2009

DESIGN GUIDELINES MANUAL

Prepared By:

Greg Mikolash, AICP
Scott Langford, AICP
Jennifer Jastremsky
Arland Jensen

CITY OF WEST JORDAN

July 2009

CONTENT

Purpose

One of the nation's foremost urban planners of the last century, Kevin Lynch stated …

> ***"The city is in itself the powerful symbol of a complex society. If visually well set forth, it can also have strong expressive meaning. …The common hopes and pleasures, the sense of community may be made flesh. Above all, if the environment is visibly organized and sharply identified, then the citizen can inform it with his own meanings and connections. Then it will become a true place, remarkable and unmistakable."*** *(Image of the City 1960)*

This manual is an educational tool meant to assist in the learning of sound community design principles. Proper application of these principles will promote positive and enriching development by assuring that it aspires to a greater architectural and urban design standard. In so doing West Jordan will become a more cohesive, "remarkable and unmistakable" community that its citizens can continue to take pride in.

Design Principles

Transit Oriented Development (TOD)

Transit-Oriented Development (TOD) is the idea of a well planned community located around a transit station. The term itself was coined by Peter Calthorpe in the early 1990s. It is a broadly used term, and as such will be used throughout this document. However it is not the only term used to describe this type of development. Michael Bernick and Robert Cervero used the term "Transit Villages" in their 1996 book *Transit Villages for the 21st Century*. The Transportation Research Board uses the term "Transit-Focused Development", the Puget Sound Regional Council uses "Transit Station Communities" and Minnesota refers to them as "Transit-Supportive Urban Design," among others. All of these names are used to describe developments which include: a variety of services within walking distance of the transit station, good pedestrian connections to transit and between buildings, and buildings that are outwardly oriented toward the street rather than inwardly oriented toward parking. Generally speaking there are two types and two subtypes of Transit-Oriented Development. The types are Mixed-use and Residential-use, while the subtypes are Infill-use and Suburban Park and Ride-use. Mixed-use development offers a variety of uses, including commercial, office, and residential. These uses are located in a compact manor that makes them accessible to pedestrians, bicyclist and automobiles. They can be in the form of vertical or horizontal mixed-use, i.e. several uses located within one building, or several uses located in many buildings within a close proximity to each other. For a Mixed-use TOD this means a development which encompasses commercial and residential uses next to the transit station creating the essence of an urban center.

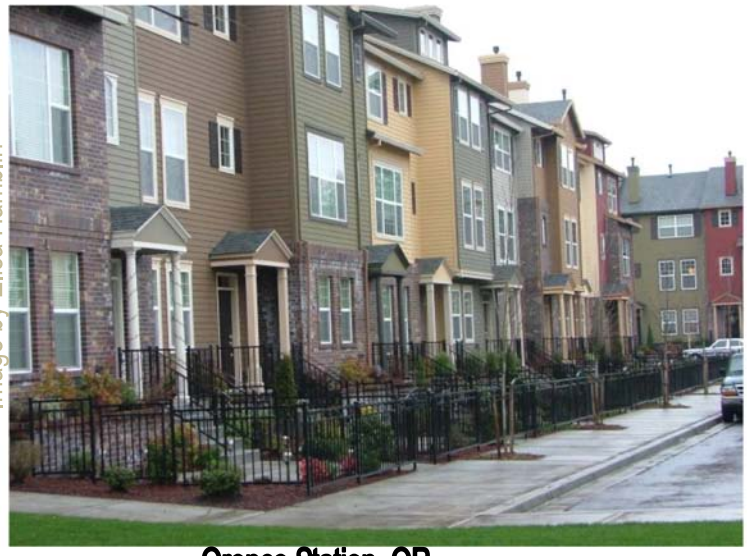
The Rounds circular plaza and light rail station

Residential-use development is comprised of mostly housing. It may process a few commercial and retail uses directly next to the transit station, but these uses should be convenient for a home environment, such as a drycleaners or a place for the commuter to get their morning cup of coffee on their way to work. The transit station should be integrated into the residential neighborhoods surrounding the station, with higher density located next to the station and the density lowering as the housing radiates out.

Both transit-oriented development subtypes can take place in a mixed-use or a residential-use composition. Infill-use development refers to projects that take place on already developed land, and are characterized by the redevelopment of an area. All uses should be placed within close proximity to the station. Suburban Park and Ride-use developments are those that exist primarily for the commuter parking they place near the transit station. They are characterized by having either mixed-use or residential-use developments around the station and commuter parking lot. All uses should shield the park and ride lot from neighboring housing and be located next to the station.

Compactness

The project should contain a compact development pattern. Development within a ¼ mile distance should contain all the necessities of the project, including residential, retail and office uses. These uses should radiate out from the transit station based on density, with the highest densities being located closest to the station and the lowest densities being farther away.



Orenco Station, OR

Front

Back

Creating a Sense of Place

Creating a sense of place should be shaped by a community's unique characteristics and personality. These aspects should be emphasized within the design of the development and its architecture.

Image by Peter Simmons

Santa Maria, California

Emphasis of Important Buildings / Monuments / Gateways

An emphasis should be placed on gateway buildings into the project that will signal to those entering that they are going somewhere unique and special. These gateway buildings should have their entrances facing onto the corner and suggest the character of the community.

Image by Peter Simmons

Celebration, Florida

Image by Peter Simmons

Celebration, Florida

Image by Peter Simmons

Celebration, Florida

Massing and Scale

The massing and scaling of all buildings should be appropriate to the area and its surroundings. Buildings should have appropriate setbacks and accentuated overhangs, as well as changing in massing to achieve a varied look. For those areas of a development that lay next to existing structures, they should take on similar massing and scaling as the neighboring buildings to minimize the affects of the project on existing areas. Massing should be utilized to create a pedestrian environment in and around buildings.

Image by Jennifer Jastremsky

San Diego, California

Image by Elisa Hamblin

Orenco Station, Oregon

Image by Jennifer Jastremsky

Georgetown, Washington DC

Pedestrian / Bicycle Orientation

Pedestrian Orientation

All aspects of the project should be designed in such a way as to facilitate pedestrians as much as possible. This can be achieved by making sure all pedestrian connections, such as sidewalks, connect to buildings and to each other, making buildings relate to the pedestrian at street level, and ensuring parking lots have a place for pedestrians to walk separate from automobiles.

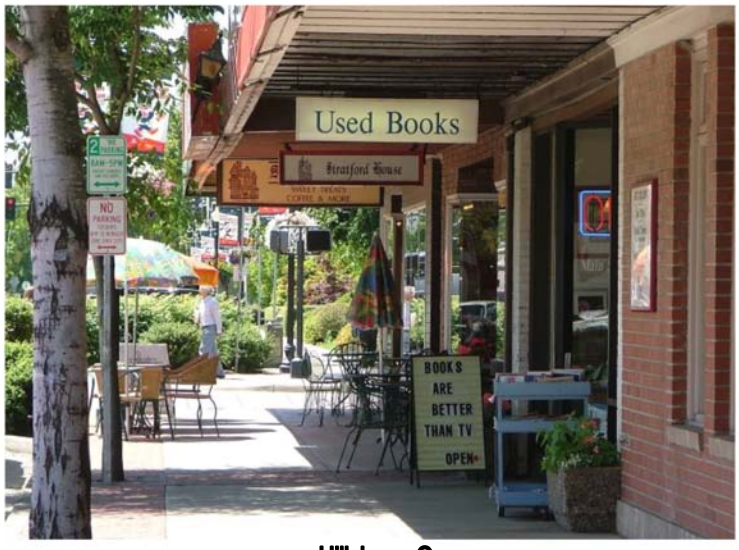


Image by Elisa Hamblin

Hillsboro, Oregon

Bicycle-Orientation

Bicycle pathways should be incorporated into the project at every level. These pathways should allow bicyclist to travel through the entire project with ease and should connect to all destinations, transit stops, and trails. Streetscapes should be designed to provide adequate space for comfortable and safe bicycle travel on the street and to bicycle parking.

Image by Jennifer Jastremsky

West Jordan, Utah

Bicycle Parking

Bicycle parking should be incorporated into every parking lot and structure. Bicycle parking spaces should also be located along the street. Having adequate parking can facilitate the use of bicycles by those who choose to use this mode. Bicycle parking should be covered when possible to protect bicycles and bikers from inclement weather. Safety features should include lighting and openness to surroundings, including pedestrian pathways and building windows to ensure self policing.

Image by Pete Simmons

Building Placement / All Season Design

All Season Design

The buildings and streetscape should be designed in a way to facilitate their use throughout the seasons. Utah's climate can be hot and dry during the summer and cold and wet during the winter. Steps to mitigate the effects of such climate should be taken so people can enjoy the project all year long. Techniques include overhangs, recessed doors, covered walkways, porticos, porte cocheres, awnings, heat sources, and the clearing of snow from walkways during winter months.

Seattle, Washington

Building Placement

How a building is placed on a site has a powerful impact on how a development is perceived by its neighbors and on how well it "works" or functions for its residents.

The site entry - where it is and how it looks - is critical to the public image of a development.

Likewise the development's setback pattern can affect public perception of the project, either by reinforcing the pattern in the surrounding neighborhood or by consciously breaking that pattern.

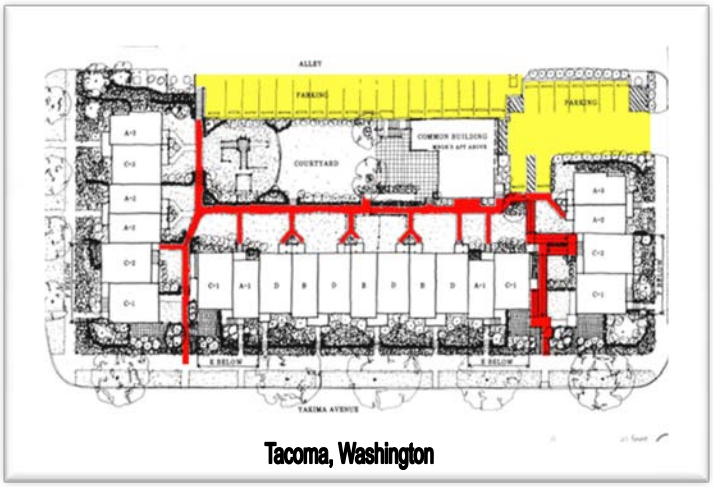
Finally, since higher density developments by their very nature deal with larger/taller buildings, a building's placement on a site will influence how, and how much, the climate will impact the building. How a building is placed on a site is one of the "big" early decisions in the design process. Getting it right makes every subsequent step that much easier.

Parking Design

Avoid letting garages, driveways and parking lots dominate the streetscape. Consider placing them at the rear or side of the site to allow a majority of dwelling units to "front on" the street.

This photo of a Las Vegas suburb (right) illustrates the importance of preserving an appropriate inviting streetscape. The home should be the most prominent aspect of the house – never the garage.

Las Vegas, NV

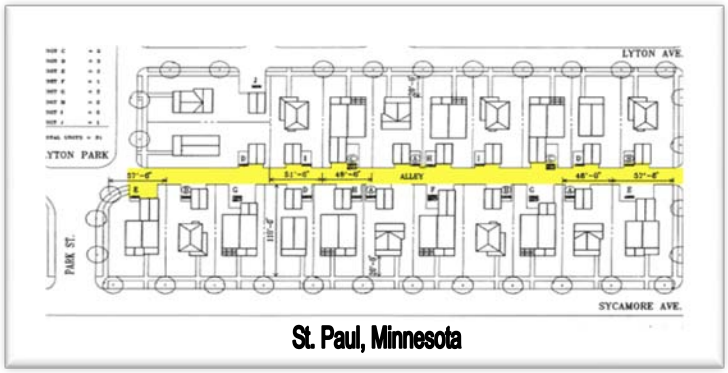


Tacoma, Washington

In addition to parking placement, consider planting trees and shrubs to soften the overall impact of parking areas and to provide shade and noise reduction. Buildings with parking garages should avoid large areas of blank walls facing the street. Consider incorporating decorative elements above the garage door to soften its visual impact. Consider improving unavoidable blank walls with decorative artwork, display cases, vines, and good quality durable materials to minimize graffiti and deterioration. (Avoid a tempting canvas for vandals) The parking for this Tacoma, Washington project (highlighted in yellow) is located off an alley behind the buildings, providing easy access to the rear entries of all units while at the same time allowing all front entries to face the street. With all parking off an alley in the rear these units provide a continuous series of front doors and small front yards which unify and enliven the street.

St. Paul, Minnesota

Parking for this single family home project in St. Paul, Minnesota (highlighted) has been located off an alley at the rear of each house, keeping the front streetscape agreeable for pedestrians and visitors.



St. Paul, Minnesota

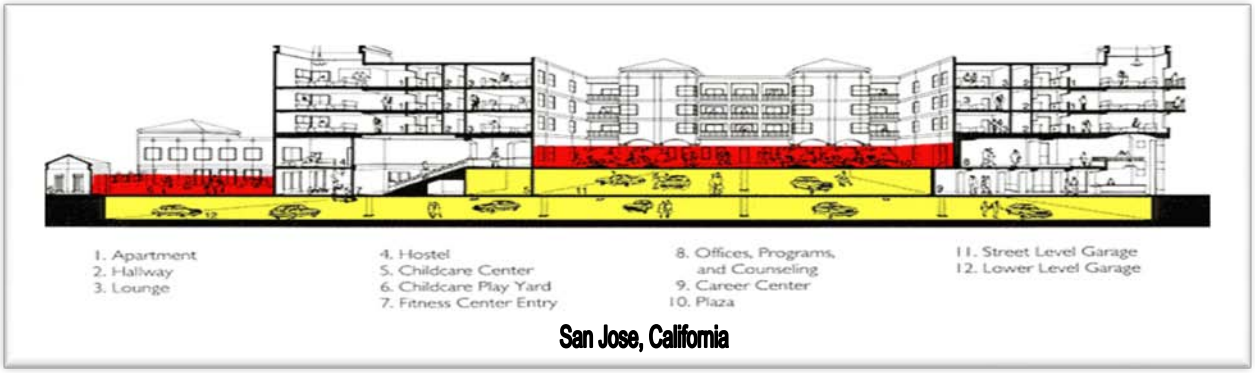
Structured Parking

Here is an example of a much higher density project located in San Jose, California (53 du/ac). Densities this high typically benefit by incorporating structured parking into their design.

San Jose, California

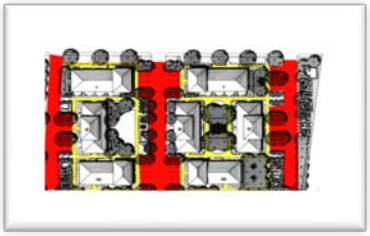
Parking for this large project (highlighted in yellow) is tucked under the building and under a raised central courtyard, minimizing its impact on the street.

This is not the best example for award winning architecture, but note how the four parking entrances at the base of the building reduce the amount of blank wall that might otherwise have been there and, at the same time, reinforce the overall rhythm of the openings in the building. Also note how well designed gates and a darker wall color at the base of the building help soften the impact of these entrances as well as create a better pedestrian scale and feel to the building.

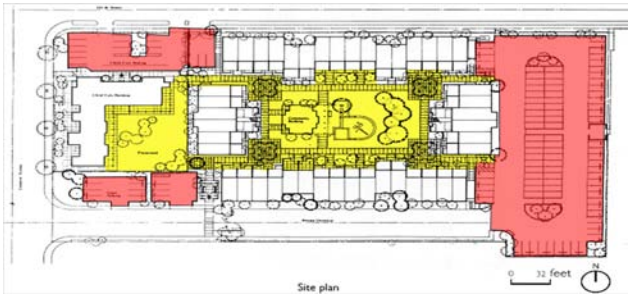


San Jose, California

Parking should be convenient and safe – Parking (highlighted in red) for this 8 building, 36 unit complex has been broken into three modest sized lots placed at the ends and in the middle of the site.



Surveillance is possible from all buildings and walking distances to individual units are minimal. Proper lighting and landscaping also play a significant role in ensuring a safe environment.



There are trade-offs sometimes when one has to juggle convenient parking spots with overall site functionality and safety.

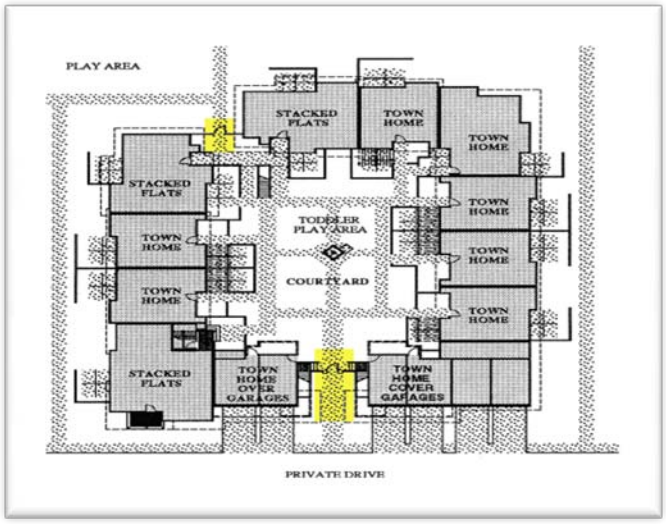
Placing the parking along the edges of this 48 unit project allowed the creation of one continuous set of open spaces (highlighted in yellow) at the interior of the site. These spaces are all connected and allow users to move from one space to another - and from one townhouse to another - without crossing traffic. Rather than being "leftover" space, this series of courtyards is one of the defining features of the project as a whole.

Public Open Space

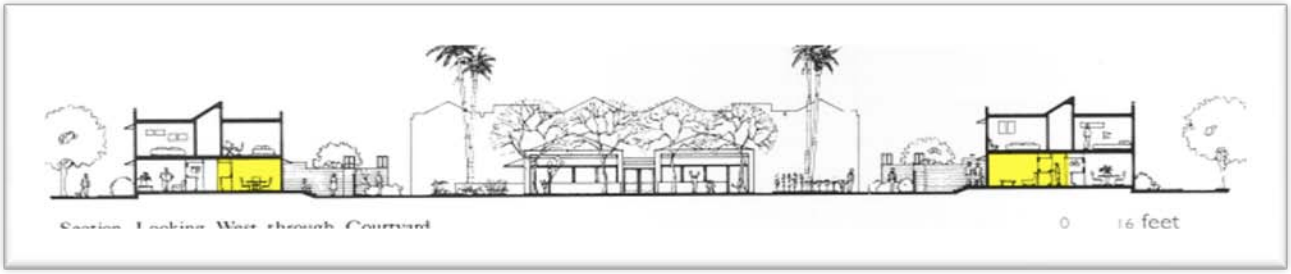
Think of public open spaces - shared outdoor areas intended for use by all residents - as "outdoor rooms," and design them as carefully as any other rooms in the project.

Avoid undifferentiated, empty spaces. Consider the types of activities that will occur in the "rooms," including cultural or social activities unique to specific user groups, and design the shared open space to accommodate these activities.

Provide direct access to open space from the dwelling units that the open space is intended to serve. At the same time consider designing in ways to control nonresident access to these spaces. When terraces or balconies are used as shared open space, consider locating them so that they serve as extensions of indoor common areas.



Provide <u>visual access</u> to shared open spaces from individual units, preferably from the kitchen, living room or dining room.



Private Open Space

Provide each household in a project with some form of private open space: patio, porch, deck, balcony, or yard. In certain instances, consider shared entry porches and/or shared balconies. Avoid building layouts where front yards face back yards. People still need to have their own space.

Ensure that private open space is large enough so that it can actually be used. Avoid places, particularly balconies, decks and porches that are too narrow to accommodate furniture.

The porches on these Richmond, Virginia townhouses (right) are big enough to be easily and comfortably furnished. Note how the columns and the arches provide a sense of enclosure and privacy while, at the same time, remaining open to the street and to neighbors.

Efficient use of space is an important design element for higher density projects.

This townhouse and flats project (left) tucked outside storage under the stairs to the upper units.
Storage space for out of season clothes or decorations, among other things, is an important livability element to every living unit.

Street Design / Street Layout

San Francisco, CA

Plazas and other planned public open spaces should be located next to pedestrian routes. These places need to be clearly seen by passersby and the users of the space must be able to see the pedestrian route. This is a matter of safety and self policing, as well as a way to ensure people will know the open space is there. People are attracted to other people, and need to see other people using the space before they will use it themselves.

All open space should be integrated with the architectural design of buildings and not be an afterthought. This can be done by ensuring open space is accessible from the street and from neighboring buildings. Open space can be defined as natural, such as a wildlife or trail corridor; or planned, such as a plaza or courtyard. Private open space should also have some sort of exposure between the open space and the pathways and buildings that are next to them.

Salt Lake City, UT

San Diego, CA

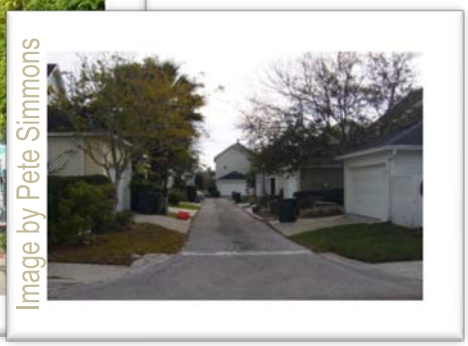
Take Advantage of Existing Trails/Open Space

Existing trails and open space next to, or that run through the site should be taken advantage of during the development process. These trails and open spaces act as an established attractant to people from the surrounding areas and are attractive to new residents.

Daybreak, UT

Enhancements

Streets should be designed in a way as to lessen the impact of cars on surrounding uses, pedestrians and bicyclist while at the same time allowing for the flow of automobiles throughout the project. They should be designed for the posted speed limit of each road. This can be achieved by using bulbouts, chicanes and raised sidewalks to suggest the act of slowing down to drivers, among others.



Sidewalk Design

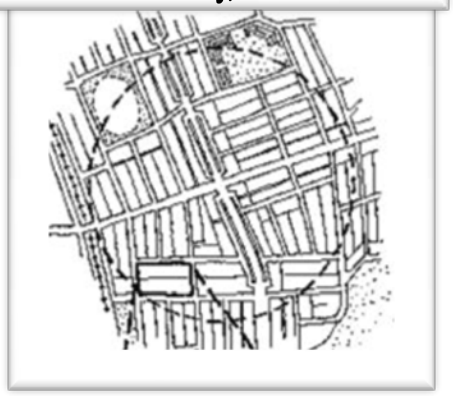
Sidewalks should contain three separate areas for the pedestrian to use. They are the dining and display area, walking path area, and the amenity area. The dining and display area is a place for restaurants to place sidewalk eating spaces and merchants to advertise and have sidewalk sales. The walking path is the main thoroughfare for pedestrians to use and should not be obstructed. The amenity area is a place for seating, bus stops, trees and street lights to be located. Sidewalks should be continuous in nature, including across streets and automobile pathways. They should take the pedestrian up to the doors of buildings, to the entrances of all open spaces and to transit stops.

Celebration, FL

Salt Lake City, UT

Street and Block Layout

Streets and blocks should be designed in a grid pattern when possible in order to facilitate movement through the project. Cul-de-sacs and dead-ending right-of-ways should be strictly avoided unless no other design option exists. All streets should connect to surrounding uses whenever possible in order to integrate the project into these other areas. The crossing of automobile and pedestrian pathways should be limited in number and kept to street crossings and entrances into parking and building service areas. Street blocks determine the permeability of a neighborhood. The longer the street blocks, the less permeable the neighborhood becomes, and vice versa.



Landscaping

Landscaping is important to every aspect of the project. There must be landscaping in every open space, along the street and within parking lots, giving developments a more intimate and enjoyable feel. Every street should contain street trees along its full length. Planter boxes should be utilized to add character to a street and used in conjunction with trees. All entrances to parking lots should be separated from pedestrian pathways with a planting area of a minimum of 5 feet to minimize the effects to pedestrian traffic and winter snows.

Good landscaping is critical to the quality of any project. Consider how landscaping and planting will be handled from the very beginning of the design process. Avoid considering landscaping as an "extra" that can be added in at the end of the project or, worse, eliminated in the name of cost control.

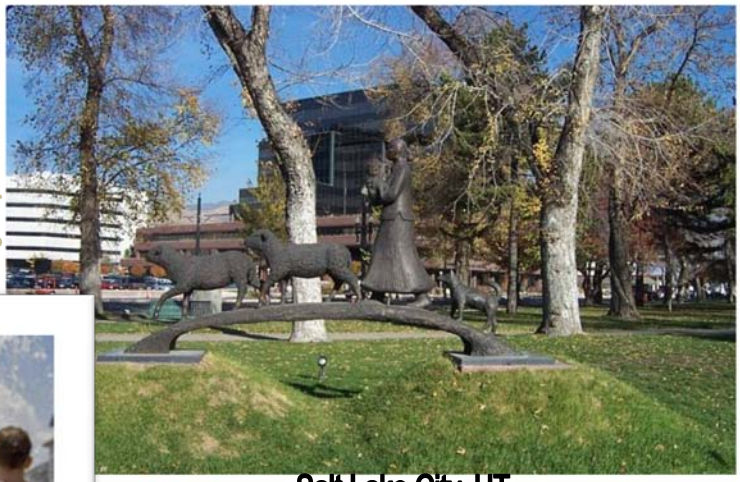
Proper Landscaping provides shade, decreases utility costs, screens, buffers, defines, and softens – in short good landscaping makes projects livable.

San Diego, CA

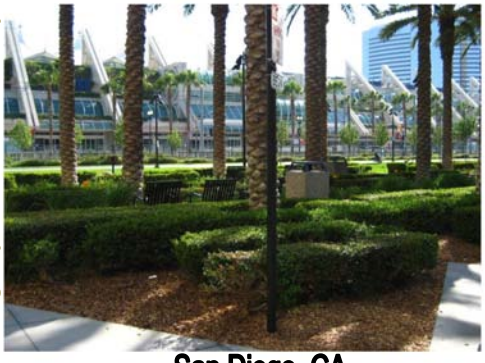
Daybreak, UT

Amenities

All development should possess site amenities, such as seating, public art, places to eat, congregate, and recreate. These amenities should provide a draw for the people who use these facilities.



Salt Lake City, UT



San Diego, CA

Architecture

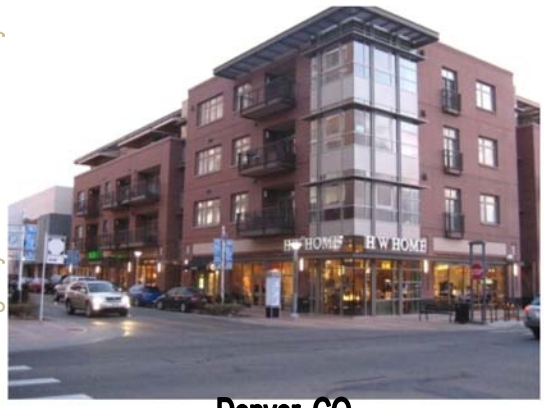
Buildings should be designed in such a way as to create a coherent design scheme that unifies the development and demonstrates the desired character. Entrances and windows should face the street, and the buildings should have an overall appeal to people who may live or travel through the neighborhood. Steps to achieve this guideline include similar building architectural types, similar building heights, and the taking into account the relationship buildings play to one another.

Image by Elisa Hamblin

Orenco Station, OR

Daybreak, UT

Image by Jennifer Jastremsky



Denver, CO

Image by Elisa Hamblin

Orenco Station, OR

Image by Elisa Hamblin

Hillsboro, OR

Image by Elisa Hamblin

Orenco Station, OR

Lighting

Lighting should be integrated into building design and help to enhance the architectural features of a building, while at the same time offering the street adequate lighting for safety reasons. Lighting should be low as to be at a human scale. Lighting should also be shielded to prevent up-lighting and light trespass. Appropriate wattage bulbs should be used so as to not be too dim nor be too bright.

Image by Pete Simmons

Celebration, FL

Image by Pete Simmons

Celebration, FL

Signs

Signs should be integrated with the building and demonstrate the use that it is advertising in its character. Signs should generally be located on the buildings, and be in the form of a wall, cantilever, blade, window or awning sign. All signs in the development should have a similar theme and be oriented towards the pedestrian and not people in automobiles.

Image by Pete Simmons

Celebration, FL

Image by Pete Simmons

Celebration, FL

Terminology

Horizontal Variation

Vary the horizontal plane of a building to provide visual interest and enrich the pedestrian experience, while contributing to the quality and definition of the street wall.

Avoid extensive blank walls that would detract from the experience and appearance of an active streetscape.

Horizontal variation should be of an appropriate scale and reflect changes in the building uses or structure.

Vary details and materials horizontally to provide scale and three dimensional qualities to the building.

While blank street wall façades should be prohibited, an exception may be made for integration of public art or a graphic-based façade if it adds scale and interest to an otherwise bland frontage. In these cases, the façade should be a maximum of four floors high, and should have horizontal variation in its surface plane (using cut outs, insets or pop-outs). It should employ different scales of elements as viewed when seeing the entire building massing and as seen by pedestrians at a more intimate scale near the street.

Provide well-marked entrances to cue access and use. Enhance all public entrances to a building or use through compatible architectural or graphic treatment. Main building entrances should read differently from a retail storefront, restaurants, and commercial entrances.

Vertical Variation

Both classical and modern buildings can exhibit basic principles of visual order in the vertical plane -- often with a distinct base (street and pedestrian lower levels), a middle (core mid-section, and often consistent for multiple floors of a mid- to high-rise building), and a top (the upper level that distinguishes a building and defines how it "meets the sky").

Modern or contemporary building designs often layer this principle with more variation and syncopation to create interesting architectural compositions.

Good example of horizontal variation along a façade. Bad example of building façades that provides little to no visual relief and too much blank surface.

Good examples of vertical variation from the street level base of lofts, to the middle, and at the top where the building meets the sky with a thin overhang.

Ground floors of buildings should have a different architectural treatment than the upper floors, and feature high quality materials that add scale, texture and variety at the pedestrian level.

The street wall façade should be vertically articulated (establishing different treatment for building's base, middle and top) and using balconies, fenestration, or other elements to create an interesting pattern of projections and recesses.

Where appropriate, employ shade and shadow created by reveals, surface changes, overhangs and sunshades to provide sustainable benefits and visual interest on façades exposed to the sun.

Materials

After establishing a building's overall massing and vertical and horizontal variation, it is important to develop a building's visual character at the level of material choices and detailing. The interplay of materials, windows and other elements should support the larger design objectives as articulated by the architect.

Buildings should aim for a "timeless design" and employ sustainable materials and careful detailing that have proven longevity.

Feature long-lived and sustainable materials. The material palette should provide variety, reinforce massing and changes in the horizontal or vertical plane.

Use especially durable materials on ground floor façades. Generally, stucco should be used minimally.

Detail buildings with rigor and clarity to reinforce the architect's design intentions and to help set a standard of quality to guide the built results.

Layering.

A building's skin should be layered and bear a direct relationship to the building's structural elements.

Color change should not occur without any change in wall surface plane. Sunshades must be well integrated and functional. Heavy, solid balconies that are not large enough to be use should be avoided.

Electrical Transformers/Utility Boxes/AC Units.

Electrical transformers, mechanical equipment and other equipment should not be located along the ground floor street wall.

Every attempt should be made to screen both ground and building mounted mechanical units through the use of screen walls, parapet walls, and landscaping. These elements should appear to be part of the design of the building architecture and landscape design.

Walls/Fences

Walls and fences are often used to mitigate poor site design. Well designed communities often do not require obtrusive walls and fences. Where walls/fences are provided they should be constructed of durable materials, not block vehicular visibility, or create areas where delinquent or criminal activity can occur.

Berms

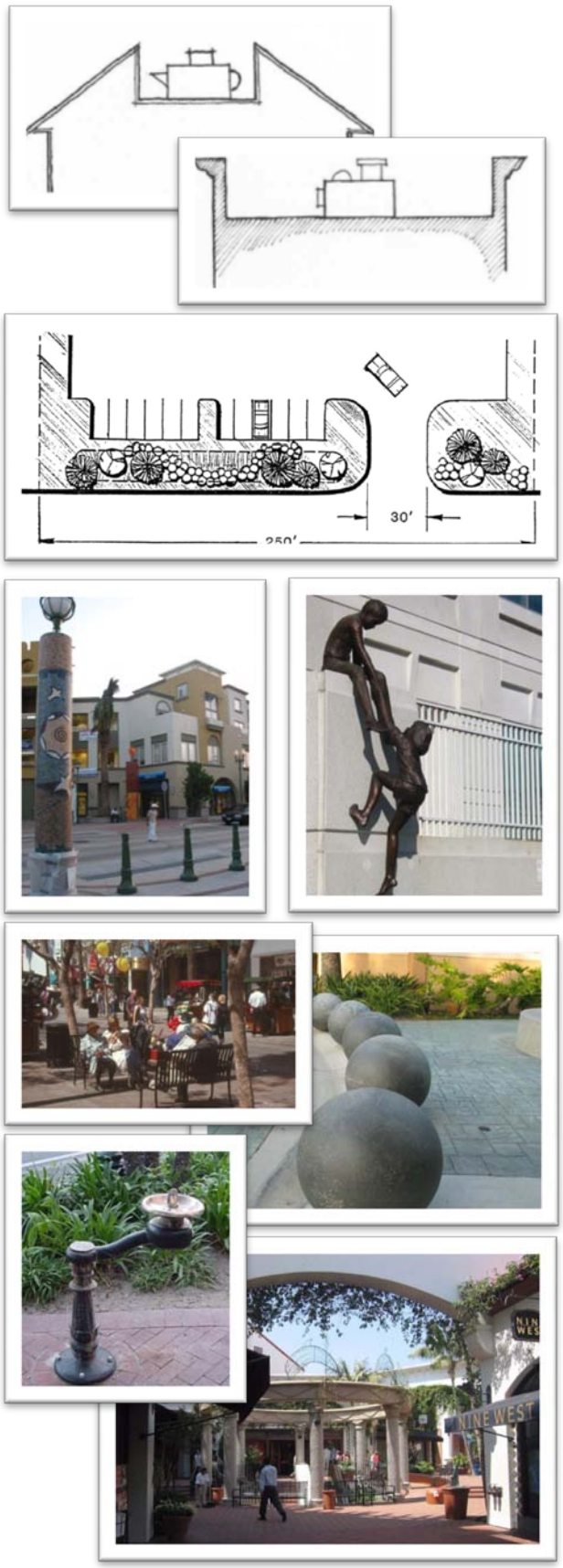
Berms can be an important element of good landscape design. When used properly they are a better screening solution to walls/fences, and are often used in conjunction with landscaping to screen parking lots from adjacent streets. Berms with slopes of over 4:1 often are hard to maintain and are inefficient water users.

Public Art

Public Art is often overlooked as a very important design element in pedestrian environments. Frequently these elements are what makes developments stand out from the rest of the cookie-cutter mass produced projects.

Street Furniture

Street furniture is an essential element in every pedestrian environment. Public open space is the outdoor "living room" of development and should have plenty of formal and informal places to sit.



Roof/roofline

A roof is made up of many details that come together to define a building and its style. Reading a roof right means understanding these components and how each is used to create a structure that complements the building. Roofs are broken into two basic shape families: gabled and hipped.

Gable Roofs

Gabled refers to the family of structures classified by the straight slope falling from ridge to eave, creating a peak or triangle on the side or front facade. Gabled houses have rakes on the gable facades and eaves on the non-gabled facades.

Hipped Roofs

This family of roofs avoids having a peak or triangle at the roof junction by breaking the roof plane along the slope line, allowing the roof to bend or wrap around the house. Hipped houses have an even roof to wall junction all the way around the house and eaves on all sides.

Gambrel

A gabled roof that peaks at the ridgeline then falls away in a broad, low slope breaks horizontally and changes to a steeper pitch. A gambrel roof has a broad upper story and side façade, and is often associated with barns.

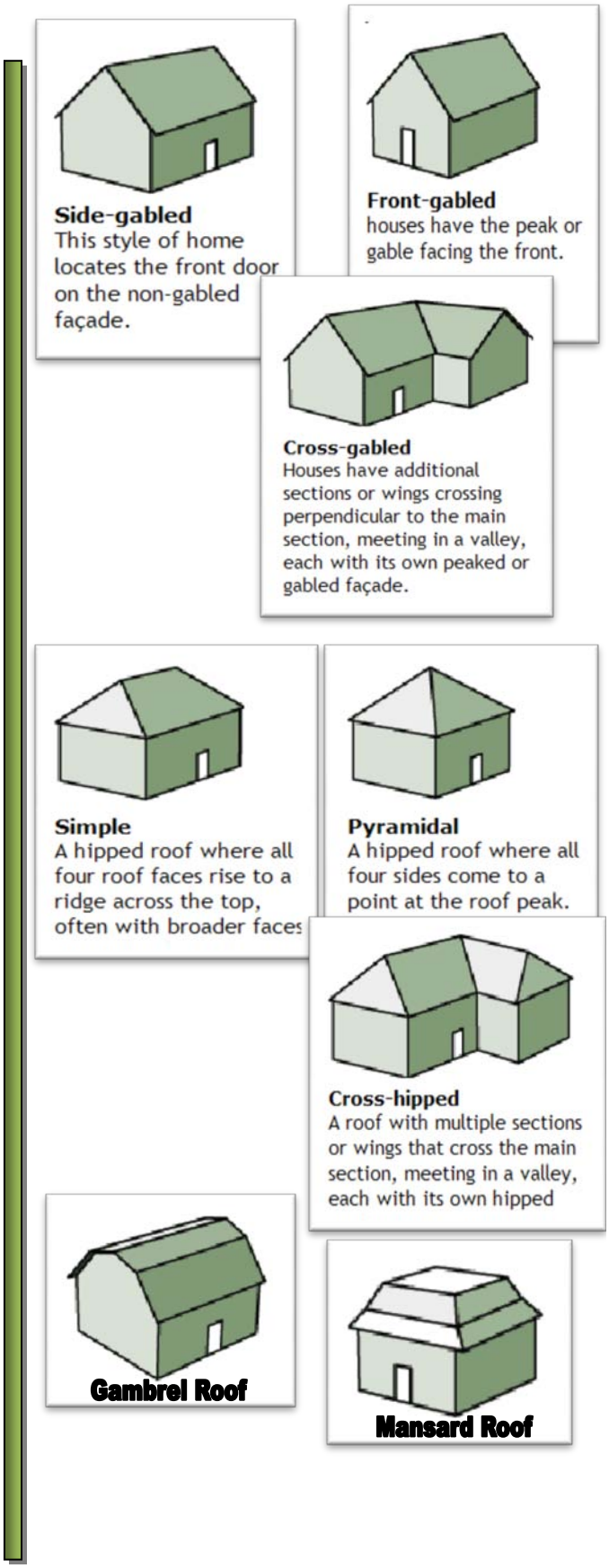
Mansard

A hipped roof with two distinct roof pitches, low-sloped from the flat top or ridgeline then breaking to a steep pitch above the wall junction.

Roof pitch and configuration

Roof ***pitch*** should range between 6:12 and 12:12 to facilitate drainage. Intersecting roofs should have the same pitch as the main roof. Use surrounding roof types as a guide to new construction. The roof should incorporate a complex roof form such as a ***hipped*** or intersecting ***gable***. Where a sloped roof is facing the street, consider adding a dormer.

The character and detailing of the dormer should be in keeping with the architectural style of the house and that of adjacent homes.



Dormer
A dormer is a structural element of a building that protrudes from the plane of a sloping roof surface. Dormers are used, either in original construction or as later additions, to create usable space in the roof of a building by adding headroom and usually also by enabling addition of windows.

Eaves/Overhang

Eave and gable overhangs should always be a minimum of 12 inches, not including trim/cornice work or gutters.

Cornice/Trim

A cornice is horizontal molded projection that completes a building or wall.

Mullion / Transoms Windows

A mullion is a structural element which divides adjacent window units. Mullions may be made of any material, but wood and aluminum are most common, although stone is also used between windows. Mullions are vertical elements and are often confused with transoms, which lie horizontally. Transoms are can also refer to a fixed window over a door or another window.

Boxes/shelves/shutters

Windows should be enhanced or dressed up through the use of appropriate planter boxes, shelves, shutters or other exterior window dressings.

Fenestration

Products that fill openings in a building envelope, such as windows, doors, skylights, curtain walls, etc., designed to permit the passage of air, light, vehicles, or people.

Spandrel Glass Spandrel glass is typically specified for buildings' non-vision areas to mask construction materials or to break up the appearance of large wall planes.

Awnings

Awnings have the ability to visually enhance a building façade; however attention to the type of material the awning is constructed of is important to ensure the longevity of good appearance.

Portico

A portico is a porch that leads to the entrance of a building, or extended as a colonnade, with a roof structure over a walkway, supported by columns or enclosed by walls.

Porte' Cochere

A porte-cochere is a porch or portico-like structure at a main or secondary entrance to a building, through which it is possible for a vehicle to pass, in order for the occupants to get out of the vehicle protected from the weather.

Porch

Front porches should be at least half the width of the dwelling's façade and have a depth of at least 6 feet though 8 to 10 feet is recommended to create a usable space. Style and detailing should be similar to that found in the neighborhood and should be in keeping with the style of the house.

Smart Growth

Smart Growth concentrates growth in the center of a city to avoid urban sprawl; and advocates compact, transit-oriented, walkable, bicycle-friendly land use, including neighborhood schools, complete streets, and mixed-use development with a range of housing choices.

Sustainability

A sustainable city can feed itself with minimal reliance on the surrounding countryside, and power itself with renewable sources of energy. The crux of this is to create the smallest possible ecological footprint, and to produce the lowest quantity of pollution possible, to efficiently use land.

Green Building

Green building is an outcome of a design which focuses on increasing the efficiency of resource use like energy, water, and materials, while reducing building impacts on human health and the environment during the building's lifecycle, through better siting, design, construction, operation, maintenance, and removal.

Walkability

Walkability is a measure of how friendly an area is to walking. Walkability has many health, environmental, and economic benefits. However, evaluating walkability is challenging because it requires the consideration of many subjective factors. Factors influencing walkability include the presence or absence and quality of sidewalks or other pedestrian right-of-ways, traffic and road conditions, land use patterns, building accessibility, and safety, among others. Walkability is an important concept in sustainable urban design

New Urbanism

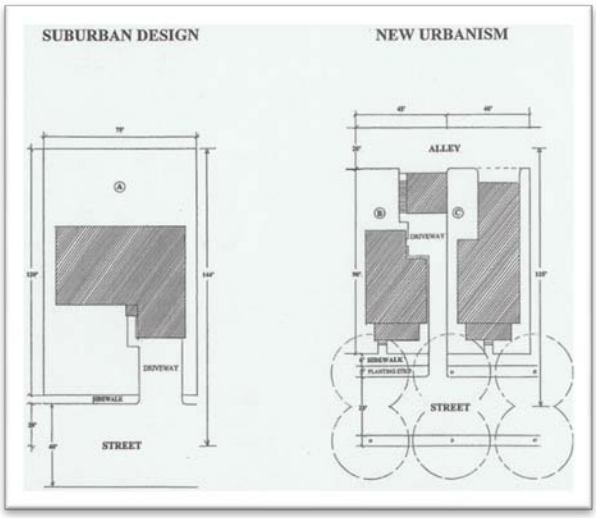
New Urbanism is an urban design movement that arose in the United States in the early 1980s. Its goal is to reform many aspects of real estate development and urban planning, from urban retrofits to suburban infill. New urbanist neighborhoods are designed to contain a diverse range of housing and jobs, and to be walkable.

Mixed-Use

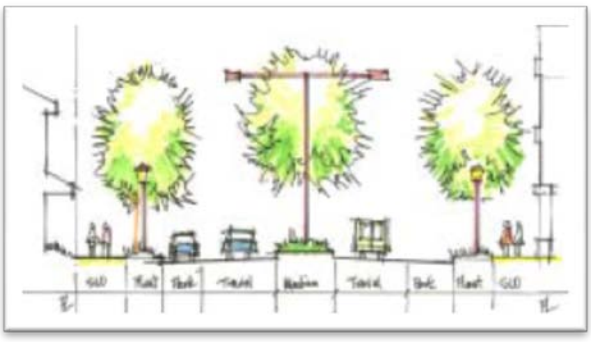
Mixed-use development is the practice of allowing more than one type of use in a building or set of buildings. In planning zone terms, this can mean some combination of residential, commercial, industrial, office, institutional, or other land uses

Human / Pedestrian Scale

Human or Pedestrian scale development incorporates design in proper proportions that makes a pedestrians feel in proper context. Higher levels of construction detail is important as people have a more personal experience with the structures as they walk by



.



Examples

The following examples provide an illustration of the *"do's"* and *"don'ts"* in urban planning. The intent is to demonstrate the importance of properly implementing the design principles discussed in this manual.

Horizontal Variation

The horizontal plane of a building should vary in order to prevent monotony. The pictures below demonstrate two buildings that have a significant length. The one on the left is relatively blank and flat. It does not add any visual appeal to the landscape. The building on the right has been broken up into different sections, each featuring a different façade color and building setback, providing pedestrians a different experience and visual feel as they walk past the building.

Vertical Variation

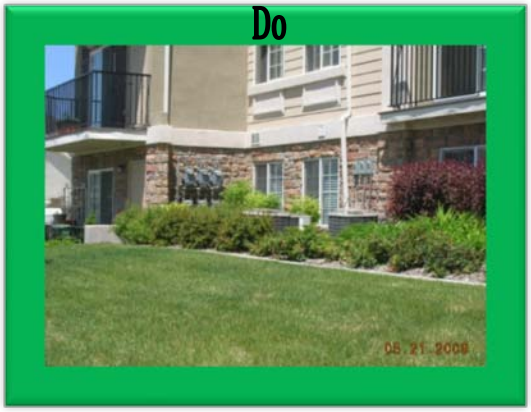
A buildings vertical plane should alter as it moved is towards the sky, as each different section of the building interacts with pedestrians and other buildings differently. The building on the left contains no alteration on the vertical plane. This creates an extremely tall structure that can be intimidating to the pedestrian from the ground level and leaves the building with a monotonous tone. The building on the right breaks out the lower three floors by providing different façade colors and window treatments to lessen the overall impact of the high rise on the pedestrian.

Materials and Layering

Materials and layering should accent a building's structural design and purpose. The image on the left provides variation in materials and roof design, but the variation is done independent of wall plane position and building section location. The buildings on the right combine layering and material with building sections (top, middle, bottom, and corner sections) and projections and recesses. All color/material changes are done in conjunction with a change in wall plane projection, and/or building layer.

Electrical Transformers/Utility Boxes/AC Units

Utility boxes should be screened from view by landscaping or fencing. Painting of boxes, which is demonstrated on the left, does not hide the units but creates a cheap feel to the building.



Walls/Fences

Walls generally serve one of two purposes, to designate where private property beings or act as a retaining wall. The picture on the left; while screaming out "DO NOT ENTER" does nothing to aid the pedestrian environment. The bottom right photo effectively keeps people out of the private space, but does not present a visual barrier, nor does it create an uncomfortable pedestrian environment. The top right photo uses 4-foot tall see thru fencing to designate a private garden, while not enclosing the garden or the sidewalk from view.

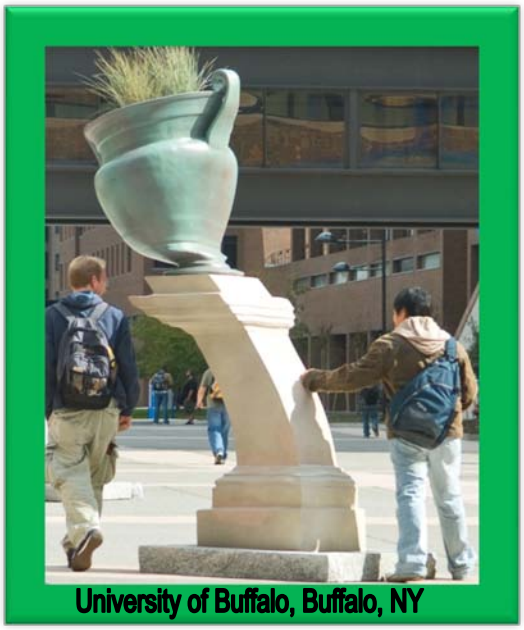
Berms

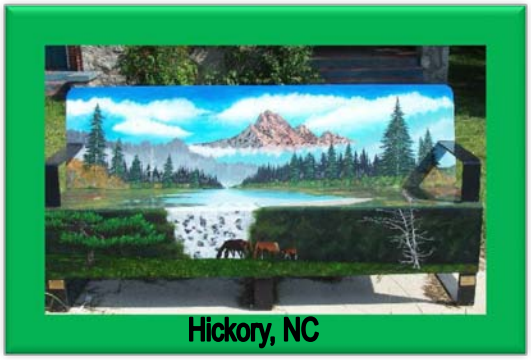
Berms play an important part of site landscaping. The image on the left does not contain any landscaping buffer between the parking lot and the public street. The image on the right provides landscaping along the periphery and within the parking lot. The parking area that contains landscaping has a more pleasant feel to it and is not as obtrusive to the senses.

Public Art

The quality of an art piece is subjective to the individual audience members' views and its environment. The trick with art is to make sure it represents its intended purpose and environment. Below are examples of different kinds of art. The image on the right is of a sculpture by artist Brian Tolle called "For the gentle wind doth move silently, invisibly." The pedestal and urn are askew to represent the effects of the wind coming off of Lake Erie. It is located in Founders Plaza on the Campus of the University of Buffalo.

The images on the left represent design entries in the "Art on the Bench Program." The City of Hickory's Public Art Commission held this design competition in order to transform 21 ordinary city benches into public art within the downtown area.


University of Buffalo, Buffalo, NY


Hickory, NC


Hickory, NC

Street Furniture

The images found to the right and on the next page show examples of good street furniture, specifically benches. Both places not only provide a comfortable sitting place, but locate the benches within a public forum where entertainment and people watching is an easily obtained every day event. The image on the following page shows a public plaza, Lenister Green in London, UK, that, while providing a place for residents to sit and gather, is unkempt and uncomfortable for potential users. A London citizen described the plaza with the following words: "Are we … going past at the wrong time and missing the roaring party that goes on there every night? Or did those town planners … completely succeed in making a social area so antisocial that nobody wants to use it?"

Do

South Jordan, UT

Roofs

Both of the below pictures utilize some of the configuration details discussed on page 23, such as having intersecting roofs of the same pitch, and using a variety of roof types, in this case, cross-gabled roofs and dormers. The image on the left contains a roof pitch of 12:12 and the image on the right contains a roof pitch of 8:12. Roof pitch should be between 6:12 and 12:12 to facilitate drainage. Somewhere in between these two ranges generally creates the most aesthetically pleasing roof, as roofs that are outside of this range or at the low or high extremes of the range tend to create an overdramatic vertical or horizontal roof.

Dormers

Dormers, whether built with the building originally or added at a later date, should be of similar building material and design so as not to appear as an after though.

Eaves/Overhangs

Eaves and overhangs not only prevent water spilling down the side of a building, but also provide a chance to add some architectural character to a building. For an eave/overhang to be functional it needs to be a minimum of 12 inches in width, but a much wider width can be very pleasing to the eye.

Cornice/Trim

Adding a cornice or detailed trim to a building can provide a distinct architectural character to a building. The image on the left contains no cornice decoration, creating a boring intersection between the roof and wall. The cornice used in the image on the right, while very simple, provides an eye pleasing transition between the wall/porch column and the roof.

Mullion/Transoms

The image on the left demonstrates transoms between glass panes in a window. The windows on the right include both mullion and transoms.

Boxes/Shelves/Shutters

Shutters should be scaled to match the size of the window so it gives the impression of being an actively working shutter, regardless of whether it moves or not. Window boxes and shelves should be incorporated into the design of the window in order to become part of the building architecture.

Fenestration

A buildings fenestration should allow an individual to see in and out of a store front. The store front window shown in the image on the left reflects the street front back to the pedestrian. The pedestrian can barely make out the window display, and cannot see beyond a foot or two within the store. The store fronts on the right allow pedestrian to see all the way into the stores, and allows those inside to see out.

Spandrel Glass

Spandrel glass can be an important design feature to a building providing variety in building material and functionality in structural design. The building on the left uses spandrel glass over almost the entire building, creating a visual barrier and repetitive design. The building on the right incorporates glass for a unique corner design, but limits it throughout the rest of the structure.

Awnings

Awnings not only act as a frame for a window and/or door, but can create a usable outdoor area. The awnings found on the right frame the store windows but are not large enough to provide any real cover in inclement weather or shade to customers. The awning on the right provides an outdoor eating area and a covered entry into the shown café.

Porticos

The portico on the left, while visually appealing, is too short in depth to provide any real cover for the front door. The portico on the right provides ample room for those standing in front of the door.

Don't

Do

Porte' Cochere

The porte' cochere on the left is a massive structure that hides half of the buildings' façade and creates a cavernous entry point into the building. The example on the right does not overtake the building façade in its design and allows for a bright entry into the hotel it serves.

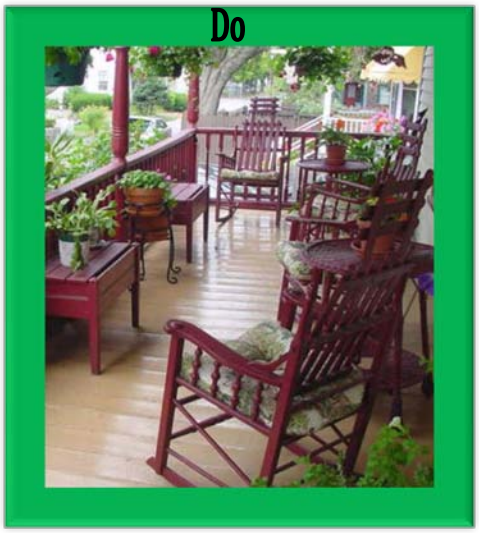
Don't

Do

Moana Hotel, Waikiki, Honolulu, HI

Porch

The two "don't" examples below show porches that are two small, either in width or depth, to be used as a sitting and gathering space for homeowners. The lower left image shows a porch that has enough space to provide residents seating and decorating space. This porch can be used for relaxation, people watching and general family gatherings.

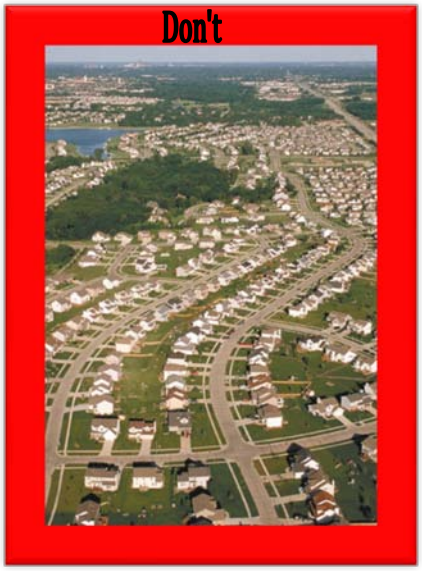


Signage

Signage should be incorporated into a buildings' architecture and be interesting in design.

Smart Growth

The image on the left shows a standard subdivision with large lots, typical of what has been built in the United States over the past 60 years. The image on the right shows a smart growth development which incorporates several housing types in a compact form allowing for each land use type to easily interact with each other.



Sustainability

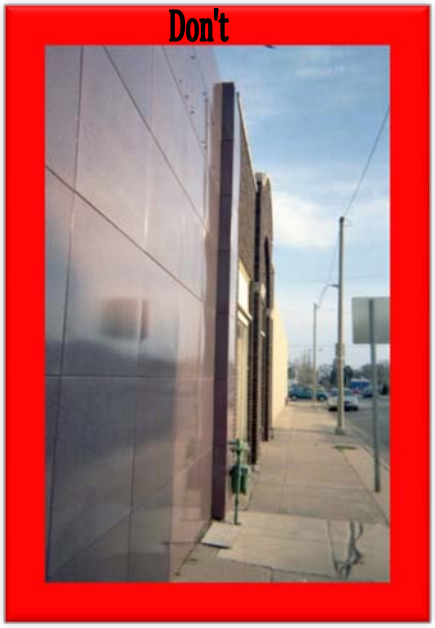
The image on the left is of a large home on a large lot, arguably not very sustainable. The image on the right is a prefabricated home from Living Homes. This home was not only built in a factory and assembled in one day, it is also the first home in the United States to receive platinum status from the U.S. Green Building Council's influential Leadership in Energy and Environmental Design (LEED) rating system.

Green Building

The ACROS Fukuoka Building, seen in the below right picture, contains a garden terrace down one whole side of the façade. This garden features 35,000 plants and 76 different species. It not only preserves green space in the city but cools the building and captures rainwater runoff. The image on the left is a large parking lot that contains no landscaping and does nothing to prevent or lessen the heat island effect within its city.

Walkability

Design features should be incorporated into the streetscape to create a safe and interesting pedestrian environment. The image on the left shows a building with no street fenestration. The sidewalk contains no trees to help shad pedestrians and provide a barrier from the vehicular traffic on the street. There is also no street furniture to aid a wary pedestrian. The image on the right is of a newly designed development in Downtown Los Angeles, California. The sidewalk has been expressly designed for the pedestrian and incorporates two walking paths, street furniture, building fenestration, and landscaping.



New Urbanism

Two examples of new urbanism have been included below. The first is of Daybreak community, located within South Jordan, UT. The second example is of Seaside, Florida, the "stage" used for *The Truman Show* movie in 1998. New urbanism incorporates certain design principles in order to create an environment reminiscent of a more traditional neighborhood design. One drawback to new urbanism is that if not done correctly it runs the risk of looking like a caricature instead of a real place.

Daybreak, South Jordan, UT

Seaside, FL

Mixed Use

Mixed use structures should allow for a variety of use parings, such as office and commercial, or commercial and residential. It can be designed as one large theme, as seen in the image on the right, or as a variety of different buildings, as seen on the historic Main Street of Hudson, Ohio.

Hudson, OH

Austin, TX

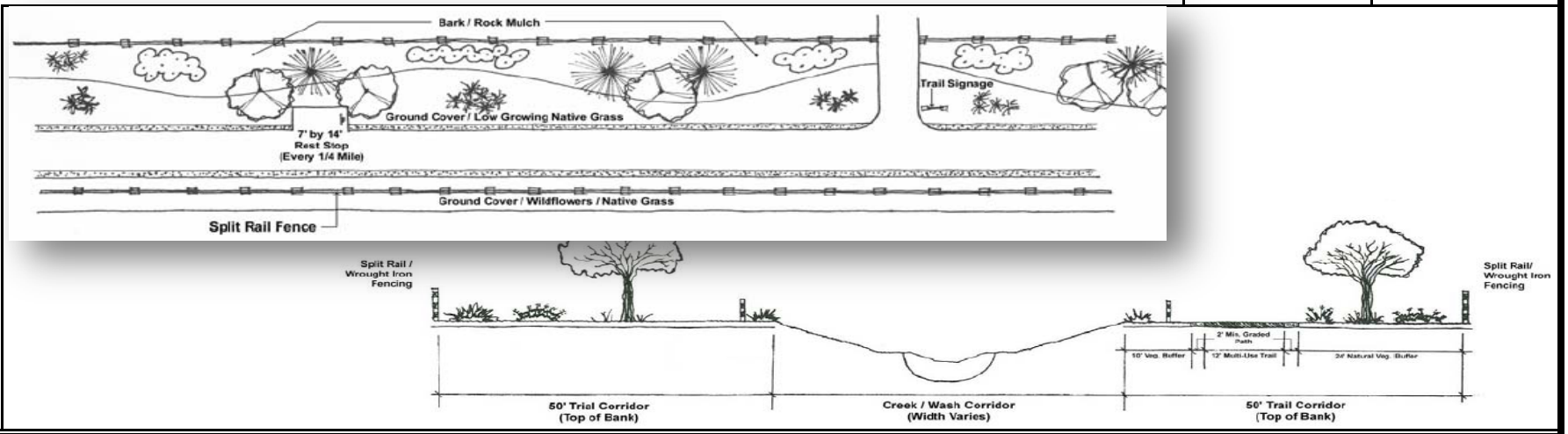
Human/Pedestrian Scale

The two buildings below treat the pedestrian level in very different ways. The image on the left ignores the streetscape and looks the exact same as the rest of the structure. The building on the right provides customized features for the street side floor to make a more enjoyable experience for pedestrians.

WSPA Density Bonus Amenity/Improvement Examples

Trails and open space	Weighted Value	Required vs. Optional
Dedication of open space, trail corridors of "in lieu of fees" in accordance with the comprehensive general plan and the parks, recreation and trails master plan.		Required

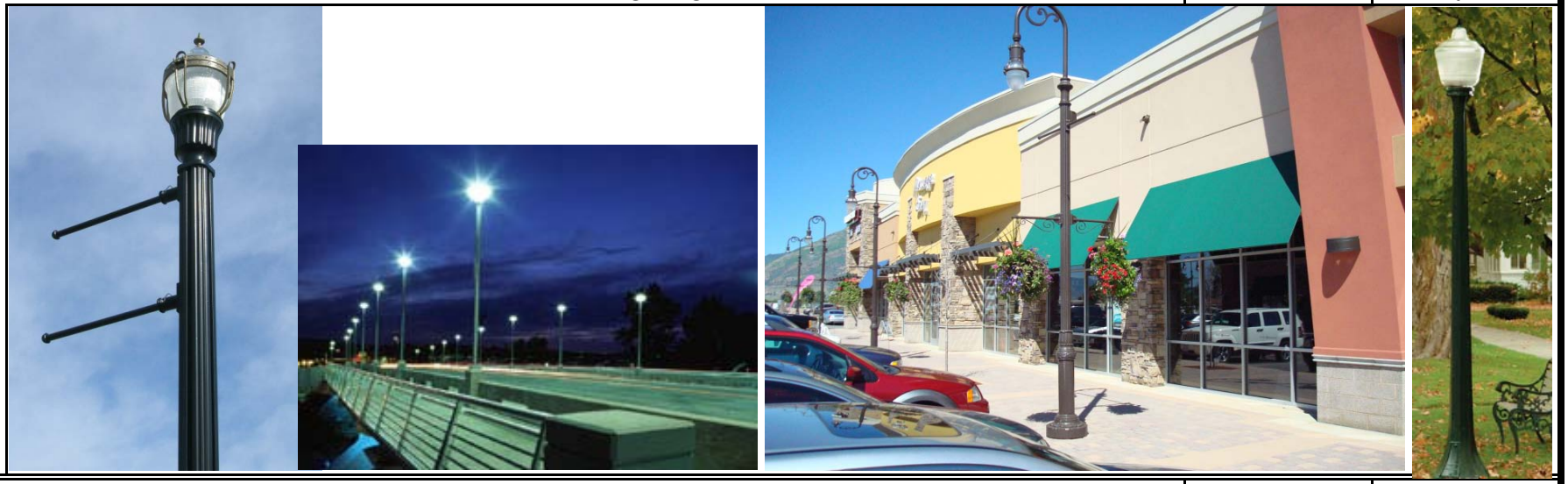
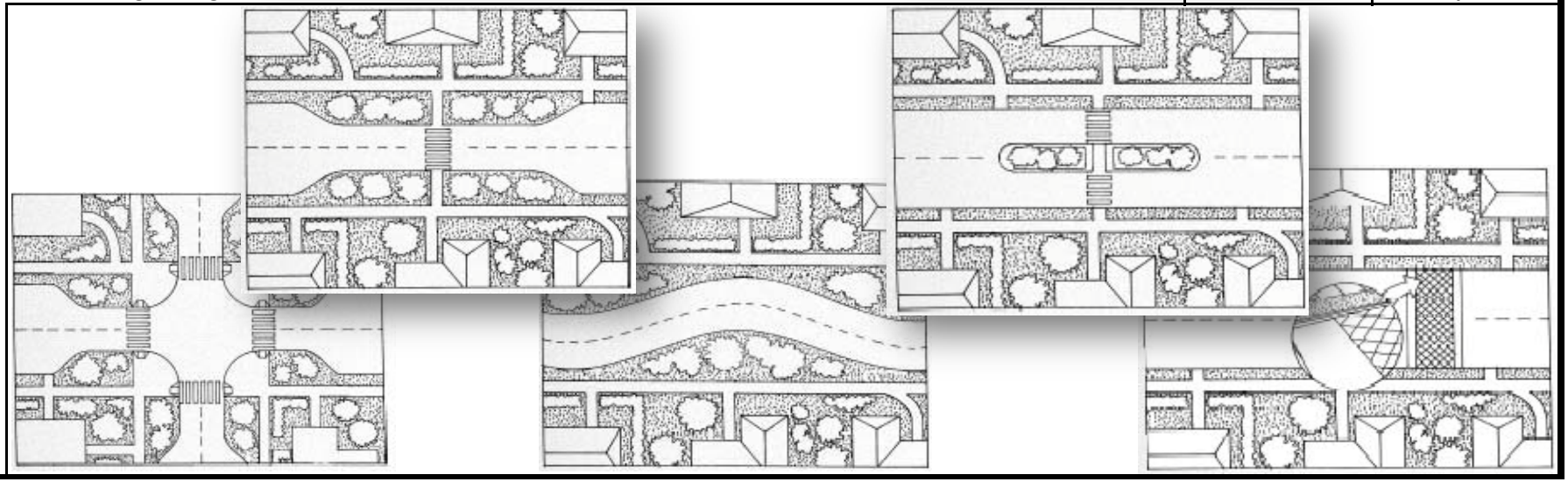
Examples



Installation of enhanced open space/recreational amenities in excess of that required per city standards	Up to 22%	Optional

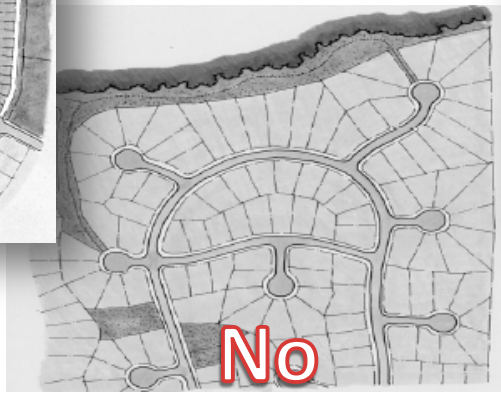
Examples

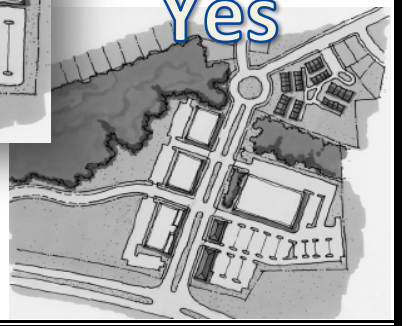
Trails and open space	Weighted Value	Required vs. Optional
Improvement of trail corridors and installation of trail amenities in excess of that required per city standards	Up to 15%	Optional
Examples 		
Dedication of additional property for trails beyond that required per city standards along creeks/washes	Up to 15%	Optional
Examples 		

Street design	Weighted Value	Required vs. Optional
Pedestrian scale and consistent, architectural street lighting		Required
Examples 		
Traffic calming design		Required
Examples 		

Street design	Weighted Value	Required vs. Optional
Street system designs		Required

Examples





Entryway monument or gateway feature to the subdivision/development	Up to 10%	Optional

Examples

Provision of a landscape buffer on major rights of way	Up to 22%	Optional

Examples

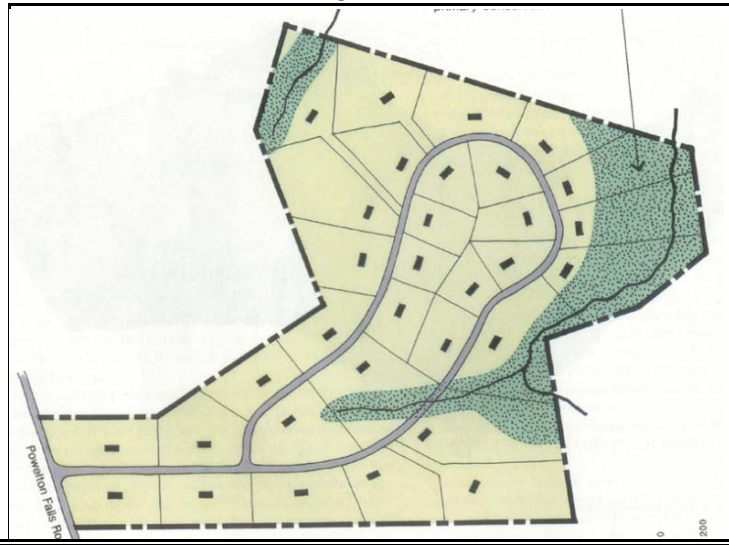
Smart growth urban design	Weighted Value	Required vs. Optional
Master planned subdivision design		Required

Examples

Smart growth urban design	Weighted Value	Required vs. Optional
Pedestrian friendly and walkable neighborhood design		Required
Examples 		
Alternative load garage configuration	Up to 18%	Optional
Examples 		

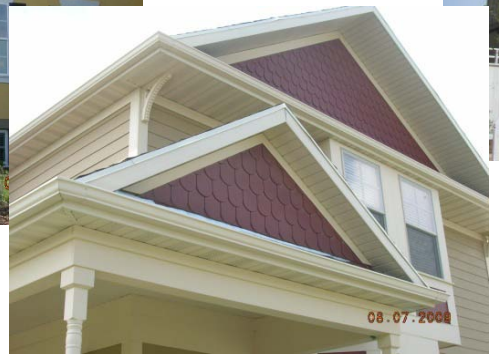
Smart growth urban design	Weighted Value	Required vs. Optional
Clustered subdivision design	Up to 10%	Optional

Examples



Building design		
Attractive theme based and consistent architecture on all structures		Required

Examples



Building design	Weighted Value	Required vs. Optional
Installation of covered porches throughout 50% of subdivision	Up to 14%	Optional
Examples 		
Enhanced door and window treatment	Up to 12%	Optional
Examples 		

Building design	Weighted Value	Required vs. Optional
Equal dispersion and use of high quality building materials	Up to 12%	Optional

Examples