EL CAMINO REAL, THE VISION
B) The Greater Downtown

In addition to being the center of community activity, Downtown is a city neighborhood with a difference. It will offer the city’s widest range of housing types, the greatest mixture of homes, offices, and lodging in walking distance of theaters, shops, restaurants, cafés, and various nightlife amenities, as well as its own commuter rail and transit center. The portions of the Greater Downtown in which this urban neighborhood character will be most visible are those that do not feature continuous ground level shopfronts, and in which the residential buildings, office and hotels are on display at ground level. Regulations governing The Greater Downtown will result in artfully composed urban buildings built close to the sidewalk, and featuring grand scale entrances, flat urban façades with richly articulated windows and doorways, building forecourts, terraced urban gardens, front stoops, and bay windows enlivening the sidewalk environment.

El Camino Real

El Camino Real has the most distinguished history of any thoroughfare in the State of California. However, over recent years much of the corridor’s image has been tarnished as it has succumbed to serial widening, strip centers, and the disinvestment brought about by the freeway system and by the shifting preference of the shopping industry for large sites visible from the freeway. With strip development types rapidly falling out of favor with retail investors, the community intends to make the most of the Peninsula’s pervasive strong housing market as an “engine of reinvestment” to revive the fortunes of declining commercial properties.

Redwood City is committed to the revitalization of El Camino as a grand, multimodal, and attractive boulevard. This is a vision shared by many in the region. The Grand Boulevard Initiative (GBI) is a collaboration of 19 cities, counties, local and regional agencies united to improve the performance, safety and aesthetics of El Camino Real. Starting at the northern Daly City city limit (where it is named Mission Street) and ending near the Diridon Caltrain Station in central San Jose (where it is named The Alameda), the GBI brings together for the first time all of the agencies having responsibility for the condition, use and performance of the street. The members of the GBI are working together to realize the vision that El Camino Real will achieve its full potential.

The Grand Boulevard Initiative’s work is based on 10 guiding principles, which are perfectly in sync with the Downtown Precise Plan. In 2008, Redwood City was the second city in the GBI to officially adopt these principles:

1. Target housing and job growth in strategic areas along the corridor
2. Encourage compact mixed-use development and high-quality urban design and construction
3. Create a pedestrian-oriented environment and improve streetscapes, ensuring full access to and between public areas and private developments
4. Develop a balanced multimodal corridor to maintain and improve mobility of people and vehicles along the corridor
5. Manage parking assets
6. Provide vibrant public spaces and gathering places
7. Preserve and accentuate unique and desirable community character and the existing quality of life in adjacent neighborhoods
8. Improve safety and public health
9. Strengthen pedestrian and bicycle connections with the corridor
10. Pursue environmentally sustainable and economically viable development patterns

Redwood City has been recognized for its leadership in the Grand Boulevard effort. In 2008 Redwood City won a Visionary Award from the GBI for the best planning effort along the corridor, and the same year the affordable housing project known as Villa Montgomery on El Camino Real at Vera Street was given a Vanguard Award as a development which best exemplifies the principles of the GBI.

A conceptual design has been created for improvements along the entirety of El Camino through the DTPP area. This design includes traffic improvements, formal rows of trees, widened sidewalks, decorative pedestrian-scaled lighting, and attractive street furniture. The first phase of these improvements was completed prior to the adoption of this plan in 2010 between Brewster Avenue and Broadway. The remainder of the corridor will be improved aesthetically consistent with the first phase, as resources become available.

The DTPP, combined with the public investments in the street itself, provides the conditions that will ultimately result in the transformation of El Camino Real corridor into a remarkable, walkable, mixed-use boulevard which serves as an impressive gateway into the community. Guided by the DTPP, new investment will gradually replace the older commercial strip development with residential buildings (as well as office and lodging uses designed to mix compatibly with residential neighbors) that are oriented toward the thoroughfare, with civic-scale entrances and grand-scale first floor façade composition designed to match the scale of a wide road and prominent address. Pedestrian walkways will be buffered from moving traffic by street trees, decorative boulevard lights and landscaping designed to project the image of a memorable grand boulevard segment.

Graceful Transitions at the Edges

The Downtown Precise Plan Area is flanked on three of its four sides by residential neighborhoods: historic Mezesville (also referred to as Centennial) to the northwest, historic Stambaugh-Heller to the southeast, and Roosevelt to the southwest. Many multi-family homes line the side streets just to the southwest of the commercial development that lines El Camino Real. While new investment flowing into the center of the Downtown District is envisioned as substantially increasing the scale and visibility of the district, new investment along the district’s edges will take the form of lower rise structures with deeper setbacks and other buffering devices to insure a sensitively designed transition from urban to suburban “fabric.” In instances where single-family detached homes on residentially-zoned land are contiguous with new Downtown buildings, those buildings will provide additional step-backs in the building mass as well as deeper buffering yards to provide a pleasing relationship between neighboring properties.
3.2.2. Complete Streets

A “Complete Streets” approach to street design ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind, including bicyclists, public transportation riders, and pedestrians of all ages and abilities, as well as motorists. This results in streets that are safer, more livable, and welcoming to everyone. Since streets make up about 31% of Downtown’s land area, they have a dramatic impact on its overall environment. Primary areas where Downtown streets have potential for improvement are discussed below.

A) Pedestrian Connectivity, Safety, and Convenience

While the occasional paseo or trail can provide a convenient pedestrian shortcut, the Downtown pedestrian network consists overwhelmingly of sidewalks and crosswalks. Ensuring that these facilities are properly sited and designed is one of the key elements to ensuring that Downtown is a walkable place. Sidewalks should not only be available and safe, but also must be comfortable and inviting. Walking should never be a chore in Downtown Redwood City. Also, consideration should be given to sidewalk users with wheelchairs or visual impairments.

The following design guidelines should be followed as closely as possible in all street improvement projects: Both sides of all streets should have sidewalks. Sidewalks should be lined with trees, well-lit at night, and of adequate width. All tree species and street light types should match those required of private development in Section 2.4. All vertical infrastructure, such as lights, sign posts, benches, and trash cans should have a high-gloss black finish. On-street parking should be in place whenever space permits, as it provides a very important physical barrier between pedestrians and traffic. At intersections, all approaches should have a crosswalk whenever possible—pedestrians should not need to cross the street three times just to continue on a straight path unless necessary due to unusual circumstances. In addition, each approach should have a wheelchair ramp and sound devises for walkers with hearing impairments. High-visibility “continental” crosswalks, with large white bars perpendicular to the roadway, similar to those on Jefferson at Middlefield, should be used. While “bulbouts” are often a good technique, they should be considered indispensible on the widest streets in order to shorten crossing distances and minimize the time that pedestrians share a space with vehicles. Block lengths—and distances between safe and legal pedestrian crossings—must also be short, ideally ranging from 200 to 300 feet in length, and not exceeding 400 feet except in the most unusual of circumstances.

While much of Downtown Redwood City has been brought up to these levels, some areas have not. The following list of suggested projects should be pursued subsequent to the adoption of the DTTP as resources permit:

- Intersection of Main Street and Stambaugh: Explore the possibility of adding a crosswalk across Main Street for one or both Stambaugh approaches.
- Intersection of Maple and Franklin: Add crosswalks across Maple Street. Also, add sidewalks to the bridge over the creek on Lathrop Street.
- Broadway, from El Camino Real to Perry Street: Widen sidewalk to maximum possible extents, plant uniform street trees, upgrade lighting.
- Broadway, from Arguello to Hamilton: Replace lighting and trees to meet new standards (see Section 2.4), convert parking to parallel along entire length of the block, widen sidewalks to maximum extents, match concrete color and other design elements to the blocks of Broadway between Jefferson and Hamilton.
- Broadway, from Jefferson to Walnut: Replace lighting and trees to meet new standards (see Section 2.4), convert parking to parallel along entire length of the block, widen sidewalks to maximum extents, match concrete color and other design elements to the blocks of Broadway between Jefferson and Hamilton.
- Broadway, from Walnut to Beech: Replace lighting and trees to meet new standards (see Section 2.4), convert parking to parallel along entire length of the block, widen sidewalks to maximum extents, match concrete color and other design elements to the blocks of Broadway between Jefferson and Hamilton.
- Broadway, from Walnut to Beech: Replace lighting and trees to meet new standards (see Section 2.4), convert parking to parallel along entire length of the block, widen sidewalks to maximum extents, match concrete color and other design elements to the blocks of Broadway between Jefferson and Hamilton.
- El Camino Real, from Broadway to Lincoln: The City should coordinate with Caltrans and other agencies in order to pursue the grand boulevard vision for El Camino Real. Replace lighting and trees to meet new standards (see Section 2.4), add parallel parking wherever possible, widen sidewalks to maximum extents. Controlled intersections on El Camino should be located no further than 400 feet apart, in a manner similar to north Van Ness Avenue/Highway 101 in San Francisco, to reduce El Camino’s barrier effect to pedestrians. Where space between controlled intersections cannot be brought down to 400’ or less, midblock crossings should be added to keep the distance between safe and legal crossings to 400’ or less. In particular, fully controlled intersections should be considered at Harrison and Madison, if not additional locations. All crosswalks should be equipped with bulbouts and accessibility features.
- Hamilton, from Broadway to 150’ south of Broadway: Add street trees in parking lane, add street lights.
- Hilton Street, from Walnut to Maple: Add sidewalk and parallel parking to south side.
- Middlefield, Maple to Main Street: Add bulbouts, lighting, and street trees.
- Walnut Street, from Broadway to Marshall: Add sidewalk and parallel parking to west side.
- Winslow, from Broadway to Hamilton: Add street trees in parking lane, add street lights.

B) Bicycle Facilities

Bicycles represent a very important form of transportation. Improving conditions for bicyclists is beneficial to the environment, because bicycles emit no pollution. It is also beneficial economically, because it brings customers to Downtown businesses without the tremendous expense of providing automobile parking. The following list of suggested bicycle improvements was derived from studies undertaken as part of the creation of the New General Plan Circulation Chapter of the Built Environment Element, which was based on studies by transportation engineers, input from the Redwood City Community Working Group on Bicycle and Pedestrian Issues, and citizen input during community workshops.

- Various locations in Downtown Core: Expand on-street bicycle parking in retail areas and near important public facilities.
- Brewster, from Arch Street to Arguello Street: Add Class II bike lanes.
- Broadway, from Arch Street to Maple: Sign as a Class III shared facility, and add “sharrows” to automobile travel lanes.
- El Camino Real, from Broadway to Lincoln: Sign as a Class III shared facility, and add “sharrows” to outermost automobile travel lanes.
- Jefferson Avenue, from El Camino Real to Veterans Boulevard: Sign as a Class III shared facility, and add “sharrows” to automobile travel lanes.
- Middlefield, from Winslow to Maple: Sign as a Class III shared facility and add “sharrows” to automobile travel lanes.
- Veterans Boulevard, from Brewster to Main Street: Add Class II bike lanes.
- Winslow, from Broadway to Middlefield: Sign as a Class III shared facility, and add “sharrows” to automobile travel lanes.
C) Traffic Calming

Several Downtown streets could benefit from traffic calming, which is a method of slowing traffic speeds through techniques such as modified lane configurations and narrower lane widths. This will improve safety for pedestrians, bicyclists, and motorists, and make Downtown quieter and more comfortable for residents, workers, and shoppers. The following list of suggested projects should be pursued subsequent to the adoption of the DTPP as resources permit:

- **Middlefield, from Veterans to about 150’ south of Bradford:** Remove left turn lane, convert parking to diagonal.
- **Middlefield, Maple to Main Street:** Narrow to one travel lane in each direction, with a central left turn lane.
- **Jefferson Avenue, from Marshall to Veterans Boulevard:** Reconfigure from 4 travel lanes to 2 travel lanes with a center left turn lane and diagonal parking on the east side, matching the configuration from Middlefield to Marshall.
- **Marshall Street, from Arguello to Spring:** Reconfigure from 4 travel lanes to 2 travel lanes with a center left turn lane and diagonal parking.
- **Veterans Boulevard, from Brewster to Main Street:** Reconfigure from 6 travel lanes to 4 travel lanes.

D) Automobile Connectivity Improvements

While pedestrians have the priority in Downtown, automobiles are also an important mode of transportation. The Downtown street network should allow for short, direct routes between trip origins and destinations. This will disburse trips, avoiding excessive use of key streets like Jefferson and lowering overall vehicle miles traveled. The following list of suggested projects should be pursued subsequent to the adoption of the DTPP as resources permit:

- **Intersection of Fuller and Winslow:** Remove the cul-de-sac, allowing for right turns only from Fuller onto Winslow, as well as from Winslow onto Fuller.
- **Broadway, from Walnut to Beech:** At Maple, remove the channelization of traffic onto Spring Street and reconfigure into a standard 4-way intersection, allowing westbound Broadway traffic to proceed into the heart of Downtown without impediments or confusion. Move the transition from 4 lanes to 2 lanes to the block between Cassia and Beech.
- **Walnut Street, from Broadway to Marshall:** Restore 2-way traffic.
- **Hilton Street, from Walnut to Maple:** Restore 2-way traffic.
- **Maple Street, from Main Street to Middlefield:** Restore 2-way traffic.
A1.2.2. **Non-Resource Regulations**

While most of Downtown Redwood City’s parcels do not contain a historic resource, they are still affected by the historic resource preservation strategy. This is due to importance of compatibility in historic preservation. Therefore, regulations have been built into the DTPP to ensure compatibility of new development with nearby historic resources. The effect of development near historic resources (including non-contributing properties within historic districts) is thoroughly studied in the Environmental Impact Report.

In particular, three additional regulatory tools were used to ensure that new development on non-historic sites is compatible with historic resources:

**A) Mandatory Front Setbacks**

For parcels near concentrations of historic single family homes with established front setbacks, the building disposition and landscaping regulations in the DTPP require new development along “Neighborhood Street” corridor types to have a minimum front setback of ten feet, in order to maintain compatibility with nearby historic resources. Areas where mandatory front setbacks were established in order to accomplish these goals are as follows:

- **Brewster Street.** The Mezesville Historic District includes several historic single-family homes along Brewster Street. These homes all have well-established front setbacks which contribute to their character. In addition, later developments have been required by the City to respect this pattern. Therefore, to preserve this historic pattern as the area grows, front setbacks of no less than ten feet will be required of all parcels within the DTPP Area fronting on Brewster Street between Arguello Street and Veterans Boulevard.

- **Maple Street.** The majority of properties along Maple Street within the Area of influence were found to have historic resources or potential historic resources. Most of these properties also have well-established front setbacks which contribute to their character. In addition, later developments have been required by the City to respect this pattern. Therefore, to preserve this historic pattern as the area grows, front setbacks of no less than ten feet will be required of all parcels within the DTPP Area fronting on Maple Street between Arguello Street and Veterans Boulevard.

- **West of El Camino.** Many of the properties west of El Camino Real in the Area of Influence were found to have potential historic resources. Most of these properties also have well-established front setbacks which contribute to their character. In addition, later developments have been required by the City to respect this pattern. Therefore, to preserve this historic pattern as the area grows, front setbacks of no less than ten feet will be required of all parcels within the DTPP Area fronting on side streets west of El Camino Real between James Avenue and Lincoln Avenue.

**B) Height Reductions**

In some areas, height limits have been reduced below the typical 8 to 12 story maximum of this plan in order to preserve the “feel” of the experience along historic streets, to minimize aesthetic impacts of new development on historic resources (especially where resources are clustered), and to promote appropriate height transitions to low-rise historic neighborhoods adjacent to the Precise Plan area. Areas where heights were reduced in order to accomplish these goals are as follows:

- **1. Courthouse Square Area.** The Courthouse Square area features a strong cluster of historic resources, including two of Redwood City’s most substantial: the Fox Theater and the Historic San Mateo County Courthouse. These two buildings provide half of the aesthetic “enclosure” of Courthouse Square and set a three-story tone for this space. Both buildings are listed on the National Register of Historic Places and their entire interiors and all façades are to be preserved. In this area maximum permitted heights were significantly reduced in order to reduce the aesthetic impact on these resources. The first 60 feet of parcel depth along Hamilton Street and Middlefield Road, from Marshall Street to 150 feet south of Broadway, will only be allowed three stories in height. Additionally, the front 150 feet of parcel depth along Broadway, from Hamilton to Middlefield, will also be restricted to three stories in height.

- **2. Broadway Corridor.** Broadway has been Downtown Redwood City’s primary street for at least 70 years. Traditionally, heights were varied here, with three stories being the highest height. While most of its historic building stock has been destroyed, many resources remain and the low-rise character is still dominant, despite the long-standing 100’ height limit. Therefore, to preserve this historic scale as the area grows, the front 40 feet of all parcels fronting on Broadway through the entire DTPP area (with the exception of Courthouse Square, as described above) will only be allowed three stories in height.

- **3. Main Street Corridor.** In addition to being Redwood City’s first commercial core, Main Street has its highest concentration of historic resources, including a formally recognized historic district. As with Broadway, heights were traditionally varied here, with three stories being the highest height. While most of its historic building stock has been lost on the west side south of the Sequoia Hotel, much of it remains on the east side, and the low-rise character is still dominant throughout. Therefore, to preserve this historic scale as the area grows, the front 40 feet of all parcels fronting on Main Street through the entire DTPP area will only be allowed three stories in height.

- **4. Library Area.** While the Library is not part of a cluster, it is very near the Main Street cluster and is among Redwood City’s most treasured historic resources. In addition to being Redwood City’s long-time fire house and a successful adaptive reuse project, the
building was designed by acclaimed San Francisco architect Timothy Pflueger early in his career. Therefore, to provide appropriate prominence to this structure, the area abutting it and its plaza and connecting it to the Main Street corridor will only be allowed three stories in height for the first 40 feet of parcel depth, and the entire area behind the Library will be restricted to 3 stories.

5. Stambaugh-Heller Transition Area. Immediately southwest of the heart of Main Street is the historic Stambaugh-Heller neighborhood. Originally known as the Eastern Addition, it was the first expansion of Mezes’ original plat. While much insensitive and inappropriate infill development occurred in the mid-20th Century, causing the loss of many historic homes, many original homes remain. The area has one of Redwood City’s highest concentrations of Victorian residential architecture, as well as a formally recognized historic district. While the economic development and growth of Downtown is likely to benefit Stambaugh-Heller by stimulating reinvestment in the area, it is important to provide for a graceful transition from the larger scale of Downtown to the historic neighborhood. Therefore, maximum heights in the area between Broadway, Main Street, and Maple Street have been reduced to 5 stories, and along Maple Street a 10 foot setback is required, and the next 20 feet of frontage may only rise to 3 stories.

6. Mezesville Transition Area. While the entirety of Mezes’ original plat was called Mezesville, today only the part between Brester Street and Whipple Avenue goes by that name. While some insensitive infill development has occurred, many historic homes remain and the neighborhood contains a formally recognized historic district. Like Stambaugh-Heller, it is important to provide for a graceful transition from the larger scale of Downtown to the historic Mezesville neighborhood. Therefore, maximum heights in the area between Brester Street, Arguello, Fuller, and the Hamilton alignment have been reduced to 5 stories, and along Brester Street a 10 foot setback is required, and the next 20 feet of frontage may only rise to 3 stories.

7. El Camino Real Transition Area. For more than two hundred years, El Camino Real has been a critical land connection between Peninsula settlements. In Redwood City, it is also serves as the boundary between the mixed-use Downtown area and the residential-oriented areas to the west. While El Camino itself does not have many historic structures immediately fronting it, it does have historic importance and serves as an important transition point between major variations in the built environment. In addition, the areas to the west have many potential historic resources and should be treated with sensitivity. Therefore, maximum heights for the first 20 feet of parcel area along the eastern side of El Camino has been reduced to 4 stories. All parcels on side streets west of El Camino (between James and Lincoln) shall have a 4 story height limit for the entire parcel, with the exception that the front 30 feet of depth for all street frontage will be limited to 3 stories, and a 10 foot deep front setback is required.

Non-Clustered Resources. While many of Downtown’s historic resources are clustered together as discussed above, some are not. Examples include Elgin’s Auto Supply at 55 Perry Street and the historic lumber worker housing at 620 Jefferson Avenue. Where historic resources were not strongly clustered, and their historic context was no longer sufficiently intact, no reductions were made to maximum permitted height of the neighboring properties.

C) Historic Parcelization

In order to maintain and enhance the unique, eclectic, small-scale storefront character of 800 and 900 blocks of Main Street and the 2600 block of Broadway, special requirements for Building Base Length Articulation have been created. The bases of new buildings on these blocks will be required to be articulated at the location of historic parcel boundaries, creating an irregular storefront rhythm similar to the early 20th Century, after Mezes’ original lots had been split, merged, and rearranged. Maps in the DTPP show the location of early 20th Century parcel boundaries, and required that future development incorporate ground floor “articulation” at these locations. This articulation will be expressed with columns, pilasters, awnings, and other architectural elements. This requirement will apply even if parcels are assembled, maintaining the historic eclectic and small-scaled character of these streets even in the presence of wider and newer buildings.

The dimensions used for these regulations are a representation of the parcelization in place during the early 20th Century. To determine the historic parcelization pattern for Broadway and Main Street, City staff utilized San Mateo County Parcel Maps, historic City of Redwood City Insurance Maps, and modern Redwood City GIS data. These sources were cross-referenced to create the most historically accurate yet practical regulations for preserving the historic development pattern. The list below highlights how each of these resources was used.

The Original “Mezesville” Plat. Simon Mezes’ original plat from 1854 determined the streets, blocks, and parcels of early Downtown Redwood City. Although Redwood City has far outgrown Mezes’ original tract, many of the streets in that central area are still about as he drew them, and some original parcels remain. This was the logical starting point.

San Mateo County Parcel Maps. A total of four County parcel maps were used. While these maps were created from 1971 to 1992, they displayed historic subdivisions and lot measurements dating back to the late 1880s.

Redwood City Insurance Maps. This insurance map book, still in the possession of the Planning, Housing, and Economic Development Department, was created in 1919 and shows how early waves of development altered Mezes’ original parcel pattern. It also includes periodic updates as new development came into the Downtown from the 1920s to the 1960s.

Redwood City GIS. Redwood City’s Geographic Information System (GIS) was used to place the historic subdivision patterns onto the current Downtown parcel configuration. This was critical to understanding how the historic patterns relate to the current pattern. This final step also showed where it was appropriate to ignore the historic parcel configuration to avoid conflicts with historic buildings (for example, it would be inappropriate to alter the façade of the Sequoia Hotel in order to reflect Mezes’ three original parcels on that site).

Appendices

The original “Mezesville” plat.

A sample of Historic Parcelization on Main Street.
D) Historic Architectural Character

All properties in the DTTP Area are subject to Architectural Character regulations. These regulations aim to create architectural character in new projects that is compatible with the established patterns in the various parts of Downtown, as well as with the expressed aesthetic preferences of the community as outlined within the Community Character workshop held during the creation of the DTTP.

In areas with high concentrations of historic resources and historic importance, the architectural character regulations require new development to use architectural treatments that are complimentary to the historic resources in the vicinity. Outside of areas with high concentrations of historic resources, buildings designed using contemporary styles are welcome so long as they positively contribute to the spatial and compositional characteristics that reinforce the pedestrian scale of streets and blocks, avoid creating visual monotony and “blank” façades as experienced from the pedestrian walking environment, and maintain well-structured transitions between public and private spaces. The details of the Architectural Character regulations can be found in Section 2.9 of the DTTP.

Considering the historic resources reconnaissance survey and the desires of the residents of Redwood City as expressed in a large Community Character Workshop, Downtown has been broken down into six architectural “character zones,” which are described briefly, below:

**Historic Downtown Core.** This area has the greatest number of Downtown’s historic resources. It is the birthplace of Redwood City and contains its most important public spaces. For the Historic Downtown character zone, appropriate architectural character and styles were identified as those that built strongly on the context of historic architecture within the Downtown core. In new buildings, incorporation of traditional pedestrian-scaled elements, historically-inspired ornamentation, and a palette of natural materials such as brick, stone, and wood are encouraged.

**Stambaugh-Heller Transition.** A character zone has been identified where the Historic Downtown character zone abuts Maple Street. In addition to the character types appropriate for the Historic Downtown Core district, residential-oriented character types are also appropriate for this character zone in order to create a good transition between Downtown and the historic Stambaugh-Heller residential neighborhood.

**Courthouse Square.** The ensemble created by heavily-used and very formal public gathering space flanked by the city’s two largest historic buildings makes Courthouse Square a very special architectural component of Downtown. A small character zone, focused on Art Deco and Neoclassical Revival styles, has been created at the perimeter of Courthouse Square in order to enhance this important area.

**El Camino Corridor.** El Camino Real has a very long history and a varied role within Redwood City. As the “King’s Highway” during the Spanish colonial period, it provided access between the missions from San Francisco to San Diego. While El Camino itself does not have an abundance of historic structures, it does contain the 1920s Mediterranean-inspired campus of Sequoia High School. Therefore, in the El Camino Corridor character zone, an expression of Mediterranean and Classical styles is seen as representative of the history of the regional El Camino corridor and local context. Mediterranean and Classical styles will also express a strong announcement of the city to corridor traffic and contribute to a graceful transition from Downtown to the neighborhoods to the west.

**Mezesville Transition.** A character zone has been identified where the Historic Downtown character zone abuts Brewster Street. Traditional, residential-oriented character types are encouraged for this character zone in order to create a good transition between Downtown and the historic Mezesville residential neighborhood.

**North of Marshall District.** The North of Marshall District character zone is an area that saw most of its development occur in the mid to late 20th Century. Architecturally, it is an area of transition in relation to the historic center; with architectural character and styles that incorporate materials and imagery of contemporary design. No particular style is dominant, and historic pre-World War II styles in particular have very little representation here. Greater flexibility is allowed here than in other places because compatibility isn’t as significant of an issue as it is elsewhere in the Downtown Precise Plan Area.

E) Additional Impact Mitigation Measures for Non-Historic Properties

For non-historic sites adjacent to a historic resource or within a historic district, additional measures which could lessen the impacts of projects upon historic resources and better ensure compliance with the SIS were identified in the Environmental Impact report and were included in Section 2.1.4 of the DTTP. These measures include review by a qualified preservation professional, documentation of removed historic elements, etc.