



Design Guideline Topics and Preliminary Urban Design

**CPG Subcommittee Meeting
August 12, 2016**

- **3:00 – 3:20**
Presentation: Urban Design Concepts and Guidelines
- **3:20 – 3:45**
Presentation: Application of Urban Design Guidelines and Concepts
- **3:45 – 4:30**
Discussion



Why Urban Design Matters



Streetscape

Narrow sidewalk

No buffer from traffic

No shading for pedestrians



Streetscape

Narrow sidewalk

No buffer from traffic

No shading for pedestrians



Landscaped buffer at the edge of sidewalk

Wide sidewalk

Pedestrian-scaled street trees to provide shading



Large parking lot abutting pedestrian path

No pedestrian access from the sidewalk



Site Planning

Large parking lot abutting pedestrian path

No pedestrian access from the sidewalk



Parking hidden from major streets

Building and primary entrances
located along pedestrian path

No pedestrian pathway between
the sidewalk and the main building

No pedestrian paths through
parking lot



Site Planning

No pedestrian pathway between the sidewalk and the main building

No pedestrian paths through parking lot



Direct and paved pedestrian path to the main building

Landscaped separation between parking and pedestrian path

Common open space
that is not well-
integrated into the
building design



Site Planning

Common open space
that is not well-
integrated into the
building design



Common open space that is an
accessible part of the building
design

Site Planning

Loading and service area visible
from the street



Site Planning

Loading and service area visible from the street



Utility area screened with vegetation

Loading area located to the rear of the building

Building Design

Minimal building articulation

Building articulation that is
not pedestrian-scaled



Building Design

Minimal building articulation

Building articulation that is
not pedestrian-scaled



Pedestrian-scaled
building articulation

Building Design

Overhang area is too shallow for
any functional use



Building Design

Overhang area is too shallow for any functional use



Arcade functions as a pedestrian pathway



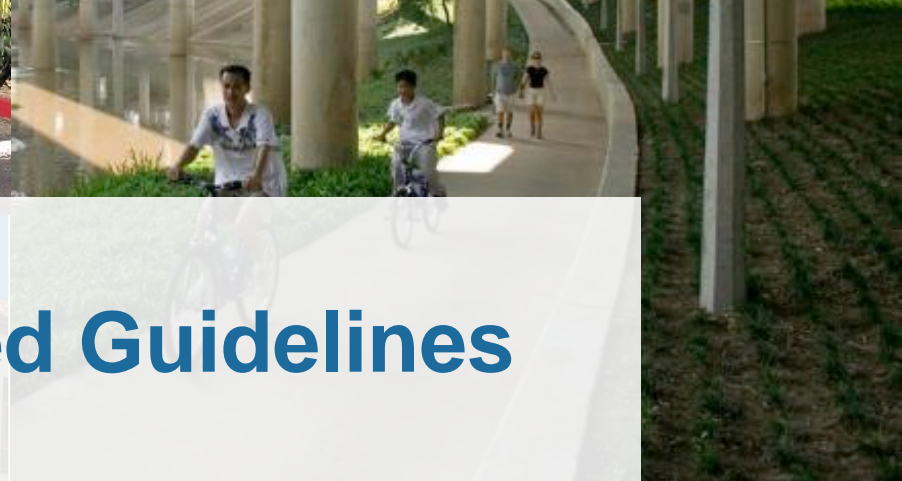
Design of building frontage contributes to an active public realm



Urban Design Goals

Urban Design Goals

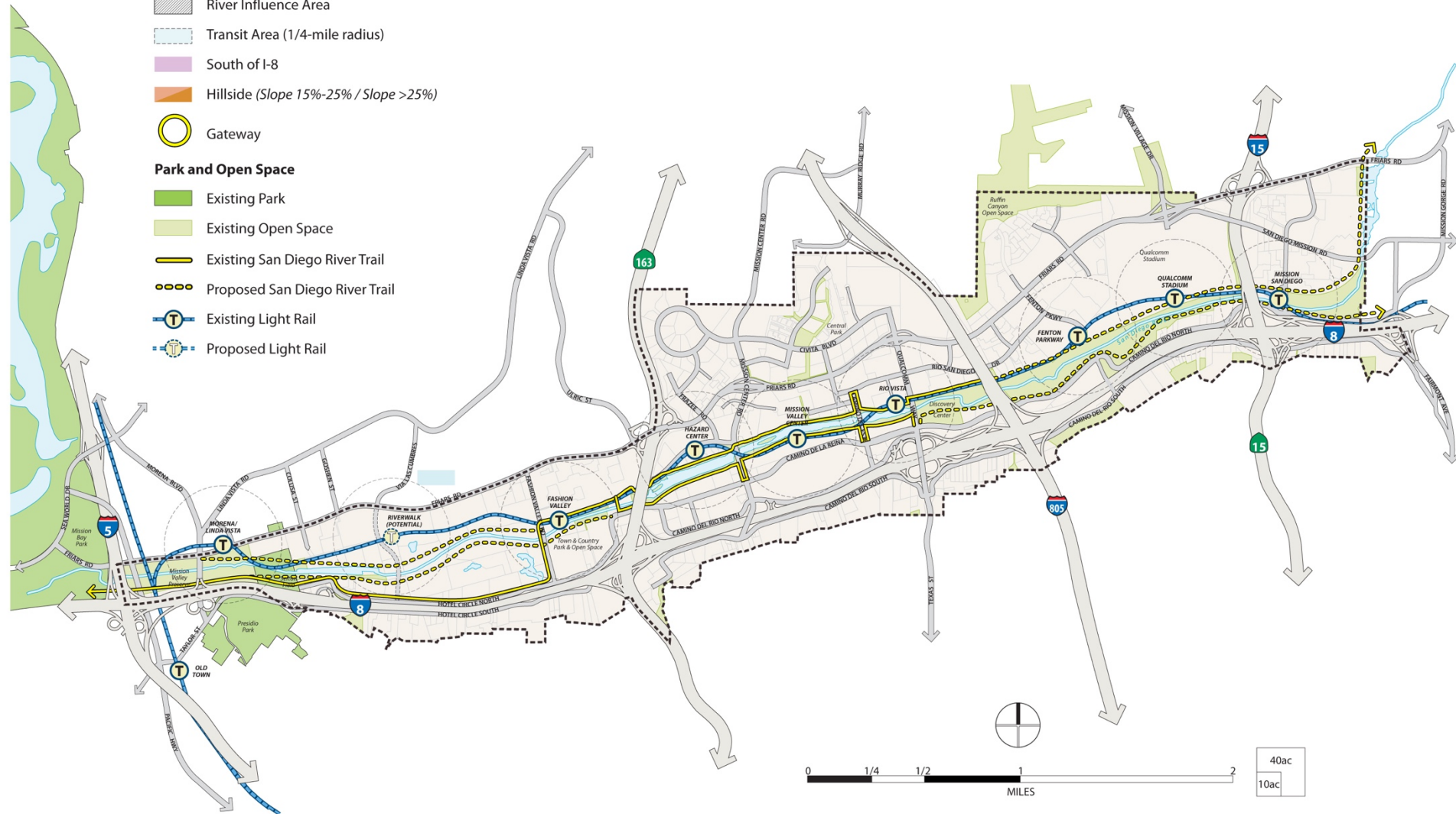
- Vibrant, distinct, and walkable mixed-use districts
- Connected and safe neighborhoods
- Improved connections and access across physical barriers
- Create a strong public realm framework
- Parks and open spaces that enhance access to both transit and the San Diego River
- Sustainable design









Context-Based Guidelines







-  Existing Park
-  Existing Open Space
-  Existing San Diego River Trail
-  Proposed San Diego River Trail
-  Existing Light Rail
-  Proposed Light Rail

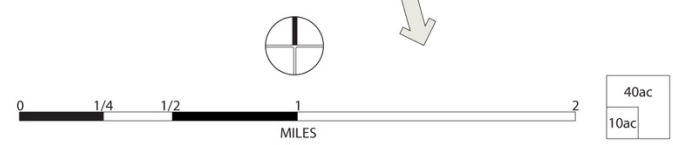
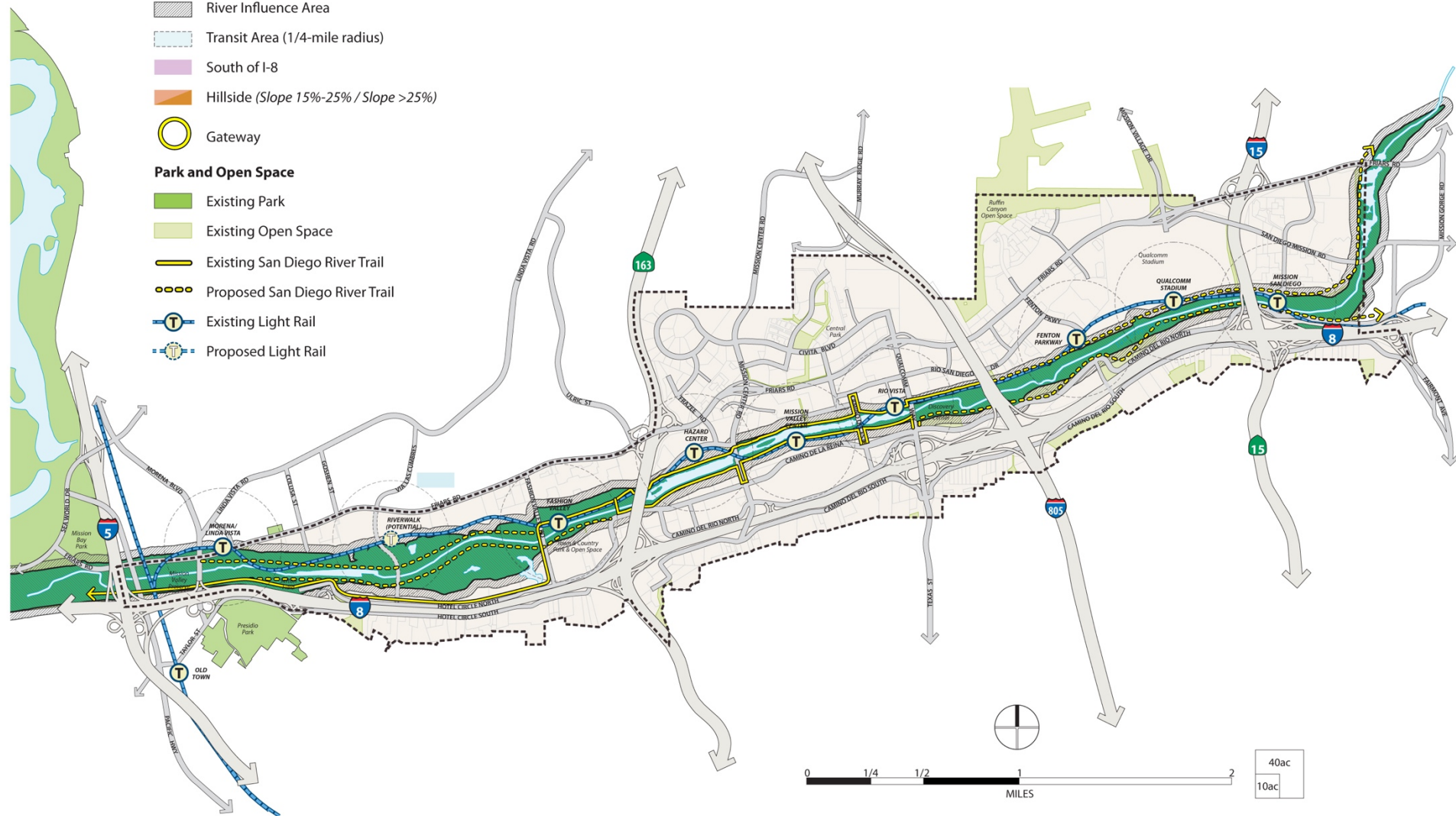


Specific Areas

-  River Corridor Area
-  River Influence Area
-  Transit Area (1/4-mile radius)
-  South of I-8
-  Hillside (Slope 15%-25% / Slope >25%)
-  Gateway

Park and Open Space

-  Existing Park
-  Existing Open Space
-  Existing San Diego River Trail
-  Proposed San Diego River Trail
-  Existing Light Rail
-  Proposed Light Rail



Goals:

- Establish transition zones
- Enhance trail entrances and river access
- Establish and protect overlooks
- Protect views of the river
- Guide storm water capture

Specific Areas







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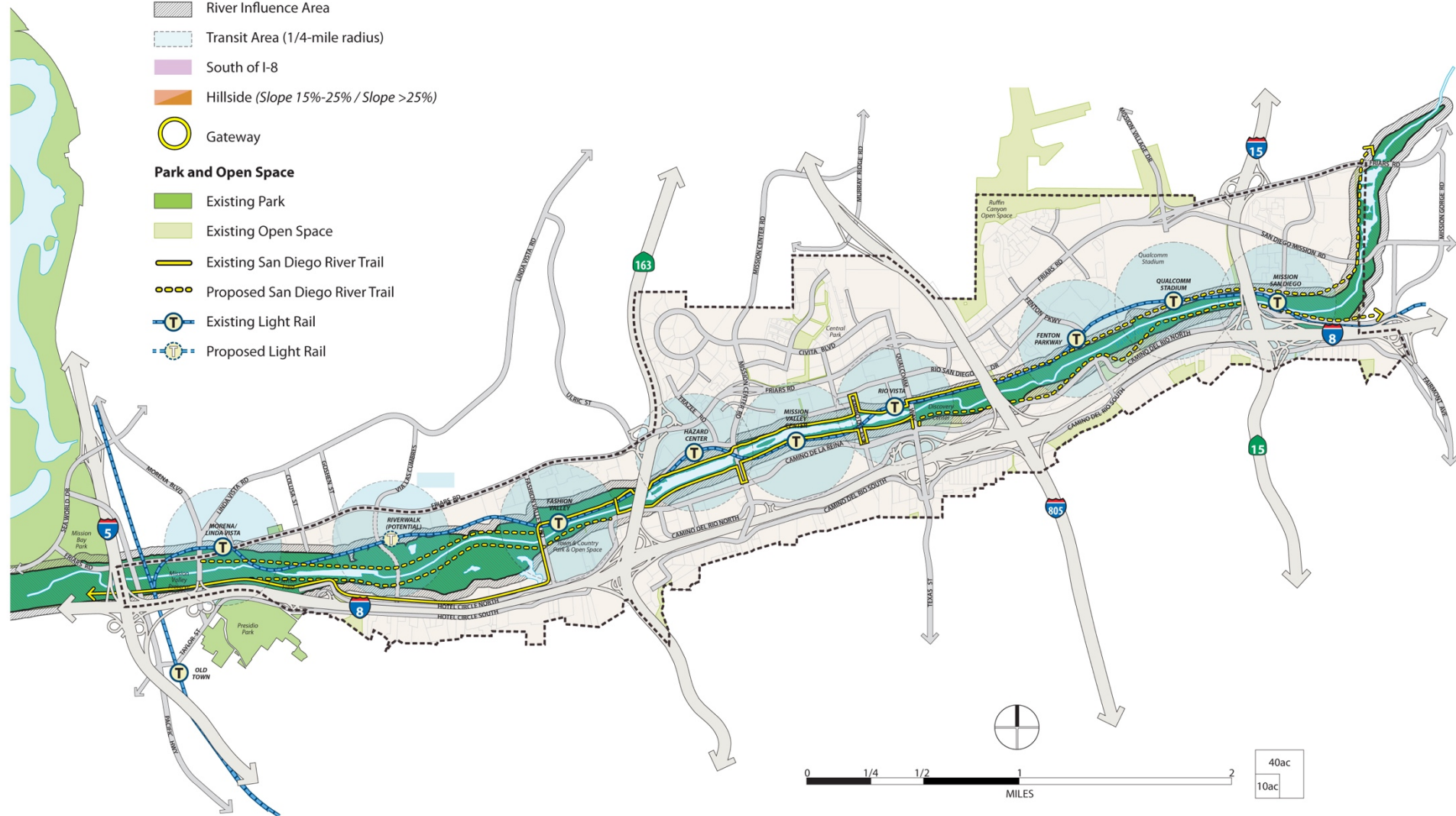


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Goals:

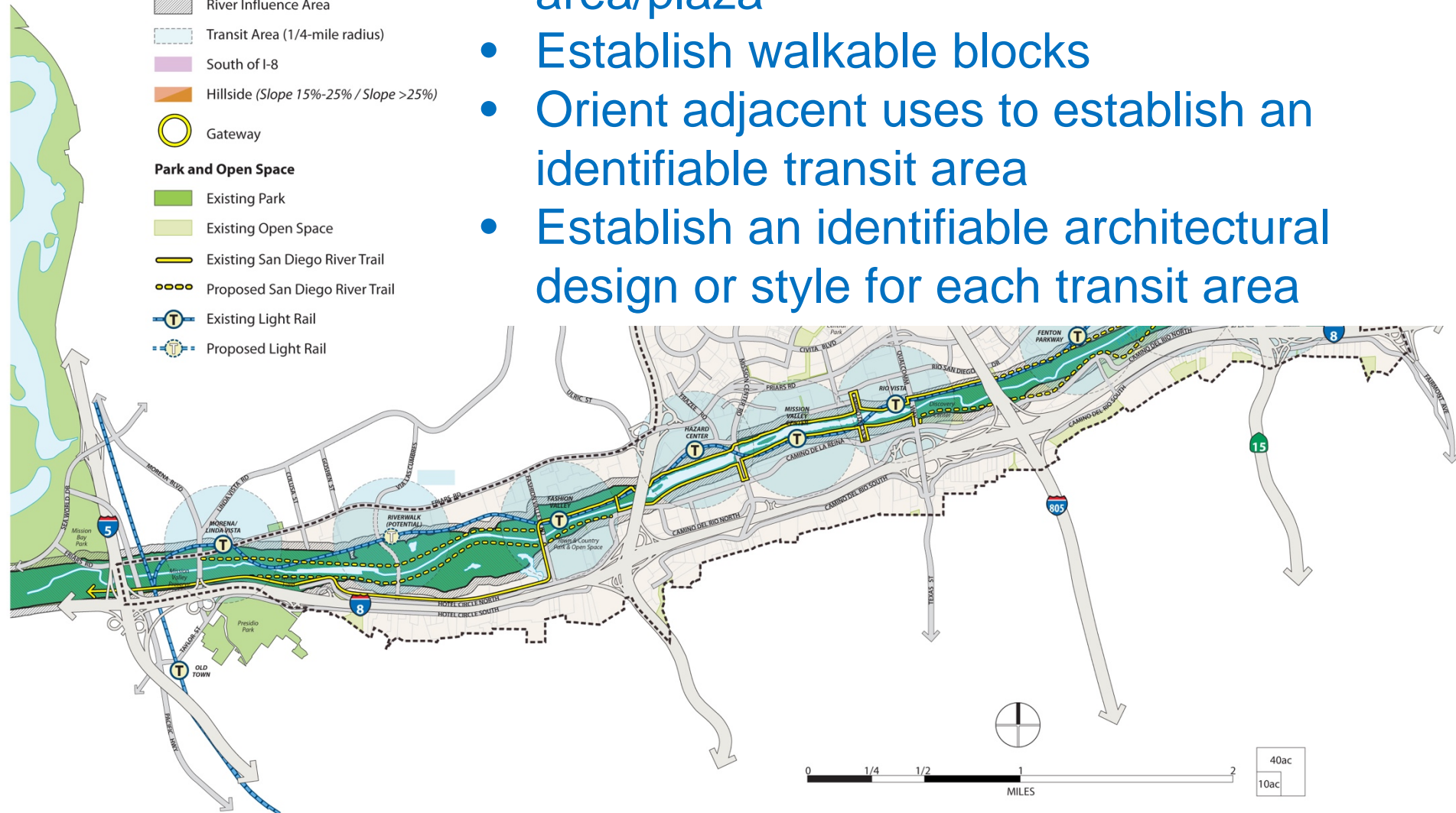
- Ensure station visibility
- Create enhanced station arrival area/plaza
- Establish walkable blocks
- Orient adjacent uses to establish an identifiable transit area
- Establish an identifiable architectural design or style for each transit area

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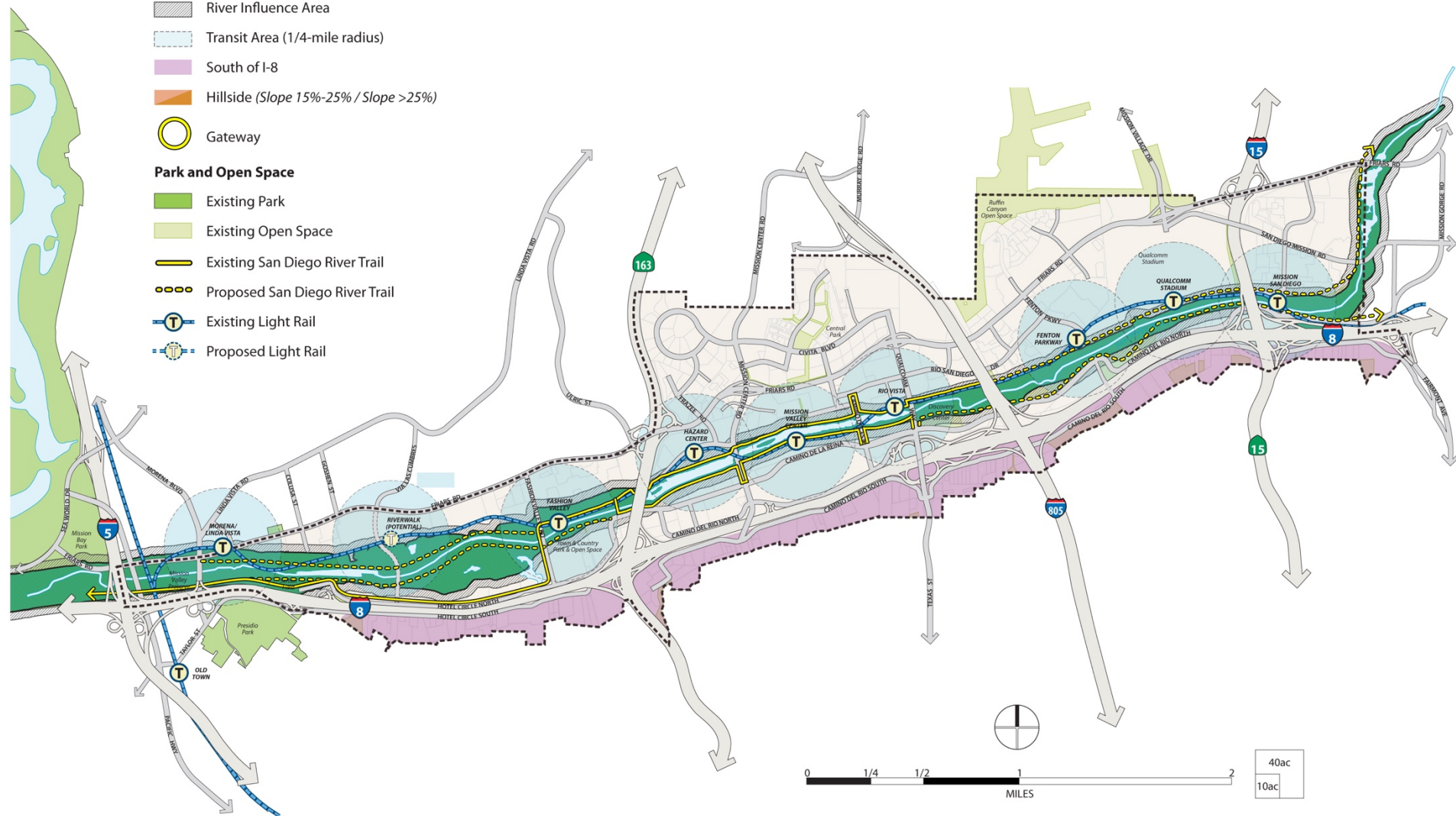


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Goals:

- Buffer uses where adjacent to freeway
- Establish a consistent relationship between development and Camino del Rio South
- Establish gateways and enhance visibility of development, where appropriate

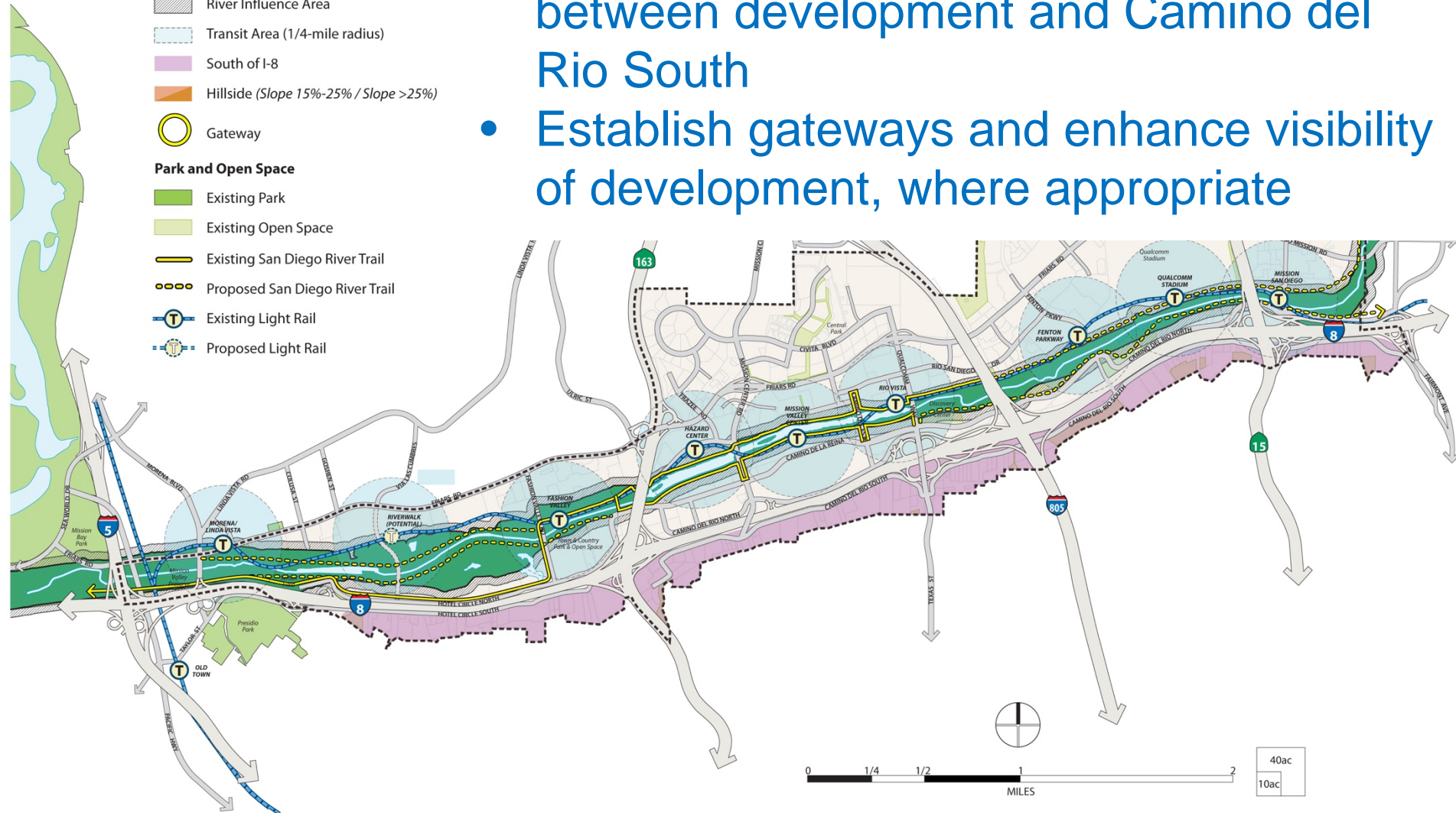
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Goals:

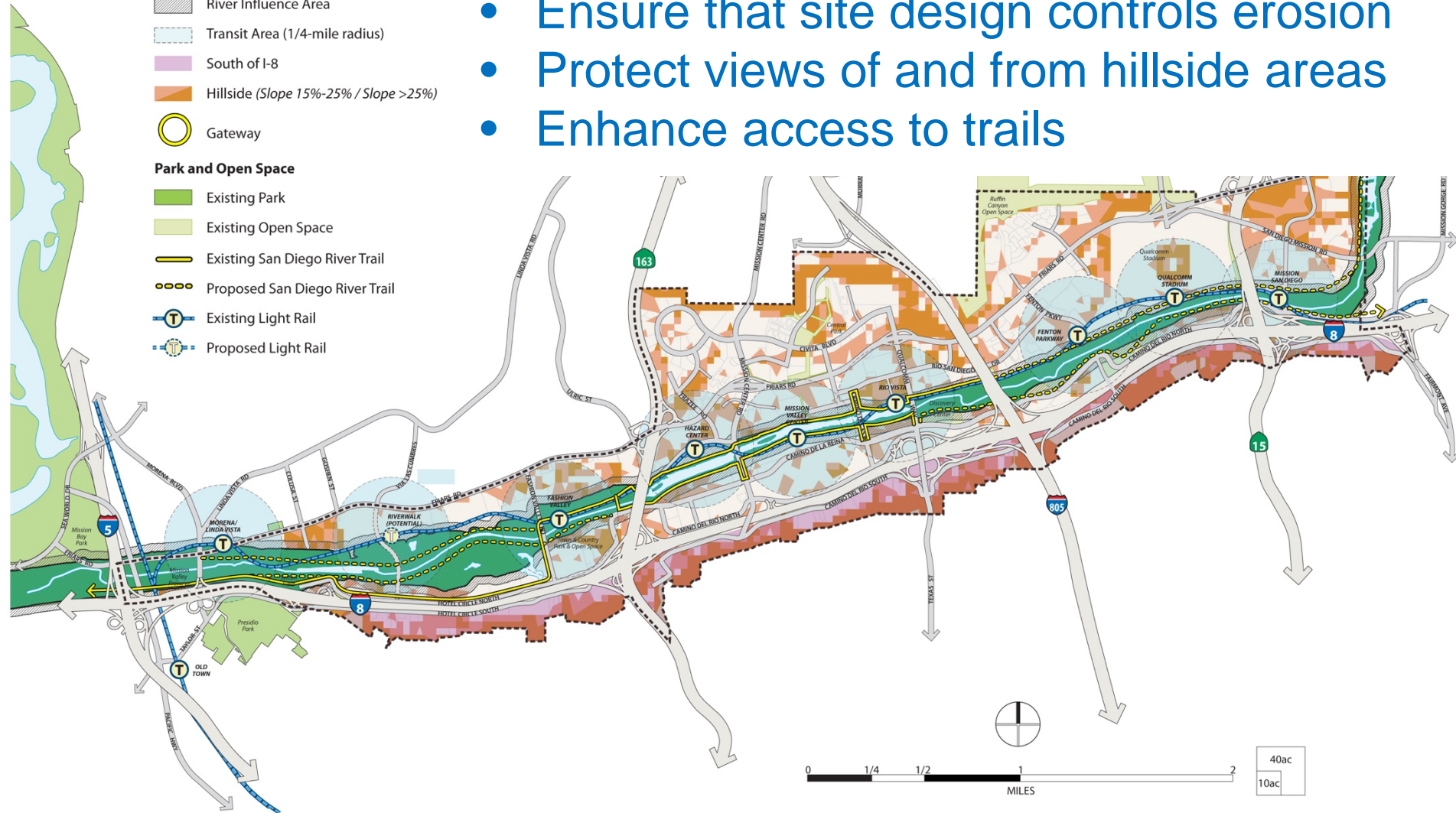
- Limit grading
- Ensure that site design controls erosion
- Protect views of and from hillside areas
- Enhance access to trails

Specific Areas

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Nodes and Gateways (not mapped)

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Nodes and Gateways

Goals:

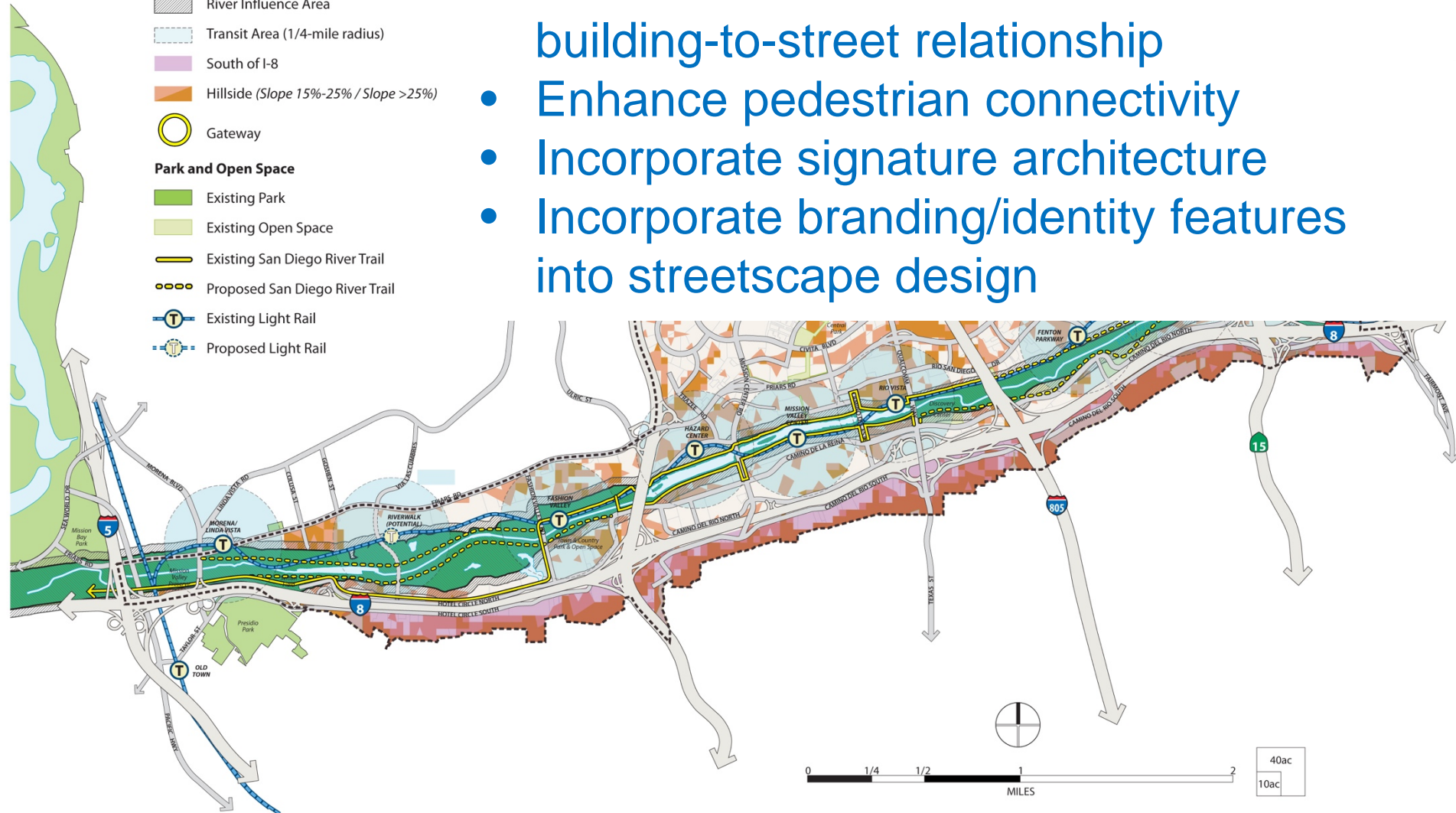
- Orient development to create a sense of place
- Ensure an active and comfortable building-to-street relationship
- Enhance pedestrian connectivity
- Incorporate signature architecture
- Incorporate branding/identity features into streetscape design

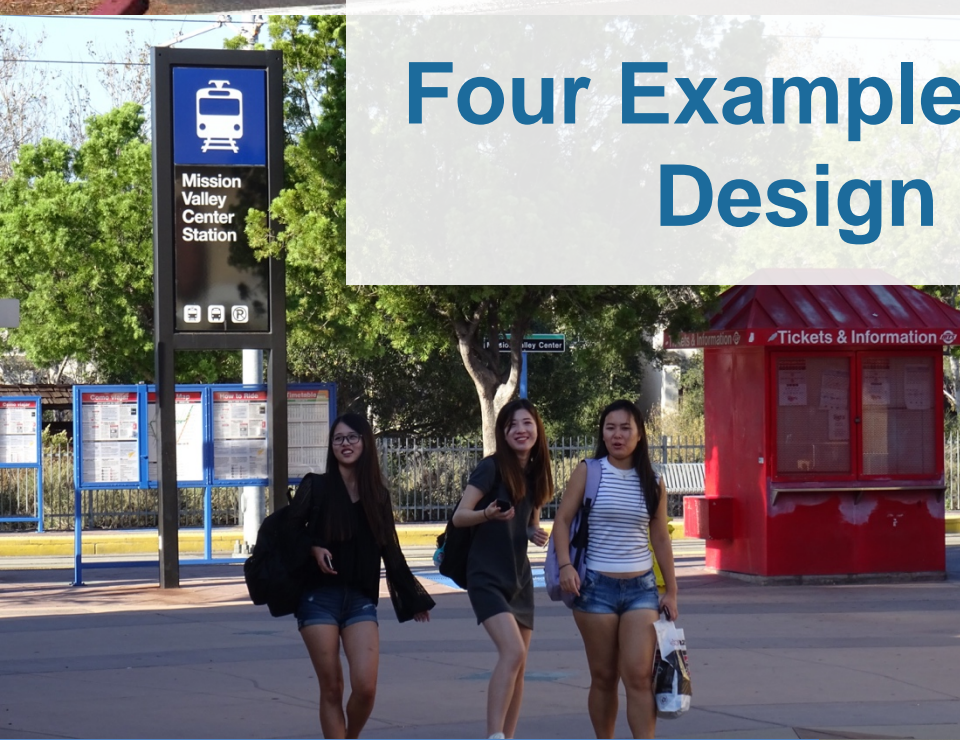
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Four Example Applications of Design Guidance



Four Example Sites

Specific Areas

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- Gateway

Park and Open Space

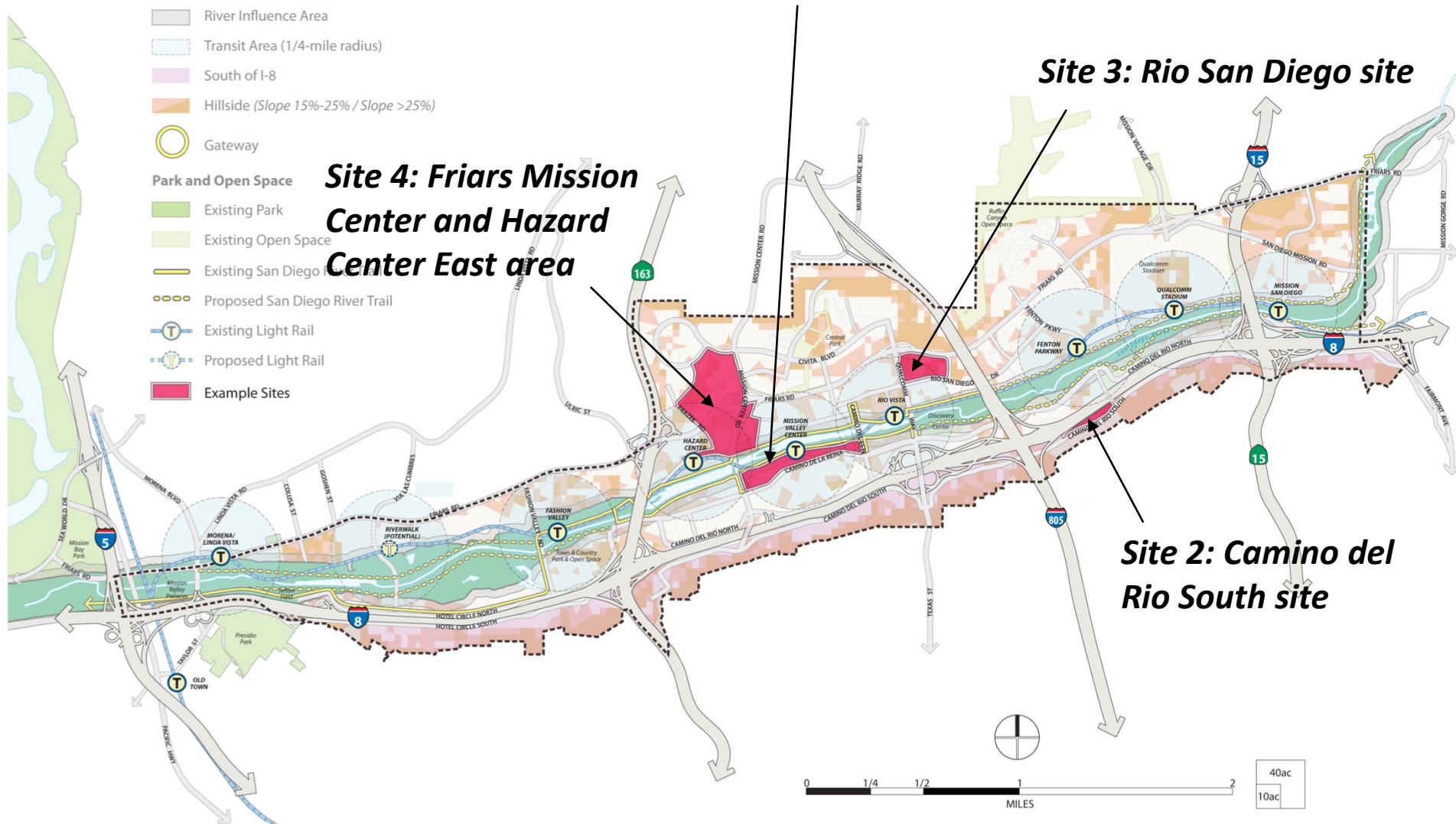
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- Example Sites

Site 1: Park Valley Center

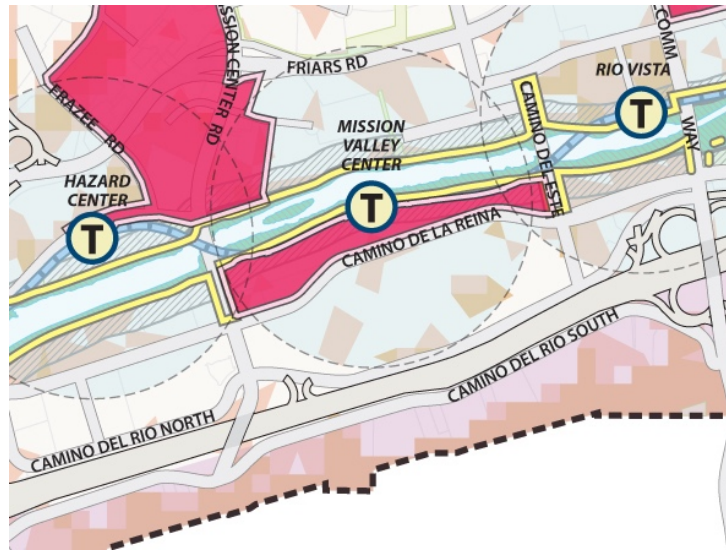
Site 3: Rio San Diego site

Site 4: Friars Mission Center and Hazard Center East area

Site 2: Camino del Rio South site



Example 1: Park Valley Center



- *Transit Area*
- *River Corridor Area*
- *Potential Community Node*



Example 1: Park Valley Center

Structure



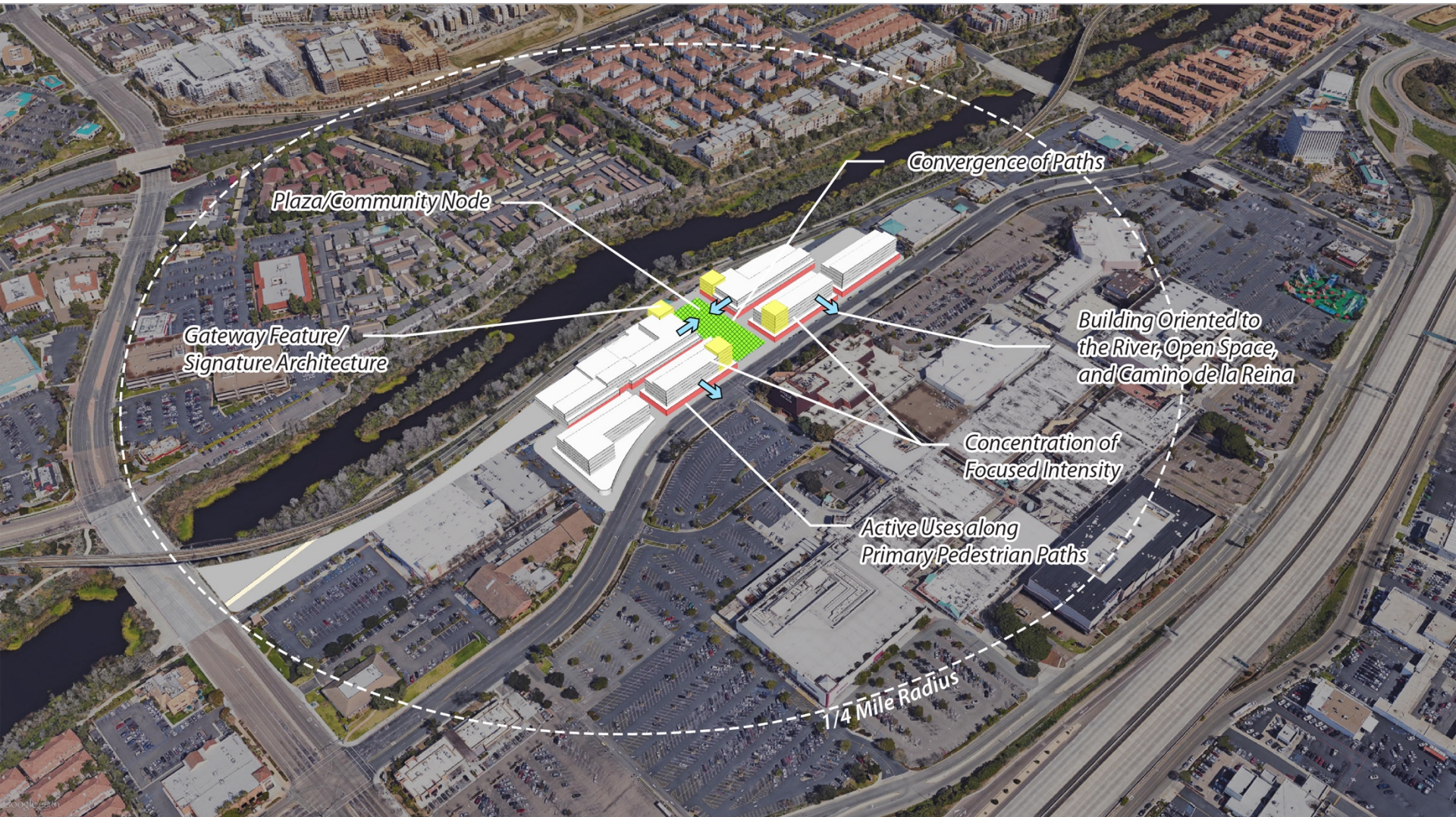
Example 1: Park Valley Center

Blocks and Circulation



Example 1: Park Valley Center

Site Planning



Example 1: Park Valley Center

Site Planning



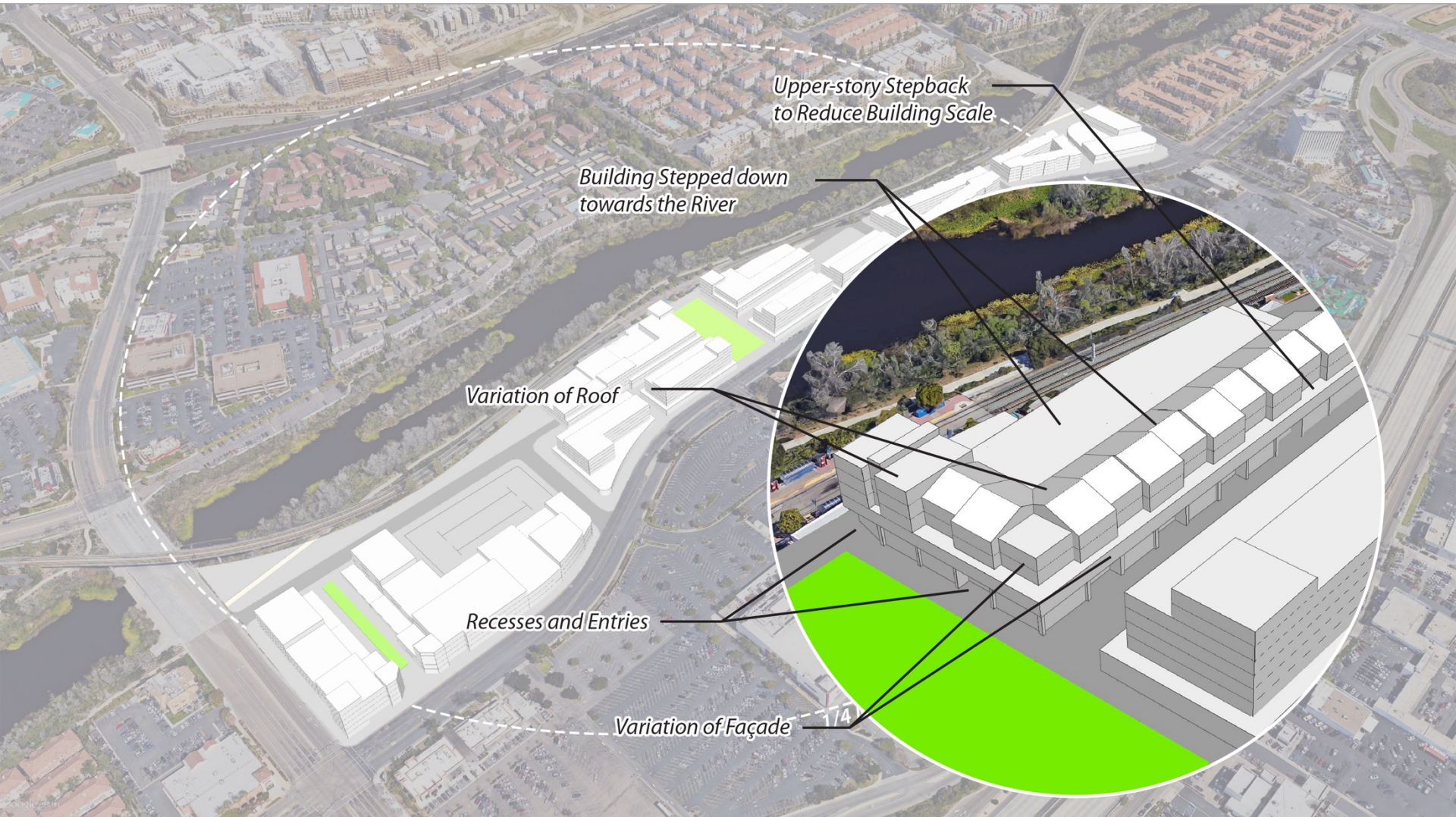
Example 1: Park Valley Center

Parks and Open Space

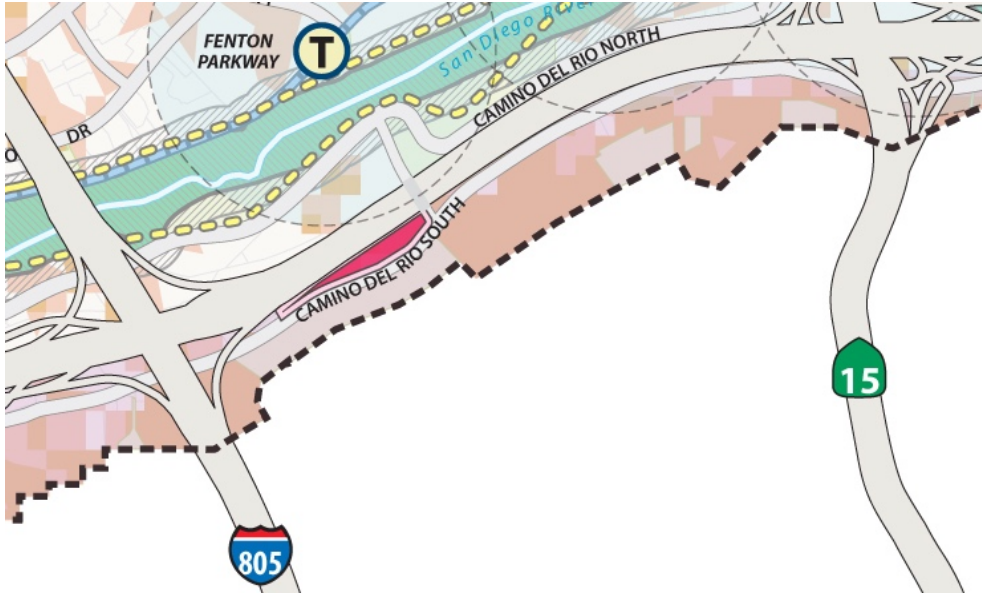


Example 1: Park Valley Center

Building Articulation



Example 2: C. del Rio South site



- *Hillside Area*
- *South of I-8*
- *Faces Camino del Rio South*



Example 2: C. del Rio South site

Structure



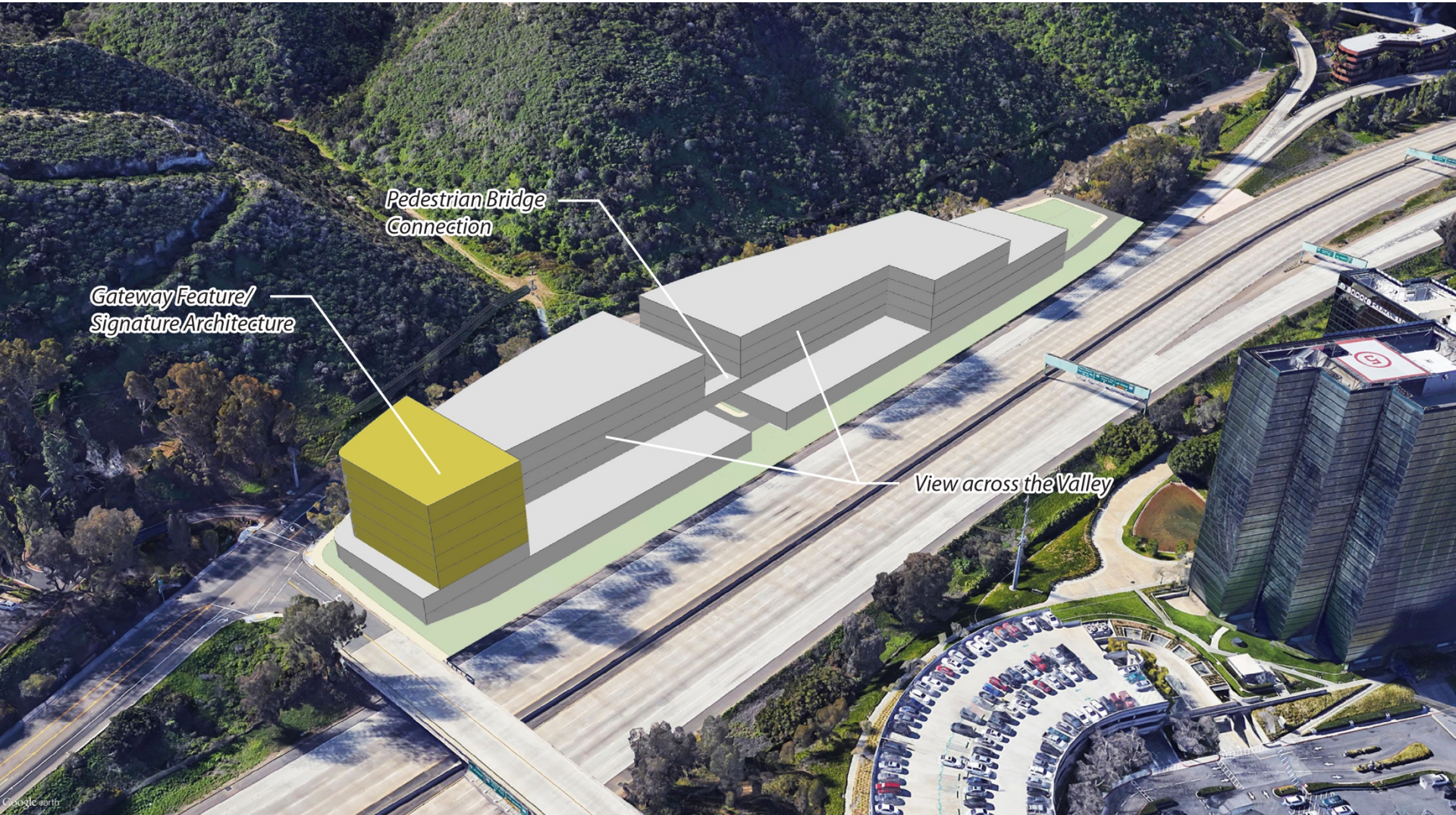
Example 2: C. del Rio South site

Blocks and Circulation



Example 2: C. del Rio South site

Site Planning



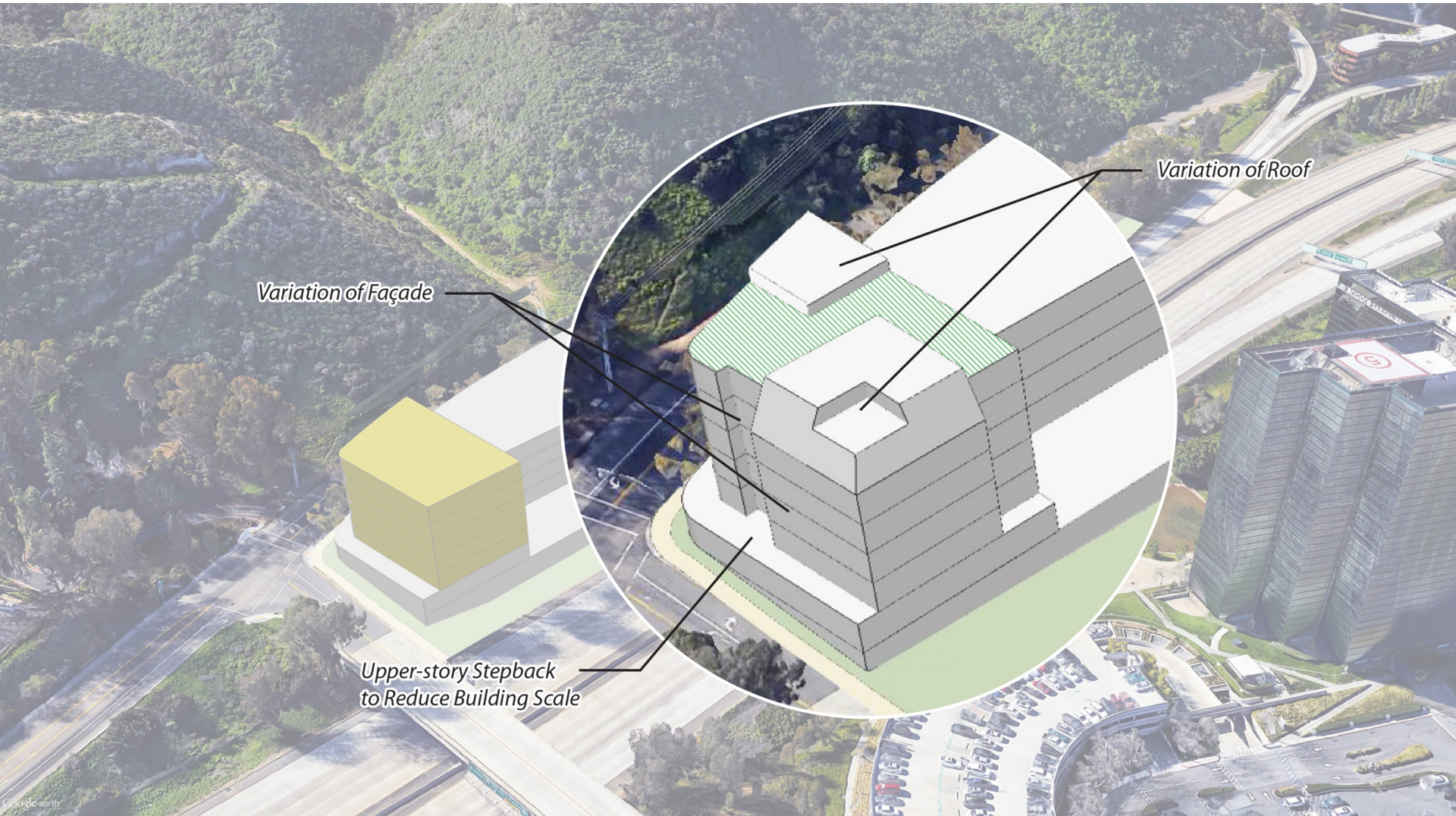
Example 2: C. del Rio South site

Parks and Open Space



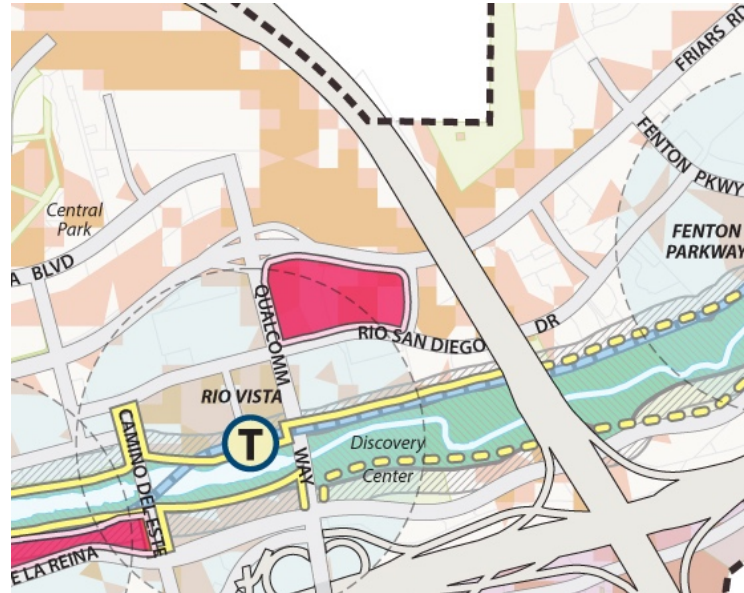
Example 2: C. del Rio South site

Building Articulation



Example 3: Rio San Diego site

- *Infill Site*
- *Transit Area*



Example 3: Rio San Diego site

Site



Example 3: Rio San Diego site

Structure



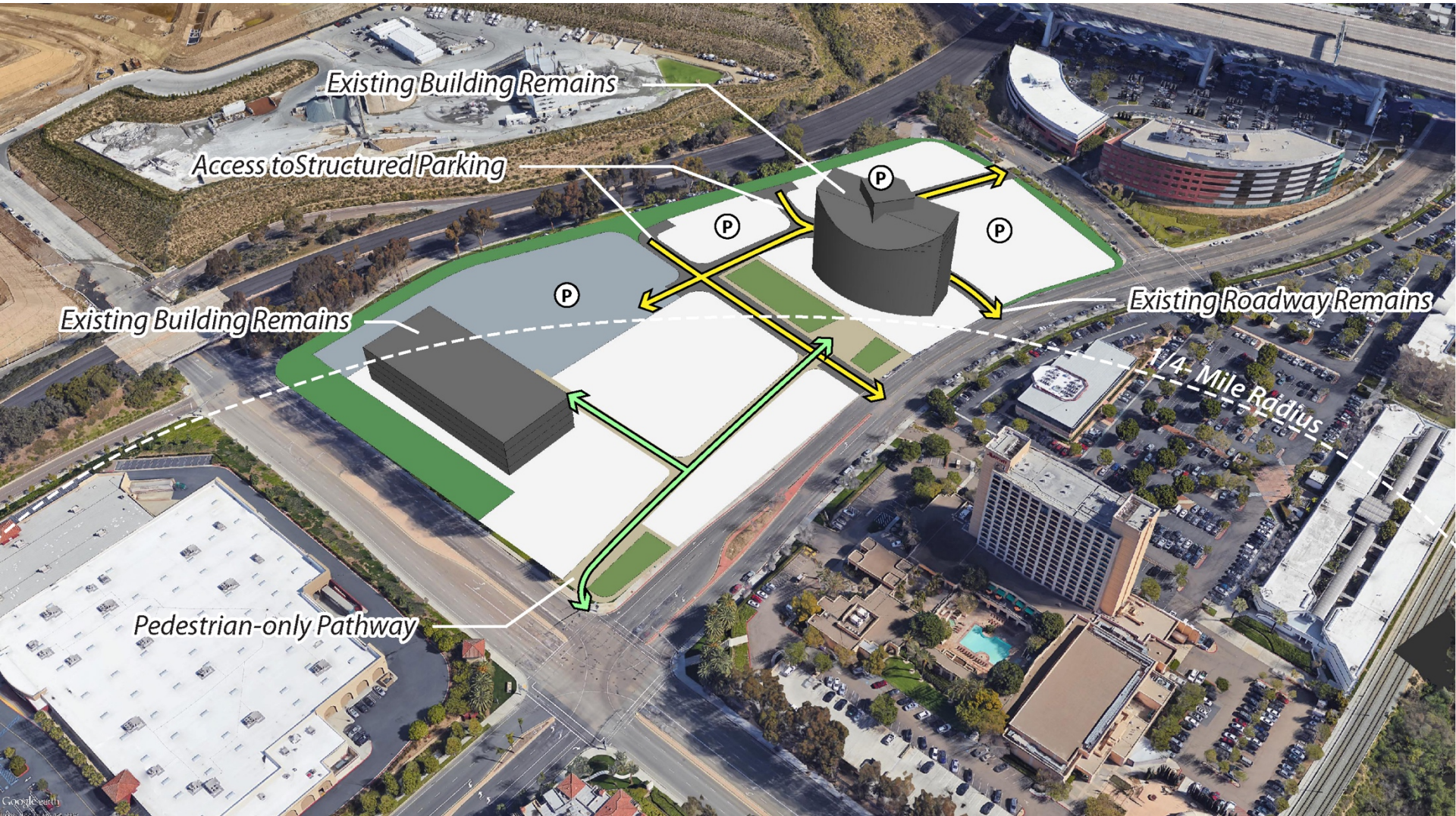
Example 3: Rio San Diego site

Blocks and Circulation



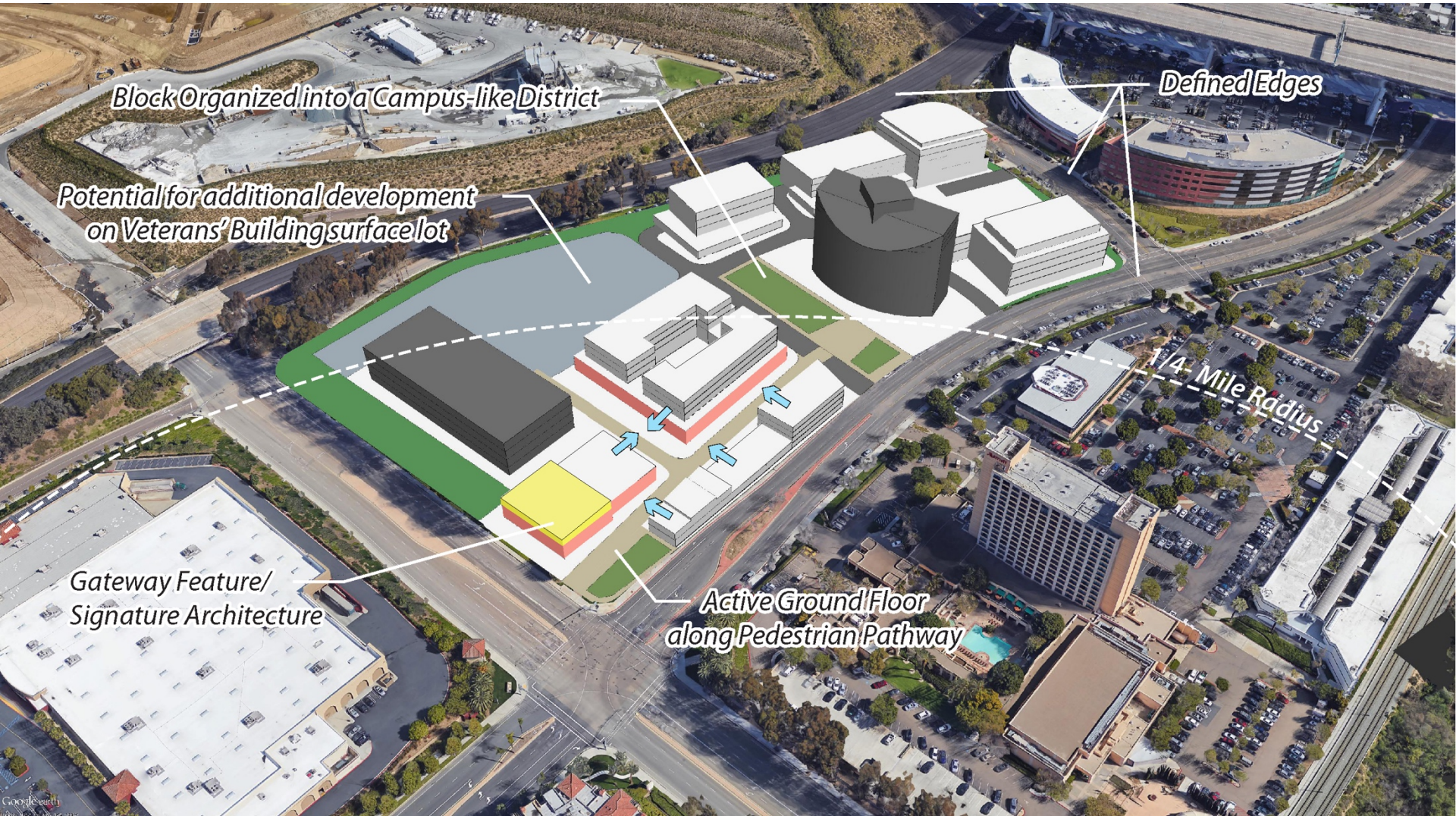
Example 3: Rio San Diego site

Site Planning



Example 3: Rio San Diego site

Site Planning

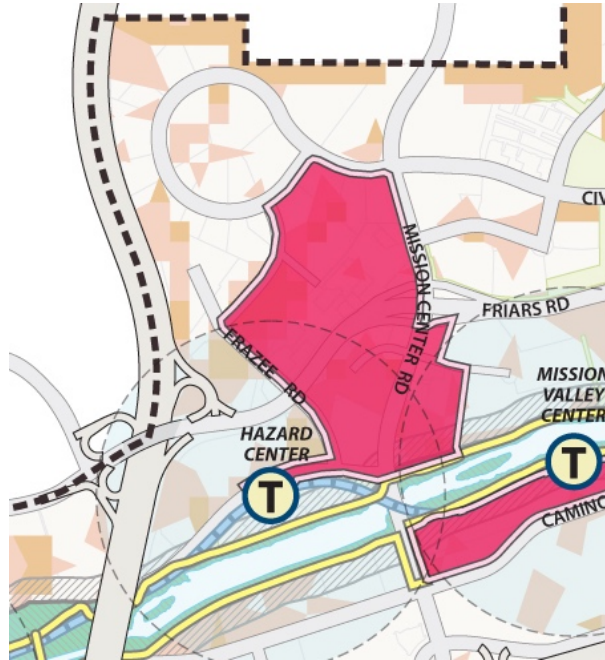


Example 3: Rio San Diego site

Open Space



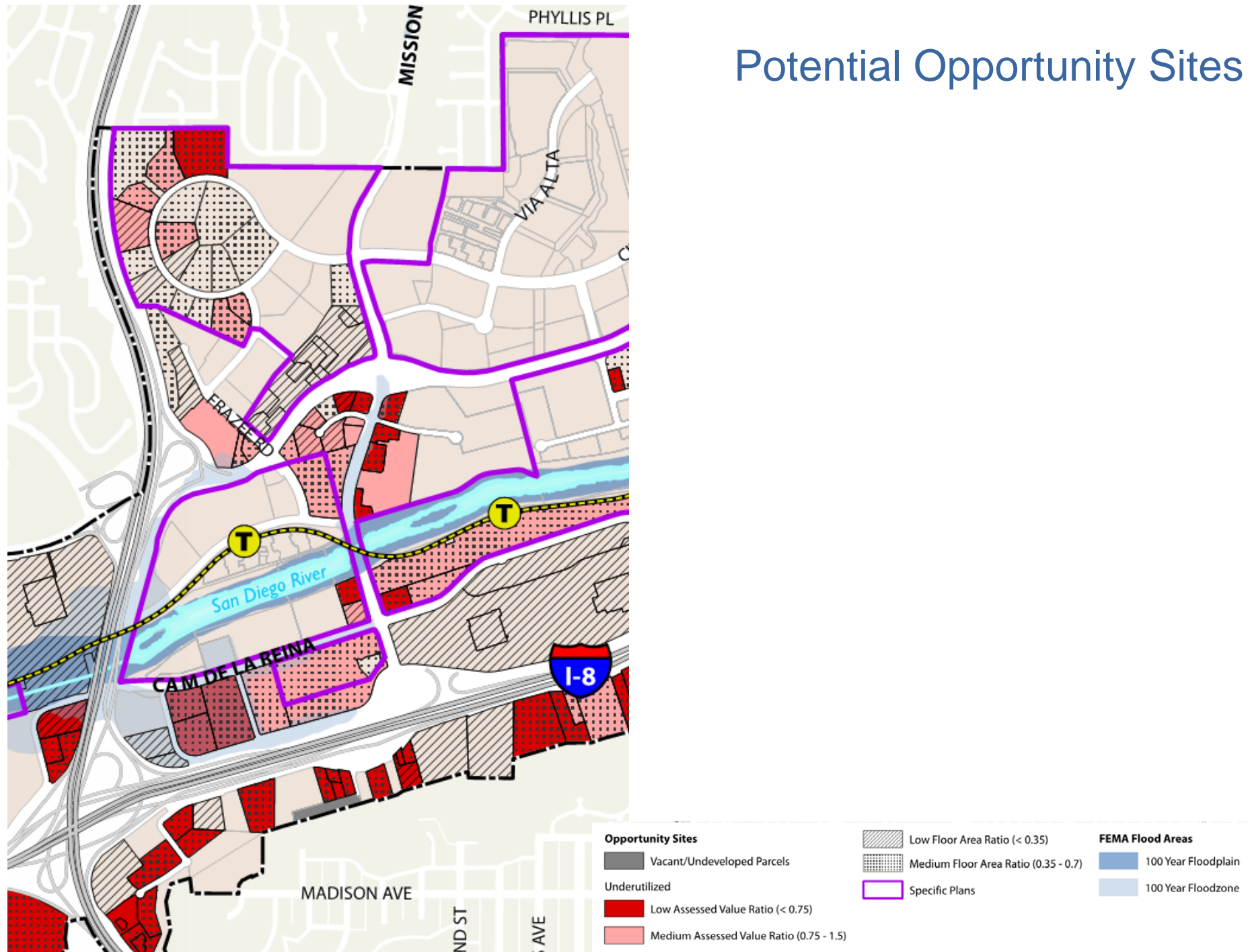
Example 4: Friars Mission Center and Hazard Center East area Over Street Study



- *Transit Area*
- *River Corridor Area*
- *Potential Community Node*
- *Hillside Areas*



Potential Opportunity Sites



Study Area



This aerial map of the Mission Center area in San Jose, California, displays various land use zones and transportation infrastructure. Key features include:

- Transportation Infrastructure:** The 163 highway (San Jose-San Francisco Expressway) runs vertically on the left. Mission Center Rd runs horizontally across the top and middle. Civita Blvd, Westside Dr, and Friars Road are also visible.
- Land Use Zones:** The map shows several distinct zones, including residential areas (indicated by small, dense building footprints), commercial areas (larger buildings and parking lots), and industrial areas (large, open lots). Some areas are highlighted with a thick black outline, indicating a specific project area.
- Geographic Features:** The San Jose-San Francisco Expressway is visible on the left, and the San Jose-San Francisco Expressway is visible on the right.

 Vacant/Undeveloped Parcels

Underutilized

 Low Assessed Value Ratio (< 0.75)

 Medium Assessed Value Ratio ($0.75 - 1.5$)

 Low Floor Area Ratio (< 0.35)

 Medium Floor Area Ratio ($0.35 - 0.7$)

Existing Conditions

- *Urban Form: Superblocks with Defined Edges*
- *Large scale infrastructure with limited interaction among uses*
- *“Patchwork” with no proper Urban Framework*

-
- Secondary Block Access
- Full Junction – Block Connection

Existing Conditions

Topography: A Terraced Site that increases the disconnect between Blocks and Public Spaces



Key Opportunities

- *Transform the area from a “Super Block” to a connected Mixed Use District*
- *Strengthen Frazee Rd. as a community connector street*
- *Highlight the key nodes (trolley stations, street intersections, river...)*
- *Create a “Gateway” experience on Friars Road*



-  Interior Common Space
-  Connections

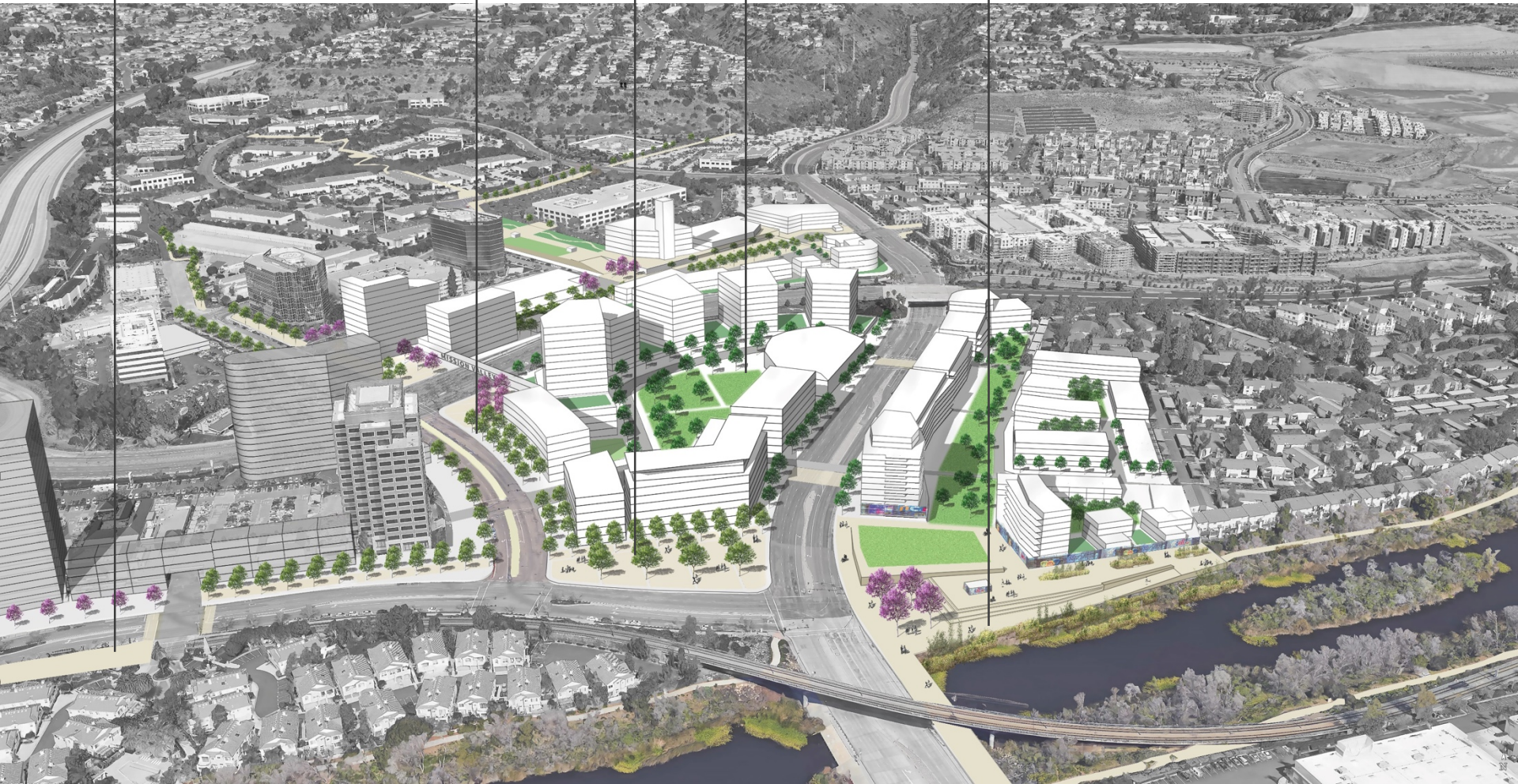
*Trolley Station
Highlight*

Street Experience

Public Spaces

*Common
Recreational*

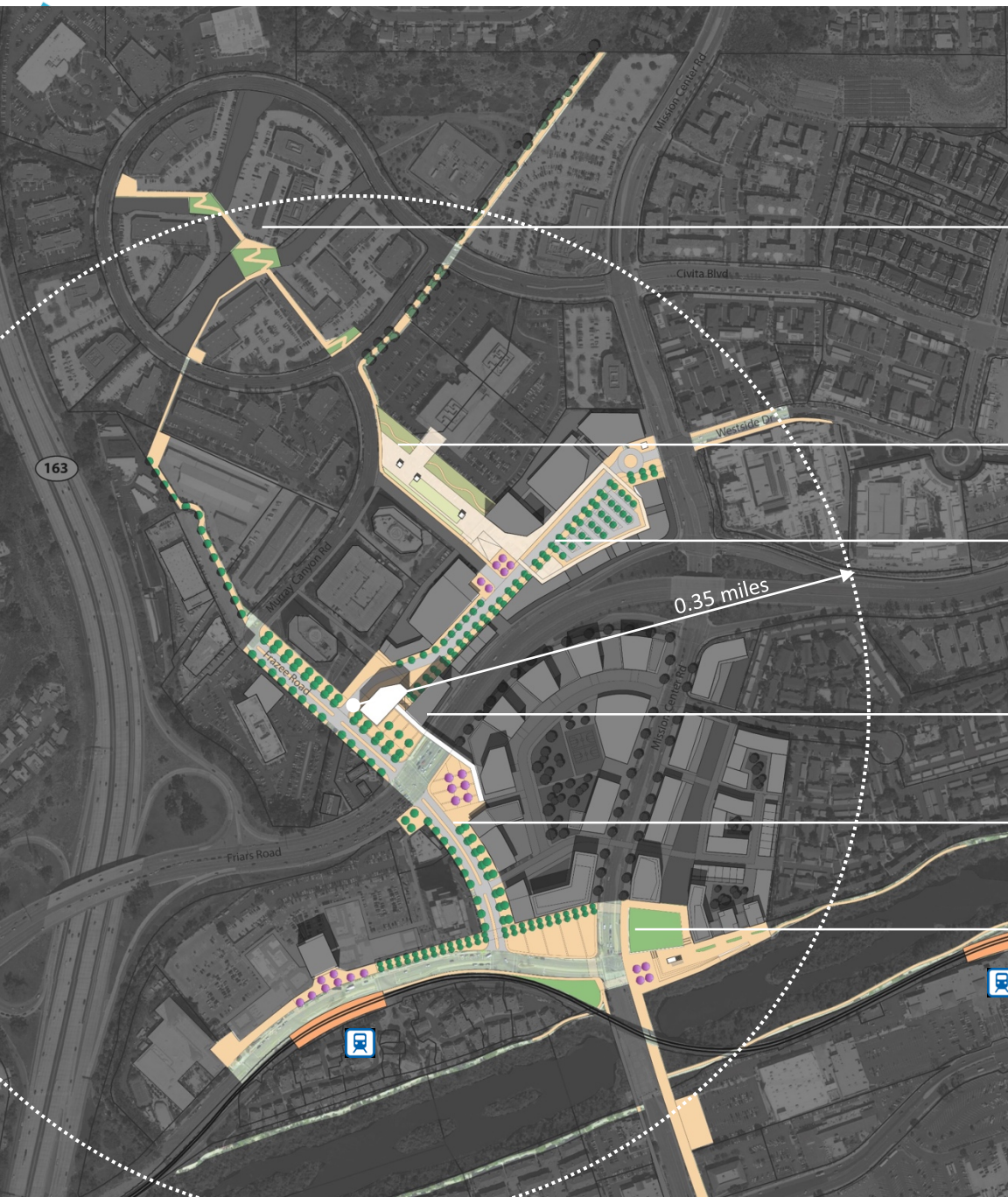
*River Connection
Ped/Bike Hub*



Proposed Site Plan



Public Realm Connections



1- Pedestrian Path

2- Elevated Park

3- Interior Commercial Street

4- Pedestrian Bridge - Gateway

5- Neighborhood Street – Frazee Rd

6- Bridge Anchor / River Highlight

7- Trolley Station Highlight

Open Space Network

1- The Canyon

2- Landscaped Terraces

3- Interior Commercial Street

4- Recreation Commons

5- Residential Commons - Greenway

6- Bridge Anchor / River Highlight

7- Bridge Trolley Stations with Public realm



Super Block 1 – “Interior Commercial Street”

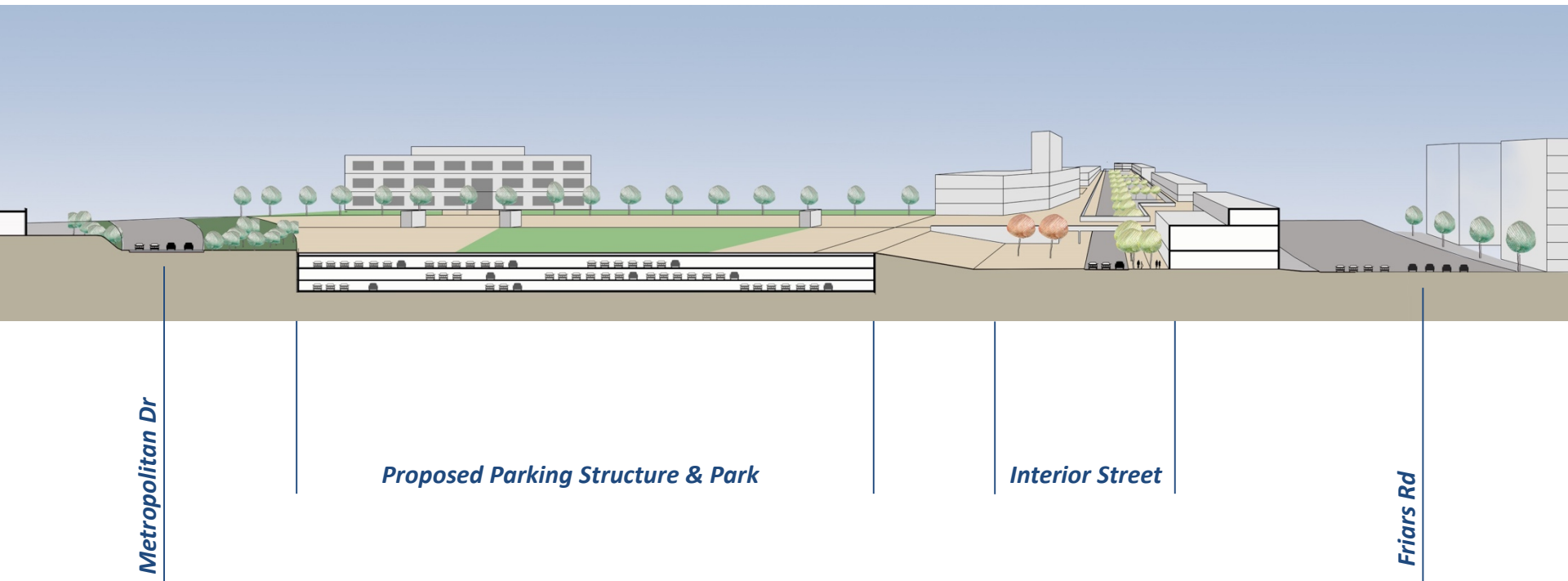
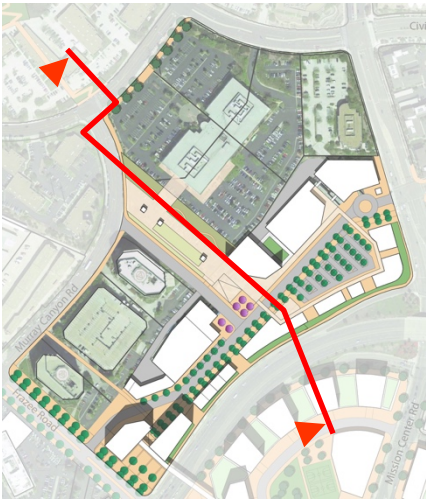


Lot Size: 628,000 sf
Lot Coverage: 29%
FAR: 0.29



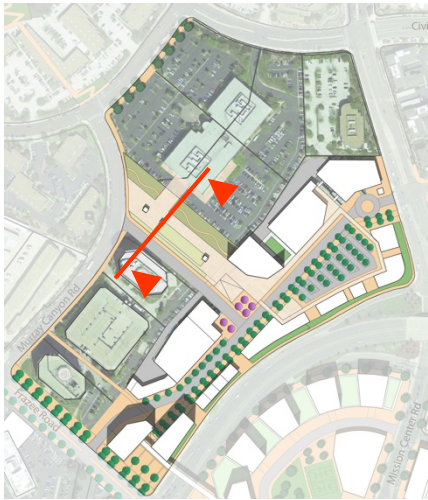
Proposed Lot Coverage: 44%
Proposed FAR: 1.22
Proposed Building Max Height: 10 floors

Super Block 1 – “Interior Commercial Street”

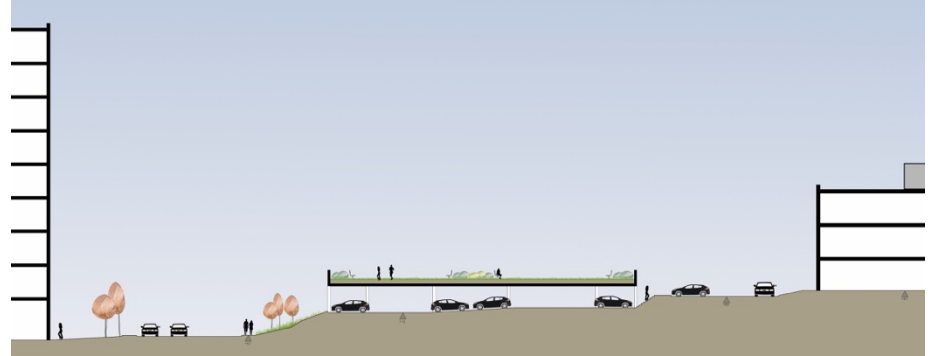


Super Block 1 – “Interior Commercial Street”

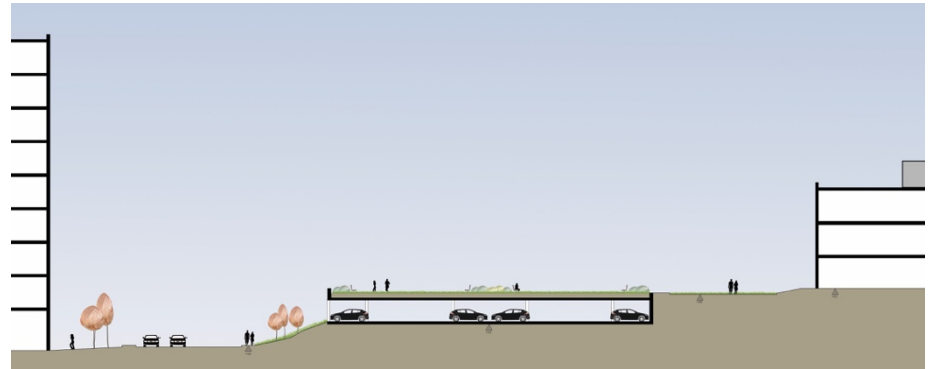
“Overstreet Park”



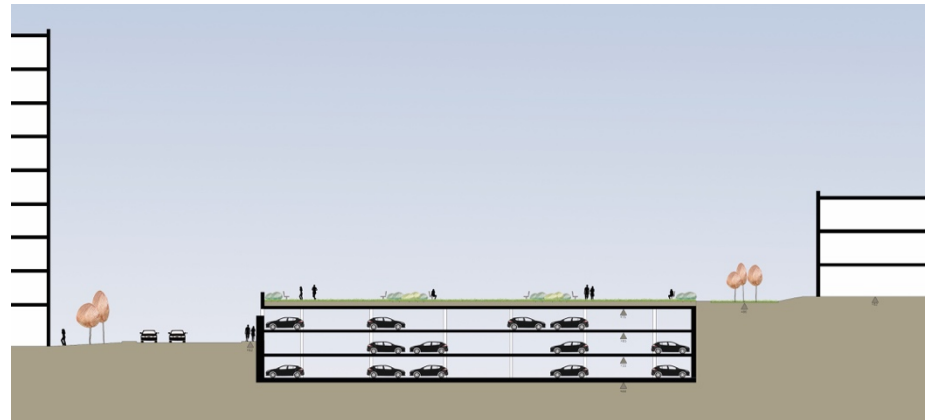
At-grade Parking Structure – 190 Spaces



Subterranean Parking Structure – 190 Spaces



Multi-level Parking Structure – 750 Spaces



Super Block 2 – Office & Recreation



Lot Size: 608,500 sf
Lot Coverage: 25.5%
FAR: 0.45



Proposed Lot Coverage: 43%
Proposed FAR: 2.25
Proposed Building Heights: 1 to 12 floors

Super Block 3 – Residential by the River



Lot Size: 426,000 sf

Lot Coverage: 24%

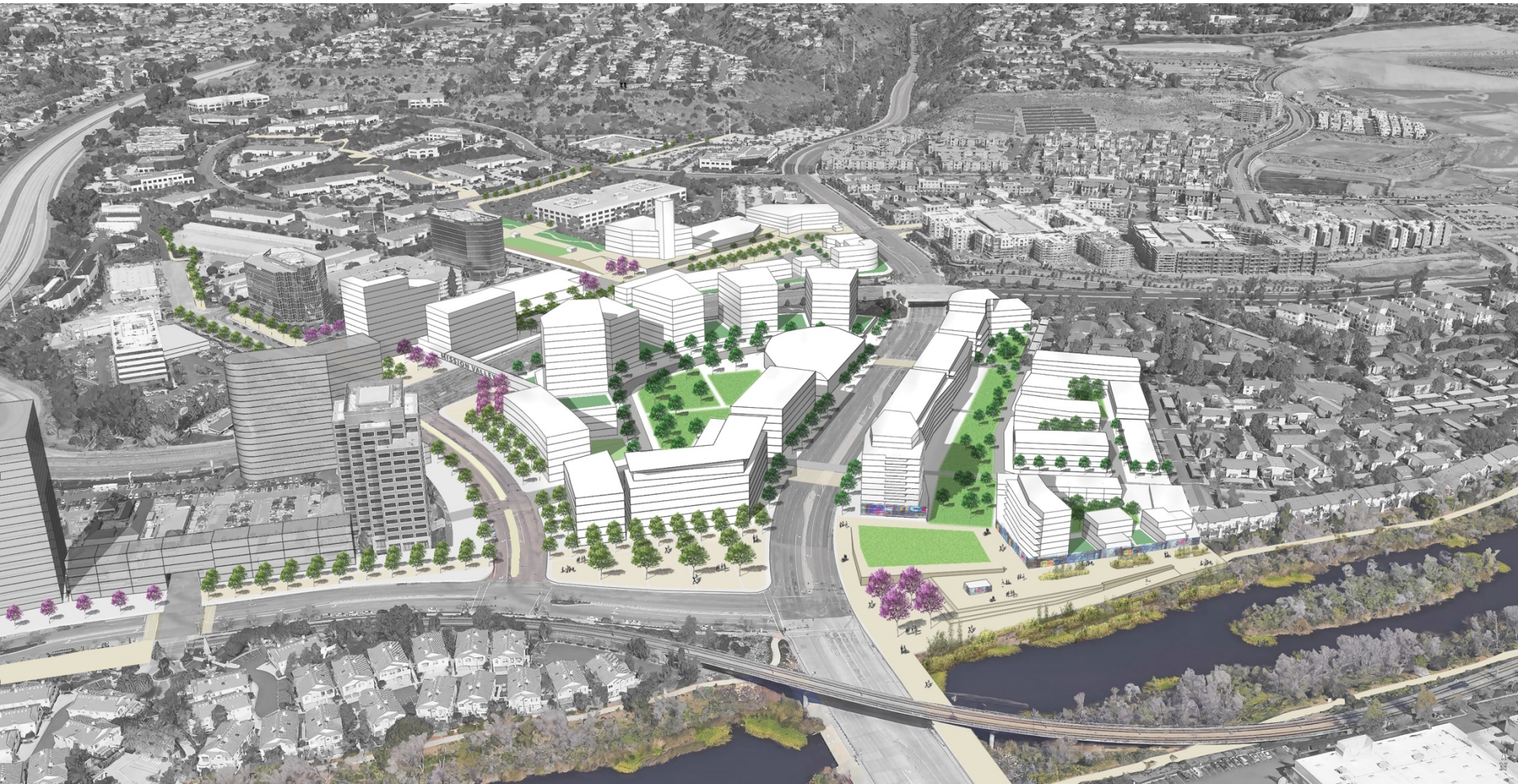
FAR: 0.47



Proposed Lot Coverage: 40%

Proposed FAR: 2

Proposed Max Building Heights: 8 floors





Trolley
Station

Neighborhood
Street

Gateway

Elevated Park

Plaza – Farmers
Market

Interior Commercial
Street

Greenway

River Front
Park

Active Ground
Floor by the River

Existing River
Walk



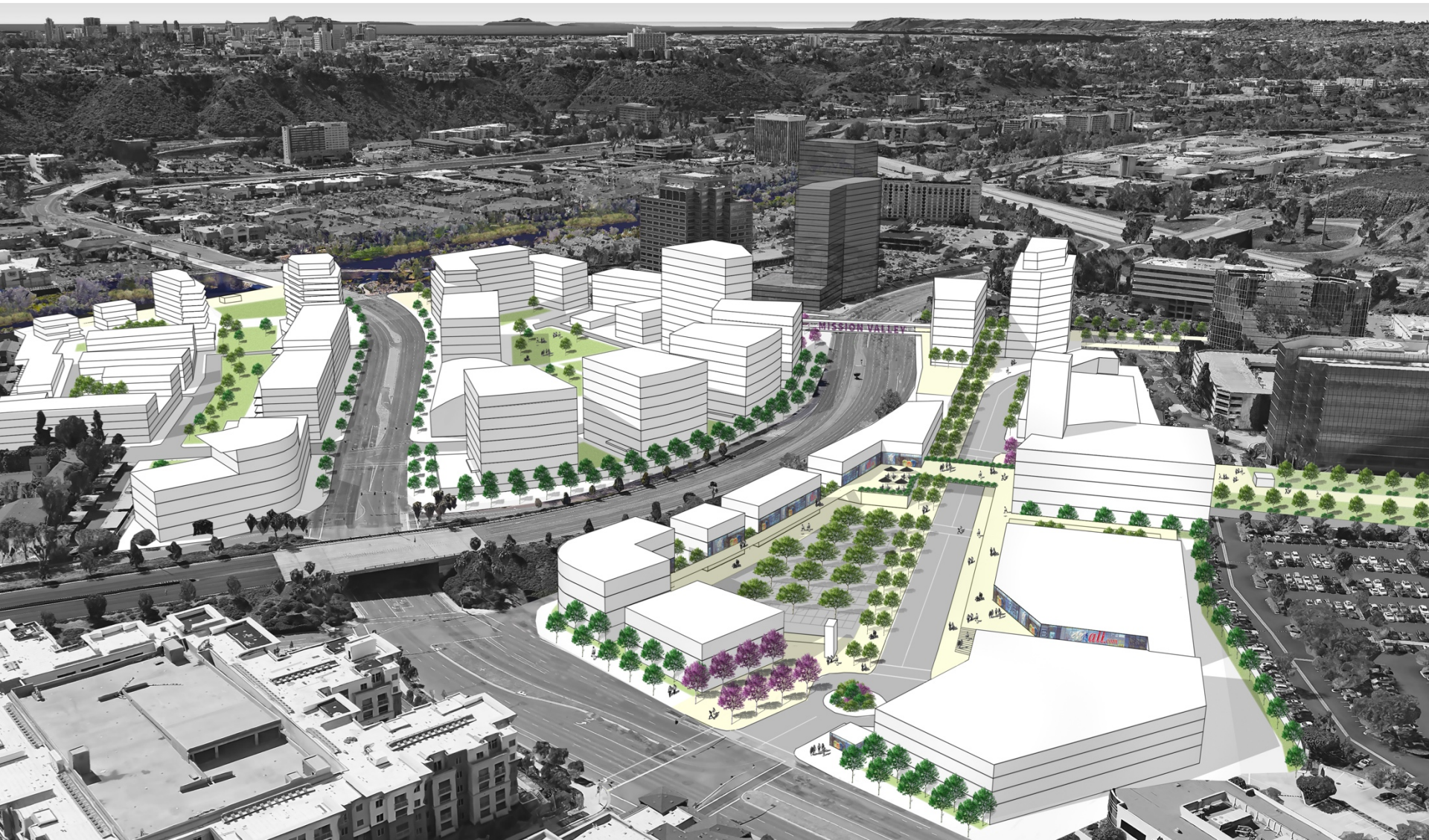
The Bridge Anchor

*Plaza – Farmers
Market*

*River Front
Park*

*Active Ground
Floor by the River*







Discussion

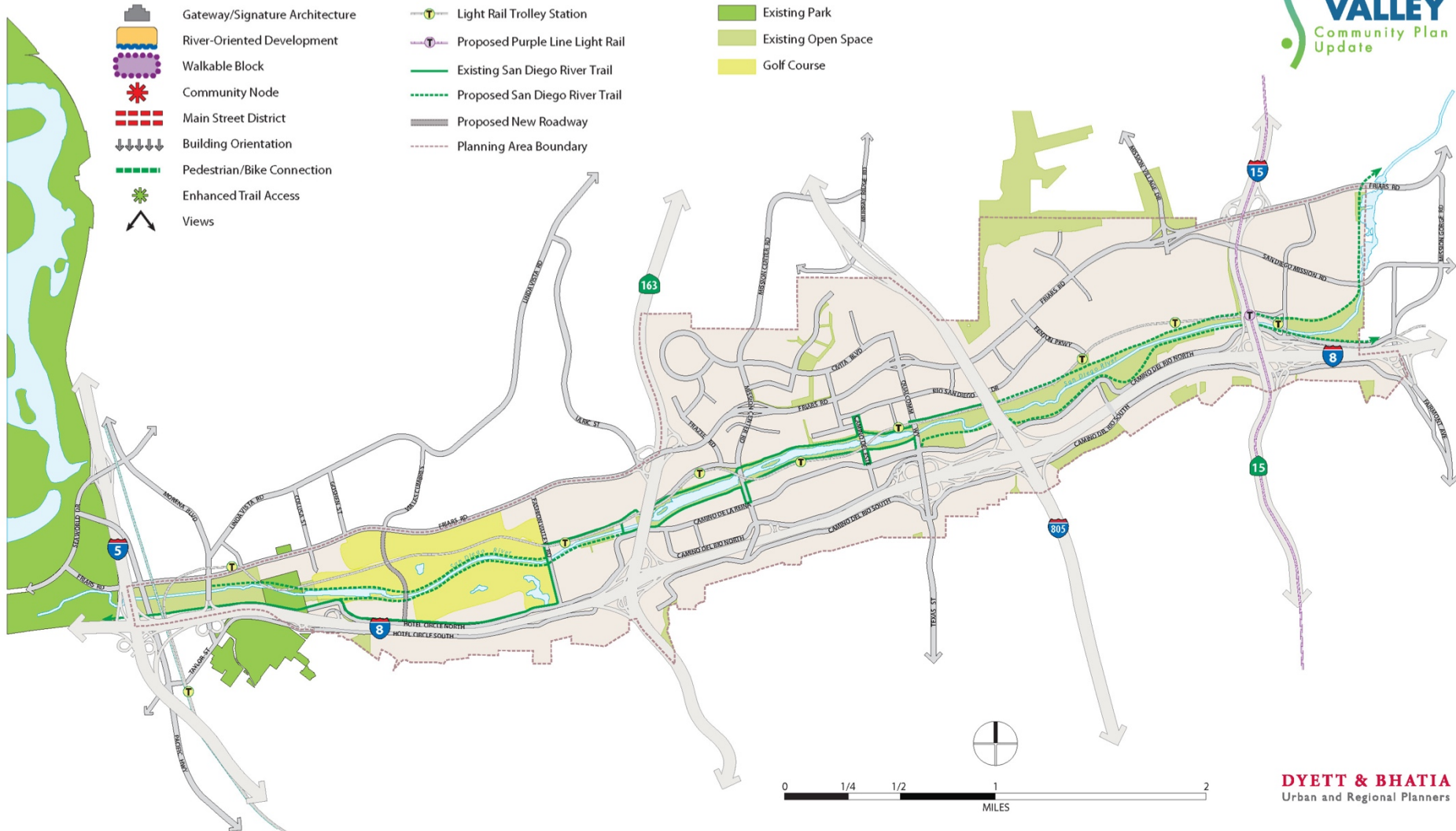


- **Plan to emphasize urban design/place-making, rather than land use**
- **Goals and policies that promote a strong public realm**
- **Strategic public realm improvement concepts (streetscapes, new connections, etc.)**
- **Design guidelines to guide development**

- What places are most important to build around?
- Potential locations for
 - *Gateways?*
 - *Community Nodes/Main Streets?*
- Building orientation along major and minor roadways?
- Areas where development should be oriented toward river?

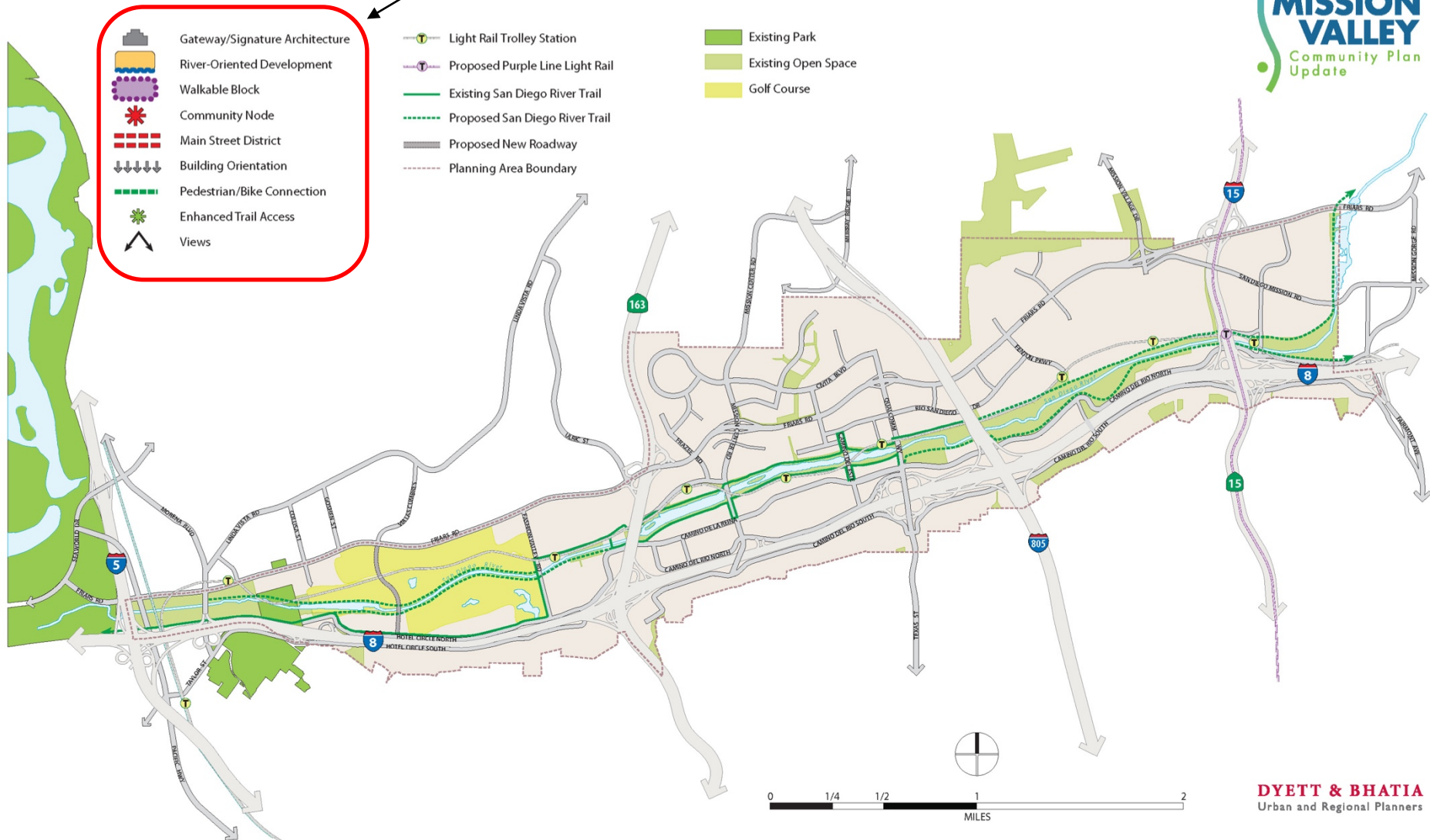
- What guidelines/topics are most critical to specific areas?
- What are some appropriate ways to establish character/identity for transit areas? All transit areas? Measures unique to specific transit areas?
- What characteristics/concepts of urban form discussed here are important to you?
- **Take-home mapping activity**

URBAN DESIGN FORM & ORIENTATION



***Draw these symbols on the map
where you see appropriate***

URBAN DESIGN FORM & ORIENTATION



- September 9 CPG Subcommittee Meeting:
 - *Historic Resources*
- Current Online Survey Topic: Parks and Recreation
 - *Launching next week*



Design Guideline Topics and Preliminary Urban Design

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August 12, 2016**