5

Urban Design

5 Urban Design

INTRODUCTION

The Berryessa BART Urban Village (BBUV) Plan introduces a "tiered" approach to implement development controls for projects in order to be consistent with recent changes in State Legislation. The State of California adopted legislation for cities to streamline the development review and approval process of residential projects in 2018. These state law changes now require that development controls must be objective and measurable where possible and applicable.

This Plan's "tiered" approach consists first on General Standards that are applicable in all four Districts within the Urban Village. These standards provide overall direction for urban form and design controls that are applicable regardless if it is commercial or residential land use, and the standards are generic for all four Districts. Next, since each of the four Districts has a very distinct urban form and site constraints, certain standards are created differently and are applicable only in each of the four Districts—these are District- Specific standards.

Following are Use-Specific Standards that apply differently for residential and commercial uses. The rationale for Use-Specific Standards is two-fold:

1. The City needs to expedite the construction of housing per new State Law, therefore, residential uses need more predictability and objectivity. This also meets the needs of a strong housing market in San José where accelerating the construction of residential development is imperative.
2. State Law changes are not envisioned to streamline the development review and approval of commercial development, only residential. Therefore, commercial standards can be more flexible to respond to future commercial design needs and real estate market dynamics.

Next in the "tiered approach" are Design Guidelines. Design guidelines are—by definition—non-specific, and given the need for objectivity and implementability in recent State Law, they are applied differently for commercial and residential development in BBUV. The Plan does not have design guidelines for residential development. This is because residential standards in this Plan alone should be adequate enough to provide most of the design direction to review and approve projects. When standards in this Plan cannot provide enough direction, or more details in terms of building design are needed, the Citywide Design Guidelines will control.

The BBUV Plan does include design guidelines for commercial development. The Plan has developed a unique urban design vision for commercial development around the BART station which may require more flexibility to allow for design intentions and trends that will align with market conditions at the time of project approvals. Further, State law is focused on expediting residential development and not commercial, which opens the opportunity for more design collaboration between City and developer, something that commercial guidelines are suitable to provide. Lastly, each of the four Districts in the Plan are envisioned with a distinct urban form, which requires more design direction while being less-specific, and guidelines serve this purpose well.

How Urban Design Policy Is Implemented In BBUV

ALL DISTRICTS

FACCHINO DISTRICT

FLEA MRKET SOUTH DISTRICT

EAST DISTRICT

BERRYESSA & LUNDY DISTRICT

BERRYESSA BART PLAN – VISION & PRINCIPLES

GOALS

General intent or purpose statements in the Plan that inform urban form and reflects the vision, values, and principles identified by the community. Goals are applicable to the entire Urban Village.

GENERAL STANDARDS

STANDARDS FOR ALL DISTRICTS

Provide design direction that is numeric and verifiable, hence objective. Standards are binding and considered City of San José policies. General Standards in BBUV provide overall direction for urban form (i.e. Setbacks) and are applicable to all four Districts. BBUV standards supersede other City policies where conflicts appear, however, General Standards are not applicable in areas that will remain undeveloped outside the four Districts and need to be preserved. For these areas existing zoning with their associated standards apply.

COMMERCIAL

RESIDENTIAL

DISTRICT-BASED, USE-SPECIFIC STANDARDS

BBUV has "Use-Specific" standards that apply differently to commercial and residential land uses on each of the four BBUV Districts. These standards are in addition to the BBUV General Standards. Use-Specific Standards also provide direction that is numeric and verifiable, hence objective. Standards are binding and considered City of San Jose policies. BBUV standards supersede other City policies where conflicts appear. Standards not addressed in this Chapter will default to the Citywide Design Guidelines or applicable zoning district standard.

GUIDELINES

BBUV has design guidelines for commercial development. Guidelines describe best practices that are typically qualitative and serve as overarching design guidance.

GUIDELINES

BBUV does not have design guidelines for residential development—only commercial. For direction regarding residential design guidelines, refer to the Citywide Design Guidelines, as applicable.

Exceptions to the Urban Design Standards

An exception process applies to this Urban Village design standards and guidelines (not to other Chapters of the Berryessa BART Urban Village (BBUV) Plan which require a formal General Amendment process). A project applicant may request an exception to the design standards and guidelines contained in this document.

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

The decision-maker (Planning Director, Planning Commission, or City Council, as applicable) will consider the request and information provided and make findings to approve or deny the request. The decision-maker shall only grant an exception if all the following findings are made:

The exception does not preclude the compliance with an objective and measurable residential standard of this chapter.

The request demonstrates that a commercial standard or guidelines is subjective

The request demonstrates that there is physical constraint or unique situation or burden on the project and it is not related to an objective standard

The physical constraint or unique situation or burden on the project is not created by the project applicant or property owner, and it is is not caused by financial or economic considerations.

Approving the waiver will not create a safety hazard

Approving the waiver will not result in a project that is inconsistent with the urban design concept and/or urban design goals of this Plan

The proposed project meets all other standards and guidelines in the Citywide Design Guidelines of standards and policies of the Berryessa BART Urban Village Plan.

Overarching Urban Design Concept

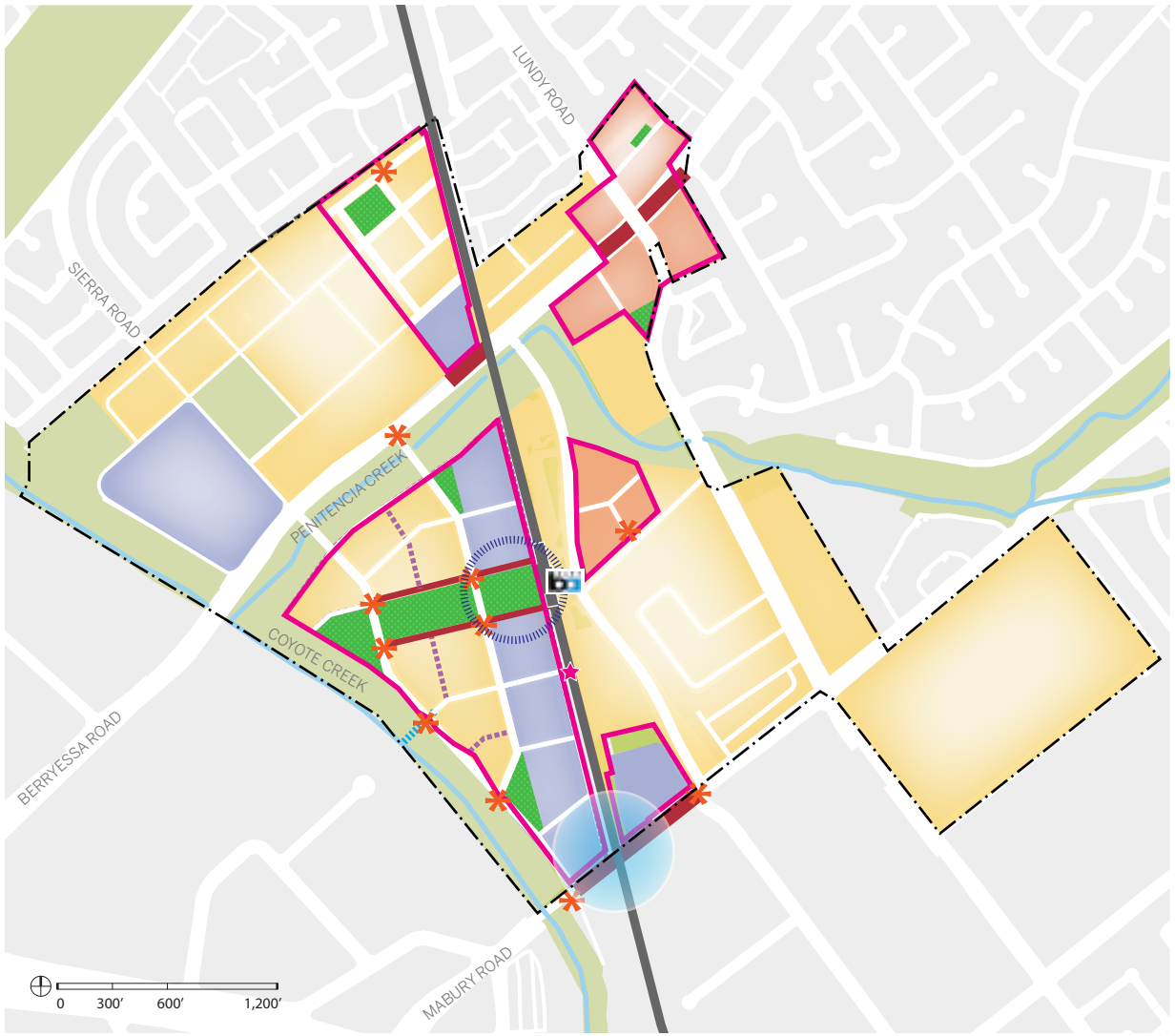


Figure 5-1: Urban Design Concept Plan

OVERARCHING URBAN DESIGN CONCEPT

The overarching urban design concept for the Berryessa BART Urban Village (Figure 5-1: Urban Design Concept Plan) creates an attractive and vibrant Urban Village with a mix of high-density employment and residential uses and unified by an emphasis on prioritizing alternative forms of transportation such as transit, bicycling, and walking. Concentrating density and a mix of uses close to the Berryessa/North San José BART station, creating pedestrian and bicycle connections, and providing attractive and lively open spaces throughout the Urban Village are vital to its success.

- Residential
- Commercial
- Residential / Commercial
- Existing Park and Open Space
- General Location for Future Park/Plaza
- Potential New or Enhanced Intersection/Crossing
- Gateway
- Active Node
- Potential Paseo (Pedestrian, Bike and Emergency Only)
- Ground Floor Commercial / Active Frontage
- Urban Village Boundary
- 4 Districts

DISTRICTS

As discussed in the Land Use Chapter, this Plan's Urban Design Concept designates four districts of available developable land1 in the Urban Village (Figure 5-2: Districts). Guidelines for each district will foster new development with distinct and consistent design character. Land use strategies, which further define each district, are described in more detail in the Land Use Chapter.

In BBUV, most of the existing neighborhoods will be preserved, and future development is concentrated on specific opportunity sites that can allocate the housing and jobs capacities without redevelopment of the existing neighborhoods. BBUV therefore introduces the notion of Districts, as an urban design approach that can better characterize unique urban form, given the specific site constraints and development intensities of each opportunity site.

Figure 5-2: Districts

1 *Developable Land : The land that is found to be suitable for commercial or residential developments, based on the existing conditions analysis, ownership status and land use patterns.*

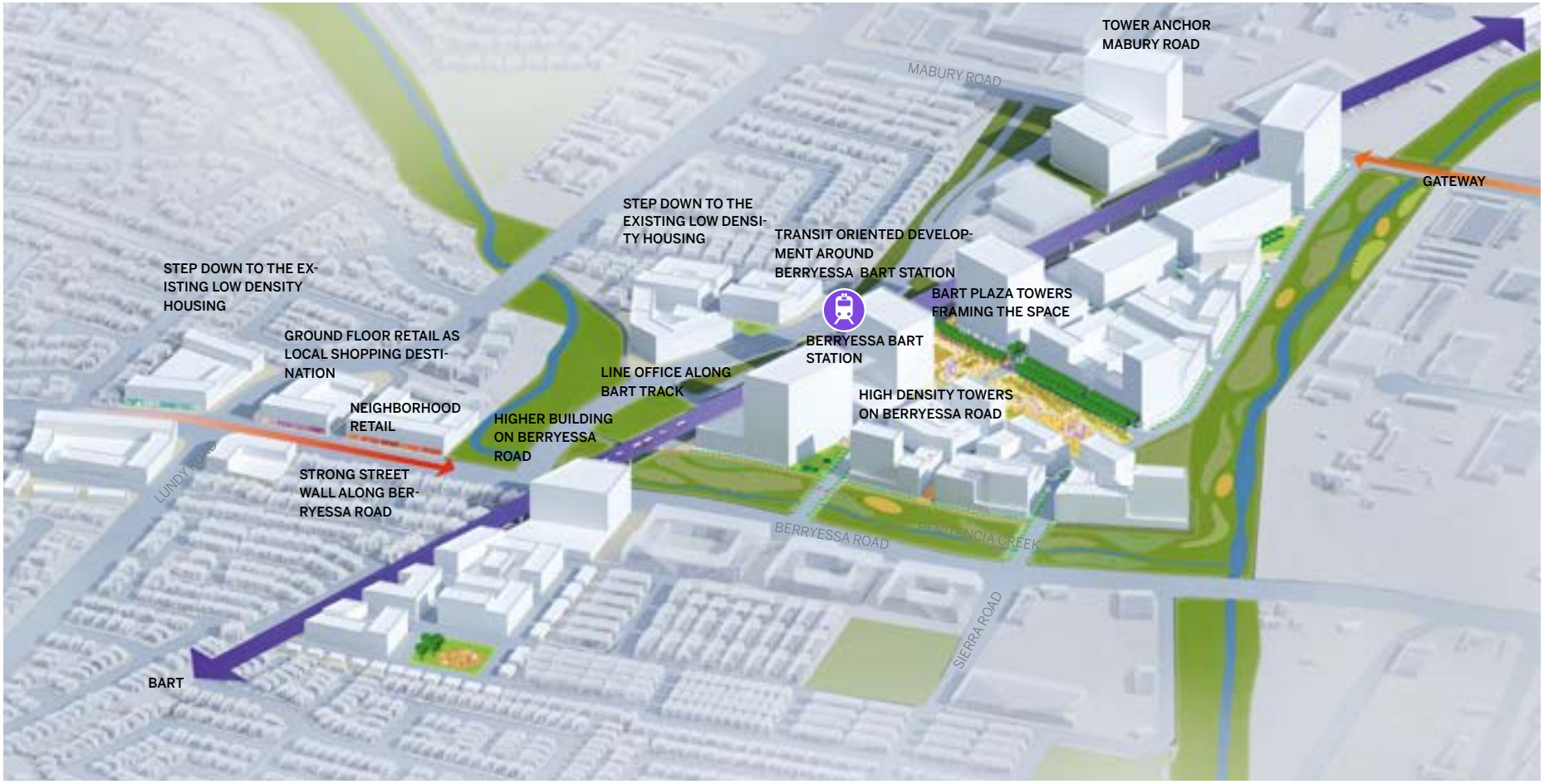


Figure 5-3: Urban Design Concept Plan

Note: The building silhouettes provided here are shown as an illustrative concept the overall urban design intention.

Urban Design Goals

1

Goal UD-1
Establish commercial development with a distinct urban form that reflects the transit-oriented development potential created by the proximity to the Berryessa/North San José BART station.

2

Goal UD-2
Establish an urban form and building configuration that supports retail development opportunities, identified on key locations with pedestrian activity, and the overarching urban design concept and Urban Village circulation system.

3

Goal UD-3
Strive for variation in residential and commercial building height at the block and District levels, to create a distinct urban form for the entire Urban Village.

4

Goal UD-4
Implement the urban design concept as defined for each District, to catalyze urban form as a placemaking strategy in the Urban Village.

5

Goal UD-5
Protect the urban form and character of existing neighborhoods within this Urban Village by focusing on development opportunities and urban design strategies for each District.

6

Goal UD-6
When new development occurs in existing residential neighborhoods, it is integrated with sensitivity to scale and context to strengthen and reinforce each neighborhoods' established character.

7

Goal UD-7
Minimize the visual impact of parking by using urban design strategies that mitigate its scale, intensity, and location throughout the Urban Village.

8

Goal UD-8
Incorporate placemaking elements in the public realm that reinforce the overarching urban design concept provided for this Urban Village.

General Standards

General Standards provide design direction for all districts that is numeric and verifiable, hence objective. Standards are binding and considered City of San José policies. General Standards in BBUV provide overall direction for urban form (i.e. Setbacks) and are applicable to all four Districts. BBUV standards supersede other City policies where conflicts appear, however, General Standards are not applicable in areas that will remain undeveloped outside the four Districts and need to be preserved. For these areas existing zoning apply.

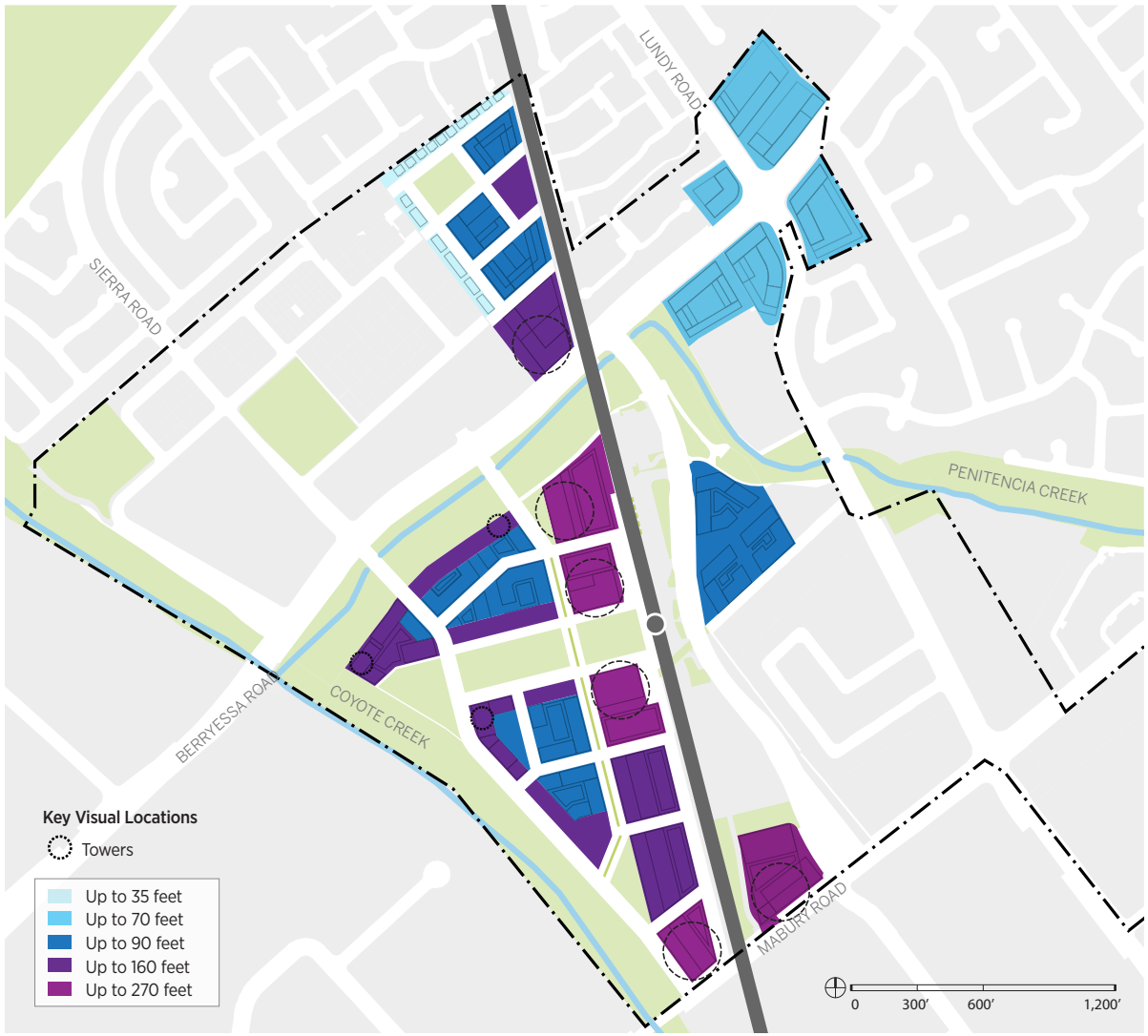


Figure 5-4: Height Limit Diagram

A. BUILDING HEIGHT

Standards

A-DS-1 Development shall not exceed the maximum heights established in Figure 5-4 Berryessa BART Urban Village Height Limits. While this Plan does not establish minimum heights, the land use chapter does establish, minimum FARs that should be achieved.

A-DS-2 Allow for 17 feet additional height above maximum building height, exclusively for architectural features (such as cornices or not occupiable roof elements), utilities (such as elevator overruns), or rooftop usable open space elements (pergolas).

A-DS-3 Vary building height at the block level to ensure that block monotony is avoided.

A-DS-4 Prioritize the location of the tallest buildings or towers at key visual locations of each districts as shown in Figure 5-4 Height Limit Diagram.

Figure 5-5: Height Limit 3D Diagram

A-DS-5 Place the tallest buildings or towers within 500ft from the BART station on the Flea Market South District. Commercial buildings shall frame the right-of- way of the Greenway in this district (See Circulation Chapter).

A-DS-6 Place residential buildings less than 90 feet tall along internal roads or driveways of the Flea Market South District, to create a more private residential setting and avoid a "canyon" effect created by tall buildings along internal roads of this district.

A-DS-7 Buildings with the maximum heights shall be located on Mabury Road for the East District and Flea Market South Districts, and along Berryessa for Flea Market South District. These buildings shall also frame the entrance to the BART station and concentrate development intensity and height away from existing residential areas.

A-DS-8 For the northern site in front of the BART station in the East District, place the tallest buildings along Station Way and in front of Penitencia Creek, consistent with Figure 5-4 and 5-5, so that building height impacts on existing neighborhoods are mitigated while taking advantage of views over Penitencia Creek.

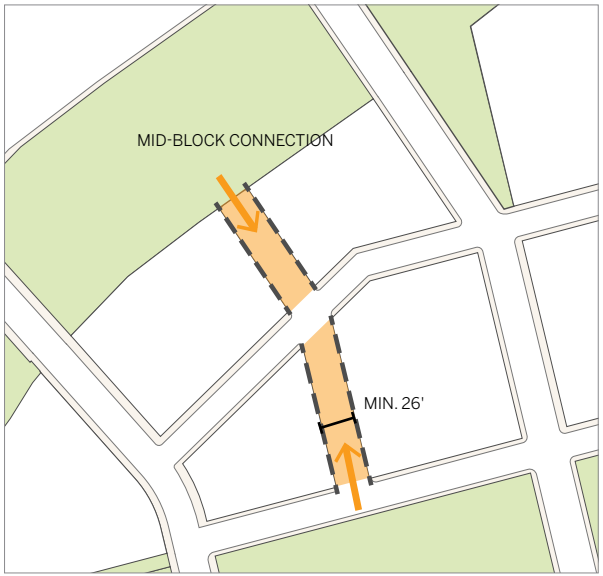


Figure 5-6: Mid-Block Connection

Figure 5-7: Gateway Design Feature

2019 Base Code	Maximum Block Size	Maximum Length
Flea Market South	3.0 acres	400 ft
Facchino	2.3 acres	450 ft
East	3.4 acres	400 ft
Berryessa & Lundy	2.7 acres	300 ft

Table 5-1: Maximum Block Size Length

B. BLOCK SIZE

B-DS-1 Maximum block size for new development shall be generally determined by the implementation of the circulation systems, as shown in the circulation chapter of this Urban Village Plan, which includes designated public and private roads, mid-block connections, paseos, and green corridors (Penitencia and Coyote Creeks), and other forms of pedestrian accessibility and connectivity. For reference, the resulting block size and average side block length resulting from such circulation system is described in Table 5-1.

B-DS-2 The mid-block connection or paseo must be 26 feet wide between elevation lines. No balconies or building projections are allowed to encroach within these 26 feet in the mid-block connections.

B-DS-3 A minimum vertical clearance of 20-feet must be provided if blocks or buildings connect to each other above the mid-block connections. Ensure that a gateway design feature is provided to visually frame the mid-block connection so it accentuates privacy at the interior of the block (see Figure 5.7).

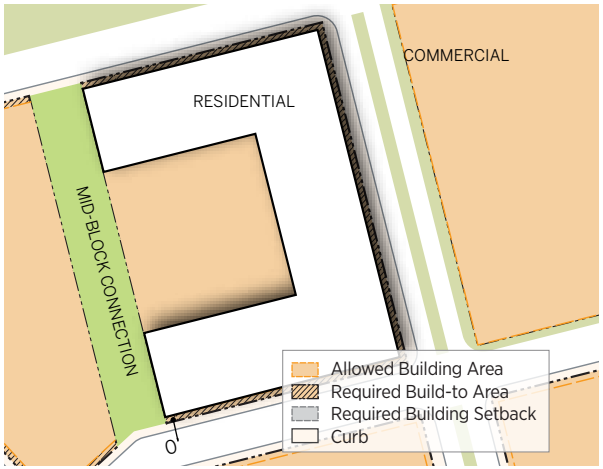


Figure 5-7: Building Placement

C. BUILDING PLACEMENT

C-DS-1 Place a ground level building façade along minimum 70% of the build-to-area (within allowed setback lines). The 30% balance can accommodate segments of mid-block connections, POPOs areas, or openings resulting from massing strategies including building access points such as recessed lobbies.

C-DS-2 The building's main entrance must be placed along a public street. If a building is located on a block corner, the main elevation and entrance must be placed in the public street with the highest priority or pedestrian orientation based on the circulation system (see Circulation Chapter). A secondary access can be provided via interior hall, walkway, courtyard or similar.

	Commercial Front	Residential Front
Flea Market South	Max. 3 feet along Green Street. Zero-lot-line or zero setbacks along other streets	Max. 3 feet(except building perimeter with stoops) 6-10 feet (for building perimeter stoops)
Facchino	Zero setback on Berryessa Road	Up to 6 feet (townhomes and single-family) Up to 10 feet (for multi-family buildings)
East	Zero setback	Zero setback
Berryessa & Lundy	3 feet	Max. 3 feet
BART Tracks	Min. 50 feet	Min. 50 feet

D. SETBACKS & BUILDING PROJECTIONS

D-DS-1 Zero-lot-line or zero setbacks are required for commercial building frontages facing the public or private sidewalk, except along the Green Street on the Flea Market South District where a max setback of 3 feet is allowed (See Table 5-2 Setbacks).

D-DS-2 A maximum setback of 3 feet is allowed for residential building frontages facing the public or private sidewalk. Setback areas can be used for landscape, hardscape, or additional sidewalk.

D-DS-3 A maximum setback of 6 -10 feet is allowed in residential building frontages for the portion of the building perimeter that has stoops (see additional requirements in standard 2A-DS-4).

D-DS-4 Buildings facing the BART track shall have minimum 50 feet set back measured from the edge of BART track to the building elevation.

D-DS-5 Buildings facing Coyote and Penitencia Creeks must meet the standards as required in Policy 6-36 Riparian Corridor Protection and Bird-Safe Design as amended, regarding urban and architecture design that protects birds. A minimum 100 feet setback is required from vegetated edge or top-of-the bank. See additional requirements in standard 2A-DS-9).

D-DS-6 All setbacks shall be measured from the outer sidewalk line as defined in the applicable street section or right-of-way (see circulation Chapter).

D-DS-7 Building projections on the public right-of-way such as balconies, private open space or similar shall not extend 3 feet from the building envelope after a minimum height of 25 feet. If projections start from a recessed building line (per setbacks), they can fully encroach into the building setback, and they cannot encroach further in the ROW

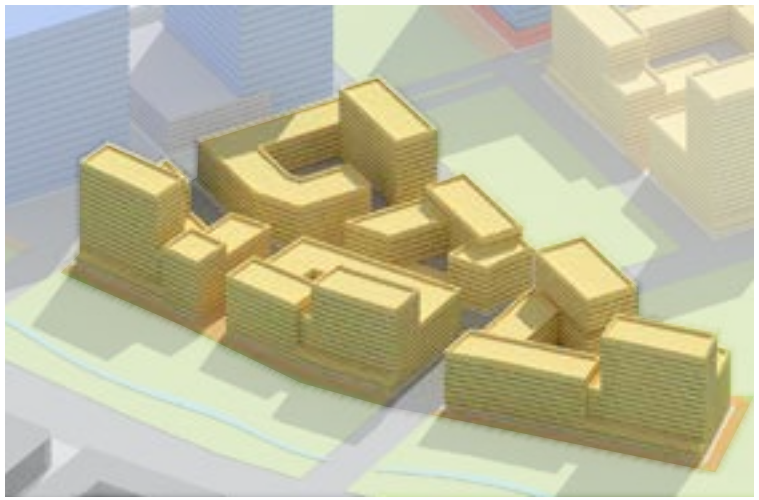


Figure 5-9: Streetwall and block base massing

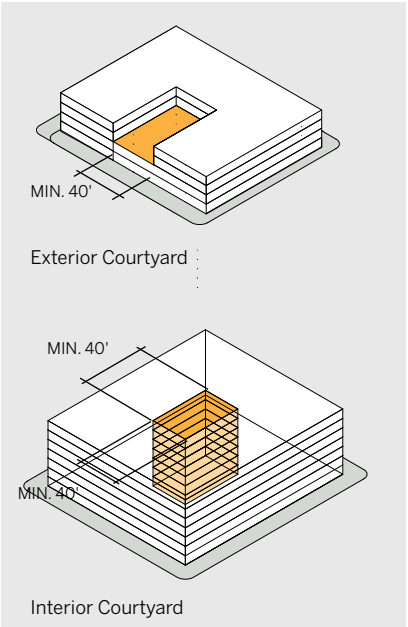


Figure 5-8: Multifamily Residential Courtyard Standard

E. MULTIFAMILY RESIDENTIAL BLOCK DESIGN

E-DS-1 Design multifamily buildings so all residential units face a public right-of-way or private street, or to an open space courtyard area. If it is exterior, a provided courtyard or terrace shall be at least 40 feet in width that is public to the public street, public alley, or mid-block connection. An interior courtyard shall be at least 40 feet in width without regard to height.

E-DS-2 Multifamily residential block should allow for massing variation on at least 40-50% of a building frontage, with façade planes stepping back (within allowed setbacks) to avoid monotony from single-plane elevations dominating the entire face of the block . Buildings or massing elements located on corners of multifamily residential blocks could be taller (20-30% more that the overall building height or massing height in a block) to accentuate corner design of buildings or blocks.

E-DS-3 Design multifamily blocks so there is streetwall or general massing base in at least 70% of the block perimeter. The height of the massing base shall be 30-40% of the total block frontage height (or no less than 40 feet) when a tower is provided (as indicated in the building height diagram). The portion of the tower facing the street shall step-back 10-20 feet. (see Figure 5-9).

F . MULTI-MODAL MOBILITY

Pedestrian

F-DS-1 Design the primary pedestrian building access directly to a public sidewalk, public open space, or paseo—uninterrupted by a parking area or vehicular circulation. Do not create a main pedestrian entrance from an internal private courtyard. Use the location of active frontage on each district as a main strategy to orient pedestrian access to buildings. (See Figure 5-10. Active Frontage.) A secondary access can be provided via interior hall, walkway, courtyard or similar.

F-DS-2 The building's main entrance shall be placed in the public street with the highest priority or pedestrian orientation based on the circulation system (see Circulation Chapter).

F-DS-3 If ground-floor neighborhood commercial is provided, locate the main access directly from a street, public open space or paseo. A secondary access shall come from an interior hall, walkway, courtyard, or similar, but never from a parking lot, or parking garage.

F-DS-4 Ground-floor, street-fronting residential units must have a primary "front door" access from the street, rather than entering from interior corridors, lobbies, or the garage. A secondary access can be provided via interior hall, walkway, courtyard or similar.

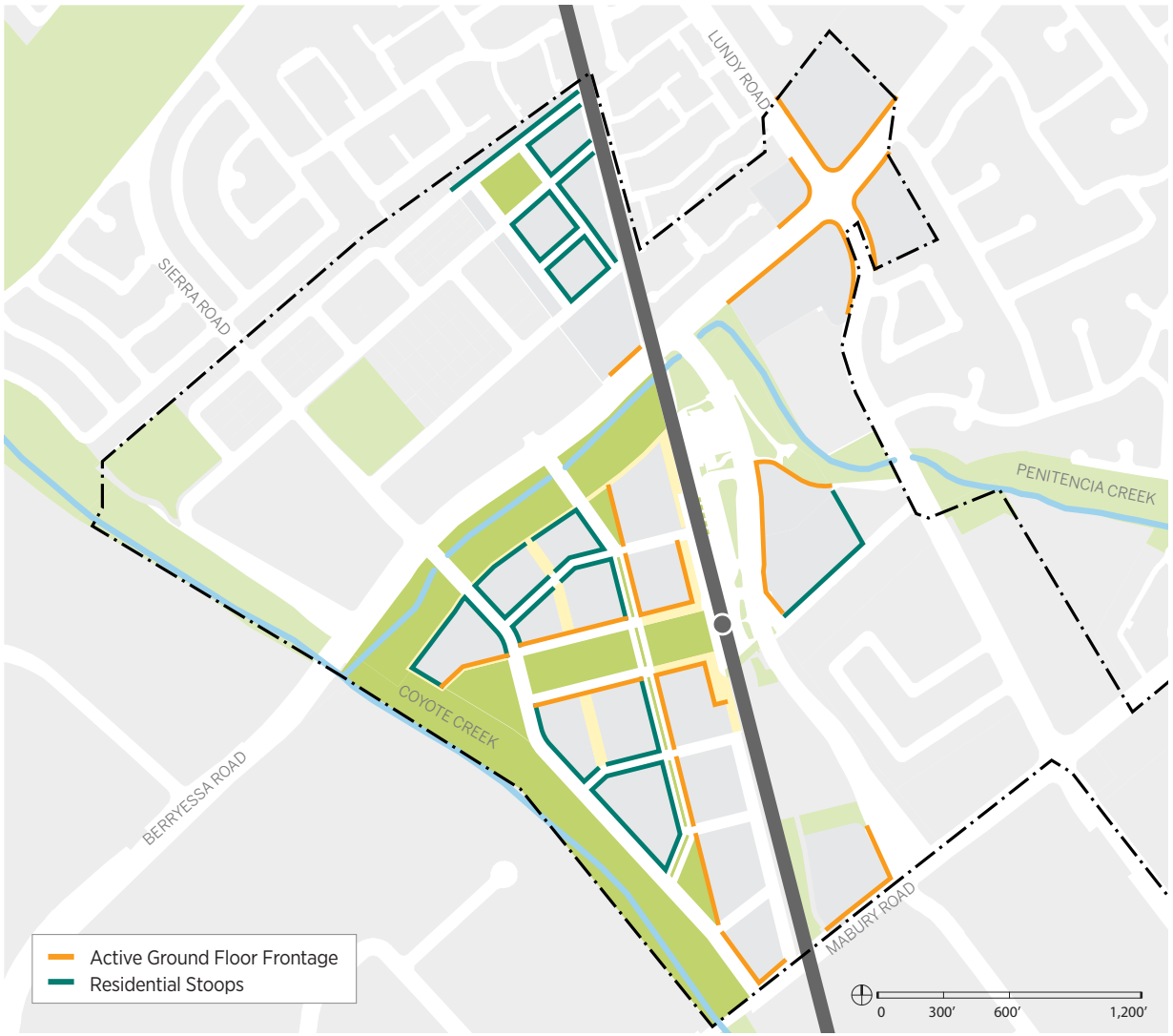


Figure 5-10 : Active Frontage

Figure 5-11: No Loading Entrance Diagram

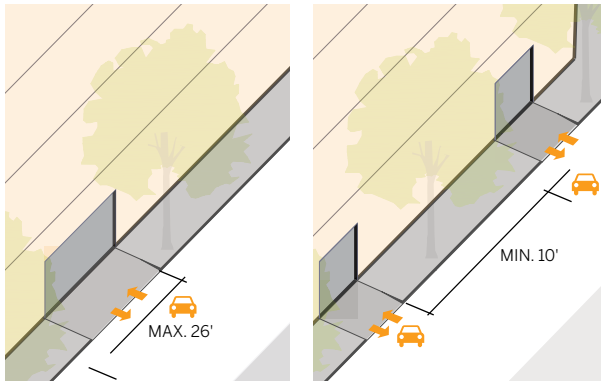


Figure 5-12: Parking and Loading Standard

Vehicle Access & Service Loading

F-DS-5 Loading and service areas shall not be located on an active frontage and shall be located at the rear of a property, in structures, or in the interior of blocks. Service/loading access shall be determined using Figure 5-10: No Loading Entrance Diagram.

F-DS-6 For commercial development in the Flea Market South District and East District, locate loading and service areas, parking entrances or similar along private streets, driveway along the back and/or rear of the property along the BART track line.

F-DS-7 For a development with multiple frontages, place service and loading entries on a separate frontage from the primary pedestrian and bicycle entrance. Locate service entrances no closer than 20 feet from the primary pedestrian and bicycle entrance.

Retail spaces with direct entry from a street

Locate bicycle parking near pedestrian entrances.

F-DS-8 Loading and service access that are separated from vehicular parking access shall have 10 feet minimum distance between them. Parking, loading, and/or service entrances must have doors that are opaque and a design that relates to the elevation design. Combine or minimize service and parking entrance, whenever possible to reduce curb cuts. The total length of curb cuts shall not exceed 26 feet. A combined loading/service and parking entrance of 26 feet includes both vehicular ingress/egress and loading/service functions. (See Figure 5-12)

F-DS-9 Locate services including loading dock delivery, and infrastructure inside the building structure. Locate trash and recycling bins within the building; outdoor trash locations with or without enclosures are prohibited.

Bicycle

F-DS-10 The bicycle access in a building must be easily accessible from a public sidewalk, public open space, or paseo—uninterrupted by a parking area or vehicular circulation.

F-DS-11 The bicycle access in a building shall be oriented towards the closest bike path, whether on a street or as part of the trail system in Penitencia and Coyote Creeks, in order to provide faster and easy access to the bike network.

F-DS-12 Bicycle storage facilities inside of a building must be provided at the pedestrian level or upper floors. Bicycle storage is not allowed in underground or basement levels.

F-DS-13 Commercial buildings must include areas for showering facilities integrated with bicycle storage.

F-DS-14 Commercial buildings and residential buildings must have an area designated as bicycle repair area accessible from the ground floor.

F-DS-15 Building must provide on-street bicycle parking as approved by the Public works and DOT Departments. Such parking does not exempt the building from providing inside bicycle parking.

Flexible Parking Building
Source: images.forbes.com

Parking Garage with Ground Floor Retail ©Gensler

Wrap Parking Structure (San Mateo, CA) ©Iargo Concrete

Curb Space Management

F-DS-16 Curb-space designated for short-term, pickup, and drop-off in support of Autonomous Vehicles, taxi, and Transportation Network Company (TNC) services, and similar share-ride mobility modes shall be limited to Sierra Road in the Flea Market South district and Station Way in the East District and as approved by the Public Works and DOT Departments.

F-DS-17 Curb-space designated for short-term, pickup, and drop-off in support of Autonomous Vehicles, taxi, and Transportation Network Company (TNC) services, and similar share-ride mobility modes for the Facchino District and Berryessa Road / Lundy District shall be located and approved by the Public Works and DOT Departments

F-DS-18 Curb scape for mobility modes other than a car shall take priority over on-street parking. Provide on-street parking only as indicated in the cross-sections of the circulation chapter. All on- street parking shall be metered and then managed by the Berryessa BART Transportation Management Association (TMA) when established.

F-DS-19 Limit the width of curb cuts to the width of vehicular access and circulation entrances in buildings, as discussed and approved by the Public Works Department. Place and design cub cuts so they maintain at least the same height of the sidewalk to ensure continuity of the pedestrian pathway.

Parking

F-DS-20 Parking required to serve the primary residential unit in townhouses of the Facchino District shall be fully enclosed in the building envelope, and face a public street.

F-DS-21 For multifamily residential projects, locate parking and vehicle entries at least 20 feet away from primary pedestrian entries.

F-DS-22 For commercial development, do not locate entrances to parking structures or podiums along active building frontage.

F-DS-23 Stand-alone parking structures for commercial development shall be fully enclosed on the ground or pedestrian level, and the entire structure shall have a building elevation design that eliminates the visual perception of cars parked.

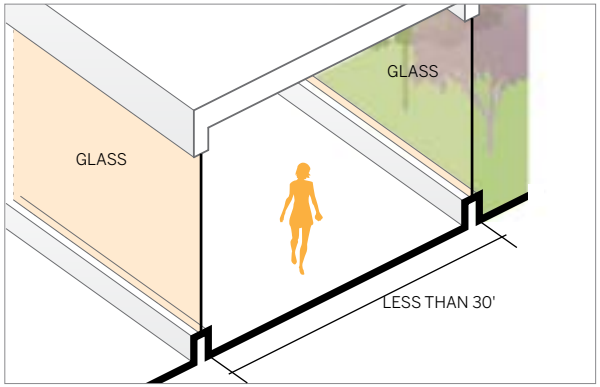


Figure 5-13: Bird Safety Treatment


Bird Safety Treatment ©Safe Wings Ottawa


The Fritted Glass Panels ©Richard Barnes

F-DS-24 Stand-alone parking structures must have a minimum of 5 feet fully landscape setback, all around the structure, except for vehicle parking entrances, services, or active- ground floor uses.

F-DS-25 The top floor roof of parking structures shall have shading or screening, with one or combination of the following design elements: trellises, solar PV collectors, green walls or roofs, hardscape or landscape elements, trees, glass canopies, or other elements that screen views, eliminate glare, and mitigate the urban heat island effect. A comparable standard in the Citywide Design Guidelines that is less stringent will supersede this standard.

F-DS-26 Parking for multifamily residential shall be provided as fully enclosed by the residential development ("parking wrap" approach), or alternatively on a podium not exceeding the first three floors, fully screened and integrated in the building elevation design. For buildings that exceed 110 in height, a maximum of five levels of parking, fully screened, is allowed. Basement and underground parking is preferred.

G. BIRD SAFETY

Standards

G-DS-1 Use a bird safety treatment on facades within 300 feet of a riparian corridor (measured from top-of-the bank), and that have 50% or more surface area with glass or transparent material. If a recessed glass surface is provided, and that glass surface area is less than 30 feet of the exterior elevation, such surface should also have a bird safety treatment.

G-DS-2 If a building or portion of a building is within 300 feet of a riparian corridor, decorative exterior lighting should be turn off between 2:00AM and 6:00AM except during June, July, December, and January to protect bird migration.

G-DS-3 Any top floor that has habitable space (including common space), and has elevations with glass or transparent material that is adjacent to a green roof, shall have a bird safety treatment in at least 50% of the surface area.

District-Based, Use-Specific Standards

BBUV has "Use-Specific" standards that apply differently to commercial and residential land uses on each of the four BBUV Districts. These standards are in addition to the BBUV General Standards. Use-Specific Standards also provide direction that is numeric and verifiable, hence objective. Standards are binding and considered City of San José policies. BBUV standards supersede other City requirement or standards where conflicts appear. Standards not addressed in this Chapter will default to the Citywide Design Guidelines or applicable zoning district standard or PD zoning standard.

Figure 5-14 : Flea Market South District

1. FACCHINO DISTRICT

1A. Residential

1A-DS-1 A row of townhouses or similar housing product shall be provided along adjacent single-family neighborhoods to provide adequate height transition between existing residential areas and new high-density development (see Figure 5-15).

1A-DS-2 Single-family, townhouses or similar housing product shall have up to 40 feet or 1-3 stories.

1A-DS-3 Townhomes or similar housing product shall have minimum 20 feet rear setback with the existing residential areas, measured from property or lot line.

1A-DS-4 Townhomes or similar housing product shall have up to 5 feet side setback with the existing residential areas, measured from the most exterior building envelope line.

1A-DS-5 Townhomes or similar housing product may be zero-lot-line or have no side setback with other townhomes.

1A-DS-6 Townhomes or similar housing product must be separated from a multi-family residential project with a public ROW.

1A-DS-7 Multi-family buildings shall provide a minimum of 15 feet step-back in upper floors above three stories or 35 feet from ground level whichever is less (see Figure 5-14). The stepback shall be provided only for the portion of multi-family building elevation facing single-family or townhomes. The stepbacks will provide building massing to step down towards single-family or townhomes and reduce building bulk.

1A-DS-8 Massing of multi-family buildings shall step down towards single-family residential areas or townhomes, with the tallest massing or blocks being located closer to the BART tracks or commercial development along Berryessa Road.

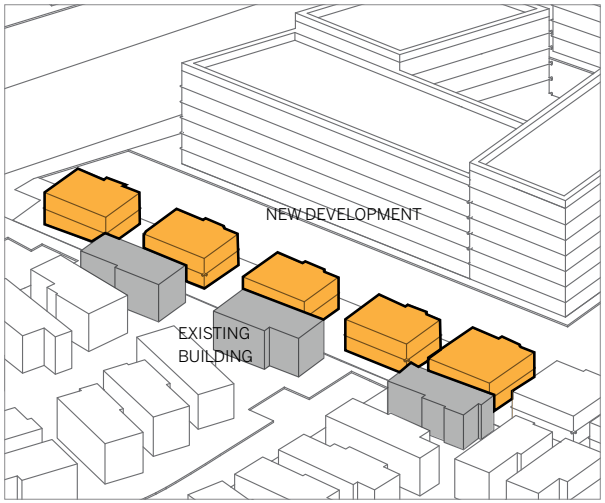


Figure 5-15: Residential Height Transition

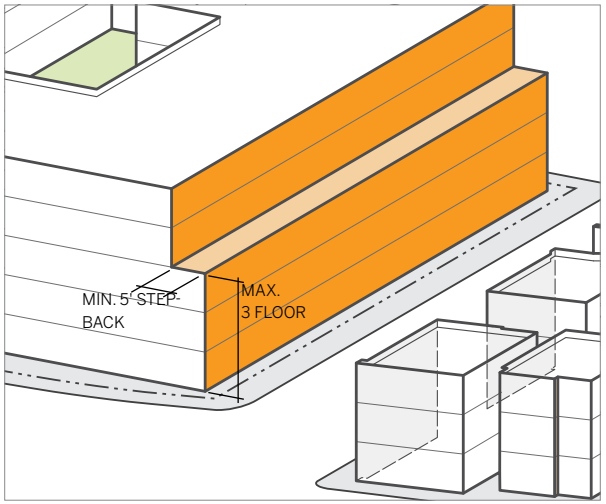


FIgure 5-16: Residential Stepback

1B. COMMERCIAL

1B-DS-1 A minimum of 25 feet side setback must separate commercial buildings from existing multi- family or other buildings. The 25 feet side setback can be used to provide a private driveway, pedestrian connection, or similar public pathway connection. A 3-6 feet setback shall be provided towards internal streets. (See Figure 5-17)

1B-DS-2 Commercial development on Berryessa Road shall provide a 24/7 public-accessible pathway for pedestrian (or other forms of mobility) connection between the residential development inside the District and Berryessa Road on either side of the building. This public-accessible pathway may align with the minimum of 25 feet side setback established in 1B DS-1.

1B-DS-3 Active uses such as neighborhood-serving commercial uses, buildings amenities, lobbies and building access points, must be provided on the ground flood level of a commercial development fronting Berryessa Road.

1B-DS-4 Commercial frontage on Berryessa Road must provide no less than 50% of the linear ground floor with an elevation design area that is at least 80% transparent, consistent with the active commercial use requirements of 1B - DS-3.

1B-DS-5 A 20 feet ceiling height (finished floor to finished ceiling, excluding mechanical equipment) must be provided in the entire ground floor area of commercial uses fronting Berryessa Road.

1B-DS-6 Design of a main vehicular access to commercial development shall be provided on Berryessa Road and not from the internal streets of the residential areas of the district. Design the vehicular access as part of the entire building elevation composition.

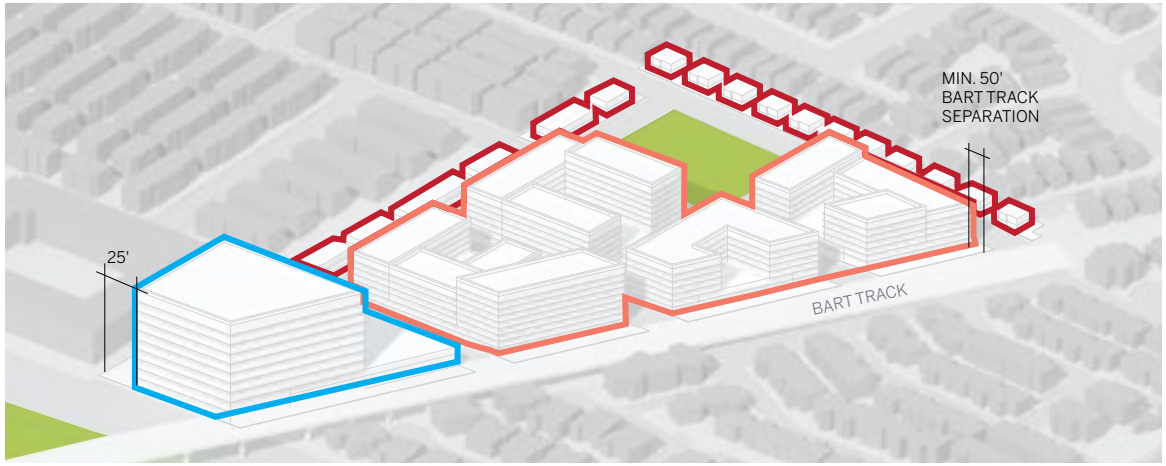


Figure 5-17: Facchino District Setbacks

FLEA MARKET SOUTH DISTRICT

The Flea Market South District is the bustling heart of the Urban Village with high-density commercial buildings lining the BART tracks, and high-density residential development set further away from the station. An active BART plaza, central park, and open space connection to Coyote Creek creates a contiguous pedestrian realm from the station to open space

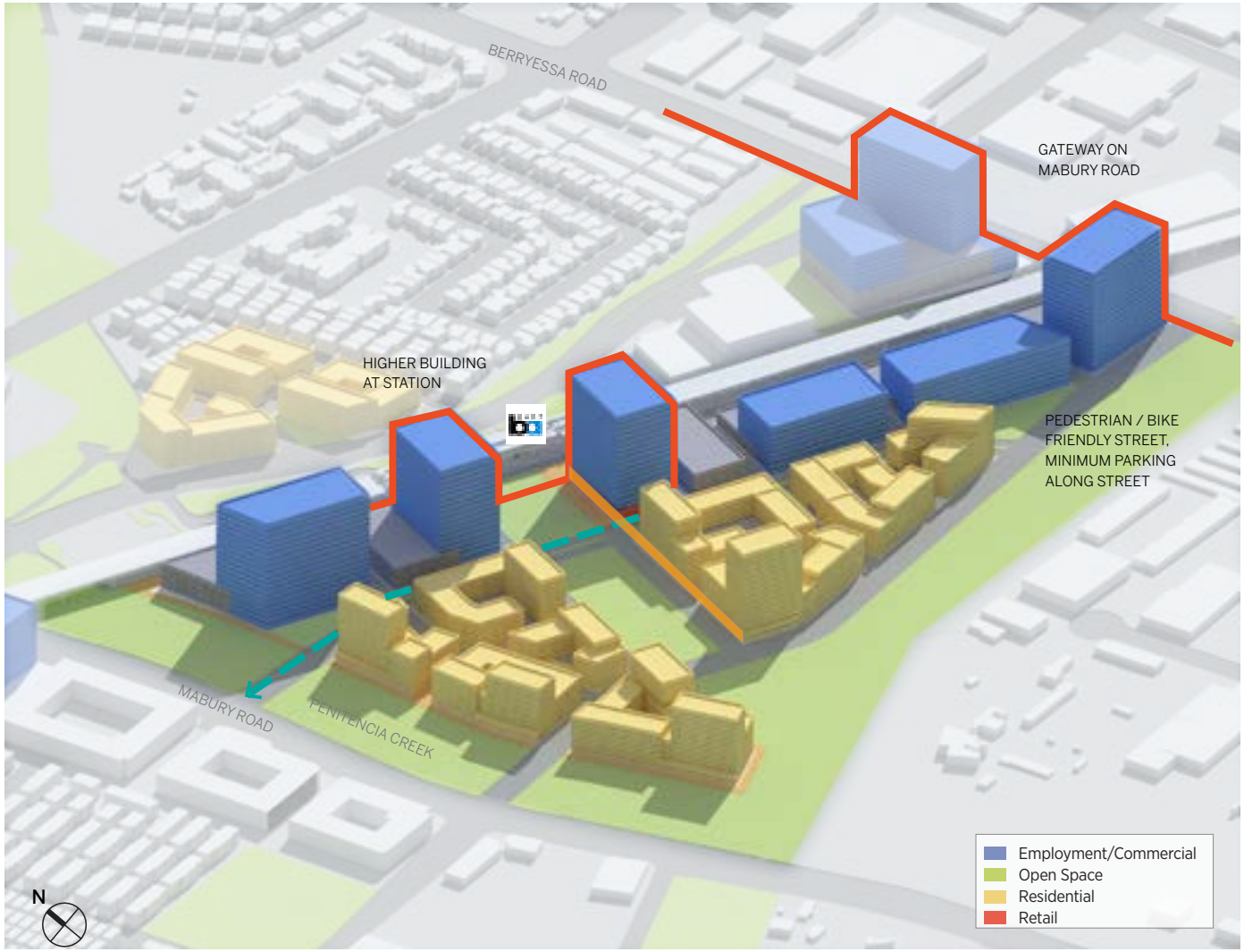


Figure 5-18: Flea Market South District

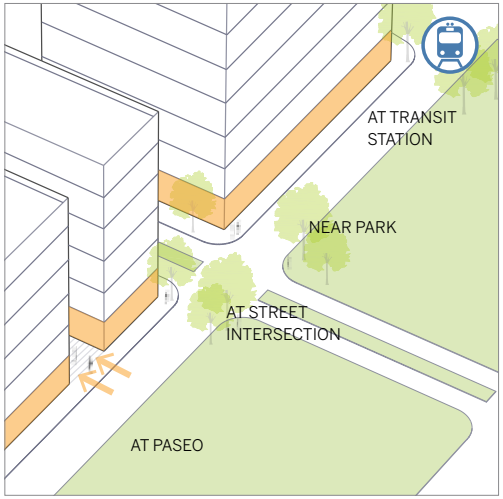


Figure 5-19: Active Frontage Prioritized Location

Active Use On Ground Floor © Bruce Damonte

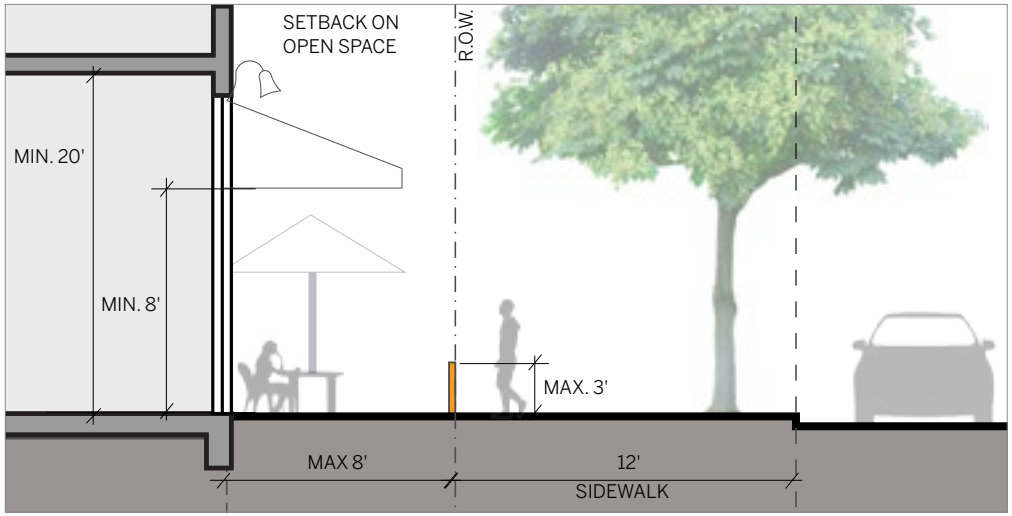


Figure 5-20: Active Frontage Street Guideline

2A. RESIDENTIAL STANDARDS

2A-DS-1 Residential buildings fronting the central open space shall have active ground floor uses, with elevation design that offer transparency using untinted windows and/ or doors no less that 8 feet high, for no less than 60% of the ground elevation surface area and must have an internal ceiling height of 20 feet (finished ground-floor to finished ceiling, including HVAC systems). Active uses shall be prioritized at paseos, street intersections, and close to the BART station (see Figure 5-19).

2A-DS-2 Residential buildings fronting the central open space shall have a streetwall or building base or podium that can range between 30 – 50 feet in height. At that point, the buildings must step-back no less than 10 feet.

2A-DS-3 Residential buildings fronting the central open space may provide outdoor active /sitting areas (such as cafes). If provided, these areas shall not encroach in the property more than 8 feet from the right-of-way. They must also be provided immediately adjacent to the building and must ensure that a minimum 12 foot sidewalk is maintained free and clear for pedestrians (see Figure 5-20). A total 12 feet of dedicated sidewalk in the Main Street cross-sections (see circulation chapter) is required. Additional space for café area can be sparsely provided between tree wells, as approved by Public Works. Outdoor seating areas must be protected with a transparent fence design or using planter and landscape elements.

2A-DS-4 Multi-family residential development shall provide stoops with direct access to residential units in at least 50% of the block perimeter. The 50% balance can account for internal terraces, Privately-Owned Public Open Spaces (POPOS), massing changes, building access, or vehicular (or bike) access to the buildings. Stoops shall be accommodated within the 6 -10 feet max setback (see Figure 5-21). Stoops shall be

Residential Stoops

Figure 5-21: Residential Ground Floor Standard

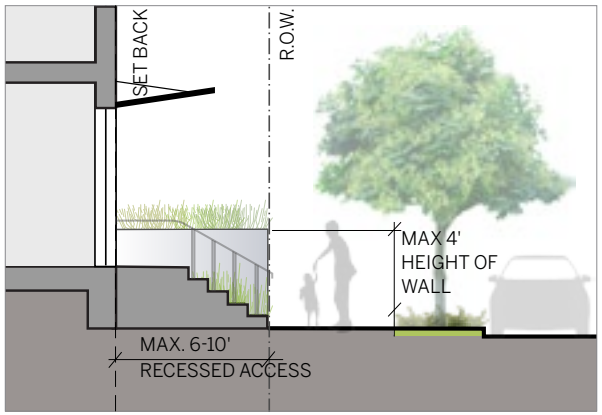
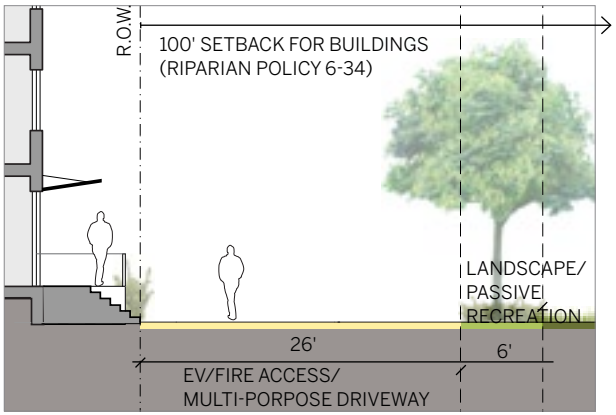


Figure 5-22: Creek Edge Section



designed to mitigate the vertical effect of large perpendicular planes of tall buildings along the sidewalk, while adding privacy and vibrancy to ground floors.

2A-DS-5 Multi-family residential development shall provide a main and/or secondary pedestrian access to all ground-floor units through stairs on the stoop and using recessed terrace / access points 3 - 6 feet deep. All entry points to the recessed terraces /access points must be designed with decorative fencing and/ or security gates. Use Figure 5-19 Active Frontage to visualize the location of stoop on the setbacks. Avoid fully enclosed recessed access points.

2A-DS-6 Multi-family residential frontages shall include landscaped buffers and screen mechanical equipment and similar building apparatus. The required setback areas can be used for these purposes.

2A-DS-7 Architectural features such as canopies or terraces can project within the front building setback only. Similar design features can project on internal courtyards and open space no more than 3 feet.

2A-DS-8 Multifamily buildings facing the central open space shall provide rooftops with private common open space (i.e. outdoor terraces) so residents can visually connect with the open space. Additional terraces of private open space shall be provided on at least 20% of the residential units facing the central open space.

2A-DS-9 Multifamily buildings facing Coyote or Penitencia Creeks must provide ground-floor access to units facing the creeks, for the portion of the building elevation that runs parallel to the creeks. A minimum 26 feet wide multi-purpose access driveway must be provided along the entire block facing the Penitencia Creek, measured from outer edge of building envelope (including stoops), and projecting into the 100-feet setback for residential buildings required by Policy 6-34 Riparian Policy , as amended. (Note: Per Policy 6-34, setbacks are not applicable to multi-use trails on flood control channels (pedestrian/equestrian/bicycle trail), or maintenance roads along top-of-bank used for motorized vehicle circulation). A 6 feet wide minimum landscape strip including tree wells and/ or benches must be provided between the riparian corridor and the adjacent multi- purpose driveway. The driveway must be constructed with hardscape material such as durable pavers (i.e. concrete blocks), and not asphalt, or as approved by the Public Works Department.(See Figure 5-22)

Figure 5-23: BART Plaza Illustration

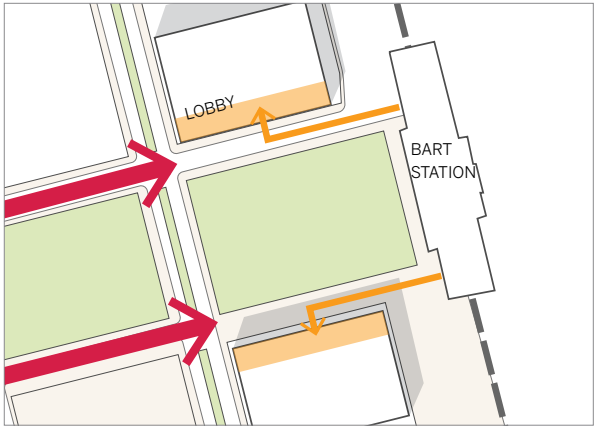


Figure 5-24: Lobby Location

2B. COMMERCIAL STANDARDS

2B-DS-1 A plaza must be provided immediately adjacent to the BART station, framed by tall buildings on each side , with main building access points facing the plaza. The use of the plaza is to support pedestrian activity of the BART station and shall have a hardscape design character versus a strict open space design character. The main building elevation plane of commercial buildings fronting the plaza must be aligned with the main building elevation plane of residential buildings or blocks along the central open space across the Green Street.

2B-DS-2 The floor-to-ceiling height of the ground floor commercial space in the towers framing the BART plaza should be double-space or up to 30 feet,

Figure 5-25: Tower Spacing/Separation

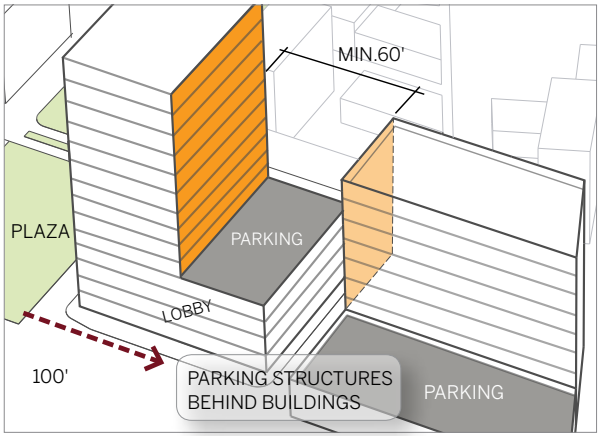


Figure 5-26: Building Facade Break

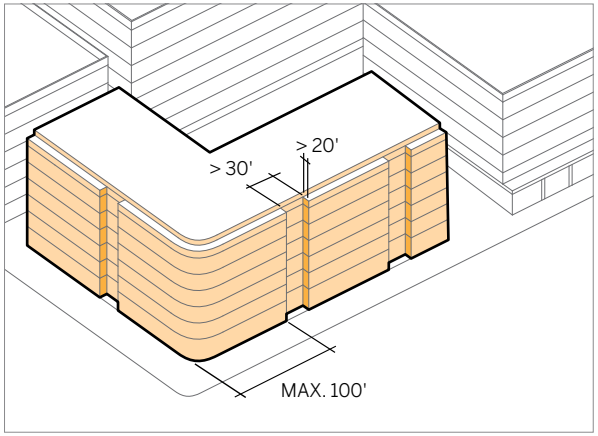
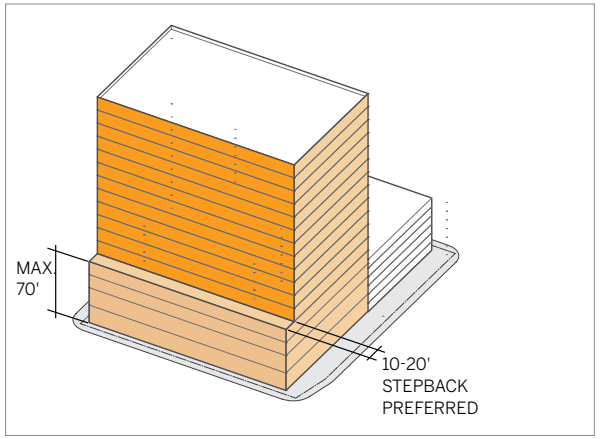


Figure 5-27: Tower Upper Level Stepback



for at least the first 25 -50 feet of building frontage deep minimum, and include and art mural inside of the lobby that is visually accessible from the BART plaza through at least a 80% transparent elevation design.

2B-DS-3 Parking structures for commercial development must be located behind buildings or towers, hidden from active frontages, public right- of-way, and open spaces. The primary location for parking structures is to be directly adjacent to the BART track line. No parking structure can be visible in the entire building frontage facing the BART plaza, or within 100 feet from the edge of the plaza

2B-DS-4 rincipal building access and lobbies to office buildings must be placed along the Green Street (see Circulation Chapter). Secondary building access may be provided on private roads or driveways that are perpendicular to the Green Street. Pedestrian building access along the entire building face along the BART track is prohibited, except for utility and service access. (See also Standard F- DS - 1 under Multi-Modal Access and Figure 5-11. Active Frontage).

2B-DS-5 For facades over 100 feet in width, use changes in massing such as stepbacks or notches greater than 30 feet wide and 20 feet deep to reduce apparent building bulk. No single building shall be longer than 80% of an entire block side, measured from property lines or street right-of-way lines.

2B-DS-6 Buildings facing the Green Street or public ROW shall provide a 10-20 stepback above a 70 feet height max podium to create a streetwall that does not overwhelm the pedestrian experience and avoid a canyon effect on the public ROW. Towers must be separated at least 60 feet from building face to building face.(See Figure 5-25)

2B-DS-7 Blank walls at the ground level shall not be more than 20 feet in length along sidewalks, pedestrian walks, or open spaces. Green walls, different building materials or textures shall be added to the overall composite ground-floor frontage design that improves the pedestrian experience. (See Figure 5-26)

2B-DS-8 The finished first floor elevation should not exceed three feet above the sidewalk elevation, unless the elevation change is landscaped, terraced, or punctuated with staircases at least every 25 feet.

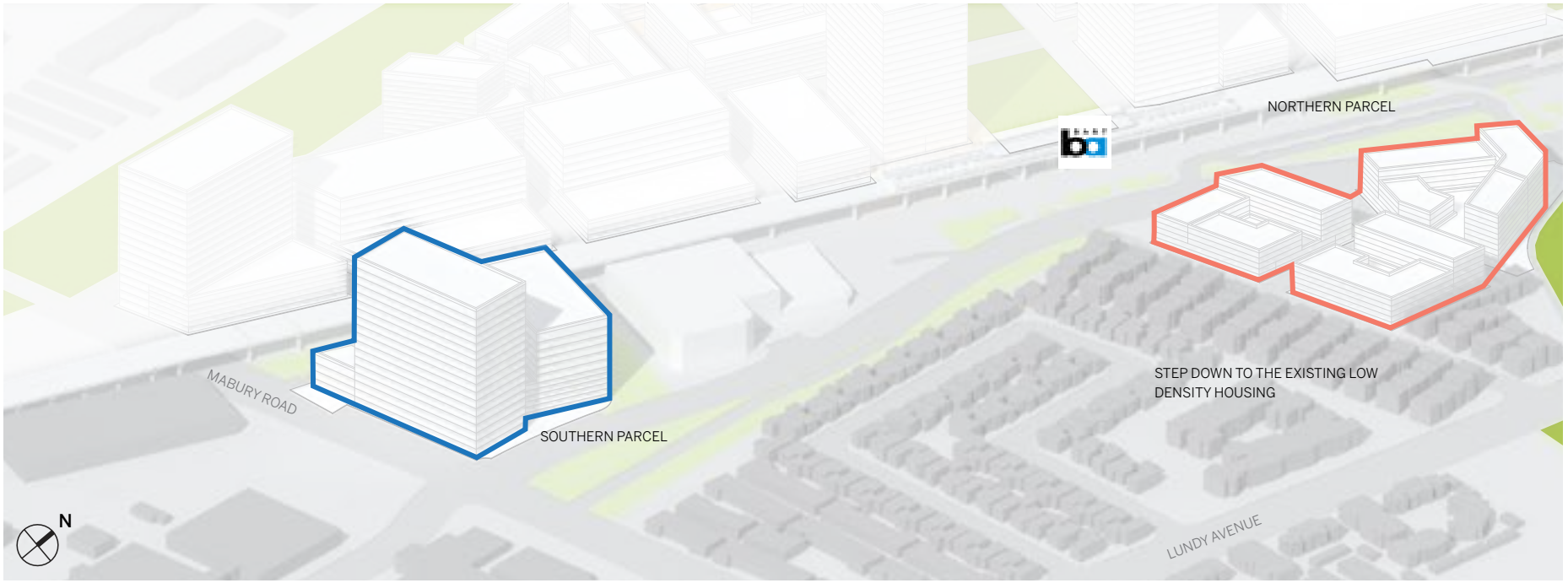


Figure 5-28: East District Urban Design Concept

EAST DISTRICT

The East District includes two parcels planned for development. Both parcels are planned for mixed-use development that include commercial and residential buildings. The southern parcel is planned for higher intensity development, while the northern parcels will have a medium density to step down towards the surrounding existing low-density housing.

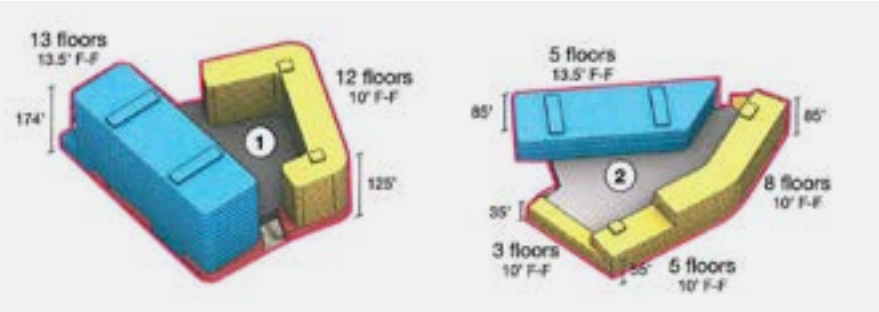


Figure 5-29: Mixed-Use Development Example
Source: VTA Station Lands Parcel Design, Aug 2019

3A. MIXED-USE STANDARDS

3A-DS-1 If development is proposed as horizonal mixed-use, design the residential component to be compatible with the commercial component, providing an internal courtyard (or similar design element) separating but visually integrating both components.

3A-DS-2 If development is proposed as horizontal mixed-use, the project design must address the entire site and integrate both the residential and commercial components. A conceptual design for the project as a whole must be reviewed and approved by the City, even if one component is developed first.

3A-DS-3 If development is proposed as horizontal mixed-use, ensure that visual privacy of the residential component is maintained through the use of design elements in the elevation. The commercial component shall be designed to minimize visual impacts on the residential component.

3A-DS-4 Ensure that buildings or massing elements are placed along the property line and not in the interior of the site. A streetwall or building base of no less than a third of the total building height (or no less than 30 – 40 feet) shall be provided along public roads, stepping back 5 -10 feet from the streetwall elevation. roads.

3A-DS-5 Place the tallest building in the East District on Marbury Road, and ensure that active ground floor uses are provided in this building per Figure 5-11. Active Frontage.

3A-DS-6 For the northern site facing the BART station, place the commercial component along Station Way Road, and the residential component toward the adjacent residential neighborhood. Provide active ground floor uses on the commercial component.

3A-DS-7 If projects are proposed as a vertical mixed use development, ensure that commercial and residential components function independently from each other, and represent a different building form visually distinct from each other.

3A-DS-8 Within the north site, ensure that new development maintains the existing 50 foot setback separation from the existing residential neighborhood between Salamoni Court and Penitencia Creek (See two images in Figure 5-30, Figure 5-32).

Proposed new vertical mixed-use building at 1261 Harrison Street at 14th in downtown Oakland. Office in podium, residential tower on top. Source: Lowney Architecture, 2020.

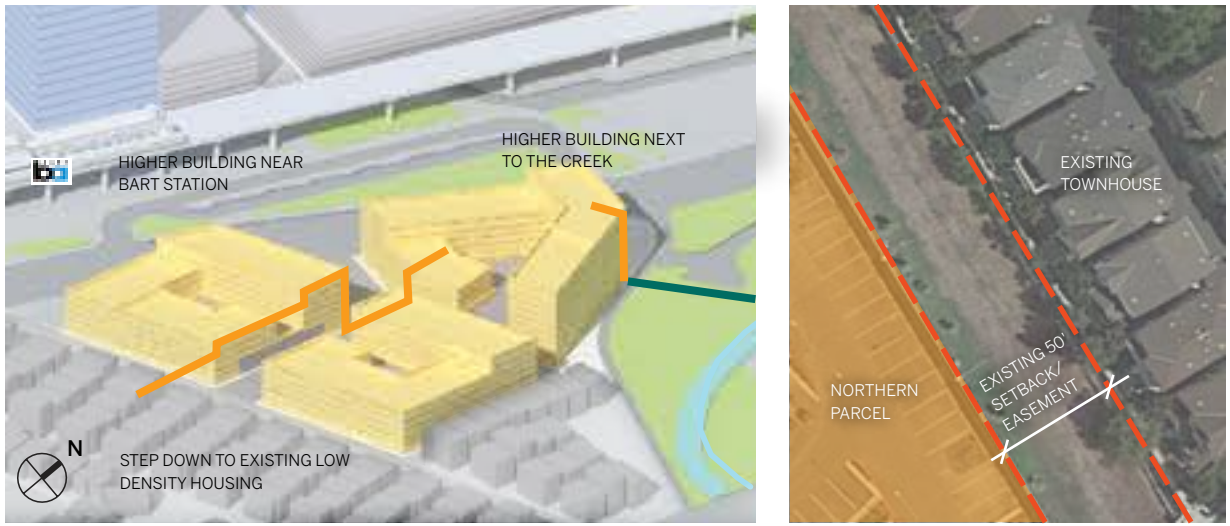


Figure 5-30: East District Northern Parcel

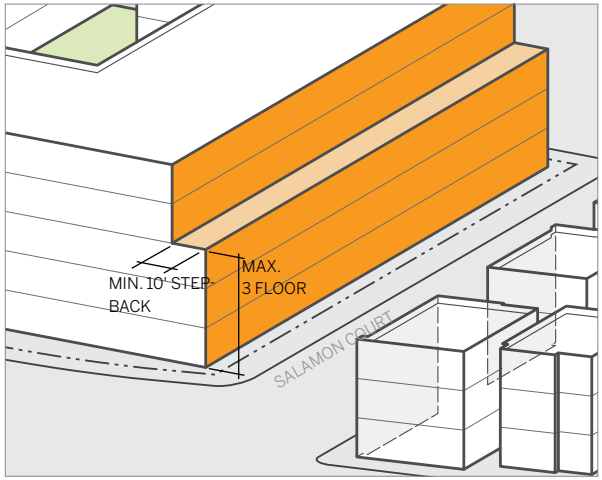


Figure 5-31: Residential Stepback

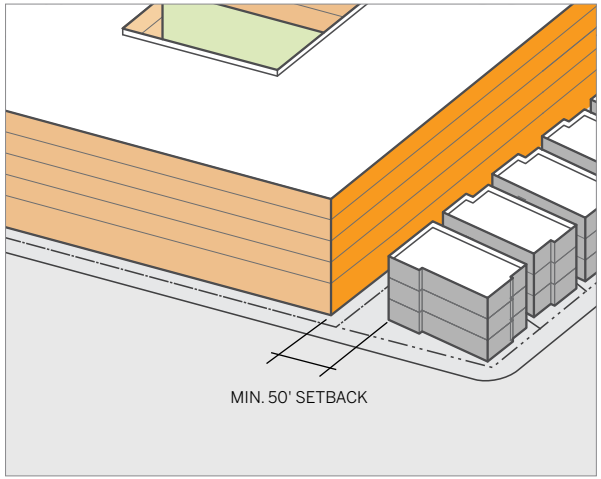


Figure 5-32: Residential Side Setback

3B. RESIDENTIAL STANDARDS (APPLICABLE TO THE EAST DISTRICT NORTHERN PARCEL ONLY)

3B-DS-1 Provide variation in the massing of buildings, with the tallest buildings on the site placed along Station Way in front of the BART station and along Penitencia Creek. Other buildings on the site shall step down towards the existing residential neighborhoods.

3B-DS-2 Ensure that buildings or massing elements are placed along the property line of this site and not in the interior of the site. One or several courtyards or similar design elements shall be provided in the interior of the site, with several massing elements breaking the monotony, and paseos or entry points located at the ground level at approximately 50% of the linear frontage along Salamoni Court and Station Way (See Figure 5-30).

3B-DS-3 Within the north site, ensure that new development maintains the existing 50 foot setback separation from the existing residential neighborhood located between Salamoni Court and Penitencia Creek (See two images in Figure 5-30, Figure 5-32).

3B-DS-4 Provide a 10 foot building stepback at the height of three floors (or 35 feet whichever is less) for buildings facing Salamoni Court. The recessed space can be used as terraces or private open space.

3C. COMMERCIAL STANDARDS

3C-DS-1 Ensure that the tallest building(s) in the East District are placed on Mabury Road, with the main elevation and building entrance located on Mabury Road.

3C-DS-2 Provide active uses on the ground flood level of development fronting Mabury Road, including but not limited to community amenities, common open space, lobbies and access points, and or neighborhood-serving retail. Extend such active uses into Station Way as feasible.

3C-DS-3 At least 80% of the ground floor building frontage along Mabury Road shall be transparent.

3C-DS-4 When commercial ground-floor uses are planned or provided, a 20-feet ceiling height (finished floor to finished ceiling, excluding mechanical equipment) must be provided in the entire ground floor fronting Mabury Road.

3C-DS-5 The entire building frontage on Mabury Road shall have a streetwall or podium no less than a third of the total building height (or no less than 30 – 40 feet), and stepback 5 -10 feet from the street elevation. Ensure that buildings or massing elements are placed along the property line and not in the interior of the site.

3C-DS-6 Building projections such as terraces and private open space shall not extend beyond or past 3 feet on the public-right-of-way on Mabury Road, Station Way, and internal driveway. Building projections facing the BART line are prohibited.

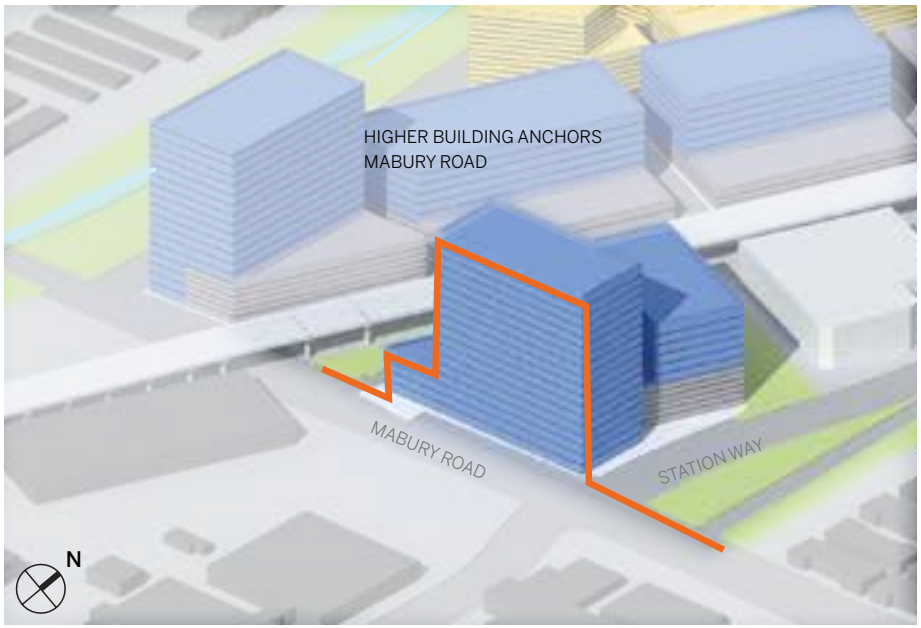


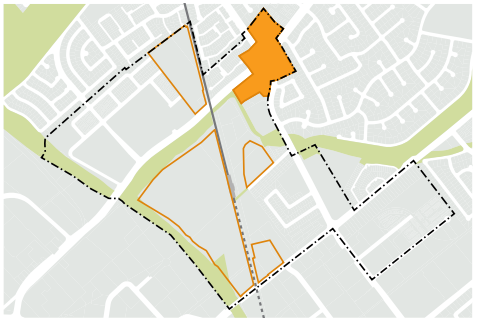
Figure 5-33: East District Southern Parcel

3C-DS-7 Design of vehicular access to commercial development shall be provided on Station Way and not from Mabury Road. If a parking structure is provided, it must be located adjacent to the BART track line or behind the buildings fronting Mabury Road. Underground, podium or "wrap-up" parking if preferred.

Figure 5-34: Berryessa and Lundy District

BERRYESSA AND LUNDY DISTRICT

The Berryessa and Lundy District adds higher-density residential development with active on-the-ground frontage at this main intersection. These developments establish a strong street wall along Berryessa Road and step down to meet existing surrounding low-density housing.



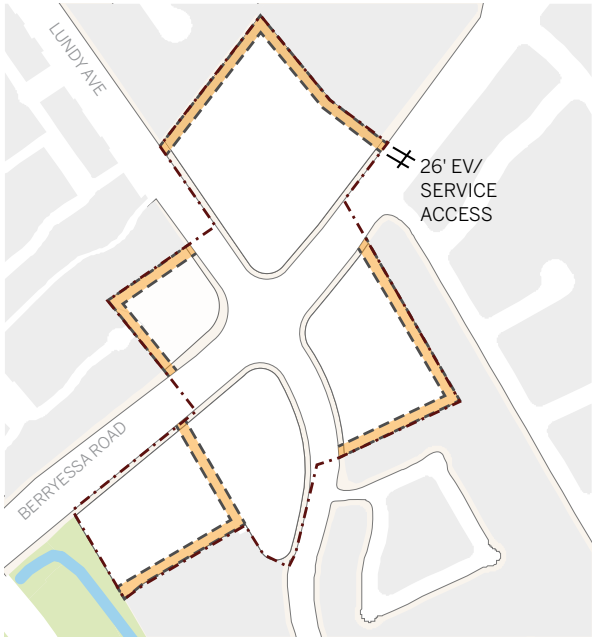


Figure 5-35: EV/Service Access

Saurce: https://www.downing-co.com/2017/08/30/development-spotlight-new-condos-restaurants-and-shops-in-hayes-valley/

4A. RESIDENTIAL STANDARDS

4A-DS-1 Place the tallest buildings at the corners of the Berryessa Road and Lundy intersection, and provide massing or other building elements that accentuate the corner. From the corner, step down the massing towards the single-family residential neighborhoods.

4A-DS-2 Provide ground floor active uses and design the residential component in the upper floors of the building with a distinct architecture to differentiate the residential from retail uses. The upper floors shall reflect a massing and urban design for residential use.

4A-DS-3 Buildings placed at the intersection of Berryessa Road and Lundy Avenue shall provide a distinct elevation design that accentuates the corner, such as a different building plane or architectural details such as cornice design.

4A-DS-4 Ensure that commercial and residential components function independently from each other, have independent pedestrian access points, and visually have distinct building forms.

The Berryessa & Lundy District allows mixed-use development, which can result in residential projects with ground-floor neighborhood serving retail, or 100% commercial projects. While many standards for both are similar, this district has a separate set of development standards for residential projects or 100% commercial projects.

4A-DS-5 Building elements such as balconies or terraces can project no more than 3 feet on any side of a building facing the right-of-way, after a minimum height of 25 feet.

4A-DS-6 Provide a 26-feet wide Emergency Vehicle (EV)/service access or vehicular access along the boundaries of the District lines (see Figure 5-35), so vehicular access is provided away from the Berryessa Road / Lundy Road intersection. This 26-feet wide EV/Service access shall serve as a setback between buildings and the existing residential developments (see Figure 5-37). No other vehicular access is allowed along any of the building frontages of the intersection.

4A-DS-7 Provide additional 10 feet stepback above 35 feet or two stories, whichever is higher (see Figure 5-37).

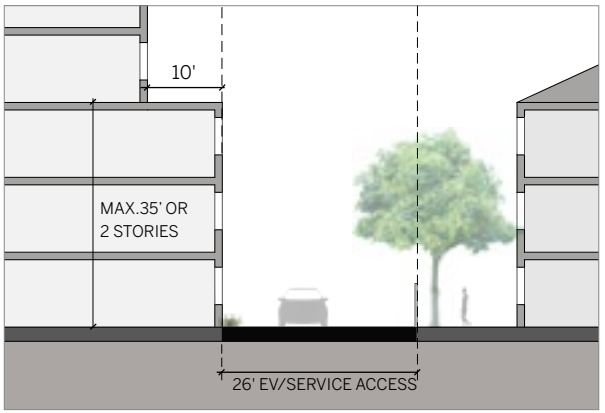


Figure 5-37: EV/Service Access as Setback

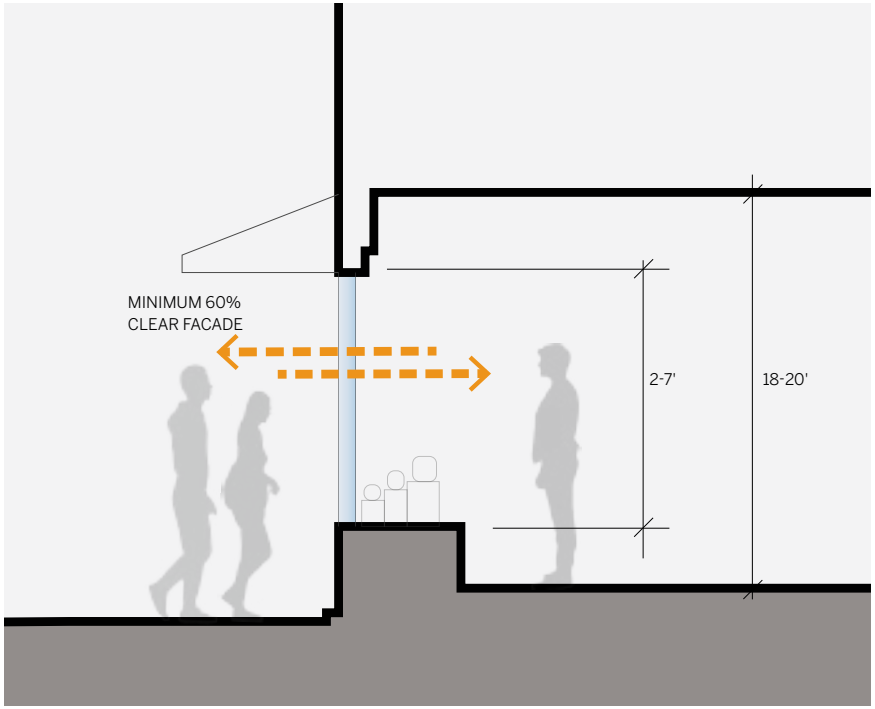


Figure 5-36: Facade Transparency Standard

3B. COMMERCIAL STANDARDS

3B-DS-1 Ensure that the tallest commercial buildings or portions of a building are placed at the corner of the intersection of Berryessa and Lundy Roads. Development should provide a gradual step down of building massing adjacent to existing residential neighborhoods.

3B-DS-2 Any building placed on any corner at the intersection of Berryessa and Lundy Roads must provide an architecture design feature that accentuates the building corner, such as massing, building bulk, or architectural details such as a different elevation plane enhanced with a cornice design. Public Works require free-and-clear building corner design with a 24-feet radius measured from the corner curb.

3B-DS-3 Provide active commercial uses such as neighborhood-serving retail on the ground flood levelof any commercial development fronting Lundy or Berryessa Roads. Ground floor building frontages shall have clear, untinted glass or other glazing material on at least 60% of the surface area of the facade between a height of two to ten feet above grade (see figure 5-36).

3B-DS-4 Active commercial uses such as neighborhood-serving retail on the ground flood level of any commercial development fronting Lundy or Berryessa Roads must have 18 to 20 feet ceiling height (finished floor to finished ceiling, excluding mechanical equipment).

3B-DS-5 Building projections such as terraces or building bulk shall not extend more than 3 feet on the public-right-of-way on Berryessa or Lundy Roads (or in internal driveways or setbacks, and should not exceed 35 % of the linear frontage).

Design Guidelines (Commercial Only)

BBUV does not have design guidelines for residential development—only commercial. Guidelines describe best practices that are typically qual- itative and serve as overarching design guidance. The commercial design guidelines are applicable to ALL districts. For direction regarding residential design guidelines, refer to the Citywide Design Standards and Guidelines, as applicable.

A. BUILDING DESIGN

A-DG-1 Any building proposed as a tower in the Flea Market and Facchino Districts (and as identified in Figure 5-4: Height Limit Diagram), should be designed with narrow floor plates (approximately 40,000sf) to mitigate building mass and enhance daylight opportunities inside of the building.

A-DG-2 Any building proposed at as a tower in the Flea Market and Facchino Districts (and as identified in Figure 5-4: Height Limit Diagram), should step back 20 feet at a minimum height of 100 feet, on at least two sides of the building.

A-DG-3 Buildings should have all four sides of the building with the same architectural treatment or building design theme. The building should have an architecturally differentiated ground-floor or base, middle section, and top floor.

A-DG-4 Buildings should have a top floor design that steps back 5 to 10 feet all around the building periphery to sculpt the building, resulting in outdoor areas or create terraces or outdoor uses that can capture a variety of vistas.

A-DG-5 Building roof design should have a flat design composition (different roof line heights planes) instead of a pitched roof design. The top floor design shall have a minimum of 20-feet floor height (finished-floor to ceiling height).

A-DG-6 Building elevation designs should have a composition that balance solid or opaque materials with glass or transparent materials, using vertical and/or horizontal planes, avoiding all-glass curtain walls. Ensure that different planes with different materials provide a variation of depth in the elevation no less than one foot.

A-DG-7 Garage entries shall be integrated into building facades using architectural techniques, matching façade or material treatments, and/or by partially recessing the entries into the building

A-DG-8 Provide a distinct architectural design for ground-floor pedestrian entrances to buildings, with an overall ground floor elevation design that is transparent (using untinted, no frost glass), to ensure a visual connection between the public realm and the building lobby.

A-DG-9 If ground floor commercial uses are open to the public (such as for retail), ensure that the main entryways and access to these uses is provided from the street or paseo (using untinted, no frost glass), to ensure a visual connection between the public realm and the building lobby.

A-DG-10 Provide a depth of up to 50 feet to ensure that commercial uses are economically viable. Utilize a transparent building material for at least 80% of ground floor level elevation design.

A-DG-11 Construct building façades using high quality and durable materials such as stone, brick, tile, wood, glass, and metal. Use of stucco shall be minimized and aluminum mesh is prohibited as a balcony material.

Use visually attractive screen materials
San Jose International Airport ©YEI Engineers

Replicate the adjacent window pattern on a parking garage to mask parking use
Source: apartments.com

DO NOT - Long Blank Walls are discouraged

B. PARKING DESIGN

B-DG-1 Design the elevations/facades of any parking structure to mask the use of the structure as a parking garage. The following are design approaches and treatments that shall be considered:

- **DG-1a** Wrap the structure with uses, such as office or commercial services, especially on the ground floor.
- **DG-1b** Use screening materials such as louvers, vertical landscaping, interactive art, creative displays, photovoltaic trellises, or other similar, and use durable materials.
- **DG-1c** Replicate the window patterns and other architectural elements of the adjacent buildings to mask the parking use constructed as part of the project.
- **DG-1d** Use landscaping, such as vines, trellises, or green screens on the outside of the structure.

C. COMMON /PRIVATE OPEN SPACE & OUTDOOR DESIGN

C-DG-1 Ground floor elevation shall have high quality materials with texture such as stone, marble, granite, brick, tile, glass, or similar, that requires minimal maintenance as the building ages. Stucco could be used in the upper floors, but not ground floor design.

C-DG-2 Provide opportunities for small pop-up stores that have a window opening to the street to create an interesting and engaging pedestrian environment.

C-DG-3 To enhance safety, incorporate an outdoor lighting design that covers about 80% of all private but publicly accessible outdoor areas, and provide lighting during any hours that the space is accessible to the public.

C-DG-4 Incorporate creatively designed signs as outlined in the Chapter 6: Open Space and Placemaking that reflect the unique character or identity of the establishment.

C-DG-5 Design roof tops with gardens, landscape or other "green roof" similar designs to reduce building heat loads and manage stormwater runoff.

Pop-up Store Facade © Tony Caro Architecture

Creative Signage © EHDD Architecture

Roof Design © David Sundberg Esto Photographics

Sustainable Roof

Appendix

GLOSSARY

Active Frontage - An active frontage is a ground-level area in a building, with uses that "activate" the street or are of common use. In a residential building, an active frontage can be a lobby, a community room, or an exercise room, but no residential units. In an commercial or mixed-use building, an active frontage could be ground-floor retail, or building lobby, or restaurants, or common space such as conference rooms, but not office space. lobbies.

Active Use - Activities in Pedestrian Level Occupied Space that support the creation of an Active Frontage.

Articulation - The manner in which portions of a building form are expressed (materials, color, texture, pattern, modulation, etc.) and come together to define the structure.

Bird Safety Treatment - Treatments may include exterior screens, louvers, grilles, shutters, sunshades, bird-safe patterns, or other methods to reduce the likelihood of bird collisions as suggested by the American Bird Conservancy.

Blank Wall - Any streetwall area that is not transparent, including solid doors and mechical wall(s).

Block - The area bounded by public and private street right-of- ways, by publicly-owned open space, or by utility or transportation parcels (such as railroads).

Commercial Space - Any Occupied Space that is not used as private or common residential space (such as a residential building hallway, community room).

Facade - Any vertical, exterior face or wall of a building.

Frontage - The building facade facing a street or other Public Space.

Gateway - A principal or ceremonial point of entrance into a district or neighborhood.

Massing - The three dimensional bulk of a structure: height, width, and depth.

Paseo - A through-block walkway designated as a Paseo on Framework Plan 2 in Section 2.2 or that meets the requirements of Standard A in Section 3.3.3.

Pedestrian Level - The first 20' of a building above grade. This part is the most critical for creating a good pedestrian environment.

Podium Level - The portion of a building below the Skyline Level. This part of a building helps to create the relationship between the upper-level activities of the building and the street and forms the wall of the City's Public Space.

Privately-Owned Public Open Space (POPOS) - A privately-owned outdoor space that functions as a Public Space, but may have limited hours of availability, e.g., plaza, sidewalk extension.

Public Open Space - Publicly-owned parks, plazas, and other spaces meant for repose and recreation.

Public Realm - The area outside buildings accessible or visible to the public including streets and open spaces

Public Space - All publicly-owned, publicly-accessible space, including but not limited to streets, parks, and paseos.

Riparian Corridor - Defined in the San José Municipal Code 20.200.1054: any defined stream channel, including the area up to the bank full-flow line, as well as all characteristic streamside vegetation in contiguous adjacent uplands. Stream channels include perennial and intermittent streams shown as a solid or dashed blue line on USGS topographic maps. (Ord. 29785.)

Right-of-way - An easement, allowing an individual or entity to pass through a property for various reasons.

Setback - The required or actual placement of a building a specified distance away from a road, property line, or other structure.

Skyline Level - The portion of a building higher than 70' above grade.

Stepback - The required or actual distance between the vertical edges of a building above a specified height, or between the vertical edge of a building and the property line above a specific height.

Street - The publicly-accessible space within a street right of way, including space dedicated for vehicular, bicycle, pedestrian, and any other activity.

Streetwall - The building facade(s) along a public street, Public Open Space, or a paseo from ground level to 70 feet above.

Transparency - Pedestrian Level design that creates visibility and permeability between the building and the adjacent sidewalk or other Public Space.

Walkway - A pedestrian path on private land.

360-degree façade elevation - The facade that is visible in all directions.