2. Policies & Design Guildelines

2.1 Urban Design Framework

South San Francisco BART Transit Village

The designation of the area around the new South San Francisco BART station as a Transit Village implies the intent to create a place that supports a pedestrian-oriented center with a compact land use pattern that concentrates higher density and intensity land uses nearest to the station area to encourage and support walking and transit use, and to maximize access between housing and jobs.

Urban design is key to a successful Transit Village, particularly in a place like South San Francisco that does not already experience high pedestrian use. The appropriate scale, design, and siting of buildings will help to encourage the creation of a lively neighborhood center with shops and open space around the new BART station, and the careful design of the streets and the pedestrian realm will support the pedestrian and create a recognizable identity for the place.

2.1.1 Purpose

The *South San Francisco BART Transit Village* area includes both vacant and developed parcels within about a 1/2 mile radius from the station. The intent of the Zoning, Standards, and Design Guidelines is to provide a clear set of design regulations and policies for developers, property owners, and designers that will guide the city's planning staff, Planning Commission, and City Council in developing and evaluating proposals.

2.1.1 Transit Village Policies

The policies for the *Transit Village* establish the goals and vision for this location in South San Francisco. They are broad and less detail oriented than the specific Design Guidelines, and they are intended to paint a comprehensive, contextural picture of the *Transit Village*.

- Create a pedestrian oriented "main street" district along McLellan Drive.
- Establish a wide linear park and natural resource in the community with direct connections to the BART station along the BART right-of-way.
- Establish Mission Road as a significant street and community connection that also buffers the adjacent neighborhood from the *Transit Village* activity and traffic.

2.1.2 Use of the Zoning & Design Guidelines

The Zoning Standards, establishes the regulatory principles that provide the base information for new or re-development in the *Transit Village*. All existing uses in the *Transit Village* remain as conforming uses until such time as they change. Allowances will be made, as per the Zoning Standards. The general "up-zoning" of land in the *Transit Village* will result in more intense uses, slightly higher residential densities than in other areas of the city, new height zones, and new parking standards in the district.

The Guidelines inform the implementation of the Standards to ensure the realization of the intended character of places and buildings in the *Transit Village*. They are to be used by the development team to assist them in producing a quality design.

McLellan Drive is envisioned as the "main street" of the Transit Village. It will provide a place unlike any other place in this part of the city, where residents and neighbors can gather for shopping, relaxing, and visiting.

A beautifully designed linear park along the BART right-of-way will provide opportunities for passive and active recreation, as well as a pedestrian and bicycle commuter connection directly to the BART Station.

Mission Road is the "front door" to the BART station. New housing and a Neighborhood Commercial node, along with significant public improvements to Mission Rd. create a well-defined, recognizable linkage between Downtown, adjacent neighborhoods, and the Transit Village.

The City will use these Standards and Guidelines as a framework for evaluating development proposals and for commenting on the design aspects of the proposed projects.

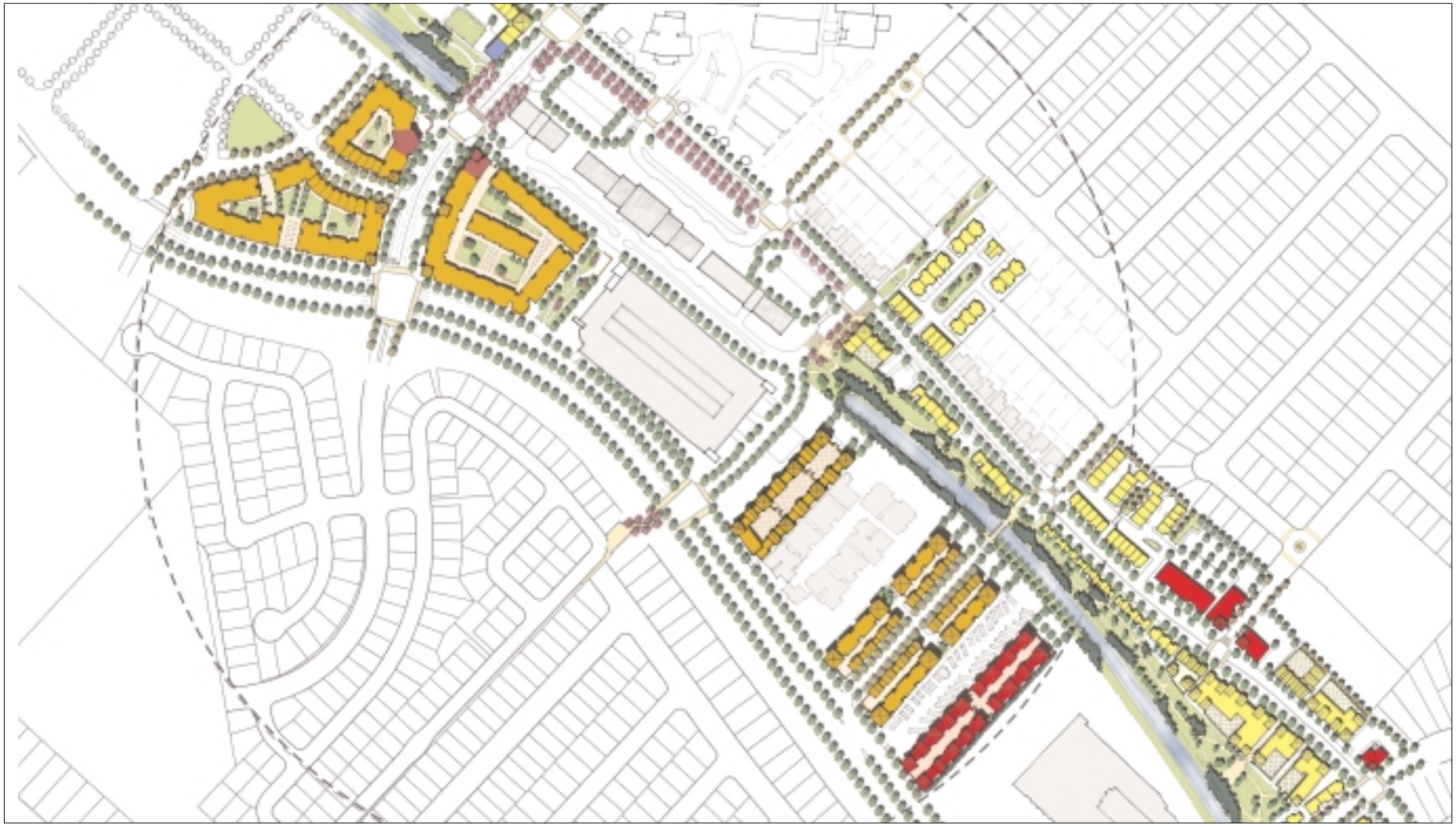
Developers, property owners, and designers should familiarize themselves with all aspects of the Standards and Design Guidelines for the *Transit Village*, even when they do not directly apply to their property or project. This will ensure a comprehensive understanding of the *Transit Village* goals and vision.

Applicants should contact the City of South San Francisco early in the project planning and design process to determine application and processing requirements and discuss key issues particular to their specific site.

To assist the City's review, a project description is recommended for each submittal which discusses how the development proposal meets the various design guidelines for each topic or why it varies from the guidelines, and it should describe the additional benefit the proposed project provide to the community. Photographs, site plans and drawings should be submitted as appropriate, to show the relationship of the proposed project to the adjacent properties and surrounding neighborhoods.

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

The Design Guidelines District



2.2 Circulation & Street Design Guidelines

In a *Transit Village*, the "backbone" of the plan are its streets. The type and amount of traffic that moves in and through the *Transit Village*, and its behavior as it relates to the pedestrian is key in determining whether or not the *Transit Village* can be a truly "vital pedestrian-oriented center," as called for in the General Plan. Traffic engineering and street design then, are the modes through which streets that are oriented toward the pedestrian can be achieved, along with local enforcement of pedestrian safety.

In the *South San Francisco Transit Village Plan*, the City's engineering "street classifications" have not been dismissed, and their general definitions based on the number of daily trips still apply to streets in the *Transit Village*. However, the *names* have changed, to provide a more descriptive way of understanding the actual *character* of the street, not based soley on trip numbers. These three types of streets that exist in the South San Francisco BART Transit Village are the *Regional Street*, the *Local Street*, and the *Neighborhood Street*.

The *Regional Street* in the *Transit Village Plan*, refers to the street type that carries generally heavy traffic that is either moving through or across town. These streets are the streets, such as El Camino Real or the Hickey Boulevard extention, that are designed and engineered for fast-moving traffic, with little or no pedestrian amenities. These streets are designated as "Major Arterials" in the General Plan.

In a *Transit Village*, these streets are the least supportive of an active pedestrian environment, and

are not conducive to a successful mixing of auto, bicycle, and pedestrian modes of transit. The design and engineering of these streets should be modified as they pass through the *Transit Village* area as necessary to induce and support pedestrian and bicycle activity. Modifications may include the addition of new sidewalks, widening existing sidewalks, a temporary slowing of the speed limit to 25 mph, pedestrian scaled lighting and furnishings, street trees, clearly marked and signalized pedestrian crossings, striped or signed bikelanes, and on-street parking. These elements, carefully designed together can mitigate the impact of speeding traffic and promote the active pedestrian core that has been envisioned for the *Transit Village.*

The *Local Street* in the *Transit Village* is the street that is used mainly by the local community, with some through and commuter traffic. These streets genearlly carry traffic smoothly during the day, but they may experience slight slow-downs during the early morning and evening commute hours. However, the intent of these streets is not to provide the most efficient route for vehicles alone, because the *Local Street* also defines the most important edges and connections in the *Transit Village*.

In the South San Francisco *Transit Village*, the *local* streets are McLellan Drive - the segment of the Hickey Boulevard extension between El Camino Real and Mission Road - and Mission Road. McLellan Drive is identified as a "Major Arterial," but this plan emphasizes that the design and character of this street is the *key* to the successful implementation of the *Transit Village Plan.* It is strongly recommended that the approximately 800 feet of this segment of roadway be carefully designed to slow traffic while still carrying the projected numbers of trips, to support pedestrian and commercial activity, to make a pleasantly scaled and landscaped street for new residences that are expected to be developed there, and to create a strong identity for and community connector to the *Transit Village*.

Mission Road is a "Minor Arterial" based on the number of trips each day. In the *Transit Village Plan*, it is also identified as a *Local Street.* It carries local traffic across South San Francisco and creates an almost direct connection to Downtown, along Grand Avenue. It defines the edge of the Sunshine Gardens neighborhood, and can become an important buffer for that neighborhood from the increased activity around the station if designed properly. This street should always be maintained as a smaller local connection, and it is not recommended that it be extended southward in order to create a short-cut for users of the El Camino Real because this will create undue traffic pressures on a street that should not carry regional traffic.

Finally, the *Neighborhood Street* in the *Transit Village* is just what it sounds like: any street that is in a neighborhood. These streets should be protected to the extent possible from the impacts of traffic in the changing and growing *Transit Village* area.

The following recommendations for street design are *conceptual designs.* In the cases of McLellan Drive and Mission Road, these designs have been reviewed by a traffic engineering firm that specializes in the design of "pedestrian-oriented" streets and traffic calming. The implementation of these two streets together could have the strongest, most immediate visual and physical impact on the *Transit Village.* Properly designed and implemented, these streets will tell everyone on them, drivers and pedestrians alike, that they are in the *South San Francisco Transit Village*.

2.21 Regional Streets for a Transit Village

2.2.1a El Camino Real

El Camino Real in front of the BART Station area, and across from the Promenade neighborhood.

San Pablo Avenue in Emeryville is a Regional Street which carries heavy traffic similar to the El Camino Real in South San Francisco. Recent streetscape improvements include zoning that requires new buildings to address the sidewalk with pedestrian uses, wide sidewalks, street trees, attractively landscaped medians, and visually powerful pedestrian-scale street lighting. These elements work together to create a more unified streetscape, and provide a strong sense of identity in Emeryville.

40th Street in Emeryville is another Regional Street that successfully integrates architecture, landscaping, pedestrian amenities, while carrying heavy traffic.

Throughout the BART station planning process, the El Camino Real was viewed as the "front door" to the new BART station, with the main pedestrian activity envisioned in the BART plaza, located in such a way as to create and frame a significant view to the station from El Camino Real. However, due to the amount and intensity of through traffic that this street carries, the amount of large-scale regional destinations it has, and its tendency to bisect the areas through which it passes, it will never be supportive of the type of pedestrian "main street" land uses that are generally associated with a transit village. This side of the BART station may be more appropriately called the “garage door,” with the major entrance to the BART parking structure accessed from El Camino Real.

Restrictions to changing the design of this street because it is a state highway may limit its ability to become a more pedestrian oriented street in the Transit Village, however simple improvements to landscaping together with the improvement, widening of existing or the addition of new sidewalks with pedestrian amenities, and the provision of street parking where feasible can change the character of the El Camino Real to a friendly, more pedestrian-oriented street than it currently is, like the examples of San Pablo Avenue and 40th Street in Emeryville to the left.

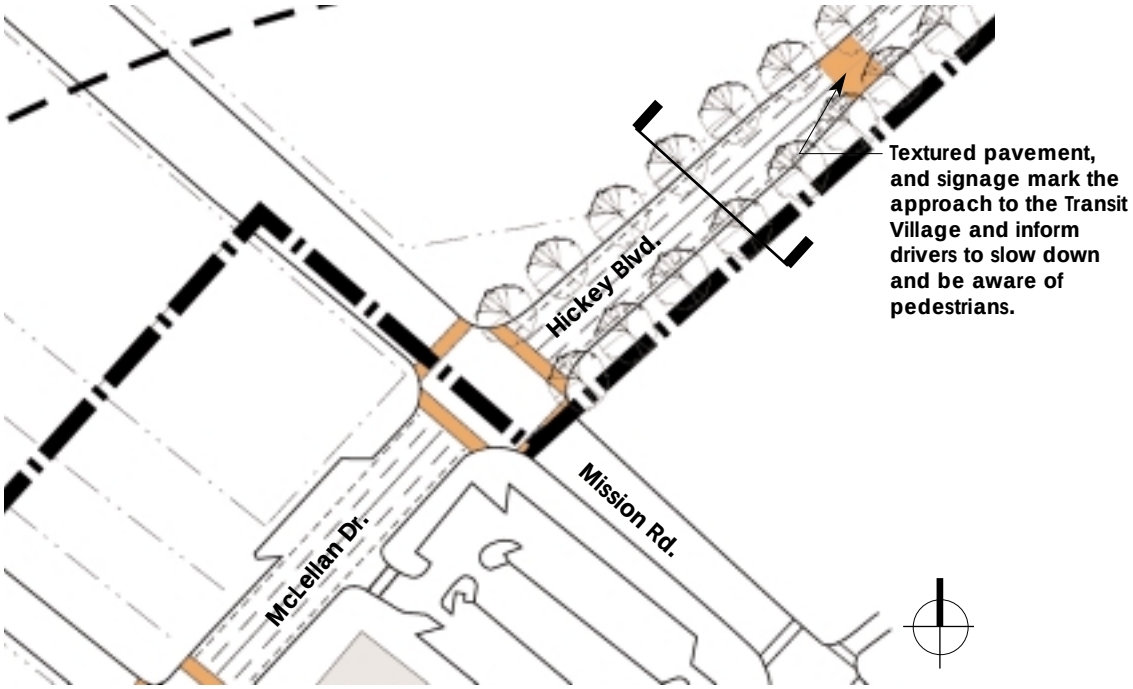
El Camino Real Guidelines

- El Camino Real is a Regional Street, carrying heavy traffic.
- As it passes through the Transit Village, development should move up to and frame the sidewalk, at the specified minimum setback line.
- Sidewalks should be at least 10' wide
- Sidewalks should be urban in their design, with special paving and landscaping where appropriate, such as at building entries, or outdoor seating areas adjacent to businesses.
- New street trees should be planted, not more than 30 feet on center, and closer if appropriate, with frames and grates, and textured pavers or attractive landscaping in the tree wells.
- Wherever possible, street parking should be provided to create a true buffer between vehicles and the pedestrian and to support the addition of street-level commercial uses.
- Well-designed pedestrian scale lighting should be installed.
- Street trees, lighting, sidewalk signage, and furnishings should mark a zone in the sidewalk between the automobile and the pedestrian.
- Where medians exist, they should be simply and elegantly landscaped, with regularly spaced canopy trees and lighting where necessary.
- All landscaping shall be regularly maintained.

These photo montages illustrate the effect that these guidelines may have on El Camino Real.

2.2.1b Hickey Boulevard Extension

The Hickey Boulevard extension between Hillside Drive and Mission Road, will be constructed to efficiently carry commuter traffic between the east of 101 employment center and I-280. In the *Transit Village Plan*, the Hickey Blvd. extension between Mission Rd. and El Camino Real has been called "McLellan Drive" to distinguise it from the rest of the Hickey extension.

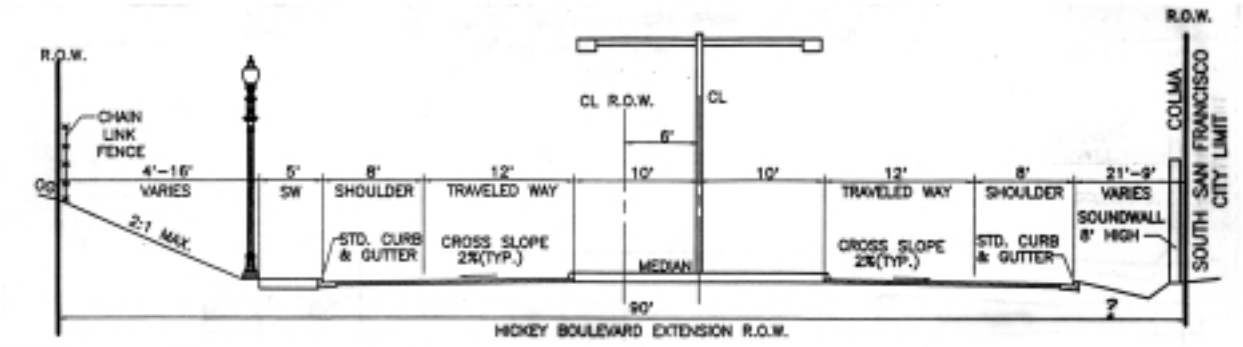


As Hickey Boulevard approaches Mission Road, it is strongly recommended that a visual and audible (textured pavement) element be placed in the roadway to remind drivers that they are approaching the Transit Village and should slow down.

Hickey Boulevard Extension Guidelines

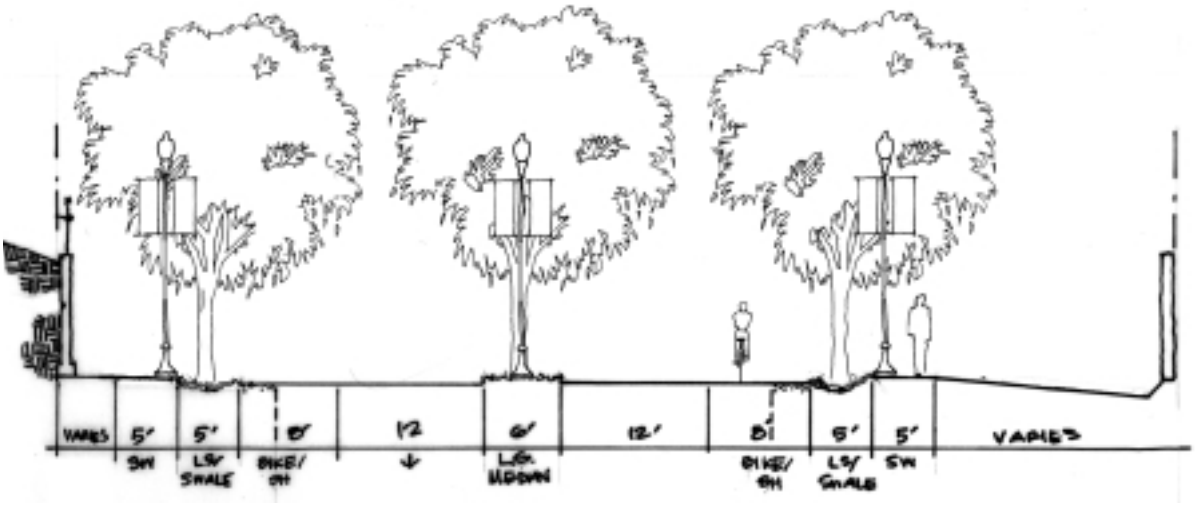
- Hickey Blvd. is a Regional Street that carries heavy traffic and carries traffic to and from the *Transit Village*.
- High-speed, west-bound traffic permitted speed limit should be reduced as it approaches the *Transit Village*.
- Provide visible and audible change in pavement, along with signage indicating approach to Mission Rd.
- Provide Sidewalks on both sides - particularly on the side adjacent to the High School, where there is more likely to be pedestrian activity.
- Provide bike routes within the shoulder.
- Provide pedestrian scale lighting and street improvements consistent with McLellan Drive, along both sides of Hickey Blvd. extension, for a minimum distance of 300 feet from Mission Road.
- Provide consistent landscaping and street trees along the entire length of Hickey Blvd, especially along the final 300-foot segment as it nears Mission Rd.

2.2.1b Hickey Boulevard Extension



Hickey Boulevard Extension: Current Design - Typical Section

The County's preferred plan (as of January 2001) for the Hickey Blvd. extension includes a wide, un-landscaped median with street lighting, one travel lane in each direction, and a sidewalk on the side of the street adjacent to the cemetery, where pedestrian access is unlikely a strong need. Pedestrian scale lighting is illustrated at the sidewalk location, but landscaping is not, and no indication of bicycle lanes is given.



Hickey Boulevard Extension: Alternative Design Recommendation to Current Design

This alternative plan includes one lane of traffic in each direction, similar to the current Preferred Plan for the extension. However, this design significantly narrows and landscapes the median, allows bicycles to share the shoulder lane, creates a landscaped swale along both sides, includes regular pedestrian scale lighting, and provides sidewalks on the side adjacent to the high school and neighborhood, where there is more likely a possibility for pedestrian use.

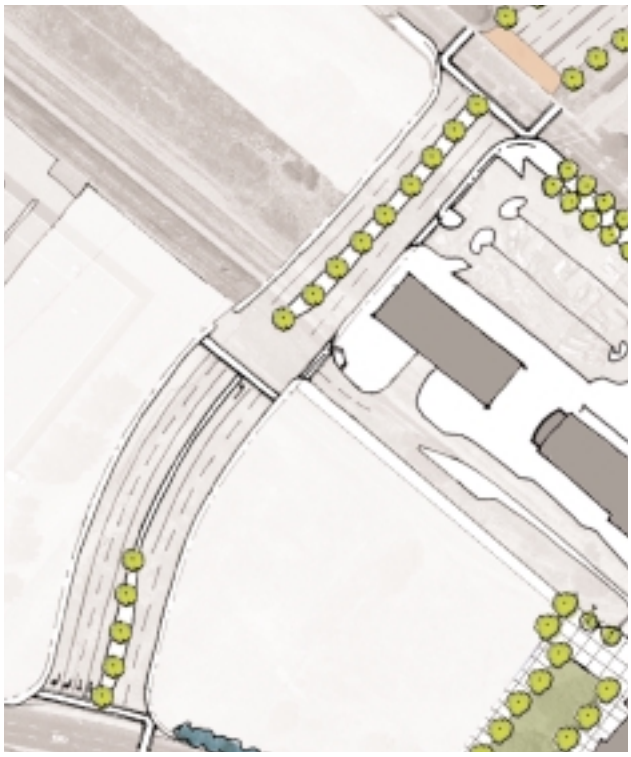
2.2.2 Local Streets for a Transit Village

2.2.2a McLellan Drive

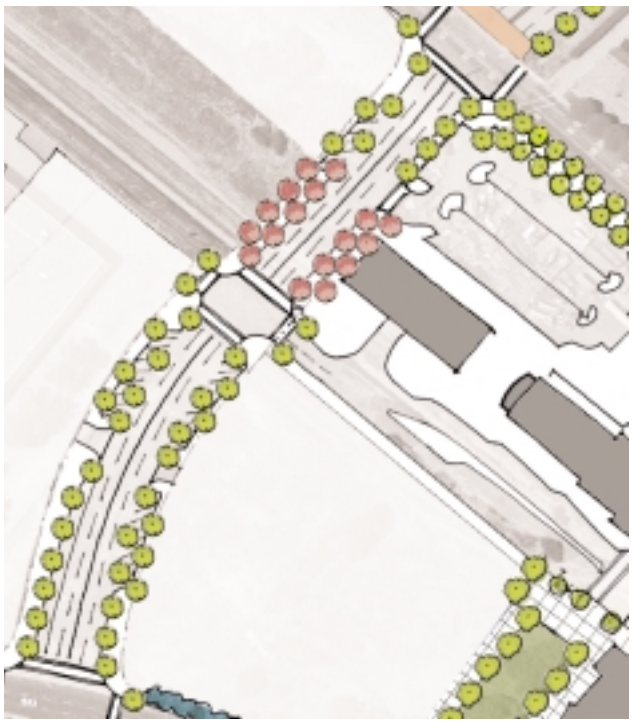
In early plans, McLellan Drive was also designed as a “major arterial” similar to the *Regional Street*. The General Plan and the *BART Transit Village Plan* identify McLellan Drive as the "main street" of the *Transit Village*. Since it has not yet been constructed, and due to the number of vacant development parcels adjacent to this street, there is a significant opportunity to create a place which has the physical characteristics of a pedestrian-oriented, mixed-use, commercial center. The goal is to slow traffic as it passes through the *Transit Village* to enhance pedestrian safety and support commercial activity. The ability for new adjacent development on McLellan Drive to address the street in a manner supportive of a pedestrian environment creates viable opportunities for smaller retail uses associated with transit villages.

Traffic can be “calmed” through street design, without compromising the road’s ability to carry traffic. Occasional slow-downs are a part of most pedestrian-focused streets. Slower traffic creates a safer and more attractive destination for pedestrian activity.

McLellan Drive is to be the “main street” of the Transit Village.



McLellan Drive was originally planned as a 4 to 6 lane, high-speed Regional Street, with wide pedestrian crossing distances, and very narrow (5 feet) sidewalks.



New proposed designs reduce the number of lanes, widen sidewalks, and provide on-street diagonal or parallel parking.

McLellan Drive Guidelines *(between El Camino Real and Mission Road)*

- McLellan Drive will carry at least as much traffic as a minor arterial, but it's design as the *Transit Village* "main street," should create the character of a Local Street.
- Provide a maximum of 2 lanes in each direction between Mission Rd. and El Camino Real.
- Provide diagonal street parking where feasible, particularly between BART Access Rd. 2 and El Camino Real.
- Provide a shared right turn lane/parallel parking lane in the west-bound direction for the necessary distance. Signage indicates permitted parking hours.
- Provide 12' wide sidewalks, bulb-outs at corners, and clearly marked pedestrian crossing locations at intersections.
- Special paving surfaces may be used in pedestrian crossings to signify district identity.
- Provide unique, well-designed pedestrian scale lighting and furnishings along McLellan to add to the identity of the *Transit Village*.
- Provide new street trees, not more than 30 feet on center along the entire length of McLellan Drive. Adjacent to the BART station, provide a double row of trees where feasible.
- Plant street trees in the diagonal parking zone in order to help visually "narrow" the street.
- As McLellan Drive crosses the flood channel and BART right-of-way Linear Park, plant double rows of trees of a different species to provide a visual cue to the open space location.
- Follow the Architectural Prototype Design Guidelines to ensure that this street has a strong "storefront" character to its architecture, and actively seek out retail and commercial uses to locate in ground floor spaces.
- Ensure that views to buildings and signage are clear and maintained.

Grand Avenue in Oakland provides a model for the proposals for McLellan Drive, with 2 lanes in each direction, storefronts, diagonal on-street parking, and a nearby connection to the freeway.

Diagonal parking on busy streets helps the sidewalk environment by creating a strong physical separation between pedestrians and traffic. This sidewalk employees special paving, furnishings, and landscaping, to further create a strong identity.

McLellan Drive will have views to the San Bruno Mountains beyond similar to Grand Avenue's views to the Oakland Hills.

Since the paved area of streets with diagonal parking is generally wider than other streets, landscaping can be creatively applied in the parking zone to help visually narrow the street width.

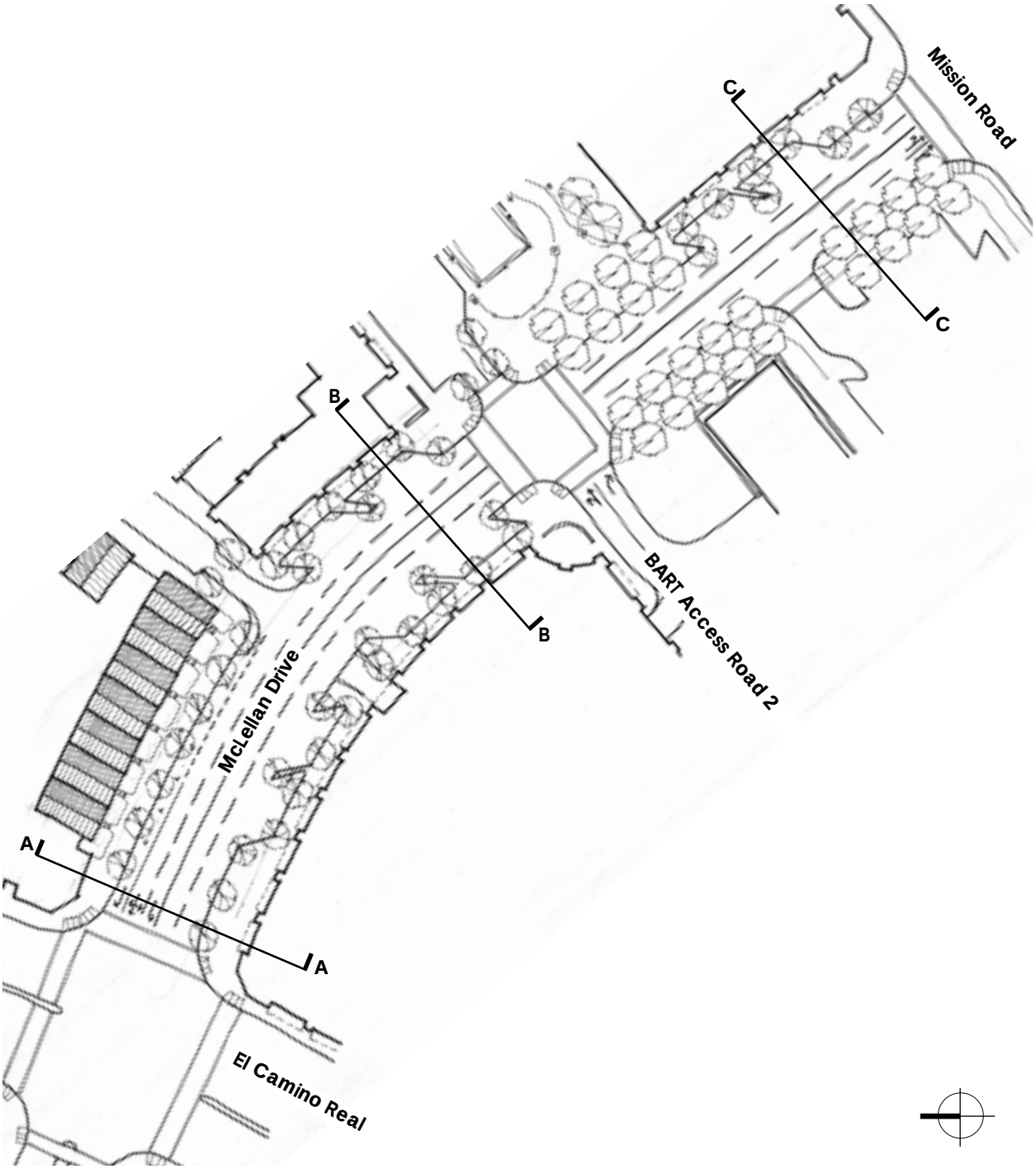
Attractive concrete crosswalks in downtown Palo Alto improve visibility and provide district identity. Colored and textured concrete is easier to maintain than individual pavers.

Retail plazas at important corners add to the identity of the street, and create active community gathering spaces.

Corner bulb-outs create informal plaza spaces and reduce pedestrian crossing distances.

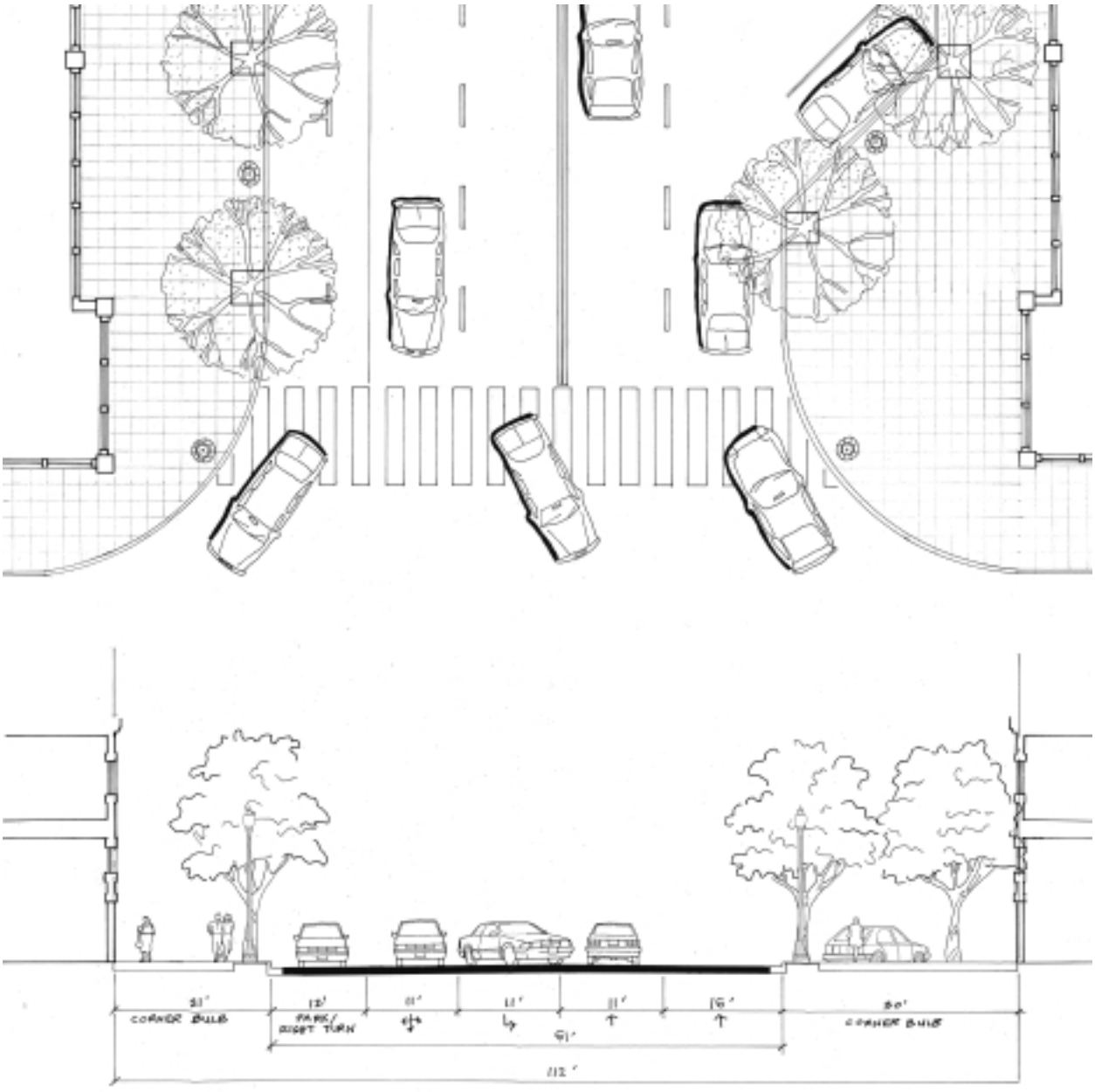
Streets with diagonal parking are safe for bicyclists, but bike lanes should never be striped behind the parking.

2.2.2a McLellan Drive



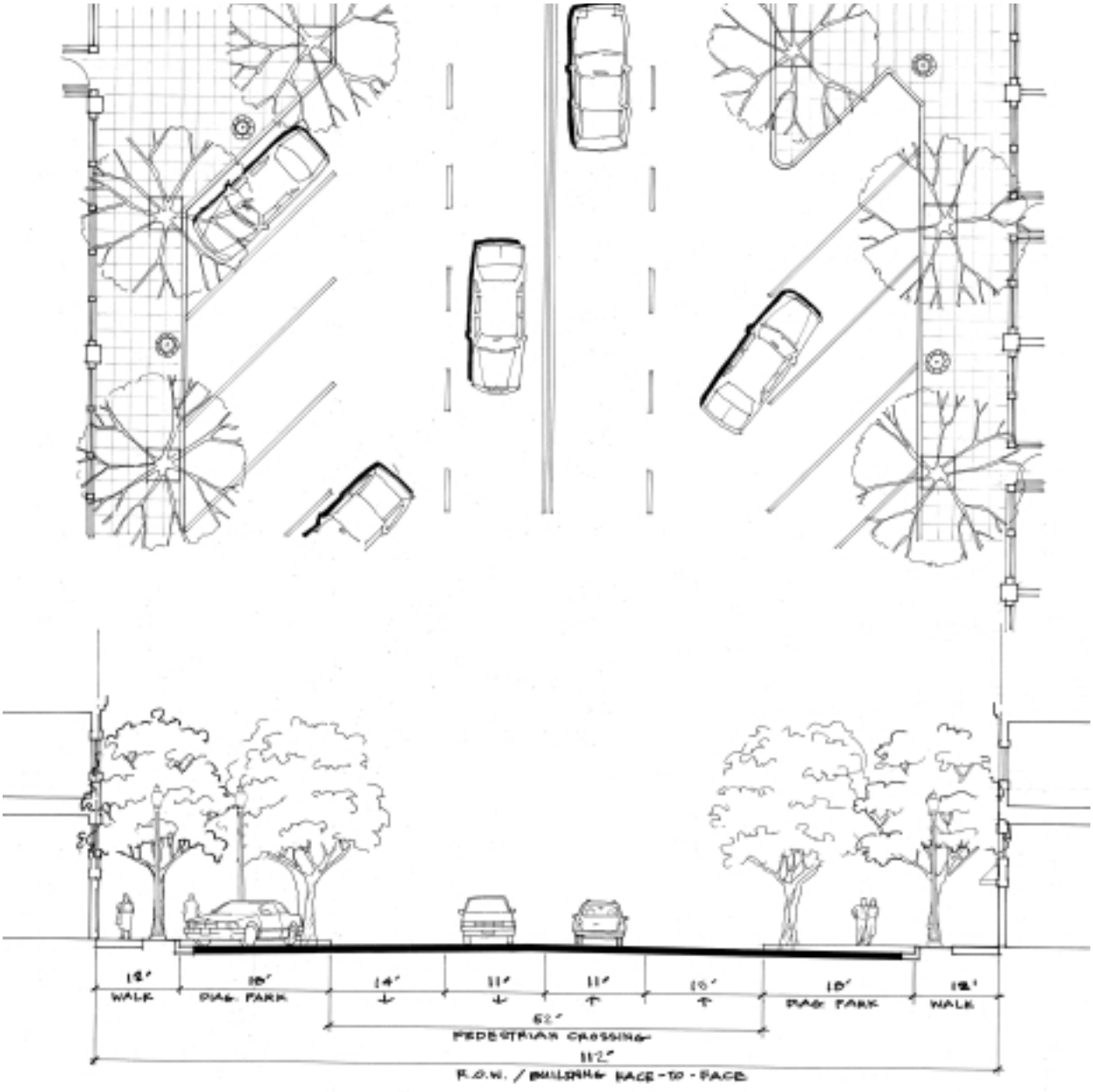
Proposed Conceptual Design Plan for McLellan Drive
Provide 2 lanes of traffic in each direction for the entire length of McLellan Drive between El Camino Real and Mission Road. Provide diagonal parking to the extent feasible along the street. Allow for shared parking and turn lanes at the El Camino Real intersection to minimize the need for extra roadway width and to more efficiently use the street. Provide wide sidewalks, street trees, and unique lighting and furnishings that will provide a strong sense of identity to the Transit Village *"main street."*

2.2.2a McLellan Drive



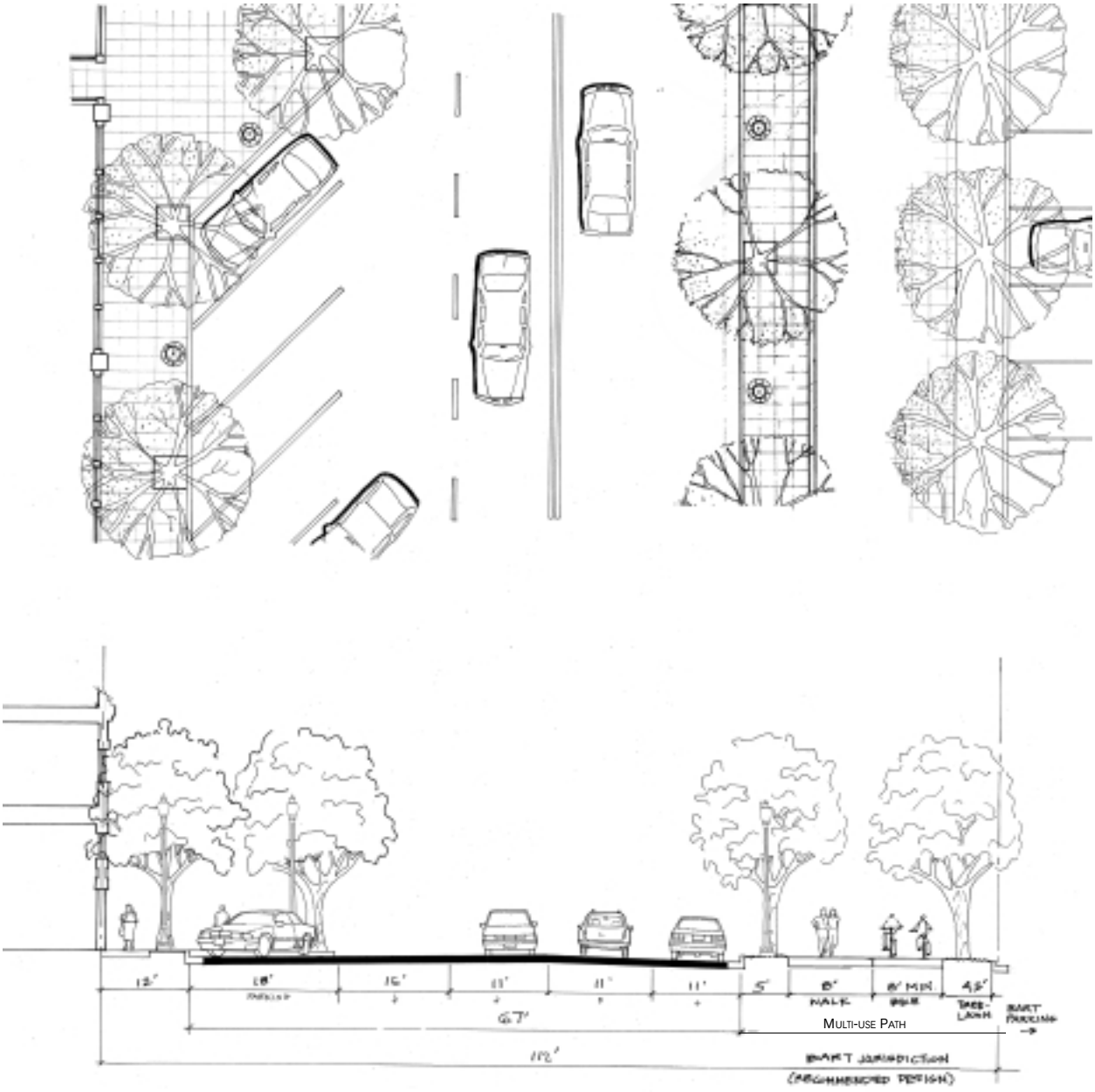
Proposed Design for McLellan Drive at El Camino Real
Provide 2 lanes in each direction with diagonal parking on the south side, beginning at a distance from the intersection that is appropriate for allowing left turning movements from El Camino Real onto McLellan Drive. On the norht side, a shared parking/right turn lane allows parallel parking durning the off-peak hours, and then becomes a right turn only lane during the busy peak times. Sidewalks should be between 12 feet wide, and they will widen at the bulb-outs to reduce pedestrian crossing distances at the intersection. Add street trees, not more than 30 feet on center, pedestrian scale lighting, and furnishings where appropriate.

2.2.2a McLellan Drive



Proposed Design for McLellan Drive between BART Access Rd. 2 and El Camino Real
The central segment of McLellan Drive, west of BART Access Road 2, carries two lanes of traffic in each direction with diagonal parking on both sides. Provide 12 foot sidewalks, add street trees, not more than 30 feet on center, pedestrian scale lighting, and furnishings where appropriate.

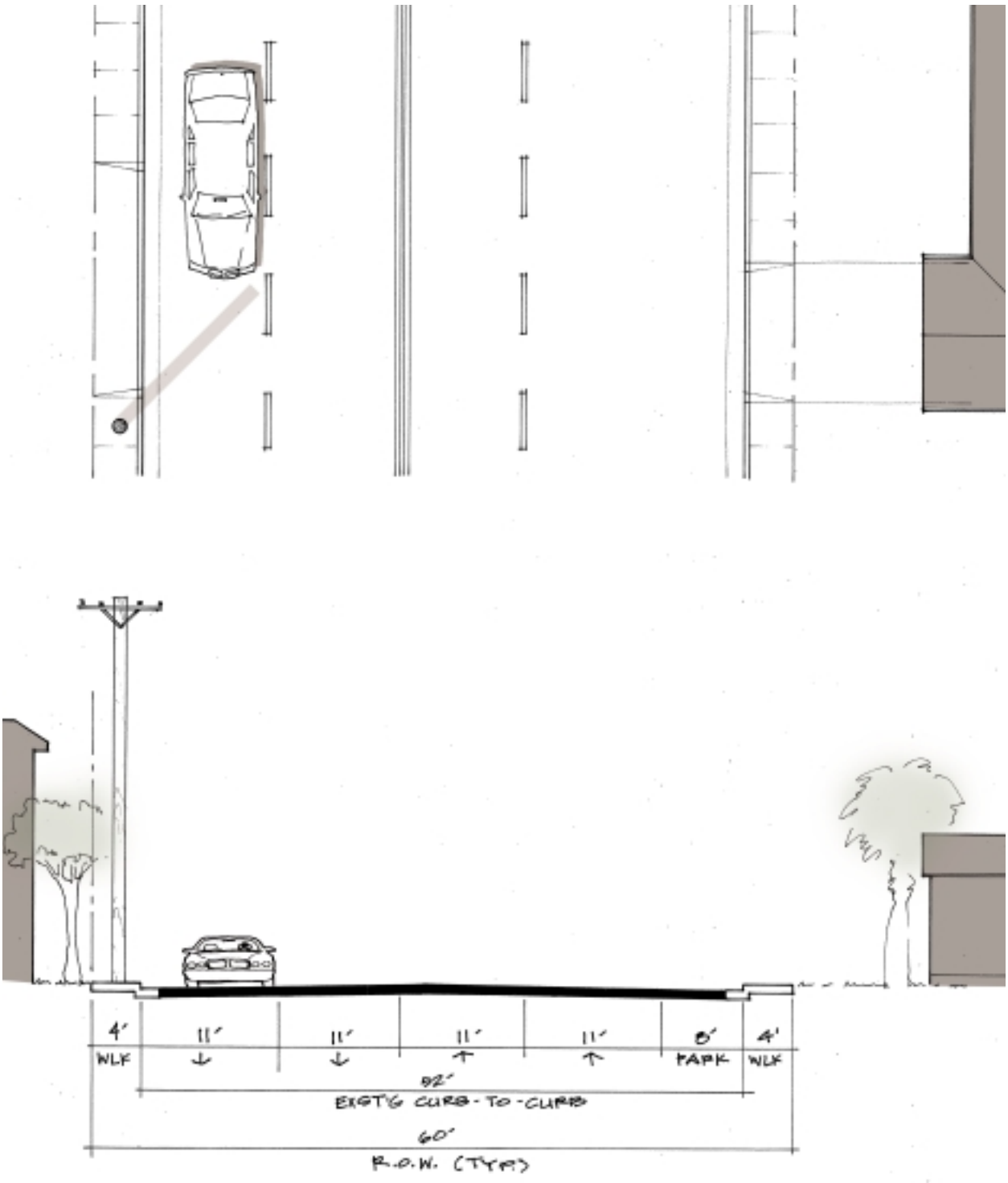
2.2.2a McLellan Drive



Proposed Design for McLellan Drive approaching Mission Road
Through this segment and to Mission Road, provide 2 lanes in each direction. Provide diagonal parking adjacent to the development parcel on the north side of McLellan Drive. Work with BART to provide a shared pedestrian and bicycle multi-use path on the south sidewalk zone, continued from a similar multi-use path along the west sidewalk of Mission Road in front of the BART station. Add street trees, not more than 30 feet on center, pedestrian scale lighting, and furnishings where appropriate.

Just to the west of this segment where McLellan Drive crosses the flood channel and the BART right-of-way (future linear park), do not provide parking and widen sidewalks to a width suitable for creating an alley of trees. These trees should be of a different color and species from the standard street tree in the Transit Village *to emphasize the crossing of the park and the flood channel.*

2.2.2b Mission Road from Grand Avenue to McLellan Drive



Mission Road: Typical Existing Plan & Section
Mission Road is currently 2 lanes of traffic in each direction with narrow sidewalks, no pedestrian scale lighting, no street trees, limited on-street parking, many curb-cuts, and utilities poles along the entire length of the west sidewalk.

2.2.2 Local Streets for a Transit Village

2.2.2b Mission Road from Grand Avenue to McLellan Drive

The Plan identifies Mission Road as the "front door" to the BART station. Its scale, character, location, and the kind of traffic it carries creates the strongest connection for local traffic and pedestrians between the surrounding community and the BART station. It serves as a direct pedestrian connection between the adjacent residential neighborhood of Sunshine Gardens and the station, as well as a direct vehicular connection between Downtown's main street, Grand Avenue, to the *Transit Village*.

General Plan policy 4.2-1-2 recommends the extension of Mission Road from Chestnut Avenue to South Linden Avenue, in order to take some of the traffic load currently on El Camino Real. However the *Transit Village Plan* strongly discourages this because Mission Road should be a pedestrian-oriented street that carries local traffic to and from places in South San Francisco and should not a be used as a short-cut route for regional traffic.

Generally, this plan envisions Mission Road as a street with wider sidewalks, street trees and ligthing similar to other areas of the *Transit Village*, and with housing fronting the sidewalks that is of a slightly higher intensity that the single family homes that currently exist. This is to create a visual and physical buffer between Mission Road activity and the Sunshine Gardens neighborhood behind, as well as to reduce the number of conflict points along Mission Road, by reducing the number of curb cuts. It is also envisioned that the existing commercial node at Holly Avenue will redevelop into a new neighborhood shopping center with a mix of stores, offices, and new housing.

By implementing the recommended improvements to Mission Road, this street will gain a strong identity of its own as a significant community connector, while maintaining its support of slower-moving, local traffic. It will be a safe street for drivers, bicyclists, pedestrians, school children, shoppers, and commuters alike.

Townhomes and other similar higher density housing types along Mission Road help to define the street, and create a transition into and a buffer between the adjacent single family neighborhood.

Castro Street in Mountain View, CA is similar to the proposed designs for Mission Road, with a similar scale of architecture that addresses the sidewalk, regularly spaced street trees and lighting, and on-street parking.

2.2.2 Local Streets for a Transit Village

Mission Road Guidelines

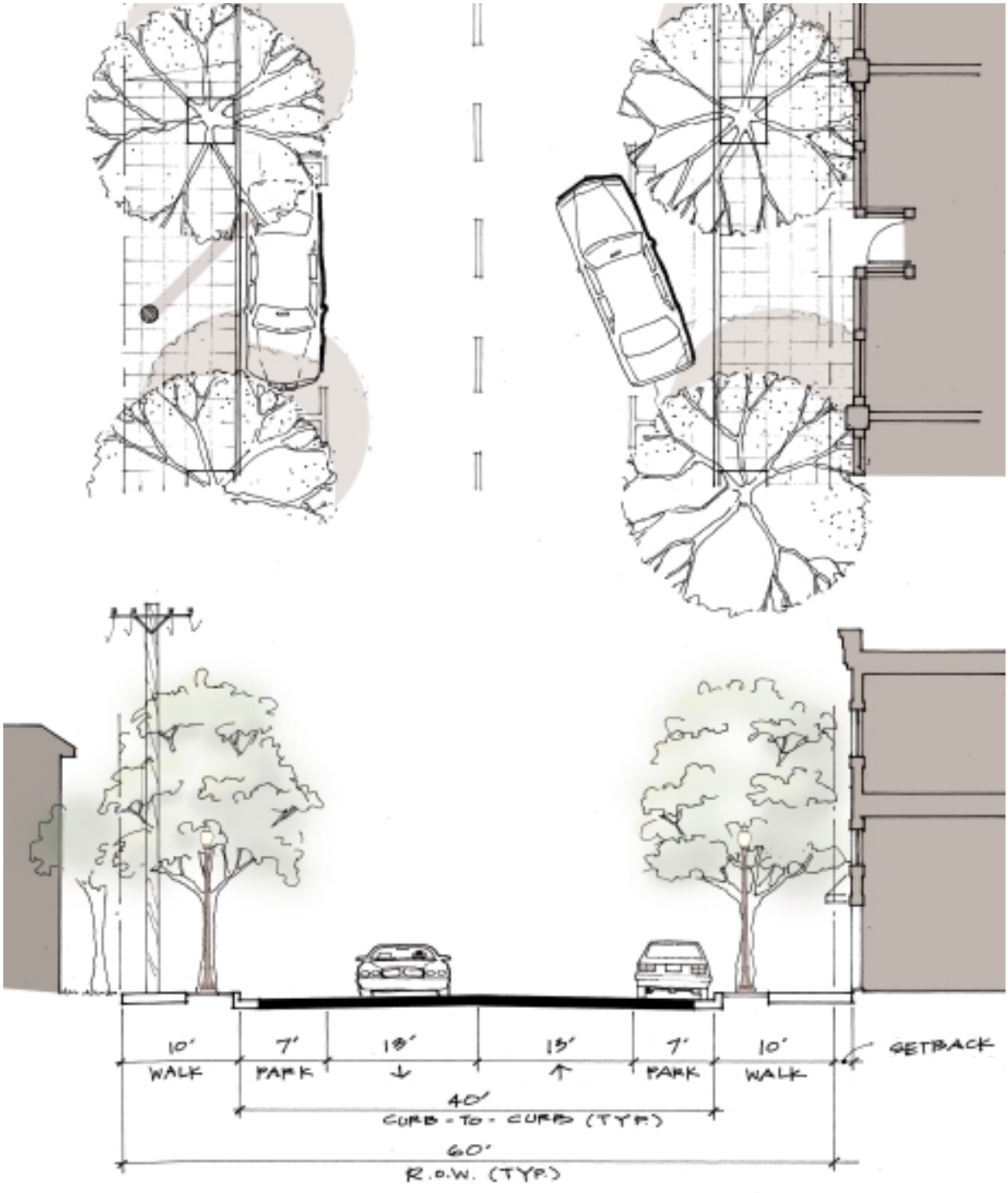
- Mission Road is a Local Street that carries traffic between the *Transit Village* to Grand Avenue and Downtown.
- Establish a long-term policy to underground the utilities on the west side of the street.
- Widen existing sidewalks to at least 10 feet on each side.
- Provide pedestrian scale lighting, similar to the lighting in Downtown to create a visual connection between Mission Rd. and Downtown.
- Provide new street trees, not more than 30 feet on center along its entire length.
- Where feasible, provide on-street parallel parking on one or both sides.
- Diagonal parking may be provided at key commercial locations if feasible to support local businesses between Sequoia and Holly Avenues.
- Provide incentive to owners of existing single family houses to build low walls, not taller than 3 feet, equal to the front setback of new development to create a visual balance between variations of new and existing setbacks.
- Provide clearly marked pedestrian crosswalks at *all* intersections and mid-block locations where there will be a natural tendency for pedestrian crossings, particularly at the mid-block intersection across from the El Camino High School.
- Crosswalks that provide connection to linear park entrance points may be enhanced with special paving and/or signage.

Regularly spaced street trees, pedestrian scale lighting, wide sidewalks, and on-street parking will create a buffer zone between the fronts of residences and passing traffic.caption

Small scale Neighborhood Commercial uses address the street to define the public realm. On-street parking provides a buffer between pedestrians on the sidewalk and through-traffic.

2.2.2 Local Streets for a Transit Village

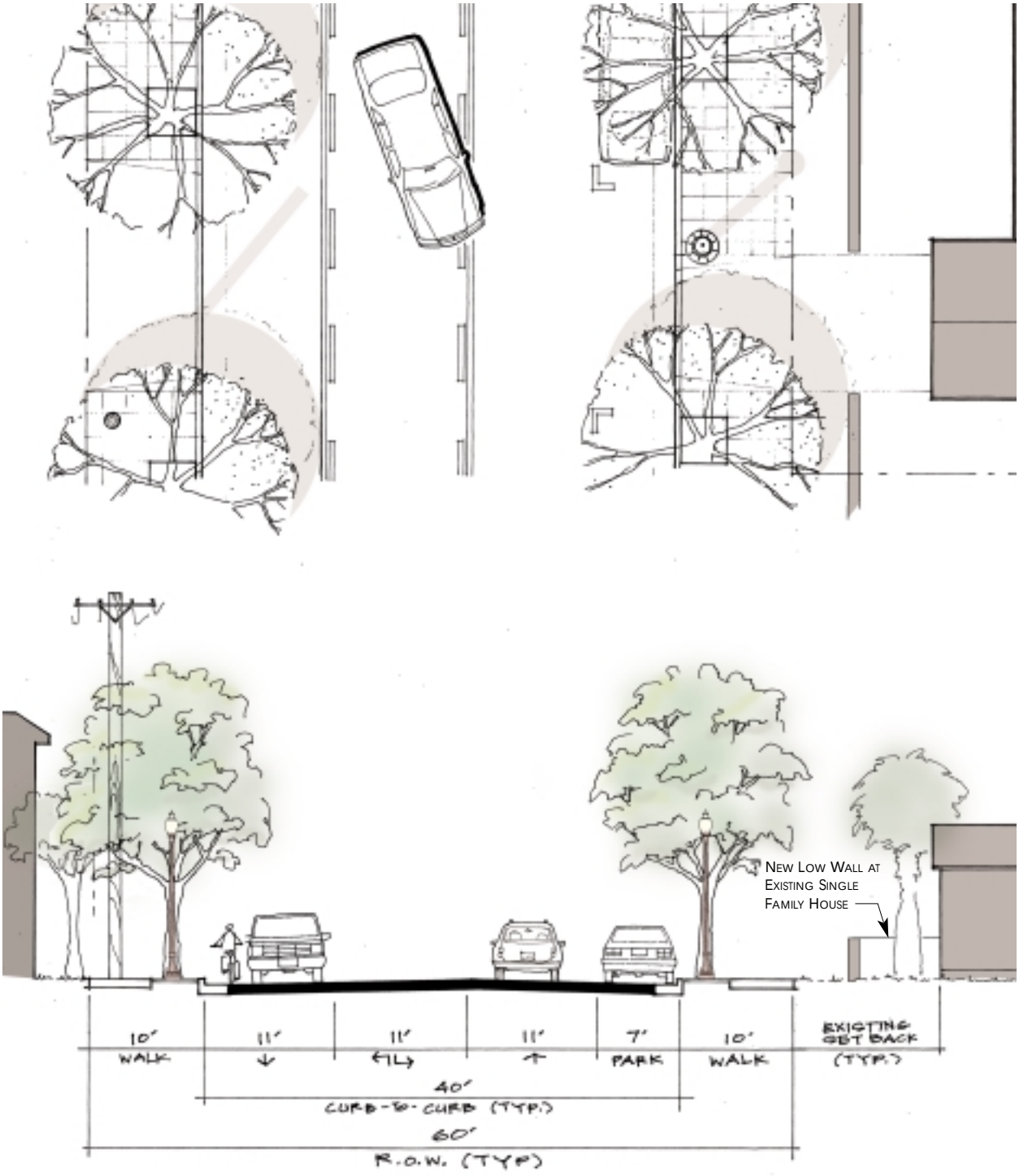
2.2.2b Mission Road



Mission Road Proposed Plan & Section: Grand Ave.. to Sequoia Ave..
Reduce Mission Road to one lane in each direction, except at intersections where turn pockets are necessary. Provide parallel parking on both sides, with the option of diagonal parking adjacent to new commercial development between Grand and Sequoia. Add street trees, not more than 30 feet on center, pedestrian scale lighting, and furnishings where appropriate. Establish a long-term policy to underground existing utilities.

2.2.2 Local Streets for a Transit Village

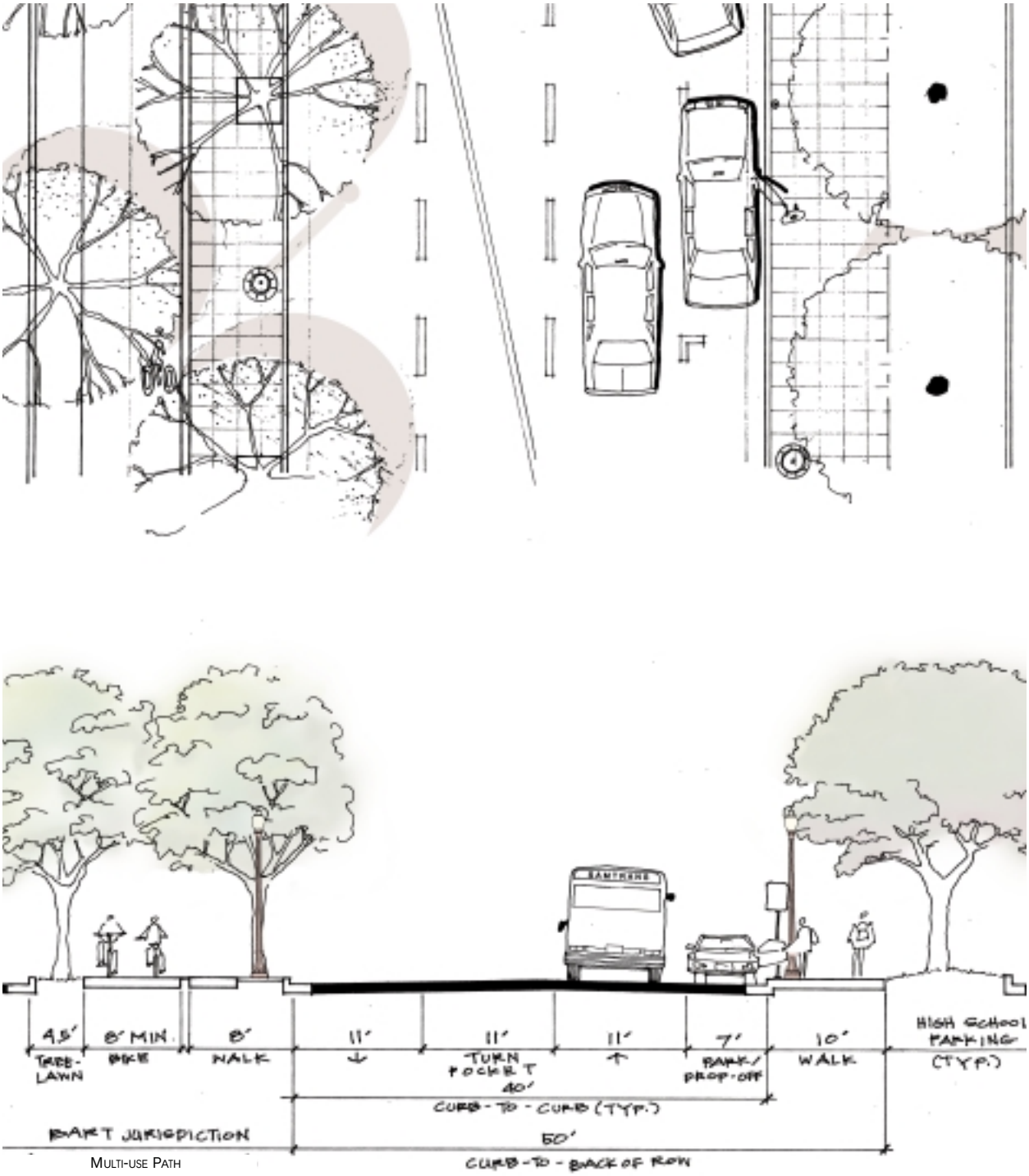
2.2.2b Mission Road



Mission Road Proposed Plan & Section: Sequoia Ave.. to Evergreen Drive
Reduce Mission Road to one lane in each direction, with a continuous turn/left turn lane. Provide parallel parking on the east sides where possible. Add street trees, not more than 30 feet on center, pedestrian scale lighting, and furnishings where appropriate. Establish a long-term policy to underground existing utilities. Encourage residents to create low street walls to match the closer setbacks of new development.

2.2.2 Local Streets for a Transit Village

2.2.2b Mission Road



Mission Road Proposed Plan & Section: Evergreen Drive to McLellan Drive
Reduce Mission Road to one lane in each direction, with a center left turn lane at intersections. Provide parallel parking on the east sides where possible. Limit parking in front of the high school during early morning and after noon hours and use as a drop-off/pick-up location. Add street trees, not more than 30 feet on center, pedestrian scale lighting, and furnishings where appropriate. Work with BART to implement a multi-use path on the west side of the street as a linkage for the Linear Park adjacent to BART.

2.2.3 Neighborhood Streets for a Transit Village

2.2.3a Public Neighborhood Streets

Transit villages are destinations. Because of this, there are real and perceived implied traffic pressures on adjacent neighborhoods, including cut-through and speeding traffic and non-residential parking. However, transit villages also bring identity to places that might not otherwise exist in the community. Small, considerate urban design changes can serve to promote neighborhood identity, while marking their distinctness from the public locations in the *Transit Village*. These changes may include Neighborhood Gateways from Regional or Local Streets, Neighborhood Traffic Calming devices, and Parking Permit programs.

A neighborhood Gateway in Berkeley marks the transition from a Local Street to a Neighborhood Street.

Raised, textured Pedestrian Crossings at Neighborhood Street intersections improve pedestrian visibility and mark the transition into a special place.

Traffic Circles, like this one in Berkeley, signal a "slow down" point along a neighborhood street without stopping traffic.

Traffic Circles also provide a location for landscaping that improves the image of the place, as this one does in Palo Alto.

2.2.3 Neighborhood Streets for a Transit Village

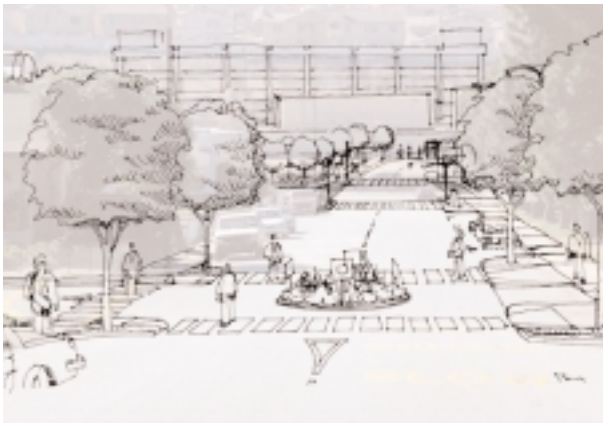
The existing intersection from Sequoia to Mission Road.

Bulb-outs, a wide pedestrian crossing, and special neighborhood signage create a distinct "gateway" into the neighoborhood, and frame the view and connection to the new linear park along the BART right-of-way.

Neighborhood Traffic Calming Guidelines

- Create widened "gateways" at intersections between Mission Road and Neighborhood Streets, and provide wide crosswalks with special paving at these locations.
- Provide simple, elegantly designed signage at gateways with street names or neighborhood name. Signage should be unique for each different neighborhood to help provide identity.
- Evaluate internal neighborhood streets for cut-through and speeding traffic locations.
- Where traffic problems exist, consider implementing traffic calming measures such as traffic circles - which will slow traffic but do not deter cut-through traffic, or diverters - which will create new requirements for residential traffic flow and will also deter cut-through traffic.
- Prioritize implementation of neighborhood gateways and traffic circles on Evergreen and Holly Avenues, and then wait for the opening of the BART station before finalizing additional traffic calming decisions.

Evergreen drive is very wide, with no stops for the entire distance between Hillside Blvd. and Mission Road, encouraging speeding and wreckless driving, and cut-through traffic.



Bulb-outs, clearly marked pedestrian crossings, and traffic circles work together to give a "slow down" message to drivers, while not interrupting current traffic movements in any way. The traffic cirlcels are also nice opportunities for attractive landscaping.

2.2.3 Neighborhood Streets for a Transit Village

2.3b Private Neighborhood Streets

This image shows a Private neighborhood street similar to what might happen adjacent to a new higher density development at the east side of the Costco North development parcel, on the SF Water District easement. Trees and special paving soften the landscape, and doors and windows looking onto the street create the sense of a legitimate street and ensure pedestrian activity, mitigating the "parking lot" effect.

Private Neighborhood Streets are streets that are internal to and maintained by the private developer. They can be streets, alleys, with or without surface parking. When designed like real streets, with entrances and windows facing the right of way, sidewalks, street trees, lighting, and special paving, these streets become occupiable pedestrian spaces and add to the overall character of the development, improving its connection the surrounding context.

Private multi-family developments will have streets that serve various purposes. Shared driveways provide general access for all residents and their guests via a curb cut from the public right-of-way into the private development. Internally, Private Neighborhood Streets provide general circulation, access to parking, and in some cases, on-street parking within the development.

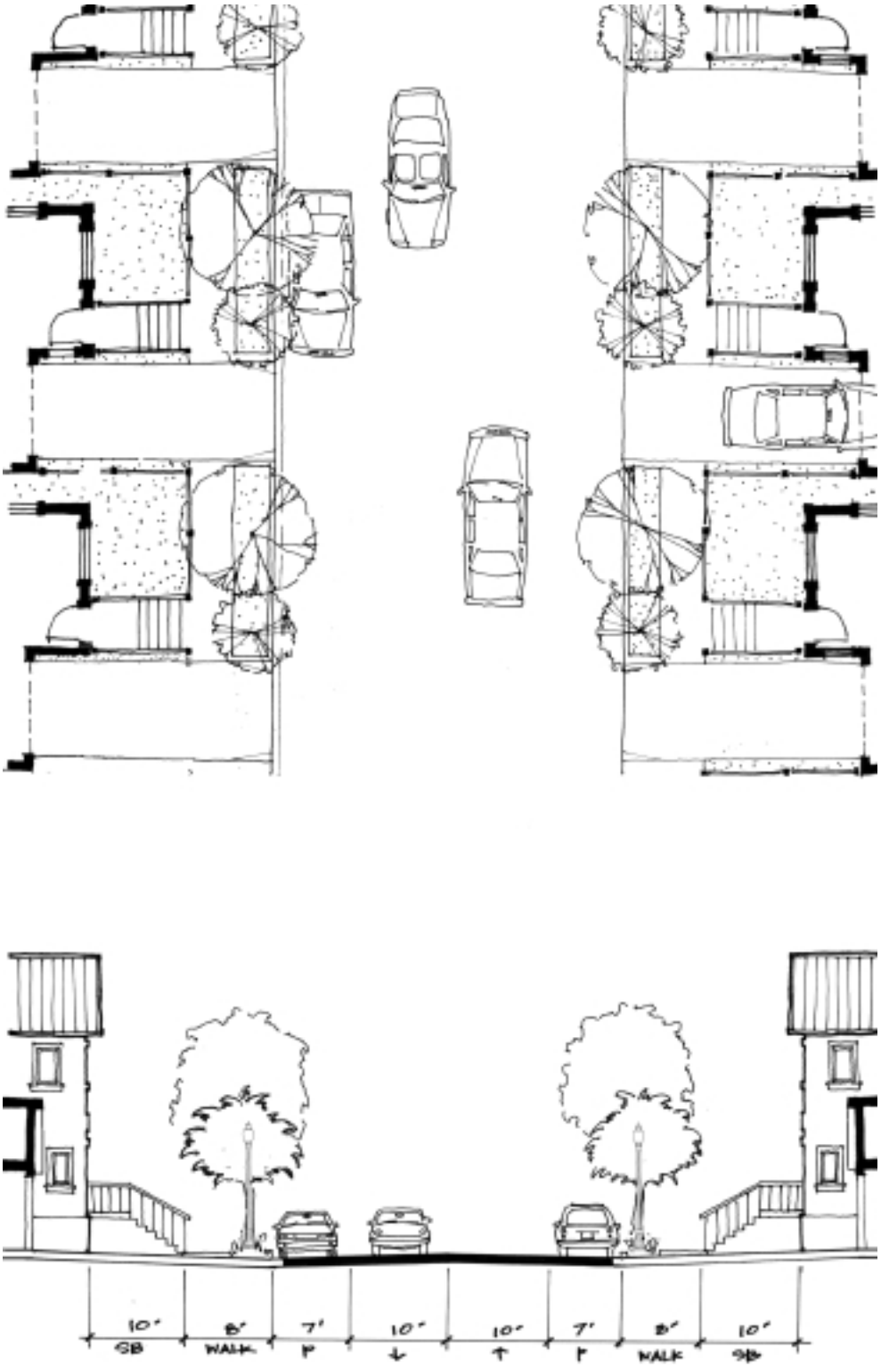
This Neighborhood Street is an internal street in a medium density private development in Portland. It has sidewalks and lighting, landscaping, residential entries and windows like any real street, as well as access to garages that are tucked under townhomes whose "fronts" face out towards a public street. These streets create comfortable and inviting walking environments within the new development and make strong connections to the public realm beyond the private neighborhood.

Private Neighborhood Streets Design Guidelines

- Private streets should be carefully designed as real streets with sidewalks, landscaping, lighting, and street parking where feasible.
- Windows, entry stoops and doors should address Neighborhood streets to ensure an active environment.
- Parking Alleys should be designed as occupiable spaces, not left-over spaces. Special paving, landscaping, and windows overlooking the alley can activate the space, and create unique outside opportunities for residents.
- "Parking lot" environments are not appropriate in residential developments in the *Transit Village*, and large surface lots are strongly discouraged.

2.2.3 Neighborhood Streets for a Transit Village

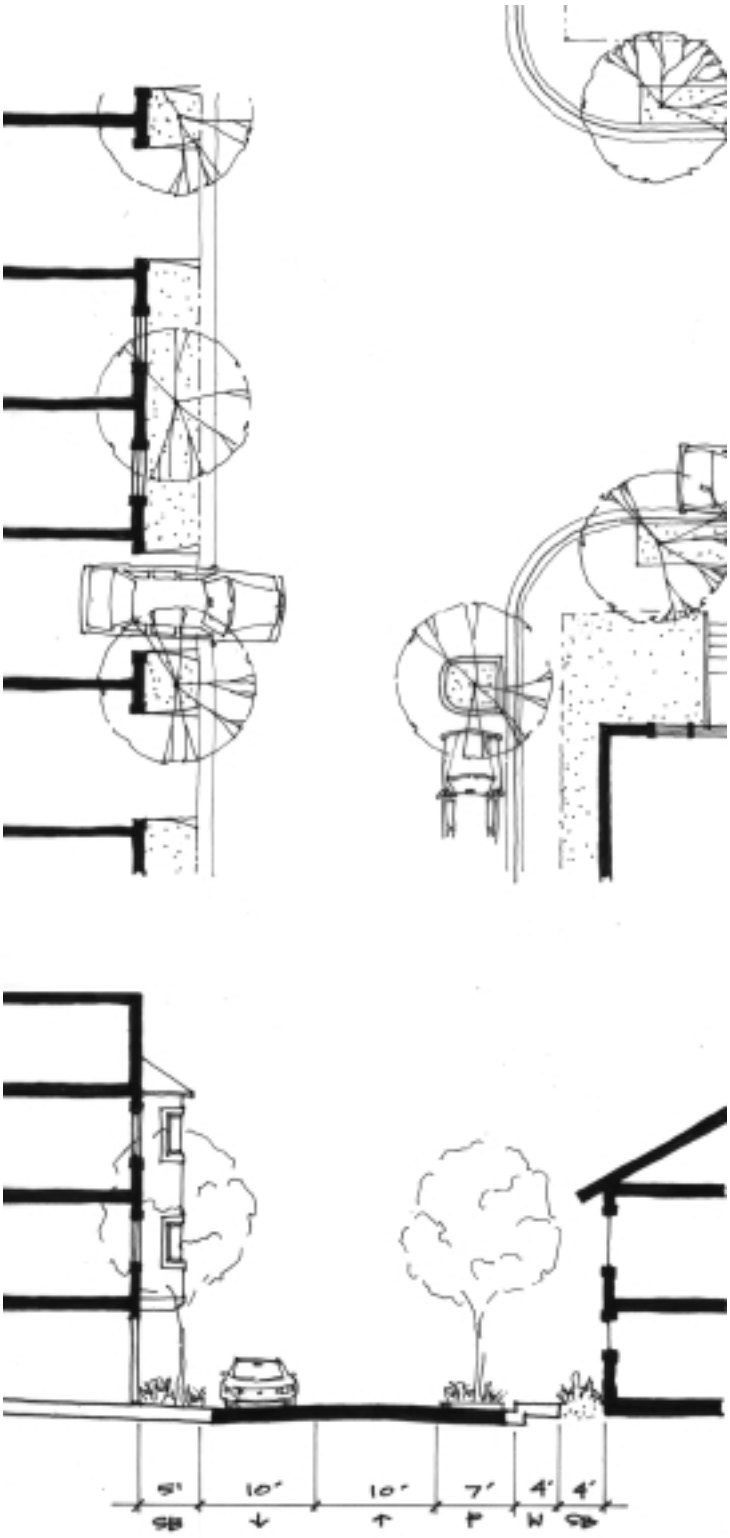
2.2.3b Private Neighborhood Streets - Medium Density Developments



Private Neighborhood Street
"Front-to-Front"

2.2.3 Neighborhood Streets for a Transit Village

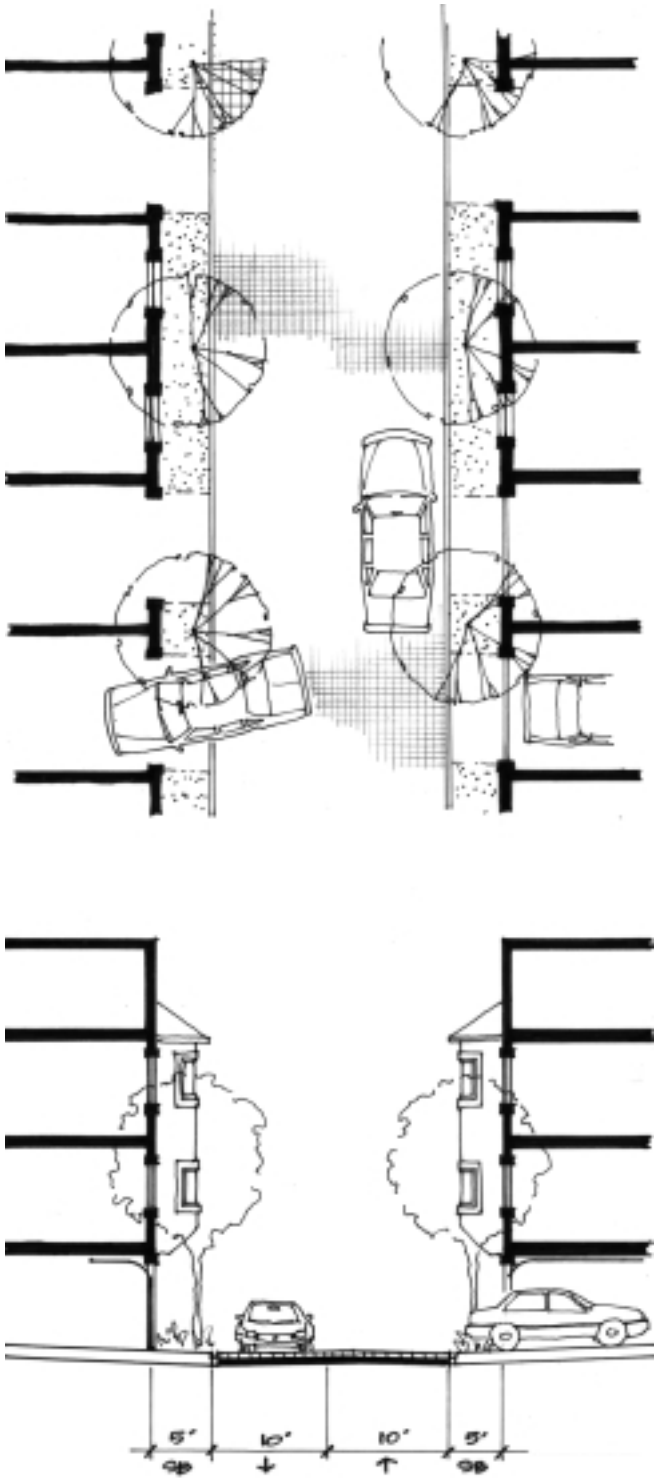
2.2.3b Private Neighborhood Streets - Medium Density Developments



Private Neighborhood Street
"Back-to-Side"

2.2.3 Neighborhood Streets for a Transit Village

2.2.3b Private Neighborhood Streets - Medium Density Developments



Private Neighborhood Street
"Parking Alley"

2.2.3 Neighborhood Streets for a Transit Village

2.2.3c Pedestrian "Streets" and Mid-block Connections

Pedestrian streets may occur in private developments and in the public realm. They are locations that do not allow any vehicular access, although bicycles may be allowed. They provide connection between locations, and/or "short-cuts" to destinations popular with pedestrians, such as the BART station.

- Work with PG&E to create a pedestrian passageway in the Sunshine Gardens to BART.
- Pedestrian passageways through new developments should connect and organize built elements within larger development blocks.
- Pedestrian passageways should relate to and provide linkages with the surrounding context.
- Pedestrian passageways provide connection between rear parking and storefront entries on the principal streets in commercial areas.
- Provide lighting, furnishings and landscaping in pedestrian passageways to improve safety and create occupiable spaces.
- Residential entries may be accessed from pedestrian passageways, and windows should open into passageways to keep "eyes on the street." Passageways should not be treated as "backs."

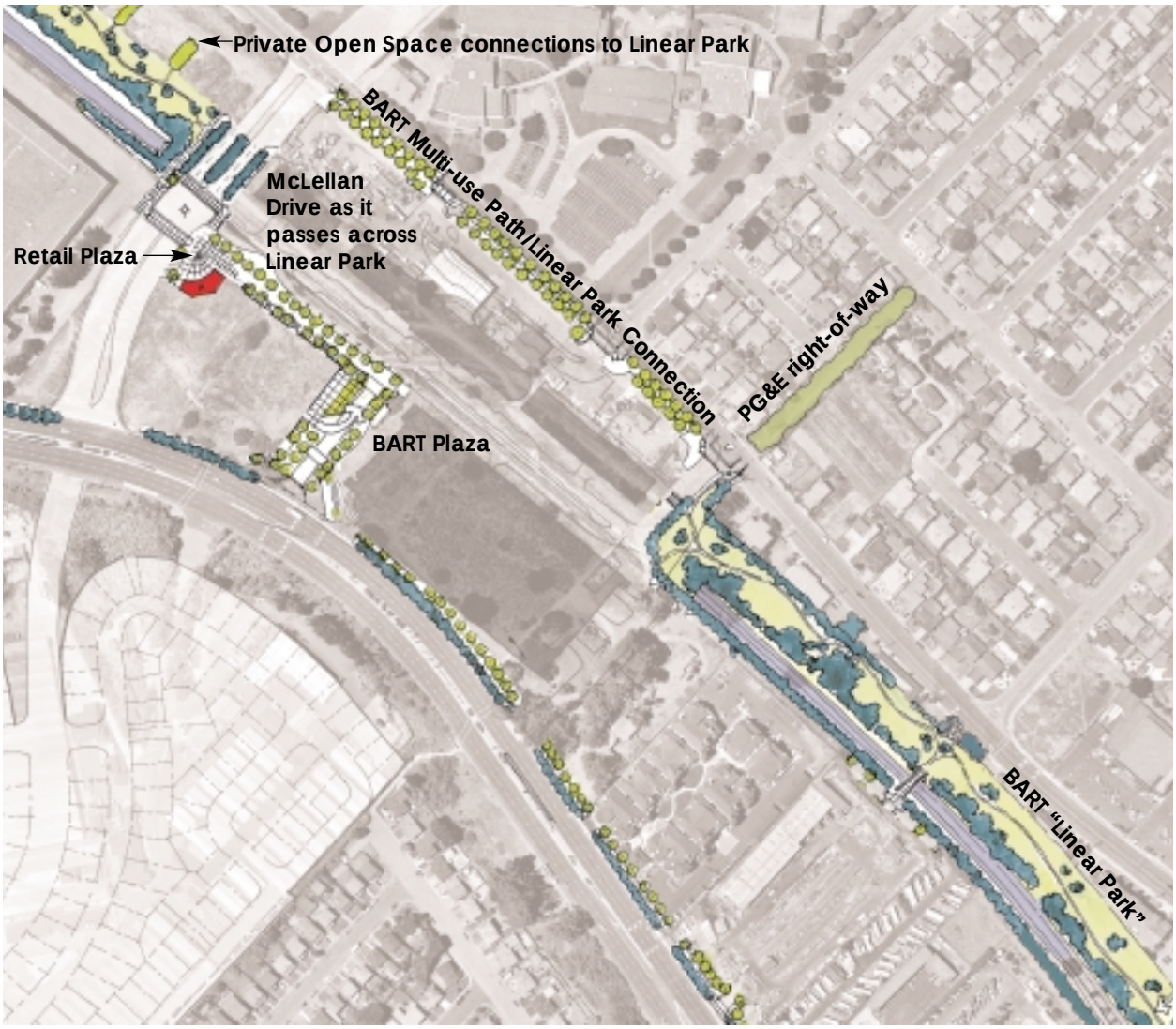
Pedestrian Way in Oakland provides an attractive pedestrian connection between the neighborhood and the commercial district, and adjacent units have entries from the passageway.

The PG&E right-of-way could provide a pedestrian shortcut between Sunshine Gardens and the BART station.

Small passageways create interesting connections between rear-accessed parking at commercial locations, and storefront entries on the principal street.

Pedestrian passageways connect residents from the public realm to private open spaces and their units.

2.3 Open Space Design Guidelines



Transit Village Open Space System

Open space networks are a system within any well-planned community. They occur in both the public and private realms of a community and offer opportunities for both active and passive recreation. They provide inter-linked "green" corridors for non-motorized movement within the community, and where literal open spaces do not exist, the connector becomes the street - another type of “open space.”

The Open Space Guidelines should be used to inform both public and private improvements in the *Transit Village.* All open space improvements should be implemented with an understanding of how it fits into the overall, comprehensive open space network in South San Francisco.

2.3.1 BART Right-of-Way Linear Park Design Guidelines

3.1 BART right-of-way Linear Park

In the *Transit Village*, a unique, multi-community, major open space opportunity exists along the right-of-way for the under-grounded tracks system. This "Linear Park" is envisioned with a multi-use pathway that accommodates bicycles and pedestrians, for both recreational and commuter uses. South San Francisco has established a model for this with Orange Park. Broad community support exists for a continuous, connected "linear park" with a bicycle path connection to BART.

The BART tracks are located underground, protecting the surrounding context from noise and physical conflicts, and creating opportunities for a community park and connections to BART.

Simple improvements such as a pathway, lighting, landscaping, and furniture creates a strong identity and a fine public amenity.

BART "Linear Park" Guidelines

- Implement the segment of the Linear Park that is within the Transit Village in a timeframe consistent with the opening of the BART station, as a demonstration project for future segments of the park, along the BART extension.
- Provide a pathway with clear designation for bicycles and for pedestrians.
- Provide pedestrian scale lighting consistently spaced throughout the park. It is recommended that metal halide lamps are used to ensure best lighting conditions throughout the district.
- Establish a new city standard for public realm signage in the Transit Village, consistent with light fixtures and furnishings.
- Well-designed pole mounted signs are appropriate in public locations such as streets and parks, and should be consistent with existing city signage programs.
- Install directional signage as needed in appropriate locations.
- Provide areas within the linear park for passive recreation, such as seating, picnic tables, and children's play areas.
- Mark points of entry and connection between the park and greater community with special lighting, landscaping, and signage.
- To the extent possible, provide and encourage pedestrian linkages between private developments in the Transit Village and the Linear Park.

2.3.1 BART Right-of-Way Linear Park Design Guidelines

The Linear Park breaks at the BART station, but is continued via a multi-use path along BART frontage as indicated by the dots.

Saratoga Creek Flood Protection Project & Creek Restoration - before

- Establish a city-wide, long term goal to rehabilitate the flood channel to it's natural state using current technologies.
- In the near-term, replace cyclone fencing around the flood channel with well designed, sculptural metal fencing that is consistent with lighting and furnishing designs in the park.
- Provide reasonably spaced bicycle and pedestrian crossings between the west and east sides of the channel to improve connectivity to the Linear Park.

Saratoga Creek Flood Protection Project & Creek Restoration - after

Pedestrian and bicycle crossings over the flood channel will connect residents and workers from the west side of the channel to the BART Park.

Commuter and Recreational use of the BART Linear Park will be a great community amenity in South San Francisco.

2.3.2 BART Plaza Design Guidelines

2.3.2 BART Plaza

The BART plaza was conceived as an active, formal community plaza that creates and frames views to the BART station. While the intent of the BART Plaza is appropriate for the *Transit Village,* the Consultant Team evaluated its siting and design and introduced concerns that its very large scale together with its formality ("hard-space") and location might result in a place less activated with people than envisioned. Because El Camino Real carries such heavy traffic and has few pedestrian oriented uses fronting it, it is assumed that not many people will experience the plaza while walking by, where they could be attracted and drawn into activity in the plaza. As it is planned, this plaza is likely to remain a strong visual image to drivers on El Camino Real as they pass by the station. It is the Consultant Team's opinion that the Plaza's best opportunity for frequent users might be from the adjacent development on the south Costco parcel. The following changes should be through a coordinated effort between BART, the City, and the south Costco parcel developer.

BART Plaza Guidelines

- Make the Plaza as attractive as possible to it's nearest potential users, residents of the future, high density development on the adjacent parcel.
- Create a large, central green "park" space surrounded by more formal, paved walkways.
- The green space should have informal paths, landscaped areas and open areas, seating, tables, and a play area and equipment.
- Windows and doors should open onto the Plaza to ensure pedestrian activity and to keep a visual connection between residential uses and the open space.
- Ensure that landscaping is carefully placed to create sunny spaces and shady spaces.
- Install public art in appropriate locations.
- Add pedestrian scale lighting and signage as appropriate.
- Provide electrical service at appropriate locations to maintain flexibility of use in the plaza.
- Well-designed pole mounted signs are appropriate in public locations such as streets and parks, and should be consistent with existing city signage programs.
- Establish a new city standard for public realm signage in the *Transit Village,* consistent with light fixtures and furnishings.
- Encourage City-initiated programming of the plaza for weekend and night-time activites.

Doors and entry stoops ensure pedestrian activity in plazas, and along with lighting, improves safety.

"Soft" space in a plaza invites relaxing activities and acts as a park space for residents and visitors.

2.3.3 Private Open Space Design Guidelines

2.3.3 Retail Plazas

The Plan envisions McLellan Drive as the "main street" in the *Transit Village*. Community-serving retail at the central intersection with BART Access Rd. 2 has been identified as the desired location for uses such as a café, restaurants, small shops, and some services. There is a strong desire to place at least one small outdoor seating/plaza area, around 2,000 s.f., for shoppers and community members to gather at one corner of this location for coffee, relaxing, game playing, and chatting. Other retail uses may have smaller café seating just along their frontage on McLellan Drive. These spaces can create true community "hearts," opportunities for chance meetings, and give a strong identity to places. "Meet me for coffee!"

Retail Plazas provide places to rest during shopping, take a lunch break, have a meeting, and visit with friends and neighbors.

People sit and visit all day at Peets Plaza, 4th Street District, Berkeley, CA

Grade changes should be integrated into the overall design of plazas and building entries.

Retail Plaza Guidelines

- Encourage small retail plazas adjacent to commercial uses, especially along McLellan Drive and Mission Road.
- Plazas should have sunny spaces for colder days, and shady spaces for warmer days.
- Plazas should have tables, seating, and gathering places for formal or informal dining, reading, meeting, and relaxing.
- Low walls define the edges of plazas, and create attractive seating locations.
- Small seating areas can be provided in setback areas along building fronts.
- Maintain accessibility in all sidewalk zones adjacent to plazas.
- Ensure that grade changes are carefully designed as intentional elements of plazas and entries.

2.3.3 Private Open Space Design Guidelines

2.3.4 Private Residential Open Space
Requirements for residential open space are described in *Chapter 20.27: Transit Village Zoning District* of the South San Francisco Municipal Code.

Open spaces in multi-family developments may consist of space for an individual unit or common usable open space shared by residents. The requirements may be satisfied in a number of ways including balconies, terraces, mid-block lanes, gardens & courtyards at grade level, rooftop and podium top gardens, decks, solaria, and atria, and recreational facilities.

Internal courtyards at grade or at the podium level create community gathering spaces for residents of private developments. They are like neighborhood parks and may have recreational amenities as well.

A pedestrian pathway connects residents between internal open space and the public sidewalk at Bayside Village in San Francisco.

Private porches and balconies create personal outdoor spaces.

2.4 Transit Village Character Design Guidelines

The *Development & Architecture Design Guidelines* fall into categories, based on "place-making" goals in the Transit Village. Generally, in the *South San Francisco Transit Village*, the character of places, is created by the relationship of buildings and their uses, to the adjacent pedestrian realm and street. For example, large, loud streets such as El Camino Real should be addressed by strong, larger-scale architecture and wide sidewalks, and quieter streets that serve lower intensity areas of mainly residential uses have a slightly less urban character and less formal landscaping.

An important aspect of the Transit Village to remember, is that the entire area will have a somewhat higher intensity of uses and residential densities than are found in other areas of South San Francisco, except possibly in Downtown. The *Development & Architecture Design Guidelines* are provided to assist in obtaining the best possible designs, that will be compatible with existing uses, while allowing for greater intensity of future development in proximity to the transit station.

Currently the El Camino Real and other streets in the Transit Village *are characterized by wide lanes, no on-street parking, narrow sidewalks, and no pedestrian amenities, lighting, or landscaping.*

El Camino Real could become a more pedestrian oriented street, still carrying large volumes of traffic, by addressing its frontage and carefully designing its sidewalk environment.

The building's relationship to the sidewalk and street set the tone for the character of a place. Appropriate architecture and street design in the Transit Village *will create the conditions conducive to a pedestrian-oriented center.*

In the Transit Village, *well designed, higher density housing frames the street and sidewalk, hides parking on site, and clearly defines the edge of the public realm on busier streets.*

2.4.1 El Camino Real – "Regional Identity"

The El Camino Real is a large-scale, high-speed, non pedestrian-oriented regional highway. It provides through access for commute traffic and carries high daily traffic volumes. Existing uses that front the El Camino Real are generally large scale, institutional, big box, and strip commercial uses that fully rely on automobile access and large surface parking lots. The Transit Village Plan identifies the opportunity to establish a new design quality along the El Camino Real for future development.

Principal Design features are include:

- The architecture which fronts the El Camino Real should be urban in feel and have a strong presence and should address the street to provide a strong edge against this busy street.
- The design of the podium along El Camino Real must be integrated into the building design as a strong base, articulated by openings and closely-spaced entry stoops at regular intervals to provide activity and visual interest for pedestrians walking along the street.
- The building massing should be articulated to create a strong rhythm in the building facades and should emphasize groupings of units and be integral with the entry articulation.
- Parapet detailing and roof top forms are of great importance to the overall appearance of the El Camino Real facades as they are viewed from the residential neighborhoods above. These should be carefully designed, articulated to reinforce building massing and rhythms, and be of quality materials, with appropriate screening of mechanical units.

The El Camino Real is a major regional thoroughfare that is directly adjacent to the Transit Village. *The architecture and streetscape on it should frame and define the public realm and offer uses that encourage pedestrian activity.*

Well designed and articulated building facades and roof parapets give an urban character to this multi-family housing and "anchor" the building to its site.

The architecture which fronts the El Camino Real should be urban in feel and have a strong presence and should address the street to provide a strong edge against this busy street.

2.4.2 McLellan Drive – "Main Street"

Main street commercial with residential above is the main use along McLellan Drive. Storefronts activate the sidewalk and invite pedestrian activity.

Pedestrian and vehicular passageways through large development blocks regulate the scale of development and provide opportunities for open space connections to the greater context of the district.

Portland Live /work spaces provides a commercial character with commercial and residential opportunities that is appropriate for the development parcel at the corner of McLellan Dr. and Mission Rd.

McLellan Drive is envisioned as the "main street" of the Transit Village. It's central location and accessibility to the BART station creates the opportunity for a lively neighborhood center. This street connects two new residential developments to the BART Station and is the primary pedestrian connection from the Promenade neighborhood to BART and El Camino High School.

Principal Design features include:

- Retail uses must occur where designated in the land use plan, and should be encouraged in the ground floor of all other frontage along McLellan.
- At least one small plaza open space should be provided at the intersection of McLellan and BART Access Rd. 2, as a gathering place for residents. It could include a low seating wall, furnishings, and landscaped areas.
- Flat roofs are strongly encouraged along McLellan - especially on the west end - for a more urban appearance. Parapets should be carefully designed.
- 70 % of the McLellan Drive street frontage shall be storefronts. Storefronts and entries shall be well designed with quality materials, such as tile and well articulated window systems.
- A mid block vehicular and/or pedestrian break is required in facades longer than 200 feet. Windows and entries shall front the break, and it shall be designed and landscaped as a neighborhood street.
- Podium garage access shall be integrated into the building design to minimize its visual impact.
- The development parcel at the corner of McLellan and Mission Road is the desired location for a day care. Medium density residential will also occur at this

2.4.3 Mission Road – "Neighborhood Center"

location.

Mission Road is the local connection between the South San Francisco Community and the BART station. It connects directly between Downtown's Grand Ave. and the station, and it provides immediate access to the Sunshine Gardens neighborhood. Mission Road is smaller in scale than McLellan Drive, traffic is slower, and the architecture is smaller in scale and more residential in character.

New zoning along Mission road is generally focused towards medium density residential uses, with a node of neighborhood commercial uses between Holly and Sequoia Avenues. Allowing slightly taller buildings (35 feet), and a more "multi-family" style of architecture will help to define the edge of Mission Road and act as a buffer to the single-family residential neighborhood behind.

Principal Design features are to include:

- A variety of residential housing types which share the following principles:
  - Shared driveways to internal circulation and/or parking behind residences;
  - Primary residential entries and stoops fronting onto Mission Road; and
  -Three story buildings facing Mission Road to act as a buffer between the adjacent single family neighborhood and Mission Rd.
- A neighborhood-serving commercial node between Sequoia and Holly Avenues, with parking behind and pedestrian linkages to the storefronts facing the street.
- Most parking and parking access located behind principal buildings on Mission Road to minimize the visual impacts of parking along the street and allow the building edges to define the streets.

Townhomes along Mission Road will help to improve the definition of the public realm, and they will act as a visual and physical buffer for the lower density, single family neighborhood behind.

Commercial Development fronting Mission Road, with its parking tucked behind, will provide neighborhood convenience retail and service opportunities and will frame and define the streetscape.

Small Lot single family and zero lot line town homes are allowed in mid block developments and on sites too thin for other more intensive development, such as those on the west side of Mission Rd.

2.5 Architectural Prototype Design Guidelines

2.5.1 Purpose

The *Architectural Prototype Design Guidelines* provide examples of architectural design and site planning principles appropriate in the South San Francisco *Transit Village.* Examples are in the form of sketches, section and/or plan diagrams, and photographs.

The intent of the *Architectural Prototype Design Guidelines* is to provide a clear set of design examples to developers, property owners, and designers as to the type of development articulated in the standards and guidelines. They may also be used as a guide for the city's planning staff, Planning Commission, and City Council in evaluating proposals.

Legend

PT 1 - Residential High Density
Residential above podium parking. Streetfront Retail along McLellan Drive and Residential Stoops along El Camino Real and private Neighborhood Streets.

PT 2 - Residential High Density
Residential above podium parking with Streetfront commercial allowed along El Camino Real. Residential Stoops along private Neighborhood Streets.

PT 3 - Residential Medium Density
Townhomes or lofts with rear accessed tuck-under and surface parking, with ground floor commercial (day care preferred).

PT 4 - Residential Medium Density
Residential above podium parking or with rear-accessed tuck-under or surface parking, accessed by shared driveway off of Principal Street. Ground floor commercial allowed in some locations

PT 5 - Residential Medium Density
Townhouse with rear-accessed tuck-under or surface parking, accessed by shared driveway off of Principal Street or private Neighborhood Street.

PT 6 - Residential Medium Density
Townhouse or small-lot single family with front-loaded parking allowed off of Principal Street or off of interior private Neighborhood Street.

PT 7 - Transit Village Commerical
Ground floor neighborhood commercial with rear-accessed surface lot and pedestrian passage to storefront entries fronting Principal Street. Commercial or residential allowed above.

PT 8 - Transit Village Commercial
Ground floor commerical with underground or podium parking structure, or with surface parking behind. Commercial or residential allowed above.

2.5.2 Use of the Architectural Prototype Design Guidelines

Architectural Prototype Design Guidelines establish the fundamental architectural types that are suitable in the *Transit Village.*

The *Guidelines* inform the implementation of the *Standards* to ensure the realization of the intended character of place in the Transit Village. They are to be used by the development team to assist them in producing a quality design, and the City will use these *Guidelines* as a framework for evaluating development proposals and for commenting on the design aspects of the proposed projects.

Developers, property owners, and designers should familiarize themselves with all aspects of the *Design Guidelines* for the Transit Village, even when they do not directly apply to their property or project. This will ensure a comprehensive understanding of the *Transit Village* goals and vision.

Applicants should contact the City of South San Francisco early in the project planning and design process to determine application and processing requirements and discuss key issues particular to their specific site.

To assist the City's review, a project description is recommended for each submittal which discusses how the development proposal meets the various design guidelines for each topic, or why it varies from the guidelines, and it should describe the additional benefit the proposed project provide to the community. Photographs, site plans and drawings should be submitted as appropriate, to show the relationship of the proposed project to the adjacent properties and surrounding neighborhoods.

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

2.5.1 TVRH -Residential High Density - Prototype 1

Residential above podium parking. Streetfront retail along McLellan Drive and Residential stoops along El Camino Real and private Neighborhood Streets.

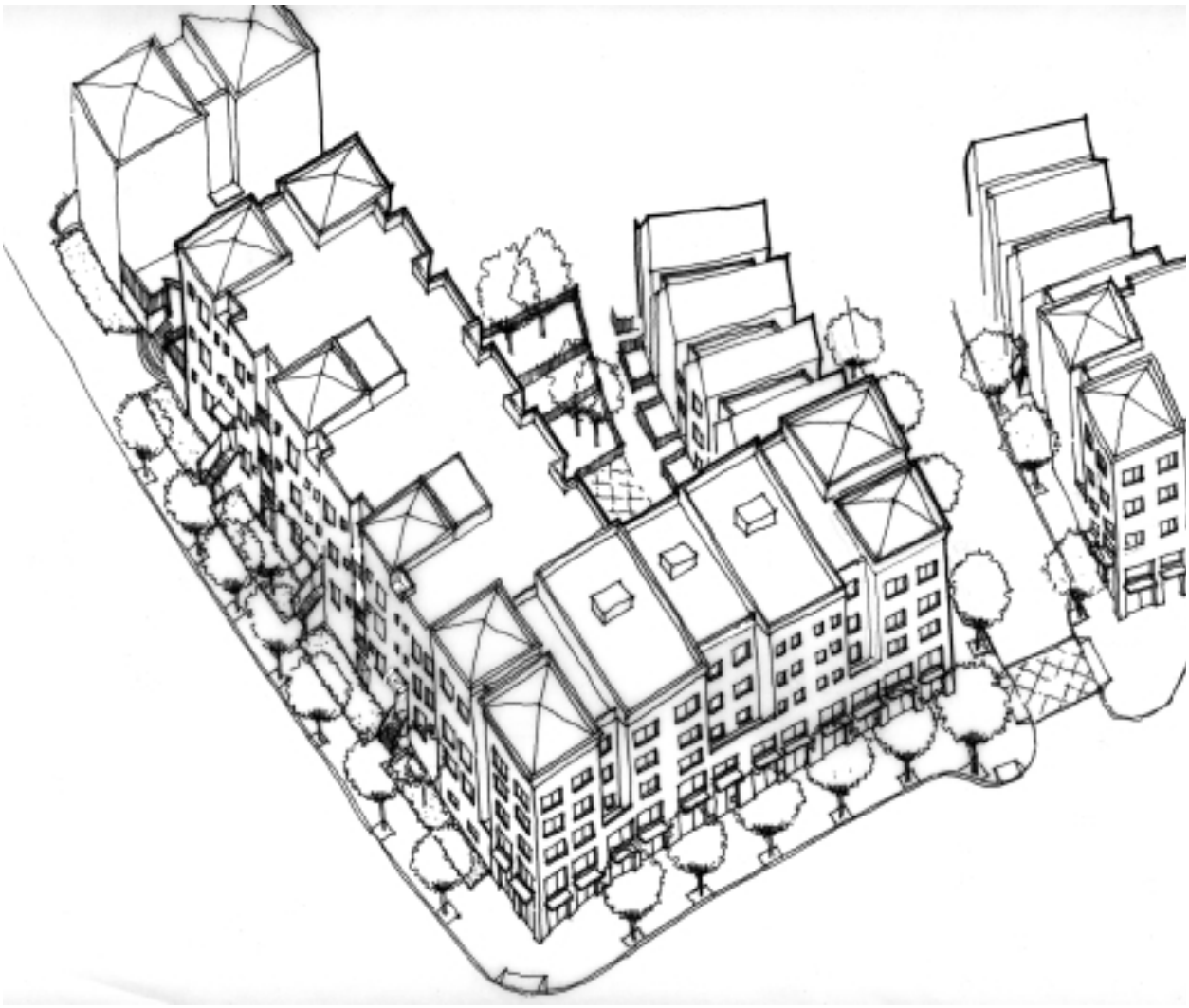
Site Planning and Development

- Building frontage along McLellan Drive is to be to the minimum setback line and shall have a "storefront" appearance to enhance the urban main street character of the street.
- Building frontage along El Camino Real and Costco Drive may be set back to allow for residential stoop entries.
- Stoop entries above the podium may not be further than 50 feet apart.
- Building frontage over 200 feet in length require a mid-block break integrated with pedestrian or vehicular paths.
- Where feasible, access through mid-block breaks should not be limited by gates. Where open access is not feasible, then gates shall be carefully designed, transparent, and consistent with the overall architectural character.
- Building frontage along the mid-block neighborhood street shall be smaller scale buildings reflecting more intricate detail, with stoops and entries to individual units.

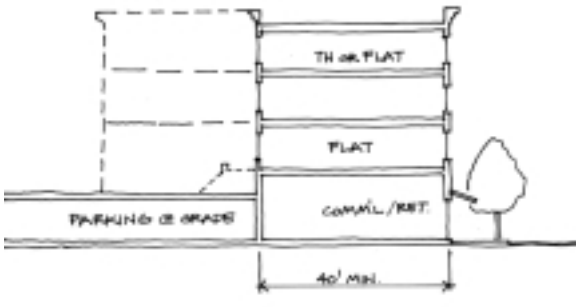
Storefront Retail at the sidewalk level of Delancy Street in San Francisco

High density residential apartments with ground floor retail at Steamboat Apartments, San Francisco

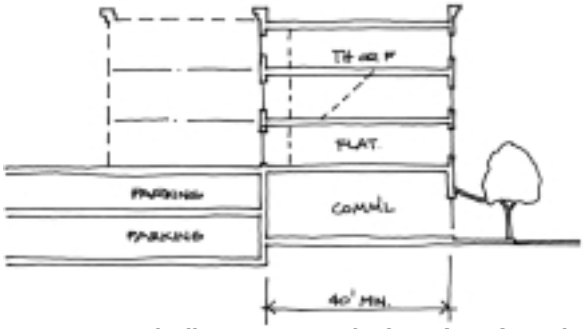
2.5.1 TVRH Residential High Density - Prototype 1



Axonometric View illustrating mid-block vehicular and pedestrian street



Section example illustrating at-grade parking podium

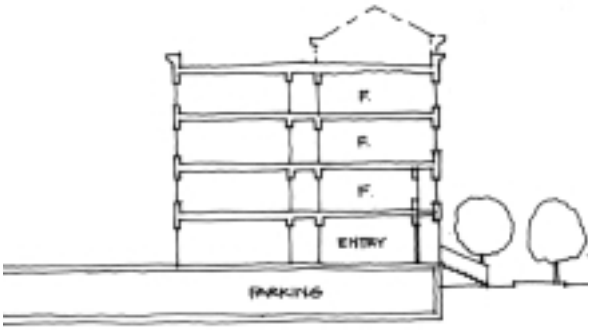


Section example illustrating partial sub-grade parking plus second level parking podium

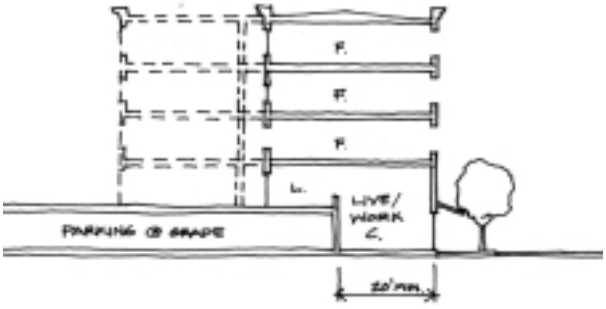
2.5.1 TVRH Residential High Density - Prototype 1

Building Design

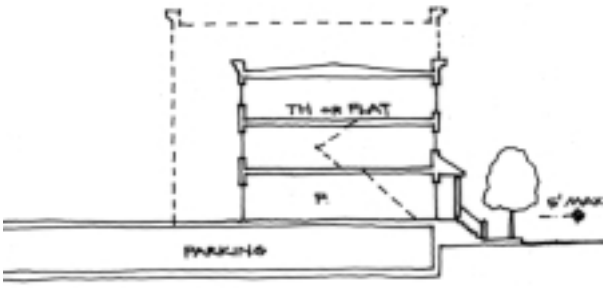
- The podium may extend only 5 feet maximum above grade along any frontage.
- Shared or individual residential stoop entries are required at podiums, at a maximum of 50 feet o.c. to provide articulation and activity along the residential street frontage.
- Facades shall be articulated to provide vertical modulation at approximately 25 feet o.c. by structural frames, bays, entries, parapet modulation, and material and color changes.
- 70 % of the McLellan Drive street frontage shall be storefronts. Storefronts and entries shall be well designed with quality materials, such as tile and well articulated window systems.
- Flat roofs are strongly encouraged along McLellan Drive for a more urban appearance. Parapets shall be articulated with well-design details. Mechanical equipment shall be organized, screened and designed to be integral with the building.
- Roofs over corners and major entries may be more strongly articulated for architectural legibility.
- Awnings and signage provide opportunity for articulation, visual interest and pedestrian-scaled elements.



Section with residential stoop entries to top of podium



Section (McLellan Drive) of flexible ground floor live/work space with podium parking behind



Section at mid-block street with stoop entries to townhomes and flats over podium

2.5.1 TVRH Residential High Density - Prototype 2

Residential above podium parking with Streetfront commercial allowed along El Camino Real. Residential stoops along private Neighborhood Streets.

Parking podium access is consistent with facade articulation in this new development on the El Camino Real in Colma, CA

The tops of the podium structure become important community open space, as at Hismen Hin-nu Terrace in Oakland.

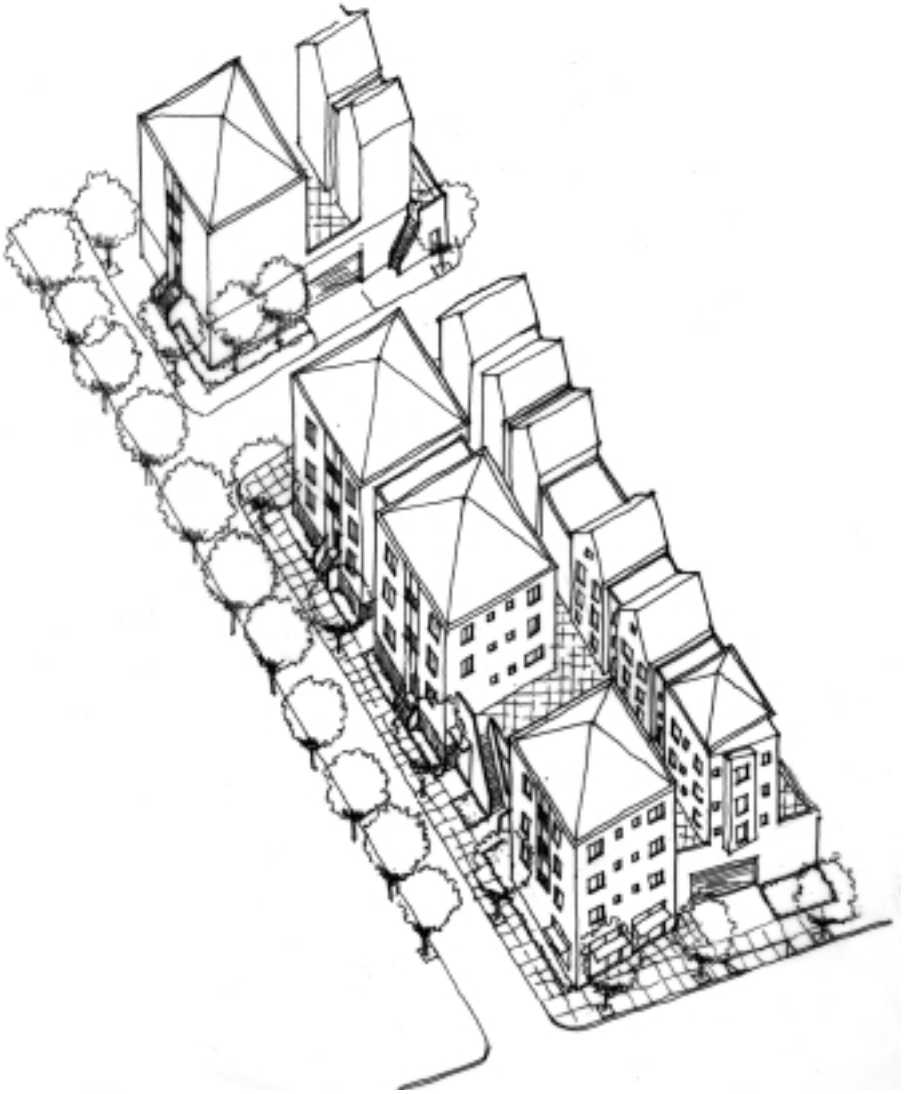
Site Planning and Development

- Building frontage along El Camino Real is to be to the minimum setback line. Commercial uses are allowed at the ground floor level of this frontage.
- The parking podium may be accessed from El Camino Real. It must maintain the building frontage requirements and be carefully designed to be consistent with the character of the building.
- Building frontages over 200 feet require a mid-block break integrated with pedestrian or vehicular paths.
- Building frontage along the mid-block street shall resemble a neighborhood street with more intricate detail, such as bays and stoops and entries articulating individual units.
- Buildings adjacent to or overlooking the linear park and flood channel shall "face" the park and be articulated consistent with other sides of the buildings. "Backs" of buildings are not appropriate along the linear park. Provide for pedestrian connections whenever feasible.
- Surface parking at the rear of the property must be well landscaped and provide a quality appearance when viewed from the linear park.

Building Design

- Shared or individual residential entries along the neighborhood street are required at a maximum of 50' o.c. to provide articulation and activity along the street frontage.
- Facades shall be articulated to provide vertical modulation at approximately 25-50' o.c. This includes roof forms, bays, entry articulation, parapet modulation and material and color changes.
- Roof forms shall be visually interesting, reflect the building massing, and be of quality materials as they will be viewed from the neighborhoods above. Mechanical equipment shall be organized, screened and integrated with the architecture of the building.

2.5.1 TVRH Residential High Density - Prototype 2



Axonometric View

Section showing unit entries along side of development

Section through back of parcel with connection over flood channel to BART Linear Park

2.5.2 TVRM - Residential Medium Density - Prototype 3

Townhomes or lofts with rear tuck-under and surface parking, with ground floor commercial (day care preferred).

Loft style developments provide an urban appearance and create opportunities for flexible ground floor uses.

The urban appearance of these lofts is appropriate for buildings on McLellan Drive.

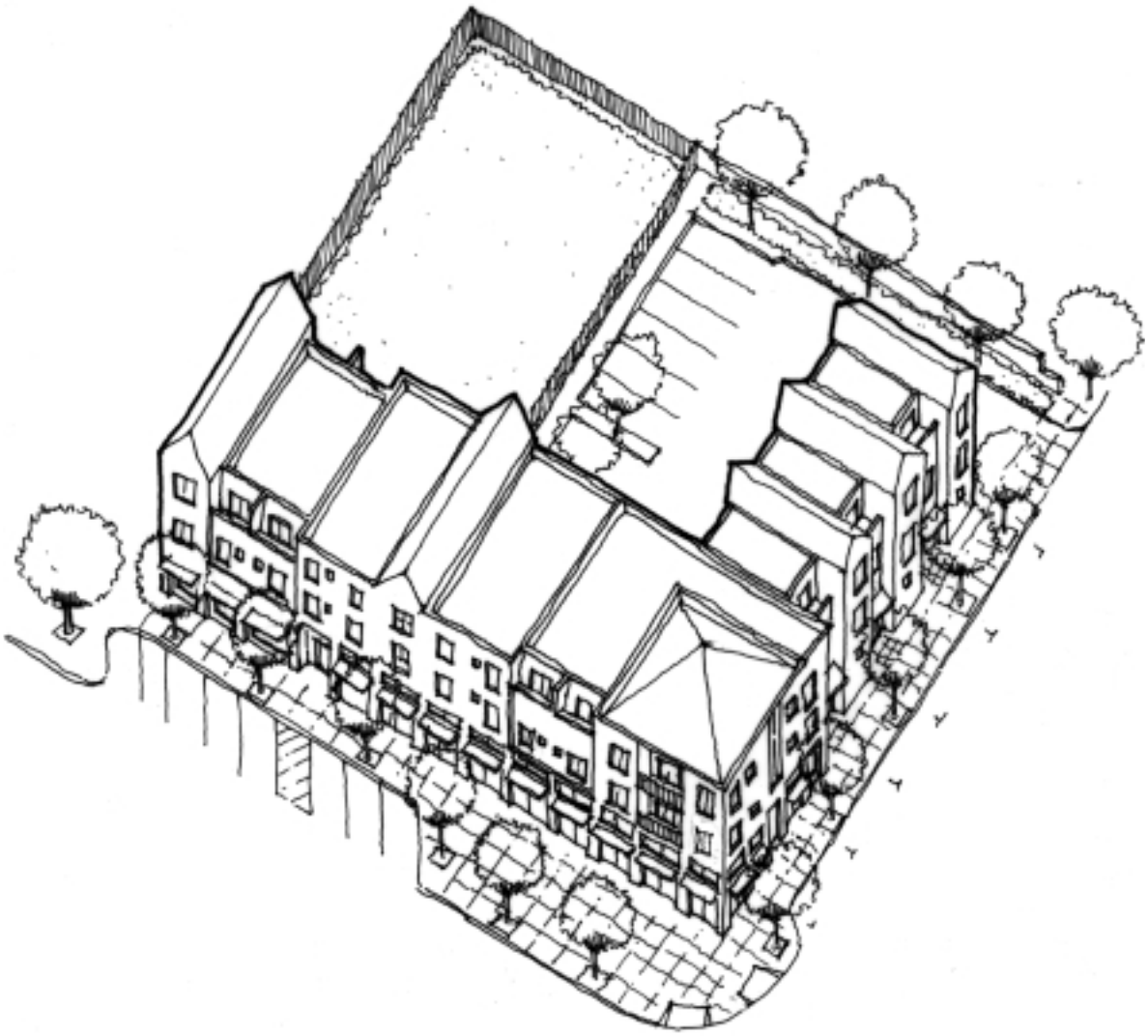
Site Planning and Development

- Parking is to be located behind the building accessed from shared side street with minimum impact to pedestrian and vehicular circulation.
- The auto entry may be directly through the building or framed by the building facade.
- Principal pedestrian entries to ground floor spaces shall be from the public sidewalks. A shared lobby with access from the street and parking is acceptable in some instances.
- Storefront commercial with commercial or residential above facing Mclellan Drive and streetfront residential with stoops or porches facing Mission Road.

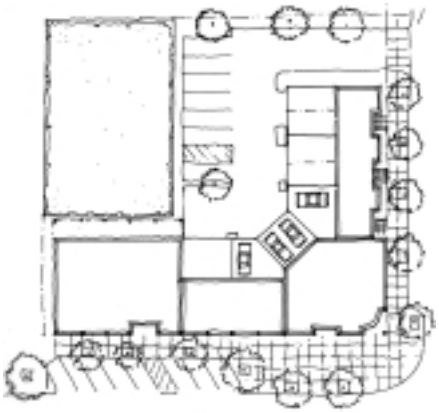
Building Design

- Allowable commercial uses on the ground floor encourage flexibility for uses and create the opportunity for a stronger "urban" frontage on McLellan Drive.
- Flat roofs are generally encouraged along McLellan Drive for a more "urban" appearance. A combination of flat, gable and some hip roofs are appropriate for mixed commercial/residential developments.
- Mechanical equipment shall be organized, screened and designed consistent with the building's architecture.
- Corner buildings may have an emphasized height - either lower or higher - to give special emphasis to corner entries or to address the two streets equally.
- Facades shall be articulated to provide vertical modulation at approximately 25 feet o.c. This includes structural frames and bays, entry articulation, parapet modulation and material and color changes.
- On McLellan Drive, 70% of the ground floor building space shall have a storefront appearance.
- Storefronts and entries shall be well designed with quality materials, such as tile and well articulated window systems.

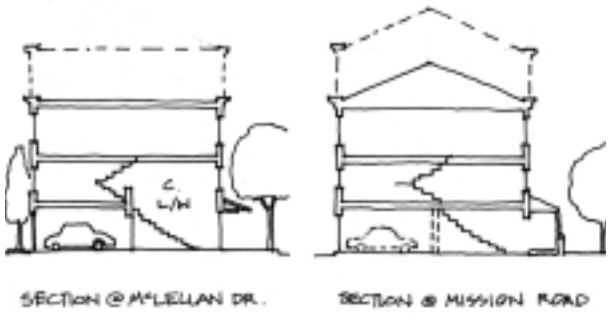
2.5.2 TVRM - Residential Medium Density - Prototype 3



Axonometric View



Site Plan



Section

2.5.2 TVRM- Residential Medium Density - Prototype 4

Residential above podium parking or with rear-accessed tuck-under or surface parking, accessed by shared driveway off of Principal Street. Ground floor commercial allowed in some locations.

Parking podium access is consistent with overall building design, and stoop entries to residential units front the podium at sidewalk level to activate the podium facade.

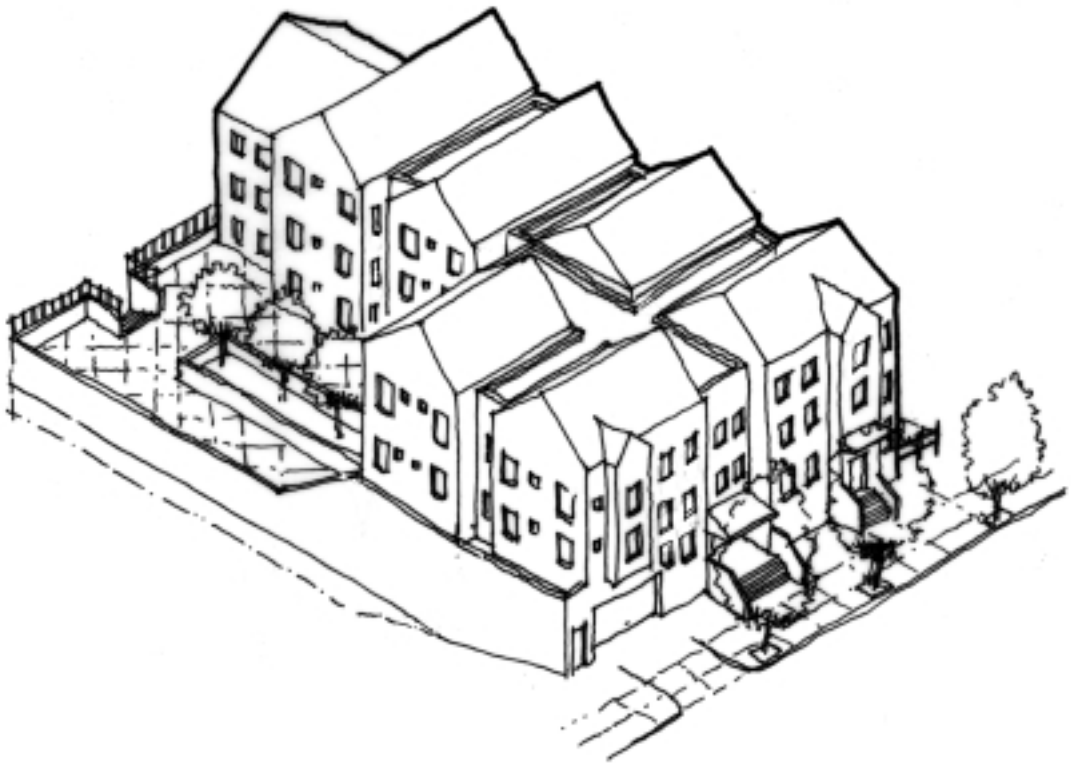
Site Planning and Development

- Parking is to be located behind the building or in a podium accessed through a shared driveway with minimum impact to pedestrian and vehicular circulation .
- At podiums, it is strongly encouraged to have the auto entry through the building or framed with the building facade.
- Principal pedestrian entries to ground floor units shall be from the public sidewalks to allow for commercial uses should they be appropriate.
- Stoops from individual units are encouraged above the podium.
- A shared lobby with access from the sidewalk to upper units is acceptable.

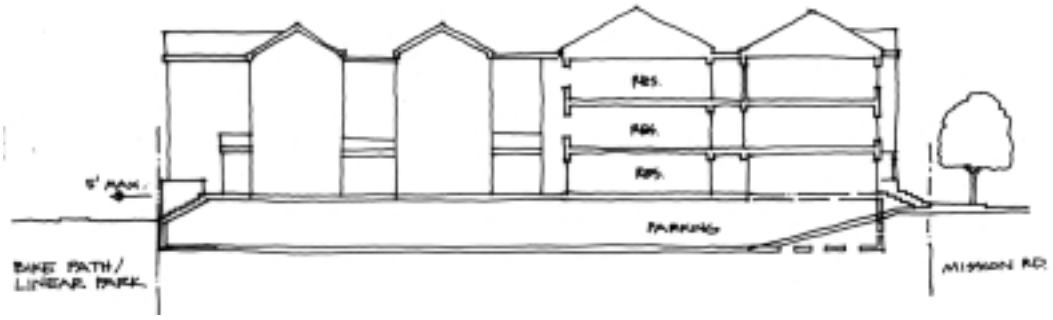
Building Design

- The podium may extend only 5 feet maximum above grade along any frontage.
- Regularly spaced stoop entries to units should front the podium at the sidewalk level.
- A combination of flat, gable and some hip roofs are appropriate for residential developments to provide visual interest. Parapets shall be articulated with design details. Mechanical equipment shall be organized, screened and designed to be integral with the building.
- Facades shall be articulated with bays, terraces,balconies, awnings and recessed openings to create visual interest and modulate the scale of the building.
- Grouped entries shall be emphasized and be of a larger scale than individual entries.

2.5.2 TVRM- Residential Medium Density - Prototype 4



Axonometric View



Section

2.5.2 TVRM - Residential Medium Density - Prototype 5

Townhouse with rear-accessed tuck-under or surface parking accessed from a shared driveway off of Principal Street or private Neighborhood Street.

Site Planning and Development

- Parking is to be located behind the building accessed by a rear drive or neighborhood street or alley
- Principal pedestrian entries to ground floor units shall be from the public sidewalk.

Building Design

- Facades shall be articulated to reflect the individual units with bays, terraces, balconies, awnings, stoops, and recessed openings to create visual interest and modulate the scale of the building.
- Architecture should have a slightly more "residential" character than the buildings on McLellan Drive and El Camino Real, but they should also reflect a stronger character than the single family homes that currently face Mission Road.
- Primary residential entries to buildings must be from Mission Road and may have stoops and porches.
- Wood and custom metal railings or low walls are preferred on stoop entries.
- A combination of gable, flat and some hip roofs are appropriate for residential developments to provide visual interest. Mechanical equipment shall be organized, screened and designed to be integral with the building.

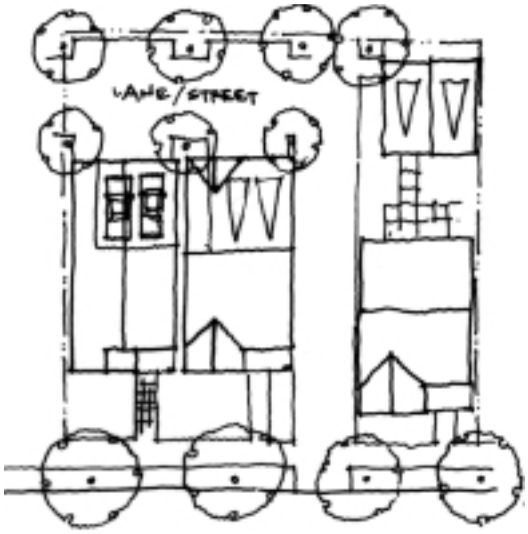
Stoops and facade articulation clearly distinguishes individual units in the City Park development in Foster City, CA.

Shared neighborhood streets provide internal circulation and access to parking in new developments.

The Crossings, Mountain View, CA

2.5.2 TVRM - Residential Medium Density - Prototype 5

Axonometric View



Typical Plan

2.5.2 TVRM - Residential Medium Density - Prototype 6

Townhouse facing Principal Street with front loaded parking, or Townhouse in back of large parcel with front loaded parking off of private Neighborhood Street.

Site Planning and Development

- Individual units may have front-loaded garage entries due to specific site limitations.
- Garages should be recessed behind front facades a minimum of 8 feet to minimize its visual impact and to allow for apron parking.
- Curb cuts for individual units are limited to 12 feet in width to allow for single auto access and apron.
- Principal pedestrian entries to ground floor units shall be from the public sidewalks. Stoops to individual units are desired.

Building Design

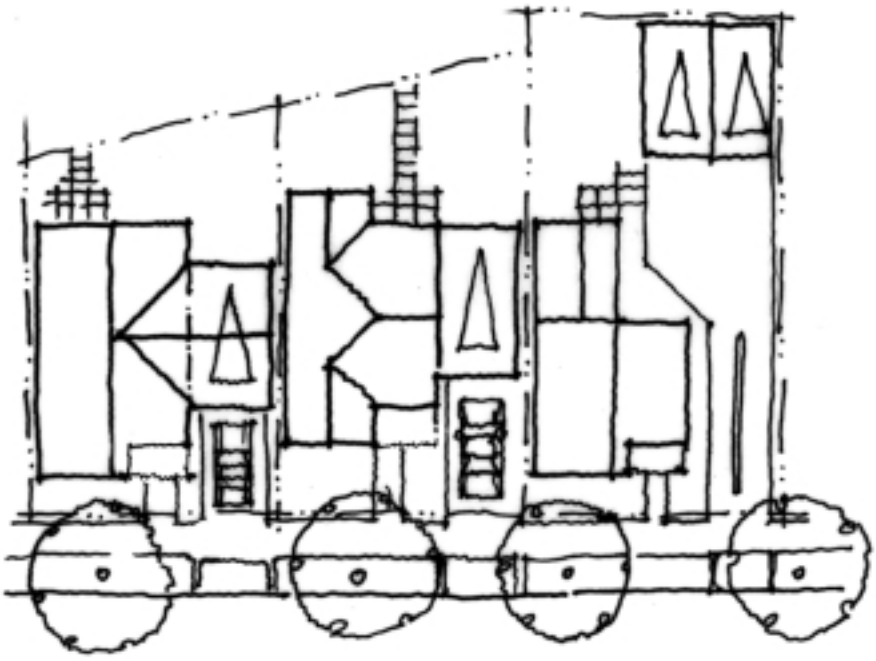
- Large entry porches are encouraged. The minimum entry porch shall be as wide as the garage door.
- Single car garage doors are allowed. Two car garage widths are not allowed.
- The garage frontage shall be less than 50% of the residential building facade.
- A combination of flat, gable and some hip roofs are appropriate for residential developments to provide visual interest. Parapets shall be articulated with design details. Mechanical equipment shall be organized, screened and designed to be integral with the building.
- Facades shall be articulated with bays, terraces, balconies, awnings, stoops and recessed openings to create visual interest and modulate the scale of the building.

Garages are recessed behind main building facade at these front-loaded townhomes in Mountain View.

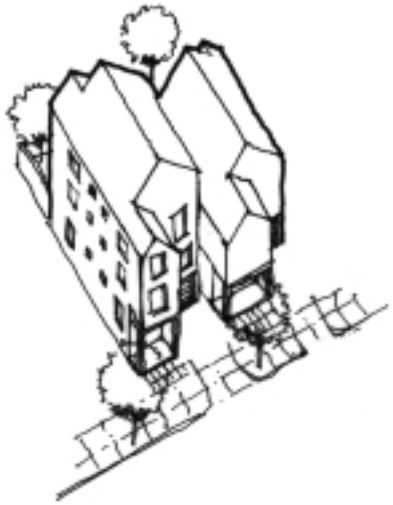
Zero-lot-line front loaded single family homes in Mountain View

The recessed garage also creates space for apron parking on narrow-lot units, such as these in Novato.

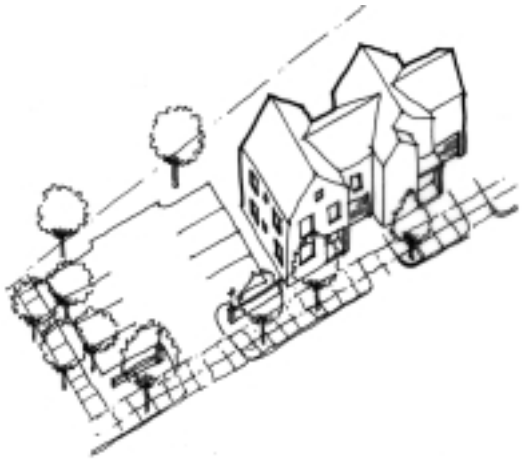
2.5.2 TVRM - Residential Medium Density - Prototype 6



Typical Townhome Plan Configuration



Axonometric Configuration



Townhome configuration with small adjacent parking lot

2.5.3 TVC - Commercial - Prototype 7

Ground floor neighborhood commercial with rear-accessed surface lot and pedestrian passage from parking to storefront entries. Commercial or residential allowed above.

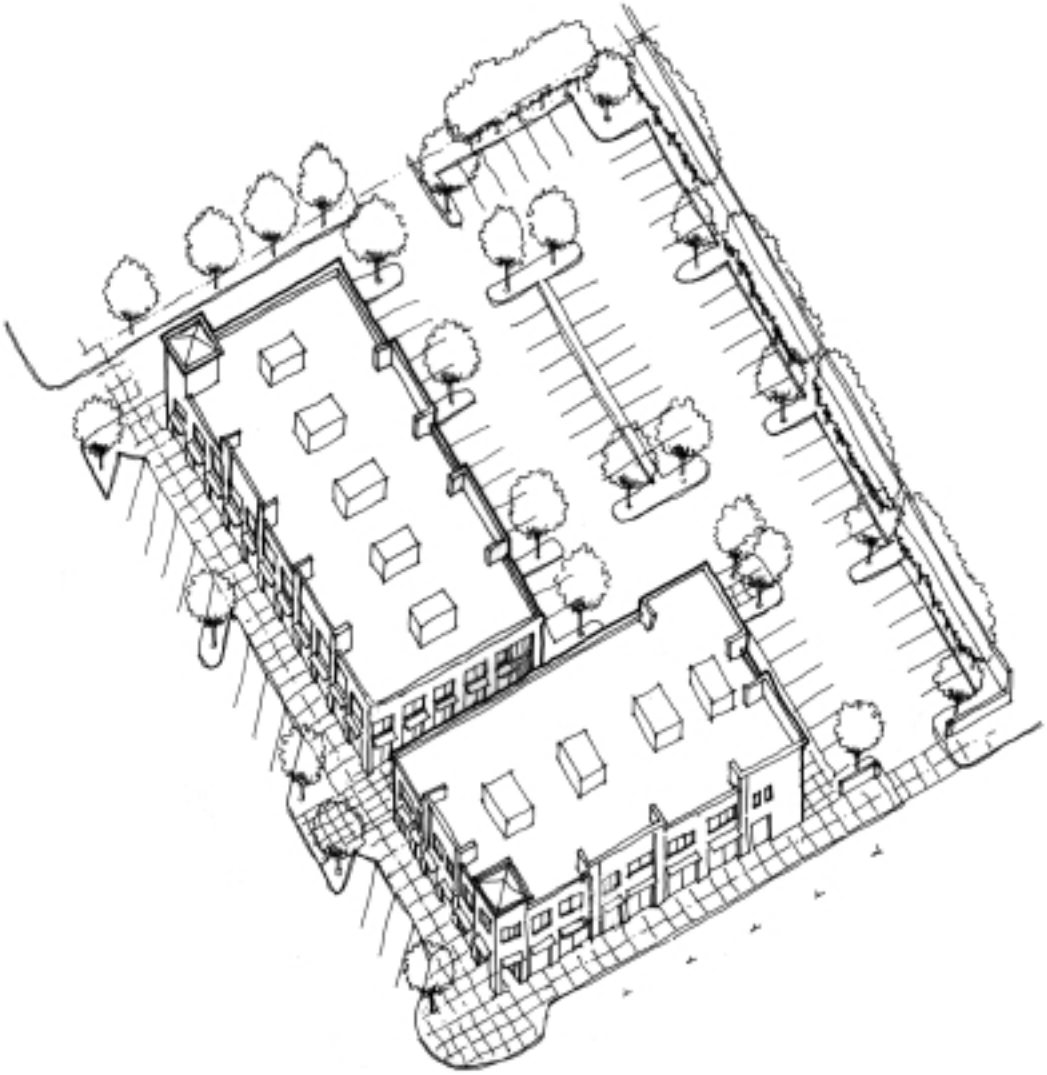
Site Planning and Development

- Parking is to be located a minimum of 40 feet behind the principal facade of the building, in surface lots or podium structures.
- Where adjacent to sidewalks, surface parking shall be screened from the sidewalks with low walls and landscaping.
- Walls should be consistent with design and materials of the building.
- To maintain an active sidewalk, ground floor retail uses should not be accessible from parking behind.
- A pedestrian linkage should be provided from the parking structure or lot behind to the front sidewalk and main building entry, either between buildings or along the sidewalk.
- Pedestrian passages should be used to create a mid-block break that helps to modulate the scale of development.
- Ground floor commercial uses shall be set to the minimum setback. Upper floor uses may have an additional setback to create useable open space above the 22' height minimum.

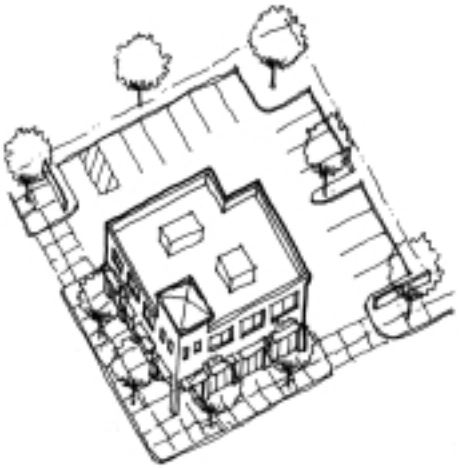
Example of TVC Prototype 8 Commercial with Surface Parking behind.

Example of pedestrian passage from parking behind to Principal Street and ground floor Commercial Entries.

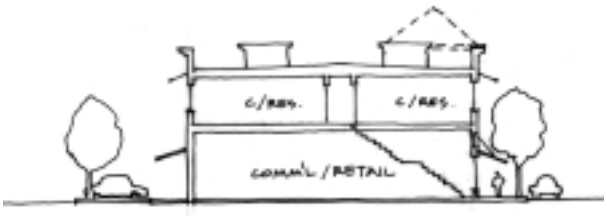
2.5.3 TVC - Commercial - Prototype 7: *surface parking behind*



Axonometric View showing surface parking behind (large lot)



Small-lot Axonometric View



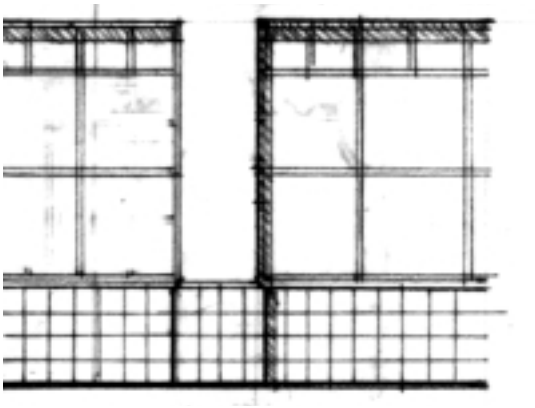
Section showing parking behind and pedestrian entry at principal facade

2.5.3 TVC - Commercial - Prototype 7

Building Design

- Buildings are to have two story frontage along Principal Streets. If two story buildings are not feasible, then a minimum building height of 22 feet shall be provided to the top of parapet. 10% of the building facade is allowed to project above the height limit for architectural features.
- Corner buildings shall also have a two story or 22 foot height on frontage facing public streets.
- Flat roofs are generally encouraged for commercial buildings for a more urban appearance. Parapets shall be articulated with well designed details. Mechanical equipment shall be organized, screened and designed to be consistent with the design of the building.
- Corner buildings may have an emphasized height-either lower or higher to give special emphasis to corner entries or to address the two streets equally.
- Facades shall be articulated to provide vertical modulation at approximately 25' o.c. This includes structural frames and bays, entry articulation, parapet modulation and material and color changes.
- 70 % of the street frontage shall be storefronts on commercial buildings. Storefronts and entries shall be well designed with quality materials, such as tile and well articulated window systems.
- Awnings and signage provide opportunity for articulation and add visual interest and pedestrian scaled elements.

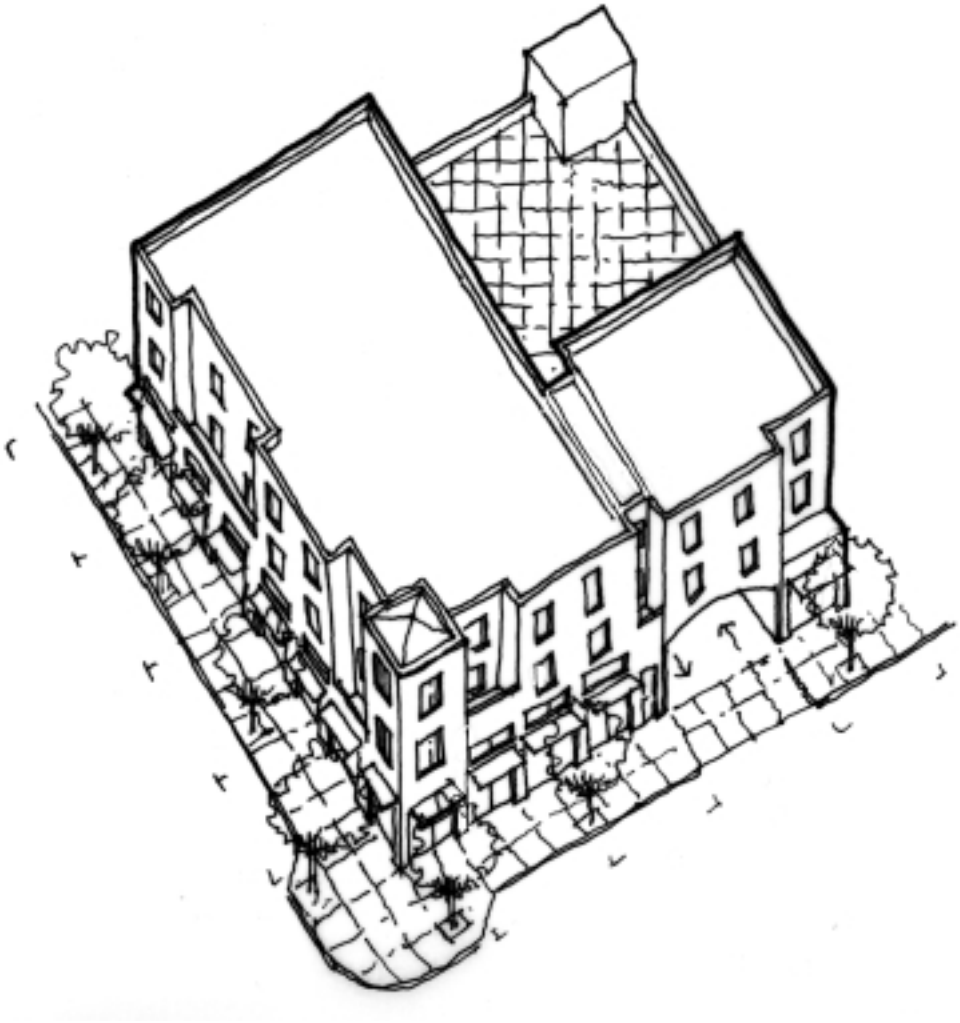
Example of TVC - Commercial with Surface Parking behind. The articulate corner height emphasizes the main entry to residential units above.



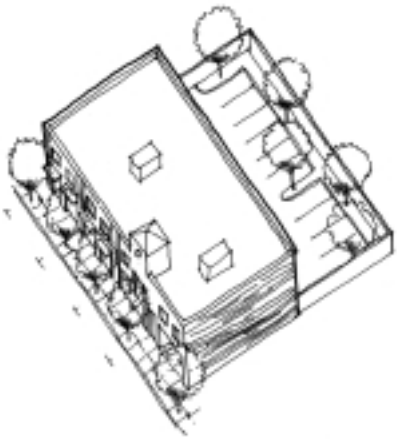
Commercial Base

Example of TVC - Commercial with Surface Parking behind. The articulate corner height emphasizes the main entry to commercial spaces.

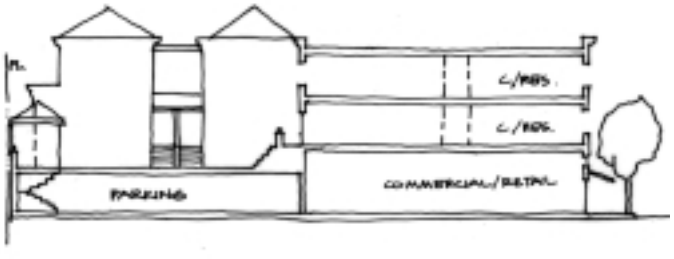
2.5.3 TVC - Commercial - Prototype 7: *tuck-under or podium parking behind*



Axonometric View of corner lot showing parking podium



Alternative Mid-block Axonometric View with Tuck-under Parking



Section with residential townhomes over podium behind principal frontage

2.5.3 TVC - Commercial - Prototype 8

Ground floor commercial with podium parking or with parking structure behind principal building. Commercial or residential allowed above.

Site Planning and Development

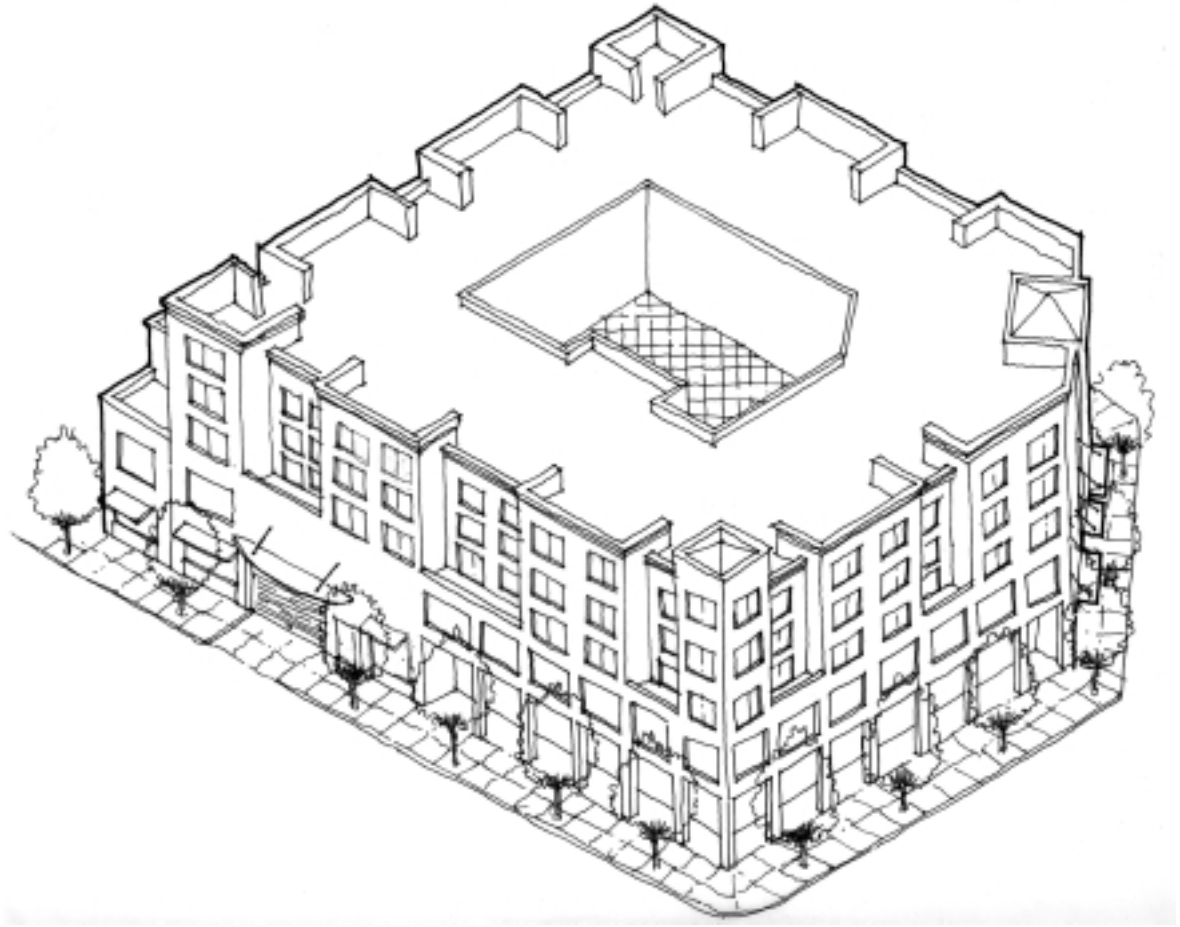
- Larger-scale commercial mixed use is appropriate along the El Camino Real.
- Ground floor retail uses fronting El Camino Real are desired.
- Parking should be in a podium or structure not less than 40 feet behind the principal frontage of the building to ensure that the ground floor is activated by commercial uses.
- In cases where surface parking is necessary, it must also be a minimum of 40 feet behind the principal building frontage.
- To maintain an active sidewalk, ground floor retail uses should not be accessible from parking behind.
- A pedestrian connection should be provided from the parking behind to the front sidewalk and main building entry either through a passageway, or along a sidewalk.
- Pedestrian passages should be used to create a mid-block break that helps to modulate the scale of development.

Menlo Center in Menlo Park has active ground floor retail uses and offices above. Parking is in a structured podium behind the building. This project is adjacent to the Menlo Park Caltrain.

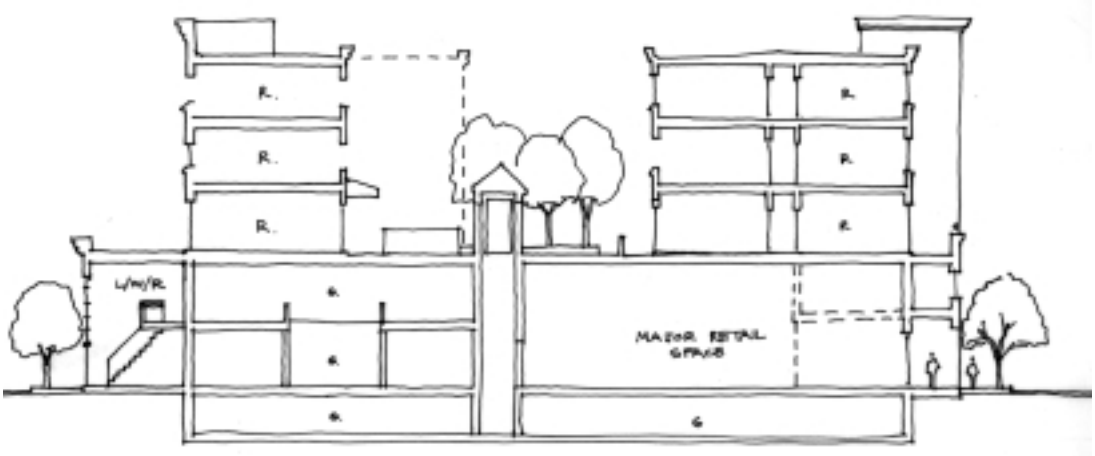
Park Place Office with underground parking in Mountain View is another model for what could happen at the current Days Inn site, adjacent to Kaiser.

The Dreyers office building in Rockridge has ground-floor retail, upper floor offices, and well-designed surface parking behind. A mid-block pedestrian passageway links parking to storefront entries retail stores and to a shared entry for the uses above. The break helps to modulate the scale of the building.

2.5.3 TVC - Commercial - Prototype 8: *podium parking*



Axonometric View

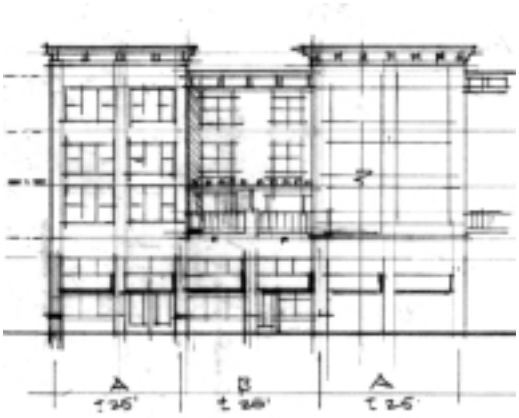


Section

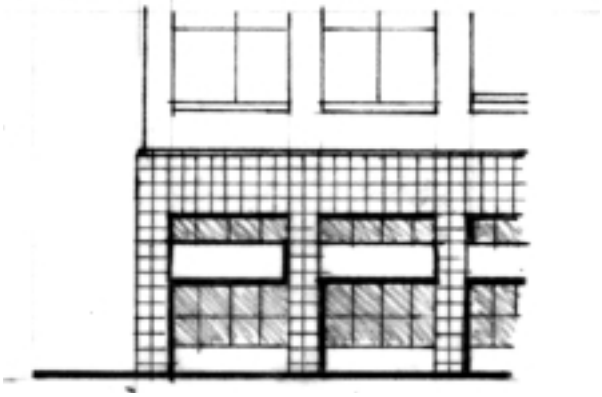
2.5.3 TVC - Commercial - Prototype 8

Building Design

- Flat roofs are generally encouraged on commercial buildings for a more urban appearance. Parapets shall be well designed and articulated.
- Mechanical equipment shall be organized, screened and designed to be integral with the building.
- Corners may be articulated to give special emphasis to entries.
- Facades shall be articulated to provide vertical modulation at approximately 25' o.c. This includes structural frames and bays, entry articulation, parapet modulation and material and color changes.
- 70 % of the street frontage shall be storefronts on commercial buildings. Storefronts and entries shall be well designed with quality materials, such as tile and well articulated window systems.
- Awnings, signage and provide opportunity for articulation and add visual interest and pedestrian scaled elements.

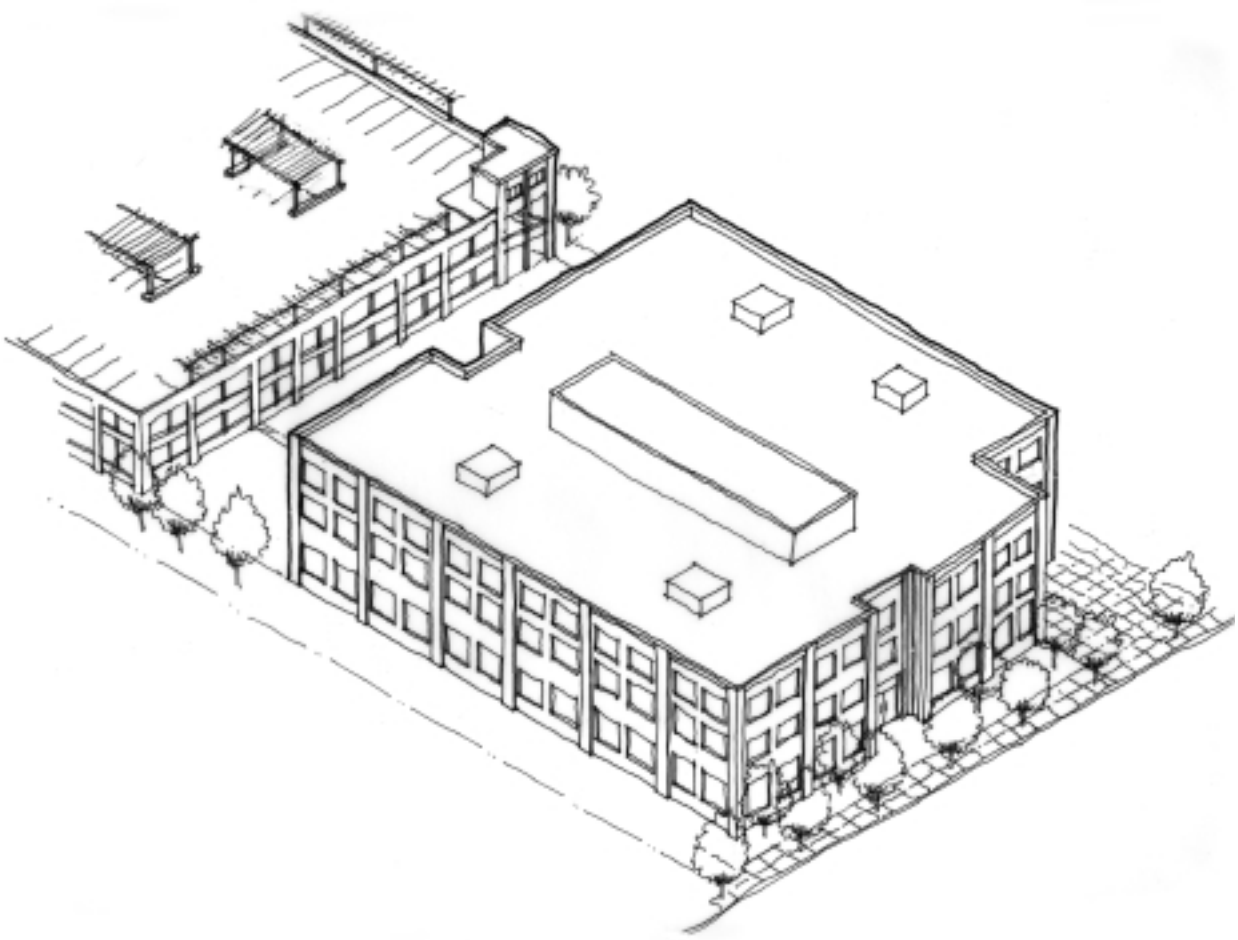


Building Articulation and Flat Roofs

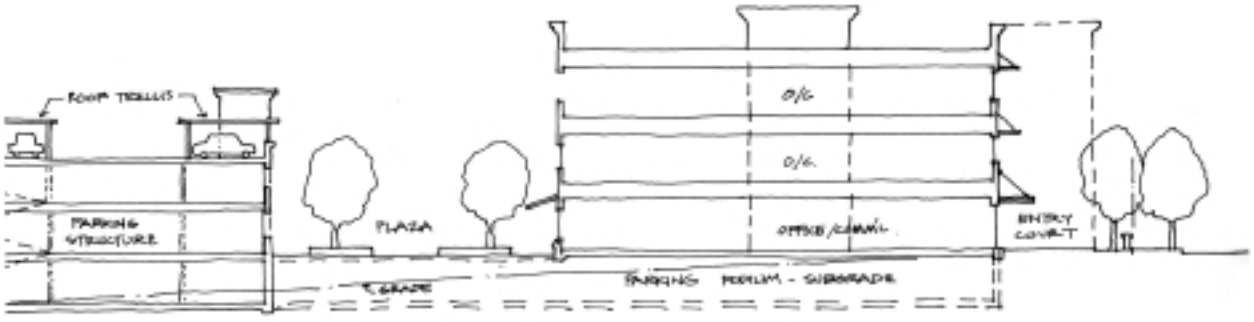


Commercial Base

2.5.3 TVC - Commercial - Prototype 8: *structured parking behind*



Axonometric View



Section

2.6 Detail Design Guidelines

2.6.1 Purpose

The *Detail Design Guidelines* are intended to provide sketches and photographic examples of various site design and architectural detail elements that are appropriate in the *Transit Village.* These guidelines are more specific in their recommendations and are intended to inform the quality of development at a material level.

2.6.2 Use of the Detail Design Guidelines

Similar to the other guidelines, these shall be used by the development team to assist them in producing a quality design. The City will use them as a framework for evaluating development proposals and for commenting on the design aspects of the proposed projects.

Developers, property owners, and designers should familiarize themselves with all aspects of the *Design Guidelines* for the Transit Village, even when they do not directly apply to their property or project. This will ensure a comprehensive understanding of the *Transit Village* goals and vision.

Applicants should contact the City of South San Francisco early in the project planning and design process to determine application and processing requirements and discuss key issues particular to their specific site.

To assist the City's review, a project description is recommended for each submittal which discusses how the development proposal meets the various design guidelines for each topic, or why it varies from the guidelines, and it should describe the additional benefit the proposed project provide to the community. Photographs, site plans and drawings should be submitted as appropriate, to show the relationship of the proposed project to the adjacent properties and surrounding neighborhoods.

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

2.6.3 Residential Detail Design Guidelines

Site Planning & Design

Parking

- Driveway and curbcut widths should be minimized to lessen their visual impact on from the street.
- Garage doors shall be single car widths not to exceed 8 feet; and should be of a high quality material and design.
- 2-car width garage doors are only allowed on rear garages accessed from side by drives.
- Driveways and aprons are encouraged to have accent paving and pervious surfaces where appropriate.

Special pavers on driveways reduce impervious surface and soften the visual quality of garage access.

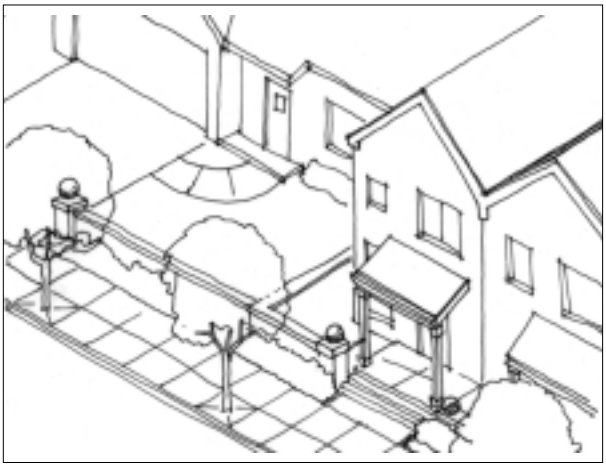
Residential "Streets" and Drives

- Internal streets or drives are encouraged to use pavers and other accent paving to minimize impervious surface and for visual appearance, where appropriate.
- Internal streets should follow the design guidelines for *Neighborhood Streets.* They should include sidewalks, lighting, and landscaping.

Internal circulation in new developments is designed using a traditional neighborhood street pattern rather than a "driveway".

Fencing and Low Walls

- New low walls (not more than 3') are encouraged in front of existing single family houses along Mission Road as a transition between varying building setbacks and to provide a transition between the street and homes. These walls should be well designed using quality materials such as stucco, brick, and decorative metalwork.
- Property line fencing on side and rear yards shall be a maximum of 6' high, and trellises are allowed to extend to 8' to provide further screening and privacy between residential yards.
- Fences between the building and sideyard property line mst be a minimum of 2' behind the building face.



New low walls along existing single family residences will provide a transition between existing and new setbacks along Mission Road.

Site Lighting

- Site lighting shall be oriented to the parcel itself to minimize glare into adjacent parcels.
- On parcels with internal private streets or drives lighting should be designed to reflect the character of a street, with pole mounted, pedestrian scale street lighting consistent with the character of the development.

Building Design

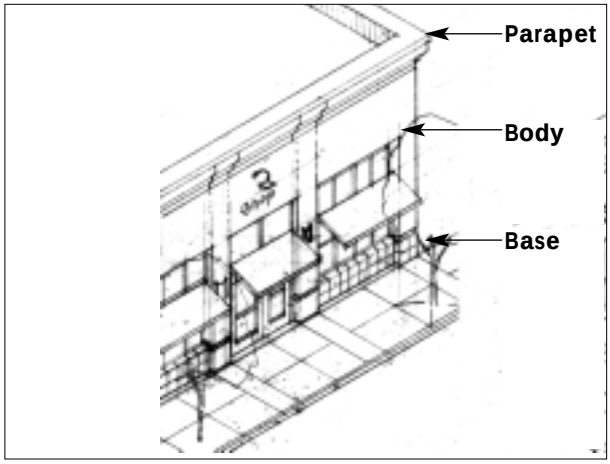
Building Articulation

- Single family townhomes should be articulated to reflect the individual units with bays, roof forms, recessed garages, and stoops and/or porches.
- Multi-family buildings should be articulated to accent the building's shared entry, should include individual entries to street-level units, and should use bay, recesses, and roof forms to create a rhythm which reflects a residential pattern and scale.
- Facade rhythm should be articulated to provide a typical traditional building pattern of approximately 25 feet, and should emphasize verticality.

Small-lot Single Family homes are articulated with bays, roof forms,recessed garages, and porches.

Building articulation provides identity to individual units within this townhouse development in Dallas.

Facade articulation, roof forms, and entries create a rhythm in to reflect the residential pattern of land use.



Articulate building facades with Base, Body, and Parapet or Roof

- Building facades are traditionally articulated with a building base, body and roof or parapet edge.

Entries: Stoops and Porches

- Entries shall be oriented to the streets and sidewalks, with special emphasis on corner entries on corner sites.
- Above podium structures, stoops should be frequently spaced to provide pedestrian activity at the street level and to provide visual interest along the partially raised podium.
- Porches should be large enough (6'x8') to provide for seating and possibly a small table and at minimum be as wide as the garage door frontage.
- "Storefront" entries to residential units (typical of loft-style units), should be from the sidewalk level and may have a slightly more "commercial" character than traditional residential architecture.

Roofs

- Individual roof forms should reflect the facade articulation, and building massing rather than a single roof over an articulated building.
- Roofs should be a combination of Gables, Flat/ parapet and Hips (where appropriate) to provide visual interest and be consistent with the building articulation.
- Flat roofs are encouraged in the more "urban" areas of the Transit Village, such as along McLellan Drive and El Camino Real.
- Pitched roofs are generally more appropriate for for townhouses and single family homes.
- Parapet / flat roofs should have strong cornice detailing, to provide scale and visual interest.

Metro Park Townhomes in Foster City, CA are an excellent example of medium density, multi-family townhomes, with stoop entries and low walls at the front yard.

Bays and roof forms reflect a traditional residential rhythm on these urban townhomes, while"Storefronts" provide a more commercial architectural character.

Steamboat Apartments in San Francisco have flat roofs with strong, well-detailed parapets.

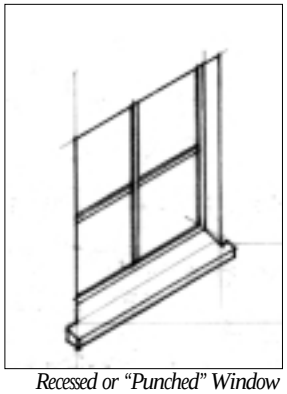
Mechanical Screening

- All mechanical equipment (roof, ground or building mounted.) should be screened from view from all public right of ways, pedestrian paths and adjacent residences.
- Screens should be consistent with the building design in form, material and detail.
- Where landscaping is used as a screen, it should be in coordination with a trellis and/or framework that is consistent with the building design, and it should be carefully maintained throughout the year.

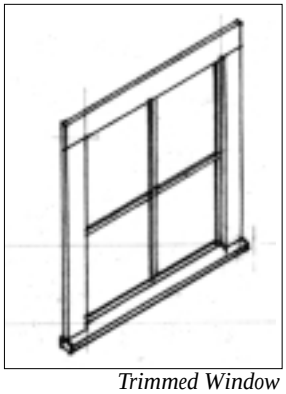
A simple lattice screen with flowering vines creates an attractive screen for mechanical equipment on the building's facade.

Windows

- Windows should be organized, patterned and grouped to reflect and reinforce the building articulation.
- The window detailing should reflect the building architectural character.
- Windows should be trimmed consistent with the architectural character, or
- Windows without trim should be recessed to provide a "punched," recessed character.
- Flush "nail-on" windows are strongly discouraged.



Recessed or "Punched" Window



Trimmed Window

Building Materials

- Materials should be selected which reinforce the architectural character, the building articulation and add visual interest.
- Changes in material and color should be used to articulate building elements, such as base, body and parapet caps or bays and arcades or building frame.
- Changes in material or color should occur at appropriate facade locations to appear integral with the building massing, rather than an application.
  (ie. inside corners not outside corners.)
- High quality materials, such as tile, can be used to articulate the building base, providing a visually interesting appearance as well as good maintenance performance.
- Quality materials and color should be used to accent building entries or as a decorative feature when appropriate.
- Exterior Finish System (EFS) should not be used between 0 and 15 feet of the facade height both for appearance and long term maintenance purposes.

2.6.4 Commercial & Mixed-use Detail Design Guidelines

Site Planning & Design

The quality of the site development is as important as the building design. Critical elements of development include the design of of parking areas and the access to them. Quality hardscape materials, screening and fencing consistent with the building design, landscaping, and site lighting and signage are all elements of good site parking.

Parking Lots behind Buildings

- Curbcuts should be shared and located on side streets when possible, and from principal streets when necessary.
- Cut widths should be a maximum of 20' wide at parking lot and shared residential drives, and a maximum of 16' wide at podium entries
- Design to minimize impact on side streets and pedestrian paths and ensure ease of pedestrian circulation to public sidewalks.
- Use pavers and other permeable materials to minimize impervious surface and for visual appearance, where feasible.

Screening and Fencing

- Parking lots should be screened to minimize the visual impact of the surface lot.
- Service, Trash and Utility areas should be screened or enclosed in structures which are consistent with the building design in both materials and detailing. Roofs or trellises are recommended for screening of views from above.
- Low walls and fencing along parking lots should be well designed of quality materials and coordinated with landscaping to be an effective and beautiful screen wall.

Commercial garbage enclosures should be designed consistent with the overall architecture.

Well designed screening at parking lots minimizes their impact on the sidewalk environment and frames the public realm in a way similar to a building.

Landscaped "fingers" in surface parking lots soften their appearance and provide a visual buffer to adjacent uses.

- Low walls defining outdoor seating areas should be of consistent materials as the buildings and be low for viewing and seating and transparent where appropriate for articulation. Masonry, stucco and decorative metal railing where used is encouraged.

Landscaping and Hardscape

- Accent paving at plazas, seating areas, driveway entries and for pedestrian circulation through parking areas is strongly encouraged.
- In parking lots each 6 spaces max. should be separated by a treed landscape finger 4' wide minimum.
- Landscape area between commercial parking and residential parcels is to be 5' minimum with trees spaced for appropriate screening.
- Low landscape areas in plazas and in seating areas provide screening and add to the quality of the space.
- Landscaping can be used creatively to act as an architectural feature along building frontages.

Site Lighting

- Site lighting placement and design should emphasize pedestrian paths and safety with a combination of bollard post and building lighting.
- Pole lighting should reflect the high design quality of the development, be consistent with the building and site elements and allow for screening from adjacent properties, particularly residential uses. Low decorative light standards are encouraged over tall utilitarian fixtures.
- Building lighting should augment street lighting along public sidewalks and should highlight seating areas. Under awning lighting and storefront lighting is encouraged.

Low walls define outdoor seating areas in Berkeley, and landscaped areas add to the quality of the space.

This decorative and artfully designed gate in the Fruitvale district of Oakland is evocative of the district's Latin culture.

Creative use of "architectural" landscaping

Site Signage

- Site signage should be incorporated into gateways or low screen walls whenever possible.
- Signs must be of individual letters in lieu of “box signs and insignias.
- Signs may be lit via wall or landscape lights or may be neon type fixtures.
- Signs which are specifically designed and detailed for a particular business are encouraged.
- Letters shall be individual and be no larger than 12” tall, except as required by city agencies.
- A building complex or larger scale development is encouraged to have a coordinated signage program to be reviewed by the City with the building design

Parking podium access is clearly signed and consistent with overall building design and architecture.

Building Design

Building Articulation

- Building Facades should be articulated to provide a pattern or rhythm typical traditional building patterns of approximately 25 feet.
- Building facades are traditionally articulated with a building base, body and roof or parapet edge.
- Roof forms should reflect the facade articulation, and flat/parapet roofs are desired on commercial buildings.
- Where they exist, parking podiums should be integrated into the building’s base design.
- Parking structures behind commercial buildings should be designed to give the appearance of a commercial building. If a parking structure faces a street, it should have an active use at the ground floor in front of the parking.

A newer commercial building with a traditional facade rhythm.

Parking Podium entries should be integrated into the base design of commercial buildings.

Storefront Design

- Large Display Windows (large panes or divided lites) are strongly encouraged.
- Clear glass is should be used. Colored or reflective is not appropriate.
- A well designed and/or decorative material base is desired at display windows.
- Entries and window displays should have consistent materials and detailing.
- Entries should be located at corners or intersections whenever possible.
- Recesses are encouraged to identify entries and provide weather protection.

Large clear glass display windows encourage window shopping and a visually interesting public realm.

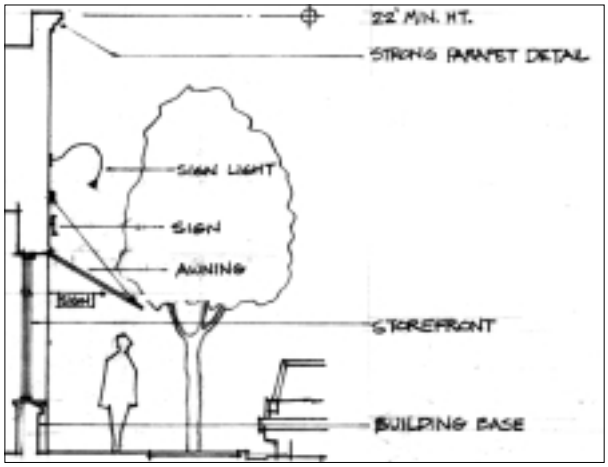
Building Base

- The building base "grounds" the building and provides greater detail and visual interest at the pedestrian level.
- It is recommended that the building base be a change in material.
- Where the podium extends above grade, its appearance should be consistent with the building base.
- The building base should be incorporated into the storefront design at columns and below windows.

Individual metal awnings and a well articulated storefront design activate this storefront in Emeryville.

Awnings and Canopies

- Awnings over storefront windows and entries are strongly encouraged to provide signage, shade, and pedestrian cover.
- Individual awnings, which articulate the building facade rhythm, are desired in lieu of long continuous horizontal awnings.
- Awning colors are recommended as accents to and should be integral with the building's overall color palette.

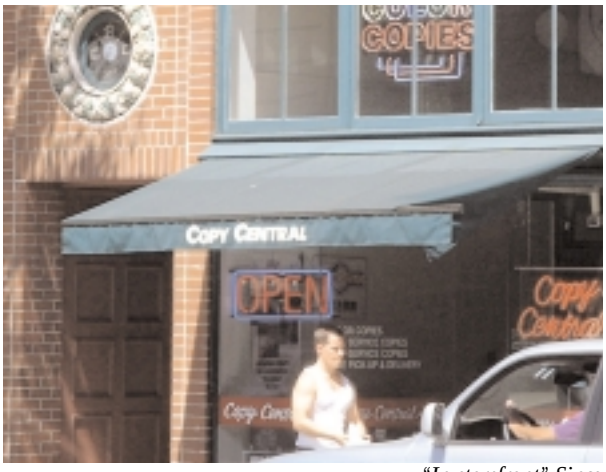


Typical section through storefront and sidewalk realm of TVC Prototype 8

Building Signage

- Signage throughout the *Transit Village* should be tastefully designed and consistent with the overall design of the building.
- Facade signs of individual letters, which are highlighted by separate wall washing lights or backlit as silhouette are recommended and preferred.
- Signs of individual letters only are generally not to exceed 12” in height.
- Stylistic signage representing the character of the shop or business is encouraged.
- Blade signs are simple and attractive in many commercial locations.
- “In-storefront” pedestrian signs are encouraged for visual interest.
- Tastefully designed sandwich-board signs are allowed in the *Transit Village*, but they may not conflict with the free movement of pedestrians in the sidewalk realm. They should be set within store entry setbacks, or within the curbside zone where trees, light poles, mailboxes, and other sidewalk fixtures exist.
- Internally lit box signs are not appropriate or allowed in the *Transit Village*.
- Internally lit letters are strongly discouraged.
- Neon and other artistic forms of signs are encouraged for variation and individuality.

Facade Signage of high-quality, individual letters, applied to building face and highlighted with wall washing lights



“In-storefront” Sings

Stylistic signs represent the type of business before the text is ever read, and they make for a lively environment.

Roofs and Parapets

- Roof forms in commercial buildings are encouraged to be integral with the building design, simple in form and used to accent entries or street corners.
- Flat roofs are generally encouraged on commercial buildings.
- Parapets with simple forms, strong detailing, and high-quality materials are encouraged.
- Mechanical Design and Screening: Rooftop mechanical equipment should be organized in a pattern and screened from view from the street or above.

Elegant roof forms complement the overall building design and streetscape.

Materials

- Quality, lasting materials shall be used in the *Transit Village* for long term appearance and maintenance performance.
- Tile, stone masonry, precast panels and stucco are encouraged for building bases for appearance, maintenance and the for providing a strong "grounded" appearance.
- Exterior Finish System (EFS) should not be used between 0 and 15 feet of the facade height both for appearance and long term maintenance purposes.

High quality materials on individual buildings frame an interesting mid-block courtyard space in Palo Alto.