

GENERAL PLAN – LAND USE ELEMENT

GOAL 1d: Concentrate major high-intensity commercial office and retail development in specific focal areas, as delineated on the City Image Plan, Figure UD-1.

GOAL 1f: Provide a wide range of land uses, including retail, commercial services, office, industrial, parks, open space, and housing, to adequately meet the needs of the community.

GOAL 1g: Attain development which occurs in an orderly fashion and which limits adverse environmental impacts to the community.

LU 1.4: Development Intensity/Density. Adopt and maintain the development intensity/density limits as identified on the Land Use Map and Building Intensity Plan, and as specified in Policy LU 6A.2. Development intensity/density shall recognize natural environmental constraints, such as flood plains, earthquake faults, debris flow areas, hazards, traffic and access, necessary services, and general community and neighborhood design. Maintain a density and building intensity range, with densities/intensities at the higher end of the range to be considered based on provision of public benefits such as affordable housing, increased open space, public plazas or recreational facilities, or off-site infrastructure improvements.

LU 1.5: Building Height. Maintain maximum building height limits contained in Appendix C, and as specified in Policy LU 6A.2, closely matched with the Land Use categories and Building Intensity standards.

LU 1.8: Mixed Use Commercial-Residential. Facilitate housing production by allowing commercial mixed use development which includes multi-family dwellings in all non-residential land use categories except service commercial, manufacturing/ industrial and parks/open space.

LU 1.10: Commercial Development. Encourage industrial, service, retail, and office development which is compatible with the desired character of the area and with adjacent residential areas in terms of intensity of use, height, bulk and design as delineated on the Land Use Plan, Building Height Plan and Building Intensity Plan. Commercial development adjacent to residential areas shall address concerns pertaining to traffic, truck loading, trash/recycling activities, noise, visual impacts, and public safety including hazardous material storage, fire safety, air pollutant emissions and odors.

LU 1.11: Commercial Focal Areas. Concentrate the most intense office and retail uses at locations delineated on the Land Use Plan. Discourage such uses outside the commercial nodes delineated on the Land Use Plan.

LU 1.15: Mixed Use. Encourage developments which mix commercial retail and office uses with residential uses at locations and intensities/densities as delineated on the Land Use Plan and Building Intensity Plan.

GOAL 2a: Promote economic vitality which provides jobs for existing and future residents and maintains the City's ability to finance public improvements and human services.

GOAL 2c: Promote an intensity of commercial activity that enhances the business climate in the City to increase the level of business types which will benefit existing commercial uses.

LU 2.1: Economic Development. Attract new businesses and encourage the retention and expansion of existing businesses which enhance the City's economic base.

LU 2.2: High City Revenue Generators. Retain existing businesses and attract new businesses which are high City revenue generators.

LU 2.3: Local Employment. Encourage uses which provide opportunities for employment of all the City's residents, with emphasis placed on major employers that provide high value-added jobs

LU 2.4: Downtown Plan. Establish downtown San Mateo as the social, cultural, and economic center of the City with a wide range of office, medical, residential, entertainment, and retail uses at high intensities and densities while encouraging pedestrian activity and bicycle connectivity to adjacent neighborhoods.

LU 2.10: Optimize Development Opportunities. Ensure that developments optimize the development potential of property in major commercial areas such as the Downtown Retail Core and along South El Camino Real.

LU 3.1: Downtown Plan. As the social, cultural and economic center of the City, the downtown shall maintain a wide range of office, medical, residential, entertainment, and retail uses at high intensities and densities.

GOAL 4c: Health and Safety. Protect the community's health, safety, and welfare by maintaining adequate fire and life safety protection, providing a safe environment with a minimum of crime, reducing unreasonable risk to life and property caused by flooding, earthquakes or other natural disasters, and managing the use, storage, transport and disposal of hazardous materials.

LU 4.2: Developer's Contribution Policy. Require new development to pay on an equitable basis for new or expanded public improvements needed to support the new or changed land use or development.

LU 4.3: Location of Critical Facilities. Encourage active, healthy lifestyles, by promoting pedestrian and bicycle connectivity between civic facilities. Avoid locating critical facilities, such as hospitals, schools, fire, police, emergency service facilities and utilities in areas subject to slope failure, flooding and other hazards as identified in the Safety Element, where feasible.

LU 4.32: Recycling and Composting. Support programs to recycle solid waste in compliance with State requirements. Require provisions for onsite recycling for all new development and expand composting of green waste and food scraps, as directed by the City's Climate Action Plan which is an appendix of the General Plan.

GOAL 8b: Recognize potential climate change consequences such as increased sea level rise, changing weather events, less snow melt in the Sierras - therefore less drinking water availability, hotter temperatures, changing air quality and more heat related health issues.

Built Environment

GOAL 8d: Increase new annual installations of solar or renewable energy systems consistent with the Climate Action Plan.

LU 8.9: Air Quality Construction Impacts. The City shall mitigate air quality impacts generated during construction activities by requiring the following measures:

1. Use of appropriate dust control measures, based on project size and latest Bay Area Air Quality Management District (BAAQMD) guidance, shall be applied to all construction activities within San Mateo.
2. Applicants seeking demolition permits shall demonstrate compliance with applicable BAAQMD requirements involving lead paint and asbestos containing materials (ACM's) designed to mitigate exposure to lead paint and asbestos.
3. Utilization of construction emission control measures recommended by BAAQMD as appropriate for the specifics of the project (e.g., length of time of construction and distance from sensitive receptors). This may include the utilization of low emission construction equipment, restrictions on the length of time of use of certain heavy-duty construction equipment, and utilization of methods to reduce emissions from construction equipment (alternative fuels, particulate matter traps and diesel particulate filters).

3. DOWNTOWN.

The goals, policies, and objectives for downtown San Mateo are located in the Downtown Plan. A general discussion of the downtown also occurs in Section 3 of this Land Use Element.

Provisions of the voter-approved Measure H and Measure P, which reduced building heights, floor area ratios and residential densities, were also incorporated, including the provisions following below (the Measure H and P provisions are in italics).

a. A Specific Plan for the Downtown was adopted by the City Council in July 1985, and amended in 1993, consistent with the provisions of Measure H as adopted by the voters in November 1991. This Specific Plan also constituted an amendment to the previous General Plan.

GENERAL PLAN – CIRCULATION ELEMENT

GOAL 1: Design and regulate use of city streets according to their classification and intended function as shown in Figure C-1.

C 1.3: Protect Local Streets. Minimize the impact of new development on local streets. When warranted, construct improvements on local streets consistent with the City's Neighborhood Traffic Management Program.

C 1.4: Neighborhood Traffic Management. Manage traffic and speeds on arterials, collector and local streets using techniques specified in the City's Neighborhood Traffic Management Program (NTMP).

C 2.4: Transportation Fee Ordinance. Require new developments to pay for on-site improvements to meet the needs of development and their proportionate share of the costs for mitigating cumulative traffic impacts within the City of San Mateo. Utilize a Transportation Fee Ordinance to finance necessary off-site improvements equitably. The off-site improvements will include intersection and street improvements to maintain intersection levels of service, traffic safety improvements and improvements to reduce single occupant vehicle trips such as bicycle system enhancements, pedestrian improvements, and trip reduction measures.

C 2.9: Dedication of Needed Right-of-Way for Roadway Improvements. Require dedication of needed rights-of-way for roadway improvements shown in Appendix D, which are deficient in land area. Dedication shall be required where the development project contributes to the need for the roadway improvement and where the cost of dedication is not so disproportionate to the size of the project or traffic generated to make it unreasonable.

C 2.10: Transportation Demand Management (TDM). Participate in the TDM Program as outlined by the San Mateo City/County Association of Governments (C/CAG). Encourage TDM measures as a condition of approval for development projects, which are anticipated to cause substantial traffic impacts. C/CAG requires the preparation of a TDM program for all new development that would add 100 peak hour trips or more to the regional road network.

C 2.12: Transportation Demand Management (TDM) in Downtown. Establish and implement a TDM program, a Transportation Management Association (TMA), and other measures to reduce vehicle trips and encourage transit use and promote bicycle and pedestrian accessibility for development within one-half mile of the Downtown transit center.

GOAL 3: Support the provision of public transit services adequate to provide a viable alternative to automobile travel for all citizens and to provide a convenient means of transportation to the "transit dependent" population.

C 3.1: Increase Bus Ridership. Strongly promote increased bus ridership and improved accessibility to bus transit by encouraging SamTrans to implement the following bus service improvements:

- a. Evaluate the need to provide service in areas exceeding a quarter mile from local routes and designated bus stops, as shown on Figure C-4.
- b. Evaluate the need for improved bus service in high concentration employment centers, including: Downtown, Mariner's Island, Peninsula Office Park, Crossroads, and the Corridor Plan area among others as shown in the Land Use Element, Figure LU-2 (Employment Locations). Evaluate the need to improve bus service to the College of San Mateo, between schools and recreation facilities, and to special events.
- c. Promote increased usage of the Park-N-Ride lot at the US 101 and SR 92 Interchange.
- d. Promote increased bus ridership through an expanded Public Information Program such as at train stations, public institutions, and through TDM.
- e. Recognize the importance of complementary land uses, such as higher-density, compact development with pedestrian-friendly environments, to especially justify increasing levels of transit service.

C 3.2: Caltrain. Continue the City's strong support of Caltrain as an essential element of the overall circulation system on the Peninsula and in the City. Support the following rail service improvements:

- a. Continue to work with the Joint Powers Board which locally manages and oversees improvement plans for Caltrain.
- b. Increased service during non-commute periods and increase system capacity.
- c. Development of a Downtown San Francisco terminal within the vicinity of the Transbay Terminal or Financial District to improve commute service and linkage to other regional transit systems.
- d. Expenditure of Measure A (1/2-cent sales tax) funds and other available funds for grade crossing improvements at existing at grade crossings and where existing grade separations have inadequate vertical clearance above the crossing street.
- e. Caltrain Public Shuttle Programs.
- f. Caltrain's Project 2025 future vision includes three major phases of development: state of good repair, electrification enhancements and post-electrification enhancements. All three phases of the program will provide increased frequency of service to San Mateo and Peninsula residents and commuters

GOAL 4: Maintain a comprehensive bicycle and pedestrian circulation network which provides safe recreation opportunities and an alternative to automobile travel.

C 4.1: Bicycle Master Plan. Implement the Bicycle Master Plan's recommended programs and projects to create and maintain a fully-connected safe and logical bikeways system; support the City's Sustainable Transportation Actions; and coordinate with the countywide system.

C 4.3: Dedication of Needed Right-of-Way for Bikeways. Require dedication of necessary rights-of-way for bike lanes and paths shown on Figure C-5, which are deficient in land area. Dedication shall be required where the development project contributes to the need for the bikeways improvement and where the cost of dedication is not so disproportionate to the size of the project to make it unreasonable.

C 4.4: Pedestrian Master Plan. Implement the Pedestrian Master Plan's recommended programs and projects to create and maintain a walkable environment in San Mateo and support the City's Sustainable Transportation Actions.

C 4.5: Pedestrian Enhancements with New Development. Continue to require as a condition of development project approval the provision of sidewalks and wheelchair ramps where lacking and the repair or replacement of damaged sidewalks. Require that utility poles, signs, street lights, and street landscaping on sidewalks be placed and maintained to permit wheelchair access and pedestrian use. Increase awareness of existing trails and routes by promoting these amenities to residents.

C 4.6: Wheelchair Access and Pedestrian Accessibility. Continue to assess and improve wheelchair access throughout the City. Install wheelchair ramps or take other corrective measures where most needed in accordance with the established Citywide Wheelchair Program.

C 4.7: Pedestrian Safety. Pedestrian safety shall be made a priority in the design of intersection and other roadway improvements.

C 4.8: Pedestrian and Bicycle Mobility Needs. Balance pedestrian mobility and bicycle accessibility and safety with vehicular congestion when considering intersection improvements to address level of service degradation.

C 4.9: Pedestrian and Bicycle Connections. Implement an area-wide pedestrian and bicycle circulation plan which will result in convenient and direct connections throughout San Mateo. Implementing connections in the Rail Corridor Transit Oriented Development Plan (Corridor Plan) area and into adjacent neighborhoods and districts is a priority.

C 4.10: Bikeway Systems. Review the City's planned bikeways systems for adequacy, consistency and connectivity throughout the City to facilitate ease of use and safety for the users including adequate parking for bicycles. The City will seek to implement infrastructure improvements citywide that support bicycle activity.

C 5.1: Parking Standards.

- a. Review parking requirements periodically to ensure adequate parking supply as a condition of development approval.
- b. Review parking requirements periodically to ensure adequate parking supply for change and/or expansion of land use resulting in increased parking demand.

C 6.1: Modal Share. Increase mode share for pedestrian and bicycle travel, for trips of one mile or less, by regularly updating and implementing plans for sustainable transportation infrastructure including the Bicycle Master Plan and the Pedestrian Master Plan. Additional potential supportive actions to increase mode share are detailed in the Climate Action Plan.

C 6.3: Travel to Schools. Reduce private automobile school trips by collaborating with private and public partners to increase the number of students walking or bicycling to school, expanding pedestrian and bicycle infrastructure for school routes, implementing "walking pools" to schools, increasing carpooling for students, and making flexible local transit available for student travel.

C 6.4: Commuting. Reduce single occupant commuting 20% before 2020 by expanding the Transportation Management Association beyond Corridor Plan Area, establishing parking maximums, requiring trip reduction for all development and facilitating the provision of transit passes or other direct transit subsidies for residents and

employees within San Mateo. Additional actions to reduce single occupant commuting is detailed in the Climate Action Plan, Appendix of the General Plan.

GENERAL PLAN – HOUSING ELEMENT

H 2.12: Mixed Use. Continue the policy of encouraging residential uses in existing commercial areas, or in locating adjacent or near transit nodes, where the residences can be buffered from noise and safety concerns and can provide adequate on-site parking and usable open space. Provide floor area and/or height bonuses for residential development in selected areas of the City.

GENERAL PLAN – URBAN DESIGN ELEMENT

GOAL 1: Establish a positive and distinctive City image by taking advantage of the natural setting and by developing and improving focal points, gateways, and major corridors.

UD 1.1: Focal Points. Emphasize and improve established focal points identified as the Downtown, Hillsdale Station Area, including the Caltrain Station and the Hillsdale Shopping Center, Bridgepointe, Hayward Park Caltrain Station and adjacent office development areas, the intersections of US 101 and SR 92 and SR 92 and El Camino Real (SR 82), and the SR 92 corridor. Encourage focal points by emphasizing a particular use, or feature, or through entry or landscape treatments. Focal points should be discouraged at inappropriate locations

UD 1.3: Gateways. Develop gateways by creating strong architectural or landscape features exhibiting the character of San Mateo at the following locations: entrances to the Downtown, the north and south ends of El Camino Real (SR 82), US 101 and Third Avenue, US 101 and Hillsdale Boulevard, and Mariner's Island Boulevard and J. Hart Clinton Drive at the border of Foster City.

By developing gateway features, the entries to the City will be identified. Gateways may be constructed in a variety of ways: a prominent landscape or architectural feature, a notable open area or possibly an arch to pass through. All gateways should have some common element or feature to give San Mateo a unique and consistent image.

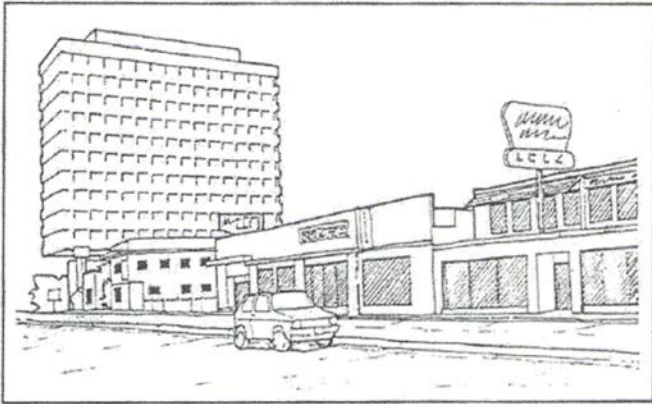
COMMERCIAL AREAS

Commercial streets represent a large part of the image of San Mateo. Visual character and pedestrian activity are two general but very important qualities that contribute to the livability and vitality of a commercial street. The following are factors that contribute to these qualities. SITTING How the building, parking and pedestrian spaces are oriented on a site can have a strong effect on its appearance and use.



Retail shops located at the street property line

A building that sits at or near the street property line provides visual interest for drivers and pedestrians and a sense of street enclosure. Parking should be located towards the rear of the parcel, helping to buffer the commercial areas from adjoining residential uses. Buildings that are located at the rear of the parcel typically feature a parking lot along the street. The parking lot is generally unattractive. It also eliminates any desire for on street parking, reducing any pedestrian activity on the sidewalk. The street also develops much more visual clutter due to varied building setbacks, more exposed building faces and the need for freestanding signage adjacent to the street.



Buildings with large variation in form

FORM

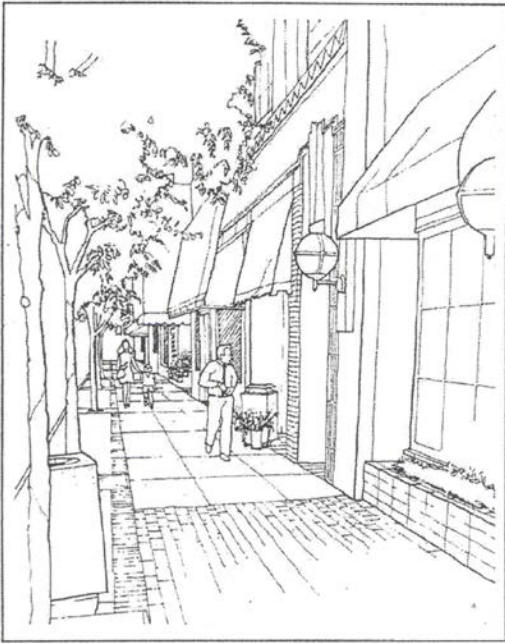
The quality of a street is composed of an aggregation of all its pieces. Each building has the ability to contribute to the visual character or detract from it. A street with buildings of greatly varying heights and widths appears confusing. Larger buildings appear more important and smaller buildings appear out of place. Buildings that have generally the same proportions can have variation in size, style and design but will still be perceived as being organized as a whole. A larger building may visually fit with smaller buildings if it adopts the form or spacing of the facade width and height set up by neighboring buildings. This can be done by providing breaks in the street facade or building form, or by adopting a window or detailing pattern common to the area.

San Mateo's commercial areas are generally not dominated by a particular style but have a variety of designs that can work together. When a style is introduced that has a very strong individual character, such as a trademark roof design or large symbolic arches, it detracts from the surrounding structures and stands out. As more of these types of structures are added, more visual clutter is created as each competes for attention. Buildings with a particular corporate image are also less adaptable to change over time, as their style often dictates a particular use or service.

ACTIVITY

People are obviously a necessary part of any successful commercial area. The presence of people attracts others and adds to the excitement of the area. The design of commercial areas should include provisions to make people want to be there and be seen.

People are attracted by comfortable spaces and interesting things to look at and do. As stated above, placing the building toward the front property line near on-street parking helps create activity on the sidewalk. The sidewalk, however, must be wide enough to comfortably accommodate pedestrians. Many sidewalks are too narrow for commercial areas, particularly when they are shared by utility poles, fire hydrants and news boxes. Pedestrians also need places to sit, protection from the sun by trees or awnings and interesting things to look at. Building materials that provide interest at close range should be used where people walk next to buildings. Buildings with glass on the first floor display retail goods or show how the ground floor is used. Blank walls should be avoided at street level. The design of the ground level should always consider the needs of pedestrians.



GOAL 4: Improve the visual character, livability and vitality of commercial areas.

UD 2.6: Orient Buildings Toward the Street. Encourage commercial development to be located at the street in retail areas to encourage pedestrian activity and the use of on-street parking. Locate required parking towards the side and rear of parcels.

UD 2.7: Respect Existing Scale. Encourage new commercial development to respect the scale of surrounding buildings by providing breaks in the building face at spacings common to buildings in the area and by stepping back upper floors.

UD 2.8: Trademark Building Forms. Discourage 'signature' or trademark building forms or colors where they would contribute to the visual clutter of the area.

UD 2.9: Pedestrian Oriented Design. On retail commercial projects, designate pedestrian activity as a priority through the design and provision of adequate sidewalk widths, locating windows along ground floor street facades, trees and awnings, and human scale construction materials and features.

UD 2.10: Outdoor Display and Eating. To add visual interest and activity to commercial areas, encourage the outdoor display of plants, books and food, and restaurant seating areas.

UD 2.14: Sustainable Design and Building Construction. Require new development and building alterations to conform with the City's Sustainable Initiatives Plan and subsequent City Council adopted goals, policies, and standards pertaining to sustainable building construction.

GENERAL PLAN – CONSERVATION

GOAL 4: Expand the aesthetic and functional contributions made to the urban environment by public open spaces, trail systems, scenic roadways, and street trees and plantings.

C/OS 6.6: New Development Street Trees. Require street tree planting as a condition of all new developments in accordance with the adopted Street Tree Master Plan, El Camino Real Master Plan, or Hillsdale Station Area Plan, as applicable.

C/OS 6.7: Street Tree Planting. Encourage the planting of new street trees throughout the City and especially in gateway areas such as Third Avenue, Fourth Avenue, El Camino Real (SR 82), Hillsdale Boulevard, and 42nd Avenue; encourage neighborhood participation

C/OS 7.1: Resource Protection. Preserve, to the maximum extent feasible, archaeological sites with significant cultural, historical, or sociological merit.

C/OS 8.2: Historic Districts. Consider the protection of concentrations of buildings which convey the flavor of local historical periods or provide an atmosphere of exceptional architectural interest or integrity, after additional study.

C/OS 10.1: Public Open Space Design. Review planning applications for opportunities to promote exceptional design and use of public open spaces in new developments and new public buildings. (Note: Related Urban Design policies UD-2.9, 2.10.)

C/OS 14.7: Area Studies and Specific Plans. Include direction in Area Studies and Specific Plans, prepared for new development or redevelopment of portions of the City, that adverse impacts on existing park sites and recreation services will be avoided or mitigated.

Policy 14.7 intends that in-progress and future planning efforts for specific portions of the City take a comprehensive view of impacts on recreation facilities and services resulting from increased worker or resident population pursuant to the plans and that the plans provide for the prevention or mitigation of such impacts.

C/OS 16.5: Development Fees. Assess appropriate fees and taxes to ensure that new development contributes adequate funding to compensate for its impacts on recreation facilities and services.

GOAL 4: Minimize potential damage to life, environment and property through timely, well-prepared and well-coordinated emergency preparedness, response plans and programs.

GENERAL PLAN - NOISE ELEMENT

N 2.1: Noise Ordinance. Continue implementation and enforcement of the City's existing noise control ordinance: a) which prohibits noise that is annoying or injurious to neighbors of normal sensitivity, making such activity a public nuisance, and b) restricts the hours of construction to minimize noise impact.

N 2.3: Minimize Commercial Noise. Protect land uses other than those listed as "noise sensitive" in Table N-1 from adverse impacts caused by the on-site noise generated by new developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit new uses that generate noise levels of 65 dB (Ldn) or above at the property line, excluding existing ambient noise levels.

Commercial and industrial areas typically tolerate higher noise levels than residential neighborhoods. However, some control is necessary for new development within non-residential areas so that exceptionally noisy uses are restricted.

DOWNTOWN PLAN

GOALS

ONE Enhance Downtown's Role as the City Center and Maintain Its Unique Sense of Place Downtown San Mateo possesses a traditional downtown image, including an informal, cozy atmosphere. Key landmarks and landscaping in the form of street trees, San Mateo Creek and Central Park contribute to downtown's unique character. New development should complement this character, while at the same time bringing contemporary elements that revitalize and energize the downtown.

TWO Enhance the Vitality and Activity of Downtown by Incorporating an Overall Good Mix and Diversity of Uses Maintain and improve on the wide range of uses available downtown including retail and service establishments, entertainment uses, such as the Downtown Century Theater, residential uses and unique facilities, such as Central Park. Facilitate a wide mix of retail stores, service uses such as restaurants, and housing uses.

THREE Enhance the Downtown's Pedestrian Environment and Enhance the Safety and Attractiveness of Downtown. Allow for outdoor uses, such as cafes and sitting areas, to promote the pedestrian activity and multiple destination trips to the downtown. Strengthen the links between Central Park and downtown, and between the downtown and surrounding residential areas.

FOUR Protect Key Landmarks and the Historic Character that Exists In Parts of Downtown The downtown is of particular importance with respect to historic resources. The areas along Third Avenue and B Street contain the largest concentration of historical structures within the downtown. This sense of history within the downtown adds to its unique sense of place. However, there is a need to balance historic preservation with the need for new development. Encourage development which creates a diverse urban form but, at the same time, ensures that new buildings are in scale and compatible with the existing downtown buildings.

FIVE Ensure Adequate Parking to Meet Expected Needs, Enhance the Quality of the Parking Environment, and Improve Public Perceptions About Parking Availability Downtown parking should be efficiently arranged so as to minimize the space devoted to parking but also meet demand. Customers need to be aware of the location and availability of parking facilities. Pricing strategies, time limits, access, and safety improvements will increase use in some underutilized areas.

IMPLEMENT A NEW FINANCING MECHANISM FOR DOWNTOWN PARKING.

The Central Parking and Improvement District (CPID) was created by the City in 1954 as a means of financing land acquisition and construction of downtown public parking facilities. The CPID includes on-street parking, surface lots and five (5) parking structures. The bonds issued to fund these downtown parking facilities have been retired, and the City is presently examining methods to fund additional downtown parking.

Funding of additional public parking in downtown should consider the following principles:

- a. Property owners should participate in the funding of future parking expansion through assessments or other appropriate methods.
- b. Parking in-lieu fees when combined with assessments and other parking revenues should be maintained at a level to provide the full cost of constructing a new parking space.

SUPPORT THE DOWNTOWN SAN MATEO ASSOCIATION IN CREATION OF A PROPERTY BASED IMPROVEMENT DISTRICT FOR DOWNTOWN IMPROVEMENTS AND MAINTENANCE.

As a way to provide funding for additional parking facilities, the Downtown San Mateo Association (DSMA) is currently exploring the formation of a Property Based Improvement District (PBID) as well as other funding options, including options with contributions by property owners and/or tenants. The City should continue to support these efforts in an attempt to address funding issues related to the provision of additional downtown parking facilities.

Outdoor Seating
Hayward



SUPPORT SUSTAINABLE TRANSPORTATION INITIATIVES.

In order to improve pedestrian, bicycle, shuttle, and transit access implement Downtown Area Plan policies to reduce vehicle trips and encourage transit use and promote bicycle and pedestrian accessibility.

Additionally, the Downtown Area Plan includes vehicle trip reduction, bicycle and pedestrian accessibility policies. These policies will be employed on a case by case basis as development is reviewed, with the goal of reducing vehicle trips and promoting alternative means of mobility.



Outdoor Seating,
Mountain View



Outdoor Seating
Hayward



Downtown Retail Core

Background

The Downtown Retail Core extends from 5th Avenue to 2nd Avenue between El Camino Real and the Railroad. 3rd Avenue, 4th Avenue and B Street are the primary retail streets (see map at end of this chapter). The two vacant former gas station sites at 3rd Avenue/El Camino Real present opportunities and challenges at this gateway to the downtown. Mills Health Center, the Downtown Century Cinema, and the Downtown Transit Center (see next sub-area discussion) are also included in this sub-area.

Future Conditions

Downtown Plan policies continue to support the retail core shopping area by requiring retail uses along 2nd, 3rd and 4th Avenues, San Mateo Drive, Ellsworth Avenue, and B Street. This will require a good mix of ground floor retail uses that will contribute to foster retail vitality and downtown's pedestrian oriented environment. New priorities for the retail core include:

- a. Provide housing for new households that will utilize downtown businesses and is within proximity to the transit station to reduce vehicle trips and vehicle ownership. In order to implement this policy, the City should allow flexibility in architectural style to facilitate use of nontraditional housing designs, such as loft spaces, and allow flexibility in design where more modern forms relate to existing buildings within an historic environment.
- b. Examine the feasibility of reducing lanes on 4th Avenue down to 3 lanes to provide pedestrian enhancements.
- c. Examine the potential for providing a public plaza in the retail core. The City has commissioned ERA to examine a public plaza at the northwest corner of 3rd Avenue and San Mateo Drive in conjunction with a mixed use development at 2nd Avenue and San Mateo Drive.
- d. Continue to seek additional sites for parking and actively explore alternative methods to manage existing parking inventory. Parking inventory management may include experimenting with long term/overnight reserved parking for premium fees, use of technological advancements, encouraging short term parking turn over, and other methods as they become available.
- e. Provide an entry feature at the entryways to downtown in the vicinity of the 3rd Avenue/El Camino Real intersection, 4th Avenue/El Camino Real intersection, B Street/5th Avenue intersection, and B Street/1st Avenue intersection.
- f. Improve pedestrian linkages to Central Park and other plazas, and provide additional widened sidewalks where adequate parking and circulation can be maintained.
- g. Focus on 5th Avenue/San Mateo Drive and opportunities to directly tie Downtown to Central Park, including physically and visually open up to intersection at 5th/San Mateo Drive.
- h. Look at development opportunities on 5th Avenue and where public benefits may be used to help fund linkages to and/or improvements in Central Park.



North B Street/Tilton Avenue

Background

Uses north of Baldwin and west of Ellsworth include small scale medical offices along San Mateo Drive, the Peninsula Regent (200+ unit senior citizen project), the Mills Square mixed-use high rise office/residential project and single family homes are located on Tilton Terrace.

Along B Street there is a mix of uses including those continued from the retail core as well as neighborhood commercial uses that serve nearby residential areas. Recent renovation and establishment of new uses, such as Cappellini's restaurant, has been increasing in this area.

Future Conditions

Land use designations in the area will support existing uses, including the neighborhood commercial uses along B Street. The emphasis for the North B Street/Tilton Avenue policies include:

- a. Enhance North B Street area and designate it as a unique district serving the nearby neighborhood population. Encourage retail/restaurant uses to locate on ground floors and office/service uses to locate in upper level spaces, while maintaining the existing character of this district. To further develop this unique district, establish relationships with existing bilingual services in the community and merchants.
- b. Encourage and facilitate development of large, vacant, underutilized parcels such as the former Blue and White Laundry site on North B Street. Development of underutilized parcels with significant development which attempts to maximize use of the sites will not only have direct economic impacts generated by the projects themselves, but also contribute to the overall downtown shopping environment.



I.1 Downtown Core High Density/Intensity Development. Encourage the development of mixed-use high density residential projects and high intensity commercial projects within the Downtown Retail Core.

II.1 Downtown Core Shopping Area. Preserve the downtown's core shopping area between 1st and 5th Avenues from El Camino Real to the railroad.

II.2 Required Retail Frontage. Require the provision of ground floor retail uses with windows on properties located on the primary shopping streets as identified in the Required Retail Frontage Zone Map (see map at the end of this chapter). In addition to traditional retailing activities, permit entertainment and cultural uses, and allow fast food establishments in limited instances.¹³

II.8 Office Development. Encourage the establishment of offices within the Downtown Retail Core and surrounding commercially designated areas.¹³

II.9 Housing in the Retail Core. Provide housing for new households that will utilize downtown businesses and is within proximity to the transit station to reduce vehicle trips and vehicle ownership.

II.10 Mixed Use Commercial-Residential. Facilitate housing production by allowing multi-family dwellings as part of mixed use developments in all downtown commercial and office land use categories, except areas designated service commercial and parks/open space in the General Plan.¹³

III.1 Sidewalk Widening. Consider widening sidewalks to encourage outdoor restaurant seating and improve pedestrian amenities where adequate parking and circulation can be maintained.

III.2 Pedestrian Amenities. Enhance the sidewalk environment of primary pedestrian streets as indicated on the Pedestrian, Park and Open Space Policies map, by providing improvements to the appearance, comfort, convenience and safety of pedestrian areas. Develop a Coordinated Streetscape Plan for future sidewalk amenities and physical improvements.

III.3 Building Bulk. Control the bulk of tall buildings to provide maximum sunlight exposure to sidewalks, streets and open space; and to allow views through and out of the Downtown in a manner consistent with the City's Building Height and Bulk Plan.¹³

III.4 Outdoor Display and Eating, Food and Plant Vendors. To add visual interest and activity to sidewalk areas, allow outdoor display of plants, books and food, restaurant seating areas, and outdoor food and plant vendors.

III.7 Pedestrian Access – Pedestrian Safety is a Priority in the Pedestrian improvements should incorporate the following concepts to develop a consistent pedestrian-friendly environment:

- a. Pedestrian access to peripheral garages should provide a safe and attractive walking environment.
- b. Sidewalks should be well maintained and be widened as opportunity becomes available to provide a pedestrian boulevard experience that might include elements such as outdoor dining.
- c. Vertical street elements should be minimized to improve pedestrian access.
- d. Continue practice of using pedestrian scale lights in the Downtown.
- e. Monitor the placement of utilities and other similar items to ensure that they do not adversely affect pedestrian movement and safety.

IV.1 Building Heights. Relate the height of new buildings to the pattern of downtown and to the character of existing and proposed development.

IV.2 Store Fronts in the Retail Core. Maintain the traditional store front environment of the Downtown Retail Core area by requiring new buildings to be constructed to the street property line. In the retail core area, require ground floor building walls to be dominated by windows and pedestrian entrances¹³

IV.3 Design Guidelines. Evaluate the Downtown Design Guidelines to ensure that it:

- (1) Emphasizes the public realm - streets and sidewalks and public spaces in building design, scale, detail, and pattern of new developments;
- (2) Encourages building design to be compatible with the historic and architectural features common to many buildings in the Downtown;
- (3) Encourages a compatibility of diverse building styles; and
- (4) Encourages building details, surfaces, textures and materials that are interesting for the pedestrian.¹³

IV.6 Downtown Design Guidelines/Downtown Historic District Design Guidelines. Revise the Downtown and Historic District Design Guidelines to give consideration to new development within a historic preservation context, thereby providing a balance between preserving a unique community asset (in the form of a historic district with intact distinct historic and contributor structures) and providing for new development and improvements within the downtown area.

V.1 Downtown Parking. Enhance Downtown Parking Supply. The following should be examined for feasibility:

- a. Public parking at 5th and Railroad Avenues in combination with redevelopment of the site at 4th, 5th and Railroad (former Kinko's site).
- b. Additional parking in the vicinity of 5th Avenue and San Mateo Drive in the event that the existing Central Park Tennis Court Garage is demolished. This additional parking should, at a minimum, be sufficient to replace the eliminated spaces.
- c. Public parking at the City-owned site bounded by 5th Avenue, the railroad, and South Claremont.¹⁴

V.2 Downtown Parking Funding Strategies. Funding of additional public parking in Downtown should consider the following principles:

- a. Property owners should participate in the funding of future parking expansion through assessments or other appropriate methods.
- b. Parking in-lieu fees when combined with assessments and other parking revenues should be maintained at a level to provide the full cost of constructing a new parking space.

V.5 Limited Parking Zone. Restrict parking on primary pedestrian retail streets to reduce traffic congestion, ensure retail continuity and maintain the pedestrian environment. The Limited Parking Zone, as shown on the CPID map, restricts parking on primary pedestrian streets to ensure that they are not interrupted by surface parking lots, curb cuts and other vehicular traffic oriented improvements. This is accomplished by:

- (1) Restricting curb cuts;
- (2) Limiting off-street above grade parking;
- (3) Limiting commercial parking provided onsite to the visitor component only; and
- (4) Retaining angled, on-street parking.

V.7 Downtown Plan Parking Standards. Maintain reduced parking requirements within the Downtown Plan area for non-residential uses. Explore new technologies to increase parking availability and/or efficiency.

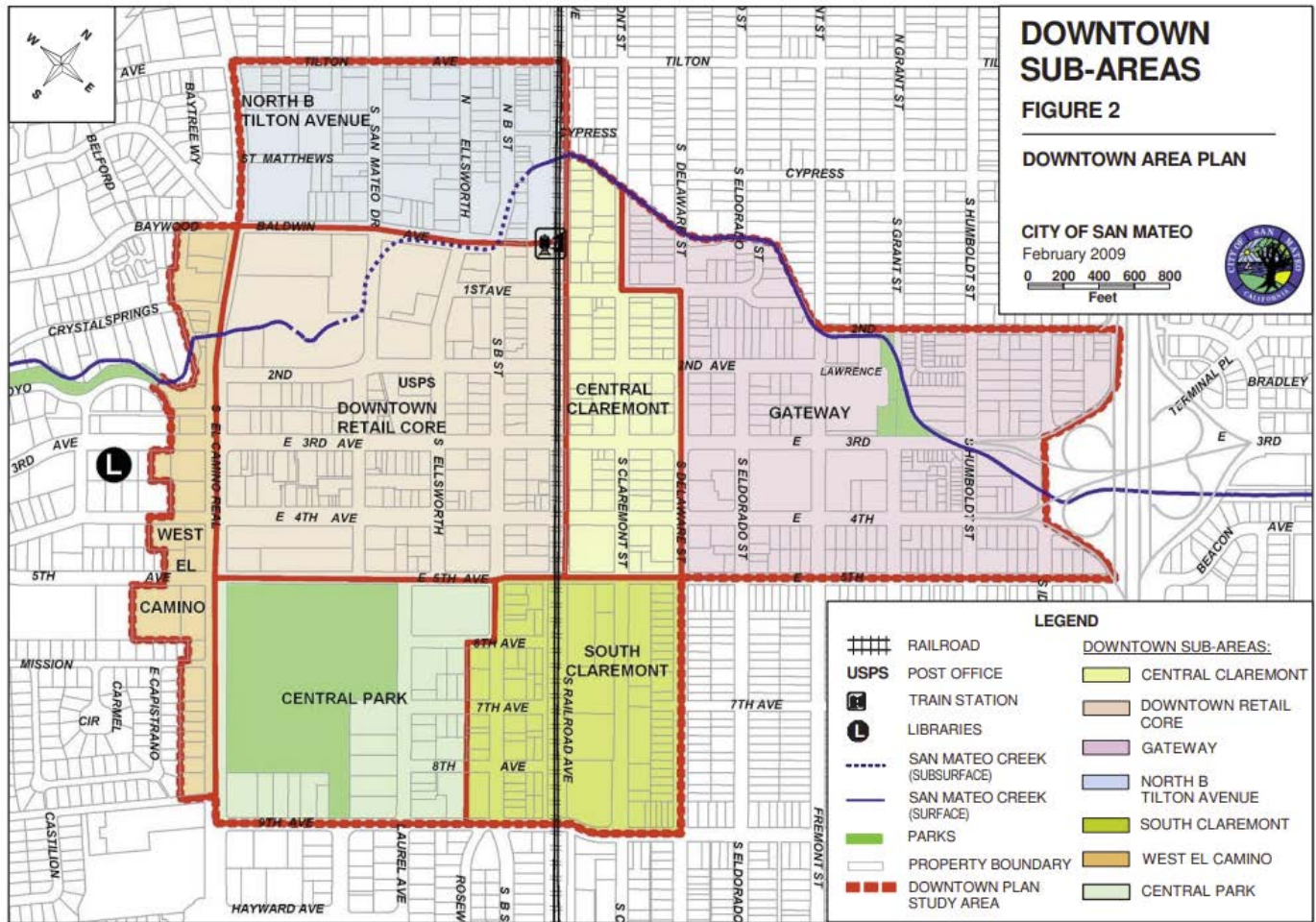
V.8 Parking for Projects Within One-Half Mile of the Downtown Transit Center. On a case-by-case basis, consider parking reductions for projects within 0.5 mile of the Downtown Transit Center.

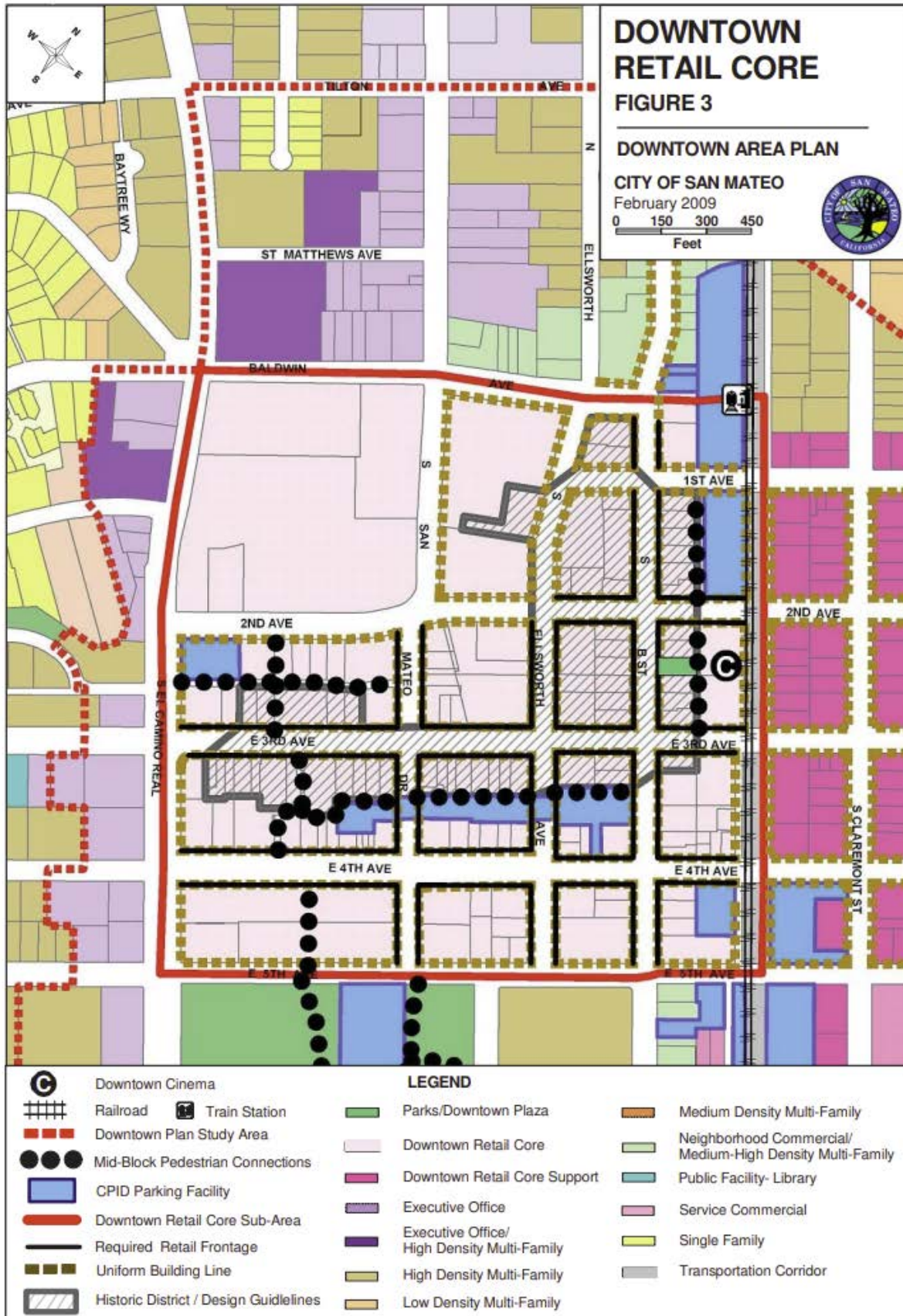
VIII.2 Transportation Demand Management (TDM). Required participation in TDM measures, such as car/van pooling, car sharing, staggered work hours and transit use, as a condition of approval for projects anticipated to generate significant parking and traffic impacts.

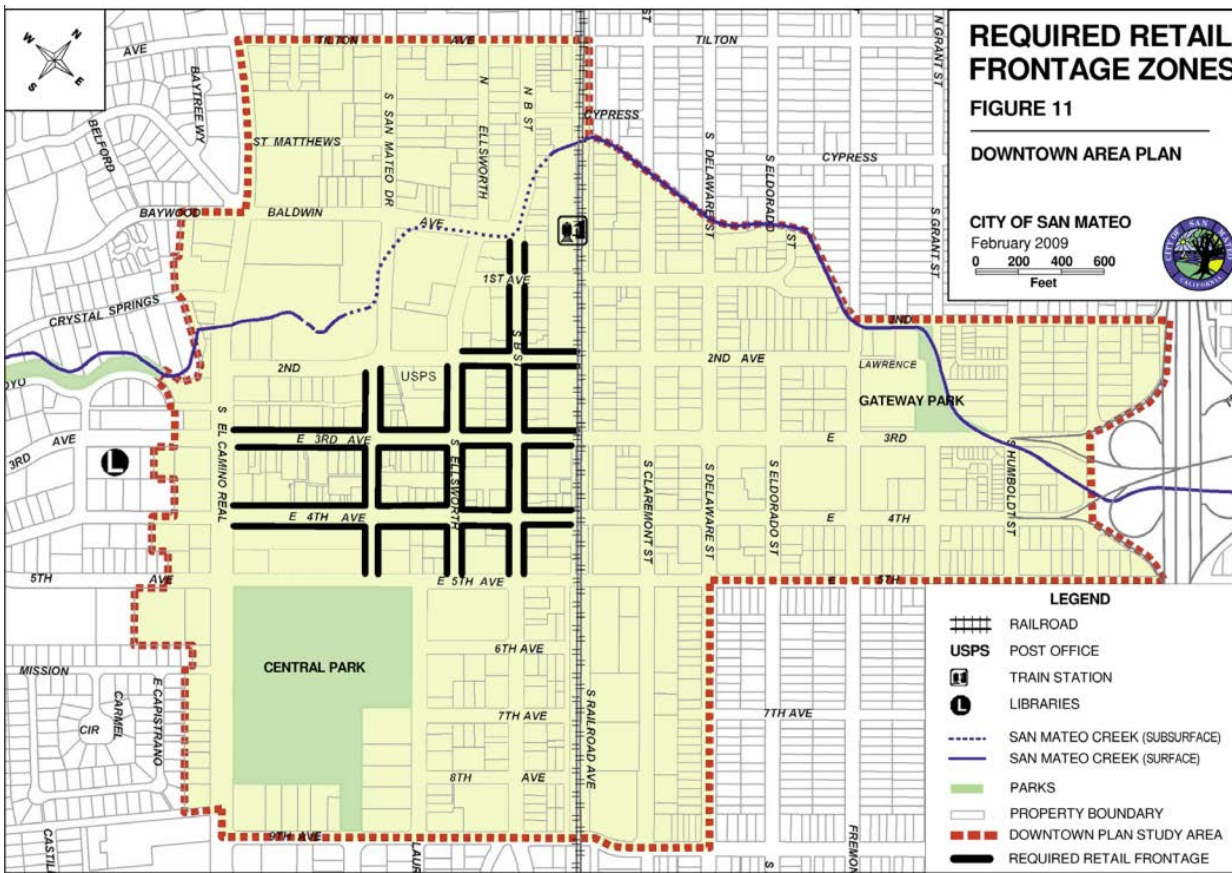
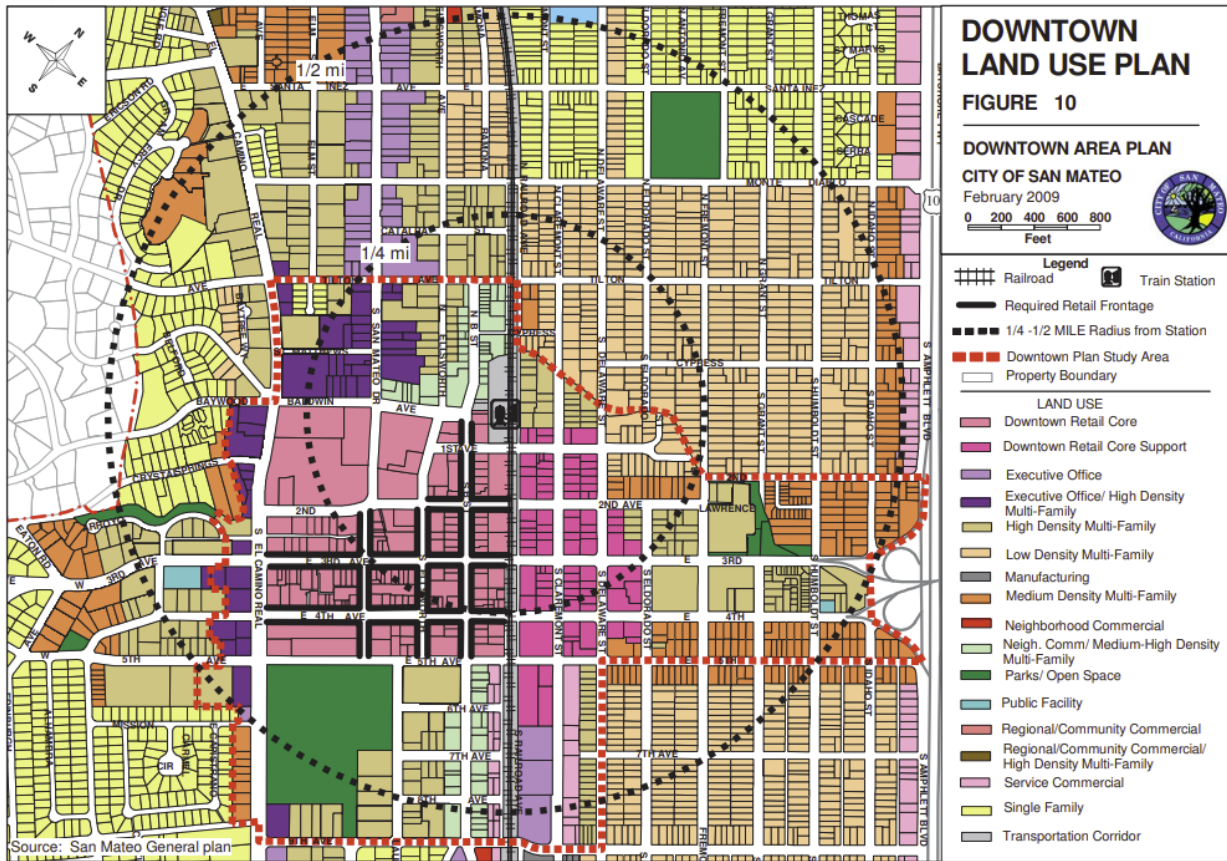
VIII.3 Downtown Transportation Management Agency (TMA). Develop a Downtown TMA to provide support and oversight of the Downtown residential and commercial transportation opportunities and enhance the use of public transit and/or bicycles while reducing the use of single occupant vehicles.

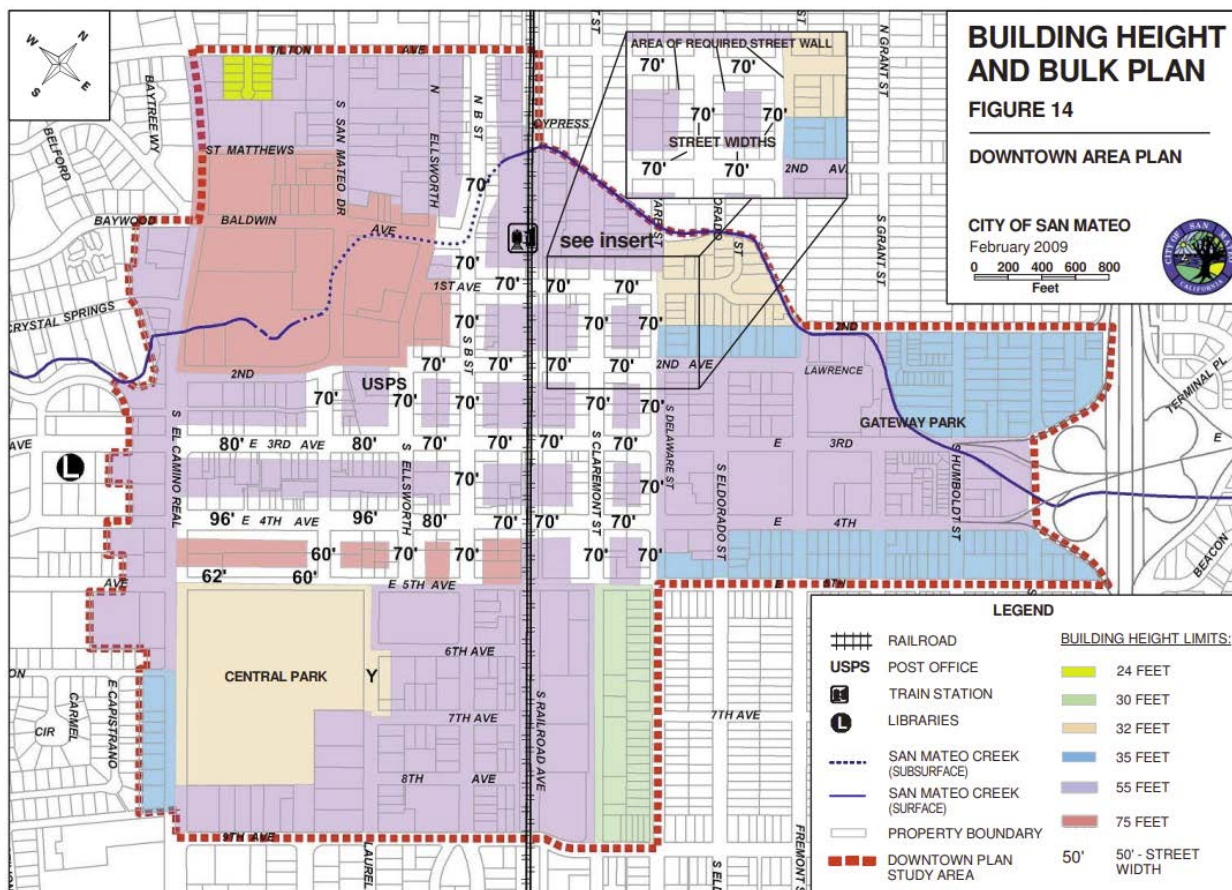
VIII. 4 Support Sustainable Transportation Initiatives. Implement Downtown Area Plan policies calling for use of Transportation Demand Management (TDM) measures, establishment of a Transportation Management Association (TMA), and other measures to reduce vehicle trips and encourage transit use and promote bicycle and pedestrian accessibility.

VIII.5 City-Wide Sustainable Initiatives Plan. As the recommendations of the Sustainable Initiatives Plan and Climate Action Plan for Operations and Facilities are implemented by the General Plan or by separate ordinance, resolution or procedures, incorporate them by reference into the Downtown Plan.









Street Wall Illustrations

Scale 1" = Approximately 50'

The height of the required street wall is equal to the distance from the street midpoint to the street property line. See Building Height and Bulk Plan.

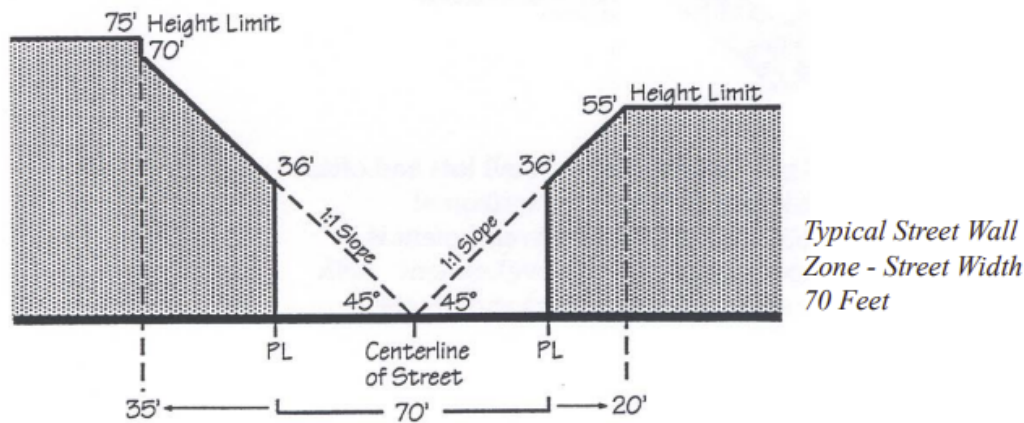
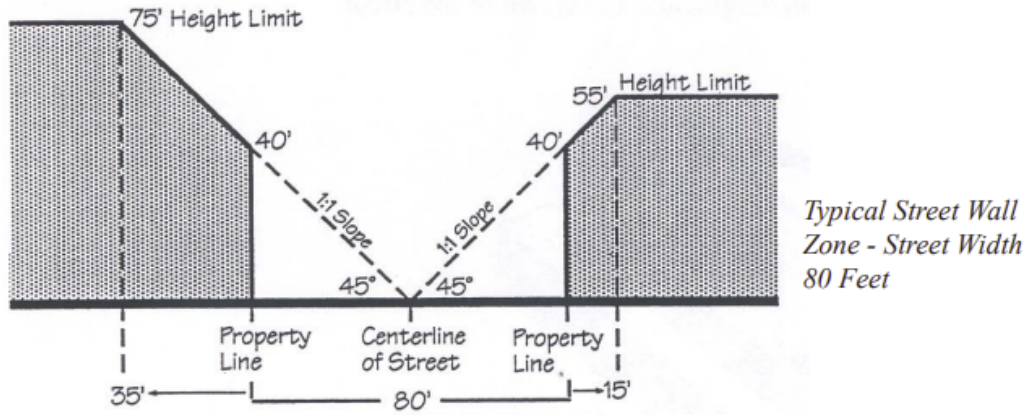
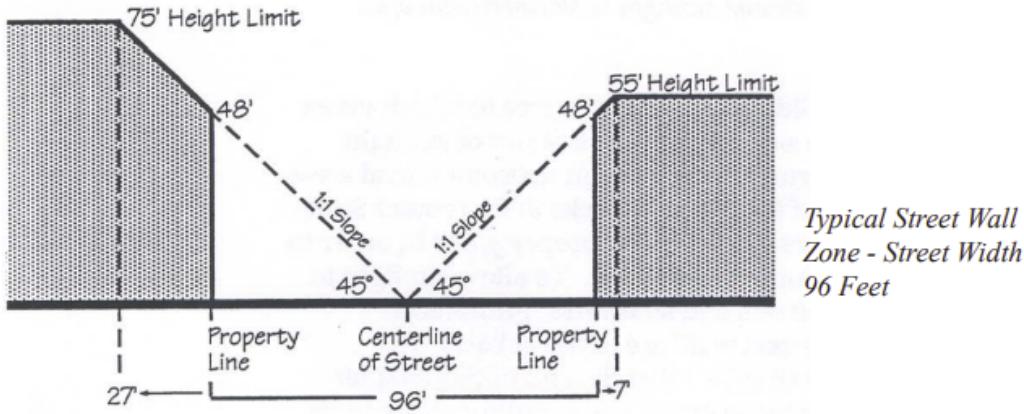
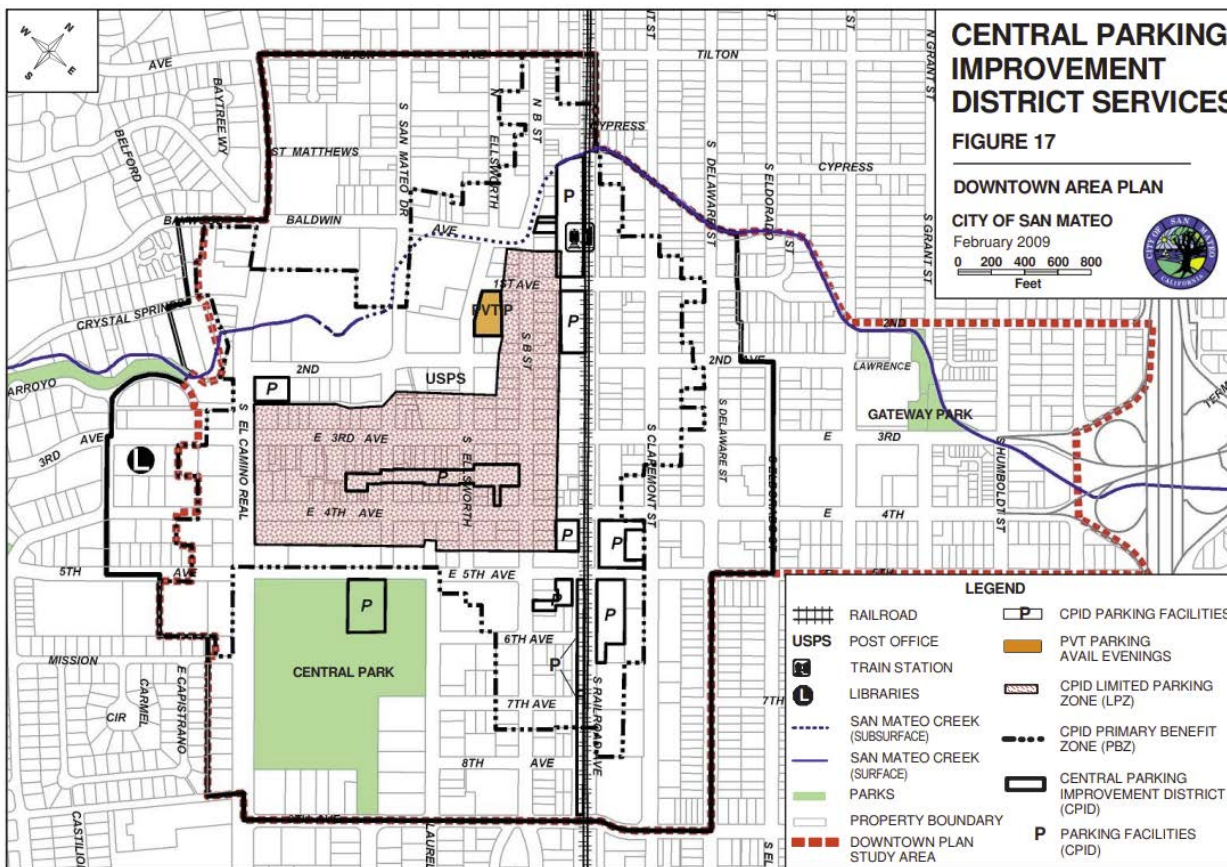
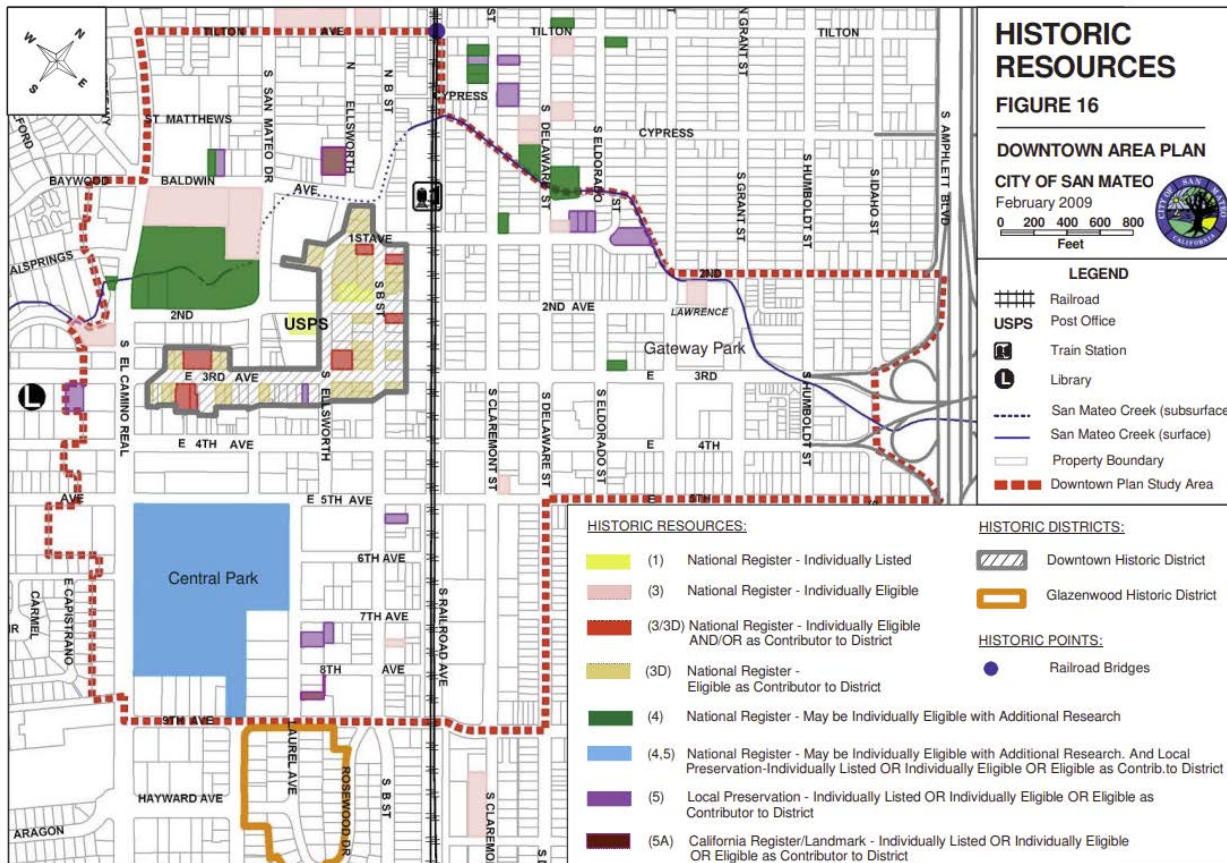


Figure 15. Street Wall Illustrations



DOWNTOWN RETAIL CORE DESIGN GUIDELINES

<https://www.cityofsanmateo.org/DocumentCenter/View/42557/Downtown-Retail-Core-and-Downtown-Historic-District-Design-Guidelines?bidId=>

Downtown Design Guidelines

Introduction

Where Applicable

The design guidelines are applicable for all property in the downtown retail core including the downtown historic district as indicated in Figure 1. The downtown retail core is generally bounded by El Camino Real to the west, Baldwin Avenue to the north, the railroad to the east and Fifth Avenue to the south. The Downtown Historic District Design Guidelines are applicable for all property within the downtown historic district.

Purpose

Concerns for the visual quality of the downtown retail core and for the historic character of downtown were expressed during the Downtown Plan revision process during 1992. Issues emerged as to how new development would appear in scale with existing buildings and how new development would positively contribute to the traditional small downtown character of San Mateo. As a result, policies were adopted calling for the creation of guidelines and other standards to improve the quality of the retail core area.

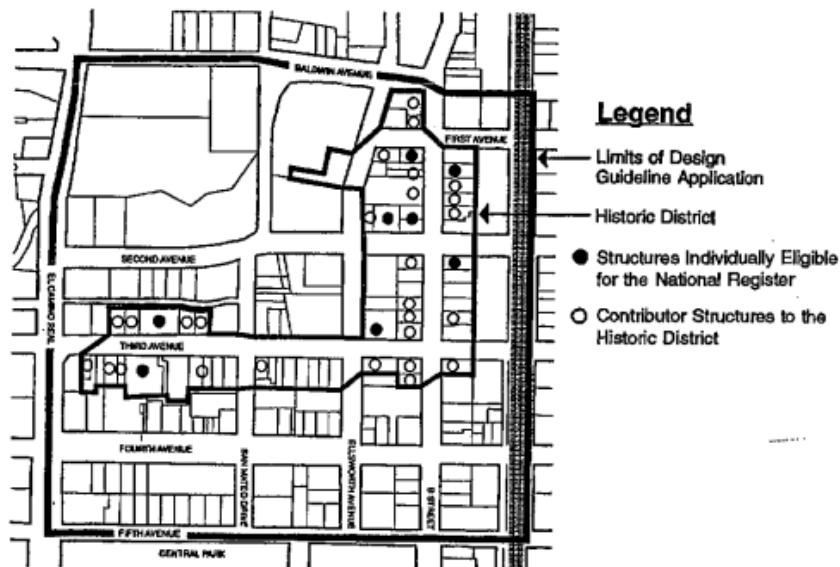
The following are Downtown Plan policies which these guidelines implement:

UD-2 Building Heights. Relate the height of new buildings to the pattern of downtown and to the character of existing and proposed development.

UD-3 Store Fronts in the retail Core. Maintain the traditional store front environment of the core area by requiring new buildings to be constructed to the street property line. In the retail area require ground floor building walls to be dominated by windows and pedestrian entrances.

UD-4 Design Guidelines. Develop design guidelines for the Downtown core that: (1) recognize the traditional street enclosure, building scale, detail, and patterns of development; (2) encourage building design to be compatible with the historic and architectural features common to many buildings in the Downtown; (3) encourage a compatibility of diverse building styles; and (4) encourage building details, surfaces and materials that are interesting for the pedestrian.

UD-5 Historical/Architectural Design Features. Develop standards for Third Avenue and B Street requiring adherence to specific historical/architectural design features.



Downtown Design Guidelines

Relationship to the Zoning Code

The Zoning Code addresses development controls regarding height, bulk, setbacks, parking and various other controls. The design guidelines are intended to complement the Zoning Code to ensure that quality developments are built. Section II of these guidelines illustrates major sections of the zoning code that affect development in the downtown.

Project Evaluation

Proposed developments shall be reviewed for compliance with the Zoning Code, design guidelines and where required, the Secretary of the Interior's Standards for Rehabilitation. When unusual characteristics of the project such as unique scale or character of development in the surrounding area, make the use of the guidelines inappropriate, the approving body may approve projects not in compliance with the guidelines, determining that other solutions to design issues addressed in the guidelines may be preferable.

Format of the Guidelines

The design guidelines are divided into three sections that identify standards and guidelines:

- Zoning Code Standards
- Downtown Design Guidelines
- Historic District Standards and Design Guidelines

Each design guideline contains background information, design objectives, and illustrations to explain the guideline. The drawings are intended to illustrate problems and solutions; they are not design examples to be copied.

The guidelines represent minimum criteria for acceptable development. Other design problems specific to a site may also need to be addressed.

Downtown Design Guidelines

Design Guidelines

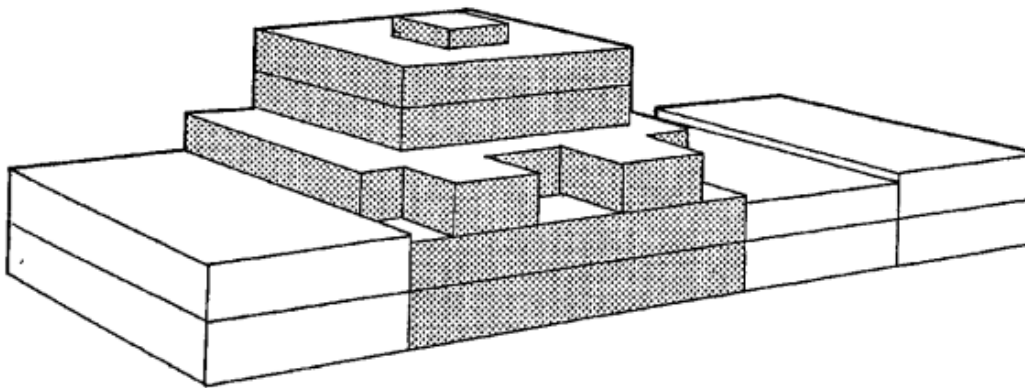
A) Relate the height of new buildings to the pattern of Downtown.

The downtown area has a maximum permitted building height of 55 feet in most areas with 75 feet allowed on some sites. However, most existing buildings are one to three stories in height. To achieve compatibility between new projects and existing lower development, particularly where adjacent development is not likely to redevelop due to historical or architectural importance, new projects should architecturally acknowledge the height of adjacent buildings.

Design Objectives:

Architecturally acknowledge the height of adjacent structures by:

- *Transitioning building heights with mid-rise building sections;*
- *Stepping back upper floors;*
- *The use of architectural elements such as roof cornices and awnings to acknowledge the height of adjacent buildings;*



Massing diagram of new construction with upper floors setback from adjacent structures.

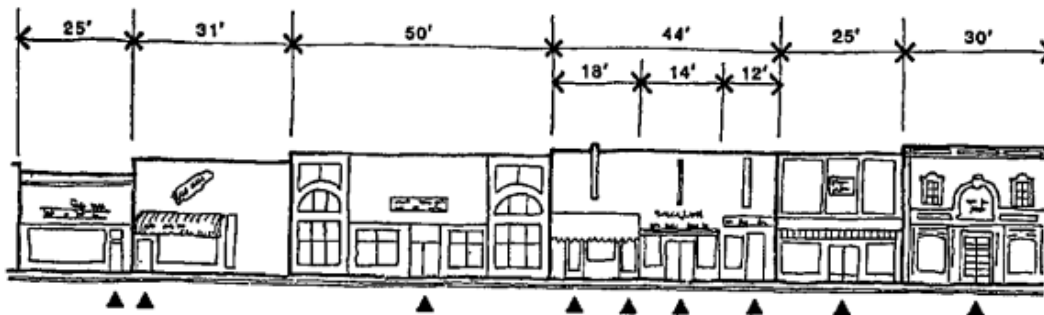
Downtown Design Guidelines

B) Building fronts should recognize the traditional lot widths in the downtown.

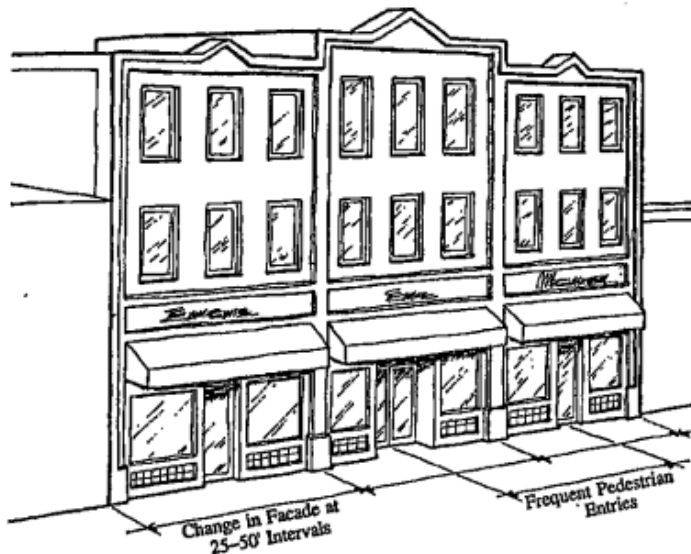
Typical older lots in the downtown range in width from 25 to 50 feet. On some parcels the building frontage is further divided to accommodate individual tenants. New construction should acknowledge this development pattern by providing changes to the street fronting facade every 25 to 50 feet. Ways to provide changes in the facade include vertical recesses or projections, changes in building height, or changes in material and color. Exceptions may be made on corner parcels or in areas dominated by larger structures where sections of up to 100 feet may be appropriate.

Design Objectives:

- Provide a vertical change in the street fronting facade at 25 to 50 foot intervals or less;
- Provide pedestrian entries within most sections of the facade.



A portion of Third Avenue in San Mateo illustrating storefront widths and entrances.



New building vertically divided into sections.

Downtown Design Guidelines

C) Achieve a compatibility of diverse building styles by recognizing architectural elements common to most buildings.

The downtown core contains a diversity of buildings, many of which share common architectural elements. Typical architectural features found on buildings in the downtown include:

- Strong horizontal lines created by roof cornices, cornices above retail windows and sign bands;
- Awnings above retail storefronts;
- Large retail display windows;
- Recessed entryways;
- Vertically shaped window openings above the ground floor;
- Sturdy material at the building base.

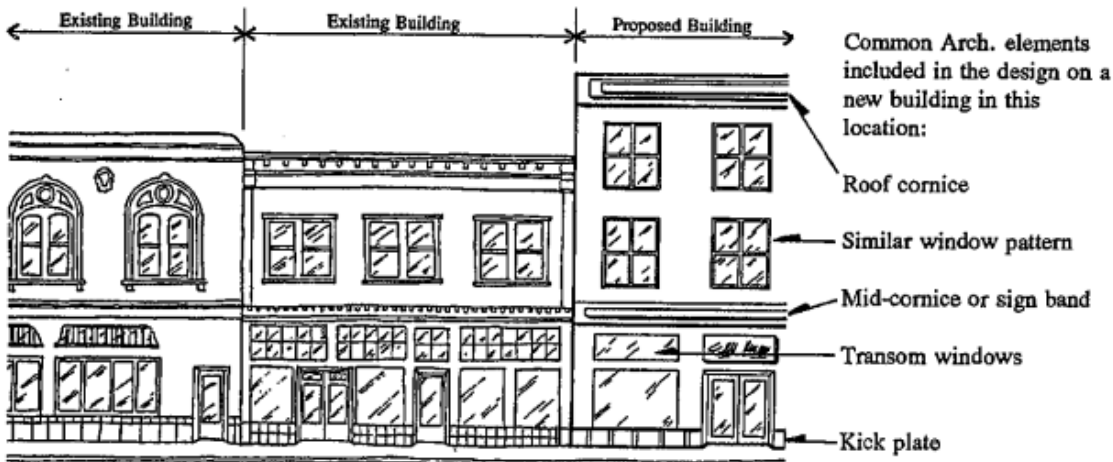
In some areas of the downtown other architectural elements further define groups of buildings. By incorporating and aligning some of these key architectural elements, buildings of different architectural styles can be made visually compatible. The design of architectural elements should take into account the size, scale and materials of features on nearby buildings. A variety of creative ways of applying common architectural components is encouraged so that new buildings are clearly differentiated from other structures, individual building identity is expressed, and a false historical appearance is not created.

Design Objective:

New construction should incorporate dominant architectural elements common to the nearby buildings.

Characteristics of these
two existing buildings:

- Strong top and mid cornice
- Double hung windows in pairs
- Tile kick plate



Downtown Design Guidelines

D) Provide detailing that enriches the architectural character and provides three dimensional depth to the facade.

The more memorable buildings in downtown San Mateo have architectural detailing that is in scale with human proportions and is interesting to view. Shadows created by bay windows, awnings, cornices, and recessed entries create a three dimensional appearance to the building face. Interesting architectural detailing can also be added with decorative lighting, decorative tile, and other ornamentation as necessary. Where the rear or interior side of a building is visible from a public area, it should also be finished in a manner compatible with the front of the building.

Design Objective:

Provide architectural detailing that:

- *Is visually interesting to the pedestrian;*
- *Creates a three dimensional appearance to the facade;*
- *Is consistent with the level of detail on surrounding buildings.*



Building with a high level of detailing that provides a three dimensional appearance to the storefront including:

- Recessed windows and doors;
- Awnings;
- Ornamentation;

The taller building lacks detailing and visual interest. The flush fitting windows, small entry and almost flush awning create a flat appearance not consistent with downtown San Mateo. The small proportions of these architectural features are also out of scale with the front facade and accentuate the size of the building.



Downtown Design Guidelines

E) Entrances.

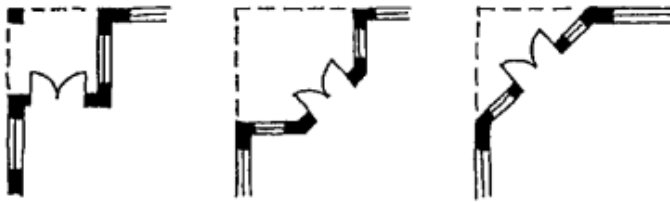
Recessed entrances provide standing areas for window shopping and conversation that are out of the pedestrian flow and are protected from wind and rain. Recessed entrances also add to the appearance of depth in the facade. The building wall above the recessed entry should maintain the street wall by following the property line.

Design Objective:

Recess entrances to allow window shopping and pedestrian standing room.



Options for recessed entries.



Options for corner entrances.

Downtown Design Guidelines

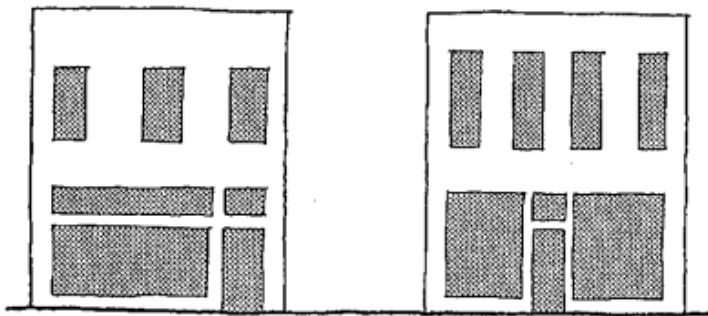
F) Use Windows to Define Floor Levels.

In downtown San Mateo, ground floor windows generally are larger than those for upper floors, indicating a difference in use and location of floor levels. Typically, the ground floor of commercial buildings allow a view of activity within by having a large proportion of window to solid wall. This distinction helps to define the first floor as being more open to the public and the upper floors as having a different use. Ground floor windows are also generally made of large panes of undivided, clear glass.

Design Objective:

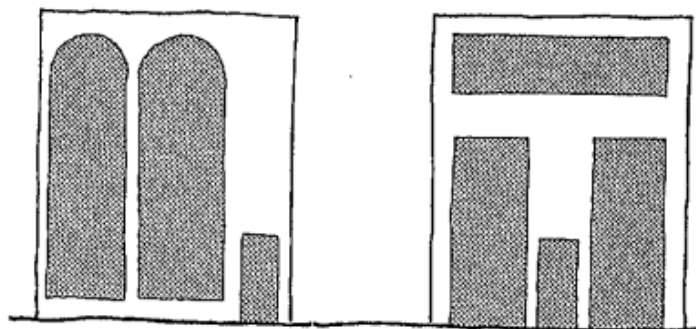
Maintain the distinction between upper and lower floor levels by:

- *Developing the ground floor as primarily windows and doors;*
- *On the ground floor use large panes of clear glass;*
- *On upper floors use windows that identify the number of floor levels;*



Dominant use of glass on the ground floor distinguishes it from the upper floor

The continuous vertical glass does not differentiate floor levels.



Downtown Design Guidelines

G) Awnings/Canopies

Awnings and canopies add depth to the appearance of a storefront, provide a location for signage and shield pedestrians from sun and rain. They also can improve the look of a building when the size, location and color reflect the architecture and geometry of the building. Installation requires an encroachment permit from the Public Works Department if over the public right-of-way, must maintain eight feet of clearance above the sidewalk, and should not conflict with street trees or other public improvements.

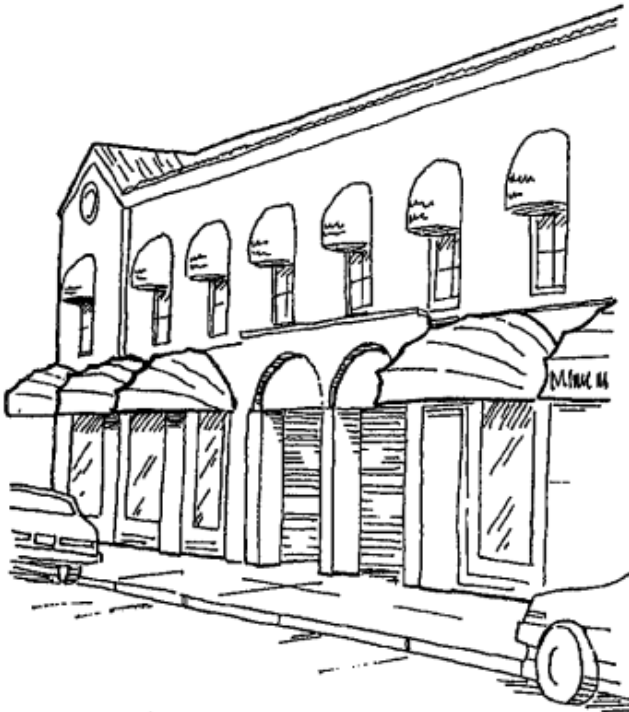
Awnings may also include signage. The City's sign code should be reviewed for a complete description of signage allowances.

Awnings or canopies are not required on any building. However if they are included, they should meet these design objectives.

Design Objective:

Awnings shall:

- *Fit the dimensions of the storefront openings to emphasize building proportions;*
- *Maintain views of important architectural details;*
- *Be aligned with other awnings on the block where appropriate;*
- *Coordinate with the color scheme of the entire building front;*
- *Be constructed with quality materials that maintain their integrity over the years.*



Awnings that complement the proportions and openings of a historic building.

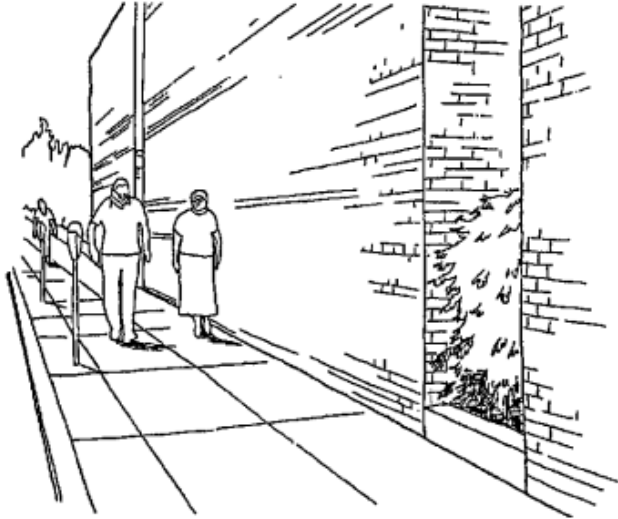
Downtown Design Guidelines

H) Maintain visually interesting activity at the sidewalk edge.

In areas where retail frontage is required, new buildings must have 75% of the width along the street devoted to pedestrian entrances or transparent windows. In areas where retail frontage is not required, buildings should continue to provide interest along the sidewalk. This may be accomplished with transparent windows, display windows at least two foot deep, landscaping where appropriate, or architectural detailing.

Design Objective:

Provide visual interest to all facades fronting on a street.



A blank facade with only minimal landscaping lacks interest.

Interest is increased with additional landscaping, display or regular windows, and base and cornice trim.



Downtown Design Guidelines

D) Articulate the pedestrian area through the use of architectural and pedestrian improvements.

Pedestrian areas should be designed to maximize comfort and safety. This can be accomplished by providing architectural and public improvements that separate the pedestrian from auto areas and create a sense of enclosure along the sidewalk. Architectural elements that contribute toward this are awnings, recessed windows and doorways, street trees and sidewalk furniture.

Design Objective:

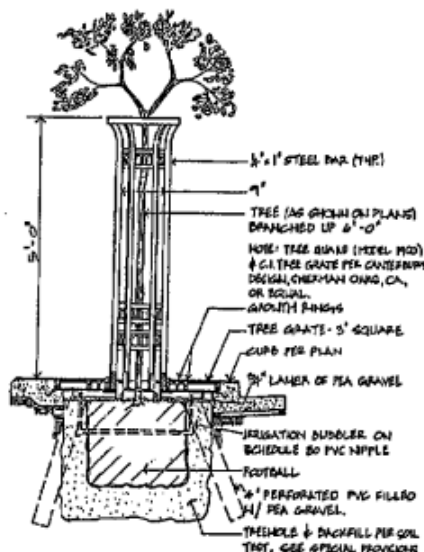
- *Include pedestrian oriented architectural improvements on building fronts to further define the sidewalk area as a comfortable and interesting pedestrian place.*
- *Design for pedestrians in the public right-of-way by providing improvements such as street trees, special sidewalk paving, and sidewalk furniture, in accordance with City standards.*



Downtown standard tree planting detail, see Appendix B for the Downtown Street Tree Master Plan.

Building elements that improve the sidewalk area for the pedestrian:

- Awnings
- Recessed windows and doors
- Ornamental lighting, detailing and other architectural elements
- Street trees
- Special paving
- Sidewalk furniture



Downtown Design Guidelines

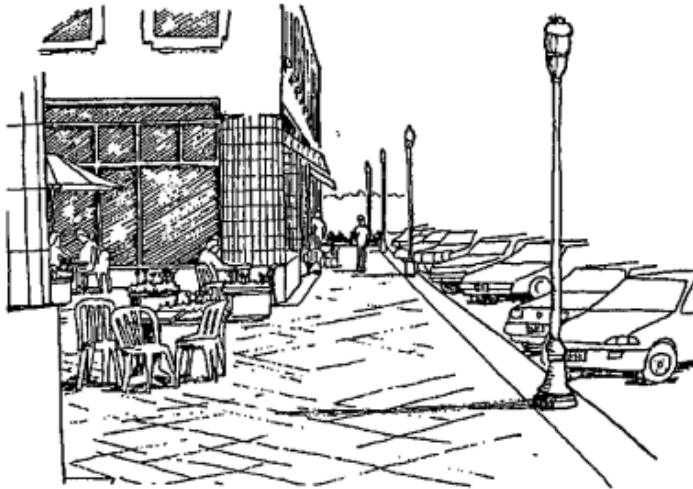
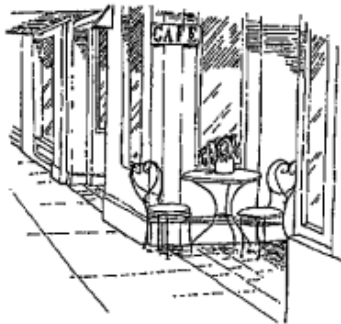
J) Private Plazas, Outdoor restaurant seating and outdoor display of merchandise.

Outdoor restaurant seating and the display of merchandise limited to *plants, books and food* is encouraged to add visual interest and activity to the sidewalk. Seating or merchandise display may occur on private plazas adjacent to the sidewalk where the greater part of the building continues a property line street facade. Merchandise can often be displayed in the recessed entry of a building. Seating or merchandise display may also be allowed on the public sidewalk where adequate space exists. Planters, low walls or other low barriers that are architecturally compatible with the building may be used to separate seating areas from the sidewalk. Any display or seating must consider accessibility requirements and avoid potential tripping hazards. An encroachment permit is required for improvements to or use of the public right-of-way.

Design Objective:

- *Encourage larger developments to include private plazas adjacent to the sidewalk for outdoor restaurant seating and relaxation.*
- *Consider possibilities for merchandise display in the design of recessed entryways while maintaining accessibility requirements.*
- *Consider locations within the public right-of-way for outdoor restaurant seating and merchandise display (limited to plants, books and food) where a minimum of eight feet of usable sidewalk remains between vertical public improvements (e.g. utility poles, fire hydrant, news boxes) and the seating area.*

Restaurant seating provided behind the sidewalk on private property and on the sidewalk where adequate space exists.



Cafe seating located in a recessed entryway.

Downtown Design Guidelines

K. Alleyways/Midblock Pedestrian Areas

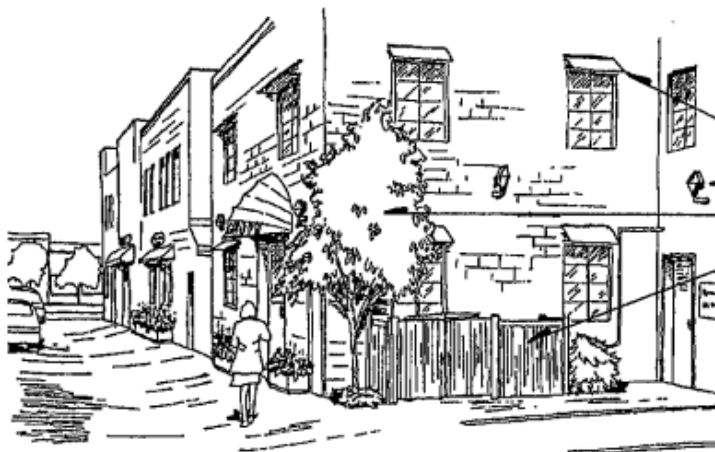
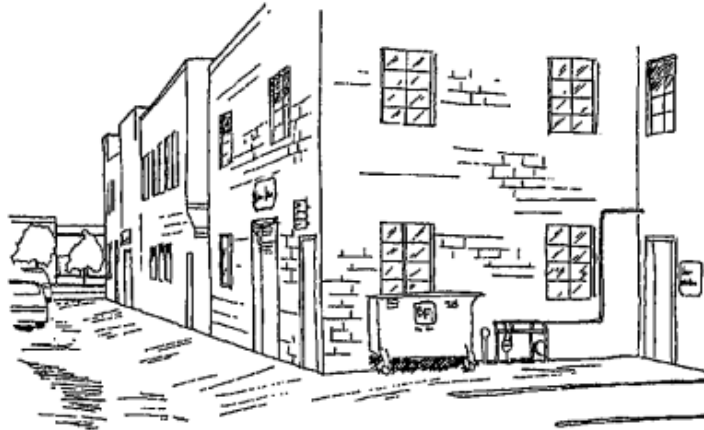
A variety of secondary circulation areas exist between the major downtown streets in the form of alleys, midblock pedestrian walkways and public parking facilities. These areas allow service access to businesses, access to parking and pedestrian short-cuts between blocks. Property fronting on alleyways and midblock pedestrian ways should be architecturally attractive, safe and inviting for pedestrians, in addition to accommodating the necessary service uses.

Design Objective:

Alleyways/Midblock Pedestrian Areas shall:

- *Provide architectural finishes and detailing along alleys or other visible portions of buildings that are interesting to the pedestrian;*
- *Architecturally acknowledge entrances with canopies, detailing, signage and landscaping where possible;*
- *Shield trash and mechanical equipment from view with solid, durable enclosures;*
- *Be designed for safety by providing adequate lighting and avoiding areas that are concealed from view;*

Existing alley with inconspicuous building entrances and visible trash and utility systems.



Improvements to the alley include:

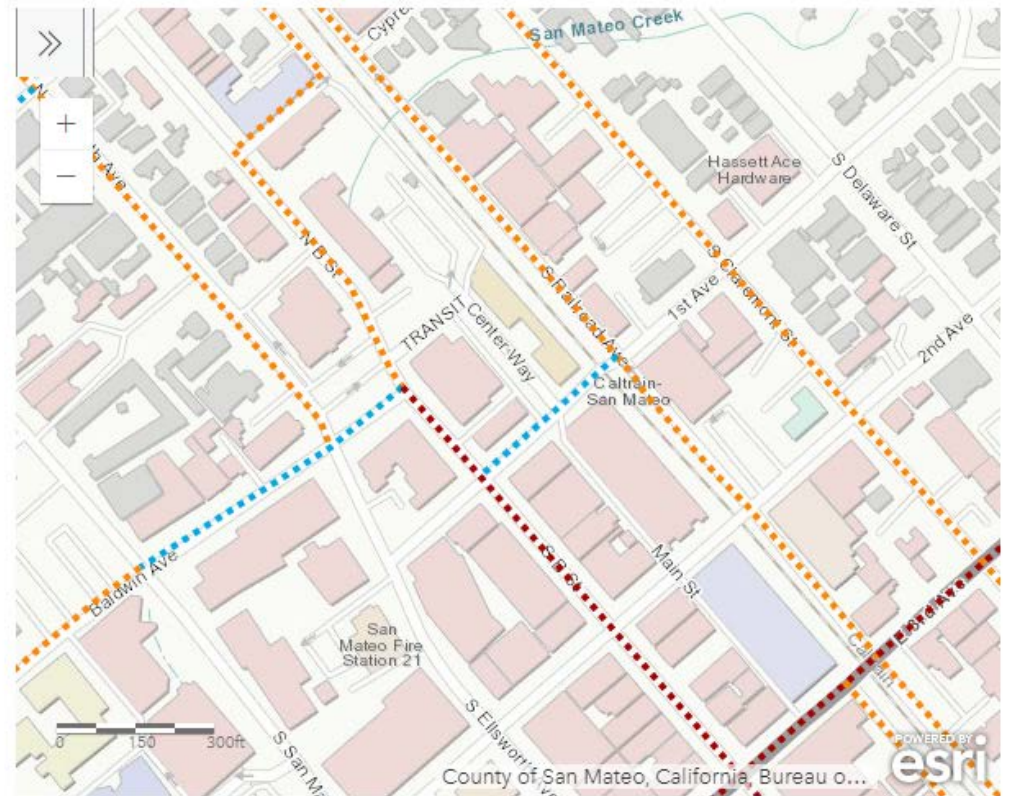
- Awnings
- Lighting
- Landscaping
- Trash and utility enclosure

Source: [2020 Bicycle Master Plan](#)



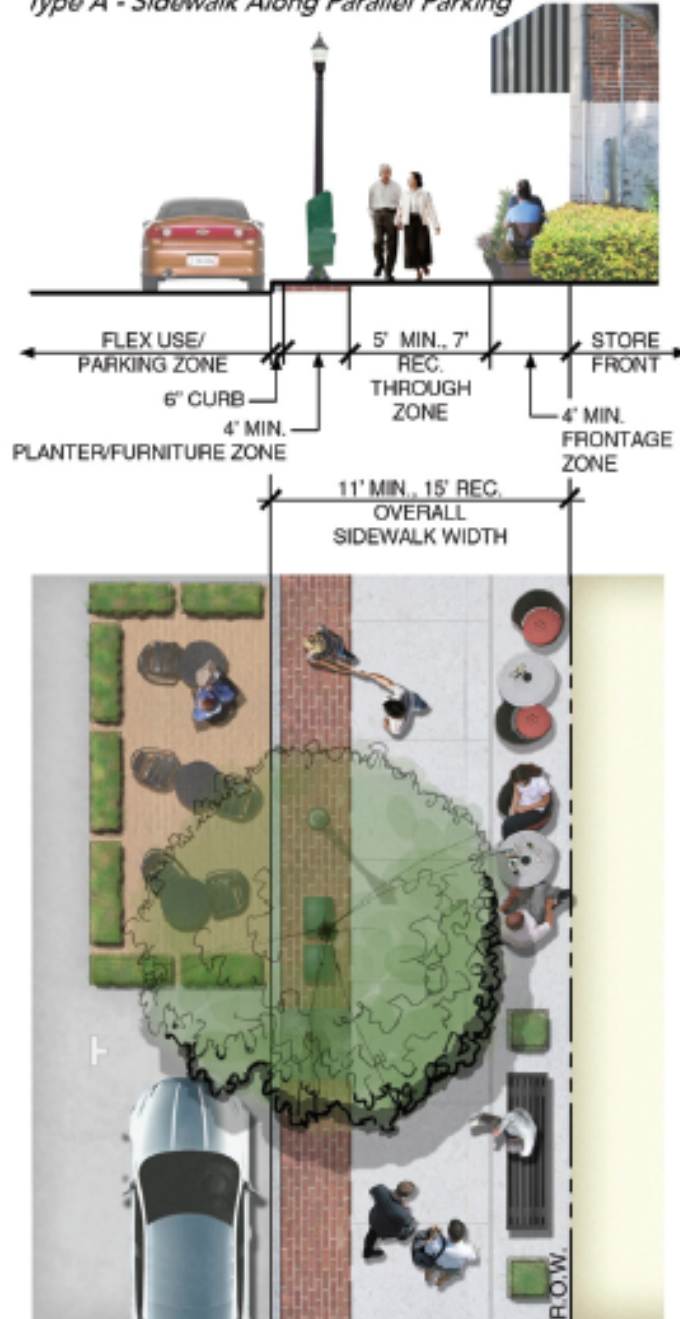
Bike Facility

- Completed Bicycle Boulevard
- Completed Bike Lane
- Completed Buffered Bike Lane
- Proposed Bicycle Boulevard
- Proposed Bicycle Route
- Proposed Bike Lane
- Proposed Buffered Bike Lane
- Proposed Separated Bike Lane
- Proposed Shared Use Path



A.6. Sidewalk Standards – Retail/Commerical Type A Parallel Parking

Type A - Sidewalk Along Parallel Parking



*Graphics show recommended dimensions.

NOTES

- Orient bike parking in planter/furniture zone parallel to sidewalk to remain clear of through zone.
- Amenities located in the planter/furniture zone may include signage, street lights, newsracks, bus waiting areas, benches, parking pay stations, bike parking, street trees, etc.
- Limit building awnings/overhangs to frontage zone depth.
- Utilize flex use zone for cafe seating (by permit).
- Example - East side of S. B St., between 5th and 7th Ave.

Callander Associates



