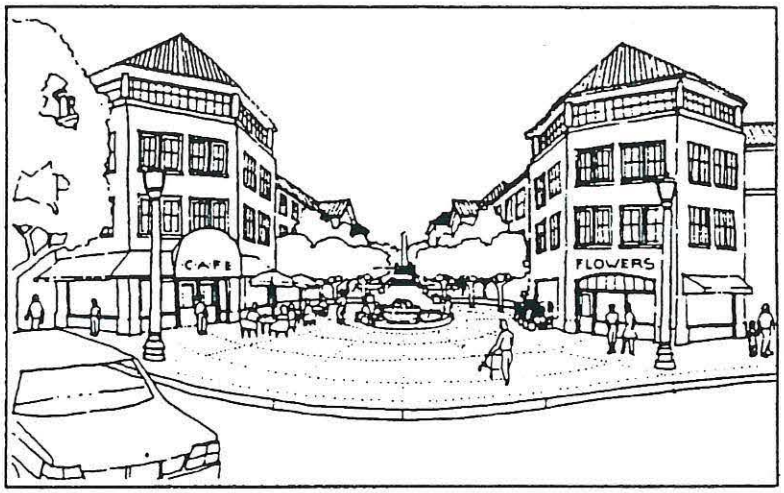
Colma BART Station Area Plan

Unincorporated Colma BART Station Area
San Mateo County

Final

Adopted by San Mateo County Board of Supervisors
September 1994



Environmental Services Agency

Planning and Building Division ▪ San Mateo County ▪ California

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COLMA BART STATION AREA PLAN

EXECUTIVE SUMMARY

The Colma BART Station Area Plan addresses the status and condition of the area within unincorporated San Mateo County which includes the new Colma BART Station. It recommends a process and physical development plan for gradual transition to urban uses that support the area's intended transportation/transit role, as well as complement the character of the adjacent neighborhoods and business districts.

As envisioned, the Colma Area will emerge as a vital urban center in northern San Mateo County. A mix of moderate and high density housing, local shopping, and offices within proximity of the BART Station will transform an amalgam of disconnected and underutilized parcels into a neighborhood of significance and attractiveness. The Area Plan accomplishes this goal by maintaining key existing uses in the planning area and respecting the best urban elements of the surrounding Daly City and Colma communities. The plan also introduces new land uses and transportation improvements that acknowledge the changes that will occur with the advent of the BART Station. It channels these changes into a cohesive plan that, over time, will encourage the area to evolve into a distinct, attractive, and functional neighborhood.

An emphasis has been placed on making new and existing uses accessible by foot, bike, transit, or auto. New development located directly adjacent to BART will be linked to the station via a network of public spaces, such as stairways, paths, plazas, and new streets. Buildings will acknowledge the significant public investment that BART represents by orienting entries and facades to these public rights-of-way, as well as creating an attractive urban neighborhood. Street improvements are designed to establish a hierarchy of travel routes which serve to funnel BART patron traffic to the freeway quickly and efficiently out of the area, minimize impacts on residential neighborhoods, maintain access for emergency vehicles, and provide safe and attractive walking routes. New streets will also help to knit together currently disconnected portions of the planning area. Two additional "kiss-n-ride" facilities, with associated public plazas, will be placed on either side of the BART Station to improve commuter access to transit, and to stop some auto trips from entering the heart of the neighborhood. These improvements are being funded and constructed through a variety of mechanisms, including BART and SamTrans funds, Federal funds, and development-related fees.

INTRODUCTION

In January 1989, San Mateo County adopted the original Colma Area Plan/EIR for an unincorporated area located north of the Town of Colma and surrounded by the southern portion of Daly City. This Area Plan set forth long-range goals and policies for the development of high density residential, commercial and office uses around a planned BART Station and an existing SamTrans park-and-ride lot. Subsequently, in July 1989, the Daly City Council adopted a General Plan Amendment and "pre-zoning" for the same area, consistent with the County's Area Plan policies and land use designations. The City annexed the western portion of the area in 1991.

After approval of the 1989 Area Plan, the County began to receive preliminary development proposals for the unincorporated area. These proposals overlooked the opportunity to take advantage of the site's proximity to a new BART Station and the Area Plan's intent to transform it into a new urban center and major transportation hub. Consequently, a Specific Plan was suggested as a mechanism for establishing site-specific development controls and implementation measures to ensure that long-range goals are met. In February 1991, San Mateo County, Daly City, and SamTrans signed a cooperative agreement to prepare a Specific Plan and EIR for the portion of unincorporated Colma that is west of El Camino Real, as well as additional lands within Daly City west of the BART Station, east of El Camino Real, and north of Washington Street and San Pedro Road. This total area comprises approximately 98 acres. The BART Station Area Specific Plan was subsequently developed by staff from San Mateo County, Daly City and SamTrans, in conjunction with a team of consultants, to guide future development within this area.

PURPOSE AND INTENT OF THE AREA PLAN

The Colma BART Station Area Plan looks at the status and condition of the area's existing residential, retail, office, industrial, and transportation uses and recommends a process and physical development plan for gradual transition to urban uses that support the area's intended transportation/ transit role, as well as complement the character of the adjacent neighborhoods and business districts.

The intent of the Area Plan is to encourage investment and new development within the area through a clearly established public policies and through a land use plan that provides investors with a level of certainty regarding the future of the area. It is not intent of the plan to force out existing residents and businesses; rather, the plan provides policies and guidelines that encourage new development to complement and enhance existing uses, allowing these uses to remain as long as they wish and as long as market conditions dictate.

The Colma BART Station Area Plan establishes plans showing the preferred location, intensity, and character of all land uses, capital improvements, and transportation systems, that will effectively implement the Colma BART Station Area Plan policies. Detailed policies and standards that will directly guide and control public and private investment and development in the planning area

are provided to ensure that the ultimate character of new development is consistent with San Mateo County's long-range goals.

GENERAL PLAN COMPATIBILITY

State planning law requires each city and county to prepare and adopt a General Plan to serve as a guide for its long-term physical development. The General Plan must address a number of topical areas including land use, circulation, housing, conservation, open space, noise and safety and may include other issues as well. The State's General Plan Guidelines, which interpret and amplify the law, provide that area plans may also be prepared for specific geographic subareas and be adopted as part of the General Plan. Area plans need not address all the mandatory topics of a General Plan, provided these issues are addressed elsewhere in the General Plan. Area plans allow for local participation in the planning process and consideration of issues that are unique to the planning area.

The General Plan for San Mateo County, which was adopted in November 1986, sets broad policies for the future development of the unincorporated area, for the use and protection of the County's natural resources, and for the protection of the public from natural and man-made hazards. One of these policies identifies unincorporated Colma as an area which merits the preparation of the an area plan. The Colma BART Station Area Plan is consistent with the policies established in the General Plan; however, it focuses more specifically on the issues which are unique to this community.

RELATIONSHIP TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

An Environmental Impact Report has been prepared which analyzes the potential environmental impacts, and identifies appropriate mitigation measures, for the BART Station Area Specific Plan Project. The Colma BART Station Area Plan is one of the components of the Specific Plan Project which has been evaluated in the EIR.

The BART Station Area Specific Plan Project EIR assesses the implications of the maximum development potential of the Colma BART Station Area Plan. Development proposals that do not exceed these maximums, and are consistent with the full range of policies, design guidelines, and implementation measures, may not need additional environmental analysis.

RELATIONSHIP TO THE BART STATION AREA SPECIFIC PLAN

The Colma BART Station Area Plan is intended to implement the objectives, concepts, policies and design guidelines of the BART Station Area Specific Plan as it applies to the unincorporated Project Area. The Specific Plan will be used as an advisory document and guide to the Colma BART Station Area Plan, to augment and clarify the requirements of the Area Plan which govern future development in the unincorporated Project Area.

The Specific Plan should be used in conjunction with the Area Plan in designing and evaluating development proposals. However, where any policy, standard or requirement of the Area Plan conflicts with any provision of the Specific Plan, the Area Plan shall take precedence and govern.

RELATIONSHIP TO THE COLMA AREA PLAN

The Colma BART Station Area Plan supersedes the Colma Area Plan for that portion of unincorporated Colma adjacent to the BART Station. The Colma Area Plan has been amended to repeal all policies, provisions and land use map designations except those pertaining to the remainder of unincorporated Colma east of El Camino Real. As a result, the Colma BART Station Area Plan and the Colma Area Plan govern future land uses in two different geographic areas.

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BACKGROUND

LOCATION AND JURISDICTIONAL BOUNDARIES

The Colma BART Station Area Plan planning area is located in northern San Mateo County east of Interstate 280 (Exhibit 1). The area is within the unincorporated area just north of the Town of Colma, but is within Daly City's Sphere of Influence. The site consists of approximately 22 acres bounded by Woodlawn Memorial Park on the south, Hill Street and the Hetch-Hetchy right-of-way on the west, San Pedro Road on the north, and El Camino Real on the east (Exhibit 2).

The area is centrally located in northern San Mateo County and is well-served by both highways and transit. Interstate 280 and State Highway 1 come together for about two miles and form the western boundary of the site, providing freeway access to downtown San Francisco, western San Francisco, Pacifica and the Peninsula. Junipero Serra Boulevard is this highway's eastern frontage road. State Highway 82 passes through the site and follows El Camino Real and Mission Street south to north. San Pedro Road and Market Street provide regional access to the east and west.

The planning area centers on a BART maintenance yard and turn-around facility which is currently the terminus of the San Francisco/Daly City line. Construction is underway to improve this facility to a full-service BART Station which would be the first of four stations leading to the San Francisco International Airport. The closest existing BART Station is the Daly City station located near the intersection of I-280 and Daly City Boulevard. The area also contains a major park-and-ride/bus transfer station for SamTrans, the public bus system serving the Peninsula. Buses stopping at the SamTrans lot make connections with the Daly City BART Station and other points within San Francisco and San Mateo County, such as major employment centers, residential neighborhoods, and the airport.

SITE HISTORY

Land in the Colma BART Station Area Plan planning area was first divided into 40 to 160 acre tracts and sold to settlers in 1853. The early landowners were largely Mexican War veterans who established productive vegetable farms on the area's rich soils. In the 1870's the residential area of unincorporated Colma was again subdivided into 5,000 square foot lots, and this remains the predominate lot pattern.

Through the remainder of the 19th Century, the Colma area developed as a small farming village. Between 1887 and 1904, several large cemeteries were forced out of San Francisco by an ordinance prohibiting burials in the City and requiring relocation in Colma. In 1911, Daly City incorporated and began growing southward and annexing land in the Colma area. In 1924, the cemetery lands and the village of Colma incorporated. The lands between the two cities remain unincorporated, although a number of annexations have reduced the size of this area.

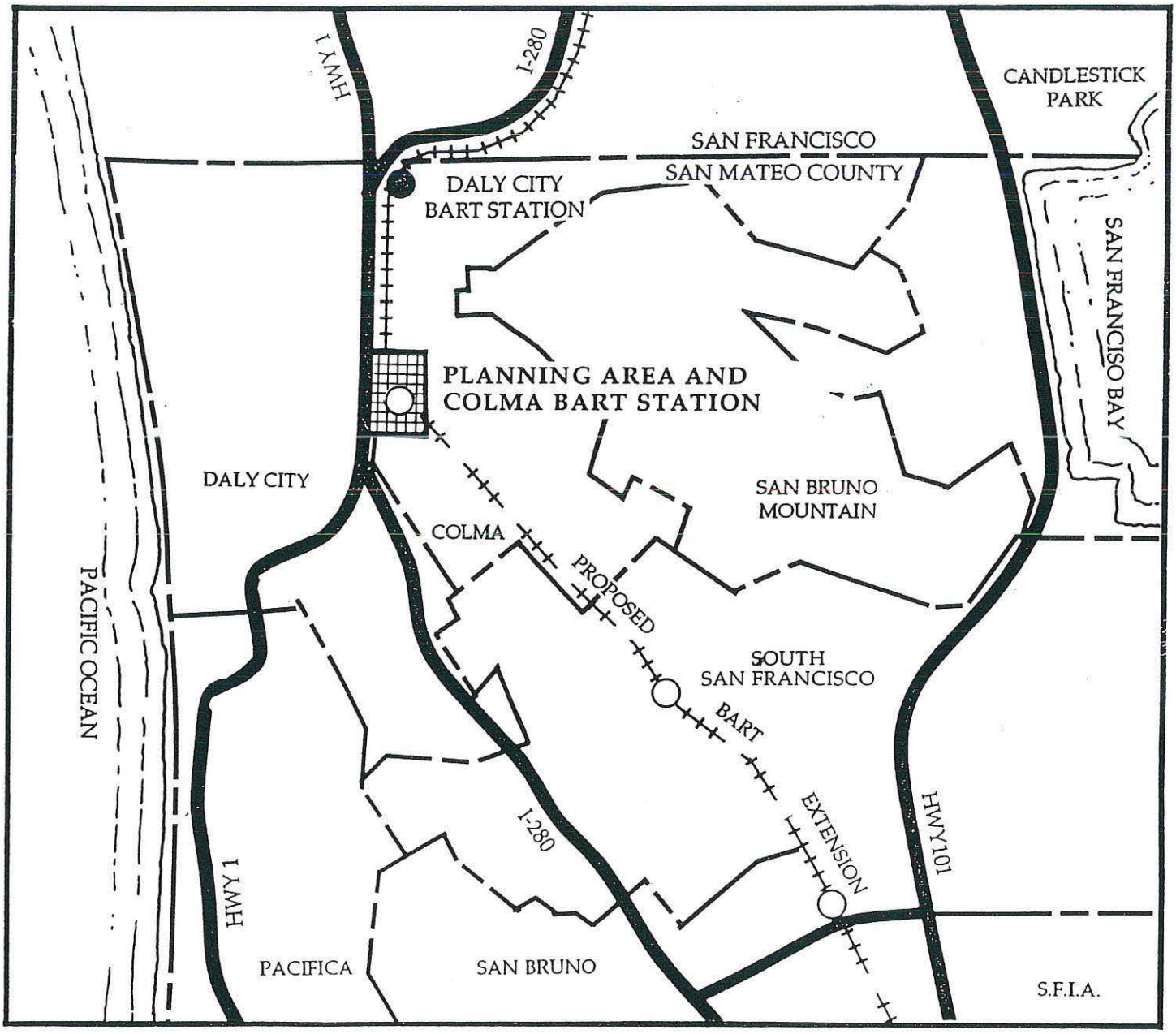

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Exhibit 1: Location and Context

COLMA BART STATION AREA PLAN
DALY CITY AND SAN MATEO COUNTY, CALIFORNIA
FOR SAN MATEO COUNTY • DALY CITY • SAM TRANS

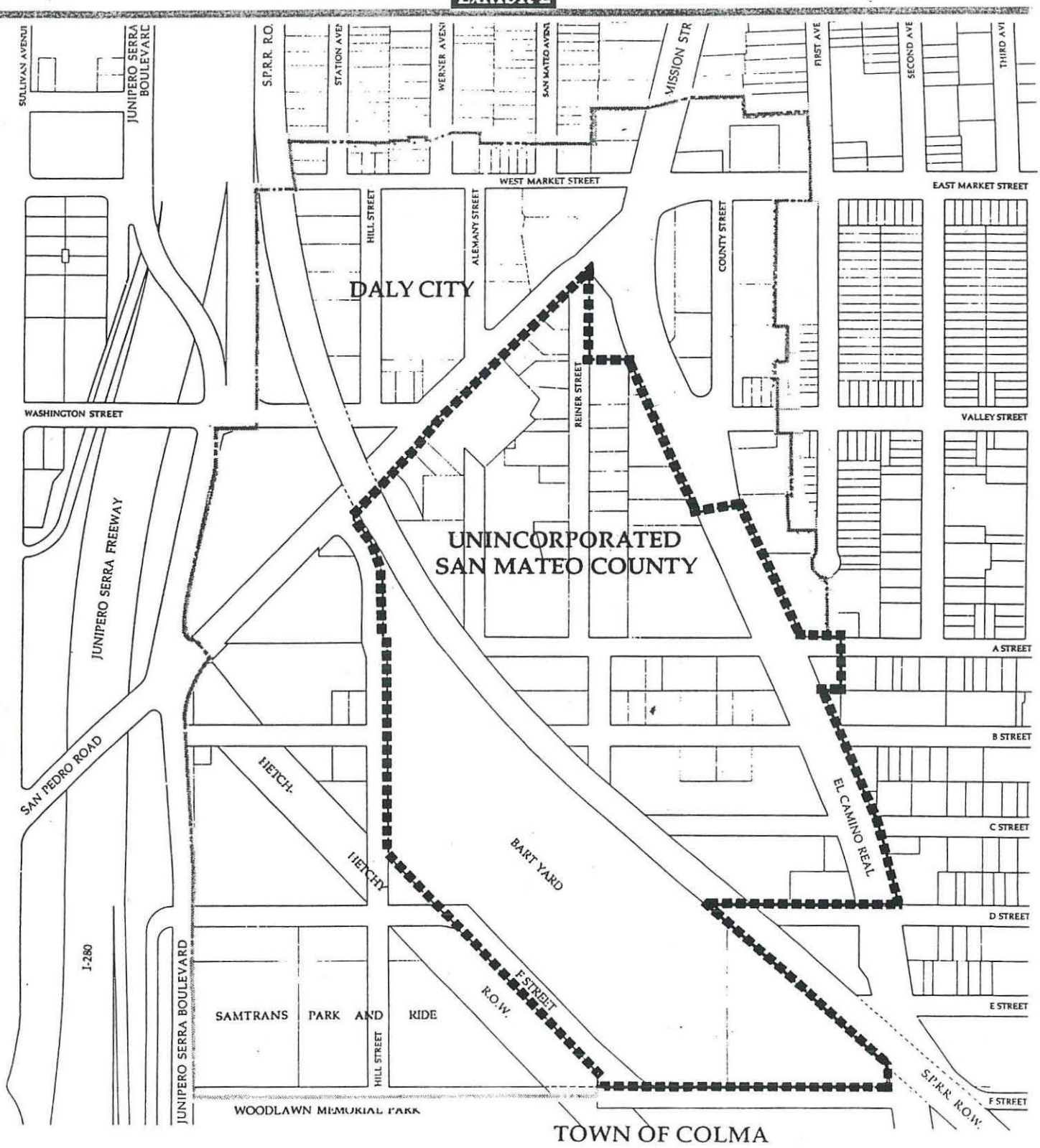

Exhibit 2: Planning Area Boundaries

COLMA BART STATION AREA PLAN
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The history of El Camino Real, the primary boulevard forming the eastern boundary of the planning area, predates the original settlers by at least a century. El Camino Real and Mission Street are part of the old trail established by edict from King Carlos of Spain in 1769. Linking the 21 California missions from San Diego to Sonoma, the "Mission Trail" is approximately 500 miles long. El Camino Real reached what is now Colma sometime around 1797.

KEY PLANNING FACTORS

The following is a summary of the key opportunities and constraints affecting the planning area and the relative ease of transitioning from existing uses to transit-oriented development patterns.

Regional Context

As a potential new urban center in northern San Mateo County, the Colma BART Station Area Plan planning area is well-served by surrounding shopping, employment, civic and housing opportunities. Its adjacency to the I-280 corridor, as well as D Street, Junipero Serra, and El Camino Real, provide convenient freeway access and connections to major regional routes. The Colma cemeteries to the south form a distinct boundary to the community.

Mission Street forms a commercial spine connecting the planning area with Daly City's historic downtown, "Top of the Hill," where Mission Street meets John Daly Boulevard. The Daly City BART Station is situated nearby and is the primary transit hub in the region. Mission Street's commercial character is pedestrian-oriented near the historic downtown and near Mission Street's southern terminus at San Pedro Road and Market Street. In these areas, store fronts address the street with frequent entrances and displays. To encourage commercial revitalization, the Mission Street corridor has been designated as a Redevelopment Area.

Planning Area Land Use and Community Character

Land uses in the planning area are a fragmented mix of general and neighborhood-serving commercial, public and semi-public facilities, business and personal services, auto-oriented service commercial, travel commercial, and residential uses. Existing buildings are illustrated in Exhibit 3. Existing land use patterns are illustrated in Exhibit 4.

Because the planning area is a remnant of unincorporated land left over from several annexations by Daly City and Colma, the pattern of these land uses is haphazard. Lack of strong governmental planning in the area has also allowed an unusual pattern of streets, transit facilities and major utilities to be developed over time. These diagonal rights-of-way which crisscross the area, define space awkwardly and leave a number of oddly shaped parcels which have not lent themselves to development in a coordinated manner. The overall character of the area's streetscape in the planning area is barren and

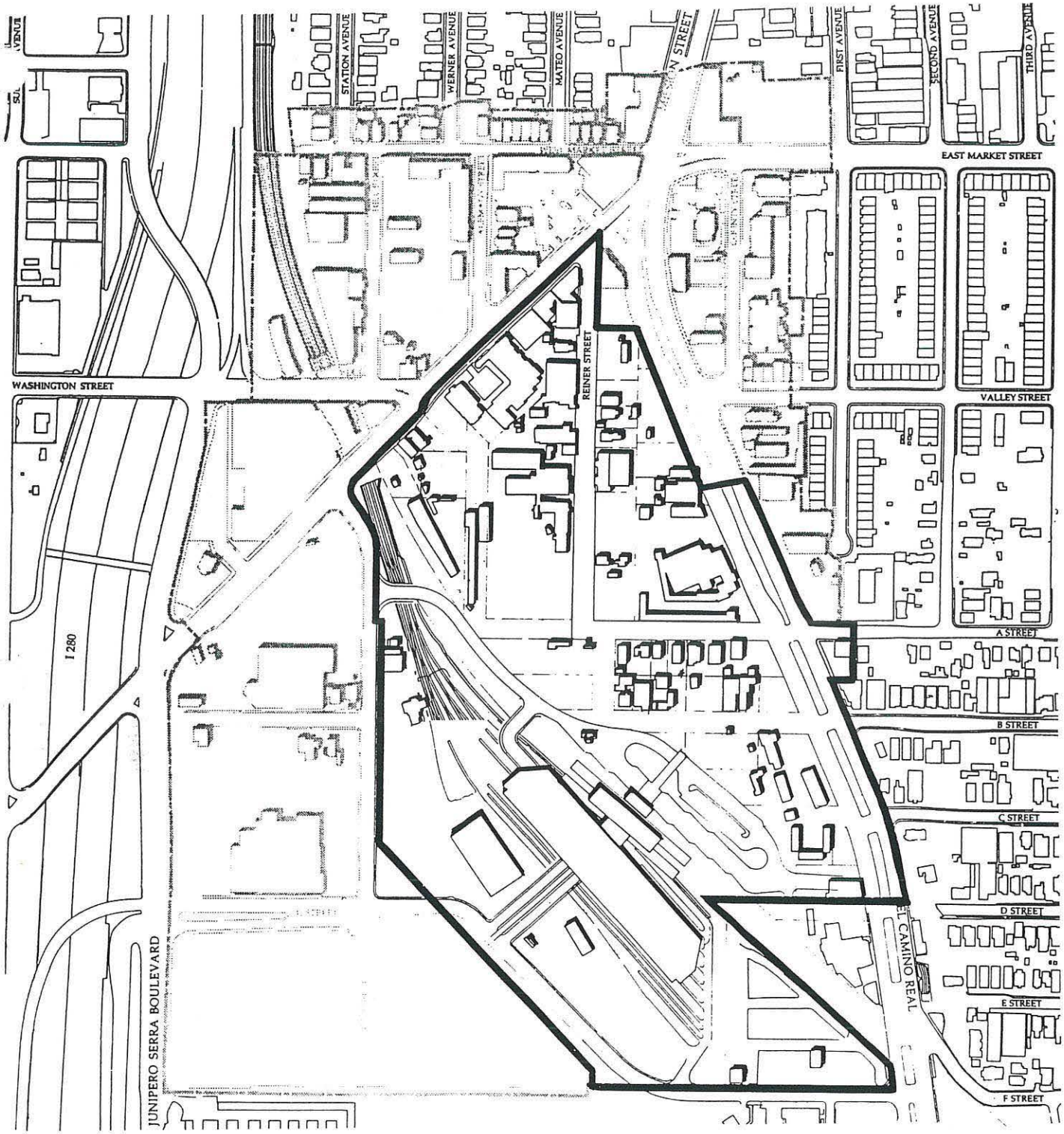

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Exhibit 3: Existing Buildings

COLMA BART STATION AREA PLAN
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Exhibit 4

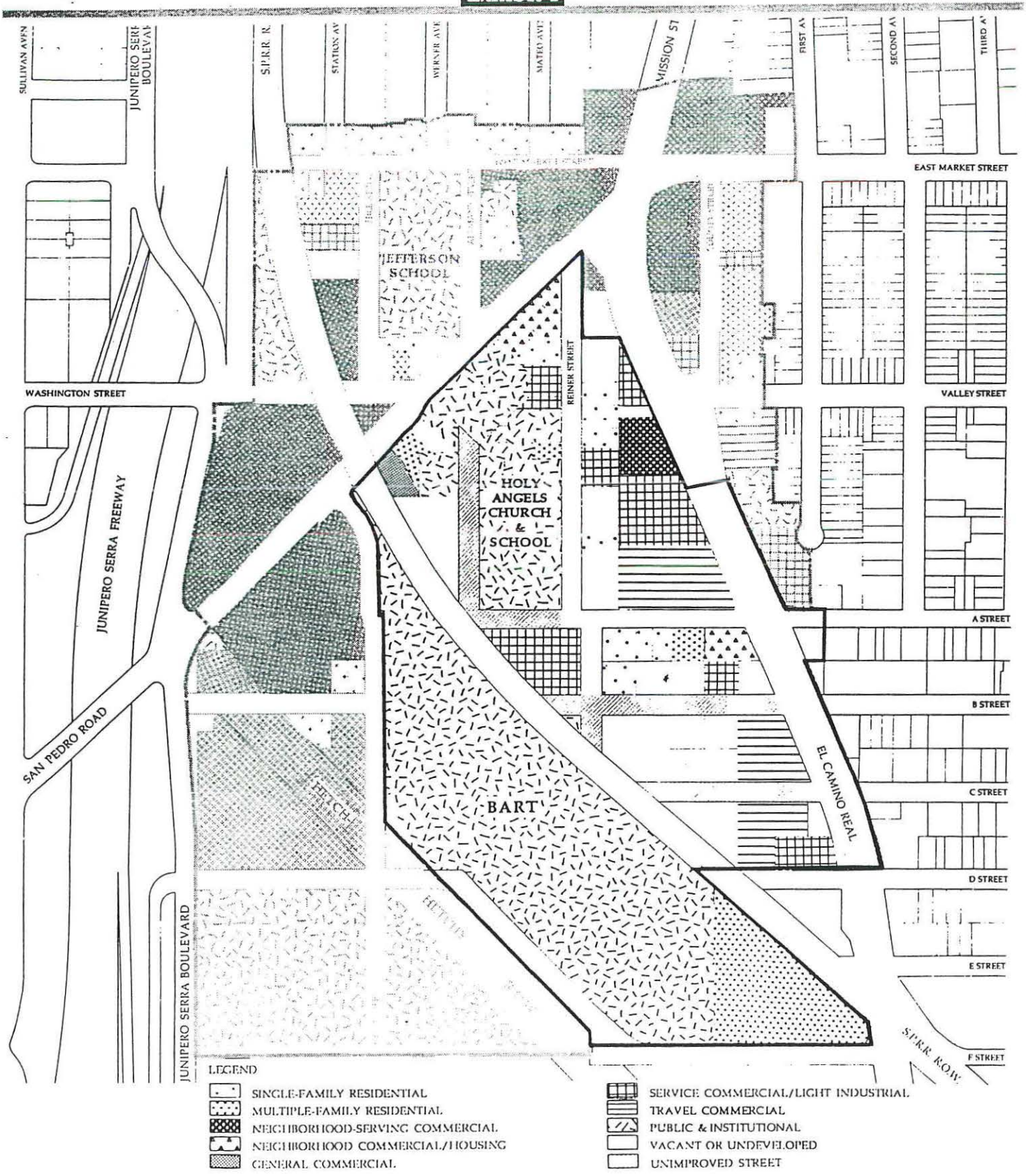

Exhibit 4: Existing Land Use

COLMA BART STATION AREA PLAN
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disorienting. Additionally, several streets are platted, but were never improved, leaving some properties relatively undeveloped.

The wide open cavity of the BART yard further serves to separate the portions of the site adjacent to El Camino Real and the portions along Junipero Serra Boulevard. The major transportation facility, even with station improvements, will continue to be a major visual barrier and circulation impediment. Topography has also played a role in determining land use patterns in the area. A ridge and steep escarpment separate El Camino Real from Reiner Street and the properties facing the BART tracks.

The opening of the BART Station will very probably alter the existing character of the planning area. Given the patterns of existing land uses and inevitable changes in development economics, vacant land and parcels with very few improvements or improvements whose value is low are likely to develop relatively soon. Other sites, with recent improvements or established uses will either remain during the life of this plan or will redevelop 5, 10, or 15 years from now.

In general, sites that are expected to develop in a relatively short timeframe are predominately located east of the BART Station. This area includes a number of vacant parcels, low intensity uses such as auto sales lots and repair yards, and economically underutilized properties, such as the older motels. The most stable uses include existing single-family homes, mobile homes located at El Camino and F Street, Holy Angel's Church and parochial school, and existing commercial uses along San Pedro Road.

The intent of the Area Plan is to channel those inevitable changes into a cohesive plan that protects existing viable uses and directs development on sites that are likely to redevelop.

Property Ownership Patterns

A number of blocks within the planning area are divided into small parcels with multiple ownerships (particularly the area between El Camino Real and the BART tracks). In limited circumstances, aggregation of parcels would be helpful to attract the type of development that will provide quality housing and shops in conjunction with transit service. Exhibit 5 illustrates property ownership patterns within the planning area.

BART Plans and Implications

As part of a comprehensive program to extend rapid transit service to the San Francisco International Airport, BART is proceeding with plans to redevelop its existing train storage/maintenance yard to a full service passenger station. The new Colma BART Station would be the first new station in the system since it original completion in the 1970's and is one of four planned stations on the San Francisco/Daly City (SF/DC) line to provide service to San Francisco Airport. Completion of the Colma BART Station is expected in Fall of 1995.

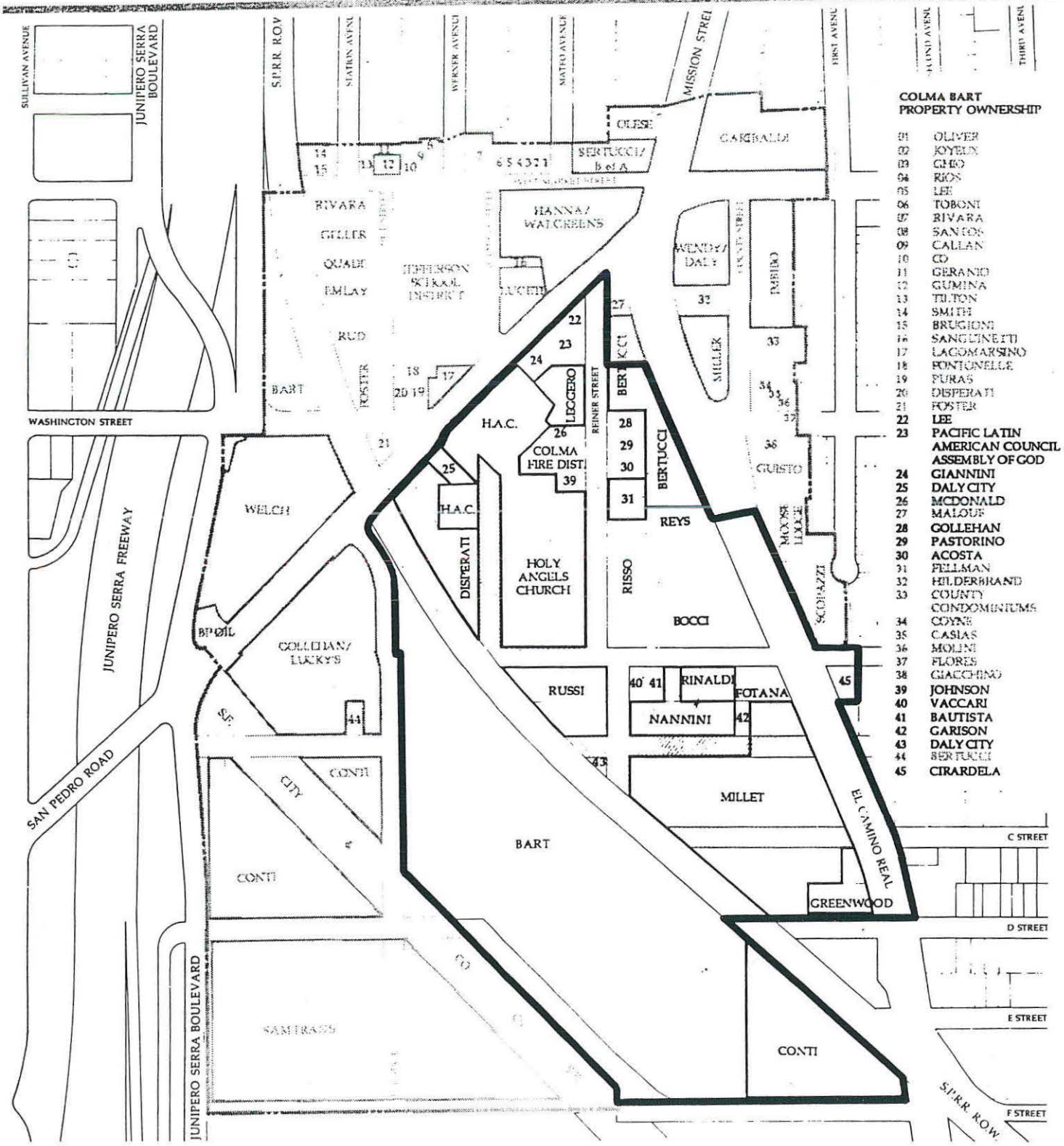

Exhibit 5: Property Ownership

COLMA BART STATION AREA PLAN
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FOR SAN MATEO COUNTY · DALY CITY · SAM TRANS

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The Colma Station will initially help to relieve extreme parking and traffic congestion at the Daly City Station, the busiest station in the BART system outside of San Francisco. Located approximately 1.5 miles south of the Daly City Station, it will be the terminus of the SF/DC line for 5 to 10 years, until additional tracks and stations are built to the airport. The station itself will be located east of the existing BART right-of-way, near the southern terminus of Reiner Street.

A five story parking structure will straddle the BART yard and will be located adjacent to and west of the station building. Total parking capacity will be 1,400 cars. The parking structure plan provides for two vehicular access points. The primary auto entrance/exit points to the garage will be located in the center of the west facade, consisting of a four-lane 150 foot long bridge over the BART yard to F Street. The second vehicular access point will be on the northeastern corner of the parking structure. The second level of the parking structure will connect to a 500 foot long pedestrian bridge which will extend into the SamTrans park-and-ride lot, and pass over F Street.

Adjacent to the station on the northeast side will be a combined kiss-and-ride and bus loading and turn-around area. In the evening peaking hour, this area is expected to serve a projected 60 buses (120 one-way trips) and 415 kiss-and-ride passengers (830 one-way trips). Twelve bus stalls would serve eleven bus routes to meet SamTrans' bus operation requirements.

Traffic and Circulation

Studies of future traffic conditions indicate that a number of key intersections and street segments will require additional improvements to accommodate traffic generated from existing development, as well as projected traffic from the planned BART Station. These improvements are being funded and constructed through a variety of mechanisms, including BART and SamTrans funds, Federal funds, and development-related fees. The introduction of additional traffic generated from the Area Plan-related development is the primary issue of relevance to this plan. A more detailed discussion of future traffic conditions and necessary improvements is discussed later in this plan, under Transportation and Circulation Policies.

Public Services

A variety of agencies provide public services to local residents and businesses, as follows:

Fire Protection. The Colma Fire Projection District's only station is located within the planning area along Reiner Street. It serves the unincorporated area, as well as the Town of Colma and the unincorporated Broadmoor community.

Police Protection. The Broadmoor Police Station is located roughly a quarter mile west of the planning area and serves the unincorporated Broadmoor community and the planning area.

Parks and Recreation. The County has a Park and Recreation Department, but its charge is to maintain very large regional parks. There are no public parks within the planning area, although the play fields at Jefferson School serve many area residents.

Infrastructure

Development of the planning area should not be restricted by lack of infrastructure serviceability, however, significant utility system upgrades and extensions will be needed for water distribution, wastewater collection, and particularly for storm water drainage. These issues are discussed in greater detail later in the plan.

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GOALS

1.1 Reflect BART Station Area Specific Plan

Develop an Area Plan for unincorporated Colma to effectively reflect the BART Station Area Specific Plan.

1.2 Create an Attractive Neighborhood

Develop policies to transform an amalgam of disconnected and underutilized parcels into a neighborhood of distinction and attractiveness.

1.3 Introduce Uses and Improvements Compatible with BART Station

Introduce new land uses and transportation improvements that acknowledge changes that will occur with the advent of the Colma BART Station.

1.4 Respect and Maintain Key Existing Uses

Respect and maintain key existing uses in the planning area.

1.5 Respect Design of Surrounding Communities

Respect the best urban design elements of the surrounding Daly City and Colma communities.

OBJECTIVES

LAND USE AND COMMUNITY CHARACTER

1.6 Cluster Mixed Uses Around BART Station

Cluster a mix of intensive and interdependent land uses around the BART Station to encourage transit use and create a vibrant and active center for the community.

1.7 Connect BART Station and Surrounding Uses

Connect and tie the BART Station and surrounding land uses together into a community where land uses complement and support one another.

1.8 Provide Range of Housing

Provide a range of housing opportunities for different household types and incomes.

1.9 Encourage Attractive Development

Encourage attractive development which gives the area a strong and positive image, accentuates the area's hills and views, and emulates the architectural styles of the oldest buildings in the surrounding area.

1.10 Integrate Parks and Public Open Space

Integrate parks and public open space areas into the overall community fabric in conjunction with new housing or commercial development.

1.11 Encourage Public and Private Cooperation

Provide a framework that encourages public and private cooperation and investment in accordance with the goals and objectives of the Area Plan.

TRANSPORTATION AND CIRCULATION

1.12 Provide Uses That Allow Commute and Shopping Trip Links

Provide a mix of uses that allows residents, BART patrons and workers to link up commute and shopping trips.

1.13 Design Streets and Paths for Walking

Provide a network of streets and paths designed to provide the option of walking for some daily trips, thus reducing the number of trips made in cars.

1.14 Provide Safe and Convenient Bicycle Improvements

Provide save and convenient bicycle improvements to encourage bicycle travel within and through the Planning Area.

1.15 Provide Interconnected Street System

Provide an interconnected street system that provides short connections to important shopping destinations and knits together currently disconnected portions of the planning area, thus helping to reduce the overall amount of miles traveled.

1.16 Develop Kiss-n-Ride Areas

Develop additional "kiss-n-ride" passenger drop-off areas, placed at strategic locations, designed to encourage BART ridership and fewer park-and-ride commuters.

1.17 Separate BART and Local Auto Traffic

To the maximum extent possible, plan streets, traffic patterns, transit routes, and signage to separate BART automobile traffic from local auto trips.

1.18 Direct BART Traffic Away From Residential Neighborhoods

Direct BART trips away from residential neighborhoods to minimize congestion, parking and safety impacts.

1.19 Provide Emergency Vehicle Access

Provide good and dependable access for emergency vehicles traveling in and out of the planning area.

PLAN OVERVIEW

The Area Plan has placed an emphasis on making new and existing uses accessible by foot, bike, transit, or auto. New development located directly adjacent to BART will be linked to the station via a network of public spaces, such as stairways, paths, plazas, and new streets. Buildings will acknowledge the significant public investment that BART represents by orienting entries and facades to these public rights-of-way, as well as create an attractive urban neighborhood.

Street improvements are designed to establish a hierarchy of travel routes which serve to funnel BART patron traffic to the freeway quickly and efficiently out of the area, minimize impacts on residential neighborhoods, maintain access for emergency vehicles, and provide safe and attractive walking routes, as well as knit together currently disconnected portions of the planning area. Two additional "kiss-n-ride" facilities, with associated public plazas, will be placed on either side of the BART Station to improve commuter access to transit, and to stop some auto trips from entering the heart of the neighborhood.

El Camino Real will transition over time to a grand residential boulevard. New moderate and high density housing suitable for households of various sizes and income levels will line both sides of the street creating a distinctive character to this segment of the historic roadway. To the west of El Camino Real, high density housing will terrace with the form of the hills up to and around the BART Station entrance; to the east, small apartment buildings will provide a transition to adjacent single-family neighborhoods. This urban housing will be designed to resemble a series of row houses or small apartment buildings, similar to those in the area now. Entries, bays, and sun porches will dot the facades, reflecting the architectural rhythm of the surrounding neighborhoods. New public parks and plazas will provide open space amenities for new residents. A grand pedestrian stairway, lined with retail shops, will extend from El Camino Real to the east entrance of the BART Station, enticing pedestrians into a unique urban environment.

San Pedro Road will be reinforced as a local-serving shopping street oriented toward small businesses and pedestrians. New buildings will emulate the characteristics of existing buildings along the street's southern frontage by placing small-scale retail on the ground floor, with upper stories devoted to residential uses.

The land use components of the Colma BART Station Area Plan are described in Exhibit 6 and illustrated in Exhibits 7 and 8.

POLICIES

LAND USE AND COMMUNITY CHARACTER

Land Use

2.1 Designate Parcels Close to BART as High Density Residential

Designate parcels in proximity to the BART Station and El Camino Real for High Density Residential uses in order to stimulate transit use and provide a range of housing opportunities for a variety of household types.

2.2 Require Ground Floor Retail in Certain High Density Residential Developments

Require small-scale ground-floor retail uses within High Density Residential developments at the eastern entrance to BART and at the El Camino Real terminus of the pedestrian stairway to provide convenience commercial opportunities for BART patrons and surrounding residents.

2.3 Maintain Character of Reiner Street

Protect and maintain the small-scale character of Reiner Street. Designate parcels on both sides of the street for Medium High Density Residential uses.

2.4 Maintain Character of San Pedro Road

As private redevelopment occurs in the future, maintain and reinforce the small-scale neighborhood shopping character of San Pedro Road, by designating the area Neighborhood Commercial and permitting buildings with ground floor retail uses and optional upper story residential uses along both sides of this street frontage.

2.5 Protect Holy Angels Church and School but Allow for Future Housing

Designate Holy Angels Church and parochial school as Institutional uses in order to protect and strengthen their role as major community-serving institutions. To provide flexibility in the future, designate the southern portion of the church's school playground for Medium High and

EXHIBIT 6
AREA PLAN BUILDOUT SUMMARY

Residential Uses	Density	Acres	Units	Residents (1)
High Density (25-55 du/ac)	55 du/ac	12.8	704	
Medium Density (12-25 du/ac)	25 du/ac	4.0	100	
Low Density (6-12 du/ac)	12 du/ac	0.0	0	
Neigh. Comm. w/Res. Above	25 du/ac	1.8	45	
Total Residential (4)		**16.8 ac**	**849**	**2,233**

Commercial & Office Uses	F.A.R.	Acres	Square Feet	Employees (2)
Neighborhood Commercial	0.25	0.4	4,400	10
High Density Residential	0.50	1.0		
Ground Floor Retail (for resid. see above)			7,200	16
Neigh. Comm. w/Res. Above (3)	0.50	1.8		
Ground Floor Retail (for resid. see above)			12,900	29
Mixed-Use Comm. w/Office Above	0.35	0.0		
Ground Floor Retail			0	0
Upper Floor Office (Class B)			0	0
Office/Convenience Retail	0.90	0.0		
Conv. Retail (BART/Office Patrons)			0	0
Office (Class A)			0	0
Total Commercial & Office (4)		**22.5**	**24,500**	**55**
• **Total Commercial**			**24,500**	**55**
• **Total Office**			**0**	**0**

Public Uses	Acres
Public and Quasi-Public	2.3
Parks and Plazas	2.4
Open Space & Public Easements	0.3
Total Public (5)	**5.0 ac**

Notes:
(1) Assumes ABAG 1990 Household size projections of 2.63 pp/hh.
(2) Employee generation assumes 450 s.f./retail employee and 250 s.f./office employee.
(3) "Neigh. Comm. w/Res. Above" acreage counted with commercial and not residential; F.A.R. includes residential uses.
(4) Includes existing commercial development. Of the approximately 400,000 s.f. of existing commercial space, roughly 100,000 s.f. is likely to remain.
(5) BART Station and Equipment Yard do not appear in these statistics.

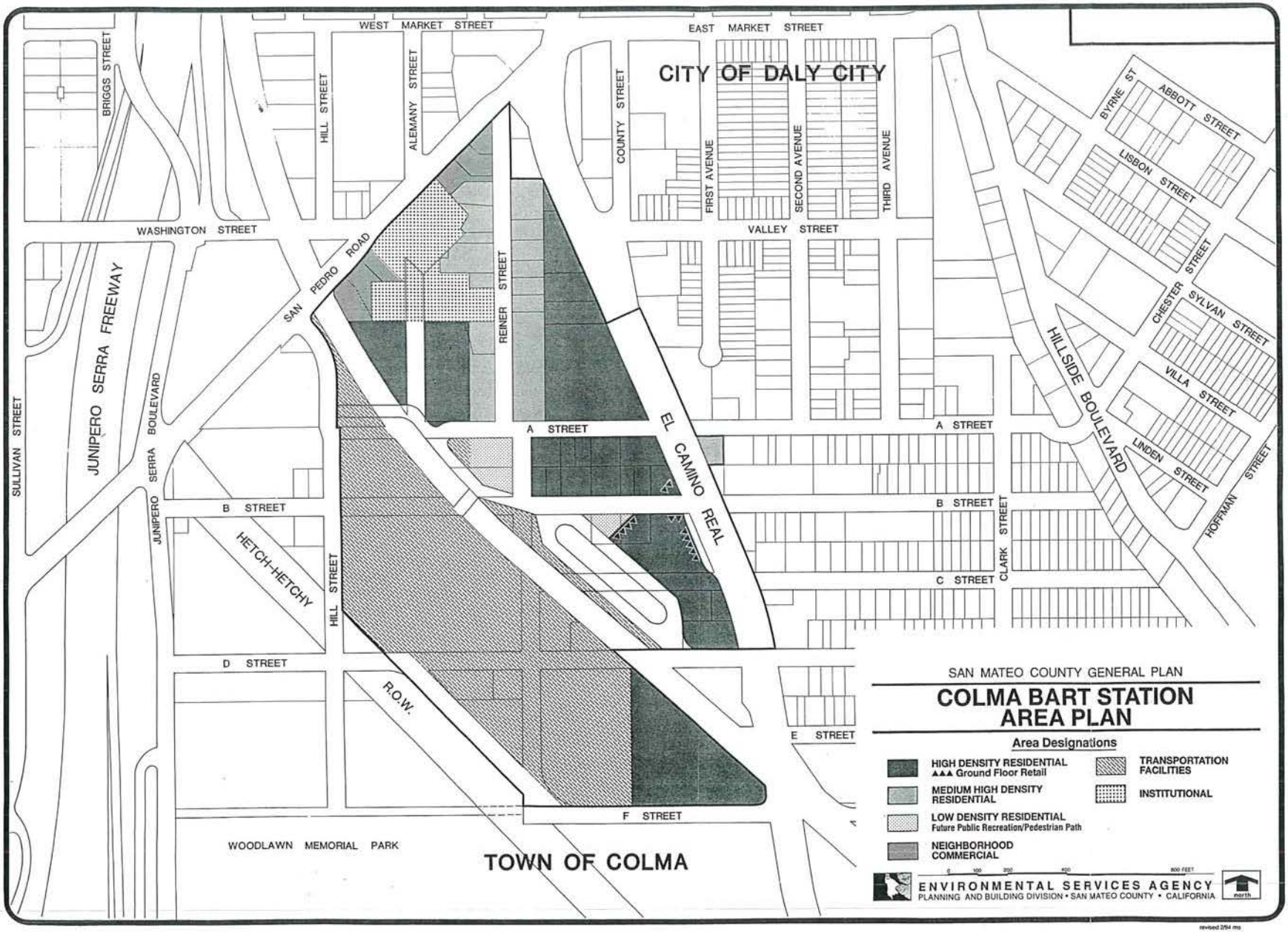
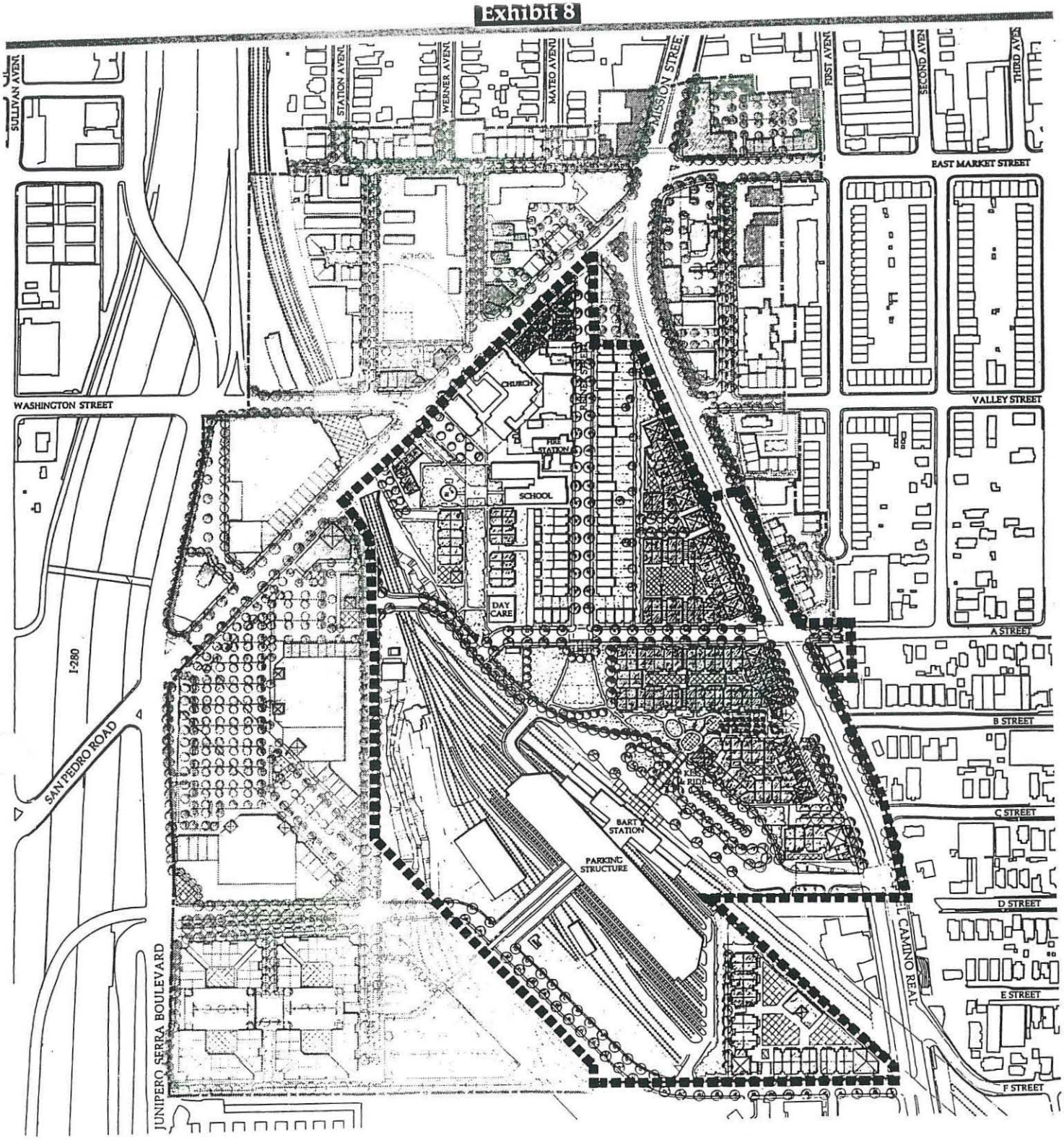

WEST MARKET STREET
EAST MARKET STREET
CITY OF DALY CITY
BRIGGS STREET
HILL STREET
ALEMANY STREET
COUNTY STREET
FIRST AVENUE
SECOND AVENUE
THIRD AVENUE
BYRNE ST
ABBOTT STREET
LISBON STREET
WASHINGTON STREET
VALLEY STREET
SAN PEDRO ROAD
REINER STREET
CHESTER STREET
SYLVAN STREET
VILLA STREET
LINDEN STREET
HOFFMAN STREET
HILLSIDE BOULEVARD
JUNIPERO SERRA FREEWAY
SULLIVAN STREET
JUNIPERO SERRA BOULEVARD
EL CAMINO REAL
A STREET
B STREET
C STREET
CLARK STREET
HETCH-HETCHY
HILL STREET
D STREET
R.O.W.
E STREET
F STREET
WOODLAWN MEMORIAL PARK
TOWN OF COLMA
SAN MATEO COUNTY GENERAL PLAN
COLMA BART STATION AREA PLAN
Area Designations
HIGH DENSITY RESIDENTIAL
▲▲▲ Ground Floor Retail
MEDIUM HIGH DENSITY RESIDENTIAL
LOW DENSITY RESIDENTIAL
Future Public Recreation/Pedestrian Path
NEIGHBORHOOD COMMERCIAL
TRANSPORTATION FACILITIES
INSTITUTIONAL
0 100 200 400 800 FEET
ENVIRONMENTAL SERVICES AGENCY
PLANNING AND BUILDING DIVISION • SAN MATEO COUNTY • CALIFORNIA
north
revised 2/94 ms

Exhibit 8



PODIUM APARTMENTS
COURTYARD APARTMENTS
TOWNHOUSES
SINGLE FAMILY
NEIGHBORHOOD COMMERCIAL
COMMERCIAL (OFFICE ABOVE)
NEIGHBORHOOD COMMERCIAL (RESIDENTIAL ABOVE)
MIXED USE OFFICE
PUBLIC/QUASI PUBLIC
PARK & OPEN SPACE
BART

0' 100' 200' 300' 400'

NORTH

Exhibit 8: Illustrative Plan

COLMA BART STATION AREA PLAN
DALY CITY AND SAN MATEO COUNTY, CALIFORNIA
FOR SAN MATEO COUNTY · DALY CITY · SAMTRANS

CALTHORPE ASSOCIATES and
Y AREA ECONOMICS
EHR & PEERS ASSOCIATES, INC
ZIGTERMAN ENGINEERING
DONALD BALLANTI
ILLINGWORTH & RODKIN, INC
HENN ETZEL & MELLON

High Density Residential uses to allow potential construction of church-sponsored housing.

2.6 Maintain Colma Fire Station but Allow for Future Housing

Recognize and maintain the Colma Fire Protection District's station located on Reiner Street as an important public facility in the planning area. However, designate the parcel for residential use to allow construction of housing, if the District decides to relocate the facility.

2.7 Develop Public Park

Locate a new public park at the terminus of Reiner Street south of A Street to serve new planning area residents.

2.8 Allow Mobile Home Park Redevelopment

If the mobile home park is privately redeveloped in the future, require preparation of a Mobile Home Park Conversion Impact Report per State and San Mateo County requirements, and permit development of High Density Residential uses.

Building Orientation, Type and Design

2.9 Emphasize Pedestrian Use

Orient new or renovated buildings toward the street in order to create a strong pedestrian emphasis throughout the area. Small-scale shops must provide numerous entries, windows and display areas at designated locations; housing must line streets with entries, windows, and balconies.

2.10 Encourage Larger High Density Residential Buildings

On parcels designated High Density Residential, prefer 3 to 4 story buildings over a podium of parking in order to maximize the number of housing opportunities within walking distance of transit. Courtyard apartments and townhouses are permitted where parcel sizes are too small to economically allow construction of larger building types.

Parcel Aggregation

2.11 Encourage Aggregation of High Density Residential Parcels

On parcels designated High Density Residential, encourage aggregation of parcels in order to assemble adequate amount of land to build podium housing.

Housing Opportunities

2.12 Accommodate Households of Various Sizes and Incomes

Provide a mix of unit types and sizes in each residential development in San Mateo County to accommodate households of various sizes and income levels. To meet the demand for larger units suitable for families with children and extended families, encourage developers of five or more units to design at least 25% of the total project units to have three or more bedrooms.

2.13 Provide Affordable Housing

Require all developments in San Mateo County of five or more units to provide at least 20% of the total project units at rents or sales prices affordable to very low or low income households, as defined by San Mateo County General Plan Policies 14.5 and 14.6. To assist developers in meeting this requirement, offer density bonuses in accordance with the San Mateo County Density Bonus Ordinance (Chapter 1, Part VI, Division VI of the County Ordinance Code).

a. Encourage developers of rental inclusionary units to provide at least 10% of the total project units at rents affordable to very low income households and at least 10% affordable to low income households.

b. Require that affordable units be distributed throughout a development.

c. Require that affordable units be architecturally compatible and constructed concurrently with market-rate units in a development.

d. Require that the mix of unit sizes and bedroom counts in the affordable units be proportional to the mix of unit sizes and bedroom counts provided in a development as a whole.

e. Assure that affordable units remain affordable through appropriate deed restrictions.

2.14 Encourage Mix of Rental and For-Sale Housing

Encourage a mix of rental and for-sale new housing developments throughout the area.

TRANSPORTATION AND CIRCULATION

Circulation Network

In general, the vast majority of future traffic in the planning area will stem from existing development and future BART-related traffic. Therefore, most planned improvements are required to solve congestion bottlenecks from non-Area Plan-related development. Because the land use plan has been carefully designed to work well with both BART and local shopping, very few street and intersection improvements are required solely to serve these new uses.

El Camino Real will transition gradually to a residential boulevard, while maintaining its function as a major regional north-south access route. San Pedro Road's existing small-scale commercial character will be reinforced; however, the street itself will continue to act as a primary gateway and access to Mission Street.

3.1 Direct Certain BART Trips to El Camino Real

a. For trips on El Camino Real south of the planning area, which originate or terminate at the BART parking garage, provide efficient and direct access via F Street.

b. Direct BART drop-off trips from El Camino Real south-bound to the informal kiss-n-ride area provided along El Camino Real to minimize automobile traffic in the bus turn-around area.

3.2 Avoid Congestion at El Camino/Mission/San Pedro Intersection

Route traffic and provide circulation improvements to avoid further congestion at the El Camino Real/Mission/San Pedro intersection, by encouraging major traffic flow via F and D Streets between El Camino Real and Junipero Serra Boulevard.

3.3 Extend and Improve A Street

a. Extend A Street to connect with the bridge BART is constructing across their tracks to provided a direct link for new residents to the western portion of the planning area, where local-serving shopping will be provided.

b. Provide traffic signals at the intersection of El Camino Real and A Street, if warranted.

3.4 Coordinate Signals Along El Camino Real, San Pedro, Junipero Serra and D Street

Coordinate the timing of traffic signals along El Camino Real, San Pedro Road, Junipero Serra Boulevard, and D Street to improve the flow of traffic in the area and reduce congestion.

3.5 Minimize Residential Street Widenings

Minimize street and intersection widenings within residential areas, unless necessary to serve expected traffic volumes.

3.6 Add Street Trees, Sidewalks and Lighting

Add street trees, sidewalks and lighting along most streets in order to encourage walking and provide a safe neighborhood environment.

Bicycle Facilities

Bicycle facilities within the Planning Area would encourage bicycle travel. They would help complete a Countywide bikeway network and implement San Mateo County General Plan Policy. Class II bikeways (i.e., a bike lane along the edge of a paved roadway, California Highway Design Manual) should be constructed in El Camino Real and San Pedro Road. These roads are designated by the San Mateo County Bikeways Plan (1980) as priority north-south and east-west bicycle corridors with recommended bike lanes. These lanes would encourage predictable and orderly movement by both bicyclist and motorist. A Class II bikeway should also be constructed along A Street. It would implement San Mateo County General Plan Policy 17.17d by providing safe and convenient bicycle access to the Colma BART Station, the Holy Angels School, commercial establishments in Daly City along Junipero Serra Boulevard, and residential areas in the Town of Colma.

Bicycle parking facilities at major destinations are also needed to encourage bicycling. Bicyclists will only ride their bikes if they can be securely locked at their destination. The San Mateo County General Plan Policy 17.17e requires bicycle parking at transit stations, commercial areas, and employment centers. Long-term bicycle parking facilities should be provided at residential, office, institutional and transit facility land uses. These facilities should allow bicyclist to securely park their bikes in storage lockers or at bike racks all day. They should be located in visible areas and should be protected from the rain. The new Colma BART Station will provide more than 22 racks and 12 bicycle lockers for its bicycling patrons. New residential and institutional development in the Project Area should also provide long-term parking facilities. Short-term bicycle parking facilities should be provided at commercial establishments to allow bicyclist to park for short-time periods while they complete short errands. This is best provided by bike racks located near the establishment's primary entrance. They need not be protected from the rain. In all cases, bike racks should secure the bicycle frame and its wheels. Racks that secure only one part of the bike (e.g., concrete slots or vertical bars holding one wheel or the frame) are not acceptable, because they can damage the bike and expose them to theft and vandalism.

3.7 Construct Class II Bikeways (Bicycle Lanes) on Major Roadways

Consider constructing Class II bikeways (bike lanes), according to California Highway Design Manual, when maintaining or improving roadways leading to the Colma BART Station and the Holy Angels Church, including:

- El Camino Real
- San Pedro Road
- A Street

3.8 Require Long-Term Bicycle Parking Facilities in Areas Designated Residential, Institutional, and Transportation Facilities

Require long-term parking facilities in areas designated High Density Residential, Institutional, and Transportation Facilities that allow bicyclist to securely park their bikes in storage lockers or at bike racks all day.

3.9 Require Short-Term Bicycle Parking Facilities in Areas Designated Neighborhood Commercial

Require short-term parking facilities in areas designated Neighborhood Commercial that allow bicyclist to securely park their bikes at racks for short-time periods.

Pedestrian Linkages

A key element of the Colma BART Station Area Plan is a network of pedestrian linkages. These routes provide travel options for residents to easily get to shopping, parks, and schools, as well as to BART. They also allow BART patrons and office workers to conveniently access shopping facilities.

3.10 Create Pedestrianway Between El Camino Real and BART Station

Create a public pedestrianway extending from the retail/informal kiss-n-ride located approximately at the B Street right-of-way at El Camino Real up the hill to align with the eastern Colma entrance. This pedestrianway should be designed to provide a formal, clearly visible walking connection to BART. Design should include a combination of special paving materials and stairs; disable persons access should be incorporated. Retail opportunities should accent the base and upper end of the walkway.

3.11 Reinforce Reiner Street as Pedestrian Connection

Reinforce Reiner Street as a primary north-south pedestrian connection to the Colma BART Station.

3.12 Complete Sidewalk Improvements Along El Camino Real

Complete sidewalk improvements along El Camino Real between San Pedro Road and F Street with provisions for street trees and adequate bus stops.

3.13 Require Sidewalks and Street Trees

Require sidewalks and street trees with all new street improvements in the area.

3.14 Improve Crosswalks

Provide improved crosswalks at the following intersections:

- A Street and El Camino Real
- D Street and El Camino Real
- Reiner Street with San Pedro/El Camino Real/Mission intersection improvements
- San Pedro Road and Hill Street

3.15 Encourage Pedestrian Connections

Encourage the provision of pedestrian connections to BART and local shopping in private development plans. Recommended locations include along a portion of the mapped C Street right-of-way connecting to the BART Station.

BART and Bus Operations

At this time the Colma BART Station is under construction and is expected to be completed by September, 1995. Presently the area is used as a train turn-around and maintenance facility. The station terminal and parking garage will serve as the end of the line facility to at least the year 2000, but an additional three stations will eventually connect the Daly City line to the San Francisco Airport.

A bus turnaround and kiss-n-ride area to the east of the station will be the primary connection between proposed high density housing and BART. A crosswalk will connect the pedestrianway to the eastern station entrance.

3.16 Support BART Airport Extension

Support extension of BART to SFO in a timely manner. This will serve to reduce traffic congestion in the planning area.

3.17 Ensure Adequate Design Review of BART Facilities

a. Maintain an on-going relationship with BART to ensure adequate design review and follow through of the parking garage, station, platforms, bus turnaround/kiss-n-ride, and pedestrian bridge.

b. Work with BART to ensure that the bus turnaround/kiss-n-ride area is implemented as designed, specifically that the specially paved

walkway is constructed across all travel lanes to connect with the plaza/pedestrian stairway.

Kiss-n-Ride

Kiss-n-ride facilities are an additional mechanism to facilitate non-auto travel. Commuters can be dropped off at convenient and safe spots that are within a short walk to the BART Station entrances.

3.18 Establish Kiss-n-Ride Areas at BART Station and on El Camino Real

Establish kiss-n-ride drop-off areas at two locations:

a. To the east of the Colma BART Station entrance, as planned by BART.

b. At the intersection of El Camino Real and the B Street right-of-way (or depending on the final configuration, at the primary connection with El Camino Real). This drop-off area shall be informal; provided as on street parking for the ground floor retail uses located along El Camino Real.

3.19 Design Kiss-n-Ride Area Appropriately

Provide a convenient passenger drop-off space, short term parking spaces which can double as retail parking in off-commute hours, landscaping, benches, telephones, and other furniture for waiting riders at each kiss-n-ride area.

PARKS AND PUBLIC FACILITIES

The planning area already has a wide range of public facilities, many of which serve as local landmarks. The Colma Fire Station, located along Reiner Street, is a working fire station as well as a community meeting place and social center. Holy Angels Church also serves as a physical landmark and a meeting place. Its parochial school draws students from the surrounding neighborhood and is an important center for families. The Colma BART Station Area Plan preserves these facilities. It provides strategies for their continued operation and opportunities for enhancement in the future.

The planning area is, however, lacking in public open space. A new public park and several public plazas are proposed to provide recreation facilities and meeting places for local area residents and visitors.

Parks and Plazas

4.1 Develop Reiner Street Public Park

Create a public park at the terminus of Reiner Street south of A Street. This park shall include small recreation facilities (e.g. basketball, bocci, tennis), children's play equipment, picnic facilities, and

landscaped open space. Park design shall also ensure that through pedestrian access is provided from Reiner Street to the BART Station entrance.

4.2 Encourage Development of Alemany Street Private Green

Encourage development of a privately maintained "green" on the Alemany Street right-of-way, north of A Street, in conjunction with any future development on the Holy Angels Church property.

4.3 Develop Plazas at BART Station Entrance and Reiner Street

Construct plazas at two locations:

a. Pedestrian walkway at Colma BART Station entrance/bus turnaround area.

b. Reiner Street at San Pedro Road if Reiner Street is closed to through traffic in the future.

Fire

4.4 Continue Fire Protection Services

Continue existing fire protection services by the Colma Fire Protection District, until the time, if ever, that the area is annexed to the City of Daly City.

4.5 Retain Fire Station and Ambulance Facility

Permit the fire station on Reiner Street and associated ambulance service to remain in their current location until an alternative site is available and desired by the District.

Police

4.6 Continue Police Protection Services

Continue existing police protection services by the Broadmoor Police Department, until the time, if ever, that the area is annexed to the City of Daly City.

Schools

4.7 Preserve Holy Angels School

Support preservation of Holy Angels Church parochial elementary school.

Day Care

4.8 Encourage Provision of Day Care Facility

Encourage provision of day care facilities incorporated into residential development on the Holy Angels church site across from eastern entrance to the BART Station. This site would serve children of either local residents or BART patrons.

INFRASTRUCTURE

In general, development within the Area Plan planning area is not restricted by limited utility services. Significant utilities system upgrades and extensions will be needed for water distribution, wastewater collection, and particularly for storm water drainage. Exhibit 9 summarizes existing infrastructure capacity and project serviceability.

EXHIBIT 9
INFRASTRUCTURE OVERVIEW: EXISTING CAPACITY AND PROJECT SERVICEABILITY

Utility	Service Provider	Existing Capacity	Project Serviceability
Water	California Water Service Co./Daly City/San Francisco Water Department (SFWD)	Good[a]	Good[b]
Wastewater	North San Mateo Co. Sanitation District (Daly City)	Good	Good[b]
Storm Drainage	San Mateo County Flood Control District/Daly City/Colma	Fair	Good[e]
Solid Waste	Daly City Scavenger Company	Good	Good
Electricity & Gas	PG&E	Good	Good

[a] Good pressure, but small mains in topographically high area along El Camino.

[b] Regional system capacity adequate, but significant upgrades/extensions needed.

[c] North San Mateo County Sanitation District.

[d] San Mateo County Flood Control District, administered by County.

[e] Extensive regional improvements required.

Water Supply and Distribution

Water in the unincorporated portion of the planning area is primarily provided by California Water Service Company (CWSC). CWSC obtains water from the San Francisco Water Department (SFWD) through connections in and around the planning area. Storage capacity and pressure are supplied and maintained by the SFWD system, eliminating the need for pumping and storage by CWSC. Portions of the system are quite old, while limited portions have been upgraded to serve the BART facility. The pressure in the system is good.

Other portions of the planning area are served by the Daly City Water Department. The City's water is supplied by the SFWD system and by a pump station and well located near B and Reiner Streets (to be relocated as part of the BART Station project). This system also is comprised of many small mains, and pressure is quite good.

CWSC and Daly City will require development projects to pay for the design and construction of new water mains on and adjacent to the property being developed, and contribute appropriate shares of off-site extensions.

5.1 Mitigate Water Supply Impacts

a. Provide conservation measures in the building plumbing systems and landscaping design, including low flow shower heads and toilets and drought tolerant landscaping.

b. Consider alternative water sources (e.g., reclaimed wastewater) for landscaping.

c. Separate plumbing systems for toilets, fire protection sprinkler systems, and irrigation.

5.2 Provide Water for Fire Protection

a. Mitigate the plan's impact on the distribution system by provision of 8- and 12-inch mains to provide adequately looped systems with adequate residual pressure at required fire flows.

b. Use fire-rated building construction materials and sprinklers to minimize the extent of distribution mains and proximity and number of fire hydrants.

c. Provide additional mains in the new streets for adequate fire protection flow and pressure, and new water mains between and behind buildings as necessary to provide adequate fire protection for projects as they are constructed within the planning area.

5.3 Consider Areawide Improvement Needs

Require San Mateo County to work with CWSC to ensure that:

a. an area-wide assessment of water distribution lines is undertaken, and

b. as the water distribution needs of individual projects in the planning area are being reviewed, the distribution needs of the greater Area Plan area are considered, even if off-site improvements are necessary.

5.4 Require Long-Range Planning

Require development within the planning area to provide the improvements recommended by CWSC and the Daly City Water Master Plan. Size all water distribution improvements to accommodate the full build-out of the Area Plan, rather than simply the demand of an individual project.

Wastewater Collection and Treatment

The North San Mateo County Sanitation District (NSMCSD), administered by Daly City, provides wastewater collection and treatment in the planning area. The collection system in the planning area consists of many relatively small sewer lines which vary in age and condition.

The NSMCSD treatment plant and the Colma pumping station are currently operating under capacity. Daly City is currently preparing a sanitary sewer Collection System Master Plan which will identify specific deficiencies and necessary improvements based on future development in the planning area.

5.5 Require Master Plan Update

Require Daly City to update and amend the Collection System Master Plan to incorporate any additional improvements needed as a result of Area Plan development.

5.6 Require New Sanitary Sewers

Require developers to install new sanitary sewers in each project's vicinity, pay any required connection fees, and contribute appropriate shares of funds for upgrading interceptors and trunk sewers, as identified in the Collection System Master Plan.

Storm Drainage

The drainage system in the planning area has significant deficiencies, with frequent flooding occurring in the Town of Colma at the East Colma Creek channel along El Camino near F Street. The existing flooding problems east and immediately south of the planning area are the result of the significant

runoff from San Bruno Mountain and the urban area east of the planning area, and the inadequate capacity of the existing storm drainage system. The Area Plan area is a small portion of this large drainage area.

The San Mateo County Flood Control District's Storm Drain Master Plan sets forth improvements needed to both increase capacity of the drainage system and provide detention to alleviate the drainage system inadequacies. The Master Plan has not considered the impacts of development associated with the Area Plan. The additional impermeable surface area associated with development of the Area Plan will incrementally increase runoff and expand flooding problems south of the planning area. Significant improvements are necessary to the Colma Creek Channel. These improvements are needed now, and would be needed regardless of the type of development in the planning area. The extent of impermeable surface area or detention provisions incorporated in the development will, however, affect the size and extent of improvements.

The County has a policy of requiring developments to provide the necessary on-site drainage and detention improvements to limit runoff to predevelopment conditions.

5.7 Require On-Site Detention

Require new development within the planning area to provide on-site detention of any increase in the storm water runoff from frequent storms. The required detention volume will be determined from the increased peak flow rate from a 30-minute, 25-year storm. The detention should be provided in buried pipes, or other containment, and designed to discharge by gravity automatically through an undersized, low-maintenance, release arrangement.

5.8 Amend Storm Drainage Master Plan

Amend the Storm Drainage Master Plan and EIR to incorporate development of the Area Plan, relocation of East Colma Creek into the El Camino Real right-of-way through the planning area, and the additional cost of needed improvements resulting from the higher flows. Also, verify that the improvements and corresponding costs reflect needs connected with partial detention in place and improved capacity downstream of the planning area.

5.9 Require Development to Fund Improvements

Require new development to make pro rata contributions to fund their share of regional drainage improvements. The properties presently encumbered by the East Colma Creek channel shall pay their pro rata share of upsizing regional improvements to provide capacity resulting from abandoning the channel. The County will fund and initiate the analysis necessary to determine the upsizing and associated costs.

5.10 Comply with Water Quality Monitoring Requirements

Require storm drainage improvements in the planning area to include flow measuring and sampling facilities, and sumps/catch basins for debris removal in order to comply with storm water runoff quality monitoring requirements.

Solid Waste

The Daly City Scavenger Company provides solid waste collection and disposal for the planning area. Both the solid waste transfer station and the landfill at Ox Mountain have capacity for waste generated by development of the Area Plan. Curbside recycling, materials recovery, and compost facilities will divert wastes and prolong the landfill's usability.

5.11 Implement Recycling Programs

Mitigate the impact of the Area Plan on the solid waste collection and disposal facilities by promotion and implementation of recycling programs. These programs are delineated in the County's Solid Waste Management Plan titled "Joint Solid Waste Generation Project and Joint Source Reduction and Recycling Element." Programs include: curbside recycling; expanded commercial collection of corrugated cartons, office paper and glass; development of a buyback and material processing center; and increased hand sorting of recyclables at transfer stations.

Electricity and Natural Gas

Pacific Gas & Electric Company (PG&E) has extensive distribution systems for electricity and gas in the project area. The Area Plan will significantly increase demand for service and facilities. Specific local system upgrades and extensions needed to serve new development will be determined on a case-by-case basis.

5.12 Coordinate Development with PG&E

Coordinate new development with PG&E to ensure adequate provision of electrical and gas lines.

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DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

INTRODUCTION

This chapter describes the standards and guidelines for all new development within the Area Plan planning area. They are to be used as a tool by developers, planners, and other interested agencies and citizens as projects are designed and evaluated. As a whole, they are intended to foster a compact urban development pattern that engenders a vibrant community, creates an exciting and interesting streetscape, echoes the unique and appealing characteristics of surrounding architecture, and promotes walking without excluding cars.

Organized by land use designation, these standards and guidelines seek to strike a balance between establishing an overall character within the district and clarifying site-specific conditions as shown on the Land Use Plan (Exhibit 7). As they are generally intended to provide a flexible framework for innovation and high quality design, strict rules and requirements have been limited and carefully selected in order to assure implementation of the most important goals of the plan. The terms "must" or "shall" represent strict requirements; "should" or "may" indicate recommendations.

The "General Design Guidelines" section provides overarching design principles that are expected to be accomplished by each development project, regardless of land use type. All project proponents should refer to this section first, then turn to the section pertaining to the specific applicable land use designation. Subsequent sections within this chapter address streets, parks and plazas, and other public improvements.

GENERAL DESIGN GUIDELINES

Daly City's architectural tradition, extending from the advent of the Mission trail to more rapid post World War II development, has a distinct recognizable style. It takes elements of traditional Mediterranean architecture--vertical massing, strong roof forms, and articulated facades--and interjects these features into small-scale development that relies on repetition to create character. This meshing of simple constants and fine-grain articulation is what makes the small houses stepping up with the shape of the hills, immediately recognizable as Daly City.

Daly City is also one of the few Bay Area communities that has a long history of placing buildings at the street's edge, establishing a solid presence along shopping streets and creating an intimacy along local streets that allows residents to extend their living area to the outdoors.

In recent years, this tradition has been undermined by both residential and commercial development that have little to do with Daly City's traditions. In the name of expediency, poor quality projects that ignore the common architectural threads of the community and thus stick out as "eyesores" have been allowed. Within the Colma BART Station Area Plan planning area, in particular, piecemeal development has occurred, with little attention paid to making a "whole" community.

The Colma BART Station Area Plan builds upon Daly City's architectural traditions, while meeting present day needs--needs based on everyday human comfort, as well as modern technology and market feasibility. The following general design guidelines establish a framework and vocabulary for gradually building a neighborhood that is visually coherent, functionally responsive, and establishes a unique "sense of place" within the context of Daly City.

Building Types

A variety of building types are permitted within each land use category. To a certain extent, building types will be determined by parcel size and configuration; larger parcels will permit more dense residential buildings or a greater variety of commercial business options.

In general, buildings that meet the higher end of the density/intensity range are encouraged in order to create a more urban environment and provide as many residential units within proximity of the BART Station as possible. However, where a particular character is desired, for example along Reiner Street or portions of El Camino Real, preferred building types are identified.

Building Orientation

At a minimum, buildings should address streets, pedestrianways, kiss-n-ride facilities, parks, and plazas with entries, windows, bays, porches, and other articulated features. Parking should not dominate the experience along any prominent pedestrian route.

Massing

Large projects, whether residential or commercial, should appear as a series of small buildings that are knit together by common massing patterns, yet include a variety of architectural details. Large-scale projects often diminish the liveliness of the street by their sameness of detail and monotonous massing. The urban character of the district depends on creating architectural diversity within each block and thus emulating the fine-grain qualities of surrounding Daly City. New buildings are encouraged to use variations in floor level, facades, roof patterns, architectural details, and finishes to create the appearance of several smaller projects. (See Facades, below, for additional guidelines on this issue.)

New buildings should appear vertical in proportion, rather than low horizontal forms to reduce the massive appearance of the structure. This can be emphasized in large buildings, by bringing tall vertical projections to the street and placing "landmark features," such as towers, at corners or key viewpoints.

New buildings should maximize views from the site to San Bruno Mountain, as well as consider views from surrounding areas to the site. Special care should be taken to extend views along east-west street corridors into the site in order to link the surrounding area with the site and to maintain a coherent visual form to the area.

Buildings must step up the hillside extending from El Camino Real to Reiner Street and the BART Station. Grade changes should be accentuated by terracing buildings up the hill, fully utilizing all portions of the site, and bringing buildings to all street edges.

Facades

Building facades must be articulated in a pattern that echoes the rhythm of surrounding single-family residential areas. High density residential and office buildings must provide primary entries placed every 50 to 60 feet and bays, balconies and facade projections placed every 25 to 30 feet. Medium and low density residential and ground floor retail uses, must provide entries every 25 to 30 feet. Variety in detailing will help achieve the "series of small buildings" guideline discussed above.

Primary entrances must orient to and be visible from streets, plazas, or parks; not to the interior of blocks or to parking lots. Street access to upper story office or residential uses should be frequent, as discussed above, rather than providing a single entry connecting to long internal corridors. Residential entries should be accented with porches or other types of "grand" entries.

Porches, bays, solariums, and/or balconies that overlook streets and interior courtyards are strongly encouraged to provide indoor/outdoor connections. Porches are strongly encouraged in moderate and low density residential areas to provide outdoor street-facing space. Porch support columns and roofs should appear substantial and permanent.

Windows should be vertical in proportion, rather than square or horizontal. The pattern of openings should correspond with the overall rhythm of the building massing and entry locations. Casement or fixed mullion windows are preferred for residential buildings or upper story offices. Windows and door frames must be of high quality, wood is preferred, and they should be recessed one to three inches from the front facade to emphasize the mass and integrity of the wall.

Small-scale retail store fronts should be articulated with columns or other vertical definition every 25 to 30 feet, entries at least every 25 to 30 feet, and display windows on all facades facing streets or pedestrianways. Awnings should visually communicate each separate business. Signs must complement this architecture and relate to the small-scale nature of retail businesses. They should be located on awnings or display windows; free-standing signs are only permitted at limited locations for large retail anchor tenants.

Roofs

Visible roofs will be an important visual element of the district, particularly when viewed from higher buildings, such as the BART parking garage or surrounding higher elevations. Roofs should be massive, rather than purely ornamental, and relate to facade articulation and overall building massing. Gable roofs should predominate; flat roofs may be used selectively on high

density residential, retail and office buildings and must have distinctive, massive cornices; hip roofs are permitted on low and moderate density buildings. Mansard roofs are not permitted. Mechanical equipment must be screened by using parapets or by extending the roofs form over the equipment.

Materials

Building materials must convey a sense of durability and permanence. The material palette should be used equally on all building facades, rather than one material on the front and another on the sides and rear. Smooth-finish stucco and horizontal wood siding should predominate in residential areas; non-residential buildings may also utilize poured-in-place concrete and split-face concrete block. Tile and masonry may be used judiciously for accents. Glass curtain walls, reflective glass, "cottage cheese" stucco, and scored plywood are prohibited. Light tints are preferred over hues for the bulk of buildings; accents should be bright. Earth tones are discouraged.

Courtyard, Plazas, and Private Yards

Each land use type should provide outdoor open space. Retail uses can take advantage of plazas by providing outdoor seating and cafes; office uses should provide a combination of entry plazas and interior courtyards; high density residential buildings will generally have either at-grade or podium-level courtyards for private use; moderate and low density residential buildings will have front and backyards. All courtyards, plazas, and private yards should be landscaped according to their purpose and extent of public use.

Walls, Fences and Banks

Walls along streets should be not more than four feet in height; side and rear yard walls may be up to six feet in height. They should be made of light-colored stucco, concrete, masonry, or wood. Fences should be used only as part of gate areas or as an extension of walls. Landscaped banks, hedges, or short retaining walls may be used at property lines to provide a pleasant street edge and raise the finished grade.

Parking

Parking garages and lots may not dominate the frontage of a street or prohibit pedestrian movement. In most cases, parking will be placed behind or below buildings. Parking for residential units should be placed either below buildings in one level of sub-surface parking, in garages placed either at the rear property line or recessed from the front faced, or in "tuck under" garages which are a single car width and are integrated into the overall facade of a single-family or townhouse building. Anchor retail tenants may have surface parking lots in front, provided a "grove" of trees is planted throughout the lot and pedestrian paths provide convenient through routes.

HIGH DENSITY RESIDENTIAL

Community Character

High Density Residential uses are intentionally clustered within easy walking distance of the primary BART Station entrance in order to provide viable options for those who commute via transit or households that cannot afford the expense of owning and maintaining one or more autos. The High Density Residential designation provides a mix of affordable and market rate housing, as well as a variety of unit types to meet the needs of both large and small households.

Within the High Density Residential designation, Ground Floor Retail space is required at either end of the pedestrian walkway extending from El Camino Real to the BART Station entrance. The required mix of uses and design guidelines are intended to create active pedestrian-oriented shopping, establish continuous street frontages, and add to a lively street character. Upper floor residential uses are to be integrated with building.

Large projects built within this designation must appear as a series of small buildings, each with a distinct character and style, yet maintaining an overall design continuity. Entries, bays, and other details must orient to streets and pedestrian-ways, creating an interesting and active public realm. The area's topography will be accented with buildings that terrace up the hillside.

Parcelization

Every effort should be made to aggregate parcels into sizes large enough to permit construction of podium apartments.

Building Types

The following building types are permitted within the High Density Residential designation:

- Podium Apartments
- Small Apartment Buildings
- Courtyard Apartments

Podium apartments, with 3 to 4 stories placed over 1 to 2 levels of subsurface parking, are strongly encouraged and preferred east of the BART Station and along A Street to maximize the use of land and availability of housing adjacent to transit.

Permitted Retail Uses

Ground Floor Retail is required where this designation is identified on the Land Use Map. Additional retail locations will only be considered if a clear market demand is demonstrated and the overall intent of the plan to cluster

retail uses near BART and allow El Camino Real to transition to a residential boulevard is maintained. Permitted retail uses include:

Bakery
Bank Teller
Bar and cocktail lounge (c)
Barber shop
Beauty salon
Book store
Camera store
Clothing store
Coffee shop
Day care
Deli
Drugstore
Dry cleaner
Florist
Food and liquor store
Gift store
Hardware store
Home furnishings
Laundromat
Office supplies
Personal services
Pet store
Restaurant (excluding drive-in)
Shoe and shoe repair
Small appliance sales and repair
Specialty food
Sporting goods
Stationery store
Tailor
Toy store
Variety store
Video rental

(c) Conditional uses, subject to special review and approval.

Density, Height, Setbacks, Lot Coverage, and Building Configuration

Density

Residential densities may be between 25 and 55 du/net acre.

Height

Buildings within this zone may be a maximum of four stories over parking, not to exceed 65 feet. Buildings along the west side of El Camino Real must terrace up the hillside in order to maintain views.

Setbacks

Front building setbacks shall be a minimum of 5 feet and a maximum of 10 feet, except along El Camino Real. A hedge or low wall shall be placed at the sidewalk edge where a front setback is required. Balconies, bay windows, porches, stairs, and awnings may project up to 6 feet into setbacks. Where no front setback is required ground floor awning and upper floor bays and balconies may extend up to 6 feet into the public right-of-way, provided through pedestrian access is not impeded. Larger front setbacks of up to 20 feet are conditionally permitted for small plazas and outdoor eating areas.

Where High Density Residential uses abut Medium High Density Residential uses, rear and sideyard setbacks should be a minimum of 15 feet.

Lot Coverage

Podium Apartments: 100% maximum lot coverage
Other Building Types: 60% maximum lot coverage

Building Configuration

Plans for High Density Residential areas must reinforce street and pedestrian connections to BART by bringing buildings to street edges and setbacks, and "enlivening" streets with numerous entries, windows, special corner treatments, and other articulation. Key corners should be emphasized with landmark towers and/or special corner entries.

All buildings must provide a prominent presence facing the street or the pedestrianway. At the junction of the pedestrianway with El Camino Real, buildings should simultaneously relate to the informal kiss-n-ride area, El Camino Real, and the pedestrianway.

The eucalyptus grove is presently an important visual landmark, but many trees are expected to be removed as a result of BART's improvements. Where remaining trees can be maintained within a context of planned on-site open space, reservation of some of the mid-life trees is strongly encouraged. A tree survey must be provided with proposed site plans.

Buildings Adjacent to the BART Bus Turnaround: Buildings must be placed along the frontage of the BART bus turnaround and kiss-n-ride area to provide a strong edge to the space and replace a planned soundwall. Along this frontage, a 5 to 10 foot setback is required. Trees must be placed in this setback a minimum of every 30 feet on center. Buildings should be designed to place visually hidden parking areas at the ground level and raise living units up a maximum of 8 feet. Within the building, single-loaded apartments are recommended along this facade, so that service areas (such as kitchens, bathrooms and storage) face the BART area, and active spaces (living rooms and bedrooms) face onto an interior courtyard. The facade facing the BART area shall, however, include windows and other articulation.

Parking

Parking Requirements

Podium, Courtyard and Small Apartment Buildings: 1.25 spaces/unit

Ground Floor Retail. All ground floor retail space shall utilize on-street parking, rather than provide on-site visitor parking spaces.

Parking Configuration and Design

Podium Apartments. Parking garages for podium apartments must be depressed so that first floor residential units are not more than 5 feet above finished grade. Where the water table prevents depressed parking, residential uses must line the front facade to finished grade; parking may be placed in the

rear. Street-facing garage entrances should be spaced at least 200 feet apart and will not be permitted from the El Camino Real kiss-n-ride area.

Openings between parking levels and podium courtyards are permitted for access, sunlight and ventilation, but should not exceed 500 square feet and should be secured for safety.

All vents from the street to the parking garage must be screened with louvers, screen walls, or porches; planting is not an alternative to screening material. All parking garage lighting should be shielded so that light does not shine through vents at night and headlights are not visible from the street. If forced venting is required for the garage, air should not vent directly onto the sidewalk.

Courtyard and Small Apartment Buildings. Surface parking spaces may be provided in interior courtyards, in garages placed at rear property lines or in "tuck under" spaces that are integrated into the front facade. Tuck under spaces may only be used if garages are limited to one car width or a maximum of 10 feet wide. In no case, however, may any street be lined by an unbroken series of garage doors.

Architectural Guidelines

Please first refer to the General Design Guidelines section. The following design guidelines are intended to be in addition to the General Design Guidelines.

Massing

No building or project should appear to dominate an entire street or block. High Density Residential projects must appear as several smaller buildings, rather than a single unvaried apartment building. Variations in floor level, facades, roof styles, architectural details, and finishes that create the appearance of several smaller projects are required (see Facades below). Street elevations should also be broken with reveals, recesses, detailing, and other architectural features to provide visual interest.

Existing topography shall be a primary design determinant. Buildings should step up hillsides and show the form of the hill in increments matching the building facade's articulation. The highest buildings should be placed at the top of the hill to accentuate its form and provide views to San Bruno Mountain.

In general, High Density Residential projects should be designed to array living units around a central interior courtyard and/or to the street. Courtyard open space will be located either on top of the parking podium or will be a combination surface parking and plaza area. Where lot configuration or product type do not permit an interior courtyard, parking spaces should be placed in the rear or side of the building.

Facades

Building facades must be articulated with entries placed every 50 - 60 feet on center and bays, balconies, and facade projections placed every 25 - 30 feet on center. In no case shall the street facade of a building consist of an unarticulated blank wall or an unbroken series of garage doors.

Retail facades. Areas designated for Ground Floor Retail uses must be lined with continuous shopfronts and entries that create an active, interesting streetscape. At the ground floor level, retail uses should be configured in short increments with columns or piers placed at least every 25 - 30 feet; entries to shops should also be placed a minimum of every 25 - 30 feet. Display windows must line the street, with no more than 6 feet of blank, non-window, wall space in every 25 feet of storefront. Display windows must be of clear glass and should begin no higher than 30 inches above finish sidewalk grade. Storefront entries may be accented by 3 to 4 feet recesses to provide door swing space and associated display bays.

The required storefront floor to ceiling height is 12 feet, in order to mimic the style of existing similar buildings. Awnings should clearly define each retail shop and should be placed a minimum of 9 feet and extend up to 12 feet above finish sidewalk grade. Separate awnings should establish the individual identity of small shops and draw attention to their number. Awning breaks also provide an opportunity for expression of vertical facade elements and structural piers, and should be complementary to the building's color.

Residential facades. Primary entries to upper floor residential units must also be from the street and should be integrated into the facade with retail entries. They must orient to streets, plazas, or parks; not to the interior of blocks or to parking garages and be placed every 50 - 60 feet on center. The design of residential entries should be clearly distinct from retail entries in order to signal to pedestrians the difference in uses. First floor units facing the street should be accessed directly from the street whenever possible. Street-level entries for upper floor entries should be grouped for a maximum of 16 units. Corner entries are encouraged. Exterior stairs to upper floor units are not permitted on street facing facades, including the front portions of side elevations. Secondary residential entries from parking areas are permitted.

Porches, patios, bays, solariums, and balconies that overlooks streets must be placed every 25 - 30 feet on center. Windows and bay windows for interior living spaces should overlook streets and podium courtyards or rear yards. Second floor residential bays must be placed a minimum of 3 feet above retail awnings. Porches and patios should be accessible directly from the street or podium courtyard. Porches, patios, solariums, and balconies shall be at least 6 feet deep and contain at least 50 square feet. Open railings on balconies are not permitted.

Courtyards and Open Space

Podium Apartments. A minimum 20' x 20' open courtyard area must be provided for all podium apartment projects. Courtyards should occur on the podium above parking; ground-level open space is encouraged, where possible. Courtyards should contain shared facilities and paths, surrounded by porches, patios, and entry porticos and should be landscaped to provide both common and private open space. Steps should connect the podium courtyards directly to each street within and surrounding the High Density Residential area. These steps may be gated for security. Roof decks are also encouraged. They should be integrated into the overall building architecture, provide wind screens and include landscaping.

Courtyard Apartments and Small Apartment Buildings. A minimum 20' x 20' open area must be provided in a courtyard or rear yard. Surface parking courtyard pavement patterns and material should emphasize the pedestrian, as well as auto, orientation of these areas, and should be coordinated with the rhythm of building elements. Use of these areas as shared hard-surface play areas should also be considered in their design.

Alemany Street. It is recommended that the Alemany Street right-of-way be abandoned and privately improved and maintained as a landscaped green primarily for the use of adjacent residents.

Plazas and Outdoor Seating

Benches and small "cafe" tables for casual outdoor seating are encouraged along the retail frontages, as long they are outside the public right-of-way and do not impede pedestrian movements along sidewalks. Larger plazas and outdoor cafes are also encouraged at either end of the pedestrianway. These formal outdoor areas must be accented with special paving materials, boxed landscaping, and include fixed or removable tables and umbrellas.

Signage

A coordinated signage plan must be provided for each building within this designation, and must show sign placement, size, lettering style, and materials. In general, window and awning signs are encouraged over wall signs or internally lit signs. Window signs must maintain the "transparency" of the window and must be permanently attached.

MEDIUM HIGH DENSITY RESIDENTIAL

Community Character

Medium High Density Residential will offer home ownership opportunities at a moderate densities that support transit (12-25 dwelling units per net acre). Two-to-three story duplexes, townhomes, and small apartment buildings will address streets and provide a transitional housing type adjacent to existing single-family areas. These design guidelines are tailored to reflect the character of older buildings in the surrounding neighborhoods. With private

parking located behind and below units, building entries and living units will help enliven and define the streets.

Parcelization

Parcelization patterns should emulate the lot patterns of surrounding single-family neighborhoods. New parcels, particularly along Reiner Street and El Camino Real should be configured to orient to the street, rather than clusters of internally focused developments. Where feasible, rear lot alleys are encouraged.

Housing Types

The following housing types are permitted within the Medium High Density Residential designation:

- Small Apartment Buildings
- Courtyard Apartments
- Townhouses
- Flats
- Duplexes

Small apartment buildings and courtyard apartments are strongly encouraged and preferred along the eastern side of El Camino Real. Townhouses, duplexes, and flats are preferred along Reiner Street.

Density, Height, Setbacks, Lot Coverage, and Building Configuration

Density

Residential densities may be between 12 and 25 du/net acre.

Height

Buildings within this zone may be a maximum of three stories, not to exceed 45 feet in height measured from finished grade to roof peak.

Setbacks

Front building setbacks shall be a minimum of 5 feet and a maximum of 10 feet. A low wall or hedge may be placed at the front property line. Upstairs balconies, porches, bay windows and awnings may project up to 6 feet into this setback. Garages may be placed on rear property lines; primary buildings must be a minimum of 15 feet from rear property lines.

No sideyard setbacks are required for any housing type within this designation.

Lot Coverage

All Housing Types: 60% maximum lot coverage

Building Configuration

Courtyard Apartments: Units shall face a central courtyard, but street facade should be prominent and articulated. See also High Density Residential.

Small Apartment Buildings, Townhouses, Flats, and Duplexes: All units shall face onto streets. Residential entries shall be visible from the street and articulated by a porch. Windows and bay windows for interior living spaces should overlook streets and parking areas.

Parking

Parking Requirements

Courtyard and Small Apartment Buildings: 1.25 spaces/unit

Townhouses, Flats, and Duplexes: 2 spaces/unit

Parking Configuration and Design

Off-street surface parking areas and garages must be recessed behind the front facade of the primary building at least 6 feet or located in "tuck under" garages which are integral to the building. Garage doors for tuck under garages shall be no more than 10 feet wide. Where a free standing structure is desired, garages placed on rear property lines and accessed by either a side drive or an alley are preferred. Along Reiner Street, alleyways and rear-yard garages are preferred. To reduce space devoted to parking, tandem parking spaces are strongly encouraged.

Architectural Guidelines

Please first refer to the General Design Guidelines section. The following design guidelines are intended to be in addition to the General Design Guidelines.

Massing

Duplexes may be provided as stacked flats or side-by-side attached units; townhouses should emulate the character of detached units by providing a separate roof and entry for each unit. Small apartment buildings should relate to the street by providing one or two large, distinguished entries.

Facades

Building massing should be articulated with porches, entries, bays and balconies placed every 25 - 30 feet on center. In no case shall the street facade of a building consist of an unarticulated blank wall or an unbroken series of garage doors. Windows and bay windows for interior living spaces should overlook streets and outdoor living spaces. Porches, patios, solariums, bays, and balconies that are accessible from or overlook streets or interior courtyards are strongly encouraged and shall be at least 6 feet deep

and contain at least 50 square feet of clear space. Open railings on balconies are not permitted. Townhouses, flats, and duplexes must, at a minimum, have a street-facing porch with a minimum depth of 6 feet and contain at least 50 square feet of clear space.

Entries. For courtyard apartments and small apartment buildings, see High Density Residential. Primary entrances to townhouses, duplexes and flats should be provided for every one to two units and must face the street. Street access to residential units must be frequent, at approximately 25 - 30 feet on center. Exterior stairs to upper floor units are not permitted on street facing facades, including the front portions of side elevations. Where feasible, corner lots should provide angled entries.

Private Open Space

Parking courtyard pavement patterns and material should emphasize the pedestrian, as well as auto, and should be coordinated with the rhythm of building elements. Use of these areas as shared hard-surface play areas should be considered in their design.

LOW DENSITY RESIDENTIAL

Community Character

The intent of this land use designation is to provide for low density residential uses on privately-owned lands that are desired for future public recreation. This includes a portion of the land intended for a public park south of Reiner Street, and an area connecting the park to the pedestrian stairway.

Parcelization

New parcels should be configured to conform with the ultimate extent of the public recreation area, as shown in the BART Station Area Specific Plan.

Building Types

- Single-family homes
- Buildings associated with park use

Density, Height, Setbacks, and Lot Coverage

Density

Residential densities may be between .3 and 2.3 du/net acre.

Height

Buildings may be a maximum of three stories, not to exceed 36 feet in height measured from any point on the finished grade to the topmost point of the building immediately above.

Setbacks

Front building setbacks shall be a minimum of 20 feet, side setbacks a minimum of 10 feet, and rear setbacks a minimum of 20 feet.

Lot Coverage

Maximum lot coverage shall be 30% for all building types.

Parking

Parking Requirements

Single family homes: 2 spaces/unit

Parking Configuration and Design

For single family homes, off-street garages must be recessed behind the front facade of the primary building at least 6 feet or located in "tuck under" garages which are integral to the building. Garage doors for tuck under garages shall be no more than 10 feet wide. Where a free standing structure is desired, garages placed on rear property lines and accessed by a side drive are preferred.

Architectural Guidelines

Please refer first to the General Design Guidelines section.

NEIGHBORHOOD COMMERCIAL

Community Character

The intent of this land use designation is to create pedestrian-oriented shopping along San Pedro Road. Existing buildings with a similar mix of uses will be maintained; new buildings will be either integrated into the fabric of the street or developed as a part of a larger housing complex.

Ground floor retail space is required along street frontages. Optional upper floor residential uses are to be integrated with the building, provide opportunities for additional rental housing, and add to a lively street character. Surface parking for the residential portion will be located in the rear; parking for the retail portion of the building will utilize on-street spaces only.

Parcelization

If new lots are created, they should be sized to allow buildings to orient to streets with rear surface parking.

Building Types

- Small Apartment Buildings with Ground Floor Retail (ground floor retail and up to two floors of residential with rear surface or "tuck under" parking).

- Single story commercial with rear surface parking.

Permitted Retail Uses

Appropriate ground floor uses within this designation include:

Bakery
Bank Teller
Bar and cocktail lounge (c)
Barber shop
Beauty salon
Book store
Camera store
Clubs and lodges (c)
Clothing store
Coffee shop
Day care
Deli
Drugstore
Dry cleaner
Florist
Food and liquor store
Gallery (art and craft)
Gift store
Hardware store
Health club, gym
Home furnishings
Instruction studio (dance, exercise, etc.)
Laundromat
Library
Meeting facilities (c)
Office supplies
Personal services
Pet store
Post office
Professional office
Restaurant (excluding drive-in)
Shoe and shoe repair
Small appliance sales and repair
Small theater
Specialty food
Sporting goods
Stationery store
Tailor
Toy store
Variety store
Video rental

(c) Conditional uses, subject to special review and approval.

Density, Height, Setbacks, Lot Coverage, and Building Configuration

Density

Up to two stories of residential units may be developed within this designation. Residential densities may be between 20 and 40 du/net acre.

Height

Buildings along San Pedro Road may be a maximum of three stories, not to exceed 45 feet in height measured from finished grade to the highest point of the parapet of a flat roof or to the crest of a pitched roof.

Setbacks

Ground floor awning and upper floor bays and balconies may extend up to 6 feet into the public right-of-way, provided through pedestrian access is not impeded. Larger front setbacks of up to 20 feet are conditionally permitted for small plazas and outdoor eating areas.

Lot Coverage

In general, lot coverage will be determined by the amount of parking that is provided. Within this designation, buildings must cover a minimum of 40% and a maximum of 60% of the lot.

Building Configuration

All buildings must provide a prominent presence facing the street. In no case shall a surface parking lot be permitted in front of the building.

Parking

Parking Requirements

Small Apartment Buildings with Ground Floor Retail. All ground floor retail space shall utilize on-street parking, rather than provide on-site visitor parking spaces. 1.25 parking spaces must be provided for each residential unit.

Single-Story Commercial Buildings. The number of required parking spaces for each allowed use shall be as established by the Planned Colma District Zoning Regulations.

Parking Configuration and Design

Parking may not be located along the street frontage. Rather, a single entry to a rear surface parking lot or garage is permitted per building from the street, however, access to parking lots from side streets is strongly encouraged.

Architectural Guidelines

Please first refer to the General Design Guidelines section. The following design guidelines are intended to be in addition to the General Design Guidelines.

Massing

The ground floor retail component of this designation is the key to providing architectural diversity and "liveliness" along streets. As with uses within the High Density Residential designation, no building or project may appear to dominate an entire street or block. Variations in floor level, facades, roof styles, architectural details, and finishes that create the appearance of several smaller projects are required (see Facades below). Street elevations should also be broken with reveals, recesses, and other architectural features to provide visual interest.

Facades

Building facades must be articulated with a combination of retail windows and entries, and residential bays and entries. As with High Density Residential, facade articulation must emulate the rhythm of the surrounding older residential areas.

Retail facades. shopping streets with ground floor retail uses must be lined with continuous shopfronts and entries that create an active, interesting streetscape. At the ground floor level, retail uses should be configured in short increments with columns or piers placed at least every 25-30 feet; entries to shops should also be placed every 25-30 feet. Display windows must line the street, with no more than 6 feet of blank, non-windows, wall space in every 25 feet of storefront. Display windows must be of clear glass and should begin no higher than 30 inches above finish sidewalk grade. Storefront entries may be accented by 3 to 4 feet recesses to provide door swing space and associated display bays.

The required storefront floor to ceiling height is 12 feet, in order to mimic the style of existing similar buildings. Awnings should clearly define each retail shop and should be placed a minimum of 9 feet and extend up to 12 feet above finish sidewalk grade. Separate awnings should establish the individual identity of small shops and draw attention to their number. Awning breaks also provide an opportunity for expression of vertical facade elements and structural piers, and should be complementary to the building's color.

Residential facades. See High Density Residential.

Plazas and Outdoor Seating

Benches and small "cafe" tables for casual outdoor seating are encouraged along the retail frontages of this designation, as long they do not impede pedestrian movements along sidewalks. Larger plazas and outdoor cafes are also encouraged along the northern frontage of San Pedro or at the juncture of El Camino Real and the pedestrianway. These formal outdoor areas should be accented with special paving materials, boxed landscaping, and include fixed or removable tables and umbrellas.

Residential Courtyards and Open Space

Refer to "Courtyards and Open Space" under High Density Residential.

Signage

A coordinated signage plan must be provided for each building within this designation, and must show sign placement, size, lettering style, and materials. In general, window and awning signs are encouraged over wall signs or internally lit signs. Window signs must maintain the "transparency" of the window and must be permanently attached.

INSTITUTIONAL

Community Character

The intent of this land use designation is to provide for the continued operation of Holy Angels Church and school.

Height, Setbacks, and Lot Coverage

Height

Buildings may be a maximum of 37 feet in height measured from any point on the finished grade to the topmost point of the building immediately above.

Setbacks

Front building setbacks shall be a minimum of 20 feet. When the side portion of an institutionally-designated parcel abuts a residentially-zoned parcel, the side setback shall be 15 feet; when the rear portion of an institutionally-designated parcel abuts a residentially-zoned parcel, the rear setback shall be 30 feet. In all other cases, the side setback shall be 10 feet and the rear setback shall be 20 feet.

Lot Coverage

Maximum lot coverage shall be 80%.

Parking

Parking Requirements

The number of required parking spaces for each use shall be as established by the Planned Colma District Zoning Regulations.

Parking Configuration and Design

Required parking facilities shall be located in surface parking lots on the same building site as the development for which they are required.

Architectural Guidelines

Please refer first to the General Design Guidelines section.

TRANSPORTATION FACILITIES

Community Character

The intent of this land use designation is to allow for the continued operation of the Colma BART Station and associated facilities.

TRANSPORTATION AND CIRCULATION

Streets and Intersection Improvements

As discussed above, under Transportation and Circulation Policies, very few street improvements are required solely from Area Plan-related development. However, a number of intersections within the planning area will be expanded as part of a larger program to mitigate impacts from existing congestion and BART-related traffic. BART, SamTrans, and San Mateo County have identified, or are in the process of identifying, funding sources for these additional improvements. Because the demand for these facilities is not generated by the new uses planned within the Area Plan planning area, the following discussion assumes their implementation.

The street improvements recommended by this Area Plan seek to resolve additional congestion impacts, improve the quality of the pedestrian experience, and establish an identifiable character to the area through consistent landscaping treatment and the creation of formal gateways.

Standards for street improvements within the planning area, as recommended by the Area Plan are shown in Exhibit 10.

San Pedro Road

San Pedro Road will continue to function as a pedestrian-oriented shopping street. Minor landscaping improvements are recommended. Maintain existing right-of-way. Add street trees every 50 feet and light standards next to curb. Street tree recommendations are provided in Exhibit 10. Widen sidewalk to a minimum of 6 feet, if feasible.

El Camino Real

El Camino Real is a major connecting route from Daly City to the Town of Colma. The plan calls for it to transition to a "residential boulevard," not only to provide additional housing opportunities, but to facilitate through traffic flow, rather than the congestion fostered by strip commercial uses. Within a 10 foot easement on both sides of the street, 6 foot sidewalks will be continuous and a row of street trees will be planted in tree grates. At intersections and approximately every 300 feet, the sidewalk area will widen into the parking lane to allow additional street trees. The median will vary

EXHIBIT 10 STREET TREE RECOMMENDATIONS		
Junipero Serra El Camino Real	*Tilia cordata* *Tristania conferta* *Platanus acerfolia* *'Yarwood'* Center divider: *Prunus lyonii* *Cercis candensis*	Little-leaf Linden Brisbane Box Sycamore Catalina Cherry Eastern Redbud
D Street	*Fraxinus oxycarpa* *'Raywood'* *Tilia cordata* *Cercis canadensis* *Koelreuteria bipinnata* *Koelreuteria paniculata* Specimen Tree: *Cupressus macrocarpa* *Magnolia grandiflora*	Raywood Ash Little-leaf Linden Eastern Redbud Chinese Flame Tree Golden Rain Tree Monterey Cypress Magnolia
Hill Street San Pedro Avenue Washington Street	*Tristania conferta* *Fraxinus oxycarpa* *Koelreuteria bipinnata* *Pyrus kawakamii* *Pistacia chinensis*	Brisbane Box Raywood Ash Chinese Flame Tree Evergreen Pear Chinese Pistache
A Street Reiner Street F Street	*Fraxinus oxycarpa* *Koelreuteria bipinnata* *Platanus acerfolia* *'Yarwood'* *Pyrus kawakamii* *Ceratonia siliqua* *Laurus nobilis* *Myoporum laetum* *Maytenus boaria*	Raywood Ash Chinese Flame Tree Sycamore Evergreen Pear Carob Sweet Bay Myoporum Mayten Tree

from 12 to 16 feet to allow both landscaping and left turn pockets, and the street itself will be restriped to provide three 12 foot travel lanes in each direction. All of this will be accomplished within the existing 124-foot right-of-way. A major storm drainage culvert runs under the median and prevents planting deep rooted trees. Drought tolerant, but flowering shrubs shall be used. Street tree and median landscaping recommendations are provided in Exhibit 10.

A limited amount of ground floor commercial uses are planned along the western frontage of El Camino Real in conjunction with a pedestrianway that connects to the BART Station entrance. A single bay of angled parking shall be provided with these commercial uses and maintained as a private right-of-way. This parking bay shall function as an informal kiss-n-ride facility during commute hours via proper signage. If warranted a signal may also be required at A Street.

A Street

The Area Plan recommends extension of A Street from Reiner Street to a new bridge being constructed by BART that connects to Hill Street. The existing 50 foot right-of-way will be maintained. Street improvements should provide sidewalks on both sides, street trees in tree wells located in the parking lanes, and two through 11 foot travel lanes. A single tree species should be selected for the entire length of the street. It should provide a wide canopy, yet grow tall enough to permit truck clearance; root systems should be deep, rather than surficial. Street tree recommendations are provided in Exhibit 10.

Reiner Street

Reiner Street has recently been repaved and widened, but under the Area Plan would serve as a major north-south pedestrian route. Maintaining its existing right-of-way and sidewalk and curb locations, street trees would be placed in the parking lane roughly every 50 feet. Light standards would also be provided. In addition, left turns out of, as well as into, Reiner Street at San Pedro Road would be prohibited for all autos, excluding emergency vehicles. Street tree recommendations are provided in Exhibit 10.

F Street

F Street will serve as the primary access route from El Camino Real to the BART parking garage. At El Camino Real it is expected that BART-related development will trigger the need for two left turn lanes from El Camino Real onto F Street. Along the length of the street, however, F Street can return to one travel lane in each direction. Street improvements must provide street trees and sidewalks.

Pedestrian Paths and Easements

El Camino to BART Station Pedestrianway

The precise alignment of the planned pedestrianway extending from El Camino Real to the eastern entrance to the BART Station is not fixed and shall be determined at the time a development proposal is submitted for any parcel between A and D Streets. The preferred alignment option includes use of the B Street right-of-way to connect with the station entrance. The first option would entail a combination of plazas, steps, and disabled access ramps leading up the hill mid-way between A and D Streets along a mapped, but unimproved street right-of-way. A second optional alignment would provide a diagonal extension from the corner of A Street and El Camino Real. While the latter option would provide a dramatic connection to the BART Station, its implementation would require aggregation of a number of parcels, and would likely only occur with the authority of a Redevelopment District.

The pedestrianway shall maintain a minimum 40 foot wide public easement connecting El Camino Real with the BART Station entrance. Distinctive public plazas shall be located at either end which are faced by retail shops and/or restaurants. Sculptural elements or ornamental trees are encouraged in these plazas to further note the special character of these destinations. The pedestrianway itself shall include high quality special paving materials, stairs, a double row of street trees (Raywood Ash and Evergreen Pear), disabled access ramps that are fully integrated into the design, seating areas, street lights, and trash receptacles. Its character shall be grand and distinctive, reflecting its importance as one of the few places of public activity in the planning area.

Kiss-n-Ride Facilities

Each kiss-n-ride facility must provide convenient passenger drop-off space, short term parking spaces which double as retail parking in off-commute hours, seating areas, lighting, telephones, trash receptacles, and if appropriate, covered waiting areas.

PARKS AND PUBLIC FACILITIES

Parks and Open Space

Reiner Street Park

A new park shall be developed at the terminus of Reiner Street, Its area will include a combination of abandoned street rights-of-way (Reiner Street and B Street) and purchased property. It shall be designed to provide neighborhood park facilities for new area residents, as well as a formal pedestrian connection from Reiner Street to BART. A majority of the site should be planted in a lawn, suitable for both passive and active enjoyment. It could also, however, accommodate smaller sports facilities such as basketball, bocci, and tennis, as well as children's play equipment and picnic facilities.

If a grade change occurs between the park and the BART Station area, direct stairs and disabled access from the park shall be provided.

Alemany Street Right-of-Way

In conjunction with any future development on the Holy Angel's Church site, a landscaped "green" shall be provided on the mapped right-of-way of Alemany Street. This area shall be developed primarily for the use of adjacent residents.

Schools

As improvements are contemplated for the Holy Angel's Church parochial school, the school is encouraged to:

- Provide permanent structures, rather than portable classrooms.
- Encourage some landscaped playfields, rather than entirely hard surfaces.

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