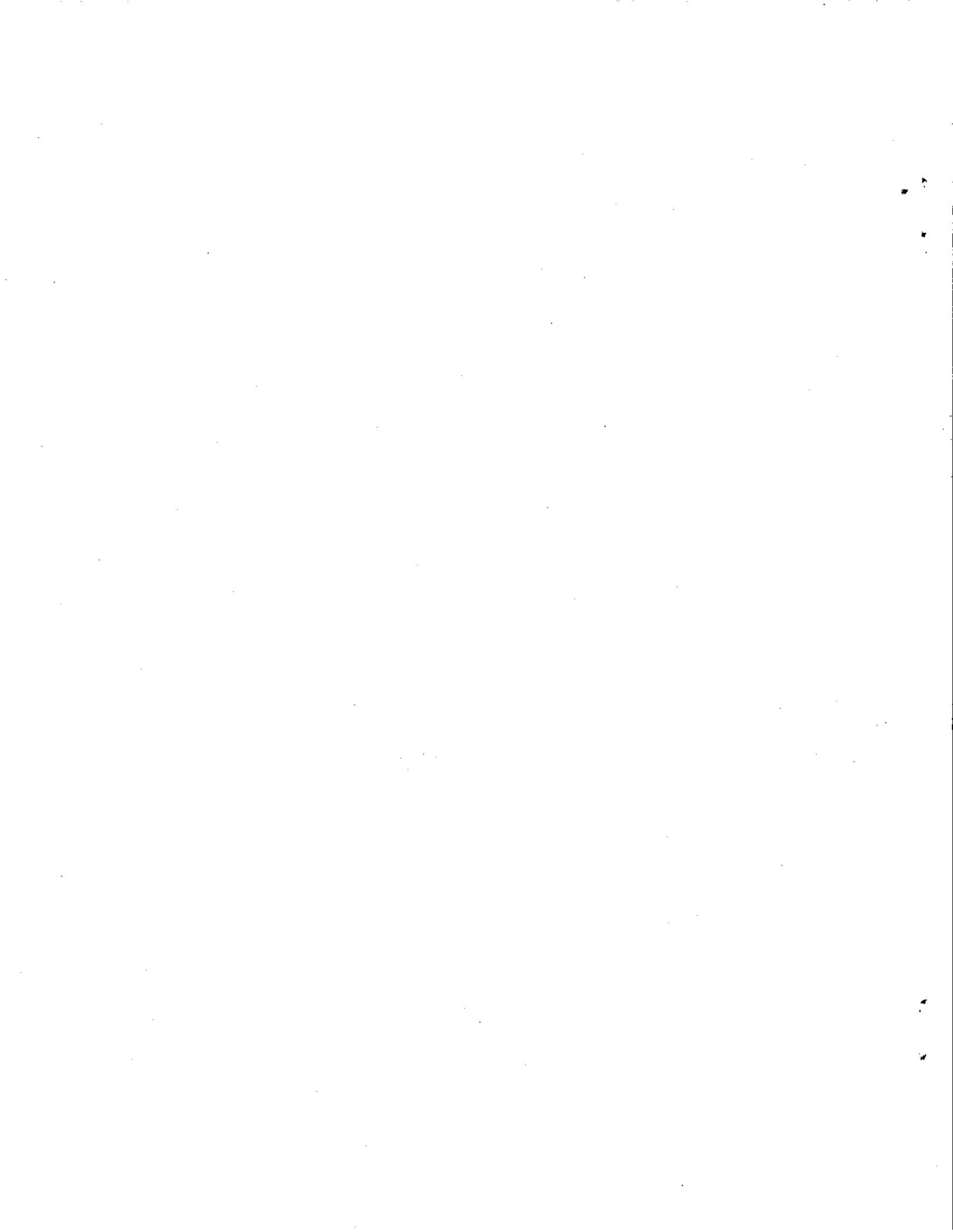


City of San Mateo

Downtown Retail Core & Downtown Historic District Design Guidelines



**Adopted
November, 1993**



Downtown Design Guidelines

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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.

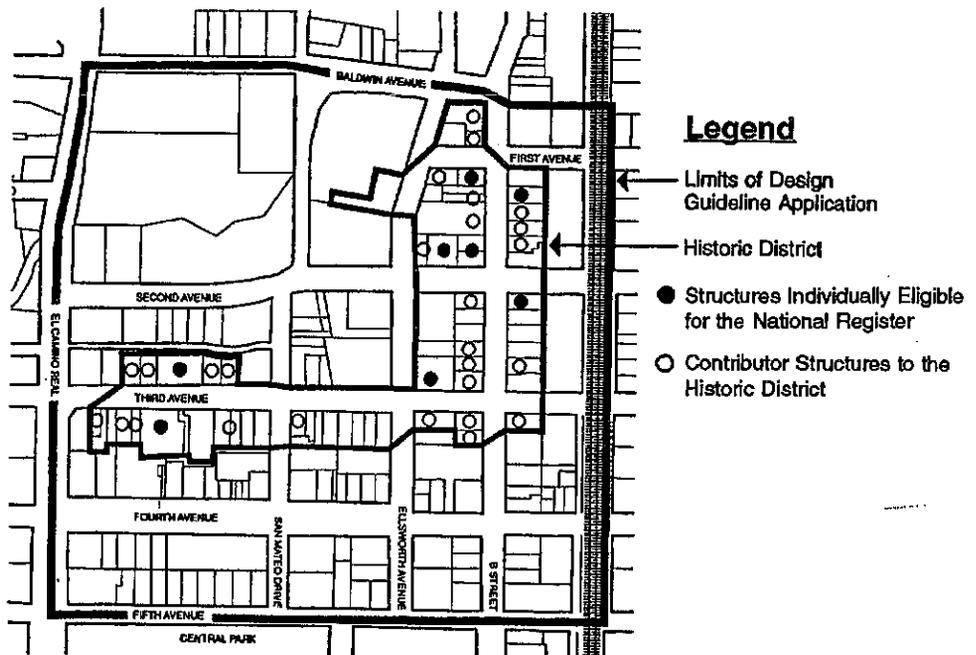
The following are Downtown Plan policies which these guidelines implement:

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

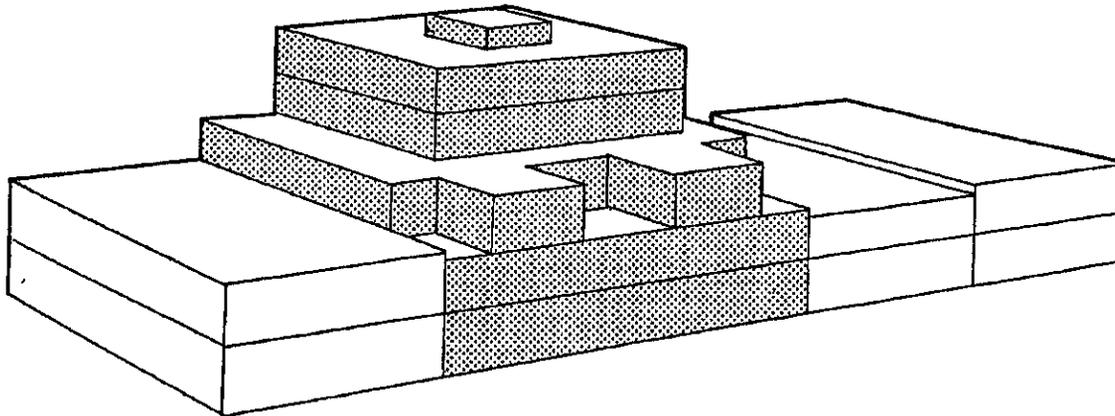
A) Relate the height of new buildings to the pattern of Downtown.

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.

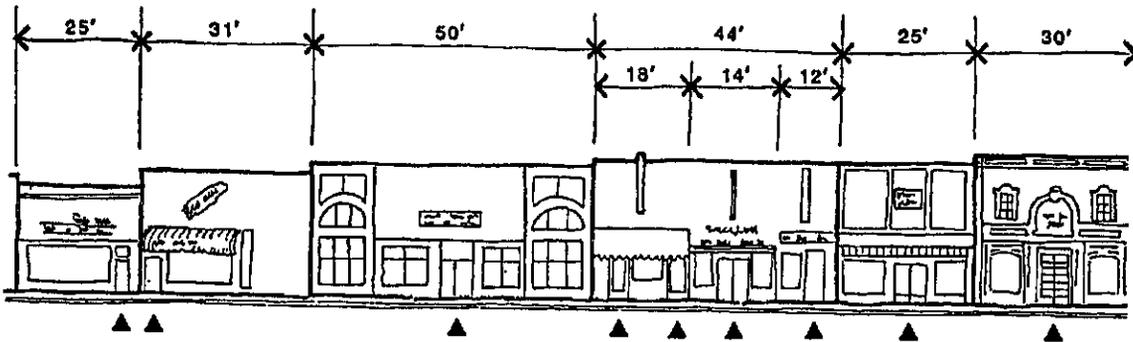
Downtown Design Guidelines

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

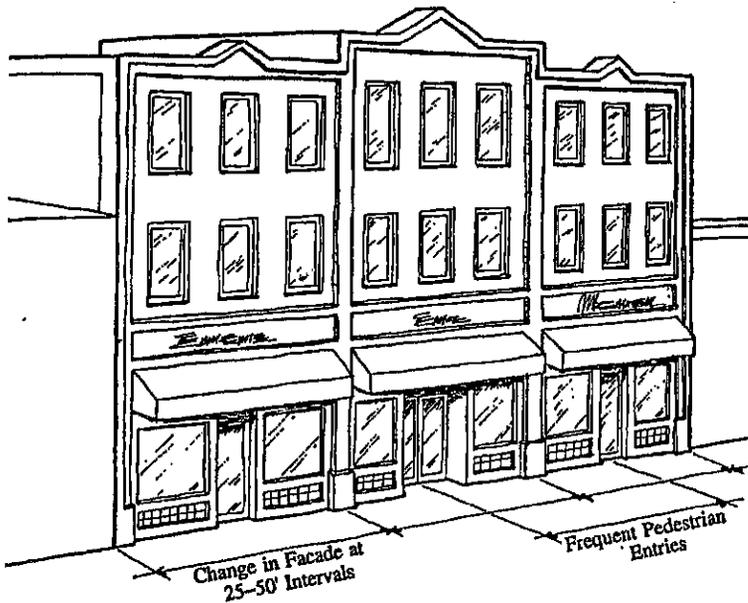
Typical older lots in the downtown range in width from 25 to 50 feet. On some parcels the building frontage is further divided to accommodate individual tenants. New construction should acknowledge this development pattern by providing changes to the street fronting facade every 25 to 50 feet. Ways to 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.

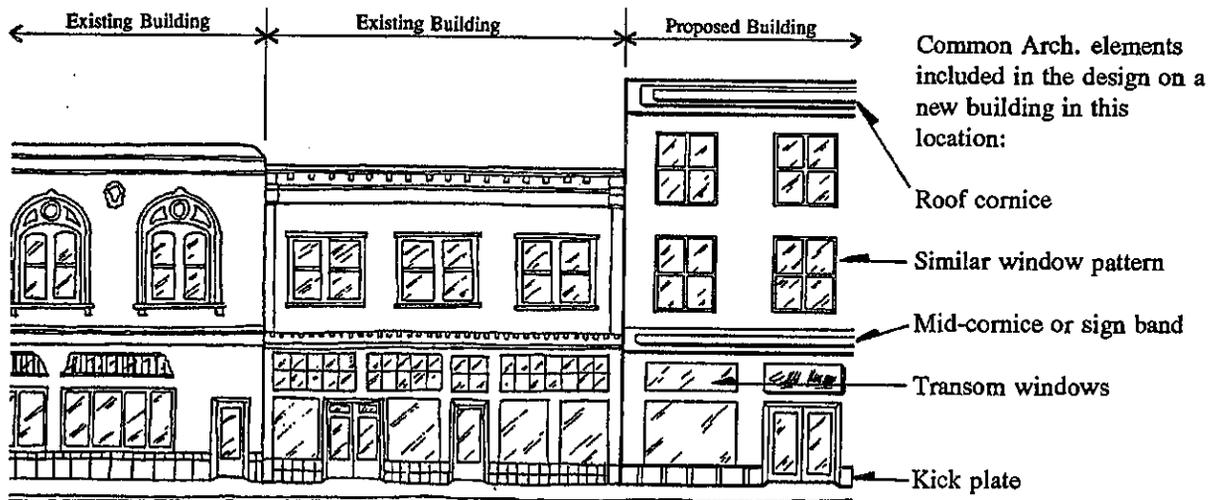
In some areas of the downtown other architectural elements further define groups of buildings. By incorporating and aligning some of these key architectural elements, buildings of different architectural styles can be made visually compatible. The design of architectural elements should take into account 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:

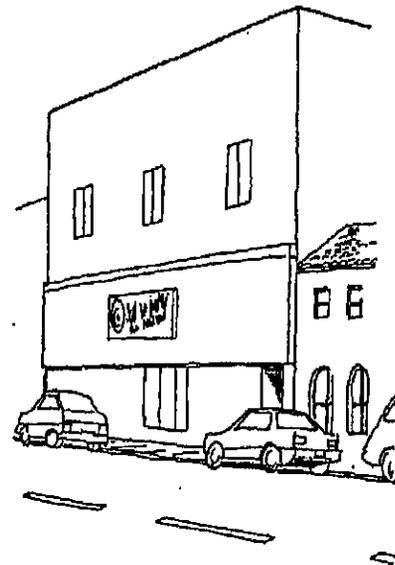
- *Is visually interesting to the pedestrian;*
- *Creates a three dimensional appearance to the facade;*
- *Is consistent with the level of detail on surrounding buildings.*



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 creates 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

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.

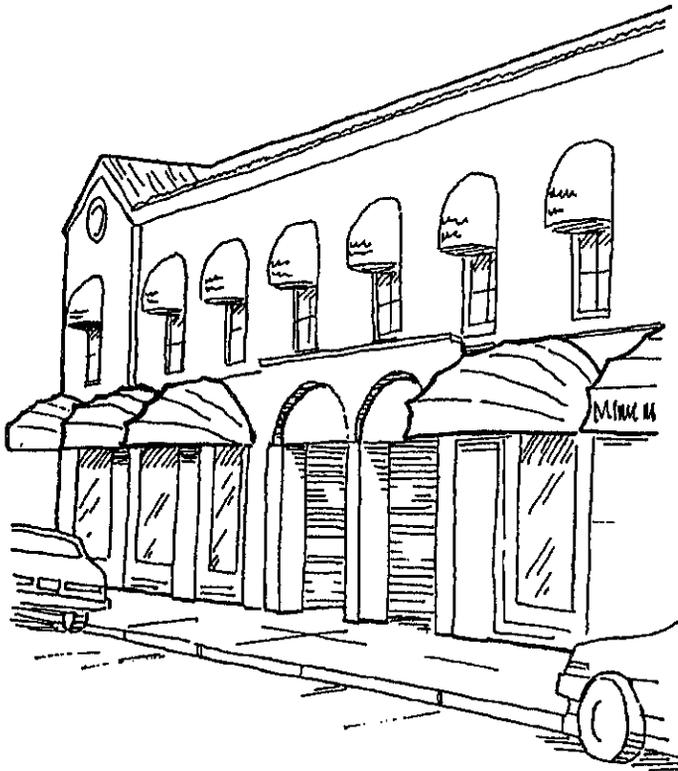
Awnings may also include signage. The City's sign code should be reviewed for a complete description of signage allowances.

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.

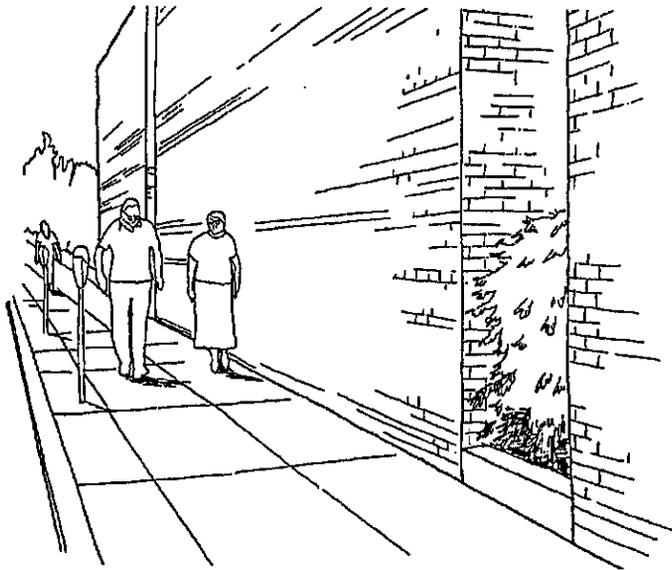
Downtown Design Guidelines

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

I) 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:

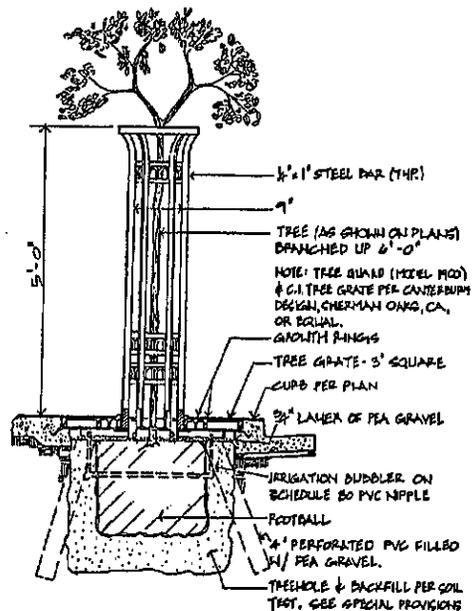
- *Include pedestrian oriented architectural improvements on building fronts to further define the sidewalk area as a comfortable and interesting pedestrian place.*
- *Design for pedestrians in the public right-of-way by providing improvements such as street trees, special sidewalk paving, and sidewalk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

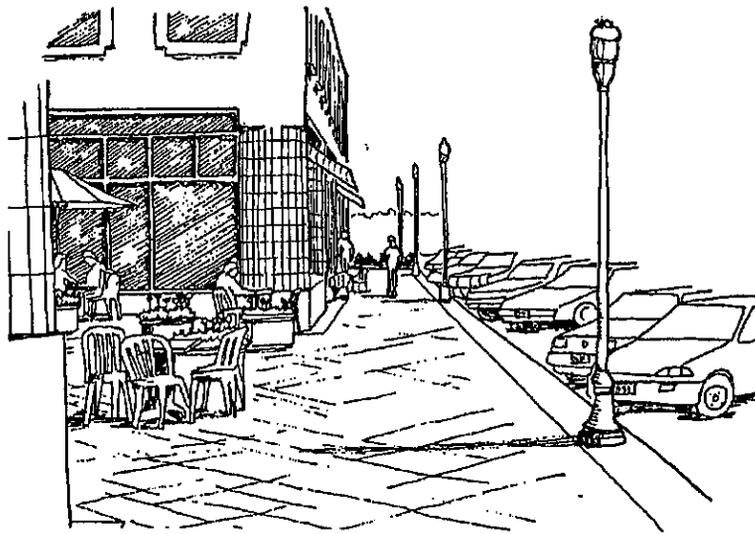
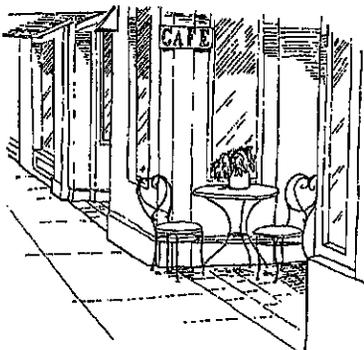
J) Private Plazas, Outdoor restaurant seating and outdoor display of merchandise.

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 Historic District Design Guidelines

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Guidelines for Rehabilitating Historic Buildings

The Standards also include the accompanying Guidelines for Rehabilitating Historic Buildings, which are available at City Hall or a copy may be obtained from the State Historic Preservation Office. The Guidelines shall be referenced for all rehabilitation work affecting Individually Eligible or Contributor buildings. The Guidelines, together with the Standards, provide a model process for rehabilitation. Many of the following sentences have been directly adapted from the Guidelines and the summary presented here is expanded upon in the Guidelines.

The Guidelines are intended to assist in applying the Standards to projects generally. They cannot tell an owner or developer which features of their own historic building are important in defining the historic character - although examples are provided. This kind of careful case-by-case decision making is best accomplished by seeking assistance from qualified historic preservation professionals. Such professionals include architects, architectural historians, and others who are skilled in the preservation, rehabilitation, and restoration of historic properties. Preservation professionals, using the physical evidence of the building and historical and photographic documentation, can assist an owner in identifying the most appropriate options for exterior and/or interior rehabilitation and adaptive reuse. Many times the removal of non-historic facade coverings is a cost effective and appropriate solution for exterior improvements.

Identify, Retain, and Preserve

The guidance that is basic to the treatment of all historic buildings is *identifying, retaining, and preserving* the form and detailing of those architectural materials and features that are important in defining the historic character of the structure. The Guidelines and City review process shall concentrate on this approach.

After identifying those materials and features that are important and must be retained in the process, then protecting and maintaining them shall be addressed. Protection includes the maintenance of historic materials through treatments such as rust removal, caulking windows, cleaning gutters and such activities. These may also be followed by renovation work.

Downtown Historic District Design Guidelines

Design Guidelines

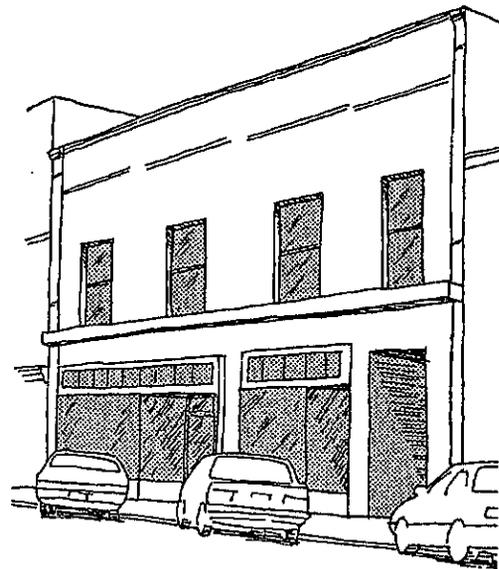
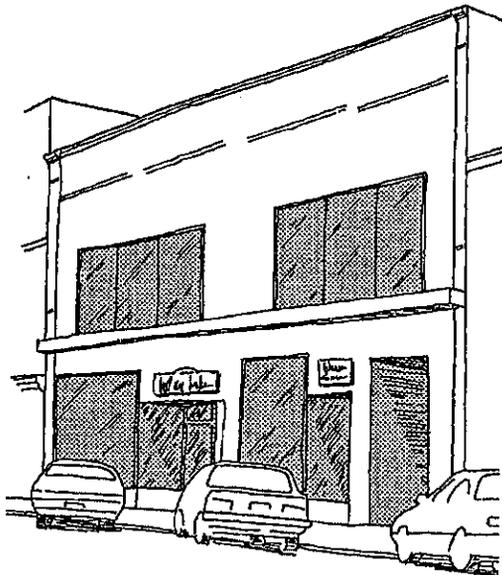
AA) Retain and preserve storefronts of historic buildings.

In San Mateo storefronts are generally the focus of historic buildings and are therefore important in defining the overall historic character. As described in the Secretary of the Interior's Standards and Guidelines, particular care is required in accomplishing work on storefronts so that the building's historic character is preserved in the rehabilitation process. The following are key design objectives to consider when working on the storefront of a historic building.

Design Objective # 1, Storefront Openings:

- *Maintain the original size and shape of storefront openings;*
- *Restore openings to their original shape if altered;*
- *Original windows should be preserved and replacement windows when necessary, should match the size, style, and configuration of the original;*

Historic building with original windows and window and door openings.



Same historic building where the shape of the window and door openings has been altered as well as the type of windows.

Downtown Historic District Design Guidelines

AA) Retain and preserve storefronts of historic buildings (continued)

Design Objective #2, Storefront Components:

Protect original components through appropriate treatments such as cleaning, rust removal, limited paint removal, and reapplication of protective coating systems.



The repetition of common storefront elements can create an important visual unity on the street. Proper cyclical maintenance is necessary to maintain these features. Common storefront elements include:

- Cornice;
- clerestory or transom windows;
- display windows;
- kick plates;
- recessed entries;

Design Objective #3, Repair Storefronts:

Repair storefronts by reinforcing the historic materials.

Repairs should involve the least degree of intervention possible. With historic materials, it is preferable to patch materials instead of replacing them, and this should be done of the same material. If material must be replaced, this should be done of the same kind of material, and as little as necessary should be replaced. If this is not possible, then the new material should look the same as the existing material. Repairs may include the limited replacement in kind or with compatible substitute material of those extensively deteriorated or missing parts of storefronts. Where replacement occurs, it should be taken from surviving prototypes such as transoms, kick plates, cornices, or signs.

Design for Missing Historic Features

When an architectural feature is missing, it no longer plays a role in physically defining the historic character of the building unless it can be accurately recovered in form and detailing through the process of carefully documenting the historical appearance. When an important architectural feature is missing, its recovery is always recommended as the first or preferred, course of action. If adequate documentation exists so that it can be accurately reproduced, then designing a new feature based on such information is appropriate. A second acceptable option for the replacement feature is a new design that is compatible with the remaining character-defining features of the historic building. The new design should always take into account the size, scale, and material of the historic building itself and, most importantly, should be clearly differentiated so that a false historical appearance is not created.

Downtown Historic District Design Guidelines

Replacement of Historic Storefronts

It may be appropriate to replace an entire storefront that is too deteriorated to repair if the overall form and detailing are still apparent. The existing physical evidence shall be used to guide the new work. If using the same material is not technically or economically feasible, then compatible substitute materials may be considered.

Downtown Historic District Design Guidelines

BB) Retain existing character when altering historic buildings.

Alterations or construction of an exterior addition to a historic building may be needed to assure its continued use. It is most important, however, that alterations or new additions are constructed so that there is the least possible loss of historic materials and so that character-defining features are not obscured, damaged or destroyed. Alterations may include cutting new entrances or windows on secondary elevations, or floor area additions on secondary non-streetwall elevations. New construction or additional stories required for a new use shall be set back from the wall plane, as inconspicuous as possible, and shall not alter the perceived street wall height of the existing building. New work should be compatible with the historic character of the district or neighborhood in terms of size, scale, design, material, color and texture. However, new construction or alterations should be somewhat different from the historic construction so as not to confuse the viewer into believing that the new construction is actually historic.

Design Objective:

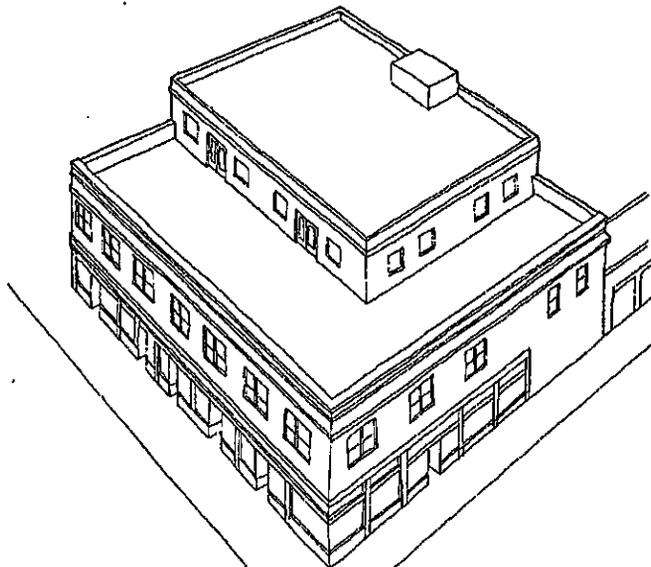
Alterations/additions to historic buildings shall:

- *Be compatible with the historic character of the district or neighborhood in terms of size, scale, design, material, color and texture;*
- *Be clearly differentiated so that a false historical appearance is not created; and*
- *Shall not radically change, obscure, or destroy character-defining materials, features, or finishes.*



Additional window openings on the street side of this historic building may be permitted to accommodate new residential uses on the second floor.

Top floor addition to this historic building allows for a new elevator and expansion of use. The third floor is set back from the streets so as not to change the character of the building as seen by pedestrians.



Downtown Historic District Design Guidelines

Non-Historic Buildings Within the Downtown Historic District

The following guidelines shall apply to new buildings or remodeling work of non-historic buildings within the Downtown Historic District to ensure that new development is compatible with existing historic buildings. The following guidelines are in addition to the Downtown Design Guidelines.

New development should take into account the size, scale, and material of the nearby historic buildings and, most importantly, should be clearly differentiated so that a false historical appearance is not created.

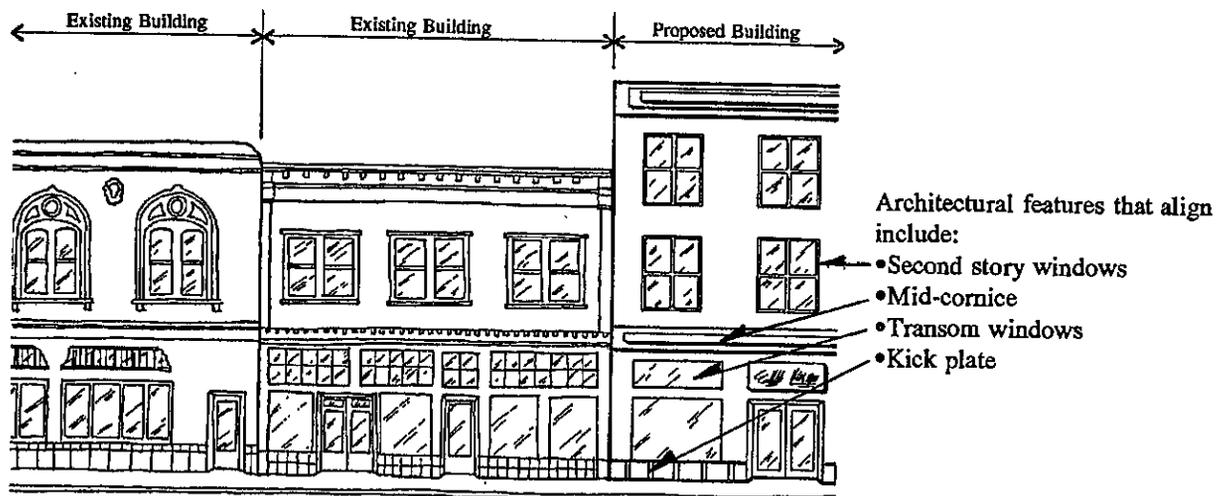
CC) Alignment of Architectural Elements.

On streets where most buildings were constructed within a similar period, there is usually a horizontal alignment of architectural features between buildings. This is the result of most buildings using standard dimensions for storefronts, windows, and floor heights.

Some elements that typically align within a narrow range are the cornices at the tops of buildings, upper story windows, mid-cornices that separate storefront windows from upper stories, and a kick plate at the base of a building. These elements create lines that visually unify the street.

Design Objective:

Recreate the historic horizontal alignment of architectural features by aligning cornices, moldings above the second floor, awnings, window sills or other dominant architectural features.



Downtown Historic District Design Guidelines

DD) Recognize and incorporate common facade components of historic structures.

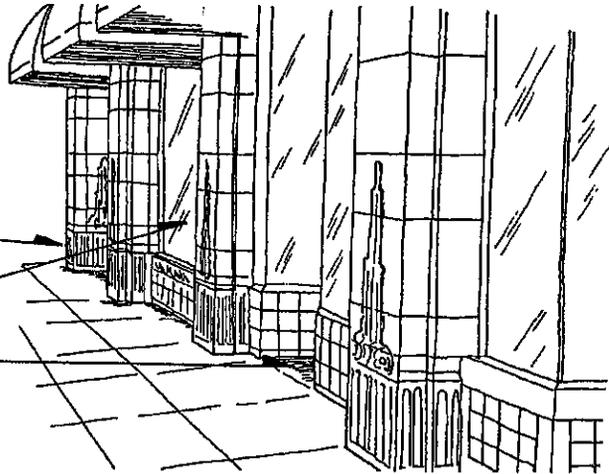
By recognizing and incorporating some of the common components of historic structures, new development can unify instead of detract from the character of the area. Common architectural components include kick-plates below display windows, large pane display windows, transom windows, recessed entryways, doors with large areas of glass, etc.

Design Objective:

New construction should incorporate building elements common to nearby historical buildings.

Common building materials on the ground floor may include:

- Kick-plates of sturdy construction below display windows, e.g. tile, cut stone, metal;
- Large pane display windows;
- Recessed entryways;
- Doors with large areas of glass;



Above the first floor, examples of common architectural elements include:

- Strong cornice at top of building;
- Window trim;
- Decorative cornice above transom or awning;

Downtown Historic District Design Guidelines

EE) Architectural Rhythms of Historic Buildings.

Downtown San Mateo was developed with lot sizes ranging from 25 to 50 feet in width. This narrow and regular width developed a rhythm along the street of constantly changing building fronts. Upper floor window patterns, varied cornice heights and other detailing are also examples of architectural rhythm that occurs on historic buildings.

Design Objective:

The design of new buildings should acknowledge the rhythm established by facade widths, window patterns or other architectural elements.



These buildings share similar patterns of vertical architectural elements and upper floor window spacing.

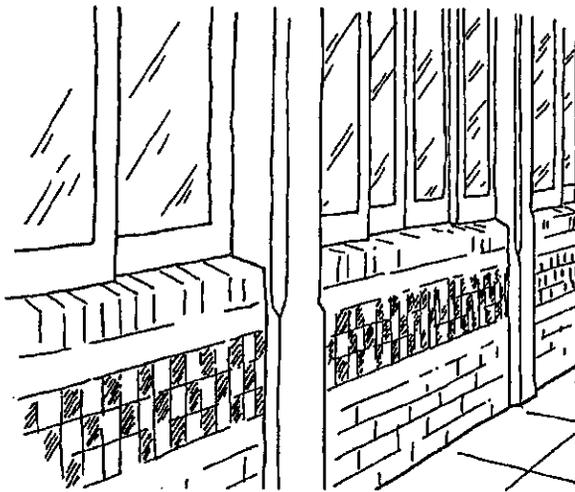
Downtown Historic District Design Guidelines

FF) Materials Common to Historic Buildings.

Many historic buildings in downtown San Mateo share a common palette of building materials generally consisting of brick or stucco walls, painted wood moldings, and tile, brick or plaster ornamentation. New construction should incorporate materials common to nearby historic buildings as part of the material palette, particularly on the street facade of the building. Materials uncommon or unusual to the downtown should be avoided.

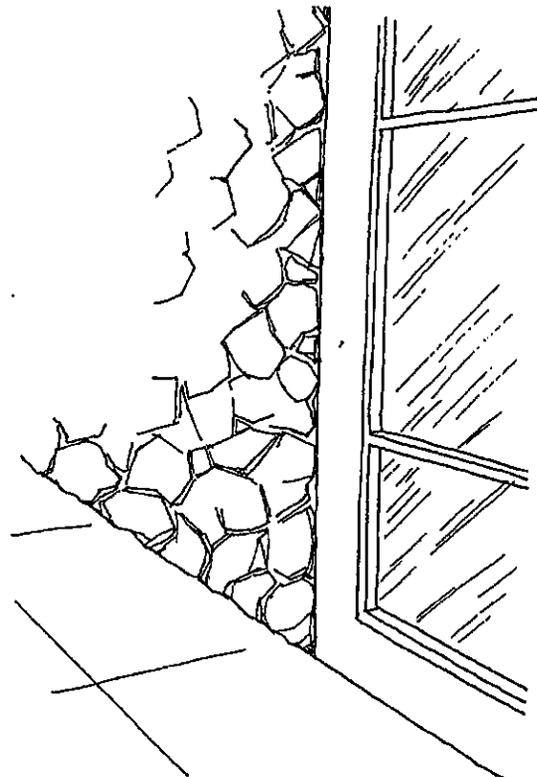
Design Objective:

Materials common to nearby historic buildings should be incorporated into the palette of materials for new construction.



Materials commonly found in Downtown San Mateo include:

- Tile kickplates;
- Wood framed windows;
- Stucco siding;



Avoid the use of materials uncommon to the area such as:

- Coarsely finished 'rustic' materials, i.e. wood shakes, unpainted wood or uncut stone;
- Reflective or opaque glass;
- Metal siding;
- Materials that imitate other materials

Downtown Historic District Design Guidelines

Project Participants

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Council Member Florence P. Rhoads

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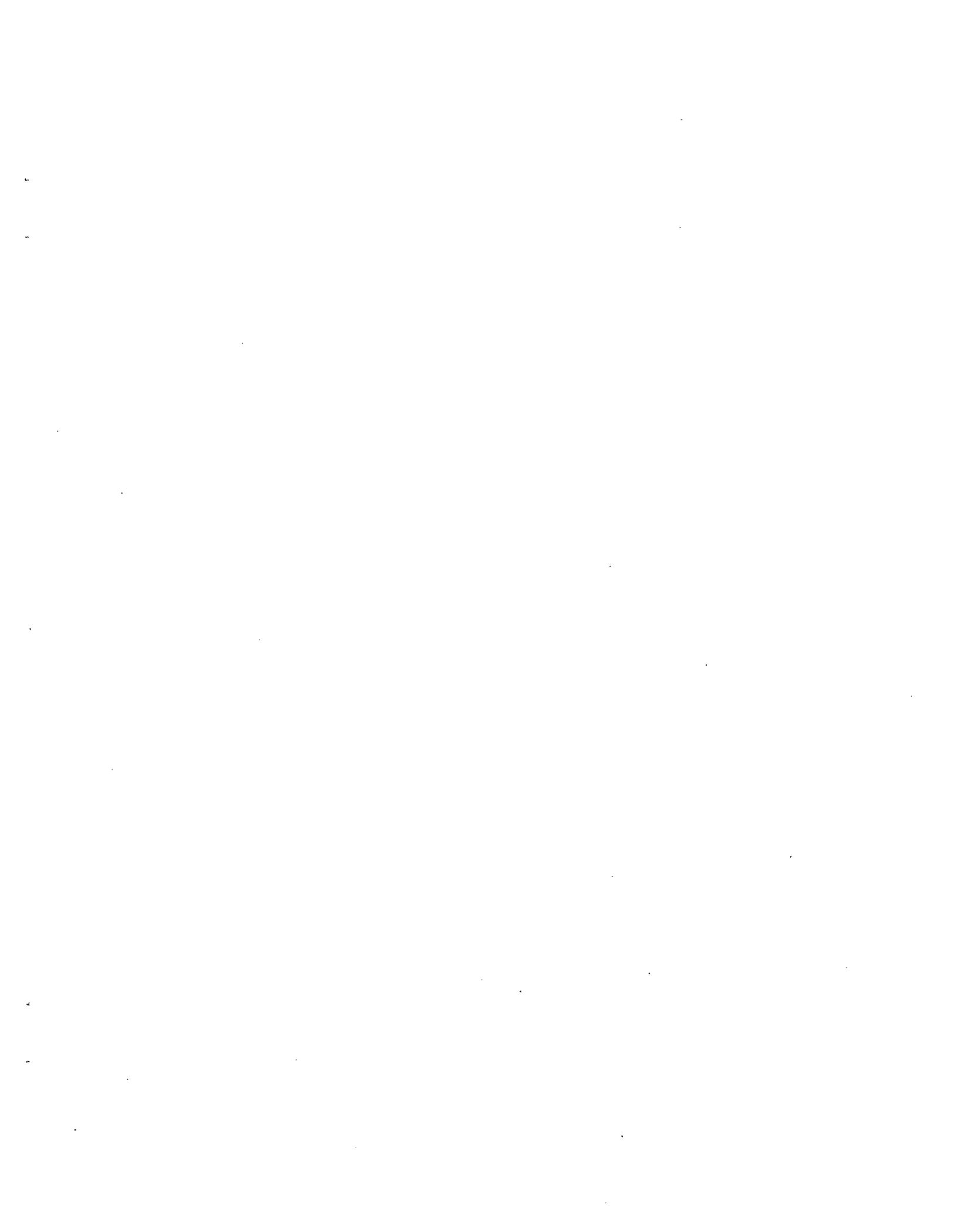
San Mateo Preservation Action League - Keith Weber

Downtown Historic District Design Guidelines

References

The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, U.S. Department of the Interior National Park Service, 1990.

Urban Design Plan for Downtown Boulder, Boulder, Colorado, 1984.



Appendicies

Downtown Specific Plan – Urban Design Element

Chapter 4

Urban Design

Introduction

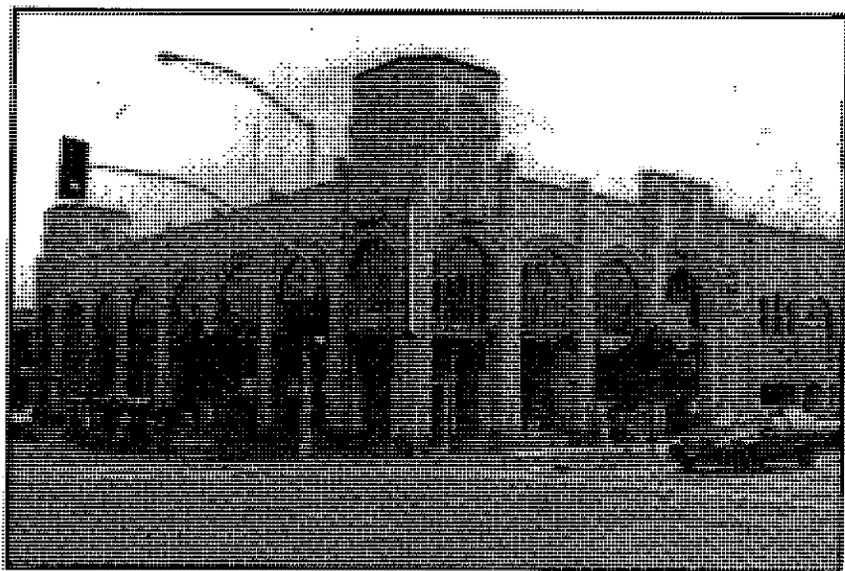
Downtown represents the center of the City and serves as a reference for the image of San Mateo. It is a visual focal point from many points throughout the City as well as a commercial and activity hub, and has connections to other portions of the City via such major corridors as El Camino Real and Third and Fourth Avenues.

On a smaller scale, urban design deals with the development patterns and characteristics of the Downtown. These include the form of buildings, their relationship to the street, architectural character, sidewalks and other open spaces, and landscaping.

Background Description

Downtown San Mateo has an image that is distinct from any other part of the City and different from other cities on the Peninsula. The Downtown has a pattern of almost square blocks with many buildings built on small parcels close to the street. Much development of the Downtown occurred in the earlier part of this century, resulting in buildings with a rich level of detail and, in some areas, a collection of buildings with a historical character. The Downtown is more urban in character than nearby areas.

The core shopping area contains predominantly one to three story buildings with a mix of taller buildings around the perimeter. The Downtown is separated from surrounding residential neighborhoods to the north by the significant vegetation along San Mateo Creek and to the south by Central Park. The strong landscaped character of these borders



201 South B Street

helps to define the urban character of the core area. Additional tree planting would make the pattern of Downtown streets more legible and less visually confusing and would provide substantial visual improvements.

Key Findings of the Background Analysis



a. Downtown Character. Downtown San Mateo has a traditional downtown character with many architecturally interesting buildings.

b. Measure H Changed Height and Floor Area Requirements. The new vision of the Downtown is of lower, mid-scale buildings.

c. Upper Floor Setbacks on Taller Buildings. Stepping back the upper floors of taller buildings helps to maintain access to sunlight and views in the retail core and provide a transition between more intensive uses and surrounding neighborhoods.

d. Architectural and Historic Character. A unique sense of place exists in Downtown due to the architectural and historic character of many buildings. This character is strongest along Third Avenue and B Street.

e. Visual Quality of Downtown. Parts of downtown could be more visually pleasing, particularly approaches from the Gateway, El Camino Road and areas east of the railroad. The City has an increasing concern about the quality of design in all new improvements.

f. Linkages between Areas East and West of the Railroad Tracks. Landscaping, building design and land use could help to link areas east and west of the railroad tracks.

g. Multi-Family Design Guidelines. The visual quality of multi-family developments would benefit from design guidelines.

h. Special Urban Design Study Areas. Future opportunity exists to create a magnet around the new railroad station. The design relationship between the new transit center and surrounding areas on both sides of the railroad could be considered.

Urban Design Policies

Building Bulk and Height

UD-1 Building Bulk. Control the bulk of tall buildings as per the Building Height and Bulk Plan, to allow views through and out of the Downtown and to provide maximum sunlight to sidewalks and open space.

Both the height and bulk of buildings affect the degree to which views are disrupted; the image of the skyline; and the amount of sunlight reaching the street. In the Downtown core and in the commercial areas along North B Street and east of the railroad tracks to Claremont Street, buildings are required to be constructed to the property line in order to maintain the traditional storefront environment. To allow sunlight to reach the primary pedestrian streets and sidewalks, portions of buildings above the required 'street wall' are to be set back. The Building Height and Bulk Plan (Figure 16) at the end of this chapter designates the streets on which the upper floors of buildings are to be set back, the required street wall height, and the width of the street right-of-way.

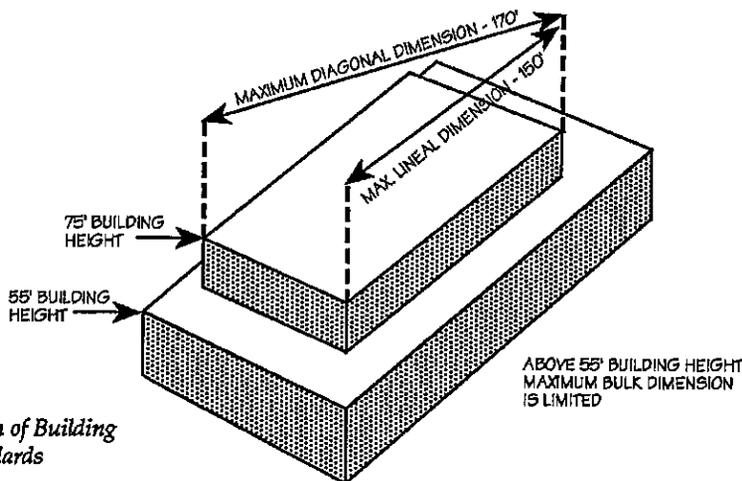
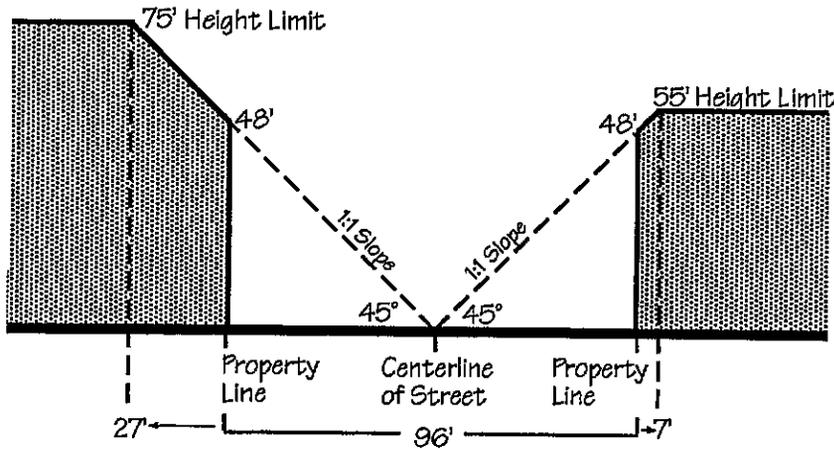


Illustration of Building Bulk Standards

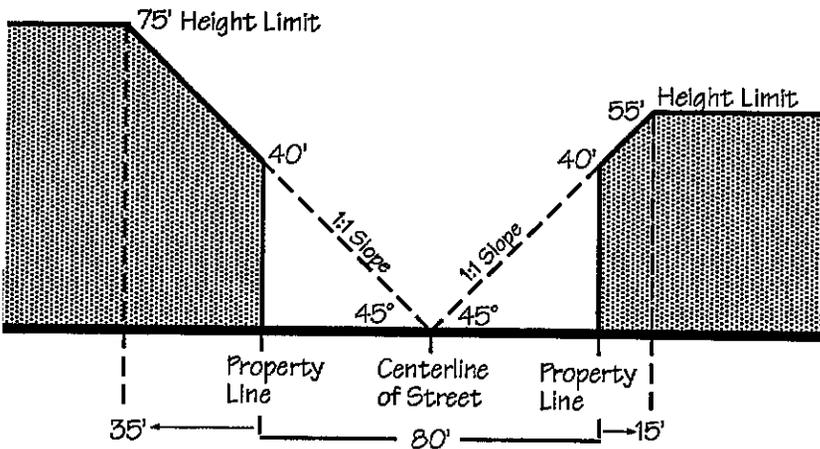
San Mateo's traditional character is reflected in its small lots and often narrow buildings. Building bulk controls limit the horizontal dimension of buildings above 55 feet so that new development is in scale and compatible with the existing pattern of development. Bulk limitations also provide for views between buildings and greater sunlight on sidewalks.

Street Wall Illustrations
Scale 1" = Approximately 50'

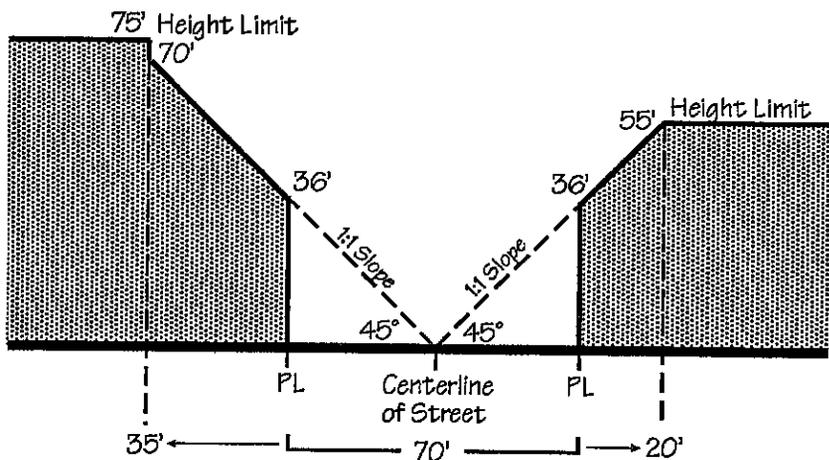
The height of the required street wall is equal to the distance from the street midpoint to the street property line. See Building Height and Bulk Plan (Figure 16).



Typical Street Wall Zone - Street Width 96 Feet

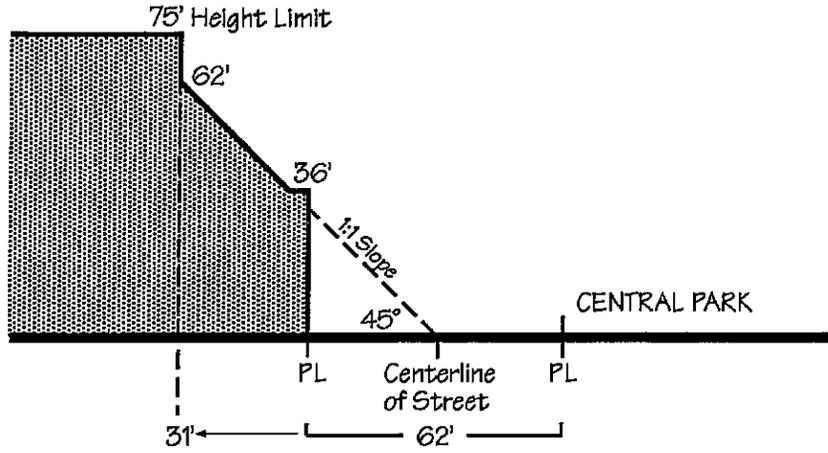


Typical Street Wall Zone - Street Width 80 Feet

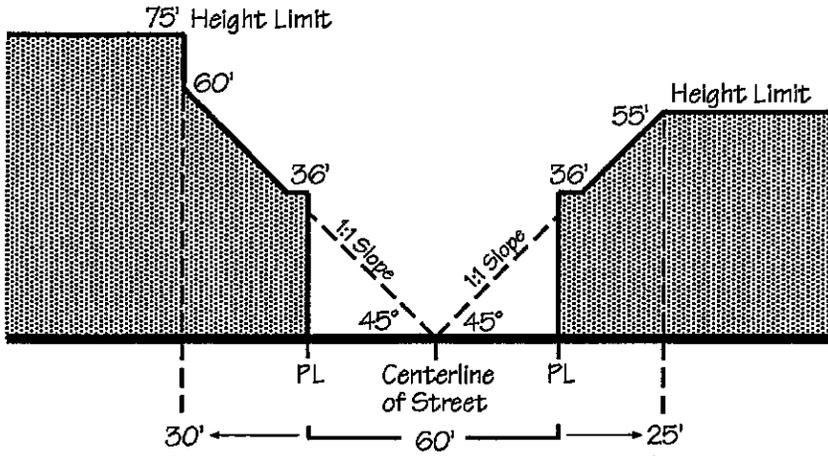


Typical Street Wall Zone - Street Width 70 Feet

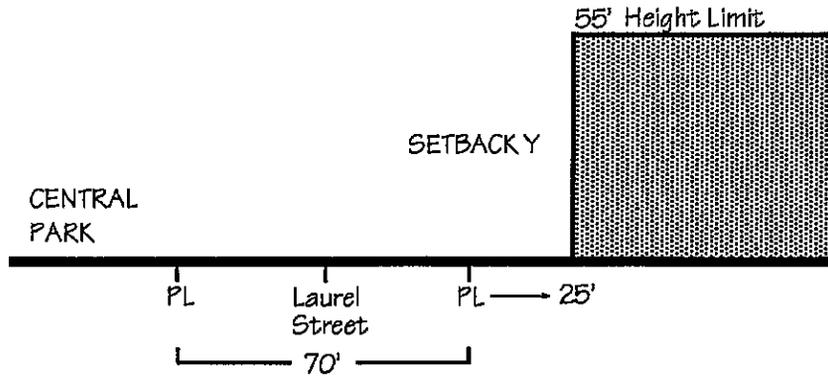
Street Wall Illustrations (continued)
 Scale 1" = Approximately 50'



Typical Street Wall Zone - Street Width 62 Feet



Typical Street Wall Zone - Street Width 60 Feet



Setback Requirement - East Side of Laurel Street Between 6th and 7th Avenues

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

Building heights in the Downtown are limited to 55-feet in most areas with 75-feet permitted on some sites. However, the existing development pattern of 1 to 3 story building heights throughout much of the Downtown core area may require new development to step down towards some existing buildings in order to be compatible with the pattern of Downtown. This becomes more important where existing buildings are not likely to redevelop due to historical or architectural importance or site constraints.

Downtown Retail Core Character

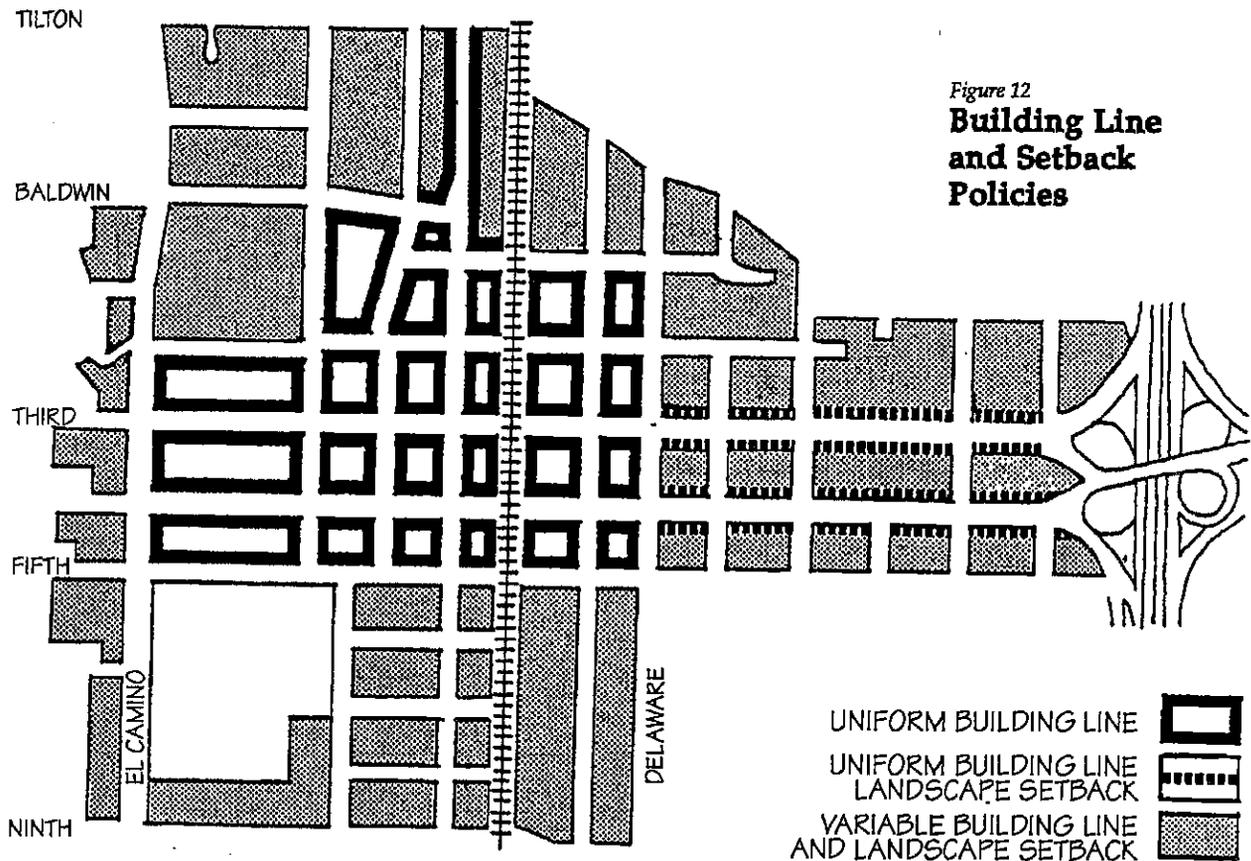
UD-3 Store Fronts in the Retail Core. *Maintain the traditional store front environment of the core area by requiring new buildings to be constructed to the street property line. In the retail area require ground floor building walls to be dominated by windows and pedestrian entrances.*



Corner of South B Street and Baldwin Avenue

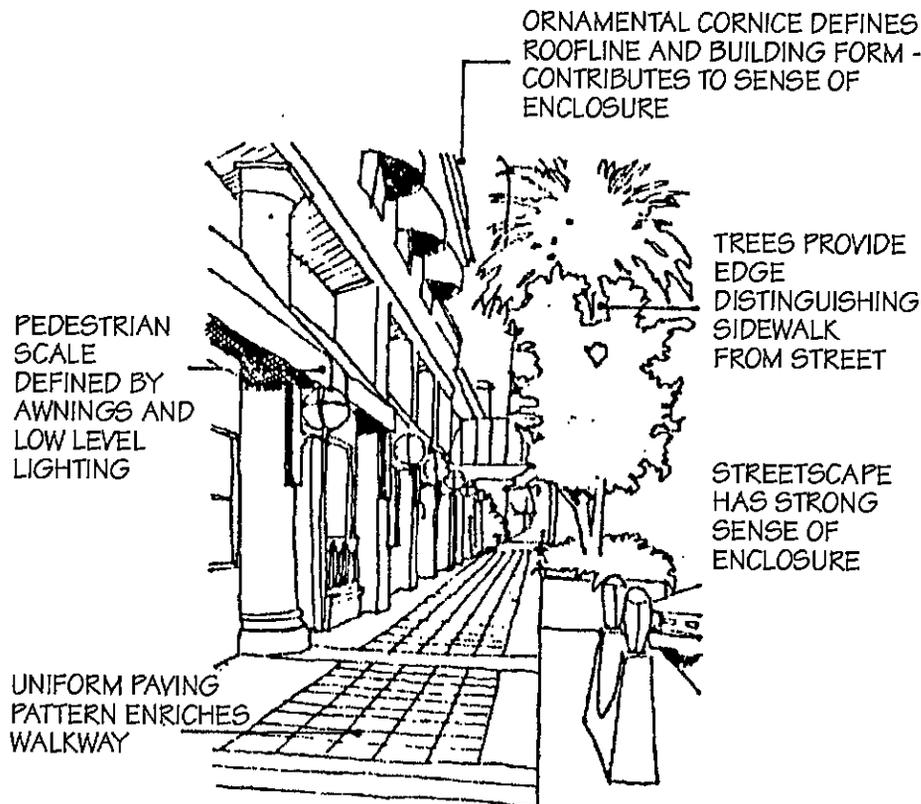
Traditionally, the urban core is characterized by continuous building facades defining the street space and providing a contrast to the surrounding more suburban, landscaped areas of the City. Policies which sharpen this contrast will promote a distinctive downtown image and provide a firm boundary for what should be perceived as the urban center of a largely suburban community.

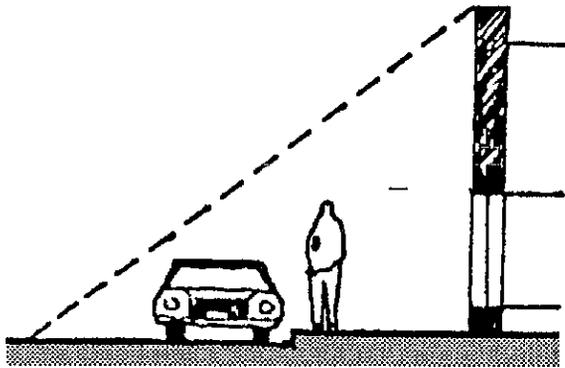
To create interest for the pedestrian, store front windows and frequent building entrances are a necessity. Design guidelines should be developed that define percentage of ground floor walls to have windows, depth of display windows, and frequency of pedestrian entrances.



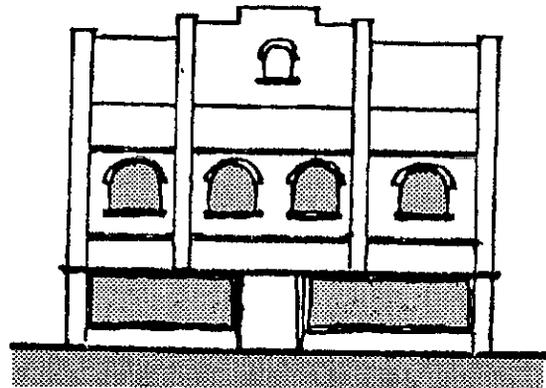
UD-4 Design Guidelines. *Develop design guidelines for the Downtown core that: (1) Recognize the traditional street enclosure, building scale, detail, and patterns of development; (2) encourage building design to be compatible with the historic and architectural features common to many buildings in the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

The retail core of the Downtown is made up of many diverse buildings. Storefronts are relatively narrow, building fronts change at regular intervals of about 20 to 50 feet, and many buildings have extensive amounts of architectural detailing at the street front. This level of detail and constant variation in building fronts helps create San Mateo's traditional, small downtown character. Design guidelines will help new development maintain the character of San Mateo and ensure that buildings are interesting for the pedestrian.

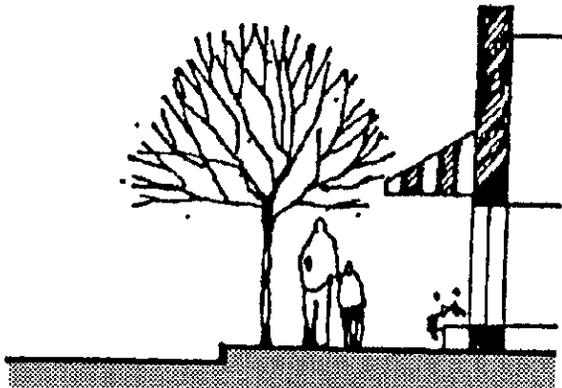




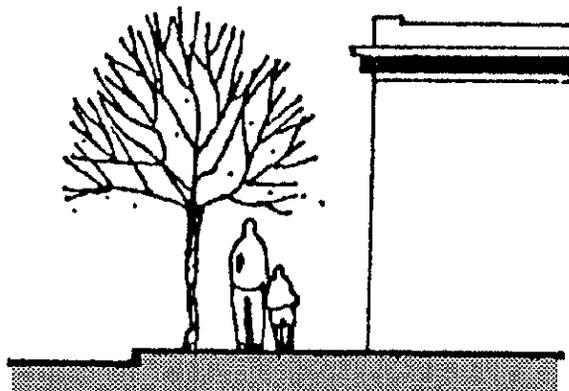
SENSE OF ENCLOSURE IN SCALE
WITH THE WIDTH OF THE STREET



ARCHITECTURAL MERIT OR INTEREST



ARTICULATION OF PEDESTRIAN SPACE



ARTICULATION OF CORNICE OR ROOF

Despite the great diversity of building styles and mix of architectural elements of the storefronts, basic architectural elements are present that can visually unify that streetscape. Design guidelines can define elements of the streetscape that are important to overall quality, including: (1) Methods to achieve compatible form and detailing between new and old buildings; (2) methods to articulate the pedestrian space through the use of awnings, recessed display windows, street trees and sidewalk furniture and paving; and (3) methods to provide interest to the facades of buildings through the use of detailing and articulation of the cornice of buildings. When taken together for a whole block or street, these elements define the overall quality of the streetscape.

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

Historic Preservation Policies HP-1, HP-2, HP-5 and HP-6 require preservation of the architectural character of structures within the downtown, with exterior improvements on structures individually eligible for the National Register and structures that are contributors to a historic district conforming to the Secretary of the Interior Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures. Specific design guidelines for other buildings and public improvements within the historic district will encourage new development and remodelings to be architecturally compatible with the historic character of the area.

Views and Entryways

UD-6 Construction Above the Public Right-of-Way. *Conserve the view space above the public right-of-way.*

Along with providing circulation, the public right-of-way is often valued as the open space between buildings that allows for sidewalk activities, views out of the downtown and sunlight. Structures built into the right-of-way limit all of these activities and change the character of the street. Intrusions should only be allowed where there are substantial benefits to be gained. One exception may be an elevated pedestrian bridge over the railroad tracks near the proposed train station. An exception should be provided in the Zoning Code for bay windows and encroachment permit criteria developed for awnings since these do not generally detract from the open space due to their narrow width and relation to the pedestrian.

UD-7 Entryways. *Establish the Third/Fourth Avenue corridors as a main entry and connection to the Downtown core areas and utilize the natural landscaping of San Mateo Creek and Central Park to define the boundaries of the downtown. Create major entry features to the City at: (1) Humboldt/Third Avenue/San Mateo Creek; and (2) along El Camino Real.*

Identifiable entry features at the entrances to the downtown and at U.S. 101 would help define the limits of the downtown, orient visitors and enhance downtown's image. An opportunity exists at Third/Humboldt to develop a entry feature in conjunction with the San Mateo



Creek bridge and Gateway Park. Improving Third and Fourth Avenues with trees and other street improvements would provide a visual tie between U.S. 101 and the Downtown.

Landscaping at San Mateo Creek and Central Park currently denote the edges of the Downtown along El Camino Real. Central Park defines the southern edge of the Downtown core with its strong landscaped character, and the tall trees of the Creek define a distinct northern edge to the Downtown. In the Gateway the Creek separates the higher density Gateway from lower density residential uses to the north. It is important that this significant landscape presence along the Creek and Central Park remain and be strengthened where possible. The El Camino entries to the Downtown could be further denoted with signage or additional landscaping.

***UD-8 Gateway Setback.** Continue the established uniform landscaped setback to enhance the Gateway to the City along Third and Fourth Avenues from U.S. 101 to Delaware Street.*

Control of building placement can greatly shape a major corridor. A primary visual difference between the Gateway and the Downtown core are the substantial landscaped setbacks from the street. A generous and consistent landscape setback identifies the residential use of the Gateway while allowing buildings of varying heights to occur without creating visual confusion. The consistent landscape setback should also be done in conjunction with prominent street tree planting leading to the Downtown core. See Building Line and Setback Policies map (Figure 12).

Residential Development

***UD-9 Multi-Family Design Guidelines.** Develop multi-family design guidelines to guide residential development outside of the downtown retail core.*

Past multi-family projects have raised public concern about design quality. Identified problems include: buildings not being compatible in scale with surrounding neighborhoods and structures; the style and materials of buildings not acknowledging the character of San Mateo; and the quality of the design and construction. Multi-family design guidelines would address design quality, architectural compatibility, pedestrian safety and aesthetics for the outlying areas of the downtown.



Commercial Areas East of the Railroad Tracks

UD-10 Screening of Commercial Uses. *Screen storage and parking areas from public view.*

Storage areas should be screened with a solid fence or barrier. Parking should be located at the side or rear of parcels where possible, and should be partially or totally screened from view.

UD-11 Property Enhancement. *Require upgrading of properties east of the railroad tracks at the time of any building remodels or additions, encourage building renovations and landscaping, and support sign controls and active code enforcement.*

The Gateway and Claremont subareas are prominent entryways to the downtown from Highway 101. While potential housing and retail opportunities exist in the area, it presently provides a poor entryway to the downtown. Building renovations, site improvements and active code enforcement are encouraged as a means of upgrading this area.

UD-12 Front Setback for Landscaping. *Front and street side setbacks up to ten feet in depth may be required for landscaping only. Maintain existing building lines with no setbacks where neighboring structures are built to the property line.*

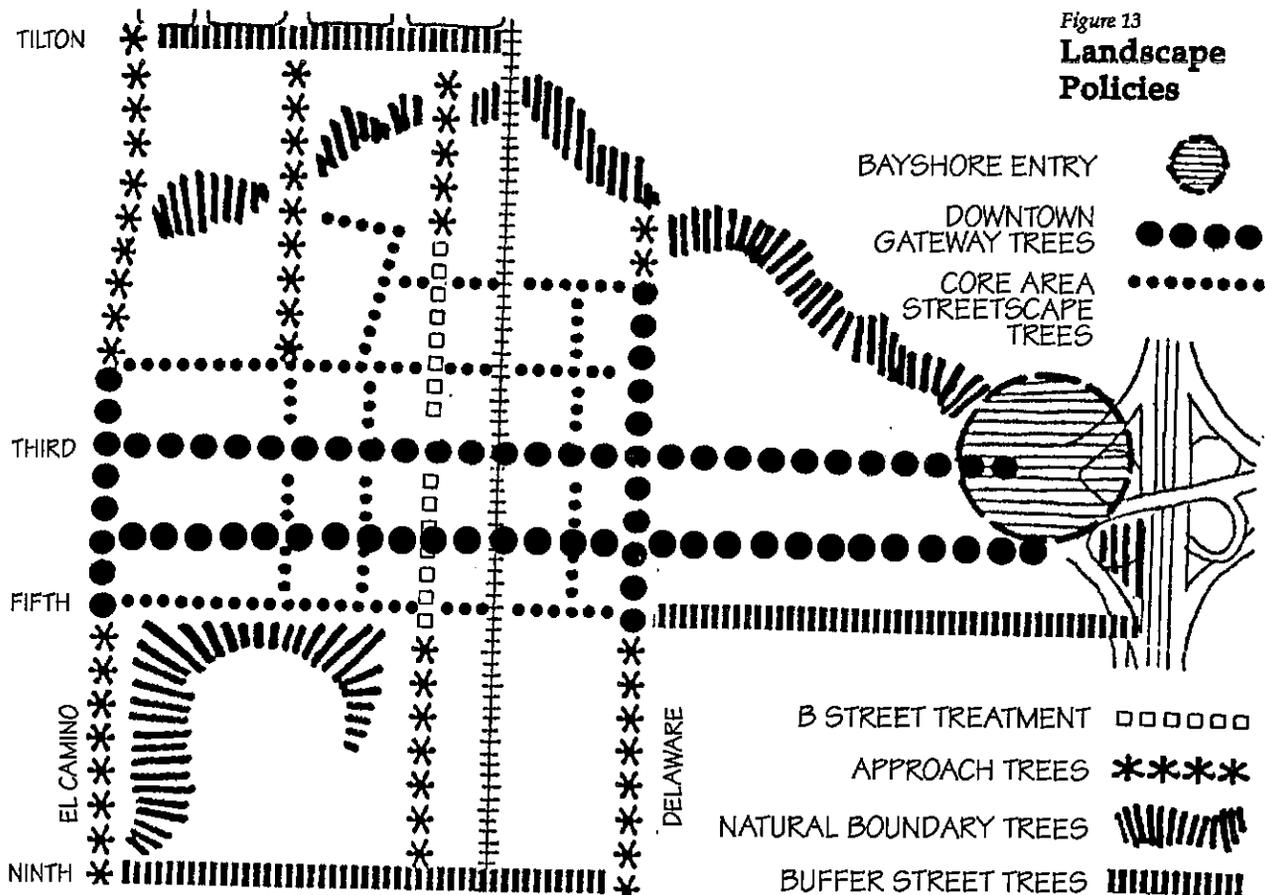
Landscaping in front of buildings would provide some visual relief to the Claremont area and adequate growing space for trees. However, to maintain visual continuity, consistent building lines should be maintained where adjacent buildings have no front setbacks. Front setbacks should be limited to landscaping and pedestrian entrances only, with required parking located on the side or rear of parcels.

Landscaping

UD-13 Street Tree Plan. *Develop a street tree master plan for the downtown that provides identity to individual streets, identifies major corridors, and acknowledges the visibility needs of retail uses.*

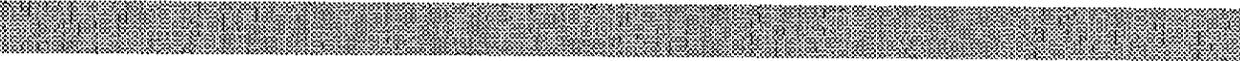
Street tree plantings in the downtown are often inconsistent and do not unify the street. Consistent and prominent street tree plantings on key streets connecting downtown with other parts of the City, such as 3rd/4th Avenues, would provide a clear visual link to the downtown.

A street tree master plan should be developed that provides an identifiable character to individual streets and denotes their relative importance. The plan should include a wide enough variety of trees so as to protect the City's trees from any single unanticipated horticultural problem. The selection and placement of trees should also consider maintenance and the needs of retailers to have visible signage. Trees should reflect the importance and type of street, as shown below.



UD-14 Street Trees to Unite Downtown Areas. Use street trees to unite the Gateway and areas east of the railroad tracks with the Central Business District.

Outlying sections of the downtown, particularly the Central Claremont area, appear visually confusing due to a lack of common setbacks and inconsistent landscape treatments. Landscaping, building design and



land use can help to link areas east and west of the railroad tracks. A consistent planting of street trees extending both east and west of the railroad tracks would be a first step to link these areas. Tree planting in the outlying areas such as Central Claremont may also be the most effective method to significantly improve the visual character of the area.

Pedestrians, Parks and Open Space

UD-15 Provide Adequate Open Space. *Provide adequate open space to meet the needs of current and future residents, employees and visitors to the Downtown.*

Parks, pedestrian amenities and other forms of open space are important components of the downtown environment. Different types of open space are appropriate to different areas and uses. In the core area the emphasis should be on pedestrian amenities that enhance the shopping and working environment. Sidewalks offer pedestrians the most highly used open space in the downtown, and are a meeting place that contributes to San Mateo's traditional downtown character. In the Gateway and residential areas near Central Park, the emphasis is on usable park space.

Additional residents and employees in the downtown will create new demand for open space. In the core area, open space needs can be met by the enhancement of the sidewalks, mid-block pedestrian crossings, public plazas, and mini-parks. Gateway Park will provide open space opportunities for the anticipated residential development in the Gateway.

UD-16 Second Avenue and El Camino Open Space. *In the event that the northeast corner of Second Avenue and El Camino Real is developed, increased landscaped setbacks adjacent to the streets for purposes of maintaining the visual benefit of the natural mature vegetation on the site and adjacent areas shall be encouraged.*

This site currently contains many mature trees which contribute to the natural entryway to the downtown established by the tall trees at El Camino Real and San Mateo Creek. Future development should retain the tall trees and natural open space character of this site by setting back buildings and other improvements.

UD-17 Sidewalk Widening. Consider widening sidewalks to encourage restaurant seating and improve pedestrian amenities where adequate parking and circulation can be maintained.

San Mateo has few outdoor seating areas in the Downtown core. However, in some areas, street width may be adequate to provide adequate vehicular circulation, parking and wider sidewalks. Extra sidewalk width could be used for a variety of activities including civic events, special sales, public seating or outdoor cafes.

UD-18 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.

Special sidewalk paving, pedestrian bulbs at intersections, benches, trees, and other sidewalk improvements in the core area have served to unify the diverse architectural environment in the downtown and improve public safety and comfort. These improvements should be continued by both public and private efforts on all primary pedestrian streets.

UD-19 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.

Allowing activities on the sidewalk and at building entrances that attract people is an essential key to any commercial area. Outdoor cafes, outdoor display of select merchandise and vendors would all contribute to the excitement of downtown that draws people.

UD-20 Midblock Pedestrian Crossings. Enhance and extend the midblock pedestrian crossings in the downtown core to provide safe and attractive pedestrian circulation.

Midblock pedestrian walkways are mostly in place except for the connection between Fourth and Fifth Avenues one half block east of El Camino Real. Enhancement of other midblock walkways with a more uniform level of landscaping, lighting, and design quality would improve safety and increase use. The connection behind the Ben Franklin Hotel between Third and Fourth Avenues provides one example of midblock pedestrian improvements.

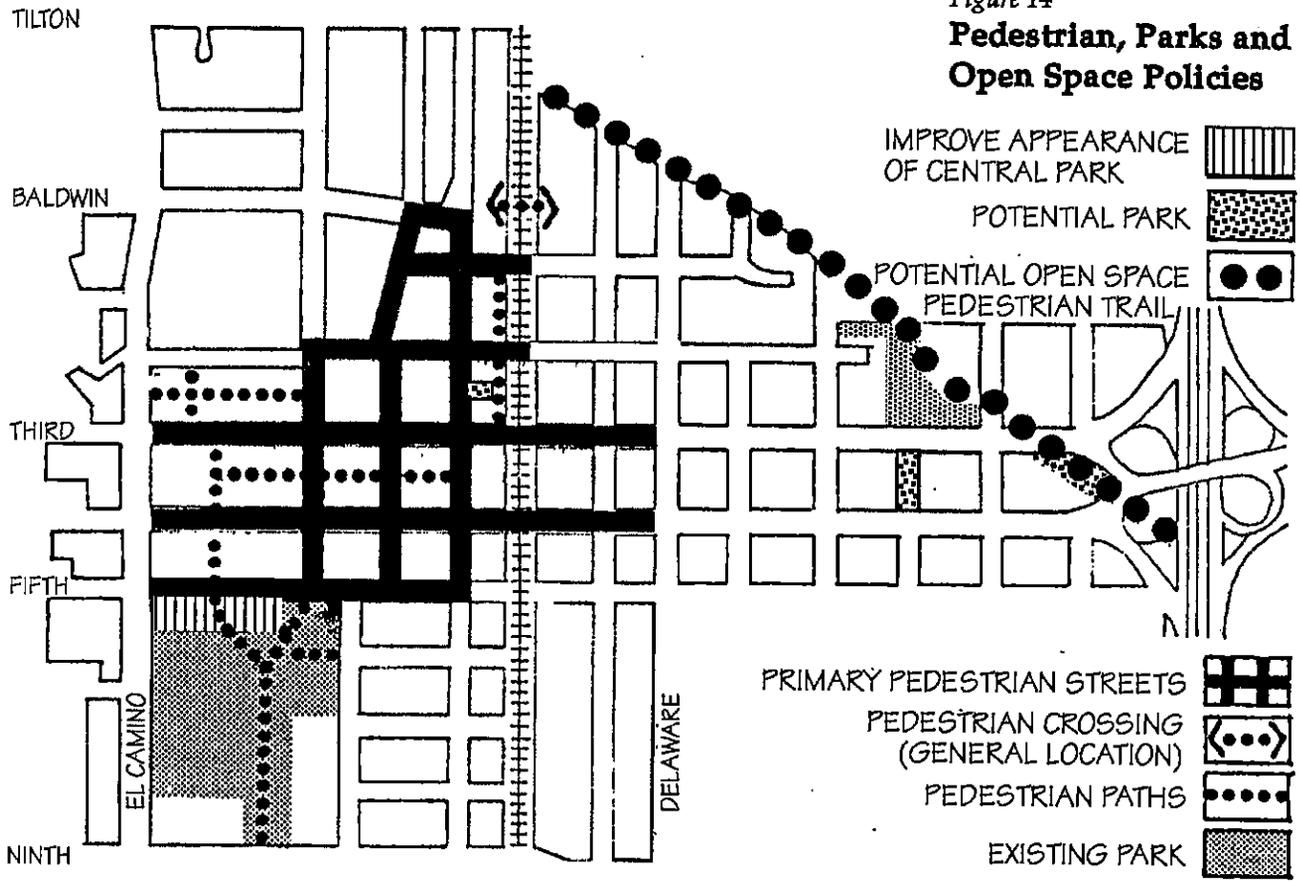


Figure 14
**Pedestrian, Parks and
 Open Space Policies**

UD-21 B Street Mini-Park. Remove the ramp to the Main Street Garage on B Street and develop a mini-park in its place.

There are few opportunities to provide additional open space within the Downtown core to serve shoppers and employees. Conversion of the garage ramp on B Street would provide open space on a busy pedestrian street with no similar amenity nearby.

UD-22 Central Park. Improve the appearance of Central Park from Downtown while maintaining traditional features of the park.

Central Park's mature landscaping and architectural fence along El Camino contribute to the traditional downtown character of San Mateo. The main image of the park from Downtown is along Fifth Avenue where the view ranges from improved landscaping at the corner of Laurel to the parking garage and the back side of the bleachers. When



approached from the Downtown core, portions of Central Park do not appear inviting. One of the major entrances to the Park from Downtown is the service alley located between the bleachers and the tennis courts. Architectural improvements to the bleachers, redesign of the service alley into an entrance, and additional landscaping would improve the image of the park from Downtown.

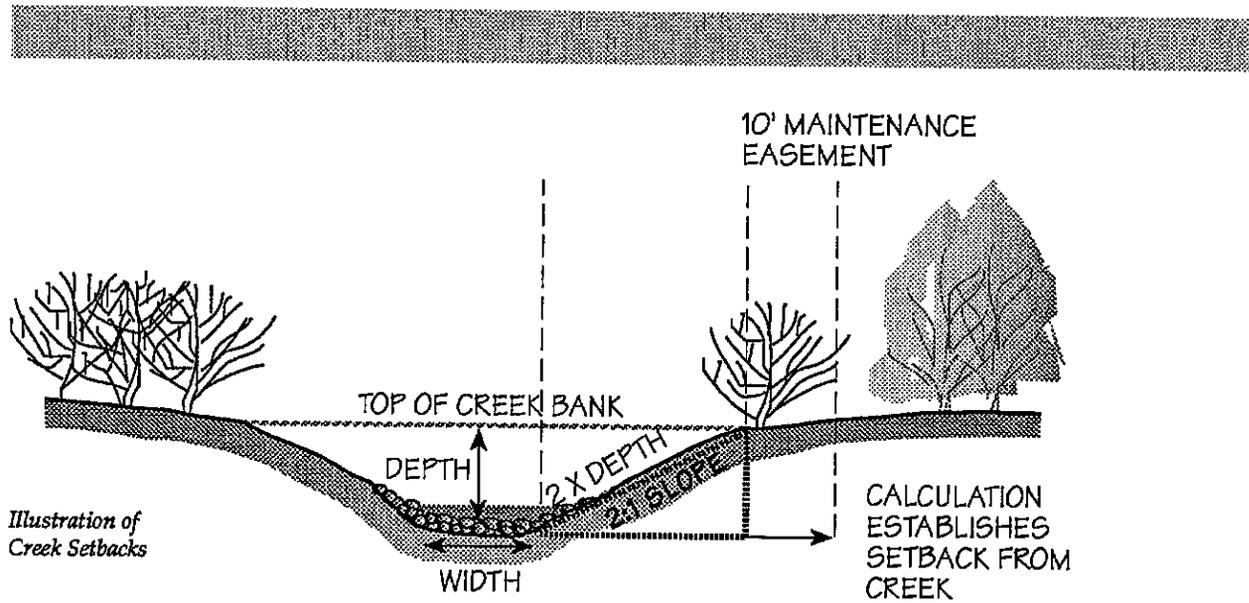
UD-23 San Mateo Creek. Protect and utilize the open space and natural qualities of San Mateo Creek for private and public benefit to: assure access for police, fire and floodway maintenance; increase flood protection; and preserve opportunities for future public use and access.

San Mateo benefits from the natural qualities of the Creek as well as the Creek offering the potential for a linear park and linking open space areas. The lands along the Creek also are ideal for private open space use by individual developments. However, the private use of the areas should not preclude the opportunities to establish public access linkages and park space in the future. Public easements will satisfy the minimum needs for public safety and maintenance and protect essential public interests in the Creek.

UD-24 San Mateo Creek Flood Protection. Protect new development adjacent to San Mateo Creek by requiring adequate building setbacks from creek banks, provision of access easements for creek maintenance purposes, and creek improvements such as bank stabilization.

Require setbacks for new development and provision of maintenance easements equal to (1) two times the depth of the channel measured along a 2:1 slope from the base of the slope (toe of bank) plus a 10 foot maintenance easement, or (2) a 10 foot maintenance easement from the top of bank, whichever is greater.

This creek setback, shown in the figure on the next page, is necessary for adequate maintenance access, to permit creek improvements and to protect buildings from creek erosion and flooding. All future construction shall require adherence to the setbacks designated in policy UD-24 above, while actual dedication of the maintenance easement will be required as a condition of approval for all planning applications.



Design standards for creek treatment and park development will be established as part of the San Mateo Creek Master Plan.

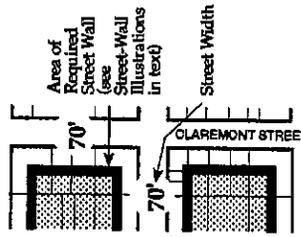
Lighting, Safety and Security

UD-25 Lighting, Safety and Security. All public projects shall provide adequate lighting, and safety and security provisions in all publicly accessible areas.

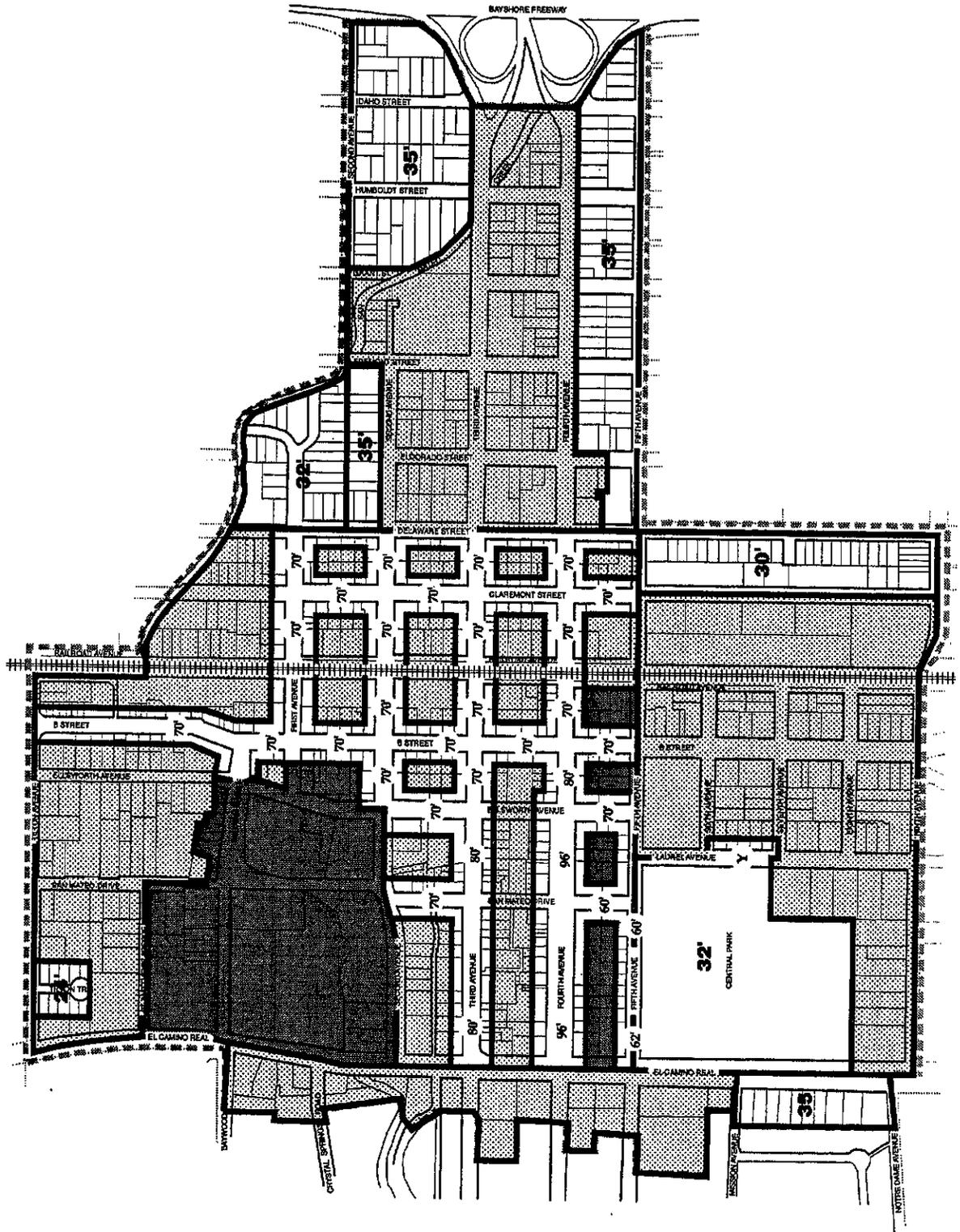
In order to provide a safe environment for downtown visitors, employees and residents, adequate lighting and building security and safety measures shall be provided for all public projects. Private projects shall continue to be regulated by provisions of San Mateo's Building Security section of the Uniform Building Code.

Figure 16
**Building Height
 and Bulk Plan**

- 75-Foot Building Height Limit
- 55-Foot Building Height Limit
- Height Limit as Shown on Map



City of San Mateo
**DOWNTOWN
 SPECIFIC PLAN**
 June 1990



Appendices

Downtown Zoning Regulations

Chapter 27.38

CBD DISTRICTS — CENTRAL BUSINESS DISTRICT

Sections:

- 27.38.010 Purpose--Intent.
- 27.38.020 Permitted uses.
- 27.38.030 Special uses.
- 27.38.040 Conditions of use.
- 27.38.050 Off-street parking and loading.
- 27.38.060 Maximum floor area ratio--Lot coverage.
- 27.38.080 Maximum Building Height and Bulk.
- 27.38.090 Open Space Requirements.
- 27.38.100 Building Line and Setback Standards.
- 27.38.110 Required Retail Frontage.
- 27.38.120 Buffers.
- 27.38.130 Residential Development Standards.

27.38.010 PURPOSE — INTENT. The purpose of the CBD district is to encourage the improvement of the downtown area and provide for the location of the desired type of structures to be erected in the downtown area and for amenities that would enhance the environment for public use.

In order to insure that these purposes will be carried out, a basic set of regulations establishing maximum permitted floor area, building setback requirements, maximum height and bulk, minimum open space standards, and required retail frontage have been set forth.

This zoning district will be restricted to those properties within a parking assessment district. It is the intent of these regulations to insure the continued growth and development of the downtown area, thereby enabling it to remain an important business, financial, medical and retailing center of the City and of mid-San Mateo County. Residential uses will be encouraged by increased housing densities in the downtown area in order to provide a wide range of housing opportunities for growing number of downtown employees, as well as existing residents.

It is the intent of these regulations to encourage development of higher intensity than in other parts of City in order to create the concentration of development and activity appropriate to a major business center. Development intensities should vary by subarea to minimize impacts on adjacent areas, moderate transportation and parking requirements, preserve essential physical characteristics of the primary shopping area, conserve architectural, historical and natural values and make new residential development possible. (Ord. 1992-2 § 23, 1992; Ord. 1986-14 § 1 (part), 1986; Ord. 1969-34 § 1 (part), 1969; prior code § 147.06 (part)).

27.38.020 PERMITTED USES. Unless otherwise provided in this title uses of building or land in this district and buildings hereafter erected, structurally altered or enlarged shall be limited to the following uses:

- (1) Any use permitted in the C2 district except an animal hospital.
- (2) Multiple family dwellings, when part of a mixed use development, subject to CBD Residential Development Standards and affordable housing requirements specified in Chapter 27.16.

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- (3) Name plates and signs, as classified and regulated in Title 25;
- (4) Temporary buildings for construction purposes for a period not to exceed the duration of such construction;
- (5) Accessory uses which are necessary to the above-mentioned buildings and uses. (Ord. 1992-2 § 24, 1992; Ord. 1986-14 § 1 (part), 1986; Ord. 1969-34 § 1 (part), 1969; prior code § 147.06(A)).

27.38.030 SPECIAL USES. The following uses may also be permitted if their site locations and proposed development plans are first approved as provided in Chapters 27.06 through 27.12, 27.62, 27.74, 27.78 and 27.80:

- (1) Amusement enterprises, commercial;
- (2) Clubs, lodges and fraternal organizations, including the serving of food and beverages to members and their guests, and including such other facilities customarily provided for the comfort and convenience of the membership;
- (3) Municipal or privately owned (religious or eleemosynary) recreation building or community center, including YWCA and YMCA buildings;
- (4) Nonresidential Planned Unit Developments;
- (5) Public utility service uses and electrical substations;
- (6) Bus or train terminal or other public transportation facilities;
- (7) Fire and police stations;
- (8) Post office, and other government agencies;
- (9) Public art galleries, museums, and libraries;
- (10) Telephone exchange or communications building, antenna towers and other outdoor equipment essential to the operation of the exchange or communications building;
- (11) Auditorium, stadium, arena, armory, gymnasium, and other similar places for public events;
- (12) Automobile service stations only when fully enclosed within a parking structure or other building;
- (13) Churches and other places of religious worship except on parcels located within the Required Retail Frontage area;
- (14) Convalescent homes, rest homes, and nursing homes;
- (15) Day school or nursery school;
- (16) Parking Facilities;
 - (A) Parking lots outside the limited parking zone of the Central Parking and Improvement District;
 - (B) Parking garages, private parking garages within the parking expansion zone of the Central Parking and Improvement District, and public parking garages;
- (17) Hospitals and sanitariums, but not including animal hospitals;
- (18) Mortuaries;
- (19) Parks and community centers;
- (20) Residential Planned Developments, subject to CBD residential development standards and affordable housing requirements specified in Chapter 27.16.
- (21) Fast food restaurants, without drive-through or drive-in facilities. (Ord. 1993-7 § 2 (part), 1993; Ord. 1992-2 § 25, 1992; Ord. 1986-14 § 1 (part), 1986; Ord. 1986-13 § 1 (part), 1986; Ord. 1982-22 § 33, 1982; Ord. 1976-5 § 7, 1976; Ord. 1973-39 § 1 (part), 1973; Ord. 1970-14 § 1, 1970; Ord. 1969-34 § 1 (part), 1969; prior code § 147.06(B)).

27.38.040 CONDITIONS OF USE. All non-residential uses permitted in this district shall be retail or service establishments dealing directly with consumers and shall be subject to the following conditions:

Appendices

(a) Automobile service stations, automobile repair facilities and other similar automobile service uses are not permitted, with the exception of automobile service station fully enclosed within a parking structure or other building.

(b) Establishments of the "drive-in" type, offering goods or services directly to customers waiting in parked automobiles are not permitted, except for banks with drive-in/drive-thru windows.

(c) There shall be no manufacturing, processing or treatment of products other than those which are clearly incidental and essential to the retail business conducted on the same premises.

(d) All permitted uses in this district shall be conducted without objection from adjoining users due to odor, dust, smoke, noise, vibration, or other similar cause.

(e) Any exterior sign displayed shall pertain only to a use conducted within the building.

(f) All uses, including storage of equipment, materials, supplies, and commercial vehicles for off-site business permitted under this chapter shall be conducted wholly within an enclosed building, except as may be specifically authorized by special permit or as an accessory use to an approved permitted or special use. (Ord. 1991-12 § 67, 1991; Ord. 1986-14 § 1 (part), 1986; Ord. 1969-34 § 1 (part), 1969; prior code § 147.06(C)).

27.38.050 OFF-STREET PARKING AND LOADING. Automobile parking and loading facilities shall be provided as required or permitted in Chapter 27.64 "Parking requirements for residential uses may be satisfied by a contract with the CPID or payment of in-lieu fees, provided at least one parking space per unit is provided on site." (Ord. 1986-14 § 1 (part), 1986; Ord. 1969-34 § 1 (part), 1969; prior code § 147.06(D)).

27.38.060 MAXIMUM FLOOR AREA RATIO — LOT COVERAGE. The maximum floor area ratio and coverage shall be as follows:

(a) The floor area ratio shall not exceed 3.0.

(b) The maximum parcel coverage is one hundred percent.

(c) In this district, floor area devoted to above grade structured parking and lot area devoted to surface parking shall be included in the gross floor area for the purpose of calculating maximum permitted floor area ratio.

(d) For the downtown block bounded by B Street, Ellsworth Avenue, First Avenue and Second Avenue, floor area exclusions may be permitted for historic preservation in accordance with Land Use Element Area Specific Policy 3(c). (Ord. 1992-2 § 26, 1992; Ord. 1986-14 § 1 (part), 1986; Ord. 1979-1 § 16, 1979; Ord. 1969-34 § 1 (part), 1969; prior code § 147.06(E)).

27.38.080 MAXIMUM BUILDING HEIGHT AND BULK. Structures in this zone shall not exceed the maximum height and bulk as set forth in Chapter 27.40 - Building Height and Bulk Overlay District and the Building Height Plan of the General Plan. (Ord. 1992-2 § 28, 1992; Ord. 1992-2 § , 1992; Ord. 1986-14 § 1 (part), 1986; Ord. 1979-1 § 18, 1979; Ord. 1975-31 § 1, 1975; Ord. 1969-34 § 1 (part), 1969; prior code § 147.06(F)).

27.38.090 OPEN SPACE REQUIREMENTS. Open space shall be provided in an amount equal to one percent of the nonresidential floor area of the project, not including parking, provided that there shall be no requirement for open space where the resulting open space would be less than 500 square feet.

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This required open space shall be usable open space located at ground level directly accessible to a public sidewalk with a minimum width along the sidewalk of twenty-five feet (25'). Fifty percent (50%) of the required open space shall be unshaded between noon and 2:00 p.m. at the Spring and Fall equinox except where the open space is already shaded by an existing building and no other opportunities exist on the site. This open space area shall include provisions for public use facilities, such as seating for the public in the public areas. (Ord. 1986-14 § 1 (part), 1986).

27.38.100 BUILDING LINE AND SETBACK STANDARDS. In this district, building line and setbacks standards shall be as follows:

(1) New developments shall be built to the property line to a height of not less than the height of the building as determined by the street wall area or thirty six (36) feet for parcels outside the street wall area, whichever is less, except where a setback is required to meet ground floor open space requirements or where a setback buffer is required adjacent to a residential district pursuant to the Building Height and Bulk Plan in the Downtown Specific Plan.

(2) Up to twenty-five percent (25%) of the building line may be set back from the property line to provide for open space in excess of that required where the building is along a street designated for Required Retail Frontage. An additional fifteen percent (15%) may be set back in addition to the twenty-five percent (25%) if the site is not along a street designated for Required Retail Frontage.

(3) Transfers of these requirements may be permitted among properties by Planning Commission approval of a Special Permit where the requirements are met for the entire block face. A transfer shall be by an agreement between the property owner and the City and shall be recorded. (Ord. 1986-14 § 1 (part), 1986).

27.38.110 REQUIRED RETAIL FRONTAGE. Where a lot or parcel is located within the Required Retail Frontage area, as shown in the Land Use Plan in the Downtown Specific Plan, the following standards shall be met:

(a) At least sixty percent (60%) of the ground level floor area or at least seventy five percent (75%) of the portion of the building fronting on the street, to a depth of seventy five (75) feet in the Limited Parking Zone and to a depth of fifty (50) feet for properties in the parking expansion zone, shall be occupied by the following uses:

1. Retail Sales - Uses principally engaged in retail sale or rental of consumer or household goods, including ancillary repair services.

2. Personal Services - Uses principally providing services of a personal convenience nature to the individual consumer.

3. Eating and Drinking Services - Uses principally engaged in the preparation and retail sale of food and/or beverages, but excluding uses principally involving food preparation for off-site catering.

4. Theaters and Cultural Facilities - Uses providing entertainment such as motion pictures, plays or operas or cultural facilities such as a museum.

5. Banks - Uses providing financial services including banks, savings and loan institutions, lending institutions, and credit unions.

(b) For lots fifty (50) feet wide or less, not more than one-third (1/3) of street frontage shall be devoted to entrances to uses other than those described in subsection (a) above. For lots over fifty (50) feet wide, not more than twenty five percent (25%) of the street frontage shall be devoted to entrances to uses other than those described in subsection (a) above.

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(c) The planning commission may approve transfers among buildings or properties where no less than seventy five percent (75%) of the aggregate street frontage along the block face is devoted to uses described in subsection (a) above. A transfer shall be by agreement between the property owner and the City and shall be recorded.

(d) All uses credited toward meeting required retail frontage standards specified in subsection (a) above shall be directly accessible from a public sidewalk or a plaza accessible from the public sidewalk along the required frontage.

(e) New or reconstructed building walls at the ground level shall have at least seventy five percent (75%) of the width along the street devoted to pedestrian entrances, transparent show or display windows of at least two feet in depth, or windows affording a view of retail, office, or lobby space.

(f) Surface parking shall not be permitted within fifty (50) feet of property lines designated for Required Retail Frontage and shall be required to be located behind a building meeting the requirements of this Title. (Ord. 1993-7 § 2 (part), 1993; Ord. 1989-19 § 2, § 3, 1989; Ord. 1986-14 § 1 (part), 1986).

27.38.120 BUFFERS. (a) When a CBD-zoned plot abuts any residential district, an adequate landscape planting buffer shall be maintained adjacent to the R-zoned property. The depth of this buffer along interior lot lines shall be equal to at least one-half the height of the building, or fifteen (15) feet, whichever is greater. No buffer shall be required along street frontages abutting R-zoned property. Open parking otherwise in conformance with standards listed in this chapter may be permitted within the required buffer area except as required in Section 27.64.140 of the off-street parking code. No portion of the building is exempt from the buffer requirements.

(b) Required Fences or Walls. A solid fence or wall is required for parcels abutting residential districts as provided in Section 27.84.030. (Ord. 1992-16 § 11, 1992; Ord. 1987-29 § 1, 1987; Ord. 1986-14 § 1 (part), 1986; Ord. 1979-1 § 18, 1979; Ord. 1975-31 § 1, 1975; Ord. 1969-34 § 1 (part), 1969; prior code § 147.06 (F)).

27.38.130 RESIDENTIAL DEVELOPMENT STANDARDS. In this district, residential uses shall be permitted as part of mixed use developments, subject to the following conditions:

(1) Unit Density.

(a) CBD (Central Business District). Residential development on properties zoned CBD shall not exceed 50 units per acre regardless of parcel size.

(b) CBD/R (Central Business District/Residential Overlay District - Mixed Use). Residential development on properties zoned CBD/R shall be subject to /R density standards.

(2) Floor Area. Any portion of lot area used for surface parking or above grade parking shall be included in floor area for the purposes of computing maximum permissible floor area.

(3) Open Space. Residential development shall include private usable open space equal to at least eighty (80) square feet per dwelling unit or common usable open space equal to at least one hundred fifty percent (150%) of the private usable open space requirements, or a combination of both.

Private usable open space used to fulfill this requirement shall have a usable area of not less than seventy five (75) square feet and shall not be less than six (6) feet in any dimension. (Ord. 1992-4 § 3, 1992; Ord. 1992-2 § 29, 1992; Ord. 1986-14 § 1 (part), 1986).

Appendices

Chapter 27.39

CBD SUPPORT DISTRICT – CENTRAL BUSINESS DISTRICT SUPPORT

Sections:

- 27.39.010 Purpose -- Intent.
- 27.39.020 Permitted uses.
- 27.39.030 Special Uses.
- 27.39.040 Conditions of use.
- 27.39.050 Off-street parking and loading.
- 27.39.060 Floor area ratio -- Lot coverage.
- 27.39.070 Maximum building height and bulk.
- 27.39.080 Open space requirements.
- 27.39.090 Building line and setback standards.
- 27.39.100 Required retail frontage.
- 27.39.110 Buffers.
- 27.39.120 Residential development standards.

27.39.010 PURPOSE — INTENT. The purpose of the CBD Support District is to encourage commercial uses which both support traditional downtown (CBD) uses as well as serve adjacent residential neighborhoods. It is intended that the commercial uses in this area will serve as a link between the Gateway and CBD. Residential uses will also be encouraged in order to provide housing opportunities for downtown employees, as well as existing and future residents. (Ord. 1993-7 § 1 (part), 1993).

27.39.020 PERMITTED USES. Unless otherwise provided in this title, uses of buildings or land in this district and buildings hereafter erected, structurally altered or enlarged shall be limited to the following uses:

- (1) Any use permitted in the CBD District. (Ord. 1993-7 § 1 (part), 1993).

27.39.030 SPECIAL USES. The following uses may also be permitted if their site locations and proposed development plans are first approved as provided in chapters 27.06 through 27.12, 27.62, 27.72, 27.78 and 27.80:

- (1) Any of the special uses in the CBD District, in addition to:
 - (a) Automobile service stations.
 - (b) Fast food restaurants, including drive-through and drive-in service, subject to the following design criteria in addition to the standards required under this chapter:
 - (i) New construction should incorporate dominant architectural elements, colors and materials common to nearby buildings.
 - (ii) The building's street facade shall provide visual interest through the use of transparent windows or architectural detailing.
 - (iii) Pedestrian access shall be encouraged through the use of recessed doors and windows, awnings, street trees and sidewalk furniture.
 - (iv) Landscaping shall be used to screen drive-through or drive-in aisles from the public right of way and shall be used to minimize the visual impact of readerboard signs and directional signs.
 - (v) The driveway shall be designed to minimize conflicts between pedestrians and vehicles, and shall provide adequate site visibility.

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(vi) A litter control plan shall be submitted with an application. The litter control plan shall indicate the location of trash receptacles and provisions for employee maintenance of the site. (Ord. 1993-7 § 1 (part), 1993).

27.39.040 CONDITIONS OF USE. All non-residential uses permitted in this chapter shall be subject to the following conditions:

(a) There shall be no manufacturing, processing or treatment of products other than those which are clearly incidental and essential to the retail business conducted on the same premises.

(b) All permitted uses in this district shall be conducted without objection from adjoining users due to odor, dust, smoke, noise, vibration, or other similar cause.

(c) Any exterior sign displayed shall pertain only to a use conducted within the building.

(d) All uses, including storage of equipment, materials, supplies and commercial vehicles for off-site business permitted under this chapter shall be conducted wholly within an enclosed building, except as may be specifically authorized by special permit or an accessory use to an approved permitted or special use. (Ord. 1993-7 § 1 (part), 1993).

27.39.050 OFF-STREET PARKING AND LOADING. Automobile parking and loading facilities shall be provided as required or permitted in Chapter 27.64. (Ord. 1993-7 § 1 (part), 1993).

27.39.060 MAXIMUM FLOOR AREA RATIO — LOT COVERAGE. Maximum floor area ratio and lot coverage shall be required and calculated as in Section 27.38.060. (Ord. 1993-7 § 1 (part), 1993).

27.39.070 MAXIMUM BUILDING HEIGHT AND BULK. Structures in this zoning district shall not exceed the maximum height and bulk as set forth in Chapter 27.40 Building Height and Bulk Overlay District and the Building Height Plan of the General Plan. (Ord. 1993-7 § 1 (part), 1993).

27.39.080 OPEN SPACE REQUIREMENTS. Open space shall be provided as designated in Section 27.38.090. (Ord. 1993-7 § 1 (part), 1993).

27.39.090 BUILDING LINE AND SETBACK STANDARDS. Building line and setback standards shall be as designated in Section 27.38.100 except as follows:

(1) A setback of up to ten (10) feet for landscaping may be provided within front or street side yards. New development shall be built to the property line where a structure on an abutting property, on the same side of the street, is built to the front or street side property lines. (Ord. 1993-7 § 1 (part), 1993).

27.39.100 REQUIRED RETAIL FRONTAGE. Where a lot or parcel is located within the Required Retail Frontage area as shown on the Downtown Specific Plan land use plan map; the requirements of Section 27.38.110 shall apply. (Ord. 1993-7 § 1 (part), 1993).

27.39.110 BUFFERS. Where a CBD Support zoned plot abuts any residential district, buffers as required in Section 27.18.120 shall be provided. (Ord. 1993-7 § 1 (part), 1993).

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27.39.120 RESIDENTIAL DEVELOPMENT STANDARDS. In this district, residential uses shall be permitted as part of mixed use developments, subject to the standards and requirements of Section 27.38.130. (Ord. 1993-7 § 1 (part), 1993).

Appendices

Chapter 27.40

BUILDING HEIGHT AND BULK

Sections:

- 27.40.010 Scope.
- 27.40.020 Height.
- 27.40.030 Bulk.

27.40.010 SCOPE. This chapter applies only to the study area encompassed by the Downtown Specific Plan of the General Plan of the City as adopted by the City Council and as may be amended by the Council from time to time. No special permit is required for buildings or structures which meet the height and bulk standards of this chapter. (Ord. 1986-14 § 1 (part), 1986).

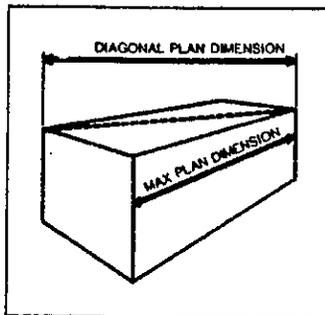
27.40.020 HEIGHT. Structures and building heights as defined in Section 27.04.080 shall be permitted to be developed provided they do not exceed the maximum height delineated for the respective project sites as shown on the Building Height and Bulk Plan in the Downtown Specific Plan. High-rise buildings over fifty-five (55) feet in height may be permitted if a site plan and architectural review is first approved by the planning commission as provided in Chapter 27.06. (Ord. 1986-14 § 1 (part), 1986).

27.40.030 BULK. (1) Structures and buildings shall be developed in accordance with the following standards:

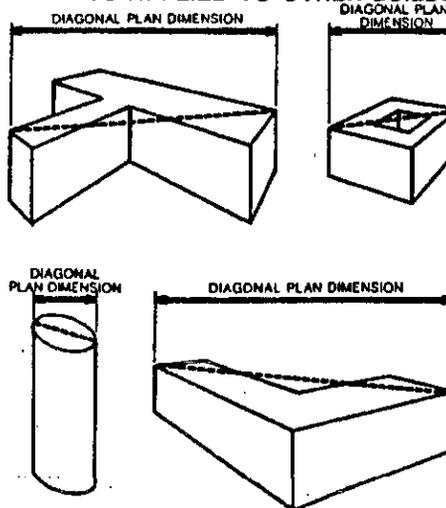
Building/Structure Height (Feet)	Bulk Dimensions
0 thru 55	No limitation
56 thru 75	Above fifty-five (55) feet maximum building dimension of 150 lineal feet and maximum diagonal dimension of 170 lineal feet.

(2) Bulk is measured as illustrated in the following diagrams:

METHOD OF MEASURING BULK



BULK MEASUREMENTS APPLIED TO OTHER BUILDING FORMS



Appendices

(3) Variations to the maximum building bulk for buildings greater than fifty-five (55) feet in height may be permitted by a special use permit approved by the Planning Commission subject to the following criteria:

(A) A better and more appropriate design for the site is achieved than without the variation;

(B) The parcel coverage will not exceed 40%;

(C) The parcel size is at least one and one half (1.5) acres;

(D) The design preserves view corridors and sunlight access as well as a design that conforms to all requirements of the Downtown Specific Plan;

(E) The design conforms to the goals, policies and the streetwall area standards of the Downtown Specific Plan;

(F) The project site is designated for residential use in the Downtown Specific Plan, and the floor area above fifty-five (55) feet is utilized exclusively for residential use. (Ord. 1992-2 § 30, 1992; Ord. 1987-1 § 15, 1987; Ord. 1986-14 § 1 (part), 1986).

Appendices

Chapter 27.42

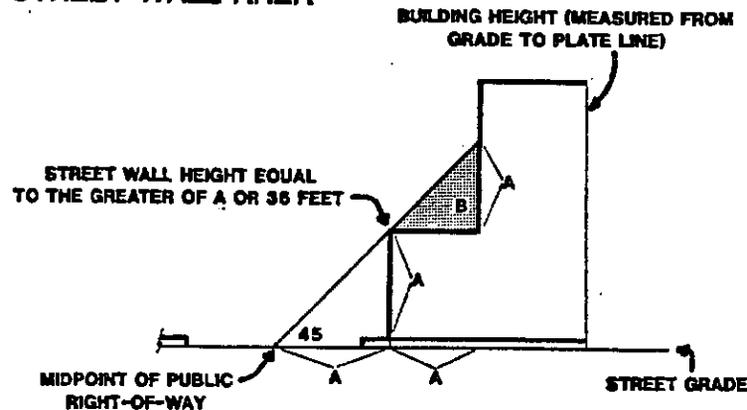
STREET WALL AREA DISTRICT

Sections:

27.42.010 Street wall area.

27.42.010 STREET WALL AREA. Structures and buildings on parcels identified as Street Wall Area on the Building Height and Bulk Plan in the Downtown Specific Plan shall be developed in accordance with the following diagram:

STREET WALL AREA



(1) The maximum building height at the parcel boundary is equal to the horizontal distance between midpoint of the public right-of-way and the parcel boundary (A) or thirty-six (36) ft., whichever is greater.

(2) The maximum depth of the street wall area is equal to two times the distance of (A).

(3) The building height at any point within the street wall area shall not exceed the slope defined by a forty-five degree (45°) angle measured from the midpoint of the public right-of-way, except as allowed by section (1) above at the parcel boundary.

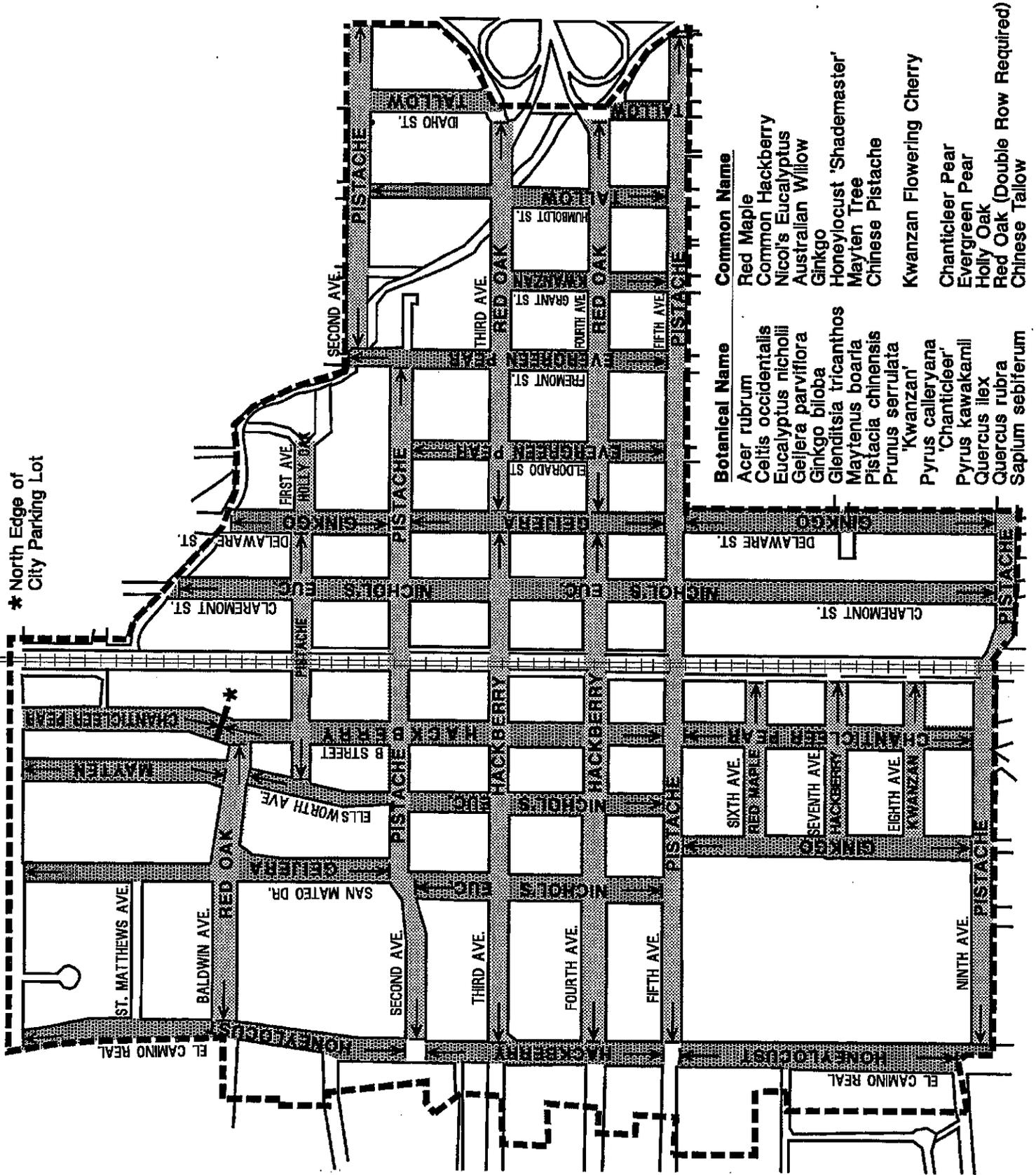
(4) The maximum building height beyond the street wall area shall be controlled by the Building Height and Bulk Plan in the Downtown Specific Plan.

(5) The area above the street wall area as defined in Section (3), shall be open to the sky. Elevators, stairwells and other mechanical or other appurtenances are not permitted to protrude above the street wall area. Allowable intrusions above the street wall area are limited to minor architectural detailing not exceeding four (4) feet in height and parapets including railings and arbors and landscaped planting areas, subject to approval of a site plan and architectural review.

(6) Outdoor uses shall be allowed in area (B). (Ord. 1987-1 § 16, 1987; Ord. 1986-14 § 1 (part), 1986).

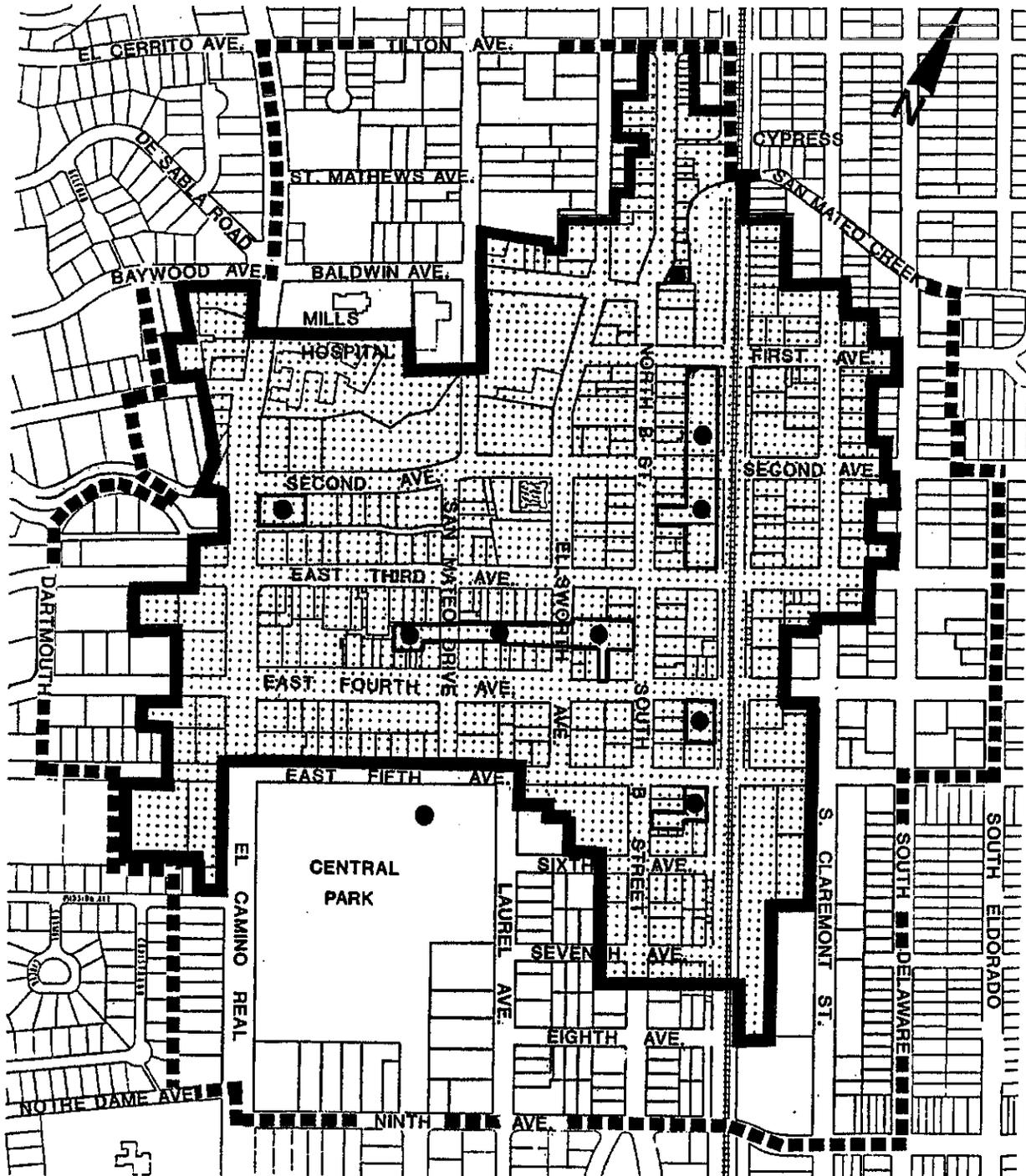
Appendices

Downtown Street Tree Plan



Appendices

Central Parking Improvement District Boundaries



● EXISTING PUBLIC
PARKING FACILITIES

■■■■■ CPID BOUNDARY

■■■■■ PRIMARY BENEFIT ZONE

