



DOWNTOWN DESIGN GUIDELINES

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PREFACE



The Design Guidelines has three principle objectives:

- 1 To **enhance the character of the City** and ensure that new development sensitively fits the City's expectations for the context, character and quality that will define San Jose.
- 2 To **encourage creativity, achieve design excellence** and **provide a reasonable degree of certainty** for the developer through establishing a common understanding of design criteria and development standards among the developer, neighbors and City early in the design and siting of new development.
- 3 To **provide flexibility** in the application of development standards.

San Jose is unique as a place to work, live and play in the largest urban center in Silicon Valley. Urban Design opportunities and constraints are also unique with a low flight path limiting height and with the economics of a high ground water table that favor parking and other basement utilities above ground. San Jose has a mild Mediterranean climate affording opportunities to develop great civic spaces and place-making that will define downtown San Jose.

These Design Guidelines highlight the opportunities that are possible to create strategies and form for the tops, middles and bottoms of buildings, and their interface.

The Downtown Strategy Plan 2000 establishes the framework for Downtown Design Guidelines. These Guidelines define the design objectives for the elements that determine the image of Downtown. Along with other adopted plans, these were developed through the public process. The Guidelines refine the concepts of the Strategy Plan, translating it

into an operational document that eliminates the guesswork developers and their architects face for development in Downtown San Jose.

The Guidelines encompass only the core area that is zoned Downtown Commercial (DC), and are a component of the comprehensive development interface, including zoning, permitting process and fees.

The goal of the Guidelines is to define expectations, predictability and allow flexibility, but adhering to value-added design quality.

There are additional expectations that have been documented in plans through overlay areas. Specific Overlay Area Guidelines (Section I-F, page 20) work in conjunction with these Guidelines. If the development is in one of these areas, refer to the actual specific area document for more information:

- Downtown Historic Commercial District
- Market Almaden Neighborhood
- South of First Area (SoFA)

- Guadalupe River Development corridor
 - St. James Square Historic District
 - North San Pedro (Brandenburg) Area
- These Guidelines and additional plans pertinent to specific overlay areas and other applicable design requirements are on the *City's website* (www.sanjoseca.gov).

The Guidelines provide direction for the design of vertical development, and work in conjunction with the Greater Downtown Streetscape Master Plan, which guides the design the horizontal ground plane and spaces between buildings.

Format

The Guidelines are formatted in three sections to address the context, architecture and base of a building. The Guidelines take into account tall, mid-rise and low-rise buildings, with adjustments made to achieve design excellence.

I Site: Address the development context. Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site; Design of building tops will give identity to the skyline.

II Architecture: Integrate the holistic architectural form. Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development. Design of middle portions of buildings will integrate the tops and the bottoms, as well as define the proportion and reduce the bulkiness of the massing.

III Street Wall: Focus where the building meets the ground. Spaces for street level uses should be designed to engage pedes-



trians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public. Design of the base of buildings will allow for lasting social interaction at the ground through transparency and durable materials.

Design Review Process

Projects subject to review are:

- greater than 150' high,
- exceed FAR 6.0
- or are on an Identity Site

The Guidelines are implemented through the City Council adopted Design Review Process (see Appendix).

The next step after reading these Guidelines is to request a meeting through the Planning Department. This should be done as soon as possible to ensure that all expectations, context and building requirements are discussed,



How to Use the Guidelines

Section Tab

SectionTitle

Major Themes of Concern for the City

Goal

Why

How

“Considerations”

These are items to consider to carry out the goals.

“Expectations”

These are items that are highly expected of the design.

Must

Will

Should

Would

Could

Can

SITE

Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.

A THE LARGER CONTEXT

Views to be protected are:

Ground Level (near vistas)

- Guadalupe River Park and Gardens
- Parks, plazas, paseos and open space, such as St. James Park, Cesar Chavez Park;

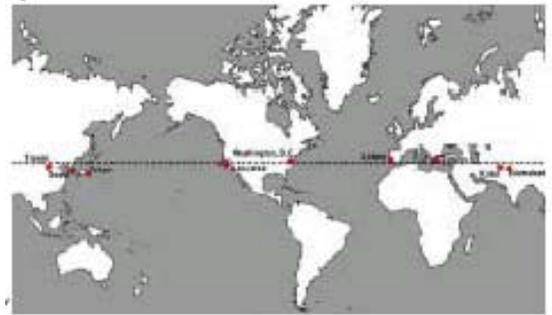
Skyline Level (distant vistas)

- Santa Cruz Mountains to the East and the Diablo Range to the West
- Downtown Skyline, such as the Bank of America and New City Hall.

Considerations

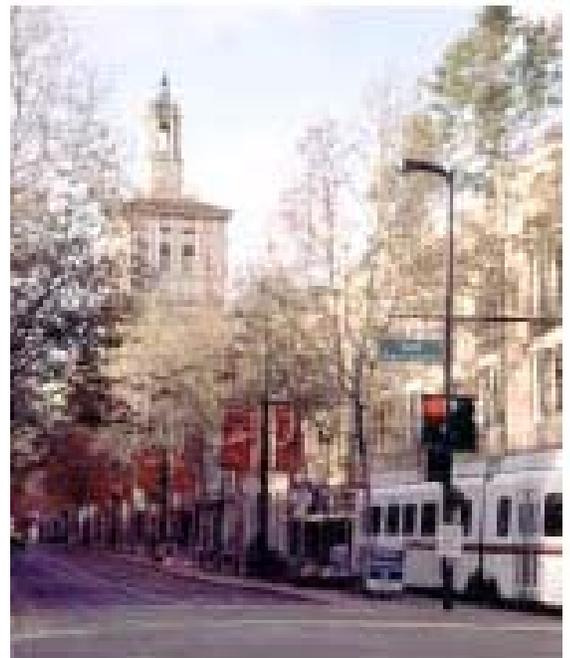
Each building site lies within a larger physical context having various and distinct features and characteristics to which the building design should respond. Develop an architectural concept and arrange the building mass in response to one or more of the following, if present:

- 1 views to and from the site of noteworthy structures or natural features;
- 2 views of the site from other parts of the city or region;
- 3 street hierarchy and pattern for pedestrian and vehicular circulation;
- 4 proximity to a regional transportation corridor (light rail, freight rail, major arterial, freeway, bicycle trail);
- 5 patterns of urban form, such as nearby buildings that have employed distinctive massing compositions;
- 6 access to sunlight – seasonally or at particular times of day.



Physical Position of San Jose

Climate: San Jose is located at 37 degrees North, where the green Santa Cruz Mountains and the gold Diablo Range converge at the base of the San Francisco Bay. Its climate is Mediterranean, averaging over 300 sunny days a year.



An Urban Amenity

The Bank of America (formerly the Bank of Italy, ca. 1927) building in San Jose.



Design Criteria - The Larger Context

- o To protect street level views to the surrounding natural features, buildings taller than 50 feet are not to block an existing view corridor along a public right of way.
- o Ensure views from surrounding areas to Downtown skyline elements.



Context

"Address the development context unique to San Jose."



Vistas into the Downtown

San Jose has controlled the height of development outside Downtown to reinforce views from the valley to Downtown, as the center of the city. Specific vistas define San Jose and should be protected and enhanced by new development.

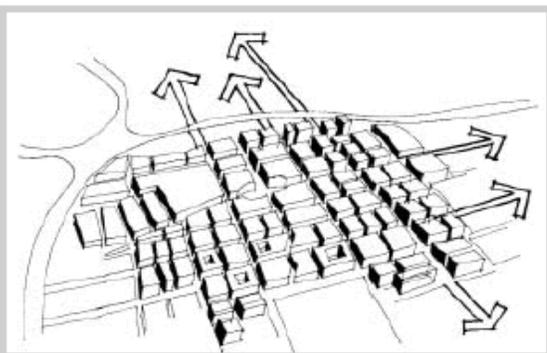


Fig. 2.2 Form and Phase

East West Views to the Mountains
Vistas to the Converging Green and Gold Foothills from the public view corridors help orientation within the Downtown.



B SKYLINE DESIGN, HEIGHT

Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline's "mesa" profile.

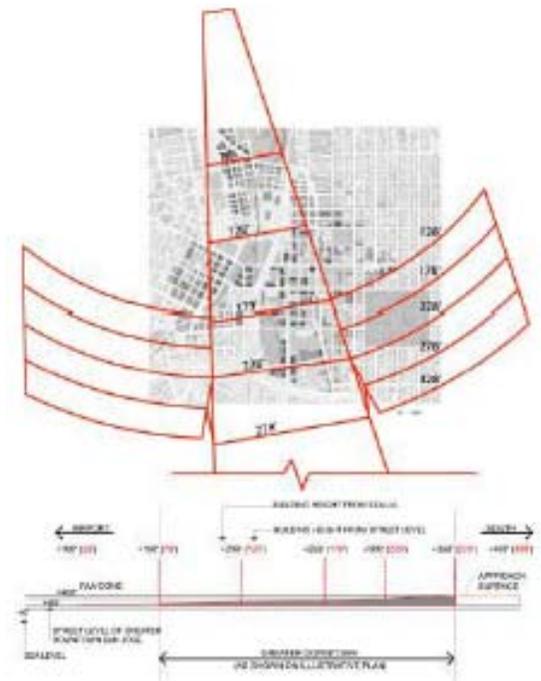
The tops of tall buildings should be designed to provide visual interest to the form of the downtown skyline. While each building and complex of buildings should be designed for distinction, every building also should be designed within the context of the downtown skyline. The uppermost floors and the penthouse levels of a building should be designed as part of a building's top.

The tops of buildings should be considered from several distances and in different conditions; notably, from near, middle and distant views, and in the day and night. Near views should be from a block or two away, middle views from near the perimeter of downtown, and distant views from any vantage point that affords a view of buildings in the context of the downtown as a whole.

Building Height and Massing

Except where limited by Specific Overlay Guidelines, the FAA governs Building Heights in the Downtown. Due to the height constraints, the urban form is relatively bulky, so that the City appears as a "mesa" above the Silicon Valley floor. Therefore, building tops and roof forms are extremely important to create the image of the urban form.

Buildings taller than 150 feet in height have a responsibility to the community that goes well beyond the boundaries of the parcel. The tops of such buildings contribute to the skyline that defines Downtown San Jose.



Height Limitations

The Federal Aviation Authority (FAA) limits building heights to approximately 128 feet to 285 feet above grade in the Downtown.

Accordingly, they should be designed, primarily through their massing and form and secondarily through their materials, not only to create a distinctive structure, but as a conscious effort to articulate the space around them.

Relative to the rest of development on a block, taller buildings should be built at the short ends and corners to emphasize intersections, to maintain sun exposure at mid-block, and to frame views to the surrounding mountain ranges.

A sculptured top should lend a distinctive identity to the building while helping to orient people as they approach and move about downtown. Reducing the area of the top floors reduces the appearance of the overall bulk and generally produces a more interesting building form. As build-



ings increase in height, the more visible upper portion should be shaped and finished to appear increasingly slender and more ornamental.

Considerations

Use one or more of the following architectural treatments to enhance tops of high-rise buildings:

- 1 sculpt the massing and profile of the tops;
- 2 specify and compose a palette of materials with distinctive texture, pattern, or light reflectivity (within regulations of the FAA) or color;
- 3 provide or enhance a specific architectural rooftop element.



Skyline • Height

“Address the development context unique to San Jose.”

Design Criteria - Skyline, Height

- o To encourage variations in massing and form, the average size of the floor plate for all stories above 150 feet shall not exceed 85% of the average size of floor plates (exclusive of parking podiums) for the same number of stories at the base of the building. The total floor area that can thus be developed may be distributed throughout the entire structure (including as an increase in the height of the structure), provided that the resulting design creates a distinctive silhouette for the portion of the structure above 150 feet.
- o At the top of a building greater than 75 feet, 25% of the total height must be setback by a minimum average of 5 feet from the property line or building face line established by the Streetscape Master Plan.
- o Equipment on the tops of buildings should be enclosed and integrated into the building form.
- o For buildings under 75 feet, roofs are to be emphasized and/or articulated. Pitched and other picturesque roof forms are not required. All roof top equipment must be integrated into the building or screened from view. Vents, exhaust fans and other roof penetrations will be grouped to avoid the appearance of visual clutter.
- o Building tops will be designed to accommodate skyline signage proportional to, and integrated in color and material appearance with the architecture.

C MASSING, SCALE

The Downtown has a high ground water table that makes substructures costly to build, operate and maintain. The net effect is that program that would normally go in substructure areas (parking, mechanical, service) has a tendency to locate above grade. (Comment: Since podiums are a significant fact of San Jose life, some discussion of the massing and articulation design objectives with respect to podium development may be appropriate here, as separate and distinct from street wall objectives.)

In addition, certain areas are subject to flooding and this will be remedied through the Guadalupe River Park project, due to finish in 2005. In the meantime, this will require mitigation, such as through gate mechanisms and temporary barriers to integrate into the building design. This precludes residential uses below 6 feet above grade.

Height limits and upper level setback requirements are used to create transitions in height, bulk, and scale. Buildings should be compatible with the scale of development anticipated by the Downtown Strategy Plan and should be sited and designed to provide a sensitive transition to nearby, less-intensive zones. Buildings on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between the development potential of the adjacent zones.

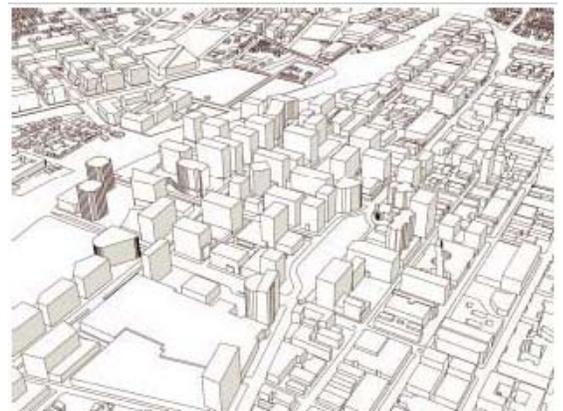
Considerations

Factors to consider in analyzing potential height, bulk, and scale impacts include:

- 1 proximity to a less intensive zone edge;
- 2 differences in development standards between abutting zones and



San Jose is framed by two rivers: the Guadalupe and the Coyote.





neighborhoods (allowable building height, width, lot coverage, etc.);

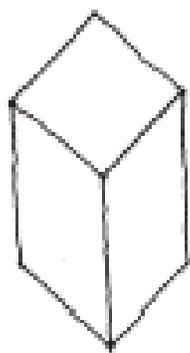
- 3 effect of site size and shape;
- 4 height, bulk, and scale relationships resulting from lot orientation (e.g., back lot line to back lot line vs. back lot line to side lot line); and
- 5 type of lot adjacencies (e.g., mid-block or corner block location, separation by only a property line, by a paseo or street, or by other physical features);
- 6 street grid or lot orientations.

may be sufficient to achieve reasonable transition and mitigation of height, bulk, and scale impacts. Some techniques for achieving compatibility are as follows:

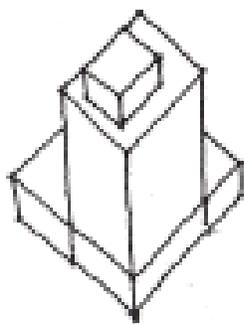
- 7 use of architectural style, details (such as roof lines, beltcourses, cornices, or fenestration), color, or materials that derive from the less intensive zone;
- 8 architectural massing of building components.

Offsetting towers and creating transparent corners and rooflines create verticality and visual lightness.

In some cases, siting and design treatment



Do Not



Do

	Low-Rise (< 50')	Mid-Rise (50'–150')	High-Rise (>150')
Top	C1	C2	C3
Middle	B1	B2	B3
Base	A	A	A



Massing • Scale

“Address the development context unique to San Jose.”

Design Criteria - Massing, Scale

- o Buildings that are over one hundred and fifty (150) feet tall, or more than nine (9) stories in height, should have a discernible treatment that distinguishes the base, middle and top of each building on all facades.
- o To visually lighten the appearance of the massing, all building corners at intersections of streets or paseos are to have a transparent corner above the ground floor, with a minimum of 3 feet to either side of the corner, accomplished through windows, balconies, or other device.

D ORIENTATION

The San Jose block pattern is dominated by a shorter east-west block and a longer north-south block. Typically, the east-west dimension is 275 feet, and the north-south dimension varies from approximately 550 to 775 feet.

The blocks tend to have a north-south property/lot line dividing them longitudinally. The lots then are typically larger on the corners and have no uniform lot widths between them, so that a lot line from the east half typically does not align with one on the west half.

The downtown was laid out by the Spanish using the Laws of the West Indies; longer north-south blocks that are tilted 30 degrees west of north so that intense shadows tend to be from due north to east across the block.

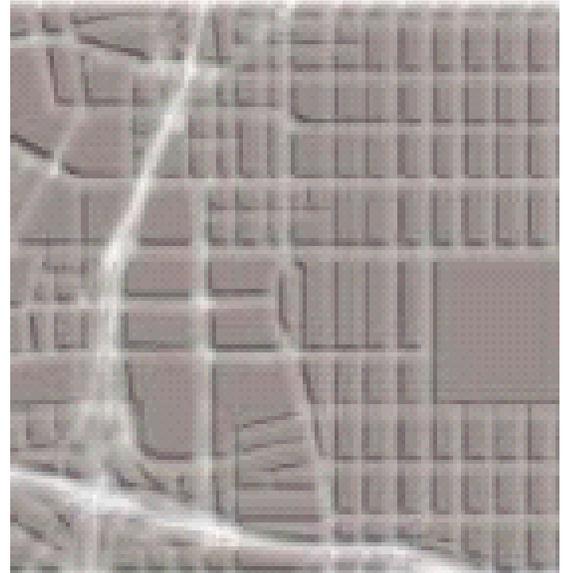
Sun is most intense from the west, and will appear north of the east-west street system during the summer months, so extra care should be taken to protect the corresponding façade(s). In these instances, vertical sunshade devices shield the low-lying sun more effectively than horizontal ones.

The form and orientation of mid-rise buildings should take cues from the existing urban assets to create an image that is uniquely San Jose.

Considerations

Arrange the building mass in response to one or more of the following, if present:

- 1 surrounding district of distinct and noteworthy character;
- 2 an adjacent landmark or noteworthy building;



- 3 a major public amenity or institution;
- 4 neighboring buildings that have employed distinctive massing compositions;
- 5 elements of the pedestrian network, i.e.: paseo (see Section III-C);
- 6 direct access to one or more components of the regional transportation system.



Design Criteria - Orientation

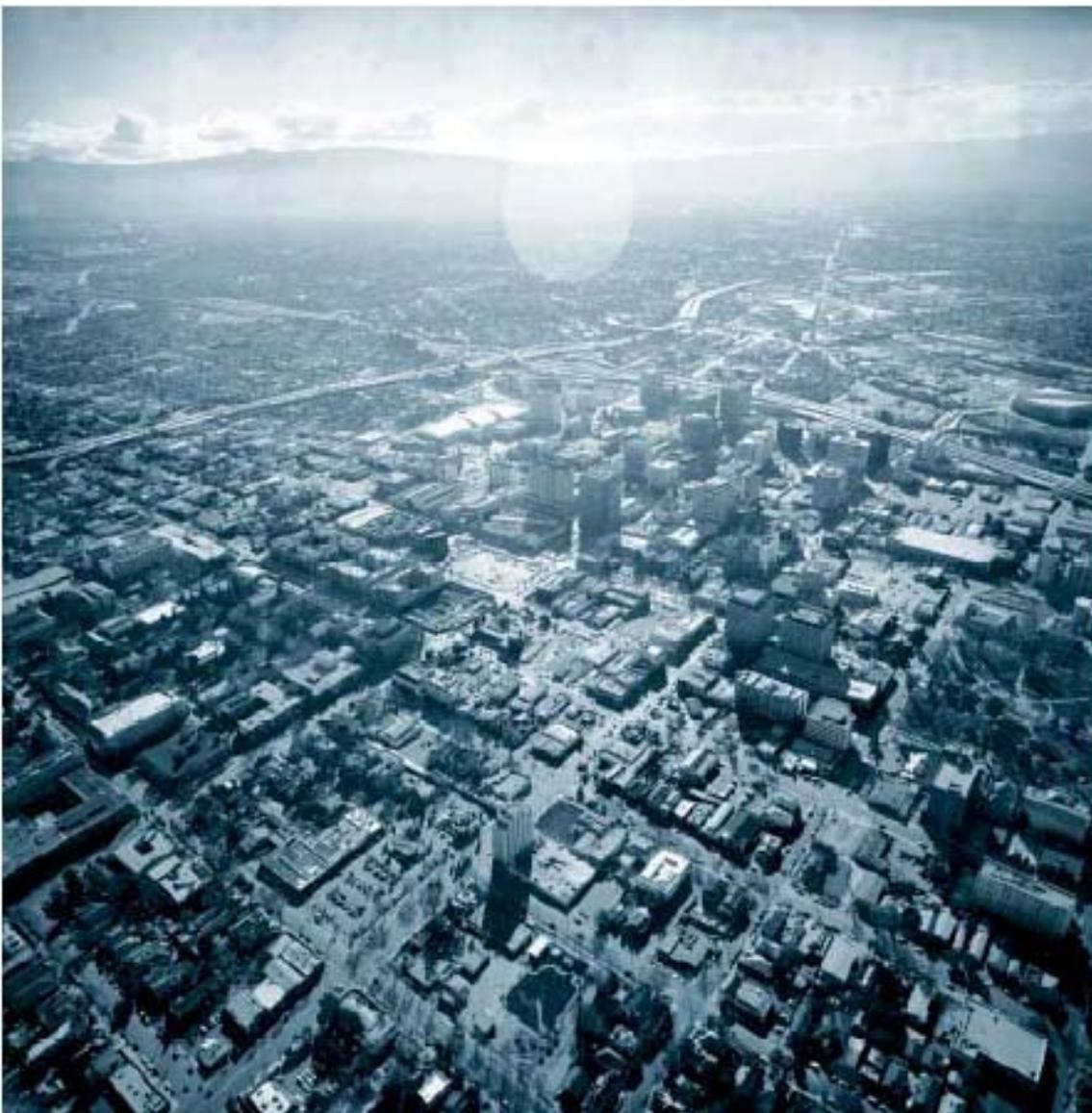
- o Exterior building materials should be chosen with consideration of their glare-causing potential not only at the street level but also from the view of other neighboring structures.
- o Except for Identity Site buildings (see next Section), all massing will be oriented parallel or perpendicular to the downtown street grid.

SITE



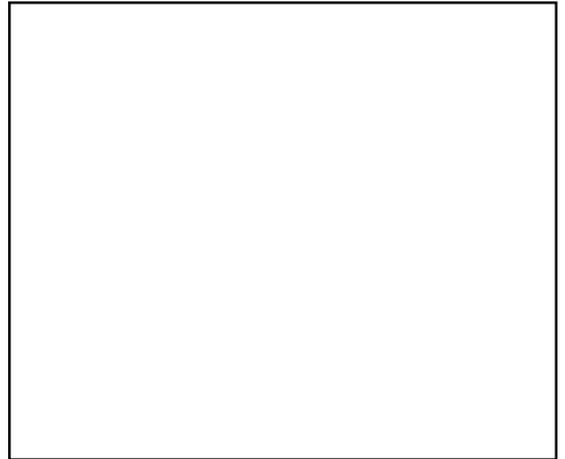
Orientation

"Address the development context unique to San Jose."



E IDENTITY SITES

In creating great urban environments, there are background or “fabric” buildings that set the backdrop for special identity or “object” buildings. Since these sites are often the most visible and accessible, there are generally reserved for civic or quasi-public buildings, such as hotels. They also form an orientation pattern throughout the city. Both freestanding and attached buildings can be designed to have focal qualities should be located on Identity Sites.





Design Criteria - Identity Sites

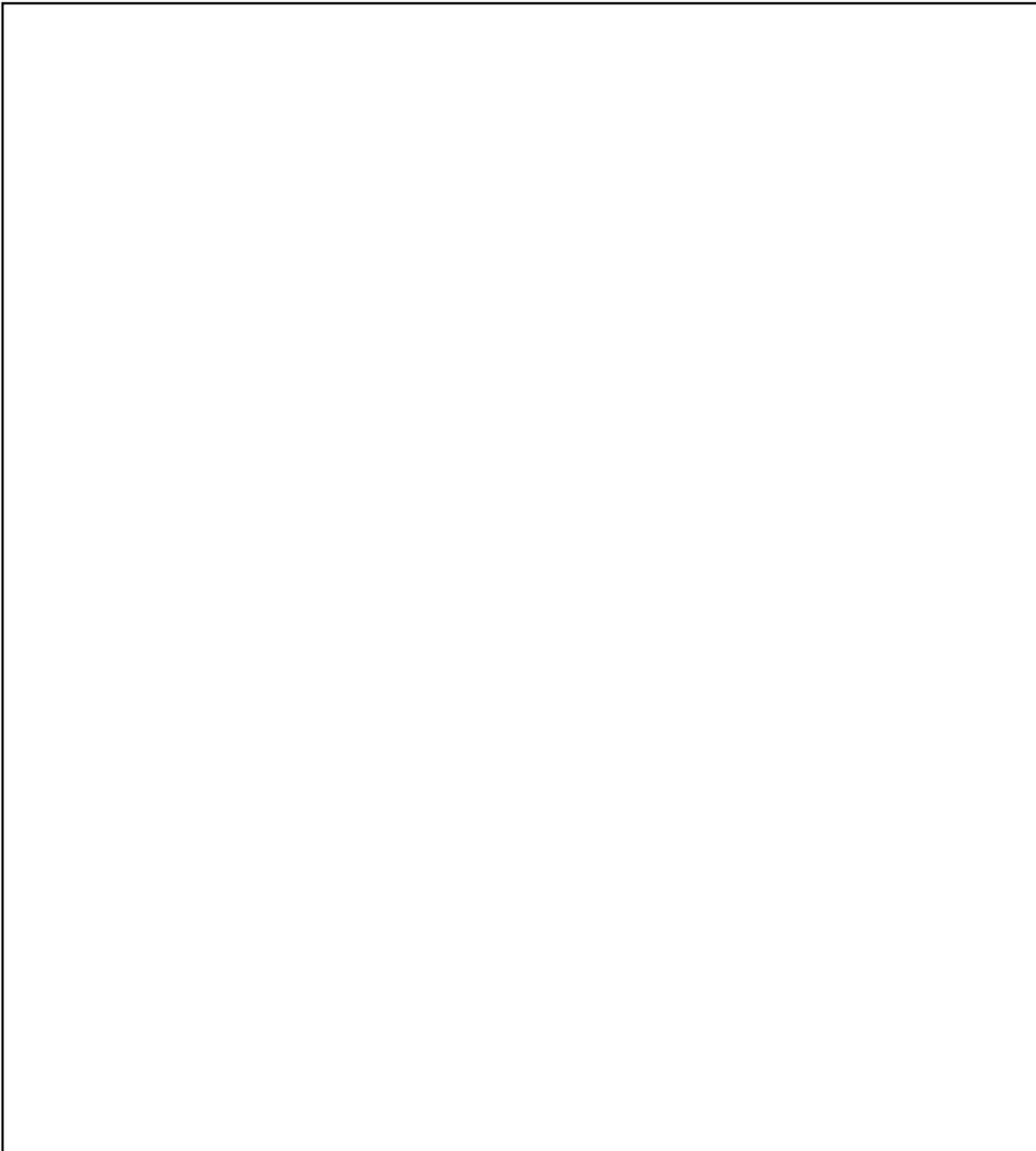
- o Identity site buildings are exempt from the Street Wall (Section II) and View Corridor design criteria of The Larger Context Guidelines (Section I-A).

SITE



Identity Sites

"Address the development context unique to San Jose."



F OVERLAY AREAS

Building design and development should respond to the context of the district in which it is located. There are specific plans and guidelines that overlay the area that is within the area of the Design Guidelines.

Specific Overlay Area Guidelines work in conjunction with these Guidelines. If the project is in one of these areas, develop an architectural concept and compose the major building elements by referring to the actual specific area document for more information:

- Downtown Historic Commercial District
- Market Almaden Neighborhood
- South First Street Area (SoFA)
- North San Pedro Area
- Guadalupe River Park Development
- St. James Square Historic District

For quick reference, the following highlight the Specific Overlay Areas. Please refer to the actual specific area document for more information (www.sanjoseca.gov).

- Downtown Historic Commercial District

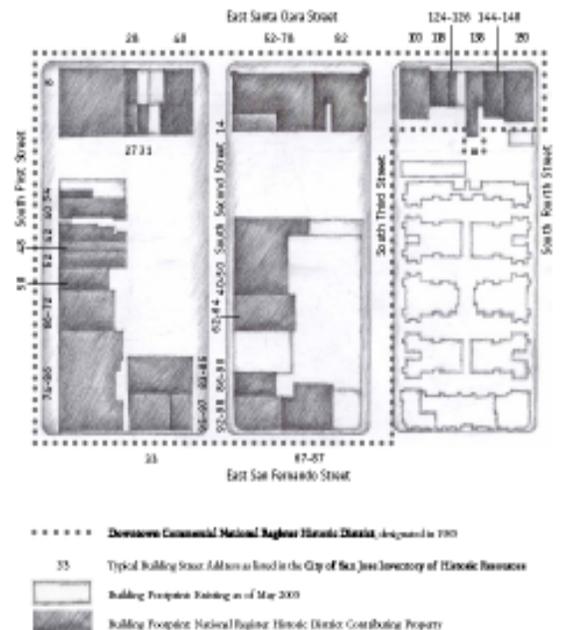
Rehabilitated and new developments in the Historic District should be designed to be compatible with historic buildings and public spaces, without resorting to historic imitation or token nostalgic references. Spacing, sizing and rhythm of openings and fenestration are to reference but not imitate neighboring historic structures

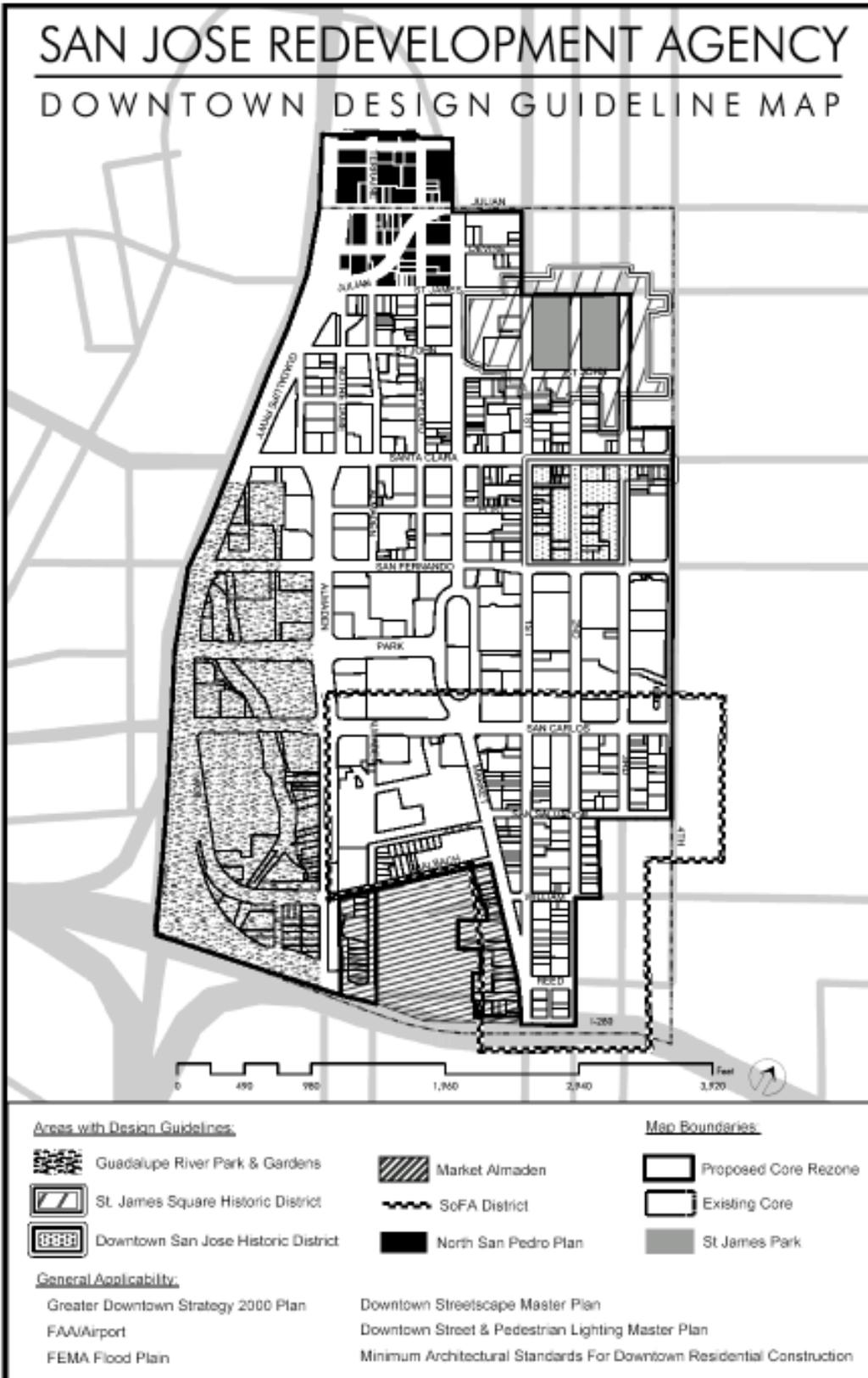
Infill construction shall demonstrate by its design of general height, massing, scale, materials, and composition how it is related to compatible neighboring and nearby historic structures.



The base of the new building respects the character and scale of the abutting landmark building.

DOWNTOWN COMMERCIAL NATIONAL REGISTER HISTORIC DISTRICT





SITE



Overlay Areas

"Address the development context unique to San Jose."



Building designs should reflect the nature of the district: its arts/entertainment focus and its eclectic range of architectural form and style. Mixed-use development should encourage active use by day and by night.

- North San Pedro Area

North San Pedro offers an opportunity for the development of private residential and mixed-use projects at the northern edge of Downtown within a public realm system designed around places to walk, congregate and play, rather than a pedestrian environment that is adapted from the residual space between buildings and cars.

This goal is to encourage development variety rather than uniformity and to provide opportunities for livability through the form and materials of the buildings, including a minimum standard of quality materials for the development's exterior finishes.

Design objectives are also to establish central neighborhood open spaces as a focus for surrounding development that will serve as a meeting place and destination for the neighborhood.

- Guadalupe River Park Development

Development should front the river, such as with major building pedestrian entrances open towards the Guadalupe River.

View corridors are to be maintained through and between development so that the Guadalupe River is visually linked to the urban development of the City. This will encourage people to enter the River Park and drawing people from the River Park into the downtown.

Preserve and enhance the ecological function of the river.



SITE



Overlay Areas

"Address the development context unique to San Jose."

· St. James Park Area

New development should be compatible with – while not directly imitating – the historic character of the district. Preserve the historic buildings that front the park. Revitalize underused or deteriorating historic assets with new functions through adaptive reuse.

Orient new development to create a strong pedestrian presence at the street: include primary entrances that face the Park, avoid blank walls and minimize the size and number of vehicular entrances.

Where appropriate, include some residential-serving retail or restaurant uses at the street level, with the south side of the Park as the preferred location.



Design Criteria - Overlay Areas

- o Specific Overlay Area Guidelines work in conjunction with these Guidelines. If the project is in one of these areas, develop an architectural concept and compose the major building elements by referring to the actual specific area document.



ARCHITECTURE

The form of buildings should respond to San Jose's unique conditions by:

- Integrating top, middle and base of buildings into one architectural statement.
- Taking care to frame physically usable and visually attractive spaces between buildings.
- Using proportion and scale to reduce "bulkiness" rendered by FAA restricted building heights and a high water table that tends to push cars into the above grade architecture.

A FORM

To define the architecture, articulate the form through setbacks, stepbacks, projections and tower locations, especially relative to the base of the building.

Considerations

When composing the massing, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

- 1 relative sizes and shapes of distinct building volumes;
- 2 inherent vertical rhythms and horizontal building lines;
- 3 roof heights and forms.

When organizing the interior and exterior spaces and developing the architectural elements, consider how



the following can contribute to create a building that exhibits a coherent architectural concept:

- 4 facade modulation and articulation;
- 5 windows and fenestration patterns;
- 6 corner features;
- 7 streetscape and open space fixtures;
- 8 building and garage entries;
- 9 building base and top.

When designing the architectural details, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

- 10 exterior finish materials;
- 11 architectural lighting and signage;
- 12 grilles, railings, and downspouts;
- 13 window and door trim and moldings;
- 14 shadow patterns;
- 15 building signage;
- 16 exterior lighting.

Sustainable Design

Sustainable Design affects the form and articulation of buildings. San Jose is a leader in environmental stewardship

ARCHITECTURE



Form

"Integrate the holistic architectural form."

and is committed to the concept of sustainability. Project proponents are encouraged to design, construct, and operate buildings and landscapes in an environmentally responsible manner. Sustainable design and construction reduces energy and water use, reduces solid and hazardous waste, prevents indoor and outdoor pollution, and uses materials more efficiently. From conserving water and energy to recycling and reusing construction materials, sustainable design considers the costs and benefits over the entire life of the building, landscape and infrastructure. The City Council has adopted a policy that all public buildings and remodels greater than 10,000 square feet meet the LEEDS-certified level of sustainable design and encourage the private sector to meet that challenge.

Adaptive Reuse

Rehailitate underused or deteriorating historic resouces with new functions through adaptive reuse to stengthen the unique character of Downtown San Jose.

New additions, exterior alterations, or related new construction should not destroy historic materials, features, and spatial relationships that characterize the property. The new work should be differentiated from the old and should be compatible with the historic materials, features, size, scale, height , proportion and massing to protect the integrity of the property and its environment.



Design Criteria - Form

- o San Jose has strong sun conditions. Use deep reveals to get shadow lines and if colors are desired, saturated colors and evaluate these outside on site.
- o In general, orient the building entries (see Section II-E) and open space toward street fronts with the highest pedestrian activity. Locate parking and vehicle access away from pedestrian entries, open space, and street intersections.
- o Awnings and sunshade treatments (and if used, arcades) are to occur at the south and west sides of development only to respond to solar orientation.
- o Roof overhangs and soffits are to be of high quality materials and scaled to the pedestrian below.
- o For residential projects, a minimum of 50% of the units will have balconies that are a minimum of 4 feet deep and an area of 20 square feet.

ARCHITECTURE



Form

"Integrate the holistic architectural form."



B PROPORTION

The proportion of a building is a function of the maximum building height, the building use type and the building base that covers the site.

As San Jose has maximum heights governed by the FAA, proportioning buildings to appear more slender and less bulky is a design challenge. Depending on the use of the building, various floor plate sizes occur and range from less than 10,000 square feet for residential towers to over 25,000 square feet for the newest Silicon Valley-type office space.

In all of these cases, the base of the building is the constant and is formed by the footprint of the site. Consider how the base should contribute to a coherent architectural concept through its massing, structural grounding and details. Low rise, background buildings, should be built along block lengths with paseos punctuating the street edge to allow pedestrians cross-block access between intersections.

Compose the massing and organize the interior and exterior spaces to create a well-proportioned building. Design the architectural elements and finish details so that all components appear integral to the whole building.



Design Criteria- Proportion

- o Buildings taller than 75 feet must have at least two vertical breaks or reveals greater than 2 feet in depth.
- o Avoid continuous massing longer than 100 feet that is not articulated with shadow relief, projections and recesses. If massing extends beyond this length, it should be made permeable and visibly articulated as several smaller masses using different materials, vertical breaks, such as expressing bay widths, or with other architectural elements.

ARCHITECTURE



Proportion

"Integrate the holistic architectural form."

C MATERIALS

Use the materials consistent and exceeding the design and quality existing in the Downtown on facades and exterior walls of buildings to give a perception of permanence and civic pride. Use the most durable materials at the public level.

Considerations

Exterior materials should be durable, low maintenance, and resistant to the urban setting. Where exterior materials are adjacent to pedestrians at street level, stone, pre-cast concrete, terra cotta, cast stone should be used. Materials will be made graffiti resistant or be easily repainted.

The choice of colors and cladding materials to articulate the building's facades in intervals provides a desirable scale in relation to the surrounding context.

Focal areas where the building edge terminates at the sky should utilize materials that capture and reflect light, or create a contrast of light, shade and shadow.

Tall buildings that are viewed against the sky should have an overall exterior color that is light to medium in value. Warm tone buildings are usually reinforced by the Valley's summer light, while cool tone buildings tend to wash out.



Design Criteria - Materials

- o Value-added materials, such as stone should be placed at the base of the building, especially at the first floor level. Select materials suitable for a pedestrian urban environment. Impervious materials such as stone, metal or glass should be used on the building exterior. Durability and maintenance should be prime considerations in material selection.
- o No Exterior Insulation Finishing Systems (EIFS) below the second floor. If a brick building is proposed, use real brick, so that the durability and detail are maintained.
- o Coloration of materials within each development should be compatible.
- o Windows are to be as transparent as possible at the base of the building, with preference given to grey low-e glass. Glass above will have a maximum reflectivity of 8% and stay in the cool color ranges (blue green).
- o For metal work, factory applied paint is always preferred to painted in field. If factory applied paint is not possible, the powder coat should be factory applied with final coat painted in the field.
- o Reused materials are encouraged to lend character to the development.

ARCHITECTURE



Materials

"Integrate the holistic architectural form."

D SIGNAGE

Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

Signage should be designed 1) to facilitate rapid orientation, 2) to add interest to the street level environment, 3) to reduce visual clutter, 4) to unify the project as a whole, and 5) to enhance the appearance and safety of the downtown area.

A copy of the City's sign ordinance can be found at: www.sanjoseca.gov.

Considerations

Consider designing a comprehensive building and tenant signage system using one of the following or similar methods:

- 1 attach signs that are visible at street level, such as blade signs, window signs, and awnings; or
- 2 hang signs underneath overhead weather protection and soffits.
- 3 design building identification signage at two scales: small scale at the sidewalk level for pedestrians, and large scale at the street sign level for drivers;
- 4 use playful and creative signs that signify the use within the development.





Design Criteria - Signage

- o Building Signage Programs should have hierarchy.
- o Design building tops to accommodate skyline signage (i.e. below the parapet line) proportional to, and compatible in color and material appearance with the architecture.
- o At the base of a building, provide a signage band space for horizontal retail tenant signage. The street tree canopy may restrict upper façade visibility. Signage and important brand identifiers can gain visibility if located below the tree line (generally 15-18 feet).
- o Building numbers are to be illuminated or otherwise clearly visible from the street.

ARCHITECTURE



Signage

"Integrate the holistic architectural form."



E LIGHTING

Illuminate building exteriors to highlight the facades at street level and to accent noteworthy architectural features. The tops of tall structures shall be illuminated to emphasize building height and roof form within the context of the City's downtown skyline.

Lighting of buildings, streets, and parks needs to be coordinated with the two institutions that are sensitive to the nighttime lighting: The Federal Aviation Administration and the San Jose International Airport for aircraft, and the Lick Observatory for nighttime celestial viewing.

Illuminating building features should create a sense of safe and intimate space around the precinct of the building. Provide appropriate levels of building mounted lighting on the facade, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage. Use full spectrum lighting to render color and promote safety.

After-hours presentation can enliven the street plus capture additional customers. Display window lighting or lighting in the forward storefront zone can provide security and permit window-shopping by patrons leaving late night venues. Uplighting or backlighting of facade elements can be dramatic and distinctive. Downlighting should be controlled and focused to reduce glare for the pedestrian or detract from the display window lighting. Halo lighting or backlighting can also pro-





vide a dramatic backdrop for signage.

Considerations

Consider employing one or more of the following lighting strategies as appropriate:

- 1 illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest;
- 2 install lighting in display windows that spills onto and illuminates the sidewalk;
- 3 orient outside lighting to minimize glare within the public right-of-way.



Lighting

"Integrate the holistic architectural form."

Design Criteria - Lighting

- o Provide photometrics of building base up to 20 feet, ground plane around building up to 10 feet and building tops.
- o Building tops taller than 150 feet are to utilize 10,000 lumens in principle with the Lick Observatory policies.
- o Develop an exterior building lighting package to address street level lighting for the sidewalk and/or outdoor patio.
- o A minimum zone of 4 feet from the building and a zone of 2 feet within the storefront will be lit by building mounted lighting and is to be designed on a separate switch.
- o Provide adequate power for interior lighting of active ground floor uses, including retail tenant signage and storefront windows.

STREETWALL

The base of the building defines the nature of the space between the buildings as perceived by the pedestrian. The main components desired are: active use, transparency and high quality durable materials.

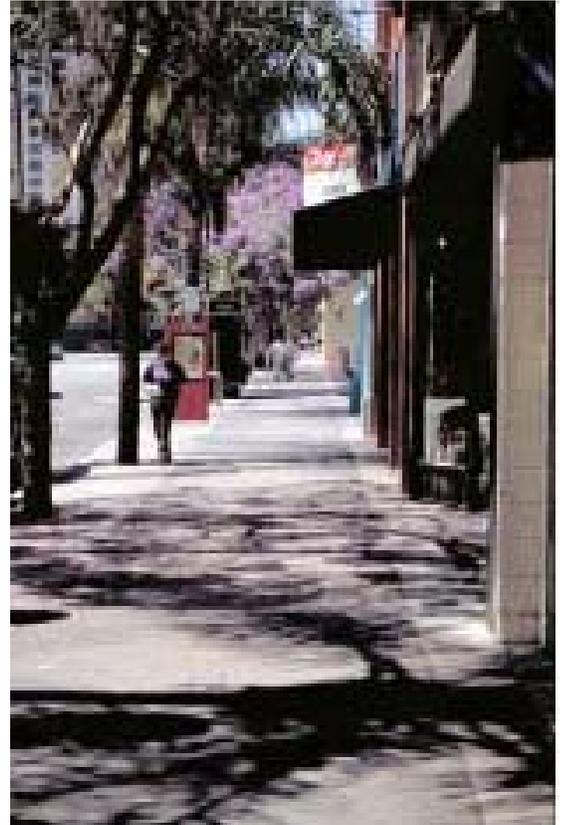
A PUBLIC REALM

At the base of a building, the public realm interface is to be considered as the strongest organizing element.

Private development shall be designed in relation to public realm objectives in accordance with public realm guidelines. Utilize the Greater Downtown Streetscape Master Plan as the basis for treatment of the public realm (available at www.sanjoseca.gov). See also: Greater Downtown Lighting Master Plan and the Greater Downtown Signage Master Plan.

Note: all work in the public right-of-way must be approved by the Department of Public Works through an offsite construction permit (commonly referred to in San Jose as a “three-dash” permit because they are assigned a prefix number “3”). Early coordination should be coordinated in the conceptual/schematic stages to ensure proper interface.

Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, open to the general public, and integrated with the development.





Create a system of compelling and safe pedestrian linkages between residences, shopping, parks, and Downtown. Incorporation of the Streetscape Master Plan for the Greater Downtown to include:

- 1 Sidewalk widths, paving, tree planting, for each street.
- 2 Establish a pedestrian circulation plan that is consistent with the Streetscape Master Plan.
- 3 Sidewalks within the public right-of-way will be finished to be consistent with adjacent areas. Curb cuts (see Section III-H) should be minimized and not interrupt pedestrian circulation or continuity of sidewalks.
- 4 Design to encourage pedestrian circulation through and across urban open spaces, and along their edges.

Design Criteria - Public Realm

- o Utilize the Greater Downtown Streetscape Master Plan as the basis for treatment of the public realm (available at www.sanjoseca.gov).
- o Opportunities for pedestrian circulation are to be promoted around, in, and where appropriate, through the site.
- o In certain cases where narrow sidewalks occur, consider setting the building back to create space adjacent to the sidewalk conducive to pedestrian-oriented activities such as vending, sitting, or dining.
- o Construction staging should mitigate unnecessary damage and replacement to the public realm, and the location of the utility connections should minimize disruption.
- o Provide cover and shade for pedestrians through overhead weather protection elements.



Public Realm

"Focus where the building meets the ground."

B OPEN SPACE

San Jose has a network of open spaces, and linkages. While much of the open space is in the public realm, private development is encouraged to provide open space that connects to and enhances the greater open space framework.

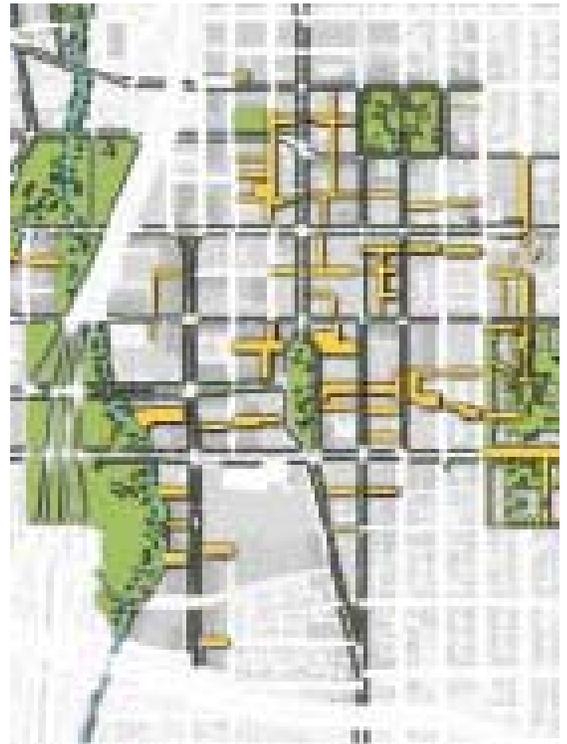
Design open spaces to promote a visually pleasing, safe, and active environment. Views and solar access from the principal area of the open space should be especially emphasized.

New buildings downtown are encouraged to incorporate public spaces to enhance the pedestrian environment, reinforce the downtown open space network, and offset the additional demand for public open space from downtown employment.

New residential buildings downtown are encouraged to incorporate usable private common open space.

Considerations

Where a commercial or mixed-use building is set back from the sidewalk, the resulting space should be conceived as integral to the public right of way and used to enliven the street. The primary function of any Downtown open space between commercial buildings and the sidewalk is to provide access into the building and opportunities for outdoor activities such as vending, resting, sitting, or dining. Consider that:





- 1 all open space elements should enhance a pedestrian oriented, urban environment that has the appearance of stability, quality, and safety;
- 2 preferable open space locations are to the south and west of tower development, or where the siting of the open space would improve solar access to the sidewalk;
- 4 public open space orient to receive the maximum direct sunlight possible, using trees, overhangs, and umbrellas to provide shade in the warmest months. Design such spaces to take advantage of views and solar access when available from the site;
- 5 the design of landscaping, walls, railings and other street elements should allow visibility into and out of the open space.

Open spaces can feature art work, street furniture, and landscaping that invite customers or enhance the building's setting.

Examples of desirable features to include are:

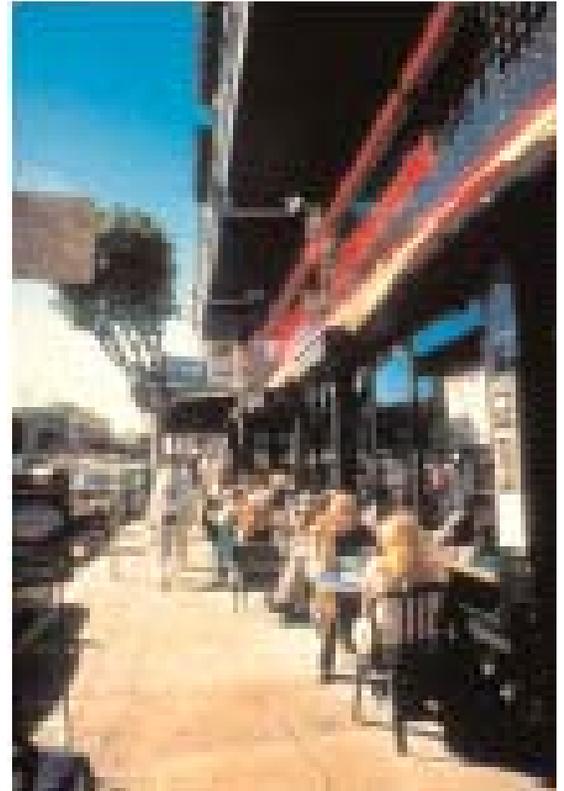
- 6 visual and pedestrian access (including barrier-free access) into the site from the public sidewalk;
- 7 walking surfaces of attractive pavers;
- 8 pedestrian-scaled site lighting;



Open Space

"Focus where the building meets the ground."

- 9 retail spaces designed for uses that will comfortably “spill out” and enliven the open space;
- 10 areas for vendors in commercial areas;
- 11 landscaping that enhances the space and architecture;
- 12 pedestrian-scaled signage that identifies uses and shops;
- 13 site furniture, art work, or amenities such as fountains, seating, and kiosks.
- 14 anti-skateboard graffiti design features.



Residential Open Space

Residential buildings should be sited to maximize opportunities for creating usable, attractive, well integrated open space. In addition, the following should be considered:

- 15 courtyards that organize architectural elements while providing a common garden;
- 16 entry enhancements such as landscaping along a common pathway;
- 17 decks, balconies and upper level terraces;
- 18 play areas for children;
- 19 location of outdoor spaces to take advantage of sunlight.



Design Criteria - Open Space

- o For new buildings greater than FAR 6.0, 20% of the site area in, on or around the building must be publicly accessible during the daylight hours of the building such as for retail uses, sidewalk cafes, community rooms, galleries, lobbies, atria, gardens and tops of building podium.
- o Relate the size of open spaces to the scale of the city, to the width and scale of adjacent streets and buildings, to the activities and events, and to the intended users. For small to medium size plazas a ratio of one to one for the height of buildings to the width of a plaza produces a comfortable scale and definition.
- o Use buildings, colonnades and landscaping to define edges and create a sense of three-dimensional containment to urban open spaces and plazas.
- o If the development is adjacent to an open space, the design should accommodate the necessary infrastructure to allow for programmed activities and events, such as electrical supply outlets for temporary equipment and hose bibs for cleaning.



Open Space

"Focus where the building meets the ground."

C PASEOS

Identified in Downtown Strategy Plan, paseos subdivide blocks into smaller units as at-grade, pedestrian physical access and line of sight access between streets, and are public or semi-public in character. Building articulation and detailing appropriate to the character of the building architecture will create appropriate scale.

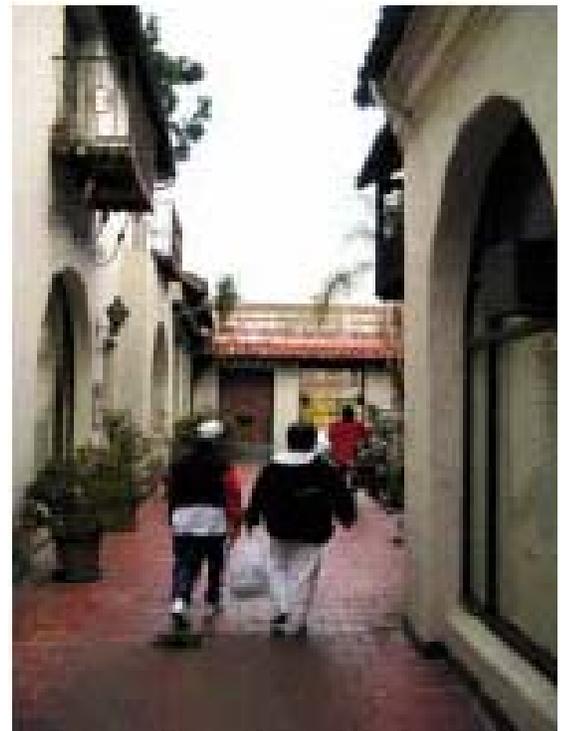
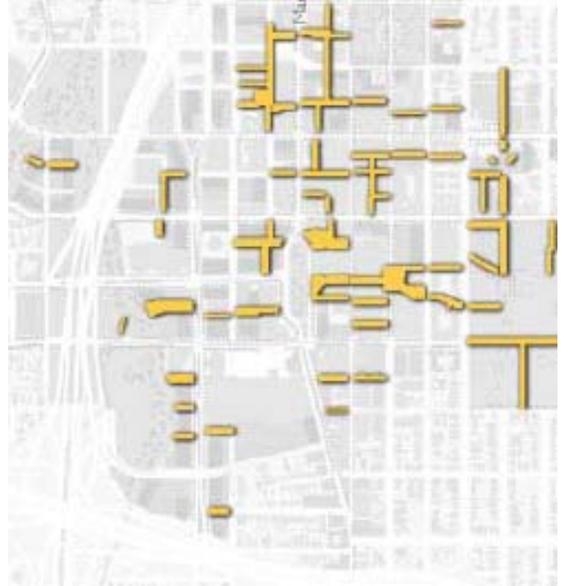
Paseos, passages and arcades shall be designed with active pedestrian uses and where appropriate, landscaping, along their edges.

Like streets, paseos should accommodate a variety of needs while providing for a safe and comfortable pedestrian environment.

Considerations

Consider enlivening and enhancing the paseo entrance by:

- 1 extending retail space fenestration into the paseo one bay;
- 2 providing a niche for recycling and waste receptacles to be shared with nearby, older buildings lacking such facilities;
- 3 adding effective lighting to enhance visibility and safety.





Design Criteria - Paseos

- o To increase pedestrian safety, comfort, and interest, develop portions of the paseo facade in response to the unique conditions of the site or project.



Paseos

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D STREET LEVEL DESIGN

Ground floor shops and market spaces can generate foot traffic on the streets, increasing safety through informal surveillance. Entrances, arcades, open space, shop fronts, seating, and other elements should promote use of the street front and provide places for friendly interaction. Design decisions should consider the importance of these features in a particular context and allow for their incorporation.

Considerations

Provide spaces for street level uses that:

- 1 reinforce existing retail concentrations;
- 2 vary in size, width, and depth;
- 3 enhance main pedestrian links between areas;
- 4 establish new pedestrian activity where appropriate to meet area objectives.

Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity.

The following guidelines apply primarily to large-scale development sites. For these larger sites, developers should clearly identify the intended use and size for each block. For infill development, new buildings should contribute to the character of the existing street and area. New development should



have a continuous street frontage except at points of entry, and at designated paseos, matching character and use of district.

Residential Blocks

These are primarily lined with housing. Corner retail is encouraged in some of these blocks, depending on the ground floor retail ordinance overlay. New development on residential blocks should be consistent with the following principles:

- 5 Create a consistent residential edge, with small setbacks for stoops, porches, and front gardens.
- 6 Buildings should be designed with individual units and front doors facing the street, including row house units on the lower levels of multi-family buildings.

Mixed-Use Blocks

These include housing and/or commercial uses, with active uses strongly encouraged on the ground floor. New development on mixed-use blocks should be consistent with the following principles:

- 7 Street-level facades should include active uses such as:
 - Residential entrances
 - Shops, restaurants, and cafes
 - Services for the public or for commercial offices such as fitness centers, cafeterias, daycare centers, etc.
 - Community spaces, such as



Street Level

"Focus where the building meets the ground."

- exhibition or meeting space
 - Art exhibition space/display windows
 - Commercial lobbies and front doors
- 8 Major entrances should be located on public streets, with retail at or near corners (see Section III-H). Entrances should relate to crosswalks and pathways that lead to bus stops and transit stations.
- 9 Transparent materials and interior lighting should be used to maximize visibility of street level uses. Ground floor facades should be at least 30 to 50 percent transparent surface to permit a clear view from the sidewalk to the interior space of the building.

Retail Blocks

These include both commercial and residential uses on upper floors, with retail strongly encouraged on the ground floor. Retail blocks are intended to have a high volume of pedestrian traffic, and to support public activity throughout the day and evening. New development on retail blocks should be consistent with the following principles:

- 10 At least 75 percent of the street frontage should be designed to be occupied by retail uses, including cafes and restaurants
- 11 Transparent materials and interior lighting should be used to maximize visibility of street level uses. Ground floor facades should be at least 50 to



75 percent transparent surface to permit a clear view from the sidewalk to the interior space of the building.

- 12 Note: this is not expected at all ground floor conditions, but in the area is prescribed by the Ground Floor Ordinance.

Inactive Building Frontages

Buildings shall not have large blank walls facing the street.

Blank facades limit pedestrian interaction with the building, effectively “deadening” the street environment where they occur. They provide opportunities for defacement with graffiti and encourage other undesirable activities.

Expanses of blank walls, service areas and garage openings should be minimized to the greatest extent possible. At street level, buildings should be designed to have residential and/or retail uses. Both types of uses should be entered directly from the sidewalk. Where first floor residential units are raised off grade by podiums or other means, stoops should provide direct access to the street.

Particular attention should be paid to corner retail uses so that they link pedestrian activity opportunities across street intersections. Ground floor residential setbacks will be limited to the minimum required to accommodate stoops.



Street Level

“Focus where the building meets the ground.”

Considerations

Facades that for unavoidable programmatic reasons may have few entries or windows should receive special design treatment to increase pedestrian safety, comfort, and interest. Enliven these facades by providing:

- 13 reveals, small setbacks, indentations, or other architectural means of breaking up the wall surface;
- 14 visibility into building interiors;
- 15 limited lengths of blank walls;
- 16 different textures, colors, or materials that break up the wall's surface.
- 17 public art installed over a substantial portion of the blank wall surface;
- 18 small retail spaces for food bars, newsstands, and other specialized retail tenants;
- 19 special lighting, canopies, awnings, horizontal trellises, or other pedestrian-oriented features to reduce the expanse of the blank surface and add visual interest;
- 20 merchandising display windows or regularly changing public information display cases.
- 21 Note: a commitment to a high level of maintenance by the building owner is essential if this strategy is employed.



Design Criteria - Street Level

- o For night time appearance and safety, a minimum zone of 4 feet from the building and a zone of 2 feet within the storefront will be lit by building mounted lighting at levels prescribed by the Downtown Lighting Plan along all public frontages. This lighting is to be designed on a separate switch.
- o For seismic upgrade projects, ensure that the structural bracing is integrated with and/or invisible to the exterior.



Street Level

"Focus where the building meets the ground."

E FACADE

Place the lower floors of buildings against the street edge, except for designated open spaces.

Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

Building modulations and articulated structural bays establish a framework for composing facades scaled to reflect the activities performed within. Architectural elements arranged to enhance orientation, comfort, and visual interest invite pedestrian interaction. Transparency at the street level enlivens the street environment, providing interest and activity along the sidewalk and at night providing a secondary, more intimate, source of lighting.

Use materials with inherent scale (such as brick, concrete masonry unit / CMU, stone), or materials that can be divided to scale and proportion a building (such as stucco with reveals).

Considerations

Consider modulating and articulating the building facades and reinforcing this modulation with the composition of:

- 1 the fenestration pattern;
- 2 exterior finish materials;



Design Criteria - Facade

- o For street wall continuity below 50 feet, 80% of the building facade must be within 2 feet of the property line or building face line established by the Streetscape Master Plan.
- o Provide 2 feet minimum distance between the face of the concrete structure to the finished building facade at all elevations facing the public realm for greater flexibility for exterior modulations, finish, and signage.

3 other architectural elements;

4 light fixtures and landscaping elements;

5 the roofline.

Architectural Character

Commercial

6 Create varied architecture and avoid flat facades by using recessed or projected entryways, bays, canopies, awnings, and other architectural elements.

7 Where buildings are set back at upper stories, lower roofs may be used as balconies, balustrades, and gardens.

Residential

8 Create varied architecture and avoid flat facades by using bays, balconies, porches, stoops, and other projecting elements.

9 Maximize the number of windows facing public streets to increase safety.

Live Work

10 Create a provision for a semi-private setback zone from the property line to the accessible areas (such as glazing areas and entries) and avoid the "closed curtain effect."

11 These are to be at grade and ADA accessible.



Façade

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F BUILDING ENTRIES

Design building entries to promote pedestrian comfort, safety, and orientation. Entries should be clearly identifiable and visible from the street and easily accessible and inviting to pedestrians. In order to increase personal safety, entries and associated open spaces should be designed to avoid the creation of isolated areas and to maintain lines of sight into and out of the space.

The entrance of a corner building will open on the primary pedestrian path. Whether or not they are named, all buildings will be given street numbers corresponding to their entrance locations. Building entries, pathways and mews will be fully illuminated.

Considerations

Reinforce the building's entry with one or more of the following architectural treatments:

- 1 extra-height lobby space;
- 2 distinctive doorways;
- 3 decorative lighting;
- 4 distinctive entry canopy;
- 5 projected or recessed entry bay;
- 6 building name and address integrated into the facade;
- 7 artwork integrated into the facade or sidewalk;

- 8 a change in paving material, texture, or color;
- 9 distinctive landscaping, including plants, water features and seating;
- 10 ornamental glazing, railings, and balustrades.

Lobbies

A formal lobby will be provided for each building entered directly from the street. Large buildings may have multiple lobbies and/or multiple entry points to the lobby, consistent with security issues. Materials will be consistent with exterior building appearance and durability required of a semi-public space. Floor treatments for Building Lobbies are not to extend beyond the property line.

For safety issues allow for visibility from the street into the lobby by expressing the lobby onto exterior so that it is easily identified as a semi-public space and is not confused with the ground floor retail entrances. Organize hardware, such as directory, intercom and ADA power door switch so that they are functionally positioned in proximity of one another, and so that the elements appear to be an integral part of the building.

Residential Buildings

To make a residential building more approachable and to create a sense of association among neighbors, entries should be clearly identifiable and visible from the street and easily accessible



Design Criteria - Building Entries

- o Building entries will be clearly identifiable by a horizontal projection (such as a canopy) visible from 100 feet along the adjacent sidewalk.
- o The main entrance of all buildings will be off the street and not from a parking area.
- o In mixed use situations, retail will occupy the corner, with the entry to the core and upper building toward the mid-block (see Retail design, Section III-H).

and inviting to pedestrians. The space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

Provide convenient and attractive access to the building's entry. To ensure comfort and security, entry areas and adjacent open space should be sufficiently lighted and protected from the weather.

All first floor units should have a transition from the first floor private space to the outdoor public space, such as stoops. First floor loft or studio units should have direct access at grade to the street.



Building Entries

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G SERVICE AREAS

Service areas and elements adversely impact the downtown pedestrian environment and create hazards for pedestrians and autos.

Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen elements that for programmatic reasons cannot be located away from the street front from the public realm, including from above.

Equipment for power, utilities, waste and other building services should be enclosed within the envelope of the building.

Loading facilities for buildings should be within the envelope of buildings and doors at the street. Loading areas should be open only for access, with a direct door from the interior to the loading area, not just from the sidewalk.

If services and loading are not within the building envelope, they should be screened from street level views and should have opaque, operable doors designated to be open only for access.

Considerations

Consider incorporating one or more of the following to help minimize these impacts:

- 1 plan service areas for less visible locations on the site;



- 2 screen service areas to be less visible;
- 3 use durable screening materials that complement the building;
- 4 operationally close the service door when not in use;
- 5 locate the opening to the service area away and out of view from the sidewalk.

Ground Level Services

Service areas should be tucked into the developments as much as practical; where not practical, service doors should be designed to be closed when not in use.

Areas should be designated as curb zones for drop-off and commercial loading should be limited to the minimum necessary length and consolidated where possible (see Curb Cuts, Section III-I)..

Trash and recycling bins should be located within the building with ventilation that does not exhaust into the public way. Provide chutes for residential uses above.

Provide internal service space for delivery/loading that is enclosed, trash accessible from a secondary street, and appropriately sized for common use.

Loading dock should be a minimum of 60 feet long, and service corridors a minimum of 6 feet wide. Minimize street frontage for access, and minimize



Service Areas

"Focus where the building meets the ground."

views from public vantage points.

Service space should be able to be closed from view. Odors from trash should be confined.

Provide state-of-the-art, conveniently located utilities/stubs to tenant spaces so that they are not visible by pedestrians.

Integrate utilities for the various uses within building. For example:

- 6 Mechanical: provide capability for fire-rated vent shafts to the roof for restaurant kitchens;
- 7 Electrical: provide in-house location(s) for transformer(s);
- 8 Plumbing: provide natural gas service to the retail space and maximum opportunity for grease trap(s) and backflow preventer(s) within the site footprint;
- 9 Meters: locate and organize meters in one location.



Design Criteria - Service Areas

- o For developments with a single face toward the street, servicing areas will be separated by a minimum of 25 feet from a front door where frontage size permits.
- o For developments with multiple frontages, servicing areas will be on a separate frontage from the front door.
- o Utilities, including utility cabinets, are to be incorporated into the building within the property line, not located at corners, and not visible to the passerby.
- o Generators are to be incorporated into the parking levels or rooftops of buildings, and should not detract from ground floor space that can be utilized for active uses.
- o Horizontal, through the wall venting to the street below the fourth story will not be allowed in commercial developments. In housing developments, horizontal venting will only be allowed if it is integrated with the architectural design and organized in an orderly pattern.
- o San Jose has a leader in recycling. Ensure that the space demands and access for recyclable containers are accommodated.



Service Areas

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H RETAIL DESIGN

This section focuses on ground floor retail design and are in addition to common building service area design. In select locations, active retail and commercial uses for the 2nd floor are also desirable. Retail locations are prescribed by the Ground Floor Ordinance.

The following factors concerning the interior design of buildings have the potential to affect the streetscape. They are provided as a method of ensuring that the objectives with respect to maintaining an active, lively, pedestrian-oriented interface will not be precluded. To the extent that the ground floor layout influences the streetscape, publicly visible semi-public interior spaces will be subject to design review.

Restaurants

For flexibility, the design of first floor (and second floor, where feasible) retail spaces should anticipate restaurant requirements. Restaurant venting to the roof should be incorporated in the design and planned or installed during project construction. Accommodation for sewerage utilities, such as grease traps and interceptors should be designed into the building. Allocate enough for power and gas loads.

Floor

Unless there is parking at sub-grade levels, ground floor level speculative space should be left unfinished (no

concrete slab) in order to accommodate utilities and leasing plan flexibility. Where a slab exists, a depression should be incorporated along the perimeter of the building, as required, to permit accessible entry doors in various locations. Please note that some entertainment uses will require a greater live load.

Layout

Provide maximum clear space between columns, and a minimum number of columns within the ground floor activity spaces. Additional contiguous space for the retail spaces beyond a 60 foot depth is preferable, especially for “back-of-house” space, storage, mechanical rooms, or other support services. Direct access to the retail space from building elevator(s) is preferred. Shear walls should be located along the common interior walls. All retail spaces should have access from the exterior of the building.

Corners

Ground floor corners should be designed for retail uses. Each corner should reserve a minimum of 60 feet of frontage and 60 feet in depth on both corner facades. Placing columns directly on a corner should be avoided.

Vertical elements (e.g. stairs, elevators) should not be located in this corner zone.

Where appropriate, consider configuring retail space to attract tenants with products or services that will “spill-out” onto the sidewalk (up to six feet



Design Criteria - Retail Design

- o Provide 2 feet minimum distance between the face of the concrete structure to the property line at all elevations facing the public realm for greater flexibility for exterior modulations, finish, and signage.
- o Ground Floors must have a minimum of 15 feet clear height to finished ceiling.
- o Horizontal venting to the street below the fourth story will not be allowed.
- o Provide a vibrant pedestrian zone. Active display windows with merchandise displayed at optimum viewing height, alternating views into the store plus complementary color and lighting schemes all enhance the pedestrian experience.
- o Retail frontages should be visually interesting and allow visual transparency by keeping the window area clear of the backside of display furniture.

where sidewalk is sufficiently wide). Consider setting portions of the building back slightly to create spaces conducive to pedestrian-oriented activities such as vending, resting, sitting, or dining. Further articulate the street level facade to provide an engaging pedestrian experience via:

- 1 open facades (i.e., arcades and shop fronts);
- 2 operable storefront systems;
- 3 multiple building entries;
- 4 windows that encourage pedestrians to look into the building interior;
- 5 merchandising display windows;
- 6 street front open space that features art work, street furniture, and landscaping;
- 7 exterior finish materials having texture, pattern, lending themselves to high quality detailing.



Retail

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I PARKING FACILITIES

As a city function, ensure that parking facilities are useable, accessible and have clear signage. By their large floor plates, these tend to be bulky structures.

Design vehicular entries to parking structure so that they do not dominate the street frontage of a building. subordinate the garage entrance to the pedestrian entrance in terms of size, prominence on the streetscape, location, and design emphasis.

Parking structures shall be designed with exterior materials that are harmonious with surrounding buildings, and if part of a building complex, compatible with the exterior materials of buildings they serve. Parking structures that are built as part of an integrated development are to be enclosed with built space or with a façade treatment that maintains continuity of pedestrian activity.

Parking garages should utilize full spectrum lighting to increase safety and comfort. Design placement of fixtures to minimize light spill over out of garage.

Where possible, allow for natural light to penetrate into the below grade parking space for orientation and safety, while expanding the role of the public realm.

Considerations

Where appropriate consider incorporat-



ing one or more of the following treatments:

- 1 all parking garages must provide direct pedestrian access to the street;
- 2 the primary pedestrian exit/ access to all garages serving nonresidential uses should be to the street or a public area;
- 3 enhance the pedestrian entry to reduce the relative importance of the garage entry;
- 4 recess the garage entry portion of the façade or extend portions of the structure over the garage entry to help subordinate its impact;
- 5 emphasize other facade elements to reduce the visual prominence of the garage entry;
- 6 design and locate lighting fixtures in surface parking lots and garages to enhance safety while minimizing light spillover onto adjacent properties;
- 7 venting should exhaust to the top, and if not possible then at least above the second level and should be directed away from the public realm or adjacent neighbors;
- 8 equipment should be integrated into the structure;
- 9 incorporate pedestrian-oriented uses at street level to reduce the visual impact of parking structures;
- 10 incorporate any of the blank wall



Parking

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treatments (See Section III-D), including using a vertical trellis system allowing for planting in the correct solar orientation;

- 11 visually integrate the parking structure with building volumes above, below, and adjacent.

When not possible, other less desirable options include:

- 12 incorporate artwork into the facades;
- 13 provide a frieze, cornice, canopy, overhang, trellis or other device at the top of the parking level;
- 14 as a podium for development, use a portion of the top of the parking level as an outdoor deck, patio, or garden with a rail, bench, or other guard device around the perimeter.

Curb Cuts

Like blank facades, curb cuts effectively “deaden” the street environment where they occur by limiting pedestrian interaction with the building. Curb cuts tend to increase pedestrian exposure to moving vehicles, limit opportunities for landscaping and street trees, eliminate on-street parking spaces, and prohibit uses that promote pedestrian interaction.

Note that too much consolidation of curb cuts is not acceptable as it creates constant automobile activity, and interrupts the continuity of the sidewalk and tree line.



The driveway profiles traversing the sidewalk should be kept minimal, giving hierarchy to pedestrians. At the interface of the garage opening and the sidewalk, ensure that cars have a stopping point with clear horizontal and vertical sight lines of pedestrians.

Design two entry gate locations: one outboard toward the sidewalk for maximum security, and one inboard to accommodate queuing and stacking distances for peak parking demand times. The inboard gate location should also take into account car turnarounds.

Considerations

Where street access is deemed appropriate, one or more of the following design approaches should be considered for the safety and comfort of pedestrians

- 15 work from street tree spacing and locate curb cut between trees;
- 16 minimize the number of curb cuts and locate them away from street intersections;
- 17 match the width of the curb cut, driveway, and garage opening to the street design speeds and pedestrian activity;
- 18 share the driveway with an adjacent property owner when possible;
- 19 locate the driveway to be visually less dominant;
- 20 provide sufficient vehicle queuing



Parking

"Focus where the building meets the ground."

space on site.

Mixed-Use Freestanding Parking Structures

Parking structures should be capable of supporting alternate uses on the ground floor and be built as low as possible, where adjacent to the street. The narrower dimension of parking structures should front streets and wherever possible, the longer side of a parking structure should not front a street.

Parking structures, which are built on properties separate from the uses they serve, should not be taller than sixty (60) feet above street level to the top parking level at its highest point. If a parking structure is enclosed at street edges for at least its full height by built space with non-parking uses, so that it is not visible from street level viewpoints, then the parking structure may be higher than sixty (60) feet. Also, if the parking structure is enclosed and has a continuous façade treatment with enclosure, so that the garage interior is not visible from street level viewpoints, then the parking structure may be higher than sixty (60) feet.

Where surface parking exists intermittent precast walls will define the edges.



Design Criteria - Parking

- o Vehicular entries into the development are to be located on a clear path and sequence from the drop off area.
- o Minimize the visibility of at-grade parking structures or accessory parking garages. The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape.
- o Parking visible to the street must enhance the street experience, through design elements such as elevators, ground floor retail and active uses.
- o Minimize adverse impacts of curb cuts and driveway profiles on the safety and comfort of pedestrians.



Parking

"Focus where the building meets the ground."



A Glossary

- **Amenity:** Aesthetic or other features of a development that increase its marketability or usability to the public.
- **Arcade:** A passageway, one side of which is an open span of arches supporting a roof.
- **Architectural Features:** Prominent or significant parts or elements of a building or structure.
- **Architectural Style:** The characteristic form and detail of buildings from a particular historical period or school of architecture, e.g. The Bauhaus School, The Post Modern School, the Neo-traditional school, etc.
- **Areaway:** A space within the public right of way, usually under the sidewalk adjacent to a building that affords room, access or light to a structure, often containing translucent glass elements in the sidewalk.
- **Articulation:** The manner in which portions of a building form are expressed (materials, color, texture, pattern, modulation, etc.) and come together to define the structure.
- **Axonometric Drawing:** Orthogonal projection using a 45-degree from horizontal and vertical to create a three dimensional drawing of a structure with three surfaces showing and with horizontal and vertical distances drawn to scale, but diagonal and curved lines distorted.
- **Belt Course:** (also string course or horizontal course). A projecting horizontal band on the exterior of a building marking the separation between floors or levels.

- **Block Face:** The row of front façades, facing the street, for the length of one block.
- **Canopy:** A removable fabric or plastic covering over a public walkway or sidewalk.
- **Colonnade:** A covered walkway flanked by rows of columns.
- **Compatibility:** The size and character of a building element relative to other elements around it. For example, the size and proportion of windows in a building façade are usually related to one another, the spaces between them, and the scale of surrounding buildings.
- **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, or continuous and overhead weather protection, or consistent street trees.
- **Cornice:** A molded and projecting horizontal feature that crowns a façade.
- **Design Principles:** A guiding concept as part of the overall project design development that reflects desirable characteristics of the urban environment, or responds to specific site/vicinity opportunities or constraints.
- **EIFS:** A generic product name standing for Exterior Insulating Finish System, which consists of an acrylic finish applied to a foam base anchored to a building façade. Brand names include Dryvit.
- **Façade:** Any vertical, exterior face or wall of a building, usually the front, often distinguished from other faces by architectural details.
- **Fenestration:** The arrangement and design of windows and other openings on a building's façade.
- **Floor Area Ratio:** A measure of density expressed as a ratio of the amount of *Gross Floor Area* permitted/and or existing in a structure to the area of the lot on which the structure is located. Referred to as FAR
- **Gateway:** A principal or ceremonial point of entrance into a district or neighborhood.
- **Grid:** Two or more intersecting sets of regularly space parallel lines. It generates a pattern of regularly spaced parts, such as a street grid.
- **Gross Floor Area:** The number of square feet of total floor area bounded by the inside face of the outside wall of a structure, measured at the floor line. Referred to as GFA.
- **High-rise:** For the purposes of these Guidelines, any building more than 150' high.
- **Isometric Drawing:** Similar to axonometric drawing but using 30 and 60 angles to project horizontal lines of a structure.
- **Lintel:** A horizontal beam over an opening in a wall, either structural or decorative, such as often seen capping window openings.
- **Low-rise:** For the purposes of these Guidelines, any building less than 50' feet high.
- **Marquee:** A shelter projecting over an entrance frequently ornamental and of metal with or without glazing.
- **Massing:** The three dimensional bulk of a structure: height, width, and



- depth.
- **Mid-rise:** For the purposes of these Guidelines, any building between 50' and 150'.
 - **Modulation:** A stepping back or projecting forward of sections of a structure's façade within specified intervals of building width and depth, as a means of breaking up a structure's apparent bulk.
 - **Open Space:** Land and/or water area with its surface open to the sky and predominantly undeveloped, which is set aside to serve the purposes of providing active or passive recreational opportunities, conserving valuable natural resources, and structuring urban development and form.
 - **Parapet:** A low, protective wall or railing along the edge of a roof, balcony, or similar structure.
 - **Paseo:** an at-grade, pedestrian physical access and line of sight access between streets, and are public or semi-public in character.
 - **Pedestrian Orientation:** The characteristics of an area where the location and access to buildings, types of uses permitted on the street level, and storefront design are based on the needs of persons on foot.
 - **Podium:** A low wall serving as a foundation or terrace wall; often used to refer to the base of tall buildings. In classical architecture, the mass of masonry on the flat top of which a classical temple was built.
 - **Porte-cochere:** A roof or shelter for vehicles over a driveway outside an entrance doorway, sheltering those getting in or out of a vehicle.
 - **Presentation Drawings:** Drawings prepared to communicate the design character of the structure, usually prepared in color and including realistic representations of the building in its context, showing colors of building surfaces, shadow cast and people and landscaping. Three dimensional sketches and projected or computer drawings should be included along with two dimensional floor plans, elevations and building section drawings.
 - **Proportion:** The balanced relationship of parts of a building, landscape, and structures to each other and to the whole.
 - **Public Realm:** The area between buildings, on the ground as well as above ground. Includes...
 - **Reveal:** Usually a line, scoring or joint in a wall/siding that exposes its depth and breaks up its mass.
 - **Rhythm:** Reference to the regular or harmonious recurrence of lines, shapes, forms or colors, incorporating the concept of repetition as a device to organize forms and spaces in architecture.
 - **Rustication:** Masonry in which the principal face of each stone is rough, reticulated, with a margin tooled smooth along rectangular edges.
 - **Scale:** The spatial relationship among structures along a street or block front, including height, bulk and yard relationships. Also refers to proportional relationship of the size of parts to one another and to the human figure.
 - **Setback:** The required or actual placement of a building a specified dis-

tance away from a road, property line, or other structure.

- **Skyline Sign:**
- **Stepback:** The required or actual placement of a building a specified distance away from a road, property line, or other structure above the first floor level.
- **Site Plan:** A detailed plan showing the proposed placement of structures, parking areas, open space, landscaping, and other development features, on a parcel of land.
- **Spandrel:** In skeleton-frame buildings, the panel of wall between adjacent structural columns and between windowsills and the window head next below it.
- **Spandrel Beam:** A beam designed to support the window or windows and wall of a story height between neighboring columns.
- **Spandrel Glass:** A spandrel faced or consisting of glass, usually opaque and/or colored.
- **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.
- **Transparency:** A street level development standard that defines a requirement for clear or lightly tinted glass in terms of a percentage of the façade area between an area falling within 2 feet and 20 feet above the adjacent sidewalk or walkway.
- **Upper Level Coverage Limit Area:** In

certain Downtown zones, a standard limiting the percentage of lot coverage of a building above a certain height, the specific provisions of which may depend on site size, height above street-level and number of street frontages.

- **Urban Form:** The spatial arrangement of a particular environment, as defined by the connectivity of built mass and form, the natural environment, and the movement of persons, goods and information within.



Greater Downtown Strategy Plan 2000 Design Guidelines

With the following design guidelines, developers and their architect-led design teams are challenged to produce buildings and urban projects of the highest quality for Greater Downtown San Jose. The guidelines provide a set of ideas about design to ensure that buildings and public spaces will contribute to the coherence of the urban design of the Greater Downtown. The development teams of buildings and projects are guided toward responsiveness to the urban context and the unique character of downtown San Jose. The guidelines strengthen and carry out the goals of the [Downtown Strategy 2000] in several ways. First, the guidelines provide specific principles which, when followed, reinforce and bolster. Second, the guidelines highlight the ways in which new development can contribute to the overall urban form and public realm.

Developers and their agents should consult the design guidelines during initial phases of project conceptualization. The Guidelines are not exhaustive design requirements for proposed projects within the Redevelopment Areas, nor do they address particular details of construction or building style. Additional [localized area] guidelines apply as an "overlay" to these guidelines. The additional guidelines address requirements of particular areas or uses, such as historic requirements, streetscape requirements and lighting requirements.

The [recently adopted Downtown Historic Commercial District Guidelines] provide practical guidance for the rehabilitation of existing, historic urban fabric and compatible new development within the existing urban center. These guidelines will present a design framework [to] help to revitalize San Jose's historic commercial center. General design guidelines for the historic center of downtown [are] included for appropriate treatments and conformance with "The Secretary of the Interior's Standards for Rehabilitation," as well as a discussion of future building envelope expansion and actions that are appropriate for many types of buildings. Additionally, recommendations for stabilization and long-term measures and maintenance [are] in-

cluded. Design Guidelines for new buildings in historical areas [are] addressed.

4.1 Public Realm

4.1.1 Urban Open Spaces

Definition: Buildings, colonnades and landscaping [that] define edges and create a sense of three-dimensional containment to urban open spaces and plazas.

Size and Scale: Relate the size of open spaces to the scale of the city, to the width and scale of adjacent streets and buildings, to the activities and events, and to the intended users. For small to medium size plazas a ratio of one to one for the height of buildings to the width of a plaza produces a comfortable scale and definition.

Activity: Design urban open spaces to accommodate the necessary infrastructure to allow for programmed activities and events.

Edges: Program active uses at the ground and second floors of adjacent buildings along the edges of urban open spaces to animate the space and create a sense of security.

Circulation: Encourage pedestrian circulation through and across urban open spaces, and along their edges.

Allow for vehicular circulation at urban open spaces which minimally disrupts pedestrian traffic. Particular care should be taken to design safe, and aesthetically pleasing vehicle crossings at vehicular building entrances.

Identity: Public amenities such as street furniture, plantings, lighting, infrastructure and public art shall reinforce the identity of urban open spaces and facilitate the opportunity for lively activity through everyday use.

Orientation: Urban open spaces shall be oriented for the best solar exposure and wind protection possible. Open spaces should be protected from excessive glare, wind, and shade from adjacent structures.

4.1.2 Streets, Sidewalks and Paseos

Definition: Place the lower floors of buildings against the street edge, except for designated open spaces.

Amenities: Pedestrian ways should be enhanced with planting, planters, trees and ornamental features along street edges where adjacent ground floor retail or cultural uses are inappropriate or not feasible.

Edges: Sidewalks and pedestrian paths shall be at least partially covered by a canopy of trees, awnings and/or colonnades and arcades, whenever possible.

Paseos, passages and arcades shall be designed with the highest level of amenities, landscaping, and with active pedestrian uses along adjacent ground level building frontages.

4.2 Urban Form and Buildings

4.2.1 Building Form

Orientation: Orient structures such that urban open spaces receive adequate direct sun and filtered daylight and are protected from excessive wind, building glare and shade.

Massing: Minimize the mass and apparent bulk of high buildings through articulation of the building envelope with offsets, changes of plane, step-backs and other architectural devices.

Buildings that are over one hundred and fifty (150) feet tall, or more than nine (9) stories in height, should have a discernible treatment that distinguishes the base, middle and top of each building on all facades.

Height: Locate the tallest buildings on the short ends of city blocks and at block corners.

Roofscapes: Design the tops of tall buildings to add to the city skyline for views to and views from each building. Equipment on the tops of buildings should be enclosed and integrated into the building form.

Equipment, which includes mechanical, electrical, communications, emergency, and related typologies, should not be seen from street and highway vantage points.

The tops of tall buildings should be designed to provide visual interest to the form of the downtown skyline. While each building and complex of buildings should be designed for distinction, every building also should be designed within the context of the downtown skyline. The uppermost floors and the penthouse levels of a building should be designed as part of a building's top. The tops of buildings should be considered from several distances and in different conditions; notably, from near, middle and distant views, and in the day and night. Near views should be from a block or two away, middle views from near the perimeter of downtown, and distant views from any vantage point that affords a view of buildings in the context of the downtown as a whole.

Arcades and Colonnades: Enhance pedestrian areas and sidewalks by making use of building arcades, colonnades and shade structures wherever appropriate.

4.2.2 Building Rehabilitation

Rehabilitation/ Reuse: Existing buildings and portions of blocks that are designated for rehabilitation or preservation shall not be demolished, but rather shall be rehabilitated, respecting their original character, materials and design intent.

Storefronts and signage in buildings undergoing rehabilitation shall follow standards to ensure their appropriate scale, character and continuity in relation to other nearby buildings.

4.2.3 Building Uses

Ground Floor Uses: The ground level of buildings, including parking structures, should be occupied by retail, entertainment, service retail, cultural or other active, high intensity pedestrian uses. The ground level includes: a minimum of the first eighteen (18)



to twenty (20) feet of the building above street level, measured from the highest elevation of street level to the first finished floor above the street. The clear height for the ground floor uses should not be less than fifteen (15) feet.

Second Level Uses: In the urban, mixed-use area bounded by the Paseo de San Antonio and by Market, Saint John, and 3rd Streets, the second level of buildings, including parking structures, should be occupied by retail, entertainment, service retail, cultural or other active uses. The second level may also be occupied by office or residential as interim uses; however, the building should be designed to allow for future more active uses. The ground floor and second level are defined as a minimum of the first thirty-six (36) to forty (40) feet of the building above street level, measured from the highest elevation of the street level to the second finished floor level above the street. [Note: encouraged where economically feasible.]

Parking Structures: Parking structures in the Greater Downtown should be built as low as possible, especially where adjacent to the street. The narrower dimension of parking structures should front streets and wherever possible, the longer side of a parking structure should not front a street.

Parking structures south of Julian Street in the Greater Downtown, that are built on the same properties with the uses they serve, should be enclosed with built space or with a continuous façade treatment.

Parking structures, which are built on properties separate from the uses they serve, should not be taller than sixty (60) feet above street level to the top parking level at its highest point. If a parking structure is enclosed at street edges for at least its full height by built space with non-parking uses, so that it is not visible from street level viewpoints, then the parking structure may be higher than sixty (60) feet. Also, if the parking structure is enclosed and has a continuous façade treatment with enclosure, so that the garage interior is not visible from street level viewpoints, then the parking structure may be

higher than sixty (60) feet.

Equipment and Co-location Facilities: Buildings within the area of Greater Downtown that is south of Julian Street and east of Highway 87 should be primarily for the use of people, not primarily for machinery and co-location equipment. Buildings south of Julian Street and east of Highway 87 should have a density of not less than one person per eight hundred (800) square feet for at least seventy-five (75) percent of the gross building area. In addition, within this area large mechanical and electrical equipment such as power generators, which create significant noise and exhaust fumes, shall be located on building roofs. Parking for these facilities should be provided according to the City's requirements for office use, in order that the buildings can be adapted for reuse in the future.

4.2.4 Building Context

Existing Buildings: New structures, built adjacent to or between existing buildings, shall respond architecturally to the existing built surroundings.

Infill: New buildings, located within a block designated for rehabilitation or preservation, shall be designed in a character compatible with that of existing buildings.

Ground Level Services: Equipment for power, utilities, waste and other building services should be enclosed within the envelope of the building or should be below the grade of surrounding sidewalks and streets. Loading facilities for buildings should be within the envelope of buildings and doors at the street for access to loading areas should be open only for access. If services and loading are not within the building envelope, they should be screened from street level views and should have opaque, operable doors that are open only for access.

4.2.5 Building Character

Identity: Paseos, passages and arcades shall be designed with the highest level of amenity, landscaping, and active pedestrian uses along

their edges.

Building ground and second floors shall be differentiated from upper floors through design, exterior treatment, and transparency.

Materials: Use the highest quality exterior materials on facades and exterior walls of buildings to give a perception of permanence and civic pride

Parking structures shall be designed with exterior materials that are harmonious with surrounding buildings, and if part of a building complex, compatible with the exterior materials of buildings they serve.

Colors: Tall buildings that are viewed against the sky shall have an overall exterior color that is light to medium in value.

Lighting: Building exteriors shall be illuminated to highlight the facades at street level and to accent noteworthy architectural features. The tops of tall structures shall be illuminated to emphasize building height and roof form within the context of the City's downtown skyline.

Lighting of buildings, streets and parks need to consider the limitations and possibilities of restrictions from two institutions that are sensitive to nighttime lighting: The Federal Aviation Administration for aircraft and the San Jose International Airport, and The Lick Observatory for nighttime viewing of the universe through the Observatory's telescopes.

Parking structure interior and roof deck lighting shall not be visible from street level viewpoints.

4.3 Green Building Guidelines

The City's Green Building Guidelines, as adopted and amended from time to time by the City Council, are incorporated into these Design Guidelines. Developers are encouraged to apply green building practices, including those included in the City's Green Building Guidelines, in the planning, design, construction, renovation, operations, and demolition of

buildings and to work with the Redevelopment Agency and City Departments to ensure that appropriate green building practices are considered and implemented.



Design Review Process Deliverables

Summary & Introduction

Design review focuses attention upon architectural, landscaping, planning and urban design issues. Many people representing varying interests and agencies are involved in planning and implementation of development projects. In order to have an efficient process that ensures excellent design quality, both of individual projects and of the total Downtown urban environment, the Design Review Process has been established to continuously assess and track design issues from project inception through completion.

Some projects do not require design review and some require a limited review process. For example, renovation projects with no spaces or surfaces accessible or visible to the public are exempted from design review. Small projects, such as, retail tenant remodeling and projects with minimal exterior and public interior work, require limited design review. The Director determines the extent of design review, subject to certain criteria that defines “major projects.”

Major projects require the full 5-stage design review and approval, with City Council reviewing the project at the end of Stage II – Schematic Review.

The design review process consists of five stages of review with a milestone approval at the end of each stage. The stages correspond to standard phases of architectural practice, from first concepts through final construction. The first milestone is at the end of Conceptual Design, which can be considered midway through the Schematic Design phase. The second milestone is at the end of the Schematic Design phase. At this point, major projects are presented to the City Council for approval. The third milestone is at the completion of the Design Development phase, the point at which all major design and cost decisions should have been made for a project. The milestone for the fourth stage is the end of Construction Documents, prior to the City of San Jose’s issuance of a Building Permit. The fifth milestone is at the end of construction, prior to the City’s issuance of the

Certificate of Final Completion and Occupancy.

Council Resolution 3606 provides for the integration of public art in all public development projects. The Developer will work with the Office of Cultural Affairs to select an artist and to ensure that the public art review process parallels the design review process. For projects involving Development Agreements or Owner Participation Agreements, the Developer will provide 1% of the total development costs for public art to be included in the project. This process will be coordinated by the Office of Cultural Affairs.

Conceptual Review
(Please see PD Zoning Requirements, if applicable)

The first stage of design review process is the Conceptual Review. The Conceptual Review should correspond approximately to 50% completion of a project's Schematic Design phase. This process is interactive and may require several meetings with staff. The submission requirements include the following, and may be in both paper and electronic formats:

1. Title Sheet: The first sheet must show the following:
 - a. Name of the project and description of proposed use.
 - b. Listing of any prior development permits issued for the subject site.
 - c. Table of contents listing all plan set sheets, content and page number.
 - d. Location map at 1" = 500' scale denoted and parcel numbers (APN's).
 - e. The statement and tables must show the following:
 - Total acres of subject property (net and gross).
 - Total number of dwelling units giving the number of each different type of dwelling unit, if applicable (i.e. single family detached, condominium flats, townhouses).
 - Total amount of floor space for each non-residential use.
 - Total amount of surface area proposed for off-street parking and loading spaces and percentage of site area.
 - Total number of off-street parking and loading spaces are required and provided.
 - Total footprint area of buildings, residential or non-residential, and percentage of site area.
 - Total area devoted to landscaped areas and percentage of site area.
 - Density - Number of dwelling units per net acre and Floor Area Ratio (gross building square footage as a percentage of net site area) for non-residential projects.
2. Site plan at not smaller than 1" = 50' scale. Including adjacent streets, street trees, major streets, existing utilities, streetlights and signalization, scale indication and north arrow.
3. Ground floor plan with proximate site area at not smaller than 1/16" = 1' scale.
4. Above and below ground floor plans at not smaller than 1/16" = 1' scale [1/8" = 1' scale is preferred].
5. At least two project sections and two elevations at not smaller than 1/16" = 1' scale.
6. One exterior perspective drawing from a street-level viewpoint, a two-point, constructed perspective with the image contained with a 60-degree cone of vision.
7. Dimensions of site, parking areas, buildings and setbacks. Provide open space calculations for housing proposals.
8. Landscape plan showing proposed preliminary planting materials, site furnishings and exterior lighting at 1" = 50' scale.
9. Where applicable, courtyard or plaza plans at 1/8" = 1' scale illustrating paving layout, site furnishings and landscaping.
10. Proposed artist designs coordinated with project design team for integration with 50% schematic design stage.



Schematic Review

(Please see PD Permit Requirements, if applicable)

The Stage II submission is a set of Schematic Design materials, including the required items listed below. If there is a DDA between the Agency and a Developer, the approved schematic design is included as part of the agreement. The submission requirements include, and may be in both paper and electronic formats:

1. Updating Stage I Title Sheet and Details Sheet.
2. Massing model at 1" = 50' scale to fit into the Redevelopment Agency's model of the downtown (model should be white museum board).
3. Site plan at not smaller than 1" = 50' scale.
4. Ground floor plan with proximate site area at not smaller than 1/16" = 1' scale.
5. Above and below ground floor plans at not smaller than 1/16" = 1' scale.
6. At least two project sections and all exterior elevations at not smaller than 1" = 1/16" scale.
7. Two exterior perspective drawings, at least one of which has a street level viewpoint, and, if applicable, one perspective drawing of a major interior public space. The perspectives shall be constructed, two-point drawings; the drawing images shall be within a 60-degree cone of vision.
8. Dimensions of site, parking areas, buildings, setbacks, exterior spaces and major public indoor spaces.
9. Material Boards with preliminary material and color selections for exterior walls, roof, glazing and exterior hardscape.
10. Outline Specifications.
11. Landscape Plan showing preliminary tree and plant locations at 1"=20' scale minimum.
12. Enlarged Plans and Sections of Courtyard and Plaza areas where applicable at 1/8"=1' scale minimum and sections at 1/4"=1' scale minimum.
13. Preliminary layout and scoring of all offsite paving.
14. Further refinement of public art concept.
15. Grading and Drainage Plan:
 - a. Topography with pad elevations for the site and all property within 50 feet.
 - b. Existing trees, specifying size, species, condition and disposition.
 - c. All existing and proposed retaining walls, swales and inlets.
 - d. All existing and proposed contours, including slopes and identification of Top of Curb (TOC), Top of Wall (TOW), Base of Wall (BOW), invert and grate elevations.
 - e. Sections through the property to include adjoining properties, showing grading and soundwall/fence at the property line.
 - f. Drainage flows and overland release flows.
 - g. Details and retaining walls, swales and drainage structures.
 - h. Paving materials.
16. Details:
 - a. Details for the proposed fences, walls, trash enclosures, roof equipment \ screening and lighting.
 - b. Details for any atypical building features.

Design Development Review

Stage III design review occurs at the end of the Design Development phase of architectural design, at which time all the major design and cost decisions for a project should have been made. The Design Development submission includes a completed set of the Architect's Design Development materials, which update and supplement the Schematic Design requirements and incorporate responses to Agency schematic review/comments and any specified conditions.

1. Update the following pertaining to Stage II:
 - a. Title Sheet, Grading and Drainage Plan, and Details Sheet.
 - b. Schematic Review site plan requirement.
 - c. Schematic Review ground floor plan requirement.
 - d. Schematic Review requirement for floor plans plus: roof plan(s) at not smaller than 1/16" = 1' scale.
 - e. Schematic Review section and elevation requirement plus: two project sections and all exterior elevations at not smaller than 1/16" = 1' scale.
 - f. Schematic Review perspective drawings requirement or upon Agency approval substitute finished model and model photographs.
 - g. Schematic Review dimensions requirement.
 - h. Schematic Review material selection requirement plus: material and color boards of all exterior materials and major interior spaces, building mounted lighting, exterior hardscape, including a mock-up panel for each of the major exterior wall treatments of the project. These materials shall become property of the Agency.
 - i. Schematic Review landscape requirement plus: landscaping site plan, sections and elevations at not smaller than 1"=20' scale, including hardscape, lighting, equipment, furnishings and planting schedules for on-site and off-site improvements. Include all existing and proposed features in an integrated Site Plan with Landscape, Lighting, and Hardscape scoring patterns on one plan.
 - j. Schematic Review outline specifications requirement, providing a detailed outline specification for the project, including cut sheets for all exterior products and finishes.
2. Lighting schedules with samples or manufacturer's literature for exterior and interior public spaces, including parking garages. Lighting locations are to be shown on landscape plans, reflected ceiling plans and elevations. Spaces such as arcades, colonnades, lobbies, courtyards and gallerias should be included.
3. Master signage and graphics plan: location plans, schedules and samples, for the building exterior, including parking garages, shown in plan and elevation.
4. Final designs of public art with colors and material samples and with maintenance instructions.
5. Update schematic design model requirement with a 1"=50' lexan model in Pantone Cool Gray 2U.



Construction Documentation Design Check

The Design Check for private projects is to be performed with the City Building Department's Plan Check with conformance with the Design Intent performed by the Agency. Both document checks are to be used as the basis for issuing a Building Permit. In the case of Public Projects, Design Check is performed by the City Department of Public Works. Construction Documents for a development project are completed by the project's Architect and checked by the Agency for conformance with the Final Review of Stage III. Changes from Final Review made during the Construction Documents' design phase are reviewed, and after the documents are approved, are given to the Building Department for Plan Check approval and issuance of a Building Permit. For a development with multiple, phased construction contracts, several Building Permits might be issued necessitating a Design Check for each permit.

Submission requirements for the Design Check are a complete set of Construction Documents [including project manual and specifications] for the construction work being considered, in addition to clarification drawings and text for changes in the design since the Final Review of Stage III.

On large projects, design check is processed at 30%, 60% and 100% construction documents [including the project manual/specifications]. This process may be modified on an individual basis, based upon the project size and complexity.

For projects using "design build" construction, Performance Specifications shall be prepared under the direct supervision of the Project Architect for Agency review that outline performance criteria and include the product/fixture schedules approved in Stage III.

Construction Administration Check

Issuance by the City of the Certificate of Final Completion and Occupancy for a development project is contingent upon a Construction Check and approval by the Agency. Change orders will be reviewed and site visits made by the design reviewers to facilitate the Construction Check approval of the development.

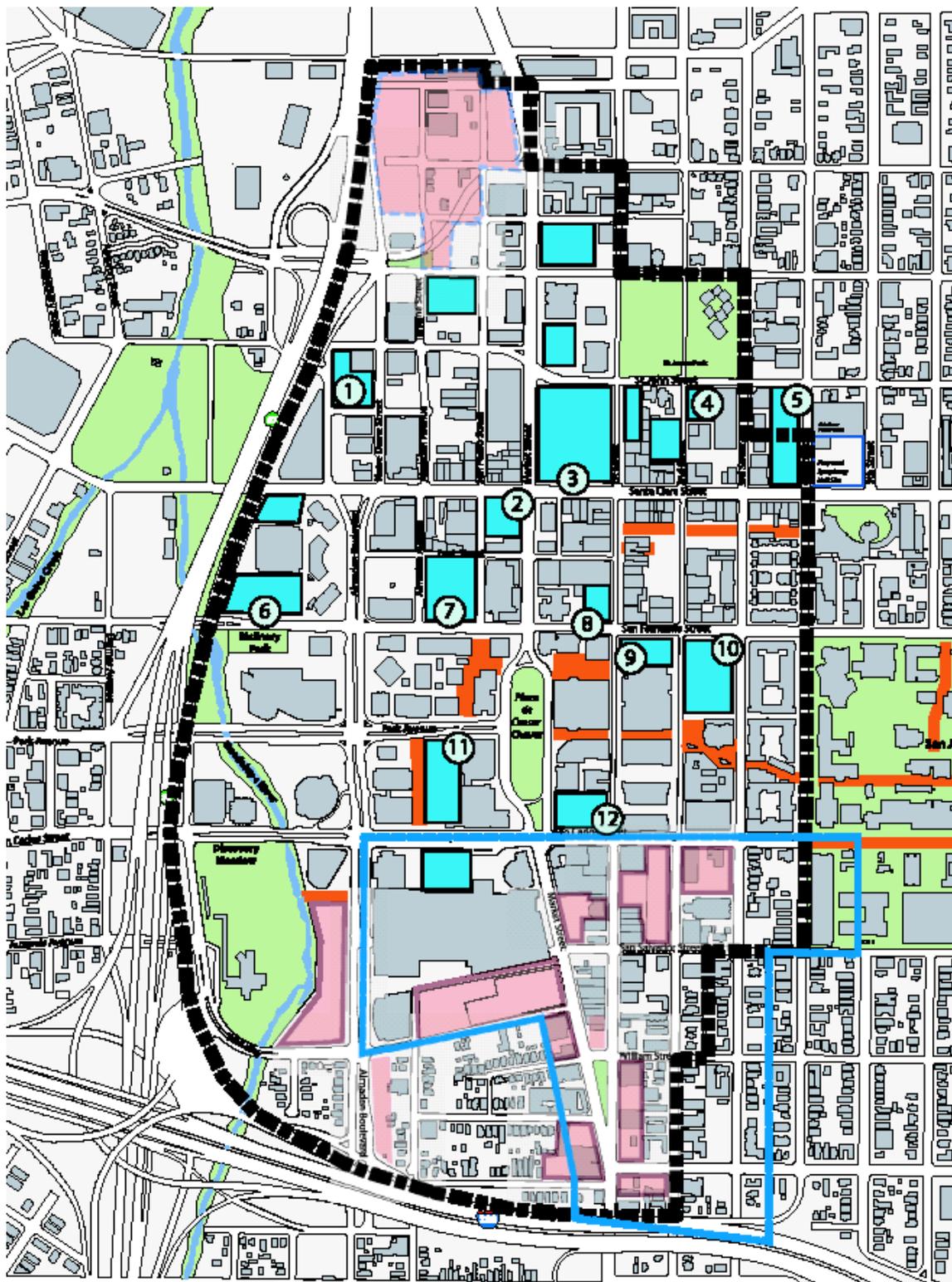
Submission requirements for the Construction Check include construction Change Orders that affect the appearance or use of the exterior and public interior portions of a development, in addition to as-built documents. Clarification drawings and text will also be supplied to the Agency, if requested, to help explain design changes made since the Design Check of Stage IV.

For projects over 50,000 square feet of build floor area, design review will include approval of a full-scale mock-up of the major exterior wall system, built on the project site. The mock-up will include the actual materials, finishes and colors to be used on the project. Approval will be necessary before construction of the exterior wall system commences.





Future Development Sites



Key

- 1.
- 2.
- .

APPENDIX