

HOUSING AND BUSINESS MIX

Design Guidelines Manual

October 31, 2006



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INTRODUCTION

Why is there a Design Guidelines Manual for the Housing and Business Mix (HBX) zones?

The Land Use Element of the General Plan states that:

“The Housing and Business Mix (HBX) classification identifies areas of the city where a complex mix of residences and businesses has evolved due to converging historic development patterns”

This convergence has resulted in a context characterized by complex and inconsistent development patterns, making rigid and prescriptive zoning requirements ineffective as the sole regulatory tool to allow for well designed developments. Therefore, strict requirements are avoided in the Zoning Ordinance and massing, scale and site planning issues are addressed in a design guidelines manual, which provides greater flexibility and provides for site specific design solutions.

Overall intent of the HBX Design Guidelines Manual

The overall intent of this manual is to:

- Guide and transition into a more intense development pattern than has traditionally existed in HBX neighborhoods;
- Allow freedom to create buildings of varied designs and styles;
- Develop attractive streetscapes and urban spaces;
- Allow the compatible coexistence of residential and nonresidential activities; and
- Promote innovative building designs that exist compatibly with traditional development patterns.



Industrial activities adjacent to a home in the Kennedy tract area of the Estuary.

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Organization of the Manual

This manual is organized into four sections: Site Planning, Building Design, Corner Buildings, and Landscape and Buffering; each section contains one or more Design Objectives to achieve the overall intent of the Manual. Specific guidelines are provided to achieve a corresponding Design Objective.

The following is a review of the design objectives contained in this manual:

- Design Objective #1:** Create a development pattern that encloses the street space by defining a street wall and street section while providing transitions from existing patterns and respecting the light and air of residential properties, if present.
- Design Objective #2:** Site parking to maintain an attractive streetscape and preserve on-street parking.
- Design Objective #3:** Integrate functional open space into the design of the site.
- Design Objective #4:** Use design techniques to scale buildings appropriate to their location.
- Design Objective #5:** Consider a variety of architectural styles.
- Design Objective #6:** Provide visual interest to street facing areas.
- Design Objective #7:** Provide visual emphasis to buildings at street corners.
- Design Objective #8:** Provide well designed landscaping and buffering for street fronting yards, parking areas, nonresidential activities, and parking podiums.

How should this Manual be used?

Conformance with this manual and the design review criteria contained in Section 17.136.070 of the Zoning Ordinance is required to receive City approval for construction in the HBX-1, HBX-2, and HBX-3 zones. The project must conform to the design objectives of the manual. Guidelines

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provide methods to fulfill an associated design objective; however, they are not intended to restrict innovation, imagination and variety in design. An alternative design will be considered if it achieves the desired objectives of the manual to the same extent as their associated guidelines.

Context and neighborhood pattern

Several guidelines allude to transitioning from a neighborhood development pattern. However, due to the nature of HBX zoned neighborhoods, most new developments will not have a development pattern from which to transition. For the purpose of this manual, only solid and discernable neighborhood development patterns on the same block or street must be considered in a design. A development should not be required to transition from a spotty or inconsistent neighborhood pattern.

Occasionally, accommodations are not necessary or practical even when there is a solid or discernable development pattern because either 1) adjacent lots are underutilized, in disrepair, or proposed for redevelopment or 2) the neighborhood as a whole is transforming into a different development character. The case planner and the Zoning Administrator will determine if any such factors are present. If this determination is made, a new development should be designed to be appropriate for the anticipated neighborhood character.

Amendments to the Manual

Amendments to this manual may be proposed by any party and must be approved by the City of Oakland Planning Commission.

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SITE PLANNING

Site planning refers to the placement and relationship of buildings, open spaces, parking and service areas on a site. A designer should carefully arrange building footprints, open spaces, roadways, driveways, circulation access points, and parking in response to the specific site and surrounding area conditions and opportunities, such as the size and shape of lots, the size and scale of nearby buildings, the site's location at prominent streets, and other features.

Design Objective #1: Create a development pattern that encloses the street space by defining a street wall and street section while providing transitions from existing patterns and respecting the light and air of residential properties, if present.

A setback establishes the footprint of a building by providing the required distance between buildings and the front, rear, and side property lines. Rigid setback requirements are not prescribed in the zoning ordinance because of the varied development patterns found within areas with an HBX designation. Instead, flexible setback guidelines are contained in this section to respond to the varied development contexts in the HBX zones.

Front Setback and Orientation

Guideline 1.1: Design the front setback to establish a street wall and transition from the front yard setback pattern. In cases where there is not an established pattern of setbacks (see the introduction for how to determine a pattern), a limited front yard setback should be designed so that a street edge or "wall" creates a comfortable pedestrian scale and unifies the street space. Residential developments should have an approximately five foot setback to accommodate landscaping. This area could also contain an entrance feature, porch area, stairs, or other element to activate and create a transition to the street. This five foot setback may not be appropriate if it will break up a solid context of no setback on the street. A somewhat larger front setback area of up to fifteen feet may sometimes be appropriate for smaller lots (lots with a street frontage of 50 feet or less) to accommodate a landscaped yard, front stairs, and occasional visitor parking.

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Note that the public right of way can be used for some or all of these setbacks so long as an area for a minimum eight foot wide sidewalk remains (six feet for the walking area and two feet for a planting strip). Construction, landscaping, or development in the right of way may require an encroachment permit from the City of Oakland.

Guideline 1.2: Provide appropriate transitions from front yard setback contexts. If a street has an established front yard setback pattern (see the introduction for how to determine a pattern) farther away from the front property line, larger developments (generally proposals on lots with a street frontage of more than 50 feet) should transition to a new context closer to the street. The following are two design techniques to consider:

- Providing an equivalent front yard setback adjacent to the context, then reducing it as the distance increases from the existing pattern; or
- Providing open spaces such as landscaped areas and driveways adjacent to the neighboring context to mark an end to the setback pattern and establish a new pattern. These open spaces should be at least 15 feet wide.

Smaller developments (proposals on lots with a street frontage of 50 feet or less) can unify the streetscape pattern (see the introduction for how to determine a pattern and context) by transitioning between adjacent front yard setback contexts. The following design techniques can achieve this transition:

- Provide a front yard setback that is midway between the front yard setbacks of adjacent properties. For instance, if buildings on the two neighboring properties on both sides of the development have front yard setbacks of five and 15 feet, respectively, consider providing a ten foot front yard setback; or
- Step or stagger the façade of the subject property between the setbacks of the two neighboring properties. For instance, in the example of adjacent five and 15 foot front yard setbacks, half of the property could match the 15 foot setback of the adjacent lot, and the other half could match the five foot setback of the other



Guideline 1.2: Transitioning from front yard setback contexts

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lot. Intermediate steps, such as at seven and 13 feet, would also provide an appropriate transition.

Rear setback

Guideline 1.3: Preserve the collective rear yard open area for residential development. A series of adjacent rear yards on a block collectively contribute to an overall open and airy environment. This collective open space also provides solar access for adjacent residential properties.

The preservation of the rear yard open area is most important for residential properties or properties available for residential development. Therefore, new development should respect and contribute to the collective open area with a rear yard setback of at least ten feet when adjacent to residential, vacant, or underutilized parcels. However, a well designed parking podium to the property line may be constructed (see Guideline 8.5 for appropriate wall designs) to the property line to accommodate required parking. This podium should be no higher than ten feet unless twelve feet is required to accommodate a mechanical lift.

Further, new construction should take into account the light and air of single family homes, duplexes, or similar small scale residential development that exist to the rear, particularly if that existing property does not enjoy a back yard of 20 feet deep or greater. This can be achieved through limiting building height near the neighboring properties, stepping back upper stories, providing courtyards at the rear of portion of the building, or other methods.

Note, however, that the more intense urban development envisioned by this document will affect the light and air of existing properties. The case review planner must carefully balance the intent of this document to encourage more intense development patterns and construction that is compatible with existing traditional neighborhoods.

In general, residential facilities (other than parking podiums) should not be closer than ten feet from the rear property line to preserve the light and air for new units. A possible exception to this requirement is when a freeway, railroad, or BART line is directly to the rear. If there is a

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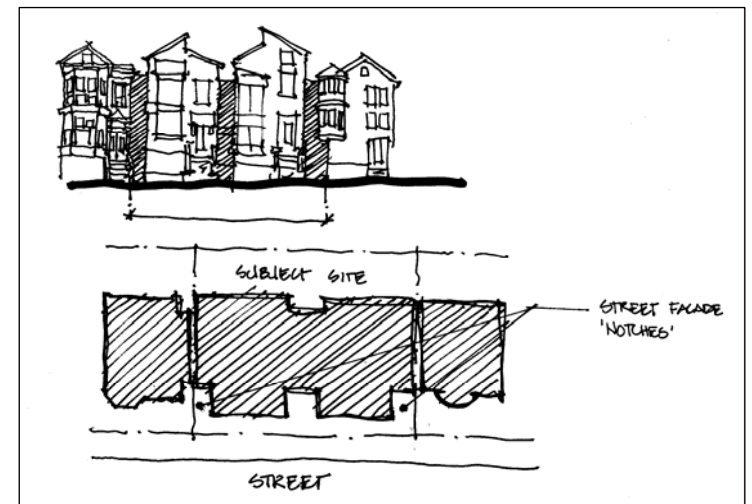
nonresidential building to the rear or other building with a blank wall, the mass can also be shifted to this ten foot rear yard space if it allows for more light and air to adjacent residential properties at other locations on the lot. In this case, the design of a building should provide light and air to new units through the use of courtyards or other methods.

Interior side setback and spacing between buildings

Guideline 1.4: Provide limited interior side setbacks and spacing between buildings toward the front of a property if there is not an established context on the street. In general, a new development should provide limited interior side setbacks that are visible from the street if there is 1) no established street pattern of interior yard setbacks on a street or 2) an established pattern of no interior side yard setbacks (see the introduction for how to determine a pattern). This siting provides an effective street wall, eliminates areas for dumping garbage, and adds a measure of safety by minimizing unsafe dark areas near the street.

Where there is an established pattern that creates a rhythm of buildings on the street (see the introduction for how to determine a pattern), a developer should either transition to a new rhythm or continue the existing rhythm. The following are two suggested design techniques to create a transition:

- On larger lots, provide open areas that are at least 15 feet wide and that contain recreational space or driveways adjacent to the neighboring lot to effectively mark an end to the existing rhythm. This method frees a development to establish a new rhythm;
- Provide a shallow notch adjacent to building façades to create a pattern of vertical separation, or shadow line to reflect the existing rhythm of the street and building modulation (see Guideline 4.3, below). On larger lots, a development could transition to its own pattern as the distance from the existing pattern increases (see illustration, below).
- Provide the same interior yard setback as on the street. For large developments, buildings with similar widths and separation as found on the street provide an effective transition. A development



Guideline 1.5: Street Fronting "Notches"

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could transition to its own pattern as the distance from the existing pattern increases.

Guideline 1.5: Design interior side setbacks that provide appropriate light and air to neighboring residential development. This guideline describes techniques that developments can use to mitigate light and air impacts on single family homes and duplexes with windows facing the sides of a new development. Each of these features should be placed at locations that provide the light and air to building openings on neighboring properties. The methods include providing:

- Setbacks, driveways, and recreational space that leave open areas between a property line and a proposed building;
- Limited building height near the neighboring properties;
- Stepped back upper stories;
- Open courtyards on the ground or at upper stories;
- Roofs that slope away from the neighboring property;
- Light wells opposite the windows and/or existing light wells of the neighboring property;
- Other effective techniques.

Another method includes shifting mass away from the single family home or duplex towards adjoining properties that have nonresidential development or buildings with blank walls facing the site. Mass can also be shifted towards larger scale multi-family developments with light well at the location of the windows on the other lot. This shifting of mass towards other sides of a lot can allow for a combination of courtyards, setbacks, or stepbacks, and light wells adjacent to the small scale development.

The combination of methods to use depends on the subject site and the adjoining sites. The wider lots (lots that are wider than 50 feet) have the most site plan flexibility. These lots should mitigate through the use of setbacks, upper story courtyards, height limitations, and/or stepbacks at locations that allow light and air to a neighboring property. Locating open areas such as yards, driveways, or parking areas next to the neighboring property also buffers the light and air impacts of larger developments. Note that any parking areas or driveways should have a landscaping and



Guideline 1.5: New development should respect the light and air of neighboring residential properties.

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fencing buffer to mitigate vehicle noise and glare from headlights to the adjacent property.

As a development site becomes narrower and smaller it becomes more challenging to provide mitigations for neighboring properties while preserving development potential. No “one size fits all” solution exists for the varied site contexts that will be found in the HBX zones. Therefore, a designer needs to carefully analyze the site and context and creatively use the design tools described above or other techniques to mitigate the impacts of new development. Further, if the neighboring single family home, duplex, or other structure is eight feet or more away from the new construction, then no further mitigation is required. Often times, providing this eight foot separation will not be feasible on narrow lots; in this case a developer should employ the methods described in this section. The eight foot separation is not a requirement of these guidelines. However, providing this separation assures a developer that no more mitigation of the light and air to the sides of neighboring homes will be required.

When the eight foot separation is not provided, the design review planner must carefully balance the intent of these guidelines to 1) encourage more intense development and 2) provide buildings that are compatible with small scale residential development patterns (see the introduction for how to determine a pattern).

Note, however, that the light and air of existing properties will be affected by new development; the same amount of light and air a neighboring property enjoyed prior to a development cannot be preserved after the development is constructed. The intent of these guidelines to direct a more intense development pattern cannot be achieved without disturbing the light and air of existing development. Therefore, this guideline accounts for a reduction of light and air to neighboring properties that will result from new development in the dense urban environment envisioned by this document.

Finally, on the narrower lots, a well designed parking podium to the property line may be constructed (see Guideline 8.5 for appropriate wall designs) to the property line to accommodate parking requirements.

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This podium should be no higher than ten feet unless twelve feet is required to accommodate a mechanical lift.

Design Objective #2: Site parking to maintain an attractive streetscape and preserve on-street parking.

Guideline 2.1: Reduce the visibility of parking areas. For developments on larger lots (lots with a street frontage of more than 50 feet) and corner lots, a site plan should incorporate techniques to reduce the visibility of parking from the street, such as:

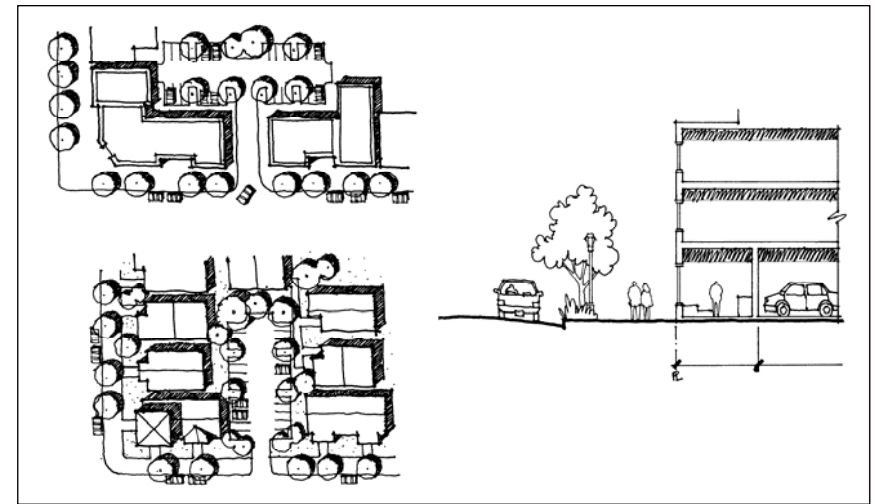
- Place a parking “podium”, an enclosed ground level garage area, behind another type of facility such as a lobby, business, joint living and working quarter, or living unit;
- Provide parking areas behind buildings;
- Cluster parking spaces in one location to reduce its presence throughout a development and reduce the number of garage doors;
- Provide subterranean parking; and
- Site parking entrances at the side or rear of a lot.

Guideline 6.1 describes techniques to provide visual interest to blank parking podium walls when they are unavoidable due to site constraints.

For developments on smaller lots (lots with a street frontage of 50 feet or less), a developer can provide subterranean parking and/or provide garages at the ground floor of a structure (see Design Objective #5 for guidelines regarding garage door and façade design). Structures with ground floor parking should have living space directly above the garages. Placing required parking in the front of a lot is not a preferred parking technique for new construction.

See Guideline 8.3 for appropriate landscaping and paving for driveways and parking lots.

Guideline 2.2: Dimension curb cuts to maximize on-street parking spaces. Parking should be dimensioned to maximize the availability of on-street parking spaces. Where possible, parking spaces should be either clustered



Guideline 2.1: Examples of preferred parking techniques on large lots.

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or provided through an alley that leads to garages at the rear of the units. Where a series of curb cuts is unavoidable due to site constraints, provide at least 20 feet of full height curb length between curb cuts on a site to preserve on-street parking between driveways. Where feasible, this amount of curb length should also be provided between a curb cut on a new development and that of adjacent properties.

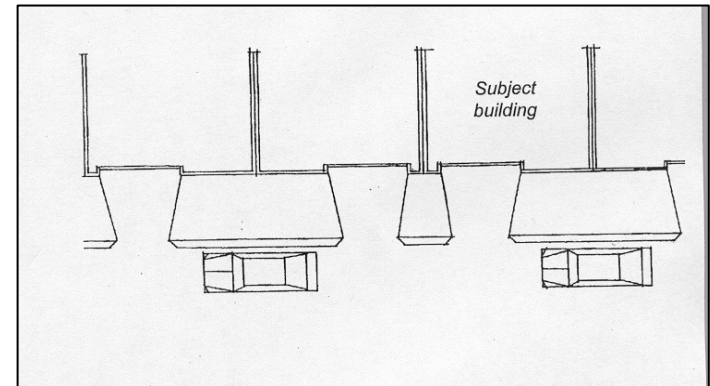
Design Objective #3: Integrate functional open space into the design of the site.

Guideline 3.1: Place required open space at locations convenient to residential units and prominent common areas. Unlike most zones in the City, the HBX zone allows all required usable open space to be private and provided above the ground. This allows the designer flexibility to gracefully integrate open space into the design of a building that is convenient for the use of residents and promotes social interaction amongst residents. Potential areas for private and group open space include:

- Spaces between roof forms;
- Rear and front upper story stepbacks;
- Rear yard setbacks;
- Common courtyards;
- Open areas along commonly traveled pedestrian routes; and
- Other methods.

Group usable open space can also be used to transition from the height, scale, and setback context of adjacent lots and, with appropriate landscaping, as a screening and privacy buffer for neighboring properties.

Usable open spaces should be oriented towards living units, windows, and balconies to promote activity and provide security.



Guideline 2.2: Curb cuts that maximize on street parking spaces.



Guideline 3.1: The private usable open space above the garages of this duplex is convenient to both units and incorporated into the design of the building.

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BUILDING DESIGN

This section provides specific guidance regarding the design of a building in terms of height, scale, and architectural elements.

Height and Scale

Scale is the appearance of the size of a building or its elements relative to their surroundings. The scale of building can be adjusted depending on how different masses, forms, or shapes of a building are proportioned. For instance, a large building can be proportioned to have a scale that relates to smaller buildings through the use of bands, projections, cornices, stepbacks, or windows. Similarly, a tall building can be scaled to relate to pedestrians through the use of a prominent base, storefront windows, or a canopy.

Design Objective #4: Use design techniques to scale buildings appropriate to their location.

As mentioned, HBX areas have a convergence of development patterns that has resulted in buildings of varied heights and scales. The HBX regulations encourage investment by allowing the construction of buildings that will have a larger scale than this development pattern; this introduces yet another development type into these areas. This section provides guidelines and techniques to appropriately scale new construction into this complex streetscape pattern.

Guideline 4.1: Use design techniques to provide a building with an appropriate scale. The scale of a building plays an important urban design role. Urban environments depend on buildings to provide the appropriate “walls” to define the street space. Buildings facing each other across a wide street should have a larger scale to properly unify or define the public space. Conversely, buildings with too great a perceived height can overwhelm and loom over a narrow street. Therefore, the appropriate

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scale of a building depends, in part, on the width of the public space between buildings on opposite sides of a street.

This guideline provides different methods to treat the scale of a building. When a development is located on a narrow right of way (a right of way less than 80 feet wide), the methods should be employed above about the 35 to 40 foot level of a building; on a wide right of way (a right of way 80 feet or greater) the methods can be used above about the 45 foot level. Methods to significantly reduce the scale of a building are not necessary along very wide right of ways of 100 feet or greater.

The following are methods that can be used to reduce the scale of a building at a street facing facade. As with all the guidelines in this document, other creative methods that provide a pleasing architectural composition and achieve the design objective are encouraged. These methods should be employed in the HBX-2 and HBX-3 zones, where greater heights are permitted.

Stepping back from the front façade about one foot for every two vertical feet provides an effective reduction in scale. A strong horizontal feature such as a cornice line where the building begins its stepback creates an additional reduction in scale. Note that stepbacks repeated at several sequential stories can create an awkward wedding cake or ziggurat appearance that may need to be varied and architecturally treated.

Reducing the amount of façade area above a horizontal element through the use of varied roof forms, vertical articulations, or other methods also reduces the scale of a building. On larger lots, this method can also create interesting variation and rooflines at the streetscape, create opportunities for decks, and provide solar access to units within the development and on neighboring lots.

Another technique is to place tall structures behind smaller street facing buildings. This allows for tall structures that do not impact the street.



Guideline 4.1: Upper story stepbacks reduce the scale of a building appropriate for the width of a street and neighboring buildings.

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Coupled with other techniques, changing the materials and textures, and providing a progressively light color application to upper stories can also reduce the perceived height of a building.

This reduction of scale described in this section can occur at a higher level at the end of a block because larger scaled structures at corners serve to frame the streetscape and set the tone for a neighborhood (see Design Objective #7).

Guideline 4.2: Avoid abrupt transitions in height and scale from a neighboring property. A designer should apply methods to avoid an abrupt transition from adjacent shorter intact buildings, particularly residential buildings. Several techniques can be used to avoid this abrupt transition, including:

- Providing a partial upper story setback adjacent to the shorter neighboring buildings, particularly toward the front of the proposed building;
- On larger lots, providing open areas that are at least 15 feet wide and that contain recreational space or driveways adjacent to the neighboring lot.
- Using a sloping roof to transition from neighboring structures;
- Providing a strong horizontal element such as a prominent cornice line at the same height as neighboring buildings;
- Modulating building heights near neighboring structures.

Guideline 4.3: Use open areas, building modulation, or other methods to transition from the rhythm and scale of traditional residential streets. In HBX areas, larger developments on wide lots will frequently be proposed next to traditional turn of the century residential developments of single family homes and duplexes on small lots. Adjacent to these patterns (see the introduction for how to determine a pattern), a façade should be broken up and scaled to reflect this existing context through massing, modulation, window patterns, colors, textures, strong entries, varied and



Guidelines 4.1 and 4.2: Variations in roofs height and upper story setbacks reduce the scale of this building and provide a transition to the neighboring smaller scale property.



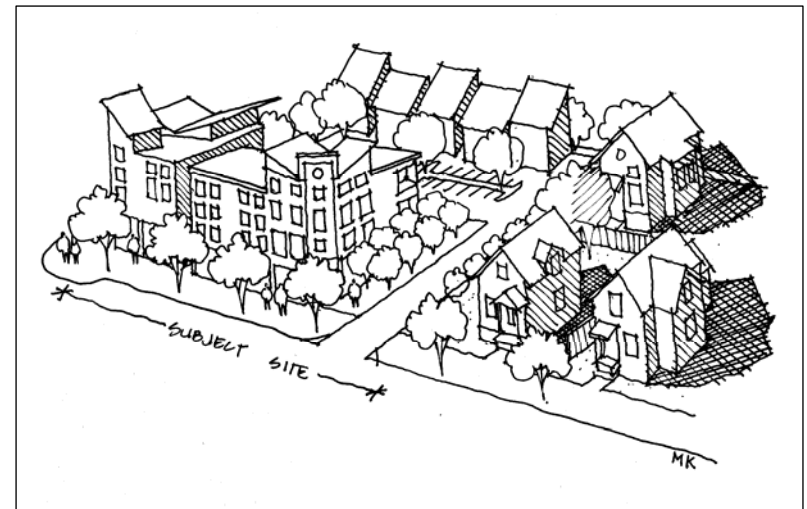
Guideline 4.2: Open areas can provide an effective transition in scale.

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visually interesting materials, and detailing. Notches, such as described in Guideline 1.4, can also be used to mass or modulate a building façade. On larger lots, a development can transition to a greater scale and different rhythm as the distance from the traditional pattern increases. A development could also provide open areas that are at least 15 feet wide and that contain recreational space or driveways adjacent to the neighborhood pattern. This technique marks the beginning of a new pattern.

Guideline 4.4: Emphasize human scale design and an active streetscape. The term “human scale” refers to the use of architectural elements to provide a building that is proportionate to human scale, particularly at the street level. Activating the street involves providing a visual, transitional, and/or operational connection between the sidewalk and what goes on within the building. It also involves providing ground level activities that attract pedestrians. If emphasis is placed on the human scale and activating the street, buildings will convey a sense that the neighborhood is an inviting, vibrant, pleasant, and safe environment for pedestrians. Consider the following methods to compose a human scaled façade and create an active streetscape:

- Provide a ground level ceiling height greater than the upper stories;
- Provide visually interesting details on street facing ground levels that contrast with the upper stories. For instance, entrances, exterior light fixtures, changes in materials, colors, and textures add interest and give a human scale to street-level building facades;
- Modulate the façade of buildings into human-scale intervals;
- Design a regular cadence of storefront sized windows and entrances at the front facade;
- Locate nonresidential activities facing the street and at street level, including the nonresidential activities within work/live units;
- Provide transparent glazing for nonresidential activities facing the street, including the nonresidential activities within work/live units.



Guidelines 4.2 and 4.3: Techniques that transition from the pattern on the street.

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- Locate overhead cover along the sidewalk for pedestrian comfort such as front porches, canopies, awnings, or arcades;
- Provide prominent stoops;
- Provide a prominent front entrance;
- Provide second story stepbacks;
- Avoid blank walls (see Guideline 6.1);
- Other methods.

Guideline 4.5: Clearly identify the main entrance from the street. A main entrance should be clearly identifiable from the street. Techniques a designer should consider to clearly identify a main entrance include, but are not limited to, projecting or recessing the entrance, or providing a porch, awning, or lobby feature.

Guideline 4.6: Provide heights above the increased maximum height and floor area ratio (FAR) when it benefits the neighborhood and improves the site planning of a project. The zoning ordinance allows buildings to be above the increased maximum height and FAR on lots that are both 1) greater than 25,000 square feet and 2) on streets that at least 80 feet wide. Approval of this height requires approval through the design review procedure and conformance to this guideline and must accomplish specific design objectives that benefit the neighborhood and improve the site planning of a project. Specifically, the additional height must achieve at least one of following objectives:

- Mitigate light and air impacts to and transition from the scale of nearby small scale residential buildings by massing development towards nonresidential buildings. A greater height at one part of a site allows for shorter heights near smaller scale homes;
- Shield the neighborhood from noise and visual impacts from an elevated freeway or BART tracks.

Taller buildings also provide greater site planning and massing flexibility that create an opportunity for a more integrated and efficient site plan and more architectural interest. For instance, taller buildings at a site allow for:



Guidelines 4.5 and 4.6: Example of developments that activate the street and have clearly identifiable front entrances.



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- Variations in massing and heights;
- Area for centrally located and usable open space;
- Parking placed away from the street;
- A more efficient circulation plan;
- Breaking up a façade to open up the interior of a site to the public areas; and
- Ground floor treatments that provide a more pedestrian friendly environment.

Applications for developments that require a departure from the height regulations requires an accurately scaled axonometric drawing of the proposal and the surrounding context to demonstrate how the massing of the project responds to its location and the site plan benefits from the flexibility afforded by the additional height. These developments also require a shadow study to assess the solar impact on the surrounding area.

Architectural Style and Façade Elements

Design Objective #5: Consider a variety of architectural styles.

Guideline 5.1: The design review process should be receptive to a variety of design styles. The intermixing of industrial, commercial, modern, multi-family, and Victorian style buildings commonly found in areas with an HBX zoning designation provides designers a unique opportunity to design buildings with various styles, materials, roof forms, and textures. The design review process should encourage the design of visually attractive buildings that add richness and variety to the neighborhood. Designers should not be limited to any particular architectural style.

Guideline 5.2: Provide appropriate references to historic architecture. Copying designs from other eras can produce architecture that appears false and artificial. Ornamentation and features that refer to period styles in a manner that appears "tacked-on" or artificially thin are discouraged. Designers who voluntarily decide to reference historic styles are encouraged to take cues from the roof forms, windows, and proportions

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from noteworthy traditional architecture and incorporate them into a contemporary design.

Design Objective #6: Provide visual interest to street facing areas.

Guideline 6.1: Avoid blank walls at street front facades. Blank walls deaden the streetscape, reduce the visual interest of buildings, and increase safety concerns by removing “eyes on the street”. This guideline describes several methods to bring visual interest to street facing facades.

The generous placement of windows is encouraged at street fronting facades. To create visual interest, the placement and style of windows should contribute to a coherent and appealing composition on the façade. Also, recessed windows provide shadow lines and depth to a façade.

In addition to providing windows at facades, consider the following methods to avoid blank walls: articulating and massing the façade to create a series of smaller forms and incorporating elements such as entrances, bay windows, roof brackets, cornices, and columns.

Blank walls at the ground level are particularly discouraged because they deaden the pedestrian space and remove visual interest at the most visible part of a building. When sections of blank walls are unavoidable at the ground level due to site constraints, several design methods can be employed to increase visual interest, including:

- Providing grill or art work, benches, façade articulations, lighting, canopies, awnings, or other features;
- Installing a vertical trellis in front of the wall with climbing vines or plant materials;
- Installing trees in front of the wall;
- Providing a landscaped or raised planter bed in front of the wall, including plant materials that could grow to obscure the wall's surface;
- Providing special lighting, a canopy, or awning;
- Using of varied colors and materials.



Guideline: Use articulations and windows to provide visual interest.

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Guideline 6.2: Integrate garages doors into the architecture of a building. Because the garage door is usually the largest opening on a building, care should be taken to make it an attractive feature and integrate it into the design of the development. Guideline 2.1 describes preferred garage door and parking locations. The following provides guidance to provide attractive garage doors:

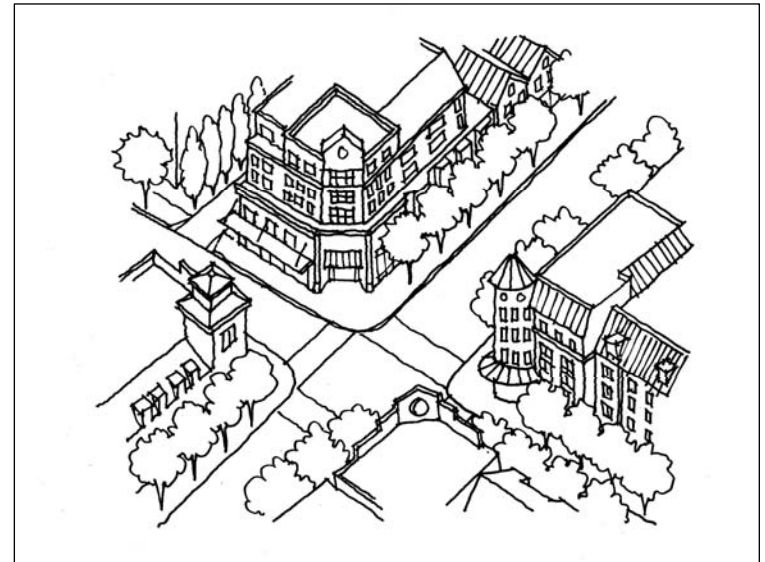
- Recessing the door from the front façade to create shadow lines;
- Choosing a garage door with a design and with materials that complement the architecture of the building; Placing windows on the garage door;
- Recessing the bottom floor façade containing the garage door from the upper stories;
- Placing living space above the garage;
- Placing a landscaped trellis around the garage door;
- Using materials that provide visual interest;
- Providing garage doors with a width proportionate with the scale of the structure. This may require separating wide garage doors into smaller sized doors on smaller projects.

CORNER BUILDINGS

Design Objective #7: Provide visual emphasis to buildings at street corners.

Guideline 7.1: Provide emphasis to buildings at street corners through decreased front and street side setbacks and greater scale and visual interest. Corner buildings play a strong urban design role because they set the character of a neighborhood and frame the streetscape. Designers can recognize this prominent role through some of the following methods:

- Using a building height and scale that is greater than but not overwhelming to neighboring buildings;
- Treating both street facing facades with equal visual interest: as much as possible, both sides of a corner building should be relate to the street as a front facade;
- Adding additional architectural detailing than other buildings on the street; and
- Designing a prominent architectural feature at the corner of the lot nearest the intersection.



Guideline 7.1: Visual Prominence on Corner Buildings

LANDSCAPE AND BUFFERING

Design Objective #8: Provide well designed landscaping and buffering for street fronting yards, parking areas, nonresidential activities, and parking podiums.

Guideline 8.1: Landscape street yard areas. The entire length of street facing areas of a lot, except for driveways, buildings, walkways, and signs shall be generously landscaped. The maintenance of these areas is the responsibility of the property owner and is critical to providing attractive neighborhoods. Where there is enough width between the property line and the sidewalk, landscaping should be provided between the front property line and the back edge of the sidewalk.

Guideline 8.2: Provide street trees consistent with the neighborhood. The HBX regulations require one street tree per twenty feet of street frontage or portion thereof. When possible, the trees should be consistent with other street trees in the neighborhood. However, all street trees must be from the approved street tree list of the Public Works Agency, Tree Division.

Guideline 8.3: Provide landscaping and buffering for parking lots and driveways. The perimeter of parking lots and driveways should be visually screened from the street, other activities on the lot, and abutting properties by either buildings or a combination of dense landscaping or solid walls.

Also, the HBX regulations state that a tree shall be provided for every six parking spaces for projects that involve new or existing parking lots of 3,000 square feet or greater. Rows of canopy trees should be evenly distributed throughout the lot to shade surface parking and reduce heat build-up. Planter islands parallel to the parking spaces provide locations for trees to effectively canopy a parking lot. The use of light-colored materials is also encouraged to help reduce heat islands.

Pervious landscaped paving materials such as grasscrete are encouraged to allow landscaping, soften the appearance of outdoor parking areas, and decrease off-site runoff. Other decorative paving materials such as



Guideline 8.2: Street trees are an important part of a successful streetscape.



Guideline 8.3: Landscaped paving softens the appearance of outdoor parking areas and decreases off-site runoff.

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stamped concrete or faux brickwork can also soften the appearance of driveways and parking areas.

Guideline 8.4: Provide landscape and architectural wall buffers for commercial and industrial activities. Providing the appropriate buffering between properties is critical in allowing the various activities in the HBX zones to coexist compatibly. Therefore, lots that contain commercial or industrial activities (not including those in live/work units) and new residential construction next to existing commercial or industrial properties should provide sufficient landscaping and buffering to mitigate noise and visual impacts to the residential activities.

A method to consider is constructing a minimum eight foot high masonry wall in front of an approximately five foot wide area of landscaping, including a row of trees that will grow above an eight foot level, at the property lines adjacent to residential properties. Other techniques will be considered that have an equivalent buffering and screening effect.

Outdoor storage near the front property line of a nonresidential property should be visually buffered from the street through combination of masonry walls and dense landscaping. The wall towards the front of the property should be no higher than eight feet tall and be visually softened through the use of landscaping, vines, contrasting textures, articulation, colors, or other methods. Landscaping, including trees, should be incorporated into the buffering method. Walls up to 10 feet may be allowed if they are set back at least 15 feet from the front property line.

Note that neither chain link nor barbed wire is an appropriate material for fences.

Guideline 8.5: Use high quality design on the walls of a parking podium that faces an adjacent residential activity. Guidelines 1.3 and 1.5 state that a well designed parking podium to the rear and side property lines may be an appropriate design for some developments. Developments employing this design should use a combination of the following techniques to mitigate the visual impacts of a wall to neighboring properties:

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- Vines draping over the wall;
- Scoring or modulating the wall to be consistent with the architecture of the building;
- The use of visually interesting materials with contrasting textures, appearance, and color.