

FORM-BASE CODES

What they are, how they work, how one can help here.

1. Introduction to Form-Based Codes
 - Key differences from conventional zoning and planned developments
 - Questions, discussion
2. Example of Form-Based Code for comparable plan
 - Village South, Claremont, California
 - Questions, discussion
3. Overview of intended built outcomes of Downtown Plan & Code
 - Active, resilient, mixed-use, pedestrian-oriented town center
 - Questions, discussion
4. Discussion

1

Why zoning was invented.....



2

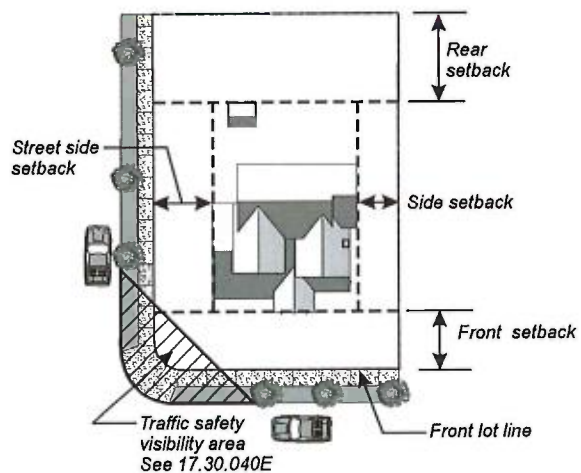
The thing with (conventional) zoning

- It is typically (but not necessarily) a recipe for regulating low-density, auto-dependent suburban development
- The primary emphasis is regulation and separation by land use, limiting “density”, and making sure there is more than enough free parking
- Little or no connection between land use, urban form and design. Does not address the design or function of public spaces between “the projects”.
- Regulation by F.A.R. and D.U.A. deliver unpredictable built outcomes
- So the community objects:
 - Enter PD overlays, specific plans, and other discretionary workarounds
 - Exceptions to zoning become the rule
 - Project design and approval process is long, slow, expensive, and politically fraught
 - And after all that work, the results are still uneven and “projects” don’t “fit together”

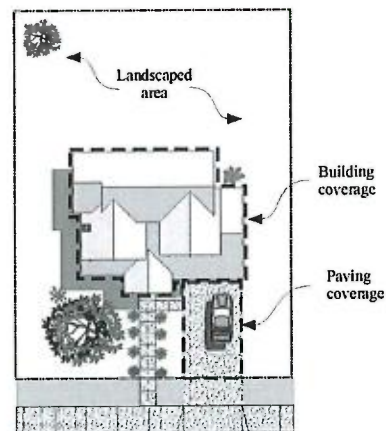
3

Conventional Zoning Topics

(spread it out)



Minimum Setbacks

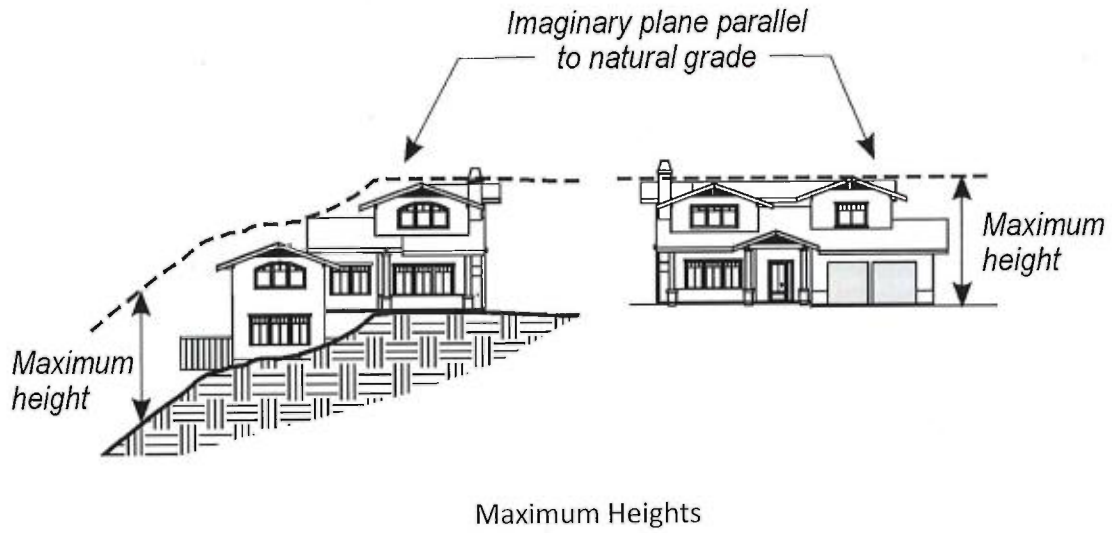


Maximum Coverage

4

Conventional Zoning Topics

(keep it low)

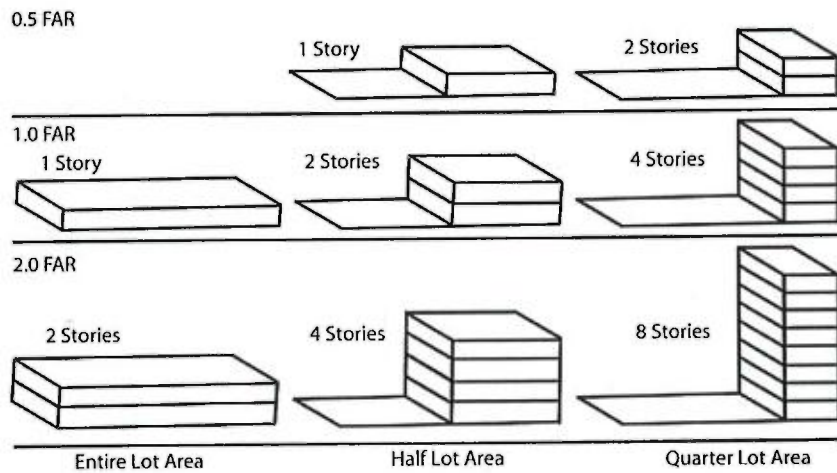


5

Conventional Zoning Topics

Entitlement by "Density" → "Surprise us" Site Plans and Massing

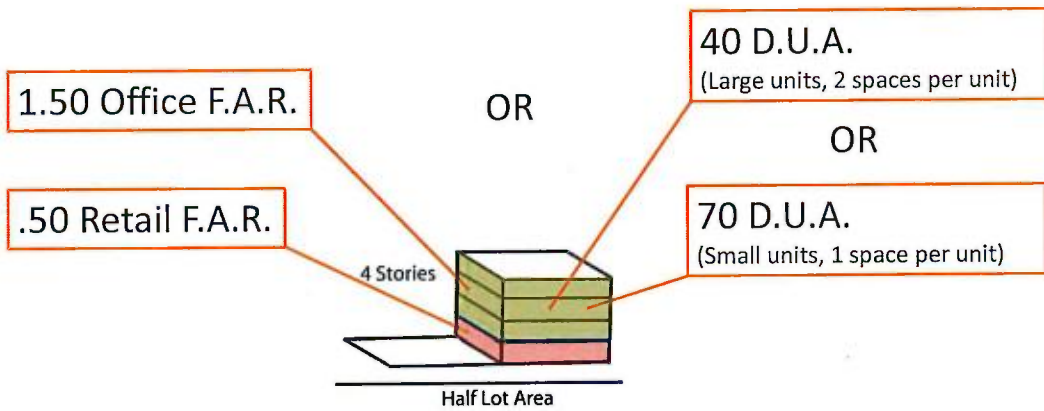
Floor Area Ratio



6

Conventional Zoning Topics

Entitlement by "Density" → "Surprise us" Site Plans and Massing



7

Density vs. Form

Conventional /PD

vs.

Form-Based/Walkable



6 D.U.A.



6 D.U.A.

8

Density vs. Form



9

Density vs. Form



10

Podium-Based Multi-Family

Conventional/PD

vs.

Form-Based/Walkable



11

Density vs. Form

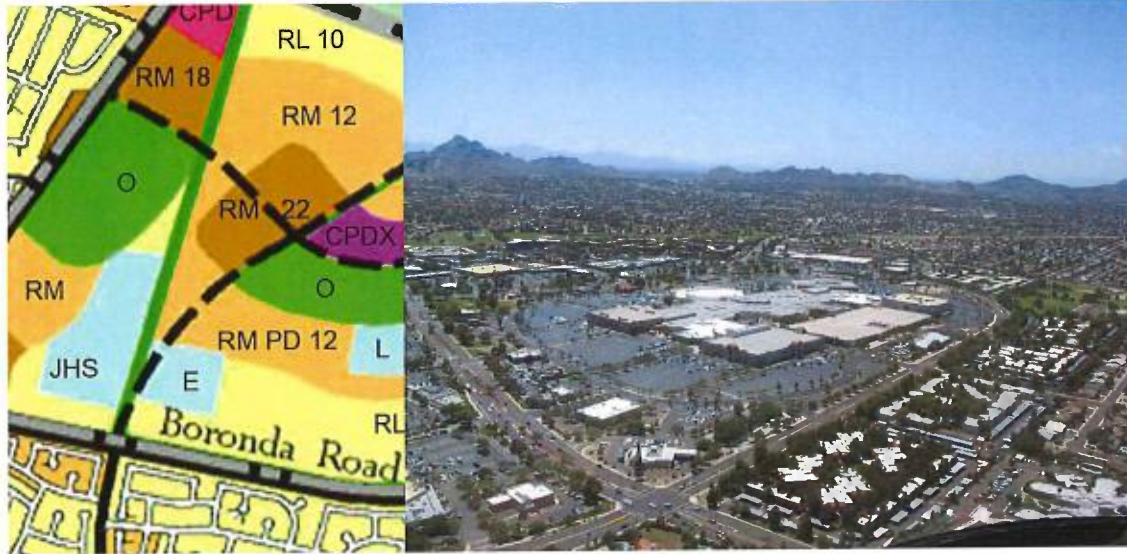


Multi-family infill adjacent to single-family

12

Conventional Zoning Patterns

/ Outcomes



13

Excessive Focus on Land Use Classifications

(from a real zoning code, we didn't make these up)

- 19. Baths, Turkish
- 25. Boxing arena
- 28. Chinchillas, retail sales
- 41. Eleemosynary institutions
- 42. Embalming business
- 95. Physical culture institution
- 109. Potato chip manufacturing
- 127. Tombstones, retail sales
- 135. Turkish bath

14

Placemaking



15

Urban Pattern

- All-mode connectivity
- Walkable blocks
- Purposeful open spaces
- Lots sized to building types
- Seamless transitions between place types



16

Buildings Define Public Spaces to Make Places

- Placement
- Height
- Frontage
- Type
- Form
- Mass Style



17

Conventional/PD vs. Form-Based



Open space as leftover or "compliance" space



Open space as integral part of the neighborhood or town

18

Conventional



19

Form-Based



20

Questions? Discussion....

Form-Based Code Topics/Organization

Summary of Regulating Topics

Applicants proposing any new development should familiarize themselves with the vision for Village South, which is described and illustrated in Chapters 1 and 2. Because of the size of this specific plan, and the specificity of its physical vision, regulations related to land use and development are not grouped into zones but by other criteria. This code is organized by topic of regulation, and within each topic the applicable regulations are identified. Below is an overview of each topic and the applicability of the regulations within each. All permitting is subject to the administrative review requirements of Section 3.2.



Building Placement & Massing

Placement & massing standards, which regulate building siting and facade compositions on long buildings, are regulated by location; front, setback, requirements differ depending on ground-floor uses (whether retail or residential for example), and which street they front on.



Building Height

Height standards, which regulate not only the height of buildings, but also of the floor height above grade, the height of stories, and the "footprints" of upper stories, differ block-by-block. Additionally, two overlays in the Height Regulating Plan refine the requirements.



Frontage

Frontage standards regulate the building face and everything between that building face and the street or parkway that it fronts onto (if any). Design is to be calibrated to ensure mutually beneficial relationships between the private property and the public realm. This code differentiates between "private" frontage and "public" frontage, and addresses the topics separately within the Frontage section.



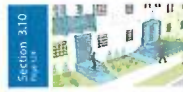
On-Site Open Space

On-site open space is the open-air space within, on top, or between buildings that contribute to the physical form and character of the site and neighborhood. This section provides a vocabulary, standards, and guidelines for the provision of intentional, well-designed open spaces within and around private development.



Parking & Parking Facilities

Parking in Village South must be convenient and intuitive, but balanced with the vision for a comfortable walking environment, sustainable design, and small town charm. Parking standards apply to all development within the Plan Area.



Allowed Uses

The use regulations of this section are separated by the ground-floor retail environment and everywhere else. This is to maintain a vibrant retail district and to protect the active urban retail environment from "dead" uses. Therefore, use allowances are most restrictive where they are required.



Signage

All signage within Village South is to be human-scaled, and oriented to and intended for pedestrian passersby. This section establishes the permitted signage types by general use categories (offstreet, retail edge, and residential) and provides specific standards according to sign type.



Streets

The section establishes standards to generate a pedestrian-oriented environment that functions as, and feels like, an extension of Clarendon Village. Retrofit plans have been created for each of the existing thoroughfares. Standards and guidelines have been created for the new connections within the superblock - both vehicular and non.



Public Open Space

This section establishes the standards for public open spaces based on the intended physical character through three types of spaces: Plaza, Green, and Plaza, which generally differ by function. Collectively with the rights of way, these spaces are intended form a comprehensive system of public open space.

A. Intro

This chapter illustrates the goals, plan priorities and the following number of plan for this and config a physical out described by and Articulate Planning Com. As such, while in this shape the final requests, any new develop after signifi within this to connect to the "final p result from a multiple pri inators" as with the Ci appointed a design, re the "Vision Sections 5.7 Development Chapter 3 - Guidelines

C. Publi

The nature of from subur and housing streets and j rooms" - also to success. South requi standards th pedestrian to accommo. Accordingly, i integra to shape, stre public and p patients, for themselves, t the spaces be The Village S a carefully de parks, and spaces, subd Arrow Highw into multiple as illustrated While the p, it only illu general con linkages is f those illu extension of and the pro connection of fe Street be Rural Driv The final c connection parameters, and guideli Standards b characteric network - t Chapter 3 - e



Village Gateway Conceptual Illustration Looking north on Indian Hill Blvd. of potential new development at the new intersection of Green St and Indian Hill Blvd. Two- and three-story buildings with active ground floors, along with streetcape and public streetcar stop located along Indian Hill Blvd. establish this intersection as the south gateway to the expanded Village South.

The Illustrated Vision

Taking into consideration the goals, planning principles and community priorities from Chapter 1, and developing them with an emphasis on quality urban design as detailed in Section 2.1, an "Illustrative Plan" can be developed, which represents one of a number of possible variations of a successful Village South development. Figure 2.2 shows this plan, with particular elements of the plan - from street connections to conceptual building developments - called out and expanded upon in Section 2.3.

The Development Program, which is a mechanism that has been carefully crafted to balance development in Village South, with the interests of the community as a guiding force, is elaborated upon in Section 2.4.



The vision of Village South can be seen in various real-world walkable scenarios. Successful walkable environments have the ability to create community, bringing activity to the public realm.

- A Village Core: A concentration of shops and restaurants anchored by the historic former building and public open space facing Indian Hill Blvd.
- B "New" Santa Fe Street: A new commercial street anchored by Village shops and restaurants and on-street parking.
- C Village Gateway: A new significant intersection at Indian Hill Blvd and Green St, flanked by new buildings with active ground floors and create a strong new south gateway to the Village.
- D Green Street Extension: Green Street extends north through Village South, connecting to Green Street Drive.
- E Central Plaza: A central public gathering space anchored by ground floor shops and restaurants, providing pedestrian access between Green St and Santa Fe St.
- F Indian Hill Blvd Streetcape: Improvements to Indian Hill Blvd including improved landscaping.
- G Mixed-Use Development: Within the Village South Core will promote active ground floor uses and spaces, including ground floor shops and restaurants.
- H New Downtown Housing and Flex Office Space: Urban housing, and new flex office space a short walk from the Village, the Governor College, and regional transit.
- I Passages and Pedestrian Connections: Through Village South is further defined by a network of passages, paths and public open public spaces.
- J Buckle Up! Avenue: Significant streetcar stop improvements are envisioned for Buckle Up! Avenue, including a new landscaped busstop and widened sidewalks on the Village South east side of the street.
- K Shared Parking Supply: A multi-level parking structure that would provide a significant amount of shared parking.

Figure 2.2: Illustrative Plan



New Buildings (approximately 3- and 4-story) illustrating the form of Indian Hill Blvd and Green St. Highway will color buildings suggested with the site.

Existing Buildings: Within the Village South Core will promote active ground floor uses and spaces, including ground floor shops and restaurants.

Village South Specific Plan Boundary

23

Urban Form & Character

1. Village South Core

2. Village Gateway

3. Village South Edge

4. Village South Core

5. Village South Core

6. Village South Core

7. Village South Core

8. Village South Core

9. Village South Core

10. Village South Core

11. Village South Core

12. Village South Core

13. Village South Core

14. Village South Core

15. Village South Core

16. Village South Core

17. Village South Core

18. Village South Core

19. Village South Core

20. Village South Core

21. Village South Core

22. Village South Core

23. Village South Core

24. Village South Core

25. Village South Core

26. Village South Core

27. Village South Core

28. Village South Core

29. Village South Core

30. Village South Core

31. Village South Core

32. Village South Core

33. Village South Core

34. Village South Core

35. Village South Core

36. Village South Core

37. Village South Core

38. Village South Core

39. Village South Core

40. Village South Core

41. Village South Core

42. Village South Core

43. Village South Core

44. Village South Core

45. Village South Core

46. Village South Core

47. Village South Core

48. Village South Core

49. Village South Core

50. Village South Core

3. Village South Edge



Indian Hill Blvd Transformation & Village South Gateway: Conceptual illustration of a high-quality Indian Hill Blvd south of Green Street with improved street landscaping, an "upgraded" center median, bike lanes, one with more areas of landscape and gateway signage. The latter configuration is a travel lane with bike lanes or an east parking in each direction.

- A Village-Scale Architecture: New buildings along Indian Hill Blvd will reflect the character of the Village in their massing, scale, and materials.
- B South Residential Street: A new street connection between Green St and Arrow Highway will provide a new street for new buildings in the southern corner of Village South.
- C Arrow Highway Streetcape Improvements: Landscaping and street improvements to Arrow Highway to mark arrival to the Village and Village South.
- D Potential Edge Infill Development: Any potential infill development along Indian Hill Blvd and Arrow Highway will be sensitive to nearby form and character to the Village. Based on existing streetcar stop locations, it is anticipated that a number of existing buildings may remain for some time.



Indian Hill Blvd Transformation & Village South Gateway: Conceptual illustration of a high-quality Indian Hill Blvd south of Green Street with improved street landscaping, an "upgraded" center median, bike lanes, one with more areas of landscape and gateway signage. The latter configuration is a travel lane with bike lanes or an east parking in each direction.

Indian Hill Blvd Improvements & Village (South) Gateways

The parcels on the northwest corner of the intersection of Indian Hill Boulevard and Arrow Highway are currently vacant, and the northwest corner is occupied by an existing gas station. If these properties (re)develop over time, they should be replaced by new street-facing buildings (and/or other gateway elements) to serve as gateways marking entry into, and welcoming visitors to Village South.



Gateway Elements: Signage and other gateway elements are encouraged to mark arrival to Village South.

South Residential Drive

Depending on the final proposed configuration of the Public Train, block buildings and uses, a north-south street may be beneficial between Green Street and Arrow Highway. Existing property ownership patterns significantly limit the range of potential street or parcel connections to Arrow Highway from the south. A new pedestrian crossing of Arrow Highway to provide making connections to the neighborhood to the south seems somewhat unlikely between Indian Hill and Buckle Up! Avenue. The City will evaluate the possibility of such a street or pedestrian connector in the context of a development plan for the properties south of the Green Street extension.



Gateway Elements: Signage and other gateway elements are encouraged to mark arrival to Village South.



Residential Character: A conceptual illustration of South Street, looking north toward Green Street, with Village-Scale Infill Development on the left.

24

Building Placement, Massing, Articulation

These define the scale and character of the public spaces

Block-Form / Downtown Core



House-Form / Downtown Edge



25

3.4
3.5
3.6 Building Placement & Massing
DEVELOPMENT STANDARDS & GUIDELINES | CHAPTER 3

A. Regu

- As a result be established
- The Village? are origin topic through
- Table 3.6 to with all plan one or more satisfaction

Figure 3.4 VIII

Figure 3.5. Residents

Table 3.5.2 Residents

1 To main	10'
2 To top of roof (ft)	10'
3 To top of ground (ft)	10'
4 Ground (min)	10'
5 Ground (min) Bc	10'
6 Upper F level (ft)	10'

Notes

1 Average of

Figure 3.6 Building Placement Regulating Plan

Table 3.6 Building Placement & Massing Standards

Placement	Block
1 Built-to Area (by frontage)	
Signfront	0'
Rear Ready	0'
Dist. to Neighboring	10'
Residential	10'
2 Building Percentage (min)	75%
3 Interior Side Setback	
4 Rear Setback (min)	
Principal Building	
5 Massing	
1 Building / Streetwall Length (max)	
2 Major Massing Increment (max)	
3 Building Separation (Streetwall Break)	15' v depth
4 Façade Increment (max)	

Notes

1 Applies only to frontage on S. Indian Hill Blvd and Arrow H
 2 Residential ground floor units must maintain a front setback of 10'
 3 Building/Streetwall Length in Blocks A and C may be 75' max

Figure 3.6-II Neighborhood-Scale Overlay Massing & Placement (Blocks B,D)

Figure 3.6-III Neighborhood-Scale Overlay Massing & Placement (Blocks E,F,G,H)

26

Frontages

Frontages are the spaces where people walk, shop, dine and meet



27

Retail Frontages

Generous Ground Floor Height

Prominent, tall ground floors provide for a variety of spacious shops and restaurants full of natural light and air. They also serve as a strong base for the building.



28

Retail Frontages

Transparency

Shopfronts provide **visual interest** to the street while benefitting from **exposure to customers**.

They **blur the line** between indoor and outdoor



29

Openable Frontages

Indoor/Outdoor Environments

Openable shopfronts **further blur the line** between public and private realms, enhancing the experience of both.



30

Retail-Ready Frontages

Flexible Frontage

Flexible frontage design can accommodate both residential, live-work, or commercial ground floor uses, with only minor adjustments needed to **adapt to the needs of the time**. This is especially useful where retail frontage is desired in the future, but near-term demand will not yet support it.



31

Office & Residential Frontages

Clear, Prominent Access

Celebrate **primary and common entries** through the use of size, form, and design.



32

3.11 Signage

A. Intro
This section provides the standards for new signs or to be designed in accordance with the standards identified in the source sign.

E. Billboard

G. Mural



A sign that appears on a secondary facade, typically along a side street, alley, or along the side of a building facing a vacant lot. Murals are typically painted directly on the building, pedestrian scaled on the ground floor and larger if on upper stories. These signs are intended to be visible from a greater distance and are secondary to signage on the primary facade at the building's entrance. Mural Signs are subject to design review and approval as identified below.

Table 3.11.5

Standards

- Such signs are subject to design review and approval as identified below.
- | Sign Type | Standard |
|-----------|--|
| Primary | 1. No more than one sign per shop. |
| Secondary | 2. The sign square footage serves a business. |
| Billboard | 3. All billboards are to be removed from the facade. |
| Billboard | 4. Signs on arcades are to be removed. |
| Billboard | 5. The top window. |
| Billboard | 6. Signs on arcades are to be removed. |

Standards

All art murals shall be reviewed by the Public Art Committee. In addition to CMC 16.748, the standards for murals include the following:

1. Recommended Maximum Area
 - a. 1-story facade: 1,000 sq ft max.
 - b. 2-story facade: 3,000 sq ft max.
2. Murals containing commercial copy of any sort are considered a billboard. Billboards are prohibited.
3. Murals are recommended to include or feature local history.
4. Murals are intended for secondary facades but may be allowed on the front facade subject to design review by the Art Committee.
5. Murals may include major or secondary identification signs subject to a Special Use and Development Permit and if within the maximum size standards permitted for the business that occupies the tenant space upon which the mural is located.

35

3.9 Parking Areas & Facilities

A. Introduction

As Village South is developed, it will be essential to plan, in most potential demand areas, for pedestrian-oriented mixed use. The guidelines of this chapter are to drive pedestrian-oriented mixed use to the extent practical in line with standards and guidelines in this code. Where in conflict, the latter shall prevail.

B. Parking Standards Guidelines

1. **Intent.** The intent of this section is to provide sufficient, but not excessive, parking to support the vision for an environment and sustainable development.
2. **General.**
 - a. Parking minimums must be followed as they apply.
 - b. **On-site.** This is any parking that is located on the lot it serves.
 - c. **Off-site - lot.** This is a parking lot that is located on a separate lot.
 - d. **Off-site - street.** Parking on a street is subject to the requirements provided.
 - The space is within the right-of-way.
 - No spaces are to be provided for residential use.
 - Only the number of spaces is to be counted.
 - e. **Parking areas** shall be located to provide parking supply to the building and not be used to provide safe, well-ventilated, and be designed to not intrude into open spaces. They shall be as narrow as feasible to

Figure 3.9.1 Podium Parking

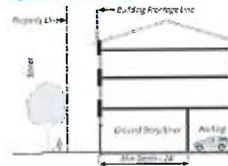


Figure 3.9.2 Subterranean Parking

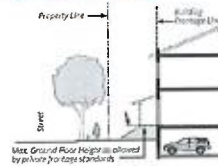


Figure 3.9.3 Surface Parking



The landscaped portion of this setback is treated with the same quality of design as the rest of the building. Required and landscaped setback shall be maintained, and the landscaped setback shall be maintained.



The landscaped portion of this setback is treated with the same quality of design as the rest of the building. Required and landscaped setback shall be maintained, and the landscaped setback shall be maintained.

Table 3.9 Parking and Vehicular Access Standards

A. Surface Parking Placement		
Front Setback (ft.)	See Section 3.9.4.c	
Interior Side Setback (ft.)	5'	
Rear Setback (ft.)	Min. 10'	
Rear Setback (ft.)	Min. 15' from alley centerline	
B. Driveway Types and Widths (max.)		
Structured or surface lot entry	One Way	Two Way
	12'	24'
Private driveway	10'	
C. Required Parking (minimum number of parking spaces per square foot of net floor area) ¹		
Residential		Visitor spaces
Single-Family Detached	20/sq ft (enclosed)	5/sq ft
Rowhouses	20/sq ft	10/sq ft
Flat-Style < 600 sq ft	15/sq ft	5/sq ft
Flat-Style < 600 < 900 sq ft	15/sq ft	25/sq ft
Flat-Style > 900 sq ft	20/sq ft	25/sq ft
Administrative/Professional	1 per 350	
Retail/Service	1 per 500	
Restaurant		
Indoor	1 per 150	
Outdoor Seating	1 per 250	

¹ Any area not listed here shall default to the parking minimum contained in the CMC.

36

3.10 Allowed Uses

Table 3.10 Allowed Uses	Column A	Column B	Column C
	See Section 3.10.A.2.a	See Section 3.10.A.2.b	See Section 3.10.A.2.c
13. Recreation/Entertainment			
Cyber cafe/Bars and pool halls and video arcades/pinball electronic games & similar uses	C	C	C
Social experience-oriented recreational businesses including cooking schools, art courses, crafts or other employment or oriented businesses*	P	P	C
Golf course and driving ranges	---	---	---
Indoor - amusement/recreation sports and health club/fitness/recreation centers/indoor hockey facilities (not within a public park) or non-sport uses or 4 Education/Professional Club (see list)	---	C	C
Outdoor - amusement/recreation sports clubs or amusement/recreation facilities (not within a public park)	---	---	---
Public Assembly including reading halls	C	C	C
Theaters live stage and movie and concert halls	C	C	C
Street fairs/farmers' markets, outdoor vendors	SU	SU	SU
Entertainment programming in public or semi-public spaces	C	C	C
14. Religious Institutions			
Churches and places of worship with accessory uses including garages and columbaria	C	C	C
Monasteries and religious group quarters permitted only in conjunction with a church or place of worship	---	---	---
15. Repair Services			
Automotive repair	---	---	---
Equipment and appliance repair	---	---	---
Furniture refinishing	---	---	---
Furniture upholstery	---	---	---
16. Residential			
Assisted living facilities	---	P	F
Care centers or rest home quarters	---	---	---
Congregate care facilities	---	---	---
Continuing care facilities	---	---	---
Convallescent care	---	P	F
Group care for senior people	---	---	---
Single family detached homes	F	F	F
Multiple family development (ground floor)	---	P	F
Multi-family development (upper floors)	P	F	F

Table 3.10 Allowed Uses	Column A	Column B	Column C
	See Section 3.10.A.2.a	See Section 3.10.A.2.b	See Section 3.10.A.2.c
17. Service/Non-Profit Organizations			
Offices for philanthropic, charitable and service organizations	---	P	---
Political campaign offices and headquarters	---	P	---
Public utility structures	---	---	---
Second hand clothing/household goods sales	---	---	---
18. Temporary and Special Uses (CMC 16.306)			
Christmas tree and pumpkins (temporarily outside sales)	SU	SU	SU
Commercial office use of residential structures	---	---	---
Event space	SU	SU	SU
Large family day care	---	---	---
Mobile recycling and reverse vending units	---	---	---
Parking lot scale	SU	SU	SU
Temporary outdoor displays, sales, storage and provisions of services	SU	SU	SU
Temporary parking lots	---	---	---
Temporary use of structures for carnivals, farmers markets, fairs, cruises, and religious gatherings	---	---	SU
Temporary use of structures, trailers and facilities related to established uses	---	---	---
19. Warehouse/Storage Uses			
Lumber yard as primary use for lumber yard as an ancillary use (see Hardware or Home Improvement or Discount/Tog box under 4) General Merchandise/Retail Trade	---	---	---
Mail storage/warehouse facilities - See CMC 16.010	---	---	---
Outdoor storage as primary use	---	---	---
Outdoor storage as ancillary use to a permitted use in a building	---	---	---
Outdoor storage for gardening/landscape companies	---	---	---
Warehouse/distribution operations	---	---	---
Wholesale building materials w/ outdoor storage	---	---	---
Wholesale building materials w/o outdoor storage	---	---	---

Key: P - Permitted; F - Not Permitted; C - Requires Conditional Use Permit (CMC 16.303); SU - Requires Special Use & Development Permit (CMC 16.306); * CUP required if alcohol is served.

3.12 Circulation Network

A. Infr
This section is intended to describe the physical characteristics of the section in performance, and feel it.

B. App
All plans reference section 3.12.C.4. Transport Guide on.

C. Circ
1. All plans reference section 3.12.C.4. Transport Guide on.

D. Exi
Fig. 3.12.1

F. New Secondary Connections (Continued)
Fig. 3.12.3 Neighborhood Passage

Design Guidelines

- 1. Public Right-of-Way
- 2. R.O.W. 35' min.
- 3. Sidewalk
- 4. Public Frontage
- 5. Sidewalk and Planter 15' min combined
- 6. Private Frontage
- 7. No on-Street Parking

Intent
Passages are non-vehicular rights of way that connect one street to another. They are wide enough so that they can be lined with frontages which can open up and spill out onto them. (See Section 3.7)

Design Guidelines

- 1. Public Right-of-Way
- 2. R.O.W. 12' min - residential 18' min - commercial
- 3. Sidewalk
- 4. Private Frontage
- 5. Passage Clear 5' min
- 6. Private Frontage

Intent
A passage provides a pedestrian connection between or through buildings from the street to a space, or from one space to another. They are typically narrow, not lined with frontages, and may be covered or uncovered.

3.13 Public Open Space

A. Introduction

This section establishes the standards for public open spaces based on the intended primary purpose of the space:

- **Plaza:** Focused landscaping or art for public use.
- **Green:** Small open space with a defined perimeter.
- **Paseo:** Paved public space that provides a pedestrian connection from one thoroughfare to another. They may be adapted to primarily prioritize pedestrian use.

These types are generally based on their primary use. Collectively, the three types are the comprehensive system of public open spaces in the Village South.

Key

- Required Public Open Space
- Semi-Private Open Space
- ① A Green or Plaza of the Village South
- ② A Second Green required within an enclosure at the Village South
- ③ Paseos are streets that provide pedestrian thoroughfares.

The illustrative plan shows a typical public open space. It is a small open space with a defined perimeter. It is a public open space that is not a plaza or a paseo. It is a green or a plaza of the Village South. It is a second green required within an enclosure at the Village South. It is a paseo that provides pedestrian thoroughfares.

D. Green



A small open space with a paved walkway, benches, and trees.

A small open space spatially defined by building frontages and streets and accommodating passive recreation and children's play. While greens may include playgrounds, they are primarily intended as informal spaces with no dedicated recreational use.

Standards and Guidelines

1. Landscape

- a. The ground surface may be predominantly green, hardscape, or a balance of both. Paved paths and hardscape features should be integrated to encourage pedestrian movement through the park.
- b. Lawn, planting beds, hardscape, and/or drought tolerant landscaping are recommended.
- c. Trees should be arranged to reflect the design and scale of the space for their context.

2. Design Details and Elements

- a. **Visibility.** Visibility screens, from one side of the park to the other if required. Height and walls shall not exceed 56 inches in height.

- b. **Frontages and Adjacencies.** Greens should border at least one public street when located in a block, or two public streets at the corner of a block.
- c. **Shading.** Shade structures are allowed but shall be reviewed for appropriate scale and not visually dominate the space. Trees and umbrellas are preferred forms of shading.
- d. **Lighting.** Lighting shall be subtle and use low-level luminaires.
- e. **Structures and Improvements.** Structures may include but are not limited to pergolas, tables, small monuments, potable water features, and pedestrian amenities (benches, picnic tables, drinking fountains, etc.). Like public playground equipment and informal athletic courts.

E. Paseo



A narrow public pedestrian way that provides beautiful mid-block connections.

A narrow public pedestrian way that provides beautiful mid-block connections. Paseos can accommodate residential, commercial and other non-residential frontages. Paseos present the opportunity to improve pedestrian connectivity and safety while reducing the need for vehicular rights-of-way. Paseos lead or connect to other streets or open spaces. Paseos can provide additional locations for shopfronts, patios and outside dining, informal open spaces and mini-plazas between buildings.

Standards and Guidelines

1. Landscape

- a. Trees may be arranged at varying intervals along the side or in the middle of the Paseo to accommodate pedestrian furniture and seating areas. Variability in tree species, size and spacing is allowed.
- b. Landscaping should allow for pedestrians to meander through the Paseo side-to-side, especially in paseos lined with commercial frontages, but a defined route should encourage movement through the space.

2. Design Details and Elements

- a. **Size.** Paseos range in width from 12-25 feet in width and either extend the entire depth of a block, or connect to an alley or surface parking lot in the center of a block.

- b. **Visibility.** All buildings along paseos shall have an entrance on the paseo and additional visibility to the paseo.
- c. **Frontages and Adjacencies.** Residential and non-residential buildings open directly onto the Paseo with the integration of stoops, patios and similar frontages.
- d. **Lighting.** Lighting shall be subtle and use low-level luminaires.
- e. **Structures and Improvements.** Small side courts, rest areas and pedestrian amenities (benches, picnic tables, etc.) may be located in the Paseo.

3.14 Architecture & Landscape Guidelines

E. Cor



Description: The Corridor Form over the result of the new building materials for locally, the portions to be overhanging and balcony.

L. Sho

1. **General.** Building materials can be traditional or modern.
 2. **Material.**
 - a. **Shopfronts.**
 - b. **Window.**
 - c. **Door.**
- Figure 3.10.**
1. **Traditional.**
 2. **Transitional.**
 3. **Shopfront.**
 4. **Base panel.**



Suggested materials are aesthetically pleasing and interesting to people and places.



Plaza may have permanent built-in built as green, which should remain open and accessible.



Ornamentation in a street does not have to be historic in style and material. It can be modern and functional.



Street furniture should provide shade, especially for people and rest areas, a party.



Combining rustic materials with modern materials is a method of bringing a historic character to life.



Seating may be designed to demonstrate various levels of response to the natural environment.



Bicycle racks should occur between the curbside zone and the sidewalk or destination points, such as nearby public open spaces or transit-heavy streets.



Trash receptacles are not exempt from the required design aesthetic. Simple, unobtrusive receptacles are good additions to streets and open spaces.



Street furniture may vary along a public right-of-way, but should remain consistent to encourage continual pedestrian activity.



A modern design that incorporates wood can fit with historic landscaping and design.



Building forms should be simple, and not detract from the overall architectural landscape.



Roofs should not shy away from being creative with roof profiles.

Questions? Discussion....

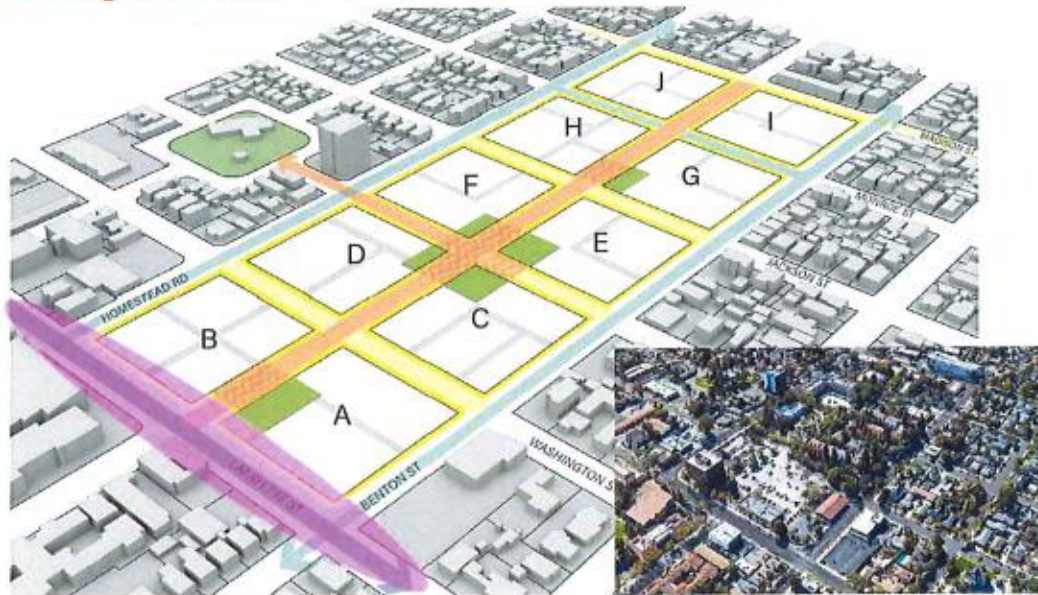
43

Vision for Remaking Downtown Santa Clara



44

Restoring Downtown Public Realm Framework



45

Lafayette Street – Connect to University / Activate



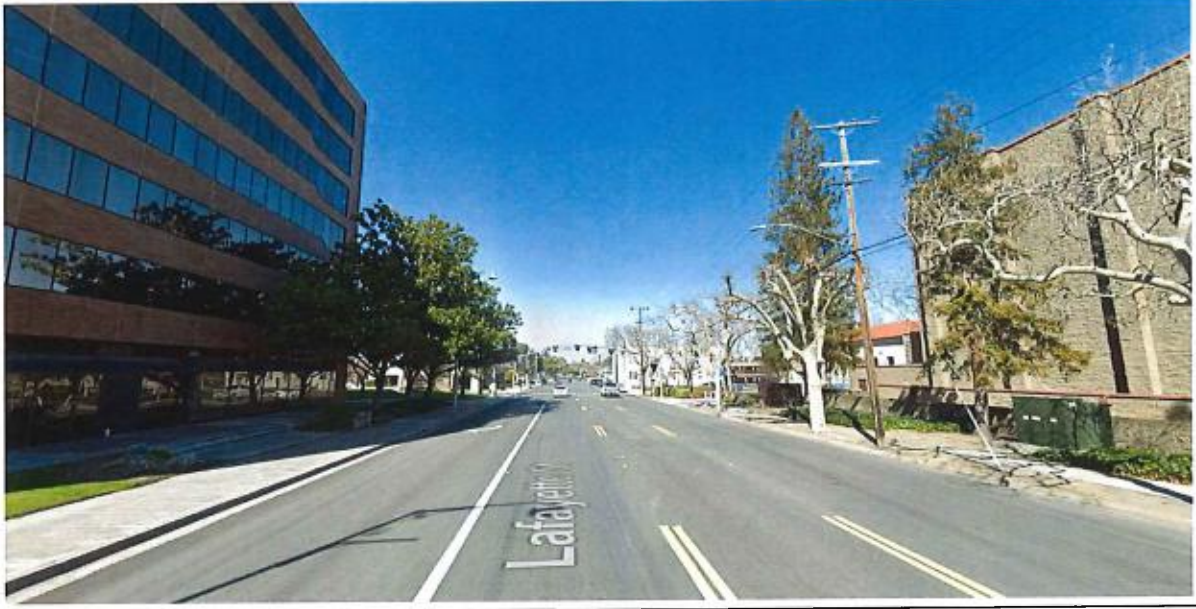
Connecting to the University

1. ...
2. ...
3. ...



46

Lafayette Street – Transform a Rip to a Zipper



47

Restoring Downtown Public Realm Framework

New Square at Lafayette & Franklin



48

Restoring Downtown Public Realm Framework

Franklin Street Restored



49

Restoring Downtown Public Realm Framework

Main, Washington, and Jackson Streets Restored



50

Corridor Transitions from Downtown to Neighborhoods



51

Corridor Transitions from Downtown to Neighborhoods



Neighborhood Frontage Issues

1. Lack of consistent building height and scale
2. Lack of consistent building materials
3. Lack of consistent building setbacks



A NEIGHBORHOOD FRONTAGES

52

Landmarks to Put Downtown Back on the Map



55

Questions? Discussion....

56