

City of SSF - Conformance Development Checklist for Downtown Station Area Specific Plan Sub-Districts (SSFMC Section 20.290.004)								Proposal Compliance for Project (please fill out Yes, No, or NA)	Please stipulate how the proposal complies (ex. provide specific lot/ parcel data, measurements, etc.)	Additional Notes/ Comments
South San Francisco Municipal Code										
Project Name:	Project Address:	APN:	Zoning:							
Lot, Density, and FAR Standards - Downtown Station Area Specific Plan Sub-Districts										
Standard (per Sub-District)	DTC	GAC	DRC	TO/RD	LCC	LNC	Additional Standards			
Minimum Lot Size (sq. ft.)	5,000	5,000	5,000	10,000	5,000	5,000				
Minimum Lot Width (sq. ft.)	50	50	50	50	50	50				
Minimum Lot Depth (sq. ft.)	n/a	n/a	80	n/a	80	n/a				
Floor Area Ratio (FAR)										
Minimum FAR	2	1.5	n/a	1.5	n/a	2				
Maximum FAR	6	3	3	2.5	n/a	3	Exclusive of structured parking			
Maximum FAR with Incentive Program	8	4	3.25 (1)	3.5	n/a	n/a	Exclusive of structured parking			
Residential Density (units per acre; included within FAR above)										
Minimum Density	80	14	40	n/a	20.1	40				
Maximum Density	100	60	80	n/a	40	60				
Maximum Density with Incentive Program. Does not include density bonuses allowed per Chapter 20.390 Bonus Residential Density	120 (A)	80 (A) / 100 (2)(A)	100 (A) / 125 (1)(A)	n/a	n/a	80 (A)				
<i>Limitations: For qualifying affordable Senior Housing projects; and, for developments on corner parcels or lots greater than one acre.</i>										
Building Form and Location Standards – Downtown Station Area Specific Plan Sub-Districts										
Standard	DTC	GAC	DRC	TO/RD	LCC	LNC	Additional Standards			
Height (ft)										
Maximum Building Height	85	45-65 (1)(2)	65	FAA allowed	50	50	Exceptions			
Minimum Ground Floor Height for non-residential uses	15; 12 min clearance	15; 12 min clearance	15; 12 min clearance	15; 12 min clearance	15; 12 min clearance		See above and Section 20.280.005(B)(1)			
Maximum Finished Floor Height (residential)	5	n/a	5	n/a		5	See above			
Yards (ft)										
Grand Avenue (east and west) Frontage	n/a	0	n/a	0		n/a				
Pedestrian Priority Zone Street Frontage	At property line or 10 feet from curb (whichever is greater)	n/a	At property line or 10 feet from curb (whichever is greater)	n/a		n/a				
Eastern Neighborhood Streets except Grand Avenue Frontage	n/a	n/a	n/a	20		n/a				
Interior Side	0; 10 when abutting residential district	0	0; 10 when abutting residential district	n/a		n/a				
Rear	0, 10 when abutting an R district (F)	0	20 (F)	10 for the first two stories, 15 thereafter (C)						
Maximum Lot Coverage (% of lot)	100	100	90	85	75	90	See Ch. 20.040 Rules of Measurement			
<i>Limitations:</i>										
1. Height break would occur a minimum of 30 feet from the front of the building.										
2. Corner properties may be exempt from this requirement, subject to evaluation by the decision-making authority in the review process and consistent with the Downtown Station Area Specific Plan design guidelines.										
Open Space and Landscaping Standards - Downtown Station Area Specific Plan Sub-Districts										
Standard	DTC	GAC	DRC	TO/RD	LCC	LNC	Additional Standards			
Minimum Usable Open Space (sq. ft. per res. unit)	100	100	100	Refer to Section 20.280.007(K)		150	See Supplemental Regulations 20.100.004(D)(10)			
Minimum Amount of Landscaping (% of site)	n/a	n/a	n/a	15		10	See Section 20.300.007 Landscaping			
20.280.005 Additional Development Standards										
A. Increased Density and FAR Incentive Program. An increase to the maximum FAR or maximum density as referenced in Table 20.280.004-1 may be permitted for buildings with the approval of a Conditional Use Permit through the satisfaction of a combination of the following public benefits:										
1. To be eligible for an increase to the maximum FAR or density incentives under this subsection, the public benefits that are included as part of a development project must demonstrate a positive contribution that is above and beyond the minimum required impact fees and other requirements of the particular project. The following preferences for public benefits to the Downtown community and the City may be considered as eligible to allow increased density and FAR standards for a project pursuant to this subsection:										
a. Local Hire Program;										
b. Public art;										
c. Funding or construction of local streetscape enhancements as identified in the Downtown Station Area Specific Plan;										
d. Funding for enhanced public spaces;										
e. Funding for public safety facilities, community meeting rooms, child care or similar;										
f. Tenant space for local businesses or existing businesses in need of relocation;										
g. Provision of green building measures over and above the applicable green building compliance threshold required pursuant to Title 15 ("Building and Construction") of the South San Francisco Municipal Code;										
h. Transit subsidy or other incentives for residents and/or employees; and										
i. Other developer proposed incentives achieving a similar public benefit.										
2. For projects seeking either an increase to the maximum FAR or maximum density pursuant to this subsection, the following shall apply:										
a. Applicant shall submit financial evaluation and analysis, information, and evidence to allow for a reasonable assessment of the value of the benefits offered relative to the incentives being sought, including the proposed public benefits as outlined above.										
b. Applicant shall provide an assessment of the economic and/or intrinsic value of the proposed public benefit as compared with the economic value of the proposed development incentives requested by the applicant. The City may request an independent third party review, by a qualified appraisal expert, hired by the City at the applicant's expense, to validate the valuation submitted by the applicant. This requirement is not intended to imply a need for the applicant to provide or disclose a complete project pro forma. Only the marginal costs of the proposed public benefit and incentive are required to be disclosed in the analysis.										

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c. Applicant shall provide an explanation as to the way in which the proposed amenities will further the City's goals and objectives as outlined in the SSF Downtown Station Specific Plan, and conformance of the proposed project with the General Plan, Specific Plan provisions and Zoning Ordinance, and that a reasonable nexus exists between the public benefit provided and the incentive granted.						
B. Heights and Building Setbacks.						
1. Ground Floor Height. The minimum ground floor height for buildings with nonresidential uses at the ground level is 15 feet, with a minimum 12-foot clearance from floor to ceiling. For residential buildings, a ground floor garage may be exempt from this requirement, subject to evaluation by the decision-making authority in the review process.						
2. Finished Floor Height for Residential Uses. The maximum finished floor height for ground floor residential uses is five feet above grade.						
C. Build-to Line. Buildings shall be constructed at the required setback for at least 65 percent of linear street frontage. Build-to-Line criteria for locations within the sub-districts include:						
1. Along the east and west extents of the GAC sub-district, no setback is allowed.						
2. Within the Pedestrian Priority Zone, in the LNC sub-district, and in the LCC sub-district, buildings should be built to the property line or 15 feet from the curb, whichever is greater.						
3. In the TO/RD sub-district on Sylvester Road and other new roads that may be constructed, setbacks up to 20 feet are allowed. These should be used to accommodate a primary building entry plaza, seating or signage, as well as generous site landscaping.						
4. Standards pertaining to other DRC and DTC sub-districts apply as appropriate.						
D. Corner Build Area. Buildings must be located in accordance with the required setbacks within 30 feet of every corner. Public plazas may be at the street corner provided buildings are built to the edge of the public plaza.						
E. Residential Usable Open Space. A minimum of 100 square feet of usable open space is required per residential unit and may be provided as common or private open space, or a combination. Private areas typically consist of balconies, decks, patios, fenced yards, and other similar areas outside the residence. Common areas typically consist of landscaped areas, patios, swimming pools, barbeque areas, playgrounds, turf, or other such improvements as are appropriate to enhance the outdoor environment of the development; these can be in the form of courtyards at the ground level or terraces over parking podiums or on rooftops.						
1. Minimum Dimensions.						
a. Private Open Space. Private open space located on the ground level (e.g., yards, decks, patios) shall have no dimension less than 10 feet. Private open space located above ground level (e.g., balconies) shall have no dimension less than six feet.						
b. Common Open Space. Minimum dimension of 20 feet.						
2. Usability. A surface shall be provided that allows convenient use for outdoor living and/or recreation. Such surface may be any practicable combination of lawn, garden, flagstone, wood planking, concrete, or other serviceable, dust-free surfacing. Slope shall not exceed 10 percent.						
a. Accessibility.						
i. Private Open Space. The space shall be accessible to only one living unit by a doorway to a habitable room or hallway.						
ii. Common Open Space. The space shall be accessible to the living units on the lot. It shall be served by any stairway or other access way qualifying as an egress facility from a habitable room.						
F. Private Storage Space. Each residential unit shall have at least 200 cubic feet of enclosed, weather-proofed, and lockable private storage space with a minimum horizontal dimension of four feet.						
G. Required Parking. Parking shall be required in accordance with Chapter 20.330 for Downtown Districts.						
H. Limitations on Curb Cuts. Curb cuts shall be minimized and located where least likely to impede pedestrian circulation. Curb cuts shall be located at least 10 feet from any intersection curb return or pedestrian crosswalk.						
I. Truck Docks, Loading, and Service Areas. Truck docks, loading areas, and service areas must be located at the rear or interior side of buildings and be screened so as not to be visible from public streets. Refer to Section 20.330.009 for specific requirements.						
J. Required Bicycle Parking. Bicycle parking will be provided on-site where public bicycle parking on sidewalks or in plaza and park spaces is not available. A reduction in short-term bicycle parking for commercial businesses will be considered based on contribution into a consolidated public bicycle parking amenity. Refer to Section 20.330.008 for specific requirements.						
20.280.006 Supplemental Regulations—Downtown						
A. Required Active Frontage.						
1. Grand Avenue. A minimum of 75 percent of the frontage of a site along Grand Avenue in the Downtown shall be devoted to active uses; in the Eastern Neighborhood a minimum of 35 percent of the frontage of a site along Grand Avenue shall be devoted to active uses.						
2. Pedestrian Priority Zone. Properties within the Pedestrian Priority Zone, as shown in Figure 20.280.006(A) (please refer to SSFMC), are encouraged to consider retail sales and/or eating and drinking establishment uses along the frontage of the site. Eastern Neighborhood streets besides Grand Avenue, such as Sylvester Road, are exempted from this requirement.						
3. Linden Avenue in the Linden Neighborhood Center. A minimum of 65 percent of the frontage of a site along Linden Avenue in this area shall be devoted to active uses.						
4. Exceptions. The Chief Planner may approve a reduction in these standards (not to exceed 25 percent of the standard) to allow for fire access, driveways, and for efficient site layout and site configuration. Exceptions beyond that are subject to Planning Commission approval.						
B. Building Transparency and Required Openings. Exterior walls facing and within 20 feet of a front or street side property line shall include windows, doors, or other openings for at least 60 percent of the building wall area located between two and one-half and seven feet above the level of the sidewalk. No wall may run in a continuous plane for more than 20 feet without an opening. Openings fulfilling this requirement shall have transparent glazing and provide views into work areas, sales areas, lobbies, or similar active spaces, or into window displays that are at least 18 inches deep. They shall not provide views into parking or vehicle circulation areas.						
C. Architectural Articulation. Buildings shall include sufficient architectural design features to create visual interest and avoid a large-scale, bulky or "box-like" appearance. Different ways that this requirement may be met include, but are not limited to, those listed below; compliance with this requirement shall be evaluated by the decision-making authority in the review process.						
1. Variety in Wall Plane. Exterior building walls vary in depth and/or direction. Building walls exhibit offsets, recesses, or projections with significant depth, or a repeated pattern of offsets, recesses, or projections of small depth.						
2. Variety in Height or Roof Forms. Building height is varied so that a significant portion of the building has a noticeable change in height; or roof forms are varied over different portions of the building through changes in pitch, plane, and orientation.						
3. Façade Design Incorporates Architectural Detail. The building façades incorporate details such as window trim, window recesses, cornices, belt courses, changes in material, or other design elements in an integrated composition. The use of materials, textures, and colors enhance architectural interest and emphasize details and changes in plane. Some of the architectural features of the front façade are incorporated into the rear and side elevations.						
4. Balconies, Bay Windows, and other such Projections or Recesses. The building incorporates balconies, bay windows, entry porches or other projections and recesses in a pattern that creates architectural interest across the length of the façade. This method for achieving architectural articulation is most typically found on buildings that include residential uses.						
D. Blank Walls. Walls facing streets shall not run in a continuous plane for more than 20 feet without an opening. Openings fulfilling this requirement shall have transparent glazing and provide views into work areas, display areas, sales areas, lobbies, or similar active spaces, or into window displays that are at least 18 inches deep.						
1. Exceptions.						
a. The maximum length of a blank wall may be 40 feet if it includes artwork approved by the City through the design review process as required by Chapter 20.480.						
b. The maximum length of a blank wall may be 30 feet for retail establishments with a gross floor area of 25,000 square feet or greater.						
c. The blank wall restrictions for a project may be reduced by the Chief Planner to address operational characteristics with which providing the required windows and openings is incompatible, such as in the case of a cinema or theater. Walls of street-facing buildings will exhibit architectural relief and detail, and/or will be screened with attractive landscaping, in such a way as to create visual interest at the pedestrian level.						
E. Exterior Building Materials and Colors. Refer to the guidelines in Chapter 5 of the Downtown Station Area Specific Plan and consider the following:						

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Lot, Density, and FAR Standards - Downtown Station Area Specific Plan Sub-Districts						
<ol style="list-style-type: none"> 1. A unified palette of materials shall be used on all sides of buildings and structured parking. 2. Use high quality, durable materials and finishes that provide a sense of permanence. 3. Give preference to sustainable materials, building systems and technologies. 4. Exterior materials may include stone, porcelain tile, brick, wood, stucco and other materials suited to commercial, mixed use, and residential construction. 5. In all cases, materials located at or near ground level should be high-quality, sturdy and visually interesting. 6. Materials must be approved by the City as part of the project review process. 						
F. Building Orientation and Entrances. <ol style="list-style-type: none"> 1. Buildings shall be oriented to face public streets. Residential development adjacent to public spaces or connections shall be oriented facing onto the public space. 2. Building entrances shall be emphasized with small entry plazas, vertical massing, and architectural elements such as awnings, arcades, or porticos. 3. Entrances located at corners shall generally be located at a 45 degree angle to the corner and shall have a distinct architectural treatment to create interest at the intersection and facilitate pedestrian flow around the corner. Different treatments may include angled or rounded corners, arches, and other architectural elements. All building and dwelling units located in the interior of a site shall have entrances from the sidewalk that are designed as an extension of the public sidewalk and connect to a public sidewalk. 4. In residential mixed-use developments, entrances to residential units shall be physically separated from the entrances to the commercial uses and clearly marked with a physical feature such as a recess or projection incorporated into the building or appropriately scaled element applied to the façade. 5. All ground floor residential units shall have the primary entrance, either individual or shared, facing the public street or a pedestrian connection and shall incorporate a projection (e.g., porch or stoop) or recess at least 40 square feet in area, with a minimum depth of five feet. Alternative entry designs that face the street, such as a trellis or a landscaped courtyard entry, may be approved by the Chief Planner or Design Review Board. 						
G. Unbundling Parking from Residential Uses. For residential condominium or other multi-family ownership projects, parking in excess of one space per unit may be sold or rented separate from the residential unit. For apartment developments, 50 percent of the required parking may be unbundled. All spaces shall be reserved for residential tenants within the development.						
H. Limitations on Location of Parking. <ol style="list-style-type: none"> 1. General. <ol style="list-style-type: none"> a. Share access drives and cross access easements to parking facilities wherever feasible in order to minimize curb cuts and potential conflicts with pedestrians. b. Minimize the number of vehicular access points from the following streets to reduce the total number of curb cuts: <ol style="list-style-type: none"> i. Miller Avenue. ii. Baden Avenue. iii. Linden Avenue. c. No curb cuts shall be allowed along Grand Avenue unless no other access is feasible. 2. Surface Parking Lots. <ol style="list-style-type: none"> a. Locate surface parking lots away from street edges or behind buildings and provide decorative, landscaped, or other screening. b. Landscape a minimum five feet perimeter setback area around parking lots. 3. Private or Shared Garages. <ol style="list-style-type: none"> a. Organize at-grade garages for lower density residential development (i.e., rowhouses, townhouses) in well-landscaped parking lanes and parking courts leading to individual garages. 4. Parking Structures. <ol style="list-style-type: none"> a. Parking structures should be located away from primary pedestrian walkways, unless otherwise approved by the Chief Planner. b. Pedestrian entries and stairwells for parking structures should be located adjacent to public streets and along major pedestrian connections. c. Pedestrian entries should be located to minimize conflicts between pedestrians, bicycles and vehicles. 						
I. Maximum Block Length. Existing block configurations shall remain intact. Blocks shall not be consolidated. Wherever possible, mid-block pedestrian connections and alleys are encouraged especially where blocks exceed 300 feet in length						

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Project Name:				
Block Size and Pattern				
Downtown				
DS-1 Retain the block pattern that characterizes the Downtown; where particularly long blocks exist, attempt to insert mid-block pedestrian walkways				
Eastern Neighborhood				
DS-2 The extent feasible, establish a new public street/walkway and block pattern with block sizes of approximately 300 feet on a side				
DS-3 Limit block lengths to a maximum of 600 feet				
DS-4 Where block sizes exceed approximately 300 feet, provide mid-block pedestrian connections. Mid-block connections may take the form of a pedestrian access way or a shared ped/emergency/services path				
DS-5 To the extent feasibl, add publicly-accessible pathways in existing development areas where street connectivity is limited				
DS-6 Avoid security gates on publicly-accessible routes at all times of day				
Building Height				
DS-7 Restrict building heights as indicated in Figure 5.02				
DS-8 Moderate allowable building heights in certain situations to create a comfortable environment				
Around parks and public open spaces to maintain a pedestrian scale and maximize daylight/sky exposure				
Along pedestrian walkways and sidewalks to provide a comfortable pedestrian scale				
Adjacent to existing residential neighborhoods, stepping down to two or three stories to provide a transition in scale				
DS-9 Place taller buildings or building elements at corner intersections to achieve greater visibility, scale relationships, and architectural massing and interest				
DS-10 Vary building heights within blocks and parcels in order to provide visual interest and variety and to avoid a blocky, uniform appearance				
DS-11 Buildings wihin the Pedestrina Priority Zone in the Downtown and those adjacent to public open space that exceed four stories in height should step back any additional story to maintain a comfortable scale.				
Residential buildings over three stories in height, located on residential streets or public open space, should include a setback for higher floors.				
DS-12 Building design should provide optimal solar access to parks and other outdoor spaces				
Building Setbacks				
DS-13 Site buildings to reinforce the street edge or corner by maximizing building frontage along the street. Building setbacks will vary by street type				
DS-14 For Grand Avenue and other pedestrian-friendly retail areas, locate the primary building façade at the property line.				
Exceptions to this rule are allowed and encouraged to emphasize the retail zone and widen the sidewalk.				
DS-15 On non-pedestrian retail streets, allow for greater setbacks where the ground-floor use is residential				
DS-16 A small portion of the building façade may be stepped back beyond the setback. This allows entry courts, public plazas, and building articulation at the ground level				
DS-17 Maintain neighborhood and street character by locating residential uses across the street from one another where possible				
DS-18 Limit curb cuts to minimize pedestrian-vehicular conflicts				
Building Design				
Building Massing and Articulation				
DS-19 Reduce the apparent bulk of a building by breaking it into smaller masses longitudinally and vertically				
DS-20 Consider the impacts of shade and wind on open spaces, pedestrian corridors and retail streets in the massing and articulation of building facades				
Locate outdoor spaces where there will be good protection from wind				
DS-21 Accentuate important downtown and Eastern Neighborhood gateways and edges in the plan area with architectural design				
DS-22 Reinforce street corners with changes in architectural massing and height				
DS-23 Transition building heights at the edges of districts wehre the nearby uses are of a lower scale, avoiding an abrupt transition in height and bulk				
DS-24 Throughout the Downtown and Eastern Neighborhood, create a largely continuous street wall to define the space of the street				
DS-25 Screen mechanical and other equipment from sight per the Zoning Code				
Building Orientation, Entries, and Facades				
DS-26 Ensure that the primary facades and entrance areas of all buildings face the street, open space, or other pedestrian-orientated circulation areas				
DS-27 Encourage windows and storefronts at the street level and ground floor with clear, non-reflective glazing				
DS-28 Emphasize building entries with small entry plazas, vertical massing, and architectural elements such as awnings, arcades, or porticos				
Design entries so thaty they are clearly identifiable from the street				
Provide a walkway leading from the street to the building entrance if not located directly off the sidewalk				
DS-29 Enhance building entries and the adjoining pedestrian realm with plazas and landscaping				
For retail development, orient multiple store entries to the to the plaza in addiiton to street-side entrances				
Utilize outdoor space for cafes or other outdoor retail uses				
DS-30 Design the floor-to-ceiling height of the first floor to be greater than that of upper floors to accommodate ground-floor retail space where permitted				
DS-31 Include features that add depth, shadow and architecturla interest, such as balconies, recesses, cornices, bay windows, and step-backs at upper floors, consistent with the building's style and scaled for pedestrians				
DS-32 Limit blank walls along pedestrian-friendly streets				
Building Design Guidelines for Specific Building Types				
Residential Buildings				
DS-33 Encourage provision of residential units that directly address the street edge through front doors, porches or patios, in addition to upper units that will be accessed from central lobbies				
DS-34 On non-retail streets, maintain a setback from the sidewalk or a slightly raised ground floor height to ensure residential privacy for ground floor units				
DS-35 Use balconies, stoops, windows, and courtyards to provide architectural interest				
DS-36 For residential development facing onto local residential streets or public open space, use lower-scale residential forms such as townhomes up to three stories in height at the street as a scale transition				
DS-37 Step higher floors back to moderate building scale in proximity to lower scale neighborhoods				
DS-38 Provide clearly articulated residential building entries at the street				
DS-39 Minimize amount of building façade dedicated to parking entries and minimize curb cuts				
DS-40 Internalize parking away from building edges				
Building edges should accommodate entries, lobbies, retail or other active uses rather than blank walls				
DS-41 Employ variation in scale and form for residential development, allowing for both pedestrian and larger-scaled massing				
Office/R&D Buildings				
DS-42 Site buildings along streets, sidewalks and lanes rather than set back behind large landscaped front yards				
DS-43 Orient primary building entrances to the street				
Secondary entrances may be from the side and/or rear				

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DS-44 On site parking should be provided at the rear of the site, preferable in a structure, but screened from the street No parking at the front of buildings				
DS-45 Parking access should be via the minimum feasible curb cuts or from nearby lanes or side streets				
DS-46 Utilize architectural elements such as recesses, awnings, colonnades, and pronounced entrances to provide visual interest and variation on major facades				
DS-47 Program active uses such as lobbies, retail, conference rooms, or similar spaces at the ground floor long the primary façade to provide visual interest to pedestrians				
Building Materials				
DS-48 Use high-quality, durable architectural materials and finishes that provide a sense of permanence				
DS-49 Materials should express their true properties. Use of high-quality, authentic materials is encouraged				
DS-50 To minimize the overall environmental impact of development, give preferences to sustainable materials, buildings systems, and technologies				
DS-51 Materials fabricated through energy-intensive processes are discouraged. Concrete with reduced cement content and high recycled content metals are preferred.				
DS-52 Materials that improve building envelope performance through insulation values and thermal mass are encouraged.				
DS-53 Glazing should be as clear as possible and non-reflective to provide transparency and visibility while meeting energy and daylighting performance requirements.				
DS-54 Glazing should be concentrated at key locations such as ground floors and entries to create a welcoming environment and to make visible people and activities.				
DS-55 Employ accent materials such as natural stone at the ground level to add texture, color, and visual interest at the pedestrian level along all pedestrian corridors.				
DS-56 Avoid highly reflective surfaces and materials that can cause heat or glare for pedestrians.				
DS-57 Employ color to differentiate between building elements and to moderate the scale of buildings.				
Site Open Space and Landscape				
DS-58 In the Eastern Neighborhood encourage new development to provide usable open space, which should be visible and accessible from the street or other public way.				
DS-59 Minimize the grade differential between an open space or plaza area and the adjoining sidewalk.				
DS-60 Downtown building-related plaza or courtyard open spaces may adjoin and be partially covered by the building above.				
DS-61 Pedestrian rights-of-way can contribute to the public open space provisions.				
DS-62 A portion of the open space may be for outdoor dining or building entrances.				
DS-63 Open space from one block may be combined with open space required for an adjacent block in order to create a larger single open space area.				
DS-64 The dimension of a plaza, courtyard, or mid-block pedestrian connection should be large enough to feel comfortable.				
DS-65 Public art should be considered as part of open space improvements.				
DS-66 For residential uses, provide private and semi-private open space per the Zoning Code.				
DS-67 Use of water pervious materials for parking areas, driveways and pathways to the extent such that they do not cause damage to public streets or other infrastructure is encouraged.				
DS-68 Use of sustainable surface materials for paving, such as reclaimed pavers, locally produced materials, or concrete and asphalt with fly ash content is encouraged.				
DS-69 Include sustainable landscape design as an element of development per the Zoning Code.				
Parking				
General Parking Guidelines				
DS-70 Share access drives and cross access easements to parking facilities wherever feasible in order to minimize curb cuts and potential conflicts with pedestrians.				
DS-71 Minimize the number of vehicle access points from the following streets to reduce the total number of curb cuts: Miller Avenue Baden Avenue Linden Avenue				
DS-72 No curb cuts shall be allowed along the following pedestrian priority streets, unless no other access is feasible: Grand Avenue in the Downtown and Eastern Neighborhood				
DS-73 Provide adequate bicycle parking stalls per the Circulation and Parking chapter of this Specific Plan				
DS-74 Ensure that bicycle parking is secure and weather-protected				
Surface Parking Lot Guidelines				
DS-75 Locate surface parking lots away from street edges or behind buildings and provide decorative, landscaped or other screening				
DS-76 For surface parking areas, provide a ratio of 1:3 trees per parking space on the perimeter of the lot, and 1:5 trees per parking space on interior stalls, whenever possible.				
DS-77 Landscape a minimum five foot perimeter setback area around parking lots.				
DS-78 Accommodate pedestrians and bicycle traffic with pedestrian-only pathways and bicycle facilities through parking areas. Enhance these areas with trees and architectural elements such as trellises and awnings.				
Private or Shared Garage Guidelines				
DS-79 Garage-access lanes should be well-landscaped and display the character of small urban street. Where feasible, planter beds with trees or potted plants should be located between garage doors and adjacent to porches.				
DS-80 Organize at-grade garages for lower-density residential development in well-landscaped parking lanes and parking courts leading to individual garages.				
Parking Structure Guidelines				
DS-81 Where possible, locate parking structures away from primary pedestrian walkways.				
DS-82 When a parking structure faces a street, design an attractive façade that screens cars and does not express a sloped floor structure.				
DS-83 Create visual interest and reduce the mass of parking structures through the use of: Variation in the dimension and proportion of opening of the façade. Decorative screens, railings, and trellis elements of durable, high-quality materials. Base materials and designs that are similar to surrounding buildings on site to enhance the visual interest of the structure at the ground level. Awnings, arcades, trellises, or porticos along street-facing facades and pedestrian connections. Active ground-floor uses within parking structures are encouraged throughout the plan area and required along pedestrian-friendly retail streets.				
DS-84 Locate and design pedestrian entries and stairwells for parking structures: As identifying architectural elements. Adjacent to public streets and along major pedestrian connections. To ensure that they are visually open and free of visual obstruction to promote a feeling of security and comfort. To minimize conflicts between pedestrians, bicycles, and vehicles.				