

private realm development standards and design guidelines

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The Transit Corridors Area is at the cusp of a significant transformation. In the coming years subareas within the Transit Corridors Area will be further defined and enhanced in character, and prominence will be given to the area's gateways to inspire and welcome visitors into the City.

This chapter contains comprehensive development standards and design guidelines that govern future private development actions in the Transit Corridors Area. These standards and guidelines will be used to evaluate private development projects or improvement plans proposed for properties within the Plan area.

The following development standards and design guidelines are intended to give form to the "private realm" within the Transit Corridors Area. They refer to the buildings and land that are on privately-owned lots and parcels. The development standards are regulations that all development in the specified zone is required to follow in order to obtain project approval. The guidelines are recommendations that direct how a project is designed. The standards and guidelines aim to **enhance the identity and environment** of those areas by establishing the **desired character and scale of development along the corridors and providing for appropriate transitions to adjacent neighborhoods.**

For each project, the Planning Commission or Architectural Review Committee would have to make two new findings of fact: 1) that the project is consistent with the Design Guidelines, and 2) that the project addresses the transition from new development to existing low-density residential uses.

This chapter is organized as follows:

- **5.1 Private Realm Development Standards** address those aspects of development that are essential to achieve the goals of the Transit Corridors Plan. They include specifications for site development and building design, such as permitted land uses, building height, and setbacks. Conformance with the standards is mandatory. Standards are indicated by the use of the words “shall”, “must”, or “is / is not permitted”.
- **5.2 Private Realm Design Guidelines** address the overall quality of architecture of new and existing development at both the overarching (area-wide) and Character Area scales. The guidelines provide flexibility for creative expression and design of buildings while supporting the desired character of the overall Transit Corridors Area with a set of overarching guidelines, as well as key Character Areas. Guidelines should be adhered to wherever possible and will be used as the basis of the City’s design review process.

5.1 PRIVATE REALM DEVELOPMENT STANDARDS

This section presents standards to guide the development of the private realm in the Transit Corridors Area within specific zones (see Figure 5.1: Zoning Designation Map). The standards are contained in zoning designations corresponding to each Character Area and are designed to encourage and shape future private development in order to realize the community's vision.

The zoning designations will enhance the Transit Corridors Area as a desirable place to live, work, shop or visit. They are intended to promote coordinated and cohesive site planning and design that maximize transit-supportive development; enhance residential and commercial character along the corridors; and encourage pedestrian, bicycle, and transit use rather than exclusively automobile access to employment, services and residences.

The zoning standards build upon the 2025 General Plan land use designations with more specific standards regarding the uses and physical form of new development as they pertain to specific locations. The new zoning designations will allow higher intensity development based on the General Plan provision to allow higher floor-area-ratios (FAR) on development sites over 20,000 square feet. In addition, the designations includes guidance to a full revision of the City's Zoning Ordinance.

The five zoning designations for the Transit Corridors Area are as follows:

- Station Area
- San Bruno Avenue
- El Camino Real
- Central Business District
- Civic Center

Each zoning designation includes the following development standards:

- Uses
- Maximum Height
- Building Stepbacks
- Building Setbacks
- FAR Requirements

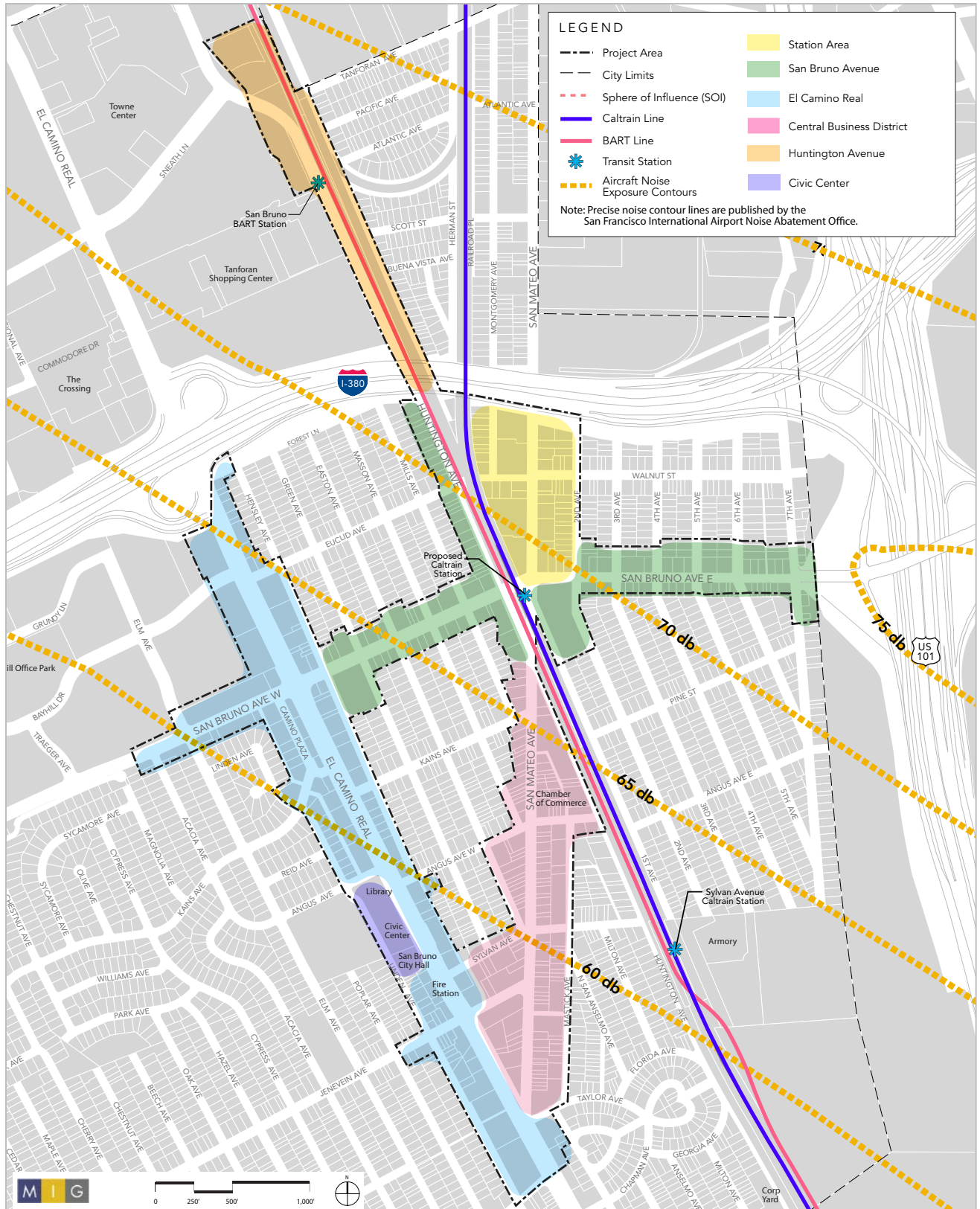


Figure 5.1: Zoning Designation Map

Maximum Height Regulations

The Transit Corridors Plan regulates height of buildings to ensure that adequate density and intensity can be achieved in order to support the economic vitality, streetlife, and public transit desired for the area, while also ensuring compatibility with adjacent low-rise residential neighborhoods and minimizing shadow impacts.

The Plan-proposed increase in height, above the three story or fifty (50) foot maximum currently allowed under Ordinance 1284, requires approval of a majority of San Bruno voters in a city-wide election.

Height is defined for the purposes of this plan as the vertical extent of a building mass measured from the average finished grade along the primary facade to the top of cornice, parapet, eave line of a peaked roof, or mansard roof ridge line. The primary building facade means the wall or plane of the building that contains the main building entrance.

The height for inhabited structures is regulated by both the number of floors permitted and by total height in feet permitted. The number of floors includes all habitable floors located above the average finished grade, and does not include portions of the building substantially submerged or partly submerged below grade such as basements or podiums. The maximum height for uninhabited structures (e.g. parking garages) is regulated exclusively by maximum height in feet permitted. Stepbacks were created to bring heights down in areas with potential shadow concerns, or areas with low-rise residential neighborhoods.

- Habitable attics, or any other inhabited spaces located above a roof's eave line or a mansard roof's peak, are not permitted.
- Portions of the building that extend above the primary building mass, such as dormers, roof-top cupolas, elevator and mechanical equipment enclosures, roof deck trellises, and other similar features, shall not exceed the maximum height requirement by more than 10 feet.
- At a height of 90 feet, future development within the Station Area could potentially encroach upon certain of the critical aeronautical surfaces that protect airspace required for the various departure procedures from Runways 28. Potential features exceeding the maximum 90-foot (7-story) height limit (e.g. architectural features subject to Planning Commission review, stairwell and elevator towers, or mechanical penthouses and equipment) may also encroach upon certain of the critical aeronautical surfaces. Future site-specific development proposals within the Station Area, as well as other portions of the Transit Corridors Area, would be referred to the San Mateo County C/CAG Airport Land Use Committee (ALUC) for a determination of consistency with the ALUCP. Depending on site-specific ground elevations and critical aeronautical surfaces, the ALUC determinations may result in maximum allowed building heights on any given site slightly lower than the maximum allowed by the Transit Corridors Plan.



Figure 5.2: Character Area - Station Area

STATION AREA

The Station Area designation covers the new Caltrain station and adjacent areas. It encourages high intensity office development to maximize the transit-oriented development potential and Caltrain ridership.

Uses

The Station Area designation allows public uses including Caltrain related uses, such as the station platform, plaza and parking. Other major permitted uses are professional offices with limited ground-floor retail at strategic locations, such as fronting the Caltrain station platform and plaza and along key streets and intersections. Parks and open spaces are also encouraged to serve as community amenities. Prohibited uses include industrial, automobile/vehicle sales, auto repair services, storage and warehouse uses. In addition, new residential uses and mixed residential and commercial uses may be permitted in areas outside of the 70 decibel SFO airport noise contour. See Table 5.1: Uses, for a list of permitted uses, Table 5.2: Development Standards, for a summary of the standards within each zoning designation and in the City of San Bruno's Municipal Code for a complete list of permitted uses.

Maximum Height

- For new development west of San Mateo Avenue, maximum height is ninety (90) feet, and seven (7) stories, with the tallest buildings located closest to the Caltrain station. Minimum height is sixty (60) feet, and four (4) stories.
- For new development east of San Mateo Avenue, maximum height is sixty-five (65) feet, and five (5) stories. There is no minimum height
- Certain encroachments up to ten feet (e.g. architectural features such as corner tower elements) that extend beyond height limits may be permitted through the Planning Commission design review process.



There is an opportunity within the Station Area for well planned mixed-use development.

Building Stepbacks

- Buildings over four stories shall step back the fifth floor and above by a minimum of 15 feet, except that buildings over three stories adjacent to low density residential shall step back the fourth floor and above by a minimum of 15 feet.

Building Setbacks

- Front: 10-foot average from back of sidewalk
- Side: zero.
- Rear: zero, except 10-feet when adjacent to low density residential.

FAR Requirements

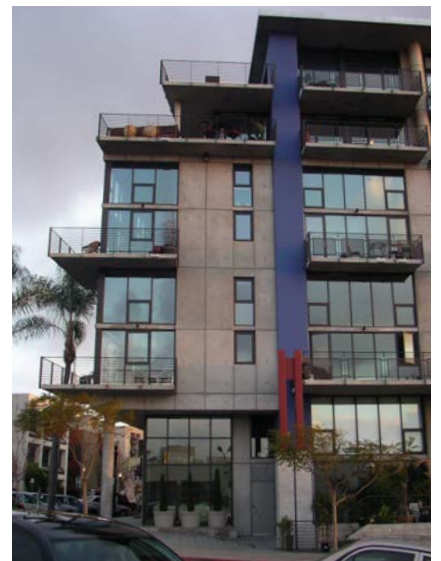
- Maximum 2.0 FAR for parcels smaller than 20,000 square feet, and no maximum FAR for parcels 20,000 square feet and larger.

Parking Requirements

- Refer to Table 7.8 Parking Requirements.



Open spaces in the form of plazas and/or parks should be integrated into the Station Area to provide community gathering



Building setbacks and stepbacks should be used to reduce building massing.

The impact of building heights can be mitigated through building articulation, stepbacks, and setbacks to reduce bulk and scale.

SAN BRUNO AVENUE

The San Bruno Avenue designation encourages higher intensity development along San Bruno Avenue and Huntington Avenue while preserving flexibility for the range of existing and potential uses. While residential densities are not as intense as along El Camino Real, San Bruno Avenue will become a transit-oriented development corridor with both commercial and residential uses.

Uses

A range of residential uses are encouraged in the San Bruno Avenue zone.

The San Bruno Avenue designation encourages both stand alone commercial and a mix of residential, retail, and office uses. Commercial uses can include retail sales, personal services, eating and drinking establishments, business and professional offices, and medical and dental offices. Commercial uses are required on the ground-floors at key intersections, such as adjacent to the Caltrain station and San Bruno Avenue. Flex-spaces should be encouraged for ground-floors of mixed-use buildings to allow office or retail uses depending on market demand. This designation allows new mixed-use residential and commercial and single-use residential development in areas outside of the 70 decibel SFO airport noise contour, primarily west of the Caltrain station, along Huntington Avenue south of Euclid Avenue and south of San Bruno Avenue. Prohibited uses include industrial, storage, and auto service or



Figure 5.3: Character Area - San Bruno Avenue

vehicle sales uses. See Table 5.1: Uses for a list of permitted uses and Table 5.2: Development Standards for a summary of the standards within each Designation Zone. See the City of San Bruno's Municipal Code for a complete list of uses.

Maximum Height

- Sixty five (65) feet and maximum of five (5) floors.
- Certain encroachments up to ten feet (e.g. architectural features such as corner tower elements) that extend beyond height limits may be permitted through the Planning Commission design review process.

Building Stepbacks

- Buildings over three stories facing corridor streets and adjacent to low density residential shall step back the fourth floor and above by a minimum of 15 feet.

Building Setbacks

- Front: 10-foot average from back of sidewalk
- Side: zero.
- Rear: zero, except 10-feet when adjacent to low density residential.

FAR Requirements

- Maximum 2.0 FAR for parcels smaller than 20,000 square feet, and no maximum FAR for parcels 20,000 square feet and larger.

Parking Requirements

- Refer to Table 7.8 Parking Requirements.



Figure 5.4: Character Area - El Camino Real



Residential uses will provide the critical mass of residents to support the commercial uses throughout the plan area.

EL CAMINO REAL

The El Camino Real designation generally applies to parcels along the El Camino Real corridor, and emphasizes new development of residential uses with some ground-floor retail to leverage proximity to the Caltrain station and Downtown, while being sensitive to existing lower density neighborhoods. Key intersections (see Figure 5.8: Key Primary and Secondary Intersections) throughout the corridor should be activated with commercial uses that have a strong connection to the public realm (i.e. setbacks with plaza space and outdoor dining opportunities).

Uses

The El Camino Real designation encourages mixed-use residential and commercial and single-use residential development. Residential uses such as condominiums should front onto El Camino Real, with ground-floor retail required at significant street corners (see Figure 5.8: Key Primary and Secondary Intersections). Medium-density residential uses, such as townhomes, are encouraged adjacent to existing low-density residential neighborhoods. Other commercial uses, such as restaurants, and neighborhood-serving retail are allowed. Prohibited uses include auto service, industrial storage uses and new automobile repair uses. Auto Sales will be a conditional use along El Camino Real subject to high quality design standards and architectural compatibility. It is anticipated that the land uses along El Camino Real will change over time, transitioning from auto-oriented uses to mixed-use development. See Table 5.1: Uses for a list of permitted uses and Table 5.2: Development Standards for a summary of the standards within each Designation Zone. See the City of San Bruno's Municipal Code for a complete list of uses.

Maximum Height

- Seventy (70) feet, and maximum of five (5) floors.
- Certain encroachments up to ten feet (e.g. architectural features such as corner tower elements) that extend beyond height limits may be permitted through the Planning Commission design review process.

Building Stepbacks

- Buildings over three stories facing corridor streets and adjacent to low density residential shall step back the fourth floor and above by a minimum of 15 feet.

Building Setbacks

- Front: average minimum 10-foot is required from the back of sidewalk. Larger setbacks are encouraged specifically in areas where the sidewalk is less than eight feet deep.
- Side: zero.
- Rear: zero, except 10-feet when adjacent to low density residential

FAR Requirements

- Maximum 2.0 FAR for parcels smaller than 20,000 square feet, and no maximum FAR for parcels 20,000 square feet and larger.

Parking Requirements

- Refer to Table 7.8 Parking Requirements.



The strategic use of materials and building articulation will help break up the mass of larger buildings in the plan area.



Figure 5.5: Character Area - Central Business District

CENTRAL BUSINESS DISTRICT

The Central Business District designation allows for a moderate increase in intensity of uses along San Mateo Avenue, with efforts to preserve the existing urban fabric and scale of storefronts. Mixed-use with ground-floor retail and upper-floor residential or office uses are permitted, while new medium-density residential uses are allowed to infill existing surface parking lots.

Uses

The San Mateo Avenue designation preserves the existing main-street retail commercial uses on San Mateo Avenue. Other retail uses may include cultural and entertainment uses such as community theaters, performing arts centers, museums, and auditoriums. Open spaces, such as public plazas, are encouraged, especially at the southern end of Downtown where San Mateo Avenue meets El Camino Real. Additionally, residential uses are allowed in upper-stories of buildings facing San Mateo Avenue, or in developments facing existing residential neighborhoods. See Table 5.1: Uses for a list of permitted uses and Table 5.2: Development Standards for a summary of the standards within each Designation Zone. See the City of San Bruno’s Municipal Code/ for a complete list of uses.



New/remodeled buildings should be appropriately scaled and positioned to complement the existing eclectic architecture along San Mateo Avenue.

Maximum Height

- Fifty five (55) feet, and maximum of four (4) floors.
- Ground floor must have a 15-foot minimum floor-to-floor to provide maximum flexibility for retail uses.
- Certain encroachments up to ten feet (e.g. architectural features such as corner tower elements) that extend beyond height limits may be permitted through the Planning Commission design review process.

Building Stepbacks

- Buildings over three stories shall set back the fourth floor and above by a minimum of 15 feet.

Building Setbacks

- Front: The combined width of the sidewalk and setback must equal at least 10 feet.
- Side: zero.
- Rear: zero except 10-feet when adjacent to existing low density residential.

FAR Requirements

- Maximum 2.0 FAR for parcels smaller than 20,000 square feet, and no maximum FAR for parcels 20,000 square feet and larger.

Parking Requirements

- Refer to Table 7.8 Parking Requirements.



Uses can enhance their street presence by providing outdoor dining opportunities.



Buildings within the CBD have the opportunity to increase in intensity while respecting the existing scale and form of development in the area.



Figure 5.6: Character Area - Civic Center, El Camino Real



Civic uses should incorporate landmark elements (i.e. a tower structure) when possible and appropriately scaled to be inviting to pedestrians.



CIVIC CENTER

The Civic Center designation allows for a higher intensity and integrated civic center along El Camino Real.

Uses

The Civic Center designation is specific to the civic uses along El Camino Real, including City Hall, the Public Library, and Fire Station. This use also allows community centers, and other civic related uses, as well as secondary retail uses (i.e. coffee shop). See Table 5.1: Uses for a list of permitted uses and Table 5.2: Development Standards for a summary of the standards within each Designation Zone. See the City of San Bruno's Municipal Code for a complete list of uses.

Maximum Height

- Seventy (70) feet, and maximum of five (5) stories
- Certain encroachments up to ten feet (e.g. architectural features such as corner tower elements) that extend beyond height limits may be permitted through the Planning Commission design review process.

Building Stepbacks

- Buildings over four stories shall step back the fifth floor and above by a minimum of 15 feet, except, facing lower density residential neighborhoods, buildings over three stories shall step

back the fourth floor and above by a minimum of 15 feet.

Building Setbacks

- Front: minimum 15' setback for buildings facing El Camino Real.
- Side: zero.
- Rear: zero, except 10-feet when adjacent to low density residential.

FAR Requirements

- Maximum 2.0 FAR for parcels smaller than 20,000 square feet, and no maximum FAR for parcels 20,000 square feet and larger.



Sustainable architecture and resource conservation should be goals with each public facility project.

Table 5.1: Uses

LAND USES	Station Area	San Bruno Ave/ Huntington	El Camino Real	Central Business District	Civic Center
1) Retail					
Retail Sales & Services	Permitted - G	Permitted - G	Permitted - G	Permitted - G	-
Eating Establishments	Permitted - G	Permitted - G	Permitted - G	Permitted - G	-
Eating Establishment with Alcohol	Permitted - P	Permitted - P	Permitted - P	Permitted - P	-
Drinking Establishments	Conditional Use - G	Conditional Use - G	Conditional Use - G	Conditional Use - G	-
Personal/Business Services	Permitted	Permitted	Permitted	Permitted	-
Health/Exercise Clubs	Conditional Use	Conditional Use	Conditional Use	Conditional Use	-
Auto Sales	-	-	Conditional Use	-	-
2) Professional/ Medical Office	Permitted	Permitted	Permitted	Permitted - U	
3) Hospitals/Health Clinics	Conditional Use	Conditional Use	Conditional Use	-	-
4) Lodging/Hotel	Permitted	Permitted	Permitted	Conditional Use	-
5) Residential	Permitted	Permitted	Permitted	Permitted - U	-
6) Live/Work	Permitted	Permitted	Permitted	Conditional	-
7) Civic, Quasi- Civic, Cultural	Permitted	-	Permitted	Permitted	Permitted

G = Ground Floor Only

U = Upper Floors Only

P = Permitted w/Performance Standards

- = Not Permitted

Table 5.2: Development Standards

	Station Area	San Bruno Ave/ Huntington	El Camino Real	Central Business District	Civic Center
Front – Setback from Back of Sidewalk	10 feet Average	10 feet Average	10 feet Average	10 feet*	15 feet
Side Setback	-	-	-	-	-
Rear Setback	-	-	-	-	-
Rear Setback – (adjacent to low density residential)	10 feet	10 feet	10 feet	10 feet	10 feet
Height Limit – Maximum	W of San Mateo Ave 90 feet / 7 floors	65 feet (5 stories)	70 feet (5 stories)	55 feet (4 stories)	70 feet (5 stories)
	E of San Mateo Ave 65 feet / 5 floors				
Height Limit – Minimum	W of San Mateo Ave 60 feet / 4 floors	-	-	-	-
	E of San Mateo Ave -				
Stepback Facing Corridor Street	Above 4th floor Step back 15 feet	Above 3rd floor Step back 15 feet	Above 4th floor Step back 15 feet	Above 3rd floor Step back 15 feet	Above 4th floor Step back 15 feet
Stepback – adjacent to low density residential	Above 3rd floor Step back 15 feet	Above 3rd floor Step back 15 feet	Above 3rd floor Step back 15 feet	Above 3rd floor Step back 15 feet	Above 3rd floor Step back 15 feet
Architectural Encroachments	Certain encroachments that extend beyond setbacks and height limits, including architectural features such as dormers, roof deck trellises, roof-top cupolas, elevator and mechanical equipment enclosures, and other similar features promoting good urban design, may be approved through the Planning Commission architectural and site plan review process. Such encroachments should not exceed the maximum height requirement by more than 10 feet.				
FAR for parcels < 20,000 sq. feet	Maximum 2.0	Maximum 2.0	Maximum 2.0	Maximum 2.0	Maximum 2.0
FAR for parcels ≥ 20,000 sq. feet	-	-	-	-	-

- = No Requirement

* = Combined width of sidewalk and setback must be at least 10 feet

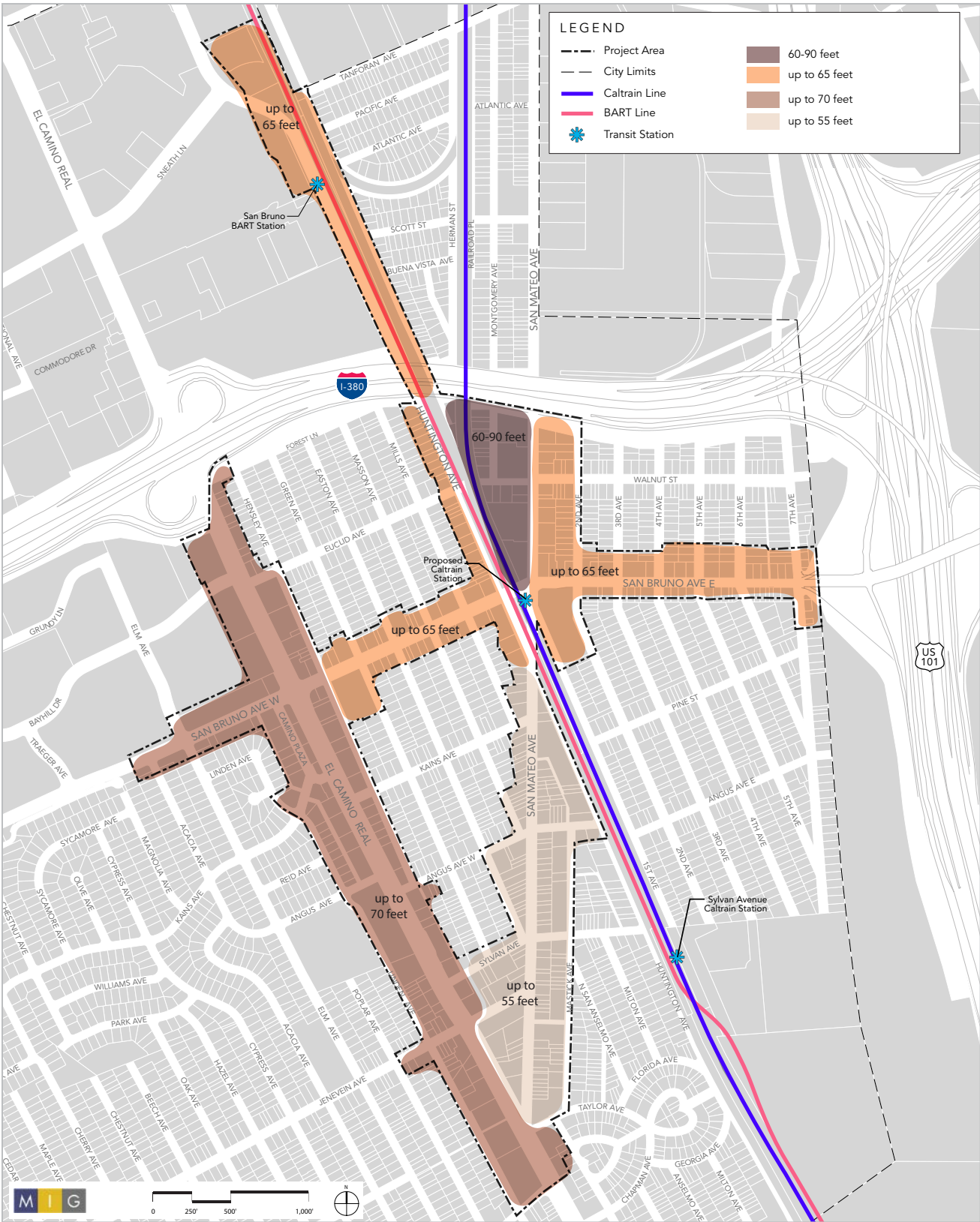
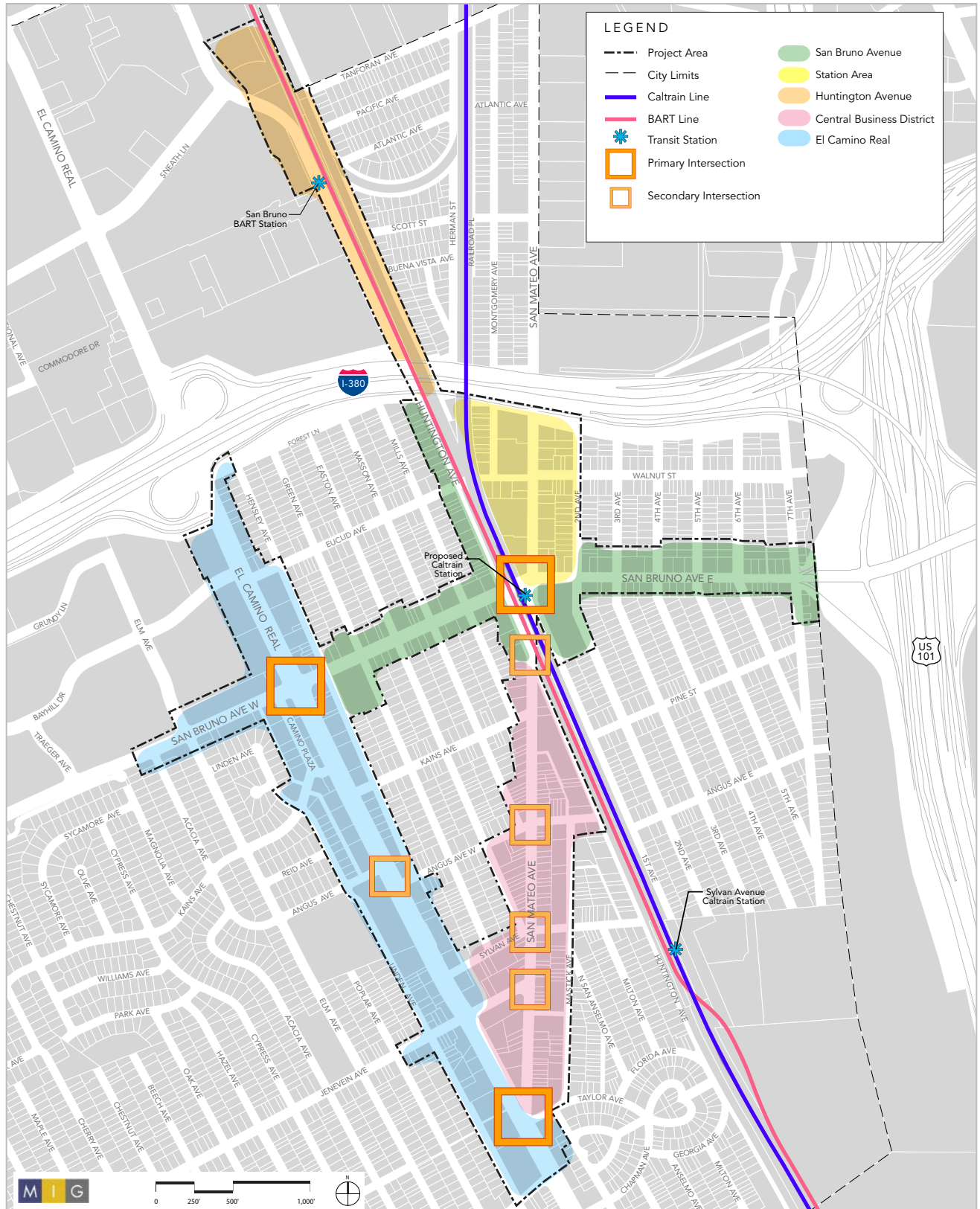


Figure 5.7: Building Heights



5.2 PRIVATE REALM DESIGN GUIDELINES

The design and orientation of buildings and the spaces around them have great influence in shaping the character of a place. Importantly, the design of the private realm can have a significant impact on the quality of the public realm, as private buildings typically provide the edges to streets and open spaces. This interrelationship is critical because together these two realms shape the character, experience, and functionality of the Transit Corridors Area.

This section is organized as follows:

A. Overarching Design Guidelines address new development design of both new buildings and remodeling of existing buildings throughout the Transit Corridors Area. These guidelines are intended to ensure the overall quality of architecture desired throughout the Transit Corridor Area. Guidelines are indicated by the use of the words “should”, “may”, or “encouraged to”.

B. Character Area Design Guidelines provide specific private realm character defining design guidance for both new and existing buildings in the five designated Character Areas in the Transit Corridors Area.

It is recommended to first use the overarching guidelines and then specific guidelines for each of the character areas.

A. OVERARCHING (AREA-WIDE) DESIGN GUIDELINES

The overarching design guidelines are organized into several categories that provide guidance both for how buildings should be properly sited and oriented, and the elements that define the high architectural quality expected within the Transit Corridors Area. In addition to the guidelines that define the form, scale, and façade of buildings and parking and circulation design, this section also includes guidelines that encourage sustainable practices such as stormwater management, passive heating and cooling, and water and energy efficiency measures. Although direct conformance with the guidelines is the surest route to swift approval, applicants may propose alternative design plans that will be considered with respect to how they meet the overall objectives of the Plan and the

desired character of the Transit Corridors Area.

The overarching (area-wide) design guidelines include:

Site Layout and Building Design

- A1. Site Layout and Building Orientation
- A2. Massing and Scale
- A3. Building Heights and Stepbacks
- A4. Building Setbacks
- A5. Building Façade Design
- A6. Building and Roof Materials
- A7. Lighting
- A8. Building Signage
- A9. Awnings

Parking and Circulation Design

- A10. Parking Lots and Structures
- A11. Alleys and Service Access
- A12. Bicycle and Pedestrian Facilities

Sustainability Design

- A12. Stormwater Management
- A13. Passive Heating and Cooling
- A14. Water and Energy Efficiency



Building entries should be well defined and easily accessible from the street.

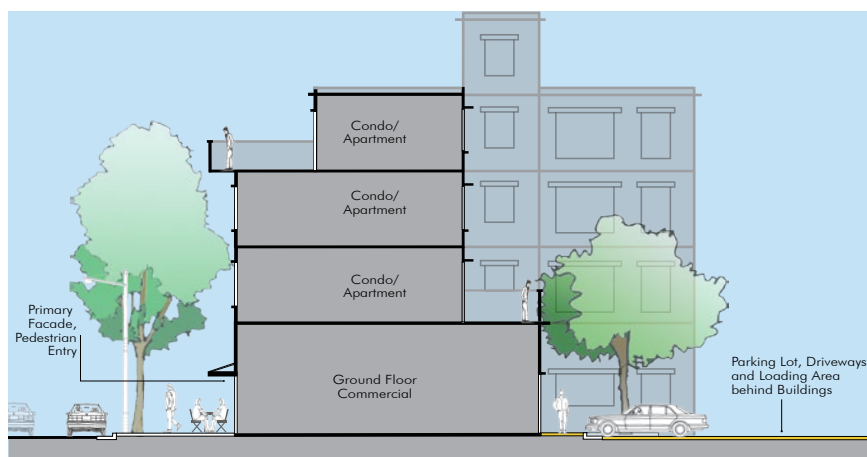


At key intersections corner buildings should be accentuated with projecting elements.

SITE LAYOUT AND BUILDING DESIGN

A1 SITE LAYOUT AND BUILDING ORIENTATION

- A1-1 Orient buildings so that primary façades and key pedestrian entries face major streets.
- A1-2 Encourage building entries to be visible from the street, so that each building has an entrance along the front of the building facing the sidewalk where the majority of the public will be entering.
- A1-3 Encourage end and corner units to be visual anchors by orienting primary façades toward major streets and intersections and using architectural design features to accentuate key vertical and horizontal features (i.e. roofline, entries, etc.).
- A1-4 Corner buildings should be accentuated through height, articulation and unique roof silhouettes to emphasize their presence.
- A1-5 Locate/concentrate new ground-floor retail uses on street corners in distinctive landmark buildings at key intersections (see Figure 5.8: Key Primary and Secondary Intersections).
- A1-6 Encourage ground-floor retail uses to activate the street where possible.

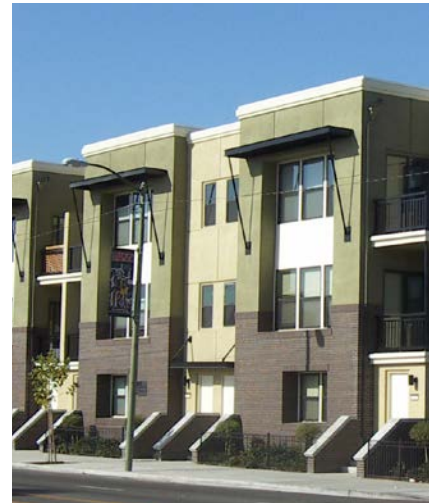


An example of how front setbacks and front stepbacks can be used to mitigate the impact of building heights.

- A1-7 Locate semi-private open spaces, such as common courtyards, to face major streets, activating the corridor and providing “eyes on the street”.
- A1-8 Encourage buildings, especially residential development, to have access to sun and air on at least two sides to provide adequate light and ventilation. Provide light and air wells for large scale buildings.
- A1-9 Require continuous building façades along San Mateo Avenue. On El Camino Real, Huntington Avenue, and San Bruno Avenue encourage continuous building façades where possible. Where continuous building façades cannot be provided, minimize driveway curb cuts to no more than 25 feet wide and landscape alleys with plantings and trees.
- A1-10 Encourage landscaping or low, well-designed fences for residential uses that can be used to delineate between the public and private realms.
- A1-11 Combine driveways, when possible, or prevent placing them close together to minimize curb cuts.
- A1-12 Minimize alley and service access driveways to provide better flow and safety for pedestrian, bicycle and automobile traffic.
- A1-13 Locate parking lots, driveways and loading areas behind buildings, with access on side or rear streets to maximize active pedestrian edges.
- A1-14 Encourage trash receptacles, located in many cases in rear parking lots, to be placed in trash enclosures that are screened with materials that are consistent with the architectural character and style of adjacent structures.



Open spaces should be located in easily accessible locations and connected to active streetscapes throughout the plan area.



Setbacks are encouraged to allow for landscaping and street furniture to enhance the pedestrian environment.



Building façades should be broken up with architectural elements such as a mix of materials and/or by recessing or projecting portions of the façade.

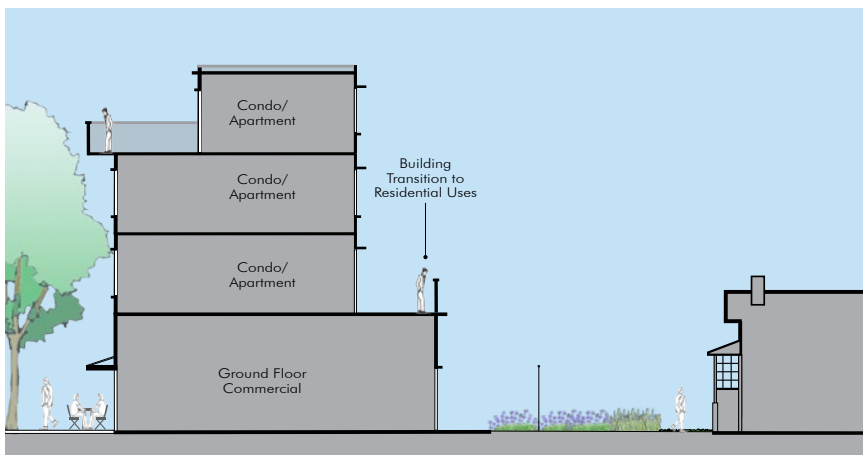
A2 MASSING AND SCALE

- A2-1 The design of new development must respect the scale, form, and development pattern of existing residential neighborhoods surrounding/adjoining the Transit Corridors Area.
- A2-2 Ensure the transition between high-density development and lower density development, including surrounding existing residential neighborhoods, by carefully considered in site design and architectural massing. Reduce the scale of buildings by stepping back the upper-stories, consistent with the Development Standards in this chapter when abutting single family residences.
- A2-3 Encourage development of medium density town homes in order to reduce the impacts on single family residential neighborhoods for new development on narrower blocks that are less than 75 feet in depth.
- A2-4 Create individual front entries for units at the street level to maximize activation, reduce building bulk and emphasize building frontage.
- A2-5 Break up the mass of large-scale buildings with articulation in form, architectural details, and changes in materials and colors, and other similar elements:
 - Articulation in form includes changes in wall planes, upper-story building stepbacks, and projecting or recessed elements;
 - Incorporate architectural elements and details such as adding notches, grouping windows, adding loggias and dormers, varying cornices and rooflines; and
 - Vary materials and colors to enhance key components of a building's façade (e.g. window trims, entries, projecting elements, etc.). Material changes should occur at interesting planes, preferably at the inside corners of changing wall planes.

- A2-6 Encourage building articulation and break up building mass with alleys or open spaces to allow access through developments and to create visual breaks.
- A2-7 Break up long horizontal roof lines on buildings with flat or low pitched roofs by incorporating architectural elements such as parapets, varying cornices and roof lines. Roof lines should be broken at intervals no greater than 50' long by changes in height or roof form.
- A2-8 Encourage deep roof overhangs to create shadows and add depth to façades.
- A2-9 Screen all roof-mounted equipment through architectural detailing including decorative parapets or cornices.
- A2-10 Encourage roof forms typical of residential buildings such as gable, hip or shed roof combinations. Multi-form roof combinations will help create varying roof forms, emphasize individual dwelling units and break up the massing of a building.
- A2-11 Create a clear delineation of the private realm, for residential units on the street level, with well-designed elements such as low fences that distinguish private open spaces while preserving "eyes on the street". Encourage the use of fences, railings and/or windscreens to define the semi-private space.



Project elements such as balconies should be integrated to add articulation.



An example of how rear stepbacks can be used to mitigate the impact of building heights adjacent to residential uses.



Examples of a new mixed-use developments transitioning to low-density residential neighborhoods.



Varying materials and colors, and integrating awnings and window treatments are effective tools to articulate a building's façade.



Corner buildings should incorporate architectural elements that signify its presence at key intersections.

- A2-12 Encourage new developments on highly visible corner parcels to experiment with special features such as rounded or cut corners, corner towers, grand corner entrances, corner roof features, special shop windows, special base designs, etc.
- A2-13 Encourage distinctive landmark buildings at places of special significance such as the El Camino-San Mateo Avenue gateway, and important intersections such as El Camino Real and San Bruno Avenue, and the Caltrain Station Area by incorporating architectural elements such as a tower at the corner, articulation or unique roof silhouettes, providing a corner plaza, and/or a recessed building entrance at the corner.
- A2-14 Provide transparent windows for commercial uses that allow pedestrians to see into shops, offices and eateries.

A3 BUILDING HEIGHTS AND STEPBACKS

- A3-1 Provide transitions between commercial and residential buildings by encouraging upper-story stepbacks beyond what is required by the development standards.
- A3-2 Step down building heights along the secondary frontage and rear of buildings to reduce impact on adjacent properties. Stepping back upper stories will also minimize shadows cast on public amenities such as sidewalks, parks and greenways, and lessens privacy concerns with adjoining lots/neighbors.
- A3-3 Utilize upper-story stepbacks fronting major streets to encourage active uses, such as balconies or roof gardens, which provide additional open spaces for residents and add more "eyes on the street".
- A3-4 Encourage stepbacks to vary in depth to allow variation and architectural interest. Stepbacks can be measured as an average as described in the Development Standards.

A4 BUILDING SETBACKS

- A4-1 Utilize building setbacks as an extension of the sidewalk to provide adequate space for pedestrian movement and

activity. This space can be used for outdoor café seating, street furniture, landscaping, and public art that can enliven the streetscape.

- A4-3 Utilize building setbacks for ground-floor retail uses for spillover activity such as outdoor café seating. Design front setbacks for pedestrian use and consider using paving patterns or installing seating and tables, public art and decorative plantings. Use fences, railings and/or windscreens to define the semi-private space.
- A4-4 Encourage building setbacks for residential uses to create adequate buffer space between high-speed vehicular traffic and residential units.
- A4-5 Design setbacks with abundant landscaping to buffer existing parking lots along sidewalks' edge.
- A4-6 Integrate building setbacks for new development, particularly fronting key intersections (see Figure 5.8: Key Primary and Secondary Intersections), to create a visually interesting street edge by breaking up the building fronts with pockets that could provide more space for pedestrian and outdoor activity.

A5 BUILDING FAÇADE DESIGN

- A5-1 Incorporate architectural elements on all façades to prevent blank walls. Though the highest level of articulation will occur on front façades, all exposed sides of a building should be designed with the same quality materials:
 - Articulate façades with a variety of materials;
 - All building sides should include glazing, awnings, projecting and recessed elements, or other details to add visual interest; and
 - Rooflines and cornice details should be designed in a three-dimensional manner so that the features on the back of the roof and/or unfinished areas are not visible.
- A5-2 Design buildings that contribute to the urban fabric by varying setbacks, roof heights, upper-story stepbacks,



Setbacks can also provide pockets for street furniture and landscaping that will enhance the streetscape while not impeding on pedestrian traffic.



Building setbacks can provide an opportunity to engage the streetscape with outdoor dining.



Building façades can be articulated with architectural elements such as balconies, cornices, lintels, awnings, porches and stoops.



Blank wall decorated with attractive and colorful mural to improve pedestrian environment.

building articulation and landscaping treatments.

- A5-3 Provide variation in window design, color, materials, and architectural elements amongst multiple adjoining buildings and units to add interest to the pedestrian environment, while keeping within a similar theme..
- A5-4 Maximize transparent windows on all sides of buildings, specifically for ground floor retail and office uses, and do not obstruct view into space. For residential uses, design balconies with transparent or semi-transparent railings to enhance natural lighting and maximize “eyes on the street.”
- A5-5 Prohibit blank walls along street-fronting façades. Where windows and entrances are not feasible, decorate walls with murals, lighting or other visually appealing façade treatments. Incorporate vertical and horizontal architectural elements to break up long building façades.
- A5-6 Utilize architectural elements such as cornices, lintels, sills, balconies, awnings, porches and stoops to enhance building façades. Frame south- or southwest-facing windows with protruding vertical or horizontal shading devices such as lintels, sills and awnings to provide adequate protection from glare.
- A5-7 Encourage all ground-floor commercial uses to have transparent glass windows fronting onto sidewalks to connect with the pedestrian environment and provide pedestrians with views into the interior of the storefront. Opaque, reflective, or dark tinted glass is discouraged.
- A5-8 Encourage sustainable building practices, materials and design solutions—such as solar panels, light shelves, small wind turbines and cool roofs—when designing building façade and articulation. See sections A12, A13, and A14 for additional sustainable measures.
- A5-9 Ensure that materials and colors are consistent with the desired architectural style and that they complement the eclectic yet harmonious character of the corridor.
- A5-10 Ensure that durable and highly resistant building base

materials are selected such as precast concrete, brick, stone masonry, and commercial grade ceramic, to withstand pedestrian traffic.

- A5-11 Encourage existing development along the corridor to regularly maintain existing façades and private landscaping to ensure consistent appearance. All renovations should match the high level of architectural quality and character described in the design guidelines in this section.

A6 BUILDING AND ROOF MATERIALS

- A6-1 Vary materials and colors to enhance key components of a building's façade (e.g. window trims, entries, projecting elements, etc.). Material changes should occur at intersecting planes, preferably at the inside corners of changing wall planes.

- A6-2 Ensure that durable and highly resistant building base materials be selected such as precast concrete, brick, stone masonry, and commercial grade ceramic, to withstand pedestrian traffic.

- A6-3 Ensure that materials and colors be consistent with the desired contemporary architectural style.

- A6-4 Encourage signage and light fixtures that accent yet complement the architectural character of the area both in style and scale.

- A6-5 Incorporate the following recommended façade materials:

- Steel
- Brick
- Precast concrete
- Cut stone
- Exterior plaster



Façades should be balanced with an appropriate mix of materials that help ground a building at its base.



Deep roof overhangs can add visual interest to a building's façade.



Light fixtures should match the architectural character of the building both in use of materials and colors and in scale.



Blade signs should be pedestrian-scaled and proportioned to fit the form and character of the building to which they are attached.

A6-6 Incorporate the following recommended roof materials:

- Metal roof panels
- Roof tiles made of clay, slate, or integrally colored concrete

A7 LIGHTING

A7-1 Ensure that all light fixtures and poles are architecturally compatible with the buildings and/or streetscape or public space they are associated with.

A7-2 Encourage high-efficiency light fixtures. Incorporate timers and sensors where possible to prevent unnecessary lighting conditions.

A7-3 Ensure that all building entrances are well-lit with appropriately scaled light fixtures that complement the architectural style of the building.

A7-4 Site, direct, and/or shield light fixtures to prevent light pollution through glare or light spillage.

A7-5 Light parking lots, pedestrian walkways, bicycle paths, plazas, and paseos adequately.

A8 BUILDING SIGNAGE

A8-1 Design all new signage in accordance with the design guidelines in this section as well as the provisions of Chapter 12.104 Signs of the City's Municipal Code.

A8-2 Incorporate sign design into the development applications for new buildings.

A8-3 Encourage signs that represent the type of business through design, form or graphic.

A8-4 Integrate the method of sign attachment to a building into the overall design of the sign.

A8-5 Encourage signage to be wall mounted or suspend from awnings above the sidewalk. Discourage signs painted directly onto building walls.

- A8-6 Allow signage to protrude up to five feet in depth into the public right-of-way along sidewalks throughout the Downtown area.
- A8-7 Encourage directional lighting of exterior signs to illuminate the sign without producing excess glare.
- A8-8 Encourage façade signs that are individually lettered.
- A8-9 Ensure the design of signage that complements the architectural style and scale of development.
- A8-10 The following guidelines should be considered along San Mate Avenue:
- Position flush-mounted signs above display windows and below second story windows, or, if compatible with façade design, within parapet roof design.
 - Window signs should not obscure a large portion of the display area or the view into the interior.
 - sign color and design should complement the building façade.
 - Mount projecting signs at least nine feet above the sidewalk, and project no more than five feet from the primary building wall.
 - Encourage use of external spotlights for sign illumination which is preferred over internally lit signage.
- A8-11 Provide high-quality blade signage that is perpendicular to building façades to target pedestrians.

A9 AWNINGS

- A9-1 Encourage colorful awnings overhanging the sidewalks with the following basic guidelines:
- Awnings should be positioned within a building frame, and should never cover building piers.
 - Awnings should be fastened above the display windows



Attractive and creative blade sign that fits the character of the business.



Lighting of signage that complements the architectural style of the building and prevents excessive light pollution.



Visible signage mounted in different places of the building façade and using a range of materials.



Awnings provide an opportunity for tasteful artistic impression to attract patrons.



Awning that fits within the window frame.

and below the storefront cornice or sign panel.

- Awnings should be mounted approximately seven feet (clear) above the sidewalk, and should project no more than seven feet from the building wall.

- A9-2 Encourage awnings, overhangs, and arcades where pedestrians are expected to walk and shop to provide overhead protection and to create significant entrances.
- A9-3 Provide awnings along all storefronts, unless an awning does not match the architectural style.
- A9-4 Encourage awnings with a distinctive identity and visual interest along the street level. Awnings should be mounted so as to respect the architecture and character of a building and its function. Awnings should project over doors and windows and not over blank walls. Creative steel, canvas, and glass awnings with signage incorporated are encouraged.

PARKING AND CIRCULATION DESIGN

A10 PARKING LOTS AND STRUCTURES

A10-1 Provide parking consistent with the parking standards depicted in the Chapter 7 -Transportation of this document.

A10-2 Ensure that any necessary surface parking in new development is located at the rear of the building, or is screened by landscaping.

A10-3 Create safe walkways and visual connections to parking lots for pedestrians and vehicles.

A10-4 Encourage higher intensity mixed-use, residential or office development to utilize podium parking that is “wrapped” with active uses along the primary façade.

A10-5 Design façades of parking structures to reduce adverse effects on the pedestrian environment where alternative ground-floor uses are not possible, with green-screens, landscaping, public art, lighting, and semi-opaque windows. Mitigate any required blank walls with plantings, murals, architectural articulation, faux façades, etc.

A10-6 Reduce the bulk of large parking structures by breaking up façades with articulated fronts, varying rooflines, architectural details and upper-story setbacks.

A10-7 The preference is for retail at the ground floor of parking structures to activate the street edge and intersections. If retail is not feasible, locate stairwells and elevators of parking structures at building corners visible from the street to increase transparency between the structure and the public realm.

A10-8 Provide attractive signage to clearly direct drivers into and out of parking structures and surface parking entrances.

A10-9 Provide ample lighting in and around parking lots and structures to ensure safety.

Landscaping can be an effective method to buffer parking structures from view.



Articulate parking structures with architectural elements such as window mullions. In addition, locate commercial uses on the ground floor to engage the pedestrian realm.



Stairwells should be located at the corner of parking structures and distinguishable through clear signage.



Preferred parking for alternative energy vehicles is encouraged.



Alleys should be well lit to provide a safe environment.

A10-10 Allow reduced parking requirements for buildings with adequate parking spaces in shared surface parking lots. Encourage the sharing of parking facilities among buildings with different peak demand times.

A10-11 Encourage the installation of solar panels on roof-decks of parking structures, both as shading devices for vehicles and as a sustainable energy source.

A10-12 Provide preferred parking for alternative energy vehicles and charging stations for electric powered vehicles. Provide dedicated parking for car-share vehicles.

A11 ALLEYS AND SERVICE ACCESS

A11-1 Encourage shared alleys and service access for multiple properties to minimize curb cuts and space used for service.

A11-2 Use special paving materials or patterns for alleys to indicate a shared-use zone that serves as both auto-access and pedestrian connections.

A11-3 Provide lighting in alleys to ensure safety.

A11-4 Ensure alleys are a minimum of 25 feet wide to allow for emergency access and landscaping.

A11-5 Include tree plantings and landscaped buffers along alleys to screen and mitigate the impact of new multi-story buildings on existing residential buildings.

A11-6 Install traffic-calming devices, where necessary, in alleys and service areas to reduce vehicular travel speed.

A11-7 Provide transparent windows and balconies looking over alleys and service areas to provide visual connections from the building to the street to enhance visibility and safety.

A11-8 Screen loading and waste storage areas from adjacent uses with vegetation, landscaping and well-designed screening structures. The design of screening structures should complement the architectural design/character

of the corresponding development and be designed from a solid material. Chain link or similar metal wire fencing with slats is prohibited for screening purposes. (Each business should provide individual trash receptacle enclosures, and provide a community screened recycling area, with uniform appearance, in each parking lot.) Where possible, integrate recycling and waste storage areas into the building.

- A11-9 Incorporate loading areas for new development within the building, where possible, to minimize adverse traffic impacts and street activities.

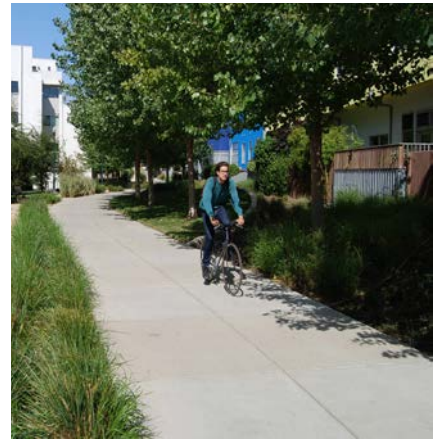
A12 BICYCLE AND PEDESTRIAN FACILITIES

- A12-1 Provide areas for bike parking at the Caltrain station, along San Mateo Avenue and all the identified bike routes.
- A12-2 Provide a delineated and clear path of travel for pedestrians and bicyclists through new development, and particularly through parking lots and open spaces.
- A12-3 Design bicycle racks and pedestrian furnishings that are both functional and visually interesting. Incorporate public art in the design of street furnishings.

SUSTAINABILITY DESIGN

A13 STORMWATER MANAGEMENT

- A13-1 Ensure that all projects comply with the Municipal Regional Stormwater Permit as required by the National Pollutant Discharge Elimination System (NPDES) program.
- A13-2 Encourage Low Impact Development (LID) techniques to infiltrate, store, detain, evapotranspire, and/or biotreat stormwater runoff close to its source.
- A13-3 Minimize impervious surfaces such as concrete, asphalt and hardscaping, especially for surface parking lots. Utilize permeable joint pavers, porous concrete and asphalt, reinforced grass pavement (turfcrete), cobblestone block



Bicycle paths internally should be well designed and connected to overall bicycle network.



Bicycle facilities should be placed in areas that are clearly visible and easily accessible.



The use of permeable materials is encouraged throughout the Transit Corridors Area.



Landscaping should be used strategically to mitigate stormwater runoff.



Green roofs are encouraged throughout the plan area.

pavement, and other similar materials that allow water to infiltrate.

A13-4 Use shared curb cuts, driveways and alleyways to reduce impervious surfaces.

A13-5 Include project features to reduce pollution at its source including covered trash, recycling, and loading facilities.

A13-6 Utilize landscaping that minimizes irrigation and runoff, promotes surface infiltration where possible, minimizes the use of pesticides and fertilizers, and incorporates appropriate sustainable landscaping practices.

A13-7 Ensure adequate tree canopies in the front setbacks of private development and in parking lots, greenways, parks, and plazas to slow and reduce the amount of rainfall that falls to the ground.

A13-8 Encourage the use of green roofs and water collection devices, such as cisterns and rain barrels, to capture water from the building for re-use.

A13-9 Consider incorporating water collection devices, detention areas, and drain spouts into architectural features, water features, or artwork.

A13-10 Incorporate any required stormwater treatment measures early in the site planning process to ensure that they will be effective and attractive.

A14 PASSIVE HEATING AND COOLING

A14-1 Orient courtyards, open spaces and façades to the south to maximize heat gain and natural sunlight.

A14-2 Minimize building heights on the north side of developments to reduce shadows.

A14-3 Configure building developments to create internal courtyards to trap warm air while still encouraging interaction with streets and open spaces.

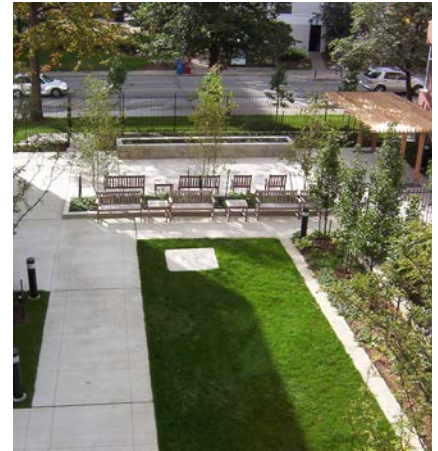
A14-4 Minimize impervious surfaces that have large ther-

mal gain. Plant groundcovers and use mulch to prevent ground reflection and keep the surface cooler, preventing radiation and the heat-island effect.

- A14-5 Provide light-shelves on south-facing windows and entries to maximize natural lighting.
- A14-6 Use adjustable exterior shades and shade screens on east-, west- and south-facing windows as flexible methods for blocking glare.
- A14-7 Design leeward openings to have substantially larger total area (50 to 100 percent) than those openings on the windward side to ensure adequate pressure to facilitate air movement during hot days.
- A14-8 Provide operable windows wherever possible to allow passive ventilation, heating and cooling.
- A14-9 Include high ceiling vaults and thermal chimneys to promote rapid air changes and to serve as architectural articulation for buildings.
- A14-10 Incorporate vegetated roofs and walls, where possible, to maintain and help regulate internal temperatures.
- A14-11 Orient upper stories and rooftops where possible to capture the views of the hills, San Bruno Mountains, and the bay to take advantage of the prime geographic setting of the City.
- A14-12 Orient buildings southward to receive optimal natural sunlight, when possible.

A15 WATER AND ENERGY EFFICIENCY

- A15-1 Incorporate water conservation measures to the extent possible pursuant to City's Municipal Code, Chapter 10.16 Water Conservation, Article II. Water Conservation Regulations.
- A15-2 Require the use of drought-tolerant and native landscaping that requires little irrigation and low maintenance. Refer to City's Master Street Tree List for appropriate landscaping.



Courtyards can provide a gathering space and should be connected to the streetscape.



Adjustable external shading devices can help control the climate inside buildings.



Planting strips along the corridors can provide a great resource for stormwater retention and filtration.



Opportunities for rooftop solar panels should be explored.

- A15-3 Encourage landscaping be irrigated through a drip system, where appropriate, using recycled water when possible.
- A15-4 Encourage planting strips along the street edges that are designed to act as functional stormwater management systems in the form of “urban bioswales”. Stormwater is directed into the planter strips to irrigate landscaping while filtering and reducing stormwater runoff.
- A15-5 Encourage solar panels on building rooftops and/or façades to supplement the energy source.
- A15-6 Encourage skylights to maximize the use of natural lighting.
- A15-7 Articulate building façades to increase surface areas for windows and opportunities for natural lighting.
- A15-8 Encourage the use of “cool and/or green” roofs to reduce heat island effect and thereby reduce the heat transferred into the building below. Cool roofs consist of materials that effectively reflect the sun’s energy. Alternatively, green roofs achieve the same purpose and include vegetation to harvest rainwater for reuse and diminish runoff.

B. CHARACTER AREA DESIGN GUIDELINES

The following guidelines are designed to ensure that new development within each of the designated Character Areas meets the desired level of architectural quality. The guidelines complement the Overarching Guidelines in the previous section, but provide greater detail to give form and character to each of the Character Areas. Each area includes guidelines that describe the layout and orientation of buildings and their massing and scale. In addition, each section includes a specific character-forming guidelines. This section is organized as follows:

- B1. Station Area
- B2. El Camino Real
- B3. San Bruno Avenue
- B4. Central Business District
- B5. Huntington Avenue



The architectural character for the Station Area should integrate modern elements and buildings should be articulated with a mix of materials, stepbacks, and projecting and recessed components to break up their massing.



The character of both the buildings and the spaces between them should be designed with a common theme that defines the Station Area.

B1 STATION AREA

Building on the central location of the new Caltrain station, development in the Station Area will become a new destination and center of activity in San Bruno, as well as a northern gateway to the Downtown area along San Mateo Avenue. To support a Transit Oriented Development (TOD) concept, the Station Area will accommodate a higher intensity of uses. Due to the noise contours from SFO, residential uses in the Station Area will be restricted to areas outside of the 70 decibel zone. The area will be comprised mostly of office and retail uses, with potential for research and development uses.

Described in the City's General Plan as the "northern anchor" and gateway to the City, the character of the area should be defined by the distinctive architectural style of buildings and the public spaces between them. The following sections describe the desired use, orientation and layout, massing and scale, development envelope, building articulation, and use of materials that should reflect the prominence of the Station Area's use and location. The following design guidelines provide a framework for future development in the Station Area, with the flexibility to allow for innovative design solutions that complement the desired high quality of design.

BUILDING ORIENTATION AND MASSING

- B1-1 Create a pedestrian environment that connects the Station Area into the existing urban fabric along San Bruno and Huntington avenues and the anticipated character of the pedestrian environment along those streets. Public open spaces in the Station Area should be designed to be distinctive (through unique paving materials, etc.) and connect efficiently to surrounding streetscapes.
- B1-2 Where possible, orient main entrances to be visible from the Caltrain station, San Bruno Avenue, San Mateo Avenue, and public open spaces or plazas.
- B1-3 Encourage active public open spaces such as green spaces, plazas, and outdoor dining spaces within the Sta-

tion Area that are designed to complement the character of the area. Open spaces should be programmed and activated with restaurants, coffee shops or other uses that provide eyes-on-street and pedestrian traffic.

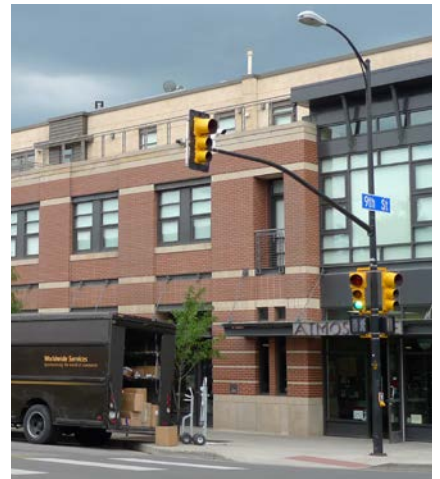
- B1-4 Locate loading and service areas behind buildings or facing the raised Caltrain tracks, where feasible, and cap with rooftop open space to minimize undesirable views and disrupting loading activity.
- B1-5 Maximize views to public open spaces from San Bruno Avenue and the Caltrain line.
- B1-6 Ensure that buildings do not span more than 200 feet across the street frontage.

BUILDING CHARACTER

The combination of the appropriate materials and colors will help define the architectural character of the Station Area. Materials should be selected intently to enhance the quality and permanence of the design. The Station Area is anticipated to reflect a contemporary architectural style through new construction that is distinctive for the area as a higher density TOD and the gateway into Downtown.



Plazas and green spaces are encouraged within the Station Area to provide space for the community and visitors to congregate.



Building setbacks at upper stories can reduce the impact of a height by providing a transition to either the street or adjacent structures.



Stepbacks are required at a certain heights and encouraged at lower heights along El Camino Real to building and transition to surrounding uses.



Residential uses should be set back adequately from El Camino to provide a buffer and an area for landscaping.

B2 EL CAMINO REAL

While El Camino Real will remain a state highway and a major corridor for moving automobiles, its character can be designed to better serve pedestrians and bicyclists and to be a gateway for the City of San Bruno. The following design guidelines provide a framework for future development along El Camino Real, helping to support the vision of its transformation into a “Grand Boulevard.” The guiding principles of the Grand Boulevard Initiative as they apply to El Camino Real (referenced in the Land Use and Urban Design Element of the City’s General Plan), provide a guide for the level of expected high-quality building design along the El Camino Real corridor, and are supported with the guidelines below.

BUILDING CHARACTER

Although the El Camino Real corridor is currently characterized primarily by auto-oriented uses, the corridor’s rich history provides character or identity forming elements that can be drawn from. In general, auto-oriented uses such as car dealerships and gas stations should be designed with landscaping and street trees to soften their appearance. In addition, auto dealerships should consider developing showrooms rather than surface lots to showcase their vehicles, particularly at the street frontage. Showrooms should be designed for maximum natural lighting with skylights and large windows, and minimize the use of artificial lighting and light pollution that might disturb nearby residents. The guidelines noted in the previous sections are intended to enhance the architectural quality and character of new and remodeled development to introduce a pedestrian-oriented environment. The guidelines allows both traditional and contemporary architectural styles.

B3 SAN BRUNO AVENUE

San Bruno Avenue presents a great opportunity to enhance its architectural elements to signify its potential as a major gateway to San Bruno. Considering that the Caltrain station is planned along the corridor, San Bruno Avenue should encourage the development of transit-oriented uses including higher density residential, on the west portion of the corridor, and active ground-floor uses that engage the street edge all along. The corridor is currently characterized primarily by office uses west of Huntington Avenue and an auto-dealership, small shops, and a range of residential uses east of San Mateo Avenue. Along both stretches of San Bruno Avenue the streetscape and the buildings' scale, orientation, and layout are auto-oriented which can be intimidating and unwelcoming for a pedestrian.

Public realm improvements (including streetscape, signage, and crosswalk/intersection enhancement) will encourage new development along the corridor by providing a unified pedestrian realm to tie into. The following design guidelines provide a framework for future development along San Bruno Avenue to help it reach its potential as the true gateway to the City.

BUILDING CHARACTER

The following design guidelines for the San Bruno Avenue corridor are intended to encourage pedestrian-oriented and scaled architectural elements. In addition, distinctive architectural features will emphasize the gateway presence at key locations along the corridor including opportunities at designated catalyst sites. The guidelines allows both traditional and contemporary architectural styles.



Building façades should be well defined with a mix of colors and materials and building form that support the desired character along San Bruno Ave.



Building forms should be varied to give prominence to areas such as corner entries at key intersections.



The private realm along San Bruno Avenue should be clearly delineated through setbacks and landscaping.



Buildings along San Mateo Avenue should be well connected to the streetscape with a pedestrian scaled façade to complement the existing character.



Retail uses should provide well defined building entries with transparent windows and appropriately scaled signage.

B4 CENTRAL BUSINESS DISTRICT

San Mateo Avenue is the historic Downtown core of San Bruno and provides a range of uses that draws both local residents and regional visitors. The existing urban fabric is comprised of smaller buildings with narrow storefront widths and a human or pedestrian scale. The following design guidelines preserve the quaint character of this main street while improving the quality of design of future development.

BUILDING CHARACTER

The Central Business District encompasses a variety of architectural styles ranging from Art Deco to Spanish or Mediterranean influences. Considering that most of the corridor is built out, special attention should be given to façade renovations to ensure they are consistent with the quality of architecture prescribed in this chapter and expected along the corridor. In addition, buildings that are located at the intersection of San Mateo Avenue and El Camino Real (south entry) or of San Mateo Avenue and Huntington Avenue (north entry) must pay special attention to façade articulation and upper level treatment (e.g., colorful canopies on upper windows, special treatment of building entrances, interesting roof forms, special accents, etc.). The following guidelines are intended to provide greater detail to the character of new and remodeled development to preserve the unique environment in the Central Business District.

- B4-1 Ensure that new development preserves the same relative bulk and basic storefront width (approximately 25 feet wide) as the average building in Downtown.
- B4-2 Encourage the design of several 25-foot wide buildings or create vertical articulation that creates the appearance of several smaller buildings.
- B4-3 Encourage the renovation of existing storefronts, especially for buildings with distinctive architecture. Restore or create an appropriately scaled building frame (a building's frame is defined by its piers, upper cornice, and base) by extending building piers to the cornice line, and by emphasizing piers, base and cornice with insets and

special materials and finishes. The following guidelines should be followed for all renovations:

- Complement existing or original architecture if historically significant.
- Encourage restoration of original architectural features that are compatible with downtown architecture. Additionally, any features that have are included in the Historic Resource Inventory and that enhance the identity of downtown should be strongly considered for restoration
- Uncover any previously boarded up or covered over upper story windows

B4-4 Allow traditional and contemporary architectural styles along the corridors.



Projecting elements such as balconies and awnings in conjunction with recessed building forms will help create visual interest.



Building setbacks are encouraged to allow for outdoor dining opportunities to engage sidewalk activity.



A variety of materials and articulated entries can help distinguish individual storefronts.



Residential development along Huntington Avenue should be designed with adequate setbacks to buffer it from the street.



The use of contemporary materials is desired along Huntington Avenue to complement the character of the Station Area.



Varied materials can help define key components of a building's façade and give form to the building's character.

B5 HUNTINGTON AVENUE

Huntington Avenue between San Bruno Avenue and Highway 380 is currently characterized by residential uses with a mix of single- and multi-family homes. Building upon the future Caltrain station and each of the corridor improvements, private development on Huntington Avenue should present an attractive entry into the City of San Bruno. Gateway elements including signage and architectural features should be incorporated at the San Bruno Avenue intersections. The makeup of Huntington Avenue is anticipated to be a mix of commercial and office uses on the southern end, transitioning to medium-density residential with good opportunity for live/work, flex space, or shopkeeper units uses in the northern end. The following guidelines are intended to enhance the architectural quality of development along the corridor.

BUILDING CHARACTER

Respecting the architectural cues from the design of the anticipated adjacent development in the Station Area, new development along the Huntington Avenue corridor should integrate contemporary architectural elements, although traditional architectural styles are also allowed. At gateway locations, special attention should be given to the design of corner buildings to be visual anchors. Development should be designed to activate the street edge with pedestrian-scaled design features and setbacks that provide opportunity for outdoor activities. Specifically for residential development, incorporate architectural features such as porches, balconies, chimneys, door placement, window proportions and trimming, dormers, fencing, siding, and material and color schemes to enhance building form. The following is a detailed set of character building design guidelines for the Huntington Avenue corridor.

Left blank intentionally.



Lullaby Lane
CLEARANCE
CENTER

SUSHI BAR
TO GO
871-6199

5XDJ671

The Bike Route

The AVENUE
DOWNTOWN
SAN BRUNO