



MEMORANDUM

DATE January 20, 2023
TO Michael Van Lonkhuyzen, Planning Manager
Planning Division, City of Daly City
FROM Bruce Brubaker and Janet Chang
SUBJECT Daly City Commercial Mixed Use Zone Development Project
Existing Conditions and Case Studies Memorandum DRAFT

Introduction

This memo is part of an initial task for the Daly City Commercial Mixed Use (CMU) Zone Development project that describes the existing policy and design framework which the City of Daly City uses for properties within the project boundaries along Mission Street and Geneva Avenue. Sections of this memo include a review of Daly City's General Plan, Zoning Ordinance, Specific Plans, and other relevant City standards. This existing conditions assessment will be used as a reference to create new Zoning Ordinance text and development standards in later tasks.

This memo also includes three case studies of recent development projects on similar corridors in other cities (Attachment A). Each case study includes a summary of project factors, including proximity to transit, lot size, height, number of units and square feet of commercial space, parking requirements and provided spaces, public open space, and lot assembly, if any. These case studies showcase recent development projects similar to what may be expected on Mission Street and Geneva Avenue, and they may inform the development of zoning text and standards for the CMU zoning district.

Project Boundary

Figures 1 and 2 show the project boundaries, which encompass properties along Mission Street and Geneva Avenue that will be reviewed to assess whether any should be rezoned to Commercial Mixed Use as part of this project. The project boundaries include properties that directly abut Mission Street or Geneva Avenue, most of which are zoned Light Commercial (C-1).

MISSION STREET

Along Mission Street, the project boundary consists of mostly C-1 properties that abut Mission Street as well as other adjacent C-1 properties. The project boundary also includes a Heavy Commercial (C-2) property at Los Olivos Avenue (existing car dealership), multi-family residential (R-3) at Bepler Street on land owned by the City of Daly City, and several large Planned Development (PD) parcels which have an existing shopping center anchored by Lucky supermarket. Some properties were purposely excluded from the project boundaries as the City does not foresee these parcels undergoing a future change in use. Along Mission Street, these parcels include public uses like the John Daly Branch Library and Jefferson High School and the parcel zoned Planned Development (PD) at E Vista Avenue which has more recent multi-family development.

The southern portion of the Mission Street corridor is within the boundary of the Bay Area Rapid Transit (BART) Specific Plan Area for the Colma BART Station. This area generally includes parcels that front onto the four corners of where Mission Street intersects San Pedro Road. These parcels have additional development and design standards from the existing Specific Plan, which are detailed in a later section of this memo.

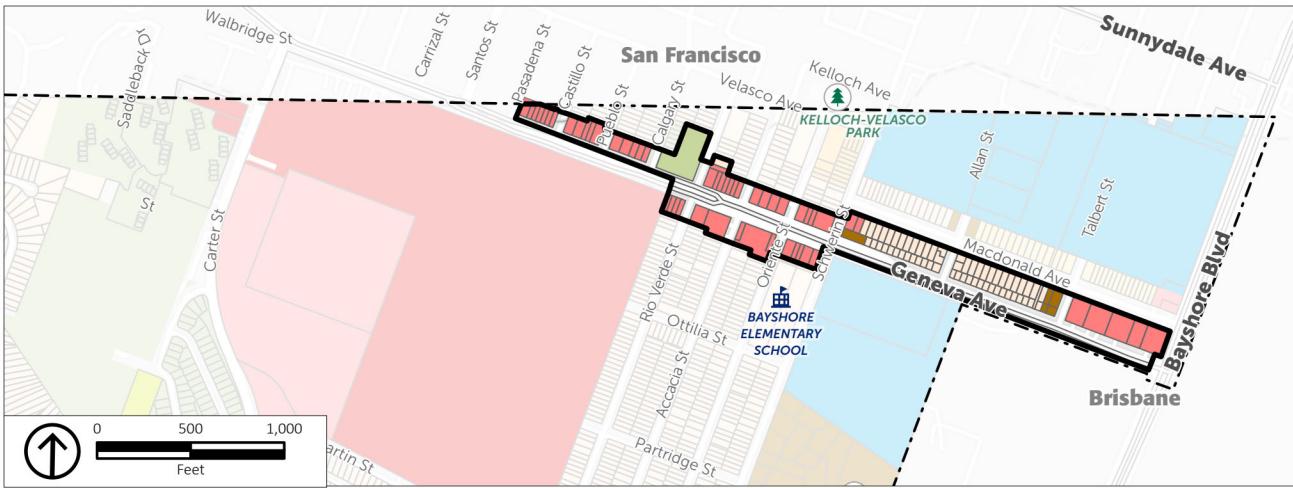
GENEVA AVENUE

Along Geneva Avenue, the project boundary is also made up of primarily C-1 properties. Additionally, the project boundary includes a PD parcel between Calgary Street and Rio Verdes Street and the Single-Family Residential (R-1) and R-3 parcels fronting Geneva Avenue or adjacent to the parcels fronting Geneva Avenue between Schwerin Street and Talbert Street. The project boundary does not include the large C-2 parcel south of Geneva Avenue and east of Carter Street, which is the Cow Palace Arena & Event Center, and the large Industrial (M) parcel south of Geneva Avenue and east of Schwerin Street, which is owned by Pacific Gas & Electric (PG&E).



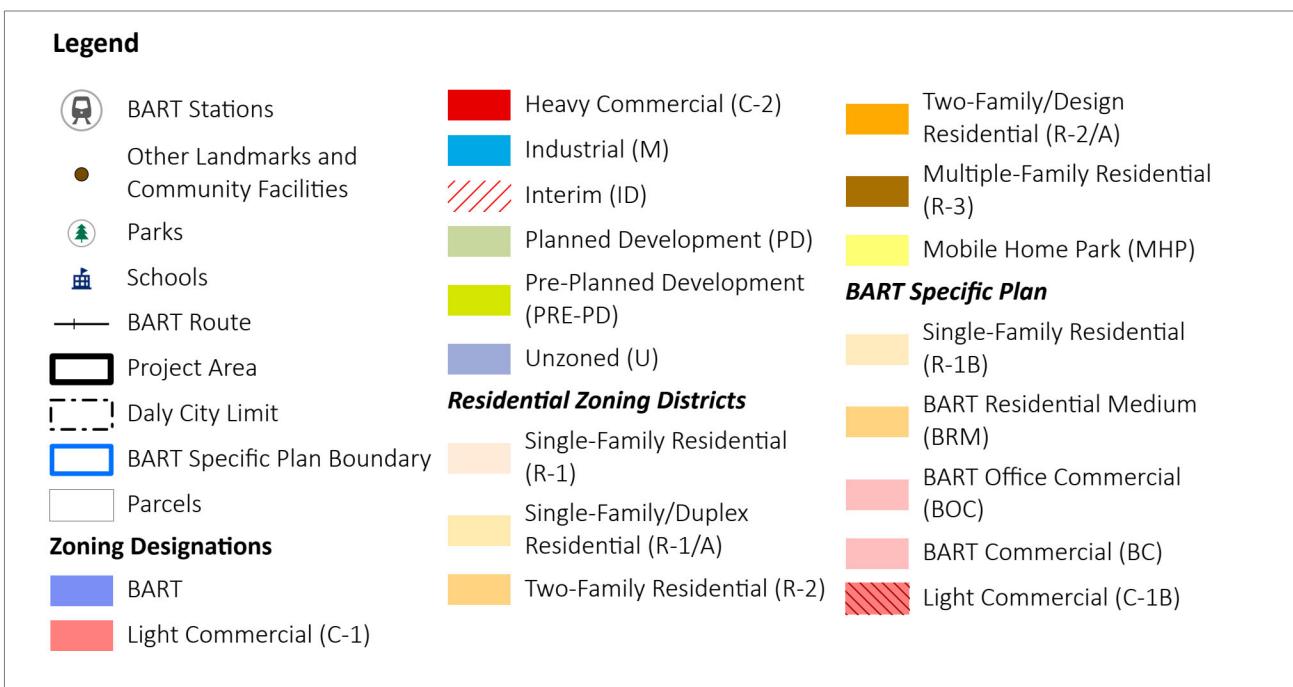
Source: Daly City, 2022; PlaceWorks, 2023.

Figure 1 Mission Street Zoning Districts



Source: Daly City, 2022; PlaceWorks, 2023.

Figure 2
Geneva Avenue Zoning Districts



Existing Regulatory Framework

ZONING

Figures 1 and 2 show the City of Daly City's current zoning districts for parcels within the project boundaries. The following zoning districts are located within the project boundaries on the Mission Street and Geneva Avenue corridors:

- **Light Commercial District (C-1):** This district allows development a variety of retail and commercial uses, including accessory uses and buildings that are listed in Table 2.
- **Light Commercial (BART Specific Plan) District (C-1-B):** This district allows development of a variety of commercial and mixed-use buildings in the BART Station Area Specific Plan Area. This district allows one- to two-story buildings with surface or subsurface parking. Mixed-use office buildings with retail on the ground floor and upper story offices are encouraged. The purpose of this district is to implement the development standards and design guidelines of the BART Station Area Specific Plan. The regulations for this district are in addition and supplemental to the regulations of the underlying C-1 district, and where the regulations of the -B district and the underlying C-1 district are inconsistent, the regulations of the -B district shall prevail. Furthermore, all development shall be in accordance with the policies contained in the Daly City General Plan and the BART Station Area Specific Plan. Uses permitted or conditionally permitted within this district are the same as those for the underlying land-use district, except as modified by the BART Station Area Specific Plan.
- **Heavy Commercial District (C-2):** This district allows all uses that are permitted in C-1 district, except where specifically subject to the requirements of the Heavy Commercial district.
- **Planned Development District (PD):** This district allows various types of development such as neighborhood and district shopping centers, professional and administrative areas, single-family and multiple-family residential development, commercial service centers and industrial parks or any other use or combination of uses which can appropriately be made a part of a planned development.
- **Single-family Residential (R-1):** This district allows development of single-family dwellings and related uses such as parks, supportive and transitional housing, secondary dwellings, public utility facilities, and community services. Permitted accessory uses are listed in Table 2.
- **Single-family/Duplex (R-1/A):** The purpose of this district is to protect existing neighborhoods of primarily single-family homes and provide for single-family residences, duplexes through use permit procedures, schools, parks, playgrounds and other public facilities and services necessary for the functioning of low to medium low density residential neighborhoods.
- **Two-family/Design Residential District (R-2/A):** The purpose of this district is to protect existing neighborhoods containing single-family homes. This zoning district intends to provide for duplexes and single-family homes and ensure that the city has appropriate ability to mitigate visual and environmental impacts through building design standards. There are some

design guidelines for this district for stepbacks, front façades, garage doors, building entrances, windows, landscaping, and roofs.

- **Multiple-family Residential (R-3):** This district permits multiple-family dwellings. Uses such as motels, professional office, rest home, and boarding house require a Use Permit.

Tables 1 and 2 provide an overview of the number of parcels, average parcel size, and total acreage per zoning district for each corridor.

Table 1: Mission Street Parcel Information by Zoning District

| Zoning District | Number of Parcels | Average Parcel Size | Total Acreage |
|-----------------|-------------------|---------------------|---------------|
| C-1 | 306 | 0.12 | 37.4 |
| C-1-B | 15 | 0.39 | 5.9 |
| C-2 | 1 | 0.9 | 0.9 |
| PD | 7 | 1.21 | 8.5 |
| R-1 | 0 | - | - |
| R-1/A | 3 | 0.10 | 0.32 |
| R-2/A | 1 | 0.06 | 0.06 |
| R-3 | 5 | 0.07 | 0.34 |

Table 2: Geneva Avenue Parcel Information by Zoning District

| | Number of Parcels | Average Parcel Size | Total Acreage |
|-------|-------------------|---------------------|---------------|
| C-1 | 54 | 1.24 | 6.7 |
| C-1-B | 0 | - | - |
| C-2 | 0 | - | - |
| PD | 1 | 1.05 | 1.05 |
| R-1 | 59 | 0.05 | 3.2 |
| R-1/A | 0 | - | - |
| R-2/A | 0 | - | - |
| R-3 | 5 | 0.08 | 0.41 |

Table 3 lists the types of permitted uses and uses that require a use permit for the different zoning districts, according to the City's existing Zoning Ordinance. Table 4 lists the existing development standards, including for minimum lot size, lot width, lot coverage building heights, and setback requirements. The permitted uses and development standards will need to be assessed when creating a new CMU zoning district.

Table 3: Permitted Uses and Use Permit Requirements (abbreviated)

| Zoning Districts | Permitted Uses | Use Permit Requirement |
|-------------------------------|--|--|
| Light Commercial (C-1) | Art studio, bakery (retail), bank, barber or beauty shop, book or stationery store, business office, clothing or department store, drugstore, florist, grocery store, hardware store, health studio, laundry or cleaning agency (retail), liquor store, manufacturing and assembly of electronic and scientific equipment which requires no use of chemicals, payday lending establishment, photographic studio, restaurant (excluding drive-in), retail electrical and household appliance sales and services, shoe repair, smoke shops and tobacco store business, tailor shop, trade or business school, uses permitted in R-4 district, except dwellings or any commercial developments in the coastal zone. | Accessory building or use, animal kennel, bar or cocktail lounge, bowling alley, businesses whose principal use is for the operation of amusement devices, car wash, commercial parking lot, conversion to self-service gasoline station, dwellings as permitted in the R-3 district subject to the same requirements, fortunetelling (and related services), full-service gasoline station, garden supply, gasoline service station with accessory use, golf range or miniature golf, greenhouse, manufacturing and assembly of electronic and scientific equipment when chemicals are used in the process, massage establishments, mortuary, motor vehicle repair or parts supply, new or used car sales, nursery, outdoor sales, pawnshop, pet shop, restaurant (drive-in), self-service gasoline station, tattoo establishment, theater (including drive-in), trailer court, upholstery, veterinary hospital or office or any commercial developments in the coastal zone. |
| Heavy Commercial (C-2) | Same uses as permitted in the C-1 district, except where specifically subject to the requirements of this section. | All areas used for open storage of materials or equipment, with the exception of those uses listed in Section 17.16.010 shall be enclosed |

| | | |
|--|--|---|
| | | <p>by a sight-obscuring fence at least six feet in height.</p> <p>Animal kennel, accessory building or use, bakery (wholesale), building materials yard, businesses whose principal use is for the operation of amusement devices, cabinet shop, contractor's yard, conversion of full-service to self-service gasoline station and gasoline service station with accessory use, dwelling as permitted in the R-3 district subject to the same requirements, full-service gasoline station, laboratory (research and testing), laundry or cleaning (wholesale), machine shop, massage establishment, newspaper or commercial print shop, pawnshop, public utility equipment yard, restaurant (drive-in), self-service gasoline station, sheet metal shop, smoke shops and tobacco store business, storage of equipment, theater (drive-in), tattoo establishment, veterinary hospital or office, wholesale sales storage.</p> |
| Light Commercial (BART Specific Plan) (C-1-B) | <p>Uses permitted or conditionally permitted within this district are the same as those for the underlying land-use district, except as modified by the BART Station Area Specific Plan.</p> | |
| Planned Development (PD) | <p>Uses in a planned development district shall be permitted according to the general category of uses submitted with the precise plan.</p> | <p>A use proposed which is not similar in character to an identified use by general category may be permitted in a planned development district upon first securing a use permit.</p> |

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|---|---|--|
| Single-family/Duplex (R-1/A) | Single-family dwelling, home occupation, park and playground, transitional housing, supportive housing, secondary dwellings, small family day care home, public utility facilities and public service uses, community service uses | <p>Use requiring a Use Permit:</p> <ul style="list-style-type: none"> • Accessory buildings • Day care center, accessory use, dwelling group, golf course (not including driving range or miniature golf) • Church <p>Uses requiring an Administrative Use Permit:</p> <ul style="list-style-type: none"> • Large family day care homes require Administrative Use Permit in accordance with Zoning Code Chapter 17.49 |
| Two-family/Design Residential District (R-2/A) | Single-family dwelling, two-family dwelling, secondary dwelling, State-authorized, certified or licensed family care home, foster home or group homes, State-authorized, certified or licensed family residential day care facilities Permitted Accessory Uses: <ul style="list-style-type: none"> • An accessory building or use is defined as customarily appurtenant to a permitted principal use and not exceeding in floor area more than ten percent of the total lot area and not exceeding one story. • Sleeping quarters are not allowed in any accessory building. | Two-unit structures (duplexes, child day care centers, and public or private schools, not including trade, business or professional schools, public utility facility and public service use, community, library, church, golf course, country club, radio and/or television transmission and/or receiving facilities, whichever is least, accessory building or use other than as defined by Section 17.11.030. |

| | | |
|--|---|--|
| | <ul style="list-style-type: none"> • The accessory structure shall be located on the rear one-half of the lot and at least six feet from an existing dwelling or a dwelling under construction on the same lot. • A covered patio or similar structure which is open on at least two sides shall be exempt from the use permit requirement for an accessory building. | |
| Multiple-family Residential (R-3) | <p>All uses permitted in R-1 and R-2 districts and subject to the same regulations therein, except where specifically subject to the requirements of this section.</p> <p>Multiple-family dwelling, dwelling group</p> | Motel, professional office, rest home, boardinghouse |

Table 4: Zoning District Development Standards

| Zoning District | Lot Area | Lot Width | Lot Coverage | Height | Setbacks |
|---|---|--|--------------------------|--|--|
| Light Commercial District (C-1) | Minimum 3,000 sf- 2,500 sf (See Sections 17.38.040) | Minimum frontage 33-25 feet ¹ (See Sections 17.38.040) | | Maximum 36 feet | Front yard: None;sup\sup |
| Light Commercial BART Station Area Combining District (C-1-B) Primarily Neighborhood Commercial uses | | | Lot coverage- 35% to 60% | Maximum 2 stories; 35 feet Landmark towers may extend to 45 feet height | Encourages development of mixed use buildings where ground -floor retail is located close to the street with minimum or no setbacks. |
| Heavy Commercial District (C-2) Applies to permitted uses only | Minimum 3,000 sf- 2,500 sf (See Sections 17.38.040) | Minimum frontage 33-25 feet ² (See Sections 17.38.040) | | Maximum 36 feet | Front yard: None;sup\sup |
| Single-family Residential District (R-1) | Minimum lot area of 3,000 sf -2,500 sf (See | Minimum frontage 33 feet- 25 feet | 50-55% | Maximum 30 feet Accessory building: | Front yard: Minimum 15 feet Rear yard: Minimum 10 feet |

¹ Fifteen feet or the average of the block when adjacent to a residential district.

² Fifteen feet or the average of the block when adjacent to a residential district.

| | | | | | |
|--|--|---|-------------|---|--|
| | <p>Section 17.38.040)</p> <p>Minimum lot area per dwelling unit is 3,000- 2,500 sf (See Section 17.38.050)</p> <p>Church: Minimum lot area 10,000 sf</p> | (See Section 17.38.040) | | <p>Maximum 15 feet</p> <p>Large family day care: Maximum 30 feet</p> <p>Church: Maximum 50 feet</p> | |
| Single-family/Duplex Residential District (R-1/A) | Minimum 2,500 sf | Minimum frontage 25 feet | Maximum 55% | Maximum 30 feet | <p>Front yard: minimum 15 feet</p> <p>Rear yard: Minimum 10 feet</p> <p>Side yard: No requirements</p> |
| Two-family/Design Residential District (R-2/A) | Minimum 2,500 sf (See Sections 17.38.040) | <p>Minimum frontage 25 feet</p> <p>(See Sections 17.38.040)</p> | Maximum 60% | Maximum 30 feet | <p>Front yard: minimum 15 feet</p> <p>Rear yard: Minimum 10 feet</p> <p>Side yard: No requirements</p> |

| | | | | | |
|---|---|---|-------------|-----------------|---|
| Multiple-family Residential District (R-3)³ Following requirements apply to multiple-family dwellings | Minimum 3,000 sf- 2,500 sf ⁴ (See Sections 17.38.040) Lot Area per Dwelling is 500;sup\sup; | Minimum frontage 33-25 feet (See Sections 17.38.040) | Maximum 75% | Maximum 36 feet | Front yard: minimum 15 feet Rear yard: Minimum 10 feet |
|---|---|---|-------------|-----------------|---|

Parking Requirements

The regulations for off-street parking and loading are contained in Chapter 17.34 of the Daly City Municipal Code. The parking requirements stated within Chapter 17.34 contains general regulations and a schedule of parking requirements by uses. The general regulations apply to all new structures, new property developments or new additions to existing structures for which a building permit is issued after the effective date of the ordinance codified in this chapter. These regulations may be modified if a development is located in an area covered by a specific plan, if the development conforms to the standards specified therein. Design guidelines approved by the City Council may modify design standards for parking.

Parking requirements by use are stated in Section 17.34.020 Schedule of parking requirements of the Municipal Code. Parking requirements for multi-family residential uses are as follows:

- Duplex (two-family residential) uses shall provide two spaces per unit totaling four spaces per structure.
- Multiple-Dwelling Residential uses, including condominiums, shall provide one space for each studio unit, one and one-half spaces for each one-bedroom unit, and two spaces for each two-bedroom or larger unit. Apartment complexes and condominiums designed and intended for the exclusive occupancy of low income elderly persons, shall provide at least one-fourth the normally required amount of off-street parking. Apartment complexes and condominiums

³ All uses permitted in R-1 and R-2 districts and subject to the same regulations therein, except where specifically subject to the requirements of this section.

⁴ Except that there shall be no more than four dwelling units for the first 2500 square feet of lot area; thereafter, one additional dwelling unit shall be permitted for each additional 500 square feet of lot area.

designed and intended for the exclusive occupancy of low income persons or families other than the elderly shall provide at least three-fourths the normally required number of spaces.

- All Other Retail or Service Commercial uses allows one space for each three hundred square feet of gross floor area up to twenty-one thousand square feet; thereafter, one space for each two hundred square feet of gross floor area.

Additionally, the BART Specific Plan includes parking requirements for the following uses:

- Mixed Use Commercial Office district within the BART Specific Plan allows for 1 parking space per 225 square feet of commercial or office space.
- Neighborhood Commercial (Residential Above) (C-MU) within the BART Specific Plan allows for 1.25 parking spaces per residential unit. All ground floor retail shall utilize on-street parking rather than provide on-site visitor parking spaces.
- Neighborhood Commercial (C-RU) within the BART Specific Plan allows for 1 space per 225 square feet of commercial space.

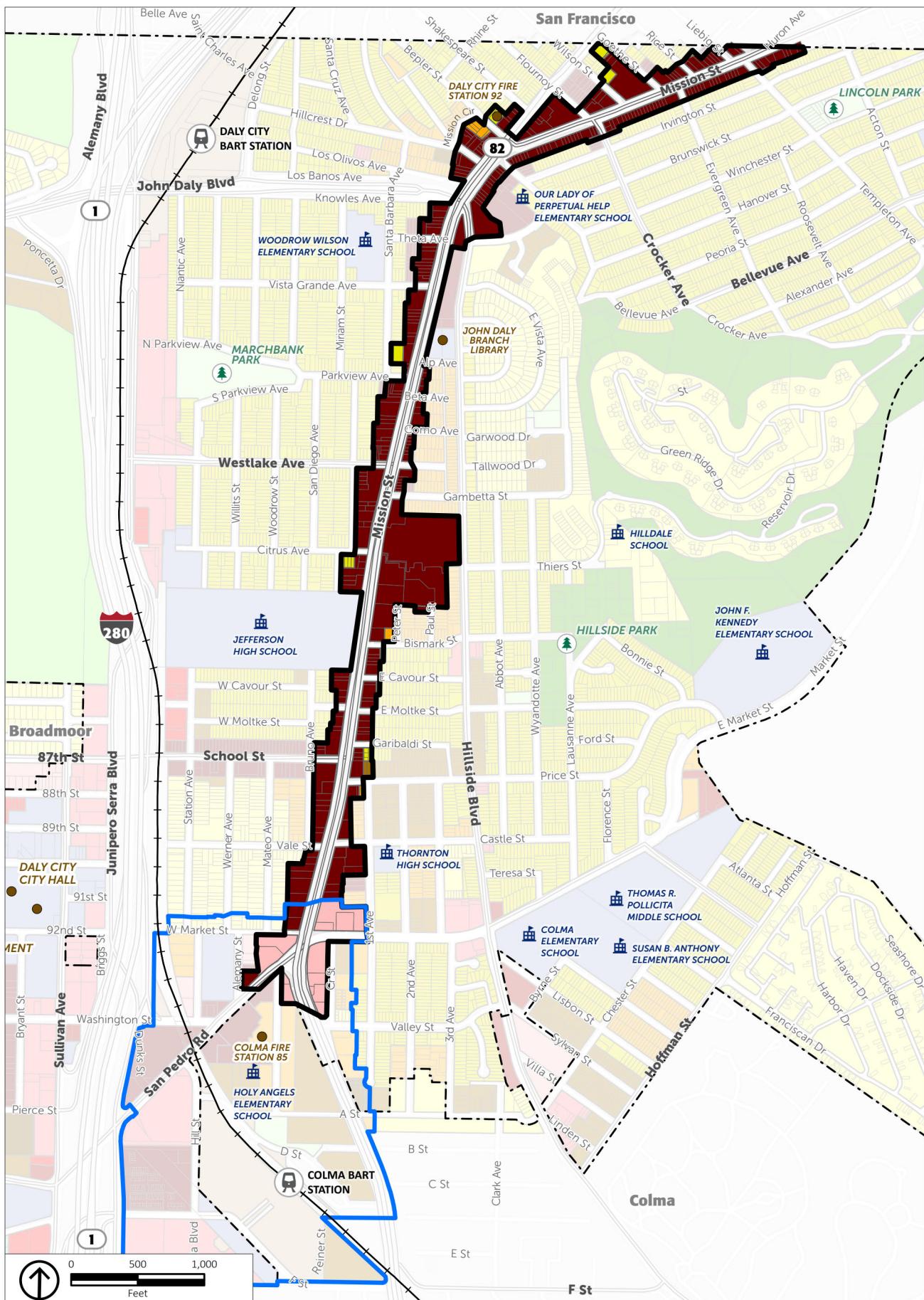
GENERAL PLAN POLICIES AND LAND USE

The City of Daly City's Land Use Element of the 2030 General Plan, adopted in 2013, provides a framework for future development of vacant lands and underutilized parcels in the city, and establishes areas within the city contemplated for future growth. The Mission Street project boundary is within the General Plan's Mission Street Planning Area and the Geneva Avenue project boundary is within the General Plan's Bayshore Planning Area (see Figures 3 and 4).

The Mission Street Planning Area is envisioned to become a more vibrant urban corridor with a more walkable streetscape, more areas for public gathering, taller and more intensive buildings, and visual focal points created with public arts and monuments. Geneva Avenue in the Bayshore Planning Area is envisioned to become a revitalized commercial area. Figures 5 and 6 show the General Plan land use designations within the project boundaries. Below are descriptions from the General Plan of each of the General Plan land use designations included in the Mission Street and Geneva Avenue project boundaries:

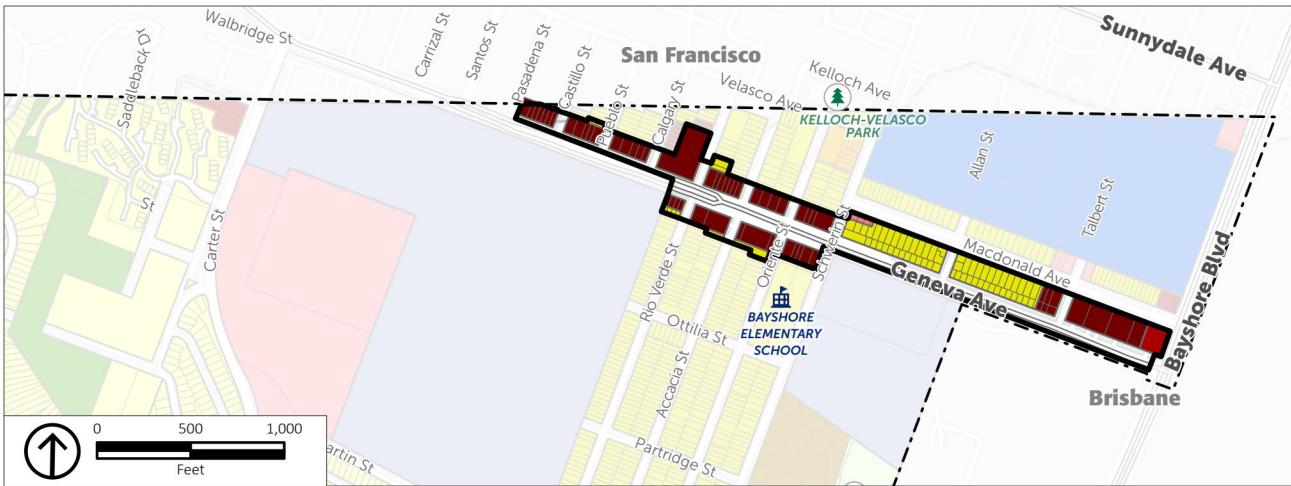
- **Mixed Use (C-MU):** This land use designation pertains generally to areas fronting Mission Street and Geneva Avenue, and includes certain areas within the BART Station Area Specific Plan intended for mixed-use development. The designation applies to areas where the City intends to provide, through the Zoning Ordinance, regulatory incentives and/or requirements for developers to construct buildings which contain a vertical mix of uses, e.g. retail or restaurant uses at the street level and office or residential uses at levels above the street. *FAR: 1.0 to 6.0, except in mixed use areas of the BART Station Area Specific Plan and Sullivan Corridor Specific Plan Area, which contain specific development standards for properties within the boundaries of these plans.*

- **Commercial-Service (C-S):** This land use designation consists of those commercial uses which are more service or heavy commercial oriented, including automobile sales and repair; gas and service stations; small scale warehouse and storage; building material suppliers and small-scale manufacturing; and construction related services such as contractor yards. *FAR: 0.5 to 3.0.*
- **Residential Low Density (R-LD):** This land use designation applies generally to those areas which were subdivided after January 1949, which have single family residences located on parcels of 3,000 square feet or greater. These areas are located predominantly in the portion of Daly City which is located west of Interstate 280, with the exception of the Southern Hills neighborhood located east of Interstate 280. This is the predominant residential land use category in Daly City. *Density: 2 to 14.5 dwelling units per gross acre, except in the BART Station Specific Plan Area, where density allowances are identified within the Specific Plan.*
- **Residential Medium-Low Density (R-MLD):** This land use designation applies to those areas which were subdivided prior to 1949 and typically have zero lot line single-family residences located on 2,500 square foot parcels. These areas are located predominantly in the older portions of Daly City which are located east of Interstate 280. *Density: 14.6 to 20 dwelling units per gross acre.*
- **Residential Medium Density (R-MD):** This land use designation applies to those areas that allow two dwelling units per 2,500-3,000 square foot parcel. These areas are primarily dispersed throughout the older portions of Daly City and correspond to areas developed with duplexes and some multi-family areas where there are small multi-unit buildings located on large lots. *Density: 20.1 to 35 dwelling units per gross acre, except in the BART Station Specific Plan Area, where density allowances are identified within the Specific Plan.*
- **Residential High Density (R-HD):** This designation applies primarily to multi-family residential structures, such as is characteristic of the existing apartments that are in close proximity to the Westlake and Serramonte shopping centers, except in the BART Station Specific Plan Area, where density allowances are identified within the Specific Plan. *Density: 35.1 to 50 dwelling units per gross acre.*



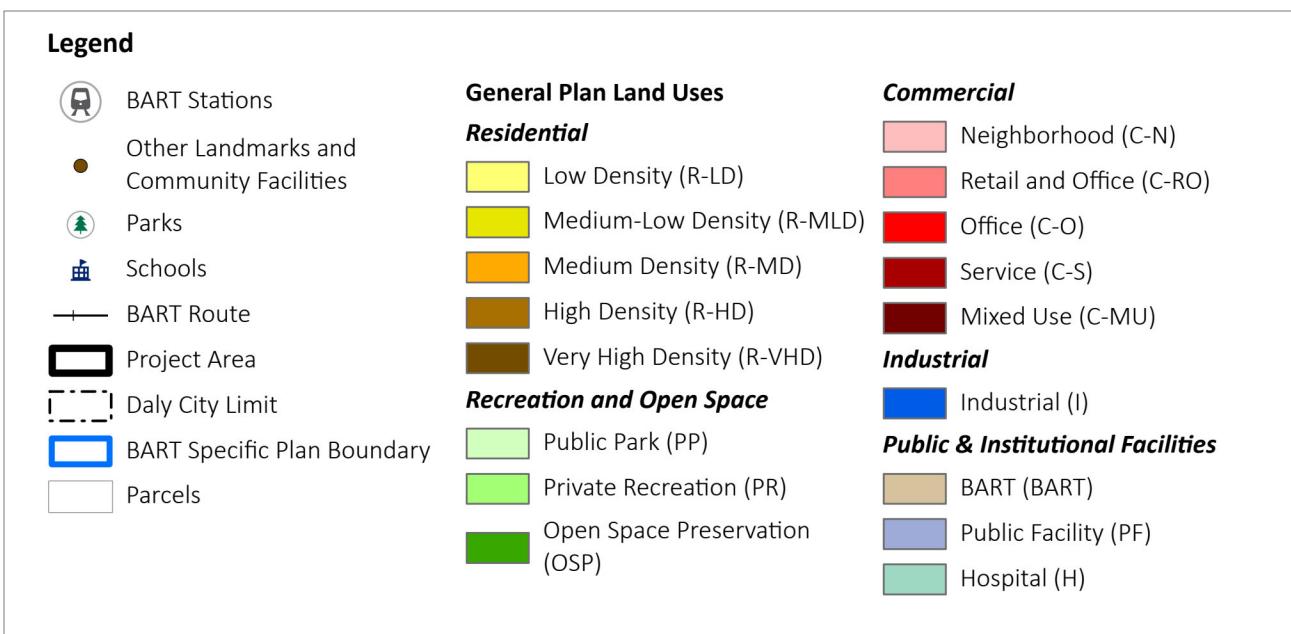
Source: Daly City, 2022; PlaceWorks, 2023.

Mission Street General Plan Land Uses



Source: Daly City, 2022; PlaceWorks, 2023.

Figure 4
Geneva Avenue General Plan Land Uses



Most parcels within the Mission Street and Geneva Avenue project boundaries are designated as Mixed Use (C-MU), which consistently reflects the General Plan's vision for these two corridors. There are several parcels within the Mission Street project boundary that are not designated C-MU, including most of the parcels within the BART Specific Plan Area, which are designated Commercial Neighborhood (C-N), and several along the perimeters of the project boundary that are designated various levels of residential uses. In the project boundary, there are a few R-MLD-designated parcels located behind CMU-designated properties facing Mission Street. Similar to the R-MLD-designated parcels, are a few R-MD-designated parcels behind CMU-designated properties facing Mission Street. There are also two R-HD-designated parcels along Price Street near Mission Street.

In the Geneva Avenue project boundary, parcels between Schwerin Street and Talbert Street are designated mostly Medium-Low Density (R-MLD) and a small sliver of Retail and Office (C-RO), a parcel at the most eastern end of the project boundary is designated Service (C-S), and several small parcels at the southern edge of the project boundary are designated R-MLD.

Evidently, these General Plan land use designations are not aligned with the City's current zoning districts for these two corridors, and thus future amendments to the zoning map would be required to create alignment between the General Plan and what's allowed by the City through zoning through the creation of a new C-MU zoning district.

The Land Use Element contains several policies that encourage the revitalization of Mission Street and Geneva Avenue and promote higher-density mixed-use development along these corridors through Zoning Ordinance amendments. These include the following tasks:

- Increase minimum property sizes in all commercial zones and restrict the ability of existing sites to subdivide (Policy LU-1)
- Incorporate a lot merger incentive allowance to incentivize property owners to merge two or more adjacent lots for the purpose of new development (Policy LU-1)
- Explore increased building height within the new C-MU zone along Mission Street and Geneva Avenue (Policy LU-4)
- Review, amend, and augment existing design guidelines for mixed-use development to incorporate methods for repositioning mixed-use building mass away from lower-density neighborhoods (Policy LU-4)
- Amend parking regulations to allow for a 30 percent parking reduction for all mixed-use development projects and clarify that the mixed-use parking reduction is allowed for buildings containing residential and retail components and parking available to both uses (Policy LU-4)
- Establish parking regulations for the C-MU zone to require that any new restaurant provide the same number of parking spaces as that of a retail business (one space per each 300

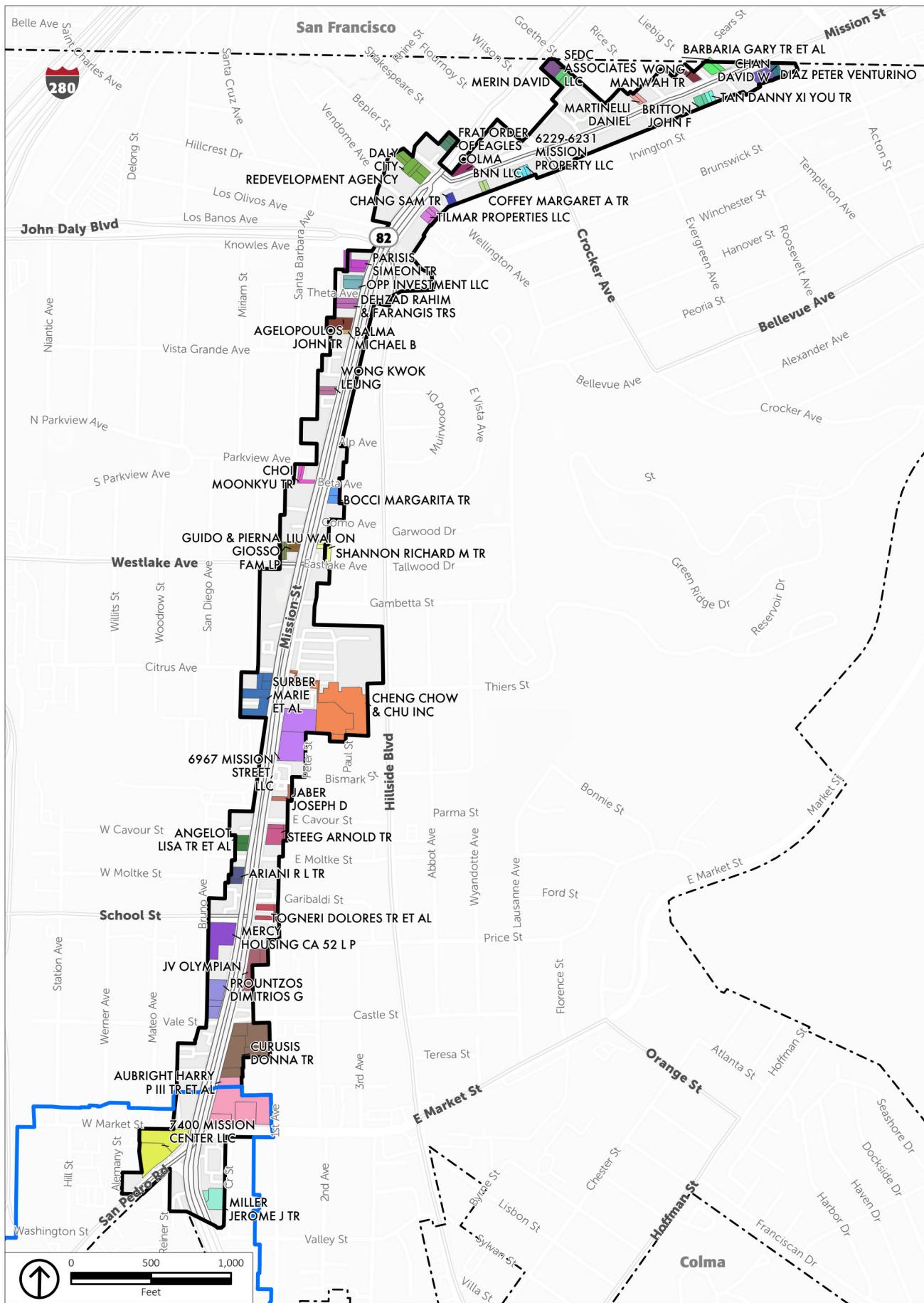
square feet) (Policy LU-6)

These tasks should be reviewed and addressed as part of the Zoning Ordinance amendments in this C-MU Zone Development project.

PARCEL OWNERSHIP

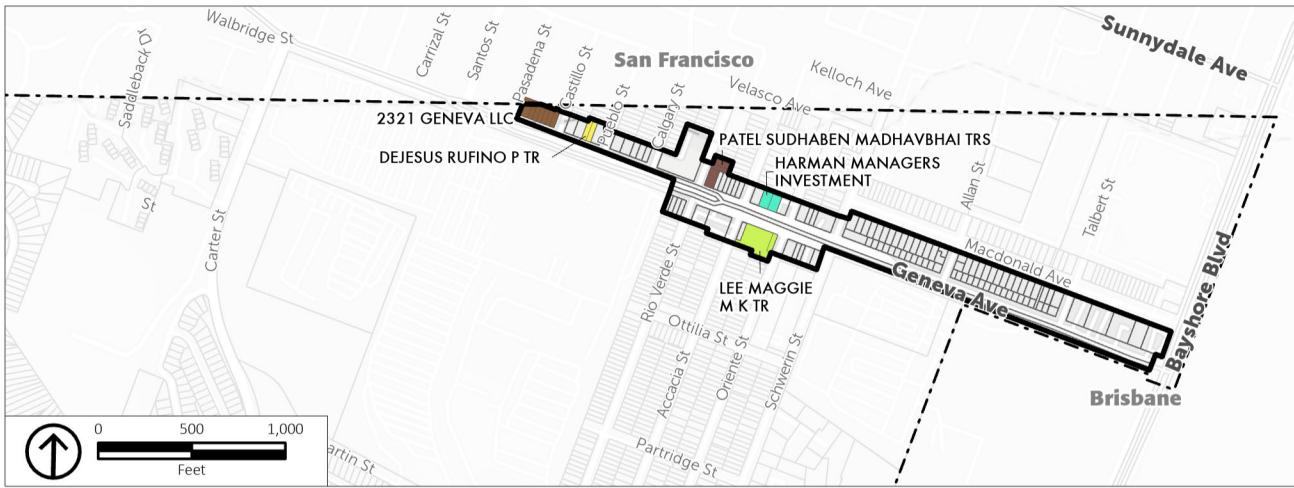
Figures 5 and 6 highlight two or more contiguous parcels with the same owner. These figures show that there is already extensive parcel assembly happening in the study area, potentially providing larger sites to be able to develop higher density uses. Many of these assembled parcels, if developed as a single parcel, create sites that are easier to develop than single parcels. The assembled parcels range in size from 0.35 up to 2.4 acres, with an average of 0.4 acres (for Mission Street) and from 0.12 up to 0.57 acres, with an average of 0.3 acres (for Geneva Avenue).

All of the shown property owners are private entities with the exception of a group of six parcels bordered by Mission Street, Bepler Street, and Mission Circle, which are owned by the City of Daly City.



Source: Daly City, 2022; PlaceWorks, 2023.

Figure 5 Mission Street Parcel Ownership



Source: Daly City, 2022; PlaceWorks, 2023.

Figure 6
Geneva Avenue Parcel Ownership

BART STATION AREA SPECIFIC PLAN

The BART Station Area Specific Plan for the Colma BART Station is the only Specific Plan area that intersects with either the Mission Street and Geneva Avenue project boundaries. The Specific Plan was completed in 1993 in conjunction with SamTrans and San Mateo County, and was conceived to establish a physical development plan that allowed existing low-intensity uses in close proximity to the new Colma BART Station (construction completed in 1996) to gradually transition to higher-intensity uses in support the area's intended role as a transportation/transit hub.

The southern end of the Mission Street project boundary (just north of W Market Street) is within the BART Station Area Specific Plan, and is part of the plan's East El Camino Real subarea. The area East of El Camino Real is intended to gradually transition from strip commercial uses to residential uses.

Design Standards

The BART Station Area Specific Plan contains development standards and design guidelines organized by land use designation (see Table 5). There are also "General Design Guidelines" which provide overarching design principles regardless of land use designation, including for building types; building orientation; massing; façades; roofs; materials; courtyard, plazas, and private yards; walls, fences, and banks; and parking.

Neighborhood Commercial (Residential Above)

There are three parcels designated Mixed Use (C-MU) by the General Plan that are called "Neighborhood Commercial (Residential Above)" in the BART Station Area Specific Plan.

The intent of this land use designation is to create pedestrian-oriented shopping along both sides of San Pedro Road. Existing building 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 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.

There are standards related to parcelization, building types, and permitted retail uses. There are also more specific architectural design guidelines related to massing, façades, plazas and outdoor seating, and signage.

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

Neighborhood Commercial

The remaining parcels within the Project Boundary on Mission Street are designated Retail and Office (C-RO) by the General Plan and called “Neighborhood Commercial” in the BART Station Area Specific Plan. The intent of this land use designation is to maintain and enhance existing single-story commercial uses and provide limited opportunities for additional infill and expansion.

There are also design standards related to permitted uses, building configuration, pedestrian linkages, and parking configuration and design, and more specific architectural design guidelines related to massing, façades, signage, loading areas, and lighting.

No listed standard about du/net acre.

Table 5: BART Station Area Specific Plan Design Standards

| | Parcelization | Building Types | Lot Coverage | Height | Setbacks |
|---|--|---|--|---------------------------------------|--|
| Neighborhood Commercial (Residential Above) (C-MU) | New lots should be sized to allow buildings to orient to streets with rear surface parking | Small apartment buildings with ground floor retail and up to 2 floors or residential with rear surface or “tuck under” parking Single story commercial with rear surface parking | Min.: 40% Max.: 60% (determined by amount of parking provided) | Max. 3 stories, not to exceed 45 feet | Up to 6 feet into the public right-of-way Larger front setbacks of up to 20 ft. conditionally permitted for small plazas and outdoor eating areas |
| Neighborhood Commercial (C-RO) | No new parcels shall be created | 1-2 story structures with surface parking | Min.: 35% Max: 60% | 2 stories max. (not to exceed 35 ft.) | New buildings brought to street edge along Mission St. |