C. 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 for commercial applications include 1) storefront (see figures 3.48), 2) recessed storefront and 3) 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. See figure 3.47.

For residential applications, a variety of frontage types include 1) porch, 2) stoop and 3) recessed lobby. A porch condition occurs where 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. See figure 3.50. A stoop condition occurs where the main façade of the building is near the frontage line and the stoop engages the sidewalk. The elevated stoop above the sidewalk provides an additional level of privacy for the residential unit. See figure 3.52.

Goal

a. Frontage should be designed to support active, pedestrian oriented streets, sidewalks, paseos, plazas and gardens appropriate to the use and context.
Guidelines (Refer to figures 3.47 to 3.52)

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 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” (Refer to 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 (Refer to 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 (Refer to figures 3.55 and 3.56)**
- C1: Facade 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 Porch or Patio (Refer figures to 3.57 and 3.58)**
- D1: Facade features individual or semi-individual front entries with canopies or awnings to provide weather protection
- 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
- D4: Above 36 inches, a podium edge condition occurs. Planting, low walls and other landscape elements help provide visual buffer from the street, as per figure 3.56
BUILDING MATERIALS, COLORS AND FENESTRATION

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

Materials and Colors

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 four sides of the building.

4. Exterior materials, textures and colors should be selected to further articulate the 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. Use of reflective glass, mirrored glass and dark colored glass as an exterior building material should be avoided.

8. Veneer facade application should be carefully detailed.
Fenestration

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 the more formal rooms from the informal ones.

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

4. Where curtain walls or corner glass windows are used to anchor important building facades, introduce other facade 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 fit with the overall architectural design.

6. Express the verticality of ground level openings in non-storefront conditions where appropriate.
ROOF FORMS

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

1. Roofs should be detailed and articulated to create interesting roof lines, and strong 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.

ROOF TOP EQUIPMENT

1a. All rooftop utilities and equipment should be screened from the public realm.

2a. Rooftop screening should be integrated into the overall design of the building, including mechanical penthouse enclosures and energy performance measures.

3a. 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.

4a. 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 still contributing good urban design to 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.

Off-Street Parking (Refer to figures 3.60-3.65)

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. Garage lighting and ventilation should be screened when possible from public view.

Figures 3.72 through 3.77 illustrate various acceptable ways to conceal parking from public view.

**Access and Service Driveways**

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

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

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

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. Multilevel Garage