

Colma BART Station Area Plan

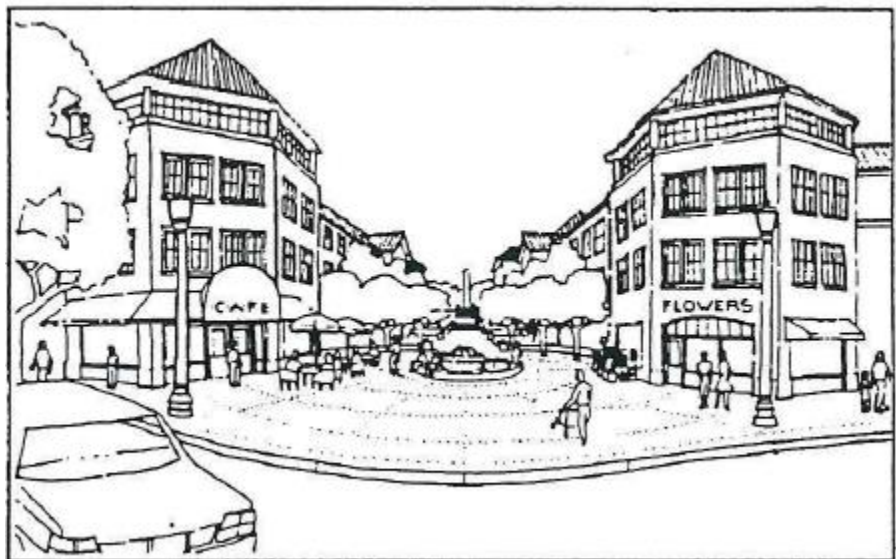
Unincorporated Colma BART Station Area
San Mateo County

Final

Adopted by San Mateo County Board of Supervisors

September 1994

Amended April 2026



Executive Summary

The *Colma BART Station Area Plan* addresses the status and condition of the area within unincorporated San Mateo County which includes the Colma Bay Area Rapid Transit (BART) Station. It recommends a process and physical development plan to incentivize urban development that supports the area's transportation facilities and promotes transit-oriented development through high-density residential uses and integrated commercial uses in a multimodal, pedestrian-friendly environment.

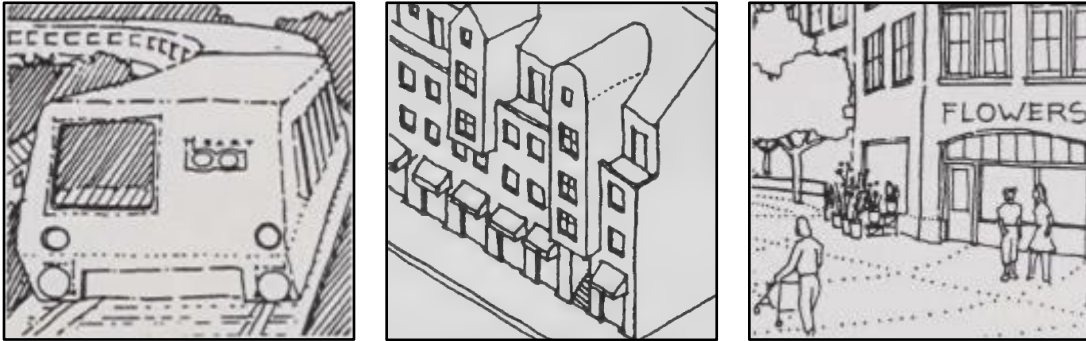
The Colma Area is envisioned as a vital urban center in northern San Mateo County. A mix of moderate and high-density housing, local shopping, and offices within proximity of the BART Station will continue to encourage transit-oriented development while complementing the adjacent business districts' character. 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 facilitate multimodal transportation in complement with the Colma BART Station. It channels these changes into a cohesive plan that supports the area's continued evolution 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 within the vicinity of BART will be linked to the station via a network of public spaces, such as stairways, paths, and plazas. Buildings will acknowledge the significant public investment that BART represents by orienting entries and façades to these public rights-of-way, as well as creating an attractive urban neighborhood.

The entire planning area falls within approximately one-quarter mile of the BART station. Land use designations for these sites foster transit-oriented development, with design considerations to encourage walkability and a pedestrian-friendly environment along commercial corridors such as the B Street Plaza and El Camino Real. The development program for the area also includes incentives to retain and enhance existing housing stock.

Street improvements are designed to establish a hierarchy of travel routes that 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.

Conceptual drawings of a BART train, mixed-use buildings, and a retail shopfront in the Colma BART Station Area.



Introduction

In January 1989, San Mateo County adopted the original *Colma Area Plan/Environmental Impact Report* (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 then-planned BART Station and 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. Daly City annexed the western portion of the area in 1991.

After approval of the 1989 *Colma 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.

In 1994, the Board of Supervisors adopted the *BART Station Area Specific Plan* and the *Colma BART Station Area Plan*, an amendment to the 1989 *Colma Area Plan*. The *Colma BART Station Area Plan* was consistent with the Specific Plan and only included parcels within the unincorporated County that were also within the Specific Plan area. The Specific Plan was originally intended as a guiding document to be used in combination with the Area Plan; in practice, the *Colma BART Station Area Plan* has become the main

guiding document for the planning area, which includes approximately 78 unincorporated acres bound by El Camino Real, Hill Street, and San Pedro Road.

The most recent amendments to this *Colma BART Station Area Plan* relate to the County's 2023-2031 Housing Element Rezoning Program to facilitate more affordable and transit-oriented residential development through higher-density zoning and objective design standards for multi-family residential projects. The Rezoning Program affected various areas throughout unincorporated San Mateo County, including key residential and mixed-use development opportunity sites in the unincorporated Colma area.

PURPOSE AND INTENT OF THE AREA PLAN

The *Colma BART Station Area Plan* recommends a process and physical development plan to incentivize urban development that supports robust transit ridership and transit-oriented residential development and that complements 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 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 the intent of the Area Plan to force out existing residents and businesses; rather, the Area 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, 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 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 that are unique to this community.

Updates to this Area Plan made as a part the 2023-2031 Housing Element Rezoning Program are aligned with concurrent updates to the General Plan, including goals to promote high-intensity transit-oriented development in proximity to major transit and to expand opportunities for housing development throughout the unincorporated County areas.

RELATIONSHIP TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

In 1994, the County prepared an EIR that analyzed the potential environmental impacts and corresponding mitigation measures for the *BART Station Area Specific Plan* project. One component of the Specific Plan Project evaluated in that EIR was the amendment of the 1989 *Colma Area Plan* so that it no longer applied to properties inside the boundary of the *Colma BART Station Area Plan*. The *BART Station Area Specific Plan* Project EIR assessed the implications of the maximum development potential of the *Colma BART Station Area Plan*.

RELATIONSHIP TO THE 1994 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 1994 *BART Station Area Specific Plan* served 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. In practice, over time, the Specific Plan was functionally replaced by the Area Plan in unincorporated San Mateo County.

RELATIONSHIP TO THE COLMA AREA PLAN

Prior to the adoption of the *Colma BART Station Area Plan*, the *Colma Area Plan* was the planning document guiding development in the *Colma BART Station Area*, including portions in the unincorporated County, and portions that were or became incorporated Daly City. for the entirety of the unincorporated Colma area. Following its adoption in 1994, The *Colma BART Station Area Plan* superseded the *Colma Area Plan* for those portions within the unincorporated County.

Background

LOCATION AND JURISDICTIONAL BOUNDARIES

The *Colma BART Station Area Plan* planning area applies to properties in northern San Mateo County east of Interstate 280 (Exhibit 1). The area is within the unincorporated area north of the Town of Colma and south of the City of Daly City but is within Daly City's sphere of influence. The planning area encompasses approximately 45 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 the BART maintenance yard and a former train turn-around facility. In the early 1990s, BART retrofitted the turn-around facility into the Colma BART Station, which began service as a passenger stop in 1996. The next closest BART stations are the Daly City station located near the intersection of Interstate 280 and Daly City Boulevard one mile to the north, and the South San Francisco station one mile to the south. 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, shopping centers, colleges, residential neighborhoods, Caltrain stations, and the San Francisco International Airport.

SITE HISTORY

The first inhabitants of the San Francisco Bay peninsula, including what is now the Colma area, were the Ohlone people, a group of over 50 distinct tribes who lived in the region for thousands of years. Post-colonization, California became the thirty-first state in 1850, and beginning in 1853, land in the *Colma BART Station Area Plan* planning area was divided into 40- to 160-acre tracts and sold to settlers. The early landowners were largely Mexican War veterans who established productive vegetable farms on the area's rich soils. In the 1870s, 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; cemetery operators sought 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.

The history of El Camino Real, the primary boulevard forming the eastern boundary of the planning area, predates the earliest non-Indigenous 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.

EXHIBIT 1: LOCATION AND CONTEXT OF THE COLMA BART STATION PLANNING AREA

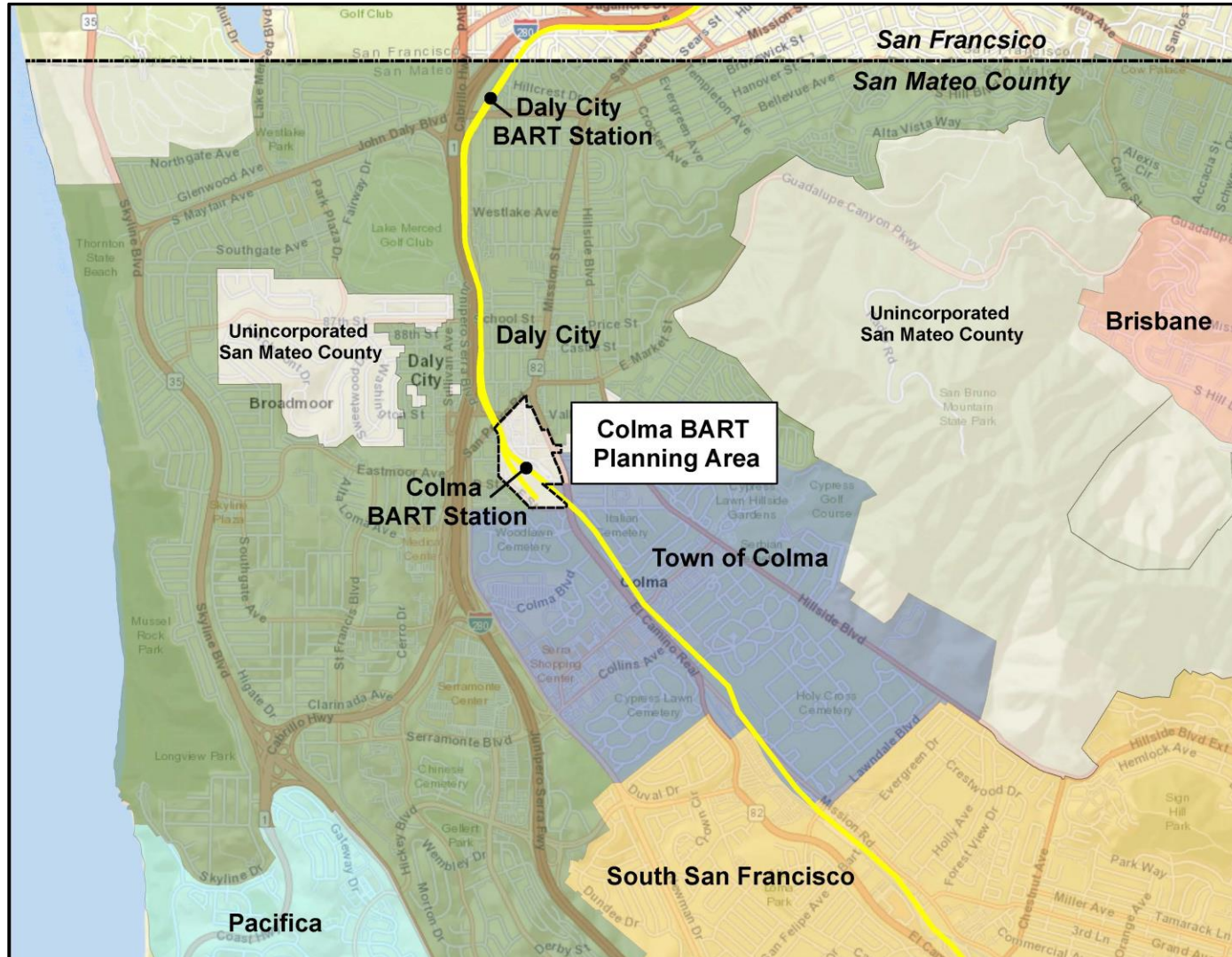
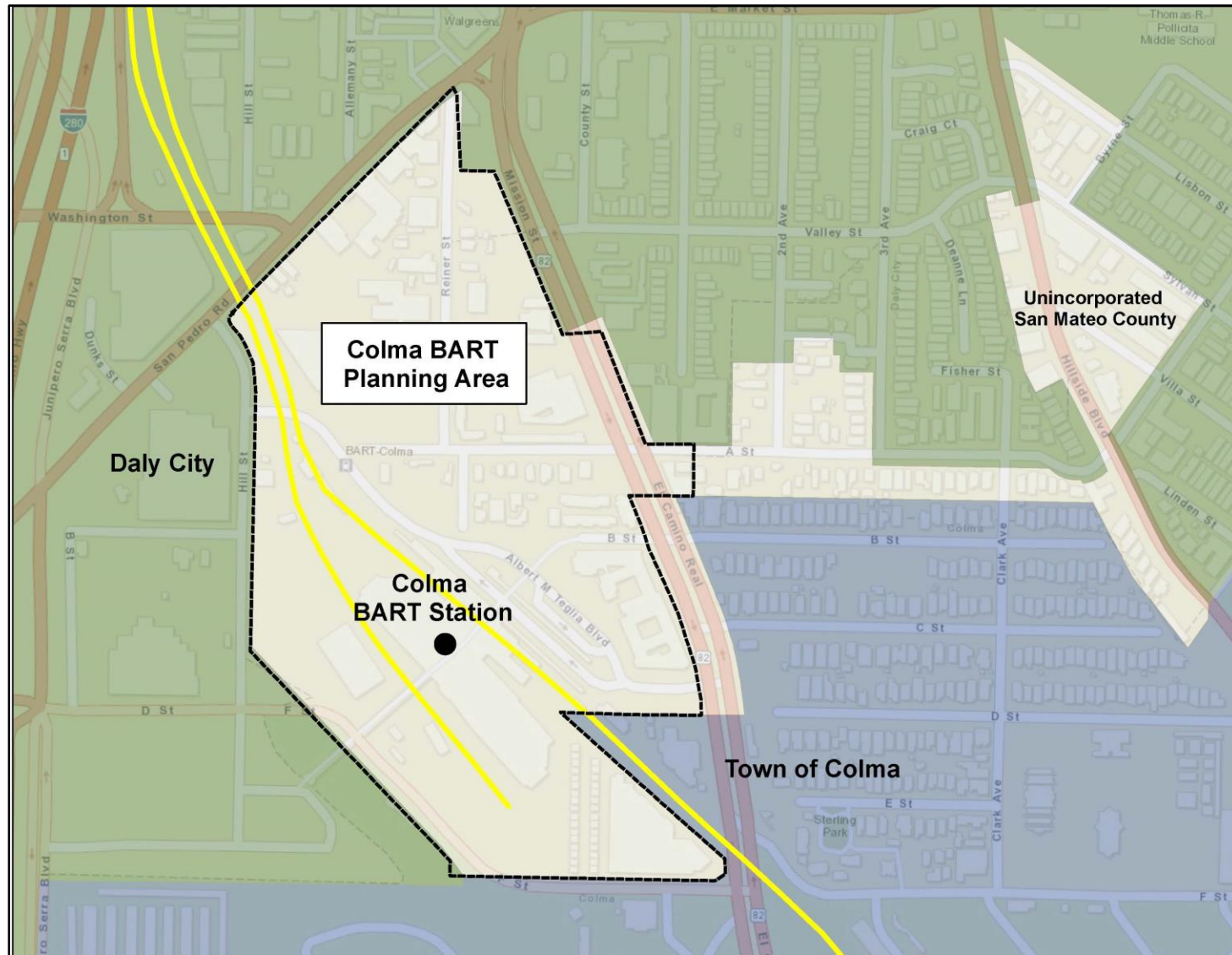


EXHIBIT 2: PLANNING AREA BOUNDARY



KEY PLANNING FACTS

The following summarizes 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

Envisioned as an 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 Interstate 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.

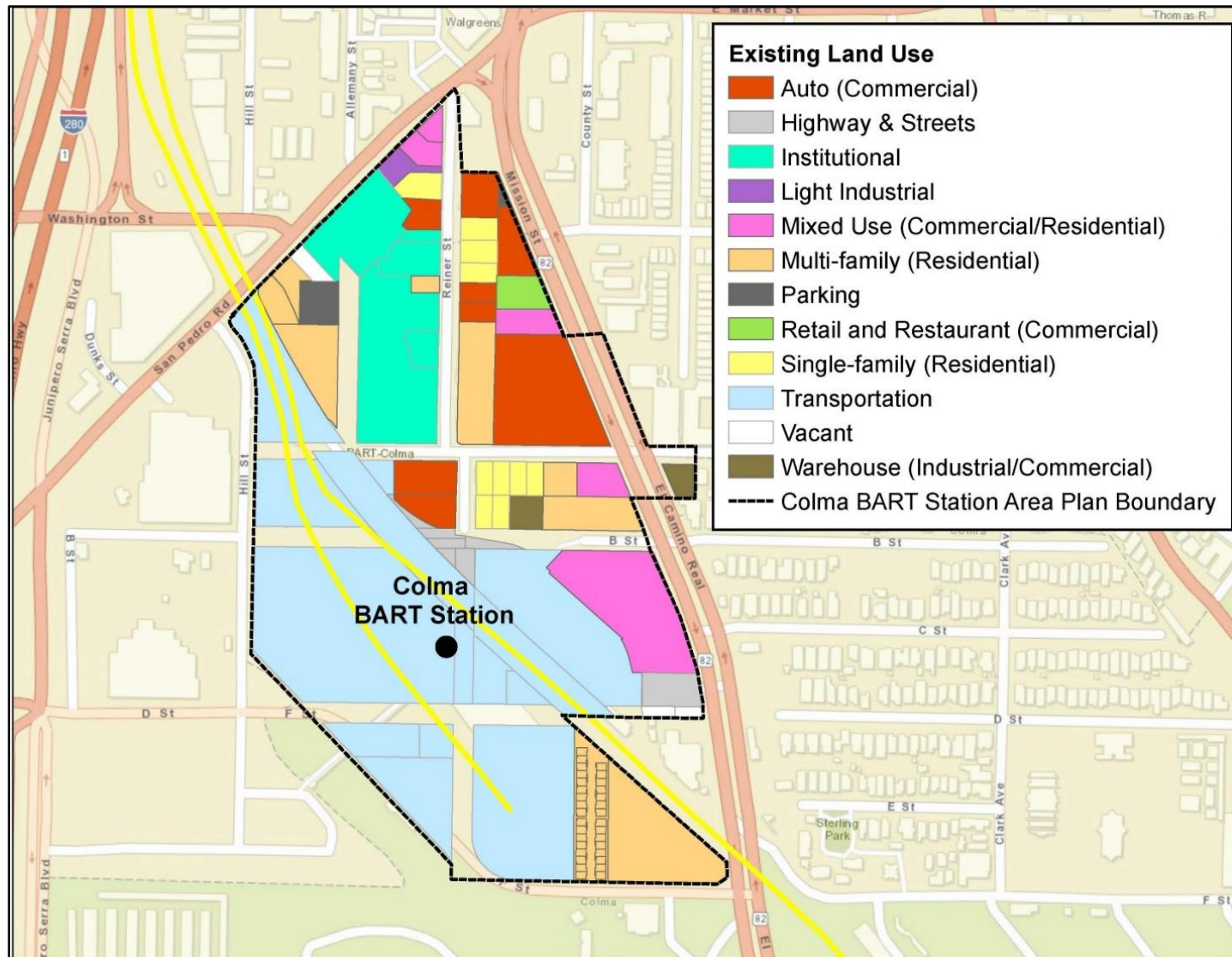
Mission Street forms a commercial spine connecting the planning area with Daly City's historic downtown, "Top of the Hill," where Mission Street meets John Daly Boulevard. The Colma BART Station, SamTrans Park-and-Ride Lot, Daly City BART Station, and South San Francisco BART Station offer a variety of major transit options in and near the area. 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 was designated as a Redevelopment Area. (In 2012, then-Governor Jerry Brown abolished local redevelopment law.)

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 some residential uses of varying densities. Existing land use patterns are illustrated in Exhibit 3.

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. 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.

EXHIBIT 3: EXISTING LAND USES IN THE COLMA BART STATION PLAN AREA



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The wide, open cavity of the BART maintenance yard further separates the portions of the site adjacent to El Camino Real from developed sites along Hill Street and D Street in Daly City. 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.

Since the adoption of the *Colma BART Station Area Plan* in 1994, station improvements have been successfully implemented to mitigate some of the visual and circulation impediments presented by the BART facilities. The area still includes some vacant parcels, as well as low-intensity uses such as auto sales lots and repair yards. Some specific uses have remained in the 30 years since the Area Plan was first adopted, such as Holy Angel's Church and parochial school and existing commercial uses along San Pedro Road.

However, as predicted in the early iteration of this Area Plan, the opening of the BART Station has changed the character of the planning area. Most notably, multiple high-density residential developments have been built, and only a few vacant parcels remain. Some economically underutilized parcels have been identified by the County as having strong redevelopment potential for additional high-density residential development. The intent of the Area Plan is to continue to direct development on sites that are likely to redevelop, with a strong emphasis on high-density housing for a variety of income levels.

Property Ownership Patterns

Historic ownership patterns in 1994 demonstrated that 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). While ownership of individual parcels may have changed, the pattern remains largely the same, with the BART station area and related facilities representing the largest area of land under single ownership, followed by the Holy Angel's Church between San Pedro Road and Reiner Street, and the remaining parcels falling under multiple ownerships across the planning area. In limited circumstances, aggregation of smaller parcels, particularly north of B Street/Michael D. Nevin Way, would be helpful to attract the type of development that will provide quality housing and shops in conjunction with transit service.

BART Improvements

As part of a comprehensive program to extend rapid transit service to the San Francisco International Airport (SFO), BART retrofitted the existing train storage/maintenance yard in Colma to a full-service passenger station in 1996. The Colma BART Station was one of the first new stations in the BART system since the system was originally completed in the 1970s. The Colma BART Station was the terminus of the system's Yellow and Red Lines connecting the Peninsula to the East Bay Area until 2003, when the South San Francisco station opened for service. The Colma Station is one of five stations at the southern end of the Yellow or Red Line, with the Yellow Line providing passengers with direct service into SFO.

A five-story parking structure straddles a portion of the BART maintenance yard, located adjacent to and west of the station building. The parking structure has parking capacity for more than 2,000 cars. The parking structure has two vehicular access points. The primary auto entrance/exit point to the garage is located in the center of the structure's west facade, consisting of a four-lane, 150-foot-long bridge over the BART maintenance yard to F Street. The second vehicular access point is on the northeastern corner of the parking structure. The second level of the parking structure connects to a 500-foot-long pedestrian bridge which extends into the SamTrans park-and-ride lot and passes over F Street.

Adjacent to the station on the northeast side is a combined kiss-and-ride and bus loading and turn-around area. The area includes 26 short-term parking spaces for kiss-and-ride trips and 12 bus stalls serving six different bus routes, including major commuter routes such as the El Camino Real (ECR), as well as local routes.

Traffic and Circulation

Traffic studies conducted as a part of the 1994 planning process for the area indicated key intersections and street segments that would require additional improvements to accommodate traffic generated from existing development, as well as projected traffic from the planned BART Station.

Those improvements were anticipated to be funded and constructed through a variety of mechanisms, including BART and SamTrans funds, federal funds, and development-related fees.

The introduction of additional automobile traffic generated from the Area Plan-related development is expected as private redevelopment activity continues to occur in the area, and it must be balanced with the necessity for people to move safely and comfortably around, within, and through the area using a variety of non-automobile transportation modes. A more detailed discussion of transportation network conditions and necessary improvements within the area 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 Protection 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 nearby.

Police Protection.

The Broadmoor Police Station is located roughly one-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.

Plan Objectives, Goals, and Policies

VISION

The Colma BART station area represents the opportunity to demonstrate how well a large region-serving transportation facility can be integrated into an urban fabric and used to generate commercial activity and housing demand that will foster transit ridership and create a new community. Instead of the barren expanses of asphalt for transit commuter parking, the Colma BART station area is envisioned as a focal point for neighborhood activity and a draw for regional visitors. It facilitates transportation options by providing a strong support base of transit riders and demonstrates the effectiveness of strategically placed pedestrian linkages, commuter drop-off areas, and new roadway connections to draw two physically separated areas together.

GOALS

1.1 Create an Attractive Neighborhood

Develop design standards for site planning and building articulation that will contribute to a distinct and attractive neighborhood.

1.2 Encourage Uses and Improvements Compatible with BART Station

Encourage transit-oriented development within the vicinity of the Colma BART Station.

1.3 Respect and Maintain Key Existing Uses

Respect and maintain key existing uses in the planning area.

1.4 Respect Design of Surrounding Communities

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

OBJECTIVES

1.5 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.

1.6 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.

1.7 Provide Range of Housing

Provide a range of housing opportunities for different household types and incomes. 1.7

1.8 Establish Objective Design Standards and Streamline Multifamily Residential Development

Create objective and measurable development and design standards for site planning and building articulation that facilitate good quality design of structures, and establish a process for efficient, non-discretionary review of residential and mixed residential/commercial development proposals that is based on compliance with those standards.

1.9 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.

1.10 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

1.11 Provide Uses That Allow Commute and Shopping Trip Links

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

1.12 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.

1.13 Provide Safe and Convenient Bicycle Improvements

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

1.14 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 number of vehicle of miles traveled.

1.15 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.

1.16 Direct BART Traffic Away from Residential Neighborhoods

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

1.17 Provide Emergency Vehicle Access

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

1.18 Limit Parking for Transit-Oriented Development

Limit parking requirements for multifamily residential development to encourage transit ridership.

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 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 efficiently out of the area, minimize impacts on residential neighborhoods, maintain access for emergency vehicles, and provide safe and attractive multimodal transportation routes, as well as knit together currently disconnected portions of the planning area. Two additional "kiss-n-ride" facilities, have been constructed on either side of the BART Station to improve commuter access to transit, and to redirect some auto trips from entering the heart of the neighborhood.

High-density housing suitable for a range of income levels is encouraged throughout the entire Colma BART Station area as one element of transit-oriented development within one-half mile of the station. 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.

Entries, bays, and sun porches will dot the façades, reflecting the architectural rhythm of the surrounding neighborhoods, enhancing articulation of building exteriors, and creating visual interest for pedestrians at the street level. New public parks and plazas will provide open space amenities for new residents. A grand pedestrian stairway, lined with retail

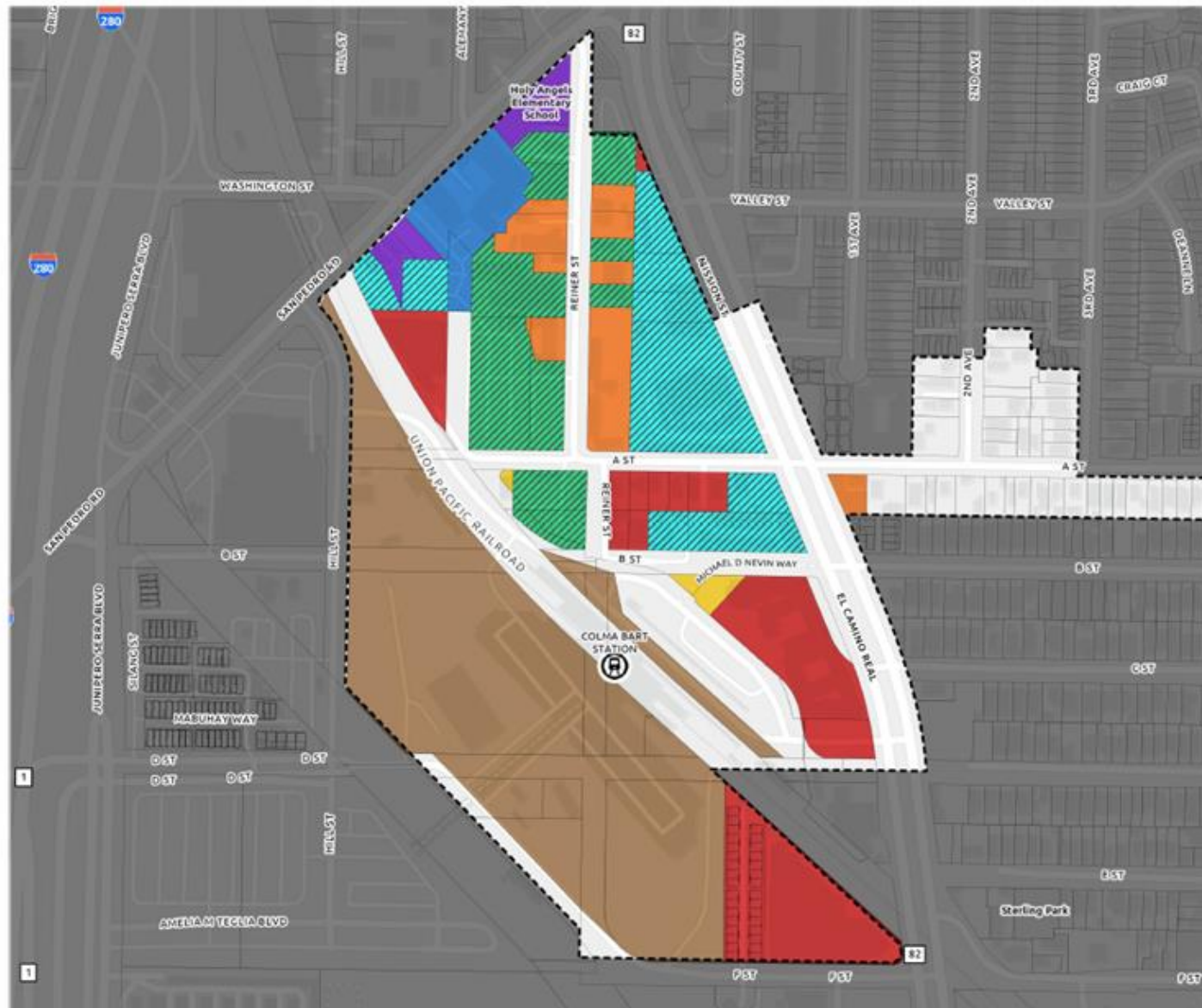
shops, will extend from El Camino Real to the east entrance of the BART Station, enticing pedestrians into a unique urban environment.

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 and residential common areas at the ground floor frontage, with residential uses prioritized for upper stories.

The land use components of the Colma BART Station Area Plan are illustrated in Exhibit 4 and 5.

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Exhibit 4: Colma BART Station Area Plan Land Use Diagram



COLMA BART STATION AREA PLAN LAND USE DESIGNATIONS

Legend

- Residential Opportunity
- Mixed-Use Opportunity
- High Density Residential
- Medium High Density Residential
- Low Density Residential
- Neighborhood Commercial
- Institutional
- Transportation Facilities

Partially prepared for meeting under San Mateo County's Unincorporated Areas Planning Program, shown for the Colma, San Bruno, and Half Moon Bay areas. Data sources: San Mateo County Department of Public Works Transportation and Planning (2021) parcel data, downloaded March 2024; San Mateo County Open Data (SMCOpen) unincorporated community boundaries. Map prepared by MKG, Inc., March 2024.

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**EXHIBIT 5
AREA PLAN BUILDOUT SUMMARY**

Residential Uses	Projected Density ^(a)	Acres	Units	Residents ⁽¹⁾
Residential Opportunity (70-150 du/ac)	120 du/ac	4.1	492	1,456
Mixed-Use Opportunity (70-150 du/ac) ⁽³⁾	120 du/ac		528	1,562
High Density Residential (25-55 du/ac)	44 du/ac	6.9	303	898
Medium Density Residential (12-25 du/ac)	20 du/ac	1.6	32	94
Low Density Residential (6-12 du/ac)	9 du/ac	0.1	1	3
Neighborhood Comm. (Res. Above) ⁽³⁾	20 du/ac		16	47
Total Residential ⁽⁴⁾		12.7 ac	1,372	4,060
Commercial & Office Use	Projected F.A.R. ^(a)	Acres	Square Feet ⁽²⁾	Employees ⁽²⁾
Residential Opportunity	0.6			
<i>Retail</i>			76,800	170
<i>Office</i>			51,220	204
Mixed-Use Opportunity ⁽³⁾	2.0	4.4		
<i>Retail</i>			230,000	511
<i>Office</i>			153,300	613
High Density Residential	0.6			
<i>Retail</i>			7,200	16
<i>Office</i>			5,300	21
Neighborhood Comm. (Res. Above) ⁽³⁾	0.6	0.8		
<i>Retail</i>			12,900	29
<i>Office</i>			8,000	32
Total Commercial & Office		5.2 ac	544,720	1,597
– <i>Total Retail</i>			326,900	726
– <i>Total Office</i>			217,820	871
Public Uses		Acres		
Public and Quasi-Public		2.3		
Parks and Plazas		1.3		
Open Space & Public Easements		0.3		
Total Public ⁽⁵⁾		3.9 ac		
Notes: (a) Projected density is assumed to be 80 percent of maximum density allowed, consistent with the San Mateo County Housing Element (E-29). Projected FAR reflects development trends of transit-proximate sites in the Bay Area. (1) Assumes household size of 2.96 persons per household (San Mateo County Housing Element, Table A-15). (2) Commercial floor area is assumed to be divided as 60 percent retail and 40 percent office. Employee generation assumes 450 square feet per retail employee and 250 square feet per office employee. (3) "Neigh. Comm. (Res. Above)" and "Mixed-Use Opportunity" acreage counted with commercial and not residential; F.A.R. exclude residential uses. (4) BART Station and Equipment Yard do not appear in these statistics				

POLICIES

LAND USE AND COMMUNITY CHARACTER

Land Use

2.1 Designate Parcels to Allow High-Density Residential Development

Allow high-density residential development on parcels in proximity to El Camino Real and the BART Station, and including the BART Station and equipment yard if such re-use is desired by the BART District pursuant to State Law, to promote transit-oriented developments and provide housing opportunities for a variety of household types and incomes.

2.2 Allow Ground-Floor Commercial Uses in Certain High Density Residential Developments

Allow commercial and other nonresidential uses to occupy up to 25 percent of the total floor area of high-density residential developments on key housing opportunity sites by-right, to provide convenient commercial opportunities for BART patrons and surrounding residents.

2.3 Maintain Character of San Pedro Road

As private redevelopment occurs in the future, maintain and reinforce the shopping character of San Pedro Road, by allowing buildings with ground-floor commercial uses and residential common areas with upper-story residential uses along this street frontage.

2.4 Maintain Community-Serving Institutional Uses

Allow the retention of existing community-serving facilities, including schools, churches, emergency services, and other public services in high-density residential areas, to continue provision of valuable community institutions.
Building Orientation, Type, and Design.

2.5 Emphasize Pedestrian Use

Orient new or renovated buildings toward the street to create a strong pedestrian emphasis throughout the area. Street-level building façades must provide visual interest through use of articulating features such as entries, windows, display areas, projections, recesses, and variety in colors and building materials.

Parcel Aggregation

2.6 Encourage Aggregation of High-Density Residential Parcels

On parcels designated High-Density Residential, encourage aggregation of parcels to assemble adequate land for higher density housing.

Housing Opportunities

2.7 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 percent of the total project units to have three or more bedrooms.

2.8 Encourage Mix of Rental and For-Sale Housing

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

2.9 Allow Emergency Shelters by Right

Allow emergency shelters in designated zoning districts where residential uses are allowed, subject to objective standards and in accordance with the permitting provisions of State Law.

TRANSPORTATION AND CIRCULATION

Circulation Network

Traffic in the planning area generally stems from existing development and BART-related traffic. Because the land use plan has been designed to work well with both BART and local shopping, only a few street and intersection improvements have been developed to serve these uses.

El Camino Real should transition gradually to a residential boulevard, while maintaining its function as a major regional north-south access route. San Pedro Road's commercial character will be reinforced through mixed uses with design requirements that create a pedestrian-friendly environment; 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 that 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 southbound to the kiss-n-ride area and pedestrian plaza along B Street/Michael D. Nevin Way to minimize automobile traffic in the bus turn-around area at the BART Station.

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

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

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.

3.5 Minimize Residential Street Widenings

Minimize street and intersection widenings within residential areas, unless necessary to provide enhanced bicycle facilities and widened sidewalks.

3.6 Add Street Trees, Sidewalks and Lighting

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

Parking

3.7 Reduce Minimum Parking Requirements for Multifamily Residential

Reduce minimum parking requirements for multifamily residential development on designated High Density residential parcels for better efficiency of land use and to reduce the costs of new housing construction.

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 eastwest 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. They would also implement San Mateo County General Plan Policy and the *Unincorporated San Mateo County Active Transportation Plan* (SMC ATP) adopted by the Board of Supervisors in 2021.

The adopted SMC ATP recommends the following bicycle facilities be constructed in the planning area:

- Class IV Separated Bicycle Lanes in El Camino Real, to connect to existing Class III Bicycle Routes on San Pedro Road and on Market Street to the north of the planning area; and
- Class III Bicycle Boulevards (on-street facilities identified by signage) should be constructed along the lower volume corridors of A Street, Reiner Street, and Albert M. Teglia Boulevard to provide connections from El Camino Real to San Pedro Road and a proposed Class IV Buffered Bicycle Lane on Hillside Boulevard east of the planning area.

Bicycle parking facilities at major destinations are also needed to encourage bicycling. Bicyclists will only ride their bikes if their bikes can be securely locked at their destination. The San Mateo County General Plan Policies 12.45 and 12.47 encourage provision of secure bicycle parking at transit stops, schools, 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 Colma BART Station provides 23 keyed bicycle lockers and 8 electronic bicycle lockers, as well as bicycle racks at all entrances for bicycling patrons. New residential and institutional development in the planning area should also provide long-term bicycle parking facilities. Short-term bicycle parking facilities should be provided at commercial establishments to allow bicyclists 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.

Bike racks 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 bikes and expose them to theft and vandalism.

3.7 Construct On-Street Bicycle Facilities 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, and A Street.

3.8 Require Long-Term Bicycle Parking Facilities in Areas Designated for Residential and Certain Institutional Uses and Transportation Facilities

Require long-term parking facilities in areas designated for multifamily residential uses; institutional uses such as schools and clubs; and transit stations in the planning area so that bicyclists can securely park their bikes in storage lockers or on bike racks for extended periods of time.

3.9 Require Short-Term Bicycle Parking Facilities in Areas Designated for Neighborhood Commercial Uses and Certain Institutional Uses

Require short-term parking facilities in areas designated for commercial development and institutional uses such as churches and libraries so that bicyclists visiting those businesses and buildings can 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 people working in the planning area to conveniently access workplaces and shopping facilities. In addition to providing specific recommendations for bicycle facilities in the planning area, the SMC ATP provides general guidance to improvements to pedestrian facilities to enhance their users' safety.

3.10 Create Pedestrianway Between El Camino Real and BART Station

Create a public pedestrian way 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 pedestrian way should be designed to provide a formal, clearly visible walking connection to BART. Design should include a combination of special paving materials and stairs; access for persons with disabilities 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.

BART and Bus Operations

A bus turnaround and kiss-n-ride area east of the BART Station serves as the primary connection between existing and proposed high-density housing developments and BART. A crosswalk connects the pedestrian way to the eastern station entrance.

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.

3.16 Maintain Kiss-n-Ride Area Appropriately

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

PARKS AND PUBLIC FACILITIES

The planning area 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 limited in public open space. The B Street/Michael D. Nevin Way right-of-way, west of El Camino Real, is closed to vehicle traffic and serves as a pedestrian-only connection between El Camino Real and the BART Station. Sterling Park on F Street, west of El Camino Real in Colma, offers playfields, courts, and structures on approximately 0.75 acres within walking distance of the planning area; however, there are no active public recreation amenities located within the planning area boundary.

Parks and Plazas

4.1 Develop Reiner Street Public Park

Accommodate a public park at the terminus of Reiner Street south of A Street. This park could include small recreation facilities (e.g., basketball, bocci, or tennis courts), 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.

Fire

4.4 Continue Fire Protection Services

Continue 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 Colma Fire Protection 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 could serve children of local residents and BART patrons.

INFRASTRUCTURE

In general, development within the 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 6 summarizes existing infrastructure capacity and project serviceability.

EXHIBIT 6 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
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 to 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 landscape irrigation.
- 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 Provide Water for Fire Protection

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 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 prepared a 10-year Wastewater System Master Plan in 2006, with the latest update in 2022, which identifies 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 Wastewater 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 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 onsite 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 as necessary to incorporate development increased development intensities in the planning area, 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 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 waste 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.

Development Standards and Design Guidelines

INTRODUCTION

This chapter describes the standards and guidelines for all new development within the 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 5). 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 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, pedestrian ways, 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 and material variety 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 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.

Façades

Building façades 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 façades facing streets or pedestrian ways. 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 façade 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 lower-density buildings. Mansard roofs are generally 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 façades, 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. 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 façade, or in “tuck under” garages that 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 if allowed by zoning standards, 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	Coffee shop
Bank Teller	Day care
Bar and cocktail lounge (c)	Deli
Barber shop	Drugstore
Beauty salon	Dry cleaner
Book store	Florist
Camera store	Food and liquor store
Clothing store	Gift store

Hardware store	Small appliance sales and repair
Home furnishings	Specialty food
Laundromat	Sporting goods
Office supplies	Stationery store
Personal services	Tailor
Pet store	Toy store
Restaurant (excluding drive-in)	Variety store
Shoe and shoe repair	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 side yard setbacks should be a minimum of 1 foot.

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. Variations in floor level, facades, roof styles, architectural details, and finishes that create the appearance of several smaller projects are required (see Façades 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 façade'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.

Façades

Building façades 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 façade of a building consist of an unarticulated blank wall or an unbroken series of garage doors.

Retail façades. 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 façades. 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-foot x 20-foot 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.

Plazas and Outdoor Seating

Benches and small “café” 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 façade 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.

Façades

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

(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, façade articulation must emulate the rhythm of the surrounding older residential areas.

Retail façades. 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 façades. See High Density Residential.

Plazas and Outdoor Seating

Benches and small “café” 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.

RESIDENTIAL OPPORTUNITY SITES

Community Character

All residential parcels in the planning area are designated High Density Residential, promoting transit-oriented development within one-quarter mile of the BART Station. Expanding the housing stock near the station will 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.

The intent of this land use designation is to encourage high-density, residential development on key inventory sites identified in the 6th cycle Housing Element. Limited nonresidential uses that primarily serve neighborhood residents, such as personal services, food markets, and day care facilities, are allowed. These nonresidential uses provide a means for residents to avoid driving trips to meet day-to-day needs. Existing educational, assembly, and public safety facilities are permitted to be maintained.

Large projects built within this designation must include variety in colors and materials, as well as horizontal and vertical plane breaks to reduce building mass and present distinct character and style while maintaining an overall design continuity. At the street level, fenestration and rhythmic breaks along the street-facing façade must be incorporated to avoid long walls and visually engage the pedestrian. Entries, bays, and other details must orient to streets and pedestrian-ways, creating an interesting and active public realm.

Parcelization

Every effort should be made to aggregate parcels into sizes large enough to permit efficient construction of high-density residential development.

Building Types

Podium and courtyard multifamily residential developments at densities of up to 70 to 150 units per acre are permitted to optimize the efficient use of land and availability of housing adjacent to transit. Mixed-use building types are also permitted, including vertical or horizontal mixed-use development comprised of residential and small-scale, local-serving commercial uses. Mixed-use developments that encompass more than 25 percent of the building floor area as nonresidential uses are subject to a use permit.

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

Density

Residential densities must be between 70 and 150 units/net acre.

Height

Buildings may be up to 75 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

Building should be set back from the street edge with sufficient space for a comfortable pedestrian experience, with maximum setbacks of 15 feet from the edge of the pedestrian zone. Ground-floor awning and upper-floor bays and balconies may extend up to six feet into the public right-of-way, provided through pedestrian access is not impeded.

Building Configuration

Plans for Residential Opportunity sites must reinforce street and pedestrian connections to BART by bringing buildings close to street edges, and “enlivening” streets with street trees and a variety of building entries, windows, special corner treatments, and other articulation. All buildings must provide a prominent presence facing the street or the pedestrian way.

Parking

Parking Requirements

Maximum 1 space per residential unit and maximum one space per 1,000 square feet nonresidential net leasable floor area of buildings larger than 3,000 square feet, with additional spaces allowed only upon approval of a conditional use permit.

Parking Configuration and Design

Residential-only development. A maximum of 1 space per residential unit is allowed. Additional parking is subject to approval of a conditional use permit.

Mixed-use residential with commercial. A maximum of one space per residential unit and one space for 1,000 square feet of commercial floor area is allowed for buildings with 3,000 or more square feet of net leasable area. Additional parking is subject to approval of a conditional use permit.

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

Small apartment buildings should relate to the street by providing one or two distinguished entries. No building or project should 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 encouraged (see Façades below). Street elevations should also be broken with reveals, recesses, detailing, and other architectural features to provide visual interest.

In general, 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.

Façades

Building façades must be articulated with pronounced entries, bays, balconies, and facade projections. In no case shall the street façade of a building consist of an unarticulated blank wall or an unbroken series of garage doors.

Areas allocated to ground floor nonresidential uses or residential common areas must be lined with continuous shopfronts and entries that create an active, interesting streetscape. Storefront and residential common area entries may be accented by 3 to 4 feet recesses to provide door swing space and associated display bays.

Awnings, if used, should accentuate entries and windows and should be placed a minimum of nine 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.

For residential façades, porches, patios, bays, solariums, and balconies that overlook streets should be used to provide light and air to tenant spaces and articulate building exteriors. For residential units in mixed-use developments, primary entries to upper floor residential units should be integrated into the façade with retail entries. The design of residential entries should be clearly distinct from retail entries to signal to pedestrians the difference in uses. First floor units facing the street should be accessed directly from the street whenever possible, and 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.

Outdoor seating, benches and small “café” tables for casual outdoor seating are encouraged along the retail frontages of mixed-use developments, as long the seating is outside the public right-of-way and does not impede pedestrian movements along sidewalks.

Signage

In general, window and awning signs are encouraged over wall signs or internally lit cabinet signs. Window signs must maintain the “transparency” of the window and must be permanently attached.

MIXED-USE OPPORTUNITY SITES

Community Character

The intent of this land use designation is to encourage high-density, residential development with active ground-floor uses and design on key inventory sites identified in the 6th cycle Housing Element along San Pedro Road, the B Street Plaza, and El Camino Real. Developments in this land use designation may include pedestrian-oriented commercial uses or residential uses with a pedestrian-oriented design. 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 commercial space is encouraged along street frontages. 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 so as to not be prominent from public rights-of-way.

Parcelization

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

Building Types

Multifamily residential buildings with or without ground floor commercial or residential common area (ground floor space and up to six floors of residential with rear surface or structured parking). Retail and office buildings with commercial spaces at the street frontage and surface or structured parking behind.

Allowed Uses

Allowed uses within this designation include multifamily residential uses at densities up to 150 units per acre, as well as retail, food service, entertainment, personal services, professional offices, banks, institutional uses, and public facilities. Mixed-use development comprised of two or more residential and nonresidential uses is also permitted when nonresidential uses consist of up to 25 percent of the building floor area in the development. Developments wherein nonresidential floor area comprises more than 25 percent of building floor area are allowed only with a conditional use permit.

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

Density

Residential densities must be between 70 and 150 units/net acre.

Height

Buildings may be up to 75 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

Building should be set back from the street edge with sufficient space for a comfortable pedestrian experience, with maximum setbacks of 10 to 15 feet from the edge of the pedestrian zone. Ground-floor awning and upper-floor bays and balconies may extend up to six feet into the public right-of-way, provided through pedestrian access is not impeded.

Building Configuration

All buildings must provide a prominent presence facing the street. Ground floor spaces along El Camino Real or San Pedro Street must be commercial spaces or activated nonresidential common area, such as a business office, community room, co-work space, or fitness room accessory to a residential development. In no case shall a surface parking lot be permitted in front of the building.

Parking

Parking Requirements

Residential-only development. A maximum of 1 space per residential unit is allowed. Additional parking is subject to approval of a conditional use permit.

Mixed-use residential with commercial. A maximum of one space per residential unit and one space for 1,000 square feet of commercial floor area is allowed for buildings with 3,000 or more square feet of net leasable area. Additional parking is subject to approval of a conditional use permit.

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 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, façades, roof styles, architectural details, and finishes that create visual interest in a building are required (see Facades below). Street elevations should also be broken with reveals, recesses, and other architectural features.

Façades

Ground-floor façades in commercial and mixed-use developments. The architectural guidelines that apply to nonresidential façades in mixed-use developments on Residential Opportunity sites also apply to ground-floor façades of buildings on sites with the Mixed-use Opportunity designation.

Residential façades. See High Density Residential.

Plazas and Outdoor Seating

Benches and small “café” 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 pedestrian way. These formal outdoor areas should be accented with special paving materials, boxed landscaping, and include fixed or removable tables and umbrellas.

Signage

In general, window and awning signs are encouraged over wall signs or internally lit cabinet 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

ualifying residential development on lands in accordance with State Law.

Streets and Intersection Improvements

As discussed above, under Transportation and Circulation Policies, very few street improvements are required solely from Area Plan-related development.t 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 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.

Exhibit 7 STREET TREE RECOMMENDATIONS		
Street(s)	Scientific Name	Common Name
Junipero Serra, El Camino Real Center Divider:	<i>Tilia cordata</i> <i>Tristania conferta</i> <i>Platanus acerfolia</i> 'Yarwood' <i>Prunus lyonii</i> <i>Cercis candensis</i>	Little-leaf Linden Brisbane Box London Plane Tree/ Sycamore Catalina Cherry Eastern Redbud
D Street Specimen Tree:	<i>Fraxinus oxycarpa</i> 'Raywood' <i>Tilia cordata</i> <i>Cercis canadensis</i> <i>Koelreuteria bipinnata</i> <i>Koelreuteria paniculata</i> <i>Cupressus macrocarpa</i> <i>Magnolia grandiflora</i>	Raywood Ash Little-leaf Linden Eastern Redbud Chinese Flame Tree Golden Rain Tree Monterey Cypress Magnolia
Hill Street, San Pedro Avenue, Washington Street	<i>Tristania conferta</i> <i>Fraxinus oxycarpa</i> 'Raywood' <i>Koelreuteria bipinnata</i> <i>Pyrus kawakami</i> <i>Pistacia chinensis</i>	Brisbane Box Raywood Ash Chinese Flame Tree Evergreen Pear Chinese Pistache
A Street, Reiner Street, F Street	<i>Fraxinus oxycarpa</i> <i>Koelreuteria bipinnata</i> <i>Platanus acerfolia</i> 'Yarwood' <i>Pyrus kawakamii</i> <i>Ceratonia siliqua</i> <i>Laurus nobilis</i> <i>Myoporum laetum</i> <i>Maytenus boaria</i>	Raywood Ash Chinese Flame Tree Sycamore Evergreen Pear Carob Sweet Bay Myoporum Mayten Tree

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, streetlights, 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

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.