

BUILDING ORIENTATION

OBJECTIVE

Use the relationship between building and street to improve neighborhood character and the pedestrian environment.



BUILDING ORIENTATION GOALS



1

Enliven the public realm by siting buildings, so they interact with the sidewalk and the street.



2

Contribute to a sense of human scale.



3

Support ease of accessibility to buildings.



BUILDING ORIENTATION IMPLEMENTATION STRATEGY CHECKLIST



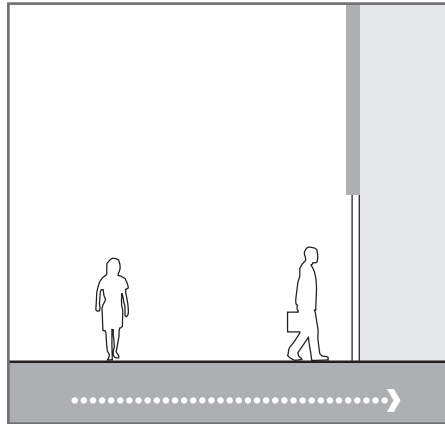
		Commercial	Industrial	Public Spaces	Open Spaces	Residential
1	Design grade level entrances from the public right-of-way for pedestrians.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2	Create primary entrances for pedestrians that are easily accessible from transit stops, with as direct a path as possible to the transit stop.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3	Make primary entrances to buildings visible from the street and sidewalk.		<input checked="" type="checkbox"/>			
4	Maintain at least one entrance from the public way at retail establishments with doors unlocked during regular business hours.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5	Incorporate transitions from the sidewalk to the front door such as grade separation, landscaping, and/or porches at individual entrances to residences. These methods should not negatively impact the overall street wall.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
6	Comply with Americans with Disabilities Act (ADA) guidelines at primary pedestrian entrances. Alternate approaches for persons with mobility limitations (such as a ramp next to the main path to the primary entry) should not be necessary.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
7	Incorporate passageways or paseos into mid-block developments, particularly on long blocks, that facilitate pedestrian movement through the depth of the block to the front of the next parallel block. Pedestrians need not walk the circumference of a block in order to access the middle of the next parallel block or alley or parking behind the block.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
8	Activate mid-block passageways or paseos so that they are visually interesting and safe spaces.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
9	Provide direct access to building entrances from sidewalks and streets.		<input checked="" type="checkbox"/>			
10	Locate buildings at the front property line or at the required setback to create a strong street wall. Where additional setback is necessary, that area can be used to create an “outdoor room” adjacent to the street, incorporating seating or water features for example.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
11	Use architectural features to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk and building wall.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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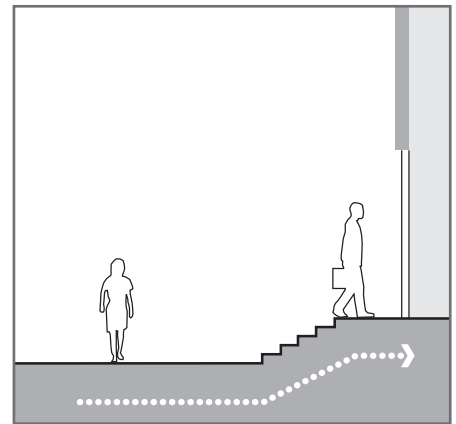
- 1** Design grade level entrances from the public right-of-way for pedestrians.



Recommended



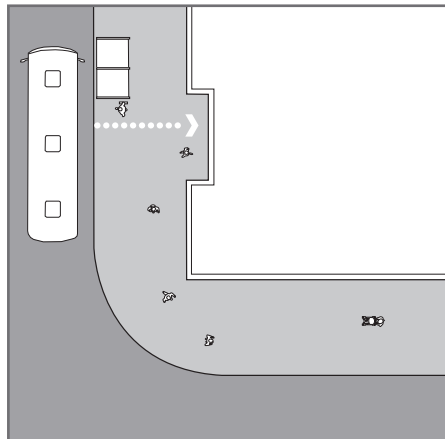
Not Recommended



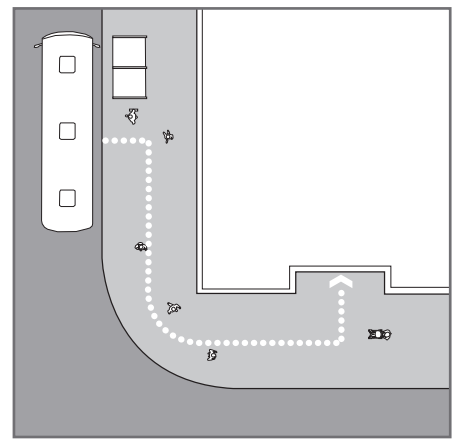
- 2** Create primary entrances for pedestrians that are easily accessible from transit stops, with as direct a path as possible to the transit stop.



Recommended



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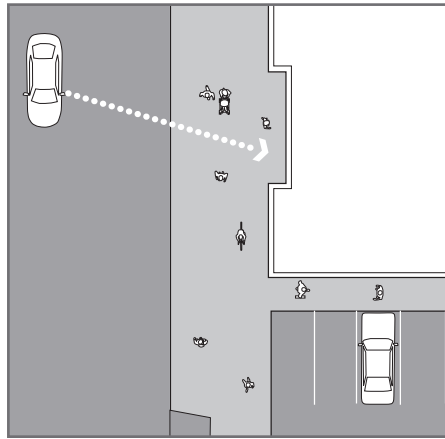


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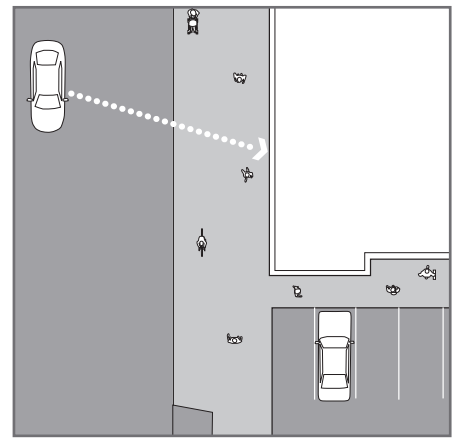
- 3** Make primary entrances to buildings visible from the street and sidewalk.



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- 4** Maintain at least one entrance from the public way at retail establishments with doors unlocked during regular business hours.



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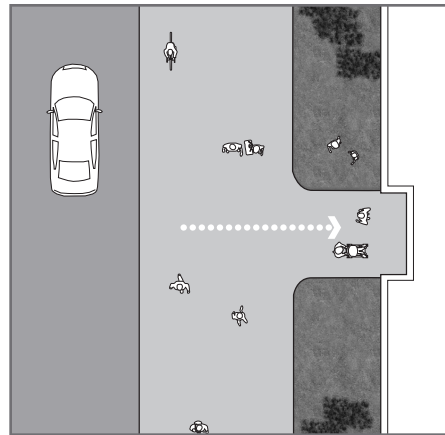


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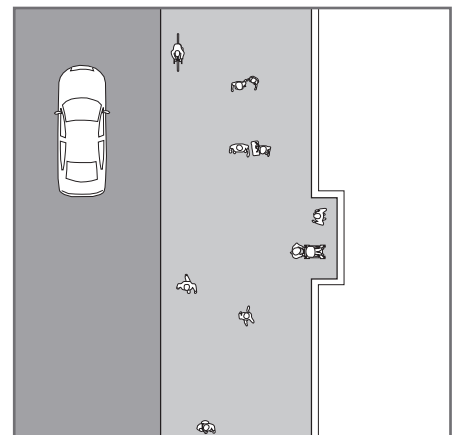
- 5** Incorporate transitions from the sidewalk to the front door such as grade separation, landscaping, and/or porches at individual entrances to residences. These methods should not negatively impact the overall street wall.



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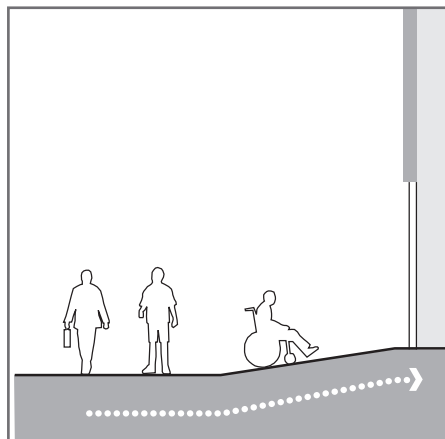
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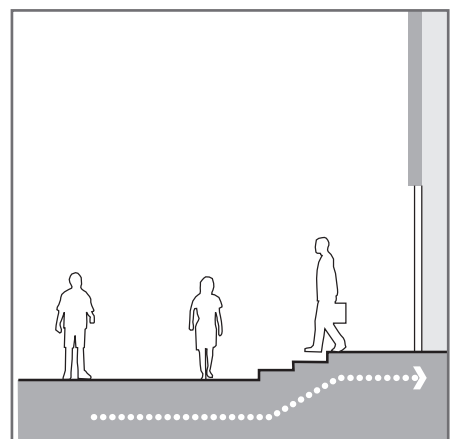
- 6** Comply with Americans with Disabilities Act (ADA) guidelines at primary pedestrian entrances. Alternate approaches for persons with mobility limitations (such as a ramp next to the main path to the primary entry) should not be necessary.



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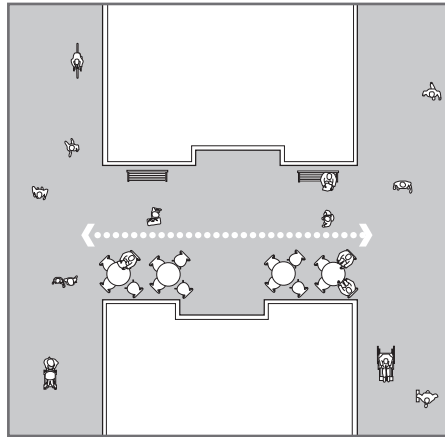


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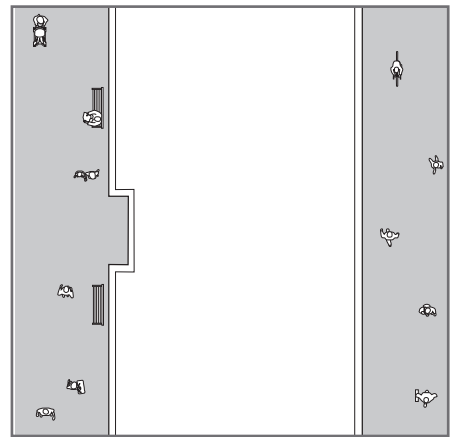
- 7** Incorporate passageways or paseos into mid-block developments, particularly on long blocks, that facilitate pedestrian movement through the depth of the block to the front of the next parallel block. Pedestrians need not walk the circumference of a block in order to access the middle of the next parallel block or alley or parking behind the block.



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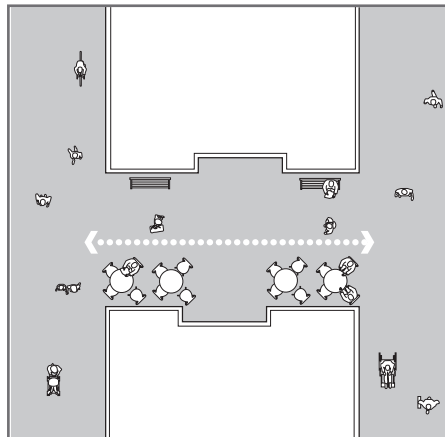
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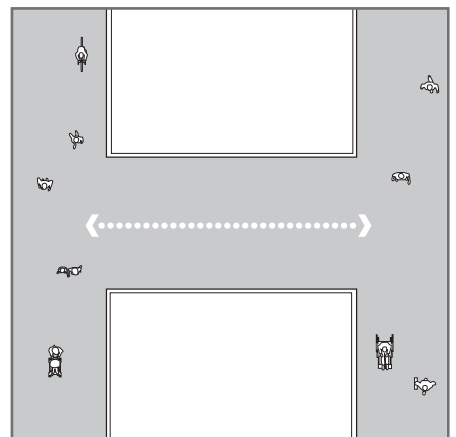
- 8** Activate mid-block passageways or paseos so that they are visually interesting and safe spaces.



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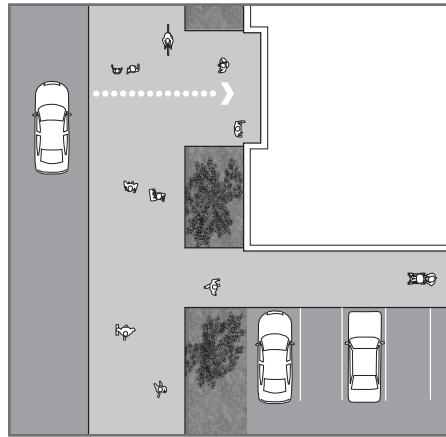


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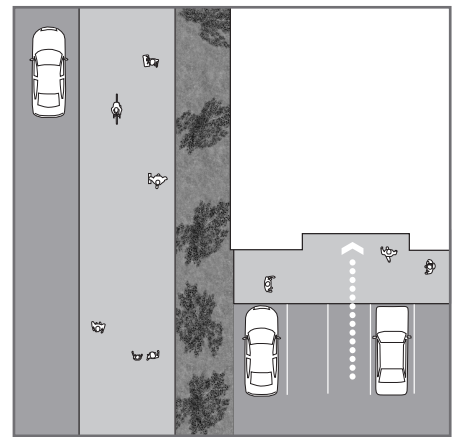
- 9** Provide direct access to building entrances from sidewalks and streets.



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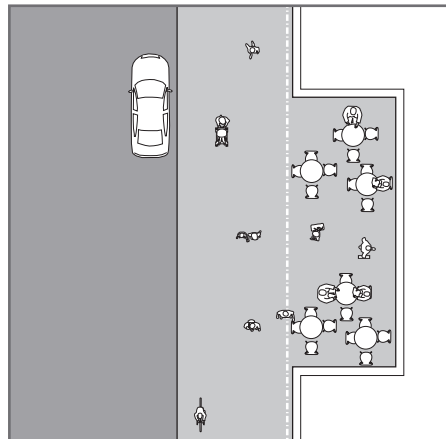
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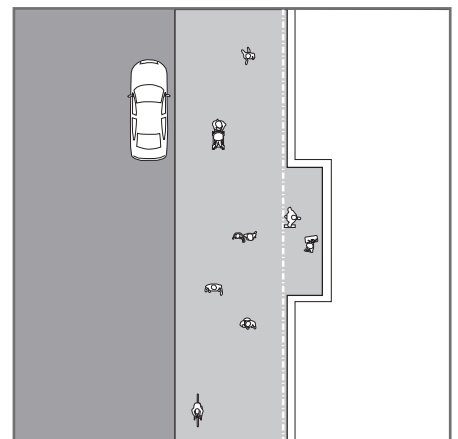
- 10** Locate buildings at the front property line or at the required setback to create a strong street wall. Where additional setback is necessary, that area can be used to create an “outdoor room” adjacent to the street, incorporating seating or water features for example.



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- 11** Use architectural features to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk and building wall.

