Administration

Purpose
The design guidelines are intended to promote quality design, consistent with overall vision, while providing a level of flexibility to encourage creative design. The guidelines direct the physical design of building sites, architecture, and landscape elements within the Specific Plan boundary. This comprehensive approach represents a more understandable and predictable way to shape the physical future by emphasizing building form and landscape design that reinforce urban and transit-oriented development patterns.

These design guidelines are established to create a distinct character for Harbor Boulevard and to ensure that new development is designed with a pedestrian emphasis that will cultivate a vital and active street life while creating an overall positive architectural aesthetic.

Applicability
The provisions of this section shall apply to all development within the Specific Plan boundary. Any addition, remodeling, relocation, or construction requiring a building permit that is subject to review per Chapter 41-668, et al of the SAMC (Development Project Plan Approval) shall adhere to these standards and guidelines where applicable.

Interpretation
Compliance with a design guideline written as a “shall” or “must” is required. Compliance with a design guideline written as a “should” requires compliance unless a legitimate reason or design substitute is deemed acceptable through the design review process. A design guideline written with an action verb (e.g., provide, use, locate, create, establish, employ) is highly recommended.

A design guideline written as a “may” is permitted, but requires explanation as to why it is necessary that is deemed acceptable through the design review process. Finally, a design guideline written as “prohibited” or “not allowed” identifies an action or design that is not permitted.

Building Design

Massing and Scale
1. Quarter-block, half-block, and full-block development projects should all adhere to the character and objectives of the guidelines. Large and scaleless building masses should be avoided.
2. Substantial projects should be designed as a collection of suitably scaled buildings instead of a singular mass.
3. Buildings greater than three stories should provide variation by using balconies, fenestration, and sunshades to create an interesting pattern of projections and recesses, light, and shadow.
4. Building mass should be articulated to reflect a human scale, both horizontally and vertically. Examples of such building elements include articulated facades, corner elements, inset windows, highlighted entry features, and prominent cornices and rooflines.
5. Building mass should be placed toward the public realm, forming a distinctive street wall that outlines and characterizes the corridor.
6. When adjacent to existing single family homes, buildings over two stories should be made less imposing by stepping back on elevations above the second floor.
7. Courtyards and atriums should be used to bring light and air into interior spaces, where appropriate.

Corner Treatment
1. Buildings with special architectural elements should be positioned on corners of significant intersections, entries, or near the center of grouped buildings. Elements may include:
   » Clock towers
   » Diagonal walls at the corner
   » A substantial art form or fountain
   » A taller, prominent rooftop element
   » Significant stepbacks on upper floors
2. Renovations to existing corner buildings with blank walls should include additional articulation and detail, display windows, and extended facade material, colors, and treatments.
3. Vertical focal elements, such as towers, spires, and domes, become landmarks and serve as orientation points for the community. Vertical focal elements are encouraged, especially for buildings adjacent to intersections and transit nodes.

Special attention should be paid to corner features of buildings at prominent intersections.
Harbor Mixed Use Transit Corridor Plan

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1. The style of the roof should be in accordance with the building’s architectural character to enhance the value of the building design.
2. A variety of roof planes and ridge heights may be used.
3. Rooftop and other building mechanical equipment should be screened from public view.
   - The building mechanical equipment should be housed within the building or enclosed in a penthouse structure that is incorporated with the design of the building.
   - When mechanical equipment is placed on a rooftop, it should be located below the highest vertical element of the building wherever possible to avoid the use of penthouse structures or other special screening devices.
   - When mechanical equipment is added to an existing building, it should be screened in such a way as to match the architectural style and materials of the existing building without giving the appearance of being added on.
   - Mechanical equipment should be placed away from adjacent residential uses to minimize noise impacts.
4. Roof drains should be designed as an integral part of the structure.
5. Roof access should be provided from the interior of the building. Exterior roof access ladders are not appropriate.

Building Colors and Materials

1. Buildings shall use durable, high quality materials to develop long-lasting buildings which can be adaptively reused over time.
   - Brick, natural stone, precast concrete, and factory-finished metal panels (heavy gauge only, in corrugated or flat sections) are preferred.
   - Alternatives to stucco are preferred. When stucco is used it should be applied with a smooth finish. Stucco seams should be used to create visual interest for the building’s facade and form.
   - The finish, texture, and color of materials should be compatible with the overall architectural theme.
2. Greater attention to detail and quality should be used at the lower levels of a building to contribute to an enhanced streetscape.
3. Encourage buildings to express a variety of architectural styles, but with full awareness of, and respect for, the height, mass, articulation, and materials of the high quality (desirable) older buildings that surround them.
4. Architectural style and use of quality materials shall be consistent throughout an entire mixed-use project; however, variations in materials and details may be used to differentiate between the residential and commercial portions of the project.
5. Construction details should be authentic and applied with consistency. Faux architecture that mimics a past era is strongly discouraged.
6. Materials and colors should be used to imply form changes, particularly for entrance lobbies, massing changes, and different uses or tenants.
7. Bright color palettes should be tested onsite to verify appropriateness for the site and block.
8. Garage openings, entrance canopies, scuppers, downspouts, and metal railings should follow the aesthetic of the building theme.
9. The use of concrete is allowed as long as it is part of an overall architectural composition, and it should have a finished architectural expression.
10. Facade elements constructed of foam or foam molding is prohibited on the ground floor of buildings and should be avoided overall. If used, they should be well proportioned and constructed to avoid appearing glued to the building.
11. Concrete masonry units should only be used if they are fundamental to the building design and have a suitable appearance at the ground floor.

Windows, Doors, Balconies, and Walls

1. The rhythm of windows and entrances should provide interest and engage pedestrians.
2. Clear glass should be used on the ground floor of facades with marginal obstruction from window signs, permanent shades, or interior displays.
3. Balconies and bay windows in upper stories are encouraged to enhance activity and provide “eyes on the street.”
4. The design, size, type, and location of windows should enhance interior daylight and potentially decrease the size/type of required heating/cooling systems.
5. For nonresidential storefronts, curtain wall, metal panel, frameless glass porch wall systems, and high quality glass storefront wall systems should be used.
   a) Installation using a vertical cavity system and reinforced fiber cement panels are acceptable.
   b) Windows and glass curtain wall systems should be transparent. Highly reflective or very dark glass is not allowed.

**Roof Treatment**

**Building Colors and Materials**

**Windows, Doors, Balconies, and Walls**

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3. For residential buildings, windows should be of high quality and afford a shadow line and depth. This may be achieved through inset windows with an integral frame or insetting the window into the exterior wall.

4. Walls should have breaks, recesses, and offsets, especially at entries and important intersections. Long walls shall be made more attractive and visually interesting through the incorporation of surface articulation, pilasters, and view fencing where appropriate.

5. Murals, trellises, or vines and espaliers should be placed on large expanses of walls at the rear or sides of buildings to soften the wall and create interest.

### Architectural Lighting

1. Lighting should enhance the building’s architecture and augment the street and sidewalk experience at night.

2. Direct lamp glare from unshielded floodlights is not permitted.

3. Lighting that aims light directly into the night sky is prohibited.

4. Internal and external storefront lighting should be designed for ground floor retail and restaurant spaces to augment the pedestrian space and encourage window shopping even when stores are closed.

5. Special illumination should be used to highlight main building entrances and add interest to the building facade. Subtle lighting to accent the architecture and special architectural elements (such as distinctive building rooftops) is encouraged.

6. Secondary building entrances and parking/loading/service access points should have lighting compatible with the project’s lighting to maintain a safe environment around the entire project, especially where pedestrians and other building tenants circulate.

7. Warm white light is encouraged. Blinking, flashing, and oscillating lights are prohibited. Colored lights are not encouraged unless they contribute to the theming of commercial areas or establishments. Overly bright or glaring lights should be avoided.

8. Automatic timers should be programmed to maximize personal safety at night while conserving energy. They should be reset seasonally to match the flux of dusk/dawn.

9. Exterior lighting should be designed and located to not project off-site or onto adjacent uses. This is especially critical with neighboring residential uses.

### Facades and Streetwalls

#### Articulation and Details

1. Streetwalls should be consistent along Harbor Boulevard, with articulation used primarily for entrances and outdoor dining areas.

2. Individual buildings along the streetwall should be delineated. Provide slight differences in materials, coloration, and embellishment while keeping consistent floor heights, structural bay patterns, and upper-story window placements.

3. The highest level of detail should occur on the ground floor’s front facade and facades visible from public streets. However, similar and complementary massing, materials, and details should be incorporated into side and rear facades.

4. Building facades should be articulated with a building base, body, and roof or parapet edge. This creates a shared point of reference that allows different buildings to relate to each other, regardless of individual architectural styles or approaches.

5. Monolithic building wall facades should be broken by horizontal and vertical articulation, including variation in the wall plane (projecting and recessing elements), variation in wall height, and roofs containing different forms and located at different levels.

6. Openings in the streetwall should be restricted to those needed to provide for pedestrian paseos, public plazas, entry forecourts, and permitted vehicular access driveways.

7. The maximum width of a blank wall without an architectural feature of at least 6 inches should be 25 feet.

8. Building facades should include three-dimensional detailing such as cornices, belt courses, window moldings, bay windows, and reveals to create shadows and facade relief. Ample, articulated doors and windows create visual interest and allow one to see inside.

9. Materials, texture, patterns, colors, and details on building facades should vary to diminish the perceived mass of large buildings and to create the impression of smaller-scale buildings.

10. Walls are encouraged to incorporate art work and other surface articulation to add visual interest to the streetscape. Walls may not contain offsite or onsite advertising except as permitted in Section 41-863 of the SAMC.
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Entrances and Storefronts
1. Active uses along the streetwall should be focused at the sidewalk level, with the greatest concentration at the intersection of two streets.
2. Entries to stores and ground-floor commercial uses should be visually distinct from the rest of the store facade, with inventive use of scale, materials, glazing, projecting or recessed forms, architectural details, color, and/or awnings. These entries should have direct at-grade access from the sidewalk.
3. Individual storefronts should be clearly defined by architectural elements such as piers or changes in plane and/or materials.
4. Live-work or shopkeeper units should be designed to appear like a commercial storefront, gallery, or urban light industrial, compatible to the area it is most affiliated with in character.
5. Between 3 and 12 feet above the sidewalk, a minimum of 60% of the facade should contain windows of clear or lightly tinted vision glass that allows views of indoor space. Heavier tinted or mirrored glass should not be permitted.
6. Incorporate Crime Prevention Through Environmental Design (CPTED) measures to establish safer environments in all new development. Physically intimidating security measures such as window grills or spiked gates should be avoided; security concerns should be addressed by creating well-lit, well-used streets and active residential frontages.
7. Residential units must be designed to ensure the security of residents through secured entrances and exits that are separate from the nonresidential uses and are directly accessible to resident parking areas.

Awnings, Canopies, and Marquees
1. Awnings, canopies, and marquees enhance the pedestrian environment by providing visual interest and a human scale. Their use is encouraged but care must be taken so they do not negatively impact the pedestrian zone. Ground supports for encroachments are prohibited.
2. A continuous series of awnings, canopies, or other coverings is encouraged along all retail street frontages. Awnings and canopies should be designed to correspond to individual storefront structural bays and should convey the outline and proportion of storefront window openings.
3. Awnings should be composed of quality materials such as steel and glass. High-gloss, vinyl, or plasticized fabrics should not be used. Awnings should not conceal important architectural details.

Open Space

Public Space
1. Public open spaces, such as plazas, arcades, and paseos, should be incorporated into the public right-of-way.
2. Public open spaces should be surrounded by attractively designed buildings and landscape elements, as well as uses that promote pedestrian activity.
3. Outdoor dining areas are encouraged within plazas to encourage activation of the pedestrian realm.
4. Buildings, signs, landscaping, and outdoor furniture should work together to create a pleasant pedestrian environment. Trees that provide shade are especially important and should be incorporated in public outdoor spaces.
5. Site amenities, such as seating areas, drinking fountains, provisions for bicyclists, water features, and public art, should be incorporated into the public right-of-way and should complement its architectural character.
6. A perimeter feature such as a low hedge or seat wall may be included along the edge of a park or plaza, but fencing is prohibited unless hours are restricted.
7. String lights (non-blinking) can be used to accent trees or trellises within public spaces to create a festive atmosphere at night.

Pedestrian Pathways

1. Safe and convenient pedestrian connections should be provided between buildings, open spaces, and parking areas. The connections should be visually emphasized through landscaping, lighting, and/or paving materials.
2. Public paseos should be made available where blocks are greater than 400 feet in length or where a destination, view, or pedestrian path warrants a midblock pedestrian link.
3. The onsite pedestrian circulation system should be directly connected to off-site public sidewalks.
4. Pedestrian connectivity should be preserved and emphasized when transitioning between neighborhoods and differing land uses.
5. Walkways and paseos should be lit to ensure safe nighttime conditions.
6. Lighting should be scaled for pedestrians and of a style consistent with the surrounding architectural theme.
7. Where appropriate, pocket lighting may be incorporated into walls, stairs, or bollards.
Circulation and Parking

Access
1. Vehicular access to each site must be designed to minimize conflicts between pedestrians, autos, and service vehicles. Sight lines, pedestrian walkways, and lighting are factors to consider in final site designs. Entrance and exit points should be well marked with streetscape and landscape features.

2. The number of site access points should be minimized. Curb cuts should be located on minor secondary streets, which assists in eliminating pedestrian and vehicular conflicts.

3. Parking lot access points should be located as far as possible from street intersections to allow adequate stacking room.

4. Dead end drive aisles must be avoided.

5. Colored, textured, and/or permeable paving treatments at entry drives are encouraged.

6. The main vehicular access into a multi-family development should be through an entry drive rather than a parking drive.

Service and Loading Areas
1. Service and loading access points and doors should be designed as an integral component of the facade and should use materials fitting with other materials used throughout the building.

2. Service and loading areas should be carefully designed, located, and integrated into the site plan so they do not detract from the street scene or create a nuisance for adjacent property owners or vehicle traffic.

3. Service and loading areas should be located behind the primary structure out of public view whenever possible. Otherwise, they shall be shielded with berms, landscaping, attractive walls, or decorative screening.

4. When commercial properties are adjacent to residential properties, loading and delivery facilities should be located away from the residences or screened with vegetation.

5. The location of the service and loading areas should consider noise impacts to adjacent properties, which may necessitate enclosing the service or loading area.

6. Service and loading areas should be designed so service vehicles have clear and convenient access and do not block adjacent vehicular or pedestrian circulation.

Parking
1. The site area adjacent to the street should not be dominated with parking. Surface parking lots shall not front Harbor Boulevard. Vehicular parking is encouraged to be hidden from view.

   » Parking should be concentrated in areas behind buildings and away from the street. Parking can be provided underground, in above-ground garage, or behind street-facing buildings within interior parking courts.

   » Parking lots should be screened from adjacent street views but should not be hidden from the view of passersby and police. Headlight walls used to screen parking should provide breaks to allow pedestrian circulation. The walls should be low enough for safety and security purposes.

   » Parking structures and surface lots should be located or screened to enhance the pedestrian environment.

2. Large projects should break up parking areas into a series of smaller connected parking areas to create visual interest.

3. Stand-alone parking structures are not permitted. All above-ground structured parking must be fully integrated into the building(s).

4. Where parking structures are provided, shops, offices, or other commercial spaces should be incorporated on the ground level of the parking structure along street frontages to maintain a pleasant pedestrian experience.

5. Garages should be designed as an integral part of the architecture of the development. They should be the same in materials, color, and detail to the principal buildings of the development.

6. The facades of parking structures must be screened on all sides using architectural solutions and/or landscaping that is integrated and visually consistent with the existing or proposed streetscape.

7. Sufficient tree coverage should be provided within surface parking lots to mitigate the heat island effect and improve views from adjacent streets and buildings.

8. Landscape elements such as green screens or shrub massings at least 5 feet wide should be provided along parking lots adjacent to a street. Landscape planters should be provided adjacent to garage entries along drive aisles to help soften the built environment.

9. Shared access to parking courts with neighboring parcels is highly encouraged.
10. Short-term parking should be located on-street when permitted by the street design.
11. Accessible, secure, and lockable bicycle parking should be provided at strategic locations throughout the development.
12. Parking area lighting should be designed using many small-scale lights versus fewer excessively tall lights.
13. Lighting fixtures should be a continuation of the theme of surrounding architectural styles and in keeping with the quality of surrounding buildings.

**Landscaping**

1. Trees should be used to create an intimate scale, enclose spaces, and frame views, but placement should respect the long-range views of surrounding neighbors.
2. Seasonal shading from trees and shrubs on southern and western facades should be used when developing planting schemes for courtyards and required setback areas. Deciduous trees provide solar control during summer and winter while providing fall color, seasonal flowers, and other desired effects.
3. Vines and potted plants should be used to provide facade texture and color, as well as to accentuate entries, plazas, and paseos.
4. Accent planting should be used around entries and key activity hubs.
5. Formal planting designs are encouraged in courtyards, plazas, and tree wells along the street frontages. Water features should be used with landscaping and natural materials in courtyards and plazas.
6. Vines, espaliers, and potted plants should be used to provide walls, columns, texture, and color and to accentuate entranceways, plazas, and paseos.
7. Drought tolerant grasses should be used for lawn areas where possible.
8. Incorporate roof gardens where possible. Soil depths, roof drainage, and waterproof membranes should be considered during the structural design of the building. Drip irrigation systems should be used with roof gardens to conserve water.
9. Irrigation systems should be designed to apply water slowly, allowing plants to be deep watered and reducing runoff. Low volume irrigation drip systems should be used in all areas except turf irrigation and small ornamental planting. Each street tree should be watered by at least two deep watering bubblers separate from all other irrigation.
10. Landscaping located directly below the eaves or at a rain gutter outlet should be sturdy and able to tolerate heavy sheet flow and periodic saturation.
11. Landscaping should be used to screen trash enclosures, parking areas, storage areas, loading areas, and public utilities.
12. The selected plant species and design and placement of landscaping should provide for natural surveillance of pedestrian areas and should avoid the creation of hiding places.
13. Trees and shrubs should be located and spaced to allow for mature and long-term growth of canopies and root spaces.

**Signage**

**Overall**

1. Signs should be compatible or complimentary with the building’s character, including the architecture and landscape. Signs should enhance the overall theme of the site and building.
2. If multiple signs are located on a single facade, the signs should be arranged in a hierarchical order and should be situated toward varying viewpoints.
3. A shared sign program should be used if multiple tenants are displayed on a single sign. Names should be of a consistent typeface, size, and color palette.
4. A joint sign program should be designed for multi-building sites or buildings that are part of corporate campuses.
5. Mixed-use projects with ground floor commercial should adhere to the standards for nonresidential signs.
6. Additional provisions not addressed in this Specific Plan shall apply per Chapter 41, Article XI of the SAMC.

**Placement**

1. Signs should typically be located above the ground floor storefront and just below the second floor windows, or below the building cornice of one-story buildings.
2. Signs should be affixed so that they relate to the building design. Care should be taken if new bolt holes or brackets are needed that installation does not damage the building.
3. Signage attached to storefront windows should be kept to a minimum.
CHAPTER 6: Design Guidelines

Design and Content

1. Signs should be cohesive with the building's architecture and landscape and express a well-defined hierarchy of information.
2. A sign's message should be as brief as possible.
3. Lettering on a sign should be legible and of an appropriate scale to be read by the intended user.
4. Typefaces, characters, and graphics for signage at the street level should be appropriately scaled for viewing by pedestrians.
5. Letters should be spaced an appropriate distance from one another so as to be easily readable. Letters spaced too close together or too far apart are difficult to read.
6. Lettering styles should be limited to three or less on a single sign to maximize legibility.
7. Symbols and logos may be used in place of words and are often a more efficient and effective way to display information.
8. A substantial contrast between the letters or symbols and the background will improve a sign's legibility.
9. A sign should typically include no more than three colors to be easily legible.

Structure and Materials

1. All raceway should be hidden from view. If this is not possible it should be finished to match the background wall.
2. Signage should be of a permanent type, neatly designed, well constructed, and properly weather-proofed, and should incorporate original designs.
3. Signs should be constructed of durable materials.
   a) Metal: formed, etched, cast, and/or engraved and powder coated or otherwise protected.
   b) Wood: carved, sandblasted, or etched and properly sealed, primed, and painted or stained.
   c) High density preformed foam or similar materials.
2. Rectangular sign cabinets and plastic are not permitted.
3. Signs composed of individual letters and/or symbols are desirable. Cut-out or open three-dimensional letters are encouraged.

Illumination

1. Signs should be externally illuminated by ambient lighting, lights attached to the facade, or exposed neon on the top. External illumination should use focused, low-intensity equipment.
2. Additional illumination should be used when street lights or display window lights do not provide adequate illumination.
3. Channel letters that are individually illuminated are desirable, and internally illuminated plastic cabinets are discouraged.
4. Signs illuminated by downward-directed, wall-mounted lights with fully shielded lamps are encouraged.
5. Projecting light fixtures used for externally illuminated signs should not obscure the graphics of the sign.

Temporary Signs

1. A banner sign attached to a building wall should be the only type of temporary sign allowed.
2. Banners should be understated and observe the design standards of all permanent signs. Banners should remain only for a time period necessary for a specified event.
3. Banners should comply with Section 21.44 of the Municipal Code. Banners should not be displayed in any other fashion. Balloons, flags, etc., are not permitted.

Public Art

1. Public art should be developed in the most accessible and visible places and considered in relation to other visual elements and cues (signage and other elements that may impede or heighten its enjoyment).
2. New installation proposals shall provide a contextual understanding of and be clearly related to the overall network of public art in Santa Ana.
3. Artists should create sustainable, maintainable works of art that aspire to the highest standards of innovation and aesthetic quality.
4. Public art shall be integrated into the project's design at an early stage of development to ensure cohesiveness of site design, architecture, art, landscape, and public space.
Utility, Trash, and Recycling Areas

1. All utilities, such as backflow prevention devices, groupings of meters, etc., should be located outside the public right-of-way within a building recess, utility room, or landscaped area and be fully screened from view of the public right-of-way.

2. The utility wants of future commercial occupants (e.g., grease traps, exhaust chutes, air conditioning) should be thought of in advance, during the initial building design, to avoid problems when retrofitting buildings after construction.

3. A combination of elements should be used to screen utility, trash, and recycling areas, including solid masonry walls, berms, and landscaping.

4. Materials used on trash, recycling, utility, and mailbox enclosures and screens should be the same as or compatible with the primary building. Enclosures connected to or separate from buildings should have a solid, architecturally compatible roof structure.

5. Mailboxes must be onsite and provide adequate parking areas for delivery trucks.

6. Drainage from adjoining roof and pavement should be diverted around the trash and recycling area.

7. Services, including all utility access, above ground equipment, and trash enclosures must be screened.
   - Where alleys do not exist, services including utility access, above-ground equipment, and trash enclosures shall be located in compliance with the building location standards for the zone and this division.
   - No trash enclosure shall be located in required landscape areas, within direct view of streets, or in traffic or pedestrian aisles.
   - Services and their appurtenances shall be screened from and not be located in required setback or landscaped areas.
   - Each development shall provide a trash area. All trash enclosures must be roofed. Multiple family, commercial, and industrial developments with common parking areas shall provide trash enclosures per Section 41-623 and 16-1 to 16-19 of the SAMC. Residential development providing individual trash containers shall provide an area that measures a minimum of 3.5’ x 7’, outside of required setbacks and yards, to store and place out for pick up.
   - Individual trash bins located in a garage shall not encroach into the required parking area.

8. Each residential unit shall have access to onsite laundry facilities.

Resource Conservation

Energy Efficiency

1. Projects and buildings are encouraged to be more energy efficient than required by local and state codes.

2. Energy efficient building materials should be used whenever possible and appropriate.

3. EPA “Energy Star” labeled windows with low-e coatings are encouraged.

4. Energy-efficient and natural lighting should be used wherever possible. Maximize daylighting and views through window placement and design. Passive solar design can be used to reduce heating requirements by 30 to 50%, thus saving money and energy.

5. Materials should be used that reduce the transfer of heat into and/or out of the building. For example, the use of light-colored roofing materials to reflect heat and reduce cooling in buildings is encouraged.

6. South- and west-facing windows should be shaded with an overhang, deciduous trees, or awnings to reduce summer exposure.

7. Parking structures should integrate sustainable design features such as photovoltaic panels (especially on top parking deck), renewable materials with proven longevity, and stormwater treatment wherever possible.

8. Non-toxic, recycled-content materials should be used whenever possible.

Landscaping and Drainage

1. Projects are highly encouraged to use native and low water use plants consistent with the landscaping palettes recommended by the Public Works Agency.

2. Irrigation systems should incorporate water conserving methods and water efficient technologies such as drip emitters, evaportranspiration controllers, and moisture sensors. Explore opportunities to reuse rain water and/or gray water for irrigation.

3. Landscaping areas should use minimal water resources and impermeable surfaces. Lawn/turf shall be limited to areas that serve a functional purpose.

4. Drainage should be directed to permeable areas to minimize discharge to the storm drain system. Use pervious or open grid paving for parking areas whenever possible to reduce the negative effects of stormwater runoff and to facilitate groundwater recharge.
Transit Station Areas

1. Transit amenities such as bus stops, seating, bike racks, bike storage, and showers should be integrated into new projects to promote the use of alternative transportation.
2. The ground floor of buildings should be mostly active commercial uses to enliven the pedestrian environment and provide retail experiences and services to transit users.
3. Enhanced pedestrian lighting should be incorporated into the design of new projects to augment the safety of the station areas.
4. The design of plazas, with seating and landscape elements, at the corners of buildings adjacent to transit station areas is encouraged to provide public open space for residents, visitors, and transit users.
5. The provision of publicly accessible restrooms as part of a new project within a transit station area is strongly encouraged.

Healthy Design

Open Space and Recreation

1. Recreational amenities should provide activity options for various age groups. Spaces could include areas for physical activity, community gardens, and community gathering space.
2. Locate physical activity spaces in centrally visible locations to increase awareness and use by residents.
3. Providing a green roof is an additional option for creating active space without requiring additional land.
4. Provide lighted sidewalks and active play/recreation areas to extend opportunities for physical activity into the evening.

Building Design

1. Windows and balconies should overlook an active yard to increase awareness of the building’s active features.
2. Provide visibility and access to an outdoor courtyard from the lobby to increase use.
3. Stairs should be visible and near the building’s entrance. Integrating stairs with the principal areas of travel within the building will increase their usage.
4. Provide an integrated vertical circulation system that incorporates stair use for travel between adjacent floors; elevators should primarily be used for vertical travel of three floors or more.
5. Bicycle storage should be secure and easily accessible.
6. Gazebos and other architectural elements provide a comfortable, shaded place for play/recreation while creating visual interest.
7. Incorporate natural ventilation into a building.

Pathways

1. To facilitate pedestrian movement, a continuous, unobstructed path of travel, measuring at least six feet wide and eight feet high measured from the sidewalk grade, must be maintained in any pathway.
2. Use pedestrian pathways to connect less active outdoor spaces with more active uses. Patterned pathways can promote movement toward active features like the stairs and courtyard.
3. Provide marked, measured walking paths as part of a wayfinding system targeted to pedestrians.
4. Extended pedestrian and bicycle crossing markings help to increase safety and usage.
5. Pedestrian pathways covered by a trellis or awning provide shade for pedestrians.
6. Create a buffer separating pedestrians from moving vehicles using street furniture, trees, and other sidewalk infrastructure.
7. Support physical activity among people with disabilities by making streets and paths universally accessible.
8. Provide signage at buildings, transit stops, and major intersection showing a map and the distance, time route, and/or calories burned to the nearest or next transit stop.
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