



Marina District Design Guidelines: Pedestrian Environment

Denise Lathrop, Planning Manager
February 8, 2010

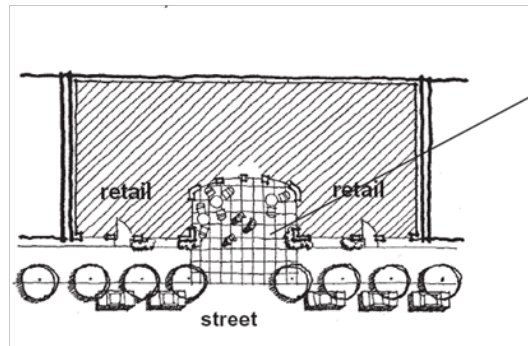
Purpose of tonight's meeting

- Debrief on January 28th Council Meeting (10 min)
- Scheduling future Planning Agency meetings (5 min)
- Review Comments (30 minutes):
 - Height Bulk, & Scale
 - Architectural Elements & Materials
- Pedestrian Environment - Overview & Discussion (55 min)
- Coordination for Open House (10 minutes)
- Wrap-up and Next Steps(5 min)

Marina District Design Guidelines

Design guidelines address the qualities of architecture, urban design, and public space that make for successful projects and communities.

- ✓ Introduction
- ✓ Neighborhood Context and Design Objectives
- ✓ View Analysis
- ✓ Site Planning
- **Height, Bulk and Scale**
- **Architectural Elements and Materials**
- **Pedestrian Environment**
- Landscaping
- Signs
- Definitions



Design for uses that are accessible to the general public, generate walk-in business and contribute to a high level of pedestrian activity at street level. Consider extending street-level spaces out to the sidewalk with multiple entrances and open spaces featuring decorative paving, street furniture and artwork. Retail uses should front such spaces.



D. Pedestrian Environment

Building and site design that encourages walking, biking & transit use.



Street and pedestrian scale lighting.

- pedestrian open spaces & entrances
- blank walls
- design of parking near sidewalks
- visual impact of parking structures
- screening of dumpsters, utilities & service areas
- personal safety & security



Pedestrian Amenities.

Optional Organization of Topics:

1. Group with Site Design (similar to Pacific Ridge Design Guidelines)
2. Consolidate all elements dealing addressing pedestrian elements, streetscape, & parking into one section

“If we can develop and design streets so that they are fulfilling places to be, community building places, attractive public places for all people of cities and neighborhoods, then we will have successfully designed about one-third of the city directly and will have had an immense impact on the rest.” Allan B. Jacobs, Great Streets

D.1. Pedestrian Open Spaces & Entrances

In business districts where pedestrian activity is desired, the primary function of any open space between commercial buildings and the sidewalk is to provide visual and physical access into the building and perhaps also to provide a space for additional outdoor activities such as vending, resting, sitting or dining.

- *Pedestrian Areas* consists of the public ROW from curb edge to property line.
- *Transition Areas* are the edges directly beyond the sidewalk that take on different characteristics depending on adjacent land use.
- New development setback from the property edge provides opportunities to enhance the public realm.



Transitional space between street and building.

Retail and entertainment uses placed at the heart of this development enliven the entire project and provide a central space for people—residents and visitors—to gather.

TRADITIONAL STREET SPACE DIVISIONS



Zone	Transitional	Pedestrian	Furnishing	Buffer	Crossing area
Width	1-7' variable	5' min.	4' min	8' maximum	variable
Function	Seating Entrance Plaza Landscape/ signage/ Sidewalk extension	sidewalk	furnishings trees landscape lighting	street parking corner bulb outs landscape islands bus-stop extensions	crosswalks vehicle travel lanes bicycle lanes medians
Notes	Should "read" as extension of sidewalk	Consistent material and texture	Could be grass or hard surface	Explore "green materials" i.e. permeable surfaces	crosswalks vehicle travel lanes bicycle lanes medians

D.2. Blank Walls

Buildings should avoid large blank walls facing the street, especially near sidewalks.



Design treatment for a blank wall.

Where expanses of blank walls or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians such as:

- newsstands
- ticket booths and flower shops (even if small or narrow)
- green walls
- landscaped areas or raised planters
- wall setbacks or other indentations
- display windows
- trellises or other secondary elements
- public art as appropriate to area zoning and uses



Trellis, art and varied material offer visual appeal on blank walls

D.3. Design of Parking Near Sidewalks

Parking lots near sidewalks should:

- Provide adequate security and lighting;
- Avoid encroachment of vehicles onto the sidewalk
- Minimize the visual clutter of parking lot signs and equipment



D.4. Visual Impact of Parking Structures

The visibility of all at-grade parking structures or accessory parking garages should be minimized.

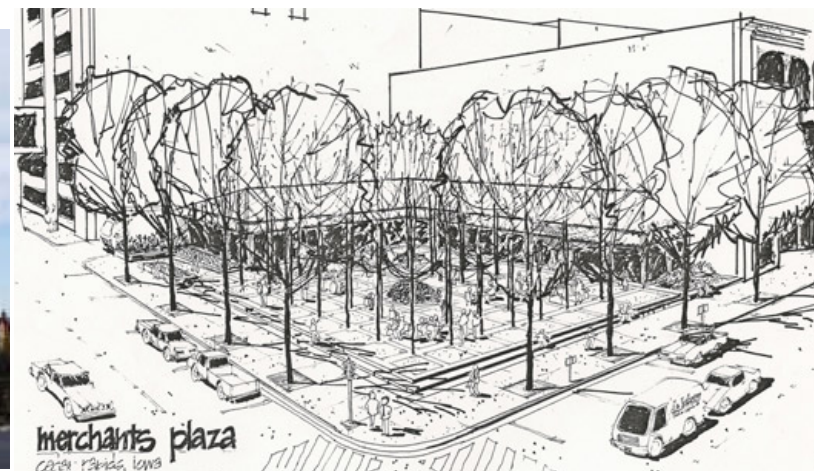
- Incorporating pedestrian-oriented uses at street level
- Continuing a frieze, cornice, canopy, overhang, trellis or other devices
- Setting the parking structure back from the sidewalk and installing dense landscaping



Using blank wall treatments .



This parking structure contains usable office and retail space on the ground floor.



Redesign of surface parking lot into underground parking with forested plaza and commercial space above.

D.5. Screening of Dumpsters, Utilities & Service Areas (Pacific Ridge Design Guidelines)

Unightly service elements can detract from the compatibility of new projects and create hazards for pedestrians and autos.



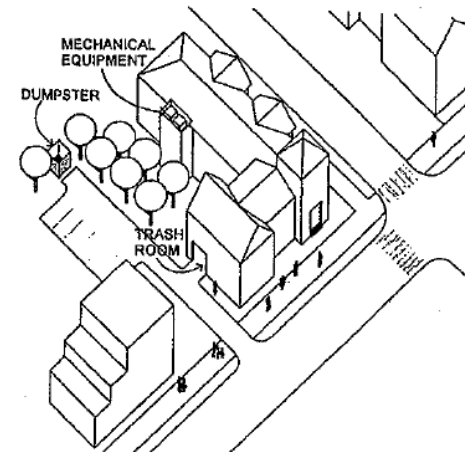
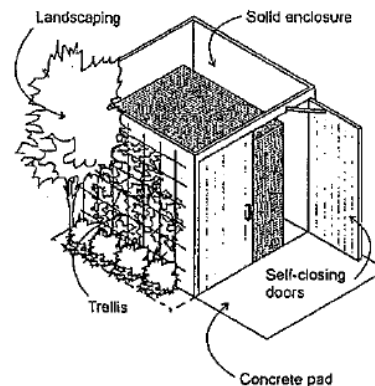
Plan features in a less visible location on the site.

Locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front:

- Screen it to be less visible
- Use durable materials that complement the building
- Incorporate landscaping to make the screen more effective
- Locate the opening to the area away from the sidewalk.



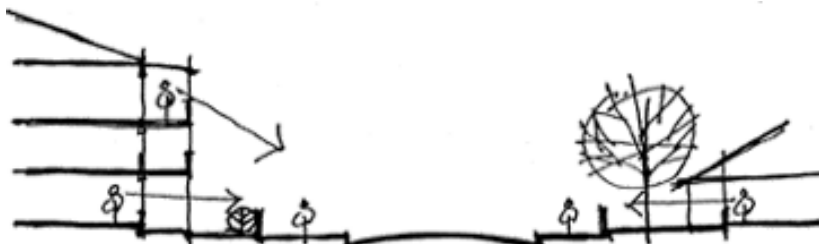
Use of plants & dumpster screening.



Effective service element screening & siting examples (from PRDG).

D.6. Personal Safety and Security

Well-designed compact development can foster the sense of safety and security that every person desires in their community.



“Eyes on the Street” = Design to encourage casual surveillance of the street.

CPTED Methods:

- Selecting materials and finishes that can be sustained over time.
- Designing attractive common open space with clear sight lines
- Choosing plants that won't obstruct sight lines of the street or pathways at maturity
- Enhanced pedestrian and street lighting
- Narrow streets with sidewalks
- Front porches



An area's 'image' can influence if it will become a target for crime.



See through fencing covering a predictable route provides visibility

“CPTED” or **“crime prevention through environmental design”** = design to minimize opportunities for crimes to be committed:

1. allow for clear sight lines
2. provide adequate lighting
3. minimize concealed and isolated routes
4. avoid entrapment
5. reduce isolation
6. promote land use mix
7. use of activity generators
8. create a sense of ownership through maintenance and management
9. provide signs and information
10. improve overall design of the built environment



Wrap-up

- What we heard
- Questions for follow-up
- Homework Assignment for February 22nd Meeting
 - Section E: Landscaping
 - Section F: Signs