

Chapter II: Building Placement, Massing and Access

The Framework Plan established by the Bay Meadows Specific Plan Amendment defines the public streets and parks of the Phase II area in a two-dimensional plan. This chapter provides requirements for the third dimension, the buildings and other vertical elements that will together define the character of the neighborhood as it is built. The controls on these three-dimensional elements are Place-specific, recognizing that neighborhood streets and open spaces are not all the same, and that development of individual buildings must vary in response to those differences.

Part One of this chapter describes the neighborhood-wide systems and requirements, while Part Two includes requirements for individual Blocks.

PART ONE: NEIGHBORHOOD-WIDE REQUIREMENTS

II.1 PLACES

Bay Meadows Phase II is made up of an interconnected system of streets and open spaces that create a number of different and distinctive Places or Districts within the project area - see Figure II-1. Because of the richness of this network and the subsequent variety of conditions that a particular Block may face it is important to understand the intended character of each of these Districts. Each Block must be considered an integral component of the overall Phase II neighborhood; therefore, the immediate context of each Block must be considered. The following pages provide an overview of the intention for each District, and introduce the Block by Block guidelines which follow.

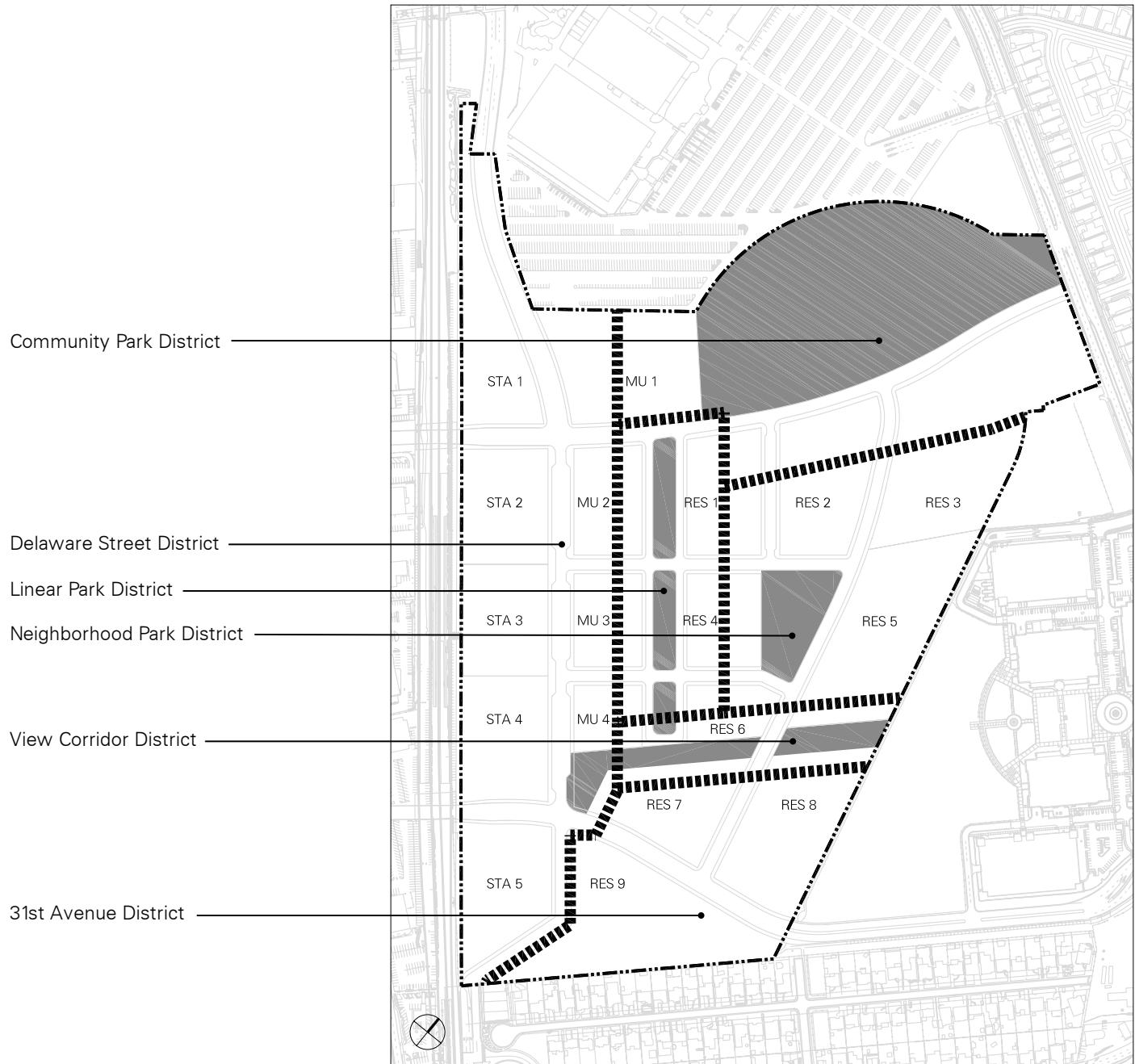


Figure II-1
Places: the lines defining the six Places are approximate

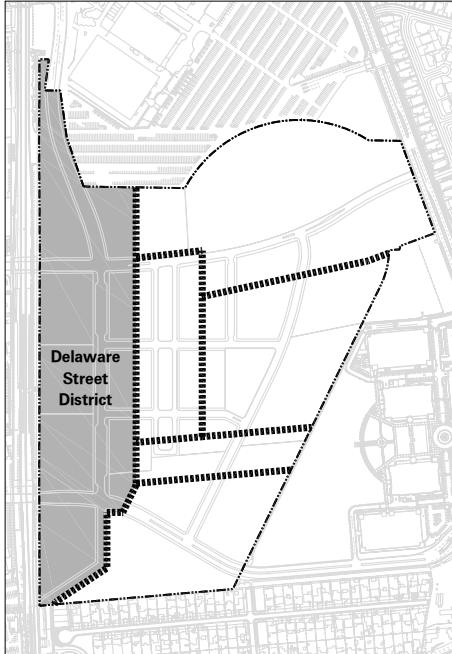


Figure II-2
Key plan

II.1.1 Delaware Street District

Adjacent to the transit station, Phase II's most active area will mix office and residential uses above a continuous ground floor of retail and active uses to create a vibrant main street. The buildings along Delaware Street support access to and from the train station as well as retail and dining uses by providing continuous storefronts and small areas for outdoor seating as well as elements that provide shade and comfort to serve pedestrian activity. The uses on the upper floors orient toward the street and encourage activity throughout the day and evening. The Town Square is a retail and restaurant plaza that allows multipurpose programming and provides a public gathering space.



Figure II-3
Varied building massing mid-block, with full-height expression at corner



Figure II-4
A dining terrace activates the ground floor: appropriate at the Town Square



Figure II-5
Town Square with restaurants and large awnings



Figure II-6
Storefront, streetscape elements, and signage relate to the scale of the pedestrian. Projecting architectural elements provide shade and give added articulation and interest to the street



Figure II-7
Appropriate ground floor retail and corner expression

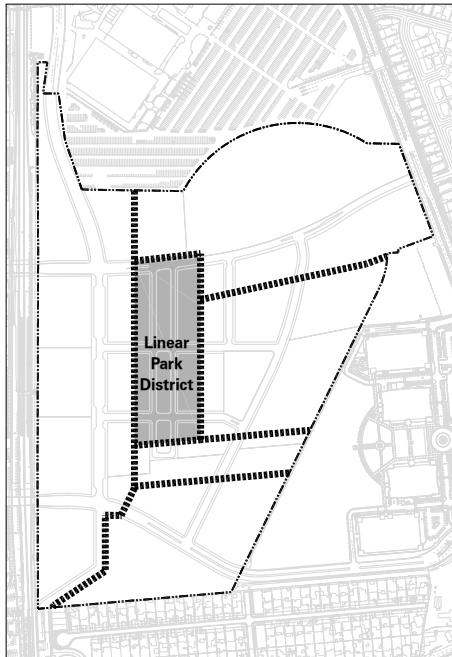


Figure II-8
Key plan

II.1.2 Linear Park District

This Place is a formal residential address for elegant buildings with well-defined and distinct entrances facing the primarily passive Linear Neighborhood Park. The buildings surrounding the park create an ensemble, and therefore share a consistency in height and massing, though not necessarily a common architectural style.



Figure II-9
Example of vertical rhythm of massing, ordered fenestration, consistent height, and variation in upper floor massing



Figure II-10
Clear base expression and regulated openings in facade



Figure II-11
Overlooking buildings and an inviting edge will make the Linear Park a popular destination



Figure II-12
Appropriate well-defined and distinct common residential lobby entrance



Figure II-13
Examples of Juliet balconies as a facade articulation device

Figure II-14
Appropriate passage with clear sight lines, appropriate articulation of building above passage

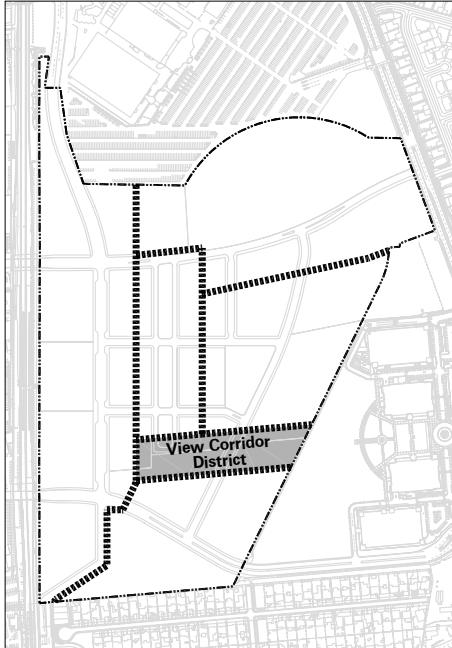


Figure II-15
Key plan

II.1.3 View Corridor District

The View Corridor is an extension of the visual axis created in Bay Meadows Phase I, and extends from the Town Square to the lower scaled residential area on the eastern site edge. While not a principal address, it should support pedestrian use (and the potential for a future physical connection to the Franklin Campus and Phase I) by incorporating elements such as sitting and activity areas, active frontages, individual front doors, and overlook from balconies or large windows. It will change in character along its length, reflecting the Linear Park District buildings and the public activity at its western end, a smaller scaled and more domestic feel at the east end.



Figure II-16
Appropriate public realm edge of frequent entrances, private patios, and bay windows with extensive glazing



Figure II-17
The View Corridor includes pedestrian walkways and small active recreation spaces terminating at the Town Square



Figure II-18
Appropriate consistency of buildings, appropriate balcony, roof and loggia articulation



Figure II-19
Appropriate townhouse-type frontages surrounding shared gardens



Figure II-20
A good use of broad openings, balconies and ground floor entrances that can add interest to the View Corridor

Figure II-21
Small plane shifts and trellises, and appropriate articulation of fenestration are appropriate responses along the View Corridor

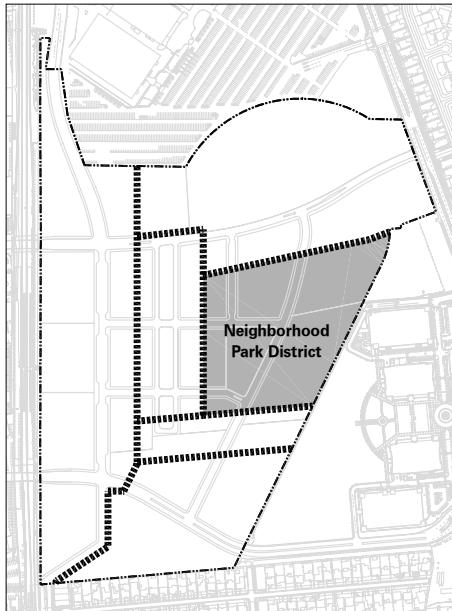


Figure II-22

Key plan

II.1.4 Neighborhood Park District

This large eastern residential core of Phase II is focused on a neighborhood park that will attractively combine active and passive recreation and amenity. A wide variety of housing types, styles and heights are appropriate here, as is a streetscape activated with many individual front doors onto adjacent streets. This variety will be complemented with an emphasis, particularly facing the park, in creating a richly varied roofscape.



Figure II-23

Appropriate residential buildings with vertical massing, shaped roofs, chimneys, and articulated ground-floor condition



Figure II-24

Appropriate townhouse-type frontages surrounding shared gardens



Figure II-25

Appropriate residential building with vertically oriented fenestration



Figure II-26

Appropriate articulated roofscape and massing and vertical elements



Figure II-27

Front loaded garage permitted only within a Block interior - frontage on an interior drive with sidewalk, landscape and front doors

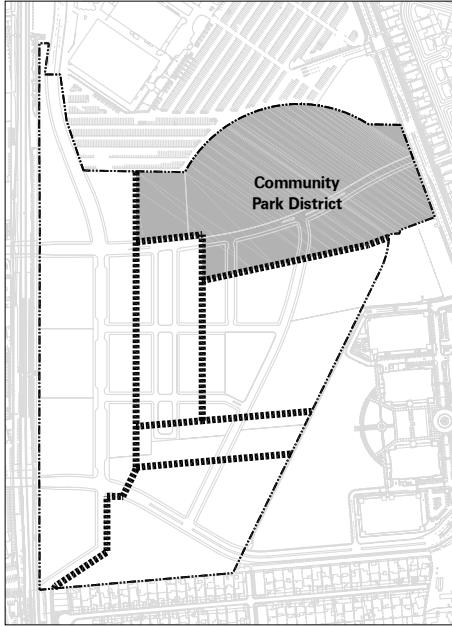


Figure II-28
Key plan

II.1.5 Community Park District

The large Community Park, although serving a wide public constituency, is an important component of the Phase II neighborhood. To ensure this expansive open space feels like part of Phase II it is fronted by high quality residential buildings of a consistent height and massing that overlook and frame it.



Figure II-29
Consistent frontage with special top floor expression



Figure II-30
Appropriate well-defined and distinct common residential lobby entrance



Figure II-31
Appropriate three story build-to expression with special fourth story, overhanging roof, Juliet balconies and common residential lobby



Figure II-32
Appropriate three-story expression of townhouses along Community Park frontages



Figure II-33
Appropriate three-story expression of townhouses along Community Park frontages



Figure II-34
Overhanging roofs, balconies, and recessed upper floors provide enclosure and overlook appropriate to the Community Park edge

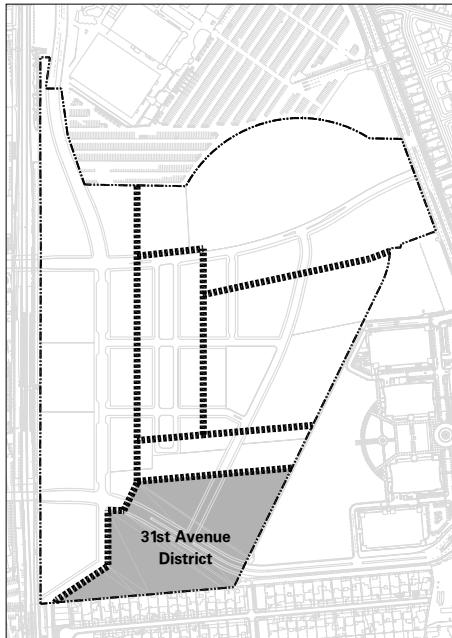


Figure II-35
Key plan

II.1.6 31st Avenue District

The 31st Avenue District is the entry to the neighborhood from Franklin Parkway and is the transition from Phase II's medium density development to the single family neighborhood to the south. As a result it includes the widest variety of building types and densities, ranging from attached and detached single family homes along the south property line to multistory and multiuse buildings at the Town Square and along 31st Avenue. Frontages to 31st Avenue, this area's primary address, may include individual access courtyards and drives.



Figure II-36
Appropriate clustered single-family homes



Figure II-37
Example of a residential building organized about a 31st Avenue facing courtyard



Figure II-38
An example of consistent two-story cornice/eave line



Figure II-39
Appropriate urban massing for a courtyard



Figure II-40
Buildings served by an auto court are encouraged along 31st Avenue



Figure II-41
Varied building massing mid-block, with full-height expression at corner



Figure II-42
Desirable height variation and articulation of massing within one building



Figure II-43
Desirable height variation and articulation of massing within one building

II.2 BUILDING HEIGHTS

The form of the public realm - the shape of the outdoor room created by the buildings that flank streets and open spaces - is critical to defining the character of a Place. The height of adjacent buildings is a key element in defining that form. The overall height limits across Bay Meadows Phase II (BM II) are established in Chapter IV of the Specific Plan Amendment. Additional requirements are provided in this document to ensure that the neighborhood has a variety of heights reflective of the different Places and streets within it. Significant portions of the Plan will not be permitted to reach the maximum allowable 55' limit, and other areas will be precluded from being two stories or fewer.

Variation in height will be ensured through two complementary measures. The first is the maximum and minimum height diagram shown in Figure II-44. This figure includes story limits derived from the spatial hierarchy implicit in the Framework Plan and will ensure that Places within the plan will vary in height from one another. Consistently taller buildings are envisioned along 28th Avenue and the Linear Neighborhood Park to emphasize the character of those Places, while lower and less consistent heights are encouraged around the Central Neighborhood Park. Delaware Street, the 'main street' of the neighborhood, will have a variety of heights along its length.

The second measure for height variability is the requirement on many Blocks for different heights to be used on different faces of the Block. This requirement will ensure that single-block "donut" buildings are not inappropriately or repetitively used. These requirements are detailed in the Block specific requirements in the second part of this chapter, and will ensure that story heights vary.

In addition, key locations within the plan will have emphasis by requiring Architectural Features which may exceed required height limits (subject to the SPA).

In the middle part of Block RES 9, third floors that do not exceed a floor area of 625 square feet per dwelling are permitted.

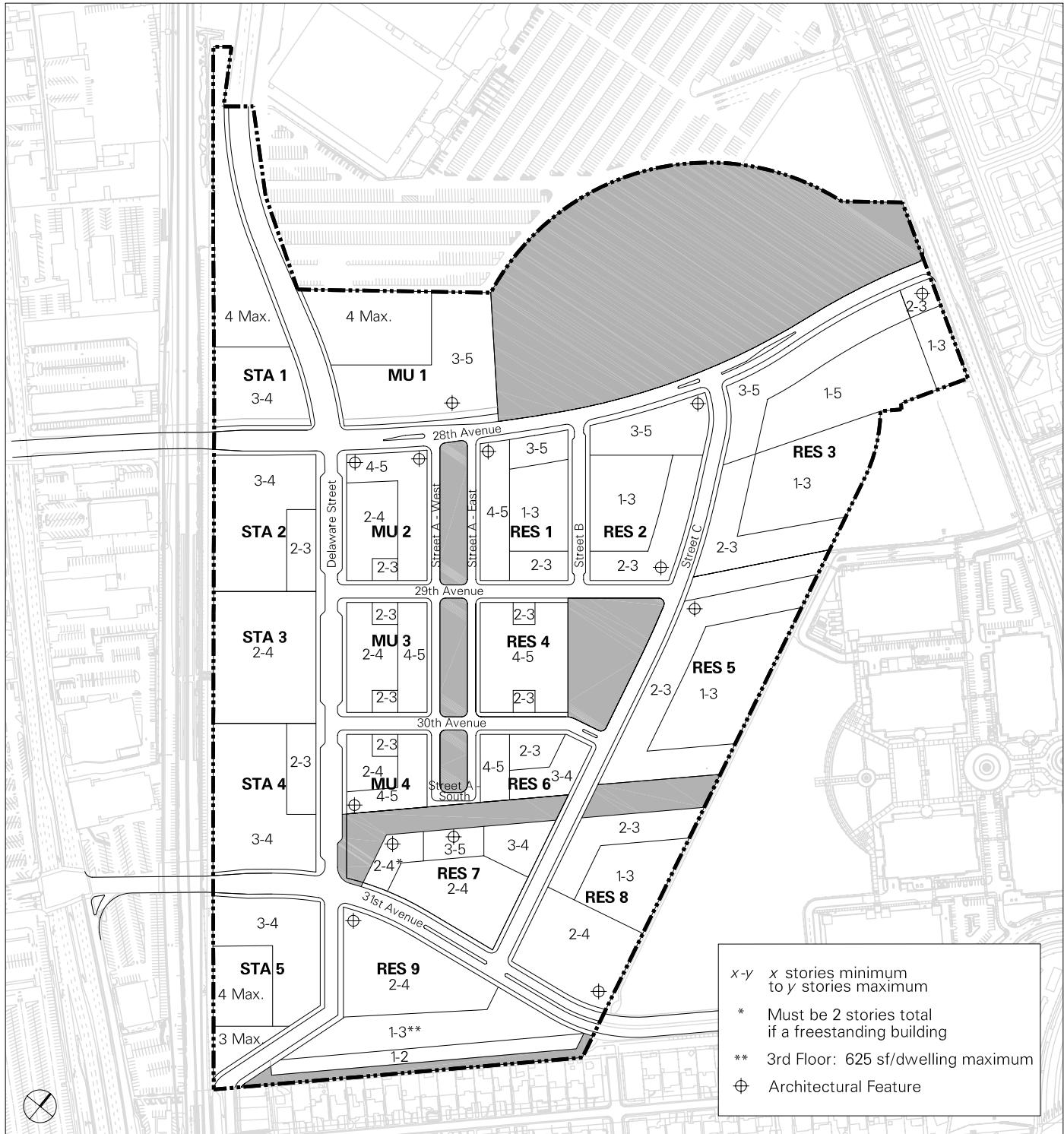


Figure II-44

Minimum and maximum building heights, expressed as number of stories



Figure II-45

Appropriate access to public street from individual units



Figure II-46

Appropriate access to public street from individual units

II.3 ENTRANCES

Bay Meadows Phase II includes three primary building uses: retail (or other active uses), residential, and commercial. These uses contribute differently to street character at the ground floor, so the criteria for individual Blocks in Part Two of this chapter includes indications of preferred locations for entrances for each use.

Along Delaware Street and the Town Square, the vast majority of the ground floor frontages directly on the street and square should be retail and other active uses. Lobbies for upper-floor uses, fire stair exits, and all other non-retail entrances should be located along Avenues or access easements whenever possible, and not on the Town Square. When commercial lobbies or residential lobbies are located on Delaware Street, they should be limited to maximize retail frontage.

Commercial entrances are preferred to be located near or on Delaware Street. In MU Blocks containing commercial uses, it is preferred that main commercial entrances and lobbies be located away from the Linear Neighborhood Park.

It is generally preferred that multiple front doors (as stoops, porches, or in other configurations) be located along Framework Streets - see Figures II-45 and II-46. Regardless of whether a specific building contains stacked units (such as apartments) or vertical units (such as townhouses), individual front doors for each ground floor dwelling are preferred along Framework Streets. However, in certain locations, such as facing the Linear Neighborhood Park, lobby entrances shared by multiple dwellings are preferred - see Figure II-47. These entrances are indicated in the criteria for individual Blocks in Part Two of this chapter.



Figure II-47

Appropriate well-defined and distinct common residential lobby entrance



Figure II-48

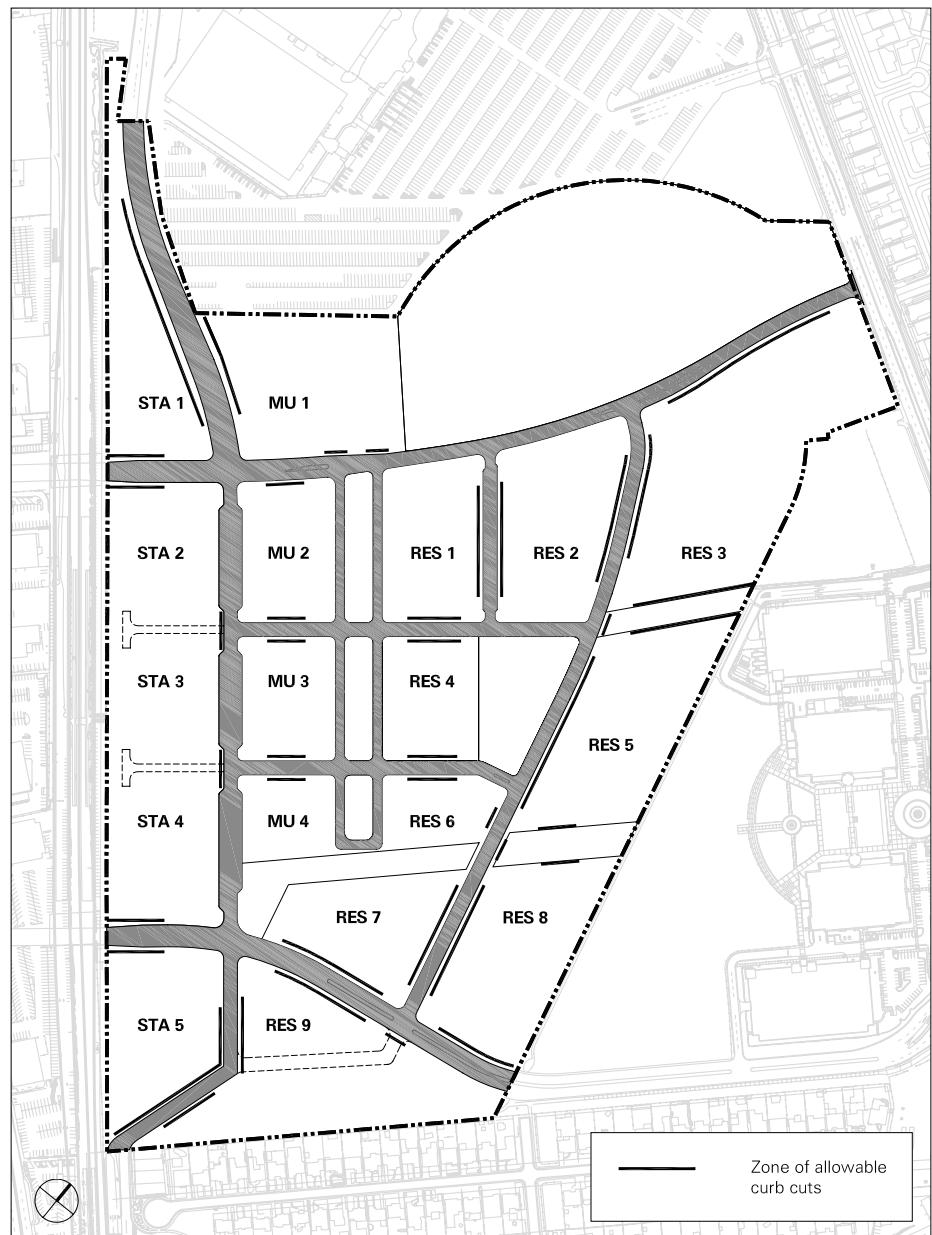
Appropriate side street office entrance

**Figure II-49**

Garage access locations are permitted within designated zones along secondary frontages

II.4 SITE VEHICULAR ACCESS AND PARKING

Vehicular access to private development is limited to specific locations and zones to reinforce the continuity of the pedestrian realm. Sharing of access between adjacent buildings is encouraged. Doing so limits the number of curb cuts in the public way and maximizes the area available for pedestrians and landscaping - see Figure II-50.

**Figure II-50**

Site Access and Parking Zones

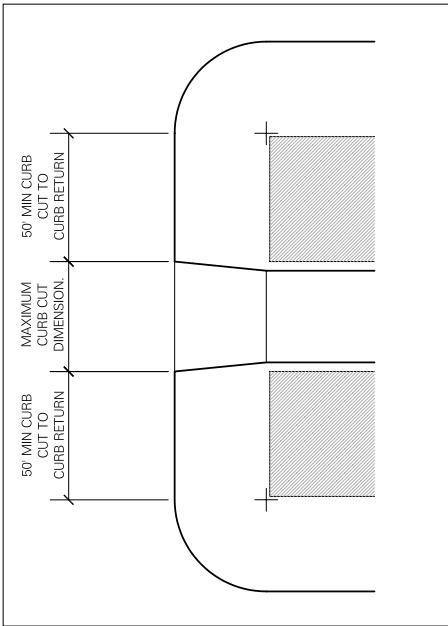


Figure II-51
Curb cuts

II.4.1 Allowable curb cuts

Allowable curb cut locations and dimensions are described in the individual Block requirements in Part 2 of this chapter. These zones are dimensioned to the curb return as shown in Figure II-51. Minimum dimensions from curb cut to curb return are mandatory while maximum curb cut dimensions are preferred. Limits on the quantity of curb cuts within a curb cut zone are mandatory. Curb cuts should be located mid-block. Where parcelization or site planning dictates that curb cuts be located closer to an intersection, they shall be located within the zones depicted in Part 2 of this chapter. Where curb cuts occur near Framework Street intersections (for example, at the end of Street C at RES 9), the curb cut shall align with the intersection.

Curb cuts shall conform to City standards for residential and commercial driveway approaches (3.1.148 Standard Commercial Driveway Approach and 3.1.149 Standard Residential Driveway Approach). Maximum curb cut widths, including flares, shall not exceed 25 feet for residential driveways and 35 feet for commercial driveways.

Recommended maximum driveway dimensions (width measured at back of sidewalk):

- Shared driveways = 20 ft wide max.
- 2 car curb cuts = 20 ft wide max.
- 1 car curb cuts = 15 ft wide max.
- Loading dock curb cuts = 15 ft wide max.

II.4.2 Parking access

Garages serving individual residential units (such as Townhouses) shall not be allowed individual curb cuts along Framework Streets. Garages serving individual units shall be accessed from alleys or drives within the interior of the Blocks. Entries to underground residential garages (podiums) should be integrated into the architectural design of the building. Podium garages should minimize light visible from the public way, preferably by moving garage entries away from the public frontage and placing them on an alley or drive.



Figure II-52
Inappropriate garage entrance: not integrated into building design, interrupts open space system, curb cut is too broad



Figure II-53
Front loaded garage permitted only within a Block interior - appropriate frontage on an interior drive with sidewalk, landscape, front doors, and deemphasized garage doors

II.4.3 Service access

Service vehicle access to individual buildings shall be located on secondary frontages or from alleys or drives within Blocks.

II.4.4 Parking

- Open parking garages that front Framework Streets shall be articulated to reduce their apparent mass. An opaque railing should extend to a minimum of 36 inches above each parking surface. Ramped floors should not be visible from Framework Streets.
- The maximum number of stories designated for the individual Blocks in Chapter II does not apply to aboveground parking. However, the overall maximum height of all structures (including aboveground parking structures) is specified in the SPA (in conformance with Measure P).
- Facades of garages along access easements to the train station should be designed and articulated (including windows and other openings) to the level required on Framework Streets.
- Where at-grade parking occurs, it shall not encroach upon the Setback and it shall be screened from the street by a four-foot wall, fence or dense shrubs. At grade parking may occur anywhere within a Block except in Setbacks.
- Chain link fences are not permitted.
- Individual front loaded garages (such as those for individual townhouses) may not have curb cuts directly onto Framework Streets.
- Underground parking may exist under private right-of-ways. Underground parking may also exist under public right-of-ways in accordance with City standards.
- Dedicated provision for bicycle parking is encouraged within Blocks.



Figure II-54
Parking garage designed as a building



Figure II-55
Articulated parking garage with ground floor retail

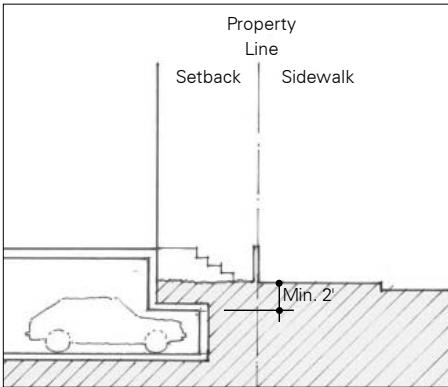


Figure II-56
Underground garage/basement encroachment requirements (where permitted)

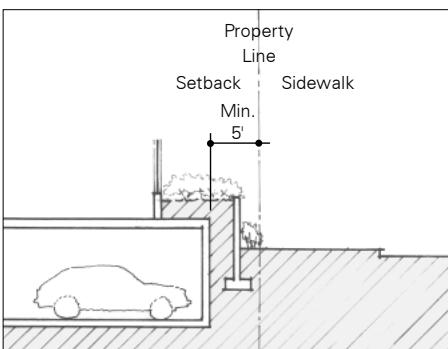


Figure II-57
Alternate underground garage encroachment with planter to mask edge

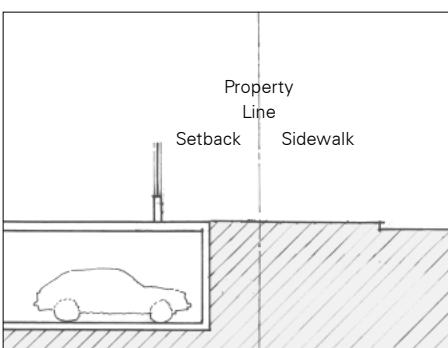


Figure II-58
Alternate underground garage encroachment

II.5 ALLOWABLE ENCROACHMENTS

Required Setbacks are mapped in the individual Block requirements of Part 2 of this chapter, notwithstanding the language in the Zoning Code's definition of Front Yards. Allowable encroachments into Setbacks are described in the massing chart that accompanies each Block. Encroachments may project into utility and other future easements, unless otherwise explicitly restricted by the provisions of this document. Encroachments into the future right-of-ways (public or private) are permitted as described in the massing chart that accompanies each Block. Permanent encroachments into the public right-of-ways are prohibited between the sidewalk level and eight feet above the sidewalk level. Permanent and non-permanent encroachments into public right-of-ways eight feet and above the sidewalk level are allowed.

Unless otherwise explicitly restricted, permitted encroachments into Setbacks, future public and private right-of-ways, and future easements (e.g., the View Corridor and the Town Square) include one or more of the following:

(1) Basements, underground cisterns and underground garages may project into both public and private right-of-ways and Setbacks. (A) Right-of-way: At a right-of-way, projecting basements, underground cisterns and underground garages shall not project above the sidewalk. (B) Setbacks: In Setbacks, projecting basements, underground cisterns and underground garages may encroach into the Setback below grade, in which case they should provide space for plant material to grow above them - see Figure II-56. If desired, variance from the seven foot minimum parking stall clearance contained in Zoning Code Section 27.64.120(f) may be sought to achieve design indicated in Figure II-56. Projecting basements, underground cisterns and underground garages may also encroach into the Setback above grade, if they are integrated with the building design using a combination of planters, porches, Bay Windows and other devices - see Figure II-57 for one of many possible devices. The use of berms to conceal the exposed edge of basements, underground cisterns or garages is discouraged. If projecting basements, underground cisterns or underground garages encroach into the Setback above grade, then there must be at least 5 feet between the edge of the projecting basement, cisterns or underground garage and the right-of-way. (C) Basements, underground cisterns, and underground garages may be located beneath the Town Square, View Corridor and the access easements in the STA Blocks but shall not project above the sidewalk.

(2) Stoops, porches, steps and universal access ramps may project the entire depth of a Setback (except for Small Lot Single Family and Townhouse/Rowhouse developments whose porch and stoop limits are defined by the Specific Plan Amendment) - see Figure II-59 for appropriate example.

(3) Bay Windows up to 18' wide at all stories and private open spaces above the first story (balconies, decks, etc) may project four feet into a Setback. Where no Setback



Figure II-59
Appropriate example of stoop and yard encroachments



Figure II-60
Appropriate example of bay windows



Figure II-61
Appropriate awning, sun-control and outdoor seating for dining encroachments

is required, Bay Windows and private open spaces may project four feet into the right-of-way, at least eight feet above the sidewalk level. See Figure II-60 for appropriate example.

(4) Awnings, patio covers and other sun-control devices may project up to six feet into a Setback or into the right-of-way where no Setback is required. See Figure II-61 for appropriate example. Awnings or other sun-control devices on Bay Windows may project up to a total of six feet into a Setback or right-of-way, including the projection of the Bay Window. However, at the Town Square Easement, awnings may project into the Town Square beyond the six foot limits mentioned above.

(5) Arbors, trellises and pergolas may project the entire depth of a Setback or may be freestanding within a Setback. Such features may not be taller than twelve feet.

(6) Architectural projections (eaves, cornices, moldings, gutters, etc.) and chimneys may project up to four feet into a Setback or into the right-of-way where no Setback is required. See Figure II-62 for appropriate example. Architectural projections on Bay Windows may project a total of six feet into a Setback or right-of-way, including the projection of the Bay Window.

(7) Walls, fences and gates a maximum of 36" high may be located anywhere within a Setback, including at the edge of a Raised Yard - see Figure II-63 for an appropriate example; provided, however, that the following exceptions shall apply:

(a) Fence or wall posts not more than 22" wide may be 42" high.

(b) Fences within designated Setbacks on Blocks MU 1, RES 3, RES 5 and RES 8 may be six feet high – see Part 2 of this chapter.

(c) Guardrails may be higher than 36" where required by the Building Code.

(8) Outdoor Seating and Merchandise Display

(a) Outdoor restaurant and café seating may encroach into sidewalks (in both private and public right-of-ways), provided it meets the following requirements:

- Clearance: The physical extent of the seating encroachment must be located so as to (A) permanently maintain a minimum sidewalk clearance of 5 feet, free and clear between: the outer boundary of the seating area and any physical obstruction, such as light standards, parking meters, news racks, trees, curb or other barrier, and (B) leave adjacent entryways or display window of adjacent businesses free and clear. These clearance limitations shall not apply to outdoor seating in squares and courtyards such as the Town Square.
- Physical delineation of seating area: The physical extent of the seating encroachment may be clearly delineated by physical means, which, if provided, shall be designed to be decorative, durable, removable and minimize tripping hazards;



Figure II-62
Appropriate cornice encroachment



Figure II-63
Appropriate fence encroachments

- Other limitations. Tables, seating and any physical barriers to delineate the seating area are the only items permitted to be located within the public right of way. Other items, such as busing stations, are not permitted on public sidewalks; and
- Site maintenance. Sidewalk seating areas shall be maintained free of litter, refuse and debris. Food or drink stains will be removed on a regular basis. Such cleaning shall be performed in accordance with the City's Storm Water Management and Discharge Control Program, which prohibits any discharge other than storm water into the storm water drainage system.
- Restaurant and café seating in the public right-of-way requires an encroachment permit. Applicants for restaurant and café seating in the public right-of-way shall provide liability insurance providing endorsements showing the City of San Mateo as additional insured on the policy, in an amount determined by the City Attorney's Office. Encroachment permits issued under authority of this Chapter shall be valid only during the term of the liability insurance coverage.

(b) Outdoor restaurant and cafe seating in the Town Square may encroach up to 20 feet into the Town Square, provided it meets the following requirements:

- Adjacent entryways or display windows of adjacent business must remain free and clear;
- The physical extent of the seating encroachment may be clearly delineated by physical means, which, if provided, shall be designed to be decorative, durable, removable and minimize tripping hazards;
- Busing stations are not permitted in the seating encroachment area; and
- Seating areas shall be maintained free of litter, refuse and debris. Food and drink stains will be removed on a regular basis. Such cleaning shall be performed with the City's Storm Water Management and Discharge Control Program, which prohibits any discharge other than storm water into the storm water drainage system.

Outdoor display of merchandise accessory to a business which occupies a building is permitted in the Town Square provided that it meets the following requirements:

- Outdoor merchandise display shall be maintained in the immediate vicinity of the store entryway, such as in recessed entryways or along storefronts; and
- Merchandise display areas shall maintain universal access requirements.

(c) Outdoor merchandise display: Outdoor display of merchandise accessory to a business which occupies a building is permitted on sidewalks (in both private and public right-of-ways) provided it meets the following requirements:

- Outdoor merchandise display shall be maintained in the immediate vicinity of the store entryway, such as in recessed entryways or along storefronts;
- Merchandise display areas shall maintain accessibility requirements for the disabled; and
- Merchandise display areas shall maintain a minimum sidewalk clearance of 5 feet free and clear between the outer boundary of the display and any physical obstruction such as light standards, parking meters, news racks, trees, curbs or other barriers.



Figure II-64
Buildings "holding" the corner

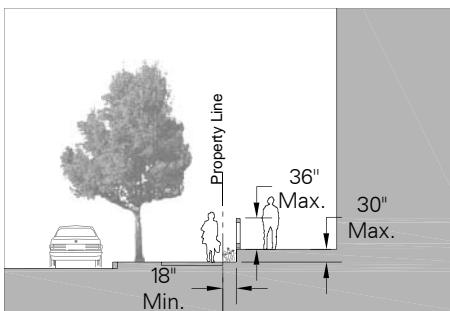


Figure II-65
Raised Yard limitations

- (d) Off-street parking and loading: Off-street parking and loading is not required for outdoor restaurant seating in the right-of-ways and outdoor merchandise displays in the right-of-ways.
- (9) Signs may encroach from the face of the building and into Setbacks, right-of-ways and easements, so long as the horizontal distance between a sign and a public sidewalk curb is not less than 2 feet. Awning signs, blade signs, drop valances and other signs on the face of a building shall be at least 8 feet above the ground or sidewalk if the sign projects more than 4 inches from the building. Freestanding signs are allowed to encroach into Setbacks and easements so long as the area below the sign is landscaped and enclosed by a 4 inch high curb. Sandwich board signs that are placed on sidewalks may also encroach in to Setbacks, right-of-ways and easements.
- (10) Flagpoles, garden ornaments and play equipment are permitted within Setbacks. Building-mounted flagpoles may project up to six feet into the right-of-way where no Setback is required.
- (11) Marquees and canopies may project the entire depth of a Setback or up to ten feet into the right-of-way where no Setback is required in Commercial, Mixed Use and Apartment, Condominium and Loft developments. Within a Setback, such marquees and canopies shall have a width less than 20 percent of the property street frontage and have less than 600 square feet of area. Within a Setback, such marquees and canopies may have permanent supports and foundations.
- (12) Open space in the form of raised decks, balconies, porches, loggias and the like as further described in IV.1.3.
- (13) A Raised Yard may be raised up to 30" above the adjacent sidewalk so long as a planting area at least 18" wide is provided between the property line and the Raised Yard. A maximum 36" high wall, fence, or hedge may be located at the raised edge. Raised Yards shall be designed as a landscape extension of the buildings they serve and must complement the architecture of those buildings. A Raised Yard should be connected to the adjacent sidewalk with steps and a gate - see Figure II-65.
- (14) Detached accessory buildings that are separated from principal buildings by an area not less than four feet in width that is open to the sky may be located within designated Setbacks on Blocks MU 1, RES 3, RES 5 and RES 8 – see Part 2 of this Chapter. Such accessory buildings shall not occupy more than fifty percent of a required Setback and shall not exceed fifteen feet to the plate line.
- (15) Bicycle racks, provided there is adequate clearance for universal access.
- (16) Open or covered swimming pools or spas may be located within designated Setbacks on Blocks MU1, RES 3, RES 5 and RES 8 – see Part 2 of this chapter.

II.6 CORNERS

Anchored or "held" building corners aid in defining the public realm through the integration of adjoining facades on a building. Transitions from higher to lower building masses must occur along a secondary frontage. As an example, a building having four stories along an avenue and five stories along a street shall have a corner height of five stories. Such a corner shall be held for at least the minimum distance provided by the "hold corner" requirements in each Block's building massing diagram in Part Two of this chapter. Inset or reentrant building corners are discouraged. Building corners may assume right angles where even if property lines do not intersect at a right angle. Rounded building corners that maintain the Streetwall are permitted – see Figure II-68.

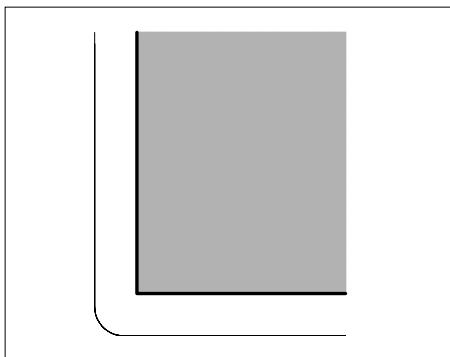


Figure II-66
An example of an inappropriate building corner

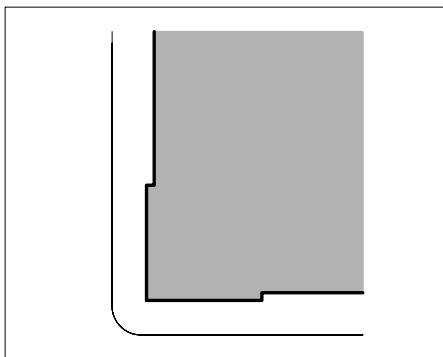


Figure II-67
An example of an appropriate building corner

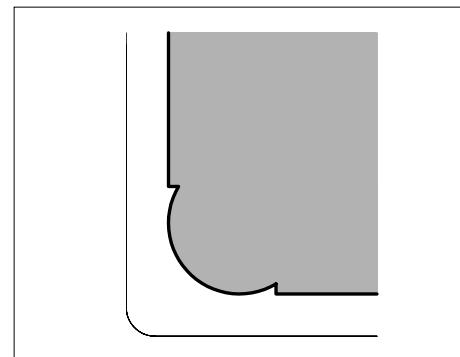


Figure II-68
An example of a permitted building corner



Figure II-69
An example of an architectural feature

II.7 ARCHITECTURAL FEATURES

Figure II-44 and the individual Block requirements in Part 2 of this chapter identify locations of Architectural Features. These elements focus attention through special articulation at certain corners or vista terminations. Architectural features may have additional height (inhabited or uninhabited) for emphasis, subject to applicable height limits. Architectural features may utilize special massing, roof forms, windows, window patterns, entrance portals, balconies, bay windows or other architectural devices to achieve emphasis.

II.8 RETAIL OR ACTIVE USES

The Specific Plan Amendment specifies required and permitted locations for retail or active uses. A minimum depth of 25 feet is recommended for such Retail uses. The entire ground-floor of a building containing required retail or active uses need not be retail or active uses, so long as the required retail or active uses are provided.

II.9 MINIMUM AND MAXIMUM PROGRAM AND USE

The Specific Plan Amendment allows a general maximum of 1,250 residential units, 1,250,00 square feet of office/commercial space and 150,000 square feet of retail space. The Specific Plan Amendment also includes a formula for allowing a limited conversion of the permitted uses within the combined maximum program specified above.

A minimum of 1,000 residential units (corresponding to approximately 32 units per acre if applied to the Residential Parcel as defined in the Specific Plan Amendment) and a minimum of 500,000 square feet of office space must be provided at buildout.

II.10 TRAIN STATION ACCESS

Bay Meadows Phase II has been designed to ensure connectivity to the future Caltrain station when it is relocated by the Peninsula Corridor Joint Powers Board (JPB) - see Figure II-72. This section provides guidelines for the design of the station and for pedestrian, bicycle and vehicular connections to it. However, the entire station area is outside the Phase II project boundary and scope. In addition, the JPB is still planning and designing the future station. Because the station design or location could change, and in any event will be beyond the control of the Bay Meadows Phase II Development, the criteria listed in this section primarily include design elements that are encouraged but not required.

There is a commitment to offer the JPB a site for a parking garage providing a maximum of 500 spaces within Phase II. That garage will be located within the STA Blocks. An illustrative location is shown in this document; however, the final location has not been determined.

Based on information from the JPB, it is anticipated that the relocated station will have multiple access points from both sides of the tracks (see Figure II-72). The majority of feeder bus access is anticipated on the west side of the tracks. Two primary pedestrian and bicyclist access points from Phase II are expected at the 28th Avenue and 31st Avenue grade separations. Access should be provided from both the north and south sides of 28th Avenue and 31st Avenue.

Additional access points are anticipated from the access easements in Blocks STA 2, 3 and 4 (see individual Block criteria in Part 2 of this chapter). These access easements are aligned with 29th and 30th Avenues and should be designed to allow pedestrian, bicycle and vehicular use. The access easements provide parking access and service access to Blocks STA 2, 3 and 4 and shall also serve as fire lanes to allow emergency vehicle access to these Blocks.

Until the current station is moved, the guidelines for Delaware Street south of 31st Avenue (section IV.4.3) call for a pedestrian-oriented street that would connect to the existing Hillsdale station via an existing ramp and a stair located near the south end of Block STA 5 (see Figure II-70).



Figure II-70
Existing Caltrain access

II.10.1 Station Design and Visibility

The station design is encouraged to provide an iconic presence in south San Mateo and should include weather protection of the passenger platforms. Its design should take into account view opportunities and its visibility from the east (Delaware Street side) and west (El Camino side). The design of the JPB parking garage(s) should include the provision for secure bicycle storage.

Signage, weather protection, architectural articulation, design and building features are all encouraged on Blocks STA 2, 3 and 4 in order to complement the visibility and awareness of the train station from Delaware Street and the Town Square. Design should maximize opportunities for wayfinding to alert pedestrians and vehicles to the presence of the train station from 29th Avenue, 30th Avenue, and the View Corridor.

II.10.2 Criteria for 28th Avenue and 31st Avenue Access

- The design of the grade separations should be integrated with the station design so as to provide maximum visibility of the station along 28th and 31st Avenues.
- Visibility from Delaware Street of the pedestrian entrance to the track level should be maximized.
- The station should be visible from the southern portion of the Town Square. The sidewalk on the north side of 31st Avenue connection the Town Square to the station shall be a minimum of 10 feet wide (exclusive of planting strip) to maximize connectivity between the Town Square and the station.
- Lighting to enhance pedestrian and cyclist visibility, comfort and security shall be provided.
- The design of the grade separations should be integrated with the station design so as to provide maximum visibility of the station along 28th and 31st Avenues.
- Bridge abutments should employ finish materials that recognize their use by and priority for pedestrians.
- Transit signage should be integrated with the grade separation and pedestrian access design.
- Requirements for universal access should be considered at each access point. Where universal access is provided, it should be integrated with the station and grade separation design.
- Street-level openings for the access points should be oversized to create a generous and inviting point of entry.
- Weather protection provisions (awnings, etc) should be considered at access points.

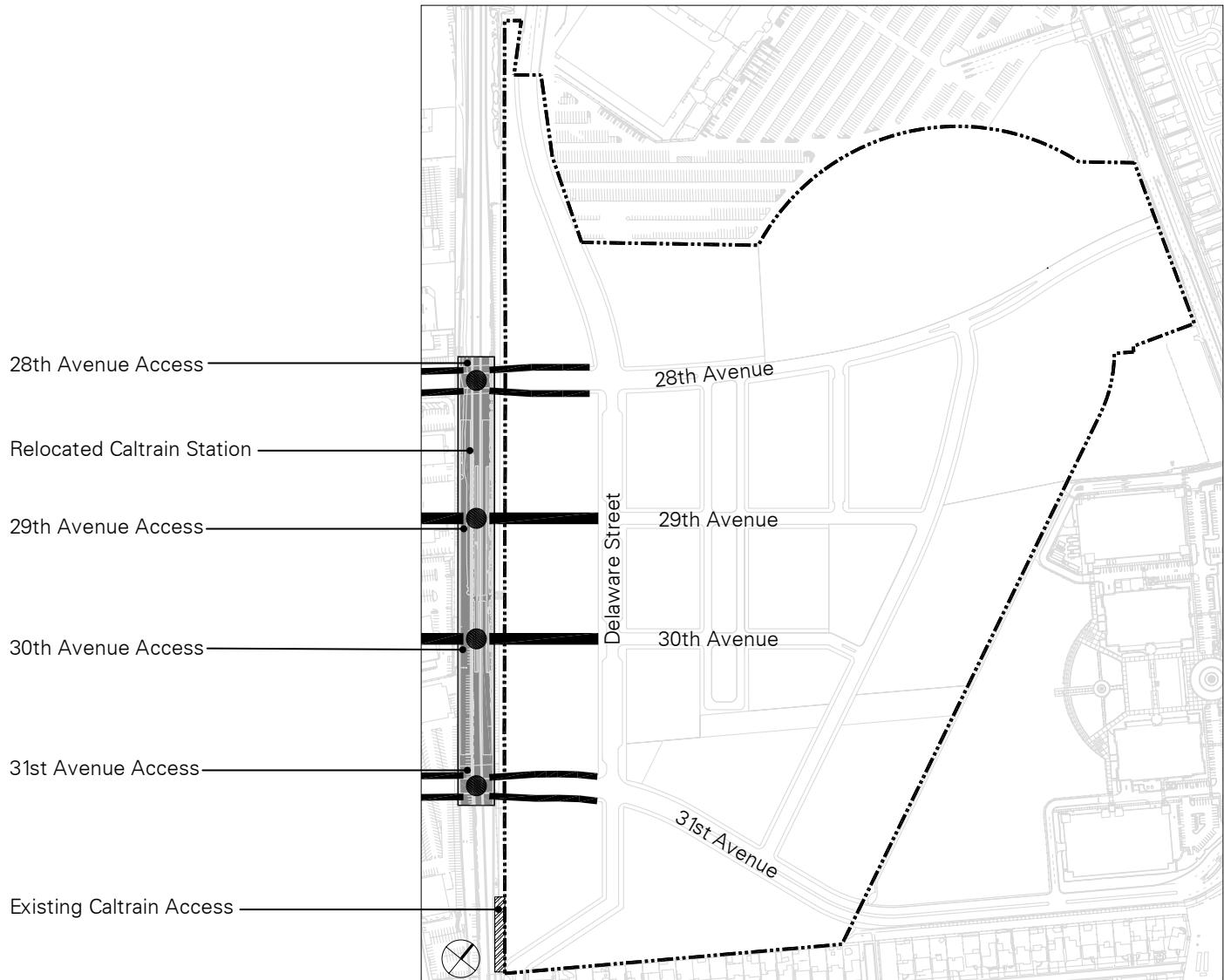


Figure II-71
Train station access diagram



Figure II-72
Example of Active Frontage with trees and parallel parking

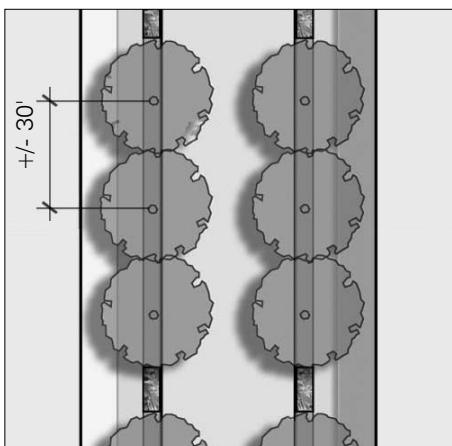


Figure II-73
Tree Spacing Diagram

II.10.3 Criteria for Access from within Station Blocks

- Intermediate station access points should be aligned with 29th and 30th Avenues so as to be visible from Delaware Street.
- Street-level openings for the access points should be oversized to create a generous and inviting point of entry. Transit signage should be integrated with the design.
- Earth retaining structures at the station should employ finish materials that recognize the priority of adjacent pedestrian areas. Enhanced materials such as architectural concrete, brick, natural stone, etc. are encouraged at the station access points.
- Requirements for universal access should be considered at each access point. Where universal access is provided, it should be integrated with the station and plaza design.
- Lighting to enhance pedestrian and cyclist visibility, comfort and security shall be provided.
- Trees along the access easement sidewalks are encouraged. Tree species selection should support the desire for visibility of the station access points to and from Delaware Street along with pedestrian security after dark.
- Where underground parking extends beneath the access easement, trees may be planted in aboveground planters, although planters flush with the sidewalk level are preferred. Where aboveground planters are used, they may extend into the parallel parking bay, provided that they are spaced to allow parking between them. Such planters should not exceed 3 feet in height. The suggested species for trees in aboveground planters is London Plane Tree, *Platanus acerifolia 'Columbia'*, with shrub planting as per Section IV.1.5.
- A fire lane and "hammerhead" turn-around should be provided which may also serve as an access route for parking and service within adjacent Blocks.
- Seven-foot-wide parallel parking is permitted on each side of the fire lane.
- Where curb cuts occur along access easements (to access parking and service bays), they should be located and sized to minimize interruption to the sidewalk. Such curb cuts should also be located to maximize potential parallel parking. Sightlines and markings should minimize vehicle conflict with pedestrians traveling to or from the station.
- Sidewalks connecting Delaware Street to the station access point should be at least seven feet wide and located along building frontages on both sides of the easement.
- Sidewalks should be continuous at driveways and curb cuts, avoiding dips and other interruptions.
- Where Active Uses are not provided, the facades of buildings along the access easements should be designed and articulated to enhance the experience of pedestrians (see section II.4.4).

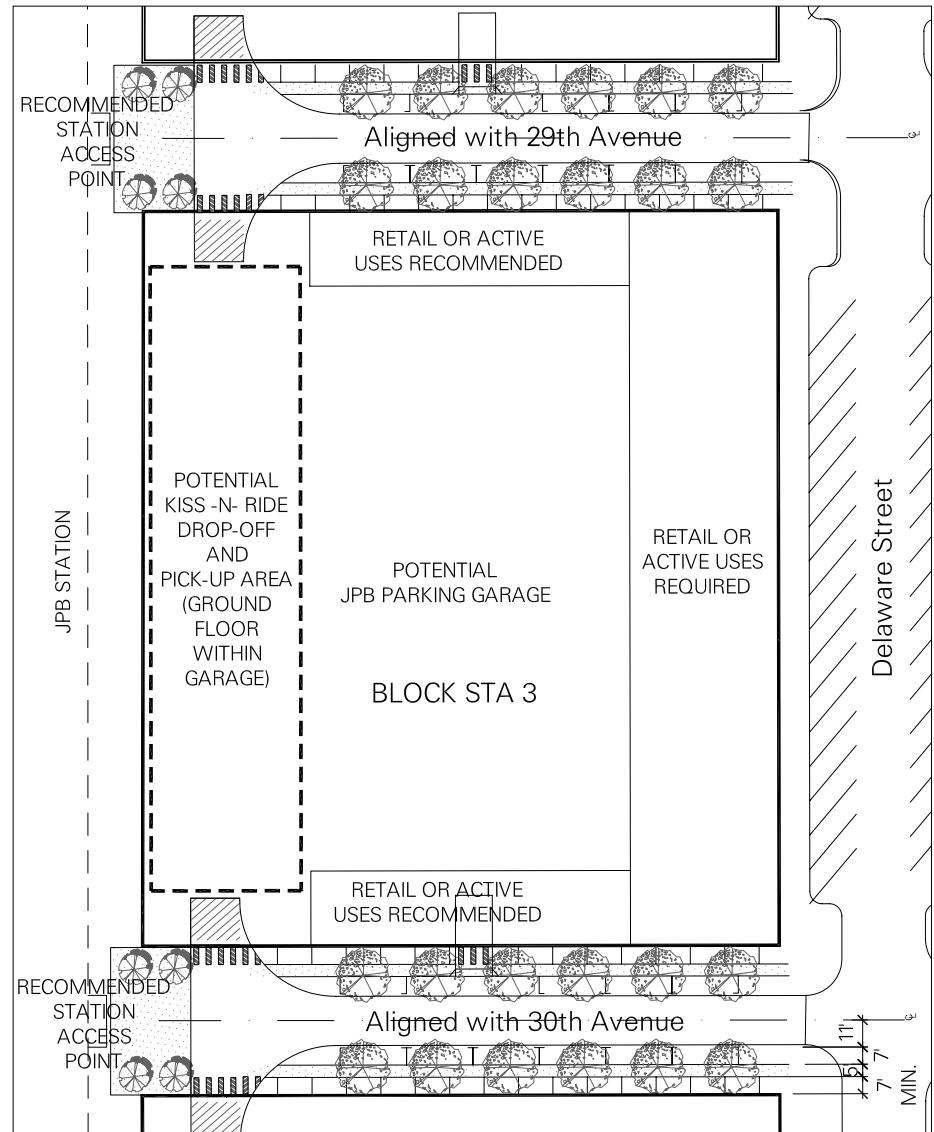


Figure II-74
Access criteria diagram