

**COUNTY OF SAN MATEO  
PLANNING AND BUILDING DEPARTMENT**

**DATE:** April 8, 2026

**TO:** Planning Commission

**FROM:** Planning Staff

**SUBJECT:** Consideration of:

An ordinance amending the County Ordinance Code, title 8, article 1 (zoning Districts, Overlay, and Combining Districts) to add Chapters 8.29 (R3-MU Zoning District), 8.115 (PC-HD Zoning District), 8.116 (TS-MU Zoning District); and amending County Ordinance Code section 8.08.060 (Sectional district maps) to apply the new zoning designations to various parcels; and

A resolution 1) adopting a General Plan amendment (1) amending the General Plan Chapter 7 (General Land Use), and Chapter 8 (Urban Land Use), to add a new Transit-Supportive Mixed-use Land Use designation; (2) amending the County General Plan Land Use Maps to apply the new Transit-Supportive Mixed-use Land Use designation to various parcels; and (3) repealing and replacing the Colma Bart Station Area Plan and Colma Bart Station Area Plan maps

**PROPOSAL**

The proposal consists of General Plan map and text amendments, map and text amendments to the Colma BART Station Area Plan, and zoning map and text amendments to create and apply new high-density residential mixed-use land use designations and new zoning districts to implement the County's Housing Element Rezoning Program, Program HE 11.2 of the Housing Element, allowing and facilitating additional high-density residential development to meet the County's quantified share of regional housing need.

Amendments to the General Plan add a a new Transit-Supportive Mixed-use General Plan Land Use Designation allowing up to 150 units/acre of high-density residential development and other compatible uses in proximity to transit. The General Plan maps amendments apply this designation to parcels identified in the Rezoning Program in Broadmoor, the Harbor Industrial Area, and portions of unincorporated Colma outside the Colma BART Station Area Plan area.

Amendments to the Colma BART Station Area Plan add two new land use designations, Residential Opportunity and Mixed-Use Opportunity, also allowing up to 150 units/acre of high-density residential development and other compatible uses in proximity to transit. The Station Area Plan map amendments apply these two land use designations to parcels identified in the Rezoning Program within the Station Area Plan area.

The zoning amendments create three new zoning districts, PC-HD (Planned Colma High Density), R3-MD (Multifamily Residential Mixed Density), and TS-MU (Transit Supportive Mixed Use), all of which allow high-density residential and/or residential mixed-use development by right, with full design and development standards appropriate to high-density residential development in proximity to transit. The zoning map amendments apply the TS-MU designation to parcels identified in the Rezoning Program in Broadmoor, the Harbor Industrial area, and unincorporated Colma outside the Station Area Plan area, and apply the PC-HD and R3-MD designations to parcels in the Rezoning Program within the Colma BART Station Area Plan area, with the PC-HD designation applied to parcels in closest proximity to the BART station.

The Planning Commission hearing on the proposed amendments constitutes the introduction of the ordinance amending the County Zoning Regulations and Zoning Maps.

## **RECOMMENDATIONS**

That the Planning Commission recommend the County Board of Supervisors to:

1. adopt an ordinance amending the County Ordinance Code, Title 8, Article 1 (Zoning Districts, Overlay, and Combining Districts) to add Chapters 8.29 (R3-MU Zoning District), 8.115 (PC-HD Zoning District), and 8.116 (TS-MU Zoning District); and amending County Ordinance Code Section 8.08.060 (Sectional District Maps) to apply the new zoning designations to various parcels; and
2. adopt a resolution (1) adopting a General Plan amendment amending the General Plan Chapter 7 (General Land Use), and Chapter 8 (Urban Land Use), to add a new Transit-Supportive Mixed-Use land use designation, and amending the County General Plan Land Use Maps to apply the new Transit-Supportive Mixed-Use land use designation to various parcels; and (2) repealing and replacing the Colma BART Station Area Plan and Colma BART Station Area Plan maps.

## **BACKGROUND**

Report Prepared By: Will Gibson

Public Notification: A notice of the hearing was posted in the San Mateo County Times 20 days prior to the hearing date, and again 10 days prior to the hearing date.

Location: Unincorporated Harbor Industrial, Broadmoor, and Colma areas, and countywide.

## **DISCUSSION**

### **A. KEY ISSUES**

#### **1. Housing Element and Rezoning Program**

The County's 2023-2031 Housing Element of the County General Plan, which replaces the prior, 2014-2022 Housing Element, assesses the County's housing needs, constraints, and resources, and establishes various policies and programs to address housing needs over the 8-year Housing Element cycle. As required by State law, the Housing Element includes an assessment of available developable or redevelopable sites for housing, to determine if the County has sufficient existing sites to meet its Regional Housing Needs Allocation (RHNA), the County's quantified share of regional housing need.

The assessment of available sites in the Housing Element determined that the County does not have sufficient existing sites to meet its RHNA. Because of this deficit, as required by law, the Housing Element also includes a Rezoning Program, HE 11.2, identifying a number of sites for rezoning to allow higher-density multifamily housing to address the shortfall. Sites identified in the Rezoning Program are located in the Harbor Industrial, Broadmoor, and unincorporated Colma areas, outside the County's Coastal Zone, and in El Granada, within the Coastal Zone.

The Housing Element was submitted to HCD for review, and HCD determined that the Housing Element was consistent with State law. However, until completion of the Rezoning Program, the Housing Element cannot be considered fully compliant with State law.

To implement the Rezoning Program, changes are required to:

- a. The County's General Plan Land Use designations, applying new high-density transit-oriented development (TOD) land use categories to various Rezoning Program parcels;
- b. The Colma BART Station Area Plan, similarly applying new high density TOD categories specific to the Colma BART Station Area;
- c. Apply multiple new zoning designations, implementing design and development standards for high density residential and mixed-use development, to the Rezoning Program parcels.

The zoning text and map amendments, General Plan text and map amendments, and Colma BART Station Area Plan text and map amendments included in this proposal directly implement the non-Coastal portions of the Housing Element Rezoning Program, allowing increased residential densities, objective design and development standards, and ministerial approval processes, as described in HE 11.2. Because the Rezoning Program sites in the County's Coastal Zone require additional environmental analysis and other processes specific to the Coastal Zone, rezoning of those sites remains in process, and will be considered for adoption at a later date.

The zoning ordinance amending the zoning text and maps is included as Attachment B. The resolution amending the General Plan map and text and Colma BART Station Area map and text is included as Attachment C. The zoning map amendments and General Plan map amendments are included in Attachment D. The Colma BART Station Area Plan maps are incorporated within the amended Colma BART Station Area Plan, included as Attachment F, but are also shown in Attachment E for illustrative purposes. A redlined version of the Station Area Plan, indicating the various amendments, is also included as Attachment G.

## 2. General Plan Land Use Text and Map Amendments

General Plan land use designations establish the basic allowed uses and densities for any parcel in the unincorporated County. The proposed General Plan amendments establish a new General Plan land use designation, Transit-Supportive Mixed Use, which allows a mix of primarily high-density residential uses with compatible non-residential uses, including commercial mixed use, transit facilities, and transit-serving uses in areas with accessible major transit, with residential densities of between 75 and 150 units per acre. This new designation is proposed to be added to both General Plan Chapter 7, General Land Use, and Chapter 8, Urban Land Use. Minor edits to policies related to Urban Neighborhoods, Special Urban Areas, and Residential Land Use sections of those General Plan chapters are also made for compatibility with the new land use designation. County General Plan maps are proposed to be amended to apply this new designation to all Rezoning Program parcels in the Broadmoor and Harbor Industrial areas, and to portions of unincorporated Colma, as shown in Attachment D. These General Plan amendments are necessary to implement the Rezoning Program.

### 3. Colma BART Station Area Plan Amendments

Because the Colma BART Station Area Plan has distinct land use designations applicable in the BART Station Area, amendments to these designations are also necessary to implement the Rezoning Program. The Station Area Plan area encompasses the portion of unincorporated Colma directly adjacent to the BART station, approximately bounded by Mission/El Camino Real, San Pedro Road, Hill Street, and F Street.

Amendments to the Station Area Plan add two new residential high-density and mixed-use land use designations, Residential Opportunity and Mixed-Use Opportunity, with applicable goals and standards. Like the new Transit Supportive Land Use designation in the General Plan, these designations allow high density residential and high density residential mixed-use development with residential densities between 75 and 150 units per acre. The Residential Opportunity designation allows various types of multifamily residential development in close proximity to the BART station, with maximum 75-foot building heights, maximum 15-foot front setbacks, and a maximum of one parking space per unit. The Mixed-Use Opportunity designation allows either entirely residential multifamily development, or residential mixed-use development with ground floor non-residential uses comprising no more than 25% of total floor area. Maximum front setbacks are from 10 to 15 feet, and a maximum of one parking space per unit or one space per 1,000 square feet of commercial floor area are allowed.

General land use standards for these new designations are consistent with existing Station Area Plan goals, policies and standards, and appropriate to high density development in proximity to a major transit station. Updates to the Station Area Plan vision and goals are also proposed for consistency with the new land use designations.

Because the Station Area Plan has not been updated since 1994, proposed amendments also include a number of changes to background, contextual, and descriptive information that is now outdated, irrelevant, incorrect, or otherwise no longer applicable. These changes are not substantive, and have no material impact on allowed development or the implementation of the Colma BART Station Area Plan. Since these amendments affect all sections of the Station Area Plan, the entire Plan is proposed to be repealed and replaced, as indicated in the resolution in Attachment C.

### 4. Zoning Amendments

The proposed amendments add three zoning chapters to the County Ordinance Code. A brief overview of the design and development standards incorporated in each chapter is presented below; the detailed standards are included in full in Attachment B.

- a. The PC-HD (Planned Colma High Density) district incorporates new standards and approval processes for high density residential and mixed-use development in the unincorporated Colma area. The PC-HD zoning district has two sub-districts with slightly different standards:
- (1) The PC-HD:RES (Residential Opportunity Subdistrict) allows high-density residential multifamily development by right, with all non-residential development, including mixed-use development, requiring a use permit. Maximum building heights are 75 feet. Front setbacks vary depending on the combination of public and private right-of-way required to accommodate pedestrian passage and street infrastructure such as trees and bicycle parking, with a maximum setback of 15 feet. Rear setbacks are 15 feet, and there are no minimum side setbacks. A minimum of 80 square feet of open space must be provided for each unit, and various design standards are imposed to ensure visual and architectural character compatible with the allowed scale of development and the nature of the existing area.
  - (2) The PC-HD:MU (Mixed-Use Opportunity Subdistrict) also allows high-density multifamily development by right and also allows residential mixed-use development with ground-floor non-residential development of no more than 25% of total floor area by right, with allowed non-residential uses that are compatible with multifamily residential transit-oriented development. Maximum building heights are also 75 feet, front setback requirements are similarly a combination of available public and private right-of-way, rear setbacks are 10 feet, and there are no side setback requirements. A minimum of 80 square feet of open space per unit is also required, and similar design standards are imposed on new development.
- b. The R3-MD (Multifamily Residential Mixed Density) district is a new high-density multifamily district for more general multifamily development in both transit-rich areas and areas with less transit access. Maximum front setbacks are 20 feet, minimum rear setbacks are 15 feet, and there are no minimum side setbacks. Multifamily building heights are a maximum of 75 feet. The maximum parking allowed is one space per residential unit. Various design standards are required, appropriate to the scale of structures allowed.

- c. The TS-MU (Transit Supportive Mixed Use) district includes new standards for high-density development in proximity to transit facilities, including BART and Caltrain stations, and high-volume, high-frequency bus transit. In most cases, the standards mirror those in the R3 and PC-HD zoning districts, with 75-foot building heights, identical open space requirements, and design and development standards appropriate to the scale of development. There are variations in parking standards and setback standards, with differing standards specifically applicable to TS-MU-zoned parcels in the Harbor Industrial area, the Broadmoor area, and the unincorporated Colma area, as shown in Attachment B.

In general, the new design and development standards across all three new zoning districts, and applicable subdistricts, are intended to allow the uses and densities required by Rezoning Program, and implemented by the underlying General Plan and Colma BART Station Area Plan land use designations, ensuring in particular that residential densities allowed by the land use designations are not constrained by the applicable development standards, while still ensuring that development is well-designed and compatible with surrounding development. All high-density residential uses in each zoning district, if consistent with applicable standards, is permitted by ministerial approval, with no use permit requirement.

All three new zoning districts allow emergency shelters, low-barrier navigation centers, supportive housing, and transitional housing, as those terms are defined by State law, by right, subject to certain standards established by the State. Ministerial approval of these uses responds to the requirements of State law.

As shown on the maps in Attachment E, the PC-HD zoning designation will be applied to parcels in the Colma BART Station Area Plan area, the R3-MD designation will be applied to parcels in unincorporated Colma outside the Station Area Plan area, north and south of A Street, and the TS-MU designation will be applied to all parcels in the Harbor Industrial and Broadmoor areas, and to parcels in the unincorporated Colm area adjacent to Hillside Boulevard.

## B. ALTERNATIVES

The alternatives to the Planning Commission recommending that the Board of Supervisors adopt the proposed amendments are that the Planning Commission recommend that the Board of Supervisors not adopt the amendments, recommend that the Board adopt the amendments in modified form, or take no position on the proposed amendments.

C. ENVIRONMENTAL REVIEW

Adoption of a rezoning necessary to implement the Housing Element Rezoning Program is statutorily exempt from environmental review pursuant to Section 21080.085 of the California Environmental Quality Act. The associated general plan and specific plan amendments are a necessary and integral component of the rezoning and are therefore also exempt from CEQA pursuant to Section 21080.085.

D. REVIEWING AGENCIES

County Attorney's Office

**ATTACHMENTS**

- A. Recommendations
- B. Ordinance adopting zoning text and map amendments
- C. Resolution adopting General Plan and Colma Plan text and map amendments
- D. General Plan Text Amendments
- E. Zoning and General Plan Land Use amendment maps
- F. Amended Colma BART Station Area Plan
- G. Colma BART Station Area Plan – redlined amendments

County of San Mateo  
Planning and Building Department

**RECOMMENDATIONS**

Permit or Project File Number: N/A

Hearing Date: April 8, 2026

Prepared By: Will Gibson

For Adoption By: Planning Commission

**RECOMMENDATIONS**

That the Planning Commission recommend the County Board of Supervisors to:

1. adopt an ordinance amending the County Ordinance Code, Title 8, Article 1 (Zoning Districts, Overlay, and Combining Districts) to add Chapters 8.29 (R3-MU Zoning District), 8.115 (PC-HD Zoning District), and 8.116 (TS-MU Zoning District); and amending County Ordinance Code Section 8.08.060 (Sectional District Maps) to apply the new zoning designations to various parcels; and
2. adopt a resolution (1) adopting a General Plan amendment amending the General Plan Chapter 7 (General Land Use), and Chapter 8 (Urban Land Use), to add a new Transit-Supportive Mixed-Use land use designation, and amending the County General Plan Land Use Maps to apply the new Transit-Supportive Mixed-Use land use designation to various parcels; and (2) repealing and replacing the Colma BART Station Area Plan and Colma BART Station Area Plan maps.



**COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT**

# **ATTACHMENT B**

**ORDINANCE NO. \_\_\_\_\_**

**BOARD OF SUPERVISORS, COUNTY OF SAN MATEO,  
STATE OF CALIFORNIA**

\* \* \* \* \*

**AN ORDINANCE AMENDING THE COUNTY ORDINANCE CODE, TITLE 8, ARTICLE 1 (ZONING DISTRICTS, OVERLAY, AND COMBINING DISTRICTS) TO ADD CHAPTERS 8.29 (R3-MU ZONING DISTRICT), 8.115 (PC-HD ZONING DISTRICT), AND 8.116 (TS-MU ZONING DISTRICT); AND AMENDING COUNTY ORDINANCE CODE SECTION 8.08.060 (SECTIONAL DISTRICT MAPS) TO APPLY THE NEW ZONING DESIGNATIONS TO VARIOUS PARCELS.**

**WHEREAS**, on [DATE TBD], the San Mateo County Board of Supervisors adopted the 2023-2031 Housing Element of the County General Plan (Housing Element), which identifies the County’s housing need and incorporates policies and programs to meet that need; and

**WHEREAS**, as required by State law, the Housing Element identifies available sites for development and redevelopment to meet the County’s Regional Housing Needs Allocation (RHNA), its quantified share of regional housing need; and

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**WHEREAS**, the Housing Element establishes that existing developable and redevelopable sites for housing are insufficient to meet the County’s RHNA and therefore, by law, must also identify sufficient sites to be rezoned to provide additional housing capacity; and

**WHEREAS**, the Housing Element includes such sites for rezoning in Housing Element Program HE 11.2 (the “Rezoning Program”); and

**WHEREAS**, the Rezoning Program establishes two phases of rezoning to address the County’s unmet housing need, including an initial rezoning of all identified sites outside of the County’s Coastal Zone (in the Broadmoor, Harbor Industrial, and unincorporated Colma areas) and a subsequent distinct phase of rezoning, to be adopted separately, for sites within the County’s Coastal Zone; and

**WHEREAS**, State law requires that the Housing Element be submitted to the California Department of Housing and Community Development (HCD) for review of compliance with State law; and

**WHEREAS**, as required by State law, the Housing Element was submitted to the California Department of Housing and Community Development (HCD) for review of compliance with State law; and

**WHEREAS**, after review, HCD determined that, on adoption, the Housing Element, including the Rezoning Program, would be consistent with State law; and

**WHEREAS**, in order to achieve full compliance with State law, the County must also adopt the zoning and other land use amendments necessary to implement the Rezoning Program; and

**WHEREAS**, the County proposes three new zoning chapters establishing new standards for those Rezoning Program parcels in the Broadmoor, Harbor Industrial, and unincorporated Colma areas; and

**WHEREAS**, these new chapters include all design and development standards necessary to implement the Housing Element Rezoning Program, HE 11.2, in the non-Coastal Zone locations; and

**WHEREAS**, the County further proposes amendments to the County's Zoning Maps, applying these new zoning districts to the Rezoning Program parcels in the Broadmoor, Harbor Industrial, and unincorporated Colma areas; and

**WHEREAS**, on April 8, 2026, the Planning Commission considered the ordinance at a regularly scheduled and duly noticed public hearing and recommended that the Board of Supervisors adopt said amendments to the Zoning Regulations and Zoning Maps; and

**WHEREAS**, the proposed ordinance implements the Rezoning Program, an action contained in the County's approved Housing Element pursuant to Government Code Section 65583(c); and

**WHEREAS**, the proposed amendments to the Zoning Regulations and associated Zoning Map amendments are statutorily exempt from environmental review pursuant to the California Environmental Quality Act (CEQA), Public Resources Code Section 21080.085; and

**WHEREAS**, the San Mateo County Board of Supervisors considered the proposed amendments at its regularly scheduled and duly noticed public hearing on April 21, 2026;

**NOW THEREFORE**, the Board of Supervisors of the County of San Mateo, State of California, ordains as follows:

\* \* \* \* \*

**SECTION 1.** The San Mateo County Ordinance Code, Title 8, Article 1 (Zoning Districts, Overlay, and Combining Districts), is hereby amended to add Chapter 8.29 (R3-MD), as follows:

## **CHAPTER 8.29. “R-3-MD” DISTRICT (MULTIPLE-FAMILY MIXED-DENSITY RESIDENTIAL)**

**SECTION 8.29.010. PURPOSE.** The purposes of the Multiple-Family Mixed-Density Residential District are to:

1. Provide opportunities and establish design standards for high-density residential development to be integrated into and compatible with neighborhoods of existing one-family dwellings, small-lot one-family dwellings, and small-scale multiple dwellings.
2. Foster the development of missing middle housing units that are smaller and more affordable by design than typical one-family dwellings.
3. Reduce single-occupant vehicle use and support utilization of non-automobile transportation modes by creating walkable neighborhoods and allowing increased residential development intensities on parcels within one-half mile of high-quality transit stops.
4. Implement goals of the San Mateo County Housing Element to streamline permitting of development that adds to the County’s housing stock.

**SECTION 8.29.020. APPLICATION.** The following regulations shall apply to all land zoned Multiple-Family Mixed-Density Residential (R-3-MD) District.

**SECTION 8.29.030. DEFINITIONS.** For purposes of this chapter, certain terms used herein are defined as follows. For terms for which no definition is provided in this chapter, the term shall be defined as provided in Section 8.04.030 of these Zoning Regulations:

1. **Adult Day Care Center.** A Day Care Facility operated commercially or by a nonprofit organization, that provides non-medical care and supervision, for periods of less than 24 hours, for adult clients over the age of 17 who may not have special needs or disabilities including, but not limited to, individuals who are physically, developmentally or mentally disabled, or recovering from alcohol or drug addictions.
2. **Child Care Center.** A Day Care Facility operated commercially or by a nonprofit organization, that provides care to children under the age of 17 and is consistent with the definition in 8.372.030. A child care center includes afterschool care programs and day camps, and may be operated in conjunction with a school or religious facility or as an independent land use.

3. Community Center. Facilities used by local citizens for civic activities, performances, presentations or other purposes.
4. Community Garden. An area of land used to grow and harvest food crops and/or non-food ornamental crops, such as flowers, for personal use, consumption, donation, or occasional sale, by individuals or collectively by members of a group.
5. Elementary and Secondary School. Public or private educational facilities and associated grounds used for compulsory academic instruction below the collegiate level.
6. Emergency Shelter. Housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person, and that does not deny emergency shelter to any individual or household based on ability to pay.
7. Large Family Child Care Home. A Dwelling Unit within which the occupant provides care for up to 14 children, in accordance with the definition of Large Family Child Care Home in Chapter 8.372.
8. Long-Term Bicycle Parking Facilities. A space that includes lockers, and/or racks or other devices used to secure and park bicycles for more than four consecutive hours per day.
9. Other Compatible Uses. Additional land uses that may be allowed if the Planning Director determines that the proposed use is consistent with the purpose of the district and sufficiently similar with other permitted land uses in the district.
10. Religious Facilities. Facilities or meeting places used for worship, religious instruction or associated community and social activities, including churches, synagogues, mosques and temples. Religious facilities may include worship areas, classrooms, meeting areas, and a dwelling unit for the principal clergy.
11. Residential Full-Time Care Facilities. State-licensed facilities in a building containing a dwelling unit(s), where 24-hour a day care is provided to persons living in a supportive community residential setting. Residential Full-Time Care Facilities include, but are not limited to, the following: An intermediate care facility/developmentally disabled-habilitative or an intermediate care facility/developmentally disabled-nursing facility, as defined by California Health and Safety Code (HSC) Section 1250; a congregate living health facility, as defined by HSC Section 1250; a community care facility, as defined by HSC Section 1502; a residential care facility for the elderly, as defined by HSC Section 1569.2; a residential care facility for persons with chronic life-threatening illness, as defined by HSC Code Section 1568.01; an alcoholism or drug abuse recovery or treatment facility, as defined by HSC Section 11834.02; a pediatric day health and respite care facility, as defined by HSC Section 1760.2.
12. Residential Multipurpose Accessory Structures. Detached accessory structures which are not intended for sleeping, but may be used for variety of purposes including, but not limited to, workshops, storage sheds, game rooms, pool

houses/cabanas, and greenhouses, and wherein bathrooms, if included, are accessible only from the outside. Residential multipurpose accessory structures may not include kitchen facilities.

13. Short-Term Bicycle Parking Facilities. A space that includes lockers and/or racks or other devices used to secure and park bicycles park for up to four consecutive hours per day.
14. Small Family Child Care Home. A Dwelling Unit within which the occupant provides care for up to eight children, in accordance with the definition of Small Family Child Care Home in Chapter 8.372.030.
15. Supportive Housing. Any Dwelling Group or Multiple Dwelling development, whether or not integrated with a Mixed-Use Development, with the following characteristics: 1) units are available for rent with no limit on term of occupancy of the unit by an individual or family; 2) with exception of one unit that may be occupied by the property owner, all units in the development are rental units occupied by persons with disabilities or who are or have experienced homelessness; and 3) the development is linked to onsite or offsite services that assist the supportive housing residents in retaining permanent housing, improving their health status, and maximizing their ability to live and, when possible, work in the community. Supportive housing must meet all requirements of Government Code Section 65651.
16. Tandem Parking Space. A vehicular parking space wherein two or more vehicles park in line with one vehicle behind another.
17. Temporary Living Facilities During Residence Construction. Temporary dwelling units such as mobilehomes without permanent foundations, travel trailers, or recreational vehicles, which are: (1) located on a parcel of land during the construction or reconstruction of a permanent dwelling unit on the same parcel, and (2) removed prior to the granting of a Certificate of Occupancy for the permanent residence.
18. Transitional Housing. Any Dwelling Group or Multiple Dwelling development, whether or not integrated with a Mixed-Use Development, with the following characteristics: 1) units are available for rent with a six-month limit on the term of occupancy of a unit by an individual or family; and 2) with exception of one unit that may be occupied by the property owner, all units in the development are rental units occupied by the persons with disabilities or who are or have experienced homelessness and who require assistance in the securing of permanent housing.

**SECTION 8.29.040. USES PERMITTED**. Residential and nonresidential uses of land are allowed in the R-3-MD District according to the table below. Accessory Residential and Accessory Commercial Use Classifications include only those uses that occur on the premises of or within an existing principal dwelling.

Use Category	Required Planning Permit for this District
<b>A. Residential Use Classification</b>	
1. Dwelling, Multiple	None
2. Emergency Shelter <sup>1</sup>	None
3. Supportive Housing	None
4. Transitional Housing	None
<b>B. Accessory Residential Use Classification</b>	
1. Home Occupation	Home Occupation Certificate
2. Large Family Child Care Home	None
3. Residential Multipurpose Accessory Structure	None
4. Small Family Child Care Home	None
<b>C. Commercial Use Classification</b>	
1. Residential Full-Time Care Facilities	Use Permit
<b>D. Institutional Use Classification</b>	
1. Adult Day Care Center	Use Permit
2. Child Care Center	Child Care Center Permit or Use Permit (Section 8.372.070 or Chapter 8.280)
3. Community Center	Use Permit
4. Elementary and Secondary School	Public – None Private – Use Permit
5. Meeting Hall	Use Permit
6. Religious Facilities	Use Permit
<b>D. Temporary and Other Use Classification</b>	None
1. Community Garden	None
2. Temporary Living Facilities During Residence Construction	None
3. Other Compatible Uses	To be Determined by Director of Planning and Building
<b>Footnotes:</b>	

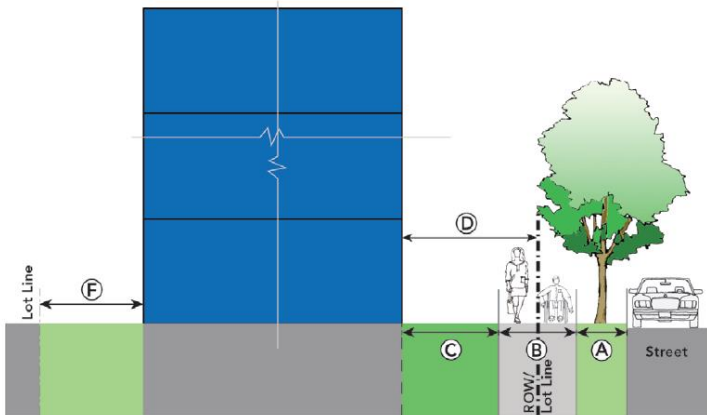
Use Category	Required Planning Permit for this District
1. <i>Development and operation of Emergency Shelter must comply with Section 8.29.110.</i>	

The procedure and findings required for use permit approval are established in Chapter 8.280.

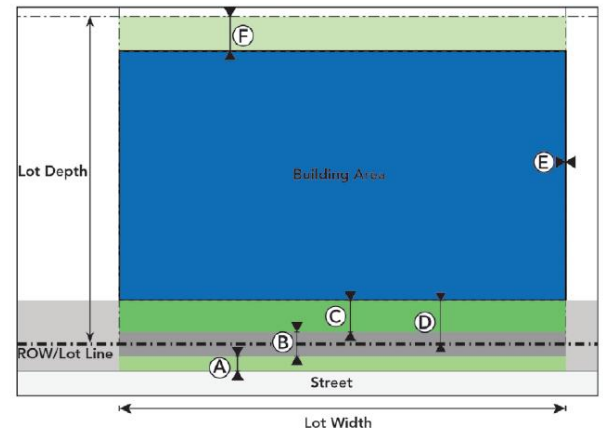
**SECTION 8.29.050. DEVELOPMENT STANDARDS.** All new development must conform to the following development standards:

1. Building Setbacks and Clearances. Building setbacks and clearances from lot lines are as follows:
  - a. Building Clearances from Street Right-of-way: Buildings shall have clearances from street rights-of-way according to the following standards and as illustrated in Figure 8.29.050.1:
    - (1) Amenity Zone A: Four feet minimum; where no curb and/or sidewalk is present at the street edge, Zone A shall be measured from the middle of the V-gutter
    - (2) Pedestrian Zone B: Six feet minimum clear pathway
    - (3) Activity Zone C: Five feet minimum
    - (4) Ground Floor Setback Zone D:
      - i. Minimum: Distance from right-of-way necessary to accommodate Zones A, B, and C
      - ii. Maximum: 20 feet
  - b. Interior Side Setback D: 0 feet minimum
  - c. Rear Setback F: 15 feet

**Figure 8.29.050.1: Building Setbacks and Clearances**



*Development Standards Section Diagram*



*Development Standards Plan Diagram*

2. **Maximum Building Height.** Heights of buildings shall not exceed the following standards:
  - a. One-Family Dwellings: 35 feet
  - b. Multiple Dwellings: 75 feet
  - c. Institutional Uses: 35 feet
  - d. Other Uses: 35 feet

Building height shall be measured as the vertical distance from any point on the finished grade to the topmost point of the building immediately above.

Chimneys, pipes, mechanical equipment, antennae, and other similar structures that do not occupy more than 10 percent of the area of the roof may extend eight feet above the maximum building height as necessary for safety or efficient operation.

3. **Maximum Building Length:** 200 feet
4. **On-site Open Space:**
  - a. Open space shall be provided on-site at a minimum ratio of 80 square feet per residential unit.
  - b. Common open spaces include at-grade or podium level courtyards or rooftop decks. Common open spaces shall be a minimum of six feet in any dimension.
  - c. A minimum of 30 percent of open space provided on-site shall be private open space to serve individual units. Private open spaces provided to each unit shall have no dimension smaller than six feet for ground floor units or three feet for upper floor units.

### **SECTION 8.29.060. MINOR DEVELOPMENT REVIEW FOR RESIDENTIAL USES.**

1. New development that incorporates any combination of one or more One-Family Dwellings and Multiple-Family Dwellings, as a Dwelling Group or as part of a Mixed-Use Development and with or without Accessory Dwellings, shall be subject to the development review and certification procedure for Minor Developments established in Chapter 8.296.090. This subsection applies when the area occupied by the residential use is 75 percent or more of the net floor area of the development.
2. In reviewing applications for Minor Developments, the Director of Planning and Building, shall approve building permit issuance for a Minor Development if the Director finds and certifies that the development conforms to all development and design standards in this Chapter.
3. The Director of Planning and Building shall approve exceptions for no more than one of the applicable subdistrict standards in Section 8.29.050 upon finding that the exceptions: 1) are necessary for compliance with the building and site design requirements; 2) will not jeopardize public safety; 3) promote or enhance good design, site relationships and other aesthetic considerations, in accordance with the applicable and San Mateo County General Plan Policy 4.15; 4) will be compatible with the neighborhood surrounding the parcel; and 5) will not be detrimental to the public welfare. The Director may require modifications to the proposed exception, including design, location, materials, colors, and landscaping requirements. The decision on an exception authorized by the Director or the Director's authorized designed pursuant to this Section shall not require a public hearing but may be appealed to the Planning Commission.
4. Requests for exceptions for two or more of the applicable subdistrict standards in Section 8.29.050 shall be subject to the decision of the Zoning Hearing Officer. The Zoning Hearing Officer may approve requests for two or more standards upon making the findings in Section 8.29.060.3.

**SECTION 8.29.070. PARKING REQUIREMENTS.** The parking requirements in this Chapter shall replace Zoning Regulations Chapter 8.344 for all residential and institutional building types which require off-street parking.

1. Applicability. Whenever in any building there is a change in use, or increase in floor area, or in the number of employees or other unit measurements specified hereinafter to indicate the number of required off-street parking spaces, and such change or increase creates a need for an increase of more than ten percent in the number of off-street parking spaces required pursuant to subsection 2 of this Section, additional off-street parking spaces shall be provided on the basis of the increased requirements of the new use or on the basis of the total increase in net floor area, as applicable. Notwithstanding the foregoing, if a change in use creates a need for an increase of less than five off-street parking spaces, no additional parking facilities shall be required.

2. Automobile Off-Street Parking Spaces Required.
  - a. Residential Use Classification.
    - (1) Maximum one parking space per residential unit.
    - (2) Stacked and valet parking may be used to meet parking requirements. Tandem parking spaces may be used to meet parking requirements provided that:
      - i. Each tandem space is allocated to one residential unit.
      - ii. No tandem parking space is a required accessible parking space.
    - (3) All parking serving a Multiple Dwelling development shall be unbundled.
  - b. Institutional Use Classification.
    - (1) Building with less than 3,000 square feet of net leasable floor area intended for occupancy by a Institutional Use Classification: No off-street parking required.
    - (2) Building with 3,000 or more square feet of net leasable floor area intended for occupancy by a Institutional Use Classification: Maximum one parking space is required for each 1,000 square feet of net leasable area.
    - (3) Tandem, stacked, and valet parking may be used to meet parking requirements. Stacked and tandem parking is allowed only if it is valet parked.
  - c. Mixed Occupancies and Uses Not Specified. In the case of a use not specifically listed in Section 8.29.040, the requirements for off-street parking facilities for a use which is so listed and to which said use is similar shall apply. In the case of mixed uses, the total requirements for off-street parking facilities shall be the sum of the requirements for the various uses computed separately. Off-street parking facilities for one use shall not be considered as providing required parking facilities for any other use except as hereinafter specified for joint use.
  - d. Exceptions to Required Parking Spaces.
    - (1) For an Emergency Shelter, off-street parking shall be provided at a ratio of one space per full-time staff member per shift, with a minimum of two on-site parking spaces.
    - (2) No off-street parking spaces are required for Supportive Housing.
  - e. Parking Spaces Above Requirement. Requests to provide a number of off-street parking spaces in excess of the maximum number of parking stalls permissible pursuant to subsections a, b, and c of this Section are subject to Planning

Commission approval of a conditional use permit in accordance with the procedure in Chapter 8.280.030, except that the conditional use permit shall be considered and approved by the Zoning Hearing Officer.

3. Location.

- a. Except as provided herein, required parking facilities shall be located on the same building site as the development for which they are required.
- b. Automobile parking serving the use on-site shall be located behind habitable space or occupied space, underground, or on the interior or rear of the building.
- c. Parking may be located behind an exterior wall fronting on a public right-of-way, provided that the wall is articulated in accordance with the applicable standards of Section 8.29.090.
- d. All off-street parking areas shall be separated at least five feet from buildings.
- e. Automobile parking areas are not allowed in a front yard setback. This prohibition does not apply to parking serving a One-Family Dwelling on a lot.
- f. Automobile parking areas are not allowed in a side yard setback adjoining a street right-of-way unless the parking space is a minimum of 20 feet from the side lot line and the parking space is setback further from the right-of-way than the building.
- g. Parking required to serve a use may be on a different site under the same or different ownership as the use served so long as that parking is within a pedestrian travel distance of no more than 1,000 feet of the use served in the case of a Commercial Use Classification or 500 feet of the use served in the case of a Residential Use Classification, as measured from the near corner of the parking facility to the entrance of the use served via the shortest pedestrian route. The facility for off-site parking must be restricted to that use by a recorded deed, lease, or agreement for a minimum period of 10 years from the date that a certificate of occupancy or final building permit inspection has occurred for the use or the use has otherwise been established.

4. Size of Spaces.

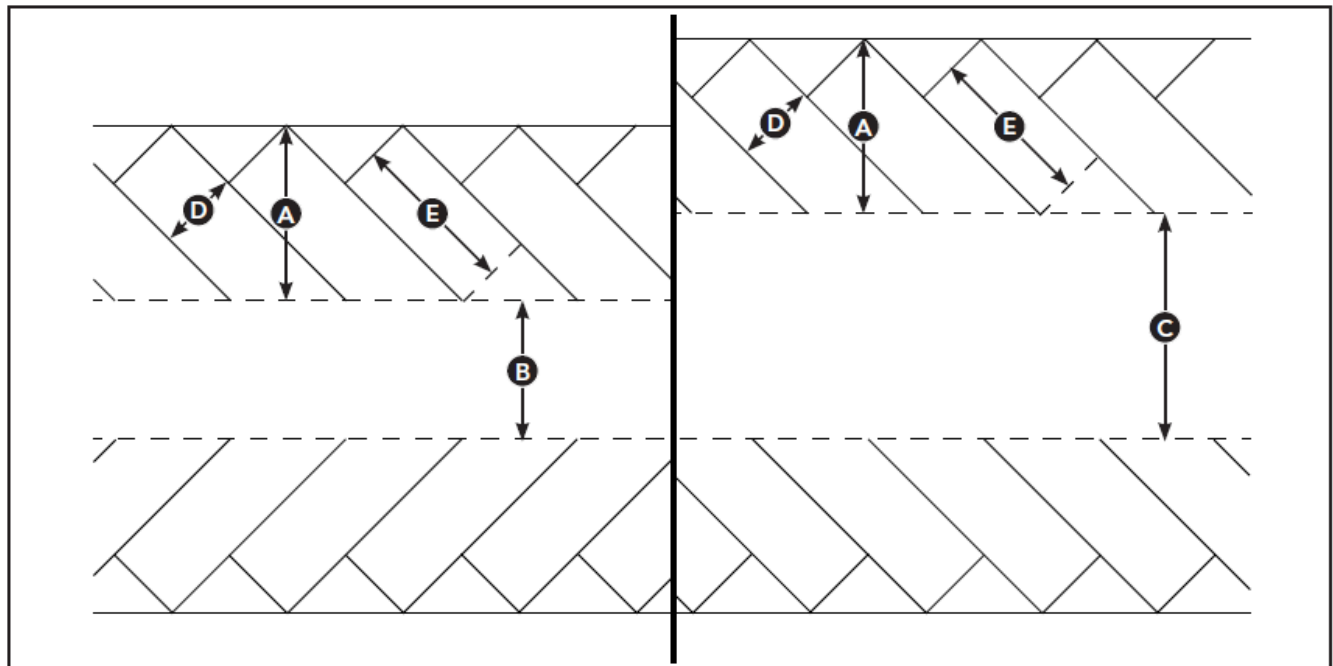
- a. Standard car parking spaces and parking lot aisles shall comply with the minimum dimension standards established in Table 8.29.070.1: Minimal Dimensional Requirements for Parking Spaces and Aisles.
- b. When a parking space abuts a sidewalk or planter, the front two feet of the required parking space length may overhang the planter or sidewalk, provided that wheel stops or curbing are provided, and the remaining area outside of the overhang meets the minimum width requirements of the sidewalk or planter.
- c. When the side of a parking space abuts a wall or other structure that is taller than six inches, the width of the parking space shall be increased by two feet.

This provision does not apply to parking spaces abutting support columns in a parking garage.

- d. Up to 25 percent of nonparallel parking spaces may be compact stalls, but in no case shall a parking stall be less than seven and a half feet wide and 15 feet long.
- e. Parking stalls shall have a vertical clearance of no less than seven feet from the parking surface to ceiling fixtures, pipes, structural elements, or shade structures. Accessible parking stalls shall have vertical clearance in compliance with California Administrative Code, Title 24, Chapter 2-71.

**Table 8.29.070.1: Minimal Dimensional Requirements for Parking Spaces and Aisles**

Angle	Parking Row Depth A	Drive Aisle Width		Space width D	Space Length E
		One-way B	Two-way C		
Parallel	8'	12'	20'	8'	20'
30°	17'	11'	24'	9'	20'
45°	20'	13'	24'	9'	20'
60°	21'	18'	24'	9'	18'
Perpendicular	18'	24'	24'	9'	18'
Tandem	36'	24'	24'	9'	36'



5. Layout.

- a. Driveways from a public thoroughfare to off-street parking areas shall comply with all of the following standards:
  - (1) Driveways shall be a minimum of 10 feet wide.
  - (2) No curb cut shall be more than 24 feet wide.
  - (3) One curb cut shall be allowed per site. Additional curb cuts will require a conditional permit.
  - (4) Driveways shall provide a four-foot wide, level, accessible path of travel across the driveway.
- b. Parking spaces in any parking lot or parking structure for any use shall not be designed or located so as to permit a vehicle to enter or exit a parking space directly from a public thoroughfare. Driveways to the public thoroughfares shall be by forward motion of the vehicle. Ingress to and egress from parking spaces shall be from an on-site aisle or driveway.

6. Materials.

- a. Off-street parking areas shall be surfaced with an asphaltic or Portland cement binder pavement. Pervious or semi-pervious parking area surfacing materials— including, but not limited to “grasscrete,” or recycled materials such as glass, rubber, used asphalt, brick, block and concrete—may be approved by the Director of Public Works for required vehicular surface area on a site, provided such areas are properly maintained and can achieve County storm drainage and stormwater quality permit standards.
- b. Driveway materials shall extend and include the area between the property line and the street.
- c. Driveways and curb cuts shall be constructed, surfaced, and maintained in accordance with the County of San Mateo Standard Structures details and as approved by the Director of Public Works.

7. Surface Parking Lot Landscaping and Screening.

- a. At least one tree shall be planted for each five automobile parking stalls in a surface parking lot. Trees shall be minimum 15-gallon size, minimum one-inch caliper and minimum six feet tall at planting and shall have a minimum canopy of 40 feet at maturity. Tree wells shall have a minimum five feet of width and length and be installed with root barriers and deep root irrigation.
- b. Landscaped planters shall be installed between or at the back of parking bays and at both ends of each row of parking spaces.
- c. All parking areas shall be screened from streets and adjoining properties as

follows.

(1) Parking Areas Adjoining a Side Street Right-of-way.

- i. A parking area shall be designed to provide a landscaped planting strip between the street right-of-way and parking area. The planting strip shall be equal in depth to the required setback or 10 feet, whichever is greater.
- ii. Landscaping shall be designed and maintained to screen cars from the street to a minimum height of three feet.
- iii. Screening materials may include a combination of plant materials, earth berms, raised planters, decorative walls, or other screening devices that meet the intent of this requirement.

(2) Parking Areas Adjacent to Side and Rear Property Lines.

- i. Parking areas shall include a perimeter landscape strip at least five feet wide (inside dimension) where the parking area adjoins a side or rear property line.
- ii. A fence, wall, or hedge or combined open fence and planter, at least three feet, six inches feet in height but no higher than the maximum height permitted by Chapter 8.332 is permitted, wherever the parking area is within 20 feet of the side or rear property line.

(3) Parking Areas Adjacent to Residential Use.

- i. A parking area abutting a residential use shall provide a landscaped buffer with a minimum dimension of 10 feet between the parking area and the property line of the residential use.
- ii. A six-foot high solid decorative masonry wall or fence and landscape buffer shall be provided along the property line, except at approved pedestrian access points, to address land use compatibility issues (e.g., light/glare and nuisance noise). The height of the wall or fence may be increased up to eight feet upon granting of an exception pursuant to Chapter 8.332.

- d. Notwithstanding the above, no landscaping is required for a parking lot with six or fewer parking spaces. Parking lots with more than six parking spaces shall be landscaped according to the following ranges:

<b>Number of Parking Spaces</b>	<b>Percent of Gross Parking Area in Landscaping</b>
7 to 15	4%
16 to 30	8%

31 to 70	12%
71 or more	16%

8. Parking Garage Design. Podium apartment parking garages shall be designed as follows:
  - a. A minimum vertical clearance of at least seven feet shall be provided; eight feet, two inches is acceptable to accommodate accessible van parking.
  - b. Separate one-way inbound and outbound routes shall be provided.
  - c. Principal pedestrian access points shall be located away from the primary vehicle circulation route.
  - d. Multiple entrance and exit points shall be provided a minimum of 200 feet apart to distribute traffic and shorten travel distances.
  - e. Back-up capacity shall be provided behind each exit control point, to the satisfaction of the County Engineer.
  - f. All vents to the street shall be screened with louvers or screen walls. Forced air vents shall not be oriented toward any sidewalks or other pedestrian areas.
  - g. Garage lighting and automobile headlights shall be shielded so they are not visible from the street.
  - h. The stacking of two or more automobiles via a mechanical car lift or computerized parking structure is permitted within enclosed parking areas. The platform of the mechanical lift on which the automobile is first placed shall be individually and easily accessible and shall be placed so that the location of the platform and drive aisles ensures adequate provision for ingress and egress to all parking spaces in the platform system. The lift equipment or computerized parking structure shall meet all applicable building, mechanical, and electrical code requirements as approved by the Building Official.
  
9. Loading Spaces. Any use that requires the receipt or distribution of material or merchandise by vehicles or trucks shall provide at least one permanent loading space for the first 5,000 square feet of floor area, plus one additional loading space for each additional 10,000 square feet of floor area. Each required loading space shall be at least 10 feet wide by 25 feet long, with 15 feet of vertical clearance, exclusive of driveways, aisle ways, turnarounds, and other maneuvering areas. Each loading space shall be provided with driveways for entry and exit and maneuvering space of the same type required for parking spaces.
  
10. Accessible Parking Requirements. The number, arrangement, and design of accessible parking spaces for persons with disabilities shall conform with California Administrative Code, Title 24, Chapter 2-71 and be designated in accordance with California State Vehicle Code Section 22511.8.
  
11. Exceptions. The Director of Planning and Building may grant an exception to modify

the number of spaces, size, location, or design of required parking areas upon finding that:

- a. extenuating and/or unusual circumstances exist that impair compliance with the regulations; and
- b. establishment, maintenance, or conducting of the off-street parking facilities as proposed are as nearly in compliance with the requirements set forth in this section as are reasonably possible.

**SECTION 8.29.080. GENERAL BICYCLE PARKING FACILITY REQUIREMENTS.** The bicycle parking requirements in this section shall apply to all uses and building types which require off-street automobile parking.

1. Number and Type of Bicycle Parking Spaces Required

- a. For Residential Use Classifications:
  - (1) One short-term bicycle parking space shall be provided for every 10 residential units; and
  - (2) One long-term bicycle parking space shall be provided for each residential unit.
- b. For all use classifications other than Residential:
  - (1) One short-term bicycle parking space shall be provided for each 3,000 square feet of net leasable area; and
  - (2) One long-term bicycle parking space shall be provided for each 10,000 square feet of net leasable area.

2. Design of Bicycle Parking

- a. Bicycle parking facilities shall be designed to:
  - (1) Secure bicycles from vandalism and theft;
  - (2) Accommodate a range of bicycle types and locking mechanisms;
  - (3) Use a simple mechanism and operation to secure the bicycle; and
  - (4) Use rust-proof materials constructed to minimize or eliminate structural and mechanical failures.
- b. Bicycle parking facilities for long-term bicycle parking shall incorporate the design elements listed in Section 8.29.080.2.a and shall also be designed to:
  - (1) Shelter the bicycle from rain, or fully enclose the bicycle in a locker or a controlled storage area; and

- (2) Fully secure the bicycle frame and its wheels with a user-supplied lock.
3. Exceptions. The Director of Planning and Building may grant an exception to modify the number of bicycle parking spaces required, the location of bicycle parking requirements, or the design of bicycle parking requirements if the applicant demonstrates that at least one of the following conditions exist:
  - a. The number of spaces, location, and design of existing bicycle parking would adequately serve the new building occupants.
  - b. Extenuating or unusual circumstances exist relating to property shape or location of development that impairs compliance with the regulations.
5. Parcel Division and Development Standards. Except as permitted pursuant to Government Code Section 65852.21 and 66411.7, as may be amended from time to time, a parcel may not be divided if such division would result in a building site that does not conform with any of the requirements or development standards of this Chapter.

#### **SECTION 8.29.090. BUILDING FORM AND ARTICULATION**

1. Glass curtain walls, reflective glass, rough-textured stucco, unfinished cinder block, unfinished cement block, corrugated metal siding, and scored plywood are prohibited.
2. At least 50 percent of the planes of exterior walls facing public streets shall vary in depth or direction through the use of cornices, recesses, and vertical or horizontal overhangs.
3. Residential entrances on the ground floor shall be accompanied by one of the following: a porch covered entirely by a roof, a stoop with a doorway recessed at least two feet, or an interior lobby. The landing or floor for these features shall have an unobstructed (clear) width of not less than four feet.
4. Front door entries to residential units on street-facing façades shall have uninterrupted access from a public sidewalk and be no more than 30 feet apart from another building entry.
5. At least 50 percent of each building façade shall be articulated by use of a change in plane, color, arrangement of façade elements, or a change in materials (including glazing) to break up the building mass.
6. A flat building façade shall incorporate details such as window trim, window projections and recesses, shade and anti-glare elements above doors, cornices, changes in material, color, or other design elements in an integrated composition. At least three architectural features applied to the street-facing façade or façades shall be applied also to rear and interior side elevations.
7. There shall be the same or greater level of detail and articulation on the ground floor as on the upper floors of a building.

8. At least 30 percent of any ground floor façade facing onto a street right-of-way shall consist of transparent windows, including windows in doors.
9. At least 25 percent of any upper-floor façade facing onto a street right-of-way shall be transparent windows.
10. Exterior windows for inhabited space shall use clear glass having at least 90 percent light transmission within the visible spectrum, and shall not be mirrored or frosted, except for bathroom and utility room windows.
11. An anti-graffiti coating shall be applied to exterior ground floor walls within 15 feet of public sidewalks.
12. Mechanical equipment located on a roof, shall be entirely recessed within a sloped roof or surrounded on all sides by an opaque parapet with a top edge as high as topmost point of the equipment.

The following are exempt: solar panels, wireless communications equipment, window cleaning systems, equipment required by fire departments and other public agencies, and appurtenances associated with the above.

13. Fences, walls, and hedges shall comply with the height and location standards in Chapter 8.332, with the following exceptions:
  - a. Fencing within a building setback adjoining a street right-of-way shall not exceed three feet, six inches in height, as measured from grade of the adjacent sidewalk.
  - b. Chain link and corrugated metal fences are prohibited.

**SECTION 8.29.100. PERFORMANCE STANDARDS.** No use may be conducted in a manner which, in the determination of the Director of Planning and Building, does not meet the performance standards below. Measurement, observation, or other means of evaluation shall be made at the limits of the property, unless otherwise specified.

1. Noise. No use will be permitted which generates noise levels that exceed San Mateo County Ordinance Code Noise Control standards (see Ordinance Code Chapter 4.88).
2. Lighting. All exterior and interior lighting shall be designed and located so that direct light and glare are confined to the premises. All exterior and interior lighting shall be dark-sky compliant and designed and located so that direct rays and glare are confined to the premises, with the exception of lighting on the front building façade which may light the public sidewalk. Flood lights shall be prohibited, unless an applicant demonstrates to the satisfaction of the Director of Planning and Building that such additional lighting is necessary for public health and safety.
3. Vibration. No use will be permitted which causes vibration perceptible without instruments on adjoining property, except for temporary construction operations.

4. Trash and Debris. All trash, boxes, or similar debris shall be picked up on a regular basis and stored in refuse containers that are screened from public view. Containers for refuse, recycling, and green waste may be moved from screened areas to the streetside no more than 24 hours prior to pickup by the County's contracted refuse collection company, and all containers shall be removed from the streetside and returned to screened areas no more than 24 hours after pickup.
5. Stormwater Management. Projects shall conform to San Mateo County Stormwater Pollution Prevention Program's C.3 Technical Guidance in the design and location of buildings and other site features.
6. On-Site Activities. All uses, activities and operations shall be conducted entirely on the building site.

**SECTION 8.29.110. STANDARDS FOR EMERGENCY SHELTERS.** The following design standards shall apply to emergency shelters proposed on any land within the R-3-MD District.

1. Maximum Number of Persons Served Nightly. Shelters shall be allowed to serve a maximum of one person per every 50 square feet of living space, not to exceed 50 persons per facility per night.
2. Waiting and Intake Areas.
  - a. An emergency shelter building shall provide an interior intake area of at least 120 square feet in size, located entirely within the building. The intake area must be accessible from a main entrance which is accessed from a street, pedestrian way, kiss-n-ride area, central courtyard, or plaza, rather than the interior of a block or a parking lot.
  - b. An exterior waiting area of up to 200 square feet may be provided.
  - c. Queuing must occur at either the interior intake area or the exterior waiting area, and not in the public right of way. Signage which outlines these rules in addition to the intake hours for the shelter must be posted at all entrances to the shelter.
3. On-Site Supervision.
  - a. A minimum of one trained, on-site security staff person shall be on duty when the emergency shelter is in operation and at all times when clients are present on site.
  - b. A minimum of one administrative or program staff person per every eight clients during daytime hours, 7:00 a.m. to 9:00 p.m., and a minimum of two administrative or program staff people at the facility during nighttime hours, 9:00 p.m. to 7:00 a.m.

4. Proximity to other Shelters. Any new emergency shelter shall be a minimum of 300 feet from an existing emergency shelter, as measured from the property line.
5. Maximum Length of Stay. The maximum length of stay at an emergency shelter shall be six months in any consecutive twelve (12) month period.
6. Lighting. Exterior lighting shall be located along all pedestrian pathways, parking lots, entrances and exits, common outdoor areas, and at the front of the building. All lighting shall be maintained in good operating condition and shall be fully-shielded.
7. Reporting Information for Substandard Shelter. The emergency shelter shall prominently display in a common, interior location information about an occupant's rights and the process for reporting a complaint alleging a homeless shelter is substandard pursuant to Government Code Section 17920.3, including the contact information for all of the following:
  - a. The owner or operator of the homeless shelter.
  - b. The city or county.
  - c. The department.
  - d. A homeless shelter shall provide in writing the notice specified in subdivision (a) to any new occupant during intake.
8. Emergency Shelter Management Plan. As a part of the initial application for an emergency shelter, and annually thereafter, the shelter shall prepare and file a management plan with the Community Development Department that discusses operational rules and standards, including, but not limited to:
  - a. Number of proposed staff, including the minimum requirement for administrative/program staff and security staff;
  - b. Procedures for staff training to meet the needs of the shelter residents, and have processes to address the following topics: client intake, confidentiality, health and safety training, mental health, and substance abuse treatment and referrals;
  - c. Operational rules and standards of conduct for residents, including policies prohibiting the use or possession of controlled substances by residents, rules concerning the use or possession of alcohol, curfew, prohibition of loitering, and any other provisions necessary to ensure compatibility with surrounding uses;
  - d. Policies and procedures for eviction from the facility for violation of rules and standards of conduct;
  - e. A safety and security plan to protect shelter residents and surrounding uses;
  - f. A process for resident screening and identification;

- g. Provisions for on-site or partnerships with off-site organizations to provide job training, counseling, and treatment programs, and services to assist residents with obtaining permanent shelter and income;
- h. Provisions to keep the exterior of the building, landscaping, and parking areas in a good state of repair and free of weeds, loose trash, unauthorized vehicles or carts, debris and other litter.

**SECTION 2.** The San Mateo County Ordinance Code, Title 8, Article 1 (Zoning Districts, Overlay, and Combining Districts), is hereby amended to add Chapter 8.115 (PC-HD) as follows:

## **CHAPTER 8.115. “PC-HD” DISTRICT** **(PLANNED COLMA, HIGH DENSITY DISTRICT)**

### **SECTION 8.115.010. PURPOSE.**

The purpose of the PC-HD District is to:

1. Encourage the development of a densely developed, mixed-use, pedestrian-oriented neighborhood that supports the area’s intended transportation/transit role and complements the character of the adjacent neighborhoods and business districts, as described in the Colma BART Station Area Plan;
2. Establish the type, location, intensity, and character of development to occur in the area, while allowing for creative and imaginative design concepts, as described in the Colma BART Station Area Plan;
3. Implement standards and procedures that provide for the efficient entitlement and subsequent construction of housing opportunities for a variety of income levels on sites that are transit accessible, consistent with the purpose and intent of the Colma BART Station Area Plan; and
4. Implement the policies of the San Mateo County General Plan, including the Housing Element policies and programs to increase allowed residential densities on select development opportunity sites in the vicinity of the Colma BART Station

### **SECTION 8.115.020. RELATIONSHIP TO COLMA BART STATION AREA PLAN AND BART STATION AREA SPECIFIC PLAN.**

The provisions of this Chapter implement the San Mateo County General Plan, specifically the Colma BART Station Area Plan. In addition, the BART Station Area Specific Plan was adopted by the Board of Supervisors as an advisory document that could further guide the design and development of proposals for the unincorporated area adjacent to the BART Station. Where any standards or requirements of this Chapter conflict with any provision of the Specific Plan, this Chapter shall take precedence and govern.

**SECTION 8.115.030. APPLICATION.**

The regulations of this chapter shall apply to all land in the PC-HD District.

**SECTION 8.115.040. DEFINITIONS.** For purposes of this Chapter, certain terms used herein are defined as follows. For a term for which no definition is provided in this Chapter, the term shall be defined as provided in Section 8.04.030 of these Zoning Regulations:

1. Administrative, Professional, and Business Offices. Establishments where management, administrative, professional, or consulting services are conducted, including, but not limited to, government, law, real estate, accounting, and other business offices.
2. Adult Day Care Center. A Day Care Facility operated commercially or by a nonprofit organization that provides non-medical care and supervision, for periods of less than 24 hours, for adult clients over the age of 17 who may not have special needs or disabilities including, but not limited to, individuals who are physically, developmentally or mentally disabled.
3. Art Centers. Facilities used for the storage, exhibition, preservation, study, sale, or creation of works of artistic value.
4. Bus and Rail Transit Facilities. Facilities which support the operation of public bus and rail services, including, but not limited to, stations, loading bays, and bus stop waiting areas.
5. Child Care Center. A Day Care Facility operated commercially or by a nonprofit organization that provides care to children under the age of 17 and is consistent with the definition in Section 8.372.030. A child care center includes afterschool care programs and day camps and may be operated in conjunction with a school or religious facility or as an independent land use.
6. Community Centers. Facilities used for civic activities, performances, presentations, or other similar purposes.
7. Electronic Game and Amusement Arcades. Commercial establishments featuring the operation of six or more coin or token-operated electronic games.
8. Elementary and Secondary Schools. Public or private educational facilities and associated grounds used for academic instruction below the collegiate level.
9. Emergency Shelter. Housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person, and that

does not deny emergency shelter to any individual or household based on ability to pay.

10. Financial Institutions. Establishments accepting deposits and providing services relating to the exchange, protection or lending of money including, but not limited to, banks, savings and loan institutions, credit unions, or automatic teller machines.
11. Food and Beverage Stores. Commercial establishments engaged in the retail sale primarily of various packaged foods and beverages for home preparation and consumption including, but not limited to, grocery stores, liquor and candy stores, bakeries and delicatessens.
12. Food Establishments with Dine-in or Carry-Out. Commercial establishments engaged in the provision of prepared food to the general public that may offer any combination of indoor or outdoor dining tables and chairs, and walk-in and take-out service, but that do not include drive-through service or on-sale or off-sale of alcoholic beverages.
13. Indoor Exercise and Leisure Facilities. Enclosed facilities used for active recreation including exercise and athletic clubs, bowling alleys, skating rinks, billiard halls, dance halls and academies, or similar uses.
14. Indoor Retail Sales, Rental or Repair Establishments. Commercial establishments which serve the general public that are engaged in the sale, rental and/or repair of goods, merchandise and equipment with all storage of such items within a fully enclosed, covered building.
15. Indoor Theaters. Enclosed facilities used for the presentation of motion pictures, plays or other dramatic performances except adult motion pictures and live performances featuring sexually explicit behavior intended to arouse sexual excitement.
16. Intermodal Transportation Facilities. Facilities where passengers can transfer from one type of transportation to another while traveling along an established transit route including, but not limited to, park and ride lots where commuters can park private vehicles before boarding public transit.
17. Kiss-n-Ride Area. Designated curbside areas for passenger drop-off and pick-up.
18. Linear Parks and Trails. Linear strips of land established for the purposes of walking, hiking, bicycling, horseback riding, and boating, and comprising a natural or man-made linear resource such as stream drainage, bluff line, ridge, utility right-of-way, or service road.
19. Long-Term Bicycle Parking Facilities. A space that includes lockers, and/or racks or other devices used to secure and park bicycles for more than four consecutive hours per day.
20. Low-Barrier Navigation Center. A low-barrier, service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while

case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing. A Low-Barrier Navigation Center may be non-congregate or relocatable. Low-Barrier Navigation Centers operate under the model of Housing First as defined in Welfare and Institutions Code Section 8255.

21. Massage Businesses. Massage or massage therapy businesses engaged in the scientific manipulation of soft tissues of the human body but excluding the practices of licensed cosmetologists, barbers, or chiropractors engaged in healing arts for humans.
22. Medical and Dental Offices. Establishments providing consultation, diagnosis, therapeutic, preventative, or corrective personal treatment services by licensed doctors, dentists and similar practitioners of medical and healing arts for humans, and which may include medical and dental laboratories and associated prescription pharmacies.
23. Mixed-Use Development. A development in which a mix of uses is located in proximity to each other on the same parcel, usually within the same building. The land uses may be stacked on top of each other (vertical) or placed next to each other (horizontal). Mixed-use development includes any combination of at least two of the following four land use categories: commercial (including retail sales and service, and personal services, but excluding motor-vehicle related uses), office (including professional services), residential (dwellings), and institutional uses.
24. Net Leasable Area: The total floor area of a building less the area contained with mechanical rooms, storage rooms, stairwells, and elevators.
25. Night Clubs With Entertainment. Commercial establishments that primarily provide entertainment such as musical or comedic performances but do not provide adult entertainment featuring sexually explicit behavior intended to arouse sexual excitement. Night clubs with entertainment may serve drinks and food.
26. Other Compatible Uses. Additional land uses that may be allowed if the Planning Director determines that the proposed use is consistent with the purpose of the district and compatible with other permitted land uses in the district.
27. Personal Convenience Service Establishments. Commercial establishments providing services related to personal convenience where customers are typically served on the premises including, but not limited to, beauty salons, barber shops, and pet grooming services.
28. Religious Facilities. Facilities or meeting places used for worship, religious instruction, or associated community and social activities, including churches, synagogues, mosques, and temples. Religious facilities may include worship areas, classrooms for non-compulsory education, meeting areas, and a dwelling unit for the principal clergy.
29. Residential Full-Time Care Facilities. State-licensed facilities in a building containing a dwelling unit(s), where 24-hour a day care is provided to persons living in a supportive community residential setting. Residential Full-Time Care Facilities

include, but are not limited to, the following: An intermediate care facility/developmentally disabled-habilitative or an intermediate care facility/developmentally disabled-nursing facility, as defined by California Health and Safety Code (HSC) Section 1250; a congregate living health facility, as defined by HSC Section 1250; a community care facility, as defined by HSC Section 1502; a residential care facility for the elderly, as defined by HSC Section 1569.2; a residential care facility for persons with chronic life-threatening illness, as defined by HSC Code Section 1568.01; an alcoholism or drug abuse recovery or treatment facility, as defined by HSC Section 11834.02; a pediatric day health and respite care facility, as defined by HSC Section 1760.2.

30. Residential Multipurpose Accessory Structures. Detached accessory structures that are not intended for sleeping but that may be used for a variety of purposes including, but not limited to, workshops, storage sheds, game rooms, pool houses/cabanas, and greenhouses, but which do not contain kitchens or other cooking facilities.
31. Restaurants. Commercial establishments which primarily serve prepared food to the general public for immediate consumption on the premises. Restaurants may include off-sale of beer and wine. Restaurants may also include on-sale of alcoholic beverages in addition to beer and wine, or a bar as defined in Section 8.040.030.
32. Retail Cleaning Establishments. Commercial establishments engaged in the washing, cleaning or dyeing of clothing, linens and other fabrics including, but not limited to, dry cleaners, laundries and laundromats where coin-operated washers and dryers are provided for self-service to the public.
33. Short-Term Bicycle Parking Facilities. A space that includes lockers and/or racks or other devices used to secure and park bicycles park for up to four consecutive hours per day.
34. Supportive Housing. Any Dwelling Group or Multiple Dwelling development, whether or not integrated with a Mixed-Use Development, with the following characteristics: 1) units are available for rent with no limit on term of occupancy of the unit by an individual or family; 2) with exception of one unit that may be occupied by the property owner, all units in the development are rental units occupied by persons with disabilities or who are or have experienced homelessness; and 3) the development is linked to onsite or offsite services that assist the supportive housing residents in retaining permanent housing, improving their health status, and maximizing their ability to live and, when possible, work in the community. Supportive housing must meet all requirements of Government Code Section 65651.
35. Tandem Parking Space. A vehicular parking space wherein two or more vehicles park in line with one vehicle behind another.
36. Temporary Living Facilities During Residence Construction. Temporary dwelling units such as mobilehomes without permanent foundations, travel trailers, or recreational vehicles, which are: (1) located on a parcel of land during the construction or reconstruction of a permanent dwelling unit on the same parcel, and (2) removed prior to the granting of a Certificate of Occupancy for the permanent residence.

37. Trade and Vocational Schools. Public or private educational facilities and associated grounds offering specialized trade or commercial instruction, but not academic education, above the secondary level.
38. Transitional Housing. Any Dwelling Group or Multiple Dwelling development, whether or not integrated with a Mixed-Use Development, with the following characteristics: 1) units are available for rent with a six-month limit on the term of occupancy of a unit by an individual or family; and 2) with exception of one unit that may be occupied by the property owner, all units in the development are rental units occupied by the persons with disabilities or who are or have experienced homelessness and who require assistance in the securing of permanent housing.

**SECTION 8.115.050. DESIGNATIONS**. Within the PC-HD District are subdistricts established as follows to implement the Land Use Designations in the Colma BART Station Area Plan, as shown in the Colma BART Station Area Plan Land Use Map.

1. All land in the PC-HD Zoning District designated *Residential Opportunity* in the Colma BART Station Area Plan is subject to the PC-HD:RES (Planned Colma, High Density: Residential) standards in this Chapter
2. All land in the PC-HD Zoning District designated *Mixed-Use Opportunity* in the Colma BART Station Area Plan is subject to the PC-HD:MU (Planned Colma, High Density: Mixed Use) standards in this Chapter

**SECTION 8.115.060. USES PERMITTED**.

1. Residential and nonresidential uses of land are allowed in the PC-HD District according to Table 8.115.060.1. The symbol "--" indicates that the use is not allowed in that PC-HD Subdistrict.
2. Accessory Residential and Accessory Commercial Use Classifications include only those uses that occur on the premises of or within an existing principal dwelling.
3. New construction or site development, or alteration to the exterior of any existing building or modification to existing surface improvements shall be subject to the Minor Development Review process prescribed in Section 8.115.100 in addition to any land use permit required pursuant to Table 8.115.060.1, when the proposed development would result in residential uses occupying 75 percent or more of the net floor area of the development.
4. New construction or site development, or alteration to the exterior of any existing building or modification to existing surface improvements shall be subject to the Development Review Procedure prescribed in Sections Section 8.296.010 through Section 8.296.080 in addition to any land use permit required pursuant to Table 8.115.060.1, when the proposed development would result in residential uses occupying less than 75 percent of the net floor area of the development.

***Table 8.115.060.1: PC-HD Subdistrict Permitted Uses***

Use Category	Required Planning Permit for PC-HD Subdistrict	
	PC-HD:RES	PC-HD:MU
<b>A. Residential Use Classification</b>		
1. Dwelling, Multiple	None	None
3. Emergency Shelter <sup>1</sup>	None	None
4. Low-Barrier Navigation Center	None	None
5. Supportive Housing	None	None
6. Transitional Housing	None	None
<b>B. Accessory Residential Use Classification</b>		
1. Home Occupation	Home Occupation Certificate	Home Occupation Certificate
2. Large Family Child Care Home	None	None
3. Residential Multipurpose Accessory Structure	None	None
4. Small Family Child Care Home	None	None
<b>C. Mixed-Use Classification</b>		
1. Mixed-Use Development – Residential Use ≥ 75 Percent of Building Floor Area <sup>2</sup>	None	None
2. Mixed-Use Development – Residential Use < 75 Percent of Building Floor Area <sup>2</sup>	Use Permit	Use Permit
<b>D. Commercial Use Classification</b>		
<i>Indicates the permitting requirement for commercial uses included in a residential mixed-use project. All stand-alone commercial uses require a use permit.</i>		
1. Administrative, Professional, and Business Offices	None	None
2. Art Centers	None	None
3. Bars	--	Use Permit
4. Electronic Game and Amusement Arcades	--	<5,000 sq. ft: None 5,000+ sq. ft: Use Permit
5. Financial Institutions (limited to floor area of 1,500 square feet)	None	None
6. Food and Beverage Stores	None	None
7. Food Establishments with Dine-in or Carry-out Service	None;	None;

Use Category	Required Planning Permit for PC-HD Subdistrict	
	PC-HD:RES	PC-HD:MU
8. Hotel	Use Permit	Use Permit
9. Indoor Exercise and Leisure Facilities	--	<5,000 sq. ft: None 5,000+ sq. ft: Use Permit
10. Indoor Retail Sales, Rental, or Repair Establishments	None	None
11. Indoor Theaters <sup>3</sup>	--	None
12. Massage Businesses	--	Use Permit
13. Medical and Dental Offices	None	None
14. Night Clubs with Entertainment	--	Use Permit
15. Personal Convenience Service Establishments	None	None
16. Residential Full-Time Care Facilities	Use Permit	Use Permit
17. Restaurants	None; Use Permit required for live entertainment and/or sale of alcoholic beverages other than beer and wine;	None; Use Permit required for live entertainment and/or sale of alcoholic beverages other than beer and wine;
18. Retail Cleaning Establishments	None	None
19. Trade and Vocational Schools	--	Use Permit
<b>E. Institutional Use Classification</b>		
1. Adult Day Care Center	Use Permit	Use Permit
2. Child Care Center	Child Care Center Permit or Use Permit ((Section 8.372.070 or Chapter 8.280)	Child Care Center Permit or Use Permit ((Section 8.372.070 or Chapter 8.280)
3. Community Centers	Use Permit	Use Permit
4. Elementary and Secondary School	Public: None Private: Use Permit	Public: None Private: Use Permit
5. Meeting Hall	Use Permit	Use Permit
6. Religious Facilities	Use Permit	Use Permit

Use Category	Required Planning Permit for PC-HD Subdistrict	
	PC-HD:RES	PC-HD:MU
F. Temporary and Other Use Classification		
1. Community Gardens	None	--
2. Temporary Living Facilities During Residence Construction	None	None
3. Other Compatible Uses	To be Determined by Director of Planning and Building	To be Determined by Director of Planning and Building
<b>Footnotes:</b>		
<p>2. <i>Development and operation of an Emergency Shelter must comply with Section 8.115.090.</i></p> <p>3. <i>Mixed-Use Development in the PC-HD-RES subdistrict must include a Multiple Dwelling use.</i></p> <p>4. <i>Limited to theaters with no more than 400 seats.</i></p>		

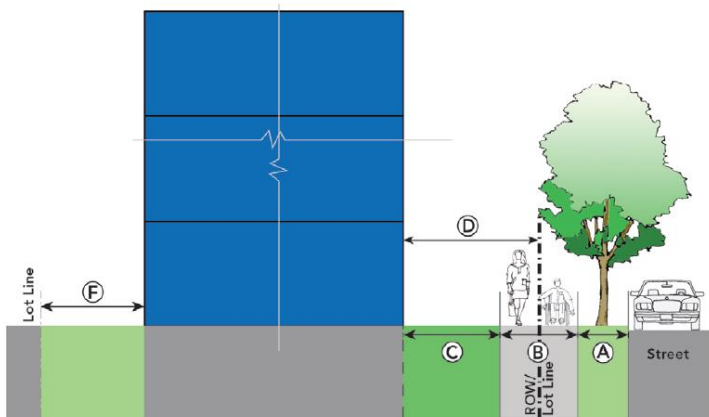
**SECTION 8.115.070. RESIDENTIAL OPPORTUNITY SUBDISTRICT DEVELOPMENT**

**STANDARDS.** All new development in the PC-HD:RES subdistrict must conform to the following development standards:

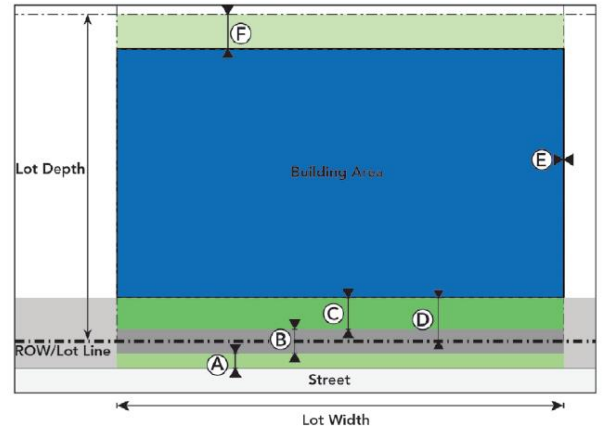
1. Minimum Building Site Area and Width: There is no minimum building site area or width requirement.
2. Building Setbacks and Clearances:
  - a. Building Clearances from Street Right-of-way: Buildings shall have clearances from streets according to the following standards and as illustrated in Figure 8.115.070.1:
    - (1) Amenity Zone A: Five feet minimum, or three feet minimum where trees are planted in the parking lane. Where no curb and/or sidewalk is present at the street edge, Zone A shall be measured from the middle of the V-gutter.
    - (2) Pedestrian Zone B: Six feet minimum clear pathway
    - (3) Activity Zone C: Four feet minimum
    - (4) Ground Floor Setback Zone D:
      - i. Minimum: Distance from right-of-way necessary to accommodate Zones A, B, and C
      - ii. Maximum: 15 feet

- b. Interior Side Setback E: 0 feet minimum
- c. Rear Setback F: 15 feet

**Figure 8.115.070.1: Building Setbacks and Clearances**



*Development Standards Section Diagram*



*Development Standards Plan Diagram*

- d. A covered porch, bay window, or upper-story balcony may encroach up to two feet into the minimum building setback.
  - e. At least 50 percent of the setback adjoining a street right-of-way shall be pervious.
3. Building Height: 75 feet maximum.  
Chimneys, pipes, mechanical equipment, antennae, and other similar structures that do not occupy more than 10 percent of the area of the roof may extend eight feet above the maximum building height as necessary for safety or efficient operation.
  4. Building Length: 200 feet maximum
  5. On-Site Open Space:
    - a. Open space shall be provided on-site at a minimum ratio of 80 square feet per residential unit.
    - b. Common open spaces include at-grade or podium level courtyards or rooftop decks. Common open spaces shall be a minimum of six feet in any dimension.
    - c. A minimum of 30 percent of open space provided on-site shall be private open space to serve individual units. Private open spaces provided to each unit shall have no dimension smaller than six feet for ground floor units or three feet for upper floor units.
  6. Building Form and Articulation:

- a. Glass curtain walls, reflective glass, rough-textured stucco, unfinished cinder block, unfinished cement block, corrugated metal siding, and scored plywood are prohibited.
- b. At least 50 percent of the planes of exterior walls facing public streets shall vary in depth or direction through the use of cornices, recesses, and vertical or horizontal overhangs.
- c. Residential entrances on the ground floor shall be accompanied by one of the following: a porch covered entirely by a roof, a stoop with a doorway recessed at least two feet, or an interior lobby. The landing or floor for these features shall have an unobstructed (clear) width of not less than four feet.
- d. Front door entries to residential units on street-facing façades shall have uninterrupted access from a public sidewalk and be no more than 30 feet apart from another building entry.
- e. At least 50 percent of each building façade shall be articulated by use of a change in plane, color, arrangement of façade elements, or a change in materials (including glazing) to break up the building mass.
- f. A flat building façade shall incorporate details such as window trim, window projections and recesses, shade and anti-glare elements above doors, cornices, changes in material, color, or other design elements in an integrated composition. At least three architectural features applied to the street-facing façade or façades shall be applied also to rear and interior side elevations.
- g. There shall be the same or greater level of detail and articulation on the ground floor as on the upper floors of a building.
- h. At least 30 percent of any ground floor façade facing onto a street right-of-way shall consist of transparent windows, including windows in doors.
- i. At least 25 percent of any upper-floor façade facing onto a street right-of-way shall be transparent windows.
- j. Exterior windows for inhabited space shall use clear glass having at least 90 percent light transmission within the visible spectrum, and shall not be mirrored or frosted, except for bathroom and utility room windows.
- k. An anti-graffiti coating shall be applied to exterior ground floor walls within 15 feet of public sidewalks.
- l. Mechanical equipment located on a roof, shall be entirely recessed within a sloped roof or surrounded on all sides by an opaque parapet with a top edge as high as topmost point of the equipment.

The following are exempt: solar panels, wireless communications equipment, window cleaning systems, equipment required by fire departments and other public agencies, and appurtenances associated with the above.

7. Fencing and Walls. Fences, walls, and hedges shall comply with the height and location standards in Chapter 8.332, with the following exceptions:
  - a. Fencing within a building setback adjoining a street right-of-way shall not exceed three feet, six inches in height, as measured from grade of the adjacent sidewalk.
  - b. Chain link and corrugated metal fences are prohibited.

**SECTION 8.115.080. MIXED-USE OPPORTUNITY SUBDISTRICT DEVELOPMENT**

**STANDARDS**. All new development in the PC-HD:MU subdistrict must conform to the following development standards:

1. Minimum Building Site Area and Width: There is no minimum building site area or width requirement.
2. Building Setbacks and Clearances:
  - a. Building Clearances from Street Right-of-way: Buildings shall have clearances from street rights-of-way according to the following standards and as illustrated in Figure 8.115.070.1:
    - i. Amenity Zone A: Five feet minimum, or three feet minimum where trees are planted in the parking lane. Where no curb and/or sidewalk is present at the street edge, Zone A shall be measured from the middle of the V-gutter.
    - (2) Pedestrian Zone B: Eight feet minimum clear pathway on El Camino Real; six feet minimum clear pathway elsewhere
    - (3) Activity Zone C: Four feet minimum
    - (4) Ground Floor Setback Zone D:
      - i. Minimum: Distance from right-of-way necessary to accommodate Zones A, B, and C
      - ii. Maximum: 15 feet residential uses; 10 feet non-residential uses
  - b. Interior Side Setback E: 0 feet minimum
  - c. Rear Setback F: 10 feet
3. Building Height: 35 feet minimum, 75 feet maximum  

Chimneys, pipes, mechanical equipment, antennae, and other similar structures that do not occupy more than 10 percent of the area of the roof may extend 8 feet above the maximum building height as necessary for safety or efficient operation.
4. Building Length: 200 feet maximum

5. On-Site Open Space:

a. Residential Use Classification:

- i. Open space shall be provided on-site at a minimum ratio of 80 square feet per residential unit.
- ii. Common open spaces include at-grade or podium level courtyards or rooftop decks. Common open spaces shall be a minimum of six feet in any dimension.
- iii. A minimum of 30 percent of open space provided on-site shall be private open space to serve individual units. Private open spaces provided to each unit shall have no dimension smaller than six feet for ground floor units or three feet for upper floor units.

b. Other Use Classifications:

- i. Open space shall be provided on-site at a minimum ratio of 25 square feet per 1,000 square feet net leasable area for buildings with 25,000 or more square feet.
- ii. No on-site open space is required for buildings with less than 25,000 square feet.

6. Building Form and Articulation:

- a. Glass curtain walls, reflective glass, rough-textured stucco, unfinished cinder block, unfinished cement block, corrugated metal siding, and scored plywood are prohibited.
- b. At least 50 percent of the planes of exterior walls facing public streets shall vary in depth or direction through the use of cornices, recesses, and vertical or horizontal overhangs.
- c. Residential entrances on the ground floor shall be accompanied by one of the following: a porch covered entirely by a roof, a stoop with a doorway recessed at least two feet, or an interior lobby. The landing or floor for these features shall have an unobstructed (clear) width of not less than four feet.
- d. Front door entries to residential units on street-facing façades shall have uninterrupted access from a public sidewalk and be no more than 30 feet apart from another building entry.
- e. At least 50 percent of each building façade shall be articulated by use of a change in plane, color, arrangement of façade elements, or a change in materials (including glazing) to break up the building mass.
- f. A flat building façade shall incorporate details such as window trim, window projections and recesses, shade and anti-glare elements above doors,

cornices, changes in material, color, or other design elements in an integrated composition. At least three architectural features applied to the street-facing façade or façades shall be applied also to rear and interior side elevations.

- g. There shall be the same or greater level of detail and articulation on the ground floor as on the upper floors of a building.
- h. At least 75 percent of any ground floor façade facing onto a street right-of-way shall consist of clear and transparent windows, including windows in doors. This standard applies to non-residential use classifications.
- i. At least 30 percent of any ground floor façade facing onto a street right-of-way shall consist of clear and transparent windows, including windows in doors. This standard applies to uses in the Residential Use classification.
- j. At least 25 percent of any upper-floor façade facing onto a street right-of-way shall be transparent windows.
- k. Exterior windows for inhabited space shall use clear glass having at least 90 percent light transmission within the visible spectrum, and shall not be mirrored or frosted, except for bathroom and utility room windows.
- l. Ground floor awnings and upper floor bays and balconies may extend up to six feet into the public right-of-way, provided there is a minimum 9 feet of vertical clearance between the awning, upper floor bay, or upper floor balcony, and the sidewalk upon issuance of an encroachment permit by the Director of Public Works or the Director's duly qualified representative.
- m. An anti-graffiti coating shall be applied to exterior ground floor walls within 15 feet of public sidewalks.
- n. Mechanical equipment located on a roof, shall be entirely recessed within a sloped roof or surrounded on all sides by an opaque parapet with a top edge as high as the topmost point of the equipment.

The following are exempt: solar panels, wireless communications equipment, window cleaning systems, equipment required by fire departments and other public agencies, and appurtenances associated with the above.

- 7. Fencing and Walls. Fences, walls, and hedges shall comply with the height and location standards in Chapter 8.332, with the following exceptions:
  - c. Fencing within a building setback adjoining a street right-of-way shall not exceed three feet, six inches in height, as measured from grade of the adjacent sidewalk.
  - d. Chain link and corrugated metal fences are prohibited.

**SECTION 8.115.090. STANDARDS FOR EMERGENCY SHELTERS IN PLANNED COLMA DISTRICT.** The following design standards shall apply to emergency shelters proposed on any

land within the PC-HD District.

9. Maximum Number of Persons Served Nightly. Shelters shall be allowed to serve a maximum of one person per every 50 square feet of living space, not to exceed 50 persons per facility per night.
10. Waiting and Intake Areas.
  - a. An emergency shelter building shall provide an interior intake area of at least 120 square feet in size, located entirely within the building. The intake area must be accessible from a main entrance which is accessed from a street, pedestrian way, kiss-n-ride area, central courtyard, or plaza, rather than the interior of a block or a parking lot.
  - b. An exterior waiting area of up to 200 square feet may be provided.
  - c. Queuing must occur at either the interior intake area or the exterior waiting area, and not in the public right of way. Signage which outlines these rules in addition to the intake hours for the shelter must be posted at all entrances to the shelter.
11. On-Site Supervision.
  - a. A minimum of one trained, on-site security staff person shall be on duty when the emergency shelter is in operation and at all times when clients are present on site.
  - b. A minimum of one administrative or program staff person per every eight clients during daytime hours, 7:00 a.m. to 9:00 p.m., and a minimum of two administrative or program staff people at the facility during nighttime hours, 9:00 p.m. to 7:00 a.m.
12. Proximity to other Shelters. Any new emergency shelter shall be a minimum of 300 feet from an existing emergency shelter, as measured from the property line.
13. Maximum Length of Stay. The maximum length of stay at an emergency shelter shall be six months in any consecutive twelve (12) month period.
14. Lighting. Exterior lighting shall be located along all pedestrian pathways, parking lots, entrances and exits, common outdoor areas, and at the front of the building. All lighting shall be maintained in good operating condition and shall be fully-shielded.
15. Reporting Information for Substandard Shelter. The emergency shelter shall prominently display in a common, interior location information about an occupant's rights and the process for reporting a complaint alleging a homeless shelter is substandard pursuant to Government Code Section 17920.3, including the contact information for all of the following:
  - a. The owner or operator of the homeless shelter.

- b. The city or county.
  - c. The department.
  - d. A homeless shelter shall provide in writing the notice specified in subdivision (a) to any new occupant during intake.
16. Emergency Shelter Management Plan. As a part of the initial application for an emergency shelter, and annually thereafter, the shelter shall prepare and file a management plan with the Community Development Department that discusses operational rules and standards, including, but not limited to:
- a. Number of proposed staff, including the minimum requirement for administrative/program staff and security staff;
  - b. Procedures for staff training to meet the needs of the shelter residents, and have processes to address the following topics: client intake, confidentiality, health and safety training, mental health, and substance abuse treatment and referrals;
  - c. Operational rules and standards of conduct for residents, including policies prohibiting the use or possession of controlled substances by residents, rules concerning the use or possession of alcohol, curfew, prohibition of loitering, and any other provisions necessary to ensure compatibility with surrounding uses;
  - d. Policies and procedures for eviction from the facility for violation of rules and standards of conduct;
  - e. A safety and security plan to protect shelter residents and surrounding uses;
  - f. A process for resident screening and identification;
  - g. Provisions for on-site or partnerships with off-site organizations to provide job training, counseling, and treatment programs, and services to assist residents with obtaining permanent shelter and income;
  - h. Provisions to keep the exterior of the building, landscaping, and parking areas in a good state of repair and free of weeds, loose trash, unauthorized vehicles or carts, debris and other litter.

**SECTION 8.115.100. MINOR DEVELOPMENT REVIEW FOR RESIDENTIAL USES.**

This section applies to developments wherein the area occupied by the residential use is 75 percent or more of the net floor area of the development.

- 5. New development that incorporates any combination of one or more One-Family Dwellings and Multiple-Family Dwellings, as a Dwelling Group or as part of a Mixed-Use Development and with or without Accessory Dwellings, shall be subject to the development review and certification procedure for Minor Developments established in Chapter 8.296.090.
- 6. In reviewing applications for Minor Developments, the Director of Planning and

Building, shall approve building permit issuance for a Minor Development if the Director finds and certifies that the development conforms to all development and design standards in this Chapter.

7. The Director of Planning and Building shall approve exceptions for no more than one of the applicable subdistrict standards in Section 8.115.070 or 8.115.080 upon finding that the exceptions: 1) are necessary for compliance with the building and site design requirements; 2) will not jeopardize public safety; 3) promote or enhance good design, site relationships and other aesthetic considerations, in accordance with the Colma BART Station Area Plan and San Mateo County General Plan Policy 4.15; 4) will be compatible with the neighborhood surrounding the parcel; and 5) will not be detrimental to the public welfare. The Director may require modifications to the proposed exception, including design, location, materials, colors, and landscaping requirements. The decision on an exception authorized by the Director or the Director's authorized designed pursuant to this Section shall not require a public hearing but may be appealed to the Planning Commission.

Requests for exceptions for two or more of the applicable subdistrict standards in Section 8.115.11 or 8.115.12 shall be subject to the decision of the Zoning Hearing Officer. The Zoning Hearing Officer may approve requests for two or more standards upon making the findings in Section 8.115.100.3.

**SECTION 8.115.110. GENERAL PARKING REQUIREMENTS.** The parking requirements in this Chapter shall replace Zoning Regulations Chapter 8.344 for all residential, commercial, and institutional building types which require off-street parking. This section includes general parking standards, while specific parking requirements are contained in land use designation sections.

12. Applicability. Whenever in any building there is a change in use, or increase in floor area, or in the number of employees or other unit measurements specified hereinafter to indicate the number of required off-street parking spaces, and such change or increase creates a need for an increase of more than ten percent in the number of off-street parking spaces required pursuant to subsection 2 of this Section, additional off-street parking spaces shall be provided on the basis of the increased requirements of the new use or on the basis of the total increase in net floor area, as applicable. Notwithstanding the foregoing, if a change in use creates a need for an increase of less than five off-street parking spaces, no additional parking facilities shall be required.
13. Automobile Off-Street Parking Spaces Required.
  - a. Residential Use Classification.
    - (1) Maximum one-half parking space per residential unit.
    - (2) Tandem parking spaces may be used to meet parking requirements, provided that:
      - i. Each tandem space is allocated to one residential unit.

- ii. No tandem parking space is a required accessible parking space.
  - (3) All parking serving a Multiple Dwelling development shall be unbundled.
  - b. Commercial or Institutional Use Classification.
    - (1) Building with less than 3,000 square feet of net leasable floor area intended for occupancy by a Commercial or Institutional Use Classification: No off-street parking required.
    - (2) Building with 3,000 or more square feet of net leasable floor area intended for occupancy by a Commercial or Institutional Use Classification: Maximum one parking space is required for each 1,000 square feet of net leasable area.
    - (3) Tandem, stacked, and valet parking may be used to meet parking requirements. Tandem parking is allowed only if it is valet parked.
  - c. Mixed Occupancies and Uses Not Specified. In the case of a use not specifically listed in Section 8.115.060, the requirements for off-street parking facilities for a use which is so listed and to which said use is similar shall apply. In the case of mixed uses, the total requirements for off-street parking facilities shall be the sum of the requirements for the various uses computed separately. Off-street parking facilities for one use shall not be considered as providing required parking facilities for any other use except as hereinafter specified for joint use.
  - d. Exceptions to Required Parking Spaces.
    - (3) For an Emergency Shelter, off-street parking shall be provided at a ratio of one space per full-time staff member per shift, with a minimum of two on-site parking spaces.
    - (4) No off-street parking spaces are required for Supportive Housing.
  - e. Parking Spaces Above Requirement. Requests to provide a number of off-street parking spaces in excess of the maximum number of parking stalls permissible pursuant to subsections a, b, and c of this Section are subject to approval of a conditional use permit in accordance with the procedure in Chapter 8.280.030, except that the conditional use permit shall be considered and approved by the Zoning Hearing Officer.
14. Location.
- a. Except as provided herein, required parking facilities shall be located on the same building site as the development for which they are required.
  - b. Automobile parking serving the use on-site shall be located behind habitable space or occupied space, underground, or on the interior or rear of the building.

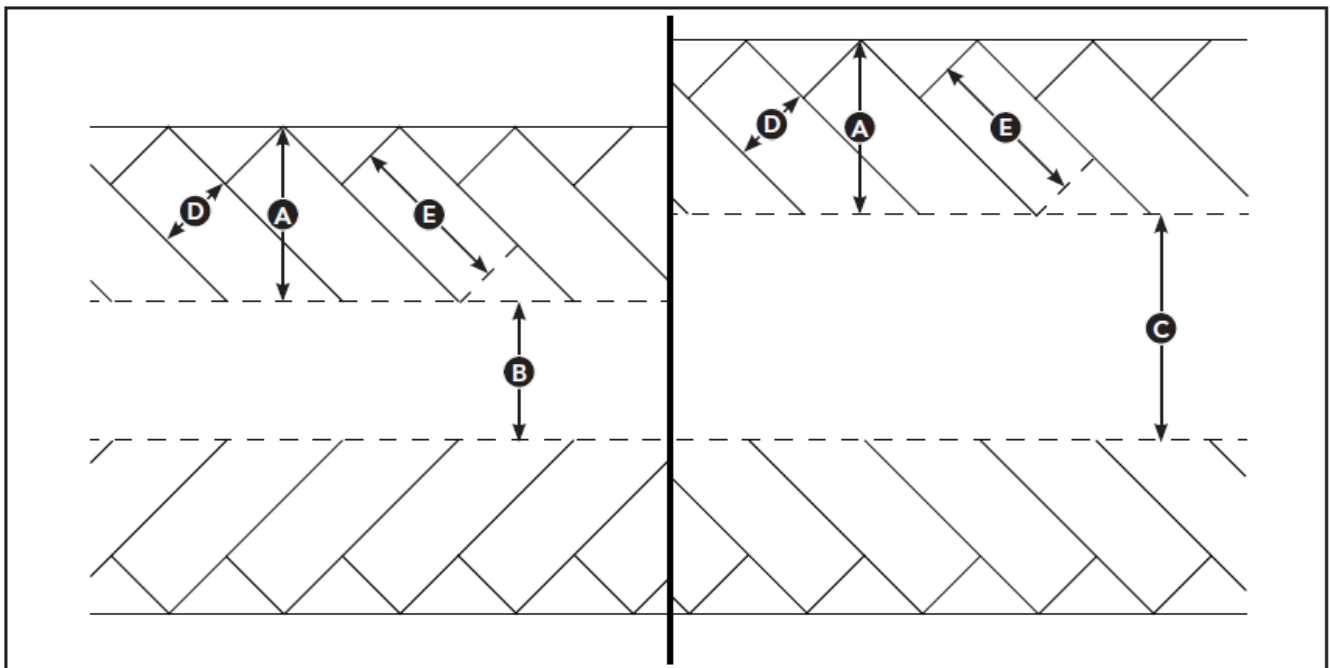
- c. Parking may be located behind an exterior wall fronting on a public right-of-way, provided that the wall is articulated in accordance with the applicable standards of either Section 8.115.070 or 8.115.080.
- d. All off-street parking areas shall be separated at least five feet from buildings to accommodate sidewalks, landscaping, and other plantings between the building and the parking area. This separation may be eliminated to the rear of buildings in areas designed for unloading and loading of materials.
- e. Automobile parking areas are not allowed in a front yard setback. This prohibition does not apply to parking serving a One-Family Dwelling on a lot.
- f. Automobile parking areas are not allowed in a side yard setback adjoining a street right-of-way unless the parking space is a minimum of 20 feet from the side lot line and the parking space is setback further from the right-of-way than the building.
- g. Parking required to serve a use may be on a different site under the same or different ownership as the use served so long as that parking is within a pedestrian travel distance of no more than 1,000 feet of the use served in the case of a Commercial Use Classification or 500 feet of the use served in the case of a Residential Use Classification, as measured from the near corner of the parking facility to the entrance of the use served via the shortest pedestrian route. The facility for off-site parking must be restricted to that use by a recorded deed, lease, or agreement for a minimum period of 10 years from the date that a certificate of occupancy or final building permit inspection has occurred for the use or the use has otherwise been established.

15. Size of Spaces.

- a. Standard car parking spaces and parking lot aisles shall comply with the minimum dimension standards established in Table 8.115.110.1: Minimal Dimensional Requirements for Parking Spaces and Aisles.

*Table 6387.110.1: Minimal Dimensional Requirements for Parking Spaces and*

Angle	Parking Row Depth A	Drive Aisle Width		Space width D	Space Length E
		One-way B	Two-way C		
Parallel	8'	12'	20'	8'	20'
30°	17'	11'	24'	9'	20'
45°	20'	13'	24'	9'	20'
60°	21'	18'	24'	9'	18'
Perpendicular	18'	24'	24'	9'	18'
Tandem	36'	24'	24'	9'	36'



- b. When a parking space abuts a sidewalk or planter, the front two feet of the required parking space length may overhang the planter or sidewalk, provided that wheel stops or curbing are provided, and the remaining area outside of the overhang meets the minimum width requirements of the sidewalk or planter.
- c. When the side of a parking space abuts a wall or other structure that is taller than six inches, the width of the parking space shall be increased by two feet. This provision does not apply to parking spaces abutting support columns in a parking garage.
- d. Up to 25 percent of nonparallel parking spaces may be compact stalls, but in no

case shall a parking stall be less than seven and a half feet wide and 15 feet long.

- e. Parking stalls shall have a vertical clearance of no less than seven feet from the parking surface to ceiling fixtures, pipes, structural elements, or shade structures. Accessible parking stalls shall have vertical clearance in compliance with California Administrative Code, Title 24, Chapter 2-71.

16. Layout.

- a. Driveways from a public thoroughfare to off-street parking areas shall comply with all of the following standards:
  - (1) Driveways shall be a minimum of 10 feet wide.
  - (2) No curb cut shall be more than 24 feet wide.
  - (3) One curb cut shall be allowed per site. Additional curb cuts will require a conditional permit.
  - (4) Driveways shall provide a four-foot wide, level, accessible path of travel across the driveway.
- b. Parking spaces in any parking lot or parking structure for any use shall not be designed or located so as to permit a vehicle to enter or exit a parking space directly from a public thoroughfare. Driveways to the public thoroughfares shall be by forward motion of the vehicle. Ingress to and egress from parking spaces shall be from an on-site aisle or driveway.

17. Materials.

- a. Off-street parking areas shall be surfaced with an asphaltic or Portland cement binder pavement. Pervious or semi-pervious parking area surfacing materials— including, but not limited to “grasscrete,” or recycled materials such as glass, rubber, used asphalt, brick, block and concrete—may be approved by the Director of Public Works for required vehicular surface area on a site, provided such areas are properly maintained and can achieve County storm drainage and stormwater quality permit standards.
- b. Driveway materials shall extend and include the area between the property line and the street.
- c. Driveways and curb cuts shall be constructed, surfaced, and maintained in accordance with the County of San Mateo Standard Structures details and as approved by the Director of Public Works.

18. Surface Parking Lot Landscaping and Screening.

- e. At least one tree shall be planted for each five automobile parking stalls in a surface parking lot. Trees shall be minimum 15-gallon

size, minimum one-inch caliper and minimum six feet tall at planting and shall have a minimum canopy of 40 feet at maturity. Tree wells shall have a minimum five feet of width and length and be installed with root barriers and deep root irrigation.

- f. Landscaped planters shall be installed between or at the back of parking bays and at both ends of each row of parking spaces.
- g. All parking areas shall be screened from streets and adjoining properties as follows.

(1) Parking Areas Adjoining a Side Street Right-of-way.

- i. A parking area shall be designed to provide a landscaped planting strip between the street right-of-way and parking area. The planting strip shall be equal in depth to the required setback or 10 feet, whichever is greater.
- ii. Landscaping shall be designed and maintained to screen cars from the street to a minimum height of three feet.
- iii. Screening materials may include a combination of plant materials, earth berms, raised planters, decorative walls, or other screening devices that meet the intent of this requirement.

(2) Parking Areas Adjacent to Side and Rear Property Lines.

- i. Parking areas shall include a perimeter landscape strip at least five feet wide (inside dimension) where the parking area adjoins a side or rear property line.
- ii. A fence, wall, or hedge or combined open fence and planter, at least three feet, six inches feet in height but no higher than the maximum height permitted by Chapter 8.332 is permitted, wherever the parking area is within 20 feet of the side or rear property line.

(3) Parking Areas Adjacent to Residential Use.

- i. A parking area abutting a residential use shall provide a landscaped buffer with a minimum dimension of 10 feet between the parking area and the property line of the residential use.
- ii. A six-foot high solid decorative masonry wall or fence and landscape buffer shall be provided along the property line, except at approved pedestrian access points, to address land use compatibility issues (e.g., light/glare and nuisance noise). The height of the wall or fence may be increased up

to eight feet upon granting of an exception pursuant to Chapter 8.332.

- h. Notwithstanding the above, no landscaping is required for a parking lot with six or fewer parking spaces. Parking lots with more than six parking spaces shall be landscaped according to the following ranges:

<b>Number of Parking Spaces</b>	<b>Percent of Gross Parking Area in Landscaping</b>
7 to 15	4%
16 to 30	8%
31 to 70	12%
71 or more	16%

- 19. Parking Garage Design. Podium apartment parking garages shall be designed as follows:

- i. A minimum vertical clearance of at least seven feet shall be provided; eight feet, two inches is acceptable to accommodate accessible van parking.
- j. Separate one-way inbound and outbound routes shall be provided.
- k. Principal pedestrian access points shall be located away from the primary vehicle circulation route.
- l. Multiple entrance and exit points shall be provided a minimum of 200 feet apart to distribute traffic and shorten travel distances.
- m. Back-up capacity shall be provided behind each exit control point, to the satisfaction of the County Engineer.
- n. All vents to the street shall be screened with louvers or screen walls. Forced air vents shall not be oriented toward any sidewalks or other pedestrian areas.
- o. Garage lighting and automobile headlights shall be shielded so they are not visible from the street.
- p. The stacking of two or more automobiles via a mechanical car lift or computerized parking structure is permitted within enclosed parking areas. The platform of the mechanical lift on which the automobile is first placed shall be individually and easily accessible and shall be placed so that the location of the platform and drive aisles ensures adequate provision for ingress and egress to all parking spaces in the platform system. The lift equipment or computerized parking structure shall meet all applicable building, mechanical, and electrical code requirements as approved by the Building Official.

20. Loading Spaces. Any use that requires the receipt or distribution of material or merchandise by vehicles or trucks shall provide at least one permanent loading space for the first 5,000 square feet of net leasable floor area, plus one additional loading space for each additional 10,000 square feet of net leasable floor area. Each required loading space shall be at least 10 feet wide by 25 feet long, with 15 feet of vertical clearance, exclusive of driveways, aisle ways, turnarounds, and other maneuvering areas. Each loading space shall be provided with driveways for entry and exit and maneuvering space of the same type required for parking spaces.
21. Accessible Parking Requirements. The number, arrangement, and design of accessible parking spaces for persons with disabilities shall conform with California Administrative Code, Title 24, Chapter 2-71 and be designated in accordance with California State Vehicle Code Section 22511.8.
22. Exceptions. The Director of Planning and Building may grant an exception to modify the number of spaces, size, location, or design of required parking areas upon finding that:
  - a. extenuating and/or unusual circumstances exist that impair compliance with the regulations; and
  - b. establishment, maintenance, or conducting of the off-street parking facilities as proposed are as nearly in compliance with the requirements set forth in this section as are reasonably possible.

**SECTION 8.115.111. GENERAL BICYCLE PARKING FACILITY REQUIREMENTS**. The bicycle parking requirements in this section shall apply to all uses and building types which require off-street automobile parking.

4. Number and Type of Bicycle Parking Spaces Required
  - a. For Residential Use Classifications:
    - (1) One short-term bicycle parking space shall be provided for every 10 residential units; and
    - (2) One long-term bicycle parking space shall be provided for each residential unit.
  - b. For all use classifications other than Residential:
    - (1) One short-term bicycle parking space shall be provided for each 3,000 square feet of net leasable area; and
    - (2) One long-term bicycle parking space shall be provided for each 10,000 square feet of net leasable area.
5. Design of Bicycle Parking
  - a. Bicycle parking facilities shall be designed to:

- (1) Secure bicycles from vandalism and theft;
  - (2) Accommodate a range of bicycle types and locking mechanisms;
  - (3) Use a simple mechanism and operation to secure the bicycle; and
  - (4) Use rust-proof materials constructed to minimize or eliminate structural and mechanical failures.
- b. Bicycle parking facilities for long-term bicycle parking shall incorporate the design elements listed in Section 8.115.111.2.a and shall also be designed to:
- (1) Shelter the bicycle from rain, or fully enclose the bicycle in a locker or a controlled storage area; and
  - (2) Fully secure the bicycle frame and its wheels with a user-supplied lock.
6. Exceptions. The Director of Planning and Building may grant an exception to modify the number of bicycle parking spaces required, the location of bicycle parking requirements, or the design of bicycle parking requirements if the applicant demonstrates that at least one of the following conditions exist:
- a. The number of spaces, location, and design of existing bicycle parking would adequately serve the new building occupants.
  - b. Extenuating or unusual circumstances exist relating to property shape or location of development that impairs compliance with the regulations.

**SECTION 8.115.112. GENERAL SIGN REQUIREMENTS**. The following requirements apply to all residential, commercial, and institutional signs.

1. Sign Plan. A coordinated sign plan shall be provided for all signs on the exterior of each building. The plan shall show sign placement, size, lettering style, and materials.
2. Prohibited Signs. The following signs shall be prohibited:
  - a. Any sign that, because of its location, construction, colors, or operating characteristics, can be confused with a traffic control device or emergency vehicle.
  - b. Signs having animated, moving, rotating, inflatable, or flashing parts.
  - c. Signs emitting intense and focused beams of light, including beacons.
  - d. Off-premises signs.
  - e. Abandoned signs.
  - f. Billboards.

3. Maximum Number of Signs. The maximum number of signs allowed on a parcel is one sign per parcel, or one sign per 200 feet of parcel street frontage, or one sign per use, whichever is greatest.
4. Maximum Total Sign Display Area. The maximum total display area for all signs on a parcel is three-quarters (0.75) square foot per foot of parcel street frontage.
5. Maximum Sign Height. The maximum height of signs on a parcel is as follows:
  - a. Attached signs shall not exceed the height of the building or structure to which the sign is attached and shall not extend above the roofline.
  - b. Freestanding signs shall not exceed 15 feet tall.
6. Sign Projection. Attached signs shall not project more than four feet horizontally from the building or structure to which the sign is attached. Attached or freestanding signs shall not project beyond any parcel boundary except that signs may project into the public right-of-way subject to the approval of the Director of Public Works.
7. Sign Design. The design of signs on the parcel shall reflect the architectural design of the building or structure with which the sign is associated, and incorporate unifying colors, materials, and features. 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.

**SECTION 8.115.113. GENERAL PERFORMANCE STANDARDS**. No use may be conducted in a manner which, in the determination of the Director of Planning and Building, does not meet the following performance standards. Measurement, observation, or other means of determination shall be made at the perimeter of the adjoining use, unless otherwise specified.

1. Noise. No use will be permitted which exceeds the noise standards and thresholds established in County Ordinance Code Chapter 4.88
2. Vibration. No use will be permitted which causes vibration perceptible without instruments on adjoining property, except for temporary construction operations.
3. Lighting. All exterior and interior lighting shall be dark-sky compliant and designed and located so that direct rays and glare are confined to the premises, with the exception of lighting on the front building façade which may light the public sidewalk. Flood lights shall be prohibited, unless an applicant demonstrates to the satisfaction of the Director of Planning and Building that such additional lighting is necessary for public health and safety.
4. Trash and Debris. All trash, boxes, or similar debris shall be picked up on a regular basis and stored in refuse containers that are screened from public view.

5. Stormwater Management. Projects shall conform to San Mateo County Stormwater Pollution Prevention Program's C.3 Technical Guidance in the design and location of buildings and other site features.
6. Transportation. Development projects that generate at least 100 average daily trips (ADT) shall adhere to the City/County Association of Governments of San Mateo County (C/CAG) TDM Policy, which requires applicants to submit a TDM Checklist with their development application that lists measures to be implemented to mitigate traffic impacts at desired trip reduction target thresholds. San Mateo County staff will notify C/CAG of any new development project within its purview that is estimated to generate at least 100 ADT within 10 days of receipt of an application.

**SECTION 3.** The San Mateo County Ordinance Code, Title 8, Article 1 (Zoning Districts, Overlay, and Combining Districts), is hereby amended to add Chapter 8.116 (TS-MU), as follows:

**CHAPTER 8.116. TS-MU, TRANSIT-SUPPORTIVE MIXED-USE**

**CHAPTER 8.116. “TS-MU” DISTRICT**  
**(TRANSIT-SUPPORTIVE MIXED-USE DISTRICT)**

**SECTION 8.116.010. PURPOSE.**

The purpose of the TS-MU District is to:

2. Provide opportunities and establish design standards for high-density residential development to be integrated into and compatible with existing, mixed-use, residential and commercial neighborhoods;
3. Reduce single-occupant vehicle use and support utilization of non-automobile transportation modes by creating walkable neighborhoods with local services and increased residential development intensities on parcels within one-half mile of high-quality transit stops.
4. Encourage the development of densely developed, mixed-use neighborhoods that also support transit ridership;
5. Implement standards and procedures that provide for the efficient entitlement and subsequent construction of housing opportunities for a variety of income levels, that add to the County’s housing stock; and
6. Implement the policies of the San Mateo County General Plan, including the Housing Element policies and programs to increase allowed residential densities on select development opportunity sites.

**SECTION 8.116.020. APPLICATION.**

The regulations of this chapter shall apply to all land in the TS-MU District.

**SECTION 8.116.030. DEFINITIONS.** For purposes of this Chapter, certain terms used herein are defined as follows. For a term for which no definition is provided in this Chapter, the term shall be defined as provided in Section 8.04.030 of these Zoning Regulations:

39. **Administrative, Professional, and Business Offices.** Establishments where management, administrative, professional, or consulting services are conducted, including, but not limited to, government law, real estate, accounting, and other

business offices.

40. Adult Day Care Center. A Day Care Facility operated commercially or by a nonprofit organization that provides non-medical care and supervision, for periods of less than 24 hours, for adult clients over the age of 17 who may not have special needs or disabilities including, but not limited to, individuals who are physically, developmentally or mentally disabled.
41. Art Centers. Facilities used for the storage, exhibition, preservation, study, sale, or creation of works of artistic value.
42. Bus and Rail Transit Facilities. Facilities which support the operation of public bus and rail services, including, but not limited to, stations, loading bays, and bus stop waiting areas.
43. Child Care Center. A Day Care Facility operated commercially or by a nonprofit organization that provides care to children under the age of 17 and is consistent with the definition in Section 8.372.030. A child care center includes afterschool care programs and day camps and may be operated in conjunction with a school or religious facility or as an independent land use.
44. Community Centers. Facilities used for civic activities, performances, presentations, or other similar purposes.
45. Electronic Game and Amusement Arcades. Commercial establishments featuring the operation of six or more coin or token-operated electronic games.
46. Elementary and Secondary Schools. Public or private educational facilities and associated grounds used for academic instruction below the collegiate level.
47. Emergency Shelter. Housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person, and that does not deny emergency shelter to any individual or household based on ability to pay.
48. Financial Institutions. Establishments accepting deposits and providing services relating to the exchange, protection or lending of money including, but not limited to, banks, savings and loan institutions, credit unions, or automatic teller machines.
49. Food and Beverage Stores. Commercial establishments engaged in the retail sale primarily of various packaged foods and beverages for home preparation and consumption including, but not limited to, grocery stores, liquor and candy stores, bakeries and delicatessens.
50. Food Establishments with Dine-in or Carry-Out. Commercial establishments engaged in the provision of prepared food to the general public that may offer any combination of indoor or outdoor dining tables and chairs, and walk-in and take-out service, but that do not include drive-through service or on-sale or off-sale of alcoholic beverages.
51. Indoor Exercise and Leisure Facilities. Enclosed facilities used for active recreation

including exercise and athletic clubs, bowling alleys, skating rinks, billiard halls, dance halls and academies, or similar uses.

52. Indoor Retail Sales, Rental or Repair Establishments. Commercial establishments which serve the general public that are engaged in the sale, rental and/or repair of goods, merchandise and equipment with all storage of such items within a fully enclosed, covered building.
53. Indoor Theaters. Enclosed facilities used for the presentation of motion pictures, plays or other dramatic performances except adult motion pictures and live performances featuring sexually explicit behavior intended to arouse sexual excitement.
54. Intermodal Transportation Facilities. Facilities where passengers can transfer from one type of transportation to another while traveling along an established transit route including, but not limited to, park and ride lots where commuters can park private vehicles before boarding public transit.
55. Kiss-n-Ride Area. Designated curbside areas for passenger drop-off and pick-up.
56. Linear Parks and Trails. Linear strips of land established for the purposes of walking, hiking, bicycling, horseback riding, and boating, and comprising a natural or man-made linear resource such as stream drainage, bluff line, ridge, utility right-of-way, or service road.
57. Long-Term Bicycle Parking Facilities. A space that includes lockers, and/or racks or other devices used to secure and park bicycles for more than four consecutive hours per day.
58. Low-Barrier Navigation Center. A low-barrier, service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing. A Low-Barrier Navigation Center may be non-congregate or relocatable. Low-Barrier Navigation Centers operate under the model of Housing First as defined in Welfare and Institutions Code Section 8255.
59. Massage Businesses. Massage or massage therapy businesses engaged in the scientific manipulation of soft tissues of the human body but excluding the practices of licensed cosmetologists, barbers, or chiropractors engaged in healing arts for humans.
60. Medical and Dental Offices. Establishments providing consultation, diagnosis, therapeutic, preventative, or corrective personal treatment services by licensed doctors, dentists and similar practitioners of medical and healing arts for humans, and which may include medical and dental laboratories and associated prescription pharmacies.
61. Mixed-Use Development. A development in which a mix of uses is located in proximity to each other on the same parcel, usually within the same building. The land uses may be stacked on top of each other (vertical) or placed next to each other (horizontal). Mixed-use development includes any combination of at least two

of the following four land use categories: commercial (including retail sales and service, and personal services, but excluding motor-vehicle related uses), office (including professional services), residential (dwellings), and institutional uses.

62. Net Leasable Area: The total floor area of a building less the area contained with mechanical rooms, storage rooms, stairwells, and elevators.
63. Night Clubs With Entertainment. Commercial establishments that primarily provide entertainment such as musical or comedic performances but do not provide adult entertainment featuring sexually explicit behavior intended to arouse sexual excitement. Night clubs with entertainment may serve drinks and food.
64. Other Compatible Uses. Additional land uses that may be allowed if the Planning Director determines that the proposed use is consistent with the purpose of the district and compatible with other permitted land uses in the district.
65. Personal Convenience Service Establishments. Commercial establishments providing services related to personal convenience where customers are typically served on the premises including, but not limited to, beauty salons, barber shops, and pet grooming services.
66. Religious Facilities. Facilities or meeting places used for worship, religious instruction, or associated community and social activities, including churches, synagogues, mosques, and temples. Religious facilities may include worship areas, classrooms for non-compulsory education, meeting areas, and a dwelling unit for the principal clergy.
67. Residential Full-Time Care Facilities. State-licensed facilities in a building containing a dwelling unit(s), where 24-hour a day care is provided to persons living in a supportive community residential setting. Residential Full-Time Care Facilities include, but are not limited to, the following: An intermediate care facility/developmentally disabled-habilitative or an intermediate care facility/developmentally disabled-nursing facility, as defined by California Health and Safety Code (HSC) Section 1250; a congregate living health facility, as defined by HSC Section 1250; a community care facility, as defined by HSC Section 1502; a residential care facility for the elderly, as defined by HSC Section 1569.2; a residential care facility for persons with chronic life-threatening illness, as defined by HSC Code Section 1568.01; an alcoholism or drug abuse recovery or treatment facility, as defined by HSC Section 11834.02; a pediatric day health and respite care facility, as defined by HSC Section 1760.2.
68. Residential Multipurpose Accessory Structures. Detached accessory structures that are not intended for sleeping but that may be used for a variety of purposes including, but not limited to, workshops, storage sheds, game rooms, pool houses/cabanas, and greenhouses, but which do not contain kitchens or other cooking facilities.
69. Restaurants. Commercial establishments which primarily serve prepared food to the general public for immediate consumption on the premises. Restaurants may include off-sale of beer and wine. Restaurants may also include on-sale of alcoholic beverages in addition to beer and wine, or a bar as defined in Section 8.040.030..

70. Retail Cleaning Establishments. Commercial establishments engaged in the washing, cleaning or dyeing of clothing, linens and other fabrics including, but not limited to, dry cleaners, laundries and laundromats where coin-operated washers and dryers are provided for self-service to the public.
71. Short-Term Bicycle Parking Facilities. A space that includes lockers and/or racks or other devices used to secure and park bicycles park for up to four consecutive hours.
72. Supportive Housing. Any Dwelling Group or Multiple Dwelling development, whether or not integrated with a Mixed-Use Development, with the following characteristics: 1) units are available for rent with no limit on term of occupancy of the unit by an individual or family; 2) with exception of one unit that may be occupied by the property owner, all units in the development are rental units occupied by persons with disabilities or who are or have experienced homelessness; and 3) the development is linked to onsite or offsite services that assist the supportive housing residents in retaining permanent housing, improving their health status, and maximizing their ability to live and, when possible, work in the community. Supportive housing must meet all requirements of Government Code Section 65651.
73. Tandem Parking Space. A vehicular parking space wherein two or more vehicles park in line with one vehicle behind another.
74. Temporary Living Facilities During Residence Construction. Temporary dwelling units such as mobilehomes without permanent foundations, travel trailers, or recreational vehicles, which are: (1) located on a parcel of land during the construction or reconstruction of a permanent dwelling unit on the same parcel, and (2) removed prior to the granting of a Certificate of Occupancy for the permanent residence.
75. Trade and Vocational Schools. Public or private educational facilities and associated grounds offering specialized trade or commercial instruction, but not academic education, above the secondary level.
76. Transitional Housing. Any Dwelling Group or Multiple Dwelling development, whether or not integrated with a Mixed-Use Development, with the following characteristics: 1) units are available for rent with a six-month limit on the term of occupancy of a unit by an individual or family; and 2) with exception of one unit that may be occupied by the property owner, all units in the development are rental units occupied by the persons with disabilities or who are or have experienced homelessness and who require assistance in the securing of permanent housing.

#### **SECTION 8.116.040. USES PERMITTED.**

5. Residential and nonresidential uses of land are allowed in the TS-MU District according to Table 8.116.040.1. The symbol "--" indicates that the use is not allowed.
6. Accessory Residential Use Classifications include only those uses that occur on the premises of or within a principal dwelling.
7. New construction or site development, or alteration to the exterior of any existing building or modification to existing surface improvements shall be subject to the Minor

Development Review process prescribed in Section 8.116.060 in addition to any land use permit required pursuant to Table 8.116.040.1, when the proposed development would result in residential uses occupying 75 percent or more of the development net floor area.

8. New construction or site development, or alteration to the exterior of any existing building or modification to existing surface improvements shall be subject to the Development Review Procedure prescribed in Section 8.296.010 through Section 8.296.080 in addition to any land use permit required pursuant to Table 8.116.040.1, when the proposed development would result in residential uses occupying less than 75 percent of the development net floor area.

**Table 8.116.040.1: TS-MU District Permitted Uses**

Use Category	Required Planning Permit for TS-MU District
	TS-MU
<b>A. Residential Use Classification</b>	
1. Dwelling, Multiple	None
3. Emergency Shelter <sup>1</sup>	None
4. Low-Barrier Navigation Center	None
5. Supportive Housing	None
6. Transitional Housing	None
<b>B. Accessory Residential Use Classification</b>	
1. Home Occupation	Home Occupation Certificate
2. Large Family Child Care Home	None
3. Limited Keeping of Pets	None
4. Residential Multipurpose Accessory Structure	None
5. Small Family Child Care Home	None
<b>C. Mixed-Use Classification</b>	
1. Mixed-Use Development – Residential Use ≥ 75 Percent of Building Floor Area	None
2. Mixed-Use Development – Residential Use < 75 Percent of Building Floor Area	Use Permit
<b>D. Commercial Use Classification</b>	
<i>Indicates permitting requirements for commercial uses included as part of a residential mixed-use project. <u>All stand-alone commercial uses require a use permit.</u></i>	

Use Category	Required Planning Permit for TS-MU District
	TS-MU
1. Administrative, Professional, and Business Offices	None
2. Art Centers	None
3. Bars	Use Permit
4. Electronic Game and Amusement Arcades	<5,000 sq. ft: None 5,000+ sq. ft: Use Permit
5. Financial Institutions (limited to floor area of 1,500 square feet)	None
6. Food and Beverage Stores	None
7. Food Establishments with Dine-in or Carry-out Service	None; Encroachment Permit required for dining in public right-of-way
8. Hotel	Use Permit
9. Indoor Exercise and Leisure Facilities	<5,000 sq. ft: None 5,000+ sq. ft: Use Permit
10. Indoor Retail Sales, Rental, or Repair Establishments	None
11. Indoor Theaters <sup>2</sup>	None
12. Massage Businesses	Use Permit
13. Medical and Dental Offices	None
14. Night Clubs with Entertainment	Use Permit
15. Personal Convenience Service Establishments	None
16. Residential Full-Time Care Facilities	Use Permit
17. Restaurants	None; Use Permit required for live entertainment and/or sale of alcoholic beverages other than beer and wine;
18. Residential Full-Time Care Facilities	Use Permit
19. Retail Cleaning Establishments	None
20. Trade and Vocational Schools	Use Permit

Use Category	Required Planning Permit for TS-MU District
	TS-MU
<b>E. Institutional Use Classification</b>	
1. Adult Day Care Center	Use Permit
2. Child Care Center	Child Care Center Permit or Use Permit (Section 8.372.070 or Chapter 8.280)
3. Community Centers	Use Permit
4. Elementary and Secondary School	Public: None Private: Use Permit
5. Meeting Hall	Use Permit
6. Religious Facilities	Use Permit
<b>F. Temporary and Other Use Classification</b>	
1. Community Gardens	--
2. Temporary Living Facilities During Residence Construction	None
3. Other Compatible Uses	To be Determined by Director of Planning and Building
<b>Footnotes:</b>	
<p>5. <i>Development and operation of an Emergency Shelter is limited to sites located in unincorporated Colma and must comply with Section 8.116.110.</i></p> <p>6. <i>Limited to theaters with no more than 400 seats.</i></p>	

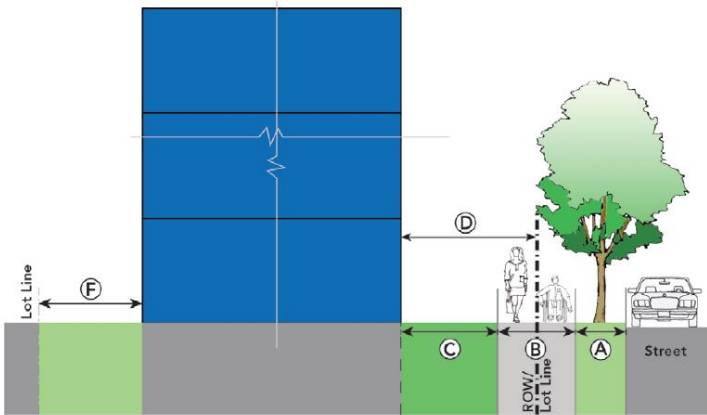
**SECTION 8.116.050. DEVELOPMENT STANDARDS.** All new development must conform to the following development standards:

8. Minimum Building Site Area and Width: There is no minimum building site area or width requirement.
9. Building Setbacks and Clearances:
  - d. Building Clearances from Street Right-of-way: Buildings shall have clearances from street rights-of-way according to the following standards listed in Table 8.116.050.1 and as illustrated in Figure 8.116.050.1. Where streets do not have a curb and/or sidewalk, Amenity Zone A is measured from the middle of the "V"-gutter in the public right-of-way:

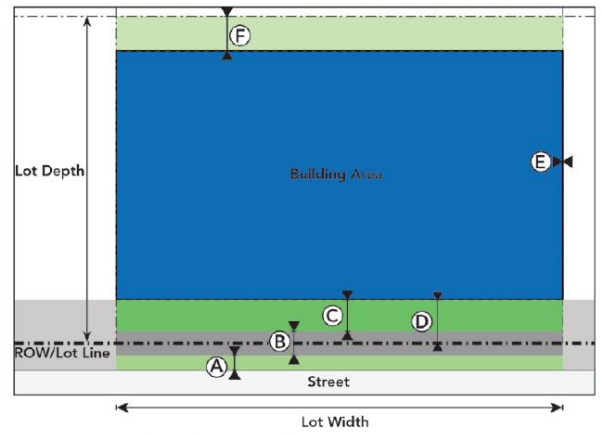
**Table 8.116.050.1: Building Setbacks and Clearances**

Standard	TSU-MU Zoned Areas within Unincorporated Broadmoor	TSU-MU Zoned Areas within the unincorporated Colma area	TSU-MU Zoned Areas within the unincorporated Harbor/Industrial Area and all other areas
Amenity Zone A	Four feet minimum	Five feet minimum	Five feet minimum; Three feet minimum in areas where trees are planted in parking lane
Pedestrian Zone B	Six feet minimum clear pathway	Five feet minimum clear pathway	Six feet minimum clear pathway
Activity Zone C	Five feet minimum	0 feet minimum	Four feet minimum
Ground Floor Setback Zone D	Min.: distance from right-of-way necessary to accommodate Zones A, B, and C  Max.: Residential uses, 20 feet	Min.: distance from right-of-way necessary to accommodate Zones A, B, and C  Max.: Residential uses, 15 feet  Max.: Nonresidential uses, 10 feet	Min.: distance from right-of-way necessary to accommodate Zones A, B, and C  Max.: Residential uses, 20 feet
Interior Side Setback E	0 feet	0 feet	0 feet
Rear Setback F	10 feet minimum	10 feet minimum	10 feet minimum

**Figure 8.116.050.1: Building Setbacks and Clearances**



*Development Standards Section Diagram*



*Development Standards Plan Diagram*

10. Building Height: 35 feet minimum, 75 feet maximum

Chimneys, pipes, mechanical equipment, antennae, and other similar structures that do not occupy more than 10 percent of the area of the roof may extend 8 feet above the maximum building height as necessary for safety or efficient operation.

11. Building Length: 300 feet maximum for development within the unincorporated Colma area; 200 feet maximum in all other areas

12. On-Site Open Space:

c. Residential Use Classification:

- iv. Open space shall be provided on-site at a minimum ratio of 80 square feet per residential unit.
- v. Common open spaces include at-grade or podium level courtyards or rooftop decks. Common open spaces shall be a minimum of six feet in any dimension.
- vi. A minimum of 30 percent of open space provided on-site shall be private open space to serve individual units. Private open spaces provided to each unit shall have no dimension smaller than six feet for ground floor units or three feet for upper floor units.

d. Other Use Classifications:

- i. Open space shall be provided on-site at a minimum ratio of 25 square feet per 1,000 square feet net leasable area for buildings with 25,000 or more square feet.
- ii. No on-site open space is required for buildings with less than 25,000 square feet.

13. Building Form and Articulation:

- a. Glass curtain walls, reflective glass, rough-textured stucco, unfinished cinder block, unfinished cement block, corrugated metal siding, and scored plywood are prohibited.
- b. At least 50 percent of the planes of exterior walls facing public streets shall vary in depth or direction through the use of cornices, recesses, and vertical or horizontal overhangs.
- c. Residential entrances on the ground floor shall be accompanied by one of the following: a porch covered entirely by a roof, a stoop with a doorway recessed at least two feet, or an interior lobby. The landing or floor for these features shall have an unobstructed (clear) width of not less than four feet.
- d. Front door entries to residential units on street-facing façades shall have uninterrupted access from a public sidewalk and be no more than 30 feet apart from another building entry.
- e. At least 50 percent of each building façade shall be articulated by use of a change in plane, color, arrangement of façade elements, or a change in materials (including glazing) to break up the building mass.
- f. A flat building façade shall incorporate details such as window trim, window projections and recesses, shade and anti-glare elements above doors, cornices, changes in material, color, or other design elements in an integrated composition. At least three architectural features applied to the street-facing façade or façades shall be applied also to rear and interior side elevations.
- g. There shall be the same or greater level of detail and articulation on the ground floor as on the upper floors of a building.
- h. At least 75 percent of any ground floor façade facing onto a street right-of-way shall consist of clear and transparent windows, including windows in doors. This standard applies to non-residential use classifications.
- i. At least 30 percent of any ground floor façade facing onto a street right-of-way shall consist of clear and transparent windows, including windows in doors. This standard applies to uses in the Residential Use classification.
- j. At least 25 percent of any upper-floor façade facing onto a street right-of-way shall be transparent windows.
- k. Exterior windows for inhabited space shall use clear glass having at least 90 percent light transmission within the visible spectrum, and shall not be mirrored or frosted, except for bathroom and utility room windows.
- l. Ground floor awnings and upper floor bays and balconies may extend up to six feet into the public right-of-way, provided there is a minimum nine feet of vertical clearance between the awning, upper floor bay, or upper floor balcony, and the sidewalk upon issuance of an encroachment permit by the Director of

Public Works or the Director's duly qualified representative.

- m. An anti-graffiti coating shall be applied to the portions floor walls within 15 feet of public sidewalks.
- n. Mechanical equipment located on a roof, shall be entirely recessed within a sloped roof or surrounded on all sides by an opaque parapet with a top edge as high as topmost point of the equipment.

The following are exempt: solar panels, wireless communications equipment, window cleaning systems, equipment required by fire departments and other public agencies, and appurtenances associated with the above.

- 14. Fencing and Walls. Fences, walls, and hedges shall comply with the height and location standards in Chapter 8.332, with the following exceptions:
  - e. Fencing within a building setback adjoining a street right-of-way shall not exceed three feet, six inches in height, as measured from grade of the adjacent sidewalk.
  - f. Chain link and corrugated metal fences are prohibited.

**SECTION.116.060. STANDARDS FOR EMERGENCY SHELTERS IN UNINCORPORATED COLMA.** The following design standards shall apply to emergency shelters proposed on any land zoned TS-MU District in unincorporated Colma.

- 17. Maximum Number of Persons Served Nightly. Shelters shall be allowed to serve a maximum of one person per every 50 square feet of living space, not to exceed 50 persons per facility per night.
- 18. Waiting and Intake Areas.
  - a. An emergency shelter building shall provide an interior intake area of at least 120 square feet in size, located entirely within the building. The intake area must be accessible from a main entrance which is accessed from a street, pedestrian way, kiss-n-ride area, central courtyard, or plaza, rather than the interior of a block or a parking lot.
  - b. An exterior waiting area of up to 200 square feet may be provided.
  - c. Queuing must occur at either the interior intake area or the exterior waiting area, and not in the public right of way. Signage which outlines these rules in addition to the intake hours for the shelter must be posted at all entrances to the shelter.
- 19. On-Site Supervision.
  - a. A minimum of one trained, on-site security staff person shall be on duty when the emergency shelter is in operation and at all times when clients are present on site.

- b. A minimum of one administrative or program staff person per every eight clients during daytime hours, 7:00 a.m. to 9:00 p.m., and a minimum of two administrative or program staff people at the facility during nighttime hours, 9:00 p.m. to 7:00 a.m.
20. Proximity to other Shelters. Any new emergency shelter shall be a minimum of 300 feet from an existing emergency shelter, as measured from the property line.
  21. Maximum Length of Stay. The maximum length of stay at an emergency shelter shall be six months in any consecutive twelve (12) month period.
  22. Lighting. Exterior lighting shall be located along all pedestrian pathways, parking lots, entrances and exits, common outdoor areas, and at the front of the building. All lighting shall be maintained in good operating condition and shall be fully-shielded.
  23. Reporting Information for Substandard Shelter. The emergency shelter shall prominently display in a common, interior location information about an occupant's rights and the process for reporting a complaint alleging a homeless shelter is substandard pursuant to Government Code Section 17920.3, including the contact information for all of the following:
    - a. The owner or operator of the homeless shelter.
    - b. The city or county.
    - c. The department.
    - d. A homeless shelter shall provide in writing the notice specified in subdivision (a) to any new occupant during intake.
  24. Emergency Shelter Management Plan. As a part of the initial application for an emergency shelter, and annually thereafter, the shelter shall prepare and file a management plan with the Community Development Department that discusses operational rules and standards, including, but not limited to:
    - a. Number of proposed staff, including the minimum requirement for administrative/program staff and security staff;
    - b. Procedures for staff training to meet the needs of the shelter residents, and have processes to address the following topics: client intake, confidentiality, health and safety training, mental health, and substance abuse treatment and referrals;
    - c. Operational rules and standards of conduct for residents, including policies prohibiting the use or possession of controlled substances by residents, rules concerning the use or possession of alcohol, curfew, prohibition of loitering, and any other provisions necessary to ensure compatibility with surrounding uses;
    - d. Policies and procedures for eviction from the facility for violation of rules and standards of conduct;
    - e. A safety and security plan to protect shelter residents and surrounding uses;

- f. A process for resident screening and identification;
- g. Provisions for on-site or partnerships with off-site organizations to provide job training, counseling, and treatment programs, and services to assist residents with obtaining permanent shelter and income;
- h. Provisions to keep the exterior of the building, landscaping, and parking areas in a good state of repair and free of weeds, loose trash, unauthorized vehicles or carts, debris and other litter.

**SECTION 8.116.070. MINOR DEVELOPMENT REVIEW FOR RESIDENTIAL USES.**

This section applies to developments wherein the area occupied by the residential use is 75 percent or more of the net floor area of the development.

- 8. New development that incorporates any combination of one or more One-Family Dwellings or Multiple-Family Dwellings, whether or not part of a Mixed-Use Development and with or without Accessory Dwellings, shall be subject to the development review and certification procedure for Minor Developments established in Chapter 8.296.090.
- 9. In reviewing applications for Minor Developments, the Director of Planning and Building, shall approve building permit issuance for a Minor Development if the Director finds and certifies that the development conforms to all development and design standards in this Chapter.
- 10. The Director of Planning and Building shall approve exceptions for no more than one of the applicable standards in Section 8.116.050 upon finding that the exceptions: 1) are necessary for compliance with the building and site design requirements; 2) will not jeopardize public safety; 3) promote or enhance good design, site relationships and other aesthetic considerations, in accordance with the applicable Area Plan and San Mateo County General Plan Policy 4.15; 4) will be compatible with the neighborhood surrounding the parcel; and 5) will not be detrimental to the public welfare. The Director may require modifications to the proposed exception, including design, location, materials, colors, and landscaping requirements. The decision on an exception authorized by the Director or the Director's authorized designed pursuant to this Section shall not require a public hearing but may be appealed to the Planning Commission.
- 11. Requests for exceptions for two or more of the applicable subdistrict standards in Section 8.116.050 shall be subject to the decision of the Zoning Hearing Officer. The Zoning Hearing Officer may approve requests for two or more standards upon making the findings in Section 8.116.070.3.

**SECTION 8.116.080. GENERAL PARKING REQUIREMENTS.** The parking requirements in this Chapter shall replace Zoning Regulations Chapter 8.344 for all residential, commercial, and institutional building types which require off-street parking. This section includes general parking standards, while specific parking requirements are contained in land use designation sections.

23. Applicability. Whenever in any building there is a change in use, or increase in floor area, or in the number of employees or other unit measurements specified hereinafter to indicate the number of required off-street parking spaces, and such change or increase creates a need for an increase of more than ten percent in the number of off-street parking spaces required pursuant to subsection 2 of this Section, additional off-street parking spaces shall be provided on the basis of the increased requirements of the new use or on the basis of the total increase in net floor area, as applicable. Notwithstanding the foregoing, if a change in use creates a need for an increase of less than five off-street parking spaces, no additional parking facilities shall be required.

24. Automobile Off-Street Parking Spaces Required.

f. Residential Use Classification.

- (1) Maximum one-half parking space per residential unit in TSMU-zoned areas within the unincorporated Harbor Industrial area; maximum one parking space per residential unit in all other TSMU-zoned areas.
- (2) Stacked and valet parking may be used to meet parking requirements. Tandem parking spaces may be used to meet parking requirements provided that:
  - i. Each tandem space is allocated to one residential unit.
  - ii. No tandem parking space is a required accessible parking space.
- (3) All parking serving a Multiple Dwelling development shall be unbundled.

g. Commercial or Institutional Use Classification.

- (1) Building with less than 3,000 square feet of net leasable floor area intended for occupancy by a Commercial or Institutional Use Classification: No off-street parking required.
- (2) Building with 3,000 or more square feet of net leasable floor area intended for occupancy by a Commercial or Institutional Use Classification: Maximum one parking space is required for each 1,000 square feet of net leasable area.
- (3) Tandem, stacked, and valet parking may be used to meet parking requirements. Stacked and tandem parking is allowed only if it is valet parked.

h. Mixed Occupancies and Uses Not Specified. In the case of a use not specifically listed in Section 8.116.040, the requirements for off-street parking facilities for a use which is so listed and to which said use is similar shall apply. In the case of mixed uses, the total requirements for off-street parking facilities shall be the sum of the requirements for the various uses computed separately. Off-street parking facilities for one use shall not be considered as providing

required parking facilities for any other use except as hereinafter specified for joint use.

i. Exceptions to Required Parking Spaces.

(5) For an Emergency Shelter, off-street parking shall be provided at a ratio of one space per full-time staff member per shift, with a minimum of two on-site parking spaces.

(6) No off-street parking spaces are required for Supportive Housing.

j. Parking Spaces Above Requirement. Requests to provide a number of off-street parking spaces in excess of the maximum number of parking stalls permissible pursuant to subsections a, b, and c of this Section are subject to Planning Commission approval of a conditional use permit in accordance with the procedure in Chapter 8.280.030, except that the conditional use permit shall be considered and approved by the Zoning Hearing Officer.

25. Location.

- a. Except as provided herein, required parking facilities shall be located on the same building site as the development for which they are required.
- b. Automobile parking serving the use on-site shall be located behind habitable space or occupied space, underground, or on the interior or rear of the building.
- c. Parking may be located behind an exterior wall fronting on a public right-of-way, provided that the wall is articulated in accordance with the applicable standards of Section 8.116.050.
- d. All off-street parking areas shall be separated at least five feet from buildings to accommodate sidewalks, landscaping, and other plantings between the building and the parking area. This separation may be eliminated to the rear of buildings in areas designed for unloading and loading of materials.
- e. Automobile parking areas are not allowed in a front yard setback.
- f. Automobile parking areas are not allowed in a side yard setback adjoining a street right-of-way unless the parking space is a minimum of 20 feet from the side lot line and the parking space is setback further from the right-of-way than the building.
- g. Parking required to serve a use may be on a different site under the same or different ownership as the use served so long as that parking is within a pedestrian travel distance of no more than 1,000 feet of the use served in the case of a Commercial Use Classification or 500 feet of the use served in the case of a Residential Use Classification, as measured from the near corner of the parking facility to the entrance of the use served via the shortest pedestrian route. The facility for off-site parking must be restricted to that use by a recorded deed, lease, or agreement for a minimum period of 10 years from the date that a certificate of occupancy or final building permit inspection has

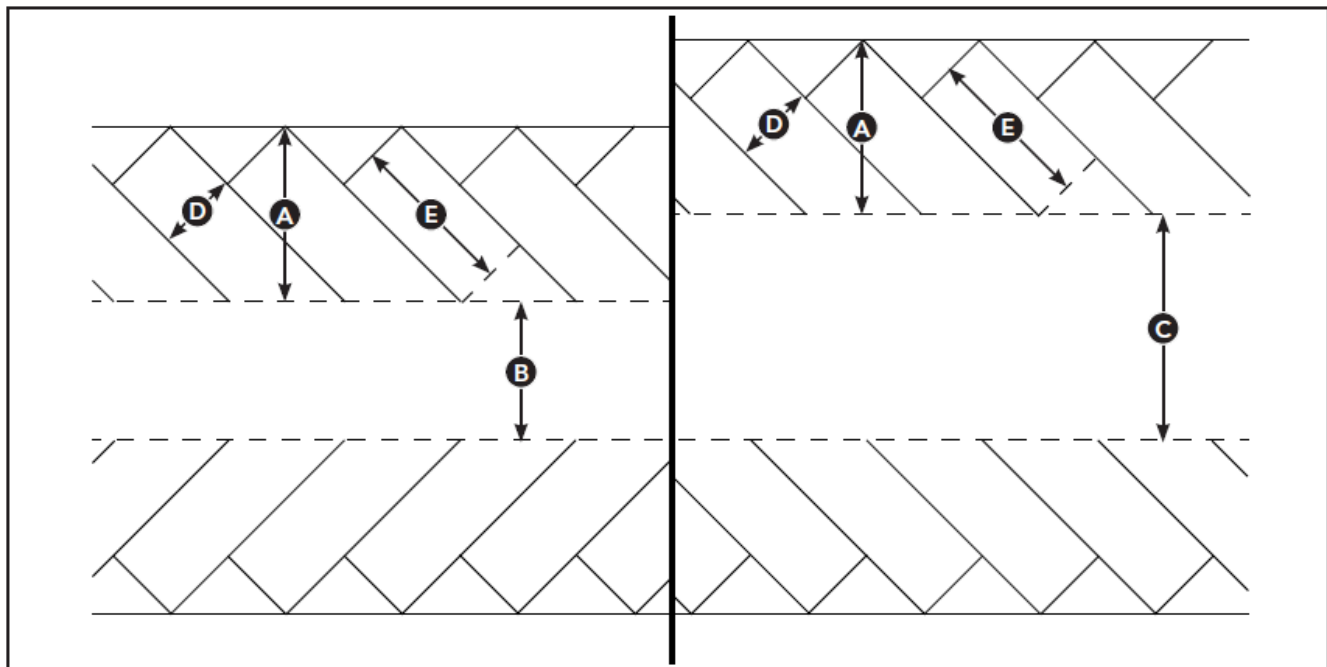
occurred for the use or the use has otherwise been established.

26. Size of Spaces.

- a. Standard car parking spaces and parking lot aisles shall comply with the minimum dimension standards established in Table 8.116.040.4: Minimal Dimensional Requirements for Parking Spaces and Aisles.

**Table 8.116.040.4: Minimal Dimensional Requirements for Parking Spaces and**

Angle	Parking Row Depth A	Drive Aisle Width		Space width D	Space Length E
		One-way B	Two-way C		
Parallel	8'	12'	20'	8'	20'
30°	17'	11'	24'	9'	20'
45°	20'	13'	24'	9'	20'
60°	21'	18'	24'	9'	18'
Perpendicular	18'	24'	24'	9'	18'
Tandem	36'	24'	24'	9'	36'



- b. When a parking space abuts a sidewalk or planter, the front two feet of the required parking space length may overhang the planter or sidewalk, provided that wheel stops or curbing are provided, and the remaining area outside of the overhang meets the minimum width requirements of the sidewalk or planter.
- c. When the side of a parking space abuts a wall or other structure that is taller than six inches, the width of the parking space shall be increased by two feet. This provision does not apply to parking spaces abutting support columns in a 8.116.64

parking garage.

- d. Up to 25 percent of nonparallel parking spaces may be compact stalls, but in no case shall a parking stall be less than seven and a half feet wide and 15 feet long.
- e. Parking stalls shall have a vertical clearance of no less than seven feet from the parking surface to ceiling fixtures, pipes, structural elements, or shade structures. Accessible parking stalls shall have vertical clearance in compliance with California Administrative Code, Title 24, Chapter 2-71.

27. Layout.

- a. Driveways from a public thoroughfare to off-street parking areas shall comply with all of the following standards:
  - (1) Driveways shall be a minimum of 10 feet wide.
  - (2) No curb cut shall be more than 24 feet wide.
  - (3) One curb cut shall be allowed per site. Additional curb cuts will require a conditional permit.
  - (4) Driveways shall provide a four-foot wide, level, accessible path of travel across the driveway.
- b. Parking spaces in any parking lot or parking structure for any use shall not be designed or located so as to permit a vehicle to enter or exit a parking space directly from a public thoroughfare. Driveways to the public thoroughfares shall be by forward motion of the vehicle. Ingress to and egress from parking spaces shall be from an on-site aisle or driveway.

28. Materials.

- a. Off-street parking areas shall be surfaced with an asphaltic or Portland cement binder pavement. Pervious or semi-pervious parking area surfacing materials— including, but not limited to “grasscrete,” or recycled materials such as glass, rubber, used asphalt, brick, block and concrete—may be approved by the Director of Public Works for required vehicular surface area on a site, provided such areas are properly maintained and can achieve County storm drainage and stormwater quality permit standards.
- b. Driveway materials shall extend and include the area between the property line and the street.
- c. Driveways and curb cuts shall be constructed, surfaced, and maintained in accordance with the County of San Mateo Standard Structures details and as approved by the Director of Public Works.

29. Surface Parking Lot Landscaping and Screening.

- i. At least one tree shall be planted for each five automobile parking stalls in a surface parking lot. Trees shall be minimum 15-gallon size, minimum one-inch caliper and minimum six feet tall at planting and shall have a minimum canopy of 40 feet at maturity. Tree wells shall have a minimum five feet of width and length and be installed with root barriers and deep root irrigation.
- j. Landscaped planters shall be installed between or at the back of parking bays and at both ends of each row of parking spaces.
- k. All parking areas shall be screened from streets and adjoining properties as follows.

(1) Parking Areas Adjoining a Side Street Right-of-way.

- i. A parking area shall be designed to provide a landscaped planting strip between the street right-of-way and parking area. The planting strip shall be equal in depth to the required setback or 10 feet, whichever is greater.
- ii. Landscaping shall be designed and maintained to screen cars from the street to a minimum height of three feet.
- iii. Screening materials may include a combination of plant materials, earth berms, raised planters, decorative walls, or other screening devices that meet the intent of this requirement.

(2) Parking Areas Adjacent to Side and Rear Property Lines.

- i. Parking areas shall include a perimeter landscape strip at least five feet wide (inside dimension) where the parking area adjoins a side or rear property line.
- ii. A fence, wall, or hedge or combined open fence and planter, at least three feet, six inches feet in height but no higher than the maximum height permitted by Chapter 8.332 is permitted, wherever the parking area is within 20 feet of the side or rear property line.

(3) Parking Areas Adjacent to Residential Use.

- i. A parking area abutting a residential use shall provide a landscaped buffer with a minimum dimension of 10-feet between the parking area and the property line of the residential use.
- ii. A six-foot high solid decorative masonry wall or fence and landscape buffer shall be provided along the property line, except at approved pedestrian access points, to address land use compatibility issues (e.g., light/glare and nuisance noise). The height of the wall or fence may be increased up to eight feet upon granting of an exception pursuant to Chapter 8.332.

- I. Notwithstanding the above, no landscaping is required for a parking lot with six

or fewer parking spaces. Parking lots with more than six parking spaces shall be landscaped according to the following ranges:

<b>Number of Parking Spaces</b>	<b>Percent of Gross Parking Area in Landscaping</b>
7 to 15	4%
16 to 30	8%
31 to 70	12%
71 or more	16%

30. Parking Garage Design. Podium apartment parking garages shall be designed as follows:
- q. A minimum vertical clearance of at least seven feet shall be provided; eight feet, two inches is acceptable to accommodate accessible van parking.
  - r. Separate one-way inbound and outbound routes shall be provided.
  - s. Principal pedestrian access points shall be located away from the primary vehicle circulation route.
  - t. Multiple entrance and exit points shall be provided a minimum of 200 feet apart to distribute traffic and shorten travel distances.
  - u. Back-up capacity shall be provided behind each exit control point, to the satisfaction of the County Engineer.
  - v. All vents to the street shall be screened with louvers or screen walls. Forced air vents shall not be oriented toward any sidewalks or other pedestrian areas.
  - w. Garage lighting and automobile headlights shall be shielded so they are not visible from the street.
  - x. The stacking of two or more automobiles via a mechanical car lift or computerized parking structure is permitted within enclosed parking areas. The platform of the mechanical lift on which the automobile is first placed shall be individually and easily accessible and shall be placed so that the location of the platform and drive aisles ensures adequate provision for ingress and egress to all parking spaces in the platform system. The lift equipment or computerized parking structure shall meet all applicable building, mechanical, and electrical code requirements as approved by the Building Official.
31. Loading Spaces. Any use that requires the receipt or distribution of material or merchandise by vehicles or trucks shall provide at least one permanent loading space for the first 5,000 square feet of net leasable floor area, plus one additional loading space for each additional 10,000 square feet of net leasable floor area. Each required loading space shall be at least 10 feet wide by 25 feet long, with 15 feet of vertical clearance, exclusive of drive ways, aisle ways, turnarounds, and other

maneuvering areas. Each loading space shall be provided with driveways for entry and exit and maneuvering space of the same type required for parking spaces.

32. Accessible Parking Requirements. The number, arrangement, and design of accessible parking spaces for persons with disabilities shall conform with California Administrative Code, Title 24, Chapter 2-71 and be designated in accordance with California State Vehicle Code Section 22511.8.
33. Exceptions. The Director of Planning and Building may grant an exception to modify the number of spaces, size, location, or design of required parking areas upon finding that:
  - a. extenuating and/or unusual circumstances exist that impair compliance with the regulations; and
  - b. establishment, maintenance, or conducting of the off-street parking facilities as proposed are as nearly in compliance with the requirements set forth in this section as are reasonably possible.

**SECTION 8.116.090. GENERAL BICYCLE PARKING FACILITY REQUIREMENTS**. The bicycle parking requirements in this section shall apply to all uses and building types which require off-street automobile parking.

7. Number and Type of Bicycle Parking Spaces Required
  - a. For Residential Use Classifications:
    - (1) One short-term bicycle parking space shall be provided for every 10 residential units; and
    - (2) One long-term bicycle parking space shall be provided for each residential unit.
  - b. For all use classifications other than Residential:
    - (1) One short-term bicycle parking space shall be provided for each 3,000 square feet of net leasable area; and
    - (2) One long-term bicycle parking space shall be provided for each 10,000 square feet of net leasable area.

8. Design of Bicycle Parking
  - a. Bicycle parking facilities shall be designed to:
    - (1) Secure bicycles from vandalism and theft;
    - (2) Accommodate a range of bicycle types and locking mechanisms;
    - (3) Use a simple mechanism and operation to secure the bicycle; and
    - (4) Use rust-proof materials constructed to minimize or eliminate structural

and mechanical failures.

- b. Bicycle parking facilities for long-term bicycle parking shall incorporate the design elements listed in Section 8.116.090.2.a and shall also be designed to:
  - (1) Shelter the bicycle from rain, or fully enclose the bicycle in a locker or a controlled storage area; and
  - (2) Fully secure the bicycle frame and its wheels with a user-supplied lock.
9. **Exceptions.** The Director of Planning and Building may grant an exception to modify the number of bicycle parking spaces required, the location of bicycle parking requirements, or the design of bicycle parking requirements if the applicant demonstrates that at least one of the following conditions exist:
  - a. The number of spaces, location, and design of existing bicycle parking would adequately serve the new building occupants.
  - b. Extenuating or unusual circumstances exist relating to property shape or location of development that impairs compliance with the regulations.

**SECTION 8.116.100. GENERAL SIGN REQUIREMENTS.** The following requirements apply to all residential, commercial, and institutional signs.

8. **Sign Plan.** A coordinated sign plan shall be provided for all signs on the exterior of each building. The plan shall show sign placement, size, lettering style, and materials.
9. **Prohibited Signs.** The following signs shall be prohibited:
  - a. Any sign that, because of its location, construction, colors, or operating characteristics, can be confused with a traffic control device or emergency vehicle.
  - b. Signs having animated, moving, rotating, inflatable, or flashing parts.
  - c. Signs emitting intense and focused beams of light, including beacons.
  - d. Off-premises signs.
  - e. Abandoned signs.
  - f. Billboards.
10. **Maximum Number of Signs.** The maximum number of signs allowed on a parcel is one sign per parcel, or one sign per 200 feet of parcel street frontage, or one sign per use, whichever is greatest.
11. **Maximum Total Sign Display Area.** The maximum total display area for all signs on a parcel is three-quarters (0.75) square foot per foot of parcel street frontage.

12. Maximum Sign Height. The maximum height of signs on a parcel is as follows:
  - a. Attached signs shall not exceed the height of the building or structure to which the sign is attached and shall not extend above the roofline.
  - b. Freestanding signs shall not exceed 15 feet tall.
13. Sign Projection. Attached signs shall not project more than four feet horizontally from the building or structure to which the sign is attached. Attached or freestanding signs shall not project beyond any parcel boundary except that signs may project into the public right-of-way subject to the approval of the Director of Public Works.
14. Sign Design. The design of signs on the parcel shall reflect the architectural design of the building or structure with which the sign is associated, and incorporate unifying colors, materials, and features. 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.

**SECTION 8.116.110. GENERAL PERFORMANCE STANDARDS**. No use may be conducted in a manner which, in the determination of the Director of Planning and Building, does not meet the following performance standards. Measurement, observation, or other means of determination shall be made at the perimeter of the adjoining use, unless otherwise specified.

7. Noise. No use will be permitted which exceeds the noise standards and thresholds established in County Ordinance Code Chapter 4.88
8. Vibration. No use will be permitted which causes vibration perceptible without instruments on adjoining property, except for temporary construction operations.
9. Lighting. All exterior and interior lighting shall be dark-sky compliant and designed and located so that direct rays and glare are confined to the premises, with the exception of lighting on the front building façade which may light the public sidewalk. Flood lights shall be prohibited, unless an applicant demonstrates to the satisfaction of the Director of Planning and Building that such additional lighting is necessary for public health and safety.
10. Trash and Debris. All trash, boxes, or similar debris shall be picked up on a regular basis and stored in refuse containers that are screened from public view.
11. Stormwater Management. Projects shall conform to San Mateo County Stormwater Pollution Prevention Program's C.3 Technical Guidance in the design and location of buildings and other site features.
12. Transportation. Development projects that generate at least 100 average daily trips (ADT) shall adhere to the City/County Association of Governments of San Mateo County (C/CAG) TDM Policy, which requires applicants to submit a TDM Checklist with their development application that lists measures to be implemented to mitigate

traffic impacts at desired trip reduction target thresholds. San Mateo County staff will notify C/CAG of any new development project within its purview that is estimated to generate at least 100 ADT within 10 days of receipt of an application.

**SECTION 4.** The San Mateo County Ordinance Code Section 8.08.060 (Sectional District Maps), is hereby amended to change the zoning of the parcels identified on the map attached hereto as Attachment A from the existing zoning designation to, variously, R3-MD, PC-HD, and TS-MU zoning designations, as shown on Attachment A.

**SECTION 5.** Adoption of this ordinance is exempt from environmental review pursuant to CEQA (Public Resources Code) Section 21080.085, which provides that CEQA does not apply to a rezoning that implements the schedule of actions contained in an approved housing element pursuant to Government Code Section 65583(c).

**SECTION 6.** If any section, subsection, subdivision, paragraph, sentence, clause, phrase, or word of this ordinance is for any reason held to be invalid or unenforceable by the decision of a court of competent jurisdiction, such invalidity or unenforceability shall not affect the validity or enforceability of the remaining sections, subsections, subdivisions, paragraphs, sentences, clauses, phrases, or words of this ordinance.

**SECTION 7.** This ordinance shall be effective thirty (30) days from the date of adoption.

\* \* \* \* \*



**COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT**

# **ATTACHMENT C**

**RESOLUTION NO. \_\_\_\_\_**

**BOARD OF SUPERVISORS, COUNTY OF SAN MATEO,  
STATE OF CALIFORNIA**

\* \* \* \* \*

**RESOLUTION ADOPTING A GENERAL PLAN AMENDMENT (1) AMENDING THE GENERAL PLAN CHAPTER 7 (GENERAL LAND USE), AND CHAPTER 8 (URBAN LAND USE), TO ADD A NEW TRANSIT-SUPPORTIVE MIXED-USE LAND USE DESIGNATION; (2) AMENDING THE COUNTY GENERAL PLAN LAND USE MAPS TO APPLY THE NEW TRANSIT-SUPPORTIVE MIXED-USE LAND USE DESIGNATION TO VARIOUS PARCELS; AND (3) REPEALING AND REPLACING THE COLMA BART STATION AREA PLAN AND COLMA BART STATION AREA PLAN MAPS**

**WHEREAS**, on [DATE TBD], the San Mateo County Board of Supervisors adopted the 2023-2031 Housing Element of the County General Plan (Housing Element), which identifies the County’s housing need and incorporates policies and programs to meet that need; and

**WHEREAS**, as required by State law, the Housing Element identifies available sites for development and redevelopment to meet the County’s Regional Housing Needs Allocation (RHNA), its quantified share of regional housing need; and

**WHEREAS**, the Housing Element establishes that existing developable and redevelopable sites for housing are insufficient to meet the County’s RHNA and therefore, by law, must also identify sufficient sites to be rezoned to provide additional

housing capacity; and

**WHEREAS**, the Housing Element includes such sites for rezoning in Housing Element Program HE 11.2 (the “Rezoning Program”); and

**WHEREAS**, the Rezoning Program establishes two phases of rezoning to address the County’s unmet housing need, including an initial rezoning of all identified sites outside of the County’s Coastal Zone (in the Broadmoor, Harbor Industrial, and unincorporated Colma areas) and a subsequent distinct phase of rezoning, to be adopted separately, for sites within the County’s Coastal Zone; and

**WHEREAS**, State law requires that the Housing Element be submitted to the California Department of Housing and Community Development (HCD) for review of compliance with State law; and

**WHEREAS**, as required by State law, the Housing Element was submitted to the California Department of Housing and Community Development (HCD) for review of compliance with State law; and

**WHEREAS**, after review, HCD determined that, on adoption, the Housing Element, including the Rezoning Program, would be consistent with State law; and

**WHEREAS**, in order to achieve full compliance with State law, the County must also adopt the zoning and other land use amendments necessary to implement the Rezoning Program; and

**WHEREAS**, implementation of the Rezoning Program requires adoption of new high-density residential and mixed-use General Plan Land Use designations and amendments to the General Plan Land Use maps to apply these Land Use designations on parcels identified in the Rezoning Program in the Harbor Industrial, Broadmoor, and unincorporated Colma area; and

**WHEREAS**, implementation of the Rezoning Program in the unincorporated Colma area also requires amendments to the text and maps of the Colma BART Station Area Plan, a subsection of the County General Plan that applies land use designations and standards specific to the unincorporated Colma BART Station Area, to apply new high-density residential and mixed-use land use designations to parcels identified in the Rezoning Program in the Colma BART Station Area Plan area, as well as making various text amendments to the Colma BART Station Area Plan for consistency with the new land use designations, and to make minor textual amendments to background and contextual information in the Colma BART Station Area Plan; and

**WHEREAS**, the proposed amendment has been reviewed for consistency with the other elements of the General Plan, including Vegetative, Water, Fish and Wildlife Resources; Soil Resources; Mineral Resources; Visual Quality; Historical and Archaeological Resources; Park and Recreation Resources; General Land Use; Urban Land Use; Rural Land Use; Water Supply; Wastewater; Transportation; Solid Waste; Housing; Natural and Man-made Hazards; Air Resources; and the Climate Element, and are consistent with all other elements of the General Plan; and

**WHEREAS**, the proposed amendment has been reviewed for consistency with the following area plans for specific unincorporated communities: North Fair Oaks Community Plan, Emerald Lake Hills Community Plan, Montara-Moss Beach-EI Granada Community Plan, San Bruno Mountain General Plan Amendment, Skyline Area General Plan Amendment, and the Colma BART Station Area Plan, and, with adoption of the proposed amendment to the Colma BART Station Area Plan, are consistent with each of these area plans; and

**WHEREAS**, the adoption of the proposed amendment will not exceed the annual limit on amendments specified by Government Code Section 65358(b) because it constitutes the second amendment to the General Plan in 2026; and

**WHEREAS**, on April 8, 2026, the Planning Commission considered the proposed amendment at a regularly scheduled and duly noticed public hearing and recommended that the Board of Supervisors adopt the amendment to the General Plan and Colma BART Station Area Plan text and maps; and

**WHEREAS**, the proposed amendment is necessary to implement the Rezoning Program, an action contained in the County's approved Housing Element pursuant to Government Code Section 65583(c); and

**WHEREAS**, the proposed amendment to the General Plan text and maps and Colma BART Station Area Plan text and maps is statutorily exempt from environmental review pursuant to the California Environmental Quality Act (CEQA), Public Resources Code Section 21080.085; and

**WHEREAS**, the San Mateo County Board of Supervisors considered the proposed amendment at its regularly scheduled and duly noticed public hearing on April 21, 2026;

**NOW, THEREFORE, IT IS HEREBY DETERMINED AND ORDERED**, that that the San Mateo County Board of Supervisors adopts the text and map amendment to the General Plan text and maps included as Attachments A and B, incorporated herein by this reference, and repeals and replaces the Colma BART Station Area Plan text and maps with the Colma BART Station Area Plan text and maps included as Attachment C, incorporated herein by this reference.

**BE IT FURTHER RESOLVED** that this resolution shall become effective immediately upon its passage and adoption.

\* \* \* \* \*



**COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT**

**ATTACHMENT D**

**TABLE 7.1P**

**GENERAL PLAN LAND USE DESIGNATIONS**

<u>LAND USE DESIGNATION</u>	<u>DESCRIPTION OF PRIMARY FEASIBLE USES ASSOCIATED WITH LAND USE DESIGNATIONS</u>
<p>The primary feasible uses associated with land use designations are described below and are intended to be very general. A detailed list of permitted uses may be found in specific zoning district regulations.</p>	
<u>Very Low Density Residential</u>	At densities ranging from 0-0.2 dwelling units/acre, residential uses including but not limited to space for non-transient housing.
<u>Low Density Residential</u>	At densities ranging from 0.3-2.3 dwelling units/acre, residential uses including but not limited to space for non-transient housing.
<u>Medium Low Density Residential</u>	At densities ranging from 2.4-6.0 dwelling units/acre, residential uses including but not limited to space for non-transient housing.
<u>Medium Density Residential</u>	At densities ranging from 6.1-8.7 dwelling units/acre, residential uses including but not limited to space for non-transient housing.
<u>Medium High Density Residential</u>	At densities ranging from 8.8-17.4 dwelling units/acre, residential uses including but not limited to space for non-transient housing.
<u>High Density Residential</u>	At densities ranging from 17.5 plus dwelling units/acre, residential uses including but not limited to space for non-transient housing.
<u>Transit-Supportive Mixed-Use</u>	Includes sites located proximity to transit facilities. Residential uses at densities ranging from 70 to 150 dwelling units/acre, commercial uses, non-residential uses compatible with high density residential and residential mixed-use development, and uses related to ground transportation including facilities, stations, and transportation-related service areas such as maintenance yards and storage.

**TABLE 7.1P (continued)**

**GENERAL PLAN LAND USE DESIGNATIONS**

<u>LAND USE DESIGNATION</u>	<u>DESCRIPTION OF PRIMARY FEASIBLE USES ASSOCIATED WITH LAND USE DESIGNATIONS</u>
<p>The primary feasible uses associated with land use designations are described below and are intended to be very general. A detailed list of permitted uses may be found in specific zoning district regulations.</p>	
<u>General Commercial</u>	Trade and distribution uses including but not limited to wholesale trade, retail trade; service uses including but not limited to business and professional offices, hotels, and motels.
<u>Neighborhood Commercial</u>	Trade and distribution uses including but not limited to retail trade; service uses including but not limited to business and professional offices.
<u>Coastside Commercial Recreation</u>	Trade and distribution uses including but not limited to retail trade; service uses including but not limited to commercial amusement, hotels, and motels.
<u>Office Commercial</u>	Service uses including but not limited to business and professional offices; trade and distribution uses including but not limited to retail trade.
<u>Office/Residential</u>	Service uses including but not limited to business and professional offices; residential uses including but not limited to space for non-transient housing.
<u>Solid Waste Site</u>	Utility uses including but not limited to sanitary landfills, transfer stations, and waste-to-energy facilities.
<u>General Industrial</u>	Manufacturing and processing uses including but not limited to fabricating, assembling, and storing products.
<u>Heavy Industrial</u>	Manufacturing and processing uses including but not limited to refining, smelting, fabricating, assembling, and storing products.

**TABLE 7.1P (continued)**

**GENERAL PLAN LAND USE DESIGNATIONS**

<u>Airport</u>	Transportation uses including air transportation and related terminal transfer, maintenance and landing area facilities.
<u>Institutional</u>	Cultural and educational and public service uses including but not limited to schools, libraries, hospitals, and churches.
<u>Public Recreation</u>	Recreation uses including but not limited to publicly owned park and recreation facilities such as playgrounds, parks, golf courses, and natural preserves.
<u>Private Recreation</u>	Recreation uses including but not limited for privately owned park and recreation facilities such as golf courses, camps, and beaches.
<u>General Open Space</u>	Resource management and production uses including but not limited to agriculture, oil and gas exploration. Recreation uses including but not limited to stables and riding academies; and residential uses including but not limited to non-transient housing. Service uses including but not limited to hotels and motels.
<u>Agriculture</u>	Resource management and production uses including but not limited to agriculture and uses considered accessory and ancillary to agriculture.
<u>Timber Production</u>	Resource management and production uses including but not limited to growing, harvesting, and processing of timber products.

## **URBAN LAND USE POLICIES**

The County will:

### **GOALS AND OBJECTIVES**

#### **8.1 Urban Land Use Planning**

Plan for a compatible and harmonious arrangement of land uses in urban areas by providing a type and mix of functionally well-integrated land uses which meets general social and economic needs.

#### **8.2 Land Use Objectives for Urban Communities**

- a. Plan Urban Communities to be balanced, self-contained areas which have a sufficient mix of urban land uses to support the internal housing, employment, shopping, and recreation needs of the community;
- b. Provide a mix of residential, commercial, and industrial land uses which will generate sufficient tax revenues to pay for the costs of providing desired levels of services and facilities;
- c. Provide a mix of commercial and industrial uses in order to maintain, support, and strengthen local economies;
- d. Provide a mix and an amount of residential land uses which will provide a substantial amount of housing opportunities in unincorporated areas;
- e. Establish land use patterns which give Urban Communities strong, individual and identifiable characters.

#### **8.3 Land Use Objectives for Urban Neighborhoods**

- a. Plan Urban Neighborhoods to be residential areas with both single-family and multifamily uses, with an emphasis on multifamily uses in proximity to transit, which appear and function as residential neighborhoods of contiguous cities.
- b. Provide a mix of residential and commercial land uses to balance generated tax revenues with the costs of providing desired levels of public services and facilities.
- c. Encourage the integration of land uses to provide neighborhood-serving uses and facilitate clean transportation options, such as pedestrian and bicycle activity.
- d. Establish land use patterns which make Urban Neighborhoods compatible, functional and identifiable with adjoining cities.

#### 8.4 Land Use Objectives for Special Urban Areas

- a. For Olympic Country Club, California Golf Club, Peninsula Golf and Country Club, Edgewood County Park, San Bruno Mountain County Park, Sweeney Ridge Skyline Preserve and Hassler Lands, maintain current private or public park and recreational uses. For private park and recreation uses, allow some land to be converted to residential, commercial, or commercial recreational uses if it would be physically compatible with the facility and contribute to its economic viability.
- b. For San Francisco Jail and San Francisco International Airport, maintain current uses and allow redevelopment and expansion if compatible with adjacent land uses and other General Plan policies.
- c. For Guadalupe Valley Quarry and Ideal Cement, encourage: (1) the redevelopment of these industrial areas to improve the quality of industrial development, or (2) the conversion of these areas to new and appropriate uses which would be compatible with existing land use plans and adjacent land uses.
- d. For Harbor Industrial area, encourage the development of higher-density residential uses alongside quality and compatible commercial and industrial development.
- e. For McLellan Nursery and Horgan Ranch, allow the redevelopment of these floricultural areas to relatively higher residential densities which would be compatible with adjacent land uses.
- f. For Bayshore Mobile Home Parks, preserve these sites as valuable sources of affordable housing.
- g. For the Benedetti Lands, accommodate land uses which reflect the geologic and infrastructural constraints of the land and are compatible with adjoining communities, as determined in future land use studies.
- h. For Stanford Lands, plan for an arrangement of land uses which provides for the academic needs of the University, preserves important natural resources, and is compatible with the general plans of adjoining communities as determined in future land use studies.

## **DEFINITIONS**

### 8.5 Definition of Urban Community

Define Urban Communities as those large, populated unincorporated areas which contain a wide range of residential land use densities and a mix of land uses which provide services to surrounding areas and meet, in part, the internal shopping, employment and recreational needs of the community residents.

### 8.6 Definition of Urban Neighborhood

Define Urban Neighborhoods as those unincorporated areas which are primarily devoted to residential land uses and are generally functionally integrated with adjacent incorporated areas.

### 8.7 Definition of Transit-Oriented Land Uses

Define Transit-Oriented Land Uses as land uses that are integrated with multimodal transportation systems, facilitating creation of Complete Streets by equally supporting all types of transportation, including pedestrian, bicycle, and vehicular traffic.

### 8.8 Definition of Special Urban Areas

Define Special Urban Unincorporated Areas as urban areas which are devoted primarily, but not necessarily or exclusively, to non-residential or special uses.

## **DESIGNATIONS**

### 8.9 Designation of Existing Urban Communities

Designate North Fair Oaks and Montara-Moss Beach-El Granada as existing Urban Communities.

### 8.10 Designation of Existing Urban Neighborhoods

Designate as existing Urban Neighborhoods: (1) Broadmoor, (2) Unincorporated Colma, (3) Country Club Park, (4) Burlingame Hills, (5) the Highlands/ Baywood Park, (6) Devonshire, (7) Palomar Park, (8) Emerald Lake Hills and Oak Knoll, (9) Kensington Square, (10) Sequoia Tract, (11) West Menlo Park, (12) Menlo Oaks, (13) Park Forest/Watkins, (14) Weekend Acres, (15) Ladera, (16) Los Trancos Woods, and (17) Vista Verde

### 8.11 Designation of Existing Special Urban Areas

Designate as existing Special Urban Unincorporated Areas: (1) Olympic Country Club, (2) California Golf Club, (3) San Bruno Mountain, (4) Peninsula Golf and Country Club, (5) Edgewood County Park, (6) Sweeney Ridge Skyline Preserve, (7) the Hassler property, (8) San Francisco Jail, (9) San Francisco International Airport, (10) Stanford University Lands, (11) Guadalupe Valley Quarry, (12) Ideal Cement, (13) Harbor Industrial Area, (14) McLellan Nursery, (15) Horgan Ranch, (16) Bayshore Mobile Home Parks, and (17) lands of Benedetti.

### 8.12 General Plan Land Use Designations for Urban Areas

- a. Adopt the land use designations, and amendments thereto, of the: (1) Local Coastal Program, (2) Emerald Lake Hills Community Plan, and (3) North Fair Oaks Community Plan and other future area plans as the proposed General Plan land use designations in these urban areas.
- b. Reflect these adopted area plan land use designations on the General Plan Proposed Land Use Maps.
- c. Use the policies of the General Plan Urban Land Use Chapter to provide guidance when: (1) designating the remaining portions of urban areas on the General Plan Proposed Land Use Maps, (2) conducting land use studies and/or preparing future area plans, and (3) amending the land use designations of existing area plans.
- d. Adopt the proposed land use maps for Urban Areas as part of the County's land use plan.

### 8.13 Future Area Plans and Land Use Studies

Consider conducting land use studies and/or preparing future area plans for: (1) Colma, (2) lands of Benedetti, (3) Sequoia Tract, (4) West Menlo Park, and (5) Stanford lands. Combine land use designations in these areas with a Future Study designation.

## **GENERAL POLICIES**

### 8.14 Appropriate Land Use Designations and Locational Criteria for Urban Unincorporated Areas

- a. Utilize, as guidelines only, the designations and densities shown in Table 8.1P to achieve stated land use objectives within unincorporated Urban Communities, Urban Neighborhoods and Special Urban Areas.

- b. Use the criteria in Table 8.1P, as guidelines only, to locate land use designations in urban unincorporated areas.

## RESIDENTIAL LAND USE

### 8.15 Land Use Compatibility

- a. Protect and enhance the character of existing single-family areas.
- b. Protect existing single-family areas from adjacent incompatible land use designations which would degrade the environmental quality and economic stability of the area.
- c. Encourage transit-oriented development in proximity to transit facilities, with emphasis on high-density residential uses and other appropriate land uses that would enhance neighborhood quality and support pedestrian, bicycle, and public transit activity.

## COMMERCIAL LAND USE

### 8.16 Land Use Compatibility

Ensure that commercial development is compatible with adjacent land uses and supports a mixture of commercial activity with appropriate service-oriented and transit-oriented land uses.

### 8.17 Commercial Recreation

Where appropriate, separate neighborhood commercial land uses from commercial recreation land uses.

### 8.18 Commercial Buffers

Buffer commercial land uses when needed to protect contiguous residential uses, while maintaining connectivity and walkability.

### 8.19 Standards

Regulate commercial development by enforcing development standards (e.g., site planning, design, and construction standards) and performance standards to ensure high quality commercial development.

### 8.20 Redevelopment

Encourage the redevelopment of existing commercial land uses in a manner which is compatible with surrounding land uses.

**TABLE 8.1P (continued)**

**APPROPRIATE LAND USE DESIGNATIONS, DENSITIES AND LOCATIONAL CRITERIA IN URBAN AREAS**

LAND USE DESIGNATION	URBAN COMMUNITY	URBAN NEIGHBORHOOD	SPECIAL URBAN AREA	LOCATIONAL CRITERIA <sup>1</sup>
Transit Supportive Mixed-Use	X	X	X	<ul style="list-style-type: none"> <li>(1) In proximity to transit facilities</li> <li>(2) In areas with existing urban infrastructure</li> </ul>
High Density Residential (17.5-87.0 du/net ac)	X	X	X	<ul style="list-style-type: none"> <li>(1) Existing medium high density areas.</li> <li>(2) Along transportation corridors.</li> <li>(3) Adjacent to or in conjunction with commercial land uses.</li> <li>(4) Near employment centers.</li> <li>(5) Next to public services and facilities.</li> <li>(6) On large vacant parcels on the edge or outside of single-family neighborhoods.</li> <li>(7) Not within areas of high perceived noise levels.</li> </ul>

General Commercial	X	X		<ul style="list-style-type: none"> <li>(1) Where there is a demand for general commercial services.</li> <li>(2) Where a variety of compatible commercial uses can be concentrated.</li> <li>(3) Next or close to major transportation routes, but not in long, continuous strips or isolated spots.</li> <li>(4) Where there is convenient automobile access.</li> <li>(5) Where parking facilities and other improvements can be provided.</li> </ul>
Neighborhood Commercial	X	X		<ul style="list-style-type: none"> <li>(1) Where there is a demand for neighborhood commercial services.</li> <li>(2) Where a variety of compatible commercial uses can be concentrated.</li> <li>(3) Next or close to major transportation routes, but not in long, continuous strips or isolated spots.</li> </ul>

				<p>(4) Proximate to residential areas.</p> <p>(5) Where there is convenient automobile, transit, pedestrian, and/or bicycle access.</p> <p>(6) Where parking facilities and other improvements can be provided.</p>
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**COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT**

**ATTACHMENT E**

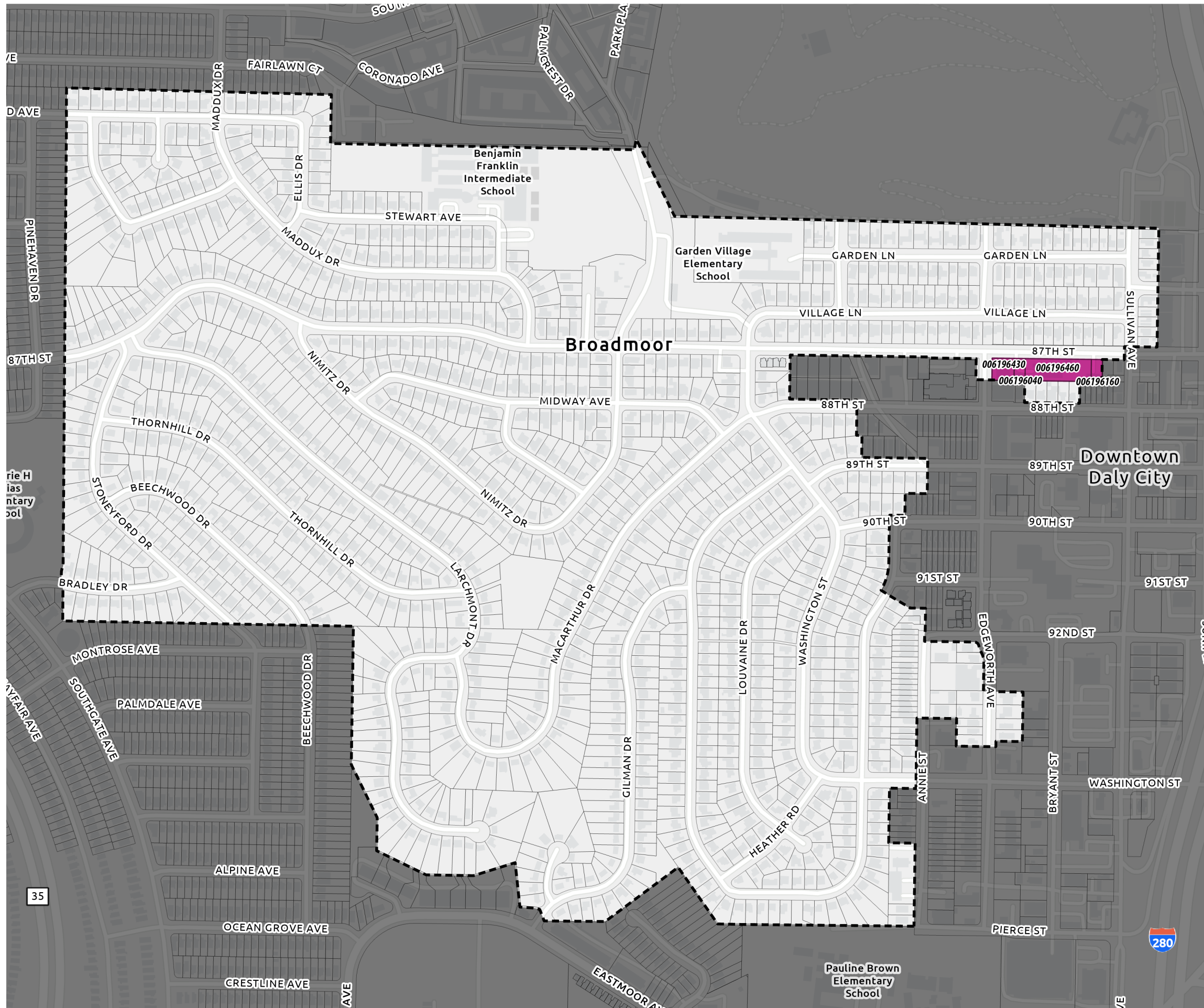


# BROADMOOR GENERAL PLAN AMENDMENT

SAN MATEO COUNTY REZONING PROGRAM

## Legend

-  Transit-Supportive Mixed-Use
-  Unincorporated Areas



Parcels proposed for rezoning under San Mateo County's Unincorporated Areas Rezoning Program, shown for the Colma, Broadmoor, and Harbor/Industrial study areas. Data sources: San Mateo County Department of Public Works, Transportation and Planning (2025) parcel data, downloaded March 2026; San Mateo County Open Data (SMCMaps) unincorporated community boundaries. Map prepared by MIG, Inc., March 2026.





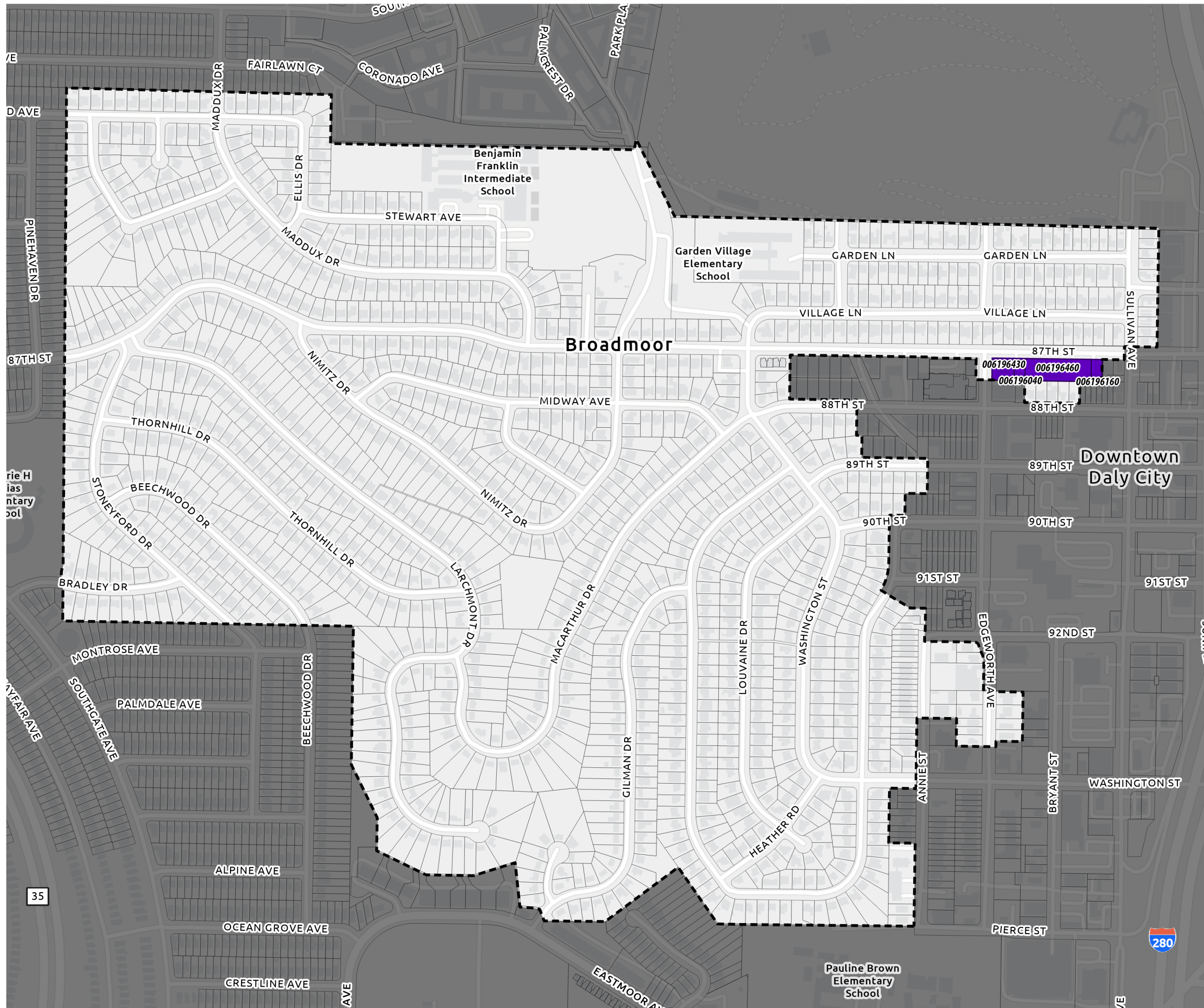


# BROADMOOR ZONING AMENDMENT

SAN MATEO COUNTY REZONING PROGRAM

## Legend

-  Transit-Supportive Mixed-Use (TS-MU)
-  Unincorporated Areas



Parcels proposed for rezoning under San Mateo County's Unincorporated Areas Rezoning Program, shown for the Colma, Broadmoor, and Harbor/Industrial study areas. Data sources: San Mateo County Department of Public Works, Transportation and Planning (2025) parcel data, downloaded March 2026; San Mateo County Open Data (SMCMaps) unincorporated community boundaries. Map prepared by MIG, Inc., March 2026.


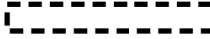


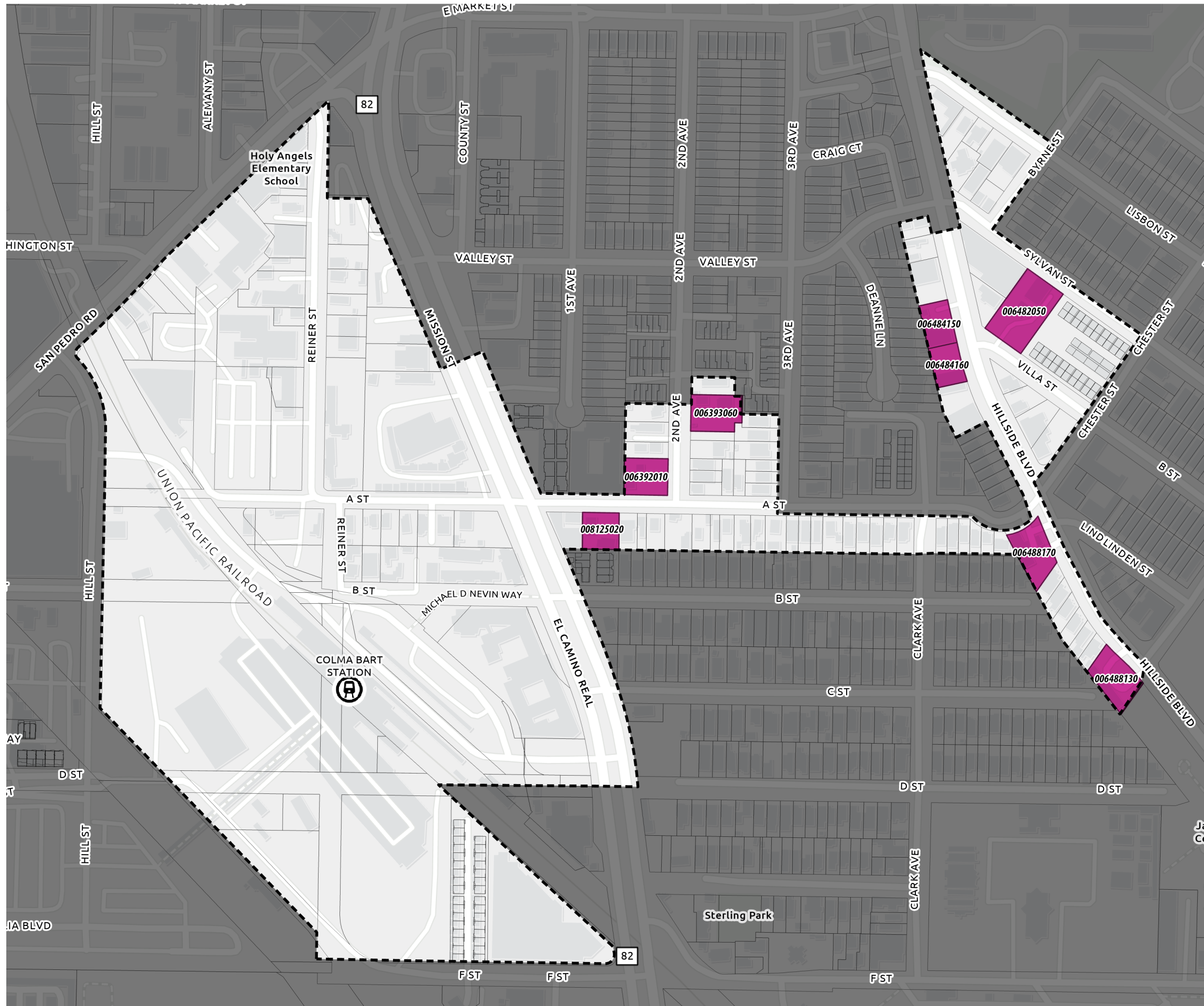


# COLMA GENERAL PLAN AMENDMENT

SAN MATEO COUNTY REZONING PROGRAM

## Legend

-  Transit-Supportive Mixed-Use
-  Unincorporated Areas



Parcels proposed for rezoning under San Mateo County's Unincorporated Areas Rezoning Program, shown for the Colma, Broadmoor, and Harbor/Industrial study areas. Data sources: San Mateo County Department of Public Works, Transportation and Planning (2025) parcel data, downloaded March 2026; San Mateo County Open Data (SMCMaps) unincorporated community boundaries. Map prepared by MIG, Inc., March 2026.

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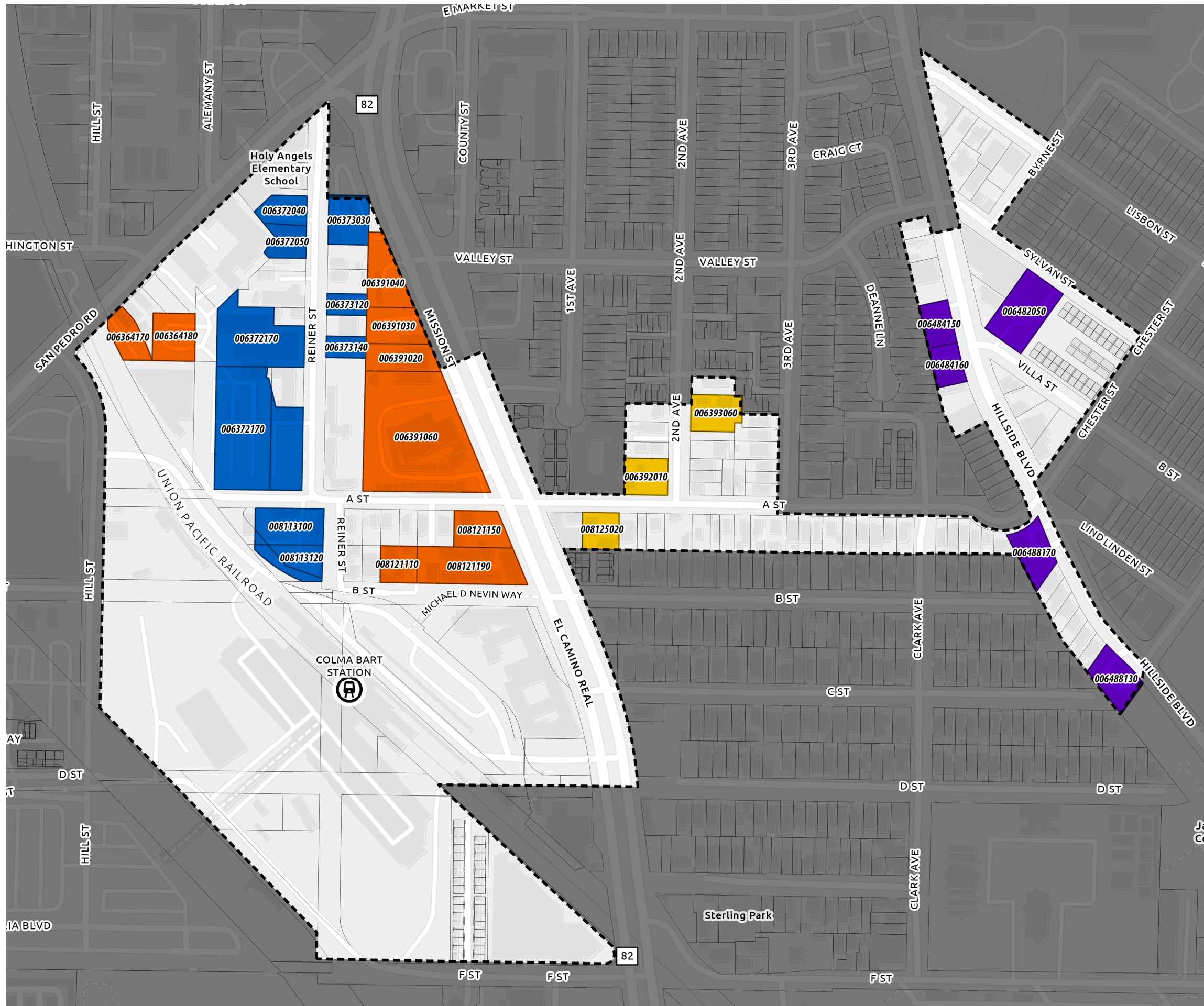


# COLMA ZONING AMENDMENT

SAN MATEO COUNTY REZONING PROGRAM

## Legend

- Planned Colma, High Density: Residential (PC-HD:RES)
- Planned Colma, High Density: Mixed Use (PC-HD:MU)
- Multifamily Residential, Mixed Density (R-3-MD)
- Transit-Supportive Mixed-Use (TS-MU)
- Unincorporated Areas



Parcels proposed for rezoning under San Mateo County's Unincorporated Areas Rezoning Program, shown for the Colma, Broadmoor, and Harbor/Industrial study areas. Data sources: San Mateo County Department of Public Works, Transportation and Planning (2025) parcel data, downloaded March 2026; San Mateo County Open Data (SMCMaps) unincorporated community boundaries. Map prepared by MIG, Inc., March 2026.


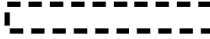


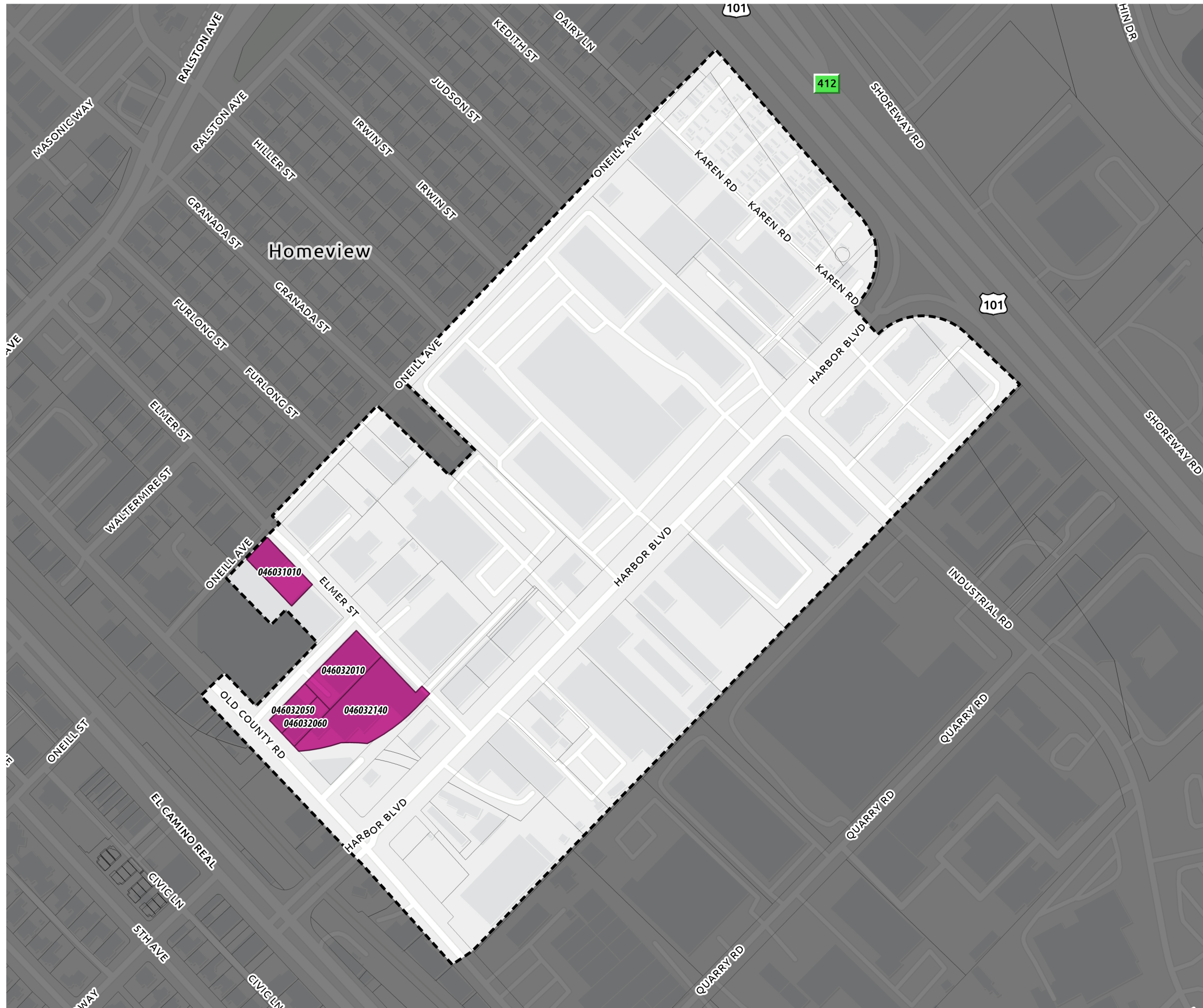


# HARBOR/INDUSTRIAL GENERAL PLAN AMENDMENT

SAN MATEO COUNTY REZONING PROGRAM

## Legend

-  Transit-Supportive Mixed-Use
-  Unincorporated Areas



Parcels proposed for rezoning under San Mateo County's Unincorporated Areas Rezoning Program, shown for the Colma, Broadmoor, and Harbor/Industrial study areas. Data sources: San Mateo County Department of Public Works, Transportation and Planning (2025) parcel data, downloaded March 2026; San Mateo County Open Data (SMCMaps) unincorporated community boundaries. Map prepared by MIG, Inc., March 2026.





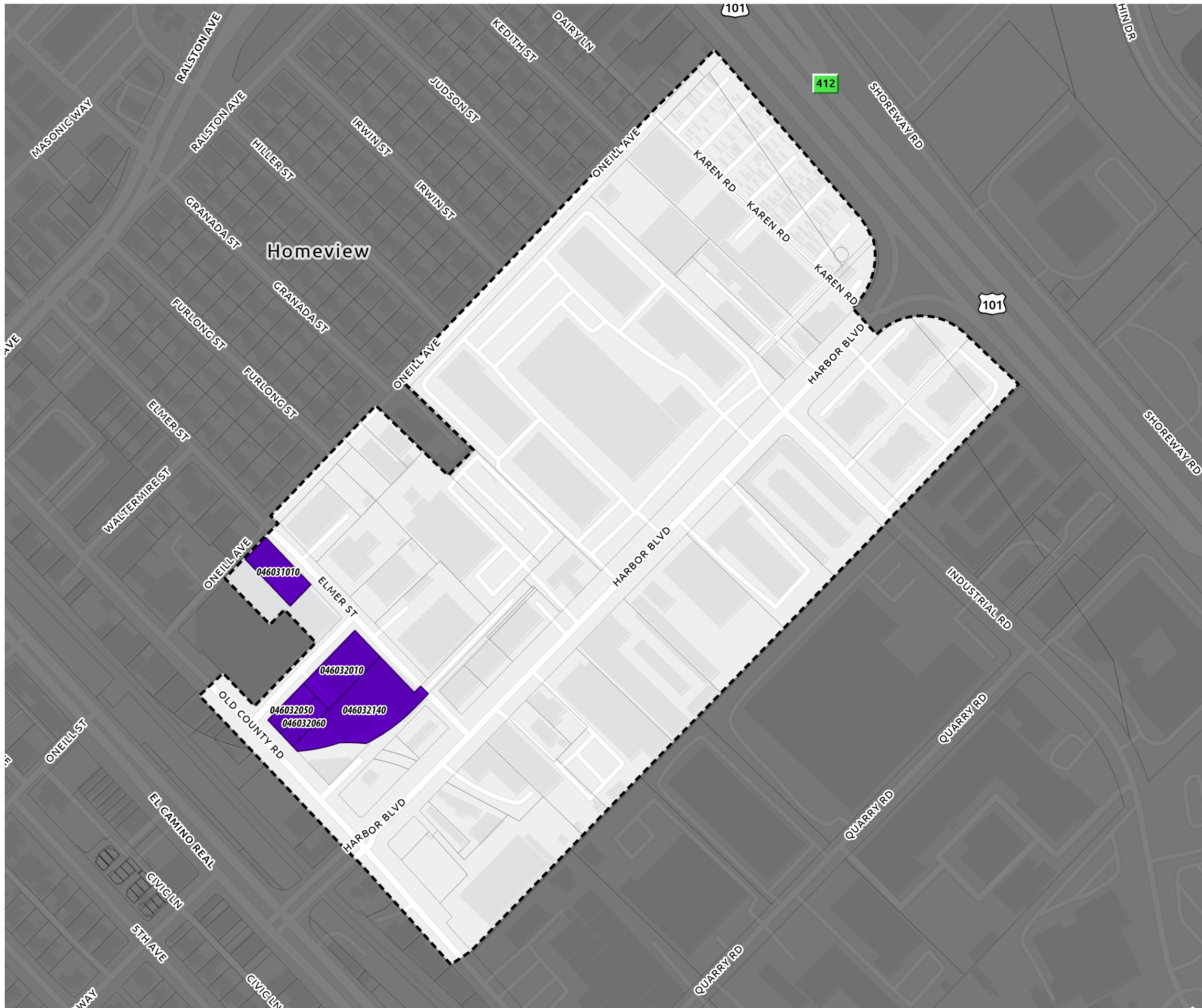


# HARBOR/INDUSTRIAL ZONING AMENDMENT

SAN MATEO COUNTY REZONING PROGRAM

## Legend

-  Transit-Supportive Mixed-Use (TS-MU)
-  Unincorporated Areas



Parcels proposed for rezoning under San Mateo County's Unincorporated Areas Rezoning Program, shown for the Colma, Broadmoor, and Harbor/Industrial study areas. Data sources: San Mateo County Department of Public Works, Transportation and Planning (2025) parcel data, downloaded March 2026; San Mateo County Open Data (SMCMaps) unincorporated community boundaries. Map prepared by MIG, Inc., March 2026.












# COLMA BART STATION AREA PLAN AMENDMENT

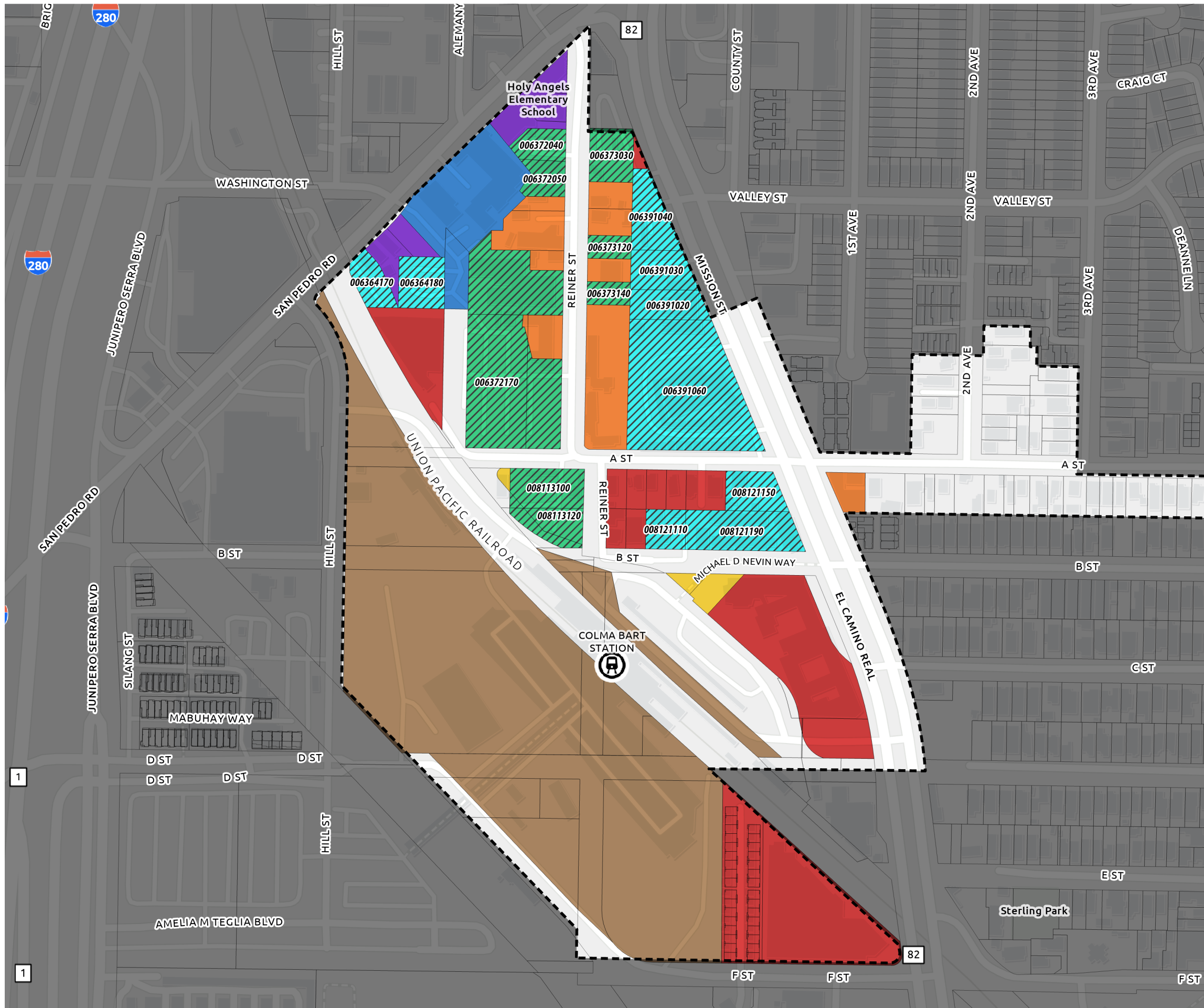
SAN MATEO COUNTY REZONING PROGRAM

## Proposed New Land Use Designations

-  Residential Opportunity
-  Mixed-Use Opportunity

## Existing Land Use Designations

-  High Density Residential
-  Medium High Density Residential
-  Low Density Residential
-  Neighborhood Commercial
-  Institutional
-  Transportation Facilities
-  Unincorporated Areas



Parcels proposed for rezoning under San Mateo County's Unincorporated Areas Rezoning Program, shown for the Colma, Broadmoor, and Harbor/Industrial study areas. Data sources: San Mateo County Department of Public Works, Transportation and Planning (2025) parcel data, downloaded March 2026; San Mateo County Open Data (SMCMaps) unincorporated community boundaries. Map prepared by MIG, Inc., March 2026.





**COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT**

**ATTACHMENT F**

# Colma BART Station Area Plan

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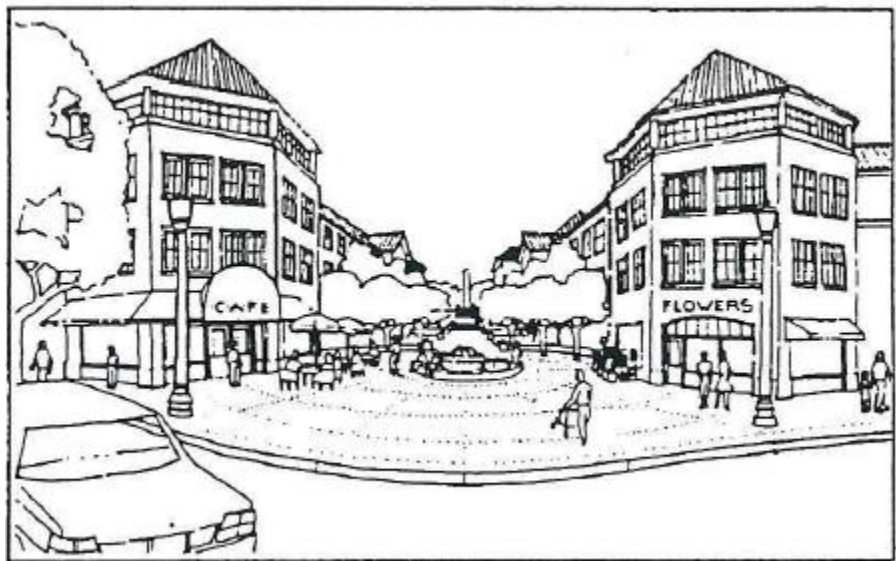
Unincorporated Colma BART Station Area  
San Mateo County

**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.

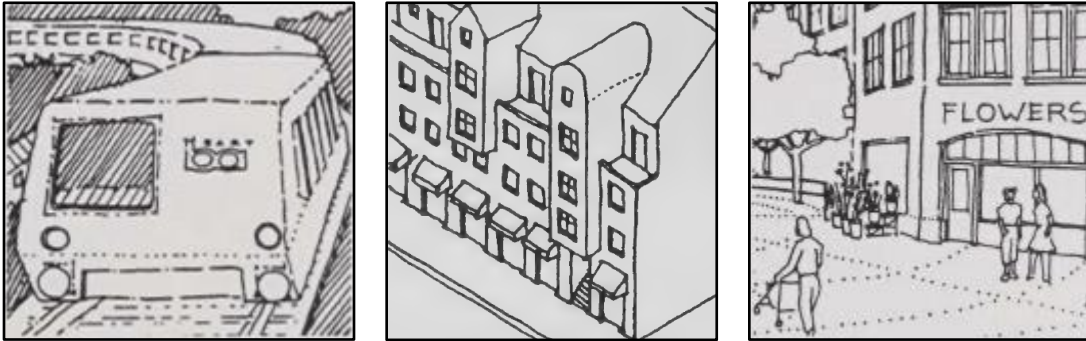
The Colma Area is envisioned as a vital urban center in northern San Mateo County. A mix of moderate and high-density housing, local shopping, and offices within proximity of the BART Station will continue to encourage transit-oriented development while complementing the adjacent business districts' 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**

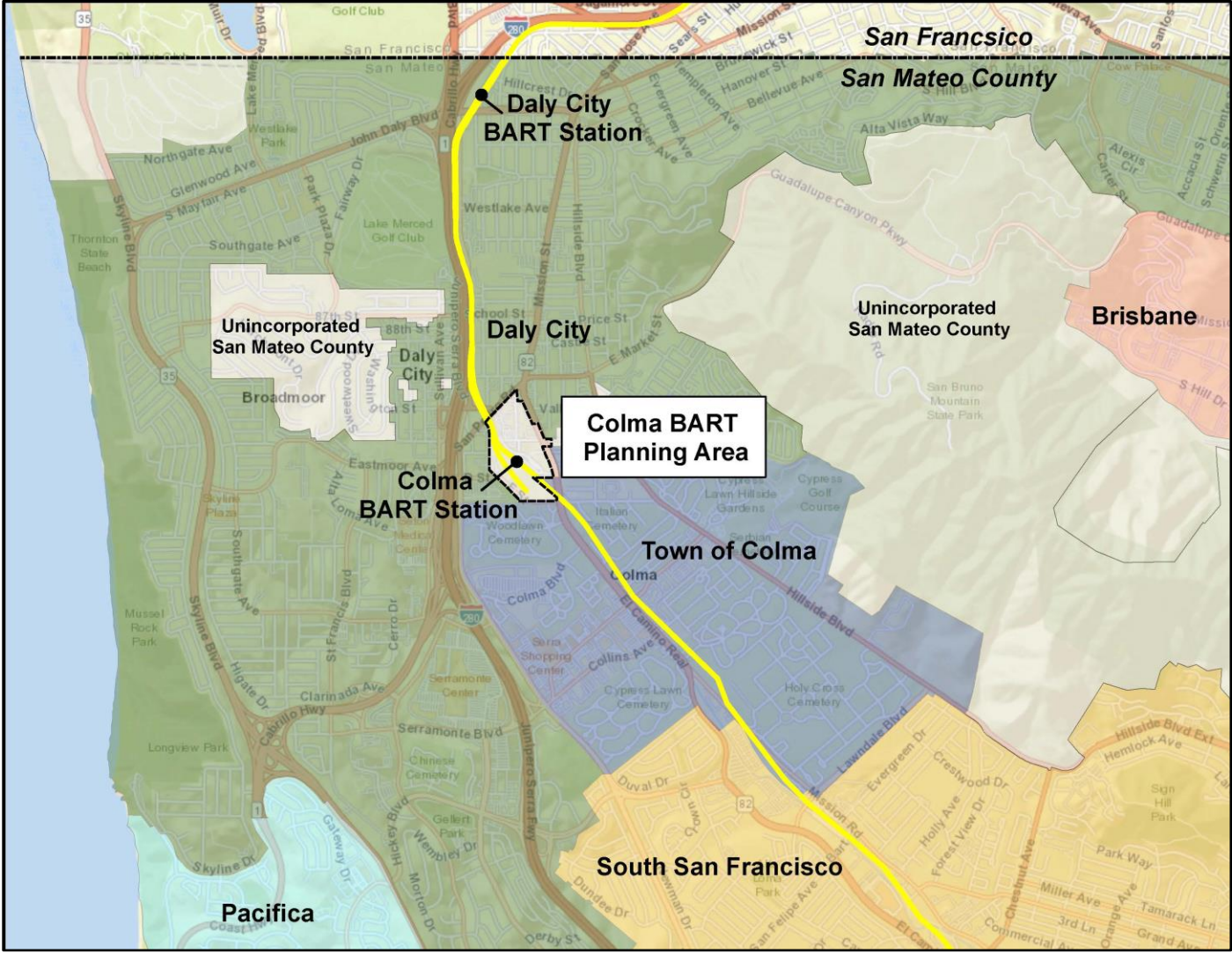
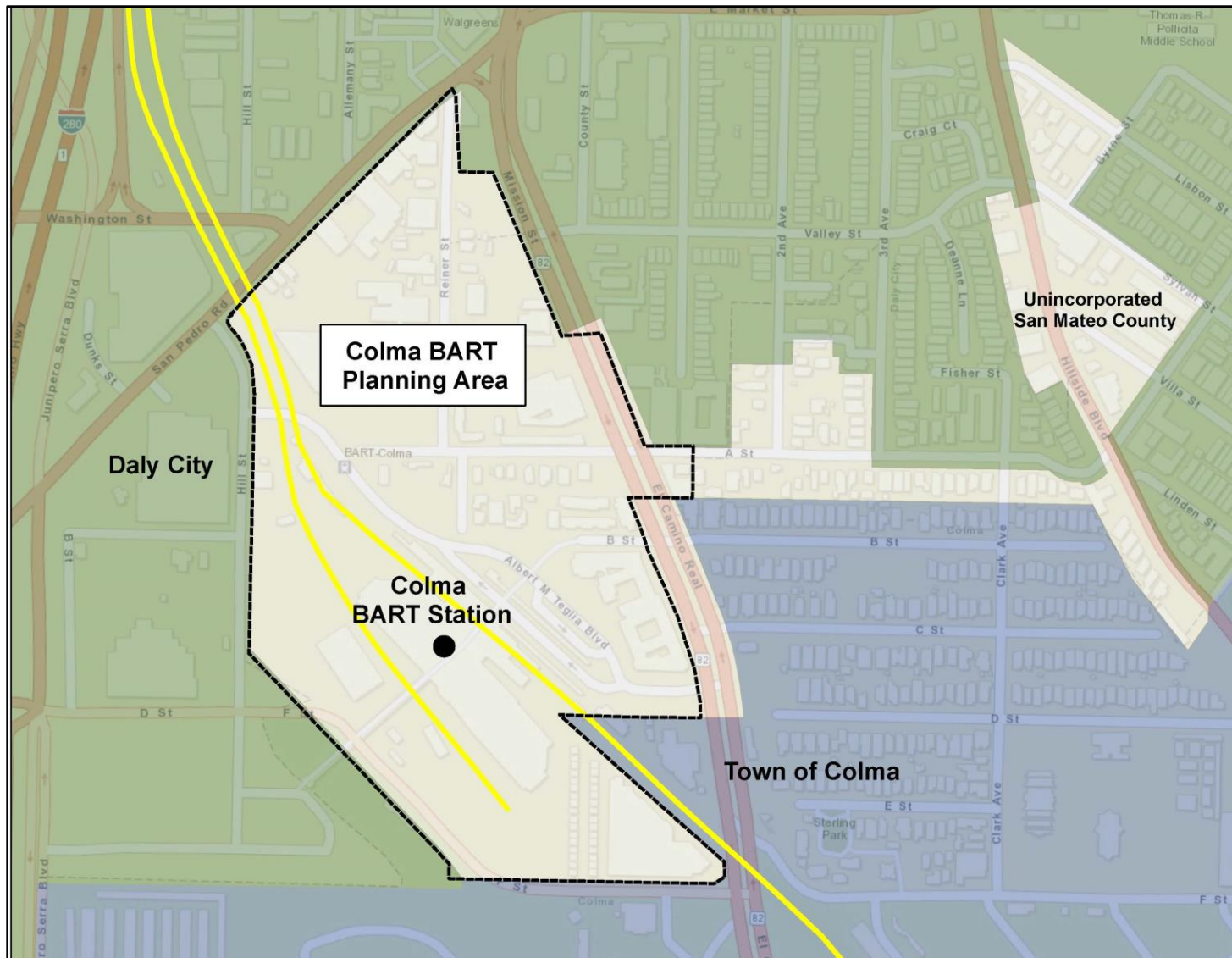


EXHIBIT 2: PLANNING AREA BOUNDARY





## 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.)

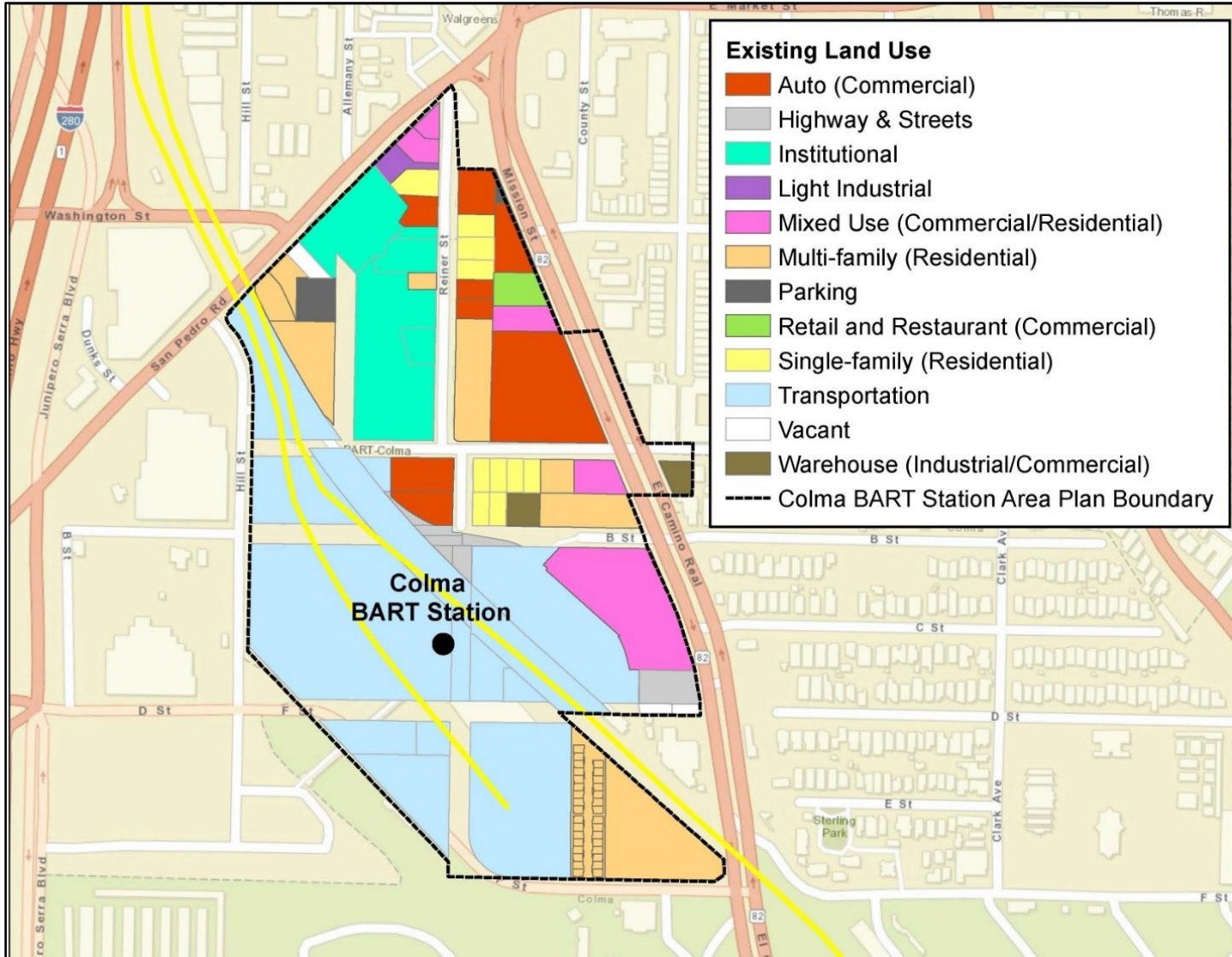
### Planning Area Land Use and Community Character

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.

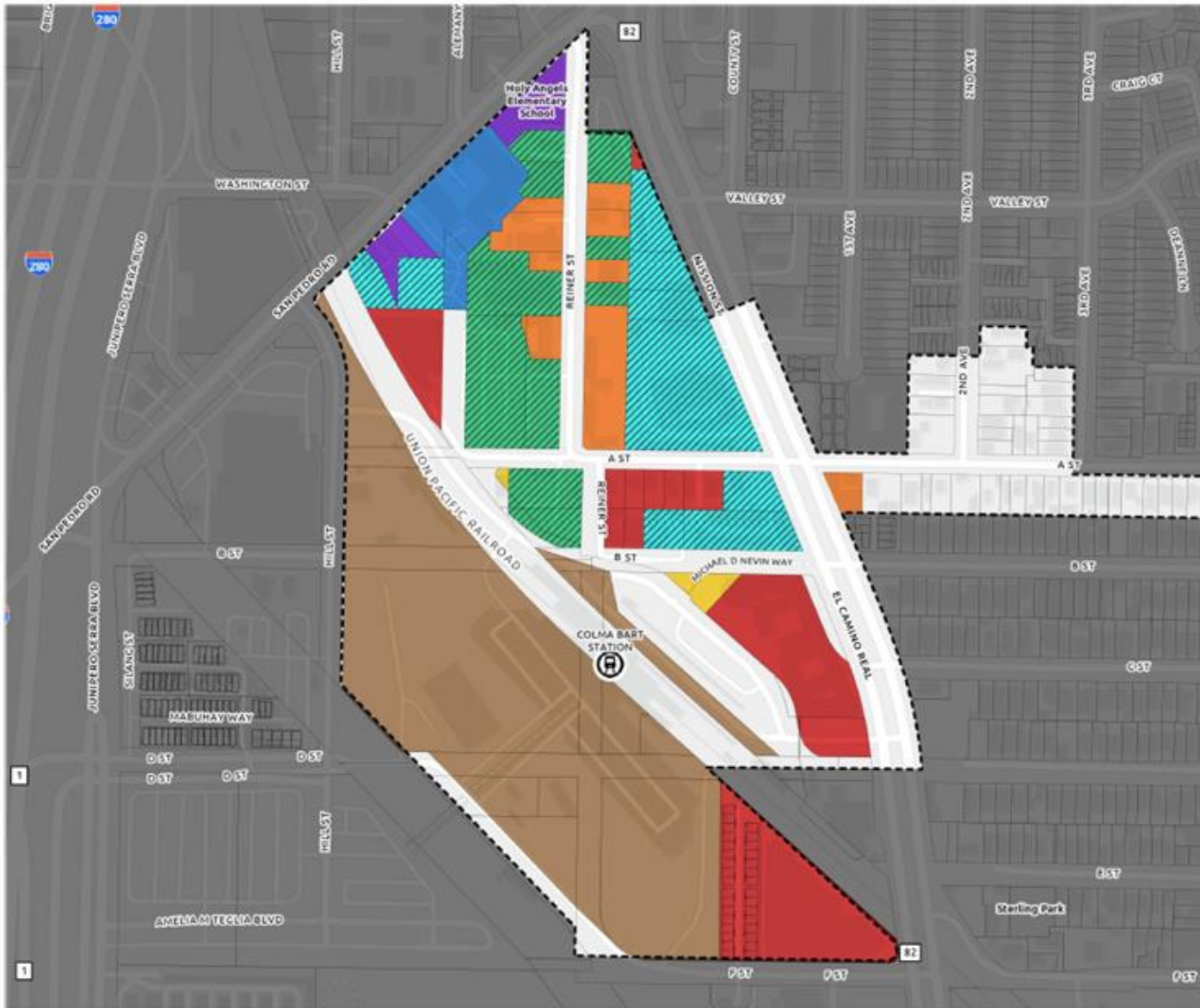
San Pedro Road will be reinforced as a local-serving shopping street oriented toward small businesses and pedestrians. New buildings will emulate the characteristics of existing buildings along the street's southern frontage by placing small-scale retail and residential common areas at the ground floor 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

Plans prepared for meeting under San Mateo County's Unincorporated Areas Planning Program, shown for the Colma, Brackley and Harbor Industrial 44 parcels. Data source: San Mateo County Department of Public Works, Transportation and Planning (2020) parcel data, downloaded March 2024; San Mateo County Open Data (SACOpen) unincorporated community boundaries. Map prepared by MKG, Inc., March 2024.



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**EXHIBIT 5  
AREA PLAN BUILDOUT SUMMARY**

<b>Residential Uses</b>	<b>Projected Density <sup>(a)</sup></b>	<b>Acres</b>	<b>Units</b>	<b>Residents <sup>(1)</sup></b>
Residential Opportunity (70-150 du/ac)	120 du/ac	4.1	492	1,456
Mixed-Use Opportunity (70-150 du/ac) <sup>(3)</sup>	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) <sup>(3)</sup>	20 du/ac		16	47
<b>Total Residential <sup>(4)</sup></b>		<b>12.7 ac</b>	<b>1,372</b>	<b>4,060</b>
<b>Commercial &amp; Office Use</b>	<b>Projected F.A.R. <sup>(a)</sup></b>	<b>Acres</b>	<b>Square Feet <sup>(2)</sup></b>	<b>Employees <sup>(2)</sup></b>
Residential Opportunity	0.6			
<i>Retail</i>			76,800	170
<i>Office</i>			51,220	204
Mixed-Use Opportunity <sup>(3)</sup>	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) <sup>(3)</sup>	0.6	0.8		
<i>Retail</i>			12,900	29
<i>Office</i>			8,000	32
<b>Total Commercial &amp; Office</b>		<b>5.2 ac</b>	<b>544,720</b>	<b>1,597</b>
– <i>Total Retail</i>			326,900	726
– <i>Total Office</i>			217,820	871
<b>Public Uses</b>		<b>Acres</b>		
Public and Quasi-Public		2.3		
Parks and Plazas		1.3		
Open Space & Public Easements		0.3		
<b>Total Public (5)</b>		<b>3.9 ac</b>		
<b>Notes:</b>				
(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 Angel s 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.

<b>EXHIBIT 6 INFRASTRUCTURE OVERVIEW: EXISTING CAPACITY AND PROJECT SERVICEABILITY</b>			
<b>Utility</b>	<b>Service Provider</b>	<b>Existing Capacity</b>	<b>Project Serviceability</b>
Water	California Water Service Co. /Daly City/San Francisco Water Department (SFWD)	Good <sup>a</sup>	Good <sup>b</sup>
Wastewater	North San Mateo Co. Sanitation District (Daly City)	Good	Good <sup>b</sup>
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
<sup>a</sup> Good pressure, but small mains in topographically high area along El Camino. <sup>b</sup> Regional system capacity adequate, but significant upgrades/extensions needed. <sup>c</sup> North San Mateo County Sanitation District. <sup>d</sup> San Mateo County Flood Control District, administered by County. <sup>e</sup> 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 feet.

### *Lot Coverage*

Podium Apartments: 100% maximum lot coverage

Other Building Types: 60% maximum lot coverage

### *Building Configuration*

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

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

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

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

## Parking

### *Parking Requirements*

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

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

### *Parking Configuration and Design*

Podium Apartments. Parking garages for podium apartments must be depressed so that first floor residential units are not more than 5 feet above finished grade. Where the water table prevents depressed parking, residential uses must line the front facade to finished grade; parking may be placed in the rear. Street-facing garage entrances should be spaced at least 200 feet apart and will not be permitted from the El Camino Real kiss-n-ride area.

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

All vents from the street to the parking garage must be screened with louvers, screen walls, or porches; planting is not an alternative to screening material. All parking garage

lighting should be shielded so that light does not shine through vents at night and headlights are not visible from the street. If forced venting is required for the garage, air should not vent directly onto the sidewalk.

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

### *Architectural Guidelines*

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

#### *Massing*

No building or project should appear to dominate an entire street or block. 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 6<sup>th</sup> 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 6<sup>th</sup> 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 Di strict 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. 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.

<b>Exhibit 7 STREET TREE RECOMMENDATIONS</b>		
<b>Street(s)</b>	<b>Scientific Name</b>	<b>Common Name</b>
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.



**COUNTY OF SAN MATEO - PLANNING AND BUILDING DEPARTMENT**

**ATTACHMENT G**

# Colma BART Station Area Plan

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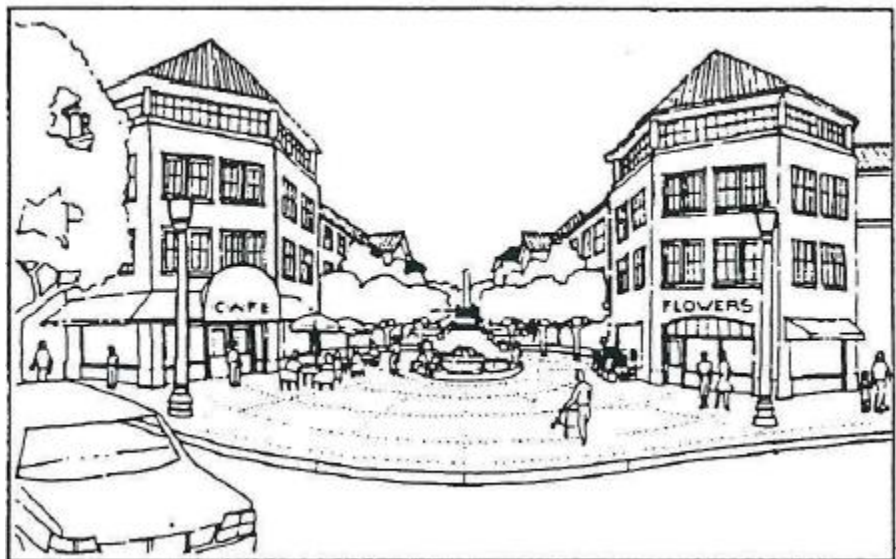
Unincorporated Colma BART Station Area  
San Mateo County

**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 ~~new~~ Colma Bay Area Rapid Transit (BART) Station. It recommends a process and physical development plan ~~for gradual transition to urban uses~~ to incentivize urban development that supports the area's ~~intended~~ transportation facilities and promotes transit-oriented development through high-density residential uses and integrated commercial uses in a multimodal, pedestrian-friendly environment, ~~transit role~~, as well as complement the character of the adjacent neighborhoods and business districts.

~~As envisioned, the~~ The Colma Area ~~will~~ is envisioned ~~emerge~~ as a vital urban center in northern San Mateo County. A mix of moderate and high density housing, local shopping, and offices within proximity of the BART Station will ~~continue to transform an amalgam of disconnected and underutilized parcels into a neighborhood of significance and attractiveness~~ 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 and complement ~~acknowledge the changes that will occur with the advent of~~ the Colma BART Station. It channels these changes into a cohesive plan that supports, ~~over time, will encourage~~ the area's continued evolution ~~to evolve~~ into a distinct, attractive, and functional neighborhood.

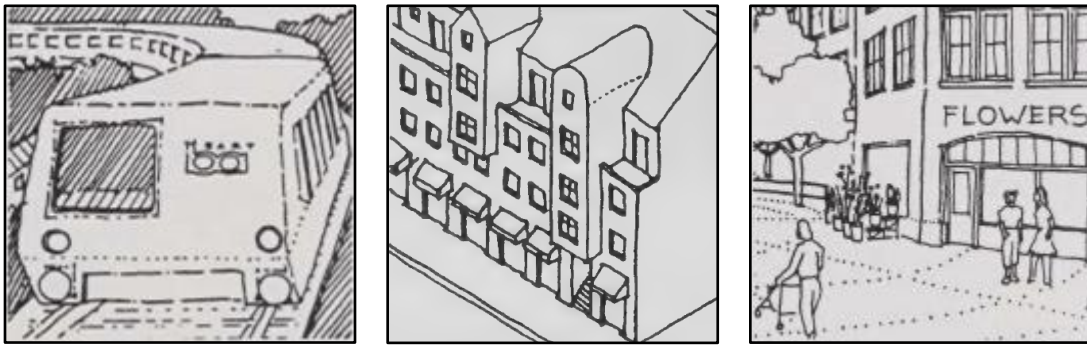
An emphasis has been placed on making new and existing uses accessible by foot, bike, transit, or auto. New development ~~located directly adjacent to~~ within the vicinity of BART will be linked to the station via a network of public spaces, such as stairways, paths, and ~~plazas, and new streets~~. 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 1/2 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 ~~which~~ 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. ~~New streets will also help to knit together currently disconnected portions of the planning area. Two additional "kiss-n-ride" facilities, with associated public plazas, will be placed on either side of the BART Station to improve commuter access to transit, and to stop some auto trips from entering the heart of the~~

neighborhood. These improvements are being funded and constructed through a variety of mechanisms, including BART and SamTrans funds, Federal funds, and development-related fees.

[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 ~~an~~-existing SamTrans park-and-ride lot. Subsequently, in July 1989, the Daly City Council adopted a General Plan Amendment and "pre-zoning" for the same area, consistent with the County's Area Plan policies and land use designations. ~~The~~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 2023-2030 Housing Element Rezoning effort 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 four project 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* ~~looks at the status and condition of the area's existing residential, retail, office, industrial, and transportation uses and~~ recommends a process and physical development plan 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.

~~recommends a process and physical development plan for gradual transition to urban uses that support the area's intended transportation/ transit role, as well as complement the character of the adjacent neighborhoods and business districts.~~

The intent of the Area Plan is to encourage investment and new development within the area through ~~a~~ clearly established public policies and through a land use plan that provides investors with a level of certainty regarding the future of the area. It is not the intent of the Area Plan ~~plan~~ to force out existing residents and businesses; rather, the ~~plan~~ 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, ~~which was~~ adopted in November 1986, sets broad policies for the future development of the unincorporated area, for the use and protection of the County's natural resources, and for the protection of the public from natural and man-made hazards. One of these policies identifies unincorporated Colma as an area which merits the preparation of ~~the~~ an area plan. The *Colma BART Station Area Plan* is consistent with the policies established in the General Plan; however, it focuses more specifically on the issues ~~which~~ that are unique to this community.

Updates to this Area Plan made as a part the 2023-2030 Housing Element Rezoning Program are aligned with concurrent updates to the General Plan, including goals to promote high-intensity transit-oriented development within one-half mile of major transit stops 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 ~~An Environmental Impact Report (EIR) has been prepared which that~~ analyzed ~~s~~ the potential environmental impacts; and ~~identifies appropriate~~ corresponding mitigation measures; for the *BART Station Area Specific Plan* Project. ~~The Colma BART Station Area Plan was~~ one component of the Specific Plan Project ~~which has~~ evaluated in the ~~the~~ 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 within the Colma BART Station Area Plan area.

## 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 ~~will served as be used as~~ an advisory document and guide to the *Colma BART Station Area Plan*, to augment and clarify the requirements of the Area Plan which govern future development in the unincorporated Project Area . 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

~~The Colma BART Station Area Plan supersedes the Colma Area Plan for that portion of unincorporated Colma adjacent to the BART Station. The Colma Area Plan has been amended to repeal all policies, provisions and land use map designations except those pertaining to the remainder of unincorporated Colma east of El Camino Real. As a result, the Colma BART Station Area Plan and the Colma Area Plan govern future land uses in two different geographic areas.~~ 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 subsequently annexed to incorporated Daly City. 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 ~~is located in~~ applies to properties in northern San Mateo County east of Interstate 280 (Exhibit 1). The area is within the unincorporated area ~~just north of the Town of Colma and south of the City of Daly City,~~ but is within Daly City's sSphere of iInfluence. The ~~site consists of approximately~~ 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 a-BART maintenance yard and a former train turn-around facility, ~~which In the early 1990s, BART retrofitted the turn-around facility into is currently the terminus of the San Francisco/Daly City line. Construction is underway to improve this facility to the a full-service Colma BART Station, which began service as a passenger stop in 1996 which would be the first of four stations leading to the San Francisco International Airport.~~ The next closest ~~existing~~ BART sStations are is the Daly City station located near the intersection of Interstate 4-280 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 was acquired by the became the thirty-first state in 1850, and beginning in 1853, lLand in the Colma BART Station Area Plan planning area was first divided was divided into 40 to 160 acre 40- to-160-acre tracts and sold to settlers in 1853. The early landowners were largely Mexican War veterans who established productive vegetable farms on the area's rich soils. In the 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; ~~and requiring 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 ~~original-earliest United States' 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; ~~I~~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**

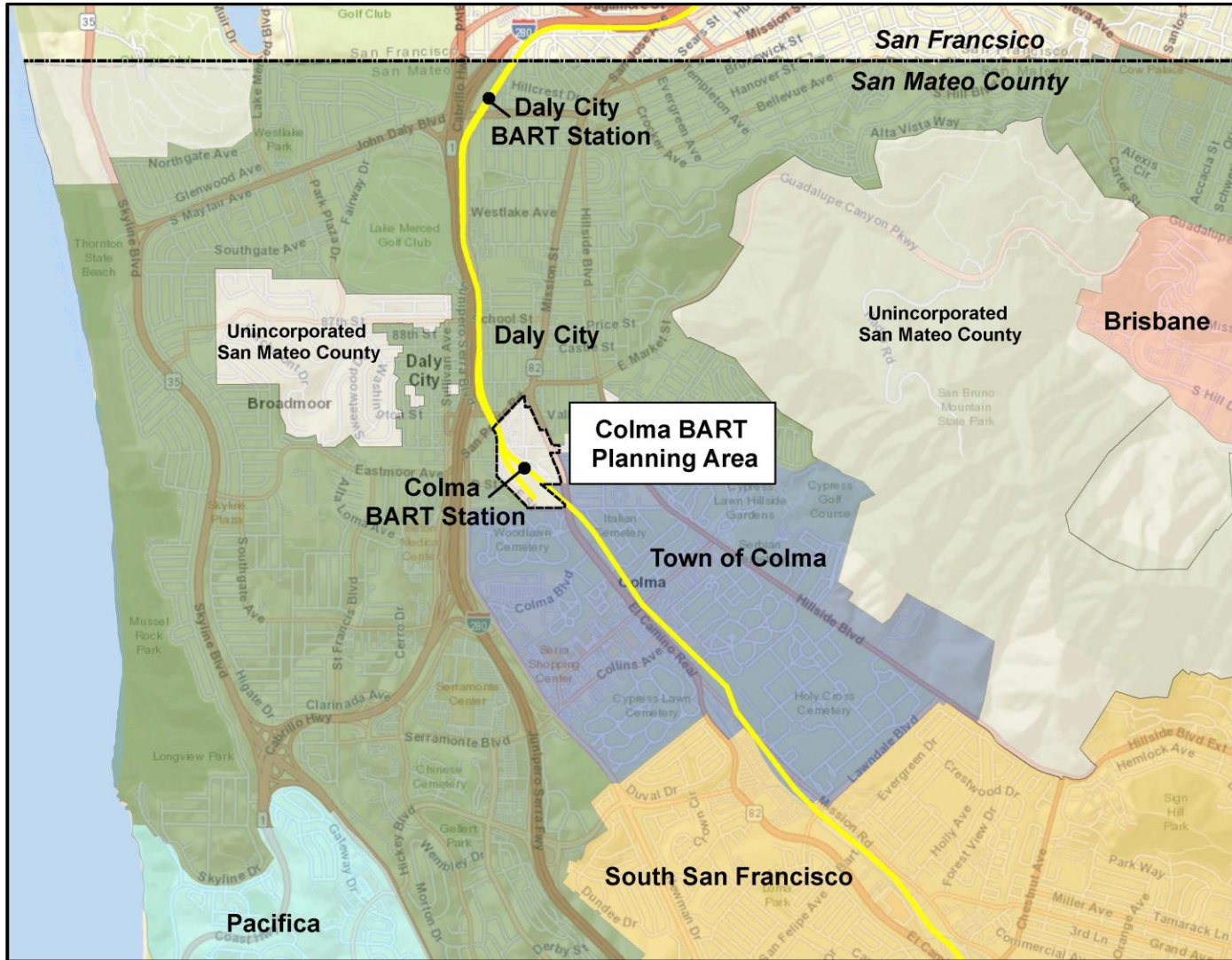
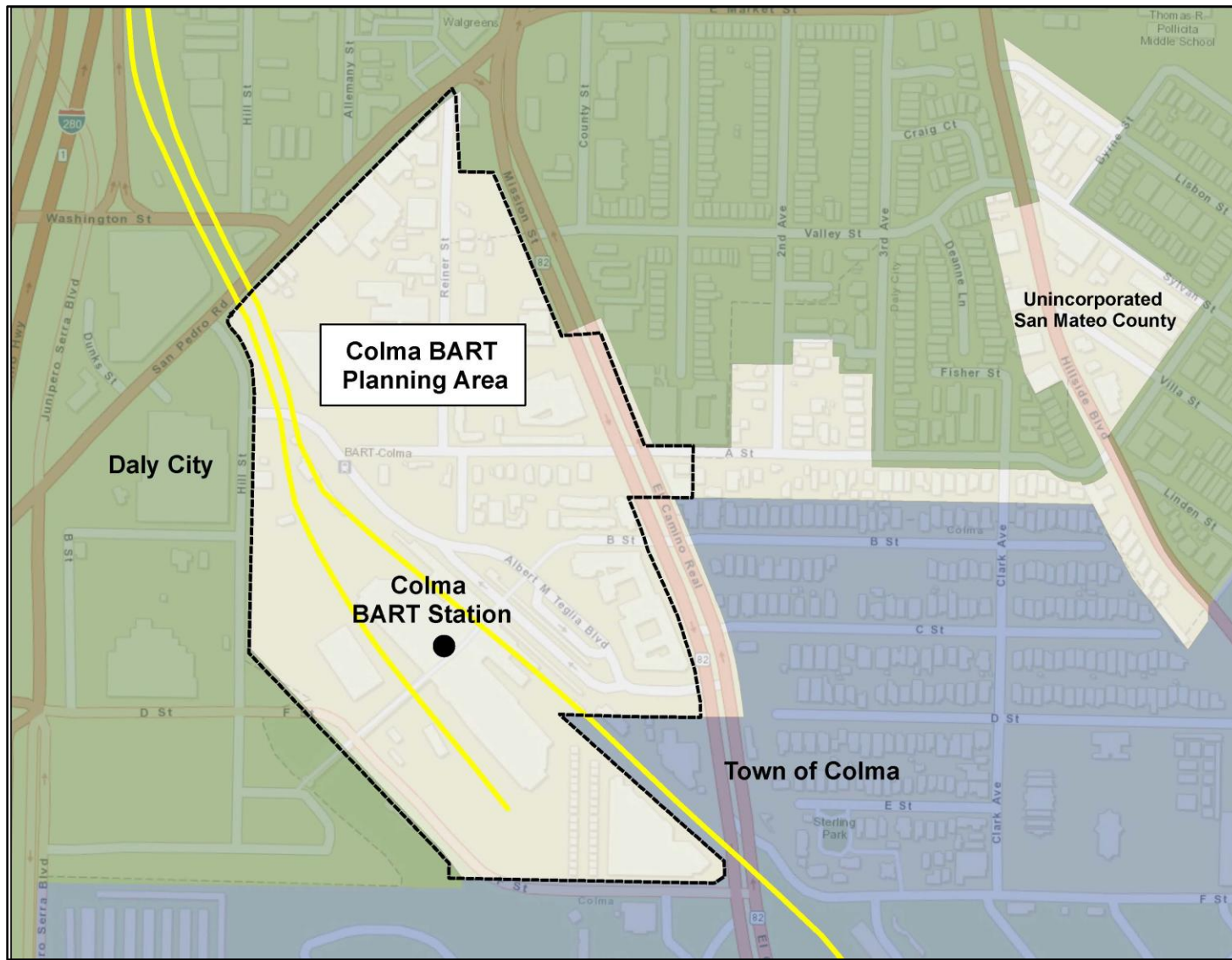


EXHIBIT 2: PLANNING AREA BOUNDARY



## KEY PLANNING FACTS

The following ~~is a summary of~~ 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

~~As a potential~~ Envisioned as an ~~new~~ urban center in northern San Mateo County, the Colma BART Station Area Plan planning area is well ~~—~~ served by surrounding shopping, employment, civic and housing opportunities. Its adjacency to the 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.

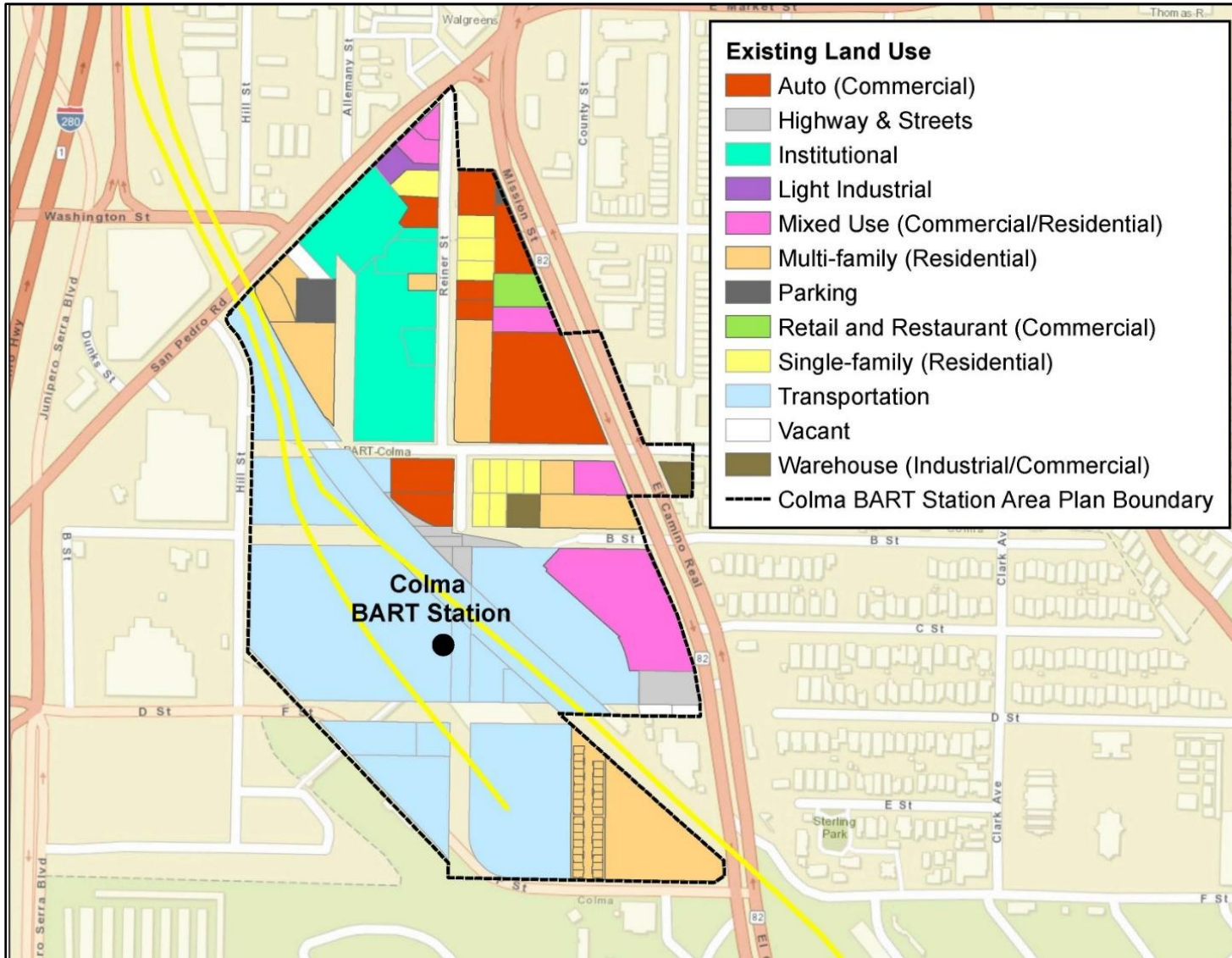
Mission Street forms a commercial spine connecting the planning area with Daly City's historic downtown, "Top of the Hill," where Mission Street meets John Daly Boulevard. The Colma BART Station, SamTrans Park-and-Ride Lot, Daly City BART Station, and South San Francisco BART sStation offer a variety of ~~is situated nearby and is the major transit options primary transit hub in the region 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 ~~has been~~ 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 34.

Because the planning area is a remnant of unincorporated land left over from several annexations by Daly City and Colma, the pattern of these land uses is haphazard. ~~Lack of strong governmental planning in the area has also allowed an unusual pattern of streets, transit facilities and major utilities to be developed over time. These~~ Diagonal rights-of-way which crisscross the area, define space awkwardly and leave a number of oddly shaped parcels which have not lent themselves to development in a coordinated manner. ~~The overall character of the area's streetscape in the planning area is barren and disorienting. Additionally, several streets are platted, but were never improved, leaving some properties relatively undeveloped.~~

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

Since the adoption of the Colma BART Station Area Plan in 1994, ~~The major transportation facility, even with station improvements have been successfully implemented to mitigate some of the visual and , will continue to be a major visual barrier and circulation impediments presented by of 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 ~~The opening of the BART Station will very probably alter the existing character of the planning area. The most stable uses include existing~~ 30 years since the Area Plan was first adopted, such as ~~single-family homes, mobile homes located at El Camino and F Street, Holy Angel's Church and parochial school,~~ and existing commercial uses along San Pedro Road.

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

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

The intent of the Area Plan is to continue to ~~to channel those inevitable changes into a cohesive plan that protects existing viable uses and directs~~ 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). ~~In limited circumstances, aggregation of parcels would be helpful to attract the type of development that will provide quality housing and shops in conjunction with transit service. Exhibit 5 illustrates property ownership patterns.~~ Exhibit 5 illustrates property ownership patterns within the planning area.

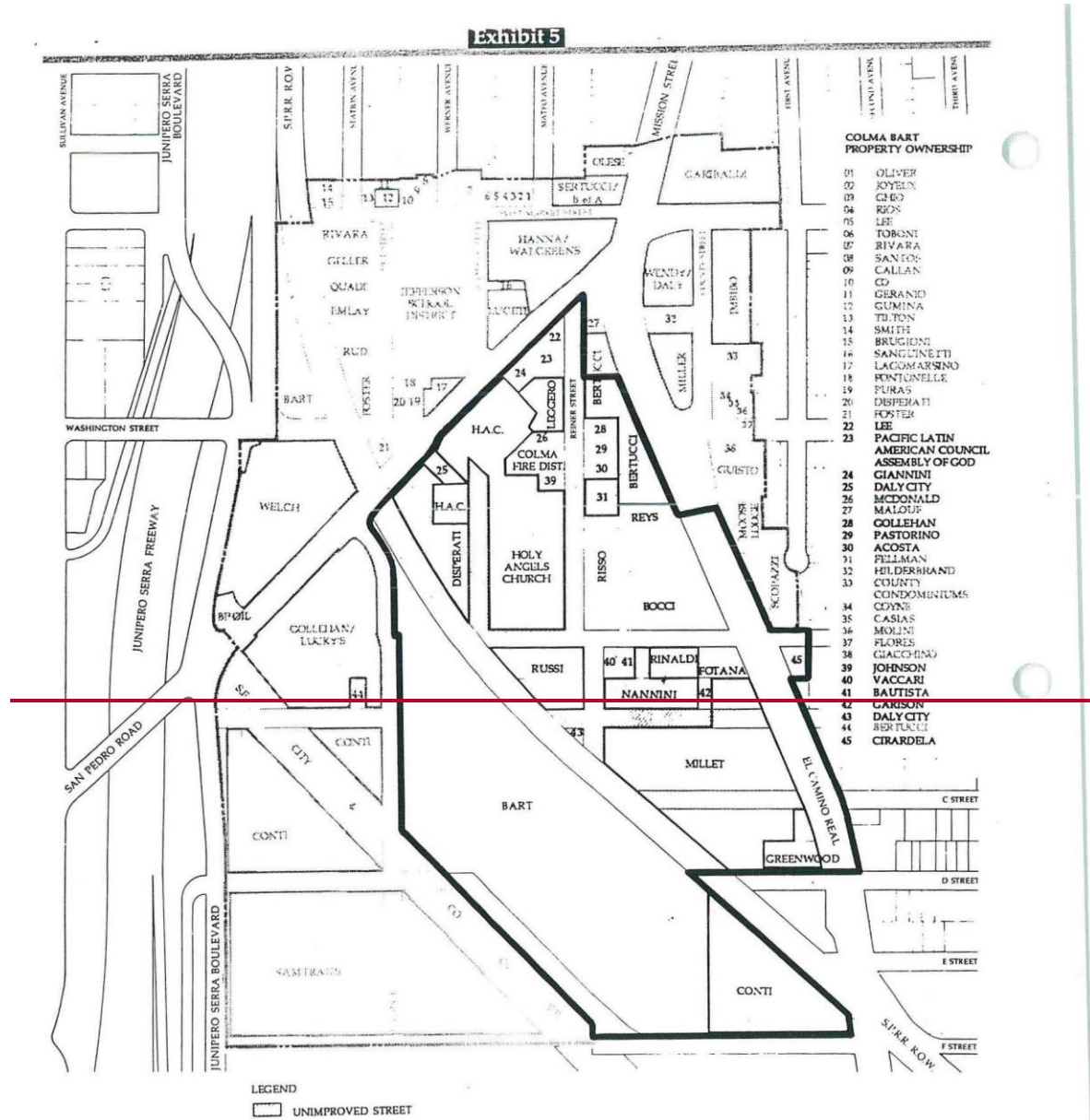
While ownership of individual parcels may have changed, the pattern remains largely the same, with the BART station area and related facilities representing the largest area of land under single ownership, followed by the Holy Angel's Church between San Pedro Road and Reiner Street, and the remaining 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 Plans and Implications~~ Improvements

As part of a comprehensive program to extend rapid transit service to the San Francisco International Airport (SFO), ~~BART is proceeding with plans to redevelop retrofitted its~~ the existing train storage/maintenance yard in Colma to a full-service passenger station in 1996. ~~The new Colma BART Station would be the~~ was one of the first new stations in the BART system since it's the system was originally completed ~~ion~~ in the ~~1970's and~~ 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.

~~is one of four planned stations on the San Francisco/Daly City (SF/DC) line to provide service to San Francisco Airport. Completion of the Colma BART Station is expected in Fall of 1995.~~

[EXHIBIT 5]

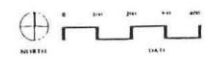


**Exhibit 5: Property Ownership**

CALTHORPE ASSOCIATES, INC.  
 BAY AREA ECONOMICS  
 FEIB & PEIER ASSOCIATES, INC.  
 ZICHTERMAN ENGINEERING

DONALD BALLANTI  
 HILGERTH & BOYKIN, INC.  
 HENRY ETZEL & MELLON

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



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

A five-story parking structure ~~will straddle~~ a portion of the BART maintenance yard, ~~and will be~~ located adjacent to and west of the station building. ~~The parking structure has, with~~ Total parking capacity ~~for of more than~~ will be 2,01,400 cars. The parking structure ~~plan provides for~~ has two vehicular access points. The primary auto entrance/exit points to the garage ~~will be~~ 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~~ will be on the northeastern corner of the parking structure. The second level of the parking structure ~~will connect~~ s to a 500-foot-long pedestrian bridge which ~~will extend~~ s into the SamTrans park-and-ride lot and passes over F Street.

Adjacent to the station on the northeast side ~~will be~~ is a combined kiss-and-ride and bus loading and turn-around area. ~~In the evening peaking hour, this area is expected to serve a projected 60 buses (120 one-way trips) and 415 kiss-and-ride passengers (830 one-way trips).~~ The area includes 26 short-term parking spaces for kiss-and-ride trips and 12 bus stalls ~~would serve~~ eleven ~~six different~~ bus routes, including major commuter routes such as the El Camino Real (ECR), as well as local routes. ~~to meet SamTrans' bus operation requirements.~~

## Traffic and Circulation

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

~~Th~~ ese improvements ~~were anticipated to be~~ are being funded and constructed through a variety of mechanisms, including BART and SamTrans funds, ~~F~~ ederal 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 ~~the primary issue of relevance to this plan.~~ A more detailed discussion of transportation network ~~future traffic~~ 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 a ~~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~~ ~~Reflect BART Station Area Specific Plan~~

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

### 1.1 Create an Attractive Neighborhood

Develop ~~policies~~ design standards for site planning and building articulation that will contribute to ~~transform an amalgam of disconnected and underutilized parcels into a neighborhood of a~~ distinction and attractiveness neighborhood.

### 1.23 ~~Introduce~~ Encourage Uses and Improvements Compatible with BART Station

~~Introduce new land uses~~ Encourage transit-oriented development within the vicinity of the and ~~transportation improvements that acknowledge changes that will occur with the advent of the~~ Colma BART Station.

### 1.34 Respect and Maintain Key Existing Uses

Respect and maintain key existing uses in the planning area.

### 1.45 Respect Design of Surrounding Communities

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

## OBJECTIVES

### 1.56 Cluster Mixed Uses Around BART Station

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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.

**1.67 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.

**1.78 Provide Range of Housing**

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

**1.9-8 Encourage Attractive Development**

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

**1.9 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.

**~~1.1010-~~ 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.

**1.1144 Encourage Public and Private Cooperation**

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

**TRANSPORTATION AND CIRCULATION**

**1.12 Provide Uses That Allow Commute and Shopping Trip Links**

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

**1.13 Design Streets and Paths for Walking**

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

**1.14 Provide Safe and Convenient Bicycle Improvements**

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

**1.15 Provide Interconnected Street System**

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

~~1.16 Develop Kiss-n-Ride Areas~~

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

**1.167 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.

**1.178 Direct BART Traffic Away from Residential Neighborhoods**

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

**1.189 Provide Emergency Vehicle Access**

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

**1.189 Limit Parking for Transit-Oriented Development**

[Limit parking requirements for multi-family 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 ~~new~~ streets. Buildings will acknowledge the significant public investment that BART

represents by orienting entries and facades to these public rights-of-way, as well as create an attractive urban neighborhood.

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

~~New moderate and high density housing suitable for households of various sizes and income levels will line both sides of the street creating a distinctive character to this segment of the historic roadway.~~ 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.;

~~to the east, small apartment buildings will provide a transition to adjacent single-family neighborhoods. This urban housing will be designed to resemble a series of row houses or small apartment buildings, similar to those in the area now.~~ Entries, bays, and sun porches will dot the ~~facade~~ 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.

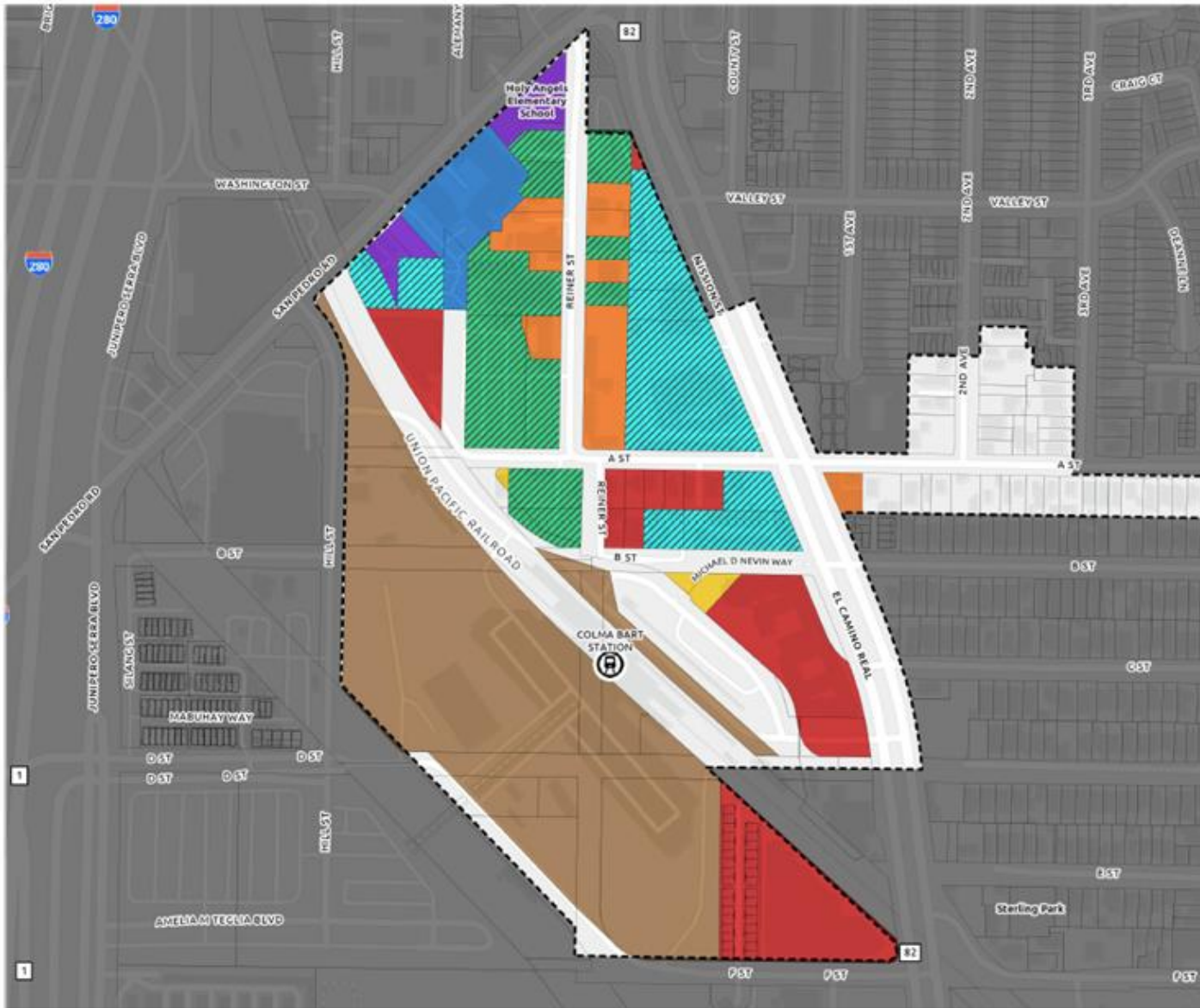
San Pedro Road will be reinforced as a local-serving shopping street oriented toward small businesses and pedestrians. New buildings will emulate the characteristics of existing buildings along the street's southern frontage by placing small-scale retail and residential common areas at ~~on~~ the ground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

The land use components of the Colma BART Station Area Plan are illustrated in Exhibits ~~7 and 8~~ 4 and 5.

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Exhibit 45: 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

Plans prepared for meeting under San Mateo County's Unincorporated Areas Planning Program, shown for the Colma, Brackley and Harbor Industrial Study areas. Data source: San Mateo County Department of Public Works, Transportation and Planning (2020 parcel data, downloaded March 2024; San Mateo County Open Data (SACOpen) unincorporated community boundaries. Map prepared by MKG, Inc., March 2024.



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**EXHIBIT 65  
AREA PLAN BUILDOUT SUMMARY**

<b>Residential Uses</b>	<b>Projected Density (a)</b>	<b>Acres</b>	<b>Units</b>	<b>Residents (1)</b>
<u>Residential Opportunity (70-150 du/ac)</u>	<u>120 du/ac</u>	<u>4.1</u>	<u>492</u>	<u>1,456</u>
<u>Mixed-Use Opportunity (70-150 du/ac) (3)</u>	<u>120 du/ac</u>		<u>528</u>	<u>1,562</u>
High Density <u>Residential</u> (25-55 du/ac)	<del>44</del> <u>55</u> du/ac	<del>12.8</del> <u>6.9</u>	<del>704</del> <u>303</u>	<u>898</u>
Medium Density <u>Residential</u> (12-25 du/ac)	<del>20</del> <u>25</u> du/ac	<del>4.0</del> <u>1.6</u>	<del>100</del> <u>32</u>	<u>94</u>
Low Density <u>Residential</u> (6-12 du/ac)	<del>9</del> <u>12</u> du/ac	<del>0.1</del> <u>0</u>	<u>10</u>	<u>3</u>
<u>Neighborhood Comm. w/ (Res. Above) (3)</u>	<u>20</u> <del>25</del> du/ac	<u>1.8</u>	<u>45</u> <del>16</del>	<u>47</u>
<b>Total Residential (4)</b>		<b><u>16.8</u><del>12.7</del> ac</b>	<b><u>849</u><del>1,372</del></b>	<b><u>2,233</u><del>4,060</del></b>
<b>Commercial &amp; Office Use</b>	<b>Projected F.A.R. (a)</b>	<b>Acres</b>	<b>Square Feet (2)</b>	<b>Employees (2)</b>
<del>Neighborhood Commercial</del>	<del>0.25</del>	<del>0.4</del>	<del>4,400</del>	<del>40</del>
<u>Residential Opportunity</u>	<u>0.6</u>			
<u>Retail</u>			<u>76,800</u>	<u>170</u>
<u>Office</u>			<u>51,220</u>	<u>204</u>
<u>Mixed-Use Opportunity (3)</u>	<u>2.0</u>	<u>4.4</u>		
<u>Retail</u>			<u>230,000</u>	<u>511</u>
<u>Office</u>			<u>153,300</u>	<u>613</u>
High Density Residential	<u>0.6</u>			
<del>Ground Floor</del> <u>Retail</u>	<del>0.50</del>		<u>7,200</u>	<u>16</u>
<u>Office (for resid. see above)</u>			<u>5,300</u>	<u>21</u>
<u>Neighborhood Comm. w/ (Res. Above) (3)</u>	<u>0.6</u>	<u>0.8</u>		
<del>Ground Floor</del> <u>Retail</u>			<u>12,900</u>	<u>29</u>
<u>Office (for resid. see above)</u>			<u>8,000</u>	<u>32</u>
<del>Mixed-Use Comm. w/ Office Above</del>	<del>0.35</del>	<del>0.0</del>		
<del>Ground Floor</del> <u>Retail</u>			<u>0</u>	<u>0</u>
<del>Upper Floor</del> <u>Office (Class B)</u>			<u>0</u>	<u>0</u>
<del>Office/Convenience Retail</del>	<del>0.90</del>	<del>0.0</del>		
<del>Conv. Retail (BART/Office Patrons)</del>			<u>0</u>	<u>0</u>
<del>Office (Class A)</del>			<u>0</u>	<u>0</u>
<b>Total Commercial &amp; Office (4)</b>		<b><u>22.5</u><del>5.2</del> ac</b>	<b><u>24,500</u><del>544,720</del></b>	<b><u>1,597</u><del>55</del></b>
- <del>Total Commercial</del> <u>Retail</u>			<u>24,500</u> <del>326,900</del>	<u>726</u> <del>55</del>
- <del>Total Office</del>			<u>9217,820</u>	<u>8710</u>
<b>Public Uses</b>		<b>Acres</b>		
Public and Quasi-Public		2.3		
Parks and Plazas		<del>2.4</del> <u>1.3</u>		
Open Space & Public Easements		0.3		
<b>Total Public (5)</b>		<b><u>5.0</u><del>3.9</del> ac</b>		
<b>Notes:</b>				
(a) <u>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.</u>				
(1) <u>Assumes ABAG 1990 H-household size projections of 2.963 persons per household pp/hh (San Mateo County Housing Element, Table A-15).</u>				
(2) <u>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.</u>				

- (3) "Neigh. Comm. w/ (Res. Above)" and "Mixed-Use Opportunity" acreage counted with commercial and not residential; F.A.R. ~~includes~~ exclude residential uses.
- (4) ~~Includes existing commercial development. Of the approximately 400,000 s.f. of existing commercial space, roughly 100,000 s.f. is likely to remain.~~
- (5) ~~(4)~~ BART Station and Equipment Yard do not appear in these statistics

## POLICIES

### LAND USE AND COMMUNITY CHARACTER

#### *Land Use*

#### **2.1 Designate Parcels Close to BART as to Allow High-Density Residential Development**

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

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

~~Require small-scale ground-floor~~ Allow commercial and other nonresidential uses to occupy up to 25 percent of the total floor area ~~within of High Density Residential~~ high-density residential developments on key housing opportunity sites by-right ~~at the eastern entrance to BART and at the El Camino Real terminus of the pedestrian stairway,~~ to provide convenient ~~ce~~ commercial opportunities for BART patrons and surrounding residents.

#### **2.3 Maintain Character of Reiner Street**

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

#### **2.4 Maintain Character of San Pedro Road**

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

**2.5 ~~Maintain Holy Angels Church and School as Allowed Use~~ 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.

**~~2.6~~ Maintain Colma Fire Station but Allow for Future Housing**

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

**~~2.7~~ Develop Public Park**

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

**~~2.8~~ Allow Mobile Home Park Redevelopment**

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

*Building Orientation, Type, and Design*

**~~2.79~~ Emphasize Pedestrian Use**

Orient new or renovated buildings toward the street ~~in order~~ to create a strong pedestrian emphasis throughout the area. ~~Small-scale shops~~ Street-level building façades must provide visual interest through use of articulating features such as numerous entries, windows, ~~and~~ display areas, projections, recesses, and variety in colors and building materials ~~at designated locations; housing must line streets with entries, windows, and balconies.~~

**~~2.810~~ Encourage Larger, High Density Residential Buildings**

~~On parcels designated High Density Residential, prefer 3 to 4 story buildings over a podium of parking in order to maximize the number of housing opportunities within walking distance of transit. Increase maximum allowable height, reduce setbacks, remove floor area ratio (FAR) standards, and remove minimum lot standards for high-density residential development. Courtyard apartments and townhouses are permitted where parcel sizes are too small to economically allow construction of larger building types.~~

*Parcel Aggregation*

**2.811 Encourage Aggregation of High-Density Residential Parcels**

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

*Housing Opportunities*

**2.912 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.

**~~2.13 Provide Affordable Housing~~**

~~Require all developments in San Mateo County of five or more units to provide at least 20% of the total project units at rents or sales prices affordable to very low or low income households, as defined by San Mateo County General Plan Policies 14.5 and 14.6. To assist developers in meeting this requirement, offer density bonuses in accordance with the San Mateo County Density Bonus Ordinance (Chapter 1, Part VI, Division VI of the County Ordinance Code). a. b. c. d. e. Encourage developers of rental inclusionary units to provide at least 10% of the total project units at rents affordable to very low income households and at least 10% affordable to low income households. Require that affordable units be distributed throughout a development. Require that affordable units be architecturally compatible and constructed concurrently with market rate units in a development. Require that the mix of unit sizes and bedroom counts in the affordable units be proportional to the mix of unit sizes and bedroom counts provided in a development as a whole. Assure that affordable units remain affordable through appropriate deed restrictions.~~

**2.104 Encourage Mix of Rental and For-Sale Housing**

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

**2.11 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*

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

El Camino Real ~~will~~ should transition gradually to a residential boulevard, while maintaining its function as a major regional north-south access route. San Pedro Road's ~~existing small-scale~~ commercial character will be reinforced 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 ~~which~~ 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 south-bound to the ~~informal~~ kiss-n-ride area and pedestrian plaza ~~provided~~ along B Street/Michael D. Nevin Way ~~ong El Camino Real~~ 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.

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

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

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

**3.5 Minimize Residential Street Widenings**

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

**3.6 Add Street Trees, Sidewalks and Lighting**

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

*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 ~~17.17d~~ requires encourage provision of secure bicycle parking at transit ~~stations~~ 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 ~~new~~ Colma BART Station ~~will~~ provides more than 23 keyed bicycle lockers and 812 electronic bicycle lockers, as well as bicycle racks at all entrances for bicycling patrons. New residential and institutional development in the Project Area ~~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 ~~They~~ need not be protected from the rain. In all cases, bike racks should secure the bicycle frame and its wheels. Racks that secure only one part of the bike (e.g., concrete slots or vertical bars holding one wheel or the frame) are not acceptable, because they can damage ~~the~~ bikes and expose them to theft and vandalism.

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

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

- El Camino Real
- San Pedro Road
- 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 ~~High Density~~ multifamily residential uses; ~~Institutional uses such as schools and clubs;~~ and Transportation Facilities stations in the planning area so that ~~allow~~

~~bicyclist~~bicyclists ~~to~~can securely park their bikes in storage lockers or ~~on~~at bike racks ~~all day~~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 Neighborhood Commercial~~development and institutional uses such as churches and libraries ~~so~~ that ~~allow bicyclist~~bicyclists visiting those businesses and buildings can ~~to~~ securely park their bikes at racks for short time periods.

*Pedestrian Linkages*

A key element of the Colma BART Station Area Plan is a network of pedestrian linkages. These routes provide travel options for residents to easily get to shopping, parks, and schools, as well as to BART. They also allow BART patrons and ~~office workers~~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; ~~disable persons~~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. ~~Recommended locations include along a portion of the mapped C Street right-of-way connecting to the BART Station.~~

#### *BART and Bus Operations*

~~As part of a comprehensive program to extend rapid transit service to the San Francisco International Airport (SFO), BART redeveloped 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 system since it's original completion in the 1970s, and was the terminus of the SF/DC line until 2003, when the South San Francisco station opened for service. Today, the Colma Station is one of five stations along the airport extension line and provides direct southbound service to SFO.~~

A bus turnaround and kiss-n-ride area east of the BART sStation ~~will be~~serve as the primary connection between existing and proposed high-density housing developments and BART. A crosswalk ~~will connect~~s the pedestrian way to the eastern station entrance.

### ~~3.16~~ Support BART Airport Extension

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

~~Ensure Adequate Design Review of BART Facilities~~

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

~~Work with BART to ensure that the bus turnaround/kiss-n-ride area is implemented as designed, specifically that the specially paved walkway is constructed across all travel lanes to connect with the plaza/pedestrian stairway.~~

### *Kiss-n-Ride*

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

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

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

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

#### **3.XX19** Design/Maintain Kiss-n-Ride Area Appropriately

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

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

### *Parks and Plazas*

#### **4.1** Develop Reiner Street Public Park

~~Create~~ Accommodate a public park at the terminus of Reiner Street south of A Street. This park ~~shall~~ 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.

~~**4.12 Encourage Development of Alemany Street Private Green**~~

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

~~**4.3 Develop Plazas at BART Station Entrance and Reiner Street**~~

~~Construct a plazas at two locations:  
Pedestrian walkway at Colma BART Station entrance/bus turnaround area.  
Reiner Street at San Pedro Road if Reiner Street is closed to through traffic in the future.~~

*Fire*

**4.4 Continue Fire Protection Services**

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

**4.5 Retain Fire Station and Ambulance Facility**

Permit the fire station on Reiner Street and associated ambulance service to remain in their current location until an alternative site is available and desired by the 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 ~~either~~ local residents ~~and~~ BART patrons.

## INFRASTRUCTURE

In general, development within the ~~Area Plan~~ planning area is not restricted by limited utility services. Significant utilities system upgrades and extensions will be needed for water distribution, wastewater collection, and particularly for storm water drainage. Exhibit ~~6~~ 9 summarizes existing infrastructure capacity and project serviceability.

<b>EXHIBIT 6</b>			
<b>INFRASTRUCTURE OVERVIEW: EXISTING CAPACITY AND PROJECT SERVICEABILITY</b>			
<b>Utility</b>	<b>Service Provider</b>	<b>Existing Capacity</b>	<b>Project Serviceability</b>
Water	California Water Service Co. /Daly City/San Francisco Water Department (SFWD)	Good <sup>a</sup>	Good <sup>b</sup>
Wastewater	North San Mateo Co. Sanitation District (Daly City)	Good	Good <sup>b</sup>
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
<sup>a</sup> Good pressure, but small mains in topographically high area along El Camino. <sup>b</sup> Regional system capacity adequate, but significant upgrades/extensions needed. <sup>c</sup> North San Mateo County Sanitation District. <sup>d</sup> San Mateo County Flood Control District, administered by County. <sup>e</sup> 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 ~~is currently preparing a~~ [prepared a sanitary 10-year Wastewater Ssewer Collection\\_](#) System Master Plan [in 2006, with the latest updates in 2022,](#) which ~~will identify~~ specific deficiencies and necessary improvements based on future development in the planning area.

### **5.5 Require Master Plan Update**

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

### **5.6 Require New Sanitary Sewers**

Require developers to install new sanitary sewers in each project's vicinity, pay any required connection fees, and contribute appropriate shares of funds for upgrading interceptors and trunk sewers, as identified in the [Collection 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 Master Plan has not considered the impacts of development associated with the Area Plan.~~ The additional impermeable surface area associated with development of the Area Plan will incrementally increase runoff and expand flooding problems south of the planning area. Significant improvements are necessary to the Colma Creek Channel. These improvements are needed now, and would be needed regardless of the type of development in the planning area. The extent of impermeable surface area or detention provisions incorporated in the development will, however, affect the size and extent of improvements.

The County has a policy of requiring developments to provide the necessary 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 ~~of~~ increased development intensities in the Area Plan 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 ~~in~~ order to comply with storm water runoff quality monitoring requirements.

*Solid Waste*

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

**5.11 Implement Recycling Programs**

Mitigate the impact of the Area Plan on the solid waste collection and disposal facilities by promotion and implementation of recycling programs. These programs are delineated in the County's Solid Waste Management Plan titled "Joint Solid Waste Generation Project and Joint Source Reduction and Recycling Element."

Programs include: curbside recycling; expanded commercial collection of corrugated cartons, office paper and glass; development of a buyback and material processing center; and increased hand sorting of recyclables at transfer stations.

### *Electricity and Natural Gas*

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

#### **5.12 Coordinate Development with PG&E**

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

## 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 57). ~~As they are generally intended to provide a flexible framework for innovation and high-quality design, strict rules and requirements have been limited and carefully selected in order to assure implementation of the most important goals of the plan.~~ The terms "must" or "shall" represent strict requirements; "should" or "may" indicate recommendations.

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

### GENERAL DESIGN GUIDELINES

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

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

In recent years, this tradition has been undermined by both residential and commercial development that have little to do with Daly City's traditions. In the name of expediency, poor quality projects that ignore the common architectural threads of the community and thus stick out as "eyesores" have been allowed. Within the *Colma BART Station Area*

*Plan* planning area, in particular, piecemeal development has occurred, with little attention paid to making a "whole" community.

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

### Building Types

A variety of building types are permitted within each land use category. To a certain extent, building types will be determined by parcel size and configuration; larger parcels will permit more dense residential buildings or a greater variety of commercial business options. In general, buildings that meet the higher end of the density/intensity range are encouraged ~~in order~~ to create a more urban environment and provide as many residential units within proximity of the BART Station as possible. However, where a particular character is desired, for example along Reiner Street or portions of El Camino Real, preferred building types are identified.

### Building Orientation

At a minimum, buildings should address streets, 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 ~~in order~~ to link the surrounding area with the site and to maintain a coherent visual form to the area.

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

### 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 ~~facade~~[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 low~~er~~[er](#) ~~and moderate~~ 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 ~~facade~~[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 ~~judiciously for accents~~. Glass curtain walls, reflective glass, “cottage cheese” stucco, and scored plywood are prohibited. Light tints are preferred over hues for the bulk of buildings; accents should be bright. Earth tones are discouraged.

### Courtyard, Plazas, and Private Yards

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

### Walls, Fences and Banks

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

### Parking

Parking garages and lots may not dominate the frontage of a street or prohibit pedestrian movement. In most cases, parking will be placed behind or below buildings. Parking for residential units should be placed either below buildings in one level of sub-surface parking, in garages placed either at the rear property line or recessed from the front ~~façade~~[faced](#), or in “tuck under” garages ~~which~~[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	Hardware store
Bank Teller	Home furnishings
Bar and cocktail lounge (c)	Laundromat
Barber shop	Office supplies
Beauty salon	Personal services
Book store	Pet store
Camera store	Restaurant (excluding drive-in)
Clothing store	Shoe and shoe repair
Coffee shop	Small appliance sales and repair
Day care	Specialty food
Deli	Sporting goods
Drugstore	Stationery store
Dry cleaner	Tailor
Florist	Toy store
Food and liquor store	Variety store
Gift store	Video rental

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

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

### *Density*

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

### *Height*

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

### *Setbacks*

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

Where High Density Residential uses abut Medium High Density Residential uses, rear and side yard setbacks should be a minimum of 1 feet.

### *Lot Coverage*

Podium Apartments: 100% maximum lot coverage

Other Building Types: 60% maximum lot coverage

### *Building Configuration*

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

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

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

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

### *Parking*

#### *Parking Requirements*

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

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

#### *Parking Configuration and Design*

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

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

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

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

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

### *Architectural Guidelines*

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

#### *Massing*

No building or project should appear to dominate an entire street or block. ~~High-Density Residential projects must appear as several smaller buildings, rather than a single unvaried apartment building.~~ Variations in floor level, facades, roof styles, architectural details, and finishes that create the appearance of several smaller projects are required (see 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.

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

### *Plazas and Outdoor Seating*

Benches and small “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.

#### *Facade***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 6<sup>th</sup> 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-

servicing 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 6<sup>th</sup> 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 Di strict Zoning Regulations.

#### *Parking Configuration and Design*

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

### Architectural Guidelines

Please refer first to the General Design Guidelines section.

## TRANSPORTATION FACILITIES

### Community Character

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

## TRANSPORTATION AND CIRCULATION

## Streets and Intersection Improvements

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

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

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

### *San Pedro Road*

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

### *El Camino Real*

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

<b>Exhibit 740 STREET TREE RECOMMENDATIONS</b>		
<b>Street(s)</b>	<b>Scientific Name</b>	<b>Common Name</b>
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**

### Parks and Open Space

#### Reiner Street Park

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

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

### ~~Alemany Street Right-of-Way~~

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

### Schools

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

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