards and Guidelines for laying out sites to support cohesive neighborhoods, complement surrounding buildings, bolster multimodal connectivity, and create comfortable and inviting places.

3.0 Building

Covers architectural detailing of buildings, including designing location-sensitive buildings, *articulating façades*, creating visual interest, and communicating building functionality and hierarchy through design.

4.0 Pedestrian Level

Explains building and site-design techniques that facilitate active streets and enhance community amenities.

5.0 Specific Development Types

Provides examples of how to apply Design Standards and Guidelines as 'roadmaps' for typical development categories, including townhomes, offices, and warehouses.

A.0 Appendix

Defines italicized terms used in the Design Standards and Guidelines and provides additional information regarding standards and guidelines.

Subsection Organization

Refer to *Fig. 1.2* for a visual guide of where to find individual features on each Subsection page. Each Subsection includes the following:

Section Name is the topic group that encompasses one or more Subsections.

Subsection Name includes the Subsection number and a title that briefly summarizes its content.

Guiding Principles identify the guiding principles supported by the Subsection *(See Subsection 1.2.1)*.

Objective identifies the purpose or primary objective of a Subsection.

Rationale explains the reasoning for a Subsection and introduces larger considerations for that specific topic.

Standards are objective requirements that are quantifiable and verifiable. Development projects must comply with Standards identified within this document (unless other adopted plans or policies prevail). Standards that are specific to residential, commercial, or industrial land uses (as defined in the *General Plan*) are listed under **"Additional Standards for General Plan Residential, Commercial, or Industrial Land Use Designations."**

Guidelines describe best practices and serve as overarching design guidance. Proposed commercial and industrial projects subject to the Design Standards and Guidelines must be in substantial conformance with the guidelines contained in the document. Guidelines provide a framework of design principles that supplement the mandatory design rules. Guidelines that are specific to residential, commercial, or industrial land uses as defined in *General Plan* are listed under **"Additional Guidelines for General Plan Residential, Commercial, or Industrial Land Use Designations."**

Related Subsections list other Subsections that are related to the topic or area that is being addressed.

General Plan Reference provides a list of sections from the *General Plan* that each Subsection generally supports.

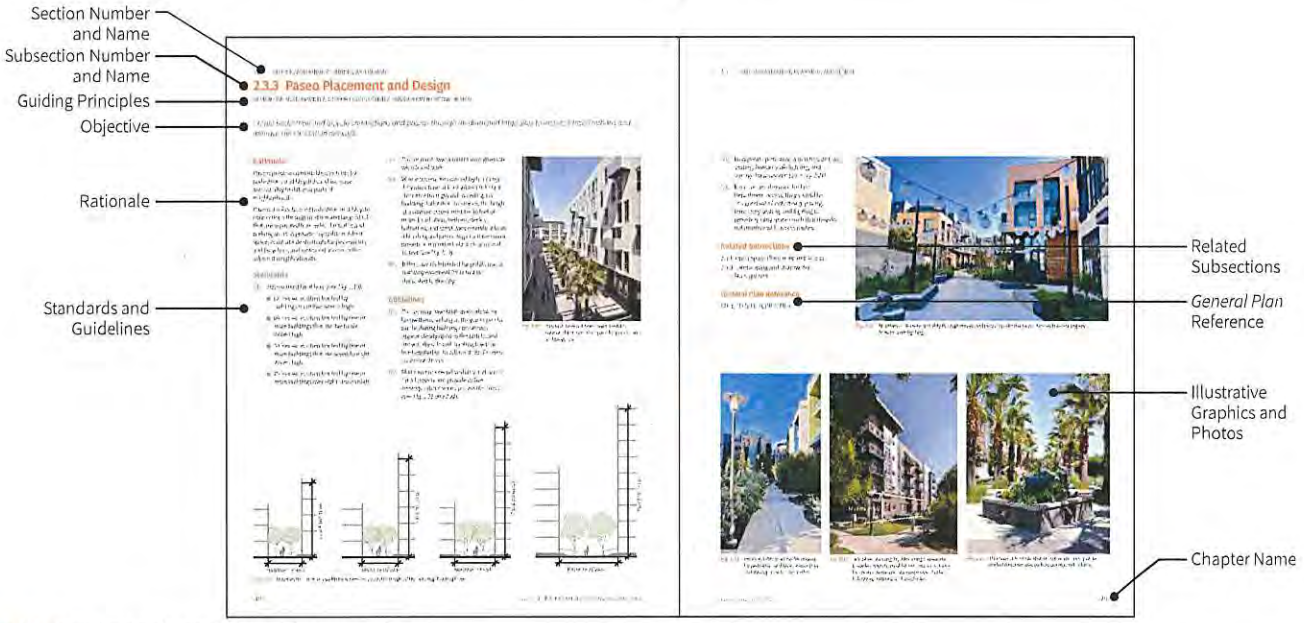

Fig. 1.2 Visual guide of where individual features are on each page.

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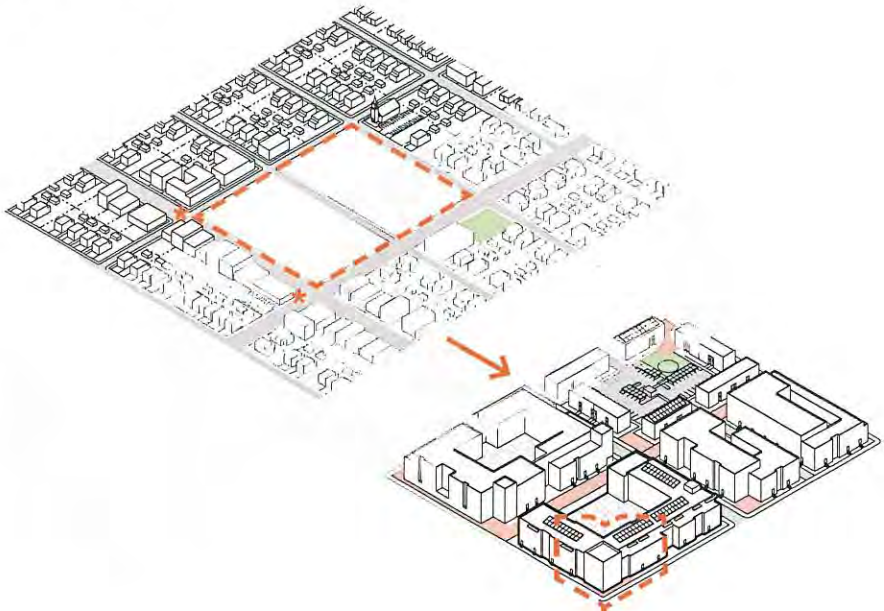
1.3.2 How to Use This Document

The following infographic illustrates the step-by-step process that designers and developers should follow for designing a project and identifies the chapters of this document containing the relevant Design Standards and Guidelines for each step.

2.0 Site

Examine the character of the surrounding *context*, including nearby historic buildings, and analyze the site's location within the City. Determine pedestrian, bicyclist, and vehicular traffic access points to the site. Use the existing patterns of development to inform site planning, organization, and design. Orient internal circulation and buildings to align with existing and planned circulation routes.

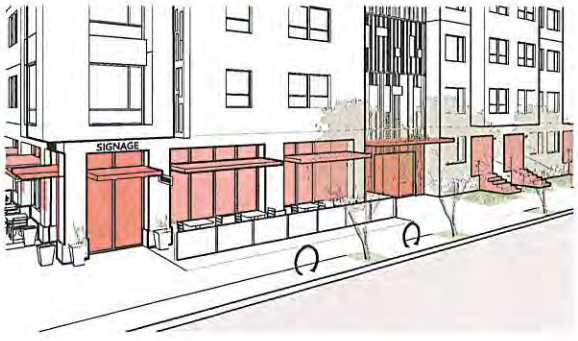


3.0 Building

Design *massing* and form to concentrate building and activity intensity at appropriate locations and provide transitions to lower intensity areas. *Articulate* building *massing* and *façades* to create *human-scale* developments that lead to an *active public realm*.

4.0 Pedestrian Level

Add visual interest to building *frontages* based on the interior uses to complement the development's surroundings and enliven the *public realm*. Utilize the *frontage and furnishing zones* to promote pedestrian activity and enhance the character of the development's street *frontage*.



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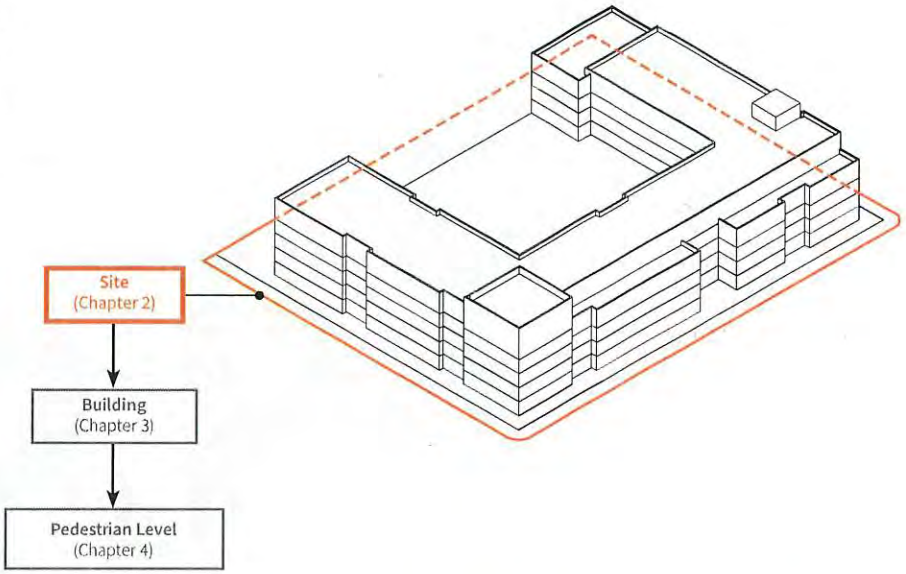
Introduction

This chapter provides site design standards and guidelines to support walkable, functional, and safe communities throughout San José. It also discusses the role of a building in a *block*, street, and larger urban *context*.

New construction and redevelopment projects are opportunities to build upon existing neighborhoods and create more pedestrian-friendly communities by supporting a larger *context* of open space patterns, uses, access to sunlight, circulation, and surrounding historic buildings. Increased pedestrian access, improved infrastructure for bicycle and *micromobility*, frequent placement of *public open spaces*, and connectivity to transit will bolster community vibrancy, as will thoughtful vehicular circulation and infrastructure.



The arrangement and design of buildings, spaces, circulation routes, and activities on a property or development site should be connected to its location. Site planning, organization, and design play an important role in the success of a development and in determining how well a development fits in and connects with its surroundings.

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2.1.1 Site, Surrounding Context, and Internal Site Circulation

ANALYZE CONTEXT, IMPLEMENT ACTIVE DESIGN, AND DESIGN FOR SUSTAINABILITY

Understand the importance of individual locations and how they respond to and connect with the surrounding context.

Rationale

A development project's design should relate to its surroundings or *context* using design strategies according to its size, location, and relationship to transit, streets, and pedestrian circulation.

While new developments may be of a different scale than their surroundings, using design elements such as *massing*, texture, and character to reflect the existing *context* helps in creating cohesive neighborhoods. It is also important to connect developments with their surroundings using internal site circulation to integrate better into the *context*.

Applicability

Confirm if the site is within an approved or designated Urban Village or Specific Plan or has historic adjacency. Then use the appropriate design strategies mentioned in these Design Standards and Guidelines.

Calculate the size of the development site to evaluate appropriate design toolkits relative to the scale of sites. Most sites fall in one of the below three categories *(see Fig 2.1)*:

- *Small Sites*: Development sites that have a total area of less than 10,000 square feet. *Small sites* either house a single building or one primary building with smaller accessory buildings.
- *Medium Sites:* Development sites, either a single parcel or multiple contiguous parcels, that have a total area between 10,000 and 75,000 square feet. These may or may not require an internal circulation network for vehicles, pedestrians, and bicyclists based on site organization and planning.
- *Large Sites:* Development sites, either a single parcel or multiple contiguous parcels, that have a total area of more than 75,000 square feet and require an internal circulation network.

Assess the surrounding character, topography, views, street patterns and types, existing land uses, *General Plan* land use designations, building types, and *public realm* to understand the site's role in the neighborhood.

Fig. 2.1 Design developments based on the size of sites. Analyze and understand the importance of a development site within the surrounding *context*.

Standards

S1. In areas with grid street patterns, align new *block* patterns and internal circulation such as driveway aisles, alleys, *private streets*, and *paseos* on *medium* and *large* sites with the existing surrounding street grid *(see Fig. 2.2).*

S2. Site grading outside the building footprint for new developments on hillside sites must not vary more than three feet from the existing grade.

S3. Site grading for new developments on hillside sites must be limited to 10 feet from the existing grade within the building footprint.

Guidelines

G1. Locate residential, commercial, and industrial activities near similar existing, planned, and allowed uses to reinforce surrounding activities, uses, and patterns of streets and *block* sizes *(see Fig. 2.2).*

G2. Create *accessible pedestrian connections* between new construction, transit stops, and community facilities such as parks, trails, community centers, religious buildings, and schools *(see Fig. 2.2).*

G3. Preserve on-site natural amenities such as *mature* trees, creeks, and riparian corridors and integrate them into the site planning and organization as design features or organizing elements. For example, locate a courtyard or an outdoor recreational space around an existing *mature* tree.

G4. Plan developments on hillside sites to follow the existing topography, maintain significant site views, and not obscure the silhouette of prominent ridgelines.

G5. Where cut-and-fill slopes are unavoidable on hillside sites, sculpt them to blend with the adjacent terrain.

G6. Minimize grading within 10 feet of property line such that the height of retaining walls above grade is four feet or less.

Related Subsections

2.1.2 Relationship to Transit
2.1.3 Block Size
2.3.2 Active Frontages

General Plan Reference

CD-3, CD-4, ER-6, LU-13

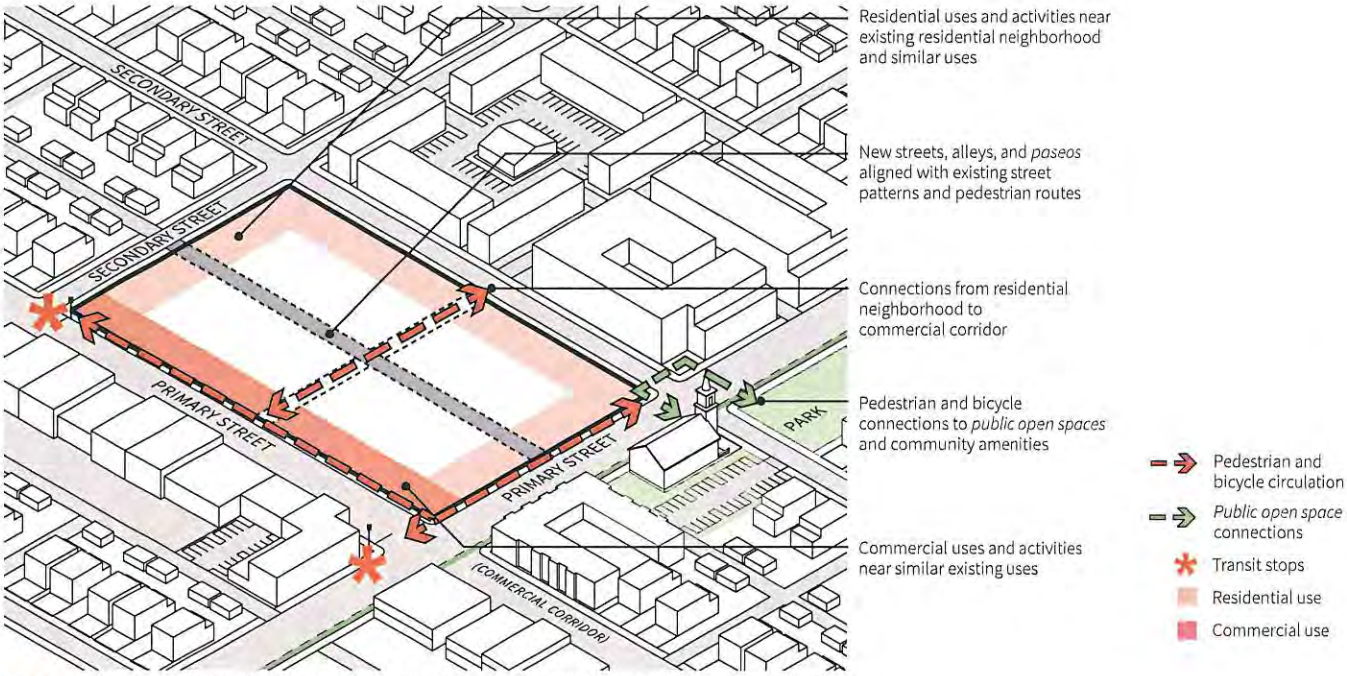


Fig. 2.2 Consider the location of uses and connections to the surrounding area before designing a new development.

REVISED – Administrative changes made since original posting on 02-12-2021.

2.1.2 Relationship to Transit

SUPPORT CONNECTIVITY AND IMPLEMENT ACTIVE DESIGN

Create convenient multimodal connections by orienting activities and amenities towards transit stops and stations.

Rationale

Developments near transit infrastructure should use transit resources to their fullest potential. This will help conserve resources, time, and energy, while also reducing negative environmental impacts.

High-density developments and clusters of activity near transit stations and major stops improve the likelihood that residents, employees, and visitors will use transit. Locating *active frontages* and amenities near transit stations also improves transit riders' experience.

Standards

S1. When located within 500 feet of a *Frequent Network* transit stop, locate the *primary building entrance* at the building *façade* closest to the transit stop *(see Fig. 2.5).*

S2. Do not locate driveways directly adjacent to bus stops, rail stations, and light rail corridors, unless there are no other streets adjoining the property.

S3. Do not place at-grade vehicle access to development sites across light rail tracks or within 60 feet of an active rail corridor unless the only access to the site from a public street is across the light rail tracks.

Guidelines

G1. Locate the highest intensity of any development(s) near transit, particularly rail transit stations and *Frequent Network* transit stops.

G2. Arrange *active frontages*, such as retail stores, offices, and on-site amenities on the part of site closest to transit stops *(see Fig. 2.3).*

G3. Place pedestrian and bicycle entrances such that they are connected to transit stops via streets, pedestrian walkways, and *paseos* lined with *active frontages*. When *direct access* cannot be provided due to site limitations, provide a path of travel uninterrupted by a driveway or parking area.

G4. Place publicly-accessible open spaces such as public plazas in locations that provide a place to rest between transit connections. Provide covered seating and *landscaping* to enhance pedestrian connections between *primary building entrances* and transit stops.

Related Subsections

2.1.1 Site, Surrounding Context, and Internal Site Circulation
2.2.1 Pedestrian and Bicycle Access Location
2.3.2 Active Frontages
3.2.1 Pedestrian and Bicycle Entrances Design
4.1.1 Commercial Frontages

General Plan Reference

CD-2, CD-3, LU-10, TR-1

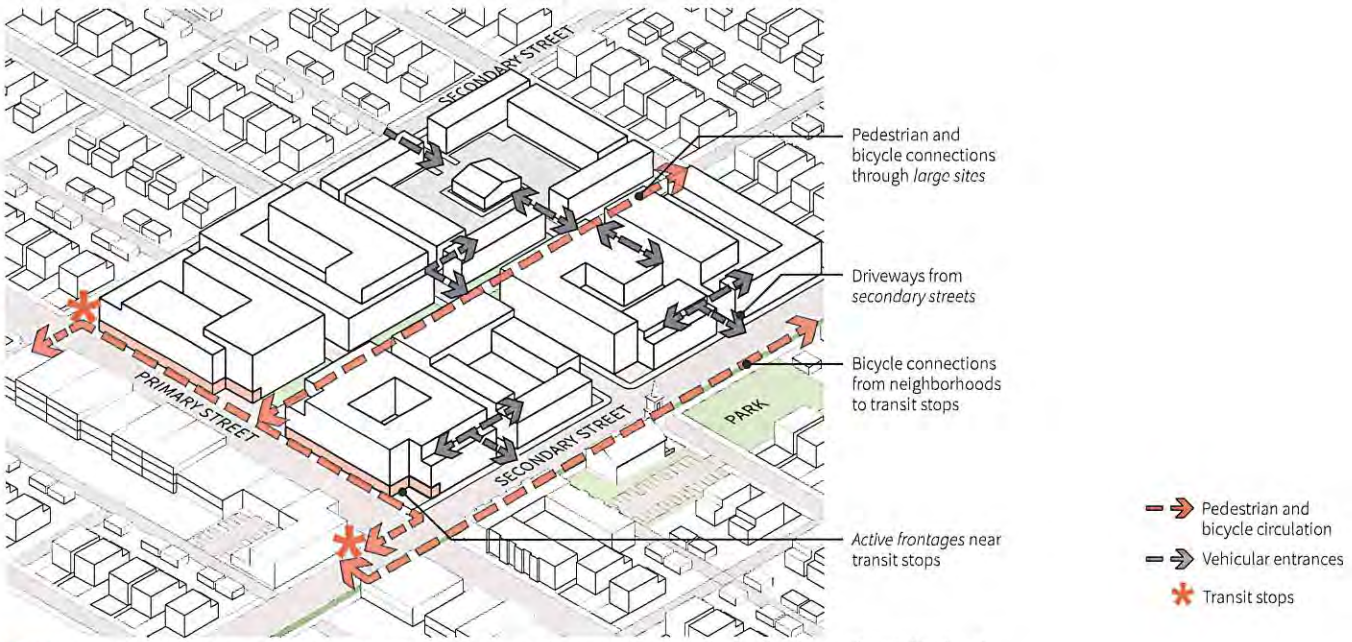


Fig. 2.3 Locate the highest intensity development near transit stations and create pedestrian paths that link them to the neighborhood.

2.1.3 Block Size

ANALYZE CONTEXT

Keep block sizes small to create a variety of multimodal transportation routes, promote pedestrian-friendly architecture, and increase views and wind flows.

Rationale

Blocks are the areas bounded by public rights-of-way and *public open spaces*. Smaller *block* patterns support a fine-grained development pattern that can improve transportation and create a variety of easy and convenient multimodal route choices.

Guidelines

G1. Limit the size of *blocks* to 400 feet by 300 feet or 120,000 square feet in *General Plan* Residential land use designations.

G2. When any dimension of a *block* in a *General Plan* Residential land use designation is more than 400 feet, provide a publicly-accessible pedestrian walkway, *paseo*, alley, or *private street* to make it easier for pedestrians and bicyclists to navigate *(see Fig. 2.4)*.

G3. Align new streets, *paseos*, and *public open spaces* with the existing street pattern and pedestrian routes.

G4. When changing existing street alignments, create new rights-of-way that are the same or greater width than what currently exists and have a dedicated space for movement of pedestrians and bicyclists.

G5. When changing existing street alignments for streets that are not planned for bicycle lanes or other right-of-way expansions, the street alignment should not be wider than what currently exists.

Related Subsections

2.3.3 Paseo Placement and Design

General Plan Reference

CD-3, CD-4

Fig. 2.4 Break large *blocks* into smaller areas to ease pedestrian circulation using *paseos*, pedestrian walkways, or *private streets*.

REVISED – Administrative changes made since original posting on 02-12-2021.

2.2.1 Pedestrian and Bicycle Access Location

STRENGTHEN COMMUNITY CHARACTER AND SUPPORT CONNECTIVITY

Maximize pedestrian access and shape project identity around entrances that accommodate both pedestrians and bicycles.

Rationale

Pedestrian and bicycle entrances connect buildings to their surroundings and encourage street activity. They should be clearly identifiable and easily accessible. Orienting them towards streets helps create active sidewalks and promotes a safe *public realm*.

Standards

S1. When developments have multiple entrances, locate them based on the following priority:

- Public transit
- *Primary streets*
- *Secondary streets*
- Publicly-accessible open spaces
- Alleys or internal site circulation

S2. All ground floor residential units fronting a street or *paseo* must have either one or a combination of:

- A primary *front door access* from the street or *paseo*; or
- A patio, balcony, or similar *private open space* placed along the street or *paseo*. The enclosure/railing for such an amenity must be at least 50 percent transparent and must be integrated in the design of the development.

S3. Locate *primary building entrances* for residential buildings on a development site such that they are within 15 feet of a public sidewalk or publicly-accessible open space, uninterrupted by parking lots or vehicular circulation areas *(see Fig. 2.5)*.

S4. Provide *direct access* for all lobbies, *public open spaces*, and *paseos* from the street or publicly-accessible pedestrian walkways *(see Fig. 2.6)*.

S5. Place the *primary building entrance* such that it can be accessed from a street, *public open space*, *semi-private open space*, or *POPOS*.

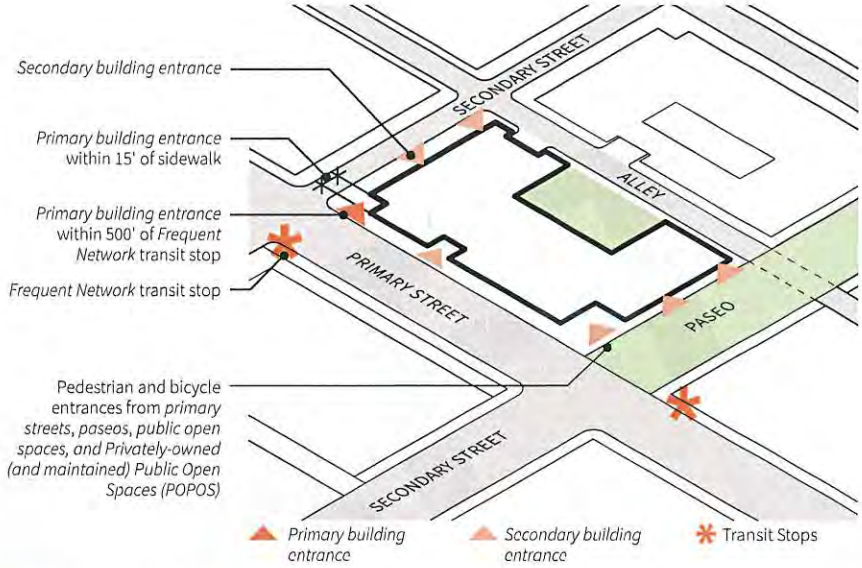


Fig. 2.5 Locate pedestrian and bicycle entrances to be *directly accessible* from *primary streets* and close to transit stops, and *public open spaces*.

Guidelines

G1. Provide frequent entrances and openings in building *façades* to connect buildings to the *public realm*.

G2. For *medium* and *large development sites*, create pedestrian walkways and bicycle paths that provide easy access to and through the development site from public rights-of-way.

G3. When a mixed-use development with commercial uses on the ground floor has multiple *façades*:

- Locate the *primary building entrance* for commercial uses at the building edge that faces a *primary street* or a *public open space*.
- Locate the *primary building entrance* for residential uses at the *secondary street* to maximize the leasable space for commercial uses.

Fig. 2.6 A convenient and clearly-visible pedestrian and bicycle entrance.

Related Subsections

2.1.1 Site, Surrounding Context, and Internal Site Circulation
2.1.2 Relationship to Transit

General Plan Reference

CD-2, CD-3, TR-1, TR-2

2.2.2 Driveways and Vehicle Drop-offs

ANALYZE CONTEXT AND SUPPORT CONNECTIVITY

Separate driveways from pedestrian rights-of-way and other multimodal transportation services.

Rationale

Driveways create large gaps in the *streetwall*, increase safety risks for pedestrians and bicyclists, and negatively impact the continuity of walkways and *active frontages*. Sharing driveways, limiting the number of driveways for each development, and designing them thoughtfully can help mitigate some of these negative impacts.

Standards

S1. Locate curb cuts at least 20 feet away from publicly-accessible open spaces and 50 feet away from pedestrian and bicycle entrances, except within porte-cochères and for sites with less than 60 feet of street *frontage*.

S2. Entrance/exit driveways must be limited to a maximum of two per 200 feet on all mid-*block* parcels. For mid-*block* parcels with less than 200 feet of street *frontage*, provide only one entrance/exit driveway. Provide a maximum of one driveway on each street for corner parcels with over 200 feet of total street *frontage*.

S3. For corner parcels or properties with two intersecting streets, provide the vehicular and driveway access on the *secondary street* or the street with lesser pedestrian, bicycle, and vehicular circulation *(see Fig. 2.7 and 2.9)*.

S4. Do not locate individual residence garages, parking pads, and driveways along *primary streets*, except for duplexes. Where provided, locate them along *secondary streets*, alleys, or *private streets (see Fig. 2.8)*.

S5. Do not create single-purpose driveways to roll out *solid waste* bins or access utility rooms. These facilities must be accessed through internal driveway aisles or shared with the main driveway.

Guidelines

G1. Share driveways and parking circulation with adjacent property owners within appropriate easements to avoid multiple driveways along *primary streets*.

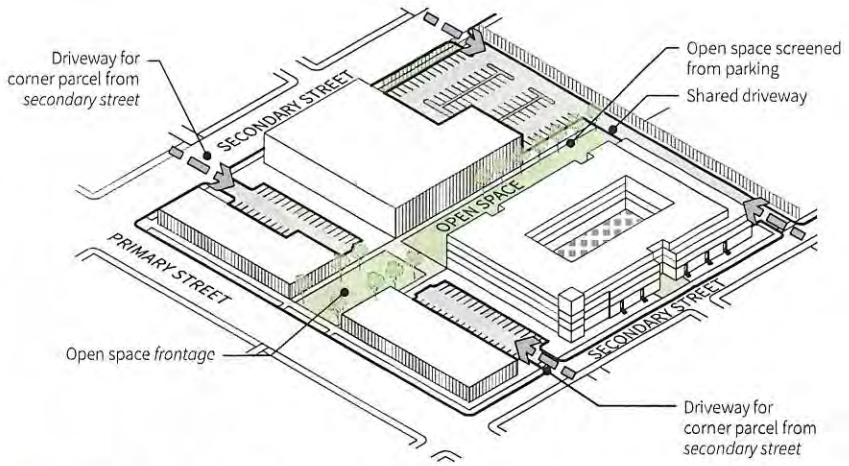


Fig. 2.7 Limit the number of driveways for every site to mitigate their negative impact on the *public realm* and locate them on *secondary streets* unless no other location is possible.

G2. When vehicle drop-off spaces are provided, locate them to the side or rear of buildings.

G3. Locate driveways to the side or rear of a development site unless no other alternative is available.

G4. Do not locate drive-through lanes between the building and streets, pedestrian walks, or *paseos*. Use the backside of interior parcels as a stacking lane for vehicles to allow maximum pedestrian access and *active frontages* on *primary* and *secondary streets*.

G5. When provided, security gates and check point kiosks must be set back a minimum of 50 feet from the back of curb to provide enough on-site queuing length for at least three vehicles to stack.

Related Subsections

2.2.1 Pedestrian and Bicycle Access Location
3.2.2 Vehicular Entrances and Driveways
3.3.5 Parking Garage Design

General Plan Reference

CD-1, TR-5, VN-1

Fig. 2.8 Locate garages, parking pads, and driveways for individual residences on *secondary streets*, alleys, or *private streets*.

Fig. 2.9 Locate driveways on *secondary* or less prominent streets away from *public open spaces* and street intersections.

2.2.3 Services and Utilities Access and Location

ANALYZE CONTEXT AND IMPLEMENT ACTIVE DESIGN

Locate services, utilities, and their access away from active frontages, pedestrian, bicycle, and transit areas.

Rationale

Adequate service and utility facilities are critical to the functionality of buildings. However, these facilities interfere with the continuity of *active frontages, façade* transparency, and other community characteristics that support a positive *public realm.*

Sensitive placement of service areas, utilities, and service entrances supports pleasant and safe public spaces and makes walking, bicycling, and riding public transit enjoyable.

Standards

S1. If the Fire Department or any utility companies require access to on-site facilities from the street, locate services and utilities such that:

- They occupy less than 25 percent of ground floor *street-facing building façades.*
- They occupy less than 25 percent of each ground floor *street-facing building façade*, if there is more than one *façade* that faces a street.

S2. Provide a covered area for *solid waste* collection when it is located outside the building envelope *(see Fig. 2.10).*

S3. Screen all services and utilities located outside the building envelope that are within 30 feet of a public right-of-way *(see Fig. 2.10).*

S4. Provide *access* for utilities and waste collection from *secondary streets,* alleys, or *private streets*. Only provide access to service areas from *primary streets* for sites that do not have site *frontage* along any *secondary street,* alley, or *private street (see Fig. 2.11).*

Additional Standards for General Plan Commercial and Industrial Land Use Designations

S5. Place service yards, utilities, and their access at least 50 feet away from residential uses.

Guidelines

G1. Locate all utility and service areas and access at least 50 feet away from street intersections and *primary building entrances*, measured from the edge of the driveway to the closest edge of the building entrance or open space *(see Fig. 2.14).*

G2. For *small sites* or mid-*block* parcels that can only be accessed from the front, on a site less than 50 feet wide, place all utilities and services at a location farthest from any street intersections and *primary building entrance (see Fig. 2.14).*

G3. For purposes of screening, locate utilities and services (e.g., transformers, backflow preventers, electrical and mechanical equipment rooms, service yards, and *solid waste* collection) at the side or rear of the development site, while still allowing enough space for maintenance. Utilities and services that can be placed in a building or are fully screened from the *public realm* can be located in the front of the development.

G4. Establish a service and utility area for each building on a *medium* or *large site* with multiple buildings located away from the *public realm.*

G5. Locate service and utility access points for development sites with multiple *frontages* based on the following priorities *(see Fig. 2.14):*

- Alleys and on-site parking lots
- *Secondary streets*
- Publicly-accessible open spaces
- Any streets with at-grade light rail transit that do not have *direct pedestrian access*
- *Primary streets*

G6. Provide a minimum 22'-wide alley, driveway, or *private street* for waste collection vehicle access to servicing locations. Allocate the room required for waste collection vehicles to access the *solid waste* servicing locations and collect waste.

Fig. 2.10 Screen on-site *solid waste* and utility areas located outside the building.

Fig. 2.11 Service access from *secondary street.*

Fig. 2.12 An on-site *solid waste* area located inside a building.

G7. Provide vehicular turnarounds on driveways for loading areas and service yards as required by local utility and waste collection companies.

G8. Put transformers below grade in vaults whenever allowed by local utility companies.

G9. For new developments implementing signal modifications at intersections with signal cabinet locations along their street *frontage*, the signal cabinets shall be subject to relocation and placement within buildings at the corner lots per City direction.

Additional Guidelines for General Plan Commercial and Industrial Land Use Designations

G10. Access the service bays for commercial and industrial developments from *private streets* or internal site circulation and not directly from the street.

Related Subsections

2.3.2 Active Frontages
3.2.3 Services and Utilities Entrances and Design

General Plan Reference

CD-1, TR-5, VN-1

Fig. 2.13 Services located at *secondary streets*, alleys, or *private streets*.

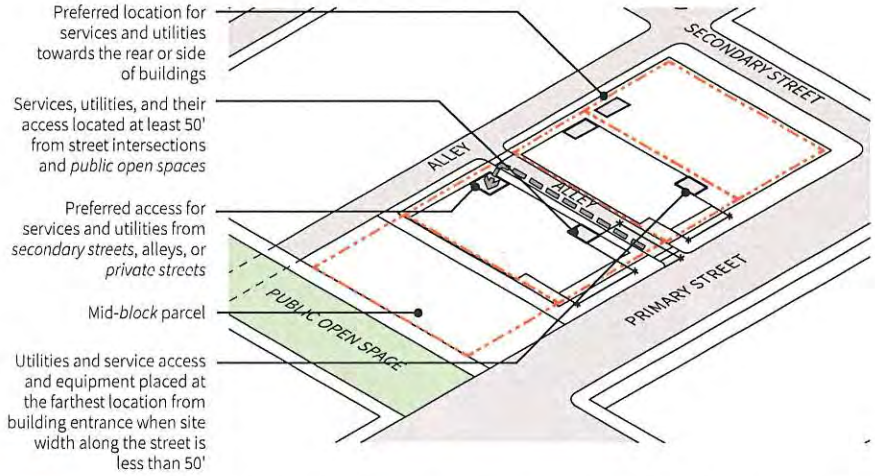


Fig. 2.14 Locate services, utilities, *solid waste* collection, and their access along alleys or *secondary streets*, away from *primary streets* and *public open spaces*. For mid-*block* parcels with only *primary street frontage*, locate them 50 feet away or at the farthest location on-site from the *primary building entrance* and *public open space*.

REVISED – Administrative changes made since original posting on 02-12-2021.

2.3.1 Building Placement

ANALYZE CONTEXT, PROVIDE QUALITY DESIGN, AND IMPLEMENT ACTIVE DESIGN

Activate the public realm by placing buildings near streets and public open spaces.

Rationale

Places designed for people encourage interaction and connections between people and environment. Locating buildings with *active frontages* along streets and public spaces such as sidewalks, *paseos, POPOS,* and plazas helps frame the space and contributes energy, visual interest, and *eyes-on-the-street.*

Standards

S1. To create a continuous *streetwall,* place at least 75 percent of the ground floor *primary street-, paseo-,* or *public open space-* facing (except riparian corridor) *façades of* buildings with the primary commercial or residential use within five feet of the *setback* or easement line (whichever is more restrictive) *(see Fig. 2.15 and 2.16).* When there are multiple buildings on the site, 75 percent of the sum of all *primary street-, paseo-,* and *public open space*-facing ground floor building *façades* must be considered in the calculation above. This standard does not apply when the width of sidewalk is equal to or less than 10 feet.

S2. To create a continuous *streetwall,* place building *façades* with the primary commercial or residential use within five feet of the *setback* or easement line (whichever is more restrictive) for at least 60 percent of the *site frontage* along *secondary streets (see Fig. 2.15 and 2.16).* When there are multiple buildings on the site, 60 percent of the sum of all *secondary street-facing* ground floor *building façades* must be considered in the calculation above. This standard does not apply when the width of sidewalk is equal to or less than 10 feet.

Guidelines

G1. On *medium* and *large sites,* ensure that buildings are placed parallel to the street-facing or open space-facing property lines to visually frame the street and the open space *(see Fig. 2.15).*

G2. Place buildings to create edges and provide definition for streets, *public open spaces*, *paseos,* and *POPOS.*

G3. Design buildings to maximize their solar exposure for natural heating and cooling effects by orienting them according to the local climate.

Related Subsections

2.1.2 Relationship to Transit
2.3.2 Active Frontages
3.1.1 Massing Relationship to Context
3.1.3 Historic Adjacency
4.1.3 Mitigating Blank Walls

General Plan Reference

CD-1, CD-2, CD-3, MS-1, MS-2, PR-7

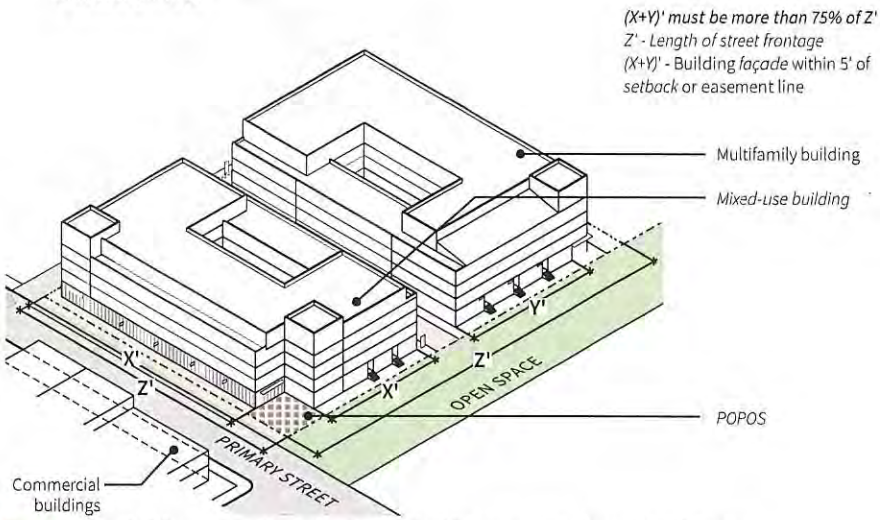
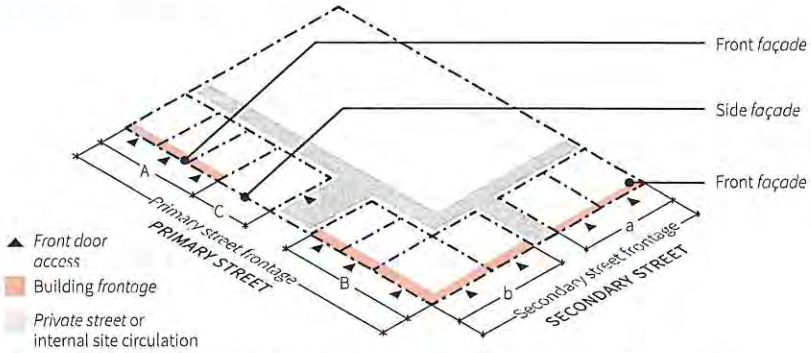


Fig. 2.15 Place buildings along public rights-of-way and *public open spaces* to frame the *public realm.*



Primary street building *frontage* (A + B + C) equal to or greater than 75% Total *Primary street* site *frontage*
Secondary street building *frontage* (a + b) equal to or greater than 60% Total *Secondary street* site *frontage*
(*A, a, B, b represent buildings' front *façade* facing the street; C represents buildings' side *façade* facing the street)

Fig. 2.16 Building *frontages* requirements for *primary streets* and *secondary streets* on sites with multiple buildings such as townhouses, apartments, triplexes etc. Continuous *active frontages* along streets are strongly encouraged.

2.3.2 Active Frontages

IMPLEMENT ACTIVE DESIGN AND STRENGTHEN COMMUNITY CHARACTER

Enhance the character of streets and public open spaces by placing active frontages near and around public rights-of-way and with clear visibility of streets, sidewalks, and public open spaces.

Rationale

Active frontages along streets and *public open spaces* enhance the visual interest and safety of streets and neighborhoods and help to create a sense of place.

Standards

S1. For buildings with multiple *frontages*, when *active frontages* are provided, orient them based on the following priority:

- *Primary streets*
- Public transit
- *Secondary streets*
- Publicly-accessible open spaces
- Alleys or internal site circulation

Guidelines

G1. Where appropriate, use doors, windows, and seating to extend activities into the *public realm* and to connect building *frontages* with *streetscapes (see Fig. 2.17 and 2.18)*.

Additional Guidelines for General Plan Commercial and Industrial Land Use Designations

G2. Balance the desire for well-lit workspaces and keeping new products and ideas secure by locating *active frontages* and less-sensitive facilities such as cafeteria, fitness, and lobbies along the *primary street façade*.

Related Subsections

2.1.1 Site, Surrounding Context, and Internal Site Circulation
2.2.2 Driveways and Vehicle Drop-offs
2.2.3 Services and Utilities Access and Location
2.3.1 Building Placement
4.1.3 Mitigating Blank Walls

General Plan Reference

CD-1, LU-2, VN-1

Fig. 2.17 Locate *active frontages* (when provided) such as retail stores and office spaces along public rights-of-way.

© Image:David Baker Architects, Photo: Bruce Damonte

Fig. 2.18 Locate *active frontages* (when provided) such as fitness and common amenities along public rights-of-way.

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2.3.3 Paseo Placement and Design

DESIGN FOR SUSTAINABILITY, SUPPORT CONNECTIVITY, AND IMPLEMENT ACTIVE DESIGN

Create paseos through medium and large sites to improve the circulation network and increase travel options for pedestrians and bicyclists.

Rationale

Paseos are *landscaped* pedestrian and bicycle connections through medium and large *blocks* that are separated from vehicular traffic and parking areas to provide enjoyable outdoor space, comfortable shortcuts for pedestrians and bicyclists, and increased access to the adjacent neighborhoods.

Standards

S1. *Paseos* must be at least *(see Fig. 2.19)*:

- 12 feet wide, when fronted by buildings up to four stories high.
- 16 feet wide, when fronted by one or more buildings that are five to six stories high.
- 20 feet wide, when fronted by one or more buildings that are seven to eight stories high.
- 25 feet wide, when fronted by one or more buildings over eight stories high.

S2. *Paseos* must have a minimum eight-foot-wide *travel path*.

S3. Where *paseos* are covered by buildings, they must have at least 20 feet of height clearance from ground to ceiling. For buildings taller than six stories, the height of a covered *paseo* must be 34 feet or more. In addition, trellises, decks, balconies, and *sunshades* extending from a building and projecting in a *paseo* must provide a minimum height clearance of 10 feet *(see Fig. 2.23)*.

S4. If the *paseo* is intended for public use, a *pathway easement (PE)* must be dedicated to the City.

Guidelines

G1. *Paseos* may have built space above or below them, so long as they are open to public during building operations, appear clearly open to the public, and are visually safe with lighting levels at least equivalent to adjacent *public open spaces* or streets.

G2. Maintain end-to-end visibility and access for all *paseos* and provide *active frontages* that create *eyes-on-the-street (see Fig. 2.21 and 2.22)*.

G3. Incorporate pedestrian amenities such as seating, *human-scale* lighting, and signage for *wayfinding (see Fig. 2.21)*.

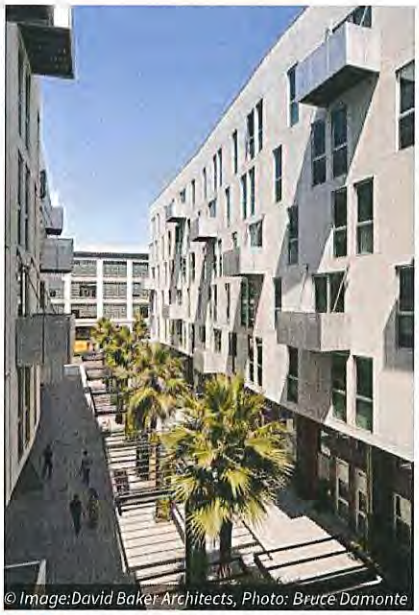

Fig. 2.20 A minimum 8-foot *travel path* provides comfortable movement space for pedestrians and bicyclists.

Fig. 2.19 Maintain the minimum width for *paseos* based on the height of the buildings fronting them.

REVISED – Administrative changes made since original posting on 02-12-2021.

G4. If *paseos* are also used for Fire Department access, they should be designed with *landscaping*, paving, *temporary* seating, and lighting to provide quality spaces such that they do not interfere with access routes.

Related Subsections

2.3.4 Open Space Placement and Access
2.3.8 Landscaping and Stormwater Management

General Plan Reference

CD-3, CD-5, LU-9, PR-7, TR-2

Fig. 2.21 Maintain end-to-end visibility through *paseos* and provide pedestrian amenities such as seating and *human-scale* lighting.

Fig. 2.22 Provide *publicly-accessible paseos* for pedestrian and bicycle access to and through development sites.

Fig. 2.23 *Articulate* building *façades* along *paseos* and provide a minimum of 10 feet height clearance between *paseos* and building elements like balconies, trellises, and *sunshades*.

Fig. 2.24 Use *paseos* to create shorter *blocks* and incorporate pedestrian amenities such as seating and lighting.

REVISED – Administrative changes made since original posting on 02-12-2021.

2.3.4 Open Space Placement and Access

ANALYZE CONTEXT, DESIGN FOR SUSTAINABILITY, SUPPORT CONNECTIVITY, AND IMPLEMENT ACTIVE DESIGN

Open spaces define community character, enhance pedestrian circulation, and highlight local destinations.

Rationale

Well-placed open spaces can support quality connections and *active uses*, provide transitions between various uses, and be a destination for recreation, gatherings, and community activities.

Open spaces can be divided into four categories:

- *Privately-Owned (and maintained) Public Open Spaces (POPOS)*
- *Semi-Private Open Spaces*
- *Common Open Spaces*
- *Private Open Spaces*

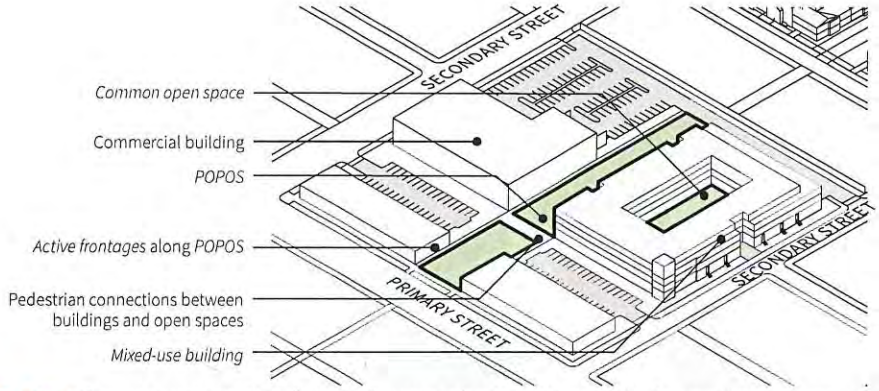

Fig. 2.25 When open spaces are physically or visually connected to the buildings on a development they encourage *active uses* and community activities. They also provide an opportunity for quality transitions between various uses, on-site buildings, and the surrounding *context*.

Standards

S1. Where provided, locate *POPOS* such that they are physically and visually connected to at least one street or *public open space* and physically accessible from lobbies, amenity areas, and pedestrian and bicycle entrances facing the space via walkways or pedestrian paths *(see Fig. 2.25)*.

S2. Where *common open spaces* are provided on a *medium or large site*, ensure that all buildings have physical access to at least one of them via walkways or pedestrian paths from inside of the buildings.

S3. Where provided, place *POPOS* and *semi-private open spaces* within two vertical feet of grade from the adjacent sidewalk.

S4. Where provided and where building *façades* face a *POPOS*, place *active frontages* along at least 50 percent of the ground floor.

Guidelines

G1. Create *semi-private open spaces* to transition between the *public realm* and ground-floor building uses, such as residences, retail storefronts, and administrative industrial operations.

G2. When provided, create visual connections between *common* and *private open spaces* and the *public realm* using *portals* or other transparent materials.

G3. Incorporate *POPOS* and *semi-private open spaces* into a network of pedestrian connections between all the buildings on site *(see Fig. 2.26 and 2.27)*.

Related Subsections

4.2.1 Privately-Owned (and Maintained) Public Open Space Design
4.2.2 Common and Private Open Space Design

General Plan Reference

LU-9, PR-7, TR-2, VN-5

Fig. 2.26 A *POPOS* located at the building entrance towards the street.

Fig. 2.27 A *semi-private open space.*

Fig. 2.28 A *common open space* allows building occupants to interact with each other.

2.3.5 Bicycle Parking Placement

DESIGN FOR SUSTAINABILITY AND IMPLEMENT ACTIVE DESIGN

Locate bicycle parking in safe and convenient places near building entrances.

Rationale

Providing accessible, secure, and protected bicycle parking and other support facilities is an important step toward making bicycling a convenient, seamless, and preferred mode of transportation.

Should on-site parking areas become necessary for new transportation devices such as electric scooters, they should follow the guidelines provided in this subsection.

Bicycle parking falls into two categories:

- **Short-Term** - for visitors, guests, and business patrons.
- **Long-Term** - for tenants and occupants of a building or development.

Standards

S1. Locate at least 40 percent of the required bicycle parking on the ground floor with direct physical access to an elevator or building exit.

S2. Place bicycle parking so that bicyclists do not have to cross vehicular parking or drive aisles to enter the building.

S3. When provided outside the building, long-term bicycle parking must be within 50 feet of at least one building entrance for *small sites* and within 100 feet of at least one building entrance for *medium* and *large sites*.

S4. When located outside the building, connect bicycle parking to the pedestrian network by providing a minimum five-foot-wide pathway or walkway between them.

Guidelines

G1. Locate short-term bicycle parking such that it is easily accessible, well-lit, and clearly visible.

G2. Provide at least one of the following amenities in short-term bicycle parking areas: lounges, repair stations, lockers, changing rooms, and showers, in residential (only for employees), mixed-use, commercial, and industrial developments.

Fig. 2.29 Bicycle parking within the lounge of a commercial building.

G3. Add lighting and video surveillance to long-term bike parking.

G4. Allocate space for cargo-bikes, and electric bikes at the ground-floor level.

G5. For multifamily developments with bicycle parking in each dwelling unit, provide an additional bicycle parking area for employees and visitors.

Related Subsections

2.2.1 Pedestrian and Bicycle Access Location
2.2.2 Driveways and Vehicle Drop-offs

General Plan Reference

TR-1, TR-2, TR-11

Fig. 2.30 Uncovered short-term bicycle parking that doubles as public art.

Fig. 2.31 Bicycle storage inside a building.

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2.3.6 Vehicular Parking Placement and Surface Parking Design

DESIGN FOR SUSTAINABILITY, PROVIDE QUALITY DESIGN, AND IMPLEMENT ACTIVE DESIGN

Surface parking areas should not interfere with walkability and urban vitality.

Rationale

A well-designed parking lot benefits both visitors and occupants of developments. It provides easy access and circulation for residents, employees, or visitors, as well as pedestrians, bicyclists, and deliveries to the development.

Standards

For S1 and S2 below, City of San José Department of Public Works may require greater distances than these minimums at the time of development review.

S1. For *medium* and *large sites*, place the first parking stall at least 30 feet away from the driveway when accessing a parking lot from a *primary street* to allow cars to stack on site rather than in the street.

S2. Place the first parking stall at least 20 feet away from the driveway when accessing a parking lot from a *secondary street*, alley, or *private street (see Fig. 2.32).*

S3. Screen at least 75 percent of surface parking from *primary streets, secondary streets, public open spaces*, and adjacent sites with Mixed-Use and Residential *General Plan* land use designations using *landscaping* or three-foot-tall architectural elements that (at least one of the following):

- Utilize the same materials, colors, and lighting fixtures as the site or building *façades* on the property for at least 75 percent of the area.
- Are covered with *landscaping* or public art for at least 75 percent of the total length along *public open spaces*, *primary streets*, and *secondary streets*.

S4. Provide a five-foot-wide pedestrian walkway, at minimum, to connect buildings and parking or other walkways for at least every 200 feet *(see Fig. 2.32).*

S5. Parking areas located in the front *setback* area or at the front property line must be less than 25 percent of the site *frontage* along *primary streets* and *public open spaces* and less than 40 percent of the site *frontage* along *secondary* and *private streets.*

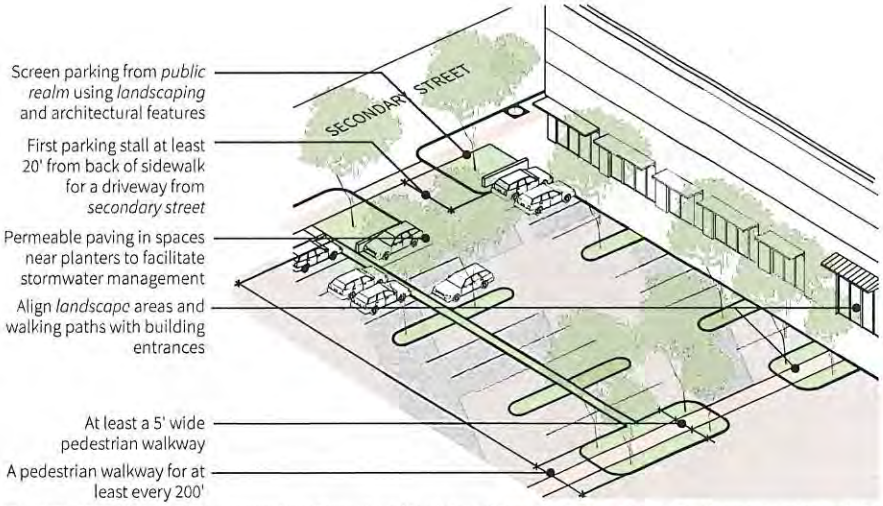

Fig. 2.32 Provide pedestrian connections through parking lots and incorporate *Low Impact Development* strategies *(LID)* into parking lot design.

Guidelines

G1. On corner lots, locate parking facilities towards *secondary streets* and away from *primary streets*, building entrances, and public walkways.

G2. Combine parking areas, driveways, and circulation routes for adjoining sites to reduce the amount of space dedicated to vehicular uses *(see Fig. 2.33).*

G3. When provided, pavers should have a high *albedo* surface to mitigate thermal loading and reduce heat island effects.

G4. Vary the color and texture of paving materials to distinguish pedestrian and vehicular areas, improve pedestrian safety, and minimize asphalt usage, using colored, textured, or patterned concrete pavers or aggregate.

G5. Integrate *green stormwater infrastructure* and *Low Impact Development (LID)* infrastructure into parking lot design.

G6. Maintain driver visibility while entering or exiting a development site from the *public realm* by keeping the sides of the driveway clear of *landscaping* and screening elements at driver's eye level.

Related Subsections

2.2.2 Driveways and Vehicle Drop-offs
3.2.2 Vehicular Entrances and Driveways
2.3.8 Landscaping and Stormwater Management

General Plan Reference

CD-1, ER-8, MS-3, TR-1, TR-8

Fig. 2.33 Connect parking lots and carports to buildings with safe and attractive pedestrian walkways.

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2.3.7 Site Lighting

DESIGN FOR SUSTAINABILITY, PROVIDE QUALITY DESIGN, AND IMPLEMENT ACTIVE DESIGN

Use lighting to create energetic, safe, and inviting public spaces.

Rationale

Effective and attractive lighting creates safe and lively environments for pedestrians, bicyclists, vehicles, residents, and visitors while mitigating light pollution.

Standards

S1. Orient all site lighting directly downwards to prevent light pollution and excess glare in the *public realm (see Fig. 2.35).*

S2. Illuminate a zone of a maximum of five feet in front of the ground floor *façade* for all *active frontages* such as retail, offices, and community rooms.

S3. In *General Plan* Residential and Mixed-Use land use designations, the height of a lighting fixture must be *(see Fig. 2.34):*

- Up to three feet for *walking paths* through open space.
- Up to 12 feet, when the distance of the fixture from the adjacent residential property line is less than twice the height of the fixture.
- Up to 25 feet, when the distance of the fixture from the adjacent shared property line is more than twice the height of the fixture.
- 12 to 16 feet tall when adjacent to retail.

S4. At least one pedestrian and bicycle circulation route must have an unbroken line of lighting from site entrance to the building entrance.

S5. Fully illuminate all service yards and access to services and utilities.

S6. All site lighting fixtures must be fully shielded (full cut-off) to prevent light from aiming skyward and light spillage and glare that can be seen from above.

S7. Keep the maximum color temperature for outdoor lighting below 2700 Kelvin, except for outdoor decorative lighting from November 15 to January 15.

Additional Standards for General Plan Commercial and Industrial Land Use Designations

S8. When adjacent to a residential development, lighting fixtures for commercial, industrial, or quasi-public developments must be less than 40-feet tall, irrespective of the distance from the common property line.

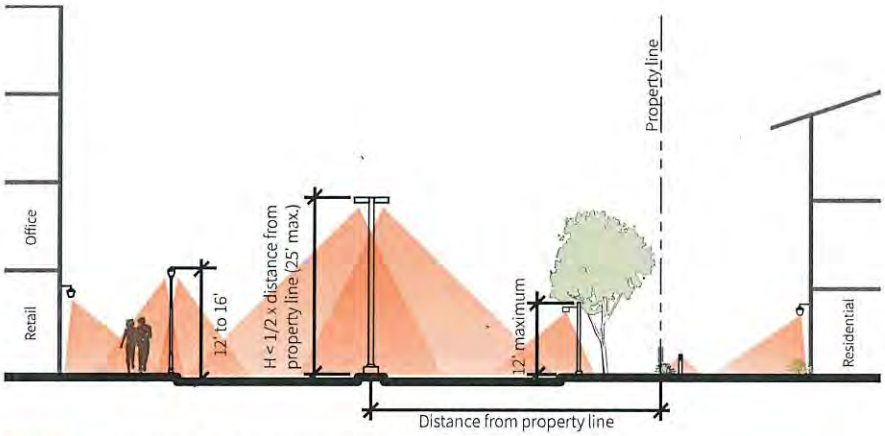

Fig. 2.34 Provide site lighting at multiple levels that is sensitive to adjacent uses.

Guidelines

G1. Design lighting for all open spaces, parking lots, pedestrian paths, and landscaping to be consistent with each other and the overall lighting scheme for the development site *(see Fig. 2.35).*

G2. Install lighting that consistently and evenly illuminates sidewalks in and around ground floor active frontages.

G3. Install energy-efficient lighting fixtures that provide an adequate level of lighting for the safety of building occupants and visitors, without spilling onto adjacent properties.

G4. Ensure adequate light levels in utility and service areas and entrances.

G5. Use daylight sensors for site lighting to limit excess lighting and conserve energy.

G6. Avoid flood-lighting, LED flashing, or strobe lights.

G7. Choose fixtures with *Backlight, Uplight,* and *Glare* (*BUG*) rating of B0, U0, G0.

G8. Dim or turn off outdoor lighting from 11pm to 6am.

Fig. 2.35 Orient site lighting towards the building envelope or directly downwards.

Fig. 2.36 Illuminate *façades* facing open spaces, *pascos,* and *POPOS* to create an inviting environment.

Related Subsections

2.3.8 Landscaping and Stormwater Management
3.3.8 Architectural Lighting
4.3.1 Public Art in Private Development

General Plan Reference

CD-1, CD-2, CD-5, MS-2, MS-21, TR-2

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2.3.8 Landscaping and Stormwater Management

DESIGN FOR SUSTAINABILITY AND IMPLEMENT ACTIVE DESIGN

Create welcoming places and enhance the quality of the environment with sustainable landscaping areas.

Rationale

Landscaping softens open spaces and buildings to create welcoming places and reinforces site organization and circulation paths. *Green stormwater infrastructure* and *Low Impact Development (LID)* techniques when used for *landscaping* can create unique features, manage stormwater, and enhance environmental quality and character of developments.

Standards

S1. Select trees which at *maturity* create a *tree canopy cover* that shades a minimum of 50 percent of each on-site surface parking area, *common open space* at the ground floor, and *Privately-owned (and maintained) Public Open Space (see Fig. 2.37).*

S2. Tree wells must be at least four feet larger than the tree trunk diameter at *maturity.*

S3. Designate 700 cubic feet of *non-compacted soil* for *small trees*, 1400 cubic feet of *non-compacted soil* for *medium trees,* and 2100 cubic feet of *non-compacted soil* for *large trees* to allow trees to reach their *maturity. Structural soil systems, soil cells,* or *continuous trenches* are example of ways to reach to the above soil volumes.

S4. When planting trees on *green roofs* or above underground parking, provide a minimum soil depth of 36 inches and soil volume for each tree as identified in S3.

S5. Provide the following minimum distances from the center of trees to the edges of buildings for all trees to reach *maturity* and to prevent unnecessary tree removal *(see Fig. 2.37):*

- Five feet for *small trees,*
- 12 feet for *medium trees, and*
- 20 feet for *large trees.*

S6. Provide a maximum distance of 20 feet on center for *small trees*, 25 feet for *medium trees*, and 35 feet for *large trees*, or 75 percent of the *mature canopy* size distance for each tree type measured from the center. Locate new street trees and new on-site trees in relation to existing street trees and on-site trees to be retained to meet these maximum spacing dimensions *(see Fig. 2.38).*

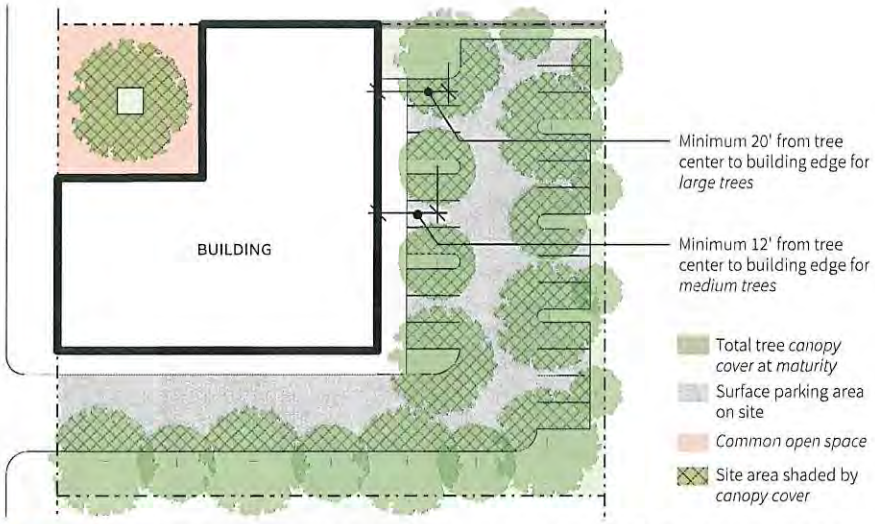

Fig. 2.37 Select trees to create a *canopy* cover that shades a minimum of 50 percent of all on-site parking areas and *common open spaces.*

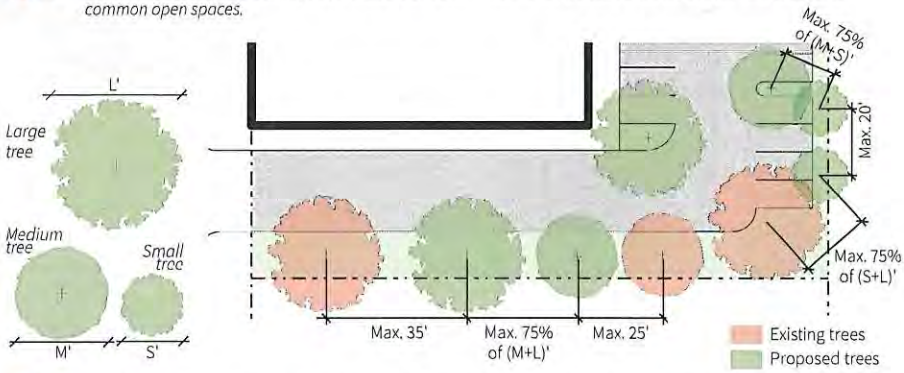

Fig. 2.38 Locate new trees in relation to existing ones to limit the spacing between different tree types to a maximum of 75 percent of the total *mature canopy* size distance for each tree type center to center.

S7. Provide minimum vertical clearance for *tree canopies* at *maturity* as follows:

- 14 feet in and around service and loading areas and driveways,
- 12 feet for parking lots, and
- Eight feet for tree *canopies* immediately adjacent to sidewalks and patios.

S8. Utilize at least 50 percent of the total *landscaped* area on a development site for *LID* site design measures, source controls, and *green stormwater infrastructure*, including but not limited to bioretention, rain gardens, *LID* planters, and permeable pavers *(see Fig. 2.39 and 2.40).*

Additional Standards for General Plan Commercial and Industrial Land Use Designations

S9. Provide at least a five-foot-wide *landscape* buffer at the side and rear property lines and a five-foot-tall *solid wall/concrete fence* at the shared property lines where Commercial or Mixed-Use *General Plan* land use designations abut Residential *General Plan* land use designations.

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S10. Provide a *landscape* buffer of at least 10 feet at the side and rear property lines and a five- to seven-foot-tall *solid wall/concrete fence* where Industrial *General Plan* land use designations abut Residential *General Plan* land use designations.

Guidelines

G1. Provide native trees, shrubs, and ground cover for site *landscaping* and surface parking areas.

G2. Provide *suspended pavement* for site design and parking areas to help protect trees and get to *maturity*.

G3. Plant at least one native Oak tree on *large sites* and provide appropriate spacing between new adjacent Oak trees.

G4. For *medium* and *large development sites*, create pedestrian walkways and bicycle paths that provide easy access to and through the development site from public rights-of-way.

G5. Use *landscaping* to define on-site circulation and highlight focal points, building entrances, and open spaces, such as *POPOS* and *semi-private open spaces*. For example, tree-lined walkways and special paving materials can shape entrances, plazas, and activity areas *(see Fig. 2.39 and 2.42)*.

G6. Protect plants in high traffic areas, such as retail centers and residential community spaces, with raised curbs, seat walls, tree guards, and/or other devices *(see Fig. 2.39 and 2.41)*.

Fig. 2.39 Outdoor recreational facilities and seating designed as part of the *landscape* help to define on-site circulation. *LID* planters with native plants and permeable pavers help to mitigate stormwater and enhance the character of the development and quality of open spaces.

G7. Use a mix of trees, shrubs, and ground cover in the transition area between buildings and sidewalks to maintain visual connections.

G8. Do not create a non-functional continuous vegetated barrier between streets and buildings that impedes circulation and access to buildings.

G9. Use permeable or porous paving materials in parking areas to reduce stormwater runoff. Avoid placing permeable and/or decorative paving materials in the path of travel of waste collection vehicles.

G10. Include outdoor recreational facilities, furniture, seating, and amenities, such as sport courts and par courts, as parts of project *landscape* design and to define on-site circulation *(see Fig. 2.39)*.

G11. Restrict the use of turf and artificial grass, which can be contributors of microplastics into the environment.

Related Subsections

4.2.1 Privately-Owned (and Maintained) Public Open Space Design
4.2.2 Common and Private Open Space Design

General Plan Reference

CD-5, ER-8, MS-18, MS-21, TR-1

Fig. 2.40 *LID* planters help manage site stormwater runoff as well as run-off from building roofs using downspouts.

Fig. 2.41 Incorporate seating into *landscape* designs and protect plants in high traffic areas with raised curbs, tree guards, or other devices.

Fig. 2.42 Use *landscaping* to define on-site circulation and open spaces.

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3.0 Building

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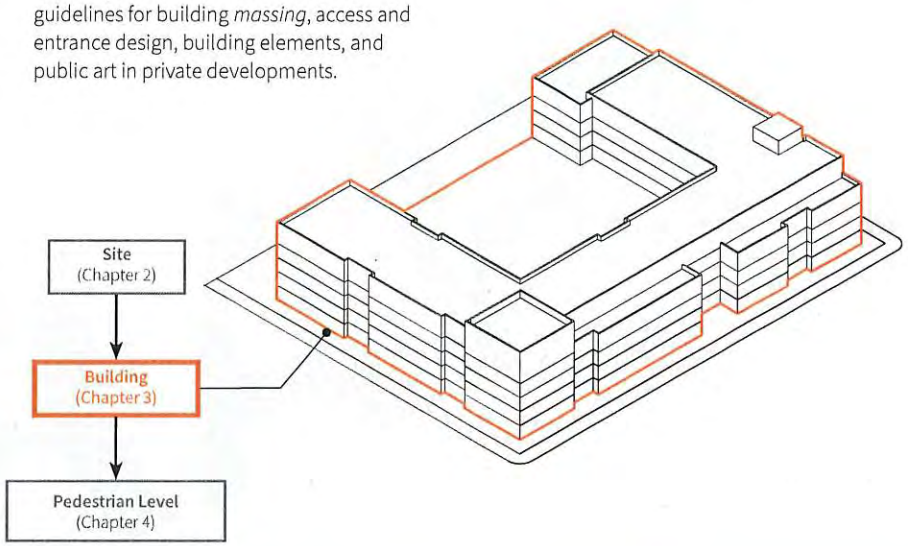
Introduction

Well-designed and *sustainable* buildings reduce impact on climate change and are attractive, functional, and engaging to their occupants as well as observers. They functionally and aesthetically connect with their surroundings. They align access and entrances with adjacent circulation routes and are intentionally designed to support active streets and public spaces.

The visual impact of buildings needs to be carefully planned with *articulated façades,* clear functions, and a *human-scale* presence. Their overall *massing*, combined with details such as on-site public art, balconies, and well-placed entrances, create buildings that are welcoming to both occupants and people walking by. Efficiency and moderation in the use of materials, energy, and the development of spaces can also minimize the negative environmental impact of buildings.

This chapter discusses standards and guidelines for building *massing*, access and entrance design, building elements, and public art in private developments.



Building design with *articulated façade* and *active frontage.*

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3.1.1 Massing Relationship to Context

SUPPORT CONNECTIVITY, DESIGN FOR SUSTAINABILITY, AND STRENGTHEN COMMUNITY CHARACTER

Design building massing to transition to the scale of the surroundings.

Rationale

As the City of San José continues to grow, the architecture of new buildings needs to respond to the surroundings and provide a transition between old and new places to support a cohesive neighborhood.

Standards

The following requirements apply to both S1 and S2 below:

- For building *frontage* along public rights-of-way, start the *stepback plane* at the intersection of the front *setback* line with the *maximum allowed height* for the site across the public right-of-way, or at a height equivalent to the maximum width of the public right-of-way, whichever is greater.
- For building *frontage* along a rear shared property line, start the *stepback plane* from the intersection of the rear *setback* line with the *maximum allowed height* for the site to the rear.
- Each building *stepback* must be a minimum of six feet in depth.

S1. Outside *General Plan growth areas*, provide building *stepbacks* fronting rear shared property lines within a *stepback plane* of 60 degrees from horizontal *(see Fig. 3.3)* and fronting public rights-of-way within a *stepback plane* of 75 degrees from horizontal *(see Fig. 3.5)*.

S2. Within *General Plan growth areas*, provide building *stepbacks* from rear shared property lines and public rights-of-way within a *stepback plane* of 75 degrees from horizontal *(see Fig. 3.4, 3.5, and 3.6)*.

S3. Intrusion into the *stepback plane* up to the allowable *maximum allowed height* is allowed for up to 25 percent of the building *massing (see Fig. 3.2)*.

Fig. 3.1 Locate activities to complement existing nearby uses, design buildings to follow prevailing *setbacks*, and *articulate* building *massing* to match the scale of adjacent developments.

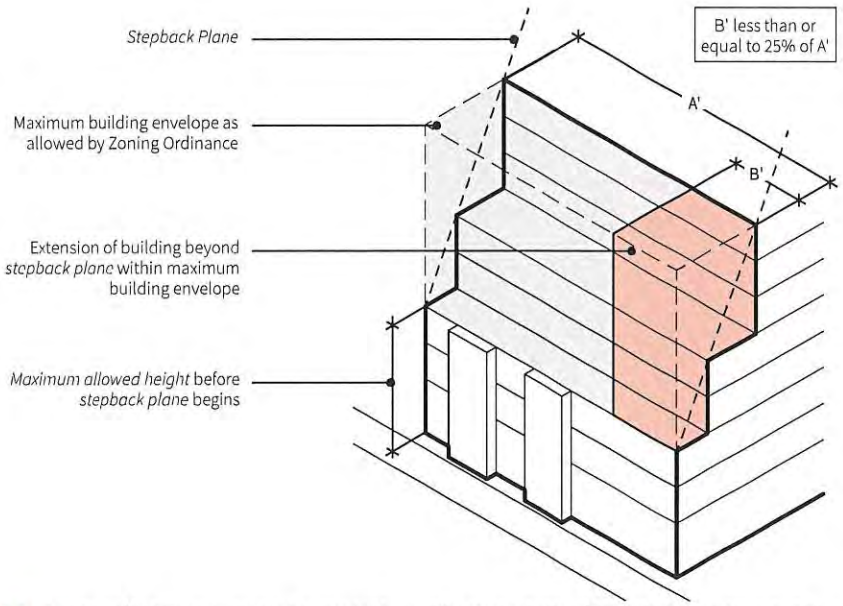

Fig. 3.2 A portion of building *massing* can be extended beyond the *stepback plane* if it is within the maximum building envelope and is not greater than 25 percent of the total building *frontage*.

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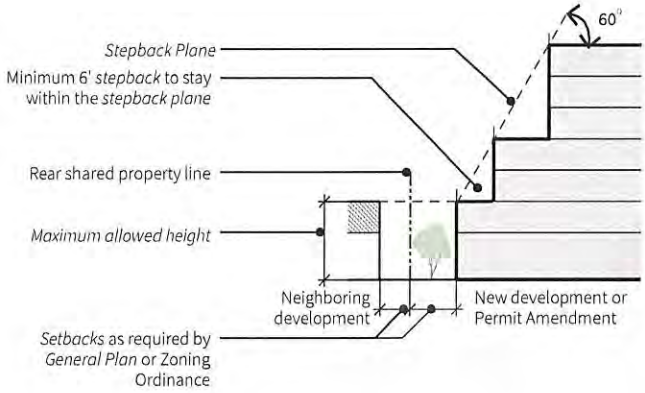

Fig. 3.3 Outside *General Plan growth areas*, follow the *stepback plane* to shape building *massing* towards the rear shared property lines.

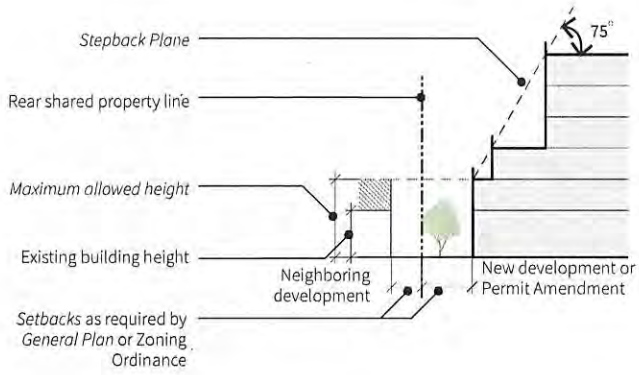

Fig. 3.4 Within *General Plan growth areas*, follow the *stepback plane* to shape building *massing* towards the rear shared property lines.

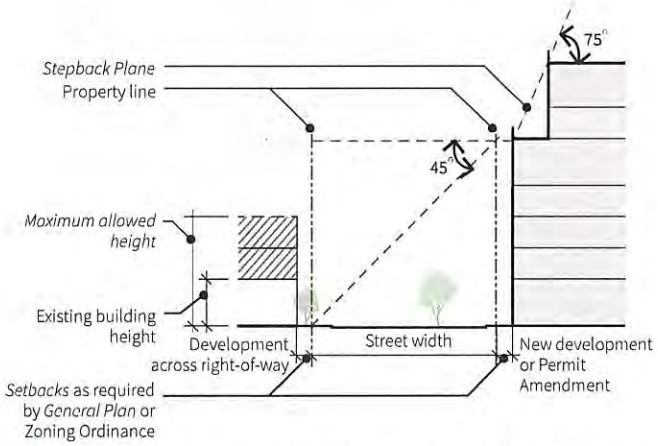

Fig. 3.5 Within and outside *General Plan growth areas*, when public right-of-way width is more than the *maximum allowed height* for the building across the right-of-way, the *stepback plane* starts at the *maximum allowed building height* equal to the right-of-way width.

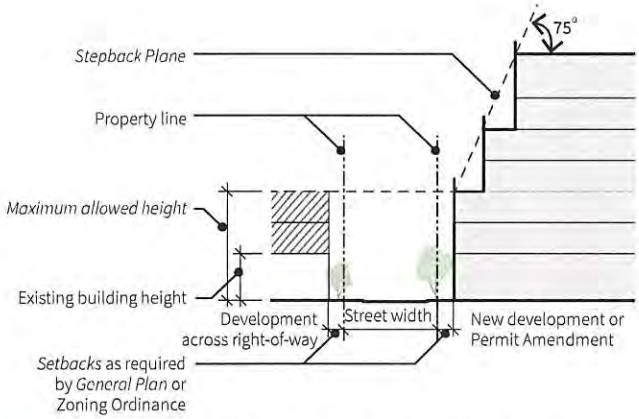

Fig. 3.6 Within *General Plan growth areas*, when the *maximum allowed height* for the building across the public right-of-way is more than the width of the right-of-way, the *stepback plane* starts at the *maximum allowed building height* of the opposite building.

Guidelines

G1. Locate the major bulk of building *massing* towards *primary streets* and transit stops, such as bus stops, light rail, and train stations (see *Fig. 3.1*).

Specific Surrounding Adjacencies

G2. *Gateway Sites* - Create special elements such as corner towers, plazas, and/or bold signage for developments on *gateway sites* to signify the importance of the neighborhood, place, or corridor *(see Fig. 3.1)*.

G3. *Historic Adjacency* - Scale the height and *massing* of new developments to be compatible with and avoid dominating nearby *historic* and *civic structures* *(see Subsection 3.1.3 Historic Adjacency* for more standards and guidelines.)

Related Subsections

2.1.1 Site, Surrounding Context, and Internal Site Circulation
2.1.2 Relationship to Transit
3.1.2 Form, Proportion, and Scale
3.1.3 Historic Adjacency

General Plan Reference

CD-3, CD-4, CD-10, LU-9, LU-11, LU-13, LU-17

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3.1.2 Form, Proportion, and Scale

ANALYZE CONTEXT AND PROVIDE QUALITY DESIGN

Buildings with design, form, and massing similar to surrounding buildings support a cohesive urban fabric.

Rationale

Building design requires moderation in order to form a coherent *urban fabric*. A pattern of individual buildings creates a consistent backdrop that allows special or unique landmark buildings such as museums and large commercial developments to draw attention. The presence of too many individual, unique, and out-of-scale buildings creates an unattractive urban environment.

Standards

S1. Buildings at street intersections with traffic signals, terminus points, and open spaces must include at least two of the following architectural features for a minimum of 20 percent of each building *frontage* along the street *(see Fig. 3.7)*:

- Corner plaza.
- *Articulated* corner with vertical or horizontal projections.
- Taller *massing* or exaggerated roof elements.
- Building entrances with a minimum recess of three feet.
- Different *façade* treatments such as variations in materials and color.

S2. When taller *massing* or exaggerated roof elements are provided, they can exceed the *maximum allowed building height* by up to 15 feet for a maximum of 10 percent of the roof area.

S3. For *streetwalls* more than 200 feet in length, provide at least one recess or projection in the *façade* that is at least:

- 15 feet wide and 10 feet deep for residential, commercial, and mixed-use developments *(see Fig. 3.8)*.
- 10 feet wide and 5 feet deep for industrial developments.

Articulated corner with exaggerated roof element

Architectural break

Articulated building corner with public plaza

Architectural break

Fig. 3.7 Define corners using *articulation*, corner plaza, taller *massing*, or exaggerated roof elements and provide significant architectural breaks in the building mass to sculpt the buildings.

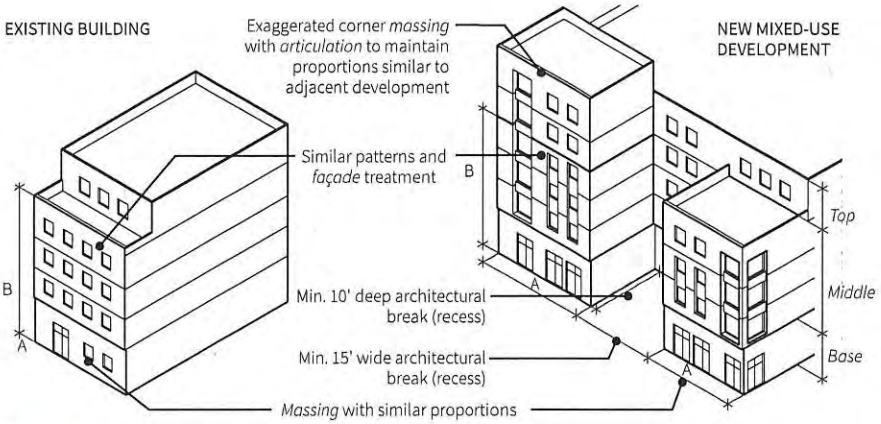

Fig. 3.8 Design the street *façade* to be proportional to the form and scale of surrounding developments.

Guidelines

G1. Take cues for form, proportions, roof forms, and building elements from nearby buildings of similar size *(see Fig. 3.8)*.

Related Subsections

3.1.1 Massing Relationship to Context
3.1.3 Historic Adjacency
3.3.1 Façade Design and Articulation

General Plan Reference

CD-1, CD-4, CD-10, LU-9, LU-11, MS-1, MS-2

3.1.3 Historic Adjacency

ANALYZE CONTEXT, PROVIDE QUALITY DESIGN, DESIGN EQUITABLE PLACES, AND STRENGTHEN COMMUNITY CHARACTER

Historic buildings provide context and character to communities.

Rationale

The design of new developments should respect and enhance the prominence of historic buildings through site planning, *landscape* design, *massing*, building placement, orientation, and *façade* patterns.

Similar *façade* patterns and proportions in new buildings assist in reinforcing the *context* of historic buildings in the vicinity, even across different architectural styles.

Applicability

The standards and guidelines below apply to all development sites with at least one of the following conditions:

- At least 50 percent of buildings fully or partially within 200 feet are on the San José Historic Resources Inventory (HRI) or are eligible for HRI listing.
- The site is within 100 feet of a Designated or Candidate City Landmark or contributor to a district or conservation area.
- The site is adjacent to a historic building on the Historic Resources Inventory (HRI) or eligible for HRI listing.

Standards

S1. Design buildings that are taller than the adjacent historic buildings such that the new *massing* located on the same property or that shares a property line with the historic building steps down to its height, irrespective of the other surrounding buildings *(see Fig. 3.10).*

S2. Locate the *streetwall* of new buildings within five feet of the *streetwall* of adjacent historic buildings on the same side of the street to maintain continuity.

S3. Use historic materials that match nearby historic buildings on at least 25 percent of a street, *paseo* or *public open space facing façade* and on 10 percent of other *façades* that are visible from the *public realm.* Historic materials include masonry, brick, limestone, terra cotta, cast stone, mosaic, concrete, and wood (trim, finishes, and ornament only) *(see Fig. 3.9).*

Guidelines

G1. Provide ground floor heights for all new developments similar to the nearby historic structures, while maintaining the minimum ground floor heights required in 4.1.1 Commercial Frontages - S6.

G2. *Articulate* the building *façade* and use elements like windows, bays, *sunshades*, and doors to create *façade* patterns similar in scale and proportion to historic buildings in the surrounding area.

G3. New interpretations of historic and existing civic building styles are encouraged. However, avoid direct mimicry and imitation.

G4. Protect and enhance views to existing historic buildings from the *public realm.*

Related Subsections

3.1.1 Massing Relationship to Context
3.1.2 Form, Proportion, and Scale
3.3.1 Façade Design and Articulation

General Plan Reference

CD-4, LU-9, LU-13, LU-14, LU-15, LU-16

Fig. 3.9 Materials for street-facing *façade* of new developments similar to the adjacent historic building.

Fig. 3.10 Building *massing* stepped down adjacent to a historic building to transition from the scale of the development to the scale of the historic building.

REVISED – Administrative changes made since original posting on 02-12-2021.

3.2.1 Pedestrian and Bicycle Entrances Design

DESIGN EQUITABLE PLACES, STRENGTHEN COMMUNITY CHARACTER, SUPPORT CONNECTIVITY, AND PROVIDE QUALITY DESIGN

Safe, high-quality, and accessible pedestrian and bicycle entrances create active frontages.

Rationale

Building entrances are doorways, stairways, *landings*, porches, and other elements that add visual character to the *streetscape*. They are critical for creating welcoming connections between the private and *public realms*.

Well-designed and easily-accessible building entrances are inviting to people and make neighborhoods more pleasant.

Standards

S1. Provide at least one building entrance along a public street or active pedestrian area for all buildings with multiple access points, all buildings with over 200 feet of *frontage* along streets and *public open spaces*, and all residential developments with over 50 units.

S2. The *primary building entrance* must be *directly accessible* from the *public realm* and meet the requirements of the Americans with Disabilities Act (ADA).

S3. Recess all building entrances that open towards a sidewalk by a minimum of three feet to protect pedestrians from bumping into doors opening outwards. If the doors open inwards, no recess is required, but provide a projecting or arching cover at least three feet deep for protection from weather and opportunity for addresses and additional signage *(see Fig. 3.16).*

S4. When ground floor *dwelling units* with *direct access* from the *public realm* are raised, raise them by a minimum of one foot and a maximum of four feet above the *public realm (see Fig. 3.13).*

S5. Provide an additional entrance for all ground-floor, *ADA-accessible dwelling units* from the inside of the building when the only other entrance faces the *public realm* and is raised from the ground (as in the case of stoops). If such access cannot be provided due to site constraints, do not raise the *public realm*-facing entrance.

S6. If site constraints prevent ground floor *dwelling units'* doors from being raised, recess doors at least three feet beyond the building *façade* or *setback*. This standard does not apply to sites that slope more than three feet along a single building *façade* or property line.

S7. All *occupied* front yard patios for residential units meant to have outdoor furniture must be at least four feet deep and six feet wide *(see Fig. 3.12* and *3.15).*

S8. The height of low walls, screens, transparent railings, or hedges for enclosed front yard patios or commercial outdoor dining space must not exceed four feet (see *Fig. 3.12 and 3.14).*

S9. Railings that are used for stoops and porches should be a maximum four feet tall and provide a minimum 50 percent transparency to the *public realm*.

Fig. 3.11 Provide stoops, porches, and patios for residential developments along sidewalks and *paseos.*

Guidelines

G1. Provide distinct, separate entrances for residential, commercial, and industrial uses in *mixed-use developments (see Fig. 3.13).*

G2. All building entrances should be well-defined, easy-to-find, and inviting to people of all mobility and ability levels.

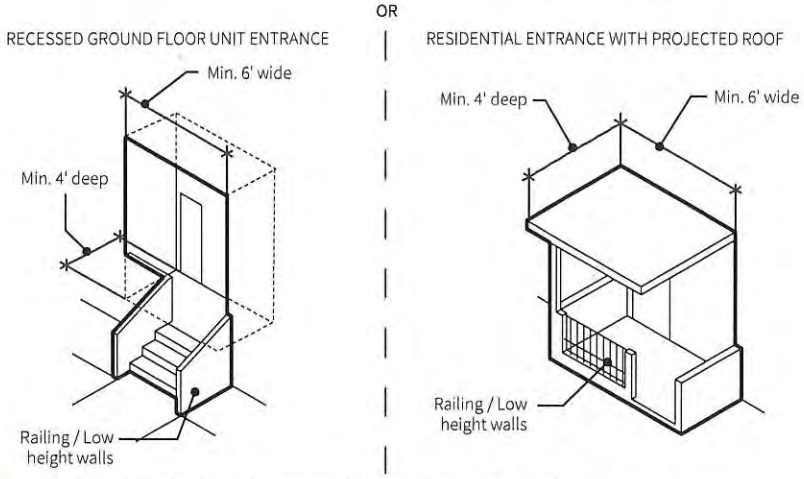

Fig. 3.12 Design individual residential entrances with recessed or projected roofs.

G3. Residential lobbies, corridors, and circulation routes must be independent and separate from all non-residential uses for residents' safety and privacy.

G4. Design the *primary entrance* for residential buildings to be more prominent than *secondary* and/or accessory entrances *(see Fig. 3.11)*.

G5. Locate stairs near the building's entrance directly on the building's principal *paths of travel* and design them to be visible from entrance lobbies, using fire-rated glass enclosures instead of traditional opaque enclosures.

Related Subsections

2.1.2 Relationship to Transit
2.2.1 Pedestrian and Bicycle Access Location
3.1.1 Massing Relationship to Context

General Plan Reference

CD-1, LU-11, TR-1, TR-2

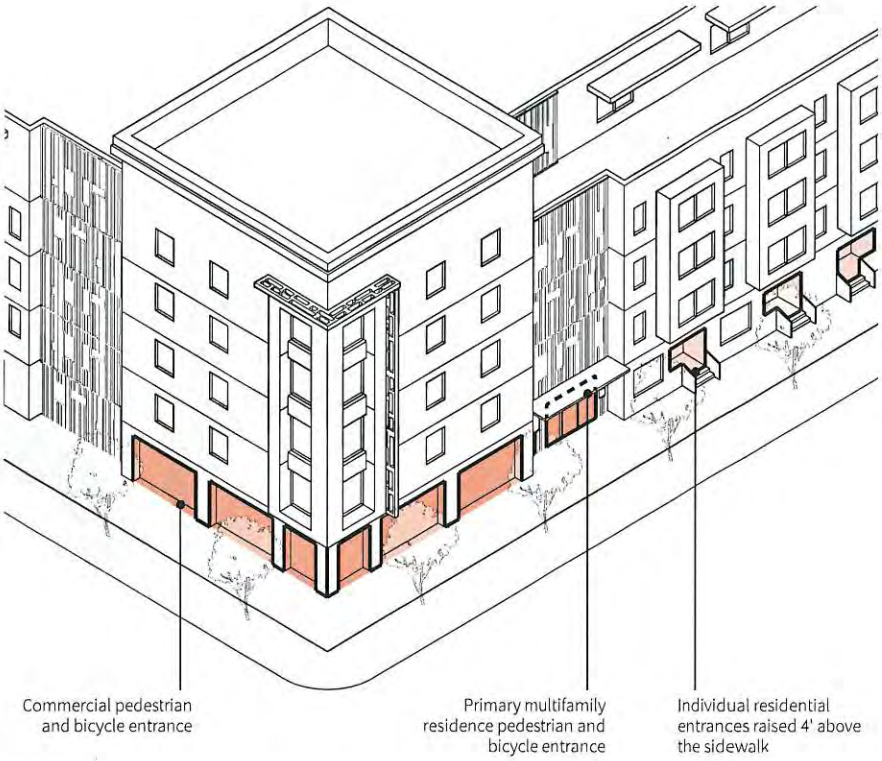

Fig. 3.13 Provide clear, separate, and easy-to-find entrances in a mixed-use development that signify the different types and scale of uses in the buildings.

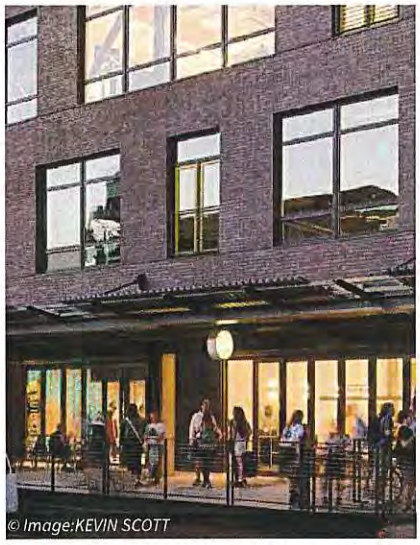

Fig. 3.14 Pedestrian and bicycle entrances reinforce building uses, such as colonnades for commercial and industrial uses.

Fig. 3.15 *Occupied* front porch at least four feet deep and six feet wide to make room for outdoor furniture and seating.

Fig. 3.16 Building entrance along the *public realm* recessed to provide weather protection and avoid bumping into pedestrians walking by.

REVISED – Administrative changes made since original posting on 02-12-2021.

3.2.2 Vehicular Entrances and Driveways

DESIGN FOR SUSTAINABILITY, IMPLEMENT ACTIVE DESIGN, AND DESIGN EQUITABLE PLACES

Minimize effects of driveways on the public realm.

Rationale

Integrating the location and design of driveways into the overall building design plays an important role in minimizing disruption of the *public realm* and building character.

Standards

S1. Driveways must be less than 25 percent of street *frontage* for sites that are more than 100 feet wide at the street and not more than 25 feet for sites that are less than 100 feet wide at the street *(see Fig. 3.18).*

S2. Driveways for parking facilities must be a maximum width of 52 feet cumulatively for each street *frontage* (see *Fig. 3.18).*

S3. When multiple driveways are provided on a street *frontage*, they must be at least 50 feet apart measured between the internal edges of the driveways *(see Fig. 3.18).*

S4. Recess parking garage entrances at least two feet and not more five feet when the building *façade* is at the street-facing property line *(see Fig. 3.17).*

S5. Build *City-standard driveways* at all vehicular entrances between public rights-of-way and *private driveways (see Fig. 3.18).*

S6. Individual residence garages must be set back from the building *façade* by at least four feet when placed along *secondary streets* and at least two feet when placed along alleys or internal circulation.

Guidelines

G1. Design parking and garage entrances to have a similar architectural style as the rest of the development.

G2. Organize, cluster, and connect parking areas to minimize driveways for all developments.

G3. When provided, locate hotel porte-cochères to the side or rear of properties to minimize negative impacts on pedestrian connections on *primary* and *secondary streets.*

Fig. 3.17 Driveways recessed into the building *façade* protect pedestrians on sidewalks from incoming and outgoing vehicular traffic.

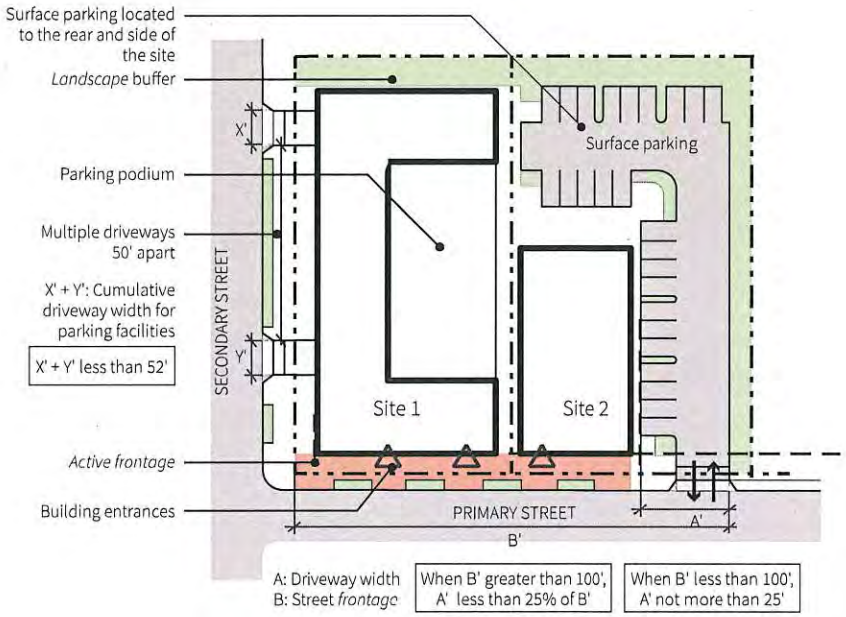

Fig. 3.18 Driveways leading to parking garage and another driveway with associated surface parking.

Related Subsections

2.2.2 Driveways and Vehicle Drop-offs
2.3.6 Vehicular Parking Placement and Surface Parking Design

General Plan Reference

CD-1, TR-1, TR-8

REVISED – Administrative changes made since original posting on 02-12-2021.

3.2.3 Services and Utilities Entrances and Design

ANALYZE CONTEXT, PROVIDE QUALITY DESIGN, AND DESIGN FOR SUSTAINABILITY

Separate service driveways from sidewalks and pedestrian areas, open spaces, and active uses.

Rationale

The location and design of service and utility areas can negatively impact street life. Placing utilities and service entrances such that they do not create gaps in *active frontages* for any developments is key to a pedestrian-friendly environment.

Standards

S1. Screen *solid waste*, utilities, and service areas from residential and commercial uses, and on-site and off-site views to limit visual impact on the *public realm* using fences, walls, or *landscaping* that *(see Fig. 3.21)*:

- Use durable and weather-resistant materials.
- Are four to five feet tall.
- Do not interrupt the line-of-sight of drivers entering or exiting the site.

S2. Install roofs on exterior *solid waste* enclosures to prevent rain from getting inside and carrying contaminants into the stormwater system.

Additional Standards for General Plan Commercial and Industrial Land Use Designations

S3. Place horizontal, through-the-wall venting to the street above the third story for commercial buildings. For buildings equal to or less than three stories, vent vertically to the roof.

S4. Use five- to seven-foot-tall fences or walls with at least 50 percent of their surface area covered with public art or *landscaping* to screen commercial service areas, corporation yards, and exterior operations from the street and adjacent non-industrial or non-commercial uses.

Guidelines

G1. Screen all utilities and services from adjacent uses that are not the same as the development site with vines, *green walls*, and other *landscaping* elements while still maintaining access for collection, disposal, and maintenance.

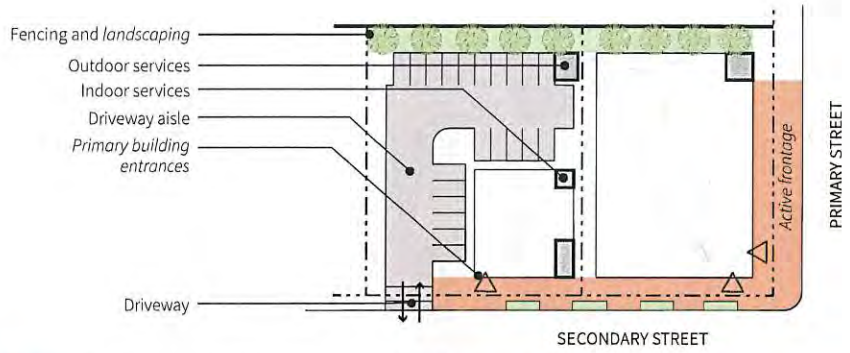

Fig. 3.19 Provide street access for service areas away from the *primary building entrances*.

G2. Use durable materials such as masonry walls, heavy wood, and weather resistant metals for walls and roofs of *solid waste* enclosures meant to be connected to sanitary sewers.

G3. Design service yards to provide convenient and safe access for residents and tenants by providing a clear pathway and adequate lighting.

G4. Provide concrete stress pads in driveways for loading docks and *solid waste* collection areas to prevent damage to the ground below.

Related Subsections

2.2.3 Services and Utilities Access and Location

General Plan Reference

CD-1, ER-8, IN-5, MS-3, TR-5, VN-1

Fig. 3.20 Locate and design access to utility areas and *solid waste* rooms away from building entrances and towards the rear or side of buildings.

Fig. 3.21 Provide covered *solid waste* and utility enclosures when outside of buildings and screen them from the *public realm*.

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3.3.1 Façade Design and Articulation

ANALYZE CONTEXT, PROVIDE QUALITY DESIGN, AND DESIGN FOR SUSTAINABILITY

Design buildings with attractive, timeless, and sophisticated contemporary architecture.

Rationale

The design and *articulation* of building *façades* adds to the visual richness of developments and creates patterns and scale within neighborhoods. Elements such as bay windows, balconies, changes in plane and height, and differentiation of materials and colors facilitate *façade articulation* and mitigate the monolithic appearance of large walls and roofs.

Standards

S1. *Articulate* all building *façades* facing a street or *public open space* for at least 80 percent of each *façade* length. *Articulate* all other building *façades* for at least 60 percent of each *façade* length. *Façade articulation* can be achieved by providing material and plane changes or by providing a *rhythmic* pattern of bays, columns, balconies, and other architectural elements to break up the building mass *(see Fig. 3.22 to 3.29)*.

S2. Building elements such as bays, windows, and balconies that project from *façades* must have at least two feet of plane change *(see Fig. 3.24)*.

Guidelines

G1. Design the *façade* as *base*, *middle*, and *top*, using a combination of the following design elements *(see Fig. 3.28 and 3.29)*:

- *Base* - Create a *rhythm* of columns, windows, entry stoops, and porches.
- *Middle* - Employ bays, decks, balconies, plane and material changes, window patterns, and *sunshades*.
- *Top* - *Articulate* top floor(s) using different materials, patterns, roof forms, and parapet heights.

G2. Design new buildings so that all sides of a building are coordinated and create a cohesive *architectural idea*.

G3. Incorporate special corner treatments, such as changes in *façade* treatments, material, or *articulation*, for buildings at street intersections or adjacent to *public open spaces*.

Fig. 3.22 *Articulate façades* and create a *rhythm* of architectural features such as bays and windows.

Traditional Architecture

Contemporary Architecture

Fig. 3.23 Similar design elements such as bays, balconies, and window treatments can be used with different architectural styles.

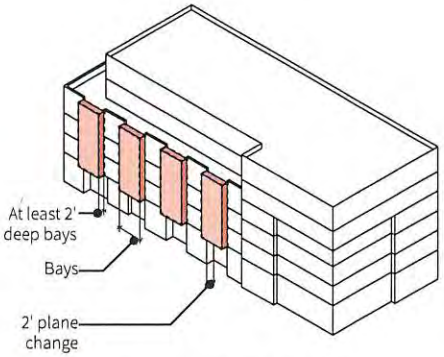

Fig. 3.24 *Façade articulation* using bays.

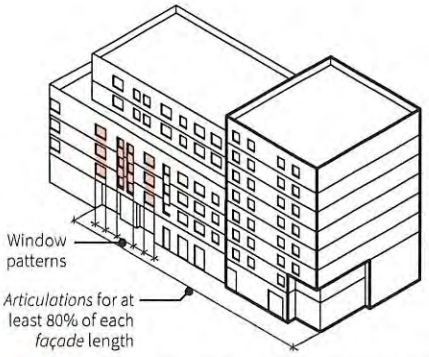

Fig. 3.25 Height *articulation* using corner elements and window patterns.

G4. *Articulate* building *façades* with material changes or art, such as murals, to create patterns of visual interest when a side of a building is built to property line and is visible from *public realm.*

G5. Avoid glass curtain walls for 100 percent of building *façades* by providing a balance of solid and glass vertical and horizontal planes in buildings.

G6. Integrate all horizontal venting with the building envelope such that it becomes a part of the architectural design *(see Fig. 3.22).*

Related Subsections

3.1.2 Form, Proportion, and Scale
3.3.4 Awnings, Sunshades, and Screens
3.3.7 Materials and Color

General Plan Reference

CD-1, CD-2, CD-4, CD-5

Fig. 3.26 *Façade articulation* for a commercial and industrial (research and development) facility.

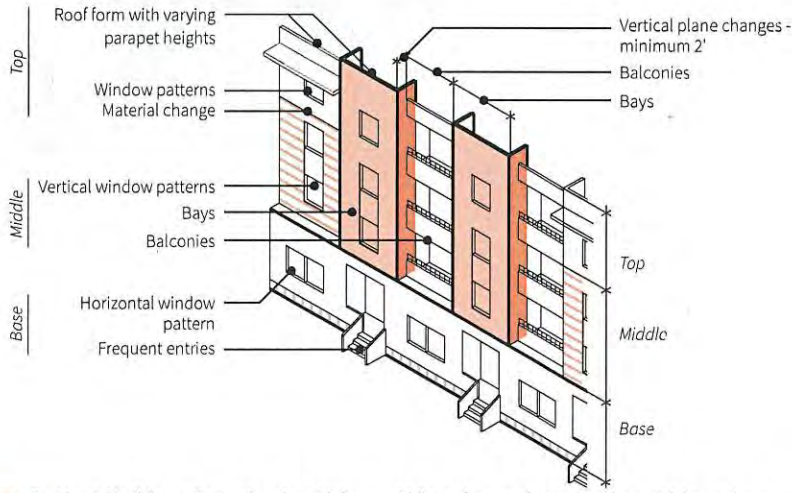

Fig. 3.28 Residential buildings - Design *façades* with *base*, *middle*, and *top*, and *articulate* them with bays, plane changes, decks, and balconies.

Fig. 3.27 A commercial building with an architectural break in the *street-facing façade.*

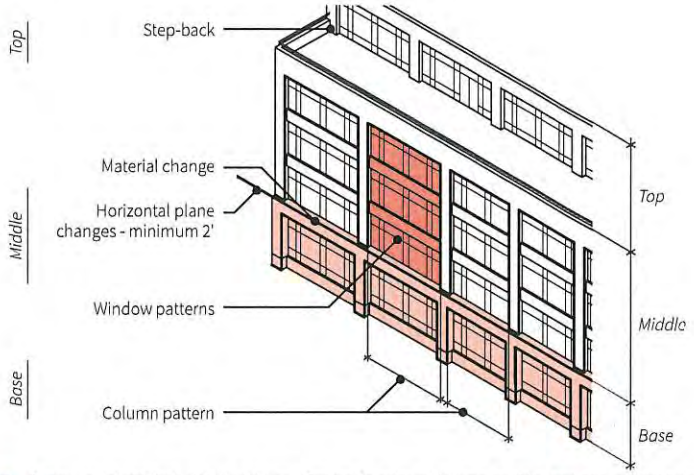

Fig. 3.29 Commercial and industrial buildings - Design *façades* with *base*, *middle*, and *top* and *articulate* them with bays, plane changes, window patterns, and material changes.

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3.3.2 Roofs and Parapets

ANALYZE CONTEXT, PROVIDE QUALITY DESIGN, AND DESIGN FOR SUSTAINABILITY

Design roofs to be compatible with surroundings and add character to buildings.

Rationale

Roof forms and materials greatly impact the appearance and character of buildings and cityscapes.

Articulated roof forms create an interesting skyline and can emphasize certain elements of the building *massing* using combination of different roof forms including but not limited to flat, gables, pitched roofs, and other design strategies such as variations in roof and parapet heights.

Flat roofs allow for a contemporary design and provide space for multipurpose facilities including community spaces, low maintenance *green roofs, green stormwater infrastructure*, renewable energy generation, and mechanical equipment required for the building.

Standards

S1. Break the continuity of pitched roofs and roofs with horizontal eaves more than 150 feet in length using gables, building projections, or other building *articulation (see Fig. 3.33).*

S2. Do not provide pitched roofs for over 50 percent of any building roof length fronting the *public realm* for buildings greater than four stories *(see Fig. 3.33).*

S3. For buildings with five stories or greater:

- Provide flat roofs for at least 90 percent of roof area. Up to 10 percent may be a combination of other roof forms.
- When provided, sloped roofs must be less than 25 percent of roof length fronting the *public realm* on any *façade* or up to 25 feet for *façades* of length 100 feet or less *(see Fig. 3.33).*
- Do not provide railings at roofs for more than 20 percent of the roof length fronting the *public realm* unless the railing is set back more than five feet from the building *façade or* designed to be 80 percent solid so as to act as a screen for mechanical equipment. Exceptions may be made in the case of railings located at *occupied roof decks*.

S4. Parapets and other screening elements at the roof level must screen rooftop equipment from public view.

Guidelines

G1. Design *articulated* roof forms for new developments and building extensions with elements such as parapets, parapet caps, and *cornices* to create strong edges and reinforce *massing* and building *façade articulation*.

G2. Group vents, exhausts, and other roof penetrations so that they do not create visual clutter.

G3. To reduce the heat island effect and energy loads, use *LID* strategies such as "cool roofs" with non-reflective and low-intensity (light and dull color) materials and finishes.

G4. Enclose or screen all large rooftop equipment, storage areas, and exterior maintenance system equipment from public view using enclosures, parapets, *setbacks*, *landscaping*, or other architectural features with materials and detailing similar to the rest of the building *(see Fig. 3.31 and 3.32).*

G5. When roof decks are added as a *common open space* or recreational facility, all mechanical equipment and service rooms should be screened from the common space.

Related Subsections

3.1.2 Form, Proportion, and Scale
3.3.1 Façade Design and Articulation

General Plan Reference

CD-1, CD-4, IN-6, MS-2

Fig. 3.30 *Articulated* roof forms and varying heights help create a unique character for new developments.

Fig. 3.31 A flat roof can be used for a combination of renewable energy systems such as photovoltaic solar panels and low-maintenance *landscaping.*

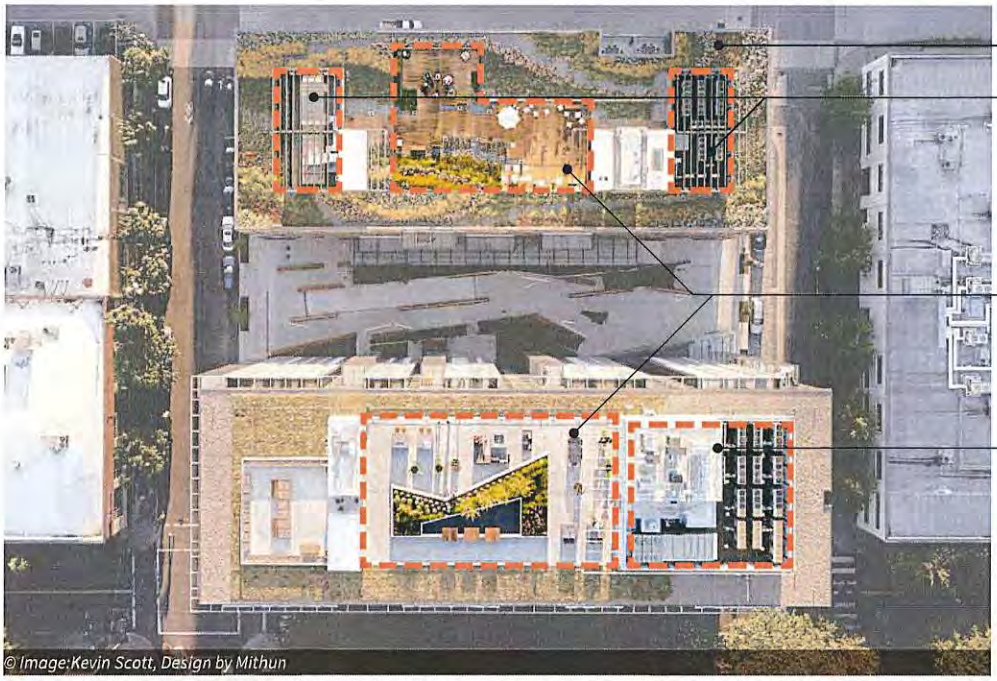

Fig. 3.32 Mechanical equipment should be consolidated and screened such that *occupied green roofs* can be provided for use by building occupants.

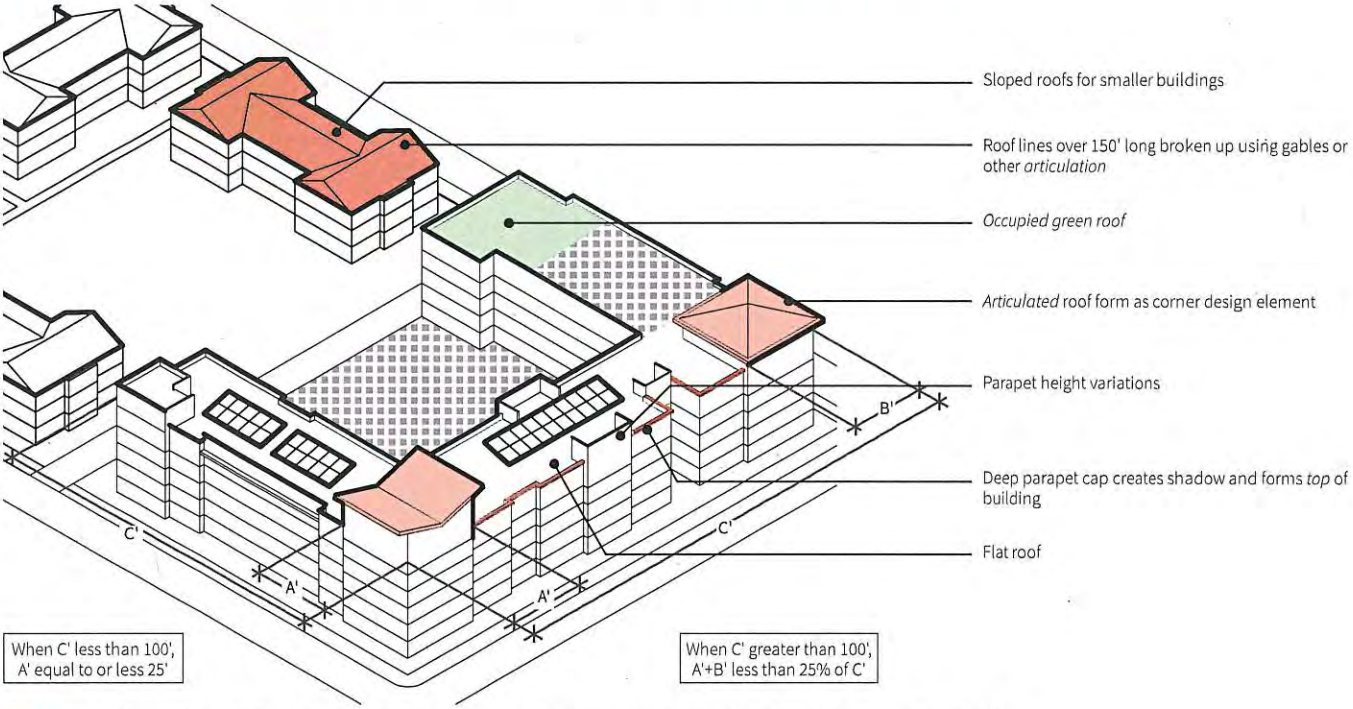

Fig. 3.33 *Articulate* roof forms and utilize rooftops for multiple uses, such as renewable energy generation, outdoor recreation, *green roofs*, etc.

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3.3.3 Decks and Balconies

ANALYZE CONTEXT, PROVIDE QUALITY DESIGN, AND DESIGN FOR SUSTAINABILITY

Create active façades using decks and balconies that add detail and visual interest to buildings.

Rationale

Decks and balconies provide *private open spaces* and *areas of relief* in residential and *mixed-use buildings*.

They are important elements of *façade* design, giving buildings a residential character and providing *articulation* and detailing on building *façades*.

Fig. 3.34 Balconies projecting from the building mass.

Fig. 3.35 Recessed balconies carved out of the building mass.

Standards

S1. When private decks and balconies project out of a building *façade*, they must extend less than 10 feet from building *façades*. When they extend into public rights-of-way the projection must be less than four feet outside the property line in accordance with the California Building Code.

S2. *Occupied decks* and *balconies* must be at least six feet wide and four feet deep to encourage outdoor seating *(see Fig. 3.36)*.

S3. *Façade* elements and *unoccupied spaces* such as Juliet balconies must be a minimum of three feet wide and 12 inches deep to provide relief or *articulation* in the *façade (see Fig. 3.36)*.

S4. When decks and balconies project into public rights-of-way, maintain a minimum vertical clearance above the *public realm* based on the location of the development and ground floor use:

- 24 feet for developments that have residential common areas, commercial, or mixed-uses at the ground floor.
- 20 feet for developments with residential units at the ground floor.

S5. When balconies are provided in a project, at least 25 percent of residential units facing *secondary streets* and *public open spaces* must have balconies.

S6. Do not locate permanent storage boxes, condensers for air-conditioning units, or other mechanical equipment on decks and balconies.

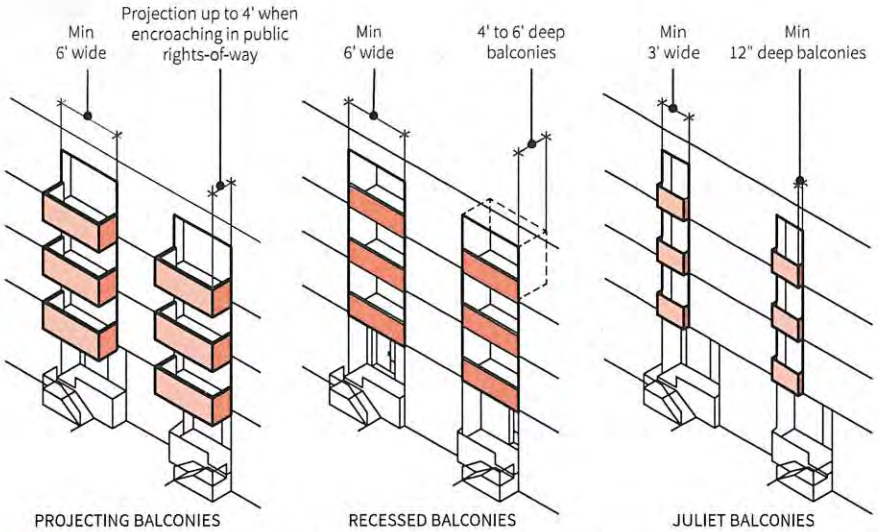

Fig. 3.36 Create a *rhythm* of balconies and decks for interesting *façade articulation* and *private open spaces* for tenants.

Guidelines

G1. Include decks and balconies to provide *private open spaces* and add visual interest to residential and commercial buildings *(see Fig. 3.34 and 3.35)*.

G2. Design parapets and railings for decks and balconies using materials similar to or consistent with the overall design and materials used in the development.

G3. Create a *rhythm* or constant repetition of balconies and decks to *articulate* building *façades (see Fig. 3.36)*.

Related Subsections

3.1.2 Form, Proportion, and Scale
3.3.1 Façade Design and Articulation
4.2.2 Common and Private Open Space Design

General Plan Reference

CD-2, LU-9, LU-11, VN-5

3.3.4 Awnings, Sunshades, and Screens

PROVIDE QUALITY DESIGN AND DESIGN FOR SUSTAINABILITY

Reduce heat gain and provide visual interest to buildings with awnings, sunshades, and screens.

Rationale

Awnings, sunshades, and screens are important treatments for *façade articulation.* Combinations of materials and screens create interesting shadow patterns and can provide a sense of verticality or horizontality. *Awnings* at ground floor level add *human scale* to the *pedestrian level* and visually separate the *base* from the *middle* of the building.

They also reduce solar heat gain and glare in buildings and can reduce the amount of energy required to keep interior spaces cool and comfortable.

Standards

S1. When *sunshades, awnings,* recessed windows, screens, or any other shading devices are provided on South and West building *façades,* design them such that they provide shade on at least 30 percent of each exposed exterior window surface on those building *façades.*

- Calculate the amount of shading on each window using a 45-degree angle with the base equal to the depth of the *sunshade* for both horizontal and vertical shading *(see Fig. 3.37).*
- Use horizontal or vertical shading devices or a combination of both for this calculation.

Guidelines

G1. When building entrances cannot be recessed, provide *awnings* or *sunshades* at building entrances weather protection and to visually break down the scale of the building.

G2. Integrate *awnings* when used, into residential and industrial entrances and commercial *frontage* design to highlight *primary building entrances (see Fig. 3.38).*

G3. *Articulate awnings* and *sunshades* to add visual interest to the *public realm (see Fig. 3.39).*

G4. Add *awnings* to impart a *human scale* to the overall *massing* of a building and visually separate the ground floor from floors above.

Related Subsections

3.1.2 Form, Proportion, and Scale
3.3.1 Façade Design and Articulation

General Plan Reference

CD-1, MS-2

Fig. 3.38 Provide *awnings* on *street-facing façades.*

Fig. 3.39 Vertical and horizontal *sunshades* and *awnings* create interesting shadow patterns and reduce solar heat gain.

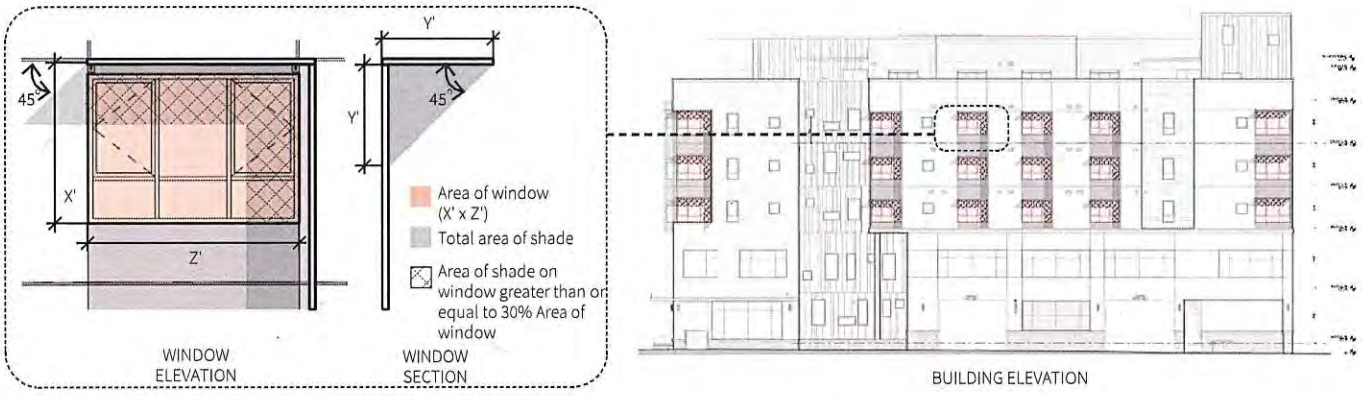

Fig. 3.37 Calculate the amount of shade on a window considering a 45° angle with the base equal to the depth of the *sunshade* for both horizontal and vertical shading.

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3.3.5 Parking Garage Design

ANALYZE CONTEXT, PROVIDE QUALITY DESIGN, DESIGN FOR SUSTAINABILITY, IMPLEMENT ACTIVE DESIGN, AND SUPPORT CONNECTIVITY

Design parking structures to enhance both the streetscape and adjoining properties.

Rationale

Lining parking structures with *active frontages* and *occupied* spaces brings activity and life back to streets. Placing parking garages towards the rear of developments helps to avoid disruptions to the *public realm*.

Standards

S1. Line at least 50 percent of the total parking structure *façade* length facing a *primary street*, open space, or a *paseo* with a minimum 20-foot-deep *active frontage* or residential and commercial uses *(see Fig. 3.43 and 3.44)*.

S2. Limit parking along *primary street frontages* to 65 percent of the site *frontage* width.

S3. Orient the shortest *façade* of parking structures parallel to *primary streets*.

S4. Locate openings and exhaust vents on the top of buildings or on second levels to direct air away from the *public realm* and adjacent structures.

S5. Design *flare-out openings* at garage entrances with a minimum width of 26 feet for two-way traffic and 20 feet for one-way traffic to provide line-of-sight between vehicles and pedestrians *(see Fig. 3.41)*.

Guidelines

G1. Design parking structures using building *massing*, *articulation*, window patterns, and other *façade* treatments that are consistent with neighboring buildings *(see Fig. 3.40 and 3.43)*.

G2. *Conceal* all ramped floors from the *public realm* and surrounding buildings.

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Fig. 3.40 Line parking structures with *active frontages* at the ground floor and *articulate* them to be consistent with neighboring buildings.

Fig. 3.41 Provide *flare-out* openings at garage entrances for enhanced driver visibility and pedestrian safety.

Fig. 3.42 *Conceal* all ramped floors from street view and line the ground floor *façade* with *active uses*.

G3. Design parking structures for possible future conversions to a different use by incorporating the following features:

- Flat floors.
- Clear heights of minimum nine feet from floor to finished ceiling.
- Structurally separate vehicle ramps that are partially or fully removable.
- Structural strength that is sufficient for conversion to other uses.
- Structural depth that is shallow enough to allow necessary daylight access if converted to another use, or a plan to reduce the structural depth to the necessary amount.

G4. For *stand-alone parking garages*, if rooftops are not utilized for parking, provide renewable energy, *green stormwater infrastructure*, patios, *landscaping*, or other green roof strategies *(see Fig 3.43)*.

Related Subsections

3.1.2 Form, Proportion, and Scale
3.3.1 Façade Design and Articulation

General Plan Reference

CD-1, MS-2, MS-10, TR-1, TR-8

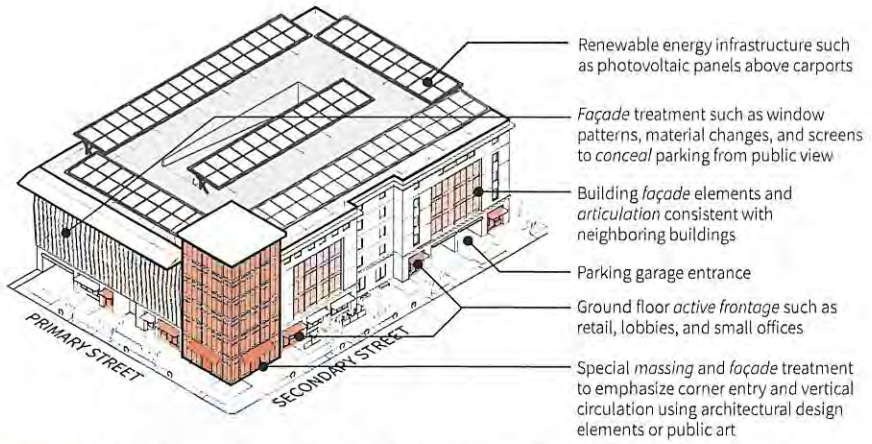

Fig. 3.43 Design *stand-alone parking garages* with *active frontages* at the ground floor and *articulate* them to be consistent with neighboring buildings.

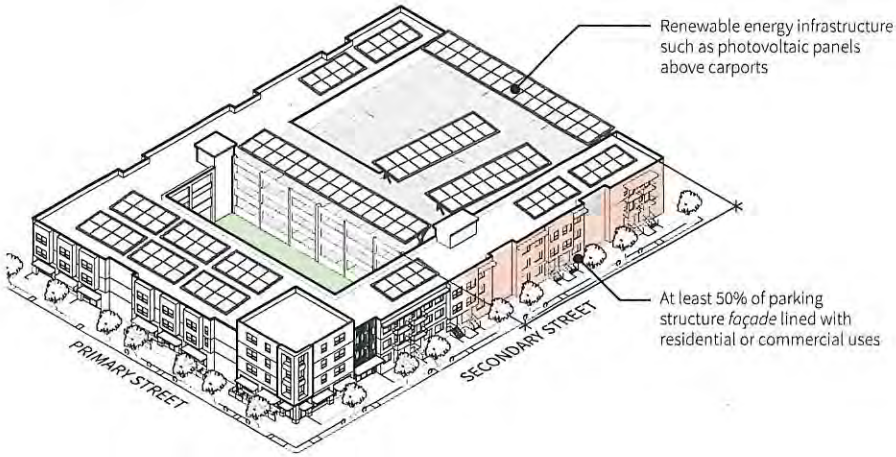

Fig. 3.44 Parking garage wrapped in a separate building use such as residential or commercial.

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3.3.6 Bird Safety

PROVIDE QUALITY DESIGN

Conscious building design prevents negative impacts on wildlife.

Rationale

It is vital to ensure that building design, *façade* materials, and artificial night lighting do not confound birds and lead to their injury or death.

New developments and building renovations should avoid adverse consequences that impact birds by using bird-safe design techniques. *Bird safety treatments* are important for all buildings, especially for those near bird habitats, such as open spaces and water.

The requirements of the Design Standards and Guidelines are in addition to any other City rules or regulations about bird safety.

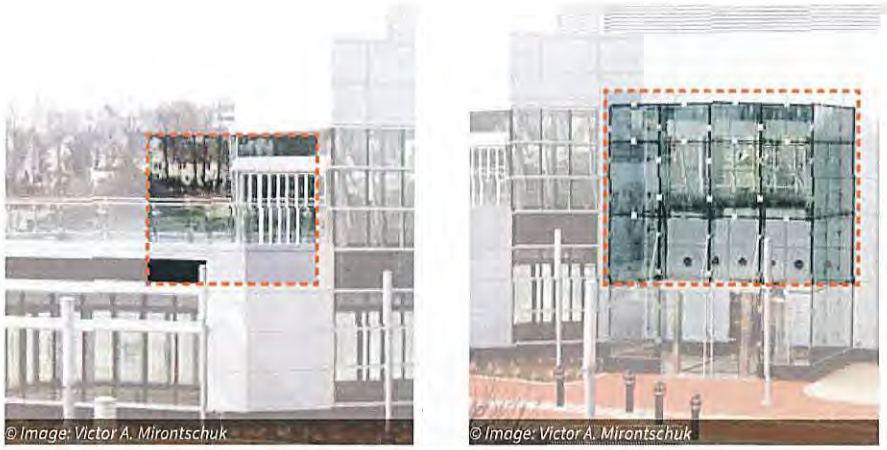

Fig. 3.45 Use *bird safety treatments* on *façades* where glazing makes up more than 50 percent of surfaces.

Standards

S1. For non-residential uses, apply a *bird safety treatment* on areas of glazing within 10 feet of a building corner.

S2. For non-residential uses, apply a *bird safety treatment* to glazed areas of any building *façade* with more than 10 percent glazing that is within 15 vertical feet and 20 horizontal feet of a *green roof* or a vegetated courtyard, within or outside of the development *(see Fig 3.47)*.

S3. Use a *bird safety treatment* on parallel panes of glass 30 feet or less apart, such as skyways, walkways, and other glass building connectors *(see Fig 3.46)*.

S4. Use a *bird safety treatment* on transparent atria, free-standing glass features, and glass architectural elements that protrude from the primary building mass.

S5. Do not use mirrored glass or glazing with a reflective index above 20 percent.

S6. For *façades* with more than 20 percent glazing within 60 feet of grade and located within 300 feet from a body of water, including creeks and vegetated flood control channels; or within 100 feet of a *landscaped* area, open space, or park larger than one acre in size, apply a *bird safety treatment* to at least 90 percent of the glazed areas within 60 feet of grade.

Guidelines

G1. Turn off decorative exterior lighting between 11:00 p.m. and 6:00 a.m. except during June, July, December, and January due to bird migration.

G2. Use a *bird safety treatment* on windows or other glazed areas in which trees, *landscaping*, water features, or the sky will be reflected.

G3. Use a *bird safety treatment* on windows or other glazed areas through which *landscaping*, water features, or the sky can be seen through the glass.

G4. Do not plant trees in a line perpendicular to glass *façades*.

Related Subsections

3.1.2 Form, Proportion, and Scale
3.3.1 Façade Design and Articulation

General Plan Reference

ER-7

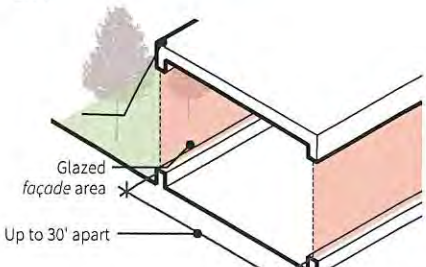

Fig. 3.46 Use a *bird safety treatment* for parallel glazed *façades* that are less than 30 feet apart.

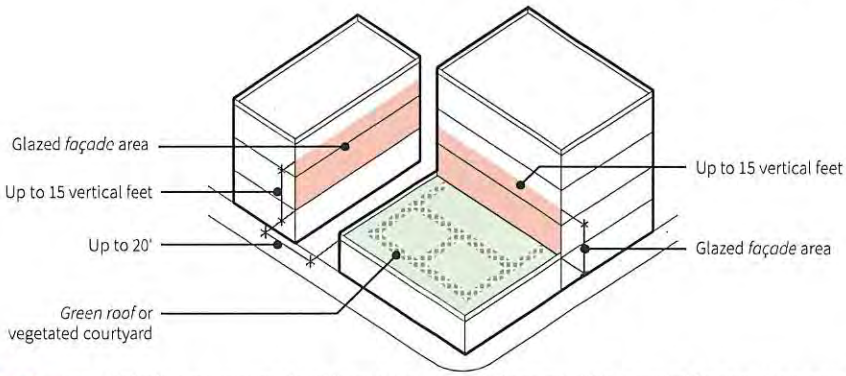

Fig. 3.47 Use a *bird safety treatment* on glazed *façades* that are visible from and within 15 vertical feet and 20 horizontal feet of a *green roof* or vegetated courtyard.

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3.3.7 Materials and Color

ANALYZE CONTEXT, PROVIDE QUALITY DESIGN, AND DESIGN FOR SUSTAINABILITY

The quality of the materials and color palette helps define a building's character.

Rationale

Quality materials on building *façades* convey longevity and *sustainability*. Unique materials inspired by the *context* create a sense of place and activity. The composition of materials and colors grounds a building in its surroundings.

Standards

S1. In *General Plan growth areas*, ground floor elevation fronting *primary streets* must have high quality materials and texture for at least 50 percent of the non-glass areas. High quality materials include (but are not limited to) stone, marble, granite, brick, tile, wood, terracotta, and steel.

S2. Material transitions along any *façade* must only occur on the inside corner of plane change. When material changes need to happen in the same plane, use trims, *cornices*, or other architectural elements to create a corner for material transition *(see Fig 3.49)*.

S3. For buildings taller than four stories, limit the use of stucco to a maximum of 60 percent of any *façade* that faces a street, open space, or *paseo* in *General Plan growth areas*.

S4. For buildings taller than four stories, do not provide unbroken multi-story sections of the same material, texture, or color for more than 150 feet of *façade* length and more than two-thirds of the number of floors in height.

Fig. 3.48 Use contemporary or traditional materials to define a *base*, *middle*, and *top* for buildings and to highlight corner elements.

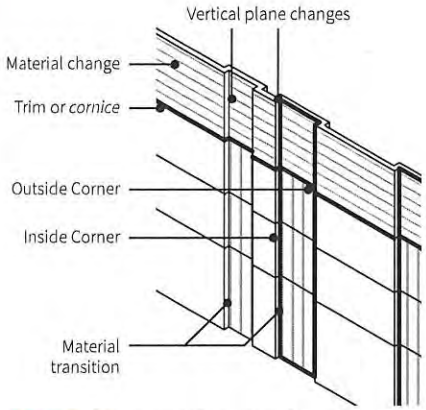

Fig. 3.49 Create material transitions for continuous *façades* on inside corners of plane changes.

Fig. 3.50 Exterior materials and architectural details consistent with the development's style and character.

Guidelines

G1. Use durable high-quality materials, such as tile, wood, masonry, brick, stones, terracotta, or metal.

G2. Use heavier materials such as masonry, concrete, and stucco with darker colors at the *base* and *middle* of building *façades* and progressively lighter materials and colors such as wood, panels, etc. on the *middle* and *top* of *façades* at upper levels.

G3. Exterior materials and architectural details of individual buildings should be consistent with the developments' *architectural idea* and should be scaled based on viewing distance - finer details for pedestrian viewpoints and large-scale details for distant viewpoints *(see Fig. 3.50)*.

G4. Employ reflective materials sparingly to reduce glare.

G5. Use bright accent colors minimally.

G6. Identify and incorporate historically and culturally significant materials and into building *façades*.

G7. Select materials that can be cleaned easily and provide minimal potential for graffiti.

G8. Use building materials that are made of recycled or renewable resources or are purchased from local sources.

Related Subsections

3.1.1 Massing Relationship to Context
3.1.2 Form, Proportion, and Scale
3.3.1 Façade Design and Articulation

General Plan Reference

CD-1, CD-2, CD-4, MS-1

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3.3.8 Architectural Lighting

ANALYZE CONTEXT, PROVIDE QUALITY DESIGN, DESIGN FOR SUSTAINABILITY, AND SUPPORT CONNECTIVITY

Create safe and inviting public spaces with lighting that highlights buildings' distinctive elements.

Rationale

Lighting can convey important information, make spaces feel more comfortable, safe, and highlight distinct features of new buildings without disrupting neighbors or impacting the night sky.

Standards

S1. Orient at least 90 percent of exterior lighting fixtures downward.

S2. Provide pedestrian-scale lighting to illuminate the ground floor building *façades* and an adjacent four-foot wide zone with lighting fixtures that are placed *(see Fig. 3.51 and 3.52):*

- Every 40 feet or less for all building *façades* to illuminate the sidewalk along *primary* and *secondary streets.*
- Every 30 feet or less for all building *façades* facing *public open spaces, paseos,* and *POPOS.*
- Every 20 feet or less for all ground floor *blank walls.*

Guidelines

G1. Use ornamental and architectural lighting to highlight the features, elements, activity areas, and character of buildings *(see Fig. 3.51).*

G2. *Conceal* electrical elements such as wires, conduits, and panel boxes from public view.

G3. Shield lighting to prevent light intrusion into adjacent building uses, especially residential units.

Related Subsections

2.3.7 Site Lighting
3.3.1 Façade Design and Articulation

General Plan Reference

CD-1, LU-9, TR-2

Fig. 3.51 Ornamental and architectural lighting at the ground floor highlights the features of buildings and creates uniform lighting conditions along the perimeter.

Fig. 3.52 Provide lighting for building *façades* facing *public open spaces, paseos,* and *POPOS.*

3.3.9 Signage

ANALYZE CONTEXT, PROVIDE QUALITY DESIGN, DESIGN FOR SUSTAINABILITY, SUPPORT CONNECTIVITY, AND IMPLEMENT ACTIVE DESIGN

Design building signage to clearly communicate with occupants and visitors and complement site surroundings.

Rationale

Signage helps animate and harmonize projects with their environments.

Well-designed and placed signage conveys information, imparts a *human scale* to buildings, creates a unique and artistic character for developments, and enhances the *public realm*.

Standards

S1. Direct all building addresses and primary building signage towards street *frontage* such that they are visible from the street.

Guidelines

G1. Develop signage plans early in the design process so they are part of the overall building architecture and are consistent with the size and scale of building(s).

G2. Design signs to illustrate the hierarchy of information and entrances along busy and/or multi-purpose *façades*.

G3. Design building signage to reflect the character of business or interior use to create a unique and individual identity. This can be done by utilizing similar color and material schemes *(see Fig. 3.53)*.

G4. Provide *pedestrian level* signage such as *blade or fin signs* and *wall signs* to match the character of the neighborhood *(see Fig. 3.55)*.

G5. Provide *awning signs, wall signs*, and signs with individual lettering to identify building addresses and names of residential, commercial, and industrial buildings *(see Fig. 3.54)*.

G6. Design and maintain *landscaping* around *detached signs* to ensure visibility from the *public realm (see Fig. 3.56)*.

G7. Do not provide *box signs* with internal lighting and surface lettering.

Related Subsections

3.3.1 Façade Design and Articulation

General Plan Reference

CD-1, LU-5, LU-11, TR-1

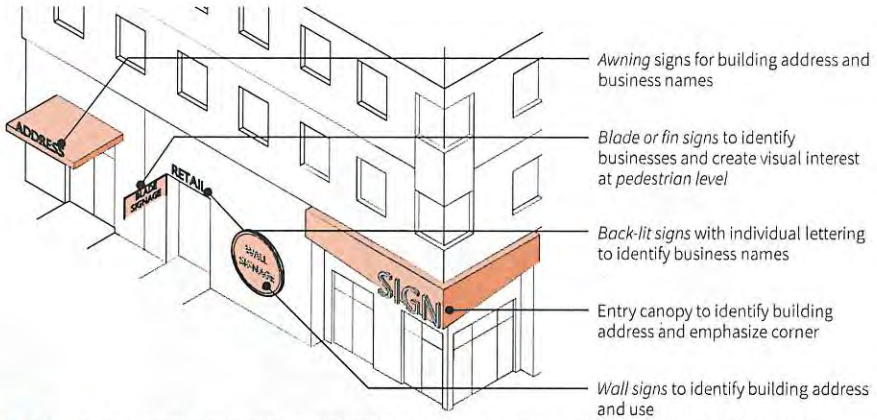

Fig. 3.53 Design signage to reflect the types of uses in buildings and to ensure visibility of street signage for both pedestrians and vehicular traffic.

Fig. 3.54 Illuminated *awning sign* placed at entry canopy to identify the building address and emphasize building corner.

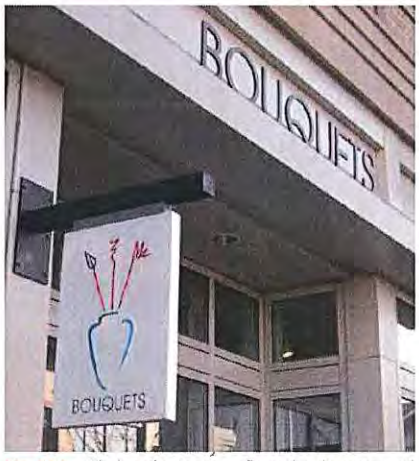

Fig. 3.55 *Blade* or *fin signage* reflects the character and image of the use.

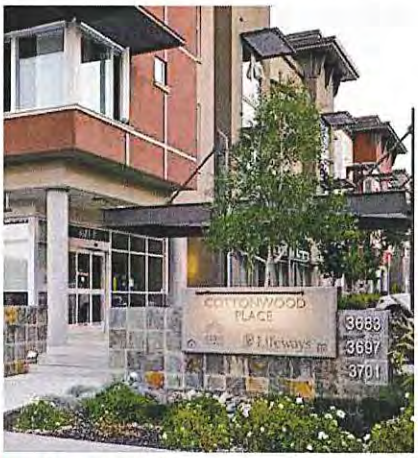

Fig. 3.56 Lighting of signage and maintaining *landscaping* around signage ensures visibility.

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4.0 Pedestrian Level

4.1 Ground Floor Treatment and Uses

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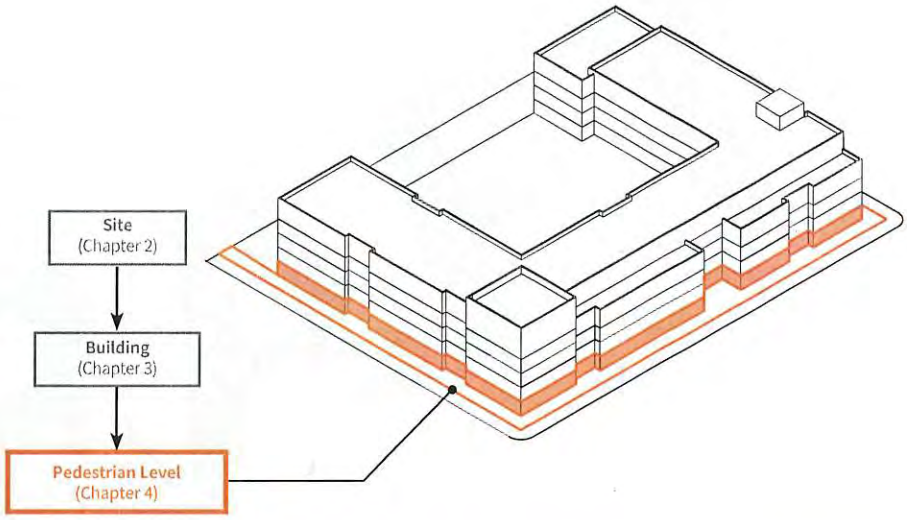
Introduction

While the level of street activity can vary from bustling commercial corridors to quiet residential streets or areas, the physical hallmarks of a healthy *public realm* are the same. Safe and welcoming streets prioritize pedestrians, offer spaces for people to gather, and have buildings that concentrate activity and visibility towards sidewalks.

The first vertical 20 feet of a building's *façade* has a substantial impact on the *public realm.* Attractive and approachable *façades* combined with careful placement of interior uses create connections and energize street life. This chapter discusses specific techniques for laying out and designing buildings and open spaces within the *public realm.*



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Thoughtful placement of built uses, interesting building *façades*, and elements that add *human scale* to the buildings and enliven the *public realm.*

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4.1.1 Commercial Frontages

IMPLEMENT ACTIVE DESIGN, DESIGN EQUITABLE PLACES, SUPPORT CONNECTIVITY, AND STRENGTHEN COMMUNITY CHARACTER

Support interesting and safe public spaces with active commercial frontages.

Rationale

Ground floors with *active frontages* create engaging streets that are comfortable to use and visually appealing for pedestrians.

Applicability

The standards and guidelines in this Subsection apply to all ground floor commercial *frontages*.

Standards

S1. Provide a *finished ground floor level* for all commercial *active frontages* within three vertical feet of sidewalk *(see Fig 4.3)*.

S2. Create transparent *façades* with windows or clear glazing for at least 70 percent of the *active frontage* length along *primary streets* or *public open spaces* and 50 percent of the *active frontage* length along *secondary streets (see Fig 4.3 and 4.5)*.

S3. Provide a transparent *façade* at building corners such that it extends at least 20 feet from the corner in both directions. If a corner *façade* is fronting a *primary street* or *public open space* on one side and a *secondary street* on the other, refer to S2 for transparent building *façade* length requirements for each *façade (see Fig 4.3 and 4.5)*.

S4. Windows and clear glazing on the ground floor *façade* must have no opaque or semi-opaque building elements wider than two inches or spaced more closely than five feet between 3 to 10 vertical feet from the sidewalk *(see Fig. 4.3 and 4.5)*.

S5. All ground floor commercial tenant spaces must be at least 45 feet deep for a minimum of 50 percent of *primary street* building *façades*, and at least 25 feet deep for a minimum of 50 percent of *secondary street façades*.

S6. Provide a minimum of 14-foot floor-to-ceiling height for ground floor commercial *building frontages*. This minimum height requirement does not apply to garage or utility areas which are separate and distinct from ground floor commercial spaces *(see Fig 4.5)*.

S7. Do not provide any fences or planting taller than three feet between an *active frontage* and the edge of sidewalk along a *primary street*.

Guidelines

G1. In *mixed-use buildings* with residential and commercial uses, locate the commercial spaces towards the street, at street intersections, or where a *public open space or paseo* intersects with the sidewalk.

G2. Provide a *setback* for commercial uses on the ground floor along *primary streets* to allow for transitions, *frontage zone* for outdoor seating, and future sidewalk widening *(see Fig 4.1, 4.2, and 4.4)*.

G3. If security gates are used as a part of commercial *façade*, integrate them into the overall architectural design scheme of the development.

Related Subsections

2.3.2 Active Frontages
2.3.8 Landscaping and Stormwater Management
4.1.2 Residential Frontages

General Plan Reference

CD-1, LU-5, VN-1

Fig. 4.1 Provide *active* commercial uses that are physically accessible to pedestrians from streets, sidewalks, or *paseos*.

Fig. 4.2 Outdoor furniture and seating in *frontage zones* helps create a lively *public ream*.

Fig. 4.3 Provide clear glazing for at least 70 percent of *active frontage* length and have no opaque building elements between 3 to 10 vertical feet of the sidewalk.

Fig. 4.4 Provide a *setback* for commercial *frontage* along *primary streets* to allow for transitions, *frontage zones* for outdoor seating, and future sidewalk widening.

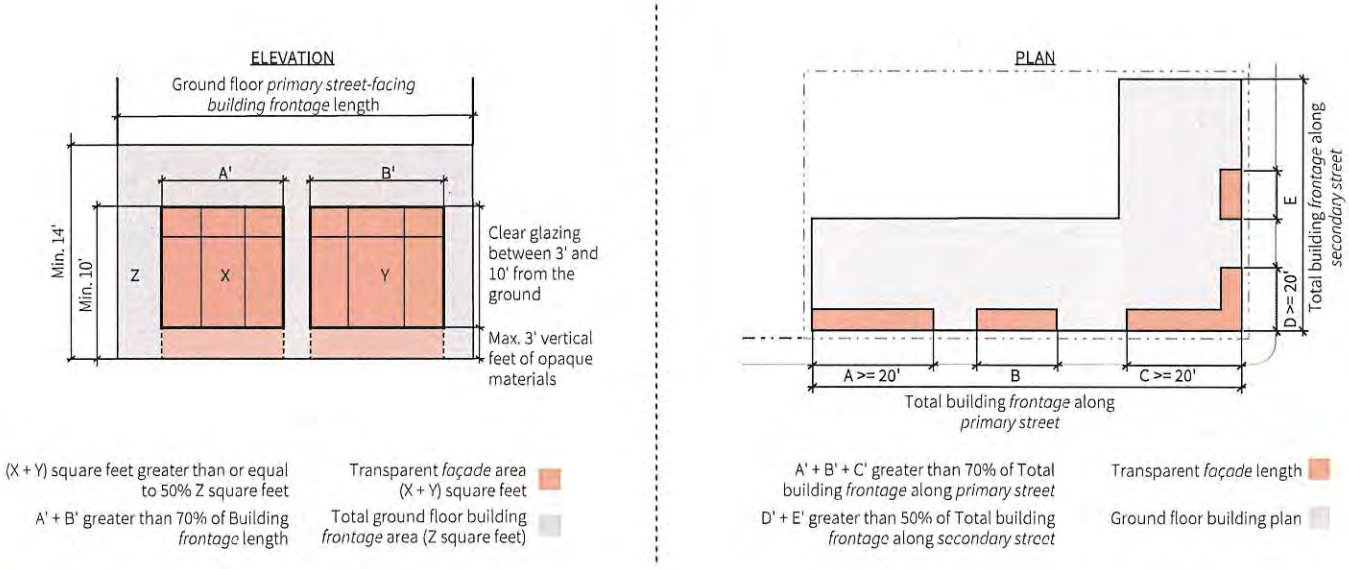

Fig. 4.5 Requirements of transparent *frontages* for building corners at intersections, and along *primary* and *secondary streets*.

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4.1.2 Residential Frontages

IMPLEMENT ACTIVE DESIGN, DESIGN EQUITABLE PLACES, SUPPORT CONNECTIVITY, DESIGN FOR SUSTAINABILITY, AND STRENGTHEN COMMUNITY CHARACTER

Design ground floor residential frontages to directly connect with the public realm, create eyes-on-the-street, and add visual interest to public spaces while still maintaining tenant privacy.

Rationale

A transparent ground floor *façade* in residential developments allows internal uses to engage with the *public realm* and create a safe environment for pedestrians.

Placing shared spaces and amenities such as fitness centers, common spaces, and management offices along *primary street frontages* helps create connections between the building and the streets. Sidewalk-accessible entry stoops for ground floor residential units support safe, active, and comfortable pedestrian environments.

Standards

S1. Include a minimum three-foot-deep *frontage zone* at building entrances for residential and mixed-use developments. This transition space is useful for any doors opening out to the sidewalk and for providing stoops for raised residential units *(see Fig 4.7 and 4.8).*

S2. The *finished floor level* of ground floor residential units must be within four vertical feet of the closest sidewalk. For sloping sites, developments are allowed to have up to 25 percent of unit entrances and up to 1/4th of the ground floor level above four vertical feet for but not more than six vertical feet higher than the closest sidewalk along that property line *(see Fig. 4.7).*

S3. For all residential *active frontages*, provide at least six-foot-tall transparent windows or clear glazing that cover a minimum of 60 percent of the *active frontage* along *primary streets* and 40 percent along *secondary streets (see Fig. 4.6).*

S4. Partially sub-grade podium garages along streets and pedestrian walkways must:

- Not extend more than four feet above grade.
- Not have *blank walls.*
- Screen mechanical equipment and air exhaust windows from view.
- Have openings and *articulations* that are consistent with the rest of the building *façade.*

Guidelines

G1. Support pedestrian safety by locating residential stoops and community spaces such as gyms, management offices, and indoor recreation areas, along street and *public open space frontages* to enliven street life and create *eyes-on-the-street (see Fig 4.9, 4.10, and 4.11).*

Related Subsections

2.3.2 Active Frontages
3.2.1 Pedestrian and Bicycle Entrances Design

General Plan Reference

CD-1, H-3, LU-11

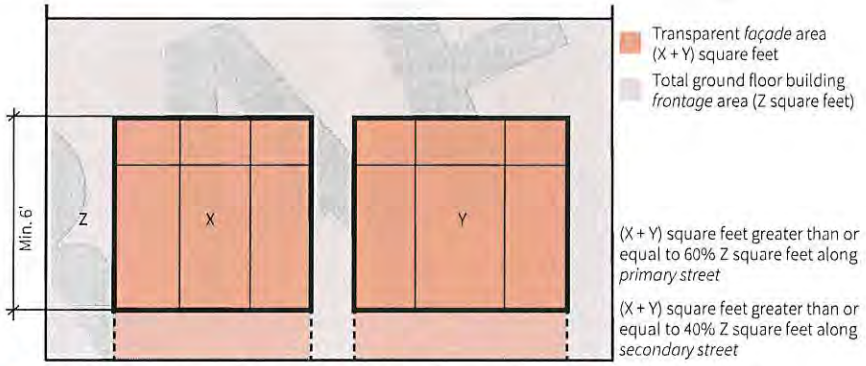

Fig. 4.6 Provide transparent glazing for residential *active frontages* along *primary* and *secondary streets.*

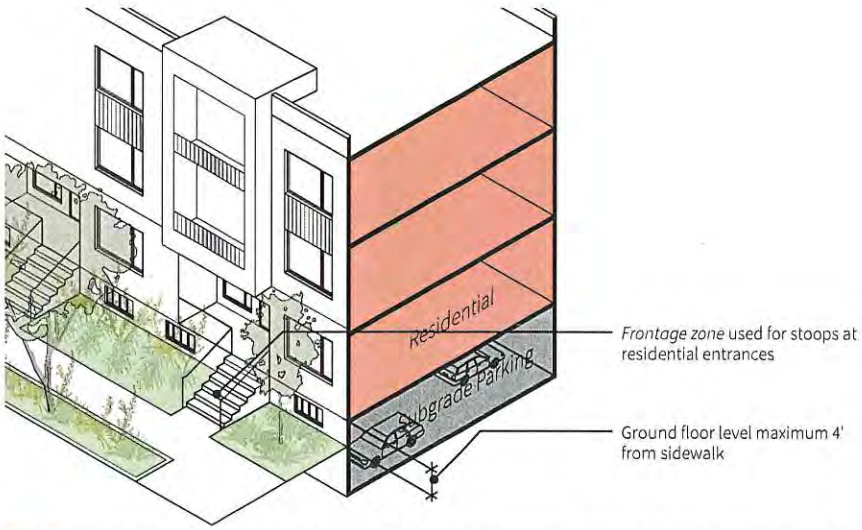

Fig. 4.7 Elevate residential entrances up to 4' from the sidewalk and provide a minimum 3' deep *frontage zone* at all building entrances.

Fig. 4.8 Locate residential entrances and *active uses* such as gyms and community spaces on street *frontages*. *Frontage zones* create the opportunity to provide stoops for raised residential units and protect pedestrians from any doors opening out to the sidewalk.

Fig. 4.9 Frequent residential entrances along the street to create *eyes-on-the-street*.

Fig. 4.10 Locate residential entrances and *active frontages* such as exercise rooms, leasing offices, and community spaces along the streets and *public open spaces*.

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4.1.3 Mitigating Blank Walls

IMPLEMENT ACTIVE DESIGN, DESIGN EQUITABLE PLACES, AND SUPPORT CONNECTIVITY

Mitigate long blank walls along primary streets and public open spaces by using design strategies to create interesting façades.

Rationale

Blank walls make places feel uninviting and sometimes unsafe. Minimizing long stretches of unbroken *façades* and *non-active frontages*, such as parking garages and service and utility areas, creates an active and safe *public realm*.

Standards

S1. Limit continuous *blank walls* on the ground floor to less than 30 feet along *primary street façades* and 50 feet along *secondary street façades (see Fig. 4.13)*.

S2. Do not create a *blank wall* longer than 15 feet in the 50 feet closest to a building corner fronting a *primary street* or *public open space (see Fig. 4.13)*.

S3. Do not create a *blank wall* longer than 25 feet in the 50 feet closest to a building corner fronting a *secondary street*, *paseo*, or alley *(see Fig. 4.13)*.

S4. At the *pedestrian level*, mitigate *blank walls* that continue for more than 15 feet along *primary streets* and 30 feet along *secondary streets* by providing at least one of the following design treatments *(see Fig. 4.12 and 4.13)*:

- Architectural treatments such as reveals, projections, *setbacks*, indentations, lighting, *awnings*, etc.
- Interactive public art that is at least 100 square feet in area and occupies at least 10 linear feet of the wall.
- Art exhibitions, merchandising display windows, or public information display cases that change at least once every six months.
- Murals that are at least eight feet in any dimension and cover at least 75 percent of the *blank wall* area.

S5. At the *pedestrian level*, use at least one of the treatments mentioned in *4.1.3 - S4* for *blank walls* along property lines that are exposed to the *public realm* without another building located within 15 feet.

Guidelines

G1. Use *façades* on portions of buildings that house secure business operations as an opportunity for public art, architectural features, or *articulated façade* elements.

G2. Use different materials, textures, colors, patterns, lighting, canopies, *landscape* treatments, and public art to create visual interest on *blank* and unbroken walls.

G3. Coordinate *façade* treatments of *blank walls* at the *pedestrian level* with the overall character, architecture, and building materials.

Related Subsections

2.3.2 Active Frontages
4.3.1 Public Art in Private Development

General Plan Reference

AC-2, CD-1, LU-5, TR-2

Fig. 4.12 Examples of techniques to mitigate *blank walls - green walls*, planted setback, public art, material changes, and lighting.

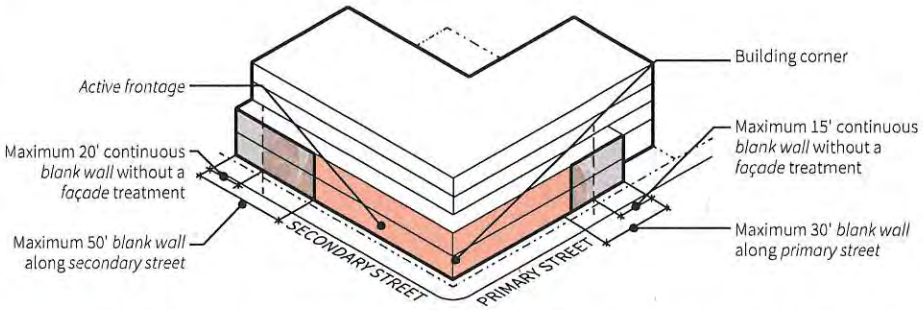

Fig. 4.13 *Blank façades* at the *pedestrian level* must be less than 30 feet along *primary streets* and 50 feet along *secondary streets*.

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4.2.1 Privately-Owned (and Maintained) Public Open Space Design

IMPLEMENT ACTIVE DESIGN, DESIGN EQUITABLE PLACES, SUPPORT CONNECTIVITY, AND DESIGN FOR SUSTAINABILITY

Create active, safe, and durable open spaces that are accessible to everyone.

Rationale

Privately-owned public open spaces (*POPOS*) create opportunities for community interaction, public art, and civic features. They act as signature amenities for developments, bolster adjacent retail businesses, and provide *areas of relief* in dense commercial and industrial neighborhoods. The design, size, and character of *POPOS* can be shaped with artwork, *landscaping*, seating, and other street furniture.

Standards

S1. When adjacent to retail spaces and *mixed-use buildings*, designate five percent of the total *POPOS* area for seating. If there are food service businesses adjacent to it, designate 10 percent of the total *POPOS* area for seating. This seating could be a combination of built-in or movable furniture.

S2. The length and width of *POPOS* must each be at least 25 feet long when any building on its perimeter is 30 feet or taller *(see Fig. 4.16)*.

Guidelines

G1. Create *active* and *passive* areas within *POPOS* and maintain visibility throughout using elements such as canopies, trees, *landscaping*, public art installations, street furniture, and recreational facilities *(see Fig. 4.15)*.

G2. Use trees, building overhangs, umbrellas, and arcades to provide shade in the warmest months *(see Fig. 4.14)*.

Related Subsections

2.3.4 Open Space Placement and Access
2.3.8 Landscaping and Stormwater Management

General Plan Reference

AC-2, CD-1, MS-21, PR-7, VN-5

Fig. 4.14 Provide seating, use *landscaping*, and create *active* and *passive* activity areas in *POPOS*.

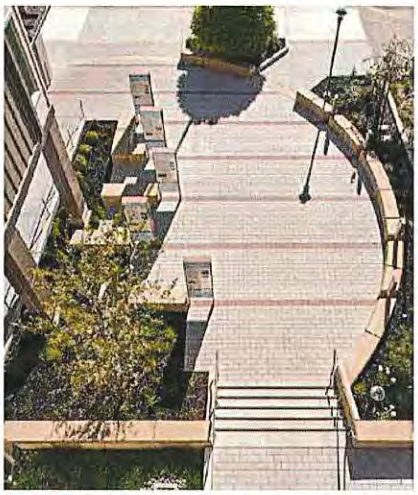

Fig. 4.15 Create *active* and *passive* areas within *POPOS* using elements such as trees and *landscaping*.

Fig. 4.16 Provide at least 25' length and width for all *POPOS* with perimeter building *frontages* that are 30' or taller.

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4.2.2 Common and Private Open Space Design

IMPLEMENT ACTIVE DESIGN, DESIGN EQUITABLE PLACES, SUPPORT CONNECTIVITY, AND DESIGN FOR SUSTAINABILITY

Provide active and passive open spaces and common areas for building residents and other users.

Rationale

Common open spaces create opportunities for shared gatherings and recreational activities between building occupants. They provide access to the outdoors for all tenants and visitors, which is important in dense developments.

Private open spaces for individual tenants consist of decks, balconies, porches, and patios. They provide space for residents to enjoy the outdoors in solitude and may overlook the *public realm.*

Additional Requirements

Refer to Appendix A.2 for additional requirements for *common* and *private open space* design.

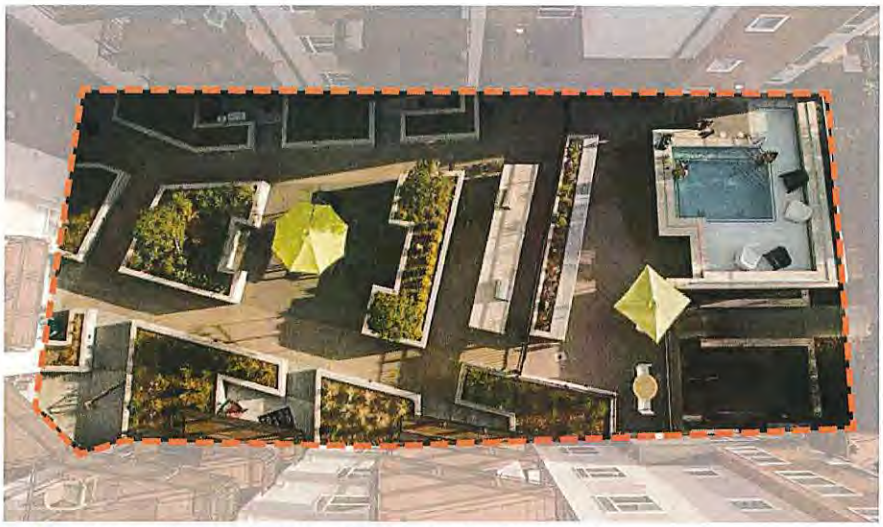

Fig. 4.17 Design multi-use *common open spaces* to be used by building occupants.

Standards

S1. When all the building walls facing a *common open space* are less than four stories tall, each *common open space* dimension must be at least 20 feet *(see Fig. 4.17 and 4.18).*

S2. When one or more building walls facing a *common open space* are four to eight stories tall, at least one of the *common open space* dimensions must be equal to or greater than the height of the tallest building wall facing the *common open space*. The other dimension must be 50 percent or more of the height of the tallest building wall facing the common open space *(see Fig. 4.17 and 4.18).*

S3. When one or more building walls facing a *common open space* are more than eight stories tall, at least one of the *common open space dimensions* must be 80 feet or more. The other dimension must be 50 percent or more of the height of the tallest building wall facing the *common open space (see Fig. 4.18).*

Guidelines

G1. Cluster *common spaces* with interior amenities such as community rooms and fitness centers to create in-building destinations both for commercial and *mixed-use buildings.*

G2. Provide a variety of spaces and amenities for different activities and occupant groups, such as seating areas, pet areas, and playgrounds *(see Fig. 4.17).*

G3. Incorporate water-efficient *landscaping*, *LID* planters, and *green stormwater infrastructure* into *common open spaces.*

G4. Provide views to the outdoors from physical activity rooms.

Related Subsections

2.3.4 Open Space Placement and Access
2.3.8 Landscaping and Stormwater Management

General Plan Reference

H-3, LU-9, MS-3, VN-5

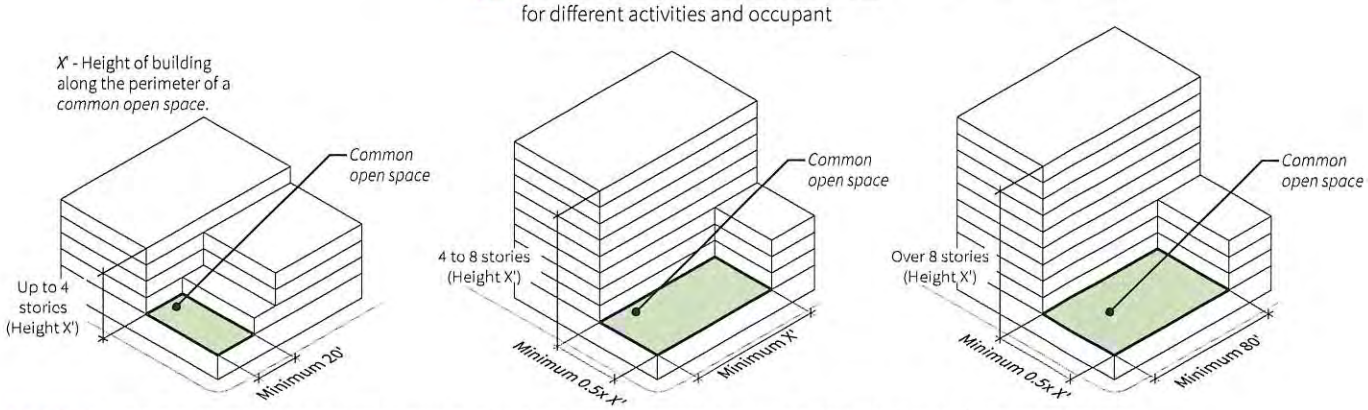

Fig. 4.18 The minimum dimension of *common open spaces* must be at least 20', with secondary dimensions relative to the height of the buildings fronting it.

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4.3.1 Public Art in Private Development

IMPLEMENT ACTIVE DESIGN AND SUPPORT CONNECTIVITY

Incorporate public art installations into private developments to enhance and contribute to San José's distinct cultural identity.

Rationale

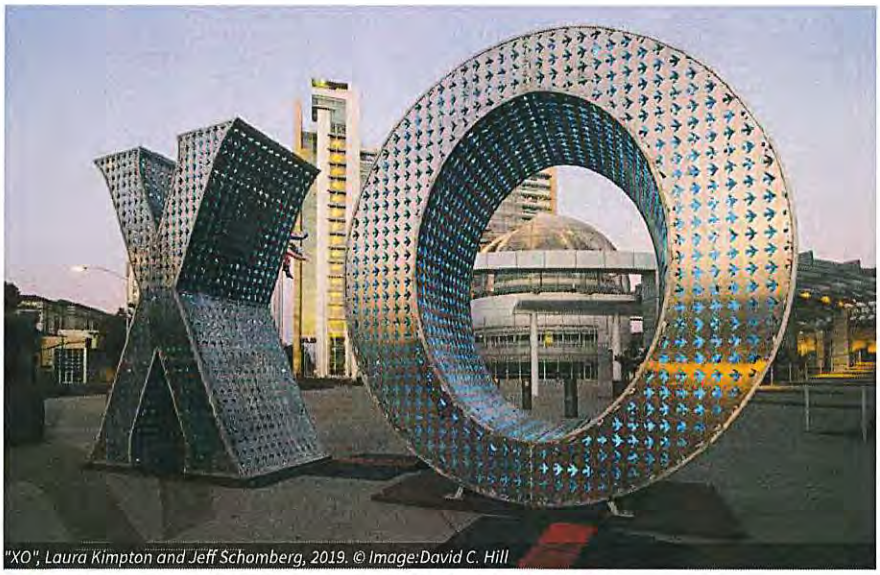
Public art of any medium, scale, or form enhances cultural interest in a place and reflects diverse local character. Public art may include sculptures, murals, unique material patterns, metal works, light displays, and *landscape* or water features.

Public art typologies

Elements of Distinction - Unique and memorable features that create an identity for a particular development. They may or may not be interactive in nature.

Elements of Continuity - Elements that repeat in a sequence and visually unify the space they are in.

Elements of Change - Temporary art work or art that is interactive or recurs at regular intervals (at least once every six months), such as lights during fall and winter.



"XO", Laura Kimpton and Jeff Schomberg, 2019. © Image:David C. Hill

Fig. 4.19 Create unique public art like sculptures to anchor plazas, parks, and *POPOS*.

Guidelines

G1. Integrate *permanent* and *temporary* art into *common open spaces* and gathering areas in all projects.

G2. Create an Element of Distinction at *gateway sites* or sites at the intersection of prominent *primary streets* and visible from the *public realm* at a distance of at least 50 feet from the art.

G3. Locate the different types of public art at strategic locations:

- Elements of Distinction to identify buildings, key circulation paths, corridors, and neighborhood connections *(see Fig.4.21)*.
- Elements of Distinction to anchor important places such as plazas, parks, *POPOS*, and public transit stations *(see Fig. 4.22)*.
- Elements of Continuity to guide people through *paseos* and to highlight major streets and public transportation lines and stops.
- Elements of Change to enliven civic or cultural destinations. These can be used on residential and commercial *façades* as well *(see Fig. 4.20)*.

G4. If lighting is part of a public art piece, use LED lighting that can respond to different day and night conditions.

Related Subsections

4.1.3 Mitigating Blank Walls

General Plan Reference

AC-1, AC-2, CD-5, VN-4

"Show Your Stripes", Jim Conti, 2008

Fig. 4.20 Use lighting on the site or buildings to create Elements of Change.

"Limonium", Mona Caron, 2020

Fig. 4.21 Utilize *blank walls* on building *façades* to create art that enhances local cultural interest or reflects the character of the development.

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5.0 Specific Development Types

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Introduction

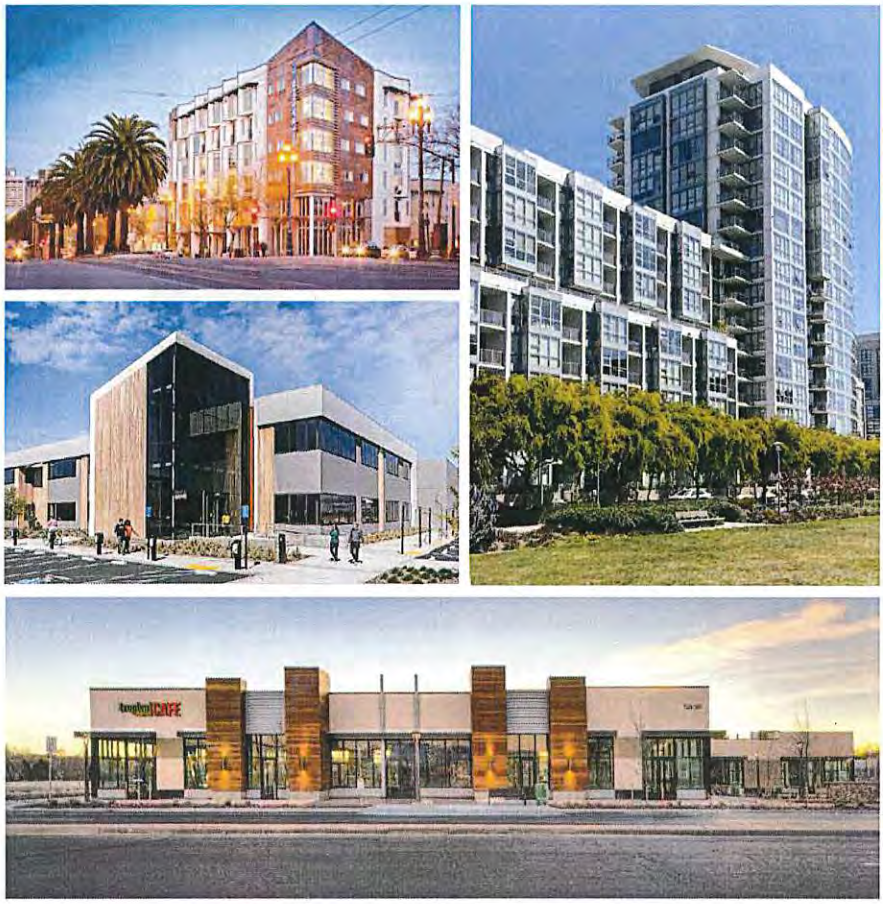
The purpose of this chapter is to help users understand how the Design Standards and Guidelines may be implemented across a variety of development types.

Each Subsection of this chapter focuses on a common development type and is organized as follows:

Description - Defines the development type and describes its characterizing features, such as size, configuration, and typical uses.

Example Diagram and Photo - Depicts a typical example of the development type that conforms to the standards and guidelines identified in this document. Annotations to the diagram demonstrate how key standards and guidelines may be applied and interpreted. These annotations are not an exhaustive list of all applicable Standards and Guidelines but direct the document user to review relevant Subsections and regulations in the *context* of each development type.

General Plan Reference - Provides a list of sections from the Envision San José 2040 General Plan that each Subsection generally supports.



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5.1.1 Duplex - Single Family House Conversion or New Construction

Description

Duplexes are two dwelling units on one lot, where at least one unit has a street *frontage* and both have private yards. They most often occur as infill housing developments within established neighborhoods, effectively doubling the density of single-family parcels.

It is important that any new duplexes/ triplexes/four-plexes are architecturally compatible (have similar features) with the rest of the buildings on the same street. Some features to look for while designing duplexes in residential neighborhood are:

- Building heights;
- Building entrances;
- Roof shapes and patterns;
- Window, porch, and balcony shapes and patterns, if they are prevalent in the vicinity; and
- Materials and details.

General Plan Reference

H-3, H-4, LU-9, LU-11

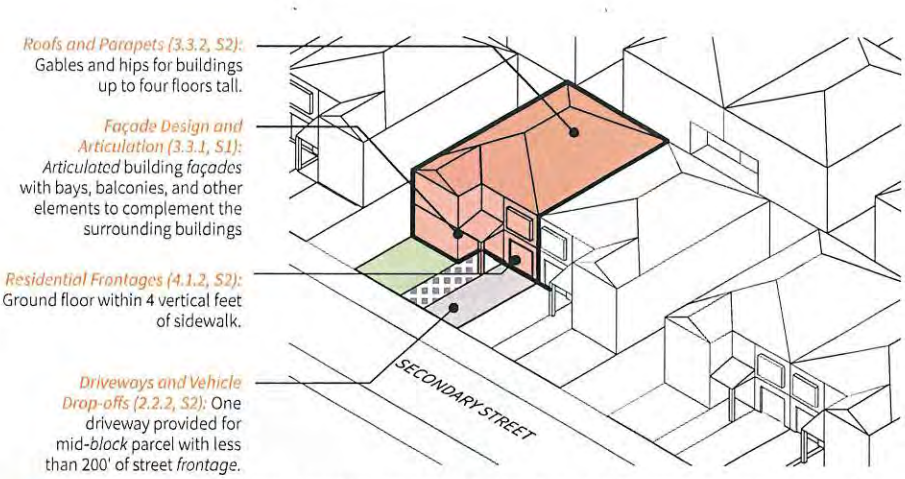

Fig. 5.1 *Typical Duplex* - Duplex configuration *articulated* to break up building mass and create a scale similar to the adjacent residential buildings. The duplexes have *direct pedestrian access* to the building entrance and are placed close to the street while maintaining a *setback* matching the adjacent buildings.

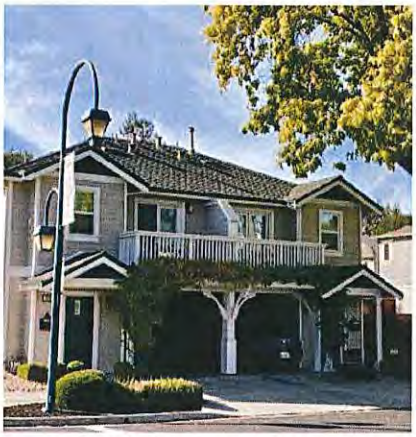

Fig. 5.2 Single-family house converted to duplex by adding an additional floor, splitting the building into two units with entrances for each unit located on the ground floor on each side of the building *frontage*.

Fig. 5.3 Example of duplex configuration where one unit is located on the ground floor with *direct access* from the street and the other is located on the second floor with a walkway from the street to the staircase.

5.1.2 Infill Multi-Unit Developments - Triplex to Six-Plex

Description

Small multi-unit developments ranging from triplexes to six-plexes and "separated" *townhouses* or *rowhouses* offer a great opportunity for infill developments or redevelopments in neighborhoods with predominantly single-family housing.

These developments help create denser housing while blending into the residential character of the neighborhood. The architectural style of these units could be traditional or contemporary, but they should incorporate design elements that are similar to the residential character of the area.

Fig. 5.4 A four-plex with all unit entrances facing the street. Some units have front yard patios whereas others have a recessed unit entrance or a front door with a projecting *awning* for weather protection.

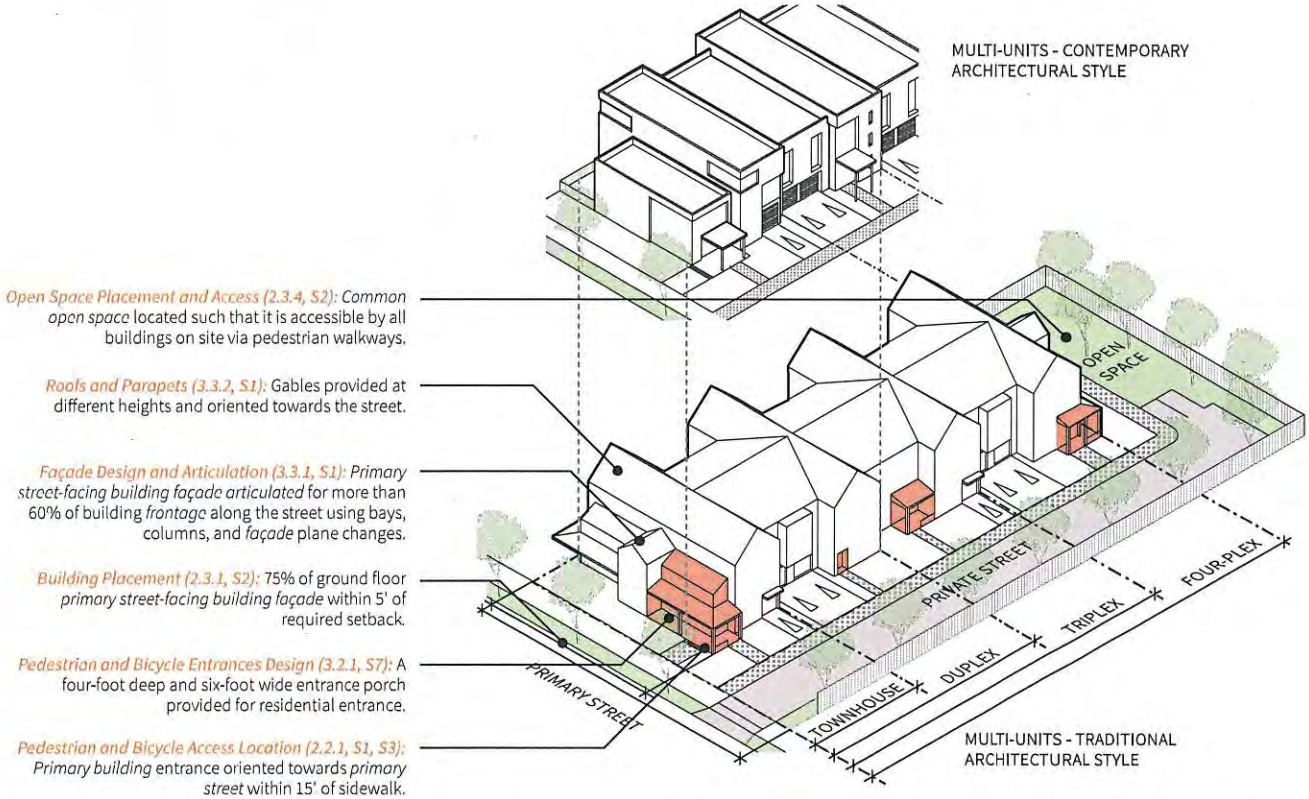

Fig. 5.5 *Townhouse* and small multi-unit residential developments such as duplex to four-plex offer an opportunity for dense developments on *small sites* in predominantly single-family neighborhoods. They are designed to appear as the same scale and have similar architectural design elements as their surroundings.

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5.1.3 Townhouses and Rowhouses

Description

Townhouses typically have front-loaded garages and rear yards. Rowhouses are usually served by alleys, have rear-facing garages, and do not have backyards. They can be attached or detached from adjoining residences and are often on *private streets* that create an internal, hierarchical circulation system. If there is not enough room for *solid waste* collection vehicles to turn around, residents may have to place their *solid waste* bins on the *primary* or *secondary street* for *solid waste* collection.

These two housing types are often included in the same developments and are suitable for families or multi-person households.

General Plan Reference

H-1, H-3, H-4, LU-9, LU-11

Fig. 5.8 Rowhouses with a contemporary architectural style building *façade*.

Fig. 5.9 Townhouses with access to parking via a *private street* and pedestrian access from *primary streets*.

Fig. 5.6 *Rowhouse Development* - A rowhouse development with garages served by alleys or *secondary*, less prominent streets. Residential *frontages* have *articulations* that blend in with the surrounding neighborhood and provide *direct access* to a *common open space* for tenants while creating visual interest from the street.

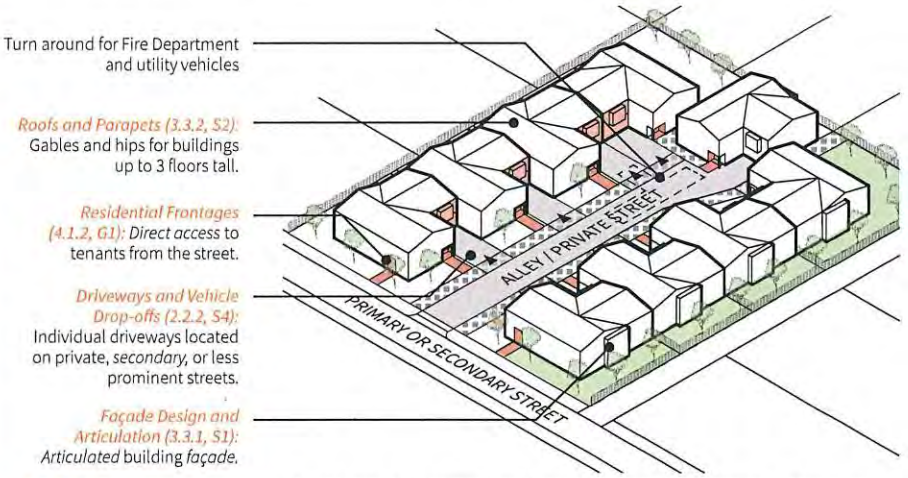

Fig. 5.7 *Townhouse Development* - A townhouse development with front-loaded garages and rear yards. Townhouses are placed near streets and *public open spaces* with residential *frontages* towards the *private street* and *direct access* for the townhouses located towards the *primary street*.

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5.1.4 Multi-Unit Developments with Multiple Building Types (Rowhouses, Townhouses, or Detached houses)

Description

Irregular shaped parcels that have limited access from surrounding properties benefit from the use of multiple-unit buildings or development types to provide the required building orientation to public rights-of-way, *private streets,* and open spaces as regulated by the Design Standards and Guidelines.

Small multi-unit developments typically have a mix of different residential types such as single family, duplexes, triplexes to six-plexes, *townhouses*, and *rowhouses*. The scale and character of multi-unit developments should be similar to the existing residential developments in the neighborhood.

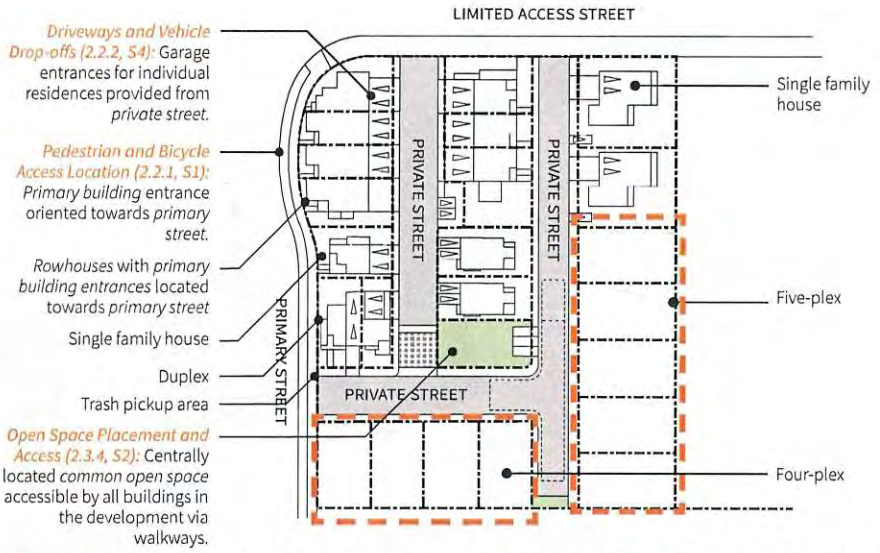

Fig. 5.10 Irregular shaped parcels and those abutting *primary streets* with heavy traffic benefit from the use of multiple-unit building types to provide the required orientation to public rights-of-way, *private streets,* and open spaces.

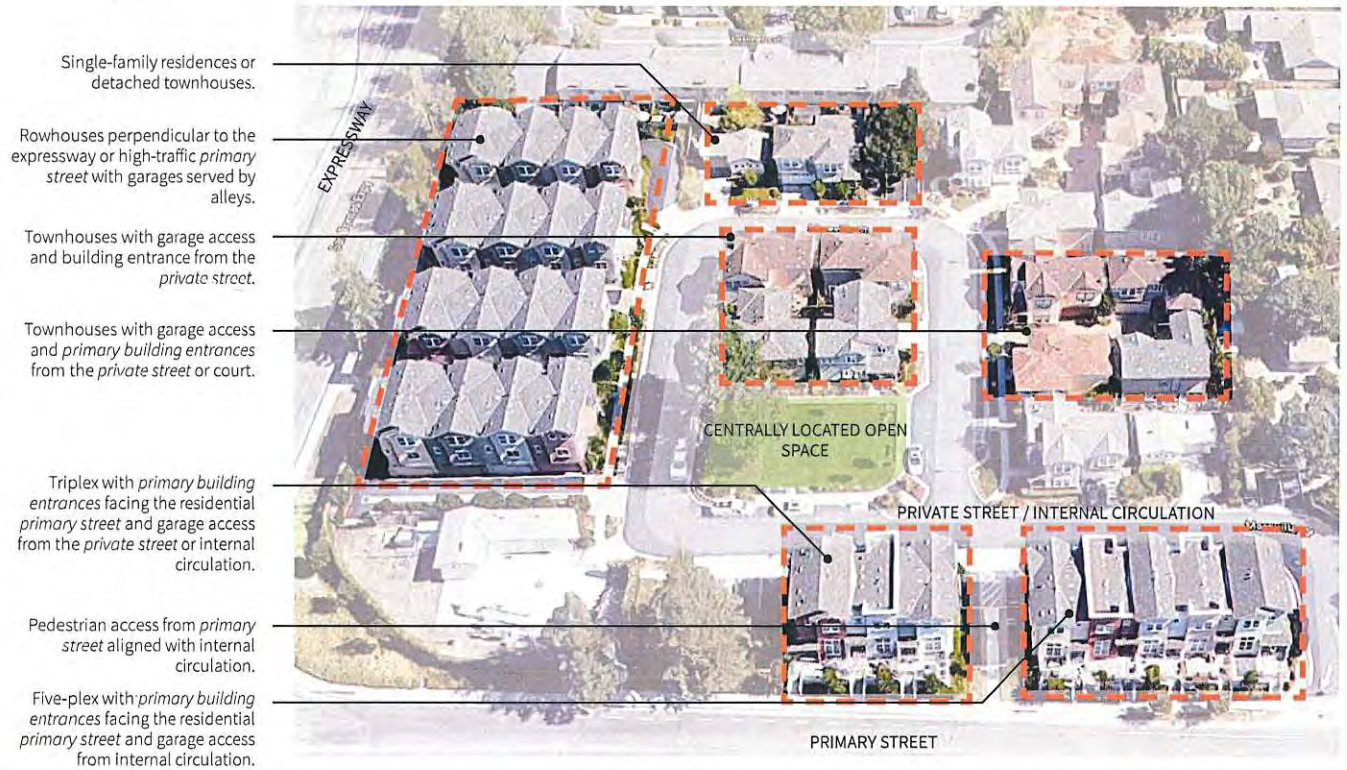

Fig. 5.11 A multi-unit development with several residential building types in a neighborhood with predominantly single-family residential developments. The site planning and organization utilizes the site efficiently and blends in with the scale and character of the rest of the neighborhood.

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5.1.5 Low-Rise Multifamily Residential

Description

In multifamily buildings, units share surface parking areas, laundry facilities, and open spaces and can range in size from studios to one- or four- bedroom units.

Low-rise multifamily residential buildings are typically one to three floors tall and fit well near single-family houses. The buildings can be placed and designed to transition between traditional low-density residential neighborhoods and higher-use areas and streets. Buildings and parking can be placed to provide *active* residential *frontages* along streets and minimize the impact of vehicles on the *public realm*.

General Plan Reference

H-1, H-3, H-4, LU-9, LU-11

Fig. 5.12 *Façade articulation*, special corner treatment, decks and balconies, recessed parking garages, and residential entrance stoops accessible from the street create smaller masses and bring this *low-rise* multifamily residential building to a *human scale*.

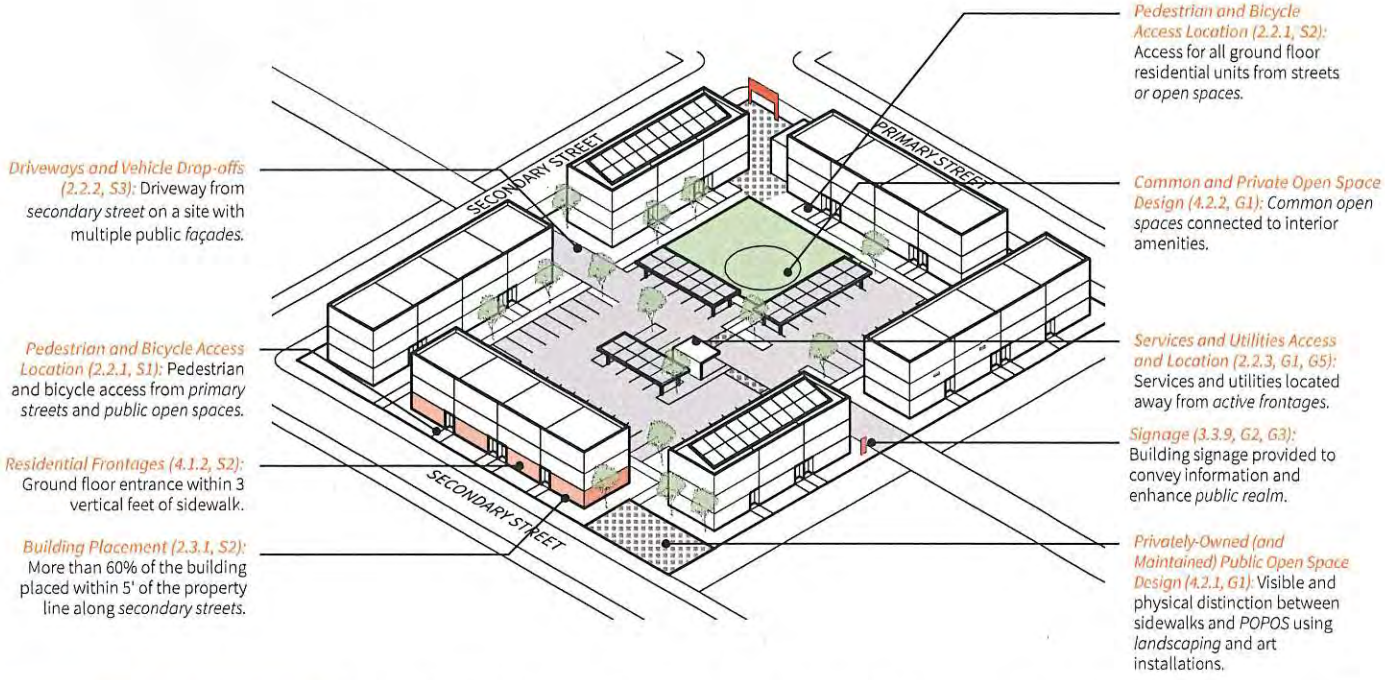

Fig. 5.13 *Low-Rise Multifamily Residential* - The ground floor provides frequent entrances from the *primary street* for all street facing residential units. Parking is screened from all adjacent uses by placing it towards the inside of the development site and placing all buildings towards the street.

5.1.6 Mid-Rise Multifamily Residential and Mixed-Use

Description

Mid-rise residential and *mixed-use buildings* are typically four to eight stories tall with high-density stacked flats over podium parking. Residents share lobby entrances, circulation, and amenity spaces.

Garage levels are either partially sub-grade or above grade and wrapped in *active uses* such as housing units or retail and commercial spaces. Ground floor residential units should have individual entrances directly from sidewalks, *paseos*, or open spaces to enliven the *public realm.*

General Plan Reference

H-1, H-3, H-4, LU-9, LU-10, LU-11

Fig. 5.16 *Mid-rise mixed-use building* with *façade articulation*, window patterns, varying roof heights, and special corner treatment.

Fig. 5.17 *Mid-rise mixed-use building* with *façade articulation* and different *façade* treatments such as window patterns and materials for ground floor commercial and residential uses on the floors above.

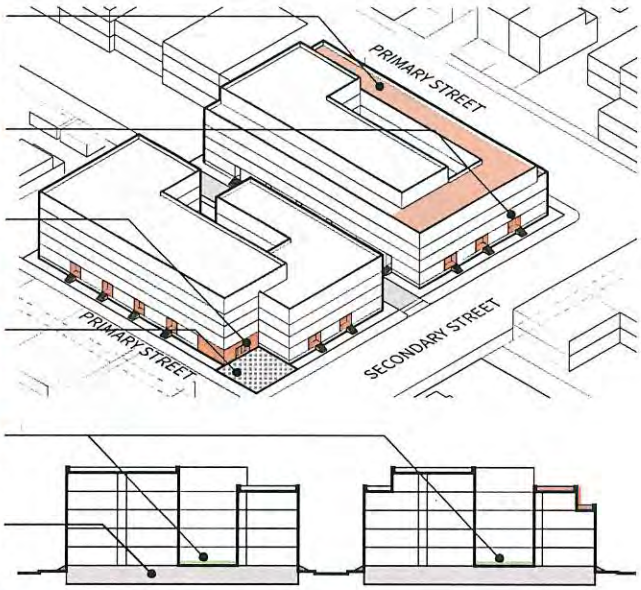

Fig. 5.14 *Mid-rise mixed-use development for small or medium sites* - Typical *mid-rise, mixed-use development* on a *medium site* with an alley or internal circulation to provide access to the parking podium and allow for *active* residential *frontages*. Building *stepbacks* are provided near adjacent lower-density development.

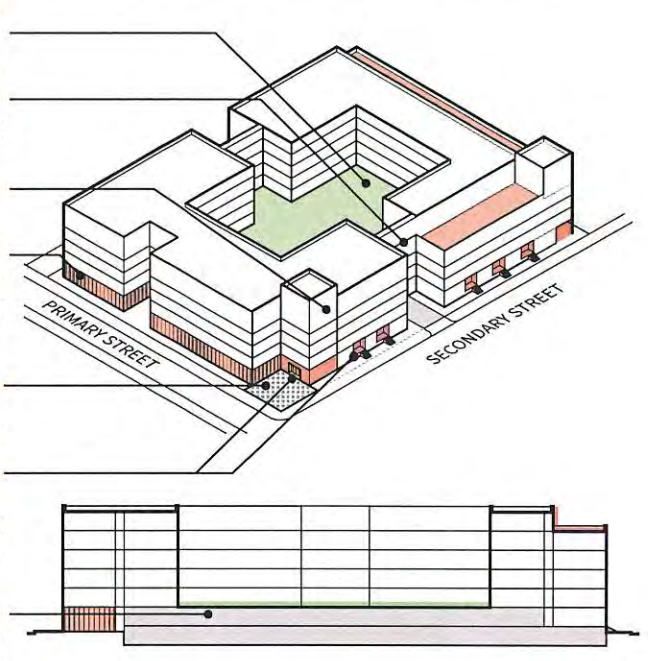

Fig. 5.15 *Mid-rise mixed-use development for large sites* - Typical *mid-rise mixed-use development* on a *large site*. Frequent breaks in the *massing* and *stepbacks* near adjacent, lower-density development reduce the scale of the large building. The parking podium is screened from the *public realm* by residential and commercial uses.

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5.1.7 High-Rise Multifamily Residential and Mixed-Use

Description

High-rise residential and *mixed-use developments* are taller than eight stories. They provide high-density residential living over podium parking, with shared lobby entrances, circulation, and amenity spaces. *High-rise* buildings are suitable for transit-oriented, dense, and mixed-use neighborhoods and *General Plan Growth Areas.*

Garage levels are lined with residential or commercial uses such as housing units or retail and commercial spaces. Ground floor residential units should have individual entrances directly from sidewalks, *paseos*, or open spaces to enliven the *public realm.*

General Plan Reference

H-1, H-3, H-4, LU-9, LU-10, LU-11

Fig. 5.19 A *high-rise* development with corner tower, *façade articulation*, and balconies stepping down towards the park .

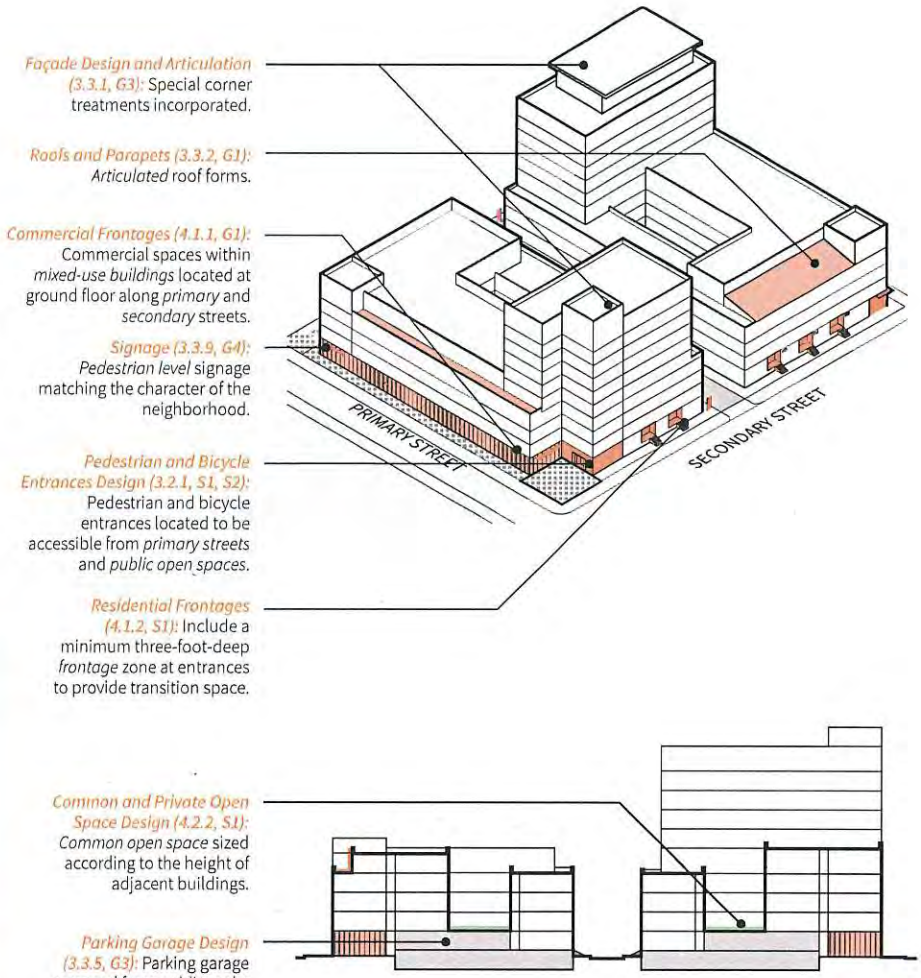

Fig. 5.18 *Mixed-use development with high-rise buildings* - *Mixed-use development* site with *mid- and high-rise buildings* designed such that the scale and *massing* of the buildings is proportional to surrounding developments. The parking podium is screened from the *public realm* by providing *active* residential and commercial *frontages*. *Common open spaces* are provided for residents in both *mid*-and *high-rise* buildings.

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5.1.8 Live-Work Spaces / Ground Floor Office associated with Residential units

Description

A live-work space is a dual commercial and residential unit for a single tenant. They are the primary dwelling units of the occupant with working spaces located at the ground floor. They can be a part of small multi-unit developments (with up to six units) or larger multifamily residential or *mixed-use developments*.

The ground floor treatment of live-work spaces varies depending on whether they are located on commercial or residential streets.

Fig. 5.20 Live-work units on commercial streets with entrance along the sidewalk and large windows on the *street-facing façade*.

Fig. 5.21 Live-work units on residential streets with patios that act as a transition space between the sidewalk and street.

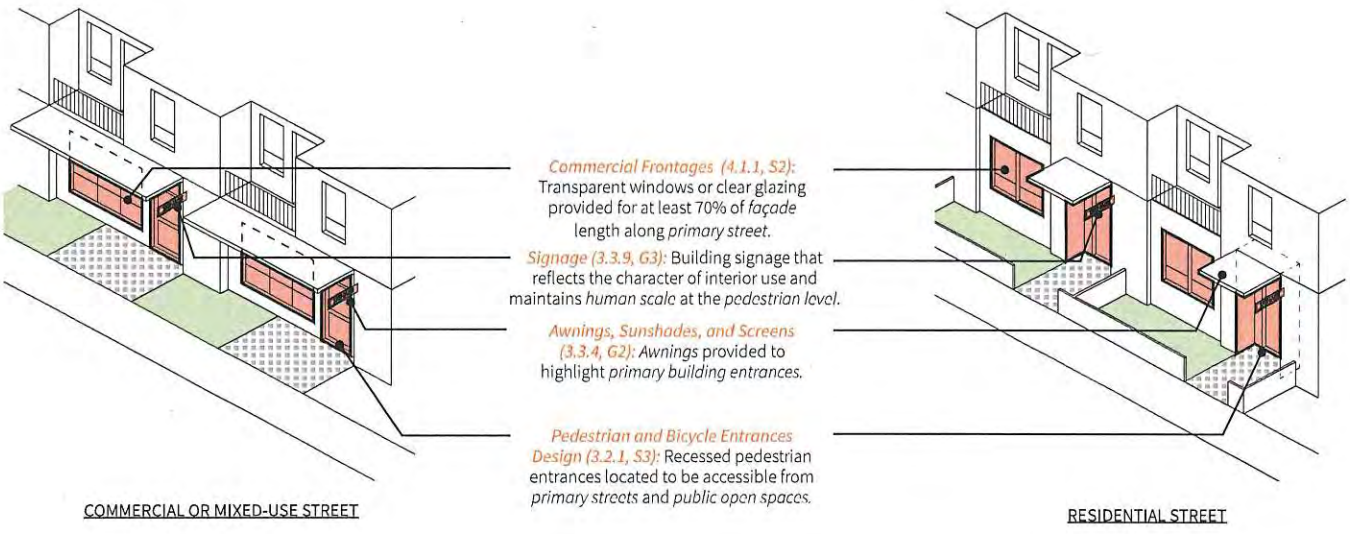

Fig. 5.22 *Façade alternatives for live-work spaces* - Live-work developments on a commercial or mixed-use street should be treated differently than those in a residential neighborhood. Pedestrian entrances are accessible along *primary streets* and *public open spaces* while transparent windows and signage highlight the character of the interior use.

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5.2.1 House Conversion to Commercial Use

Description

Houses in *General Plan Growth Areas* are opportunities for small-scale business storefronts and offices that fit well within their surrounding residential neighborhoods and can provide convenient local services and amenities.

General Plan Reference

LU-5, VN-1

Ramp added to maintain pedestrian accessibility to newly added commercial spaces.

Fig. 5.25 A house conversion property with addition of ramp for accessibility.

Patio with outdoor seating

Fig. 5.26 A house conversion property with large windows facing the street and addition of seating in the occupied deck to create active street *frontage*.

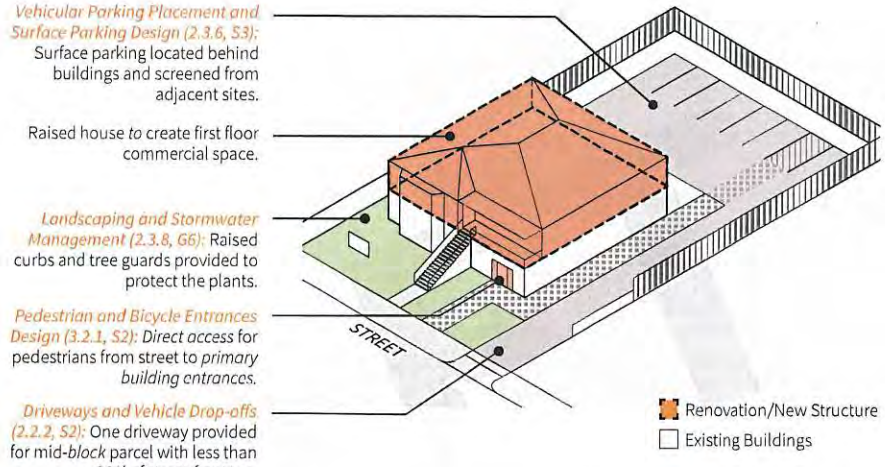

Fig. 5.23 *Vertical house conversion* - Adding a second floor to an existing building creates more usable commercial space while staying in-scale with the neighborhood, allows *direct access* for commercial uses, and creates an opportunity to provide parking for commercial at the rear of the site.

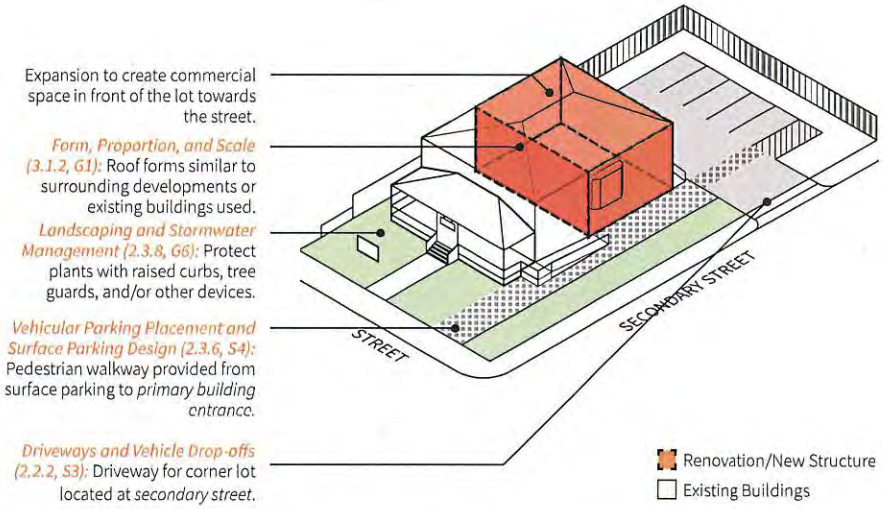

Fig. 5.24 *Horizontal house conversion* - An addition can be used to create expanded space for a new commercial use, such as a retail store or restaurant.

5.2.2 Commercial Corridor

Description

Commercial corridors are streets lined with one- to three-story tall commercial and *mixed-use developments*. Commercial corridors in Urban Villages and *General Plan Growth Areas* can be denser and have taller buildings as compared to those outside *General Plan Growth Areas*. They provide options for shopping, dining, and services to nearby residents and serve regional needs.

There are three main development patterns within this typology:

- Developments with buildings located towards the front of parcels with few to no *setbacks*. Parking is located behind buildings and accessed by alleys or *secondary streets*.
- Developments with buildings located on the rear of parcels with parking in front along the street edge. They may share parking lots and vehicular circulation with adjacent properties.
- Developments where parking is located at the front and/or side of buildings and there are individual curb cuts for tenants.

General Plan Reference

LU-5, LU-8, VN-1

Fig. 5.27 A new commercial building that engages the *public realm*, has an *articulated façade*, and has parking located behind the buildings.

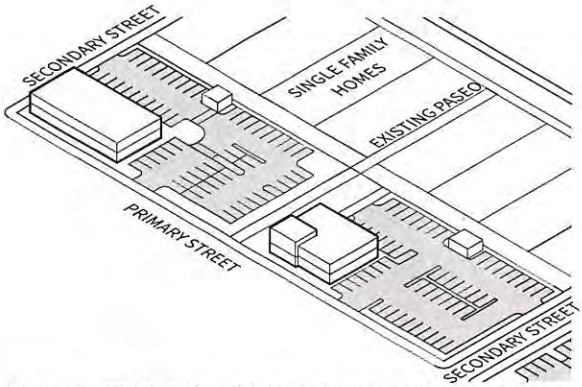

Fig. 5.28 *Existing Commercial Corridor* - Existing commercial corridor with buildings located towards the street. Parking occupies most part of the site and is located at the side and rear of the building.

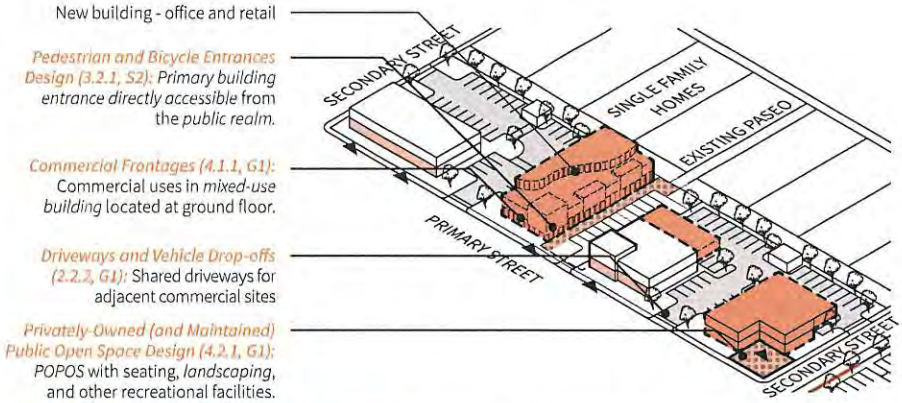

Fig. 5.29 *Infill Commercial Corridor development* - Introducing infill developments on commercial corridors provides a rich *active frontage* and reduces the impact of vehicles and driveways on the *public realm*. *General Plan Growth Areas* could have taller buildings and less surface parking.

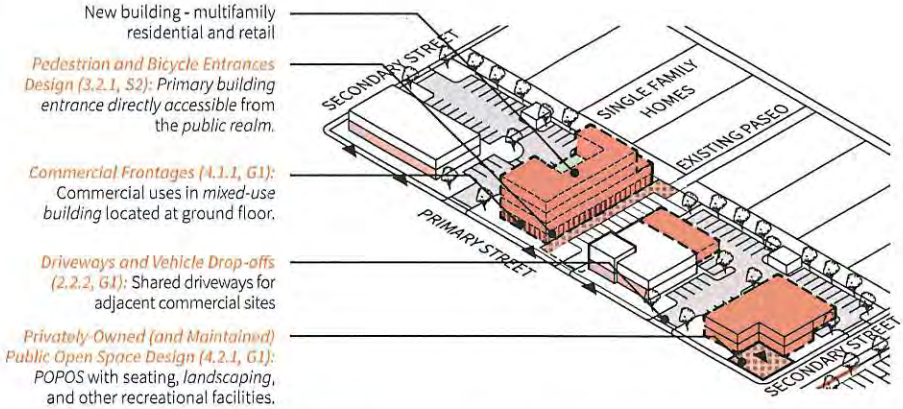

Fig. 5.30 *Infill Commercial Corridor development* - If allowed by the Zoning ordinance or *General Plan*, introducing infill residential and commercial buildings on commercial corridors creates developments with mixed uses that support each other. *General Plan Growth Areas* could have taller buildings and less surface parking.

Renovation/New Structure
Existing Buildings
Active Frontages
Open spaces and *Paseos*

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5.2.3 Commercial Center

Description

Commercial centers provide local shopping, dining, and services similar to commercial streets and strip malls. They also support larger businesses such as grocery stores and pharmacies that have wider customer bases. Unlike commercial streets, they are concentrated on *medium* or *large sites* or a combination of sites with the same *General Plan* land use designation. As commercial development patterns change, these centers become opportunities for *mixed-use developments* that connect the commercial center to the surrounding residential neighborhoods.

General Plan Reference

LU-4, LU-5, LU-8, VN-1

Fig. 5.31 Commercial center with *active frontages* towards the street and *POPOS* located at the corner of the site.

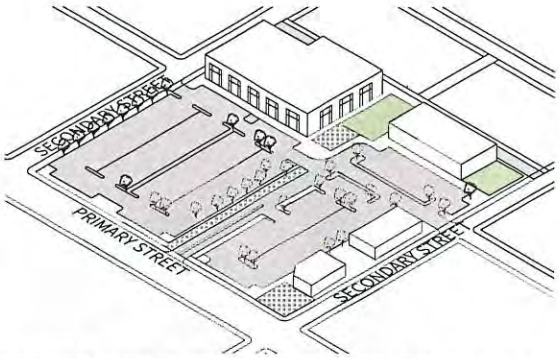


Fig. 5.32 *Existing Commercial Center* - Most site area of this existing commercial center is covered by parking. Some buildings are located towards the street and some others have small open spaces for outdoor seating.

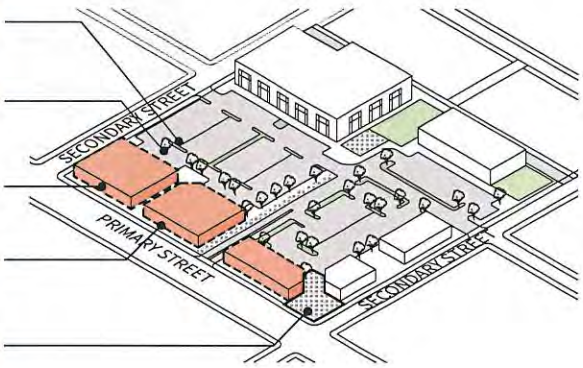
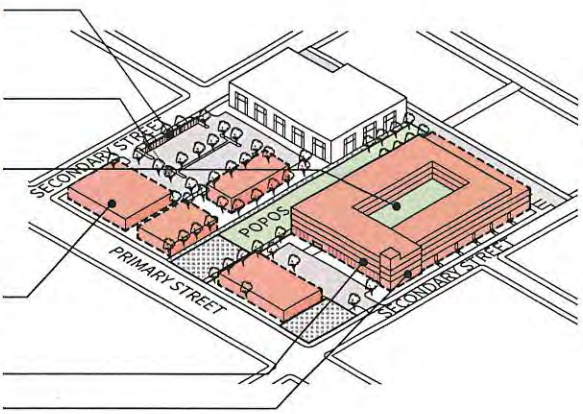


Fig. 5.33 *Renovated Commercial Center with more commercial buildings* - New commercial buildings added to densify the commercial center, provide *active frontages* towards the street, and reduce the negative impacts of parking on the *public realm*.



Renovation/New Structure
Existing Buildings
Open spaces and *Paseos*

Fig. 5.34 *Renovated Commercial Center with new commercial and residential buildings* - If allowed by the Zoning Ordinance or *General Plan*, addition of residential buildings to existing commercial centers leads to mixed-use commercial centers with a variety of uses that support each other.

REVISED – Administrative changes made since original posting on 02-12-2021.

5.2.4 Office Buildings - Low-Rise and Mid-Rise

Description

Low and mid-rise office buildings, one to three and four to eight stories respectively, provide space for community-oriented commercial enterprises. Common tenants include doctors, dentists, lawyers, accountants, and other small-scale businesses that provide necessary services for residents.

General Plan Reference

LU-2, LU-4, LU-8, VN-1

Fig. 5.37 *Low-rise* and *mid-rise* office buildings with decks and balconies facing an adjacent park.

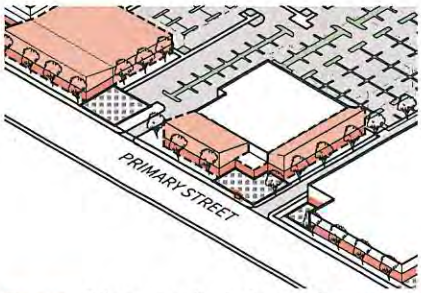


Fig. 5.38 Enlargement of *active frontages* in Fig.5.35.

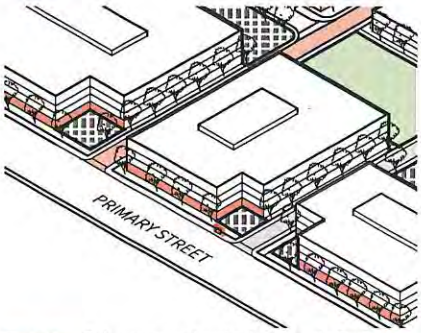


Fig. 5.39 Enlargement of *active frontages* in Fig.5.36.

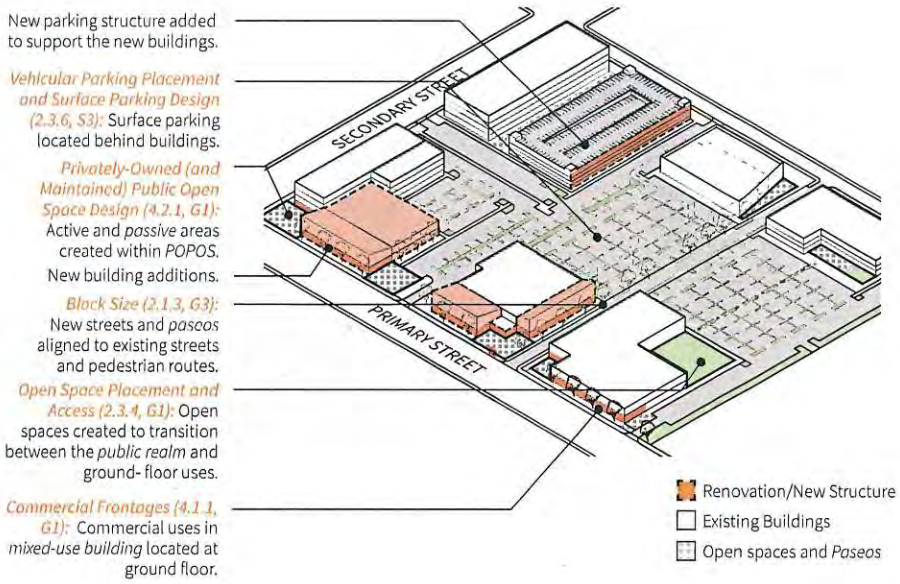


Fig. 5.35 *Renovated office development* - New buildings and renovations designed to provide *active primary street frontage*, publicly-accessible open space, and clear, safe pedestrian paths. A new garage designed to meet the requirements of the new office buildings and screened from the *public realm* using *façade* treatments.

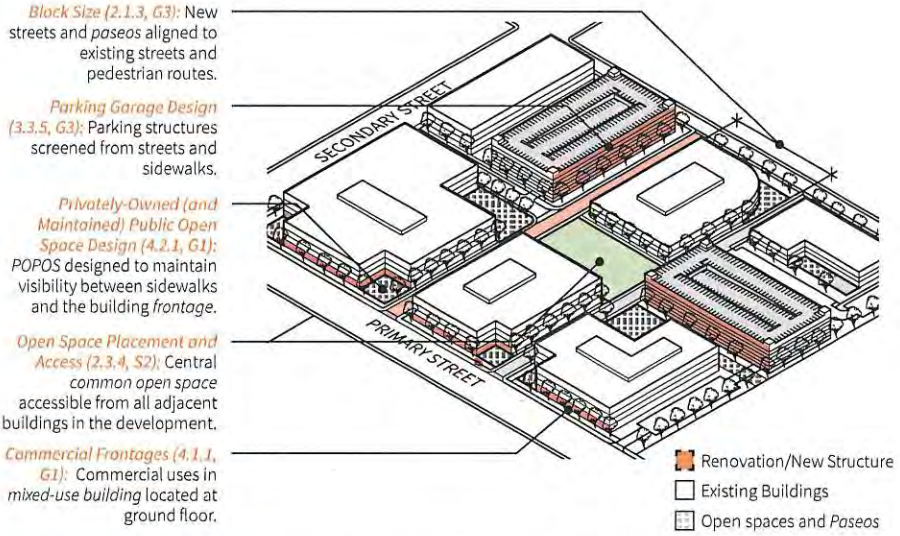


Fig. 5.36 *Infill office development* - An infill development that uses parking structures instead of surface parking to enable a greater amount of commercial space while still having open spaces as *areas of relief* for the building occupants. The development has a campus-like environment with *paseos*, clear pedestrian routes, and internal circulation and *block* patterns that are compatible with the surrounding streets.

REVISED – Administrative changes made since original posting on 02-12-2021.

5.2.5 Office Buildings - High-Rise

Description

High-rise office buildings are eight stories or taller and provide locations for larger companies or a collection of medium-sized organizations. *High-rise* offices need to manage the impacts of increased driveways and parking areas demands on pedestrian circulation and the *public realm*.

General Plan Reference

LU-2, LU-4, LU-8, VN-1

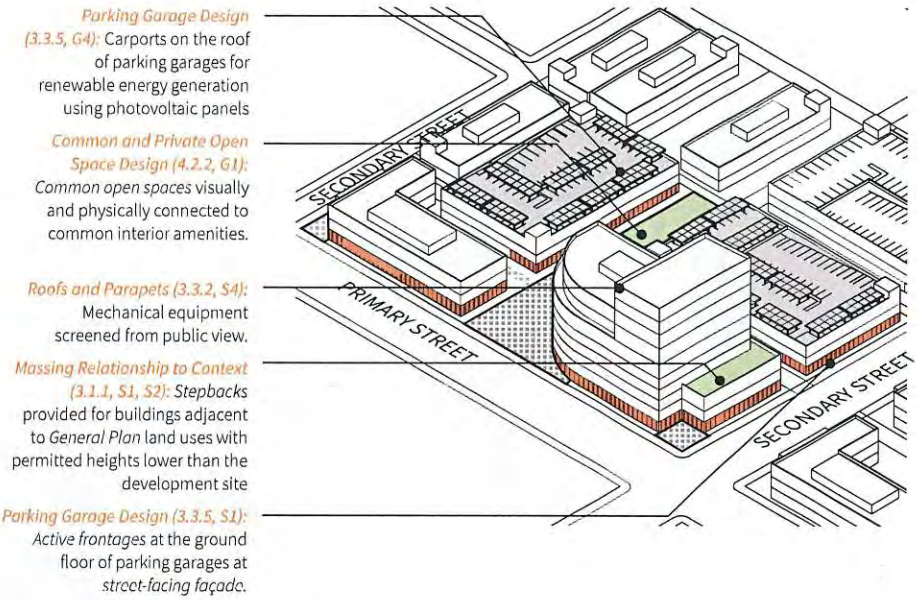


Fig. 5.40 *New high-rise development* - A new *high-rise* development that establishes an *active frontage* on a *primary street*, concentrates parking and driveways to the rear of the site, and provides *common open spaces*. The project uses parking structures rather than surface parking to utilize the site efficiently and anticipate any future growth.

Fig. 5.41 Open spaces for *high-rise* commercial buildings physically and visually connected to buildings on site and designed to provide *areas of relief* for the building occupants.

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5.2.6 Data Centers

Description

Data centers are buildings that house large networked computer systems that store, process, manage, and distribute large amounts of digital information. Since these facilities house sensitive equipment, they do not have the typical characteristics of commercial buildings. When designed without proper considerations, a data center may resemble a warehouse.

It is imperative to design data centers that interact with the *public realm* and add to the character of their surroundings, especially when they are located near *active* streets, pedestrian areas, or designated *Growth Areas*.

General Plan Reference

IE-4, LU-2, LU-4, LU-8

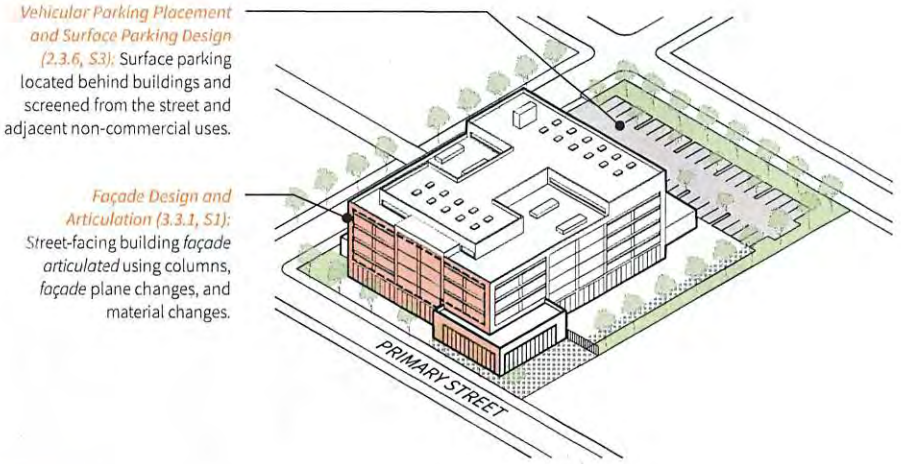

Fig. 5.42 Data center with large, flexible interior spaces that can accommodate electrical and mechanical systems. The building has *façade* articulations using columns, *façade* plane changes, and material changes.

Fig. 5.43 A data center in an urban area with *façade articulation*, special corner treatment and upper floors *setback* from the street.

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5.2.7 Hotels and Motels

Description

Hotels and motels provide short-term lodging and are important economic drivers in cities that support businesses and host community events. Hotels and motels need to focus on transit connections and the *public realm* in *General Plan Growth Areas.*

General Plan Reference

CD-1, LU-4, LU-8, VN-1

Fig. 5.45 Pedestrian and bicycle entrance for a hotel from the street.

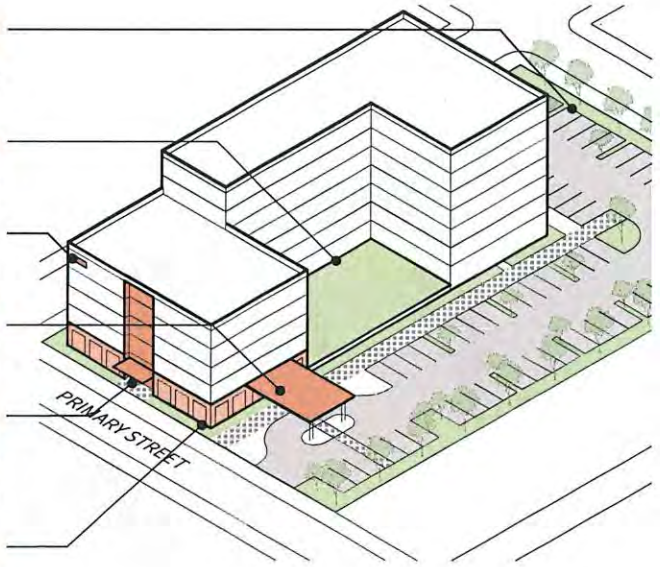
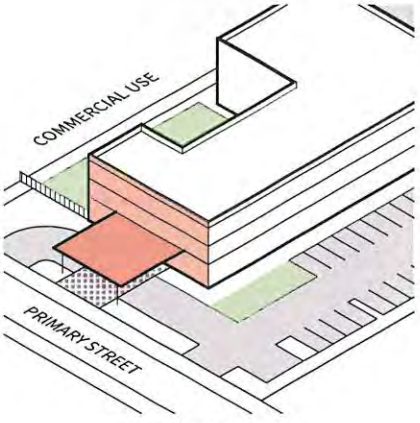
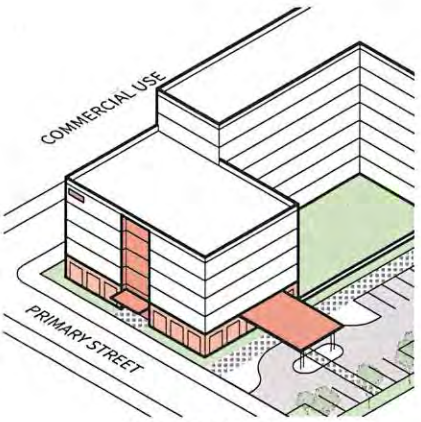


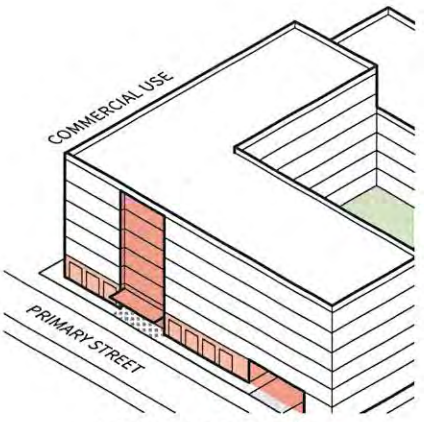
Fig. 5.44 A hotel with focus on pedestrian circulation over driveways and *active frontage* along *primary street frontage*, such as restaurants, gym, and lobby, to be *directly accessible* from the *public realm.*



FRONT PORTE-COCHÈRE
(*Outside Growth Areas*)



SIDE PORTE-COCHÈRE
(In *Growth Areas* and Urban Villages)



INTEGRATED PORTE-COCHÈRE
(In *Growth Areas* and Urban Villages)

Fig. 5.46 *Hotel entrance design alternatives* - Comparison of porte-cochère designs that prioritize pedestrian access and driveways, to different degrees, depending on the *General Plan Growth Area* and adjacent uses.

5.2.8 Entertainment Centers

Description

Entertainment centers are facilities that provide a combination of arcades, amusement areas, and indoor theme parks and are often marketed towards families and larger groups. They may incorporate outdoor activities such as driving ranges as well as *passive* entertainment such as restaurants and bars.

They are usually in highly-visible locations and need to have building entrances that help improve the *public realm.*

General Plan Reference

IE-5, LU-4, VN-1

Fig. 5.49 An entertainment center with an *articulated primary building entrance.*

Fig. 5.50 An entertainment center with a large open space meant to be used for drop-offs and outdoor activities.

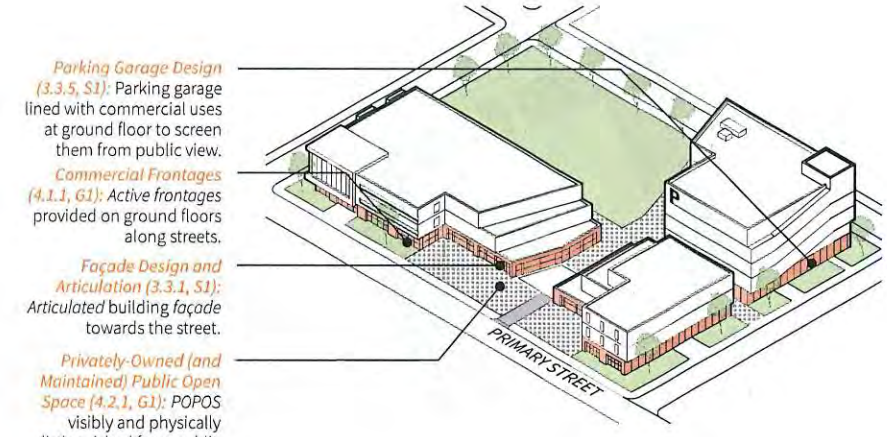


Fig. 5.47 *Entertainment center within General Plan Growth Area* - An entertainment center in a *General Plan Growth Area* that has a highly visible *façade* and *direct access* from the *public realm* that can double as a *POPOS.* A parking garage reduces the amount of surface parking such that the site area can be utilized for buildings, open spaces, and pedestrian circulation efficiently.

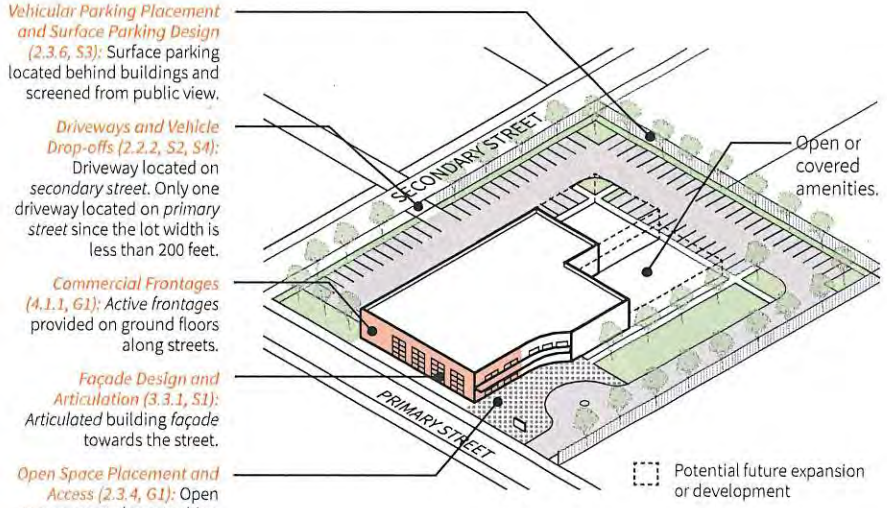


Fig. 5.48 *Entertainment center in outside General Plan Growth Areas* - An entertainment center located outside *General Plan Growth Areas* that has a highly visible *façade* and *direct access* from the *public realm* that can double as a drop-off area. All parking is placed towards the side and rear of the site and is screened from public view using *landscaping.*

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5.2.9 Schools

Description

Schools need to be safely accessible for pedestrians and vehicles. They should be developed to enhance the educational environment and project a positive image to the surrounding community. In addition to classrooms and laboratories, schools should have outdoor activity areas for all students.

Elements of site development include the harmonious blend of school site, perimeters, parking lots, and adjacent streets. Aesthetic appeal and ease of maintenance are paramount concerns.

With respect to the adjacent neighbors, examine the location and proximity to noisy building mechanical equipment.

General Plan Reference

CE-2, MS-11, EC-6, ES-1, ES-2, PR-2, PR-8, VN-1

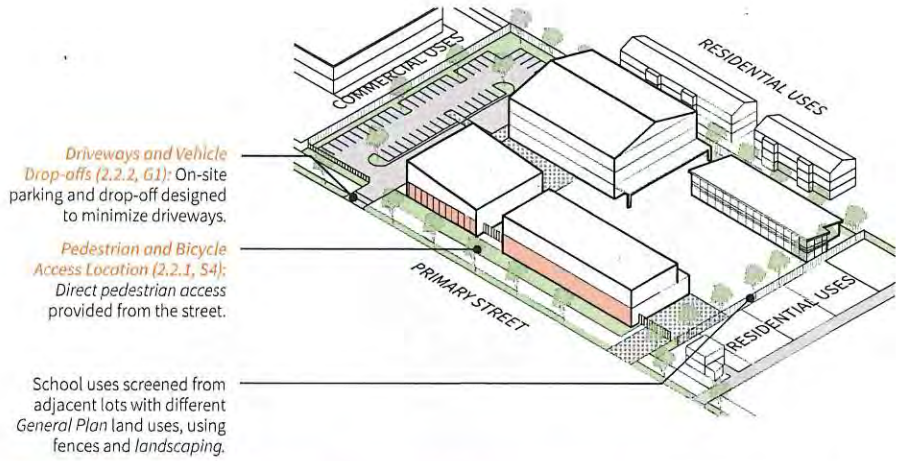

Fig. 5.51 *Mid-Block School In a General Plan Growth Area or designated Urban Village* - A school in a *General Plan Growth Area* or designated Urban Village with buildings oriented towards the street, *direct pedestrian access* from the *public realm*, and screened from adjacent uses.

Fig. 5.53 An urban mid-*block* school with buildings *active frontages* oriented towards the street, multiple pedestrian connections from the *public realm*, and minimum number of driveways.

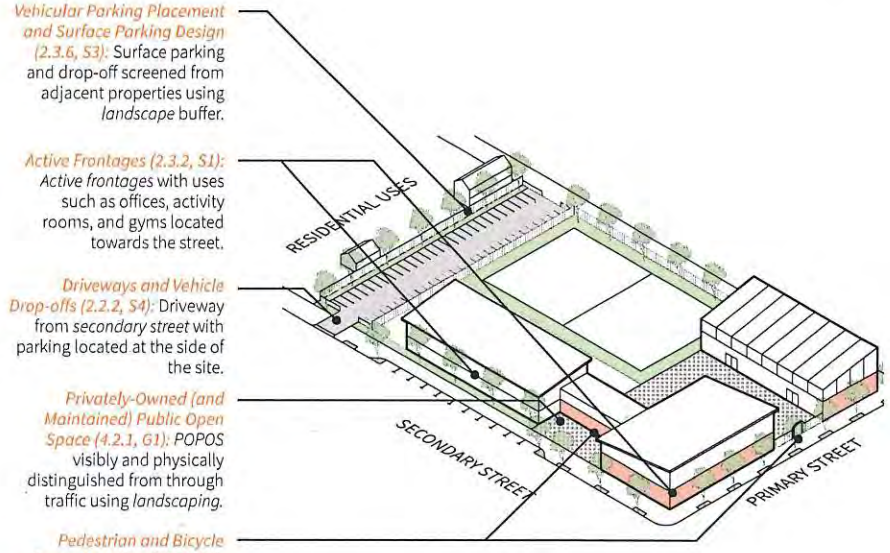

Fig. 5.52 *Mid-Block School outside General Plan Growth Areas* - A school outside *General Plan Growth Areas* with buildings oriented towards the street, on-site parking, off-site drop-off areas, and direct *pedestrian access* from the *public realm*.

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5.2.10 Fueling and Charging Stations

Description

Fueling and Charging Stations accommodate large volumes of vehicles and offer convenience retail shopping as a secondary use. They often have car wash facilities that could be operated by the station staff or self-serve.

Driveways and circulation patterns need to smoothly handle large volumes of vehicles, without the expense of pedestrian safety and comfort. Fueling, charging, and other mechanical equipment needs to be screened from any commercial uses on-site.

The urban *context* of fueling and charging stations determines site design and orientation. Any building located on a fueling station site should conform with the appropriate standards and guidelines based on its use.

General Plan Reference

LU-4, TR-5, VN-1

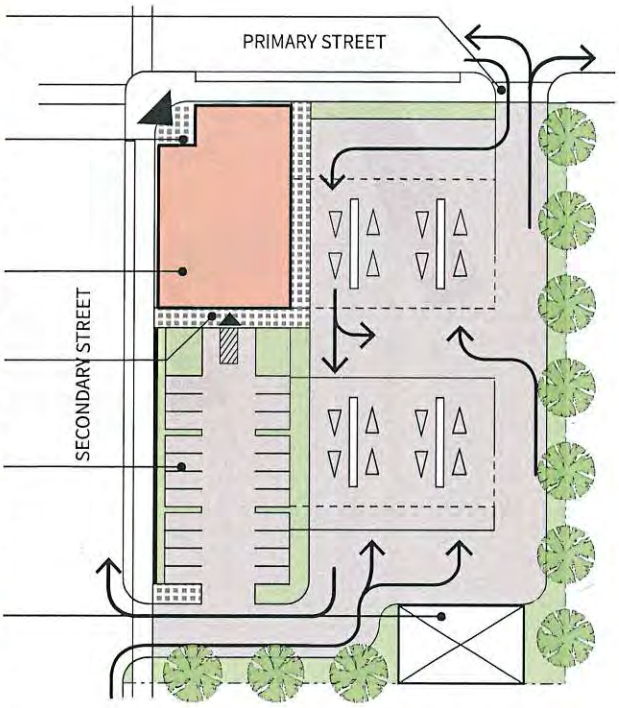

Fig. 5.54 *Fueling Station with High Pedestrian Connectivity* - A fueling station along a commercial street, major transit line, or in an area designated for a future Urban Village with circulation patterns that can accommodate large volumes of vehicles without sacrificing pedestrian safety. The building defines the edge of the site and offers an opportunity for *direct pedestrian access.*

Fig. 5.55 A fueling station with car washing facilities and a small restaurant. The restaurant is screened from the vehicular services using fences and the *blank wall* is covered with *landscaping.*

Fig. 5.56 A fueling station with the building placed towards the street and fueling equipment screened from adjacent sites.

5.2.11 Vehicle Dealerships and Auto Service Facility

Description

Vehicle dealerships and auto-service centers sell new and used vehicles in highly-visible parking lots and displays. Small-scale dealerships and auto-service centers primarily sell used or re-sold vehicles within commercial corridors, mixed-use areas, and designated Urban Village areas. Large-scale dealerships are generally located in industrial areas and places with less pedestrian connectivity.

General Plan Reference

FS-2, LU-4, TR-5

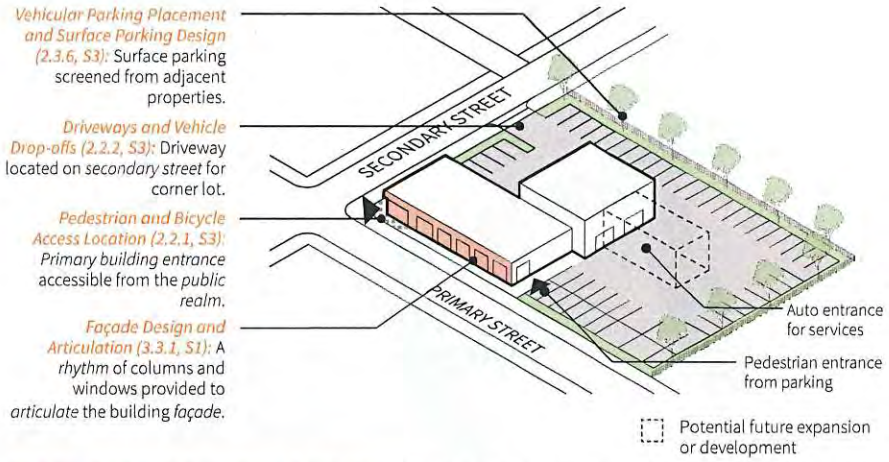

Fig. 5.57 *Small-Scale Dealerships or Auto Services* - A small-scale dealership and auto-service center with screened parking and an *articulated street-facing building façade* . Vehicle access is provided from the *secondary street* and designed to not impede *direct pedestrian access* from the sidewalk.

Fig. 5.58 An auto service facility and used car dealership with *active uses* like administration facing the street and minimal parking located at the side of the development.

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5.2.12 Drive-Through Uses

Description

The design of drive-throughs often prioritizes vehicular circulation over people accessing the building from the street or on-site parking.

The *context* of drive-throughs determines the types of drive-through designs that are allowed.

General Plan Reference

LU-4, LU-5, TR-5, VN-1

Fig. 5.59 A drive-through outside *General Plan Growth Areas* and a part of a commercial corridor. The building is placed towards the street and designed with an *architectural idea* similar to the adjacent buildings. The drive-through provides enough space behind the building for several cars to line up at the pick-up window.

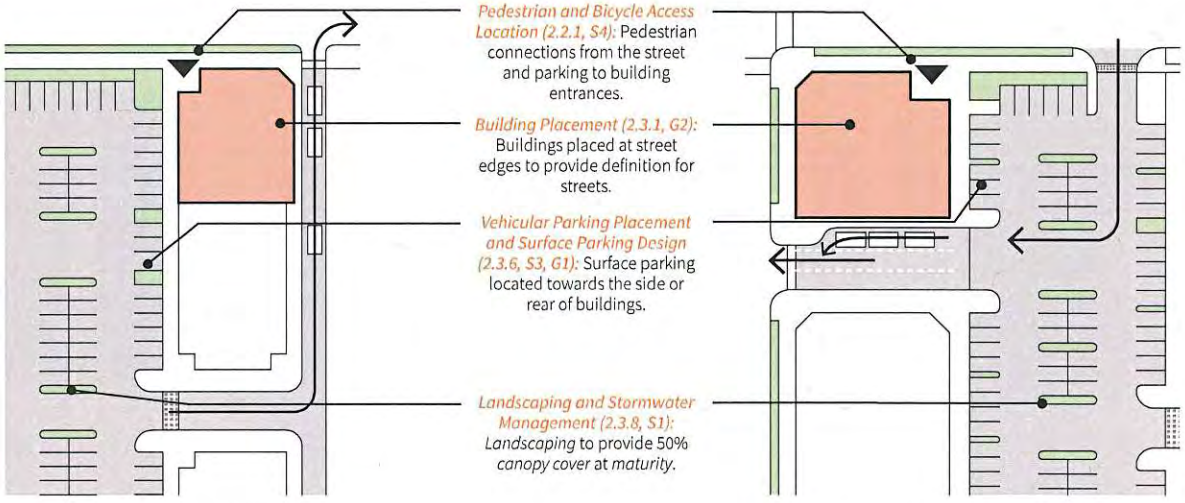

Fig. 5.60 *Drive-Through outside General Plan Growth Areas* - Comparison of drive-throughs outside *General Plan Growth Areas* at a corner parcel and at an internal parcel. Both maintain *direct pedestrian access* from the sidewalk by locating the building in the front corner of the site and minimizing curb cuts and driveways. Drive-throughs are not allowed within *Growth Areas* and designated Urban Villages.

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5.2.13 Warehouses and Self-Service Storage

Description

Warehouses are used for commercial bulk storage, wholesaling, or distribution and generate heavy truck traffic.

Self-service storage facilities can be divided into many small compartments for people to rent out and temporarily store items from their residence or business.

General Plan Reference

LU-6, LU-7

Fig. 5.63 A self-storage facility with *articulated façade* and *active frontage* towards the street.

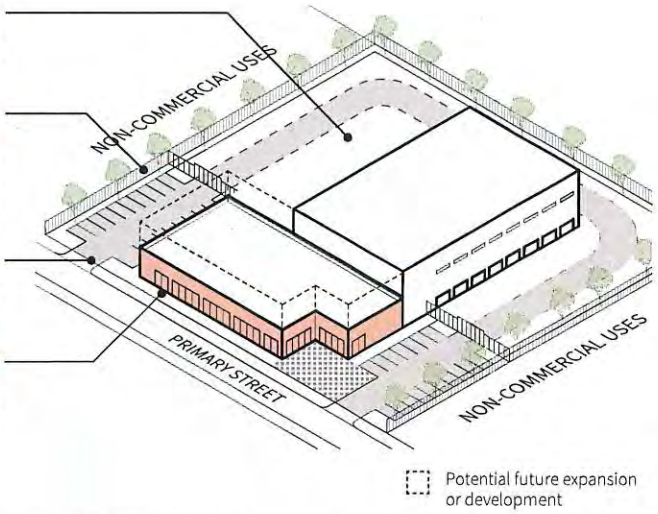

Fig. 5.61 *Warehouse* - A warehouse where *active uses* such as management offices and lobbies are located at the street *frontage* and truck loading bays are located to the rear of the property away from the *public realm.*

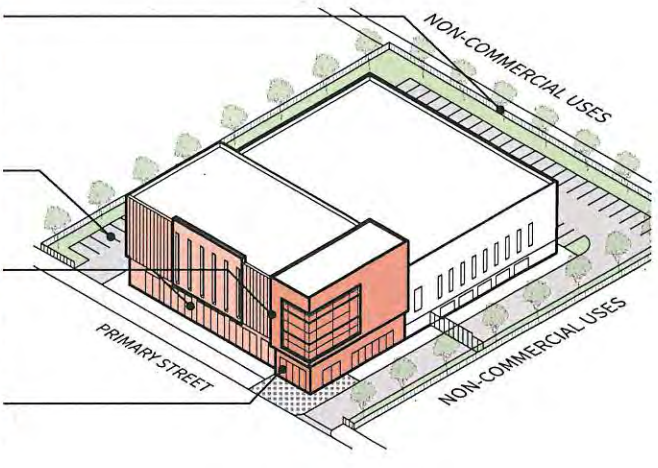

Fig. 5.62 *Self-storage facility* - A multi-level self-service storage facility with *façade articulation* that matches the character of the surrounding commercial buildings. It accommodates private vehicular traffic, rather than larger commercial or industrial vehicles and has an *active use* with *direct pedestrian access* from the *public realm.*

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5.3.1 Industrial Research and Development

Description

Industrial research and development (R&D) facilities are commercial or industrial offices with large open floor plates that allow for flexible operations and use of space. R&D facilities are designed to support innovative work and encourage worker collaboration in the scientific, technology, and biotechnology industries. They may be new construction or adaptive-reuse projects in industrial buildings and warehouses.

General Plan Reference

IE-4, LU-6, LU-7, LU-8

Fig. 5.66 Entrance plaza at the corner of the industrial R&D development that acts as an *area of relief* for the building occupants and helps bring the building to *human scale.*

Fig. 5.67 A special corner treatment at the *primary building entrance* accessible from the street.

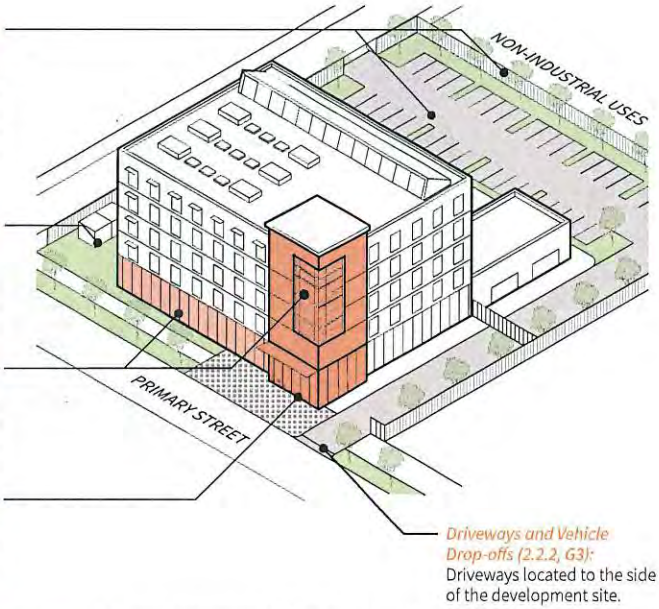

Fig. 5.64 *R&D Facilities in Growth Areas* - An industrial or commercial R&D development within *General Plan Growth Area* designed with the building located close to the *primary street* edge, special corner treatment, *primary building entrance* accessible from the *public realm*, and all parking located towards the rear of the site.

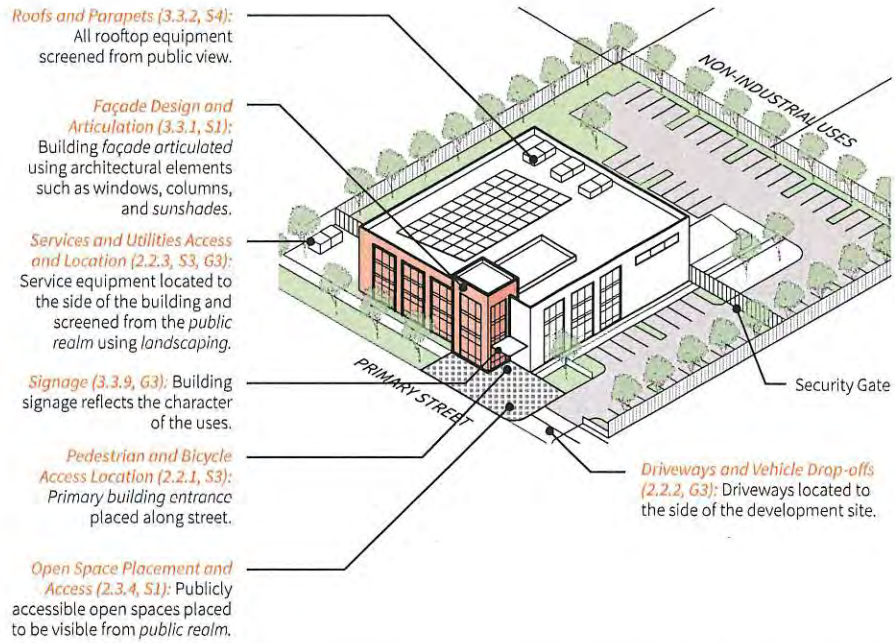

Fig. 5.65 *R&D Facilities outside of General Plan Growth Areas* - An industrial or commercial R&D development outside *General Plan Growth Areas* with the building located close to the *primary street* edge, special corner treatment, and *primary building entrance* accessible from the *public realm.*

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5.3.2 Industrial - General

Description

Industrial developments include facilities such as light and heavy industrial uses, combined industrial commercial uses, and manufacturing, processing, and recycling. Offices and other *active uses* should be located facing the street to engage the *public realm*.

These facilities are typically space-intensive, have large open plan spaces, and require large vehicle/truck access and circulation.

General Plan Reference

EC-1, LU-6, LU-7, LU-8, TR-5

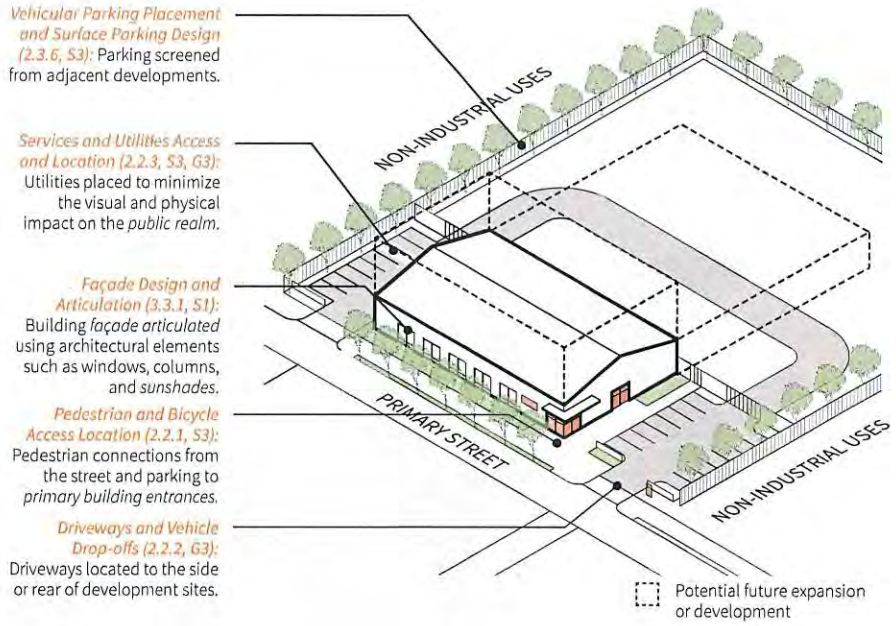

Fig. 5.68 *Industrial Development* - An industrial development with offices and other *active uses* located towards the street to engage the *public realm* and services, utilities, and other industrial operations located towards the rear of the site and screened by *landscaping* and fences.

5.3.3 Auto Dismantling

Description

Automobile dismantling facilities are businesses that service and/or process vehicles. Auto dismantling businesses, also called wrecking yards, salvage yard, junkyards, and scrapyards, are facilities that process and break down vehicles. Cars may be stripped for parts and scrap metal that can be reused or recycled. Partial or whole vehicles are disposed of and sent to recycling centers.

General Plan Reference

EC-1, LU-6, LU-7, LU-8, TR-5

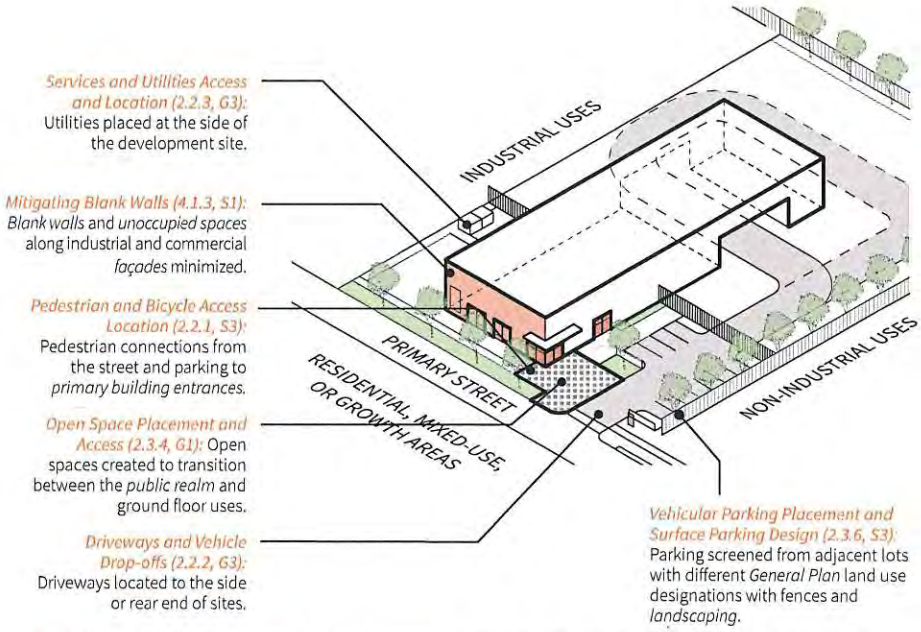

Fig. 5.69 *Auto Repair and Dismantling Development* - An auto dismantling development with *active frontages* facing *General Plan* Residential and Mixed-Use designations or *Growth Areas*. Industrial uses are screened to ensure that no vehicle storage areas, dismantled cars, or car parts are visible from the street and adjacent non-industrial uses.

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A.0 Appendix

A.1 Glossary 91
A.2 Common and Private Open Space Design 96

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A.1 Glossary

Accessible Pedestrian Connection - A path or walkway that connects one place to another and is for use by all pedestrians, irrespective of their physical abilities. Such paths are often shared by bicyclists.

Active Uses - Uses and occupancy types that encourage actual or visual engagement between building tenants and the public. Examples include but are not limited to retail storefronts, bars and restaurants, entertainment venues and businesses, personal services businesses, art galleries, gyms and fitness studios, offices, salons, etc.

Active Frontages - Building frontages with *occupied spaces* that encourage engagement between the building tenants and the *public realm*. They allow visual or physical access to the *active uses* within the building from streets, sidewalks, and *paseos*.

ADA-accessible Units - ADA stands for Americans with Disabilities Act. An ADA accessible unit/apartment is one that is designed to accommodate tenants/residents with physical disabilities. They can be used and rented by anyone but are designed to meet the special requirements of the Americans with Disabilities Act.

Albedo - The proportion of the incident light or radiation that is reflected by a surface.

Areas of Relief - Spaces outside a building that are designed for people to take a break or interval from their workspace to rest or gather for social interactions.

Architectural Idea - A design concept that considers the building as a whole and focuses on the intricacies of individual parts of a building, including *massing, façades,* and other elements such that they are coordinated, follow the same design scheme, and have one comprehensive story.

Articulation - The way portions of a building form are expressed (materials, color, texture, pattern, modulation, etc.) and come together to define the structure.

Awning - A sheet of canvas or other material stretched on a frame and used to keep the sun or rain off a storefront, window, doorway, or deck. It is a type of *sunshade*.

Awning Sign - A sign integrally attached or imprinted on the face of an *awning* or built as a part of an *awning*.

Base (of building) - The bottom section of buildings, including the ground floor level and up to the third story or 50 feet high, whichever is higher, that forms the *primary street façade* and pedestrian interface.

Bird-safe Pattern - A pattern on the glass intended to reduce bird collisions. The pattern must be visible to birds from the exterior of the building and have lines, circular, or square markers at least 0.25 inches in width or diameter, spaced at most four inches apart vertically and two inches apart horizontally.

Bird Safety Treatment - Building treatments or methods to reduce the likelihood of bird collisions. These treatments must include at least one or a combination of the following - exterior screens, louvers, grilles, shutters, or *bird-safe patterns* as recommended by the American Bird Conservancy.

Blade or Fin Sign - A two-sided projecting sign mounted on a building *façade*, storefront pole, or a surface perpendicular to the normal flow of traffic, intended to be viewed from either side. These signs are one of the most effective ways of attracting foot traffic into an establishment.

Blank Façade or Wall - Any portion of a *streetwall* that does not have windows or doors that allow interaction with the *public realm*.

Block - The area bounded by public street rights-of-way, by publicly-owned open space, or by utility or transportation parcels (such as railroads).

Box Sign - A sign that is self-enclosed, typically in a square or rectangular structure, with or without internal lighting.

BUG (Backlight/Uplight/Glare) - A lighting classification system that measures nighttime luminaire performance. The word "BUG" is an acronym for Backlight, Uplight, and Glare. All three are forms of stray light that can be emitted from a fixture. Although each does have positive uses in certain applications, they are generally considered "bad" light, as they are not practical for use.

- LED Fixture Backlight: Backlight, also known as light trespass, refers to the light emitting from behind a fixture. This light usually protrudes outwards or towards the ground, illuminating an area that is not intended to be illuminated.
- Luminaire Uplight: Uplight is the light that shines upwards from a fixture towards the sky, hence the alternate term "skyglow". This stray light is responsible for the light pollution often seen in large cities. In exterior lighting, any uplight is wasted light, as it is not directed towards people. Uplight also blocks out the view of the stars and the moon.
- Nighttime Glare: Glare, or forward light, is sometimes called "offensive light" because that is exactly what it does for most people. This light, which can be reflected or directed, makes it very difficult for people to see, especially when it shines directly into their eyes. It is especially dangerous when operating a motor vehicle at night. Glare can be reduced by using lights that are not as bright or by selecting a light with a distribution pattern that is appropriate for your intended use.

Canopy (cover, trees) - The diameter of the tree dripline at *maturity*.

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City-standard Driveway - The design of driveways required by the Department of Public Works for the City of San José as described here, as amended: *https://www.sanjoseca.gov/your-government/departments/public-works/resources/standard-details-and-specifications.*

Common Open Space - Privately-owned and controlled outdoor spaces for use by all the tenants and visitors or a development, such as courtyards.

Conceal - Hide or keep from sight or public view by using architectural elements.

Context - The characteristics of the buildings, *streetscape*, and *landscape* that supports or surrounds a given building, site, or area such as predominance of period architecture or materials, wide sidewalks, continuous and overhead weather protection, or consistent street trees.

Continuous Soil Trench - A continuous trench that stretches from tree to tree, sometimes under paving strengthened by reinforcement, that greatly increases the soil volume available to each tree. Continuous soil trenches and other technologies, including *soil cells,* allow for the expansion of root systems, reduce soil compaction, and can increase the longevity of street trees.

Cornice - A molded and projecting horizontal feature that crowns a *façade*.

Detached Sign - Any sign that is not attached to a building but is connected to the ground.

Direct Access - A connection or access between two locations uninterrupted by vehicular traffic.

Eyes-on-the-street - The theory that citizens unconsciously self-police public spaces that are lively and high traffic. Developed by urban theorist Jane Jacobs.

Façade - Any exterior face or wall of a building.

Finished Floor - Finished floor level refers to the uppermost surface of a floor once construction has been completed and all floor finishes have been applied.

Flare-out Opening - An opening that widens more than the width of the path leading to it.

Frequent Network - The Santa Clara Valley Transportation Authority (VTA) core transit routes that provide scheduled service every 15 or fewer minutes all day on weekdays. VTA's Frequent Network includes all light rail lines, rapid lines, and route numbers. Frequency and routes number are subject to change by VTA.

Front Door Access- An entrance to a dwelling unit that opens into a hallway, circulation, or living space and not a bedroom.

Frontage (Building)- The building *façade* facing a street or *public open space.*

Frontage (Site) - The width of the site along a street or *public open space.*

Frontage (Street) - The property line or part of the site facing a street or *public open space.*

Frontage Zone - The area between the through way (the main pedestrian walking space) and adjacent property, which may accommodate pedestrian-oriented activities and elements, such as street furniture, planting, café seating, and outdoor retail displays. It can act as a buffer between doorways and other entries bridging private and public spaces.

Furnishing Zone - An area that may contain *landscaping*, street furniture, transit stops, and *wayfinding* signs. It is primarily intended as an extended buffer zone between pedestrians and vehicles, and a space for pedestrians to linger in the *public open space* of the street.

Gateway Sites - Sites or locations at the edge of a neighborhood, Village Core, or other districts. They direct visitors towards the into a new place via monuments, architectural character and scale, *landscaping*, or signage.

General Plan - Envision San José 2040 General Plan.

Green Roof - A roof that is partially or completely covered with vegetation and a growing medium, planted over a waterproofing membrane. It often includes additional layers such as a root barrier, drainage, and irrigation systems.

Green Stormwater Infrastructure - Drainage practices in urban environments that retain, treat, infiltrate, evapotranspire, and harvest and use rainwater and stormwater runoff as valuable resource instead of directly piping and discharging it to the Bay as quickly as possible.

Green Wall - A vertical structure that is embedded with living plants and has a growth medium and a built-in irrigation system.

Growth Areas - An area identified and designated on the Land Use/Transportation Diagram for higher density development in order to support job and/or housing growth within the existing city area through redevelopment and intensification of already developed properties. Growth Areas include the Downtown, Specific Plan areas, Urban Villages, North San José, and other employment districts.

High-rise (buildings) - Buildings with more than eight stories.

Human Scale - The presence of building elements that relates to human size and encourage human presence and interaction.

Landing (stairs) - Platforms constructed where the direction of stairs changes, between stair flights, or at the top of stair flights.

Landscape/Landscaping - Pervious areas containing organic and inorganic elements. It includes but is not limited to xeriscaping, soft landscape (organic elements such as plants, soil, mulch, trees, shrubs), and hard landscape (inorganic elements such as rocks, pathways, and bricks).

Large site - A development site, either a single property or multiple contiguous parcels, that has a total area of 75,000 square feet or more.

Large tree - A tree which is 51 feet or more at height or *canopy* spread at *maturity*.

Low Impact Development (LID) - A land planning and engineering design approach which aims to reduce stormwater runoff and mimic a site's pre-development hydrology by minimizing disturbed areas and impervious cover, infiltrating, storing, evapotranspiring, retaining, and/or biotreating stormwater runoff close to its source, or on site.

Low-rise (buildings) - Buildings with one to three stories.

Maximum Allowed (building) Height - Maximum height is defined by the conforming Zoning District to the General Plan Land use designation. If there are multiple conforming Zoning Districts, choose the highest maximum height. (Example: For the Neighborhood Community Commercial (NCC) General Plan designation, choose the highest allowed height of Commercial Pedestrian (CP), Commercial Neighborhood (CN), or Commercial General (CG)).

Massing - The three-dimensional bulk of a structure: height, width, and depth.

Maturity (Trees) - Maturity is when a tree reaches 12.1 inches diameter at four and a half feet above grade.

Medium Site - A development site, either a single property or multiple contiguous parcels, that has a total area of between 10,000 and 75,000 square feet. These may or may not require an internal circulation network for vehicles, pedestrians, and bicyclists depending on site organization and planning.

Medium Tree - A tree which is 26 to 50 feet at height or *canopy* spread at *maturity*.

Micromobility - Micromobility refers to a range of small and light-weight devices that typically operate at speeds below 25 km/h (15mph). These are ideal for trips up to 10km (6.2 miles) and may include bicycles (personal or shared), e-bikes, electric scooters, and electric skateboards.

Middle (of building)- The middle vertical section of buildings that often contains the bulk of a buildings primary use(s) and tenant(s).

Mid-rise (buildings) - Buildings between four to eight stories.

Mixed-use or Multi-functional Developments or Buildings - Developments or buildings that house different uses such as residential and commercial in different parts of the building or have spaces whose function can change on the weekend or after business hours.

Non-active Uses - Uses and occupancy types that do not attract public users or foster vibrant street life. Examples include but are not limited to service and utility areas, parking lots and garages, and professional offices.

Non-active Frontage - Building *frontage* with *unoccupied spaces* that are meant for building operations, such as services, trash, and utilities.

Non-compact Soil - Soil that provides at least 50 percent pore space. These pores range in size from small micropores that hold and release water between rainfall events and large macropores from which water drains rapidly after a rainstorm. Soil macropores provide open passages for movement of oxygen and other gases within the soil. Non-compact soil allows the necessary air circulation and water infiltration into the root zone.

Occupied Deck or Balcony - A deck or a balcony that is intended to be used for recreational purposed by the building occupants and visitors.

Occupied Space - An enclosed space in a building intended for human activities, including bathrooms and circulation, but not including vehicle parking or space for other building functions such as storage, *solid waste* storage, equipment, or computer servers.

Paseo - A landscaped pathway exclusively for pedestrians and bicyclists. Paseos are mid-*block* connections that improve pedestrian circulation along extra-long *blocks*.

Passive Design - Energy-efficient building design that regulates comfortable interior temperature by optimizing *façade* materials, high-performance windows, and building orientation to substantially reduce the need for auxiliary heating and cooling systems.

Passive (area) - An undeveloped space or environmentally sensitive area that requires minimal development. Emphasis is placed on preservation of wildlife and the environment.

Pathway Easement (PE) - A public easement which provides pedestrian access through a property.

Pedestrian Level - The first 30 vertical feet of a building above grade. This part is the most critical for creating a good pedestrian environment.

Permanent (installation) - Installations, furniture, amenities, art, or other features that are permanently in the same location or area and may be permanently affixed to the ground or other building surface.

Photometric Plan - A site plan drawing which shows the measurement of the intensity of light and illuminating power for all light fixtures to be installed throughout the site.

Primary Building Entrance - A single entrance to a building that provides access to the use with the maximum area in the building program. A building can have several uses and more than one separate entrance for each of those uses, but a building can have only one primary entrance; all others are *secondary building entrances*.

Portal - A doorway, gate, or other entrance to a space, especially a large one.

Primary Street - A main thoroughfare, including 'arterial' through routes and mixed-use, multi-functional streets (at least in part along their length), providing access to properties as well as other amenities, such as *General Plan* designated Grand Boulevards, Main Streets, and City connector streets (in growth areas).

Private Driveway - The portion of a driveway that is located inside the property line.

Private Open Space - Privately-owned or controlled outdoor space for use by a single unit's residents or a single business's workers or customers, accessible by secured access only. Common configurations are rear yards and balconies.

Privately-owned (and maintained) Public Open Space (POPOS) - Privately-owned and maintained outdoor areas and/or recreational spaces that are free, open, and accessible to the entire public during set hours each day, e.g., plazas, sidewalk extensions, children's playgrounds, etc.

Private Street - An internal circulation street which is meant to be used by the occupants of the development and not meant to be used as a thoroughfare.

Public Open Space - Publicly-owned parks, plazas, and other spaces meant for repose and recreation.

Public Realm - The area outside a building accessible or visible to the public, including public right-of-way, sidewalk easement, and publicly accessible open space.

Quasi-public Use - Privately owned and operated activities which are institutional in nature, such as hospitals, museums, and schools; churches and other religious institutions; other non-profit activities of an educational, youth, welfare, or philanthropic nature which cannot be considered a residential, commercial, or industrial activity; and public utilities and the facilities of any organization involved in the provision of public services such as gas, water, electricity, and telecommunications.

Resilience - The ability to endure or recover quickly from difficulties.

Resilient Systems - Systems designed to withstand and quickly rebound from serious disruptions and natural disasters.

Rhythm - A regular and repeating pattern of objects or architectural elements such as a bays, windows, *sunshades*, *awnings*, doors, projections etc.

Secondary Building Entrance - Any building entrance other than the *primary building entrance*.

Secondary Street - A street supplementing a main thoroughfare, usually wide enough and suitable for two-way, all-weather traffic at moderate or slow speeds, such as *General Plan*-designated City connector streets in non-growth areas and local connector streets.

Semi-private Open Space - Privately-owned or controlled outdoor space accessible from the *public realm* but not intended for public use, e.g., *setback* to ground floor residential space; *landscaped setback* to ground floor office space.

Setback - The minimum distance by which buildings, structures, and parking must be separated from any lot line, as defined in the San José Municipal Code.

Small Site - A development site that has a total area of less than 10,000 square feet. Small sites either house a single building or one primary building with smaller accessory buildings.

Small Tree - A tree which is a maximum of 25 feet in height or *canopy* spread at *maturity*.

Soil Cell - A modular subsurface composed of structural units that form a skeletal matrix, usually installed under paved surfaces, and filled with large volumes of soil to support healthy root growth. Soil cells are designed to support the growth of *large trees* and can help with stormwater management as they provide ample space for water to penetrate the enclosed soil.

Solid Wall/Concrete Fence - A prefabricated concrete fence with separate prefab concrete fence post foundations This should be used instead of a wall with continuous concrete foundation for narrow planters where the separator wall is five feet tall or more and planter bed is five feet wide or less.

Solid Waste - All putrescible and non-putrescible solid and semisolid waste material including garbage, rubbish, demolition and construction wastes, industrial wastes, vegetable and animal solid and semisolid wastes, reusable or recyclable material, bulky goods, and other discarded solid and semisolid wastes.

Stand-alone Parking Garage - A multi-story parking structure that is not connected to any other buildings and does not house any uses other than parking.

Streetscape - The visual character of a street as determined by elements such as structures, access, greenery, open space, view, etc. The scene as may be observed along a public street composed of natural and man-made components, including buildings, paving planting, street hardware, and miscellaneous structures.

Streetwall - The building *façade*(s) along a public street, public open space, or a *paseo* from ground level to 70 feet above. For a portion of the *façade* to count as a streetwall, it must lie within ten feet of the property line or *setback* line, if there is one, from ground level to the top of the highest occupied floor of that portion of the building.

Stepback Plane - An imaginary inclined plane that defines the building envelope to preserve a minimum threshold of light and air access and to limit the impact of new developments on adjacent properties and uses.

Stepback - The required or actual placement of a building a specified distance away from a road, property line, or other structure at a level above the first floor.

Street-facing Building Façade - A *façade* of the building that faces a street.

Structural Soil - A pavement substrate that can meet the load bearing requirements for structurally sound pavement surfaces, yet still allow roots to grow under and away from pavements. The mixture consists of a stone matrix for strength and soil to meet horticultural needs.

Sunshade - A building element used to provide shade and protection from the sun.

Suspended Pavement (or Cantilevered Sidewalks) - Any technology that supports the weight of paving and creates a subsurface void space that is filled with soil for root growth. The soil that is used to fill the system can either be native, from the excavation area itself (if appropriate), or a specified mix. In this respect, suspended pavements are essentially soil-delivery systems, creating a rooting area composed of lightly-compacted, high-quality soils for tree roots in cities and other heavily paved environments. In addition to aiding urban tree growth, the soil can also be used for on-site stormwater management, maintaining pre-development hydrology, minimizing non-point source pollution and flooding, and recharging watersheds.

Sustainability - Sustainability is the potential for long-term maintenance of wellbeing, which has environmental, economic, fiscal, and social dimensions.

Sustainable or Green Design - Improvements to building, structure, and/or feature performance to reduce environmental impacts, conserve resources, and create a healthy environment for occupants.

Temporary (installation) - Installations, furniture, amenities, art, or other features that are:

- Made accessible to users only during certain hours each day; or
- A constant rotation of different pieces in the same location that all serve a connected purpose or function.

Top (of building) - The highest section of buildings, including the roof, *cornices*, and at most the top three stories that identifies building prominence via architectural design and helps shape the skyline.

Travel Path (or Path of Travel) - A continuous, unobstructed way of pedestrian passage by means of which the altered area may be approached, entered, and exited, and which connects the altered area with an exterior approach (including sidewalks, streets, and parking areas), an entrance to the facility, and other parts of the facility.

Unoccupied Space - An enclosed space in a building not intended for human activities but only for building services, such as storage, trash, equipment, building utilities.

Urban Fabric - The physical aspect of urbanism, emphasizing building types, thoroughfares, open space, *frontages*, and *streetscapes* but excluding environmental, functional, economic, and sociocultural aspects.

Wall Signs - Signs with a face generally parallel with and affixed to an exterior wall of any building. They could be directly painted on the exterior wall or be attached flat on the wall using different materials.

Wayfinding - The ability to orient oneself in a physical space and navigate from one place to another by looking at visual cues.

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A.2 Common and Private Open Space Design

Development type	Private open space (per unit)	Common open space (per unit)	Notes
Single-Family Detached Dwelling – 3,000 to 4,000 square foot lot	500	150	1
Single-Family Detached Dwelling – 4,000 to 5,000 square foot lot	750	NA	
Single-Family Detached Dwelling – greater than 5,000 square foot lots	1000	NA	
Duplex (Specific Development Type reference: 5.1.1)	300	NA	
Single-Family Detached Dwelling less than 3,000 square foot lot & Townhouses – front facing garages (Specific Development Type reference: 5.1.3) *(Residential Design Guideline reference: Single Family Detached Dwelling less than 3,000 square foot lot, rowhouses, and courthomes)*	400	150	1
Rowhouses – rear facing garages accessed off an alley or private drive, no back yard (Specific Development Type reference: 5.1.3) *(Residential Design Guideline reference: Garden Townhouses)*	300	150	
Low-Rise Multi Family (Specific Development Type reference: 5.1.5) *(Residential Design Guideline reference: Cluster Housing)*	60	200	2, 3
Mid-rise or High-rise multifamily and mixed use (Specific Development Type reference: 5.1.6 and 5.1.7) *(Residential Design Guideline reference: Podium Cluster Housing and Mixed Use Development)*	60	100	

Notes:

1. For projects with 20 or fewer units the *common open space* requirement may be deleted. For projects with more than 20 units the *common open space* requirement may be deleted provided that the *private open space* for all units is increased by 150 square feet each.
2. Required *common open space* per unit may be reduced by an area equivalent to the amount of *private open space* in excess of 60 square feet.
3. Projects with fewer than eight units are not required to provide any *common open space* provided that each ground floor unit has at least 120 square feet of *private open space.*

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