Where parking structures are adjacent to, or within, the street edge of pedestrian areas, the external design of the structure should minimize its visual identity and presence through facade materials and textures.

Strive to eliminate glare and maximize the performance of decorative grill work, overhead trellises, tree canopy, and textured wall surfaces that establish a comfortable and well-proportioned human scale. Portfolios of pedestrian scaled lighting and the application of materials and textures that increase intensity the more visible the parking is from surrounding uses. Parking structure walls facing residential areas should incorporate irrigated terraced planters with appropriate hardy plant material.

Where parking structures and pedestrian areas adjoin, the external design of the structure should decrease as the height of the structure decreases. The visual "weight" of the structure should decrease as the height increases.

Clearly delineate a distinct base, middle, and top for the parking structures. Define stair towers and elevator cores to be distinct taller masses that intersect the mass of the main structure. Internalized ramping in parking structures is encouraged to avoid the angular geometry to the perimeter of the structure where parking and pedestrian areas adjoin. The exterior design of a structure should minimize its visual identity as the structure. Internalized ramping in parking structures is encouraged to avoid an angular geometry to the perimeter of the structure.

The exterior design of a structure should minimize the visual identity as the structure increases in scale. Clearly delineate a distinct base, middle, and top for the parking structures. Define stair towers and elevator cores to be distinct taller masses that intersect the mass of the main structure. Internalized ramping in parking structures is encouraged to avoid an angular geometry to the perimeter of the structure.

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