Residential Design Guidelines

Toward Community

City of San Jose
Department of Planning, Building and Code Enforcement
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Residential Design Guidelines
Toward Community
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INTRODUCTION
Why Design Guidelines?

This book was originally compiled in 1986 and was the product of a collaboration among the consultant team, staff of the San Jose Department of Planning, Building and Code Enforcement, San Jose Planning Commission, City Council, and a large number of citizens, builders, architects and engineers who have generously donated time and knowledge. Updated in 1997 with a similar, diverse group of participants, these guidelines represent a reconfirmation of the general objectives and techniques originally created in 1986 as well as additional concepts designed to address current housing trends in San Jose. The design guidelines contained in this book address the private residential environment of the citizens of San Jose and the public world created by their dwellings in aggregation. The subject matter of the design guidelines is both the quality of housing and the quality of the city itself. The idea that housing should be the subject of specific and detailed guidelines is one that has evolved over many years in response to San Jose's characteristic patterns of growth.

Starting in the early 1960s planning procedures in many communities responded to the desires of developers and architects who found the preceding generation of zoning and subdivision controls rigid and overly prescriptive. The planning practices that evolved in the mid-1960s allowed designers of large projects to develop their own standards for building form, configurations of open spaces, and parking and circulation patterns. Proponents of these practices argued that the creativity of individual designers responding to the specific conditions of sites would permit land to be used more efficiently, setbacks and yards to be aggregated into meaningful spaces, and buildings to be clustered in ways that better served the interests of residents and developers.
Introduction

The population of San Jose approximately doubled between 1965 and 1985, and the city provides a vivid illustration of the type of community produced by the planning and development conventions of those years. There is no doubt that the combination of planning practice and market forces accomplished much that is positive during that period. A considerable portion of pre-1986 housing in San Jose is exemplary with respect to its unit design, relationships of units to open space, security, and amenities (Fig. 1-1). What that housing often tended not to address, however, are the relationships of dwellings to the street and to one another within a project and the quality of community that new housing creates in aggregation. At its most negative, this community takes the form of isolated enclaves, separated from adjacent properties by perimeter parking drives and walled off from public streets (Fig. 1-2). The public world is reduced to walls and garages, and the isolated nature of the housing enclaves tends to deprive them of context, history and community.

In the ensuing 10 years, since 1986, the guidelines have been used very successfully to affect positive changes in many of these and other elements of community character. In new residential projects, significant improvements have been made in the relationship of buildings to streets, building design, street design, the amount and design of open space, and compatibility within existing neighborhoods. The 1997 update was intended to build on that success by reviewing the effectiveness of each guideline, identifying and addressing remaining areas of concern, and reflecting new trends in housing type and design. In the continuing effort to achieve high quality neighborhoods, general areas determined to need further attention are: fitting individual projects into a broader community context; and creating livable dwellings with appropriate open space in the face of rising land and construction costs. Major elements revised, or addressed for the first time, include smaller lot single family detached development, street design, open space and mixed use.

San Jose, to a far greater degree than most communities, is heterogeneous in the kinds of housing environments it provides and the contexts into which new housing must fit. San Jose is urban and non-urban, dense and sparse. It has both isolated enclaves of housing
and integrated neighborhoods, settings that are lush and settings that are harsh. There are detached houses, rowhouses, garden apartments, courtyard buildings, and high-rises. There are places in which change would be welcome and places that should be protected from change. San Jose has areas of vacant land and many established neighborhoods in which the fit between new and existing buildings is vitally important to the people who live there. No single, universally applicable set of guidelines can address all of these conditions.

These guidelines, intended to shape the future of San Jose housing, are based upon a system of classification of design elements, of context, and of building type. Not all types of housing types or sites can be governed by the same criteria. Standards should distinguish between areas of the city in which matching the setbacks, height limits, and densities of surrounding development is important to preserve the integrity of neighborhoods and those places where the imposition of such rules would inhibit desired growth, such as in areas planned for very intense development.

San Jose is too large and too heterogeneous for guidelines to have a specific stylistic intent. There are, however, items of building form and design that can properly be regulated. Some simple directives can help the designer avoid the misuse of decorative materials, clashing materials, piecemeal embellishment of facades and awkward proportions (Fig. 1-3). Simple directives can address the problem of under articulated, barracks-like buildings (Fig. 1-4), or jumbled, maze-like complexes.

Most importantly, the guidelines are specific in crucial areas that govern the relationships of projects to their surroundings: existing neighborhoods, public streets, public open spaces, and other new projects. The guidelines also specifically govern the internal relationships between individual dwellings, groups of dwellings, common open space, streets, circulation and parking to ensure an attractive, livable environment. Building design and parking are addressed in ways that will avoid the barren processions of garage doors that characterized many pre-guidelines residential projects (Fig. 1-5).
Introduction

San Jose illustrates with as much clarity as any city the planning principles that have shaped the growth of American towns and cities since World War II. The housing component of this growth was governed first by subdivision standards codified by the FHA in the 1940s and later by the planned development procedures which supplanted them. Critical evaluation of the radical changes that have accompanied growth has led to a growing sophistication in planning practice. These revised guidelines build on the experience of the recent past and will assist planners, developers, and architects to achieve through their collective efforts a quality of townscape that often proved elusive through the period of postwar growth but is beginning to be recaptured in the last years of this century.
HOW TO USE THESE GUIDELINES

This book is divided into four parts; an introduction and three ensuing parts which present the specific guidelines.

- **Introduction:**
The introduction addresses in general terms the question of why the City of San Jose is employing design guidelines.

- **Part 1: Relationship to Surroundings**
The guidelines in Part One, Chapters 1 through 5, address how new residential development should relate to its surroundings. In many cases, new development will occur within established neighborhoods. The character and functional relationships of these neighborhoods should be respected and reinforced by new projects.

- **Part 2: Internal Organization**
The guidelines in Part Two, Chapters 6 through 16, address the internal organization of new residential development. The objective of the City design review process is to ensure that the relationships of units to each other and to other on-site uses are both functional and attractive.

- **Part 3: Additional Guidelines for Specific Housing Types**
The guidelines in Part Three, Chapters 17 through 25, address elements unique to each of the nine specific housing types. Although both perimeter and interior conditions are addressed as relevant, the focus is on interior conditions.

The chapters in this book are generally divided into three parts:

- **Definition**
This provides a brief explanation of a specific project component (Parts I and II) or of the specific housing type (Part III) governed by the guidelines in the section. (Sometimes no definition is needed.)

- **Intent**
This describes, in broad terms, the background for and objectives of the guidelines. The statements of intent will be used by City staff, the Planning Commission and the City Council to make project design decisions involving proposed alternatives or those areas that are subjective and not susceptible to fixed or numerical guidelines.

- **Guidelines**
The number of guidelines varies from chapter to chapter. Guidelines are intended to be applied as stated, but alternative measures which meet the objective of the guidelines may be considered. Guidelines that use the word “encouraged” or “discouraged” identify objectives that are desirable but not required.
How to use these Guidelines

Applicability

These design guidelines apply to all new attached unit residential development and small-lot single-family detached houses on lot sizes of less than 6000 square feet in the City of San Jose. These guidelines do not apply to new development within the Downtown Core Area nor to single-family detached houses developed in conventional R-1 zoning districts.

Compliance

Compliance with all applicable guidelines and Zoning Ordinance requirements may not always ensure approval of a project by the City. Some of the qualitative elements of project design cannot be fully addressed by fixed guidelines. Guidelines are minimums, and in some cases the developer may be required to provide more than the minimum in order to meet the stated intents.
PART ONE:
“Relationship to Surroundings”

The guidelines in this part are intended to ensure that patterns of growth and change do not destroy the character of established neighborhoods, that aggregations of new projects constitute true neighborhoods, not isolated enclaves, and that features of the natural landscape are treated with sensitivity and respect.
INTENT

Existing neighborhoods in San Jose contain many desirable attributes. It is the intent of these guidelines to ensure that new development protects and reinforces these attributes. In existing neighborhoods, transitions between new projects and their surroundings should enhance the quality of the existing neighborhood. Building height, mass, and site setbacks should be compatible. To the extent possible, new residential projects should be integrated with the existing neighborhoods adjacent to them. Designs should avoid the separation caused by high, solid fencing and walls, large expanses of open parking or the blank walls of buildings.

Transitions between existing and new projects of differing densities should be gradual. The height and mass of new projects should not create abrupt changes from those of existing buildings. Site setbacks of new projects from public streets should continue the prevailing setback patterns of adjacent buildings. This should take precedence over the perimeter setbacks identified in Chapter 5 “Site Setbacks”. Additionally, exceptions to the prevailing front setbacks of existing neighborhoods may be appropriate in areas addressed by approved specific plans such as for the Tamien, Jackson-Taylor and Midtown areas or for new high-density residential development in downtown-area neighborhoods. In these areas, emphasis will be on urban character, overall quality and compatibility with existing single family homes.

The perimeter areas of new projects should be planned to avoid disturbing existing adjacent residential uses. The protection of the privacy of adjacent residents and the minimization of environmental intrusions should be a major consideration in the design of new projects. Potentially disturbing uses within new projects, such as trash enclosures, entries to large aggregated parking areas, or noisy common spaces, should be located in areas away from the outlook of adjacent homes.

Where existing neighborhoods have architectural distinction and/or established functional or landscape patterns, new development should acknowledge and incorporate representative characteristics of the surroundings.
Heavy commercial or industrial uses, such as factories, service stations, and parking lots, as well as freeways and railroad lines, are incompatible with residential uses. Efforts to buffer new projects from incompatible uses are appropriate.

A. Relevant Setbacks
The setbacks of new residential buildings from the street should be either:

1. Equal to the average setback of all residences and buildings on the subject side of the street or;
2. Equal to the average of the two immediately adjacent buildings (Fig. 1-1).

B. Setback Averaging
In cases where averaging between two adjacent existing buildings is chosen, the new building may be averaged in a stepping pattern between the setbacks of adjacent buildings (Fig. 1-2), or the new building's entire frontage may be built on the average setback line.

C. Reduced Building Setbacks
Zero or reduced building setbacks from the street may be more appropriate for higher density housing types in areas near downtown, along streets with established reduced setback patterns and in areas with specific plans which call for reduced setbacks to reinforce the planned urban character of the neighborhood.

D. Building Heights Three Stories and Taller
The height of new buildings, when greater than two stories and adjacent to existing neighborhoods of single-family homes, should be limited to no more one foot for every two feet of setback from the common single-family property line. Height should be measured from existing grade at the common single-family property line (Fig. 1-3).

E. Setbacks From Single-Family Houses
New buildings should be set back a distance consistent with Guideline D, but at least 20 feet from any existing private rear yards in an established neighborhood. See Chapter 5, “Perimeter Set-
backs" for additional setback information. Measures to protect the privacy of existing houses with landscaping or other techniques should be included in the project.

F. New Landscaping

New landscaping for projects within existing neighborhoods should respect and incorporate any distinctive elements of the existing landscaping of the surrounding neighborhood. Pattern and plant types should equal or exceed the quality and intensity of surrounding landscaping.

G. Functional Relationships

New development should continue the functional, on-site relationships of the surrounding neighborhood. For example, in older neighborhoods common patterns that should be continued are entries facing the street, front porches, and parking at the rear.

H. Orientation Of Housing

In new subdivisions, single-family development should always front onto existing minor residential streets. New units should never back up to residential streets, across the street from front on houses.

I. Architectural Characteristics

New development in existing neighborhoods should incorporate distinctive architectural characteristics of surrounding development, for example: window and door detailing, decoration, materials, roof style and pitch, finished-floor height, porches and bay windows.
CHAPTER 2
Street Frontage

INTENT

A key objective of these guidelines is to encourage animated streetscapes, with a strong building presence on existing and proposed streets. Streets bordered by parking areas or walls should be avoided. There is, however, the need to buffer new residential projects from busy streets. Therefore, except along the most heavily traveled streets and thoroughfares, the City encourages projects with significant building frontage parallel to the street, unfenced open space along the street, and for appropriate building types and in appropriate neighborhoods, individual unit and garage entries off the street. Frontal orientation is desirable along all but the busiest streets, both inside a project and along its perimeter. Building orientation should not create residual pockets of arbitrarily shaped spaces along the street.

GUIDELINES

A. Building Setbacks

Front building setbacks are required for most housing types to buffer living areas from the public activity of the street and to provide space for landscaping in the configuration associated with traditional residential neighborhoods.

Buildings containing living areas should be set back at least 35 feet from major streets, freeways, and expressways (25 feet minimum if average is 40 feet, or 25 feet behind a sound attenuation wall). The 35-foot setback may be reduced on major streets if such a reduction is consistent with their existing or projected urban character.
B. Reduced Building Setbacks
Zero or reduced building setbacks from the street may be more appropriate for higher density housing types in areas near downtown, along streets with established reduced setback patterns and in areas with specific plans which call for reduced setbacks to reinforce the planned urban character of the neighborhood.

C. Building Orientation
The major orientation of buildings nearest the street should be parallel to that street or to the prevailing pattern of existing property lines. This guideline is not intended to limit either the inclusion of architectural elements, articulation, or embellishments that may not align with the street or the inclusion in large projects of minor buildings that do not align with the street.

D. Building Facades
If a side or rear elevation faces or is substantially visible from a street, it should be designed with the same care and attention to detail, and in the same material, as the front (see Chapter 11 “Building Design”).

E. Limitations On Parking Frontage
To strengthen the presence of buildings on the street, circulation elements and parking areas in the front setback area and/or adjacent to the street should extend across no more than 50 percent of the street frontage (Fig. 2-1).

F. Street Trees
The developer should plant street trees of an approved species and size along all public and private streets. There should be at least one tree for approximately every 25 feet of street frontage, depending on species, or at least one tree for each lot abutting the street.

G. Street Presence
Residential buildings located away from the street, as on flag lots, should maintain a presence to the street. This may be achieved by placing the rear building so that it is visible from the street (Fig. 2-2).
CHAPTER 3
Open Space Interfaces

INTENT
Projects that are adjacent to or which include parks, school playfields, riparian corridors, open hillsides or other major open space areas are afforded the unique opportunity to benefit from the space and/or natural beauty such amenities have to offer.

New residential development adjacent to planned or existing open space amenities as described above should provide maximum visibility and access to such areas in conformance with the General Plan and other City policies and practices. Frontage roads are the preferred means of providing access to and visibility of these areas as well as separating residences from open space areas for the purpose of security.

Where frontage roads are not feasible, other methods that provide similar access and visibility may be used. These include, but are not limited to, open ended cul-de-sacs, bike and pedestrian paths, horse trails and the placement of common open space or recreation facilities adjacent to the public or quasi-public open spaces. In all cases, elements of the adjacent public open space that extend onto the project site, such as trees, riparian areas, rock outcroppings, etc., should be preserved and protected.

GUIDELINES

A. Frontage Roads
All new projects adjacent to or which include parks, school playfields, riparian corridors and open hillsides should be designed to incorporate public frontage roads adjacent to such features.

B. Setbacks From Parks
Where a frontage road is not feasible, residential buildings and the private open spaces associated with them should be oriented to the park. New buildings should be set back a minimum of 25 feet from parks and public open spaces to reduce the risk of vandalism and theft. Active uses, such as entry walkways or recreation activities, in the setback area are encouraged in order to foster casual surveillance of the transitional area between public and private uses. Garages and carports that substantially block visibility between proposed residential units and parks are discouraged.
Chapter 3
Open Spaces Interfaces

C. Limitations On Walls/Fences
No walls or solid fences will be permitted between public open spaces and roads adjacent to them within a project.

D. Riparian Setbacks
Development along natural creeks and riparian areas are subject to the City’s Riparian Corridor Development Guidelines. These guidelines are intended to help protect riparian habitat and minimize impacts to riparian resources. The following guidelines are a summary of the major provisions of the City of San Jose’s Riparian Corridor Policy Study (refer to the study for complete details and setback exceptions).

1. A minimum setback of 100 feet from the edge of the riparian corridor should be maintained for all buildings, other structures, impervious surfaces, streets, roads, private streets, drives, parking drives, parking courts, active play areas (e.g. sports fields, recreation centers, tot lots, play equipment, multi-use courts, etc.) and ornamental landscaped areas (Fig. 3-1).

![LEGEND](image)

Fig. 3-1 Basic Riparian Setback Requirement.
2. Passive use areas (e.g., sitting and picnic areas, interpretive features, etc.) and other intermittently used recreation facilities, may be located immediately adjacent to the riparian corridor, subject to site-specific design considerations, in consultation with the City and a qualified biologist.

3. Any vegetation within the setback area should be native or compatible with trees, shrubs and groundcovers appropriate to the riparian habitat type.

4. Recreation or other facilities with night lighting should maintain a 200 foot separation from riparian corridors.

5. Where lighting is required within setback areas for security purposes, for instance, in parking lots or along walkways, light fixtures should be low in height (bollards preferred) and the light should be directed downward and not visible from the riparian corridor.

6. Fences along riparian corridors should be used only to protect important riparian areas from public and or domestic pet access or to provide critical project security. Fences should be low (no higher than 3 or 4 feet) and should not obstruct views.
CHAPTER 4
Perimeter Walls & Fences

INTENT

Long walls and fences around new residential projects along public streets tend to create isolated enclaves within the larger community. While walls and fences can be used to provide security, privacy, sound attenuation, and control of views, these same goals can often be achieved by other means. Wider setbacks and open spaces, frontage roads, and landscaped drives or courts are desirable and effective alternatives. Areas of landscaped common open space within a project should, whenever possible, be visible from the street. Continuous perimeter walls should be avoided or minimized if other types of fencing, for example, individual walls around private yards or patios, or alternative site designs can be used. Continuous perimeter walls should be considered only in extreme circumstances when there is no alternative means of creating an acceptable living environment.

GUIDELINES

A. Height
Fences and walls should be no more than 7 feet high, except when adjacent to freeways, expressways, railroads, incompatible uses, or when they are required for sound attenuation. Where the fence is engaged to a retaining wall, this guideline may require special interpretation.

For purposes of these guidelines:

- Walls are solid stucco or masonry barriers greater than 3 feet high.
- Fences are solid wood barriers greater than 3 feet high.
- Open fences are wood and/or metal fences greater than 3 feet high, with openwork siding or panels that are more than 50% open.
Chapter 4
Perimeter Walls & Fences

B. Articulation
Walls 70 feet or longer should incorporate at least two of the following for at least 10 feet at intervals of 60 feet or less (Figs. 4-1, 4-2, 4-3):

1. A minimum 2-foot change in plane.
2. A minimum 1-foot 6-inch change in height.
3. A section of open fence.
4. For walls required for sound attenuation, a change in material or substantial change in texture may be substituted for 2 or 3.

This guideline does not apply to walls along freeways and may not apply to walls along expressways.

C. Non-Permissible Locations
Solid walls and fences are not permitted between public streets and common open spaces including public or semi-public areas within a project. Swimming pools, recreational areas, and areas requiring sound attenuation are exempt from this guideline.

D. Limitations On Sound Walls
Sound attenuation walls should not be used unless they are required by City or State policies for mitigation of unacceptable noise levels and no other alternative is available.

E. Pedestrian Gates
Gates in walls or fences over 100 feet in length between public streets or open spaces and public or semi-public areas within a project are encouraged.

F. Landscaped Setback
Walls and fences continuous for more than 70 feet along public streets must have a minimum 10-foot landscaped setback from the property line (8 feet for changes in plane that implement Guideline B "Articulation"). Shrubs or vines which can be grown to cover such walls are encouraged as a means to prevent graffiti. This landscaping should be installed by the developer and should be maintained by the project along all minor streets and along major streets that provide access to the project (Fig. 4-4).
G. Reduced Landscaped Setback
The landscaped setback may be reduced to 5 feet from a street or drive for walls and fences not continuous for more than 70 feet and separated from adjacent segments of wall or fence by more than 20 feet of common open space, living space, building entrance, or other architectural feature (Fig. 4-5).

H. Wall Design
Walls, rather than fences should be used to separate residential uses from incompatible uses such as commercial, industrial or school uses and to buffer private open space areas from busy streets. Walls should be constructed of durable, high-quality materials and should display a high level of quality in finish and detail. In general, such walls should be constructed of unit masonry or should match the project building architecture. Walls with a lesser quality of finish and detail (Fig. 4-6) may be considered for approval only if they are continuously screened by landscaping (Fig. 4-4).

I. Fence Design
Fences, rather than walls, should be used to separate projects adjacent to other residential development. Projects such as cluster, podium cluster, and mixed use projects adjacent to parks should include open fencing such as wrought iron to enhance visibility into the park. Rear or side yard fencing adjacent to riparian corridors (creeks) should comply with the setback and design policies identified in the Riparian Corridor Study Policy.

J. Neighborhood Compatibility
Front yard fencing higher than 3 feet should not be introduced on streets that have an existing pattern of residences fronting onto the street. Such fencing should be avoided or minimized to continue the front yard pattern of the surrounding neighborhood.
K. **Fences For Single-Family Detached**
Fences for single-family detached development should comply with the City’s fence ordinance.

L. **Security Fences And Gates**
Security fences and gates are discouraged in any residential project but are particularly inappropriate on existing residential streets with open front yards, including those with maximum 3-foot high “fences.” If extraordinary circumstances warrant security fences and gates they should be open in appearance (such as wrought iron) and placed near the setback line so that:

- The landscaping within a project can make a more substantial visual contribution to the streetscape and surrounding area and

- The appearance that the existing neighborhood poses a risk to the new project can be avoided.

Security gates should be placed well within the project or parking garage to avoid vehicle stacking problems on adjacent streets and to allow for ample visitor parking in front of the gated area. Gates and fences should be well integrated into the landscape component of a project rather than appearing to be arbitrarily placed in a parking lot as the result of an afterthought.
CHAPTER 5
Perimeter Setbacks

DEFINITION
Perimeter setbacks are separations (measured in feet) between the perimeter property line of a project and buildings, parking, parking drives, streets or open space within the project.

INTENT
The foremost goals of these design guidelines are to preserve existing patterns in established neighborhoods and to integrate new residential projects into their surroundings. Setbacks ensure that new projects maintain the continuity of existing patterns, provide sufficient buffering between adjacent uses and facilitate landscape opportunities to enhance the streetscape. Separations between buildings ensure light and air to dwelling units and protect the privacy of their occupants. Additionally, setbacks from adjacent properties or public streets are used to buffer individual units along the perimeter of new residential projects from noise or undesirable views. (For building separations within a project, see chapters on specific development types.)
Chapter 5
Perimeter Setbacks

A. Setbacks From Perimeter Streets

Table 5.a identifies setback standards for key project elements that are adjacent to existing and proposed perimeter streets. Setbacks identified in Chapter 1 “Existing Neighborhoods” may supersede setbacks identified on this table. Exceptions to the setbacks listed in this table may be appropriate for projects covered by approved specific plans such as Communications Hill, Tamien, Midtown and Jackson-Taylor.

Table 5.a

<table>
<thead>
<tr>
<th>Project Components</th>
<th>PERIMETER STREETS</th>
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</thead>
<tbody>
<tr>
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<td>Minor Residential Streets</td>
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<td>Common Open Space</td>
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<td>Active Recreation Facility (structure)</td>
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<tr>
<td>Private Open Space (patio, yard)</td>
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<tr>
<td>Balcony/Deck</td>
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<tr>
<td>Residential Bldg., 1 Story Element</td>
<td>15 (b)</td>
</tr>
<tr>
<td>Residential Bldg., 2 Story Element</td>
<td>18 (b)</td>
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<td>Residential Bldg., 3 &amp; 3+ Story Element</td>
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<tr>
<td>Carport (entry face)</td>
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<td>Carport (other face)</td>
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<td>Parking Area/Drive</td>
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<td>Soundwalls</td>
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</table>

Note: All setbacks measured in feet

Includes Narrow Residential Streets and Limited Access Streets

a. 5 feet for corner lot side and/or limited occurrence.
b. Must however at least match average setbacks of existing residential buildings (adjacent and across street) within 100 feet and at least be consistent with setback requirements in the Part 3 Chapters.
c. May be reduced in more urban locations consistent with established or planned development patterns.
d. 25 feet (minimum) if average structure setback is 40 feet (25 feet behind sound wall).
e. May be reduced to 0 feet if located behind soundwall.
f. Must be behind sound wall.
g. Same as for residential buildings of comparable height.
B. **Perimeter Setbacks From Adjacent Uses**

Table 5.b identifies the setback standards for key project elements from existing uses immediately adjacent to the project perimeter. Setback dimensions are measured from common property lines. Setbacks identified in Chapter 1 “Existing Neighborhoods” may supersede setbacks identified in this table.

<table>
<thead>
<tr>
<th>Project Components</th>
<th>ADJACENT USES</th>
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<td>(structure)</td>
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<td>Parking Area/Drive</td>
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<td>Street</td>
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</table>

Note: All setbacks measured in feet.

- **a.** 5 feet for corner lot side and/or limited occurrence.
- **b.** Match existing for side to side if new project is single-family, paired dwellings or rowhouses.
- **c.** Match setback of existing similar structure or use, provided such setback does not exceed the range of common practice.
- **d.** Setbacks should conform to normal zoning code requirements for type of adjacent use.
- **e.** Setback should be two feet for every one foot of building height.
PART TWO:
“Internal Organization”

The guidelines in this part deal with the ways in which building design and site planning affect the private quality of life and the public or commonly shared environment within projects.
INTENT

Streets provide circulation routes for vehicles and primary pedestrian access to dwelling units. Streets, as opposed to parking drives, are the preferred means of vehicular access to parking and dwelling units. Street rights of way should be designed to encourage bicycle traffic and should include sidewalks that encourage pedestrian activities. Streets should look inhabited. Building entrances along them should be prominent, landscaping should be generous and living spaces should face or overlook them. New streets should be public and should connect with adjacent public streets to form a continuous network of neighborhood streets. To create a pleasant urban environment for residents, pedestrians and passersby and a sense of security for pedestrians, all street sections except for frontage roads as described below should include parkstrips and detached sidewalks on both sides of the street (Figs. 6-1, 6-2).

Private streets are allowed only in limited circumstances where the scale and character of the project or required parking configurations depend on their use. The use of private streets does not give a “density bonus”. The area of private streets should not be included
in the net acreage used to calculate density in determining conformance with the General Plan.

DEFINITIONS

Narrow Residential Street (48 Foot Right-of-Way): This street section provides two way access with on-street parking on both sides for up to 20 units or 415 feet whichever is less (Fig. 6-3). Such streets will generally be cul-de-sacs but may be through streets if it is clear that they do not provide access to more than the equivalent of 20 units including those on intersecting streets.

Minor Residential Street (52 Foot Right-of-Way): The primary purpose of these public streets is to provide access to abutting properties and they should serve no more than 120 dwelling units. Such streets may also provide access from limited access and narrow residential streets to collector streets, major streets and larger thoroughfares (Fig. 6-4).

Neighborhood Collector Street (60 foot right-of-way): The primary purpose of these public streets is to provide access from minor streets to major streets and larger thoroughfares (Fig. 6-5). Such streets may also provide access to abutting properties and should serve between 120 and 400 units.

Park Frontage Roads: Where a project adjoins a public park, school or riparian corridor, a frontage road is the preferred means of providing visibility and public access to these amenities and of separating the public and private uses. Such streets should provide a cross section consistent with those described above as appropriate depending on the number of units the street serves.

Frontage Roads: These frontage roads, separated from an adjacent major street, arterial or expressway by a landscaped median or island, provide protected local circulation and access to abutting properties which face the major roadway. Such streets should provide a cross section consistent with those described above (minus the sidewalk and parkstrip on the side opposite dwelling units) as appropriate depending on the number of units the street serves.
Limited Access Street (40 Foot Right-of-Way): This street section provides two way access, with no on-street parking, for up to 20 units or 415 feet, whichever is less (Fig. 6-6). Cul-de-sacs without sufficient turnaround space at the end of the street (hammerheads or cul-de-sac bulbs for instance) should be limited to 8 units and/or 150 feet in length.

Major Streets: Major Streets include those defined in the General Plan as major collectors or arterials. Typically these streets are four to six lanes and generally vary from 80 to 130 feet in right of way width.

Expressways: The primary purpose of these roadways is to move through traffic. No access to abutting properties should be allowed except via major streets.

Freeways: The primary purpose of this roadway is to move traffic with no access to abutting properties.

GUIDELINES

A. Continuity of Streets
Public streets should be aligned so that they are continuous through adjacent existing and planned residential development, creating a network of neighborhood streets.

B. Limited Access Street Requirements
Because limited access streets are narrow and have no parking lanes, special requirements accompany their use:

1. One off-lot guest parking space for each single-family detached, courtyard, paired dwelling or rowhouse unit should be provided within 150 feet walking distance of each unit (Fig. 6-7), preferably on an intersecting street with parking lanes, in a small off-street parking lot(s) or parking bays for parallel or perpendicular parking.

If a proposed project is in a neighborhood with an existing high demand for on-street parking, the off-lot parking requirement should be greater.
2. When required guest parking spaces are provided in configurations such as in hammerhead areas, limited access streets should be private. (See off-lot parking design alternatives in Chapter 8 “Parking”.)

C. Narrow Residential Street Requirements
The lotting pattern should be designed so that street segments with on-street parking spaces directly opposite each other are minimized and the width of the travel lanes maximized (Fig. 6-8).

D. Street Alignment Restrictions (Limited Access and Narrow Residential Streets)
Such streets should generally be straight without any horizontal or vertical curvature. If minor deflections are proposed, increases in streets width should be provided as determined appropriate by the San Jose Department of Public Works.

E. Frontage Road Section Exception
For frontage roads with development on only one side, the sidewalk, parkstrip and parking lane on the opposite side of the street may be eliminated unless there is a park or school site along that side of the street, or the sidewalk is needed to serve as a trail along a riparian corridor.

F. Frontage Roads Median Width
The landscape median which separates a frontage road from the adjacent major street or expressway should be not less than 10 feet wide (Fig. 6-9). See Chapter 9 “Landscape Areas” regarding the quality of landscaping required.

G. Private Streets
Private streets should be used infrequently and should be limited to projects containing additional commonly owned facilities that will reinforce the role of the homeowner’s association and encourage the on-going maintenance activities necessary to minimize the need for repairs and where one of the following conditions exist:

---

Fig. 6-8: On Narrow Residential Streets, opposing curb side parking spaces should be staggered to maximize the vehicle circulation area.

Fig. 6-9: Frontage road along major street.
a. The project is characterized by a low density, rural atmosphere with minimal traffic demand.

b. The project parking requirement relies on on-street parking configurations which are inconsistent with public street standards.

Private streets will only be approved with planned development zoning and should incorporate the following characteristics:

1. All construction standards, including utilities and depth of pavement, must be equal to those required by the City for public residential streets at the same location.

2. Private streets should include appropriate design measures to distinguish them visually from public streets. Such measures may include driveway cut entrances, features such as decorative entry gate posts, and/or the use of varied paving materials (Fig. 6-10).

3. Private streets should include all of the elements of a public street in comparable circumstances. These elements include sufficient right-of-way for automobile and bicycle travel lanes, sidewalks and planting strips for street trees. They may also include on-street parking.

H. Provisions to Accommodate Bicycle Traffic

For larger streets (other than Limited Access Streets, Narrow Residential Streets and Minor Residential Streets) as determined appropriate by the Department of Streets and Traffic and City Council Policy, the width of one travel lane in each direction should be expanded by an additional five feet to provide space for bicycle travel.

I. Wider Sidewalks to Accommodate Heavier Pedestrian Demand

In street rights-of-way serving higher density residential development or located in more urban, pedestrian oriented areas of the City, sidewalks
should be at least 6 to 10 feet in width, depending on adjacent densities and expectations for pedestrian activity.

J. Parkstrip Design

For all streets whether public or private, the following features and design considerations should be incorporated to enhance landscape opportunities in the parkstrip:

1. At least one street tree should be provided for, and in front of, each dwelling unit in a subdivision. On corner sides and/or for attached unit housing projects, street trees should be planted approximately every 25 feet (depending on species of tree). Root guards should be installed adjacent to sidewalks and curbs to reduce the incidence of buckled concrete.

2. Street lights, mailboxes and utility laterals (water, gas, sewer, electricity, cable television lines) should be placed in such a manner as to avoid interference with street trees. Utility meters and vaults should be placed in such a manner as to minimize their impact on parkstrip landscaping. Utility laterals should be placed beneath driveways if possible.

3. Dwelling units located on lots with limited street frontage, such as on cul-de-sac bulbs or street elbows, should be provided with tapered or shared driveways for adjacent units in order to maximize curbside parking, the width of front yard landscaping and the length of parkstrips (Fig. 6-11).
CHAPTER 7
Driveways

DEFINITION

Driveways, entry drives, parking drives and to some extent parking courts are private roadways for vehicular circulation in projects not served by streets. These circulation elements serve higher density, attached unit projects, including garden townhouses, cluster housing and podium cluster housing; they provide vehicular circulation through a project and vehicular access to parking and dwelling units but do not typically provide the primary pedestrian access to units. Pedestrian access is typically provided by a separate pedestrian walkway system.

Types of Driveways:

**Entry Drives.** Entry drives are private roadways but may share some of the characteristics of streets. They form the first segment of the private vehicular circulation system within higher density attached housing projects.

**Driveways.** Driveways are private vehicular circulation elements through a project and provide vehicular access to parking and dwelling units but do not provide the primary pedestrian access to units. Driveways are intended to be used primarily for vehicular circulation and access and should be visually distinct from streets. Driveways may be bordered by parking, but efforts should be made to avoid substantially lining driveways with parked cars.

**Parking Drives.** Parking drives are driveways lined with parking spaces along significant portions of their length, whether in garages, carports or open parking (Fig. 7-1).

Fig. 7-1: Parking drive (Woodland Meadows Apartments).
Parking Courts. Parking courts typically occur in one of the following configurations: (1) small parking lots with carports or open parking (Fig. 7-2a), (2) dead-end areas which provide direct vehicular access to a small number of garages which may or may not be attached to residential buildings with primary pedestrian access occurring elsewhere (Fig. 7-2b) and (3) areas around which both garages and living units cluster and which provide both primary pedestrian and vehicular access (Fig. 7-2c). (Type 3 parking courts are the entry courts serving court-homes.)

INTENT

Projects with either relentless parking drives or large parking aggregations should be avoided. Common open spaces should be visible from driveways. The sight of long lines of parked cars or blank garage doors, unrelieved by planting areas and other types of screening, is undesirable. When cost considerations preclude parking within residential buildings, combinations of partial and interrupted parking drives and small, dispersed parking courts are a desirable alternative. Parking courts are the most desirable alternative to parking drives. The guidelines encourage small, discrete courts and discourage large parking lots which are not suitable for residential projects. For this reason the length and width of courts are limited.

Entry into Garden Townhouse and Cluster Housing projects should be via an entry drive with a streetlike character and not through parking drives or parking courts.

When located on the periphery, parking drives isolate projects from their surroundings. Unless new or existing adjacent uses are considered incompatible, the extent of perimeter parking drives should be minimized.

GUIDELINES

A. Entry Drive Requirement

Entry drives are required for garden townhouse and cluster housing projects and should be long enough to provide a definite sense of arrival at the front doors of a residential community (Fig. 7-3).
B. Entry Drive Exemptions
Entry drives usually are not required for:

1. Projects with units fronting directly onto perimeter streets, for at least 40 percent of the total project perimeter.

2. Projects with no more than 20 units.

C. Character Of Entry Drives
The design of entry drives should include all of the following:

1. Minimum setbacks from the curbs of entry drives should be 10 feet for buildings and 18 feet for garage entries. Where sidewalks are provided, the width of the sidewalk must be added to the setback.

2. No more than 50% of the frontage on either side of an entry drive may be devoted to parking uses.

3. At least one-half of the units within 50 feet of an entry drive should have their principal entrance on the side facing the entry drive.

4. Entry drives should have sidewalks on at least one side when the drive provides a direct pedestrian route to common open space in the project, to the neighborhood outside the project, or to public transportation.

5. Entry drives should have street trees on both sides, spaced approximately 25 feet apart, depending on species.

D. Driveway/Entry Drive Width
Standard driveways and entry drives with two-way traffic should be at least 20 feet wide not counting parallel parking lanes. Parking drives or any other roadway used for backout from parking spaces should be 26 feet wide. Driveways serving four or fewer units, and not serving as a backout aisle, may have a reduced width of 12 feet.
Chapter 7
Driveways

E. Relationship To Open Space
At least part of the common open space within a project should be accessible and visible from driveways or entry drives (Fig. 7-4).

F. Parking Drives
In parking drives:

1. There should be no more than an average of 10 spaces of uninterrupted parking, whether in garages, carports, or open parking areas.

2. Each average of 10 spaces of parking should be separated from additional spaces by a landscaped bulb not less than 12 feet wide. Architectural elements, such as trellises, porches, or stairways, may extend into these landscaped bulbs (Fig. 7-5).

3. When required landscape bulbs can be made to line up with common open space, they should be, regardless of the number of cars in each bay.

4. When the average number of continuous parking spaces is reduced to 7, parking should be separated from additional spaces by a landscaped bulb 1 car space wide (Fig. 7-6).
G. Parking Drive/Parking Court Restrictions
Parking areas should not visually dominate a project as seen from the street. For this reason, parking drives or courts should make up no more than 50 percent of project elements along any given street frontage and should be screened from view by low walls (Fig. 7-7).

H. Parking Court Width
A parking court of any length should consist of no more than 2 double-loaded parking aisles adjacent to each other (Fig. 7-8).

I. Parking Court Length
In parking courts:

1. There should be no more than 14 parking spaces in a row without a landscape bulb dividing the row.

2. Landscape bulbs should be at least 12 feet wide (Fig. 7-9).

J. Parking Court Separations
Parking courts should be separated from each other by landscaped buffers not less than 30 feet wide or by buildings.

K. Parking Court Landscaping
Parking courts should be separated from project streets, parking drives, and access roads they face by landscaped areas as described below:

1. For parking courts containing fewer than 18 parking spaces, the width of the landscaped buffer should be 10 feet.

2. For parking courts containing 18 or more cars, the width of the landscaped buffer should be 20 feet.

L. Pedestrian Access
Landscape bulbs should, wherever possible, align with major building entrances to provide pedestrian access to the building entrance from the parking court or drive. Bulbs that align with entrances should be at least 2 car spaces wide.
and should include a pathway as well as a vertical landscape or architectural element, for example, a trellis or a tree (Fig. 7-10).

M. Garage Frontage Landscaping
Enclosed garages that front on parking drives or parking courts should have tree pockets of not less than nine (9) net square feet in area between garage doors every two parking spaces (Fig. 7-11). The area above the tree pockets should remain unobstructed to allow for future growth of the tree. Underground utility lines should not be located under the tree pocket. Utility vaults located in the tree pocket do not count toward the nine (9) net square feet.
CHAPTER 8
Parking

DEFINITION

Parking, for the purpose of this chapter, refers primarily to on-site parking provided as part of a project. On-site parking may be provided in the form of garages (private or common), carports and/or open parking areas. Street parking is also addressed for subdivision based housing types.

Parking Elements:

Open Parking. Open parking refers to common parking areas which can be located outdoors (surface parking lots; parking spaces may be uncovered or covered in the form of carports) or within buildings (parking structures, parking floors under podiums, etc.).

Parking Garages. Parking garages are common parking floors within buildings or under podium buildings.

Carports. Carports are structures over parking spaces and may consist of a roof alone or a roof and walls with at least one side unsecured by walls or doors. Carports are classified as open parking for purposes of San Jose's parking requirements.

Garages. Garages are private enclosed buildings or portions of buildings, secured by a door, where the cars of a single household are parked.

INTENT

The intent of this chapter is to establish design standards to ensure that projects provide sufficient parking that is adequately distributed throughout the site and in convenient proximity to the units it serves.
Chapter 8
Parking

GUIDELINES

A. Parking Standards

All residential projects (except for single-family detached, courthome, rowhouse and paired dwelling projects) should provide parking in accordance with the standards identified below:

<table>
<thead>
<tr>
<th>Unit Size</th>
<th>All Open Parking</th>
<th>1-Car Garage</th>
<th>2-Car Garage</th>
<th>2-Car Tandem Garage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>1.4</td>
<td>1.3</td>
<td>2.2</td>
<td>2.4</td>
</tr>
<tr>
<td>1 Bedroom</td>
<td>1.5</td>
<td>1.7</td>
<td>2.3</td>
<td>2.5</td>
</tr>
<tr>
<td>2 Bedroom *</td>
<td>1.8</td>
<td>2.0</td>
<td>2.5</td>
<td>2.7</td>
</tr>
<tr>
<td>3 Bedroom *</td>
<td>2.0</td>
<td>2.2</td>
<td>2.6</td>
<td>2.8</td>
</tr>
<tr>
<td>3 Bedroom +; add per Bedroom</td>
<td>0.15</td>
<td>0.15</td>
<td>0.15</td>
<td>0.15</td>
</tr>
</tbody>
</table>

* Units that are designed to function as dual master bedroom units (i.e. bedrooms of similar size, a bathroom immediately adjacent to each bedroom and closets of similar size) should provide extra parking at a rate of .2 parking spaces in excess of recommendation on table.

Open parking, as used in this table, is any parking provided outside of an individually enclosed garage with a door and includes carports and parking garages within or under buildings.

Each driveway apron space (in a private driveway located in front of an enclosed garage only) may be credited for up to 0.15 of a required parking space.

B. Parking Standards (Single-Family Detached, Paired Dwellings, Rowhouses and Courthomes)

For single-family detached, paired dwelling, rowhouse and courthome projects, two covered spaces per unit plus one additional off-lot parking space within 150 feet of each unit should be provided (Units without a driveway apron of suitable length to park at least one car must provide 1.3 off-lot parking spaces per unit). Off-lot parking can be accommodated by the following:

1. On-street parallel parking in front of new units.

2. On-street parking on an intersecting street. Required off-lot parking may not be provided in front of units that are not part of the subject project (Fig. 8-1). In neighborhoods where there is an existing high
demand for curbside parking, the off-lot parking requirement should be appropriately increased.

3. Parking bays with perpendicular parking adjacent to streets. These may be located anywhere along the street segment including in cul-de-sac bulbs and hammerhead turnarounds (Fig. 8-2). On streets with a 22 foot curb to curb dimension, perpendicular parking bays must be recessed to accommodate a backout dimension of 26 feet. These parking configurations may only be utilized on private streets.

4. Parking courts as described in Chapter 7 “Driveways”.

C. Size Of Parking Stalls

   Compact stall (40 % max.)....8 ft. X 16 ft.
   Handicap stall......................14 ft. X 18 ft.

   OR

2. Uniform stall (100% of project except handicap spaces)........8.5 ft. X 17 ft.
   Handicap stall......................14 ft. X 18 ft.

Parking spaces within private enclosed garages, excluding common parking garages, should be at least 9 by 18 feet.

Parking stalls of any size, may utilize up to two (2) feet of the adjacent landscape area for vehicle overhang (e.g. the paved area of a standard size parking stall can be reduced to 16 feet in length if the landscaped area is increased by two feet in width) (Fig. 8-3).

D. Garage Storage Requirement

At least 640 cubic feet of storage area, in addition to the two parking spaces, should be provided within the garages of single-family houses, courthomes, paired dwellings and rowhouses. A floor area of at least 40 square feet (320 cubic feet) with a two foot minimum dimension, ex-
exclusive of the parking area, should be provided. Other space, outside the parking area, including the area within the rafters, above the parking spaces, may be counted toward the balance of the storage requirement.

E. **Proximity To Units**
   It is important that the distribution of parking be well balanced throughout a project site. For units without attached garages, at least one of the required parking spaces should be located no more than 150-feet from the dwelling unit it serves. Where possible, other required parking spaces serving a unit should also be no further than 150-feet from the unit.

F. **Parking Ratios For Housing For The Elderly.**
   The amount of parking required for any housing project for the elderly that provides substantial support service to a semi-dependent population is at least 0.50 space per unit and 1 space per employee. For projects designed for more independent living, a minimum of 1 space per unit and 1 space per employee is required.

G. **Garage Enclosure**
   Individual parking spaces within residential buildings should be enclosed behind garage doors.

H. **Garage Frontage Landscaping**
   Enclosed garages that front on parking drives or parking courts should have tree pockets of not less than 9 net square feet in areas between garage doors every 2 parking spaces (Fig. 8-4). The area above the tree pockets should remain unobstructed to allow for future growth of the tree. Underground utility lines should not be located under the tree pocket. Utility vaults located in the tree pocket do not count toward the 9 net square feet.

I. **Driveway Apron Length**
   The length of a driveway apron in front of a garage door must be either 18 feet or more or 10 feet or less.
J. **Automatic Openers**
Garages with parking aprons less than 20 feet in length should have automatic garage door openers and sectional roll-up doors.

K. **Protection From Headlights**
Carports or open parking areas should be situated such that automobile headlights do not shine into the primary living areas of any dwelling unit.

L. **Bicycle Parking**
Attached unit projects, which do not include enclosed garages, should provide secure parking facilities (one bicycle space per two units) to encourage the use of bicycles instead of automobiles.
CHAPTER 9
Landscaped Areas

DEFINITION

All areas not covered by buildings, streets, drives, or parking should be landscaped. This chapter also addresses hardscape that is part of a recreation use, a common area, patios, paving adjacent to pools and walkways or sidewalks adjacent to or included within landscaped areas.

INTENT

Landscaped areas are used to frame, soften and embellish the quality of the environment, to buffer units from undesirable views, to break up large expanses of parking and to separate frontage roads within a project from public streets. To accomplish these design objectives, landscape elements require a vertical dimension. Trees and tall shrubs are needed in addition to grass and groundcover. Efforts should be made to plant drought resistant vegetation and to provide appropriate irrigation. Additional information on this subject is available in the San Jose’s Landscape and Irrigation Guidelines. Trees can also be used to provide shading and climatic cooling of nearby units (see Chapter 13 “Solar Access”). Landscaping planted adjacent to riparian corridors should consist of native plants and should conform to the provisions of the City’s Riparian Corridor Policy Study. Special efforts should be made to preserve the urban forest, by preserving and incorporating significant, existing on-site trees into the project design.

GUIDELINES

A. Developer Responsibility

Landscaping should be provided by the developer in all planted areas except within private rear yards or patios and within single-family detached lots which are 4,000 square feet or larger. For single-family detached lots less than 4,000 square feet and for paired dwellings, rowhouses and courthomes, the developer should install landscaping and irrigation in the front yards, parkstrips and common areas. All landscaping should be planted and maintained in accordance with the City’s Landscape and Irrigation Guidelines.
Chapter 9
Landscaped Areas

B. **Landscaping In Front Of Walls And Fences**

Landscaping should be provided by the developer in all setback areas between project walls and/or fences and the rights-of-way of public streets and sidewalks. This landscaping should be generous and should include trees and/or shrubs as well as groundcover. Tall shrubs or vines should be planted to help screen walls and fences and provide protection from graffiti (Fig. 9-1). All slopes should include sufficient erosion control measures to prevent the loss of topsoil.

C. **Frontage Roads And Landscaping**

Islands or medians that separate frontage roads from public streets should be planted with trees and shrubs of sufficient density to form a solid screen at least 5 feet high and a continuous tree canopy (Fig. 9-2).

D. **Street Trees**

The developer should plant street trees of an approved species and size along all public and private streets. There should be at least one tree for approximately every 25 feet of street frontage, depending on species, or at least one tree for each lot abutting the street. The City’s street tree planting standards should be used.

E. **Open Space Setback Landscaping**

Private rear yards, patios, and balconies should be provided with an extra 10 to 20 feet of landscaped setback when adjacent to incompatible uses or close existing decks or balconies.

F. **Landscape Bulbs**

Except where architectural elements extend into required landscape bulbs in parking drives and courts, each landscape bulb should be planted with one or more trees as well as shrubs and/or groundcover.
G. **Landscaping Adjacent To Riparian Areas**
Any vegetation within the riparian setback area, as defined in Chapter 3 “Open Space Interfaces”, should be native to or compatible with the adjacent riparian habitat type (see the City’s Riparian Corridor Policy Study for additional information).

H. **Irrigation**
All trees and other landscaping should be provided with automatic irrigation.

I. **Recycled Water**
The City is committed to the use of non-potable recycled water for landscape irrigation in place of potable water. All common landscaped areas should be piped separately from drinking water systems to facilitate the connection to the recycled water source.

J. **Tree Preservation**
Existing mature trees should be identified and considered for preservation dependent upon species and health. Ordinance size trees (56 inches in circumference or greater measured two feet above grade) and heritage or candidate heritage trees per sections 13.28.340 and 13.32 of the San Jose Municipal Code should be preserved and incorporated into the new project landscaping. These trees should be identified at the preliminary stages of project design and review. Buildings should be located outside the drip line of the trees to be preserved, and disturbance of roots and changes in ground elevation within the drip line should be avoided (Fig. 9-3).
DEFINITION

Common open space is that outdoor space provided for the use and recreation of all residents of a project. Required common open space must be usable, and only landscaping that enhances its utility is permitted. Areas of decorative landscaping are not considered usable common open space and cannot be counted toward the common open space requirements for a project.

Private open space is that outdoor space provided only for the use of the residents of the living unit to which it is attached. Private open space can occur in the form of a rear yard, patio, balcony, and/or deck.

Patios and rear yards both occur at ground level but are distinguishable from each other in that: (1) a rear yard typically occurs at the rear or side of its living unit, provides all the required open space for its living unit, which typically is a single-family detached house, paired dwelling, or rowhouse, whereas (2) a patio can occur on any face of a building, typically is smaller than a rear yard and is supplemented by common open space, and most often is attached to one of the denser housing types.

INTENT

Residents of new housing projects should have access to usable open space, whether public or private, for recreation and social activities. The design and orientation of these areas should take advantage of available sunlight and should be sheltered from the noise and traffic of adjacent streets or other incompatible uses.

Required common open spaces should be conveniently located for the majority of units. Private open spaces should be contiguous to the units they serve, screened from public view, and have usable configurations. Projects should have secure children’s play areas that are visible from the units.

Projects with small private open space areas should include usable common open space and/or indoor recreation/social facilities. These may include, but are not limited to, swimming pools, jacuzzis and saunas, tennis courts, large lawn areas, meeting and/or game rooms, and children’s playgrounds or tot lots. Areas of decorative planting are not considered to be usable common open space (Fig. 10-1).
The type and amount of usable common open space or indoor facilities depends on the amount of private outdoor space provided for each unit, the size and type of the project, the expected population of the project, and other factors.

**GUIDELINES**

A. **Size Of Open Space**

New residential development should, at a minimum, include open space for each residential unit as specified below:

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Private Open Space Min. Size (sq.ft.)/Min. Width (ft.)</th>
<th>Common Open Space (Square feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family Detached</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(lots less than 3,000 square foot)</td>
<td>400/15</td>
<td>150 (1,6)</td>
</tr>
<tr>
<td>Single-Family Detached</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(lots 3,000 to 4,000 square feet)</td>
<td>500/15</td>
<td>150 (1,6)</td>
</tr>
<tr>
<td>Single-Family Detached</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(lots 4,000 to 5,000 square feet)</td>
<td>750/18</td>
<td>None</td>
</tr>
<tr>
<td>Single-Family Detached</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(lots 5,000 to 6,000 square feet)</td>
<td>1,000/20</td>
<td>None</td>
</tr>
<tr>
<td>Courthomes</td>
<td>400/15</td>
<td>150 (1,6)</td>
</tr>
<tr>
<td>Duplexes</td>
<td>300/15 (2)</td>
<td>None</td>
</tr>
<tr>
<td>Paired Dwellings</td>
<td>600/20 (5)</td>
<td>None</td>
</tr>
<tr>
<td>Rowhouses</td>
<td>400/15</td>
<td>150 (1,6)</td>
</tr>
<tr>
<td>Garden Townhouses</td>
<td>300/15</td>
<td>150</td>
</tr>
<tr>
<td>Cluster Housing</td>
<td>60/6</td>
<td>200 (3)(4)</td>
</tr>
<tr>
<td>Podium Cluster Housing</td>
<td>60/6</td>
<td>100</td>
</tr>
<tr>
<td>Mixed Use Development</td>
<td>60/6 (See Chapter 25)</td>
<td>100 (See Chapter 25)</td>
</tr>
</tbody>
</table>

For projects with 20 or fewer units the common open space requirement may be deleted. For projects with more than 20 units the common open space requirement may be deleted provided that the private open space for all units is increased by 150 square feet each.

2. For units with more than two bedrooms, an additional 100 square feet should be added for each bedroom.

3. Required common open space per unit may be reduced by an area equivalent to the amount of private open space in excess of 60 square feet.

4. Projects with fewer than eight units are not required to provide any common open space provided that each ground floor unit has at least 120 square feet of private open space.

5. This setback may be reduced to 15 feet if some major compensating factor is present. Major compensating factors are substantially larger areas of open space (on-site or off-site) immediately available to the living unit. Chimneys and other minor architectural projections are permitted to encroach into the 20-foot dimension by at most two feet.

6. A reduction in the common open space requirement may be considered if the project is located in very close proximity to a public park.
Chapter 10
Common And Private Open Space

B. **Required Setbacks**
Setbacks for open space areas along the perimeter of a site should comply with the standards in Chapter 5 “Perimeter Setbacks”. Lateral separations between open space areas and other project elements should comply with the standards in Part III under specific development types.

C. **Privacy From Adjacent Units**
The size and placement of second floor windows should be carefully planned to reasonably protect the privacy of adjacent yard areas.

D. **Relationship To Streets/Drives**
Portions of a project’s common open space should be visible from and extend out to streets and drives (Fig. 10-2).

E. **Character Of Fencing**
Individual unit patio or rear yard fences visible from a project open space should be low and/or architecturally consistent with the residential building (Fig. 10-3).

F. **Height Of Fencing**
When the common open space is large and represents a major feature of the project, patio fences less than 6 feet high are encouraged to permit private views of the common amenity.

![Fig. 10-2: Proper relationship between common open space areas and drive- ways or streets.](image)

![Fig. 10-3: Private/Common open space with architecturally consistent wall (Cabernet Vineyards).](image)
CHAPTER 11
Building Design

INTENT

Buildings are the single most important element of a residential project. Well designed buildings are necessary to the creation of an attractive project. Quality building design, executed in conjunction with the site design principles discussed in this document, help to ensure the creation of an attractive project. This chapter addresses design consistency, building articulation, massing and finish materials, but not specific styles. (See chapters on individual development types for additional design requirements).

The articulation of building facades and the massing of buildings give them richness and scale. Separations, changes in plane and height, and the inclusion of elements such as bay windows, porches, arcades, dormers, and cross gables help to mitigate the barracks-like appearance imparted by flat, planar walls and roofs of excessive length.

The choice and mix of materials on the facades of buildings are important components of attractive buildings. Materials should be consistently applied and should be chosen to work harmoniously with adjacent materials.

The intent of these guidelines is to give individual architects both the freedom and the obligation to make appropriate use of these elements.

GUIDELINES

A. Facade Articulation

All building facades containing 3 or more attached dwellings in a row should incorporate at least one of the following:

1. At least one architectural projection per unit. Such a projection must project no less than 2 feet 6 inches from the major wall plane, must be between 4 feet 6 inches and 15 feet wide, and must extend the full height of a one-story building, at least one-half the height of a two-story building, and two-thirds the height of a
three-story building (Figs. 11-1, 11-2, 11-3). On buildings three stories in height, projecting elements may be linked by one level of living space at the top or bottom floor (Fig. 11-4).

2. A change in wall plane of at least 3 feet for at least 12 feet every 2 units (Fig. 11-5).
B. Roof Articulation
Both vertical and horizontal articulation is encouraged for sloped roofs. Roof lines should be representative of the units under them and no more than two units should be covered by a single, unarticulated roof. Roof articulation may be achieved by changes in plane of no less than 2 feet 6 inches and/or the use of traditional roof forms such as gables, hips, and dormers. Hipped or gabled roofs covering the entire mass of a building are preferable to mansard roofs or segments of pitched roof applied at the building’s edge.

C. Building Length
Extremely long buildings, if they are richly articulated, may be acceptable; however, buildings (including garages and carports) exceeding 150 feet in length are generally discouraged.

D. Building Materials And Details
The exterior materials and architectural details of a single building should relate to each other in ways that are traditional and/or logical. For example, heavy materials should appear to support lighter ones.

E. Change In Materials
Materials tend to appear substantial and integral when material changes occur at the inside corner of a change in plane (Fig. 11-6). Material or color changes at the outside corners of buildings give an impression of thinness and artificiality which should be avoided (Fig. 11-7). Material changes not accompanied by changes in plane also frequently give material an insubstantial or applied quality (Fig. 11-8). There are, however, exceptions to this principle such as the articulation of the base of a building by a change in color, texture or material.
F. **Stylistic Consistency**

A single building should be stylistically consistent. For example, “Spanish” details are consistent with stucco buildings with mission tile roofs; period trims on otherwise contemporary-style buildings are inappropriate. Piecemeal embellishment and frequent changes in materials should be avoided. Detailing only the front of a building (false front detailing) is discouraged, especially where the side and rear building elevations are visible from circulation ways.

G. **Street Facades**

If a side or rear elevation faces or is substantially visible from a street, it should be designed with the same care and attention to detail, and in the same material, as the front (Fig. 11-9).

H. **Exterior Stairways And Balconies**

Exterior stairways and balcony rails should be stylistically consistent with the buildings they serve. They should be architecturally integrated into the building. Manufactured bolt-on stairs or prefabricated balcony rails, which are not architecturally consistent with the building design, should be avoided. Materials and detailing of stair rails and siding should match those of the building.

I. **Garage Doors**

Individual parking spaces, such as tuck under parking, or any type of covered parking located within or attached to residential buildings, should be enclosed by garage doors.

J. **Carport/Garage Design**

Carports and detached garages should be designed as an integral part of the architecture of projects. They should be similar in material, color, and detail to the principal buildings of a project.
Chapter 11
Building Design

K. Fencing Visible From Street
Fencing, except for single-family detached fencing, which is visible from a street or common open space should be treated as an integral part of the architecture. The materials, colors, and detailing should draw from the buildings they surround or adjoin.

L. Rear And Side Yard Fencing
Rear and side yard fencing for detached houses, paired dwellings and rowhouses may be wooden good neighbor fencing, but located no closer to the front face of the unit than five feet. On corner sides, the fence should tie into the building, and should enclose no more than 50% of that side elevation, so that the building, as opposed to the fence, may provide a more significant presence to the street (Fig. 11-10).

M. Mechanical Equipment
All mechanical equipment, such as air conditioning units, should be screened by balconies, parapets or fencing or placed in equipment wells so that they are not visible from streets, walkways, common areas or the ground level of surrounding living units.

Fig. 11-10: Corner side fences should be set back from the sidewalk to accommodate protective landscaping. The fence should tie-in to the house so that the building is more visible to the street.
Chapter 11  
Building Design  

K. **Fencing Visible From Street**  
Fencing, except for single-family detached fencing, which is visible from a street or common open space should be treated as an integral part of the architecture. The materials, colors, and detailing should draw from the buildings they surround or adjoin.

L. **Rear And Side Yard Fencing**  
Rear and side yard fencing for detached houses, paired dwellings and rowhouses may be wooden good neighbor fencing, but located no closer to the front face of the unit than five feet. On corner sides, the fence should tie into the building, and should enclose no more than 50% of that side elevation, so that the building, as opposed to the fence, may provide a more significant presence to the street (Fig. 11-10).

M. **Mechanical Equipment**  
All mechanical equipment, such as air conditioning units, should be screened by balconies, parapets or fencing or placed in equipment wells so that they are not visible from streets, walkways, common areas or the ground level of surrounding living units.

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Fig. 11-10: Corner side fences should be set back from the sidewalk to accommodate protective landscaping. The fence should tie-in to the house so that the building is more visible to the street.
CHAPTER 12
Hillside Development

DEFINITION

Hillside development is any development on sites with slopes greater than seven (7) percent or on sites of any slope where development may be visible from off-site vantage points by virtue of the elevation of the site.

INTENT

The hillsides and ridge tops of the Santa Clara Valley are an important visual and natural resource. Projects on hillsides, where development is permitted by the General Plan, should be carefully planned to respect the existing topography. New development should not obscure the silhouette of prominent ridgelines.

In hillside settings, the grade differentials between adjacent lots and/or buildings should be roughly equal to that of the underlying natural terrain to maintain the hillside character of the area. Finished slopes, visible from streets, parks or common open space areas, should appear natural. Special attention should be given to the architectural treatment and/or massing of buildings which may be visible from off-site areas.

Incremental terracing is preferable to wide step terracing (Fig. 12-1 next page). Housing type, unit configuration and unit orientation should be chosen to avoid massive re-grading of existing slopes. Deep, narrow lots that are perpendicular to the slope are inappropriate. Flat pad buildings should not be placed on sloping sites. A substantial portion of grade differential on sloping sites should be accommodated within the building foundation through the use of split level designs. Buildings which use slab foundations should have the garage pad split from the living area pad.

GUIDELINES

A. Appropriate Housing For Hillside Locations

Development on hillside locations should be limited to housing types which can effectively achieve the objectives below. Clustered or concentrated development is encouraged as a mean
to achieve reasonable density by locating units on areas of a site that are not as steep and more suitable for development. Courthome and small lot single-family detached housing (lots less than 6,000 square feet) are discouraged since minimal landscaped areas between buildings are available to achieve desired slope characteristics.

B. Limitations On Grading
Grading for new projects on hillside sites should not vary more than three (3) feet in height from the existing grade (Fig. 12-2). Exceptions to this guideline may be permitted if all of the conditions described below exist:

1. The natural terrain and the surrounding terrain do not constitute an important, fragile and desirable resource.
2. There are no significant trees or other natural features such as rock outcroppings or knolls that grading will disturb.
3. The finished grading will satisfy the intent of all other hillside and grading guidelines.

C. Perimeter Grading
No grading should occur within 10 feet of any project boundary unless such grading is similar to the existing or reasonably anticipated adjacent grading. Grading across property lines, if it will result in grading on both sides that is more consistent with the intent of the Hillside Development and Grading chapters, may be permitted.

D. Cut And Fill Slopes
Where cut-and-fill slopes are unavoidable, they should be sculpted to blend with the adjacent terrain (Fig. 12-3).

E. Building Mass And Rooflines
Building masses and rooflines should reflect the general slope of the site. Techniques include: upper floors set further back from the downhill
property line than the lower floor; split pad building designs or foundations built directly on the slope; roof elements that pitch or step parallel to the slope of the land, etc. (Fig. 12-4). Roof elements that pitch or step in opposite directions to the slope of the land are discouraged. In hillside locations long unbroken rooflines should be avoided.

F. Foundation Design
Split level building designs are strongly encouraged since single level concrete slab foundations are less adaptable to natural terrain than split pads or post and beam foundations. At a minimum, the garage pads of units with concrete slab foundations, located on uphill or downhill sides of the street, should be offset from the living area pad and placed at an elevation closer to the street elevation.

G. Garage/Driveway Aprons
Front facing garages placed at the setback line make it difficult to place the building pad higher than the curb because of the grade limitations for driveway aprons. Side facing garages require longer driveways which can provide better opportunities to increase the grade differential between the street and the garages. Such driveways can be tapered or narrowed near the sidewalk producing more landscape opportunities in the front setback area thus contributing to a more attractive streetscape (Fig. 12-5). Front facing three car garages and wide driveway aprons should be avoided.

H. Supportive Structures
Supportive structures under a building should not be visible from off-site, except when they are designed to be aesthetically integrated with the overall building design.

I. Pony Walls
Pony walls (building foundation walls or walls designed to screen the support structure) visible from any point off the site or from any major common area within the project, including parking areas, should be limited in height to no more than 7 feet at any point (Fig. 12-6).
Chapter 12
Hillside Development

J. Retaining Walls
Visible portions of retaining walls (walls not associated with building support structures), should be limited in height to five feet. Multiple retaining walls should be provided where more than five feet of dirt retention is necessary. To reduce their visibility, retaining walls should be placed near the bottom of slopes (Fig. 12-6). Generally, fences should not be placed on retaining walls but if unavoidable, the combined height should be no greater than eight feet. Retaining walls that are especially visible from public areas or off-site, such as adjacent to roadways, should be designed to include special design characteristics to improve their attractiveness.

K. Garage Frontage Adjustment
The limitations on the percentage of building frontage devoted to garages in single-family detached houses may be adjusted for lots whose front-to-back slope exceeds 20%. Any such adjustment will, however, be contingent upon the incorporation of other compensating design features to minimize the dominance of the garage.

L. Additional Design Alternatives For Steep Sites. Although generally discouraged, the following design concepts may be considered for sites with average slopes greater than 10 percent and where the project substantially complies with other design measures identified in this chapter and Chapter 13 “Grading”:

1. Downhill cul-de-sacs that provide adequate overland drainage release facilities.

2. Cross slope streets with up to a 4% cross slope.

3. Type “B” or “C” lots, where all or portions of the lot drain toward the rear property line.
DEFINITION

Grading involves the rearrangement of soil on sites of any slope.

INTENT

Grading for new projects should not adversely affect adjacent existing development. The policies in this chapter focus on the aesthetic implications of grading. Grading should protect the natural beauty and the geologic integrity of hillsides in conformance with General Plan Policies. It should avoid disturbing natural features such as creeks, major trees and rock outcroppings. It should be compatible with adjacent terrain; avoid disturbing natural features such as creeks, major trees and rock outcroppings; should provide for the disposal of storm water runoff; and ensure the privacy of existing adjacent homes. All of the guidelines in this section are applicable to all sites— not just hillside sites (see Chapter 12 “Hillside Development”).

GUIDELINES

A. Perimeter Transitions

Grading and construction at project boundaries should be generally consistent with existing adjacent development in terms of building height and ground elevation (Fig. 13-1). Privacy of adjacent existing residences should be taken into consideration. Cuts should be minimized on the uphill side of a project site to minimize the height of large, engineered slopes which will be further compounded upon the development of the adjacent uphill property. Grading across property lines to provide more natural slope transitions between properties is encouraged if grading on both sides will be more compatible with the intent of these guidelines.
B. Flat Plane Slopes
Flat plane slopes which have an engineered rather than natural or undulating appearance, should be avoided. In instances where this is unavoidable, such slopes should be limited to a maximum grade of 2-to-1 for slopes up to 6 feet high, and a maximum grade of 3-to-1 for slopes higher than 6 feet. No flat plane slope should be higher than 8 feet (Fig. 13-2) except as noted under the slope height exception policies in this chapter. Engineered slopes should be designed so that benches can be avoided.

C. Front Slopes
Front yard slopes, which follow or exceed the underlying natural topography, are encouraged in order to help maintain the appearance and character of the hillside site and also to reduce the elevation differentials along the rear lot lines and/or building interfaces (Fig. 13-3).

D. Rear Yard Slope Height Exception
Rear yard slopes greater than 8 feet in height may be permitted provided such slopes are no taller than three times (3x) the height of the front yard slope (Fig. 13-3). The height of the front yard slope is defined as the difference between the average height of the living area pad and the
adjacent curb. Rear yard slopes, if taller than 8 feet and visible from public areas, should be undulating and have a varied pitch for a more natural appearance.

E. Level Rear Yards
Large, level rear yard areas should be avoided. Flat, level yard areas in excess of 15 feet deep should be provided only if:

1. The site can still meet all of the basic slope pitch and height guidelines limitations, or

2. The level yard areas occur on uphill lots and retaining walls are used to take up the greater portion of the cut slope height. Such retaining walls should be located at least 10 feet from the rear property line.

F. Side Yard Slopes
A flat slope height of up to four feet may be used in side yard separations for single-family detached houses and for paired dwellings.
Chapter 13
Grading

G. Slopes on Downhill Lots
Where slopes abut a common property line, they should always be located on downhill lots (Fig. 13-5).

H. Corner Side Yard Slopes
Slopes within the corner side setbacks of corner lots should be no greater than 3:1. Any retaining walls should be limited to two feet in height. Terraced retaining walls exceeding a combined height of two feet may be considered where sufficient articulation and landscaping is provided.

I. Exception To Slope Height Policies
For development on very large lots and where the project is in substantial compliance with all applicable policies in this chapter and in Chapter 12 “Hillside Development”, taller rear and/or side yard slopes may be considered if the slopes are:

1. Engineered slopes that are not visible from any public areas such as streets or parks, or

2. Engineered slopes that are sculpted to look natural, undulating and with a varied pitch.

3. Natural (ungraded) slopes.

4. Consistent with the original underlying slope of the site.

J. Concrete Drainage Swales
Where a rear yard must accommodate a concrete drainage swale across its width, the depth of the rear yard should be increased by the width of the swale.

K. Slope Replanting
New slopes greater than 8 feet tall or visible from a public area should be replanted by the developer consistent with the policies identified in Chapter 9, “Landscaped Areas” and in conformance with the City’s grading ordinance. Native plants or plants similar in appearance to plants native to the area should be used on large open
areas of low-density development. Slopes in higher density areas should be landscaped to match the project landscape program. Erosion control measures should be included in the project to prevent the loss of topsoil.

L. Riparian Corridors

1. No grading should occur within a riparian corridor.

2. Replanting within 100 feet of a riparian corridor should be limited to plant species appropriate to the riparian habitat per the Riparian Corridor Development Guidelines. See the Riparian Corridor Policy Study Development Guidelines for additional policies regarding development grading and landscaping in or adjacent to riparian corridors.

M. Soil Depth
In order to ensure that landscape plantings have sufficient soil depth and quality for adequate growth, topsoil should be replaced in areas where grading has resulted in inadequate soil depth to support plants.

N. Tree Preservation
Grading should not occur within the drip line of any tree that merits preservation. Changes in elevation between the dripline and the immediate surrounding site area should be minimized.
DEFINITION

Solar access for the purpose of this chapter, is the planning of a site layout to maximize the unobstructed availability of direct sunlight into a residential unit during the winter months and to minimize it during the summer months.

INTENT

The solar access guidelines outlined below were developed as part of the City’s adopted Sustainable City Strategy, which aims at reducing the future energy use of the city’s residents. They are intended to encourage residential development that considers solar access as an element of project design. Proper solar orientation of attached and detached residential buildings during the design phase can significantly reduce building energy use for space heating (in winter) and cooling (in the summer) without any other changes to the building design at a negligible cost. Additionally, proper orientation of residential streets and on-site landscaping may provide further reductions in building energy use.

Benefits associated with the proper solar orientation include: lower building heating and cooling energy demands and costs; preservation of future options for the use of solar energy technologies (e.g. solar photovoltaic and water heaters); and various other environmental and economic benefits (e.g. reduced air pollution, enhanced natural daylighting and the promotion of the conservation ethic).

Project developers are encouraged to review the City’s Solar Access Design Manual for additional information and suggestions pertaining to the design of projects to further reduce energy use.

GUIDELINES

A. Solar Orientation

Site plans should be designed so that the solar orientation of residential structures can be optimized given the existing perimeter interface and grading constraints of a project:
Chapter 14
Solar Access

Chapter 14
Solar Access

1. Solar oriented buildings should be designed so that windows face south to maximize solar orientation.

2. The long axis of a building (attached and detached residential) should be oriented east-west so that the broad face of the building facade faces south, thus maximizing the incidence of south facing windows.

3. Wide, south facing walls with windows should preferably abut front yards, rear yards or common open spaces, to facilitate solar access and to avoid solar obstruction from other, too close buildings.

4. To achieve optimal solar orientation of dwelling units with major window walls located at their fronts and/or backs, streets should be oriented within 30 degrees of true east-west axis (Fig. 14-1).

B. Percentage Of Solar Oriented Units
New projects should be designed to maximize the number of units that have proper solar orientation as noted:

<table>
<thead>
<tr>
<th>Density Range</th>
<th>Solar Orientation Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 to 10 DU/AC</td>
<td>80% of housing units</td>
</tr>
<tr>
<td>10 to 25 DU/AC</td>
<td>65% of housing units</td>
</tr>
<tr>
<td>25+ DU/AC</td>
<td>No Specific goal however projects should include passive solar and cooling designs.</td>
</tr>
</tbody>
</table>

Adjustments to the percentage of project units which should comply with the solar orientation goals noted above may be allowed when the following site conditions exist:
1. Natural topography is steep (20% or greater in slope when facing a direction greater than 45 degrees east or west of true south).

2. Existing street orientations, road stubs or compliance with grading policies prevent solar orientation of streets.

3. Application of these guidelines would result in a reduction of housing density otherwise achievable based on compliance with other guidelines.

4. Physical site constraints, such as creeks or natural topographic features prevent the solar orientation of streets and buildings.

5. Compliance with these guidelines would prevent compliance with other residential design guidelines.

C. Solar Access Of Existing Houses
New buildings should not be located in positions that will result in substantial shading of existing adjacent private open spaces that presently have substantial sun exposure enjoyed by the occupants. This guideline is intentionally flexible to discourage shading of adjacent properties while retaining for the review process a decision based on the circumstances of each case.

D. Solar Friendly Landscaping
Landscape plans should use deciduous street trees and on-site trees where these trees will grow to shade windows of residential structures. Such trees provide shade and help reduce temperatures inside adjacent units during the warmer months and shed their leaves to allow sunlight and better heat penetration during cooler months. Evergreen trees should be included in landscape plans at locations where they will not have solar impacts on buildings. Please refer to the City’s Landscape and Irrigation Guidelines for a list of appropriate trees (Fig. 14-2).

Fig. 14-2: Deciduous trees let in sun and warmth in the winter and provide shade in the summer.
**E. Parking Area Landscaping And Orientation**
Trees should be generously planted in landscaped areas around and within parking areas to buffer winds and to reduce heat and glare.

**F. Solar Equipment**
Exterior solar equipment on residential buildings should be visually compatible with the building and should generally not be easily visible from public streets (Fig. 14-3).

**G. Solar Access Of Adjacent Units**
Within a project, buildings should not be located in positions that will result in substantial shading of the private open space of adjacent units in the project. This guideline is intentionally flexible to discourage shading of adjacent units in the project while retaining for the review process a decision based on the circumstances of each project.

**H. Overhand Design**
Units should incorporate overhangs that are so designed that they allow the low winter sun to penetrate the unit while blocking the high summer sun.

**I. Cooling Load Reduction**
Cooling loads should be reduced as much as possible, not only through the incorporation of appropriately designed overhangs but also by landscaping and orienting units in such a way that excessive solar penetration is avoided during the hottest months of the year.
CHAPTER 15
Storm Water Pollution Control

DEFINITION

Rain water runoff picks up pollutants from ground and paved areas and carries them into the storm drainage system. This type of pollution is often referred to as storm water pollution. Primary sources of storm water pollution include sediments from construction sites, fluid leaks from automobiles, and herbicides and pesticides from landscaped areas. Storm water pollution is also referred to as non-point source pollution because it originates from a variety of sources as opposed to a single point source, such as a factory or sewage treatment plant.

INTENT

The primary goal of this chapter is to identify measures to ensure that storm water runoff from projects will maintain pre-development characteristics in terms of quantity and quality to the best extent possible.

The Federal Clean Water Act requires local municipalities to implement measures to control pollution from their storm drainage system. In conformance with these requirements, the City of San Jose obtained a National Pollutant Discharge Elimination System (NPDES) permit from the San Francisco Regional Water Quality Control Board. The permit requires the City to implement control measures to reduce storm water pollutants from construction sites and areas of new development.

Storm water pollutants are of major concern because they are not treated before discharged into creeks and, ultimately the San Francisco Bay. These pollutants pose a serious threat to the environment, in particular to fish and birds. Today, storm water pollution is responsible for as much as 80% of the pollution in a variety of waterways throughout the United States.

Environmentally sensitive site planning and incorporation of design elements in new residential projects can prevent storm water pollution by treating runoff on site, reducing the volume of surface runoff, and increasing infiltration; thereby preventing pollutants from getting into the Bay. This chapter recommends several site planning and design measures that can help achieve these goals. The concept of storm water pollution control is an emerging topic with new studies and technological solutions continuing to be developed.
As new policies are adopted by the City and/or other regulatory agencies, new residential development proposals should comply with their recommendations. There are several publications that provide additional information and innovative ideas including *Start at the Source, Residential Site Planning & Design Guidance Manual for Storm Water Quality*, and *California Storm Water Best Management Practice Handbook*.

**GUIDELINES**

**A. Minimization Of Hardscape Areas**

The hardscape or impervious areas of a site should be minimized in order to maximize permeable surfaces which absorb and biodegrade certain toxins. This will also reduce the volume of runoff into the storm drainage system.

1. For detached unit projects, hardscape in yard areas should utilize alternative surfaces such as raised wood decks, special perforated paving systems or unmortared brick, stone or tile which allows absorption at joints and reduces runoff. Similar surface materials should be used for areas such as sideyards and entry walkways (Fig. 15-1).

2. Multi-story buildings are preferred over single-story buildings with the same floor area, to reduce the building footprint and maximize permeable surfaces.

3. Streets, driveways and parking areas should be as small as possible within allowable standards.

**B. Minimize Directly Connected Impervious Areas.** Impervious areas directly connected to the storm drain system are the greatest contributor to storm water pollution. Breaks in such areas, by means of landscaping or other permeable surfaces, can allow absorption into the soil and avoidance or minimization of discharge into the storm drain system.
C. **Rooftop Drainage**  
Where practical, roof tops should drain in part or in entirety into landscaped areas on site where lot size and soil conditions are adequate to absorb such runoff. Several downspouts should be provided to better distribute rain run off into various areas of the adjacent landscape. Face of curb drains which facilitate direct and unfiltered runoff to the curb are generally discouraged.

D. **Paved Area Runoff Control**  
For larger attached unit developments, measures to control unfiltered runoff of paved areas should be included in projects. The following are examples of measures which can help achieve this goal:

1. Parking areas should drain into vegetative or grassy swales that are incorporated into large common landscaped areas within a project or perimeter landscaping. Such swales can filter out, absorb and biodegrade certain toxins before the remaining run off discharges into the storm system (Fig. 15-2). Vegetative swales can be incorporated into the required perimeter landscaping of a project.

2. Small shallow water quality ponds can be built within recreation areas to serve as both small playfields during the dry season and storm water filtration devices during rain periods (Fig. 15-3).

3. Driveways, where possible, should drain into adjacent on-site landscaped areas.

4. Other physical mitigation measures as approved by the City.

E. **Minimization Of Grading**  
Grading which results in steeper slopes should be minimized, to the extent possible, in order to reduce the erosion of topsoil and increased runoff caused by steeper slopes.
CHAPTER 16
Miscellaneous Site Details

INTENT

All projects include a variety of incidental features, which are necessary for the convenience of residents and the smooth functioning of a project. The policies in this section address such items that should be included in most residential projects.

GUIDELINES

A. Access To Transit Facilities
New residential projects should be designed with a pedestrian circulation element that provides a direct connection from project units to adjacent transit facilities such as bus stops and light rail stations.

B. Trash Enclosures
Trash enclosures are required for all housing types except single-family detached houses, courthomes, rowhouses and paired dwellings that front directly onto public or private streets provided that such units include accessible rear yard locations or separate compartmentalized space for individual cans and bins. Trash enclosures should be:

1. Adequately sized for recycling bins (newspaper, glass, aluminum cans, compostable material, etc.) in addition to appropriately sized garbage bins.

2. Located away from existing adjacent residences and new unit entries and windows.

3. Convenient to dwelling units.

4. Designed to provide screening of storage containers inside the enclosure.

5. Designed with pedestrian access that doesn’t require the opening of gates (Fig. 16-1).

6. Designed to foster personal security.

7. Located for convenient access by garbage trucks.
Chapter 16

Miscellaneous Site Details

8. Bordered by landscaping along their inaccessible sides.

9. Constructed of durable materials, preferably masonry or concrete for the walls and heavy wood or steel for the doors.

C. Bicycle Parking

Attached unit projects, which do not provide private enclosed garages, should provide secure bicycle parking facilities (one bicycle space per two units) to encourage the use of bicycles instead of automobiles (Fig. 16-2).

D. Project Interior Fences

Fences, except for rear and side yard fences in single-family projects, should be architecturally integrated with the design of residential structures.

E. Utilities

All utilities should be placed in conformance with City ordinances. On-site utility structures, such as transformers, should be placed in vaults below grade (provided such vaults do not substantially reduce the amount of front setback landscaping) or behind the front setback and screened with landscaping.
PART THREE:
“Single-Family Detached Houses”

The additional guidelines for specific housing types in this part are to be applied in conjunction with the preceding sections. The diversity of San Jose’s housing types requires that each type receive separate consideration.

These housing types represent nearly the full range of the city’s housing stock, from medium density detached dwellings to high-density apartment complexes. The features of each type are described in the definitions.
CHAPTER 17
Single-Family Detached Houses

DEFINITION

- Individual lots, typically with street frontage.
- One dwelling unit per lot.
- Front, rear, and side setbacks. (One side setback may be 0 feet.)
- Private rear yards.
- Resident parking on individual lots (generally in garages).
  Lots under 6000 square feet.

INTENT

Design guidelines for single-family detached houses are intended to restore and reinforce the presence of dwellings along streets by reducing the dominance of garages and automobiles in residential neighborhoods. While these guidelines are specifically intended to prohibit the construction of residential streets continuously lined with garage doors, they do not limit the accessibility of dwellings by cars or reduce parking ratios.

As lots become smaller and narrower, it becomes more difficult to maintain a strong street presence for the living area. The garage element of houses on such lots tends to be disproportionately larger and more dominant. The primary technique for promoting street presence is to limit the proportion of the building front devoted to garages and parking. Other methods which help improve a dwelling’s presence on the street and reduce the dominance of garage facades include the introduction of architectural elements such as porches or other entrance features which articulate and add interest to the building, the introduction of tandem garages in place of side by side two car garages, increasing the garage setback, providing second story living space over the garage and providing gently curving streets.

In instances where the rear or side elevations are particularly visible from off-site, such as in hillside projects, unique back-up circumstances, or on corner lots, additional measures should be taken to provide well articulated detailed facades with appropriate massing.

Another objective of the guidelines is to discourage the construction of unbroken, repetitious streetscapes. The preferred means is the use of short blocks within single-family detached projects.

Characteristic densities for single-family detached houses are 7 to 12 dwelling units per net acre.
GUIDELINES

A. Development Standards

Single-family detached projects should conform to the following development standards.

<table>
<thead>
<tr>
<th>Lot Size</th>
<th>&lt;3000 sq.ft.</th>
<th>3000-4000 sq.ft.</th>
<th>4000-5000 sq.ft.</th>
<th>5000-6000 sq.ft.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FRONT SETBACKS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Living Area (1st floor)</td>
<td>12</td>
<td>15</td>
<td>15</td>
<td>18</td>
</tr>
<tr>
<td>Porches</td>
<td>10</td>
<td>12</td>
<td>12</td>
<td>15</td>
</tr>
<tr>
<td>Living Area (2nd flr.-minimum)</td>
<td>12</td>
<td>15</td>
<td>15</td>
<td>18</td>
</tr>
<tr>
<td>Living Area (2nd flr.-aggregate)</td>
<td>16</td>
<td>19</td>
<td>19</td>
<td>22</td>
</tr>
<tr>
<td>Attached Garage (entry/non-entry side)</td>
<td>18(A)/12</td>
<td>18(A)/12</td>
<td>18/15</td>
<td>20/15</td>
</tr>
<tr>
<td>Detached Garage</td>
<td>40</td>
<td>40</td>
<td>50</td>
<td>60</td>
</tr>
<tr>
<td><strong>REAR SETBACKS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Living Area (1st flr.)</td>
<td>15</td>
<td>15</td>
<td>18</td>
<td>20</td>
</tr>
<tr>
<td>Living Area (2nd flr.-minimum)</td>
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<td>18 (B)</td>
<td>20 (B)</td>
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<tr>
<td>Patio Covers, Trellises</td>
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<td>7</td>
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<td>10</td>
</tr>
<tr>
<td><strong>SIDE SETBACKS (D)</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Living Area (Int. Side) (C,F)</td>
<td>6/0</td>
<td>4 or 8/0</td>
<td>4.5 or 9/0</td>
<td>5 or 10/0</td>
</tr>
<tr>
<td>Living Area (Corner Side) (C)</td>
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<td>8</td>
<td>9</td>
<td>10</td>
</tr>
<tr>
<td>Detached Garages (Int. Side)</td>
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<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Attached/Detached Garages (Corner Side) entry side/non entry side</td>
<td>18/8</td>
<td>18/8</td>
<td>18/9</td>
<td>18/10</td>
</tr>
<tr>
<td><strong>PRIVATE OPEN SPACE</strong></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Area (Sq.Ft.)</td>
<td>400</td>
<td>500</td>
<td>750</td>
<td>1000</td>
</tr>
<tr>
<td>Minimum Dimension</td>
<td>15</td>
<td>15</td>
<td>18</td>
<td>20</td>
</tr>
<tr>
<td><strong>COMMON OPEN SPACE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Area (Sq.Ft.)</td>
<td>150 (E,G)</td>
<td>150 (E,G)</td>
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<td>None</td>
</tr>
<tr>
<td><strong>HEIGHT</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Residential Building (max.height/no.stories)</td>
<td>30/2</td>
<td>30/2</td>
<td>30/2</td>
<td>30/2</td>
</tr>
</tbody>
</table>

(Measured in feet unless otherwise indicated)

**NOTES:**

a. Alternatively, setback may be exactly 10'-0" for tandem garages.

b. An aggregate 2nd floor setback of an additional 5'-0" should be provided for any unit which has a rear elevation that is substantially visible from a public street or public area (park, school, creek trail) due to site design or hillside character (Fig. 17-1).

c. Includes attached garages, patio covers, trellises.

d. Use of 0' side setback on one side is encouraged (other side setback doubled) in order to increase overall private yard area (This does not allow a reduction in open space requirements noted in the matrix).

e. Projects with more than 20 units should be provided with 150 square feet of usable common open space for each unit or an additional 150 square feet of private open space (that conforms to the minimum dimension requirements) for each unit.

f. The intent of "0 ft" side yard on one side, is to encourage a larger or more useful side yard on one side of the house. The required dimensions apply to fenced yard sizes rather than actual building setbacks from the property line.

g. The common open space requirement may be reduced if the project is located in close proximity to a public park.
Chapter 17

Single-Family Detached Houses

B. Perimeter Setbacks
Site setbacks along the perimeter of a project are governed by the guidelines in Chapter 1 and 5.

C. Parking
Each dwelling unit should be provided with parking consistent with the standards identified in Chapter 8 “Parking”.

D. Garage Frontage
No more than 50% of the building frontage facing a street should be devoted to garages, carports, or open parking (Fig. 17-2). This may be increased to 62.5% of the building frontage, but only if the garage is recessed a minimum of 5 feet behind the front face of the first story of the house (Fig. 17-3). Garage frontage of 62.5% is considered an absolute maximum, and it is not allowable as the prevailing and predominant pattern in any new project.

E. Garage Placement In Older Neighborhoods
In older neighborhoods with an established pattern of detached garages in the rear yard, new housing should replicate that pattern (Fig. 17-4).

---

Fig. 17-1  Aggregate setback concept.

Fig. 17-2: The width of the living area should be at least wider as the garage to improve appearance of house and to maximize front yard landscaping.

Fig. 17-3: In limited instances garage frontage may be increased to 62.5% provided garage is recessed behind living area at least five feet.

Fig. 17-4: In older neighborhoods with detached, rear yard garages, new projects should replicate this pattern.
Chapter 17
Single-Family Detached Houses

F. Garage-Placement
Garage facades should have a front setback at least three feet greater than the first floor living area. Garages may be recessed less or project in front of the front face of the house, but only in limited instances (not to exceed 30 percent of the total units per street) and only if they occupy no more than 50% of the building frontage, and incorporate at least one of the following compensating design features:

1. An entry porch or trellis not less than 12 feet wide, located in front of the living area, and extending not less than 2 feet in front of the face of the garage (Fig. 17-5).

2. Usable open space above the garage with a trellis or roof at the front face of the garage (Fig. 17-6).

3. Enclosed living space over the garage extending to or beyond the front face of the garage (Fig. 17-7).

G. Garage Placement Exemption (Tandem Garages) Units with tandem garages (single-car garage doors) are exempt from Policy F above if they project no more than five feet in front of the ground floor living area or porch facade.

H. Minor Architectural Projections
Minor architectural projections, such as chimneys and bay windows, may project into any setback or building separation by no more than 2 feet for a horizontal distance not to exceed 10 feet in length, nor more than 20 percent of the building elevation length.
I. Roof Massing
Generally, the roof elements of a two story building should slope toward the side property lines to provide greater light and air between buildings particularly when the separation between the second floors of the two adjoining buildings would be less than 15 feet (Fig. 17-8).

J. Porch And Trellis Design
Front porches are encouraged. Entry porches and trellises on street side facades should be architecturally integrated with the unit design by means of similar decorative details, materials, and colors.

K. Patio Covers
Patio covers should not exceed 30 percent of the size of the usable rear yard area. See Chapter 10 “Common and Private Open Space” for definition of usable rear yard area.

L. Orientation Of Housing
In new subdivisions, single-family development should front-on or side-on to minor residential and collector streets. Units should never back up to such streets.

M. Solar Access
New streets should be oriented to better facilitate the proper solar access of units (see Chapter 14 “Solar Access” for additional information).

N. Block Configuration
The length of residential blocks within single-family projects or neighborhoods should be less than 300 feet. Longer blocks are permitted only if they incorporate at least two of the following design features:

1. Common open spaces or landscaped parking courts: These should have at least 60 feet of landscaped street frontage not less than 10 feet deep and occur each 300 feet or less (Fig. 17-9).
2. Varied building design: A significant difference in the massing and composition (not just finish materials) of each adjacent house (Fig. 17-10). One design may be repeated no more frequently than each fourth house. (This feature is recommended but not mandatory in all situations.)

3. Varied front setbacks: Each group of three adjacent houses should contain at least one house whose front setback differs from those of its neighbors by a minimum of five feet (Fig. 17-11). Minimum setbacks may not be reduced to accommodate this variation.

4. Curving street alignments: Curved streets with radii to the center line of the street of 1000 feet or less.

O. Lot Shapes
Lot shapes generally should be simple and rectilinear (this does not preclude wedge-shaped cul-de-sac lots). A minor increase in the complexity of lot shapes (e.g. Z lots) may be considered.

P. Driveways (Lots With Limited Street Frontage) Houses located on lots with limited street frontage, such as those fronting on cul-de-sac bulbs or street elbows, should be provided with tapered driveways or shared driveways for adjacent units in order to maximize curbside parking, the width of front yard landscaping and parkstrips (Fig. 17-12).

Q. Driveways (Flag Lots)
For flag lot, or similar development, shared driveways should be used when one or more of the units is located behind another unit. The garages for all units should take access from the shared driveway, rather than from the street with individual driveways. Guest parking for the units not having street frontage should be provided near each unit.
R. Landscape Maintenance Requirements
For projects with an average lot size of less than 4,000 square feet, the developer should establish a mechanism to ensure the continuous maintenance of front yard landscaping. Developers of projects that would otherwise not require a homeowner’s association, should maintain front yard landscaping for a minimum period of two years.
DEFINITION

Individual lots with street frontage.
Dwelling units are attached at their sides in pairs.
One dwelling unit per lot.
Front and rear setbacks.
Private rear yards.
Each unit has a side yard on one side only.
Side yard separation between paired dwelling buildings.
Resident parking on individual lots (generally in garages).

Characteristic densities for paired dwellings are 8 to 16 dwelling units per net acre.

INTENT

Design guidelines for paired dwellings, like those for single-family detached houses, are intended to restore the presence of dwellings along streets and to mitigate the dominance of the automobile and garages in residential neighborhoods. While these guidelines are specifically intended to discourage the construction of residential streets continuously lined with garage doors, they do not limit the accessibility of dwellings by cars or reduce parking ratios. As with single-family detached houses, garages may be either detached behind the houses or attached. Units with attached garages should be designed so that garages are not the dominant building element.

Another objective of these guidelines is to discourage the construction of unbroken, repetitious streetscapes. The preferred means is the use of short blocks within paired-dwelling projects. Alternatives to short blocks are addressed in this chapter.
Chapter 18  
Paired Dwellings

GUIDELINES

A. Development Standards

Site setbacks along the perimeter of a project are governed by the guidelines in Chapter 1 “Existing Neighborhoods” and Chapter 5 “Perimeter Setbacks”.

<table>
<thead>
<tr>
<th>FRONT SETBACKS (e)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Living Area (1st floor)</td>
<td>15</td>
</tr>
<tr>
<td>Porches</td>
<td>13</td>
</tr>
<tr>
<td>Living Area (2nd flr.-minimum)</td>
<td>18</td>
</tr>
<tr>
<td>Living Area (2nd flr.-aggregate)</td>
<td>20</td>
</tr>
<tr>
<td>Attached Garage (entry side) (e)</td>
<td>18 (a)</td>
</tr>
<tr>
<td>Detached Garage</td>
<td>40</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>REAR SETBACKS</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Living Area (1st flr.)</td>
<td>20</td>
</tr>
<tr>
<td>Living Area (2nd flr.-minimum) (b) (e)</td>
<td>20</td>
</tr>
<tr>
<td>Attached Garage</td>
<td>10</td>
</tr>
<tr>
<td>Detached Garage</td>
<td>0</td>
</tr>
<tr>
<td>Patio Covers, Trellises</td>
<td>7</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SIDE SETBACKS</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Res. Bldg. (Int. Side) (c)</td>
<td>5</td>
</tr>
<tr>
<td>Res. Bldg. (Corner Side) (c)</td>
<td>10</td>
</tr>
<tr>
<td>Detached Garages (Int. Side)</td>
<td>0</td>
</tr>
<tr>
<td>Attached and Detached Garages (Corner Side) entry/non-entry side</td>
<td>18/10</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>HEIGHT</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Building (max. height/no. stories)</td>
<td>30/2</td>
</tr>
</tbody>
</table>

(Measured in feet unless otherwise indicated)

NOTES:

a. Alternatively, setback may be exactly 10'-0" for tandem garages.
b. An aggregate 2nd floor setback of an additional 5'-0" shall be required for any unit which has a rear elevation that is substantially visible from a public street or public area (park, school, creek trail) due to site design or hillside character (see Fig. 18-1).
c. Includes patio covers, trellises.
d. Driveway aprons must be at least 18 feet long.
e. The setbacks for non-entry sides of garages (garages that side-on to streets) may be reduced to match the setback requirement for the first floor living area provided that there is an adequate driveway apron to accommodate two parked cars.
B. Minor Architectural Projections

Minor architectural projections, such as chimneys and bay windows, may project into any setback area or building separation by no more than two feet for a horizontal distance not to exceed 10 feet in length, nor more than 20 percent of the building elevation length.

C. Garage Frontage

No more than 50% of the building frontage facing a street should be devoted to garages, carports, or open parking (Fig. 18-2). This may be increased to 62.5% of the building frontage, but only if the garage is recessed a minimum of 5 feet behind the front face of the first story of the house (Fig. 18-3). Garage frontage of 62.5% is considered an absolute maximum, and it is not allowable as the prevailing and predominant pattern in any new project. Tandem garages are strongly encouraged as a method of reducing the garage frontage and increasing the amount of landscaping in the front yard area.
D. Garage Placement
The entry face of any garage or carport should be set back a minimum of 3 feet from the face of the first story of the paired dwelling. Garages may be recessed less or project in front of the front face of the paired dwelling, but only if they occupy no more than 50% of the building frontage and incorporate at least one of the following compensating design features:

1. An entry porch or trellis not less than 12 feet wide, located in front of the living area, and extending not less than 2 feet in front of the face of the garage (Fig. 18-4).

2. Usable open space above the garage with a trellis or roof at the front face of the garage (Fig. 18-5).

3. Enclosed living space over the garage extending to the front face of the garage (Fig. 18-6).

E. Parking
Each dwelling unit should be provided with parking consistent with the standards identified in Chapter 8 "Parking".

F. Open Space
There should be a minimum of 600 square feet of private open space for every dwelling unit. This area must measure no less than 20 feet in any dimension, unless some major compensating factor is present; then the minimum dimension should be at least 15 feet. Major compensating factors are substantially larger areas of open space (on-site or off-site) immediately available to the living unit.

G. Block Configuration
The length of residential blocks within paired-dwelling projects or neighborhoods should be less than 300 feet. Longer blocks are permitted only if they incorporate at least two of the following design features:
1. Common open spaces or landscaped parking courts: These should have at least 60 feet of landscaped street frontage not less than 10 feet deep and be spaced no more than 300 feet apart (Fig. 18-7).

2. Varied building design: A significant difference in the massing and composition (not just finish materials) of each adjacent unit or pair (Fig. 18-8). One design may be repeated no more frequently than each fourth unit or pair. (This feature is recommended but not mandatory in all situations.)

3. Varied front setbacks: Each group of three adjacent paired dwellings should contain at least one dwelling whose front setback differs from those of its neighbors by a minimum of 5 feet (Fig. 18-9). Minimum setbacks may not be reduced to accommodate this variation.

4. Curving street alignments: Curved streets with radii to the center line of the street of 1000 feet or less.

H. Lot Shapes
Lot shapes generally should be simple and rectilinear (this does not preclude wedge-shaped cul-de-sac lots). A minor increase in the complexity of lot shapes may be considered.
CHAPTER 19
Duplexes

DEFINITION

Dwelling units attached in pairs.
Two dwelling units per lot.
Lot and at least one unit have street frontage.
Two unit buildings have front, rear and side setbacks.
Resident parking on lot.
Private yards for each unit.

INTENT

Traditional duplexes, as opposed to paired dwellings, most often occur as infill housing projects within established neighborhoods. While there are many neighborhoods comprised exclusively of duplexes, there are also areas that have a mixture of duplexes, single-family houses and/or other housing types. The two duplex units may relate to each other in a variety of ways—side by side, one up and one down or front and back. The latter, with one unit fronting on the street and the other unit behind, is the most common. Multiple lot projects (two or more lots) with side by side units should conform to the guidelines in Chapter 18 “Paired Dwellings”. The guidelines below are intended to ensure that new duplexes blend well with structures in existing neighborhoods and possess the basic elements of single-family housing with well defined entrances, private rear yards and close proximity to parking.
Chapter 19
Duplexes

GUIDELINES

A. Setbacks

New project setbacks in conventional zoning districts (i.e. R-2, R-3) should conform to the requirements of their respective zoning districts and with the guidelines in Chapter 1 “Existing Neighborhoods” and Chapter 5 “Perimeter Setbacks”. New projects proposed in planned development zones should comply with the standards identified below:

<table>
<thead>
<tr>
<th>FRONT SETBACKS (b)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Living Area (1st floor)</td>
<td>20</td>
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<tr>
<td>Porches</td>
<td>15</td>
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<tr>
<td>Living Area (2nd flr.-minimum)</td>
<td>20</td>
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<tr>
<td>Living Area (2nd flr.-aggregate)</td>
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<tr>
<td>Attached Garage (entry side)</td>
<td>20</td>
</tr>
<tr>
<td>Detached Garage</td>
<td>60</td>
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</table>

<table>
<thead>
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<th>REAR SETBACKS</th>
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</tr>
</thead>
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<tr>
<td>Living Area (1st flr.)</td>
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<td>Living Area (2nd flr.-minimum)</td>
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<td>Detached Garage</td>
<td>0</td>
</tr>
<tr>
<td>Patio Covers, Trellises</td>
<td>15</td>
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</table>

<table>
<thead>
<tr>
<th>SIDE SETBACKS</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Res. Bldg. (Int. Side)</td>
<td>5</td>
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<tr>
<td>Res. Bldg. (Corner Side)</td>
<td>10</td>
</tr>
<tr>
<td>Detached Garages (Int. Side)</td>
<td>0</td>
</tr>
<tr>
<td>Detached Garages (Corner Side)</td>
<td>10</td>
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</tbody>
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<table>
<thead>
<tr>
<th>HEIGHT</th>
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</thead>
<tbody>
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</tr>
</tbody>
</table>

(Measured in feet unless otherwise indicated)

NOTES:

a. An aggregate 2nd floor setback of an additional 5'-0" shall be required for any unit which has a rear elevation that is substantially visible from a public street or public area (park, school, creek trail) due to site design or hillside character (see Fig. 19-1).

b. Conform to block average setback as determined by the San Jose’s Building Division.
B. Neighborhood Compatibility

Care should be taken that new duplex projects conform to all the guidelines in Chapter 1 “Existing Neighborhoods” and Chapter 5 “Perimeter Setbacks”. In neighborhoods with an established pattern of front porches for instance, new duplex units facing the street should have front porches. Rear units should have also have a porch entrance feature. General massing and finish materials should be compatible with and reflective of those of the exiting neighborhood.

C. Parking

Parking should comply with the standards identified in Chapter 8 “Parking”. Parking should be provided in either of the following two manners consistent with the existing development pattern in the neighborhood:

1. In neighborhoods where parking is typically located at the rear of the lot, parking for new duplex projects, whether enclosed, covered or uncovered, should be located to the rear of the lot (Fig. 19-2). Driveways should be at least 10 feet wide and provide adequate space on each side for landscaping. For projects which include multiple duplexes, a 16 foot wide shared driveway should serve each pair of adjacent lots to provide more opportunities for increased landscaping and/or open space (Fig. 19-3).
2. In neighborhoods that have a significant number of existing units with garages oriented to the street, one new duplex unit may have an attached garage oriented to the street, provided that the garage, or other parking arrangement, occupies no more than 50% of the width of the building. Tandem garages are encouraged in this instance (Fig. 19-4). On corner lots, it may be advantageous to orient a garage toward each of the streets (Fig. 19-5).

D. Private Open Space

Private rear yards of at least 300 square feet in size should be provided for each unit and should also conform to the following:

For units with more than two bedrooms, the private yard should be increased by 100 square feet for each additional bedroom.

2. The minimum width of the private yard should be no less than 15 feet.

3. Private yards should be directly accessible from a kitchen, family room, dining room or living room. Access to open space areas via narrow side yards is not permissible. Directly accessible may include access via stairs if the unit is located on the second floor and the open space is located on the ground level.

4. Large decks which are architecturally integrated with the structure may be counted as private open space provided such areas are secure from direct access by visitors.

5. The front setback area should not be used for private open space.

6. Care should be taken to avoid having windows of one unit overlooking the private open space of the other unit.
E. Landscaping

A comprehensive landscape plan should be developed for each project which includes the following:

1. Front yard landscaping should include a variety of plant materials, including ground cover, shrubs and trees.

2. Landscaping should be provided to help accentuate each unit entrance.

3. A minimum of three feet of landscaping should be provided on both sides of the driveway (for projects with rear area parking) to enhance the appearance of the project.

4. Open parking areas at the rear of the site should be separated from other paved areas (e.g. patios, walkways, etc.) and from property lines by at least five feet of landscaped areas planted with trees and shrubs or hedges.
CHAPTER 20
Courthomes

DEFINITION

Individual lots with frontage on a shared courtyard that provides both vehicular and pedestrian access to a cluster of no more than five dwelling units.
- Resident parking on individual lots.
- One dwelling unit per lot.
- Private rear yards or patios.
  Common open space for projects with more than 20 units.
  Detached or attached dwelling units.

Characteristic densities for courthomes range from 8 to 16 dwelling units per net acre.

INTENT

Courthouse development is intended to occur in compact groupings (courts) of no more than five attached or detached dwelling units oriented in a generally symmetrical pattern around a courtyard (Fig. 20-1). The courtyard should take its access from a public street, or a private street with full public street standards including on-street parking, sidewalks and parkstrips.

Units with garage access on this street are not courthomes and are generally discouraged since such configurations reduce the continuity of the front landscape areas and reduce on-street parking opportunities. In special circumstances, where courthomes are mixed with other housing types (e.g. single family detached, rowhouses, etc.), such housing types should conform to the guidelines for their respective housing type.

All front doors, except for those of the front units, and all private attached parking garages should be accessed from the courtyard. The courtyard area should be carefully designed as a single, attractive unit with landscaping and decorative paving designed to complement the whole. Buildings in each court should exhibit a strong, common architectural theme and a close knit relationship which should give the impression of an attached unit product even if units are detached.

Courthouse development is discouraged on sites with an overall slope greater than three (3) percent. The close-knit relationship between units that share a common courtyard would typically require that the entire cluster be placed at the same or similar elevation.
Wide-step terracing, a grading technique which would generally be necessary to accommodate courthouse development in hillside locations, would be inconsistent with the objectives noted in Chapter 12 “Hillside Development”.

Courthouse-type projects proposed for small infill sites where the General Plan designation is Medium Density Residential (8.0 DU/AC) or less dense should comply with the City’s “Flag Lot Development Policy”.

GUIDELINES

A. Perimeter Setbacks

The site setbacks along the perimeter of a project are governed by the guidelines in Chapter 1 “Existing Neighborhoods” and Chapter 5 “Site Setbacks”

B. Building Setbacks And Separations

1. The minimum front setback for courthouse units adjacent to streets should be:

<table>
<thead>
<tr>
<th>FRONT SETBACKS</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Living Area (1st floor)</td>
<td>12</td>
</tr>
<tr>
<td>Porches</td>
<td>10</td>
</tr>
<tr>
<td>Living Area (2nd flr.-minimum)</td>
<td>12</td>
</tr>
<tr>
<td>Living Area (2nd flr.-aggregate)</td>
<td>16</td>
</tr>
<tr>
<td>Attached Garage (entry side)</td>
<td>Not Allowed</td>
</tr>
<tr>
<td>Attached Garage (non-entry side)</td>
<td>12</td>
</tr>
</tbody>
</table>

2. On corner sides, all building components should be set back at least 10 feet from the property line.

3. On back-up sides, all buildings should be set back at least 15 feet from the property line.
Chapter 20
Courthomes

4. Courthome units should be separated from other courthome units as follows:

   a. The minimum separation between building faces of units on one court and those on another court should be 12 feet (Fig. 20-2). See Chapter 5 for separation requirements from existing development.

   b. Separations between adjacent buildings in the same court should be a maximum of 8 feet for at least 10 feet of the length of the adjacent walls to help achieve the close knit appearance between units (Fig. 20-3). An occasional exception may be considered to facilitate the placement of one or two guest parking spaces, that are available for common use.

   c. Separations between buildings facing each other across a courtyard should vary to avoid a streetlike appearance.

   d. Second floor windows, except for clerestory windows, should be avoided on elevations which overlook private open space areas of adjacent units. In instances where second floor windows are unavoidable, they should be set back at least 15 feet from property lines and separated from adjacent open space areas by tall shrubs or trees.

C. Courtyard Design
As the focal point and primary access area for each court, the courtyard should be designed as a single compact unit which accommodates the various activities associated with it.
The maximum number of units accessed from a single courtyard should be limited to five. Sites with unusual configurations may include an occasional courtyard which serves up to six units.

1. Courtyards should be no more than 100 feet deep (Fig. 20-4).

2. The rear of the courtyard should be terminated by a building or buildings (Fig. 20-4).

3. Individual dwelling unit entries should be visually prominent features in the courtyard.

4. The paved circulation portion of the courtyard should have a minimum width of 16 feet but larger dimensions are encouraged to foster the image of “courtyard”. The entrance to the courtyard, at the street, should be at least 20 feet in width and depth (measured from face of curb) (Fig. 20-4).

5. Paved areas in front of garage doors should have a minimum back out dimension of 26 feet (Fig. 20-4).

6. Parking aprons are discouraged in front of the “front” unit garages; parking aprons should be limited to the rear units.

7. An average of 200 square feet of landscaping per unit should be provided within the courtyard (Fig. 20-5). This area may not be included in the calculation of the required open space for each unit. No part of the access street setback area may be counted toward the 200 square foot requirement.

8. Decorative paving is encouraged in the courtyard.
D. Building Design

Building design is a particularly important component of the courthome concept. Courtyards should be sharply defined by the near continuous faces of the buildings clustered around the perimeter.

1. All units in a court should share a common architectural theme which visually links them. Significant variations of architectural details, proportions, materials and colors among buildings (appropriate for single-family detached dwellings) are discouraged.

2. Substantial living area adjacent to and/or above garages should be provided to reduce the dominance of the garages.

3. Keyhole entries (primary entrances hidden from view on the side or within a deep recess of the building) should be avoided.

4. Fences and/or walls visible from courtyards and access streets should be architecturally integrated with adjacent buildings and are encouraged as a means of visually tying buildings together.

E. Minor Architectural Projections

Minor Architectural projections, such as fireplaces and bay windows, may project into any setback or building separation by up to 2 feet for a length not to exceed 10 feet or 20 percent of the building elevation length.

F. Open Space

There should be a minimum of 400 square feet of private open space per unit (with minimum dimensions of 15 feet). Private open space areas should be adjacent to each other, where possible, to maximize sunlight exposure and sense of openness.

150 square feet of common open space per unit should be provided for projects with more than
20 units. The common open space requirement may, however, be deleted if an additional 150 square feet of private open space is provided for each unit. The common open space requirement may be reduced if the project is located in close proximity to a public park.

G. Landscape Maintenance Requirements
A landscape maintenance district (or similar mechanism) should be established to maintain front yard, courtyard area and common area landscaping within the project.

H. Parking
Parking should be provided in accordance with the standards identified for Courthomes in Chapter 8 “Parking”.
CHAPTER 21
Rowhouses

DEFINITION

Dwelling units are attached at their sides in groups of three or more.
Units orient to the street.
Individual lots with street frontage.
One dwelling unit per lot.
Private rear yards.
No side-yard separation between units.
Resident parking on individual lots.

Characteristic densities for rowhouses range from 10 to 16 dwelling units per net acre.

INTENT

The intent of design guidelines for rowhouses is similar to that for other housing types in this part with emphasis on creating urban streetscapes on both public streets adjacent to new projects and on the streets within projects. To accomplish this, these guidelines describe a series of alternative building configurations that minimize the impact of the automobile and garage and establish the presence of living area and landscaping along streets and drives.
Chapter 21

Rowhouses

GUIDELINES

A. Development Standards

The site setbacks along the perimeter of a project are governed by the guidelines in Chapter 1 “Existing Neighborhoods” and Chapter 5 “Perimeter Setbacks”. Rowhouse development should conform to the following on-site development standards:

<table>
<thead>
<tr>
<th>FRONT SETBACKS (e)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Living Area (1st floor)</td>
<td>15</td>
</tr>
<tr>
<td>Porches</td>
<td>13</td>
</tr>
<tr>
<td>Living Area (2nd flr.-minimum)</td>
<td>18</td>
</tr>
<tr>
<td>Living Area (2nd flr.-aggregate)</td>
<td>20</td>
</tr>
<tr>
<td>Attached Garage (entry side/non-entry side)</td>
<td>18/15 (a)</td>
</tr>
<tr>
<td>Detached Garage</td>
<td>40</td>
</tr>
<tr>
<td>REAR SETBACKS</td>
<td></td>
</tr>
<tr>
<td>Living Area (1st flr.)</td>
<td>15</td>
</tr>
<tr>
<td>Living Area (2nd flr.-minimum)</td>
<td>15</td>
</tr>
<tr>
<td>Attached Garage</td>
<td>10</td>
</tr>
<tr>
<td>Detached Garage</td>
<td>0</td>
</tr>
<tr>
<td>Patio Covers, Trellises</td>
<td>7</td>
</tr>
<tr>
<td>SIDE SETBACKS</td>
<td></td>
</tr>
<tr>
<td>Residential Building (Int. Side) (c)</td>
<td>5</td>
</tr>
<tr>
<td>Residential Building (Corner Side) (c)</td>
<td>10</td>
</tr>
<tr>
<td>Detached Garages (Int. Side)</td>
<td>0</td>
</tr>
<tr>
<td>Attached &amp; Detached Garages (Corner Side)</td>
<td>10 (d)</td>
</tr>
<tr>
<td>HEIGHT</td>
<td></td>
</tr>
<tr>
<td>Res. Bldg. (max. height/no. stories)</td>
<td>30/2</td>
</tr>
</tbody>
</table>

(Measured in feet unless otherwise indicated)

NOTES:

a) Alternatively, entry face setback may be exactly 10'-0" for tandem garages.

b) An aggregate 2nd floor setback of an additional 5'-0" shall be required for any unit which has a rear elevation that is substantially visible from a public street or public area (park, school, creek trail) due to site design or hillside character (Fig. 21-1).

c) Includes patio covers, trellises.

d) Driveway aprons must be at least 18 feet long.

e) The setbacks for non-entry sides of garages (garages that side-on to streets) may be reduced to match the setback requirement for the first floor living area provided that there is an adequate driveway apron to accommodate two parked cars.
B. **Minor Architectural Projections**

Minor architectural projections, such as chimneys and bay windows, may project into any setback area or building separation by no more than two feet for a horizontal distance not to exceed 10 feet in length, nor more than 20 percent of the building elevation length.

C. **Width Of Living Area Or Porch**

No less than 12 feet of the first-floor building frontage should be devoted to living area and/or entry porch. No on-site parking is permitted in front of this area.

D. **Garage Frontage**

Tandem garages are strongly encouraged as a method of reducing the garage frontage and increasing the living area frontage and landscaping opportunities in the front yard. Rowhouses whose garages and/or parking constitute more than 50% of the total width of the house should incorporate at least two of the design features listed below.

1. An entry porch with porch roof or a trellis not less than 12 feet wide extending not less than 2 feet in front of the face of the garage (Fig. 21-2).

2. A minimum 15-foot setback to face of building with garage recessed at least 3 feet behind and having a driveway apron length of at least 18 feet (Fig. 21-3).

3. Usable open space above the garage with a trellis or roof at the front face of the garage (Fig. 21-4).

4. Enclosed second-floor living space over the garage extending to or cantilevering over the front face of the garage.

5. Second-floor living space that extends to or cantilevers over the front face of the first-floor living area.
Chapter 21
Rowhouses

E. Parking
Parking should comply with the standards identified in Chapter 8 “Parking”.

F. Open Space
There should be a minimum of 400 square feet of private open space for every dwelling. This area should have minimum dimensions of 15 feet. For projects with more than 20 units, an additional 150 square feet of usable common or private open space should be provided for each unit. The common open space requirement may be reduced if the project is located in close proximity to a public park.
DEFINITION

Dwelling units are attached at their sides in groups of three or more.
Individual lots with vehicular access from driveways.
A separate common circulation system provides the primary pedestrian access to the units. (For projects with common open space substantially in excess of the minimum, unit front entries may face the driveways.)
Private rear yards or patios and common open space.
Resident parking on individual lots.

Characteristic densities for garden townhouses range from 8 to 16 dwelling units per net acre.

INTENT

Garden townhouse unit entries should be oriented to common open space areas that are attractive and generously landscaped. A pedestrian circulation system should link unit entrances with other uses or areas on the site. A portion of the common open space should be visible from surrounding streets or drives and between buildings, and where possible, it should extend all the way to the driveway (Fig. 22-1). Guest parking is typically accommodated in open parking areas; these should be screened from common open space.

Although garden townhouse “fronts” and primary pedestrian access are not oriented toward the drive but rather toward the common open space and pedestrian circulation system, driveways should not be lined with barren processions of garage doors.

GUIDELINES

A. Setbacks
Site setbacks along the perimeter of a project are governed by the guidelines in Chapter 1 “Existing Neighborhoods” and Chapter 5 “Site Setbacks.”

Front and side setbacks from drives and entry drives should be a minimum of 10 feet; setbacks from parking should be 20 feet.
Rear setbacks of buildings, including for garage faces, from drives may be 0 feet, provided that there is at least one 9 net square-foot planter area containing a tree or large shrub located between the drive and each unit.

B. BUILDING SEPARATIONS
The minimum separations between building faces containing dwelling units are as follows:

1. Front to front.......................... 30 feet
2. Front to rear.......................... 30 feet
3. Rear to rear.......................... 30 feet
4. Front to side......................... 25 feet
5. Rear to side......................... 20 feet
6. Side to side......................... 20 feet*

* May be reduced to 10 feet for a landscaped walkway serving as a route from a parking area to a building or unit entrance.

Any of these building separations may be reduced to 15 feet for very minor portions of buildings provided that project separations are generally double the listed minimums.

C. Minor Architectural Projections
Minor architectural projections, such as chimneys and bay windows, may project into any setback area or building separation by no more than two feet for a horizontal distance not to exceed 10 feet in length, nor more than 20 percent of the building elevation length.

D. Open Space
There should be a minimum of 300 square feet of private open space (minimum dimension of 15 feet) and 150 square feet of common usable open space for every dwelling unit.

E. Entry Drives
The principal vehicular access into a garden townhouse project should be through an entry drive. The width and character of an entry drive are governed by guidelines in Chapter 7 “Driveways”.
F. Driveways
Driveways should not be lined with barren processions of garage doors. Garage face portions of buildings do not need to be separated from driveways, however, there should be at least one nine (9) net square-foot planter area containing a tree or large shrub located between garage doors. The area above the tree pockets should remain unobstructed to allow for the future growth of the tree. Underground utility lines should not be located under the tree pocket. Utility vaults located in tree pockets do not count toward the nine (9) net square feet (Fig. 22-2).
CHAPTER 23
Cluster Housing

DEFINITION

Attached units which are stacked and clustered in buildings or groups of buildings.
Private open space in the form of patios, decks or balconies.
Common open space except for very small projects.
Vehicular access and circulation via driveways, entry drives, parking drives and/or parking courts.
Separate pedestrian circulation system.
Parking is aggregated and not always contiguous to units; some parking may be provided within residential buildings.

Characteristic densities for cluster housing range from 16 to 35 dwelling units per net acre.

INTENT

Cluster development can result in some of the highest density housing products in San Jose. Economics often dictate that parking for this housing type occur in open lots or freestanding carports. Large parking areas can adversely impact both the residential environment within projects and the neighborhood adjacent to new projects. These guidelines are intended, among other things, to mitigate the impact of parking both within projects and around them by establishing appropriate limitations on the size and location of parking areas and minimum dimensions for open space areas and building separations. Perimeter parking drives are discouraged because parking areas provide a poor image of a project and often function as barriers between the project and the surrounding community (See Chapter 7 “Driveways”). Given the high density characteristics of cluster development, common open space should be provided to supplement the limited amount of private open space provided by balconies and patios.

GUIDELINES

A. Perimeter Setbacks
Setbacks along the perimeter of a project are governed by the guidelines in Chapter 1 “Existing Neighborhoods” and Chapter 5 “Setbacks”.

For project sites near downtown or in other areas planned for more urban forms of development, reduced front setbacks may be considered in accordance with the existing or planned urban character for the area. For sites located in an area governed by specific plans, such as the Tamien Station, Jackson-Taylor, Communications Hill and Midtown areas, setbacks should be consistent with the policies identified in the plan.

B. Building Separations
Minimum separations between building faces containing dwelling units should be:

Front to front ........................................ 30 feet
Front to rear ........................................... 30 feet
Rear to rear ............................................ 30 feet
Front to side ........................................... 25 feet
Rear to side ............................................ 20 feet
Side to side ............................................. 20 feet (1)

Any of these building separations may be reduced to 15 feet for very minor portions of buildings provided that project separations, in general, substantially exceed the listed minimums.

Balconies, patios and windows to other buildings........................................... 20 feet (2)

(1) May be reduced to 10 feet for a landscaped walkway serving as a route from a parking area to a building or unit entrance.

(2) When visibility is obstructed by other than landscaping, these separations do not apply.

C. Landscape Areas (Interior Use Separations)
Within a cluster housing project, landscaped areas of the following dimensions should be provided to separate the following site elements:

Residential building (unit entrance side) from parking areas, carports or parking drives ........................................... 15 feet

Residential building (unit entrance side) from drives without parking .......... 10 feet (1)
Residential building (garage entrance side) from drives ........................................ 0 feet (2)

Residential building faces having no entries from parking areas, drives or sidewalks ...................................................... 10 feet

(1) This 10 feet should remain clear of stairways and patios.

(2) A nine (net) square-foot planter area containing a tree or large shrub located between every two parking stalls or at least every 20 feet should be provided. Due to the small size of these landscape pockets, no utilities or meter boxes should be placed in them.

Walkways or sidewalks between buildings and parking areas, carports and driveways may not be counted as part of the minimum dimension for a landscaped area.

D. Minor Architectural Projections
Minor architectural projections, such as chimneys and bay windows, may project into any setback area or building separation by no more than two feet for a horizontal distance not to exceed 10 feet in length, nor more than 20 percent of the building elevation length.

E. Balcony/Corridor Circulation
Common exterior balconies and corridors that provide access to units should not require circulation past adjacent unit windows and entries.

F. Open Space
There should be a minimum of 60 square feet of private open space and 200 square feet of usable common open space for every dwelling unit. Required common open space per unit may be reduced by an area equivalent to the amount of private open space in excess of 60 square feet. Projects with fewer than eight units need not have common open space, provided that each ground floor unit has at least 120 square feet of private open space.
Chapter 23
Cluster Housing

G. Entry Drives
The principal vehicular access into a cluster housing project should be through an entry drive rather than a parking drive. The width and character of an entry drive are governed by guidelines in Chapter 7.

H. Restricted Parking Zone
Streetscapes are more attractive when lined by landscaping and buildings as opposed to parking lots. For this reason, every cluster housing project has a restricted parking zone on all sides of its site. This zone commences at the required site setback and extends 18 feet into the site. The percentage of the total area within this zone that may be devoted to parking drives, parking courts, and all areas for parking not within residential buildings should not exceed 50% (Fig. 23-1).

This guideline is modified by the following considerations:

1. In rental housing projects and projects for assisted families, the percentage of the restricted parking zone that may be in parking uses should not exceed 60%.

2. When the restricted parking zone is adjacent to either an incompatible use or to single family detached houses, that portion of the zone adjacent to that use is exempt from this guideline. Parking is an appropriate separation between dwelling units and incompatible uses.

3. When the restricted parking zone is adjacent to a street, parking within it is strongly discouraged, but in any case should not exceed 50% of the site width on any street.

I. Security Fences And Gates
Security fences and gates are strongly discouraged in any residential project. If extraordinary circumstances warrant security fences they should comply with the guidelines in Chapter 4 "Perimeter Walls and Fences".
CHAPTER 24
Podium Cluster Housing

DEFINITION
Attached units are typically stacked and constructed on a “podium” or deck over a communal parking garage. The podium typically becomes the “site” for buildings and open space. Patios, decks and balconies provide private open space.

- Private open space is supplemented by common open space.
- Common open space provides pedestrian circulation between parking and dwelling units.

Characteristic densities for podium cluster housing range from 25 to 40 or more dwelling units per net acre.

INTENT
Podium cluster housing provides very dense housing by aggregating all or most parking in a garage under the buildings. The housing on top of the garage slab is usually a form of cluster housing or garden townhouse. Communal stairs from the garage or open space lead to paths on top of the slab that in turn lead to the units.

In such projects there are four major design concerns: 1) the architectural treatment of the edges of the podium, particularly at the site perimeter, 2) the landscape treatment on top of and around the podium, 3) the relationship of the units to each other, and 4) the relationship of podium buildings to adjacent uses.

Landscaping on the top of the podium should attempt to mask the artificial character of the podium. Naturalistic landscaping that includes earth-berms, mature trees and shrubs, and decorative paving materials is preferred to landscaping in planters with walking surfaces directly on the slab. Designs should include provisions for preserving existing trees, either by keeping portions of the site as open space or by building around them.

The density of these projects does not lessen the requirements for privacy and dwelling orientation for sunlight and views. Designs should avoid massing of units that create long, unbroken walls on the project periphery.

The ventilated or open sides of the garage on the project periphery and within the project should be screened.
from public view with sufficiently wide setbacks for generous landscaping, and avoided if possible along public streets.

First floor units should have individual entries or stoops with direct access to the sidewalk to add interest to the building and help hide the garage level.

GUIDELINES

A. Site Setbacks

Site setbacks along the perimeter of a project are governed by the guidelines in Chapter 1 "Existing Neighborhoods" and Chapter 5 "Site Setbacks"

B. Podium Setbacks

The minimum setbacks for the parking garage from the site property line are:

Front ........................................... 25 feet
Side ........................................... 10 feet
Rear ........................................... 20 feet
(if top of podium is at or below grade at nearest side or rear property line) ........................................... 5 feet

C. Building Separations

The minimum separations between building faces or elevations (on top of the podium from other buildings on the same podium) containing dwelling units are as follows:

Front to front ............................... 25 feet
Front to rear ............................... 25 feet
Rear to rear ............................... 20 feet
Front to side ............................... 25 feet
Rear to side ............................... 20 feet
Side to side ............................... 10 feet

Any of these separations may be reduced to 15 feet for very minor portions of buildings provided that project separations are generally one and one-half times the listed minimums.
Chapter 24
Podium Cluster Housing

For projects with more than one podium structure, the separations between buildings on adjacent podiums should comply with the guidelines in Chapter 23 “Cluster Housing”.

D. Building Design/Articulation
Podium buildings should be designed in accordance with the objectives in Chapter 10 “Building Design”. Building facades should be well articulated to avoid a “blocky” or linear appearance and should maintain a pedestrian/neighborhood scale especially if such buildings are located in urban settings adjacent to streets. In urban settings, individual unit entrances or stoops from adjacent streets are encouraged. Vertical elements should be emphasized on podium buildings.

E. Minor Architectural Projections
Minor architectural projections, such as fireplaces and bay windows, may project into any setback or building separation by up to two feet for a length not to exceed 10 feet or 20 percent of the building elevation length.

F. Garage Placement
Parking garage floors should be located not less than 4 feet below the grade of the nearest property line. Ventilated garage elevations should be avoided adjacent to streets unless completely screened by berms, landscaping or architectural techniques. Architectural techniques should consist of minimizing the size of openings; extending porches, stairs and/or balconies over and in front of openings; and filling in openings with attractive screening systems that substantially block views into the garage (Fig. 24-1).

G. Garage Access
Vehicular access to garages beneath podiums should be from the sides or rears of buildings to camouflage the garage from the street, reduce pedestrian/vehicle conflicts associated with steep ramps adjacent to sidewalks and provide more opportunities for uninterrupted landscape opportunities in front of the buildings. For projects which include multiple podium buildings, shared

Fig. 24-1: Garage openings mitigated by "architectural techniques" and landscaping (Sienna).
driveways should be provided when feasible (Fig. 24-2). In instances where garage openings must face a street, such openings should be inset into the building to reduce their visibility (Fig 24-3).

H. Balcony And Corridor Circulation
Common exterior balconies and corridors that provide access to units should not require circulation past adjacent unit windows and entries. Such corridors should always be oriented to the interior of the site.

I. Open Space
There should be a minimum of 60 square feet of private outdoor space such as balconies and 100 square feet of usable common open space for every dwelling unit (see Chapter 10 “Common and Private Open Space”).

J. podium landscaping
Landscaping on the top of the podium should attempt to mask the artificial character of the podium. Naturalistic landscaping that includes earth-berms, mature trees and shrubs, and decorative paving materials is preferred to landscaping in planters with walking surfaces directly on the slab. Designs should include provisions for preserving existing trees, either by keeping portions of the site as open space or by building around them.

K. Garage Security
Any open side of the garage level above grade should be secured from illicit entry (Fig. 24-3).

L. Guest Parking
At least 10% of the parking spaces should be available for guest use on the outside of any security gate system.
CHAPTER 25
Mixed Use Development

DEFINITION

Mixed use development consists of a vertical or horizontal combination of residential and commercial uses within a single building or site. The guidelines in this chapter primarily address vertical mixed uses in multi-story structures with retail or office uses located on the lower levels and residential units located on the upper floors. Several guidelines, however, do address horizontal mixed use - residential and commercial uses located in separate structures on a single site. The residential component of a vertical mixed use project will typically be very high density - 25 to 40 DU/AC or more; many of the guidelines in this chapter can also apply to single use very high density residential projects.

INTENT

This chapter establishes basic development parameters intended to help achieve attractive residential environments in conjunction with viable and functional commercial activities. Mixed use projects should be located in more urbanized areas of the City in close proximity to commuter train, light rail or other transit hubs where higher density and more intense development is appropriate. Pedestrian circulation should be given special attention and should provide convenient access to adjacent facilities and uses. Sidewalks and walkways should be wide, attractive and inviting. By facilitating easy pedestrian and transit access to jobs and shopping, mixed use development can help reduce reliance on the automobile and ease local traffic congestion.

LOCATION CRITERIA

Mixed use development is particularly appropriate in settings that are intended to promote pedestrian activities and/or transit use. These settings include areas near train and light rail transit stations, Neighborhood Business Districts and the intensification corridors identified in the General Plan. In such settings, vertical mixed use projects are encouraged. Vertical mixed use projects that substantially deviate from existing area development patterns or the existing scale of development are inappropriate in small scale suburban settings.
GUIDELINES

A. Pedestrian Orientation
Mixed use projects should include direct and attractive pedestrian access to all nearby commercial areas, transit stops and transit stations. Side-walks and walkways should be wide, separated from conflicting activities and bordered by attractive landscaping, most importantly by street and/or shade trees.

B. Mix Of Uses
The mix of uses should be carefully chosen and located for maximum compatibility and mutual benefit:

1. Retail uses should generally be limited to the ground floor spaces along busy street frontages (Fig. 25-2).

2. Office uses may be located on the first and/or upper floors. Consideration should be given to project designs that allow areas of the building to be occupied with either office or residential uses depending on market demand provided such uses do not conflict.

3. Commercial uses within mixed use projects should be of the variety that directly serve and support the surrounding neighborhood and/or promotes pedestrian traffic or public transit.

4. Uses incompatible with a pleasant residential environment should be avoided.

5. Daycare is strongly encouraged.

C. Interface Between Uses
The quality of the residential environment should not be compromised by the operational needs of the commercial uses:

Fig. 25-2: Vertical mixed use with retail on first floor (Paseo Plaza).
1. Commercial loading areas, trash facilities and mechanical equipment should be screened from sight from all pedestrian ways and should be located away from residential entries, open space and windows to avoid visual, noise and odor impacts on the residential portion of a project.

2. The residential portions of projects and buildings should be self-contained and inappropriate access to them from non-residential spaces should be precluded.

3. Commercial hours of operation should be limited to avoid adverse impacts on the residential uses within the project.

D. Building Setbacks
Mixed use buildings and locations are typically urban in character; setbacks from streets should reflect the urban setting and should be no greater than 15 feet. Smaller setbacks are encouraged. Buildings may be set back further to provide outdoor dining space or courtyards. See Chapter 5, “Perimeter Setbacks” for additional setback information.

E. Building Orientation
Buildings should be oriented parallel to the street particularly at corners. Buildings and, in particular, entrances should be oriented toward light rail stations and bus stops for convenient access by public transit passengers.

F. Relationship to the Street
Active connections between buildings and the street, for example residential and retail entries, porches, stairs, decks, courtyards, and windows, should be maximized.

G. Building Design, Vertical Mixed Use
The design of mixed use buildings requires special care to accommodate and reflect the diverse uses; to visually integrate the whole; and to present an appropriately urban facade to the street and surrounding community (Fig. 25-3).

Fig. 25-3: Mixed use project with street orientation and presence and with fully integrated architectural design that also clearly expresses differences between the retail and residential levels. (The Colonnade)
The design of building facades should be balanced, harmonious and pleasing to the eye. Large boxy buildings with little or no decoration are not appropriate but neither are overly decorated and overly articulated buildings that have a frenetic appearance.

2. The scale of mixed use buildings should reflect the scale of existing or planned surroundings. Larger mixed use buildings or projects may reflect their relatively smaller scaled surroundings through greater building articulation, borrowing of architectural themes and the judicious use of multiple materials.

3. Materials should be solid and durable. Stucco with a thinly applied appearance, or rough and/or thin wood siding and trim, for example, is not appropriate.

4. Building facades should reflect the uses behind them while maintaining a strong architectural relationship among the parts. For example:
   a. Building facades should be articulated vertically or horizontally, both if possible.
   b. Commercial windows should be large and of clear glass for retail spaces and residential windows should typically be smaller and often vertical in shape.
   c. Materials and detailing may vary to express different uses but should be drawn from the same architectural theme or style (Fig. 25-4).

5. In locations which require the appearance of a reduced scale for compatibility with surroundings, larger scale building volumes should be articulated to reflect individual units or groups of units as “small buildings.” Units or “small buildings” should be further distinguished by:

Fig. 25-4: Mixed use project clearly reflecting, in a single architectural theme, the first floor retail uses and upper floor residential use (Elan).
Different but compatible architectural treatment and/or materials.

different detailing and decorative elements.

different window shapes and placements.

different floor plate elevations, if possible.

different balcony types, e.g. inset vs. exterior.

different but compatible colors.

Entries to residential and non-residential uses should be separate and designed to reflect their residential or commercial purpose. Entrances to residential units along "commercial" frontages and/or high volume major streets should be via an internal lobby, stairway and/or elevator. Along other streets, "first floor" units should be accessed via private stairs and porches where feasible. Exterior stairways visible from streets should never extend above the one and a half story level.

Building & Site Design, Horizontal Mixed Use
Horizontal mixed use projects will typically have multiple buildings as well as multiple uses. Buildings should have a positive functional relationship with each other as well as an aesthetically pleasing spatial relationship:

1. The exterior building design, including roof style, color, materials, architectural form and detailing, should be consistent, or at least compatible, among all buildings in a complex and on all elevations of each building to achieve design harmony and continuity within the project and with its surroundings.
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2. Connective elements such as walkways, common landscaped areas, building orientation, and unfenced property lines should be employed, and are strongly encouraged.

3. Particular care should be taken to assure convenient pedestrian access through all parts of a project to nearby transit facilities.

I. Parking Configuration
Structured parking is preferable for vertical mixed use projects and for horizontal mixed use projects in more urban locations. The suburban pattern of large parking areas with multiple rows of parking in front of buildings is strongly discouraged (Fig. 25-5). Street parking (either parallel or angled parking) is encouraged along the public right of way. Any surface parking should be provided in well screened parking lots at the rear or sides of projects. Parking which is intended to support commercial uses should be placed in convenient proximity to such uses.

J. Building Design, Structured Parking
For mixed use buildings with parking floors or podiums, the interface between parking levels and the street or other public ways should be treated to avoid visual, noise and/or odor impacts on the public space or facility:

1. Above ground parking levels along streets should be “faced” with commercial or residential spaces wherever feasible.

2. The blank walls of parking floors should not be located along streets or major pedestrian ways (Fig. 25-6).

3. Entries to parking levels should never be placed in prominent locations in primary building facades:
   a. Parking entries should be placed in less visible locations at the sides or rears of buildings or at least at a far end of a front elevation.
b. To further reduce entry visibility along streets, entries should be placed in notched back sections of buildings (Fig. 25-7).

4. Parking levels with open sides for ventilation should be screened from public view by:
   a. Grates in the openings. Grates with several inches of depth work best (Fig. 25-8), or
   b. Permanent free standing screens, and
   c. Landscaping where appropriate.

5. On residential sides of mixed use buildings or projects, both open and walled parking level sides should be disguised by bringing architectural elements such as porches, stairs, balconies and landscaped terraces over and in front of the parking level walls and/or openings (Fig. 25-9).

K. Alternating Parking Opportunities
The demand for commercial parking generally occurs at different times than for residential parking. To take advantage of this opportunity, alternating or shared residential and commercial parking is encouraged to reduce the number of parking spaces required for the project. The percentage of parking that may be shared depends on the commercial uses and their anticipated hours of operation; “share” will be determined through the rezoning or permit process. Sharing parking with adjacent sites can also be considered.

L. Residential Open Space
Private open space should be provided at a minimum of 60 square feet per unit with a minimum dimension of 6 feet. Common open space should be provided at a minimum of 100 square feet per unit (see Chapter 10 “Common and Private Open Space”).
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For sites in highly urbanized areas which have high density residential General Plan designations of 25 - 40 DU/AC or more and are subject to significant noise impacts from an adjacent major street, the private open space may be deleted for up to 50 percent of the units.

M. Open Space Location
Open space should be located where it is protected from the activities of commercial areas and adjacent public streets. Both private and common open space areas should be oriented toward the interior of the project to provide noise buffering from surrounding uses. Balconies that provide incidental or secondary open space areas for residential units may face public streets in order to add architectural interest to the building.
CHAPTER 25A
Transit-Oriented Development

INTENT
Transit-oriented development (TOD) is high-density, multi-family housing and mixed-use development designed to encourage accessible, active, pedestrian-oriented areas within walking distance of transit. The purpose of implementing TOD in San Jose is to reduce trips on freeways, expressways, major collectors and arterials while maintaining access for automobiles so that there are alternative routes for local trips by:

- Locating more housing near transit;
- Locating more neighborhood-serving retail and office uses near transit and housing;
- Connecting streets and paths for pedestrians and cyclists to and through the TOD; and
- Creating viable retail spaces for various types of tenants.

TOD is important in San Jose because it promotes:

- Active pedestrian environments;
- Transit ridership;
- Shared parking and lower parking-to-occupant ratios; and
- Intensification of existing and development of new neighborhood business districts.

In order for TOD development to be successful in San Jose, a strong relationship between development and transit and an understanding of how transit works in tandem with surrounding development is necessary. This understanding begins with: (1) defining locations and sites with General Plan and use designations where TOD should occur; (2) describing a conceptual framework in which existing and prospective development and transit can relate and complement each other; (3) understanding the challenges to implementing those concepts; (4) defining the components of TOD; and (5) describing how to complete a Planning Context Assessment.

The Planning Context Assessment will function as the primary TOD design analysis tool to ensure all proposed development within designated areas implements the components and concepts of TOD and contributes to its realization.

Locations and Land Use Designations
Transit-oriented developments should occur in the following locations and sites with land use designations as defined by the General Plan:
Transit-Oriented Development Concept
A TOD area:

- Is focused on transit and pedestrian circulation.
- Is organized around an identifiable center, where transportation, basic services, and public gathering places are concentrated.
- Provides area-wide pedestrian access, particularly to the TOD center and transit facilities.
- Includes complementary land uses appropriate for TOD such as high-density residential and neighborhood-serving commercial uses.
• Offers usable and accessible parks and other public spaces, and avoids creating barriers or unnecessarily increasing walking distances between transit, services, and housing.

• Transitions appropriately between land use, density and scale of new and existing development to protect privacy and security.

**Challenges to Implementing TOD in San Jose**

Understanding the challenges to implementing TOD in San Jose is important because perceptions, whether correct or incorrect, can influence the design of a specific development that may adversely affect the success of the TOD as a whole. TOD area circulation, for example, can be significantly impacted if a large site or critically located small site is developed without flexibility for future dedicated pedestrian and bike paths or shared parking solutions. The following are common challenges to implementing TOD in San Jose:

• Perception that TOD will negatively affect the character of a neighborhood or depress property values;

• Perception that TOD entails higher risks and is difficult to finance;

• Perception that no market for TOD exists;

• The failure of existing land-use patterns and infrastructure to accommodate TOD;

• Negotiating challenges specific to building TOD on smaller urban infill and redevelopment sites; and

• Difficulty implementing a complete and integrated network of dedicated pedestrian and bike paths.

Acknowledging these challenges early can help ensure new development in TOD areas is flexible and complements existing and future developments.

**GUIDELINES**

To facilitate development that conforms to TOD concepts and to assist in overcoming the challenges of implementing TOD in San Jose, a Planning Context Assessment Map should be completed for each proposed development in a TOD Node or Corridor.
A. Planning Context Assessment Map

A Planning Context Assessment Map should function as a primary TOD design analysis tool to evaluate specific proposed development in the broader context of a TOD area and its surrounding land uses. The purpose of the Assessment is to determine the degree of conformance to adopted City Council Policies, Ordinances, and Guidelines, and to the concepts described in this chapter. In particular, the Assessment will help assess the potential for the project to incorporate non-residential uses and specific TOD components of listed below to satisfy the needs of the new TOD, as well as existing and future development in the vicinity.

Applicants should complete a Planning Context Assessment Map to provide the information listed below at two scales: one showing the proposed development site in the existing context of the entire TOD area (within 2,000 feet of a light rail station, 3,000-foot radius of a planned future BART station, or within a TOD Corridor) and one showing the proposed development site in the immediate context of adjacent parcels. Information from parcels outside of, but adjacent to, the boundaries of the TOD areas should also be included in the Assessment. The Assessment should include the following:

1. Existing circulation network (streets, sidewalks, pedestrian paths and bicycle paths, with stub-outs clearly indicated on adjacent parcels).
2. Proposed circulation network for the development site in relationship to its immediate context and in connecting to existing or planned transit stops/stations.
3. Footprint of proposed development.
4. Current land use, density, and intensity of use for developed sites.
5. Adopted General Plan land use designations and Zoning Districts for undeveloped sites.
6. General Plan land use designations and Zoning Districts for sites immediately adjacent to the proposed development site.
7. The location of any existing or planned Bus Rapid Transit and Light Rail Transit stops.
8. The location of any planned BART station.
9. Relevant elements of adopted Strong Neighborhoods
Initiative (SNI) Plans, Specific Plans or Planned Developments on or surrounding the proposed development site.

**B. Components of Transit-Oriented Development**

Every TOD area should be developed to encourage multiple access points for existing and planned transit stops or stations. The TOD area should include the introduction of alternative transportation options such as dedicated pedestrian and bike paths. Every site within a TOD area, regardless of size, should contribute to:

1. **Neighborhood compatibility** with surrounding uses and neighborhoods through building massing and orientation.
2. **Mixed-use, high-density residential** buildings with minimal or no front setback.
3. **Ground floor retail** or commercial office space adjacent to transit and located along principal pedestrian paths, highly visible to all transit modes.
4. **Improved pedestrian access** using smaller blocks, pedestrian paseos, multiple building entrances, and dedicated pedestrian and bike paths.
5. **Improved streetscapes**, including widened sidewalks (especially where ground floor retail or offices uses occur) and pedestrian scale street lighting, signage and landscaping.
6. **Parking located behind buildings**, including alternative parking solutions such as shared parking, and lower parking-to-occupancy ratios, and increased bicycle parking.
7. For development located within Core Areas or for developments that include mid- or high-rise residential development, less private open space should be balanced by more common and active public space (parks, plazas etc.).

The Development Plan set should include explicit illustrations of these components early in the planning process.

**C. Neighborhood Compatibility**

TOD should be well integrated with existing surrounding uses and neighborhoods, by providing

![Fig. 25a-6: Higher densities should be closest to transit stops.](image-url)
amenities and services that serve the larger area, by creating appropriate scale transitions in building and orientation, and by avoiding traffic and parking intrusion. More specifically:

1. Apply appropriate setbacks and building separations where different housing types abut or face one another within a TOD node or corridor.

2. Mirror buildings on the perimeter of new and existing development: back-to-back, side-to-side or, where a street or open space intervenes, face-to-face.

3. Create interesting and varied building facades that reinforce street activity, visual interest and “eyes on the street”. Create changes in elevations and facade planes at intervals approximately every 30 feet.

4. Introduce building stepbacks for floors above a height of 50 feet to maximize solar access to at least one side of the street for as much of the day as possible.

5. Buildings along pedestrian routes are encouraged to have frontages with minimal or no setback.

D. Mixed-Use High Density Development

Mixed-use development within a TOD area consists of a vertical or horizontal combination of commercial, civic, or recreational uses into a primarily residential building. Within TOD Corridors and Nodes, mixed-use development should be located along principal pedestrian routes between transit and housing and adjacent to transit stops and stations. A broad range of non-residential uses should be available to satisfy the day-to-day needs of nearby development. Larger transit-oriented developments can also contain employment uses that draw from a larger area than the immediate TOD.

1. Guidelines for various housing types and densities should be aggregated for the whole TOD node or corridor. In general, a minimum average density of 55 dwelling units per acre should be the baseline for TOD areas with higher densities clustered nearest to transit stops and stations.

2. For mixed-use development (25-40 DU/AC) also refer to Chapter 25.
3. For mid-rise (40-90 DU/AC, 50-150 feet in height) and high-rise (90+ DU/AC, 150+ feet tall) residential development also refer to Chapter 26.

E. Ground Floor Retail

Retail should be located on the principal pedestrian routes adjacent to transit stops and stations. Additionally, retail should maintain a high level of visibility to all modes of transit. Shops should surround the TOD center and line pedestrian routes without setbacks and with minimal interruptions in the street wall. Principal entrances should face pedestrian right of ways. Parking, loading and trash should be located away from the pedestrian route, preferably with access from alleys or side streets.

Retail uses should include shops and restaurants that serve daily needs and generate high levels of pedestrian traffic. Less intense uses, such as professional offices, should be located off of the main pedestrian routes or in second-story spaces.

Where the initial demand for retail is insufficient to occupy all the retail space provided, mixed-use buildings should be designed with sufficient ceiling heights and depths so that they can initially be occupied by housing, workshops or live-work space and later converted to retail. Such space should have at least 30 feet clear depth with an additional minimum 15 feet back of house with provisions for deliveries, trash and cooking exhaust ducts.

Retail spaces should have a clear interior height of at least 18 feet (including HVAC, sprinklers, lights and ceiling system). This usually translates into an approximately 21 foot floor-to-floor height. Lower heights could potentially be more suitable on a project-by-project basis for smaller developments in less intensive transit corridors.

Additionally, retail spaces should provide conveniently located utilities/stubs to tenant spaces so that they are not visible by pedestrians. Integrate utilities for various uses within the building.

Public and semi-public uses, such as libraries, post offices and day-care facilities, should be located in the TOD area center near transit and front onto a public gathering space. All ground-floor retail space should be equipped with pedestrian-friendly signage, such as fin signs.

Fig. 25a-10: Pedestrian-oriented retail at transit stop. Retail and transit are mutually supportive and reinforcing.
F. Private, Common, and Public Spaces

TOD should include amenity-rich public gathering spaces that reinforce a sense of neighborhood. Such spaces should be located near transit and principal pedestrian routes and should be designed for recreation and organized community activities.

New TOD should satisfy the requirements for common and private open space for the proposed housing type(s). Required setbacks and building separations should not be counted as common open space. Up to one half of the common open space required may be satisfied by dedicated public open space (other than riparian corridors or other environmentally sensitive open spaces), provided that the public open space has not been used to satisfy common open space requirements for other development. Applicants will work with City departments, particularly the Planning Division and Parks, Recreation and Neighborhood Services in the planning and design of public open space. Public parks must meet the requirements of the City Council approved Parkland Dedication Ordinance.

In designing open spaces, applicants should:

1. Introduce a range of accessible (common, private and public) open spaces (e.g., parks, plazas, courtyards, and paseos) to provide amenities to the TOD. Common open space should be centrally-located where pedestrian circulation is busiest (generally towards the transit stop).

2. Design open spaces and the pedestrian circulation network as a hierarchical system of public spaces (i.e., rather than residual spaces between buildings) with activities along the path of travel that promote security, interest and comfort; and include retail, recreation, seating, and other amenities.

3. Centralize extensive common open space and school playing fields within the development but located away from transit and the central retail area to avoid large breaks in pedestrian routes that might otherwise push housing beyond walking distance.

4. Incorporate creeks, riparian habitat, existing vegetation and other environmental features as an integral part of the design of a transit-oriented development.

5. In general, promote less private and more public
open space in a range of sizes and uses, particularly for development located within Core Areas or for development that includes mid- or high-rise residential development.

G. Pedestrian and Bicycle Access and Streetscapes

Through building setbacks and public access easements (or street width reductions as permitted by the City of San Jose) existing sidewalks on fronting arterials should be widened, so that such sidewalks have a minimum dimension of 15 feet, including the parkstrip, instead of the typical 8-10 feet. This additional width allows flexibility in the design of sidewalk and parkstrip widths depending on the overall design of the node or corridor.

To encourage and maximize pedestrian activity, new TODs should focus on the following design objectives:

1. Eliminate security fences or gates between areas of different housing types or between housing and non-residential uses except to protect the privacy and security of private open space. Where appropriate and practical, incorporate public through-routes with line-of-sight connections to adjacent neighborhoods without barriers, fences, gates or signs that imply that the route is for use of the development’s residents only.

2. Integrate the public circulation systems of new and existing development, so that residents of the existing development have direct and safe access to transit and the amenities and services of the transit-oriented development node or corridor.

3. Establish a pattern of development with streets and pedestrian and bicycle linkages that provides clear, convenient, direct, and safe access to transit.

4. Create a pattern of vehicular, bicycle and pedestrian circulation that links existing and proposed housing with existing and planned commercial and community uses to encourage multi-modal transportation.

5. Design pedestrian and bicycle routes to radiate out from transit stops and transit-oriented centers. Where they follow streets, sidewalks should be broad with parkstrips and parallel parking to buffer pedestrians from traffic. Minimize curb cuts for driveways. Provide convenient bicycle parking choices.

Fig. 25a-12: Pedestrian access hierarchy.

Fig. 25a-13: Narrower sidewalks should leave room for street trees and planting beds to buffer pedestrians from traffic. Corner “bulb-outs” with planting calm traffic, improve sightlines, and shorten crosswalk distances, as in this photo of Santana Row.
6. Lay out streets and pedestrian and bicycle routes in an approximate grid to permit direct connections within a development. Where cul-de-sacs cannot be avoided, pedestrian and bicycle paths should continue through to adjacent streets and development.

7. Connect streets and paths directly to and through abutting development to provide access to transit, shopping, and other services and to provide alternate routes for local trips. Where the new TOD abuts vacant land or property expected to be redeveloped, streets and paths should stub out at the perimeter property to provide opportunities for future connections.

8. Scale existing streets to reduce the dominance of the automobile and to expand the usable pedestrian and bicycle environment. Employ traffic calming techniques, such as those in *Community Design & Transportation: A Manual of Best Practices for Integrating Transportation and Land Use* (Valley Transportation Authority 2003). Implement Bay Area Air Quality Management District emissions reduction recommendations. Applicants will work with City staff, especially Planning and Public Works, in the design and planning of streetscapes. For sites within the Downtown Core Area, please refer to the Downtown Streetscape Master Plan and the Downtown Design Guidelines.

9. Widen building setbacks and public access easements or street width reductions (as permitted by the City of San Jose) to existing sidewalks on fronting arterials, so that such sidewalks have a minimum dimension of 15 feet including the parkstrip against the curb.

10. Orient commercial uses to the street with setbacks provided only to create a more comfortable pedestrian realm. In no case should ground level uses be greater than 25 feet from the curb, unless it is demonstrated that increased setbacks will contribute to a more active pedestrian environment (e.g. plazas, cafe zones, etc.). Include pedestrian-scale signage on retail frontages.

11. Create engaging residential street frontages with porches, stoops, and building entries. Provide landscaped setbacks up to 10 or 15 feet in depth. Locate building and unit entries at intervals not to exceed 30 feet. Every unit with street-level space...
fronting a pedestrian street should have its own entry. The floor elevation of street-level units should be at least 18 inches and no more than 48 inches above grade.

12. Utilize a grid street pattern of small blocks that incorporate bike lanes into the street, or use paseos to create mid-block pedestrian paths when the introduction of a smaller grid street pattern for vehicles and pedestrians is not possible.

13. Implement narrow streets with wider sidewalks and introduce street trees, pedestrian-scale streetlights and pedestrian-friendly signage. For additional guidance please refer to the San Jose Redevelopment Agency’s Downtown Streetscape Master Plan.

H. Vehicular Parking

On-street parallel parking and parking behind buildings in TOD corridors along with shared parking arrangements complements the pedestrian character of the street front. At the same time, lower parking-to-occupancy ratios encourage transit ridership.

Employ reduced parking standards for mixed-use development, including joint use and shared parking among uses with staggered peaks. For residential parking standards, refer to Chapter 8 of these guidelines.

Provide sufficient park-and-ride facilities for commuters to avoid significant parking impacts on new and existing development. Developers are encouraged to optimize parking by creating shared parking structures with other developments, the Valley Transportation Authority (VTA), and existing businesses owners and residents in the TOD corridor.

The location of vehicle parking is essential in meeting the goals of a pedestrian-friendly, transit-supported public realm. Reference the following design objectives when designing vehicle parking:

1. Locate parking garages behind fronting uses to minimize their impact on the pedestrian environment.

2. Locate and configure surface parking facilities to minimize disruption of the pedestrian system. Utilize secondary streets and alleys away from the principal pedestrian routes as access points for off-street parking and loading. Provide a clear route, such as a mid-block paseo, between the street frontage and surface parking areas.

Fig. 25a-15: Parking at Rear with Paseo: To maintain a continuous active street frontage, parking should be located to the rear of buildings and be accessed from a side street or alley. Pedestrian paseos with active uses and attractive landscaping should link parking with the street frontage.
3. Maximize on-street parking to promote convenience and to complement the pedestrian character of the street frontage. New streets should include parking on both or alternating sides of the street. In mixed-use projects, where feasible, provide guest and retail parking on street.

4. Locate parking spaces within the building or orient all parking facilities away from public streets and pedestrian corridors.

H. Bicycle Parking

The location and quantity of bicycle parking is also essential in creative effective transit-oriented development. For commercial and office buildings, bicycle parking for 5% or more of all building users should be provided within 200 yards of a building entrance. For residential buildings, secure covered bicycle storage facilities should be provided for at least 15% of building residents.
CHAPTER 26
Mid-Rise and High-Rise Residential Development

INTENT
Mid-rise and high-rise buildings define the public realm. From these structures occupants and visitors can enjoy strong visual connections to San Jose’s downtown skyline, surrounding hills, and tree-lined residential streets. As the skyline develops and changes, so too does public perception of what the urban setting represents. The built environment lends scale to sidewalks, parks and paseos. The transitional area between buildings and the public realm can accommodate sidewalk cafes, restaurants and shopping. Through view corridors provided by mid- and high-rise buildings, pedestrians interact with public art and architecture as well as the distant view of the hills on the horizon.

This chapter establishes parameters to achieve high-quality mid- and high-rise housing development to foster superior urban design throughout San Jose, but primarily in the Greater Downtown Core and Frame areas, Transit-Oriented Development (TOD) Corridors, including Bus Rapid Transit (BRT) Corridors, and BART Station Area Nodes as described in the General Plan.

The intent is to achieve well-integrated, attractive mid- and high-rise residential development that may also include commercial uses. Mid- and high-rise residential and mixed-use development poses unique design challenges, particularly those related to street level access and large service functions (garage and loading entries, utility and trash rooms, structural shear walls, etc.).

These guidelines focus on the pedestrian in the design process. Efficient pedestrian circulation can be achieved through convenient access to adjacent facilities and uses through wide, attractive, and inviting sidewalks, paseos, and public spaces. By locating mid- and high-rise residential development in urban and TOD areas, automobile use becomes less centralized and opportunities for pedestrian and transit access to jobs, housing, and commercial uses are increased.

DEFINITION
• Mid-Rise Housing is typically 50-150 feet in height (approximately 5-12 stories) with a characteristic density of 40-90 dwelling units per net acre (flats), not including common open space.
• High-Rise Housing is typically 150 feet or greater in height (more than 12 stories) with a...
characteristic density of 90+ dwelling units per net acre (flats), not including common open space.

- Multi-story units may occur on the perimeter at street level, on podiums, or as penthouse units.
- Only street-level units might have separate entries. All other units enter from one or more lobbies serving one or more elevator-and-stair cores.
- Private open space is provided for each unit in the form of patios, decks, balconies or rooftops.
- Common open space, except for very small projects, is provided in the form of landscaped decks over parking or rooftops. Vegetated (green) rooftops are strongly encouraged.
- Most multi-story buildings locate the primary vehicular access from the street. In developments with multiple mid- or high-rise buildings, vehicles will access and circulate via driveways, entry drives, parking drives or parking courts.
- Pedestrian circulation is principally by sidewalks on streets. In development with multiple high-rises, a separate pedestrian circulation system is provided.
- All residential parking and loading is below grade or, if above grade, separated from the building perimeter by other uses like lobbies, housing, and retail.
- Commercial uses on the ground floor in buildings located along busy streets are encouraged for both mid- and high-rise development. Office uses on the second and third floor are generally encouraged for high-rise buildings more than 12 stories in height.
- Mid- and high-rise development is strongly encouraged to incorporate green building practices.

LOCATION CRITERIA

Mid- and high-rise development is particularly appropriate in the Greater Downtown Core and Frame Areas, Transit-Oriented Development Corridors (including Bus Rapid Transit (BRT) Corridors), and BART Station Area Nodes as described in the General Plan. In these locations, vertical mixed-use projects are strongly encouraged, especially adjacent to public
transit stations and stops, on busy streets, along paseos and arcades, and in the first three floors of high-rise residential development, particularly as a visual buffer to podium parking at the base of a high-rise development.

Adaptive reuse of buildings (especially the facades) is strongly encouraged. For sites located within the Downtown Core Area, please refer to the Redevelopment Agency’s *Downtown Design Guidelines*.

**OTHER RESOURCES**

For mid- and high-rise development in the Downtown Core Area, please refer to the following documents:

- Downtown Design Guidelines
- Downtown Historic Commercial District Guidelines
- Downtown Streetscape Master Plan
- Downtown Lighting Master Plan
- Downtown Parking Management Plan
- Downtown Strategy 2000
- Guidelines for the Ground Floor of New Downtown Mixed-Use Developments
- Guadalupe River Park and Garden Urban Design Guidelines for Development Adjacent to the Guadalupe River
- Strategic development plans, including specific plans, master plans and Strong Neighborhoods Initiative Neighborhood Improvement Plans, as applicable

For mid- and high-rise development in the Downtown Frame area, TOD Corridors (including Bus Rapid Transit (BRT) Corridors), and BART Station Area Nodes as defined the General Plan, please refer to the following documents:

- Chapter 25a of these guidelines-Transit Oriented Development
- Guadalupe River Park and Garden Urban Design Guidelines for Development Adjacent to the Guadalupe River
- Strategic development plans, including specific plans, master plans and Strong Neighborhoods Initiative Neighborhood Improvement Plans, as applicable
GUIDELINES

A. Existing Buildings

New structures built adjacent to or between existing buildings should be compatible architecturally with the existing built surroundings.

B. Infill Buildings

New buildings, especially those located within a block designated for rehabilitation or preservation, should be compatible with that of existing buildings.

C. Green Buildings

Developers are encouraged to apply green building practices in the planning, design, construction, renovation, operation, and demolition of buildings and to consult with the Redevelopment Agency and City Departments to implement appropriate green building practices.

D. Historic Buildings (Building approximately 50 years old or older)

For sites located in the Downtown Core and Frame Area, please refer to the Downtown Historic Commercial District Guidelines. These Guidelines provide practical guidance for the rehabilitation of the existing historic urban context and for designing compatible new development. In general, these guidelines can be extended to all historic buildings citywide and include the following:

1. Appropriate treatment and conformance to The Secretary of the Interior’s Standards for Rehabilitation;

2. A discussion of future building envelope expansion and actions that are appropriate for many types of buildings;

3. Recommendations for stabilization and long-term measures and maintenance of structures; and

4. Design Guidelines for new buildings in historic areas.

Rehabilitation and reuse of historic buildings should always be considered before alteration or demolition. For buildings more than 45 years old, historic reports should be prepared in coordination with the City’s Historic Preservation Officer.

Please note, Section 20.70.110 of the Zoning Ordinance states that new structures exceeding 150 feet and an FAR of 6:1 which are constructed within one hundred (100) feet of a City Landmark or Contributing Structure in a designated landmark district shall be reviewed by the Historic Landmarks Commission prior to consideration or approval of a development permit for new construction. The comments of the Historic Landmarks Commission shall be included in any development permit staff report subsequently presented to the Executive Director of the Redevelopment Agency, Director of Planning, Planning Commission or City Council.
E. View Corridors

Buildings greater than 50 feet in height should not block an existing view corridor to the surrounding natural features (the hills) along a public right of way.

F. Building Uses

The ground level of buildings should be occupied by retail, entertainment, cultural, or other active, high intensity pedestrian uses particularly in the Downtown Core and Frame Areas and near or adjacent to transportation stations and stops.

For all mid- and high-rise buildings, the ground floor and second level are defined as a minimum of the first 36 to 40 feet of the building above street level, measured from the highest elevation of the street level to the second finished floor level. In the urban, mixed-use area bounded by the Paseo de San Antonio and by Market, Saint John, and 3rd Streets, the second level of buildings, including parking structures, should be occupied by retail, entertainment, cultural or other active uses. The second level may also be occupied by office or residential as interim uses; however, the building should be designed to allow for future more active uses. Please refer to the Downtown Design Guidelines for more detail.

The ground level includes:

1. A minimum of the first 18 to 20 feet of the building above street level, measured from the highest elevation of street level to the first finished floor above the street.
2. The clear height for the ground floor uses should not be less than 18 feet.

G. Setback and Separations

Setbacks along the perimeter of a project are governed by the guidelines in Chapter 1 “Existing Neighborhoods” and Chapter 5 “Setbacks”. In general, high-rises should only be set back the minimum distance necessary to match the pattern of adjacent development. For sites located in an area governed by a Specific Plan, setbacks should be consistent with the policies identified in the Specific Plan.

In general, the Building Code requires building separations that are adequate for privacy and security. It is usually desirable to step towers back
from the building base to avoid tall walls looming over the sidewalk and to mitigate wind and shade impacts. While it is desirable to have at least 60 feet between facing windows, it is more desirable to offset towers to permit and encourage more distant views. For sites within the Greater Downtown Core Area please refer to the Redevelopment Agency’s San Jose Downtown Streetscape Master Plan.

Separation between balconies, patios and windows to other buildings should be at least 20 feet. This separation may be reduced to 10 feet for a landscaped walkway serving as a route from a parking area to a building or unit entrance.

**H. Orientation**

Orient structures such that urban open spaces receive adequate direct sun and filtered daylight and are protected from excessive wind, building glare, and shade.

Exterior building materials should be chosen with consideration of their glare-causing potential, not only at the street level, but also from the view of other neighboring structures.

Within the Downtown Core and Frame Areas, except for Identity Site buildings (see Downtown Design Guidelines), all massing should be oriented parallel or perpendicular to the street grid.

**I. Height**

The tallest buildings should generally be located on the short ends of city blocks and at block corners. Height is measured from finished grade.

1. For buildings taller than 75 feet, to encourage variations in massing and form, the average size of the floor plate for all stories above 75% of the building’s total height should not exceed 85% of the average size of floor plates (exclusive of parking podiums). The total floor area that can be developed may be distributed throughout the entire structure (including as an increase in the height of the structure), provided that the resulting design creates a distinctive silhouette for the front portion of the structure. Equipment mounted on the tops of buildings should be enclosed and integrated into the building form.

2. For buildings 75 feet or less in height, roofs should be emphasized and articulated. Though pitched or other specific roof forms are not
required, design elements such as a strong cornice, overhang, or variation in the parapet wall height are encouraged. All roof top equipment must be integrated into the building or screened from view. Vents, exhaust fans, and other roof penetrations should be grouped to avoid the appearance of visual clutter.

3. Building roofs should be designed to accommodate skyline signage proportional to, and integrated in color and material appearance with the building’s architecture.

J. Massing and Scale (Form and Proportion)

In general, minimize the mass and apparent bulk of tall buildings through articulation of the building envelope with offsets, changes of plane, step-backs and other architectural devices.

1. Buildings that are more than hundred and fifty (150) feet, or nine (9) stories in height, should have a discernible treatment that distinguishes the base, middle, and top on all facades.

2. Within the Downtown Core and Frame Areas, to visually lighten the appearance of the massing, all building corners at intersections of streets or paseos should have a transparent corner above the ground floor, with a minimum of 3 feet to either side of the corner, accomplished through windows, balconies, or other devices.

3. San Jose has strong sun conditions. Use of deep reveals to get shadow lines is encouraged. Use of saturated colors, if colors are desired, are also encouraged and should be evaluated outside on site.

In general, orient the building entries and open space toward street frontages with the highest pedestrian activity. Strongly encourage locating parking and vehicle access away from pedestrian entries, open space, and street intersections.

5. Roof overhangs and soffits are to be of high quality materials and scaled to the pedestrian below. Please note Department of Public Works policy does not allow architectural overhangs beyond the property line.

6. Residential projects should have balconies and solariums that are a minimum of 4 feet deep and a floor area of 20 square feet. Balcony walls should be designed to shield objects, such as bicycles and barbeque grills on the balcony, from public view.

7. Buildings taller than 75 feet must have at least two vertical breaks or reveals greater than 2 feet in depth to divide the bulkiness of the mass.

8. Avoid continuous massing longer than 100 feet that is not articulated with shadow relief, projections, and recesses. If massing extends beyond this length, it should be made permeable and visibly articulated as several smaller masses using other architectural elements.

K. Materials

The use of high quality exterior materials on facades and exterior walls of residential buildings gives structures a sense of permanence and sustainability.

1. Provision of Specifications, Materials and Color Boards, and Mock-ups are an integral part of the design review and approval process. See the Appendix of the Downtown Design Guidelines for relevant timing for projects within the Downtown Core Area.

2. Value-added materials, such as stone, should be placed at the base of the building, especially at the first floor level. Choose materials that are suitable for a pedestrian urban environment. Impervious materials such as stone, metal, or glass should be used on the building exterior. Durability and maintenance should be prime considerations in material selection.

3. No Exterior Insulation Finishing Systems (EIFS) should be used below the second floor. If a brick building is proposed, use real brick, so that the durability and detail are maintained.

4. Coloration of materials within each development should be compatible.

5. Windows are to be as transparent as possible at the base of the building, with preference given to grey low-e glass. The window tint may not exceed the extent where a face is not recognizable 20 feet inside the building. Glass above the ground floor should have a maximum reflectivity of 8% and stay in the cool color ranges (blue green).

6. For metal work, factory applied paint is always preferred to painted in field. If factory applied
paint is not possible, the powder coat should be factory applied with final coat painted in the field.

7. Reused materials are encouraged to lend character to the development.

L. Façade

In the Downtown Core and Frame Areas, for street wall continuity below 50 feet, 80% of the building façade must be within two feet of the property line or building face line established in the Streetscape Master Plan.

For development that includes commercial and office uses at street level, provide two feet minimum distance between the face of the concrete structure to the finished building façade in order to provide façade articulation and variance in visibility. This articulation should be applied to all elevations facing the public realm for greater flexibility for exterior modulations, finish, and signage.

M. Building Entries

1. For all mid- and high-rise developments, building entries are strongly encouraged to be clearly identifiable by a horizontal projection (such as a canopy) visible from 100 feet along the adjacent sidewalk.

2. The main entrance of all buildings should face the street and not a parking area.

3. In mixed-use development, retail should occupy the corner, with the entry to the core and upper building toward the mid-block (see Downtown Design Guidelines for development within the Downtown Core Area).

4. Floor treatments for building lobbies should not extend beyond the property line.

N. Service Areas

1. For development with one façade facing toward the street, servicing areas should be separated by a minimum of 30 feet from the front entry if the building façade is at least 50 feet in width.
2. For development with multiple building frontages, servicing areas should be on a separate frontage from the development’s front entry door.

3. Incorporate utilities, including utility cabinets, into the building within the property line, not located at corners, and not visible to the passersby.

4. Incorporate generators into the parking levels or rooftops of buildings so as not to detract from ground floor space that can be utilized for active uses.

5. Provide state-of-the-art, conveniently located utilities/stubs to tenant spaces so that they are not visible to pedestrians. Integrate utilities for the various uses within the buildings.

6. Horizontal, through-the-wall venting to the street below the fourth story should not be allowed in development that include a commercial component. In housing-only developments, horizontal venting should only be allowed if it is integrated with the architectural design and organized in an orderly pattern.

7. Ensure that the space demands and access for recyclable containers are accommodated. Trash services are to be either located on the ground floor for collection, or wheeled out to the curb edge.

**O. Sustainability**

Developers are strongly encouraged to apply green building practices. Green building practices should be used in the planning, design, construction, renovation, operations, and demolition of buildings. To ensure appropriate green building practices are considered and implemented, applicant should consult with the Planning Division, Redevelopment Agency and other City Departments.

Rehabilitation and reuse of existing buildings are strongly encouraged. Buildings and portions of blocks that are designated for preservation should not be demolished, but rather should be rehabilitated, respecting their original character, materials and design intent. Storefronts and signage in buildings undergoing rehabilitation should be considered for preservation to maintain appropriate scale, character and continuity in relation to the original building and other nearby buildings.

**Fig. 26-10:** San Jose’s City Hall incorporates many sustainable building practices.
P. Private and Common Open Space

Private open space should be provided at a minimum of 60 square feet per unit with a minimum dimension of six feet. Common open space should be provided at a minimum of 100 square feet per unit if 25% of the units do not have private open space. For projects where less than 25% of the units do not have private open space, common open space should be encouraged at a minimum of 100 square feet per unit where feasible.

In general, for sites 1) in highly urbanized areas, 2) proposing development equal to or greater than 50 dwelling units per acre, 3) subject to noise impacts that exceed General Plan noise policies for useable private open space, and 4) with no reasonable methods to provide useable private open space, then the private open space in some cases may be eliminated for 50% of the units. Developments proposing less than 50 dwelling units per acre in most cases should be able to supply 100% of the required private open space.

1. If the noise is primarily road noise, then internal-facing units (in a courtyard) or units facing paseos should have private open space although street-facing units may not if staff determines a designed mitigation is not possible or is inadequate.

2. Regardless of density, if the noise is primarily related to aircraft, it may be difficult to provide any private open space consistent with General Plan noise policies. In these cases, staff will determine if, 1) private open space will be provided regardless of noise, 2) no private open space will be provided, or 3) additional common, public, or a combination of common and public space will be provided to compensate for lack of private open space.

3. In dense, urban neighborhoods, particularly within the Downtown Core and Frame Areas, a design that presents a street-facing façade without balconies may be preferable even if the noise environment would not preclude balconies. Additional common, public, or a combination of common and public space should be provided to compensate for deficient private open space. Other options such as private solariums fully integrated into the façade and roof-scapes are also possible.

Fig. 26-11: Private outdoor space can be integrated into the building design with shaded solariums and patios
4. Where the Postal Service requires ganged mailboxes, the mail station should be located in a common open space in a prominent location on the principal pedestrian route into and through the development.

Q. Roof-scapes and Green Roofs

Roof-scapes add to the city skyline, provide views to and from each building, and in some cases provide private or common open space. Roofs of mid- and high-rise buildings should be designed to add visual interest to the skyline. Green roofs, particularly for development surrounded by taller buildings, can add visual interest while providing common open space and urban runoff treatment.

1. Roof equipment should be enclosed and integrated into the building form and should not be visible from street and highway vantage points. Equipment can include mechanical, electrical, communications, emergency, and other related items.

2. The tops of tall buildings should be designed to provide visual interest to the form of the downtown and citywide skyline. While each building and complex of buildings should be designed for distinction, every building also should be designed within its context.

3. The uppermost floors and the penthouse levels of a building should be designed as part of a building’s roof. The roofs of buildings should be considered from several vantage points and in different conditions; notably, from near, middle, and distant views, and during the day and night time. Within the Downtown Core area, views should be considered from adjacent buildings a block or two away, from near the perimeter of Downtown, and from any vantage point that affords a view of buildings in the context of the Downtown as a whole. Development outside the Downtown Core should primarily be considered from near and distant views particularly in terms of view corridors.

4. In developing mid- and high-rise buildings, green roofs are encouraged. They can provide private or common open space for residents of the development.
R. Public Realm

The public realm is defined by the building-street relationships throughout a city. A strong building-street relationship distinguishes the Downtown Core and Frame, and other urbanized areas (such as Neighborhood Business Districts and TOD corridors) from single-family residential neighborhoods and suburban development where landscaping plays a more predominant role in shaping the public realm. Building height and mass spatially define public streets and sidewalks, plazas, and other civic places that contribute to an urban identity that supports a diverse mix of uses, pedestrian activity, and transit ridership. At the street level, pedestrian circulation and building entries, commercial uses, drives and other service uses, and landscaping play key roles in creating a public realm that is attractive to pedestrians and accommodates a variety of uses.

Opportunities for pedestrian circulation around, in, and, where appropriate, through a development site are strongly encouraged. In certain cases where narrow sidewalks occur, consider greater building setbacks to create space adjacent to the sidewalk conducive to pedestrian-oriented activities such as vending, sitting, or dining. Provide cover and shade for pedestrians through overhead weather protection elements as necessary. Construction staging should mitigate unnecessary damage and replacement to the public realm, and the location of the utility connections should minimize disruption.

For development within the Downtown Core Area refer to the Greater Downtown Streetscape Master Plan as the basis for treatment of the public realm. Work closely with city staff, particularly in Planning and Public Works early in the design process to ensure public and private streetscapes meet City guidelines and standards.

S. Street Level Appearance

1. Within the Downtown Core and Frame Areas and other urbanized, high-pedestrian use areas, a minimum zone of 4 feet from the building and a zone of 2 feet within the storefront should be lit by building mounted lighting at levels prescribed by the Downtown Lighting Plan along all public frontages to improve safety and nighttime appearance of the architecture and streetscape.

Fig. 26-13: Use building features to create a pedestrian-friendly public environment.
This lighting should be designed on a separate switch.

2. Operable windows and storefronts are encouraged where feasible.

3. For seismic upgrade projects, ensure that the structural bracing is integrated with or invisible to the exterior.

T. Ground Level Services

Equipment for power, utilities, waste and other building services should be enclosed within the envelope of the building or should be below the grade of surrounding sidewalks and streets.

Loading facilities for buildings should be within the envelope of the building itself and doors at the street levels for access to loading areas should remain closed except for loading access. If services and loading are not within the building envelope, they should be screened from street level views and should have opaque, operable doors that are open only for access. Loading docks should be a minimum of 60 feet long, and service corridors a minimum of 6 feet wide.

U. Open Space

Attractive, safe, open spaces are an integral component to providing a high quality of life for residents of mid- and high-rise residential buildings. For development within the Downtown Core, please also reference the Downtown Design Guidelines.

1. For new buildings greater than FAR 6.0, 20% of the site area in, on, or around the building should be publicly accessible during the daylight hours of the building for retail uses, sidewalk cafes, community rooms, galleries, lobbies, atria, gardens, and where applicable.

2. Relate the size of open spaces to the scale of surrounding existing or planned development, to the width and scale of adjacent streets and buildings, to the intended activities and events for the space, and to the intended users. For small to medium plazas, a ratio of one to one for the height of buildings to the width of a plaza produces a comfortable scale and definition.

3. Use buildings, colonnades and landscaping to define edges and create a sense of three-dimensional containment to urban open spaces and plazas where applicable.

4. If the development is adjacent to open space, accommodate the necessary infrastructure to allow for programmed activities and events, such as electrical supply outlets for temporary equipment and hose bibs for cleaning.

5. Design urban open space that accommodates the necessary infrastructure to allow for programmed activities and events.

6. Encourage pedestrian circulation through and across urban open spaces, and along edges. Allow for vehicular circulation near urban open spaces that minimally disrupts pedestrian traffic. Particular care should be taken to design safe, aesthetically pleasing vehicle crossings at vehicular building entrances.

7. Place public amenities such as street furniture, plantings, lighting, infrastructure and public art in urban open spaces and facilitate the opportunity for lively activity through everyday use.

8. Orient urban open spaces for maximum solar exposure and wind protection. Open spaces should be protected from excessive glare and shade from adjacent structures.

V. Landscaping

Within a project, landscaped areas should be provided to separate site elements. Landscaped areas should also be designed to treat stormwater runoff. Pesticide use should be minimized or eliminated. Please see the Guidance Manual on Selection of Stormwater Quality Control Measures.

<table>
<thead>
<tr>
<th>Table 26-1 MINIMUM LANDSCAPE SETBACKS</th>
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</thead>
<tbody>
<tr>
<td>Residential building (unit entrance side) from parking areas, carports or parking drives</td>
</tr>
<tr>
<td>Residential building (unit entrance side) from drives without parking</td>
</tr>
<tr>
<td>Residential building (garage entrance side) from drives</td>
</tr>
<tr>
<td>Residential building faces having no entries from parking areas, drives or sidewalks</td>
</tr>
</tbody>
</table>

(1) This 10 feet should remain clear of stairways and patios.

(2) A nine (net) square-foot planter area containing a tree or large shrub located between every two parking stalls or at least every 20 feet should be provided. Due to the small size of these landscape pockets, no utilities or meter boxes should be placed in them.
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and the Planning Division webpage for further information on stormwater management.

The minimum dimensions shown in table 26-1 are recommended to separate the following site elements. Walkways or sidewalks between buildings and parking areas, carports and driveways may not be counted as part of the minimum dimension for a landscaped area.

W. Retail Frontages

1. Ground floors must have a minimum of 18 feet clear height to finished ceiling.
2. Horizontal venting to the street below the fourth story is not allowed within the Downtown Core or Frame when the development is adjacent to an open area.
3. At all storefront clear glazing areas, at least 50% minimum area should allow for transparency into the building interior.

X. Parking

1. Refer to Chapter 8 of these guidelines to determine residential parking requirements.
2. Vehicular entries into the development are to be located on a clear path and sequence from the drop-off area.
3. Minimize the visibility of at-grade parking structures or accessory parking garages. At-grade structures or garages should be located mid-block rather than on major streets.
4. Parking structures are encouraged to maintain 18-foot minimum clear heights to accommodate a wide variety of vehicles. Adequate mechanical, electrical and plumbing resources should also be provided.
5. The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape.
6. Parking visible to the street is strongly encouraged to enhance the street experience, through design elements such as elevators, ground floor retail, and active uses.

Y. Entry Drives

The principal vehicular access into a high-rise housing project should be through an entry drive rather than a parking drive. The width and character of an entry drive is governed by guidelines in Chapter 7.

Z. Restricted Parking Zone

Except for porte cocheres and passenger loading, there should not be any on-site parking between a high-rise and property line.

AA. Security Fences and Gates

Security fences and gates are strongly discouraged in any residential project. If extraordinary circumstances warrant security fences they should comply with the guidelines in Chapter 4 “Perimeter Walls and Fences”.

AB. Signage

Effective signage increases the vitality of the urban environment and directs pedestrians into and towards dining and retail establishments and landmarks.

1. Building Signage Programs should have hierarchy.
2. Within the Downtown Core Area, design building roofs to accommodate skyline signage (i.e. below the parapet line) proportional to, and compatible in color and material appearance with the architecture.
3. At the base of a building, provide a signage band space for horizontal retail tenant signage as appropriate. Signage and important brand identifiers should generally be located 15-18 feet above street level, below the tree line.
4. Pedestrian-level signage, such as fin signs, is strongly encouraged along sidewalks and pedestrian routes.
5. Building numbers should be illuminated or otherwise clearly visible from the street, day and night.

AC. Lighting

Building exteriors should be illuminated to highlight the facades at street level and to accent noteworthy architectural features. The tops of tall structures should be illuminated to emphasize building height and roof form within the context of the City’s downtown skyline and view corridors citywide.

Within the Downtown Core Area, lighting of buildings,
streets, and parks needs to conform to limitations and possibilities of restrictions from institutions that are sensitive to nighttime lighting: The Federal Aviation Administration for aircraft and the San Jose International Airport, and The Lick Observatory for nighttime viewing of the universe through the Observatory’s telescopes.

1. Screen parking structure interiors and roof deck lighting from street level viewpoints.

2. Provide photometrics of building roofs, building base up to 20 feet, and ground plane around building up to 10 feet.

3. For buildings taller than 150 feet, utilize as much of the maximum 10,800 lumens in principle with the Lick Observatory policies.

4. Develop an exterior building lighting package to address street level lighting for the sidewalk or outdoor patios.

5. Light a minimum zone of 4 feet from the building and a zone of 2 feet within the storefront by building-mounted lighting designed on a separate switch.

6. Provide separate power switches for interior lighting of active ground floor uses so that these can remain lit after hours, including retail tenant signage and storefront areas.
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