



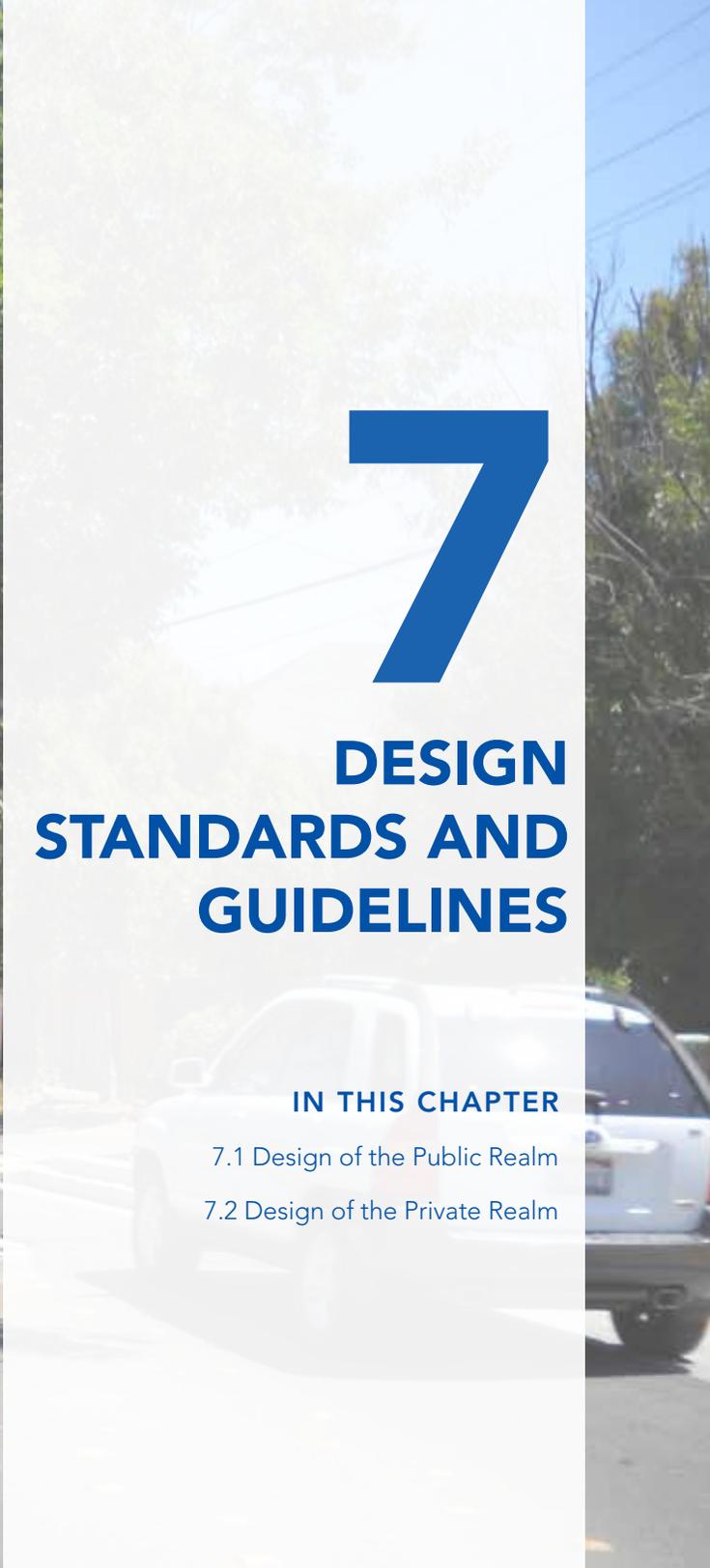
7

DESIGN STANDARDS AND GUIDELINES

IN THIS CHAPTER

7.1 Design of the Public Realm

7.2 Design of the Private Realm



chapter 7

design standards and guidelines

The manner in which buildings, streets, parks and other spaces are designed in a community has a significant affect on the area's character, identity and sense of place. Certain land uses may be desired and compatible, but if they are developed and designed in an inappropriate manner they will fail to achieve the community's vision. Conversely, great design—design that, at its core, focuses on the enjoyment and comfort of the people who use the space—can enliven and enrich the everyday lives of residents and workers. The following standards and guidelines are intended to guide and define the character of new development in North Fair Oaks while supporting the goals and policies of the Community Plan.

The design standards and guidelines in this chapter provide direction for the physical development of North Fair Oaks, and provide property owners and developers with a clear vision of the type and quality of development the community desires and expects. In addition to the land use regulations described in Chapter 2: Land Use Designations, the standards and guidelines promote high-quality, context-sensitive development. The standards and guidelines are not intended to be only prescriptive. Rather, they are meant to provide sufficient flexibility for creativity and variety in the design and development of public and private space. The chapter includes both *standards*, fixed regulatory requirements that apply to all relevant projects, and *guidelines*, which provide a menu of options that are recommended methods of meeting overall design goals, but that are not all necessary





Great connections between public and private realms create lively and inviting streets

or appropriate for every project, at the County's discretion (through project review and conditions of approval). The provision of both standards and guidelines ensures that all public and private development is required to achieve high standards, while encouraging creativity and variety of design.

The design standards and guidelines are organized into two categories: the public realm and the private realm. The public realm refers to the areas within the public right-of-way such as streets and alleys, and also includes public open spaces, paths and parks. The private realm refers to the buildings and land that are on privately-owned lots and parcels. Improvements to the private realm are typically created by private developers, and the guidelines and standards are intended to ensure that developers have clear direction on the type of design and development that is allowed and encouraged in North Fair Oaks, and that County staff has clear guidance in reviewing and approving private projects, to ensure that these projects are high quality design. Improvements to the public realm may be designed and constructed directly by the County, including projects led by County Public Works, Parks, or other departments, or may be undertaken by private developers as part of private developments, either voluntarily or as required components of a project.

In the case of either public or private realm, the guidelines provide the project developer with clear guidance, and provide the County with specific standards and guidelines to ensure, through the project review and approval process, that all improvements to public and private space in North Fair Oaks meet the standards of the community and contribute to overall improvements to the fabric of the built environment.

This chapter contains the following sections:

7.1 Design of the Public Realm

7.2 Design of the Private Realm

The standards and guidelines in this chapter complement and build on the zoning regulations for San Mateo County, particularly Section 6565.1, San Mateo County Zoning Regulations: Design Review (DR) Districts, which include design standards for the design of commercial structures on Middlefield Road in North Fair Oaks. The standards and guidelines are designed to supplement and support existing County design standards.

7.1 DESIGN OF THE PUBLIC REALM

The public realm—composed of the community’s streets, sidewalks, and public open spaces—plays a crucial role in the vitality and livability of an area. As noted above, the standards and guidelines provide guidance for public improvements led by either the County or private developers, and provide guidance for the County in the review of improvements to the public realm.

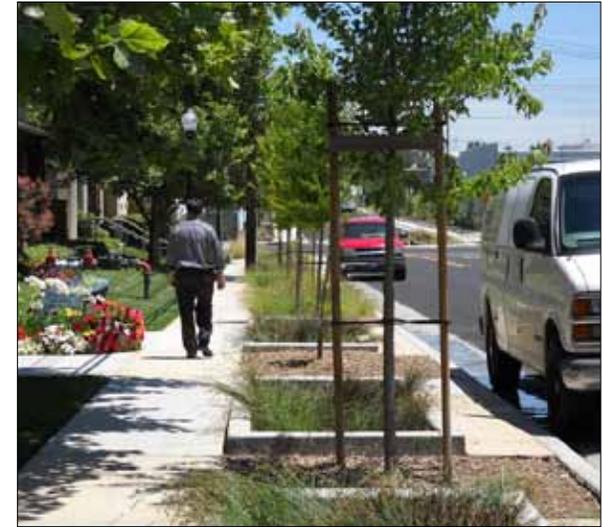
The public realm standards and guidelines are intended to:

- Enhance the quality of public open spaces and recreational areas, such as neighborhood parks, pocket parks, plazas, pathways, and other spaces, and ensure that these spaces are designed to meet the specific needs of the community.
- Enhance the multi-modal pedestrian and bicycle environment throughout the North Fair Oaks. While some streets in North Fair Oaks such as 5th and 9th Avenues and Edison Way have a distinct shared road character where the roadway provides adequate circulation for all modes of transportation, most streets in North Fair Oaks are auto-oriented. By redesigning and enhancing the public realm along the street public right-of-way, residents, workers and commuters will be more likely to walk, bike and take transit rather than drive to parks, schools and retail destinations. This will also help set the stage for additional transit-oriented facilities in North Fair Oaks, including a potential multi-modal transit

hub. Public realm improvements will also make the area safer by incorporating traffic calming elements to slow vehicles traveling through the area.

- Support the community’s identity through application of consistent, high quality public realm design standards and guidelines area-wide, while respecting the distinct needs and types of development in different parts of North Fair Oaks. The public realm in North Fair Oaks includes the “destination” or “main street” of Middlefield Road; the “regional connectors” and arterials including El Camino Real and Bay Street; entry streets and primary and secondary collectors such as 5th Avenue; and local streets including 40, 50 and 60-foot-wide streets such as Fair Oaks Avenue, Edison Way, 2nd Avenue and 8th Avenue (see Chapter 2: Land Use Designations and Chapter 3: Circulation and Parking). In addition, the different residential, commercial, and industrial areas in North Fair Oaks have different types of physical character; each of these areas has unique elements that should be respected in the design of the public realm, but all areas require the same high quality of design.

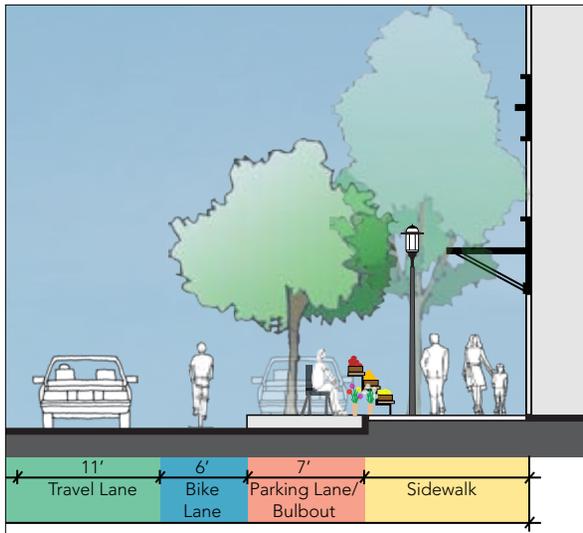
The design standards and guidelines for the public realm are divided into three topic areas: overarching standards and guidelines for streetscape design; standards and guidelines for specific streets; and standards and guidelines for the design of open space.



Stormwater planters are a way to incorporate sustainable practices within the public right-of-way



Public art can be used to highlight the unique history and local cultural background of the community



A1-1, A1-4

A OVERARCHING STANDARDS AND GUIDELINES FOR STREETScape DESIGN

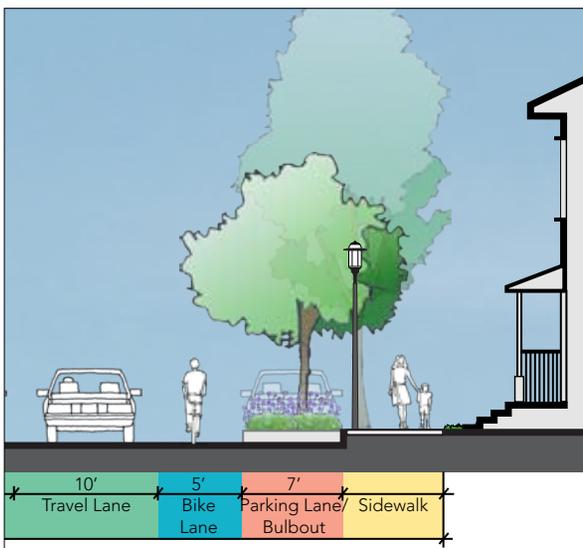
The “streetscape” of a street includes all the elements that contribute to the overall character and quality of the street. The following section provides the overall framework for streetscape design, and provides standards and guidelines that generally apply to all streets and related design elements within public rights-of-way in North Fair Oaks, unless otherwise specified.

A1 Roadways

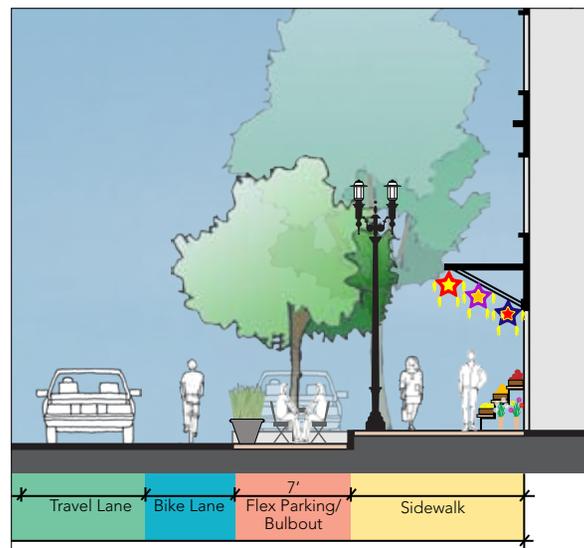
- A1-1 Provide 11-foot-wide travel lanes for arterial streets.
- A1-2 Allow 10-foot-wide turn lanes in areas

where right-of-way is constrained.

- A1-3 Provide 10-foot-wide travel lanes for local streets.
- A1-4 Provide 8-foot-wide parallel parking lanes along arterials for on-street parallel parking. Allow 7-foot-wide parking when adjacent to Class II bike lanes that are 6 feet or wider.
- A1-5 Ensure 7-foot-wide parallel parking lanes along collector and local streets.
- A1-6 Explore diagonal and angled parking where the roadway is wide enough and there is need for additional on-street parking.
- A1-7 Design parking lanes in the Neighborhood, Commercial, and Industrial Mixed-Use areas (as identified in Chapter 2: Land Use Designations) to accommodate temporary



A1-3, A1-5



A1-7



Temporary outdoor seating in public right of way

activities such as outdoor seating, performance areas, and other similar activities. This may include extending the paving treatment of sidewalks along the parking lanes.

- A1-8 Explore 6-foot wide dedicated on-street bicycle lanes. Provide 5-foot-wide bike lanes when the right-of-way (ROW) is constrained (See Chapter 3: Circulation and Parking for specifications and exact locations).
- A1-9 Provide Class III bicycle facilities along collector and local streets where ROW is constrained (such as 2nd and 5th Avenues) (See Chapter 3: Circulation and Parking).

- A1-10 Provide traffic calming elements to slow cars and support a pedestrian and bike-friendly environment along local streets, such as Middlefield Road. Extend the use of traffic calming devices similar to those that currently exist in North Fair Oaks, such as traffic circles and landscaped sidewalks and medians, on residential streets and Edison Way east of 5th Avenue.



Edison Way traffic circle



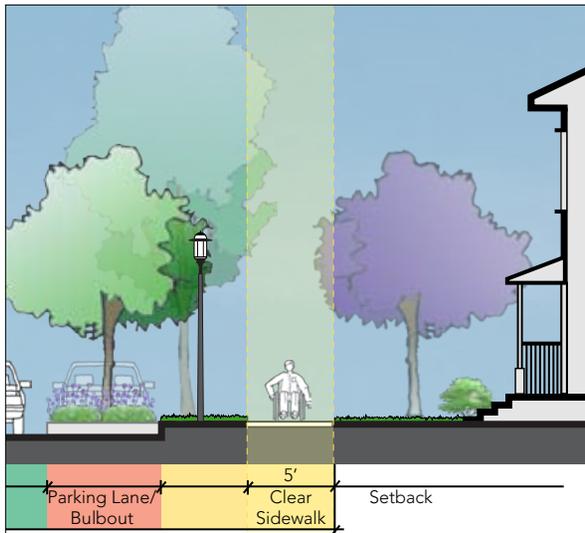
Back-in diagonal parking



Class III bicycle facilities



Dedicated bike lane with parking to the right

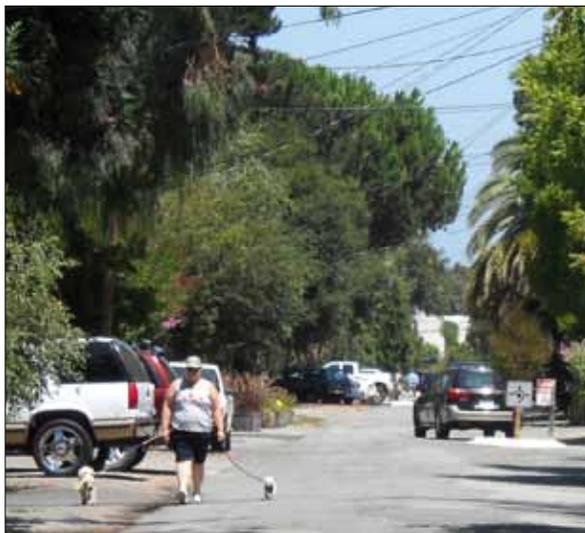


A2-1

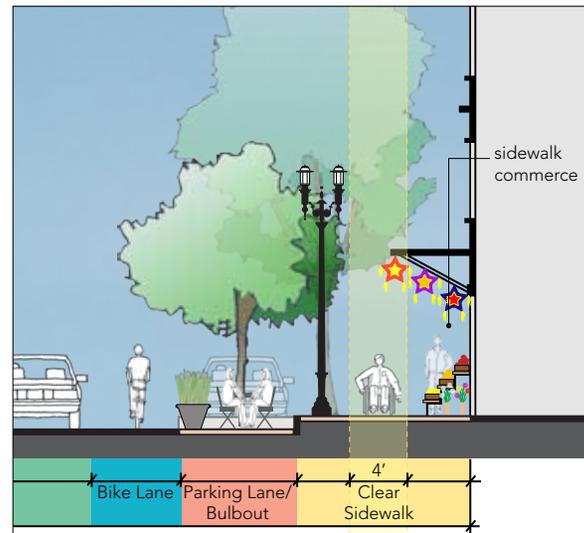
A2 Sidewalks and Landscaping

- A2-1 Incorporate creation of continuous ADA accessible paths throughout the community in all street improvement projects.
- A2-2 Provide 8-foot-wide sidewalks on key pedestrian-oriented commercial corridors with heavy foot traffic, such as Middlefield Road, so that two or three people can walk together comfortably.
- A2-3 Allow sidewalks in commercial and mixed-use areas to be used as a place of temporary commerce as long as there is a minimum 4-foot-wide contiguous ADA accessible path at all times.

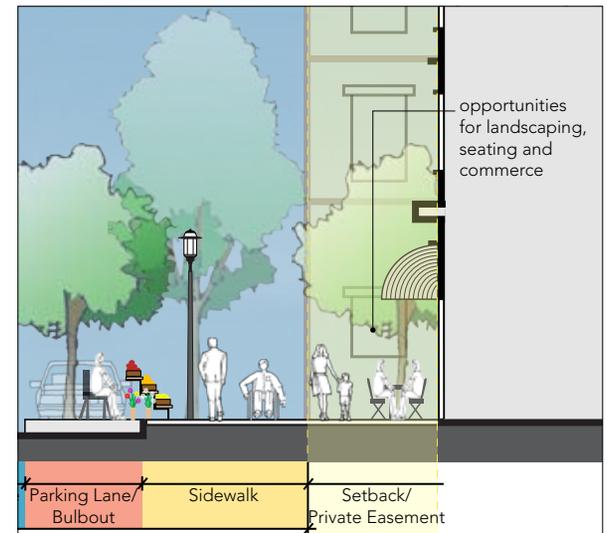
- A2-4 Maintain the unique curbless North Fair Oaks shared road character on appropriate streets, such as Edison Way.
- A2-5 Require new development to provide pedestrian easements where necessary to accommodate ADA accessible sidewalks, and accommodate trees and landscaping amenities.
- A2-6 Consider locating tree wells between the sidewalk and roadway within parking areas to provide shade and comfort for all users of the street and to accommodate pedestrian traffic along narrow sidewalks.
- A2-7 Allow trees in grates instead of planter strips in cases where the ROW is constrained, to accommodate heavy pedestrian traffic on the sidewalks.



Local street shared by pedestrians and slow moving vehicles



A2-3



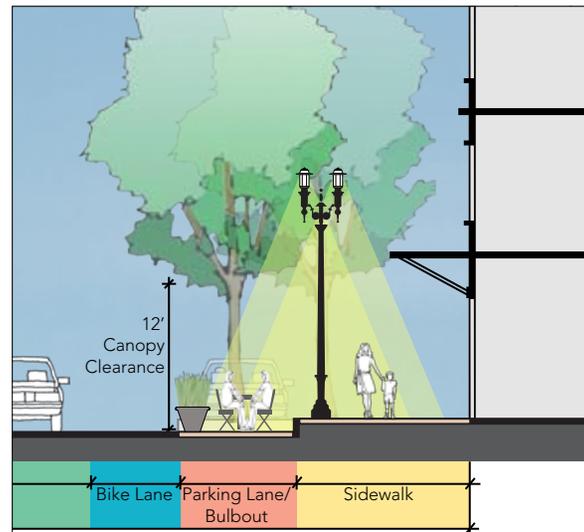
A2-5

- A2-8 Install 6-foot-wide tree wells. Where the ROW is constrained, with sidewalks less than 10 feet wide, allow 4-foot-wide tree wells.
- A2-9 Where a tree well or tree grate is 4 feet wide or less, explore the use of structural soil 2 to 3 feet deep and at least 8 feet long under sidewalks in lieu of a standard aggregate base to allow room for tree roots. This will support the trees' overall health and reduce maintenance needs caused by uprooted sidewalks.
- A2-10 Install planter strips in between tree wells along local streets where feasible, and consider the installation of community garden planter beds instead of traditional planter strips to provide easy and inexpensive access to healthy, fresh and locally grown produce.
- A2-11 Ensure a tree canopy clearance of at least 12 feet from the finished sidewalk elevation to provide clear emergency and service access, avoid blocking light from pedestrian-scale street lights, and allow for a visual connection along sidewalks on commercial streets.
- A2-12 Ensure that all new trees, tree location, and tree maintenance are consistent with the County's Tree Ordinances.
- A2-13 Explore opportunities for minimum 4-foot-wide stormwater planters and bioswales within the planting strip area of streets.

- A2-14 Pursue pedestrian easements on private property to accommodate uses such as outdoor dining that would help adjoining businesses, or when the ROW is too constrained to accommodate all critical modes of travel.
- A2-15 Encourage the planting of trees along local streets within the private realm where the right-of-way is too constrained to accommodate street trees along sidewalks. Encourage planting of trees 3 to 5 feet from the property line within private lots.



Stormwater planters along the sidewalk



A2-11



Photo simulation of community garden along street edge

BIKE BOXES

Bike boxes are intersection design elements intended to increase bicycle safety, which consist of a large labeled box painted on the street surface, connected to a bike lane just prior to a street intersection. They are intended to make motorists aware that bicycles may be stopping and/or turning at the intersection, thereby improving the awareness and visibility of bicyclists, and reducing the likelihood of auto-bicycle collisions.

A3 Crosswalks and Bulbouts

- A3-1 Provide clearly marked minimum 10-foot-wide crosswalks at all controlled intersections where either stop signs or stop lights are present. Ensure that sidewalks at all intersections are ADA accessible.
- A3-2 Create pedestrian refuge islands at intersections, where possible, to allow pedestrians a safe mid-street waiting spot between crossing cycles.
- A3-3 Explore 10-foot wide mid-block crosswalks on long blocks along corridors such as 5th Avenue.

- A3-4 Use special paving material for crosswalks to heighten crosswalk visibility, and to provide creative design elements that emphasize community character.
- A3-5 Where possible, provide bulbouts at intersections and mid-block crossings to minimize crossing distance and increase pedestrian visibility.
- A3-6 At key intersections along corridors with on-street bike lanes, explore creation of bike boxes. Mark bike routes through these intersections with dashed lines or color to strengthen bike safety and connectivity.



Special paving at corner crosswalk



Mid-block crossing with bulbout



Bicycle box at intersection

A4 Street Furniture and Lighting

- A4-1 Provide pedestrian-oriented lighting along major pedestrian corridors and arterials, such as Middlefield Road and El Camino Real, so that lighting is positioned over the sidewalk rather than the roadway.
- A4-2 Provide pedestrian-oriented street lights on all local streets and pedestrian paths to improve safety and comfort.
- A4-3 Encourage pedestrian-scale street lights that are approximately 12 to 15 feet high, spaced as closely together as is feasible and appropriate, based on the nature of the street and the character of existing lighting, and using full spectrum bulbs with a minimum of 1 footcandle to support safe nighttime conditions.

- A4-4 Consider pedestrian-friendly streetscape amenities, including seating and trash receptacles, at key nodes along major pedestrian corridors, such as Middlefield Road, 5th Avenue and Edison Way.
- A4-5 Install bicycle racks and/or lockers at key local and regional destinations. Provide bicycle racks intermittently along the bicycle routes designated by this Plan.



Corner bulbout with a number of pedestrian amenities, landscaping and lighting



A4-1



Streetscape with pedestrian-scale street lighting



Comfortable, playful and highly visible bus shelters



Murals can bring blank walls to life



Colorful tile mural along sidewalk

A5 Art

- A5-1 Explore opportunities for bicycle racks and transit shelters that incorporate creative designs and complement the character of the streetscape.
- A5-2 Incorporate artwork in the design of sidewalks and community open space. Artwork should relate to the history and culture of North Fair Oaks, and celebrate the local community. Use local youth, students, and local artists in the creation of such art wherever possible. Identify resources to help provide art and support for the creation of art that is integrated into the public realm throughout North Fair Oaks.
- A5-3 Install sculptural elements at key neighborhood intersections and gateways.



Vertical sculptural elements could be used as gateways and streetscape focal points

B STREET DESIGN GUIDELINES

B1 Middlefield Road

The policies in this section focus on Middlefield Road between Garfield School (at 8th Avenue) and Douglas Avenue. Middlefield Road is a primary access road in North Fair Oaks for all modes of transportation including pedestrians, bicyclists, transit users and drivers. However, the street currently provides an unfriendly pedestrian and bicycle environment with narrow sidewalks, no bike lanes, and front-in diagonal parking that is dangerous for pedestrians and bicyclists. In addition, Middlefield lacks street amenities such as trees, landscaping, communal open space, and other beneficial streetscape elements. Improvements to Middlefield Road can increase overall street safety and access to local business, services, and other destinations, while improving the overall design and character of the street, helping Middlefield Road fulfill its function as the “Main Street” or “Destination Street” in North Fair Oaks (see Chapter 2: Land Use Designations).

Roadway

- B1-1 Reconfigure Middlefield Road to provide one 11-foot-wide travel lane in both directions and a continuous 10-foot-wide left turn center lane.
- B1-2 Provide 14-foot-wide on-street reverse/back-in diagonal parking on both sides of the street. Where ROW is constrained, explore parallel parking. Any space gained in the conversion of diagonal to parallel parking should be devoted to sidewalk space and bicycle facilities.
- B1-3 Provide 5-foot-wide bike lanes on both sides of the street. Ultimately, provide protected bike lanes that are separated from automobile lanes on both sides of the street.
- B1-4 Provide well-defined crosswalks at all intersections of Middlefield Road including 8th, 5th, 2nd and Douglas Avenues.
- B1-5 On blocks with diagonal parking, use the unused triangle of space between the last parking space and the sidewalk end for the installation of additional sidewalk space, trees, street furniture and lighting.
- B1-6 Explore 2-foot easements, where ROW is constrained, to provide comfortable sidewalks and travel lanes on both sides of the street.



Existing streetscape conditions along Middlefield Road



Back-in diagonal parking



Adequate, unobstructed pedestrian path

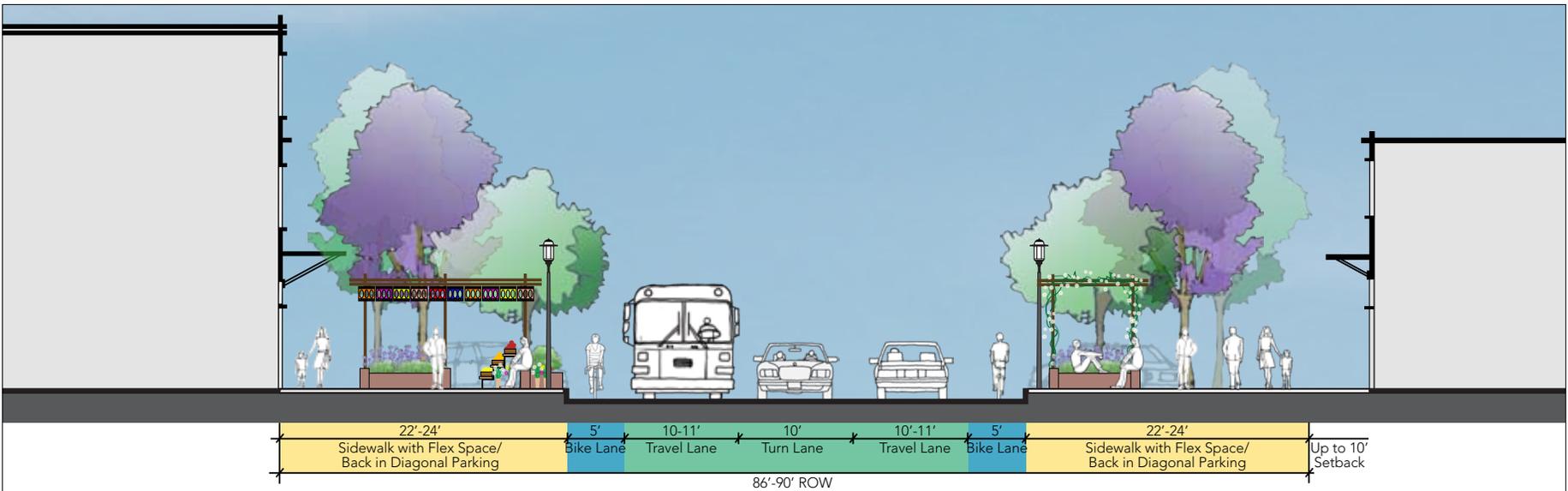
Pedestrian Realm

- B1-7 Create 10-foot-wide sidewalks with an unobstructed contiguous 4-foot-wide path for pedestrian travel.
- B1-8 Locate bulbouts at key intersections that can be designed for multiple uses including temporary plazas, outdoor dining, bus stops, and other uses.
- B1-9 Install pedestrian-scale lighting (approximately 12 feet high) along Middlefield Road to provide a safe and inviting environment.
- B1-10 Install benches, trash receptacles and other streetscape amenities at key nodes along the entire length of Middlefield Road.

- B1-11 Install lighted mid-block pedestrian crossings at appropriate locations on long blocks.

Health and Identity

- B1-12 Provide vertical gateway features such as sculptural pylons where Middlefield Road meets the boundary of North Fair Oaks at Encina Avenue and as Middlefield Road crosses the Dumbarton railroad tracks.
- B1-13 Incorporate art in the design of streetscape elements such as plazas, paving, transit shelters, shade structures, and other elements.
- B1-14 Explore opportunities to create pocket plazas on pedestrian bulbouts.



Proposed Middlefield Road streetscape improvements at intersection (All street sections for Middlefield Road represent potential configurations of a three-lane roadway, and the types of improvements contemplated for Middlefield Road. Other options include protected bicycle lanes, lesser amounts of diagonal parking and greater amounts of parallel parking, and others. Configurations would depend on the amount of right-of-way available in particular sections of roadway, the type of improvements made to the roadway, and other factors).

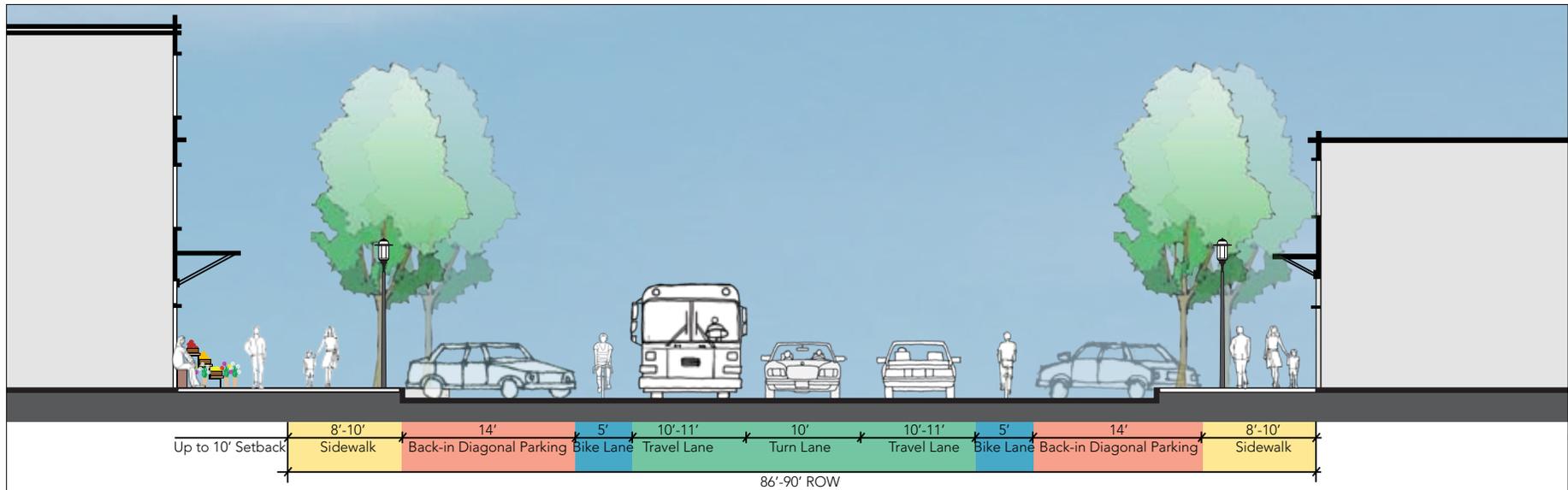
- B1-15 Include fruit trees and edible plants, where possible, within the planting areas along street edges.
- B1-16 Allow temporary mobile commerce (such as fruit stands, food trucks, and other commerce) within the public right-of-way.



Corner gathering area with pedestrian amenities



Corner bulbout with seating area



Proposed Middlefield Road streetscape improvements mid-block



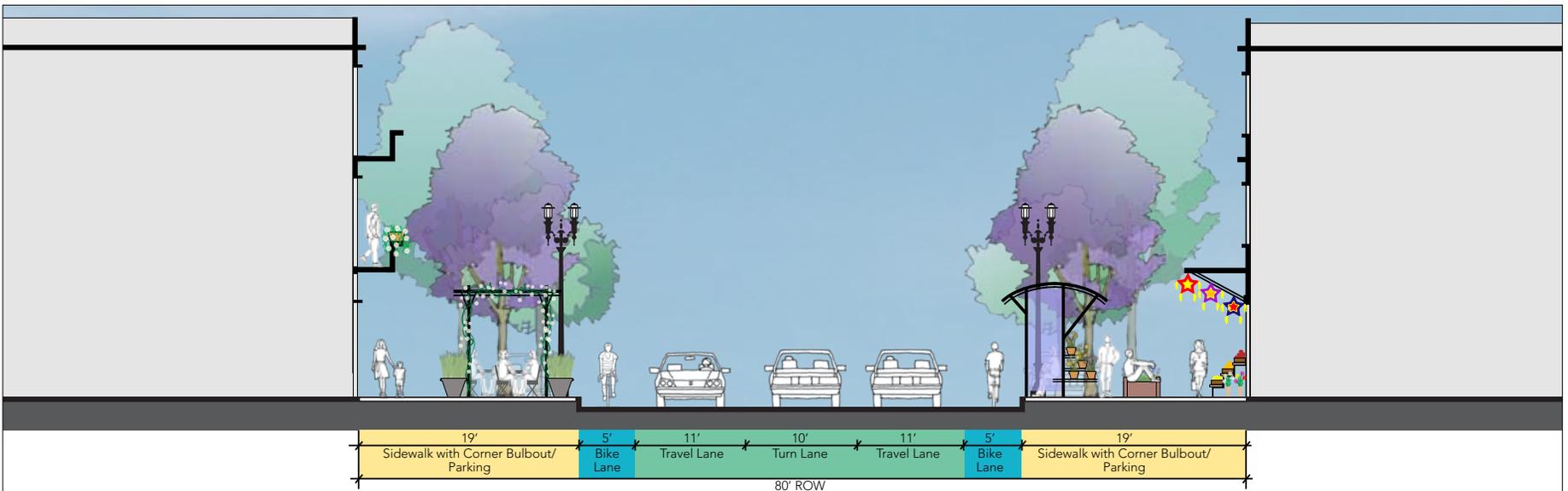
Existing conditions at 5th Avenue (between El Camino Real and Waverly Avenue)

B2 5th Avenue

The policies in this section focus on 5th Avenue between El Camino Real and Bay Road. 5th Avenue is a key vehicular connection in North Fair Oaks, and has multiple distinct sections. It changes in character from an 80-foot ROW, with a mix of commercial and residential uses, between El Camino Real and Middlefield Road, to a 60-foot ROW with primarily residential uses between Middlefield Road and Bay Road. The street currently provides a poor pedestrian environment with narrow unprotected sidewalks, fast-moving traffic, few trees, changing topography, and barriers in the form of retaining walls that follow the changing grade of the street as it passes beneath the Caltrain railroad tracks and the

pedestrian overpass just east of the tracks.

5th Avenue is envisioned as a redesigned “primary neighborhood street” that better provides for pedestrians and bicyclists along its length while retaining its role of moving automobile traffic. The Plan envisions an improved streetscape, along with new infill residential and commercial uses on currently underutilized parcels, particularly between El Camino Real and Middlefield Road. The roadway along 5th Avenue between Waverly Avenue and Semicircular Road is intended to remain largely unchanged. The open space area on the southwest side of 5th Avenue, underneath the overpass, is identified as an area to be enhanced as a community amenity.



Proposed streetscape along 5th Avenue (between El Camino Real and Waverly Avenue)

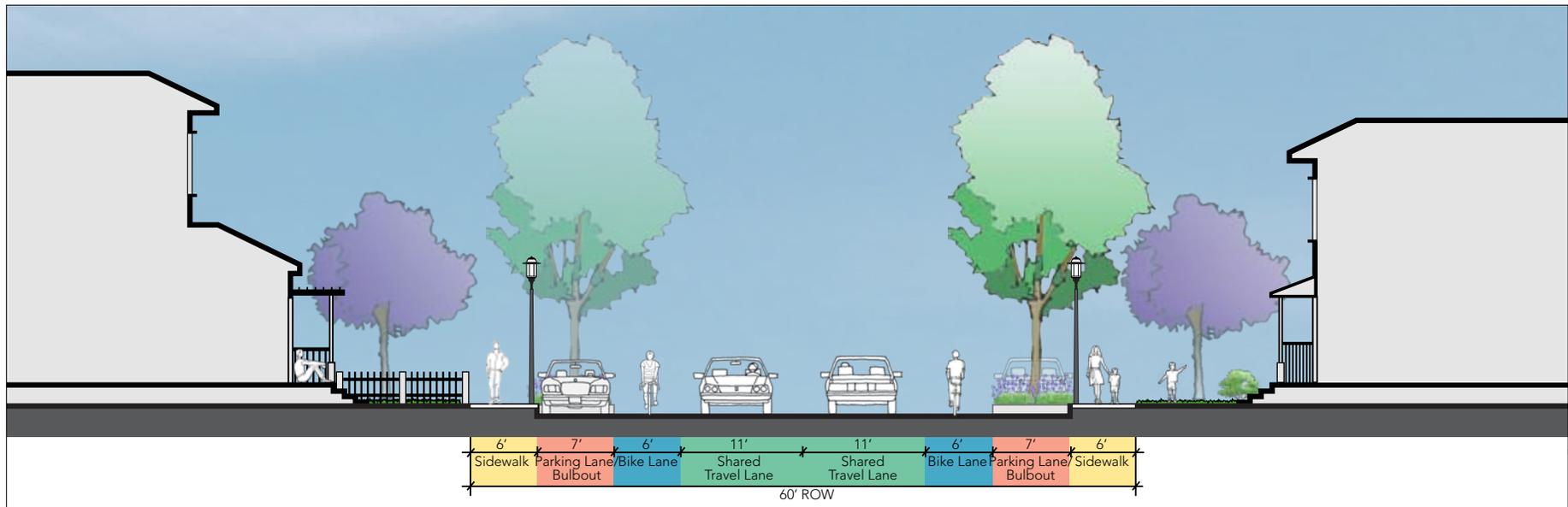
Roadway

- B2-1** Maintain the existing two lanes of traffic in both directions, with a median as the roadway approaches the railroad tracks and pedestrian overpass. Provide 11-foot-wide travel lanes in both directions from El Camino Real to Waverly Avenue and from Middlefield Road to Bay Road. Provide a 10-foot-wide left turn lane at key intersections between El Camino Real and Waverly Avenue.
- B2-2** Extend the bike lane that exists between El Camino Real and the railroad tracks along the entire length of 5th Avenue.

- B2-3** Enhance the landscaping in the existing median between Waverly Avenue and Semicircular Road with more trees.
- B2-4** Maintain and strengthen crosswalks at all intersections. Explore mid-block crossings along 5th Avenue (for example, between Middlefield Road and Park Road) to break up long blocks to make them more accessible for pedestrians.



Existing conditions at 5th Avenue (between Middlefield Road and Bay Road)



Alternative 2: Proposed streetscape along 5th Avenue (between Middlefield Road and Bay Street)



Pedestrian-friendly sidewalks

Pedestrian Realm

- B2-5 Ensure that sidewalks have at least 4 feet clear for ADA access along both sides of the street.
- B2-6 Provide tree-wells in the sidewalks between El Camino Real and Waverley Avenue.
- B2-7 Provide trees in the underutilized portion of the parking lanes between Middlefield Road and Bay Road to balance the needs of shade, pedestrian paths and parking.

- B2-8 Reconfigure and design the landscape buffer area in the vicinity of the overhead Caltrain railroad tracks and pedestrian overpass. Consolidate the area currently devoted to passive landscaping and consider reconfiguring the retaining walls to create an active useable open space that can allow trees and amenities such as stepped seating and outdoor seating.



Trees planted in underutilized portion of parking lanes



Street trees planted along parking lane

Health and Identity

- B2-9** Provide vertical gateway features such as pylons at the two ends of the corridor where 5th Avenue meets El Camino Real, and where 5th Avenue meets Bay Street. Ensure that these elements incorporate signage directing traffic toward Middlefield Road.
- B2-10** Incorporate community gardens and other small open space and recreational amenities in the redesigned space underneath the Caltrain railroad track overpass, if and when this space is redesigned.
- B2-11** Redesign the sidewalks and bicycle lanes through the open space beneath the Caltrain railroad tracks as multi-use trails.



Vertical screens with edible landscaping



Community garden



Vertical gateway elements incorporating art that celebrates the community character



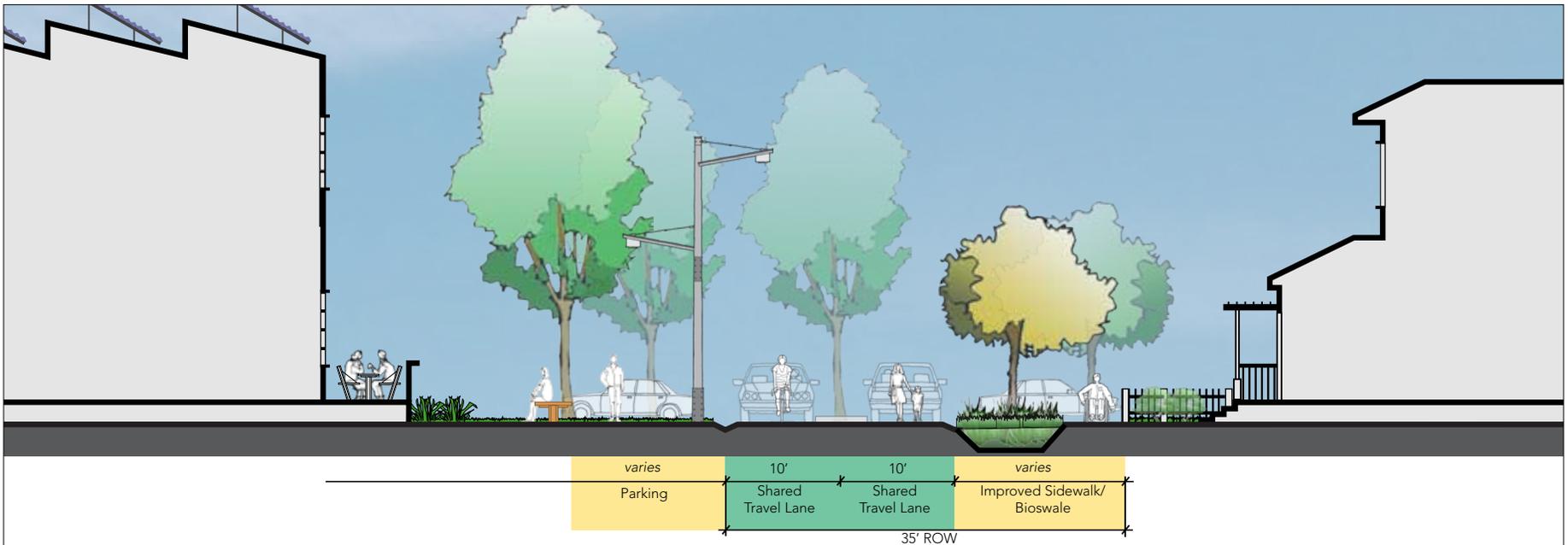
Existing conditions on Edison Way east of 5th Avenue

B3 Edison Way

The policies in this section focus on Edison Way between 1st Avenue and 12th Avenue south of the Southern Pacific railroad tracks. Currently, industrial and institutional uses line the northern side of Edison Way, with primarily single-family residential uses on the south side. Edison Way east of 5th Avenue offers a two-lane roadway with landscaped traffic calming elements that help to slow vehicular traffic through the area and provide a unique curbside shared roadway for pedestrians, bicycles, and automobiles. A mix of parallel and perpendicular parking occurs along the corridor partly within the public ROW and partly within

private setbacks.

Edison Way east of 5th Avenue is envisioned as a local mixed-use street that strengthens and extends the distinct existing shared use character all along the corridor. This vision also reflects the “green” and ecologically-friendly character of the adjoining Edison Technology Park in the public realm through stormwater planters, bioswales, permeable paving, solar lighting, and other features.



Proposed streetscape along Edison Way east of 5th Avenue

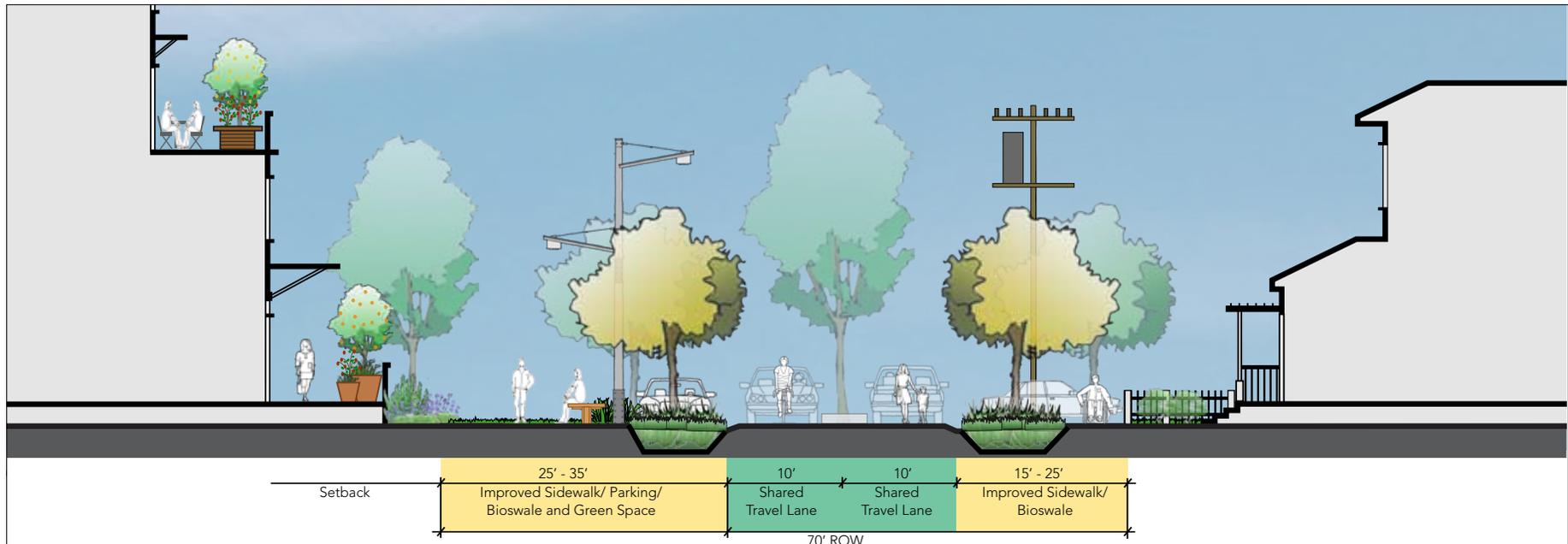
Roadway

- B3-1** Maintain one lane of traffic in both directions on Edison Way. Explore 10-foot-wide travel lanes that are shared between multiple modes of transportation, including walking and biking.
- B3-2** Stamp the roadway with Class III bike symbols to emphasize the bicycle-friendly nature of the street.
- B3-3** Include traffic calming measures, such as landscaped medians, to slow traffic and promote a diversity of transportation modes.
- B3-4** Maintain existing and add new crosswalks at all intersections.

- B3-5** Preserve the existing curbless street that incorporates green spaces and stormwater elements such as bioswales and stormwater planters in bulbouts.
- B3-6** Maintain the current mix of parking east of 5th Avenue and explore extending this mix of parking options west of 5th Avenue, maximizing opportunities for parallel parking on the south side and angled parking on the north side.
- B3-7** Encourage installation of permeable paving along the parking areas in the public ROW.



Existing conditions along Edison Way west of 5th Avenue



Proposed streetscape along Edison Way west of 5th Avenue



Curbless road along Edison Way

Pedestrian Realm

- B3-8 Ensure a continuous ADA compliant path along sidewalks on both sides of the street.
- B3-9 Encourage a meandering landscaped area of varied width, similar to the existing landscaped areas east of 5th avenue, along both edges of the street.
- B3-10 Plant street trees to provide shade for pedestrians, bicyclists and automobiles.
- B3-11 Design bioswales and stormwater planters that can drain, treat and infiltrate stormwater into the ground and that reflect the desired "green" character of the street.

- B3-12 Maintain the current shared road design east of 5th Avenue, where pedestrians and bicyclists feel safe sharing the road with cars, and extend this character to the entire Edison corridor.
- B3-13 Include a range of pedestrian amenities along all new improved green space areas, such as street furniture, lighting and bike racks.
- B3-14 Encourage pocket plazas and small gathering spaces along the sidewalk at key nodes along Edison Way.
- B3-15 Where the ROW is constrained, explore new trees where possible within private setbacks, to provide additional shade and comfort for pedestrians.



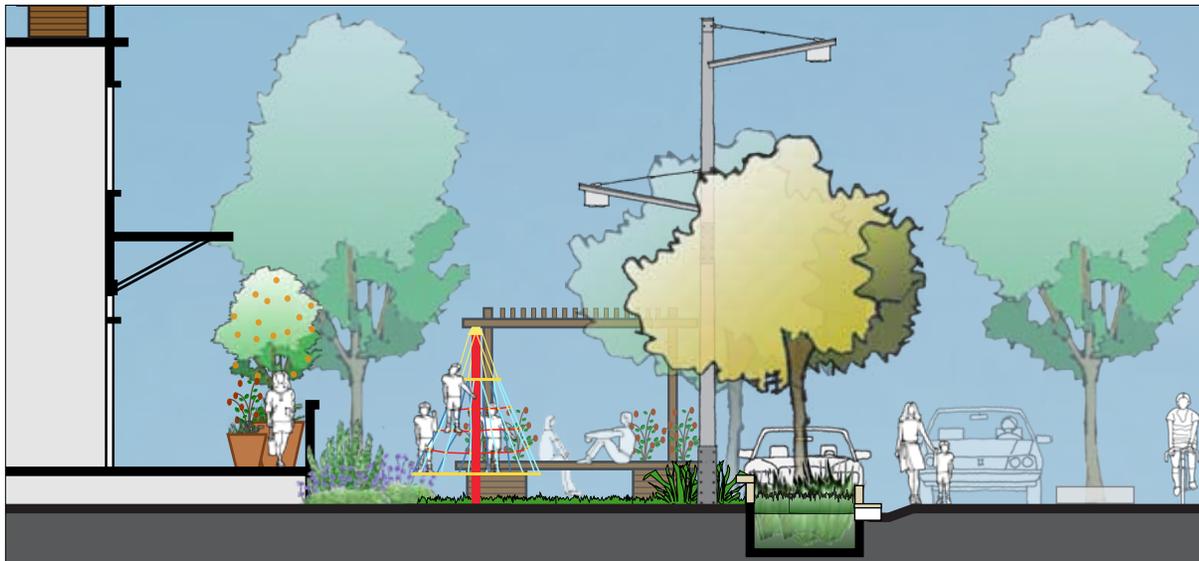
Bioswales along shared roadways

Health and Identity

- B3-16 Create useable open spaces along the section of ROW west of 5th Avenue that incorporate elements that promote play (such as boulders, logs, climbing nets, trees to climb, or dry creek formation).
- B3-17 Include traffic calming measures that build off of existing measures such as center medians, and place bike signs on the roadway as a way of promoting pedestrian and bike use.
- B3-18 Explore urban agriculture in the ROW space, including installation of 3-foot-wide raised community garden planters.



Community Gardens



Proposed green spaces along Edison Way with gathering areas and play structures



Community garden surrounded by residences



Example of a pocket park

C OPEN SPACE GUIDELINES

C1 Pocket Parks and Plazas

The only currently active pocket park in North Fair Oaks is the community park at Edison Way and 10th Avenue, which is well-used by children, youth and local residents. Because North Fair Oaks is fairly built out, creation of additional small parks is one of the most feasible ways to help meet North Fair Oaks' significant need for additional open and recreation space. Given the current urban fabric of North Fair Oaks, pocket parks are likely be located either on small, segregated unused lots that are too small for other development, or developed as part of larger scale infill redevelopment, or created

on unused public rights-of-way. Parks may be developed and maintained by public, private, or non-profit entities, or any combination thereof.



Example of a corner pocket park featuring natural materials and lush landscape



Community garden in a triangular lot

Size and Location

- C1-1 Allow and encourage parks to be created on irregular parcels of land, to capitalize on the prevalence of irregular lots in North Fair Oaks.
- C1-2 Create new pocket parks within existing underutilized open spaces, such as the open space along 5th Avenue under the Caltrain railroad tracks and pedestrian overpass (see Chapter 2: Land Use Designations for other potential location of new parks).

Amenities

- C1-3 Consider, in the design of all pocket parks, the maximization of potential use by a variety of user groups, including play and exercise for users of all ages, use as community gathering space, and other uses.
- C1-4 Ensure the provision of pathways a minimum of 4 feet wide for ADA access in all pocket parks.
- C1-5 Ensure the provision of adequate lighting and trees within pocket parks, to foster an inviting and safe environment.
- C1-6 Encourage the design and use of natural drainage bioswales in pocket parks as a way to filter surface run-off.



Neighborhood pocket park with play equipment



Pocket park with rocks for climbing and seating



Unique pocket park with comfortable movable seating



Park graded to drain surface runoff into landscaped swales



C2 Greenways

Greenways are long, narrow strips of open land, typically with some vegetation, that may be used for multiple purposes, including paths, linear parks, and other uses. Creation of greenways on unused parcels, on underutilized rights-of-way, or as part of infill development provides opportunities to break up existing long blocks found in much of North Fair Oaks and reconnect dead end streets and cul-de-sacs. Greenways improve overall connectivity, provide multi-modal access for pedestrians and bicyclists, and can serve ecological and stormwater functions by including trees and swales in their design. Greenways can also be a natural buffer between new and existing development where appropriate.



Size and Location

- C2-1 Explore the potential to create greenways within the Hetch-Hetchy right-of-way, and within long blocks on streets such as 5th Avenue, 8th Avenue, Fair Oaks Avenue, Middlefield Road, Park Road, Palmer Lane and other residential streets, either on unused parcels, or as part of new development.
- C2-2 Where possible, provide greenways that are 25 feet wide that can also serve as usable open space for adjacent residents.

Amenities

- C2-3 Ensure adequate lighting along greenways.
- C2-4 Install seating, trash cans, and other amenities along greenways.
- C2-5 Encourage the use of bioswales along the greenways to attenuate surface run-off.
- C2-6 Encourage the use of landscaping and trees along greenways.

7.2 DESIGN OF THE PRIVATE REALM

The “private realm” refers to buildings and other uses on privately owned lots and parcels that are not intended for broad public use. Since private buildings and private uses make up the bulk of most communities, the design of the private realm is a key factor in the overall quality of a community, and also significantly impacts the quality of adjacent public spaces and uses. The types and intensities of uses allowed and encouraged in the private realm are discussed in detail in Chapter 2: Land Use Designations. This section focuses on the overall design of the private realm, both in terms of individual design features, and in terms of how private uses interface with other private and public uses. The standards and guidelines in this section provide flexibility for creativity and variety of design, while encouraging a high quality of overall design and providing specific guidance for those aspects of the private realm that directly affect the public realm. These standards and guidelines apply to new development and redevelopment in North Fair Oaks, and are primarily the responsibility of private developers to implement.

The private realm design policies are organized into two sections. The first section addresses overarching design standards and guidelines for those aspects of private realm design that impact the overall character of development in North Fair Oaks, and are largely applicable to private development in all parts of North Fair Oaks. These factors include building layout and orientation,

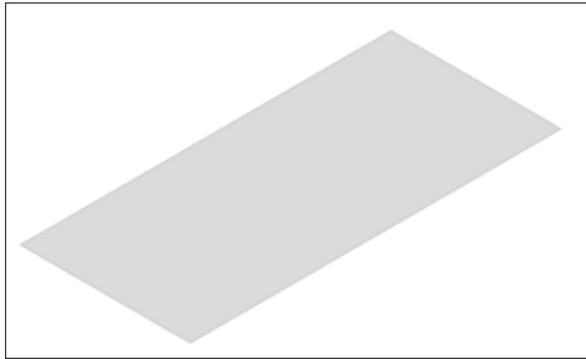
setbacks and setbacks, massing and scale, building character and façade articulation, service areas and access entry, and parking. The second section focuses on standards and design guidelines for the development of specific building prototypes, primarily those that are appropriate and desirable in the opportunity areas of North Fair Oaks identified in Chapter 2: Land Use Designations.



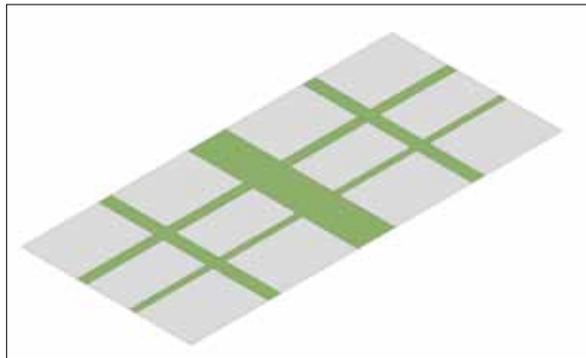
Mixed-use buildings support investment in the area



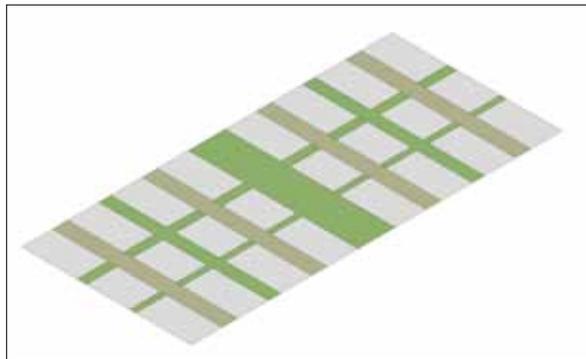
Live-work lofts offer flexibility for a variety of uses



Prototypical North Fair Oaks block 200' x 600'



D1-1 East-west oriented greenways and mews



D1-2 East-west oriented double-loaded alleys

D OVERARCHING PRIVATE REALM GUIDELINES

D1 Layout and Orientation – Block level

Orientation

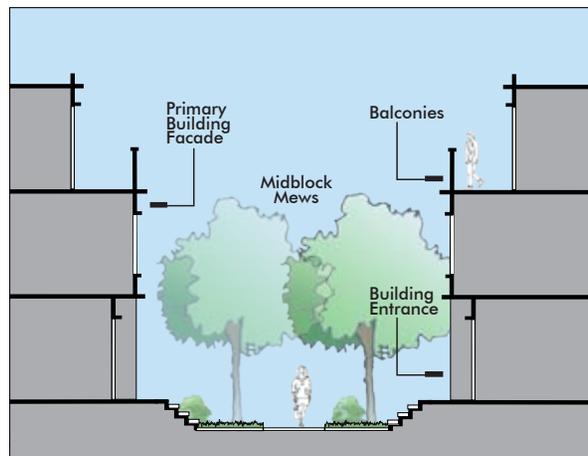
- D1-1 Create pedestrian- and bicycle-friendly greenways and alleys where possible as part of large-scale infill redevelopment, to break up long blocks and provide opportunities for open space and stormwater management (see Figure 2.6 in Chapter 2: Land Use Designations for appropriate greenway locations).
- D1-2 Encourage the use of double-loaded alleys to minimize curb cuts and maximize access from street sidewalks and greenways.

Block Face Variation

- D1-3 Prohibit street-facing facades consisting of a blank wall or an unbroken series of garage doors, or lined with off-street uncovered parking spaces.
- D1-4 Encourage distinction between buildings on the same block that face each other by encouraging varied setbacks, roof heights, stepbacks, building articulations, landscaping treatments, and other elements to provide a richer urban fabric.
- D1-5 Provide variation in fenestration, color, architectural elements, and other elements between multiple adjoining structures or units.
- D1-6 Encourage development of a mix of row houses, townhomes (within the Residential and Neighborhood and Commercial Mixed-Use areas, as identified in Chapter 2), live-work (primarily in the Industrial Mixed-Use areas along Edison Way), and mixed-use buildings within the same blocks, to facilitate a rich and varied mix of uses and building types.
- D1-7 Orient new development to minimize exposure to the southwest and west sun, thereby minimizing heat gain of buildings.

D2 Layout and Orientation – Individual Buildings

- D2-1 Orient buildings such that the primary façades (or sides of the building) and key pedestrian entries of the buildings face the street, or face mid-block greenways and mews. Require building entrances on streets, pedestrian ways, and other public spaces rather than, or in addition to, on interior courtyards or parking lots.
- D2-2 Encourage corner buildings to actively address both streets with pedestrian-friendly entries.
- D2-3 Encourage privacy for ground floor residential and office uses by elevating the first floor 3 feet above grade and allowing windowsills to be 2 to 3 feet above floor level.
- D2-4 Locate quasi-public residential spaces within units (such as living and family rooms where residents typically spend the majority



D2-1

of their time) along building edges that front the street to maximize opportunities for “eyes on the street.”

- D2-5 Encourage parking and access to parking in the side and rear of lots, to minimize street parking and related disruption to the pedestrian environment. If front parking is essential to a project, provide pedestrian friendly landscaping, design treatments, and amenities such as paths or other improvements to mitigate impacts on the pedestrian environment and overall streetscape.
- D2-6 Encourage buildings, especially individual residential units, to have access to sun and air through operable windows and building openings on at least two sides.



Corner building with pedestrian friendly entries



D2-5

D3 Massing and Scale

- D3-1 With the exception of areas identified as appropriate for significant increases in development intensity, as described in Chapter 2: Land Use Designations, respect the scale and character of existing residential developments in North Fair Oaks, by ensuring the massing and scale of new residential development complements existing structures and development patterns.
- D3-2 Allow buildings with large footprints within the Industrial Mixed-Use areas along Edison Way and Spring Street.
- D3-3 Complement the existing pattern of small-scale commercial development along Middlefield Road and other smaller-scale commercial areas by breaking storefronts into 25-foot to 50-foot-wide increments within larger buildings that face the street.

D4 Building Heights and Stepbacks

- D4-1 Require a 2-story minimum for all buildings within Neighborhood and Commercial Mixed-Use areas.
- D4-2 Encourage 2- to 3-story buildings in Neighborhood Mixed-Use areas along Middlefield Road
- D4-3 Encourage 2- to 5-story buildings in the Commercial Mixed-Use land use designation along El Camino Real and Edison Way.
- D4-4 Encourage 2- to 4-story buildings in the Industrial Mixed-Use areas to encourage a range of industrial and institutional uses that are supported by commercial uses.
- D4-5 Allow building heights up to 6 stories in close proximity (approximately ¼ mile) of the potential multi-modal transit hub in the Commercial Mixed-Use area.



Storefront divided into pedestrian-scaled increments



Moderate density mixed-use development

- D4-6 Provide transitions between large-scale buildings along mixed-use corridors and existing small-scale buildings along adjoining local streets by stepping down building heights or providing building setbacks.
- D4-7 Encourage floor-to-floor heights of 15 to 20 feet for commercial uses.
- D4-8 Step back upper stories of buildings to minimize shadows cast on public spaces.

D5 Building Setbacks

- D5-1 Provide setbacks of up to 10 feet from the property line for commercial and mixed-use buildings and up to 15 feet for residential uses along the mixed-use streets of Middlefield Road, El Camino Real, 5th Avenue and Edison Way.
- D5-2 Encourage minimum 15-foot front setbacks for buildings with residential uses on the ground floor to provide space for front yards, gardens and other private open spaces.
- D5-3 Ensure a minimum 10-foot side setback from the property line for corner buildings.
- D5-4 Allow pedestrian-friendly elements, such as balconies, front porches and stoops, within front setbacks of residential and mixed-use buildings.
- D5-5 Allow commercial signage and awnings to extend up to 5 feet into setbacks.



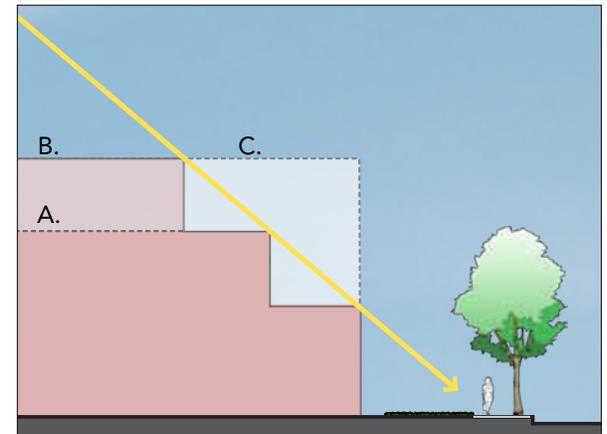
Height stepdowns and setbacks transition from higher to lower densities



2-story mixed use structure



Moderate density mixed-use development



D4-8



Varied building design elements and sustainable features

D6 Building Character and Façade Articulation

- D6-1 Prioritize articulation of façades along pedestrian-friendly corridors identified in the urban design framework in Chapter 2: Land Use Designations, such as Middlefield Road and key travel routes to nearby schools. Discourage blank walls along street-fronting façades on all streets.
- D6-2 Encourage varied building elements such as cornices, lintels, sills, balconies, awnings, porches, and stoops to enhance building façades.
- D6-3 Encourage vertical and horizontal architectural elements that mitigate long, unbroken building façades.
- D6-4 Encourage the use of building materials, forms and colors that provide visual interest

to pedestrians and add variety to street edges.

- D6-5 Require all ground floor commercial uses to have non-reflective glass windows fronting onto sidewalks. When windows face southwest and west, frame them with protruding vertical and horizontal shading elements such as lintels, sills, and awnings to provide adequate protection from glare.
- D6-6 Encourage articulation and accentuation of roofs on residential buildings located at street corners and at gateway entries into larger residential projects.
- D6-7 Encourage sustainable building practices and materials, and ecologically-sensitive design solutions, including solar panels, light shelves and cool roofs.



Varied vertical and horizontal design elements

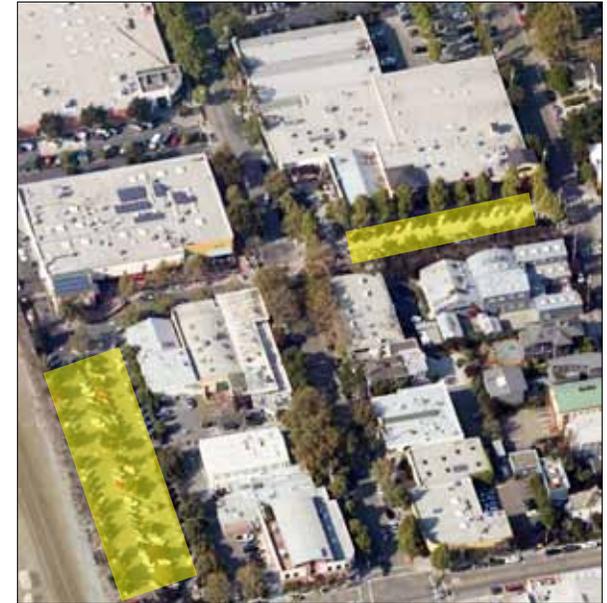


Incorporation of art in building design

- D6-8 Encourage distinctive design treatments through the use of height, façade design and/or unique roof silhouettes for buildings at gateway locations such as those along Middlefield Road and at the designated potential multi-modal transit hub (see Chapter 2: Land Use Designations).
- D6-9 Encourage incorporation of art (including murals, frescoes, mosaics, and other types, especially on large blank walls) in the design of building façades in Neighborhood, Commercial, and Industrial Mixed-Use areas (as identified in Chapter 2), particularly art that celebrates the history and identity of North Fair Oaks.
- D6-10 Require mechanical equipment to be screened with parapets or the roof form. Encourage roofs that are integral to the structure of the building and the design of the facade, rather than ornamental.
- D6-11 Prohibit exterior stairs to upper floors on street facing facades and the front half of side facades.
- D6-12 Encourage that all four sides of buildings are articulated, and that design standards are carried out consistently on all building aspects.

D7 Parking

- D7-1 Encourage creation of surface parking in new developments to be located behind or to the side of residential, commercial and mixed-use structures.
- D7-2 Reduce commercial parking requirements if parking spaces are provided in lots that are shared with other buildings, especially if the building uses have different peak-demand time periods (see Chapter 3: Circulation and Parking for specific parking requirements).
- D7-3 Explore the option of using existing parking lots as shared parking facilities, as described in Chapter 3: Circulation and Parking.
- D7-4 Encourage parking requirements to be satisfied by adjoining on-street parking, especially for ground floor retail uses within mixed-use buildings. Also encourage underground parking for mixed-use structures, particularly larger mixed-use developments.
- D7-5 Provide opportunities for developers to un-bundled parking to allow residents to choose whether or not they rent and/or own their own parking space (see Chapter 2: Land Use Designations and Chapter 3: Circulation and Parking).



Example of parking behind buildings and along alleys



Shared on-street parking



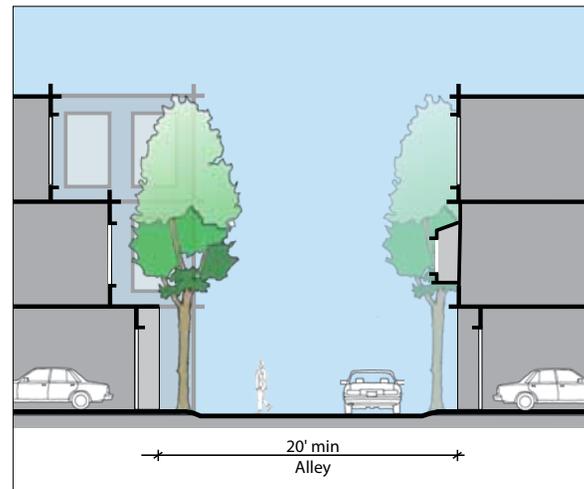
D7-6 Encourage space-efficient parking strategies such as lift parking and tandem parking, to reduce building costs and maximize intensity of development.

D7-7 Encourage second story structured parking (in sufficiently scaled structures) with design features that mask and minimize the appearance and impact of parking, including use of screening, vegetation, materials, and other design elements.

D7-8 Attenuate run-off from existing and planned parking lots with options such as permeable paving and swales.



Lift parking



D8-3

D8 Alleys and Service Access

D8-1 Where possible, provide access to new residential, commercial, and mixed-use developments from rear alleys.

D8-2 Minimize alley and service access driveway curb cuts along key pedestrian routes.

D8-3 Ensure alleys are a minimum of 20 feet wide to allow for emergency access and landscaping.

D8-4 Where possible, provide small canopy trees along new alleys and driveways, and include tree plantings and landscaped buffers along alleys to screen and mitigate the impact of new multi-story buildings on existing residential buildings, and to create a more pedestrian-friendly environment along alleys.

D8-5 Provide distinctive paving along alleys, to distinguish them from roadways and to signal vehicles to proceed slowly.



Trees and landscape buffers and distinctive paving elements

D9 Stormwater Management

The following overarching guidelines support the goals and policies in Chapter 4: Infrastructure, and complement existing County standards.

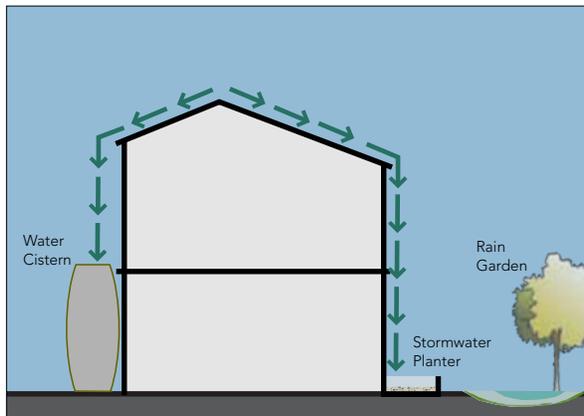
- D9-1 Encourage on-site stormwater run-off reduction and treatment Best Management Practices (BMPs) in the design and location of buildings and open spaces.
- D9-2 Encourage the use of green roofs and water collection devices, such as cisterns and rain barrels, to capture rainwater from the building for re-use.
- D9-3 Explore disconnected drain spouts to interrupt the direct flow of rainwater from buildings to the stormwater system. Integrate these features in ways that enhance building character.
- D9-4 Provide rain gardens and stormwater planters to manage stormwater run-off from

disconnected drain spouts and impervious surfaces on-site. Ensure adequate space and design for water to drain, to reduce the chance of ponding, and utilize splash pads to minimize erosion under drain spouts.

- D9-5 Encourage planting of medium to large canopy trees in the front and back yards of private development to serve as interceptors for rainfall, slowing and reducing the amount of rainfall reaching the ground.
- D9-6 Minimize on-site impermeable surfaces such as concrete, asphalt and hardscaping.
- D9-7 When infiltration is desired, utilize permeable pavers, porous concrete, porous asphalt, reinforced grass pavement (turf-crete), cobblestone block pavement, infiltration planters, rain gardens and infiltration trenches to absorb stormwater, and other techniques to detain and infiltrate run-off on-site.
- D9-8 Use shared driveways and alleyways to

reduce impermeable paving.

- D9-9 When infiltration is not desired, utilize flow-through planters and swales and rain gardens with clay, geo-textile or other impermeable material as liners.
- D9-10 Require the use of landscaping with plants that can withstand pollutants and are effective in pollutant removal. Explore the use of grasses that are effective at pollutant removal, such as Juncus, Carex, and Festuca.
- D9-11 Utilize stormwater BMPs such as vegetated swales, stormwater planters and rain gardens with engineered soils and proper plant choices to treat run-off.
- D9-12 Encourage and allow the use of “green roofs” and “cool roofs” to reduce heating and cooling needs, lower reflected thermal energy, reduce and filter runoff, improve energy efficiency and reduce operating costs.



D9-2



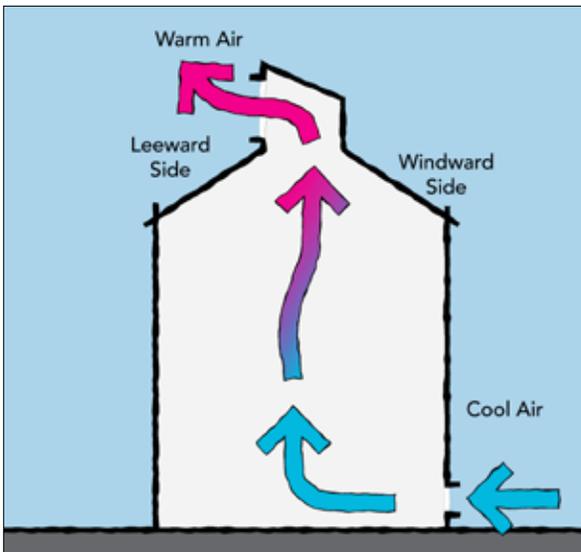
Disconnected drain spout with planters



Permeable pavers



Deciduous shade trees



D10-11, D10-12

D10 Passive Cooling

- D10-1 Where appropriate and feasible, orient new lots and buildings with their long axis oriented north-south to minimize heat gain.
- D10-2 Where feasible, particularly in the Commercial Mixed-Use areas within close vicinity of the potential multi-modal transit hub, configure buildings to create internal courtyards to trap cool air while still encouraging interaction with streets and open spaces.
- D10-3 Minimize shade cast by buildings on greenways, parks and open spaces by stepping back upper floors on north-facing sides of buildings to the south of open spaces.
- D10-4 Plant deciduous trees on the south side of buildings to shade the south face and roof during summer while allowing sunlight to penetrate buildings in the winter.
- D10-5 Minimize impervious surfaces that have large heat gain. Plant groundcovers that prevent ground reflection and keep the surface cooler.
- D10-6 For buildings with exposed east and west sides, install deciduous trees along the east and west walls to minimize heat gain.
- D10-7 Provide awnings, canopies and deep-set windows for south-facing windows and entries to minimize heat gain.
- D10-8 Use exterior shades and shade screens on east, west, and south-facing windows as alternate methods of blocking sunlight.

- D10-9 Use horizontal overhangs, awnings or shade shelters above south windows to block summer sun but allow winter sun. Encourage overhangs with width equal to half the window height, to shade the window completely from early May to mid-August, while still allowing winter sun exposure.
- D10-10 For buildings with exposed east and west sides, provide vertical window shading or fins.
- D10-11 Maximize natural cooling by installing high vents or open windows to let the hottest air, near the ceiling, escape.
- D10-12 Ensure that leeward openings have substantially larger total area (50 to 100 percent) larger than those on the windward side to ensure adequate pressure to facilitate air movement, except in cases where this conflicts with placement and design of openings and ventilation systems in ways that maximize air quality.
- D10-13 Encourage high ceiling vaults and thermal chimneys, to promote rapid air changes and to add architectural articulation to buildings.
- D10-14 Use wing walls (vertical solid panels placed along sides of windows perpendicular to the wall on the windward side of the building) to create pressure differentials that accelerate natural wind speed.
- D10-15 Encourage and allow the use of “green roofs” and “cool roofs” to reduce heating and cooling needs, lower reflected thermal energy, reduce and filter runoff, improve energy efficiency and reduce operating costs.

E BUILDING PROTOTYPES

The following building prototypes, which are appropriate for higher-intensity, transit-oriented and mixed-use development, are encouraged for new developments in the opportunity areas identified in Chapter 2: Land Use Designations, and for multifamily residential construction in existing residential areas in North Fair Oaks. These building types are not the only types allowed, but are particularly suitable for the types and intensities of development contemplated by the land use designations incorporated in this Plan, and the design standards and guidelines in this section are intended to ensure that these building types are consistent with the overall design standards of North Fair Oaks, contribute positively to the fabric of the community, and match the development goals of the Community Plan.

Overall, buildings should have the following general attributes:

1. **Market-friendly building types**, including row houses, town homes and mixed-use buildings, that have the greatest chance of supporting investment and increasing home ownership in the residential and Neighborhood and Commercial Mixed-Use areas.
2. **Flexible building types**, such as live-work lofts and flex units, whose industrial character is suited to the existing character of North Fair Oaks in the Industrial Mixed Use areas. These building types also remain flexible for a variety of uses depending on market demand.
3. **Transit-friendly buildings** that can capitalize on the need to create walkable and bicycle friendly neighborhoods, improve access to transit, and support a potential future multi-modal transit hub in the Commercial Mixed-Use area.



Varied front setbacks, stepbacks, and facade articulation contribute to attractive design

E1 Row Houses and Townhomes

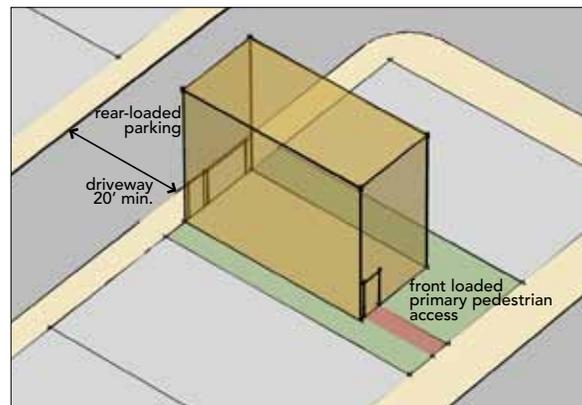
Row Houses and Townhomes are typically described as a series of houses, often of similar design, situated side by side and joined by common walls.

Orientation and Layout

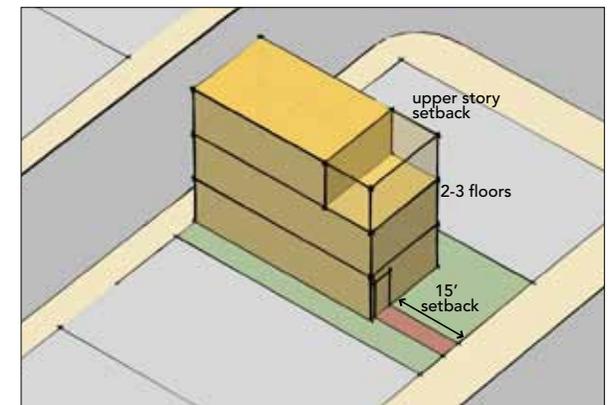
- E1-1 Configure residential developments so that the majority of units minimize exposure to the south-west and west sun while still allowing adequate light and ventilation from at least two sides in each unit.
- E1-2 Encourage one parking space per unit. If more than one parking space is necessary, encourage tandem parking or lift parking within residential units (see Chapter 3: Circulation and Parking for a complete list of parking policies).
- E1-3 Where possible, encourage alley-loaded access to units to minimize curb cuts. Pave alleys with materials that facilitate their use as open space.

Massing and Setbacks

- E1-4 Encourage 2- to 3-story buildings.
- E1-5 Encourage 15-foot-deep front setbacks for each unit to allow for open spaces for gardening, recreation, and other uses.
- E1-6 Where possible, encourage variation in front setback depth to enrich the pedestrian environment.
- E1-7 Step back upper floors by a minimum of 6 feet to create opportunities for balconies.



E1-3



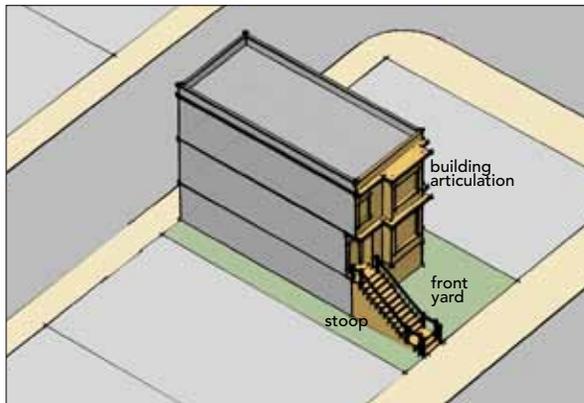
E1-5, E1-7

Building Articulation

- E1-8 Articulate front façades with a variety of windows and other elements, including porches, stoops and balconies.
- E1-9 Where possible, encourage variety of building elements, including variation in roof silhouettes, proportions of fenestration, and colors in adjoining residential units.
- E1-10 Allow upper story balconies to protrude 4 to 6 feet from the building edge into the setback.

Ecological Considerations

- E1-11 Encourage the use of solar panels.
- E1-12 Where possible, design common open spaces to also capture and filter stormwater.
- E1-13 Encourage and allow the use of “green roofs” and “cool roofs” to reduce heating and cooling needs, lower reflected thermal energy, reduce and filter runoff, improve energy efficiency and reduce operating costs.



E1-8, E1-9

Interface with the Public Realm

- E1-14 Encourage tree planting within front setbacks, 3 to 5 feet from the edge of adjoining parcel lines, to provide shade to pedestrians and residents.
- E1-15 Allow and encourage porches and balconies within front setbacks to encourage opportunities for interaction between residents and neighbors and provide “eyes on the street.”
- E1-16 Articulate property edges with fences and landscaping. Ensure that fences and shrubs are no more than 3 feet high.
- E1-17 Encourage street entries placed at least every 25 to 30 feet.
- E1-18 Encourage one entrance for every 1 to 2 units.



Porches and balconies help connect the public and private realms, in this case at the garage access at the rear of the building



Live-work lofts

E2 Live-Work Units

Live-Work units are typically properties that combine residential living space (often in a loft area or upper floor) with commercial, manufacturing, or other work space, typically on the ground floor, in the same unit

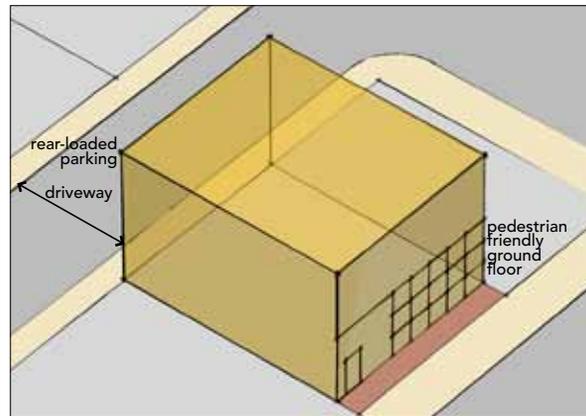
Orientation and Layout

- E2-1 Encourage orientation of the “flexible” (work space) space component of the unit towards the public realm of streets and pedestrian pathways to optimize business visibility.
- E2-2 Encourage that, if live-work units have glazed double height front windows, these windows are oriented to face north to minimize glare and heat gain within buildings.
- E2-3 Allow one to two parking spaces per unit, located within each unit and/or in shared parking lots in the rear of developments.

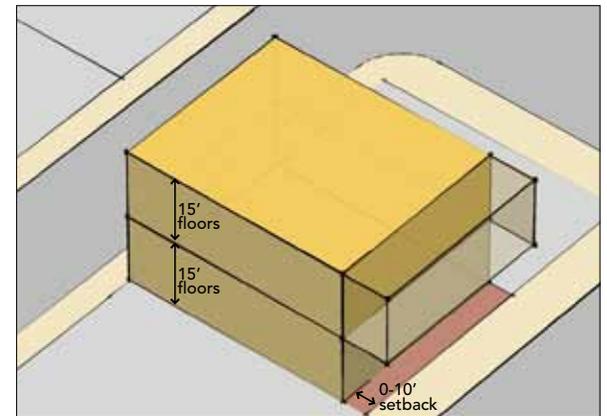
- E2-4 Provide parking and access to live-work units from side and rear driveways.

Massing and Setbacks

- E2-5 Encourage floor-to-floor heights of approximately 15 feet.
- E2-6 Allow up to 10-foot-wide front setbacks if there are commercial and institutional uses on the ground floor. Allow the setbacks to accommodate architectural elements, including colonnades and awnings.
- E2-7 Allow up to 15-foot-wide front setbacks to provide privacy if there are residential uses on the ground floor.



E2-4



E2-5, E2-6

Building Articulation

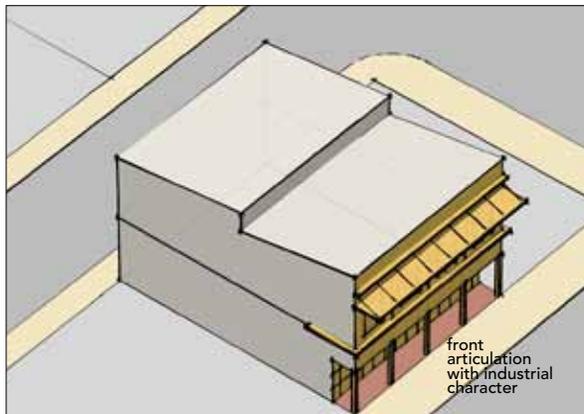
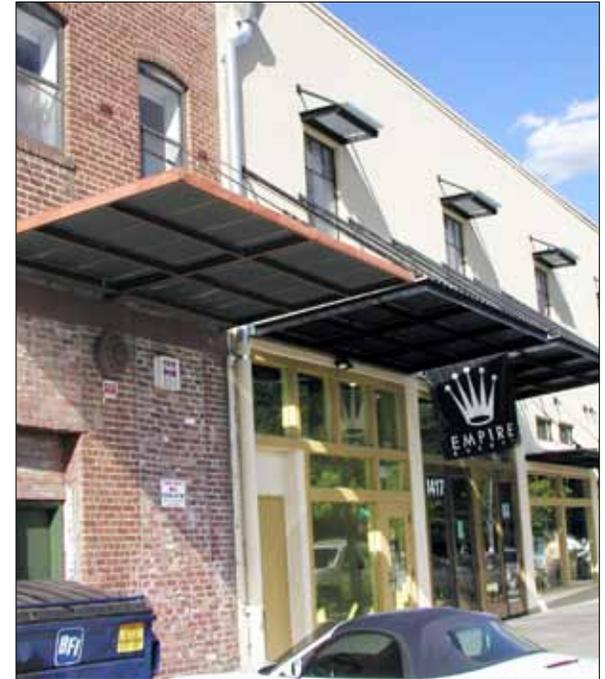
- E2-8 Encourage the front façade of live-work units in the Edison Way corridor to reflect the simple and functional character of existing industrial buildings.
- E2-9 Encourage articulation of front façades with double height windows, awnings, saw tooth roofs, and other elements.

Ecological Considerations

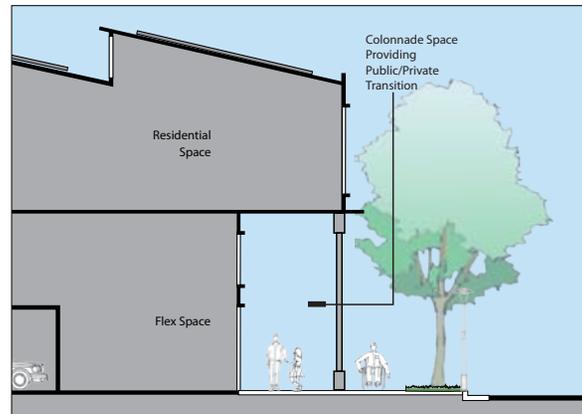
- E2-10 Encourage the use of solar panels.
- E2-11 Where possible, design common open spaces to also capture and filter stormwater.
- E2-12 Encourage and allow the use of “green roofs” and “cool roofs” to reduce heating and cooling needs, lower reflected thermal energy, reduce and filter runoff, improve energy efficiency and reduce operating costs.

Interface with the Public Realm

- E2-13 Encourage architectural elements such as colonnades, entryways, and others, built in front setbacks, that can provide flexibility to be used as either residential-oriented porches or business entry alcoves, whichever best suits the use of the live-work unit.
- E2-14 Allow awnings and signage to protrude within front setbacks.



E2-9, E2-10, E2-11



E2-10, E2-11



E3 Multi-family Apartments and Condominiums

Multi-family residential uses are residential structures with multiple dwelling units in the same building, and may include rental apartments or condominiums

Orientation and Layout

- E3-1 Maximize the number of units and building entries fronting streets, pedestrian pathways and open spaces to maximize the “eyes on the street.” Encourage design of multifamily structures to maximize common open spaces and connect open spaces both to adjacent public spaces, and to common spaces within the same development project, and in adjacent projects.
- E3-2 Require no more than one parking space per unit. Encourage shared parking with adjacent residential and other uses.
- E3-3 Encourage access to rear parking for multiple units via provision of common alleys that are a minimum of 20 feet wide. Design

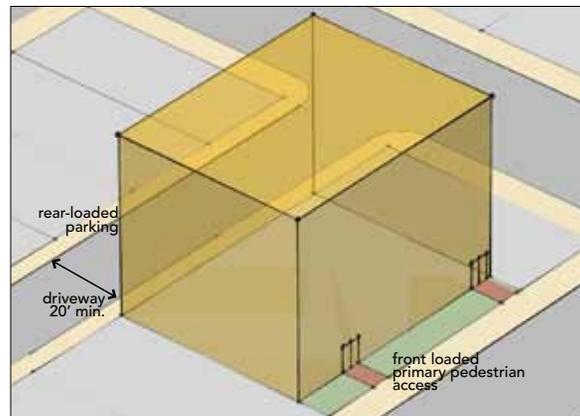
alleys to also serve as common open spaces where possible.

Massing and Setbacks

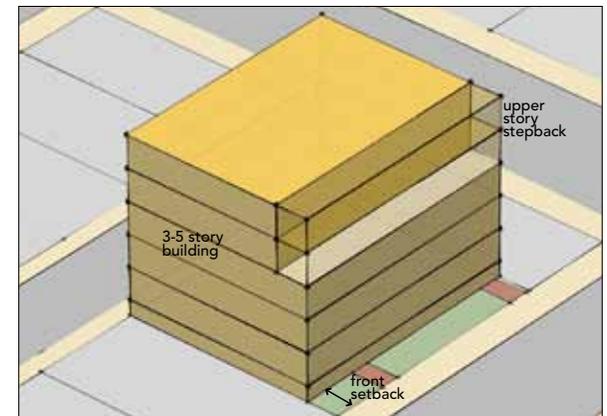
- E3-4 Allow up to 15-foot front setbacks.
- E3-5 Step back upper floors by a minimum of 6 feet to provide opportunities for balconies.

Ecological Considerations

- E3-6 Configure multiple units around a central climate-effective courtyard to capture cool breezes and enhance passive cooling effectiveness.
- E3-7 Articulate roofs to maximize effectiveness of solar panels.
- E3-8 Encourage and allow the use of “green roofs” and “cool roofs” to reduce heating and cooling needs, lower reflected thermal energy, reduce and filter runoff, improve energy efficiency and reduce operating costs.



E3-3



E3-4, E3-5

Building Articulation

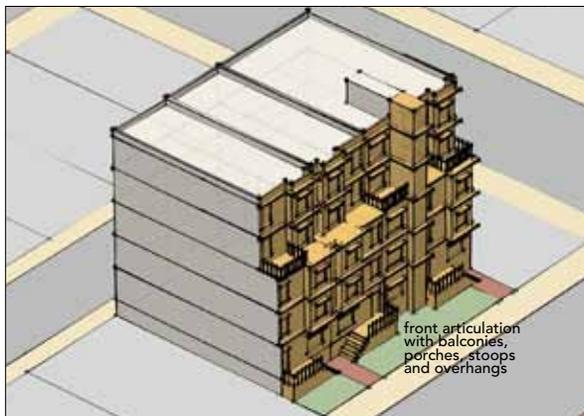
- E3-8 Articulate front façades with balconies, porches, stoops, and other features.
- E3-9 Where possible, provide variations in building elements, including roof lines, fenestration and color.
- E3-10 Provide distinctive vertical and horizontal elements to break up the massing of buildings, and to provide shade and protection from the elements.
- E3-11 Encourage the provision of individual entries to units, rather than a single entry to promote interaction between residents and neighbors.

Interface with the Public Realm

- E3-12 Plant deciduous trees and vegetation within front setbacks, to provide privacy and shade for pedestrians and residents and screen any potential underground parking lots.
- E3-13 Provide privacy for ground floor residential units by allowing them to be 3 to 5 feet above the sidewalk level.
- E3-14 For multi-family structures, encourage one entrance to serve no more than 16 units.
- E3-15 Encourage street entries placed every 25 to 30 feet.
- E3-16 Encourage any courtyard or other open spaces to provide common, public space, and if courtyards or other spaces are raised, provide steps to connect courtyards to the street. Encourage ground-level open space wherever possible.



Trees and raised residential ground floor units provide privacy



E3-9, E3-10, E3-11



Building steps down as it transitions into a residential neighborhood towards the right of the image

E4 Mixed-Use Buildings

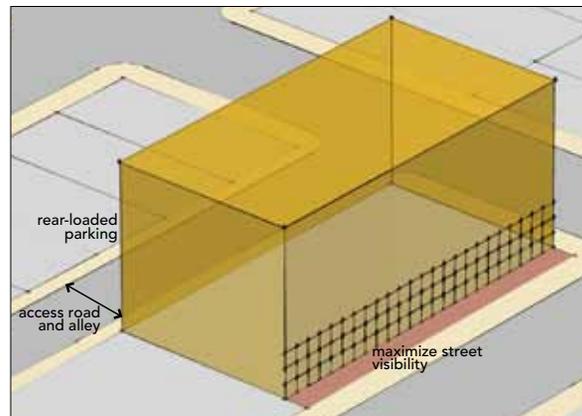
A mixed-use is typically a single building that contains a variety of uses, typically commercial or other non-residential uses on the ground floor, with residential or office uses on upper floors.

Orientation and Layout

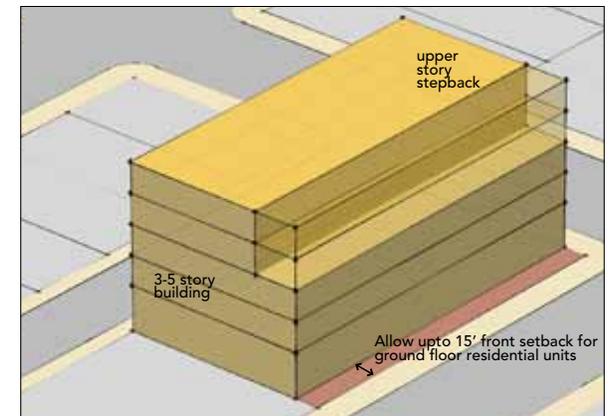
- E4-1 Orient the front façades of buildings towards the street edge to create a strong building edge that maximizes visibility of commercial uses and provides eyes on the street.
- E4-2 Locate the majority of the commercial uses within the building along the building edge facing the street.
- E4-3 Encourage the use of existing on-street parking and shared parking to fulfill on-site parking requirements for the retail component of the buildings.

Massing and Setbacks

- E4-4 Allow up to 15-foot front setbacks for ground floor residential units and up to 10-foot front setbacks for ground floor commercial uses that front the street.
- E4-5 Step back the massing of buildings and large-scale developments such that development is at its highest intensity along major streets and at its lowest intensity when adjacent to existing lower-intensity residential areas.



E4-2, E4-4



E4-6, E4-7

Building Articulation

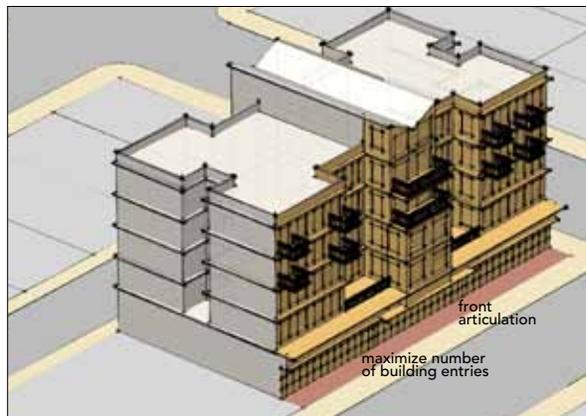
- E4-6 Locate primary building entries, especially of office and retail businesses, on major streets. Emphasize the primary entry of buildings (such as the entrance lobby) with design elements, such as columns, awnings, or other distinct elements.
- E4-7 Where possible, locate entrance lobbies of residential uses on the side of the building facing the street.
- E4-8 Articulate front façades with a frequent door and window openings, both on the ground floor and upper residential floors.

Interface with the Public Realm

- E4-9 Allow residential balconies and commercial awnings and signage to protrude 4 to 6 feet from the building edge.
- E4-10 Provide privacy for ground floor office and residential units by allowing them to be 3 feet above the sidewalk level.



Facade articulation, balconies and other elements enrich overall design and help join the public and private realms



E4-9, E4-10



E5 Commercial Buildings

Commercial buildings are those that contain exclusively commercial activities, such as office or retail activities, including stores and restaurants, but not including industrial uses.

Orientation and Layout

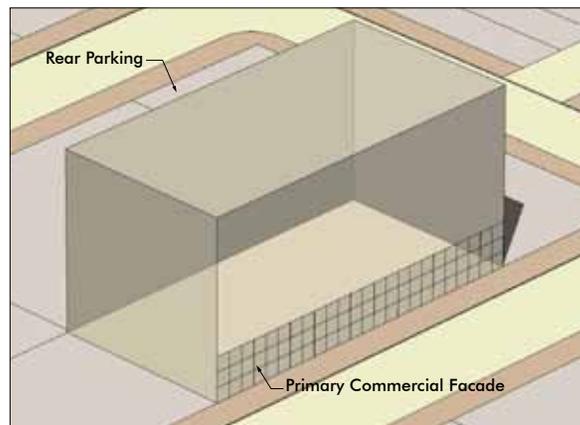
- E5-1 Orient the primary façade of commercial buildings at grade level, facing major streets.
- E5-2 Where possible, allow parking requirements for the retail component of commercial buildings to be satisfied by adjacent on-street parking.
- E5-3 Require parking in the rear of lots wherever feasible.

Massing and Setbacks

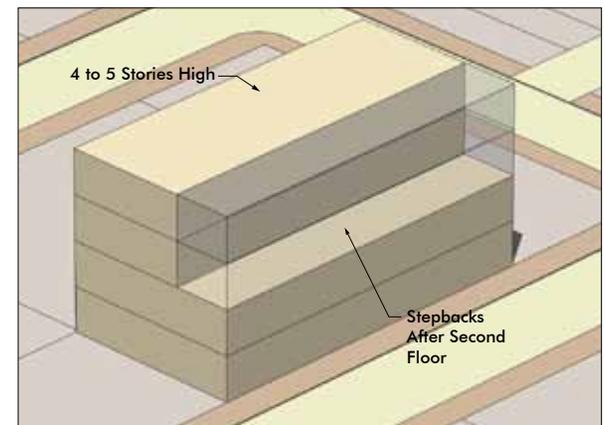
- E5-4 Allow up to 10-foot front setbacks for ground floor commercial uses that front the street.
- E5-5 Locate the majority of the front façade and commercial building uses along the edge of the sidewalk, without setbacks.
- E5-6 Allow stepbacks of upper floors, to minimize shadowing of public spaces and to break up massing of buildings.
- E5-7 Use upper floor setbacks to minimize shadows cast on adjacent public spaces.

Building Articulation

- E5-8 Encourage location of primary building entries along the primary street façade. Emphasize the primary entry of buildings with distinct design elements.
- E5-9 Break up the mass of longer and larger commercial buildings with architectural



E5-6



E5-7, E5-8

design elements including vertical elements and minor setbacks.

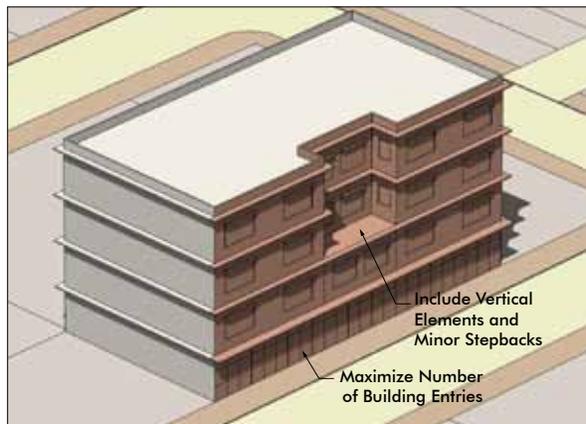
- E5-10 Articulate front façades with frequent doors and windows, both along the ground floor and upper floors.

Ecological Considerations

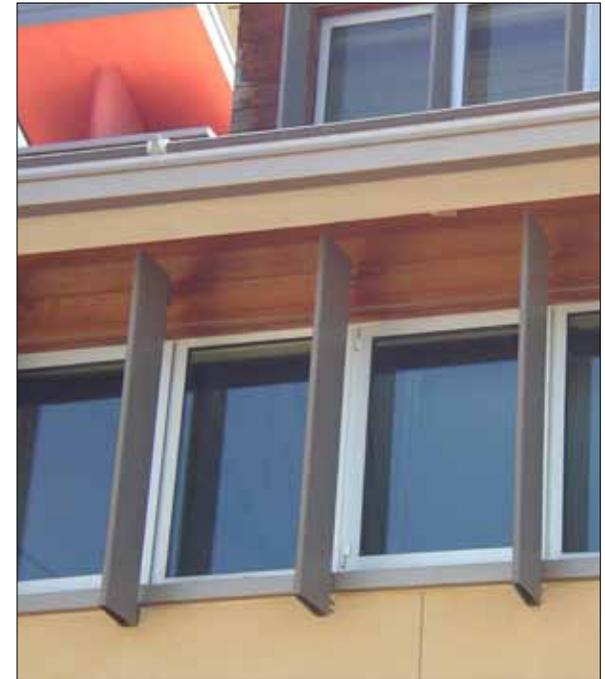
- E5-11 Encourage the use of vertical and horizontal shades, fins, and overhangs to block summer sun.
- E5-12 Encourage use of disconnected drainspouts to interrupt direct flow of runoff to the stormwater system.
- E5-13 Encourage integrated stormwater drainage facilities, such as swales or stormwater planters for parking lots.

Interface with the Public Realm

- E5-14 Provide privacy for first-floor commercial uses by allowing them to be built 3 feet above the sidewalk level while ensuring ADA access to primary building entries.
- E5-15 If possible, provide opportunities for seating and gathering within the building façade, minor building setbacks, and sidewalks adjacent to the building.



E5-9, E5-10



Vertical and horizontal shading elements

