Dublin Transit Center
General Plan/Specific Plan Amendment

Transit-Oriented
Design Guidelines and Standards

Prepared for
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Bay Community Foundation
City of Dublin, CA

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Introduction

Human activity is the essential factor in determining the success of a transit-oriented district. This success is highly dependent on creating streets that are vibrant urban environments. Pedestrians must feel comfortable enough to make the street their home. By stopping to talk to a neighbor, sitting and having a cup of coffee, and by lingering long enough for the street to become abuzz with activity, comfortable pedestrians create energy throughout the day. As others are attracted to this energy, the street becomes a destination in itself and then can create the potential to capture a broader market area. A critical mass can create higher levels of activity along sidewalks, providing a sense of safety by self-policing the area. To support and encourage this, there must be more than just an intensive mix of land uses within close proximity to transit. Both a mix of different uses and design details must be present to create a pedestrian-friendly environment that encourages people to walk. In addition to the public environment – as created by active sidewalks; tree-lined streets; on-street parking; and comfortable, pedestrian-scaled amenities – the pedestrian experience also depends the vertical edge of a street as defined by the surrounding buildings. The built environment includes the design of the public and semi-public realms (streetscapes, plazas, open spaces, outdoor dining, drinking and sitting areas) and the design of the private realm (buildings and their frontages, entries, architectural elements, signage, etc.). The importance of this interface in supporting the goals as outlined in the Specific Plan Amendment cannot be emphasized enough.

Buildings are key components in the creation of comfortable, interesting, and safe spaces for pedestrians along circulation corridors, shopping routes, and in gathering places. Buildings can create opportunities for interaction by providing visual interest with human-scaled architectural design and by revealing interior activity, which increases the level of visual interest and energy along the sidewalk. Buildings delineate the street’s proportions and balance it by defining the building wall, which creates a sense of enclosure and scale that is comfortable for pedestrians. Buildings can offer refuge from extremes in weather and improve safety along a street by providing surveillance. A building’s design details say a lot about who its primary user is, the driver or the pedestrian. Buildings are the defining elements that give streets and districts their characters.
These design guidelines and standards serve to define the relationship between the public realm, as characterized in the Dublin Transit Center General Plan/Specific Plan Amendment (Specific Plan Amendment) document, and the public and semi-public portions of private development (i.e., building frontages, facades, entries, signage, publicly accessible open space, etc.) These design guidelines will help to support the Specific Plan goals to:

- Create a transit-oriented development;
- Create a village-like neighborhood with a strong sense of place;
- Provide a comprehensive open space system;
- Enable maximum pedestrian/bicycle circulation; and,
- Create distinctive and attractive streetscapes.

These guidelines and standards for buildings do not define a strict architectural type for the Specific Plan area. Instead, they delineate a broad architectural language that will create attractive pedestrian spaces without constraining architectural creativity.
Applicability of Guidelines

The Specific Plan Amendment outlines a well-defined program for landscape and streetscape improvements that will provide a framework for a comfortable and attractive pedestrian- and transit-oriented neighborhood. The Specific Plan Amendment also defines a set of land uses that could create a successful transit-oriented development. This document supplements this goal by defining guidelines for the design quality of buildings and sites not addressed in the Specific Plan Amendment. The main focus in this document is on architectural guidelines, specifically those that relate to the private and public interface. In addition, these guidelines discuss aspects of site planning and development not addressed within the Specific Plan Amendment. This document provides guidance and standards for the design of surface parking lots, entries and entry plazas, driveways, and mid-block pedestrian corridors, in order to encourage the development of comfortable and welcoming pedestrian spaces – elements that are necessary for creating a successful and attractive transit- and pedestrian-oriented district.

These guidelines and standards do not discuss elements such as building setbacks, on-street parking, the interface between public facilities and pedestrian space, or roadway design, as the Specific Plan Amendment addresses these topics in relation to the future of the Transit Center. However, their omission from this document should not be construed to mean that they have little or no relevance to creating pedestrian-friendly environments. On the contrary, they bear an equal burden in defining attractive and comfortable pedestrian spaces. In creating pedestrian- and transit-friendly neighborhoods, space must be considered as a whole and thought must be given to the experience through the eyes of all users, pedestrians, drivers, and bicyclists. This means understanding that on-street parking can create an important buffer between sidewalk space and moving traffic, particularly along a heavily-traveled street; or that large, landscaped setbacks can create too much inactive frontage along sidewalks. See Figure 1.3.3 on page 9 for an example.

For this reason, development of the Specific Plan area should, at a minimum, follow the plan as set out in the Specific Plan Amendment and these guidelines and standards, to avoid development that is, at best, “transit-adjacent” rather than transit-oriented. The balance between allowing autos to move through a district and providing attractive environments for walking is delicate. However, to make a district pedestrian- and transit-friendly it is imperative that design considers the pedestrian equal to the auto, if not foremost. To this end, these standards and guidelines have been created in order to more clearly define parameters for the transformation of the Specific Plan area into an attractive pedestrian- and transit-oriented district.

It should be noted that the Specific Plan area is situated within an existing, auto-oriented context that will have a significant influence on the character of its streets. Streets will vary to the degree in which they balance the needs of pedestrians and automobiles. For this reason, the guidelines have been written for two types of streets or public spaces: Primary Pedestrian Routes and Secondary Pedestrian Routes. Primary pedestrian routes are streets, sidewalks, and interior-block pedestrian corridors (accessways) and open spaces that will serve a higher number of pedestrians. These are the predominant street types in the Specific Plan area. Iron Horse Parkway, the Village Green, and DeMarcus Boulevard
are examples of primary pedestrian routes. Secondary pedestrian routes are defined by streets and sidewalks that will not see sufficient pedestrian traffic to justify creating pedestrian-oriented streets and building frontages at a level equal to the rest of the Specific Plan area. Specifically, Dublin Boulevard and Arnold Road, which are wide streets that do not accommodate on-street parking and are not fronted by active, pedestrian-oriented frontages, are considered Secondary Pedestrian Routes. For this reason, certain guidelines will not apply to these more auto-oriented streets, in particular, guidelines for active building entrances and active frontages. It should be noted that the Specific Plan’s street section does provide a high level of pedestrian accommodation within the street, including wide sidewalks and landscape strips with street trees. However, buildings along these two streets still need to create an interesting frontage because they will form the basis of a passer-by’s first impression of the Plan area could potentially attract them to the project. Thus, these frontages should adhere to the guidelines given in Section 2. Human Scale and Building Contribution to the Street, for each of the chapters. Although it will likely see some pedestrian traffic from employees going to and from the offices and the BART station, particularly west of Campus Drive, Altamirano Road could also be considered a Secondary Pedestrian Route.

These guidelines create streets throughout the Specific Plan area that will cater primarily to the pedestrian user. They are strongly encouraged throughout the Specific Plan area. All guidelines within this document apply to primary pedestrian routes (i.e., sidewalks, open spaces, interior-block pedestrian corridors or accessways, etc.) Where these guidelines do not apply, that is along secondary pedestrian routes, this is specifically noted within the individual section.

These standards and guidelines are intended to be used by developers in shaping their proposals for the Specific Plan area, and by the City of Dublin and Alameda County Staff in reviewing those proposals.
Building Guidelines

A. General Building Guidelines

The creation of pedestrian-friendly environments is not a new concept in planning and urban design. Prior to WWII, most residential neighborhoods and commercial districts were designed to support pedestrian activity and use of transit. With the increasing availability, affordability, and attractiveness of the car and tremendous growth following WWII, new suburban areas took on a different pattern of development in which pedestrian circulation was incidental. However, even during this period there continued to be an understanding of the ‘basics’ of building pedestrian-friendly environments. Major shopping centers, amusement parks, and resorts are the best examples of this. Although they tended to be isolated, pedestrian-friendly oases within an auto-dominated environment, they were developed with the understanding that maintaining a pedestrian’s interest increases the distance he was willing to walk.

Development with active and interesting building frontages along streets and other public and semi-public open spaces can provide direct surveillance, foster vibrant activity, and offer visual interest that is complex and appealing; all engage the pedestrian with a dynamic environment that also imparts a sense of safety. In contrast, street frontages that do not take the pedestrian into consideration or cater mainly to autos lack visual interest, elongating the perception of time and thus, distance, because the eye and mind are not engaged in the environment. Streets that are lined with too many open spaces, remnant spaces, driveways, parking lots, and blank walls offer the pedestrian little interest in their monotony and lifelessness. These settings tend to create an alienating environment where the pedestrian senses that he does not belong. This is, in fact, true. An environment that does not cater to pedestrians discourages them, making a street even more devoid of human activity.
This section of the guidelines discusses general building guidelines that are applicable to all buildings within the Specific Plan area regardless of their intended use. It discusses how buildings should address pedestrian, and public and semi-public places to create active frontages that encourage pedestrian activity, promote safety, and impart a sense of identity. Building guidelines specific to each use are outlined in greater detail within each land use section below.

1. Building Orientation and Frontage

1.1 Land Use Changes

Intent

Land use transitions across a street should be carefully considered in order to mitigate effects caused by changes in building types. This is of particular importance where land uses change from residential to commercial uses across a street, which can result in lopsided building massing and an uncomfortable pedestrian environment. Commercial buildings will be taller than residential buildings in the Specific Plan area. The Specific Plan Amendment allows offices and parking garages to reach a maximum of 10 stories, whereas the maximum height for residential buildings is between 2 and 5 stories. Moreover, commercial and residential buildings can differ in the types of materials and the scale of articulation and detailing, a difference that is only amplified by the larger scale of commercial buildings. This could compromise the balance of a street with disparate building types and scales.

Guidelines

1.1.1 Building massing and scale should be made compatible between different land uses across a street. Taller buildings should be designed to step back from the street frontage where they exceed the height of buildings across the street in order to harmonize building scales.

1.1.2 Façade articulation and detail should be in harmony with that of other uses along the street. Careful consideration should be given to the design of facades (i.e., scale and level of architectural detail) in order to attune both sides of a street with building walls that are compatible with each other.
1.2 Building Orientation

Intent

A strong connection between the building and the street is necessary for creating comfortable and inviting places for people. Buildings that directly orient to streets, sidewalks or open spaces create the opportunity for a strong relationship between activity in the building and pedestrian activity. When combined with active uses within buildings, this connection is a prime catalyst for visual interest along a street that can engage and attract pedestrians. Shops can benefit from the casual passerby, and residents gain opportunities to interact with their neighbors or extend their surveillance of the street.

On the other hand, buildings that do no orient to the street can create “dead” spaces between the building and the sidewalk, physically and psychologically isolating them from each other. There is no engagement between activities in either space, which can create an alienating, and at times less safe, environment.

Also, when combined with appropriate building height and articulation, buildings oriented to the street provide a sense of enclosure. This is an important factor in defining the space of the street and the sense of place that can make a district unique and attractive.

Guidelines

1.2.1 The primary frontage of a building should directly front onto the sidewalks, streets, and open spaces of primary pedestrian routes. Secondary frontages may face secondary pedestrian routes.

1.2.2 Sidewalks, accessways, and open spaces shall be addressed with active street frontages (e.g., retail shop fronts, office windows, lobbies, building entrances, residential stoops, porches, yards, or courts, etc.) Secondary pedestrian routes may be exempt from this requirement.

1.2.3 Buildings should directly address street corners, particularly at significant intersections, with primary entrances, entry plazas, vertical elements such as towers, and/or other building or urban design elements. Any such elements should be well-proportioned in relation to the average height of the building and the span of the intersection. Intersections facing Dublin Boulevard and...
Arnold Road need not be fronted by main entrances or entry plazas unless shown in the Specific Plan. However, towers or other vertical elements are encouraged in order to create distinct gateways into the district.

1.2.4 Use of blank and unarticulated walls shall be minimized as they can create sections of “dead” spaces making the pedestrian environment unengaging and unattractive along both primary and secondary pedestrian routes. See individual use sections for recommended maximum blank wall areas. See also Figure 1.5.1, page 12.

1.3 Building Frontages

Intent
A continuous horizontal and vertical streetwall creates a sense of enclosure along streets and pedestrian corridors, and around public spaces. It clearly defines the street space for pedestrians, creating a strong sense of place. Also, the increased activity and visual interest associated with continuous building frontage can give the perception of shorter distances, as opposed to walking along parking lots, stretches of blank facades, or long stretches of ornamental landscaping within deep front setbacks, landscapes that offer little interest and activity. Maximizing active building frontage helps to make walking a more attractive mode of transportation. See Figure 1.3.3 a and b on the following page.

Guidelines
1.3.1 In order to support the pedestrian-oriented environment within the Specific Plan area, building frontages onto streets and open spaces should be maximized. Building frontage within the Specific Plan area should achieve the requirements as outlined in the table below.

<table>
<thead>
<tr>
<th>Ground Floor Use</th>
<th>Minimum Building Frontage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>70% to 80%</td>
</tr>
<tr>
<td>Office and Structured Parking</td>
<td>70% to 80%</td>
</tr>
<tr>
<td>Retail and Service Commercial</td>
<td>75% to 90%</td>
</tr>
</tbody>
</table>

Table 1.3.1: Minimum Building Frontages.
1.3.2 Buildings should create a well-defined streetwall. In general, building walls shall be parallel to sidewalks to avoid creating ambiguous spaces that are devoid of human activity and which can become neglected over time.

1.3.3 Buildings should form a continuous building wall with few interruptions from parking lots, driveways, long stretches of ornamental landscaping, and inactive open spaces.

1.3.4 Buildings should take into account the urban environment and shall not stand out as landmarks if they are part of the overall urban fabric. Rather, landmarks shall be reserved for significant buildings such as the BART station or other community buildings.
1.4 Building Entrances

Intent

The location of entrances is important in communicating that the pedestrian is of primary importance. Main entrances to buildings that are directly located along sidewalks, accessways, and open spaces emphasize walking and bicycling modes by making buildings easily accessible to these modes of transportation. A hierarchy of entrances provides direction to persons approaching a building and clearly defines the frontage of the building. Main entrances include front doors to residences, residential and office lobbies, and storefronts. Secondary entrances include access to and from parking garages, utility areas, entrances on secondary pedestrian routes, and minor secondary entrances where a primary entrance already faces a pedestrian route. For example, an office building could be designed to have a lobby that is accessed from the street as well as have a secondary entry from a parking garage behind. See also guidelines within individual sections.

Guidelines

1.4.1 The primary façade of a building oriented toward a pedestrian-oriented street, corridor, or the Village Green shall contain the primary entrance(s) (i.e., the front door to a home, the entry to a store, the lobby entry to an office building, or the pedestrian entry to a parking structure.) Secondary pedestrian routes need not be fronted by primary building entrances, although secondary entrances should be made available along these streets for the occasional pedestrian.

1.4.2 At a minimum, it is strongly recommended that the primary building entrances directly front onto and connect to public sidewalks to maximize support of an active environment. Secondary entrances may face minor entry plazas, accessways, and secondary pedestrian routes.

1.4.3 Direct access shall connect sidewalks and pedestrian walkways to building entries. That is, sidewalks and entries shall be connected through the shortest route possible. See Figure 1.4.6b on the following page.

1.4.4 A clear distinction should be made between primary entrances and secondary entrances. Primary entrances should be designed to include greater detail and ornamentation to give them a clear identity and separate them from more...
minor entrances. The building address should also be signed at the primary entrance, at a minimum.

1.4.5 Primary entries should be clearly expressed and recessed or framed by sheltering elements such as awnings, arcades, porches, or porticos. This creates protected spaces for people to meet or pause as they enter or leave the building. Secondary entries should be treated in a similar, but lesser manner.

1.4.6 Where sidewalks are 6 feet or narrower, entries to non-residential uses and residential lobbies should be recessed to provide space for persons entering and exiting buildings.

1.4.7 Primary entrances are encouraged at street corners. Orienting primary entrances to street corners creates definition at intersections, which serve as important meeting points and prominent places of identification. Street corners along Dublin Boulevard and Arnold Road may be exempt from this guideline. See Figure 1.2.3 on page 7 for corner treatment.

1.4.8 To create a more dynamic streetscape and provide store fronts and residential entries that encourage activity along the sidewalk, hardscaping for entry plazas or residential walkways is highly recommended within the landscape setbacks on Martinelli Drive between Arnold Drive and Iron Horse Parkway, on DeMarcus Boulevard north of the Village Green, and on Campus Drive south of Martinelli Drive. Commercial entries should contain furnishings that will further announce the space as an entry and provide a place for gathering and for interacting. Entrances should respect the landscape treatment as outlined in Section 2: Design of the Public Realm of the Specific Plan, and should be aligned with the design proposed along Martinelli Drive.

1.5 Visibility of Ground Floor Activity

**Intent**

A high level of “transparency” and connection between the pedestrian and the uses along the street effectively maintains a pedestrian’s visual interest. This can be achieved by allowing pedestrians to view the activity inside buildings via clear glass windows and doors. This visual connection improves safety for pedestrians and encourages them to stop and shop or to dine at establishments along the street.
Visible lobbies allow pedestrians to more easily locate and identify their destination.

While more privacy is desirable for ground floor residences, elements such as porches or courtyards, and changes in grade can provide a transition from public to semi-public to private space. See also, Building Orientation and Frontage under each specific use section for more detailed guidelines on transparency and connection, and guidelines under Human Scale and Building Contribution to the Street in the following section and Figures 1.3.3 and 1.3.6 on page 27.

**Guidelines**

1.5.1 Blank walls shall not be excessively long without articulation. Segments of walls should not exceed 8 feet in length without architectural detailing, change in material or wall plane, fenestration, or other appropriate articulation. No wall should be wider than 16 feet without being interrupted by a window or entry. Artwork and landscape treatments are encouraged along blank sections of facades.

1.5.2 Clear windows (the amount of glass surface of a window that allows 100% visual permeability) should dominate the ground-floor building frontage of non-residential uses. See individual use sections for minimum clear window requirements.

1.5.3 Mirrored or smoked glass is strongly discouraged because it eliminates the desired transparency of windows by cutting off the visual connection between pedestrians and activity within a building. The use of other glass products, such as Special ‘E’ films, can maintain transparency while providing solar protection and heat reduction for building interiors.

1.5.4 For the same reasons given in guideline 1.5.3, it is strongly recommended that careful consideration be made of window and door signage, shading and screening devices, and interior displays such that transparency is not significantly diminished by these elements. Interior displays that are oriented only to the customer inside the store and not to the pedestrian do not support street life or encourage pedestrians to stop and shop.

See Figure 4.2.5 on page 24 and refer to individual use sections for minimum clear window requirements.
1.6 Transition from Public Realm to Interior Space

**Intent**

Buildings that engage the pedestrian rely on active interiors that have the potential to indirectly activate a street through clear glass or through direct interaction by allowing interior uses to “spill out” onto the street. Allowing more active uses to front onto public spaces creates a comfortable transition using semi-public activities as a transition or buffer between public and private spaces, avoiding the awkward interface that occurs when private uses turn their back to pedestrians. The latter situation is commonly seen when a residential back patio faces a public street. Privacy is attempted by screening a private outdoor space with a tall, solid fence, creating stretches of unengaging, blank facades along sidewalks. See also, Site Elements: Building Contribution to the Street section of the General Building Guidelines and Figure 1.2.1 on page 25.

**Guidelines**

1.6.1 Sidewalks, accessways, and open spaces should be fronted by the more active uses of a building. For residential uses, this includes lobbies, porches to individual unit entries, living rooms, and dining rooms. Storefronts, office lobbies, and active spaces within offices should be the frontage for commercial buildings. Secondary pedestrian routes may be exempt from this requirement.

1.6.2 Uses that are ambiguous in terms of the amount of activity they might lend to public spaces may locate along accessways (interior-block pedestrian paths). This might include day care facilities, conference rooms, etc.

1.6.3 Fronting sidewalks with fences or walls higher than 3 feet 6 inches shall be avoided. Secondary pedestrian routes may be exempt from this requirement. See Site Planning Guidelines for additional fence guidelines.
2. Human Scale and Building Contribution to the Street

Successful transit- and pedestrian-oriented places rely on human-scale elements to create an attractive environment that makes pedestrians comfortable. Pedestrians move at much slower rates than automobiles, a pace allowing for a longer attention span to take in the surrounding environment. As a result, objects need to be finer in detail and smaller in size than in auto-oriented places. Human-scale elements allow individuals to interact with a place at a level that is understandable to them and that is appropriate to their level of focus, and thus, that engages their attention.

Human-scale design incorporates architectural elements that have a relationship to human proportions; that is, they are closely proportioned in size to human height, an arms reach, or the grasp of a hand. Form, articulation, massing, height, detail, texture, change in color, and pattern can all be used to address human-scale. This section discusses how various means of architectural design and detail can achieve human-scale environments.

Human activity is the ultimate foundation for creating successful pedestrian-oriented places. Human-scaled buildings promote this by creating greater opportunities for interesting spaces and design elements that promote human activity. In contrast, buildings that only communicate form and massing as design elements, such as unarticulated slabs and many object buildings, simplify architecture to the extent that it does not engage pedestrians.

2.1 Building Form: Scale of Building Massing

Intent

Depending on the manner in which building scale and massing are handled in relation to articulation, materials, and architectural detailing, buildings can create engaging pedestrian environments or they can create forbidding and monotonous environments. Buildings should be attractive at a scale comprehensible to a pedestrian. This requires either a relative complexity in massing and/or detail, articulation, and materials. Where a building is lacking in the latter (detail, articulation, and materials), massing should be articulated to reduce a building to a human scale, particularly for buildings with a larger mass, such as commercial buildings and parking...
Guidelines

2.1.1 Buildings should not rely solely on building massing to create an architectural gesture. Simplifying buildings to this extent creates monotony and a lack of detail, which is not conducive to creating an interesting pedestrian environment.

2.1.2 Providing articulation through human-scale elements (e.g., architectural detailing, fenestration, materials, and/or variation in materials) is highly recommended on large, continuous building masses to provide visual interest.

2.1.3 Building form should follow a logical order and rhythm. Overly articulated mass that is too complex can be chaotic and confusing, particularly for mixed-use buildings, which should already create complexity with activity, fenestration, display, etc.

2.1.4 While the overall massing of buildings may be horizontal, elements of building form (e.g., stairs, elevators, and major entrances) or detail should provide vertical articulation to avoid an overly horizontal look.

2.1.5 Towers, as well as elements that are integral to the building (i.e., chimneys, stairs, entries, etc.), can be used to create landmark features. Landmark features should call out important elements such as entries or the corners of buildings.

2.1.6 Buildings with a frontage greater than 40 feet should make use of bays, recesses, overhangs, and other massing elements to reduce the scale of the building to the pedestrian level. The use of recesses as small as 6 to 18 inches can be used in combination with architectural detailing to satisfy this guideline.

2.1.7 Building setbacks can vary in order to create a more dynamic streetwall. However, setbacks and recesses greater than 5 feet should be reserved for outdoor seating, dining, display, and/or residential yards or courts only. Deep setbacks can create unattractive “dead” spaces when they contain no activity.
2.1.8 It is highly recommended that recesses and setbacks less than 5 feet should not span a length greater than one "bay" (approximately 16 to 20 feet) along the building frontage.

2.1.9 For non-residential buildings, ground floor levels should be proportionally higher and architecturally distinguished from the upper façade to afford generous and inviting commercial spaces and to distinguish uses in mixed-use buildings.

2.1.10 The design of building massing should reflect and make visible the use and activity within the building. For example, the use of bays should reflect an interior change of use or function, such as a dining room or a private office.

2.1.11 In general, building form should provide a “base” and a “top” that are human-scaled both in terms of form, particularly in height, and articulation. This should include a well-defined “base” that may include thicker walls, richly textured materials (e.g., tile or masonry treatments,) special materials such as ceramic tile, granite, marble and/or darker colored materials and/or panels. A recognizable “top” may utilize cornice treatments, roof overhangs with brackets, stepped parapets, richly textured materials (e.g., tile or masonry treatments) and/or differently colored materials.

2.2 Building Articulation: Architectural Detailing and Materials

**Intent**

In combination with scale and massing, architectural detailing and materials (articulation) are key to creating buildings that engage the pedestrian at an appropriate level. Articulation on buildings draws the pedestrian’s attention with intricate shadows, materials that are visibly complex and tactile, and intimate spaces where people can rest or have informal gatherings. Human-scale materials should be visually complex and tactile. Appropriate articulation using details, materials, and elements include: tile, wainscoting, window and door trim, column supports for overhangs and arcades, awnings, arbors, etc.
Guidelines

2.2.1 Side elevations facing public and private streets, open spaces, and accessways should be treated in a similar manner as the primary front façade. “False” fronts are strongly discouraged (i.e., all visible sides of a building should have a consistent style and use of articulation). For example, the primary exterior finish must be used on all façades of a unit or building visible from a street, pedestrian corridor, park, plaza, or other public or semi-public space.

2.2.2 Façade elements (e.g., windows, doors, bays, joints, etc.) should display a logical rhythm and order. To the degree that it provides interest to the pedestrian, articulation should be simple in form and contain rhythm and order, because an overly articulated and random environment can be visually confusing and fragmented, particularly in a mixed-use district where complex levels of activity are already occurring.

2.2.3 Articulation of building facades should provide visual interest and shade, and reduce the feeling of “exposure” for the pedestrian.

2.2.4 In no case should any façade consist of unarticulated, blank walls. See individual use sections for additional guidelines on blank facades.

2.2.5 Articulation and detailing shall not consist solely of color changes without changes in material or planes, as color change alone does not create a feeling of permanence, real variety, or interest.

2.2.6 Special architectural features such as bay windows, balconies, verandahs, decorative roofs, and entry features may project into the building setback or public right-of-way. Also refer to the City of Dublin Zoning Ordinance for additional requirements.

Materials

2.2.7 To give buildings an authentic appearance, as opposed to a veneer-like quality, material changes should not occur at external corners. Rather, they should occur at interior corners or at a change in horizontal plane.

2.2.8 Materials selected should create an architectural character that keeps with the regional architectural traditions, relates to the architectural character of adjacent neighborhoods and buildings, and conveys a sense of durability.
2.2.9 The amount of reflective building materials should be limited or prohibited on development directly abutting a pedestrian way. Highly reflective materials, such as mirrored window walls, are often applied to building facades to help maintain comfortable interior temperatures. Because these reflective materials create glare, they can be extremely uncomfortable for the passing pedestrian. Other affordable and effective means of energy efficient design are readily available.

2.2.10 A variety of building finishes and materials are appropriate for pedestrian-supportive architecture, such as wood board siding, wood shingles, tile, stucco, masonry, and higher quality curtain-wall systems that provide shadow lines and scale through the use of mullions that provide relief. Materials that do not age well or are too massive, such as scored plywood (i.e., T-111) siding, vinyl siding, thin brick materials, lower quality 'Dryvit' type systems, or exaggerated detailing are strongly discouraged. Other “simulated” materials that demonstrate a convincing realism through higher quality, color, and application are allowed.

Windows

2.2.11 Façades that front onto public streets and pedestrian corridors should be lined with windows.

2.2.12 Clerestory windows encompassing the primary fenestration along a facade create unattractive pedestrian environments with excessive blank wall area and are strongly discouraged.

2.2.13 Window design should maximize interior daylighting while reducing glare through the use of passive shading devices that maintain visibility between the exterior and interior of the building. Methods can include: “Special E” glass technologies, deep overhangs or external sun shades, and trees. Reflective or tinted glazing is strongly discouraged as it tends to create uncomfortably bright environments along sidewalks and reduces the visibility of interior activity.

2.2.14 Windows should be recess 1 to 3 inches to create a visible shadow line. See Figure 2.2.14 on the following page.

2.2.15 Shutters, operable or inoperable, should be sized to the window they are associated with, such that if they were closed, they would cover the entire window.
Roof Design

2.2.17 The profile created by roof forms should be simple with no unnecessary changes in plane; roof configuration should reflect a building’s floor plan and massing. Simple roof designs that are not overly articulated should be used.

2.2.18 Roofs may be flat or sloping. Mansard roofs are strongly discouraged. Should Mansard roofs be used, their proportion to the rest of the building should be carefully considered.

2.2.19 Flat roofs should be designed with an articulated parapet.

2.2.20 Sloping roofs should be designed to include a well-articulated overhanging eave.

2.2.21 The roofs of buildings on corner lots should give emphasis to the building corner.
3. Service Elements

**Intent**

Building utilities are a necessary component for the proper function of a place. However, inappropriate locations and improper design can create conflicts, visual chaos, and accessibility issues for pedestrians. Service elements and their design should be an integral part of the building and site design process. This necessitates coordination during site and building design, with the appropriate public utilities that must provide services to the area. Often, prefabricated utility equipment becomes an incongruous element in the landscape and detracts from the substantial effort spent in creating unique places with custom street furnishings and architectural designs.

**Guidelines**

3.1 Loading and Service Areas

3.1.1 Loading and service areas should not detract from the aesthetic quality of their surroundings even where they front onto parking lots.

3.1.2 All mechanical equipment, meters, roof-mounted equipment, loading, service (refuse and recycling) areas should be located and designed to minimize visual impacts and their presence along streets, sidewalks, pedestrian corridors, and other public spaces.

3.1.3 The location of utilities and loading/service facilities should be considered during the design process of the site and building. To the greatest extent possible, these facilities should be accommodated within the building envelope or within parking structures. They should not be an afterthought.

3.1.4 Loading features such as bumper guards, doors, and elements for the protection of walls should not be an afterthought and shall be considered as part of the design of the building.

3.1.5 Where utilities, and loading and service uses cannot be accommodated within the building envelope or parking structure, they should be screened from view by an enclosure. Enclosures should be designed as an integral part of the building and be made of finished materials to match the primary building. The design of enclosures and...
screening should be coordinated with the appropriate agency responsible for the maintenance and servicing of the utility.

3.1.6 Appropriate screening strategies include evergreen shrubs and trees, vine-covered walls or fences, and trellises. See Site Planning Guidelines for guidelines on fences and walls.

3.1.7 Loading and service entrances should be minimized along building frontages facing a primary pedestrian route, as they tend to create excessive blank wall areas and unattractive pedestrian frontages. Where feasible one-way or direct-through access for loading and services are encouraged to effectively reduce their impacts on street frontages.

3.2 Combining Off-Street Parking and Loading

3.2.1 Truck loading is allowed within off-street parking lots where loading cannot be accommodated within a building envelope. However, creative site and landscape design should be used to minimize the physical and perceived amount of asphalted area. See also City of Dublin Zoning Ordinance “Chapter 8.76 Off-Street Parking and Loading Regulations” Section 8.76.040 I. See Figure 3.1.3 on the previous page and intent of Figure 3.2.4.

3.2.2 Direct through-access to entry and exit drives should be provided for trucks to minimize or eliminate turning movements within the parking lot, which create impediments to pedestrian access and safety.

3.2.3 Where trucks and autos must share access lanes and driveways, they should be designed to the minimum width for trucks, rather than aggregated into a combined width in order to minimize the amount of asphalted area. Also refer to City of Dublin Public Works Department Standards.

3.2.4 Delineation between loading and off-street parking should not solely use striping as it does little to minimize the amount of asphalt present within the parking lot.

3.2.5 Loading areas and access lanes should be physically separated from public parking via curbs, bollards, low or high walls, raised planters, landscaping, distance, and/or elevation changes.

3.2.6 Planting and overhead features (e.g., trellises and arbors) accompanying hardscape features, such as curbs and low walls, are strongly encouraged in order to break up the
perceived amount of asphalt and to soften hardscape features at the interface of service areas, driveways, and parking lots.

3.2.7 Loading areas should be located away from the main parking lot to avoid conflicts, and accessed by alleys or less trafficked side streets. In such cases, loading areas may be located alongside employee parking, which will typically be less active than patron parking areas. Locating these two uses alongside each other can also increase efficiency in site planning and reduce the scale of public parking.

3.2.8 Policies should be established for delivery hours to minimize conflicts between trucks and other users. Often trucks can deliver after hours or during non-peak retailing hours. This is particularly useful where loading and vehicle access cannot be physically separated.

3.2.9 Clear right-of-way and parking restrictions signage shall be provided where truck, auto, and pedestrian conflicts may occur within the parking lot.

4. Signage

Intent

Much like the character of its buildings, signage should reflect the character of a place. Internally illuminated signs containing large and simplified lettering are typically associated with mini-malls and strip retail areas, and convey a preference for auto-orientation, particularly if they are allowed to dominate the landscape. On the other hand, finely crafted signage with ample detailing and smaller character type conveys that shops wish to attract the pedestrian, who is able to note finer detail because he travels at a much slower pace than a driver, and thus, is able to focus on an object for a longer period of time.

A master sign ordinance should be drafted to regulate the placement, size, and design of signage, although it should not be so regimented and inflexible that it prohibits variety and whimsy, which is important in creating a streetscape that is interesting and engaging for pedestrians, and that is unique to the area.
Guidelines

4.1 Signage Design

4.1.1 Signage should follow a hierarchy that clearly indicates the importance of the associated use, building, or place.

4.1.2 Pedestrian-oriented signs should be small in size and highly individualized, whereas civic and landmark signage (e.g., cinema marquees, district signs, signage for transit areas, etc.) may be larger in size to announce an important place, gateway, or feature.

4.1.3 Signage dimensions should be kept at a pedestrian scale and should demonstrate a high level of detailing and craftsmanship.

4.1.4 Signage should reflect the character of the building and should be integrated within its architecture.

4.1.5 Signs should be constructed of high quality materials such as metal, stone, wood, gold leaf, or exposed neon.

4.1.6 Externally illuminated signs should be designed and installed so that their lighting elements are directed at the sign and not pedestrians, to minimize glare. Internally illuminated signs, with the exception of neon, are strongly discouraged, because they are typically designed to attract drivers and are too intense and glaring for pedestrians.

4.1.7 Within the parameters of the sign ordinance, flexibility should be allowed for artisans and craftspeople who wish to create unique signage that may contribute to the sense of place.

4.2 Signage Placement

4.2.1 Signage should be coordinated and aligned with adjacent and surrounding buildings in order to achieve a unified appearance rather than visual confusion.

4.2.2 Landmark signs should be designed and located consistent to the character of the building.

4.2.3 Signs should not obscure architectural elements such as transom windows or columns, nor should they appear cluttered.
4.2.4 Permitted signage includes: awning signs, hanging or projecting signs, signs integral to the architecture of a building, and window signs.

4.2.5 Window signs shall not dominate a storefront. Opaque signage is strongly discouraged and should not reduce visual permeability of street-fronting windows to less than the minimum clear window requirement as outlined within each individual use section.

4.2.6 Sale signs and other temporary signs shall not dominate a site.

4.2.7 Signage above the eave of the roofs and pole mounted signs are strongly discouraged. Such signs are typical of many auto-oriented settings, which require larger signs to attract the attention of moving traffic.

B. Residential Guidelines

This section addresses specifics for the design of multi-family residential developments within the Specific Plan area, which can include apartments, lofts, condominiums, or townhouses with structured podium parking or internal parking structures with wrap-around units; as well as the residential portion of mixed-use buildings.

I. Building Orientation and Frontage

Intent

Pedestrian routes that are fronted by back fences or walls tend to create forbidding and unfriendly environments for pedestrians. Such fences or walls are typically screening private spaces. This abrupt transition can create a conflict by not providing a semi-public transition between the two activities. As mentioned earlier, an example of this can be seen when residential back patios front onto public sidewalks with tall, solid fencing or walls.

Fronting a street with front doors, porches, windows, and low fences or walls allows for a smoother transition between the public and private realm. Although residential units will require a greater amount of privacy than commercial spaces, this need should be balanced with the desire to create a pedestrian-oriented environment that encourages community.
Since Dublin Boulevard is a busy, auto-oriented arterial, residential uses along this street need not front it with street-facing units or follow the entrance guidelines outlined in this section. Secondary facades or walls may front Dublin Boulevard, but they should still create an attractive frontage and follow blank wall, articulation, and wall and fence guidelines for residential uses.

**Guidelines**

1.1 **Building Orientation**

1.1.1 For courtyard configurations, facades of units that front onto sidewalks should be treated as primary façades with front entrances directly facing sidewalks and appropriate detailing and fenestration. Secondary facades may face Dublin Boulevard.

1.2 **Building Entrances**

1.2.1 Ground-floor units, and lobbies to upper story units shall, at a minimum, front onto public sidewalks. This provides for a friendlier streetscape where the opportunity is created for residents to interact with their neighbors and the public. Secondary entrances may front onto secondary pedestrian routes or accessways and interior open spaces.

1.2.2 Residential lobby entries in mixed-use buildings shall be clearly defined and distinct from commercial entries.

1.2.3 Entrances to ground-floor units and lobbies should directly face the public sidewalk or pedestrian routes and should have direct access to and from these public and semi-public places. This provides a transition between the public realm and the private realm and make entrances easy to find. Meandering walkways to entrances should be avoided.

1.3 **Transition from Public Realm to Interior Space**

1.3.1 Where street-facing units are set back less than 6 feet from a public right-of-way, first-floor units should be designed with additional measures to ensure privacy. For example, window sill heights should be raised above the eye level of a passing pedestrian. Elevated stoops and raising interior floor elevations above adjacent sidewalk grade are
some measures that can be employed. However, interior finished floor elevations should be no higher than 3 feet above the sidewalk.

1.3.2 Facades set back more than 6 feet along pedestrian-oriented routes should be designed with additional measures to create a pedestrian-friendly frontage. This could include low walls and fences (no higher than 3 foot-6 inches,) entry features such as arbors, gates, courtyards, and walkways, lighting, and landscaping.

1.3.3 Front yards may be raised above the sidewalk forming entry terraces. To avoid privatizing the residential frontage, entry terraces raised more than 3 feet above the adjacent sidewalk are strongly discouraged, as they create an unwelcoming street environment. See Figure 1.3.3 on the following page.

1.3.4 Sidewalks, accessways, and open spaces should be fronted with the more public rooms of a unit (e.g., front hallway, living room, dining room, kitchens, etc.)

1.3.5 Building fronts should contain public/semi-private transitions such as stoops and open porches to create a friendlier streetscape where pedestrians can interact easily with their neighbors. See Figure 1.3.5 on the following page.

1.3.6 Frontage onto streets shall include a legible series of zones, transitioning from public to private, rather than an abrupt separation, which occurs when a garage, or a blank wall, constitutes the majority of a building’s street front. Porches, large windows, stairs, and welcoming entryways provide opportunities for a friendly transition between public and private spaces. Dublin Boulevard may be exempt. See Figure 1.3.6 on the following page.
2. Human Scale and Building Contribution to the Street

Intent

Architectural details are important in creating a welcoming environment. The design of multi-family housing within the Specific Plan area needs to take into consideration issues previously mentioned in the General Guidelines section in order to successfully address the public realm. This section will discuss building façade, articulation, and design, by defining architectural elements that are attuned to a pedestrian scale and sensibility.

Guidelines

2.1 Building Form: Scale of Building Massing

2.1.1 To create an inviting transition between the public realm of the street and the private realm of the unit, front façades of residential buildings that are articulated with a porch or a defined lobby entry are strongly encouraged. Bay windows, balconies, and wrap-around balconies for corner units are encouraged and may be used.

2.1.2 Porches that are only decorative elements are strongly discouraged. A minimum clear space of no less than 6 feet in depth and 8 feet in length for porches and stoops is strongly recommended, because lesser dimensions create unusable spaces that do not encourage interaction between persons in the public and private realm, which is an important aspect of creating an active and inviting street frontage.

2.1.3 Along the same lines, porches and stoops should be designed as integral architectural features of the main structure rather than as afterthoughts, which can create architectural elements that look “tacked-on.” To avoid this, porches should have a roof that is supported by posts. Cantilevered roofs are strongly discouraged. Posts and rail should be substantial in appearance and should have nominal dimensions at least 4 x 4 for posts and 3 x 4 for rails. Railings should be visually permeable, which creates a more inviting appearance.

2.1.4 Facades that front onto streets, open spaces, and other public spaces should be lined with windows. Blank walls should not occupy over 30% of the principal frontage.
without being broken by offsets, detailing, articulation, and/or changing façade designs. A section of blank wall should not exceed 20 linear feet on the primary façade and 20 linear feet on other facades without being interrupted by a window or entry. Artwork and landscape treatments are also encouraged along blank sections of walls.

2.2 Building Articulation: Architectural Detailing and Materials

2.2.1 With the exception of Juliet Balconies (i.e., balconies with a flush or minimal depth,) which are allowed, balconies should be a minimum of 6 feet clear in depth.

2.2.2 Juliet balconies are allowed and should have a minimum 8-foot-wide door opening connecting the balcony with the interior. This allows the balcony to function as an extension of the room.

Windows

2.2.3 Windows facing the street give a sense of habitation and security, therefore it is strongly recommended that windows encompass approximately 50% of the façade length fronting onto the street within the area from 3 feet to 6 feet-8 inches above adjacent interior finished floor.

2.2.4 Windows and window frames set to provide a reveal are strongly encouraged (i.e., they should not be flush with the exterior face of wall) to provide a complexity of shadow and form along the facades of buildings. Wood, vinyl clad, or vinyl windows are also strongly encouraged, to impart a sense of permanence and a high quality of design. On the other hand, horizontal “slider” windows and window frames with metallic finishes are strongly discouraged. Multi-paned windows, with the exception of “snap-in” plastic mullions, are preferred as they contribute to a level of detail and complexity that creates a good pedestrian environment. See also Figures 2.2.14 a and b in the General Building Guidelines on page 19.

2.2.5 For privacy reasons, in cases where units have narrow side yards, side elevation windows shall be placed so as to be off-set from those of the adjacent unit.
3. **Service Elements**

**Intent**

Building utilities are a necessary component for the proper function of a place. However, inappropriate locations and improper design can create conflicts, visual chaos, and accessibility issues. *See also Service Elements within the General Building Guidelines.*

**Guidelines**

3.1 **Utilities**

3.1.1 Building utilities (i.e., plumbing and heating vents, etc.) should be grouped to minimize their impact on the roofs of buildings.

3.2 **Mailboxes**

3.2.1 Centralized drive-up mailboxes are strongly discouraged. Instead, mailboxes may be located within lobbies or on each individual unit for units that have a direct entrance from the street.

4. **Site Elements**

**Intent**

Residential site elements should create an intimate and welcoming experience that eases the transition between the public and private realms.

**Guidelines**

4.1 **Landscaping**

4.1.1 Ground-floor residential uses with a setback from the back of sidewalk greater than 6 feet, such as along DeMarcus Boulevard, should accommodate landscape elements that both enhance the public realm and maintain the sense of privacy for residential units on the ground-floor. The landscaping within the setback should be an integral part of the overall building design and style. Plant material should be high quality and appropriate for the climate conditions at the yard’s location.
4.2 Fences and Walls

4.2.1 Any solid portion of front fences and walls (fences and walls along the primary building frontage and entrance) should be no taller than 3 feet-6 inches above the adjacent sidewalk. Any portion above 3 feet-6 inches shall be visually permeable up to their maximum height of 6 feet for fences and 8 feet for arbors and other overhead structures.

4.2.2 Privacy fences and walls along pedestrian corridors shall contain a higher level of design detail than those located along sideyards and rear lot lines, where little to no pedestrian traffic is expected. Corner privacy fences and walls shall continue with a level of detail similar to that of fences and walls along pedestrian corridors. See Site Planning Guidelines for guidelines on fences and walls.

4.2.3 Lighting, trellises, and/or landscaping should be incorporated to make fences along pedestrian corridors more attractive.

C. Office Guidelines

This section addresses specifics for the design of office buildings. These guidelines include the design of offices at the ground floor as well as offices situated in the upper stories on Sites E-2 and D-2. As outlined in the Specific Plan Amendment, upper story offices can be combined with ground-floor office uses, or ground-floor retail and service uses within a mixed-use building. This section does not cover offices at the ground-floor of mixed-use buildings. For office/service uses along the ground floor, see Ground-floor Retail and Service Guidelines section.

I. Building Orientation and Frontage

Intent

Office buildings house a hybrid of private and public activity within their envelope. Residential uses tend to be more private as they quickly transition from semi-public lobbies or porches to the private interior of the residential units. On the other hand, retail and service uses, for the most part, house more public activity within their envelope. Offices are unique in that they are required to balance public, semi-public and private uses within their envelope. Lobbies are treated largely as a public space, however, workstations,
conference rooms, lunch rooms, and service rooms such as copy rooms, are often more ambiguous in the amount of privacy they require. These issues must be considered in the design of office buildings in terms of their frontage onto streets and open spaces and their location within a site. Note: Hotel uses should follow the guidelines outlined for office uses.

Guidelines

1.1 Building Orientation

1.1.1 Uses that are ambiguous in terms of the amount of activity they will generate or the amount of privacy they will need (e.g., lunchrooms, conference rooms, and service rooms,) may be located along secondary pedestrian routes and accessways (interior block pedestrian corridors). Offices and workstations may also be located along either a more public street route and accessway, although care should be taken such that they do not dominate a public street frontage as this has the potential to create a visual “wall” when office workers close window shades for privacy reasons or to reduce glare.

1.2 Building Entrances

1.2.1 The “orchard plaza” at the corner of Arnold Road and Martinelli Drive, and at the corner of Campus Drive and Martinelli Drive, should be fronted by a main entrance to the adjacent office buildings.

1.2.2 Frequent entries create the opportunity for a greater amount of activity and interaction along the sidewalk, encouraging pedestrian activity. Conversely, infrequent entries, can create inactive and uninteresting spaces and can limit choice for pedestrians, requiring them to take circuitous paths. Lobby entrances that serve multiple offices should be spaced no further than 100 feet apart. A single office use with a frontage greater than 90 linear feet should have more than one entry.

1.2.3 Care should also be taken in the design of buildings to maximize daylighting while reducing glare in order to encourage office workers to keep window shades open, which provides “eyes on the street.” See also subsection on Windows in this section.

Figure 1.1.1: Closed shades act in a similar manner as a blank facade by creating a visually solid wall along a sidewalk.
2. Human Scale and Building Contribution to the Street

Intent
This section addresses building façade and articulation, by defining architectural design that is attuned to a pedestrian scale and sensibility. Maintaining interest at the pedestrian level is key in creating comfortable environments that engage the pedestrian with an appropriate level of intimacy. This is particularly important for office buildings as their larger scale tends to dominate the street, and modern office building design tends to reduce the amount of human-scaled architectural detailing and design expression.

Guidelines

2.1 Building Form: Scale of Building Massing

2.1.1 Facades that front onto public streets, pedestrian corridors, open spaces, and other public spaces should be lined with windows. Blank walls should not occupy over 30% of the principal frontage without being broken by offsets, detailing, articulation, and/or changing façade designs. A section of blank wall should not exceed 10 linear feet on the primary façade and 16 linear feet on other facades without being interrupted by a window or entry. Artwork and landscape treatments are also encouraged along blank sections of walls.

2.2 Building Articulation: Architectural Detailing and Materials

2.2.1 Office buildings shall be designed with a high level of human-scaled articulation. See General Building Guidelines section on Human Scale and Building Contribution to the Street.

2.2.2 At a minimum, front façades of office buildings articulated with a defined lobby entry are strongly encouraged. This creates a friendly transition between the public realm of the street and the semi-private realm of the office lobby.
2.3 **Windows**

2.3.1 Where offices occupy the ground floor of a building, the need for privacy and security shall be balanced with the need to create a pedestrian-friendly street frontage.

2.3.2 Ground floor offices should be lined with windows. Clear windows should encompass at least 60% of the building façade length fronting onto a street within the area from 3-6 inches to 6 feet-8 inches above adjacent interior finished floor and adjacent sidewalk grade.

2.3.3 Windows in office spaces should be designed with a sill height that allows desks or low shelves to be placed against exterior walls rather than having lower sill heights which would encourage occupants to close window shades to screen the back of desks.

2.3.4 Facades near residential uses should use window placements and designs that restrict views from within the structure into nearby yards and homes.

3. **Site Elements**

**Intent**

As mentioned in the Residential Design Guidelines, site elements are an important factor in creating a pedestrian-friendly, and therefore transit-oriented environment in a station area. For office uses the inter-relationship between the building lobby and the street is of particular concern, because this is the point at which an office development has the best opportunity to positively impact the pedestrian environment.

**Guidelines**

3.1 **Entry Plazas**

3.1.1 A small hardscaped entry area or plaza should be located between the primary office lobby and the sidewalks or pedestrian way. These areas will serve as a meeting place, a place to wait for a ride, a place to take a break or catch a breath of fresh air.

3.1.2 These areas should include simple amenities such as benches, planters with seating walls, deciduous shade trees, trash cans, and trashcans.
D. Parking Guidelines

Parking is well-defined within the Specific Plan Amendment in terms of a location and form that will promote pedestrian-oriented streets. However, because they are a relatively “passive” use, parking structures can easily contribute to creating “dead,” spaces, pedestrian barriers, and unfriendly environments. Unlike retail/ service, office, and residential uses, parking structures generate very focused pedestrian activity because they typically have only one or two pedestrian entries for a large structure. In addition, parking structures typically display very little internal activity to the passing pedestrian. Because their inherent use is auto-oriented, their design could easily fail to consider the pedestrian realm. Therefore, the design of parking structures needs to be carefully considered such that parking structures within the Specific Plan Area make a positive contribution to its walkability. See also Site Planning Guidelines for additional parking guidelines and standards.

These guidelines are intended to define the character of parking structures, whether they are standalone structures, embedded within a building block, or as ground floor podium parking. These guidelines are not intended for the BART parking structure located on site D-1. See also “Surface Parking and Parking Site Elements” in Site Planning Guidelines for guidelines for driveways.

I. Building Orientation and Frontage

Intent

Parking structures located behind a building, within the interior of the block and wrapped by more active uses, are still likely to have a frontage that is visible from a public street, pedestrian corridor, park or plaza. These frontages, as well as those of stand-alone structures and podium structures should be designed to support a pedestrian-friendly environment.

Guidelines

1.1 Building Frontages

1.1.1 To the greatest degree possible, the exposure of structured parking should be minimized along streets and
sidewalks, parks, and plazas. Minimizing their frontages along secondary pedestrian routes or pedestrian corridors is also encouraged. This is particularly important along Iron Horse Parkway and the Village Green.

1.1.2 Structured parking should be screened from public view with active building space “wrapped” around the parking structure. Where this is not feasible, entries to lobbies, stairs, and landscaping should be used to minimize the impact of structured parking on the pedestrian realm. See Figure 2.2.1 on the following page.

1.1.3 Garage structures should adhere to the same requirements as office and commercial buildings in terms of orientation, entries, design, and architectural elements.

1.2 Building Entrances

1.2.1 Building entrances should follow guidelines as outlined in the Office Guidelines section.

2. Human Scale and Building Contribution to the Street

Intent

Parking structures are a necessary component of a high-density mixed-use neighborhood. As an integral part of the built landscape, the same level of design consideration should be given to their appearance and function. The design of parking structures should not be an afterthought.

Guidelines

2.1 Building Form: Scale of Building Massing

2.1.1 Blank, monotonous facades shall be avoided. To lend interest to facades, architectural details similar to those used for other commercial and residential uses should be utilized. This can include trellises, awnings, arbors, overhangs, balconies, railings, public art, and architectural façade details.

2.1.2 Parking structures shall not reflect parking ramps with sloping façade elements, care should be taken in the design of the ramping system and the building façade so that openings and detailing do not slope or step along the facade. See Figure 2.2.1 on the following page.
2.2 Building Articulation: Architectural Detailing and Materials

2.2.1 Fenestration and openings, other than auto entries, into parking structures should be designed as typical window and door openings and shall follow requirements outlined for commercial buildings. Although these openings will typically not include glass, they should be designed with elements providing similar articulation and detail to window sills, jambs, and headers.

2.2.2 Elevators and stairs should be taken advantage of to activate and articulate the façade of parking garages with balconies and railings providing opportunities to glimpse pedestrian activity within the structure.

E. Ground-Floor Retail and Service Guidelines

This section discusses building and site design for ground-floor retail and service uses as they relate to the sidewalks of Iron Horse Parkway. Ground-floor retail and service uses may occur in combination with residential, office, and/or parking uses. The discussion addresses setback, privacy, internal pedestrian routes, and various other issues in relation to the treatment of ground-floor retail and service uses.

I. Building Orientation and Frontage

Intent

Ground-floor retail and service uses will be the most active uses within the Specific Plan Area and particular care must be taken in their design. The importance of these uses along Iron Horse Parkway and their function of activating the entire Specific Plan area requires careful consideration of the mix of activity and the environment that will make it dynamic and attractive. For the most part, the design of buildings has been well-covered within the General Building Guidelines section. Below are specifics that pertain to ground-floor retail and service uses.
Guidelines

1.1 Building Orientation

1.1.1 On the northeast corner of the Village Green, where there is retail use with public frontages on three sides, ground-floor commercial uses should contain active commercial uses such as a café or restaurant. Their activity should be allowed to spill out onto the interior corner where Digital Drive enters into the Village Green (the Specific Plan currently shows landscaping).

1.1.2 Uses such as day care facilities may locate the more active portions of their facilities (e.g., interior play area and reception) along the main sidewalk. Outdoor areas for day care facilities typically require a high fence, which would create a forbidding frontage along the sidewalk, therefore, they should be located along secondary pedestrian routes such as interior plazas and pedestrian corridors. See Site Planning Guidelines for guidelines on fences and walls.

1.1.3 Some businesses, such as banks or storefront offices, often draw window shades closed in order to preserve security by minimizing visibility into interior activity. This creates a similar environment as a blank wall along a sidewalk. The interior of such businesses should be designed such that they do not dominate the frontage or such that they will not require a great amount of screening for security’s sake.

Figure 1.1.1: Ground-floor commercial uses such as cafes, restaurants, or other drinking establishments can encourage and generate outdoor activity around the Village Green.
1.2 Building Entrances

1.2.1 Storefront entries should be spaced no farther than 50 feet apart. A single commercial use with a frontage greater than 40 linear feet should have more than one entry.

1.2.2 It is strongly encouraged that entries to retail spaces, restaurants and cafes be recessed to increase circulation space available to pedestrians who enter and exit.

2. Human Scale and Building Contribution to the Street

Intent

Storefronts will provide the most active pedestrian frontages within the Specific Plan area. They are the primary contributors in creating active, lively, and engaging streets. Retail and service storefronts will provide the most traffic in terms of pedestrians coming and going, as well as persons sitting to dine and drink, talk, read, or hanging out to people watch or rest. Storefronts will require a greater degree of openings along the street (doors and windows) and a higher level of articulation and transparency. Retail and service storefronts should allow for the highest level of interactivity between the building and its interior uses, and the sidewalk and its activity.

Guidelines

2.1 Building Form: Scale of Building Massing

2.1.1 Facades that front onto public streets, pedestrian corridors, open spaces, and other public spaces should be lined with windows. Blank walls should not occupy over 20% of the principal frontage without being broken by offsets, detailing, articulation, and/or changing façade designs. A section of blank wall should not exceed 12 linear feet on the primary façade and 18 linear feet on other facades without being interrupted by a window or entry. Artwork and landscape treatments are also encouraged along blank sections of walls.

2.1.2 Development directly abutting the street should provide additional shading with features such as awnings, canopies and/or overhangs.
2.1.3 Awnings and canopies shall be proportional to the façade on which they are placed and not obscure architectural elements and details. Awnings and canopies should not be dominant or overwhelming elements.

2.1.4 Awnings should be no wider than a single storefront or architectural bay, whichever is narrower. Colors should be consistent with the overall palette of the development.

2.1.5 Internal lighting of awnings is strongly discouraged.

2.1.6 The height of awnings and canopies should provide pedestrian scale to the building. Awnings and canopies should provide a minimum of 8 feet of vertical clear space above a pedestrian circulation space.

2.1.7 Vinyl, fiberglass, plastic, wood, or other unsuitable materials are strongly discouraged for awnings. Glass and metal canopies may be appropriate, but must be consistent with the architectural style of the building and the character of the district.

2.2 Building Articulation: Architectural Detailing and Materials

2.2.1 Articulation that accommodates outdoor seating, dining, and display is strongly encouraged. These uses may be accommodated within a building setback or recess, or can be an integral part of the building’s façade.

2.2.2 Building projections such as arbors, overhangs, and awnings are strongly encouraged.

2.3 Windows

2.3.1 Ground-floor retail and service uses shall be lined with windows. In order to activate the street frontage, it is strongly recommended that clear windows encompass at least 75% of the building façade length fronting onto a street, at a minimum within the area from 3 feet to 6 feet-8 inches above adjacent interior finished floor and adjacent sidewalk grade.

2.3.2 Maximum window coverage (signage, temporary signage and advertisements, shade elements, interior displays and storage, etc.) should not increase the visual opacity of a façade to more than the minimum blank wall lengths and percentages in the previous guideline.
2.3.3 For dining establishments, operable window walls are encouraged to allow interior activity to open out onto the street or outdoor seating and dining areas.

3. Site Elements

Intent

As with other land use types mentioned up to this point in the Guidelines, site elements are important for creating a transit-oriented environment that truly supports and encourages pedestrian activity. Commercial retail storefronts are a prime location for pedestrian activity, and site elements along these can serve many functions but also must not “get in the way” of pedestrians.

Guidelines

3.1 Fences and Walls

3.1.1 Fences or walls separating outdoor drinking and dining areas from the sidewalk should be made of finished materials to match the primary building.
Site Planning Guidelines

This section discusses certain aspects of site design that were not fully addressed within the Specific Plan Amendment, but which are important in creating a pedestrian-oriented environment.

1. General Site Planning Guidelines

Intent

Site elements can significantly contribute to the pedestrian experience and a sense of identity within the Specific Plan area. Their design, or lack thereof, can either create a welcoming and comfortable pedestrian environment or a forbidding one. Site elements include fences, walls, gates, arbors, and other landscape features. This section also covers some design considerations that should be taken into account and which are not covered in other sections.

Guidelines

1.1 Furnishings

1.1.1 Bicycle parking shall be conveniently located to encourage their use as an alternate mode of transportation within, from, and to the Specific Plan Area.

1.1.2 The placement of pedestrian amenities should not be regimented and should instead be considered according to the needs of a specific location.

1.2 Lighting

1.2.1 All exterior lighting shall be designed so as to not produce glare onto pedestrian spaces and adjacent uses.

Figure 1.1.1: Conveniently placed amenities serving alternative modes of transportation encourages pedestrians and bicyclists and facilitates their movement.

Figure 1.1.2: Thoughtful consideration and placement of pedestrian amenities maximizes their utility.
1.2.2 All exterior building lighting should be an integral part of a building’s architectural design.

1.2.3 Where appropriate, consider accent lighting to highlight interesting architectural features, signs, and storefront displays.

1.2.4 Exterior lighting should be shielded, and directed downward on the site.

1.2.5 Lighting levels should be at least 2-foot candles. It is preferable for fixtures to be spaced close together with lower light levels than further apart with intense light levels which can be uncomfortable for pedestrians. *Source: Adapted from American National Standard Practice for Roadway Lighting; Publication RP-8, Illuminating Engineering Society of North America, 2000.*

1.2.6 Lamps should provide “natural” and whiter light, because it increases comfort and safety.

1.2.7 Low-pressure sodium lights are strongly discouraged as they create an unnatural cast; lighting that provides a more natural and whiter light is desired.

1.3 Fences and Walls

1.3.1 The maximum height for fences and walls (privacy fences and screening of service areas only) shall be 6 feet along pedestrian-oriented sidewalks and the Village Green, with the exception of landscape elements such as trellises and arbors, which may extend up to 9 feet. Fences and walls fronting onto accessways (interior-block pedestrian routes) may extend up to a maximum of 8 feet, with landscape elements to a maximum of 10 feet. However, care should be taken along narrow accessways such that fences and walls do not overwhelm the space.

1.3.2 Solid walls should be landscaped to soften their appearance and should be made of finished materials to match the primary building. Decorative elements, variation in materials, and articulation should be used.

1.3.3 All fencing should be built out of attractive, long-lasting materials such as wood, masonry, stone or metal fencing. Exposed or unfinished concrete block is prohibited, as is Chainlink fencing with the exception of temporary construction fencing.
1.3.4 A wall or fence should separate uses that are incompatible such as where commercial uses abut residential homes. Walls and fences shall take on the character to the residential use rather than the commercial use.

1.4 **Curb Radii**

1.4.1 The radius of a curb at a street corner should take into consideration pedestrian safety and needs. Reducing the turning radii of an intersection corner can minimize the distance the pedestrian must cross. Traffic engineers prefer wider radii (>25 feet) in order to facilitate the movement of automobiles and other vehicles. This however, not only increases the distance a pedestrian has to walk across a street, it also puts them at risk of greater bodily injury as the greater maneuverability of large turning radii allow drivers to turn corners at higher speeds. It also conveys to the pedestrian that he must yield to allow traffic to keep moving. Curb radii at intersections and at driveways should not exceed 10 to 15 feet whenever possible.

2. **Parking Site Planning Guidelines**

**Intent**

The treatment of parking – driveways, surface lots, and landscaping – determines the character of an area to a great degree. Where parking dominates, by taking up large areas or not properly designed, the pedestrian experience is negatively impacted even where parking does not abut a street. Surface lots will frequently become shortcuts for pedestrians. Also, once drivers park in a lot, they also become pedestrians. Access to parking lots needs to be addressed in order to avoid possible conflicts between pedestrians and vehicles, to reinforce the primacy of the pedestrian, and to minimize the presence of parking lots on adjacent sidewalks.

**Guidelines**

2.1 **Access**

2.1.1 Auto entries into parking lots should be located a minimum of 75 feet away from any intersection.
2.1.2 Effort should be made to consolidate parking driveways in order to minimize their impact to sidewalks, and reducing conflicts with pedestrians as well as vehicles and bicycles traveling along adjacent streets.

2.1.3 Driveway and entry widths shall be minimized in order to reduce their presence along streets.

2.1.4 Except for driveways shown in the Specific Plan, parking structures and surface lots should be minimized along Iron Horse Parkway, the Village Green, and DeMarcus Boulevard fronting onto the bus transfer area.

2.1.5 To avoid encroaching upon sidewalks and creating uneven pedestrian surfaces, driveway slopes should be located between the roadside edge of the sidewalk and the curb (Figure a). This allows the surface of the pathway to remain continuous, signaling to the drivers that it is they who are crossing the pedestrian realm and must yield accordingly. Also refer to City of Dublin Public Works Department guidelines.

2.2 Pedestrian Amenities

2.2.1 In the design of parking structures and surface lots, walkways shall be an integral part of the design process. Designs shall consider ADA requirements.

2.2.2 Walkways running parallel to the parking rows (perpendicular to parked cars) should be provided for every four rows, and walkways running perpendicular to the parking rows (parallel to parked cars) should be no further than 20 parking stalls apart. Walkways should also be provided at the edges of parking lots and structures.

2.2.3 Walkways should be raised to standard sidewalk height of 6 inches and provide a minimum 4-foot clear space from car fenders.

2.2.4 Where the path bisects the travel lane, crossings shall be clearly delineated by a contrasting color, pattern, material change, and/or be raised slightly to form a “speed table”.

2.2.5 Walkways shall lead to meaningful destinations such as building entrances, sidewalks, plazas, open space and other parking lots, avoiding loading and service areas.
2.2.6 At a minimum buffers shall contain trees and shrubs that create a visual separation.

2.3 **Surface Parking**

2.3.1 To provide a comfortable pedestrian environment, it is strongly recommended that walkways be shaded by trees or landscape structures.

2.3.2 Planting should provide a buffer from travel lanes and parked cars where they abut a sidewalk.

2.3.3 Parking lots abutting streets shall be effectively screened to reduce the sense of auto-dependency and encourage the sense of “pedestrian equivalence.”

2.3.4 Parking screening and landscaping is required to both provide a buffer for pedestrians walking along adjacent streets and to provide a shaded and comfortable microclimate.

2.3.5 The landscape buffer between a sidewalk and a parking lot should be a minimum of 6 feet wide if a hedge is used and 8 feet wide if trees and shrubs are used, to create visual separation.

2.3.6 Where possible, a 4-foot minimum height hedge or wall should be provided to the visual separation. If a wall is used vines or other landscaping should be used to soften the appearance of the wall from the street. See Figure 2.3.6 on the following page.

2.3.7 Buffers shall be landscaped and protected from car fenders with wheel stops or a 6-inch curb. See Figure 2.3.7 on the following page.

2.3.8 Parking lots greater than 24 stalls (approximately one quarter acre) should provide a tree canopy that will cover 50% of the lot at time of the trees’ maturity (approximately 10 years). This will affect the spacing of the trees depending upon the species and their growing habits.

2.3.9 To effectively achieve this coverage, trees should be planted “orchard style” (i.e., evenly spaced throughout the parking lot). See Figure 2.3.9 on page 47.
2.3.10 Landscape elements within a parking lot and along pedestrian pathways should be utilized to reduce the perceived size of the lot and create a more pleasant microclimate for pedestrians.

2.3.11 Additional interior landscaping should comprise a minimum of 15% of the total net parking area exclusive of the perimeter planting strip used for screening purposes. See Figure 2.3.11 on page 47.

2.3.12 To provide needed shade, trees planted along interior pedestrian paths are strongly encouraged. Trees should be planted such that at least 50% of the path is intermittently in shade.

2.3.13 The use of permeable paving to reduce surface run-off should be used for parking stall surfaces. Where possible, drainage should be directed to planting areas to maximize percolation.

3. Guidelines for Iron Horse Trail

Intent

Although the design of Iron Horse Trail was not within the scope of the Specific Plan Amendment, its importance as a connection between the BART Station and the surrounding area should be reflected in the character of development in the Specific Plan Area that fronts onto it. The interface between the Iron Horse Trail and the Specific Plan Area should be appropriately designed in order to maximize its amenity for transit users, residents, employees, and general users of the Specific Plan area by incorporating it as an integral part of the Transit Center.

Guidelines

3.1 Orientation of Trail and Surroundings

3.1.1 The trail should be associated with the Specific Plan area rather than the industrial uses to the west. Therefore, taller plantings and/or landscape elements should be located along the industrial side of the trail (west side) with lower plantings and/or landscape elements located along the Specific Plan area edge of the trail (east side).
3.1.2 Tall fences and walls should be avoided. If fences or walls are used, any solid portion should be no taller than 3 feet-6 inches above the adjacent trail. Any portion above 3 feet-6 inches shall be visually permeable up to a maximum height of 6 feet for fences and 8 feet for arbors and other overhead structures.

3.1.3 Front Iron Horse Trail with active residential frontages rather than parking lots or backs of units in order to activate the trail and provide a sense of security along this public right-of-way.

3.2 Access

3.2.1 Direct access from the neighborhood, the bus transfer station, the BART station and residential uses to the east should be provided. This can be done using low planting with regularly spaced trees along the eastern edge of the trail and intermittent breaks across the landscaped edge to allow users to access the trail from anywhere within the Specific Plan area. Plantings should allow visual permeability from within and outside of the trail.

3.2.2 Access points should be well-marked using signage, landscape design, or structures for clear location.

3.3 Lighting

3.3.1 The trail should be well lit with pedestrian-scaled lighting standards or bollards directed at the trail in order to minimize glare into surrounding residential uses.

4. Guidelines for Public, Semi-Private, and Private Open Spaces

Intent

Several goals and objectives outlined within the Specific Plan Amendment state the desire to provide interconnected pedestrian linkages that are user-friendly and support alternative means of transportation. These statements underline the importance of clearly defining accessways (interior and public plazas, and pedestrian corridors) within large blocks and between buildings in order to maximize accessibility. The following guidelines pertain to accessways...
and open spaces that are internal to blocks as well as those located on the fronts of buildings along the public sidewalks.

Guidelines

4.1 Location

4.1.1 It is strongly encouraged that blocks greater than 300 feet in length or width should provide accessways that are publicly accessible in order to minimize travel distances for pedestrians.

4.1.2 Accessways should not become dead spaces where little human activity occurs. This creates a safety hazard and discourages people from using them as shortcuts, which in turn, can lengthen the distance pedestrians need to walk to reach a destination. These spaces shall be made attractive to users by fronting them with active building frontages and entries. Primary entrances should also be maximized along these corridors. Secondary entrances are allowed if a primary entrance already faces a public sidewalk. See the General Building Guidelines and specific use guidelines for information regarding how buildings should front onto these open spaces.

4.1.3 Accessways shall be visible from publicly accessible streets for safety.

4.1.4 Accessways shall not terminate at the backs of buildings, loading areas, and storage and refuse areas. Rather, they shall visually and physically connect pedestrians with meaningful destinations such as streets, open spaces, shops, offices, residences, parking lots, and important amenities such as the BART and transfer stations.

4.2 Amenities

4.2.1 Accessways should be at least 18 feet wide, and since they are removed from the existing street patterns, should be as straight as possible to improve sightlines and security.

4.2.2 Accessways shall have a minimum 6-foot wide path.

4.2.3 Paths within parks and plazas shall anticipate “desire lines” (shortcuts that would be taken across the park.)
4.2.4 Accessways can be punctuated with parks or plazas in order to create active spaces and not isolate them as mere circulation corridors.

4.2.5 These spaces shall contain amenities such as seating and other furnishings, fountains, attractive hardscaping and landscaping, and pedestrian-scaled lighting.

4.2.6 Accessways should be treated in a similar manner as public streets by allowing interior activities to spill out into these spaces.

5. Bus Transfer Station, BART Surface Lot, and PG&E Substation

No guidelines or standards are given for these sites in the existing Specific Plan Amendment. However, the general design and detailing of public facilities such as the Bus Transfer Station, BART Surface Lot, and PG&E Substation and BART Parking, should be considered when creating pedestrian environments and successful transit-oriented development. Because these uses could potentially create dead and uncomfortable spaces for pedestrians, and because some of these facilities surround the BART station entrance, their design is of even greater importance than other uses within the Specific Plan area.

Although these facilities may be perceived as less pedestrian-oriented uses when compared to office, commercial, and residential uses, they too can and should be designed to create comfortable pedestrian spaces. With the exception of the PG&E Substation, these places will be the origins of and destinations for trips within the neighborhood, and will likely become shortcuts for pedestrians and bicyclists as they come to and from the station. Therefore, adjacent sidewalks and the facilities themselves should be made into comfortable pedestrian-oriented spaces.

Care should also be taken to integrate the design and landscaping of the PG&E Substation into the neighborhood. Although it is not a direct amenity for station area users, the station will affect its surrounding streetscape. Its treatment of enclosure, lighting, and landscaping could create a negative impact on surrounding uses if its design does not consider pedestrians and nearby residents.

Figure 4.2.6: A flower stand activates an accessway, which connects a rear parking lot to the sidewalk and a mid-block crossing, shortening the distance for pedestrians between parking and shops.

Figure 5.1: Public utilities often create uncomfortable and unattractive environments along pedestrian routes. Where such uses must front onto pedestrian ways, their design should be carefully considered and include buffers.