

2) Driveways

Wide driveways create more paved area and reduce frontyard landscaped area. Widening a driveway may result in a disruptive change to the neighborhood character. Observe the driveway pattern in the neighborhood:

- Are single or double width driveways common to the neighborhood?
- Could the parking needs of the building be met with a single width driveway?
- How would changing the driveway width affect the neighborhood pattern of the landscaping versus paving?

Guidelines:

A. Driveway Width.

Minimize driveway and curb-cut widths where possible within Zoning Code requirements.

B. Maximize Street Parking.

Locate driveways to maximize curb space suitable for on-street parking. Maintain on-street parking by providing a minimum of 20-feet between curb cuts where feasible.

C. Street Tree Pattern.

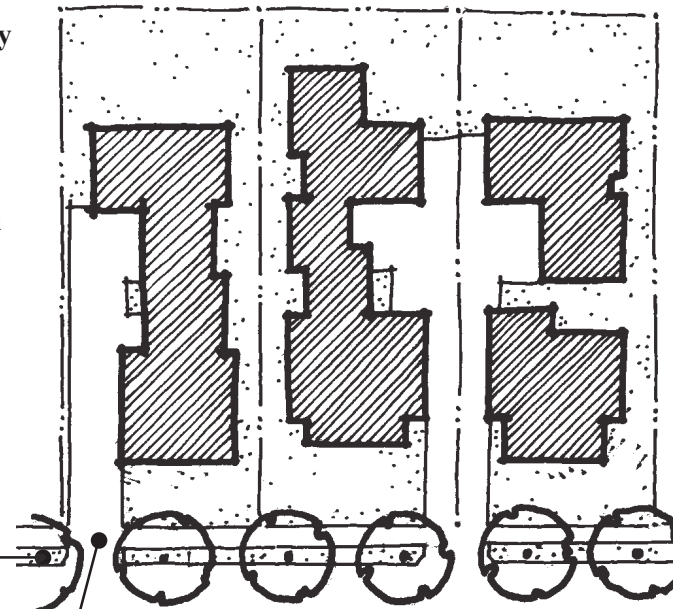
Minimize harm to existing street trees and provide opportunities for new trees by minimizing driveway widths and carefully placing driveways.

D. Shared Driveways.

Adjacent properties may each contribute to a shared required driveway width with a recorded easement.

Consider street tree locations when moving or enlarging driveways.

Where possible, use a narrower driveway. It will maintain more front yard landscaping and allow for greater on-street parking.



Driveways (continued)

Pavement intended for parking and vehicle circulation can easily overwhelm duplex and smaller multi-family lots. Excessive paving also increases urban water runoff. To make the paved area appear smaller, portions of the paved area not necessary for circulation should be landscaped. When these small, unused areas are landscaped, they can significantly break up the appearance of the paved area.

Many duplex and multi-family buildings have front doors entering from the auto back-up area. The use of plants and special paving materials can help transform a bleak auto back-up space into a more desirable front door entry area. The auto circulation area may also be used as recreation space. The site design should consider recreation and play opportunities as well as site distances for safety purposes.

- Could portions of the paved area be used for planting to soften the paved appearance?
- Are on-site recreational needs of the residents being considered?
- Could pervious surfacing be used for vehicle areas to reduce runoff?

Guideline:

D. Reduce apparent amount of paved area.

- i. **Locate landscaping in unused portions of the auto back-up area. Landscaped areas should be large enough to accommodate trees (5' x 5' min) where possible.**
- ii. **Design auto circulation areas to be multiple use areas, accomplished by landscaping, special pavement materials and recreation amenities.**
- iii. **Consider using pervious paving materials capable of supporting vehicle use while allowing absorption of water into the soil.**



Trees and landscaping visually break up the paved area and provide a desirable front door entry to the rear dwelling.



3) Entries

Front walkways, front doors and front porches that face the street are common to most San Mateo neighborhoods. Front doors and windows that are visible from the street also make for safer neighborhoods by keeping ‘eyes on the street’ and by providing opportunities for neighborly associations. Evaluate the design and visibility of entries in your neighborhood:

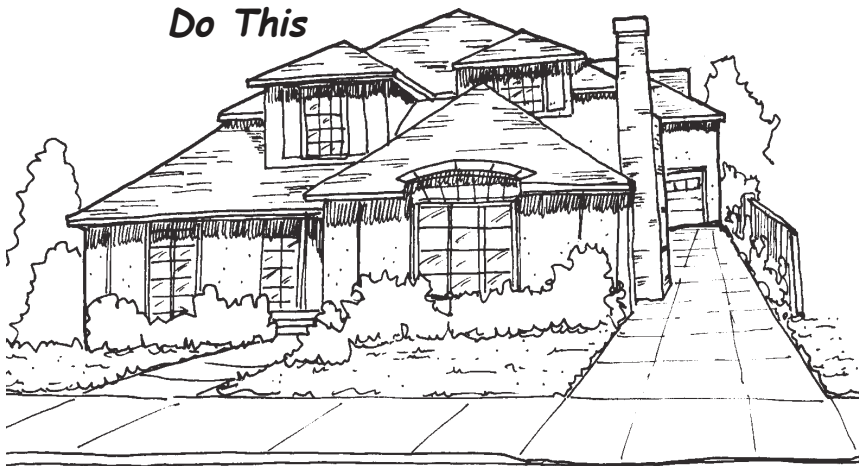
- How prominent are the primary pedestrian entries in the neighborhood?
- Are front porches common to the neighborhood?
- What would be the effect of altering the pattern of entries in the neighborhood?

Guidelines:

A. Visible Front Entries.

At least one dwelling should provide a main entry that is obvious from the street. Visible front entries improve street security and create a ‘human scaled’ appearance to a building. Do not block front entries with walls, screens, or tall hedges.

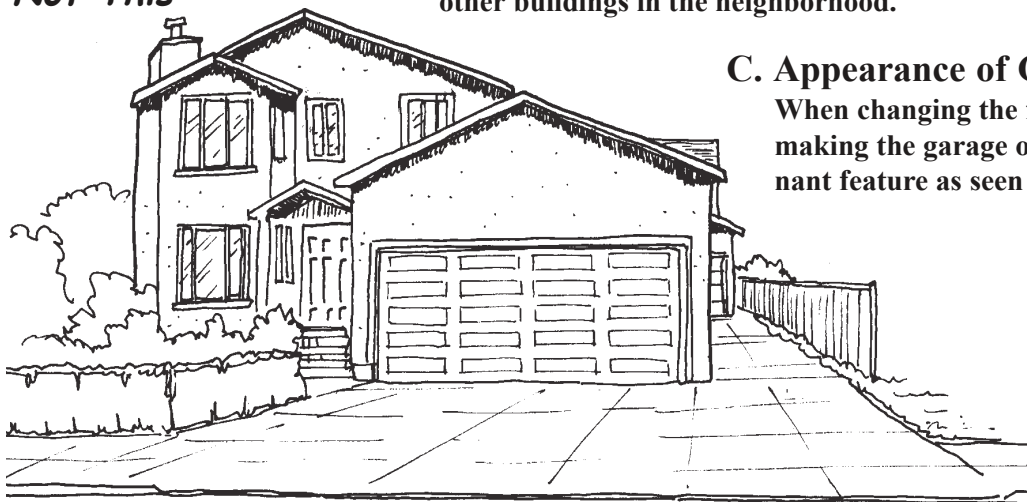
Do This



B. Front Porches.

If front porches are a part of the neighborhood pattern, a new building or new entry should consider including this feature similar in size, location and proportions to the other buildings in the neighborhood.

Not This



C. Appearance of Garage.

When changing the front of a building, avoid making the garage or a blank wall the dominant feature as seen from the street.

For building additions, avoid having the garage become the closest architectural element to the street. Also see Zoning Code for required garage setbacks.