OVERVIEW

The Walnut Creek Transit Village Design Guidelines for the Private Realm addresses site-specific urban design recommendations, and building design.

Community Outreach Process

The goals and major design elements of the Transit Village, including the Private Realm, were developed over time through a number of staff and developer-led community workshops that included members of the City Council, Planning Commission, Design Review Commission, Transportation Commission, Bicycle Advisory Committee, and the general public. These workshops have served to guide the goals and principles presented in the introduction, as well as inspire the more specific goals and design recommendations in the pages to follow. (See Figure 1.49).

GOALS FOR ARCHITECTURE AND URBAN DESIGN

The Walnut Creek Transit Village is envisioned to be a neighborhood composed of high quality, attractive and sustainable buildings that relate well to the surrounding context. The buildings should be designed on a pedestrian scale, reinforce connectivity from within the Transit Village to the city, and foster the creation of a rich and inviting public realm.

The goal for architecture and urban design of the transit village is the creation of a new transit-oriented neighborhood which is integrated with the city fabric, serves as a gateway to the downtown core, and compliments the architectural character of the city.

a. Draw from regional and local architectural influences while complementing the Transit Village with relevant building design elements.

b. Reinforce the connections between the Transit Village and (1) the surrounding neighborhood and downtown, and (2) the public realm framework of streets and open spaces within the site.
c. Create a diverse range of complementary architectural styles that responds thoughtfully to the Transit Village's immediate context, the City of Walnut Creek and the Bay Area Region.

d. Incorporate time-tested organization and composition with new technology and modern-day materials, reduce building mass, create interest and rhythm in facades appropriate to their use and design incorporating human-scale proportions.

e. Incorporate defensible space design strategies and optimize “eyes on the street” active environments to reduce neighborhood nuisance and increase public safety.

The following sections are organized to describe various components of the private realm as follows:

Section B. Architecture/Urban Design, (1) describes contextual influences, (2) lists urban design considerations for each parcel with site-specific goals and opportunities, and (3) presents recommendations that address building design. These fundamental building design issues relate to architectural style and materials, facade articulation, ground level treatment, and other key design features.

Section C. General Design Criteria presents design guidelines applicable to all buildings within the Transit Village and includes design criteria for building frontage types, off-street parking, access and service driveways, building materials, window treatments, colors, forms and surfaces, roof-top equipment, utilities and trash enclosures.
SOUTH PARCEL: BUILDING 1

Site Description and Contextual Influences

Building 1 is a 5-story parking garage for BART patrons and is located on the site of the existing south BART parking lot. It is bordered by Ygnacio Valley Road to the south, a portion of Highway 680 to the west, the existing BART garage to the north and the BART platform to the east. (See Figure 3.9). This mixed-use building will (1) provide parking capacity equivalent to the existing capacity of the existing BART surface parking lots, (2) serve as a relocated bus intermodal, and (3) provide office space for BART police. The office use in the building base at the Ygnacio Valley Road edge should help shield the interior of the garage from public view. Contextual influences include the BART platform, Highway 680, as well as the existing office building across Ygnacio Valley Road.

Goals and Opportunities

- Provide a distinct sense of arrival at the corner of Ygnacio Valley Road and the Highway 680 off-ramp by creating a prominent architectural feature visible from the intersection.
- Strategically design the facade to screen cars, ramps, and other utilitarian components of the parking garage.
- Shape the building envelope and articulate its facade in a manner which complements the commercial buildings across Ygnacio Valley Road.
- Create safe horizontal linkages, clear of vehicular traffic, from the BART fare gates to the different levels of the BART parking garage.
Key Urban Design Features

1. Architectural features should accentuate vertical circulation of garage and break down the building envelope.
2. Architectural feature should signify vehicular gateway to the Transit Village.
3. Architectural elements at upper levels can shield garage and tie building to context.
4. Ground level lobby to activate pedestrian areas.

A. Proposed Bus Plaza.
B. Existing BART Parking Garage.
C. Hwy-680
D. Ygnacio Valley Road
E. BART Tracks

Legend
- Site Pedestrian Circulation
- Site Auto Circulation
- Site Bus Circulation
Architectural Design Recommendations For Building 1

Building 1 is prominently located at the intersection of Ygnacio Valley Road and Highway 680 off-ramp, and highly visible to drivers exiting from Highway 680 northbound.

The architecture for Building 1 should be contemporary in style with limited ornamentation, relate to the scale of its immediate surroundings, and reinforce a sense of arrival to this important transit hub.

Building 1 should incorporate massing gestures that relate to the scale of the office building across Ygnacio Valley Road as well as fenestration patterns that respond to the horizontality of the BART platform and the verticality of surrounding office buildings.

Design Guidelines

1. Create an architectural feature at this corner. Use contemporary design features and detailing with limited ornamentation to tie the architecture to the office building across the street.

2. Choose highly durable materials such as brick, concrete and metal.

3. Use lobbies and ground floor to buffer the parking beyond.

4. Articulate the facade with recesses and building materials to create interest and depth.

5. Use landscape features to buffer this edge, (See Figures 2.12 and 2.13, Public Realm).
Illustrative Examples:

Figure 3.14: Use of storefront window patterns to complement office building across Ygnacio Valley Road

Figure 3.15: Vertical architectural feature to highlight garage circulation

Figure 3.16: Use of brick to complement existing BART parking garage
NORTH PARCEL: BUILDINGS 2 & 3

Site Description and Contextual Influences

The North Parcel is located west of the elevated BART tracks and north of the existing BART parking garage. It is bordered by Pringle Avenue to the north, New Street A and Highway 680 to the west, and North California Boulevard and the elevated BART tracks to the east. (See Figure 3.19).

At this location, two mixed-use Buildings 2 and 3, can share a common subterranean parking garage but should be detached at all levels above the podium. The architecture for these two buildings should be unique but complementary in style.

Important architectural cues include the office buildings across Pringle Avenue (See Figure 3.18), and North California Boulevard, and the existing architectural variety found along the Highway I-680 Corridor. Buildings 2 and 3 can be designed to enhance the level of pedestrian comfort and promote activity along the Transit Village’s mixed-use edges.

Goals and Opportunities

a. Make an important gesture regionally given the building’s exposure from Highway 680 and the BART tracks.

b. Use architectural features that complement the existing office buildings to the north and the existing BART garage.

c. Create a publicly accessible pedestrian passage from Pringle Avenue, (activated on the ground floor with residential stoops) connecting the surrounding commercial neighborhood with BART and the rest of the Transit Village.
Key Urban Design Features

1. Architectural feature to mark the entrance of Pringle Passage at Pringle Avenue.
2. Architectural feature to identify the building as seen from the Highway.
3. Architectural feature to anchor the BART plaza.
4. Architectural feature to provide a prominent gesture at the corner of North California Blvd. and Pringle Ave.
5. Building facades oriented towards North California Boulevard, Pringle Avenue and New Street B.
6. Vertical projections to articulate the facade and create a residential scale.
7. Massing step-backs along Pringle Ave and Pringle Passage to accentuate the topography and break down the mass.
8. Residential courtyards

Legend
- Site Pedestrian Circulation
- Site Auto Circulation
- Site Bus Circulation

Figure 3.20: Key Urban Design Features

Figure 3.21: Key Urban Design Features
Architectural Design Recommendations for Building 2

Considering the adjacent commercial office buildings and the immediate exposure to Highway I-680, the architecture for Building 2 is envisioned to be most stylistically modern within the Transit Village.

The building envelope should respond to a variety of conditions along its perimeter, with more pedestrian-scaled elements along the New Street B (see Figure 3.22), and more civic-scaled forms at corners and along major arterials.

A varied roof line with expressed bay windows (see Figure 3.23) should animate the facade along the New Street B. Facade design and fenestration patterns should reflect an urban character complementing the contemporary style of the residential units.

Materials and colors should be selected and composed to create clean, light, simple architectural forms that can provide contrast to the heavy brick and concrete found on the existing parking garage and the Highway I-680 retaining walls along Highway 680.

Design Guidelines

1. Create publicly accessible, pedestrian frontages through and around Building 2.

2. Include setbacks and step-backs at the corner of Pringle Avenue and North California to complement the commercial buildings across the street.

3. Use residential-scaled architectural gestures along the New Street B.

4. Use civic-scaled forms to articulate important corners and mixed-use components.

5. Provide private patios and stoops at the ground floor units along Pringle Passage to define its urban residential character.

6. Provide stoops and private patios along the New Street B and New Street A to provide individual unit identity and privacy to the units.

Illustrative Examples:

Figure 3.22: Raised planters can define stoops, entries.

Figure 3.23: Use of alternating material on projecting forms is encouraged.

Figure 3.24: Railings should have a primarily horizontal proportion.
Key Architectural Features

KEY NOTES

1. Projecting window and balcony forms with alternate materials.
2. Accent colors to highlight important architectural features.
3. Architectural feature to identify New Street B.
4. Contrast between larger glass forms and solid elements.
5. Simple, civic-scale elements to anchor important corners and mixed use areas.
6. Volume in upper floor loft units to break down the roof line.
7. Open corner condition at windows and deck to maximize views.
8. Use of contrasting colors or materials to express the base of retail areas.
Architectural Design Recommendations for Building 3

Building 3 is also envisioned to be modern in nature, but less so than Building 2 due to its frontage onto North California. With high visibility from BART riders, pedestrians and auto users alike, the corner of Pringle Avenue and North California Boulevard is envisioned to have an active street frontage (see Figure 3.29).

The massing of Building 3 is envisioned to have simple forms, straightforward detailing, and modern materials palette that may include some of the historical materials found in downtown Walnut Creek. This combination of modern design with traditional references and materials should be combined with larger recessed punched openings, free of thematic window break-ups.

Building field colors should be of neutral shades complimented with contrasting and saturated accent colors.

Design Guidelines

1. Include setbacks and step-backs at the corner of Pringle Avenue and North California to complement the commercial buildings across the street.

2. Use civic-scaled forms to articulate important corners and mixed use components.

3. Use contemporary forms, simple detailing and modern materials palette.

4. Create references to downtown Walnut Creek along North California Boulevard by incorporating traditional materials such as brick and pre-cast concrete.

5. Provide private patios and stoops at the ground floor units along Pringle Passage to define its urban residential character.

6. Use architectural features to enhance pedestrian comfort and promote mixed-use along Pringle Avenue.

7. Design the corner of Pringle Ave and North California Boulevard for pedestrian scale environment.

Illustrative Examples:
Key Architectural Features

KEY NOTES
1. Use cornice details to diminish scale of building by providing natural shadow lines.
2. Contrast of materials to complement both architecture of office and downtown districts.
3. Provide ample setbacks to allow for outdoor congregation.
4. Create a rich architectural base to complement retail experience.
5. Modulate architecture to be residential in scale.
6. Use solid forms to complement the adjacent office building.
7. Provide stoops to further enhance pedestrian linkages.
EAST PARCEL: BUILDINGS 4 & 5

Site Description and Contextual Influences

The East Parcel is located to the east of the BART platform, and is bordered by North California Boulevard to the north-east and Ygnacio Valley Road to the south-west. (See Figure 3.34).

At this location, the two mixed-use Buildings 4 and 5 can share a common subterranean parking garage but should be detached at all levels above the podium and have unique but complementary architectural styles.

Prominently located at the corner of North California Boulevard and Ygnacio Valley Road, Buildings 4 and 5 together become a major gateway from BART and the Transit Village into downtown and the rest of the city.

Buildings 4 & 5 also frame Mt. Diablo Vista, creating the most important view corridor in the project. Mt. Diablo Vista is also the primary pedestrian connection between the BART Plaza and the intersection of Ygnacio Valley Road and North California Boulevard, leading to the downtown’s retail district.

Goals and Opportunities

a. Create a gateway experience at the corner of Ygnacio Valley Road and North California Boulevard that enhances this important intersection.

b. Create a well-defined view corridor through Buildings 4 and 5 to frame the view of Mt. Diablo from the BART fare gates and platform.

c. Create a well-defined pedestrian-oriented plaza near the corner of Ygnacio Valley Road and North California Boulevard.

d. Orient units away from the BART tracks where feasible.
Key Urban Design Features

1. A “gateway” feature at Ygnacio Valley Road and North California Blvd.
2. Visible architectural feature to anchor gateway corner.
3. Tower element should help to mark arrival for BART riders to Walnut Creek.
5. Building forms to frame the BART Plaza at BART fare gates.
6. Breaks in building massing to bring light into courtyard.
7. Pedestrian-scaled elements along Mt. Diablo Vista to break down facade and articulate residential units.
8. Civic-scaled elements appropriate for major streets with significant vehicular traffic.
9. Residential Courtyards
   A. Ygnacio Valley Road
   B. North California Blvd.
   C. Mt. Diablo Vista
   D. BART Tracks
   E. BART Plaza at the fare gates
   F. The Portal
   G. The Porch

Legend
- Site Pedestrian Circulation

Figure 3.35: Key Urban Design Features

Figure 3.36: Key Urban Design Features
Architectural Design Recommendations for Building 4

Building 4 is one of the gateway buildings connecting pedestrians from BART to downtown Walnut Creek. It is envisioned to be primarily residential in scale but with civic scale gestures appropriate to its location along two major roadways. The architectural articulation and detailing is envisioned to be more traditional than Building 3 and is intended to integrate some of the traditional architectural features found in downtown Walnut Creek while respecting the scale and mass of the office building across North California Boulevard.

This style can be achieved by using more traditional building proportions and materials (see Figure 3.37), as well as incorporating references to the downtown district. These elements should be organized within a civic framework that transitions from the finer grain, small scale of downtown, to the scale of the larger commercial buildings across the site.

Building colors are to be chosen from deep earth-tones, minimizing high contrast where appropriate.

Design Guidelines

1. Articulate the facade along Buildings 4 and 5 to support a publicly accessible, active pedestrian link connecting BART to downtown.
2. Step-back the building facade facing the BART fare gates to help articulate this public plaza.
3. Draw from downtown's palette of rich materials and traditional use of color.
4. Use vertically proportioned recessed windows.
5. Avoid window patterns with large expanses of glass.
6. Design the ground level facing the open space near the fare gates for retail and outdoor seating to help activate this area.

Illustrative Examples:

Figure 3.37: Durable materials are encouraged at the building base
Figure 3.38: Active ground level street frontage to support outdoor seating
Figure 3.39: Bay windows should maximize view opportunities
Key Architectural Features

1. Traditional details blend with contemporary forms and materials.

2. Building layering to enhance pedestrian experience.

   Traditional forms with contemporary details.

3. Bay windows to reflect traditional style while maximizing views to Mt. Diablo.

4. Vertical element to frame gateway to transit village.

5. Traditional use of materials and massing.
Architectural Design Recommendations for Building 5

Building 5 is envisioned to be the most prominent gateway building of the overall Transit Village, given its location at the corner of North California Boulevard and Ygnacio Valley Road. The design should make architectural references to downtown Walnut Creek in order to strengthen the connection from BART to the retail district. With its primary facade facing onto Ygnacio Valley Road, the building articulation should include larger proportions appropriate to this busy thoroughfare while drawing from precedents found in downtown Walnut Creek.

The architectural style for this building should include elements with a traditional base, middle and top as well as more traditional materials and detailing found in downtown Walnut Creek, including the use of brick, formal precast bases and trim details, plaster, and cornices.

Windows should be vertically proportioned and symmetrically organized on the building façade. Building colors should be chosen from a light earthtone palette with little contrast on the major forms. High contrast accent colors can be used to highlight details, brackets and window breakups.

Design Guidelines

1. Create a distinctive architectural feature to mark the corner of Ygnacio Valley Road and North California Boulevard that draws upon downtown’s palette of rich materials.

2. Step-back the building height facing the BART fare gates to help articulate this public plaza.

3. Create an urban edge facing the BART Plaza.

4. Use windows with vertical proportions and organize them rhythmically on the building’s facade.

5. Use a traditional base, middle, and top facade articulation.

6. Design to encourage and activate ground level experience along Mount Diablo Vista and North California Boulevard.

7. Design to encourage and activate ground level retail experience facing the open space in front of the BART fare gates.

8. Buffer the ground level residential units along Ygnacio Valley Road with terraces, landscaping and other design elements.

Illustrative Examples:
Key Architectural Features

KEY NOTES

1. Traditional details form with contemporary applications and materials.

2. Scale of elements to work with office building and historic volume of downtown.

3. Prominent architectural feature to anchor gateway corner.

4. Traditional architecture with clear base, middle, and top.

5. Tower element to celebrate entry to Transit Village.
Figure 3.45b: Eye-level view of Building 5 from Highway 680 off-ramp

Figure 3.46b: Eye-level view of Building 5 from corner of North California Boulevard and Ygnacio Valley Road
GENERAL DESIGN CRITERIA
WALNUT CREEK TRANSIT VILLAGE DESIGN GUIDELINES

FRONTAGE TYPES

Frontage is a semi-public transition zone at the ground level where public and private realms meet. An understanding of various frontage conditions is key to designing successful frontages for residential, commercial or retail use.

Frontage types in commercial applications include: 1) retail storefront (see Figure 3.47), and 2) recessed lobby (see Figure 3.48). Canopies or awnings at regular intervals are essential to mark retail entries and articulate storefronts. Canopies and awnings often overlap the sidewalk along the majority of the frontage and often define outdoor seating within the property line or along a widened sidewalk for retail.

In residential applications, a variety of frontage types include: 1) porch or stoop, 2) patio, and 3) recessed lobby (see Figures 3.49 to 3.52a). A porch or stoop occurs wherever the main façade of the building has a small setback from the frontage line. The resulting front yard is typically very small and well defined to spatially maintain the edge of the street and allow for sufficient space for a person to comfortably pause before entering or after exiting a building. (See Figures 3.50-3.52).

A patio is an outdoor space generally used for dining or recreation that adjoins a residence and is typically paved. (See Figure 3.52a).

A stoop is a small staircase ending in a platform and leading to the entrance of a residential unit. Stoops occur along the main façade of the building near the frontage line and they engage the sidewalk. This elevated platform above the sidewalk provides added privacy for the residential unit. For the purposes of these Design Guidelines, the words stoop and porch are used interchangeably.

Porches, stoops and patios are external to the walls of the main building proper, but may be partially enclosed by screens, latticework, or other light frame walls extending from the main structure.

Goal

a. Frontage should be designed to support active, pedestrian oriented streets, sidewalks, paseos, plazas and gardens appropriate to their use and context.
Design Guidelines (See Figures 3.47 to 3.52a):

1. Provide convenient, well-marked and attractive pedestrian connections from the public street to building entrances.

2. Incorporate architectural and landscape features such as canopies, plantings, railings, planter walls, and lighting to enhance the interface between private and public.

3. Design entries within setbacks along ground-level units in ways that allow for privacy and help to define the edge of the street.

4. Design multi-unit residential buildings with prominent entry lobbies that provide visual interest, orientation, and a sense of invitation from adjacent streets or public ways.

5. Use canopies or awnings at regular intervals to mark retail entries and articulate storefronts.
The most common frontage types envisioned for the Transit Village are:

A. **“Retail Storefront”** (See Figures 3.53 and 3.54)
   - A1. Tall ceiling height (usually double height)
   - A2. Facade features regular storefront openings for single or multiple tenants with canopies or awnings to define outdoor seating area, and large amounts of storefront glass
   - A3. Floor level typically flush with exterior finished grade

B. **Residential Lobby/Entry** (See Figure 3.54)
   - B1. Single to double floor-to-ceiling height
   - B2. Recessed facade with canopy or awning to signal “entry” and provide weather protection
   - B3. Floor level typically flush with exterior finished floor

C. **Residential Stoop** (See Figures 3.55 and 3.56)
   - C1. Façade features individual or semi-individual front entries with canopies or awnings to provide weather protection
   - C2. Steps from the public right-of-way lead to a landing at the entry
   - C3. Low garden walls, fences and landscaping help define this semi-private zone for residential use
   - C4. Height from exterior finished floor to interior habitable floor level is 0-36 inches

D. **Residential Patio** (See Figures 3.57 and 3.58)
   - D1. Facade features individual or semi-individual front entries with canopies, trellises or awnings to provide weather protection and mark the entry
   - D2. Low garden walls, fences and landscaping help define a semi-private zone for residential use
   - D3. Floor level typically flush with exterior finished floor Above 36 inches, a podium edge condition occurs. Planting, low walls and other landscape elements help provide visual buffer from the street.

Keynotes
1. Frontage Zone
2. Planting Zone
3. Recess
4. Public Zone
5. Commercial/Retail
6. Lobby
7. Residential
BUILDING MATERIALS, COLORS AND FENESTRATION

A diverse and coherent palette of materials, window treatments, and appropriate colors plays an important role in making the Walnut Creek Transit Village feel authentic. Walnut Creek has a significant building stock constructed from a variety of building materials. Contemporary materials, fenestration, and color combinations should be used in order to harmonize the Transit Village with the existing context.

Materials and Colors

Design Guidelines

1. Buildings should be constructed with exterior materials of high quality appropriate to their use, style, and context.

2. Select materials and colors that respond in a compatible manner with surrounding significant buildings.

3. Use compatible materials and colors on all building sides.

4. Exterior materials, textures and colors should be selected to further articulate building design.

5. Material changes and color generally should occur at a change of plane. Materials should change at an inside corner before a material change or at the edge of a window jamb.

6. Durable, quality natural materials should be used at the ground level. Examples of these materials include stone, terracotta or brick tile, brick, and metal.

7. Avoid use of reflective glass, mirrored glass and dark colored glass as an exterior building material.

8. Veneer facade application should be carefully detailed.
Fenestration

Design Guidelines

1. Windows should be recessed to make the building wall appear to have thickness. Exceptions include curtain walls, corner windows and gathered windows.

2. In more traditional facades, building elevations should exhibit a hierarchy of window sizes to differentiate formal rooms from informal ones.

3. In building designs with a uniform window system, introduce other façade elements such as sunshades, balconies (recessed or projecting), and material changes to break down monotony.

4. Where curtain walls or corner glass windows are used to anchor important building facades, introduce other façade elements such as sunshades, eaves and articulated mullions to break down the scale. Use window proportions (horizontal, vertical or square), that fit within the overall architectural design.

5. Use quality materials, window detailing and trims at ground level openings that harmonize with the overall architectural design.

6. Express the verticality of ground level openings in non-storefront conditions where appropriate.
GENERAL DESIGN CRITERIA

WALNUT CREEK TRANSIT VILLAGE DESIGN GUIDELINES

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PART THREE
FINAL 02/20/13

GENERAL DESIGN CRITERIA

ROOF FORMS & ROOF TOP EQUIPMENT

Roof forms are an important component of the visual quality of an Architectural Design. Roof forms are envisioned for the Transit Village to accentuate the residential scale of the facade range from traditional cornices, to simple horizontal parapets, parapets with vertical breaks, and protruding cornices.

Design Guidelines

1. Roofs should be detailed and articulated to create interesting roof lines, and visible patterns of shade and shadow (see Figure 3.65).

2. Overhangs, parapets and cornices should be designed to complement the architectural style of the building and detailed to create shadow or accentuate the form of the roof.

3. Pitched roofs or shed roofs are discouraged for main roof forms.

4. All rooftop utilities and equipment should be screened from the public realm.

5. Rooftop screening should be integrated into the overall design of the building, including mechanical penthouse enclosures and energy performance measures.

6. Code required elements, such as parapet walls and screen walls should be treated as an integral part of the architecture and these elements should not visually weaken the design, or create a monotonous skyline.

7. If PV panels /solar collectors are used, they should be fully coordinated into the overall roof design of buildings.
OFF-STREET PARKING, ACCESS AND SERVICE DRIVEWAYS

New development in the Transit Village should balance the need for automobile parking with the requirements of an active, pedestrian-oriented urban environment. The design of mixed-use buildings in the Transit Village can sufficiently accommodate required parking while promoting good urban design in the surrounding areas.

Goals

a. To accommodate required vehicular parking for residents and BART patrons while maintaining good urban design.

b. To minimize the visual impact of driveways and garage entrances on the public streetscape.
Design Guidelines

1. Off-street parking should be located underground wherever possible. Above grade structure parking should be screened with active uses to encourage continuity of the street frontage where possible.

2. Garage walls exposed to public view should be screened with a garden retaining wall. Landscape hedge should be used to reduce the area of the exposed wall. The exposed edge of subterranean parking should be integrated with the architecture of the building and treated with enhanced materials. Blank walls should be avoided.

3. Where possible, garage lighting and ventilation should be screened from public view.

4. Minimize interruptions to pedestrian edges. Driveway widths should be minimized.

5. Garage entrances should be recessed from the building face to downplay or limit their visual impact on the public streetscape.

6. Design garage openings to be part of the design pattern of windows, doors, balconies, and other façade articulation devices.

Keynotes

1. Street Level
2. Podium Courtyard or Public Paseo
3. Garden Retaining Wall
4. Landscape Buffer
5. Service Drive
6. Screen Elements
7. Stoop
8. Patio
9. Multi-level Garage
10. Terrace
BICYCLE STORAGE FACILITIES

Bicycle use is a key mode of transportation within the Transit Village. Conveniently located bicycle storage facilities promote sustainable, transit-oriented development.

Goal:

1. To promote sustainable, transit-oriented development by providing ample, well-designed, on-site bicycle parking for future residents.

Design Guidelines

1. Bicycle parking should be provided within the Transit Village in convenient and secure locations.

2. Bicycle storage facilities should be integrated within the building envelope.

3. Install bicycle lockers in all parking garages. Lockers should be located in areas visible to the parking attendants and/or easy accessible to bicycle users. Avoid bicycle lockers in hidden areas, dark locations or garage recesses, or other areas where theft may become a problem.

4. BART Storage Facility on Building 5:
   a. Signage should meet the requirements of Part II Section C.
   b. Be designed to activate BART Plaza

TRASH ENCLOSURES

Design Guidelines

1. Trash and recycling areas should be located in fully-enclosed interior trash rooms.

2. Trash enclosures should include adequate, accessible, and convenient areas for collecting and loading recyclable materials and be designed to accommodate the project’s recycling needs.

3. Whenever feasible, areas for collecting and loading recyclable materials should be adjacent to the solid waste collection areas.

UTILITIES

Design Guidelines

1. All utilities should be screened from view wherever possible from the public realm, in a manner compatible with the architecture and the site design. Generally, all such elements should be located on the roof, basement or along service lanes. Screening materials should be substantial, durable, and well-designed.

2. Required Fire Department standpipe locations should be coordinated with the design of the building and integrated with them landscape design. Backflow preventers should be placed in coordination with the utility, the civil engineer, and the landscape architect and painted to be compatible with the architecture.

3. Electrical transformers located within subterranean vaults are encouraged wherever possible.

4. Power generators are not allowed in the required setbacks and should be screened from view.

5. Utility vents should be designed to be compatible with the building and site design.

6. All exterior storage areas, service yards, loading docks and ramps, wood service poles, electric and gas meters, fire sprinkler valves, irrigation backflow prevention devices, transformers, etc., should be screened from view in a manner that is compatible with the building and site design.