Serramonte Del Rey Precise Plan

01-11-2024

Table of Contents

List of Figures and Tables

1. Introduction

A. OVERVIEW

The Serramonte Del Rey Precise Plan (Precise Plan) will enable the Jefferson Union High School District (JUHSD) to transform their existing outdated high school facilities into a new walkable, bikeable and family-friendly residential neighborhood with retail, park, Head Start, and surrounding recreational trail improvements. In addition to the 122 units of faculty and staff housing already completed, the Precise Plan envisions development of up to 1,113 units of affordable and market rate rental housing on leased District lands to be built-out over a multi-year period. The Serramonte Del Rey neighborhood will be an inviting and family friendly place to walk, shop, connect with friends, meet for coffee, or stroll through the park and hillside open spaces.

An example of an open space similar to the proposed Central Green in the Serramonte Del Rey neighborhood.

The entry to the neighborhood will be a lively and welcoming place.

The Precise Plan update focuses on the 22-acre Phase II area of the 1985 Serramonte Del Rey Precise Plan (PD-31). The Phase II area is the location of the existing JUHSD school facilities currently used for District office space, as well as 122 units of multi-family faculty and staff rental housing approved as PD- 31A which was completed in 2022. Phase I of the 1985 Precise Plan is already built-out with multi-family rental housing, office, and educational uses. See Figure 1.1.

The Precise Plan identifies the vision, goals, and objective design standards for individual development proposals on a parcel basis, as well as park, open space, street, and utility infrastructure improvements associated with development by phase. The development of the neighborhood is guided by a parcelization plan, comprised of streets, development parcels and access easements, that set the walkable scale of the neighborhood. The administration and implementation section provides guidance to developers and Daly City staff on the Precise Plan conformance review and design review approval process consistent with the City's General Plan, ordinances, and procedures.

Figure 1.1 Existing and Updated Plan Area Boundaries

B. DISTRICT INTENT

The JUHSD School Board seeks to build upon their past success and advance an innovative plan to stabilize District finances and fund the future of student education. To accomplish this the District plans to attract investment and leverage the development of rental housing through long-term ground leases and/or joint venture agreements on District lands in the Precise Plan Area. The District's key intent is to stabilize education funding and improve the quality of life for students, neighbors, and the City. Improving the quality of education at District schools will boost neighborhood property values, as will the development of new neighborhood character that will serve retail, community, park, and recreation facilities. New housing will increase City tax revenues.

The Faculty and Staff Housing project along Serramonte Boulevard, completed in 2022, is the first step to build-out the Serramonte Del Rey neighborhood. This project provides affordable housing for teachers and staff members, which helps attract and retain highly qualified teachers and staff, as well as build collaborative relationships among teachers, students, and the broader community they serve.

C. PHYSICAL SETTING

The Serramonte Del Rey site (referred to as the Plan Area in this document) is owned by the Jefferson Union High School District (JUHSD). The 22-acre Plan Area is in the southern portion of Daly City with significant frontage along Serramonte Boulevard and Callan Boulevard with access to Highway 1 along the northern edge of the site. This unique location is a gateway into Daly City. Figure 1.2 shows the regional location and Figure 1.3 shows the surrounding context of the Plan Area.

View of Faculty and Staff Housing from Serramaonte Boulevard.

Adjacent Land Uses

A variety of residential and retail uses are located within a quarter mile (five-minute walking distance) from the Plan Area. Direct access to Serramonte Boulevard and Hickey Boulevard connects the Plan Area to many existing community destinations that surround the project site. Destinations include the Serramonte Shopping Center, Serramonte Plaza, Gellert Park, and Serramonte Library, as well as adjacent neighborhoods and schools. The existing site is surrounded by high density rental apartments on the north and south sides, low density residential on the west side, Chinese Cemetery and Gellert Park on the east side. The project site is centrally located within the Jefferson Union High School District with JUHSD schools located north and south of the site.

Site Access

As seen in Figure 1.3, the Plan Area is connected to major arterials, including Highway 1, Interstate 280, and State Route 35 (Skyline Boulevard). The site is also accessible by public transit: the Colma and South San Francisco BART stations are both approximately two miles away from the project site, and there is an existing SamTrans bus stop serving Route 120 at the project entry along Serramonte Boulevard. In addition, many surrounding streets have bicycle facilities, including Class II bicycle lanes on Ser-

ramonte Boulevard south of Callan Boulevard, Callan Boulevard south of Serramonte Boulevard, and Class III bicycle facilities on Serramonte Boulevard west of Callan Boulevard.

Plan Area Character

As shown in Figure 1.4, the existing Plan Area site is a level plateau on an east-facing slope. It is at a higher elevation than the land to the east of Callan Boulevard, and at a lower elevation than the residential neighborhood to the west along St. Francis Boulevard. Because of the site's orientation and high elevation, there are expansive views of the San Bruno Mountains and city skyline to the east and north. Farther to the west is a ridge separating the Plan Area from the Pacific Ocean, providing a temperate marine climate to the Plan Area and surroundings. The site is framed on its eastern and western sides by sloping hillsides with dense evergreen trees. These forested areas, along with the change in grade, create a buffer from developed areas on the west, north and east sides of the Plan Area.

The Plan Area is occupied by 122 units of faculty and staff housing at Parcel A and a decommissioned high school building, partially used as administrative offices. The former high school facility is a large, contiguous single-story building with mostly blank walls facing its surroundings. It needs significant seismic upgrades to the structure. The site itself is clean, flat and of a sufficient size to accommodate a new neighborhood.

Figure 1.2 Regional Location (looking north)

Figure 1.3 Context Map (looking south)

Figure 1.4 Existing Conditions and Topography

D. PLANNING CONTEXT

Daly City General Plan 2030

The Precise Plan update is consistent with the goals and policies of the 2030 Daly City General Plan (amended with the 2015 Housing Element) and the latest draft of the 2023-2031 Housing Element.

Faculty and Staff Housing

On Parcel A is a 122-unit housing project built for and occupied by JUHSD faculty and staff, completed in 2022 and zoned Planned Development PD-31A. The Faculty and Staff housing was entitled under the PD-31 Precise Plan by General Plan Amendment GPA-9-18-13666 and Zone Change ZC-9-18-13662.

Inclusionary Housing Ordinance

One of the City's housing goals is to encourage the development of housing that is affordable to both renters and owners, and for households of all income levels. The Inclusionary Housing Ordinance identifies requirements for the provision of affordable housing as part of new housing development in the City. The residential development within the Plan Area will provide affordable housing as required by ordinance and per the Serramonte Del Rey Precise Plan Development Agreement and Affordable Housing Agreement.

Municipal Ordinance

The Daly City Municipal Code designates the Plan Area as a "Planned Development District (PD-31B)". A Planned Development district allows various types of development such as neighborhood shopping centers, professional and administrative areas, commercial service centers, industrial parks, single-family, multi-family residential, or a combination of any of the above-mentioned uses.

Uses in a planned development district shall be permitted based on the general category of uses identified in the Precise Plan. General provisions for a planned development that apply to the Precise Plan are established in Section 17.28.020 of the Municipal Code.

1985 Precise Plan (PD-31)

The 1985 Precise Plan extends from Hickey Boulevard at the south to Serramonte Boulevard at the north. The 1985 Precise Plan envisioned two phases of development with the closure of the Jefferson Union High School. The first phase of housing, office and Summit Shasta Charter High School was developed south of the existing high school. The remainder of the 22-acre second phase of permitted development of the 1985 Precise Plan has not been realized and is the subject of this Precise Plan Update.

The provisions of the 1985 Precise Plan continue to govern the southern part of the PD31 Precise Plan.

This page intentionally left blank.

2. Vision and Goals

A. VISION

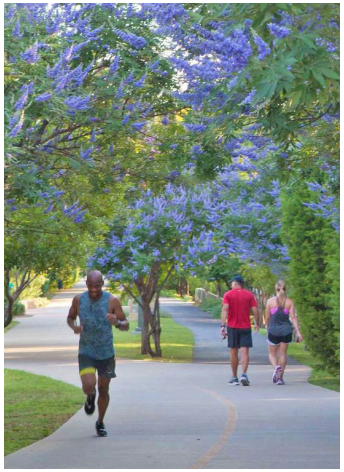
Experience

The Serramonte Del Rey Precise Plan enables the transformation of a 22-acre, former high school site with outdated facilities and surface parking to become the home of future residents who will experience:

- A new walkable, bikeable and family-friendly residential neighborhood with tree-lined streets;
- The convenience and activity of local retail and café life;
- A collection of parks, open spaces and recreational trails for use by all ages;
- Architecture for modern living, with amenities and contemporary, sustainable design;

Walkable tree-lined streets will enhance the neighborhood.

Aerial view of the Plan Area showing proximity to Pacific Ocean.



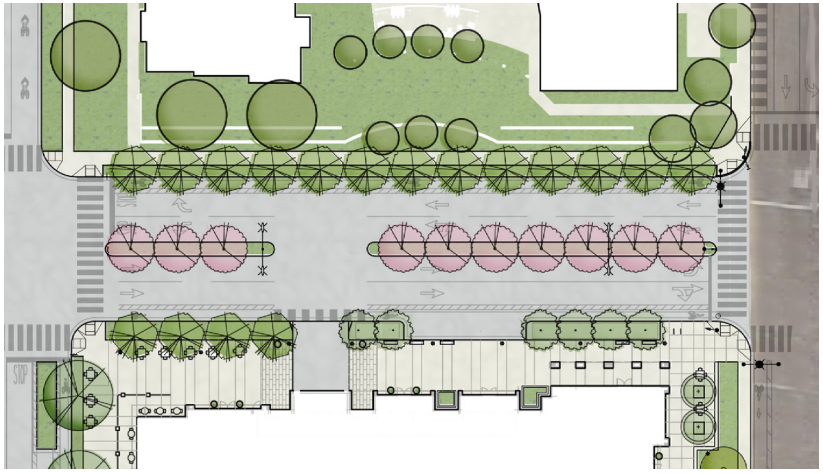
Open space and recreation areas will serve all age groups.

- A diverse residential neighborhood that includes units affordable to low and very low income levels;
- Access "a moment away" to Daly City's coastal bluffs overlooking the Pacific Ocean from Highway 1 and Skyline Boulevard;
- Scenic views to San Bruno Mountain and the San Francisco Bay;
- A highly accessible location with direct transportation and transit access to major job centers in San Francisco and along the San Mateo Peninsula;
- Regional shopping and Gellert Park within walking distance
- One of the world's best climates, with the beautiful, diverse ecology of a coastal zone and a Mediterranean climate with mild, wet, frostless winters and cool summers.

Illustrative Plan

Figure 2.1 is an illustrative plan of the build-out of the plan area, featuring neighborhood-serving retail, public gathering spaces and residential development linked together by a network of pedestrian-scale tree-lined streets. Main features of the plan are:

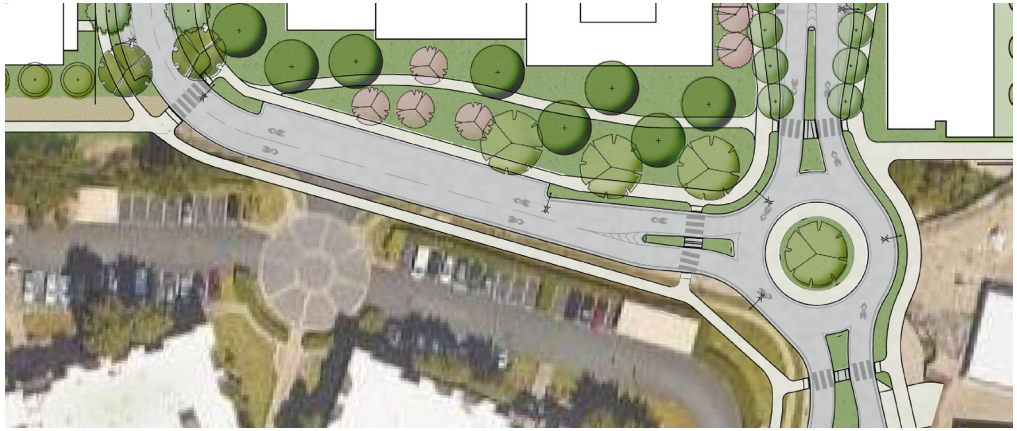
Mixed-Use Main Street. Entry Drive is the plan area's Main Street and entrance to the neighborhood, extending from the intersection of Serramonte Boulevard and Highway 1 ramps to the Central Green on North Drive. On the east side of the street is a mixed-use commercial and residential development with ground floor retail uses. This lively area features uses such as a café and retail shops opening onto tree-lined gathering spaces with outdoor seating. The activity generated during the days and evenings will provide an attractive and welcoming environment for residents, visitors, and surrounding neighbors, visible along Serramonte Boulevard and from travelers entering and exiting from Highway 1.



Entry Drive will provide a landscaped entry into the neighborhood.

Housing Shapes Public Spaces. The streets are lined with residential buildings organized around the Central Green, an urban park at the heart of the neighborhood. Buildings vary from four to seven stories around the Central Green. Up to two 14-story towers are permitted. The buildings are to be of contemporary, high quality architectural design. Design standards shape an attractive pedestrian oriented streetscape experience, with attention to ground floor, podium, and tower building massing. Buildings are designed as courtyard housing, each with an internal landscaped courtyard at grade or above a parking podium. Where a building is adjacent to public Hillside Area open space, the courtyard space opens to connect to the surrounding open space visually and physically.

Pedestrian-Scale Neighborhood. The Plan Area is organized into walkable, pedestrian-scale streets and city blocks, each with a different character. Entry Drive provides a transition from the higher vehicle volumes on Serramonte Boulevard to quieter neighborhood streets. North Drive extends east and west along the Central Green with East Drive and West Drive wrapping around the Central Green so every street in the plan is accessible to this neighborhood park. North Drive and East Drive are local connector streets that prioritize pedestrians and cyclists with protected bike lanes and large street trees. West Drive is a narrower neighborhood



A landscaped roundabout at the south entry will provide a gateway to the neighborhood.

street with individual ground floor unit entries or residential stoops. Three access ways provide access to residential parking, Overlook Park, wooded hillside areas, the eastside recreational pedestrian/bike trail and westside walking path. At the south entrance to the Plan Area is a landscaped roundabout providing a traffic-calmed entrance to the neighborhood.

Bike and Transit Access. The neighborhood is safe and convenient for bicycling with connections to existing and planned Daly City bicycle routes to local destinations such as Serramonte Main Branch library, Gellert Park and Serramonte Shopping Center. Transit users have direct access to frequent SamTrans bus service to BART, Skyline College and other city and regional destinations with SamTrans bus stops at the intersection of Serramonte Boulevard and Entry Drive.

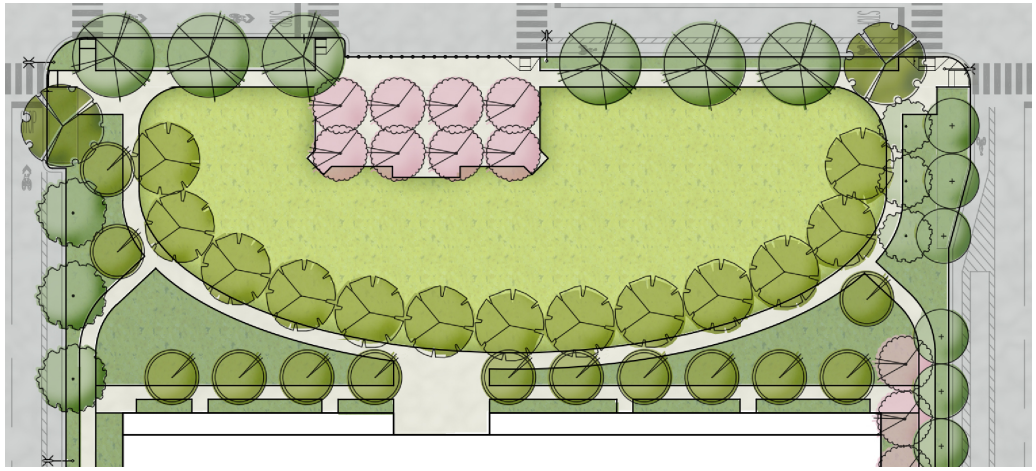
Parking-protected buffered bike lane.

Diversity of Housing. Affordable and market rate rental housing are mixed throughout the site. Parcel A's 122 units of affordable housing for JUHSD Faculty and Staff is approved and constructed, at the corner of Serramonte Boulevard and Entry Drive. Parcel C proposes up to 150[1] units of affordable housing development serving households with low and very low incomes, including the intellectually disabled.

1 The Plan proposes to build a total of 152 units, including 150 affordable units and 2 units that are manager units in two buildings on Parcel C.

Figure 2.1 Illustrative Plan

Neighborhood Parks, Trails and Open Space. The plan features three publicly accessible parks and a loop trail, with walking and biking along the east hillside and walking along the west hillside. The Central Green features a tree-shaded plaza at Entry Drive and a crescent shaped meadow enclosed with oak and evergreen trees. The park is visible and accessible to residents and visitors, with active and contemplative spaces. Overlook Park, in the northeast corner of the Plan Area, is a children-friendly park with community garden, terraced seating, play, and turf areas for family use. Overlook Park will have filtered views through hillside trees of Daly City, San Bruno Mountain, and the San Francisco Bay. South Point Park, at the southern entrance to the plan area, provides a passive recreational landscape and trail linking the western and eastern hillsides together.



The Central Green will have a variety of spaces from active to contemplative.

Urban Parking. Parking for residential and retail uses is "right-sized" based on actual demand. Parking is in secure garages and screened from view from neighborhood streets by building frontages or landscape. On-street parking on private streets and accessways serves residents, retail customers, visitors and neighborhood public spaces. Curbside pick-up and drop-off for Head Start is located along South Access Way.

Together, these features shape a walkable, bikeable, safe, family-friendly neighborhood with a shopping street, parks, and nature trails, with several venues for outdoor gatherings and recreational activities. Development will be built out over time and may not match the illustrative plan precisely.

B. PLAN GOALS

The following goals shaped the master plan and are to guide development in the Plan Area:

B.1 Create an Active Neighborhood

Redevelop the existing underutilized site into a family-friendly, cohesive neighborhood with activities that all ages can enjoy, from cafes and retail to recreational trails and parks that can accommodate a range of play and other activities.

B.2 Promote Housing Equity

Address the housing shortage in Daly City by exceeding the number of units and depth of affordability required by the City's below market rate (BMR) rental housing requirement. At final build-out of the dwelling units within the Plan Area, not less than 20% of all dwelling units constructed within the Plan Area shall be Affordable Units, with approximately 6.5% of dwelling units leased to Moderate Income households, and 13.5% of all dwelling units leased to Low Income households. Twelve (12) of the Low Income household Affordable Units shall be leased to households with not more than 23% of AMI. The balance of units will be market rate rental housing on parcels B, D, E and F.

Residential buildings with nearby parks create a family-friendly neighborhood.

Walkable tree-lined streets will enhance the neighborhood.

B.3 Preserve Head Start

Provide a place to relocate the existing Head Start facility currently on the site, to ensure a long-term home on-site for the preschool. Accommodate Head Start's program needs for a facility with two classrooms, outdoor play areas, and parking. The District is committed to supporting Head Start's effort to fundraise for the buildout of their new facilities.

B.4 Provide Innovative Housing Design

Drawing upon successful projects elsewhere in San Mateo County, accommodate different "types" of buildings, varying in efficiency, parking configuration, ground floor activity and construction technology. Wrap housing around courtyards for efficiency and livability to create attractive urban living.

B.5 Promote Sustainability

Ensure a green and healthy environment for families and our community by planning for green buildings with sustainable, energy efficient and resource conserving operations and performance. Design and construct buildings to reduce our carbon footprint and ensure healthy indoor air quality. Buildings will have roof top solar panels, electric vehicle charging stations, water conservation, waste management, alternative transportation options and green materials that meet or exceed state and local green building requirements. Landscapes will feature storm water treatment gardens, drought tolerant landscapes, street trees to reduce heat island effects, and pedestrian-oriented design.

The Head Start facility will provide dedicated outdoor activity space.

B.6 Fit Hillside Context

Buildings are located in a hillside setting with existing mature trees and supplemental tree planting that will screen views from Serramonte Boulevard and Callan Boulevard. Residential towers are set back from Serramonte Boulevard and oriented east-west to reduce visual prominence for uphill neighbors.

B.7 Provide Active Transportation

Design for active transportation and healthy living. The Precise Plan's streets[2] are designed for daily exercise as walkable and bikeable streets. These "complete streets" advance Daly City's Vision Zero program to reduce pedestrian traffic fatalities to zero.

B.8 Right-size Parking

"Right-size" the supply of parking in relation to parking demand, based on best planning and engineering practices used in places similar to Daly City. Parking can be provided on-site for residents, guests, and retail customers to avoid "overflow" parking in nearby neighborhoods. Use Transportation Demand Management (TDM) strategies to ensure adequate parking for all users.

2 See Development Agreement for off-site improvements, including pedestrian and bike improvements to the Serramonte Boulevard and Highway 1 ramps intersection.

Before view from intersection of Callan Boulevard and Serramonte Boulevard.

After view with trees shown transparent to show new development.

The open space network will include a recreational trail.

B.9 Connect to Nature

Provide diverse, accessible neighborhood park and open spaces for residents and visitors to connect to nature. Create recreational trails open to the public, as well as a series of private and common open spaces available to residents.

B.10 Ensure Long-term Financial Stability for the School District

Plan, design, construct and maintain residential development, park spaces and infrastructure for long-term lease revenues to ensure financial stability of the District.

3. Objective Development Standards

This chapter establishes Objective Development Standards for the Plan Area. All development planned within the Plan Area are required to adhere to standards for Planned Development Zone PD-31B as contained in this chapter. When these Objective Development Standards conflict with other sections of the Zoning Ordinance, these standards shall prevail only to the extent of the conflict. Where these planned development standards do not provide regulations, the Zoning Ordinance[1] shall apply as to the most similar land use or standard. Definitions of terms are located at the end of this chapter.

A. LAND USE AND URBAN DESIGN

This section establishes objective development standards for land use and urban design comprised of parcelization, permitted land use, use permits, prohibited uses, development density, building heights, street frontages, ground floor uses and setbacks.

1 The Zoning Ordinance provisions that apply shall be those consistent with the Development Agreement, including without limitation its covenants concerning vested rights and, notwithstanding anything provision herein, nothing in the PD-31 zoning is intended to supersede the Development Agreement.

A.1 Parcelization

The 22-acre Precise Plan Area is subdivided into six development parcels A through F[2] organized by a street grid into six blocks, per Figure 3.1 Parcelization Plan. Publicly accessible private streets are separate parcels.[3] Publicly accessible private access easements are as follows:

- Access Drive West between Parcel A and Parcel F
- Access Drive North between Parcel B and Parcel D
- Access Drive South between Parcel C and Parcel D

Parcels can be further subdivided to create lots so long as uses remain consistent with the land use requirements of the Precise Plan and the provisions of the 2023 Daly City subdivision ordinance.

2 And two zero-square-foot lots, C' and F' may be expanded during implementation of the project via a lot line adjustment or other administrative process so long as the expanded parcel complies with all development standards in the Precise Plan, including without limitation minimum lot size requirements.

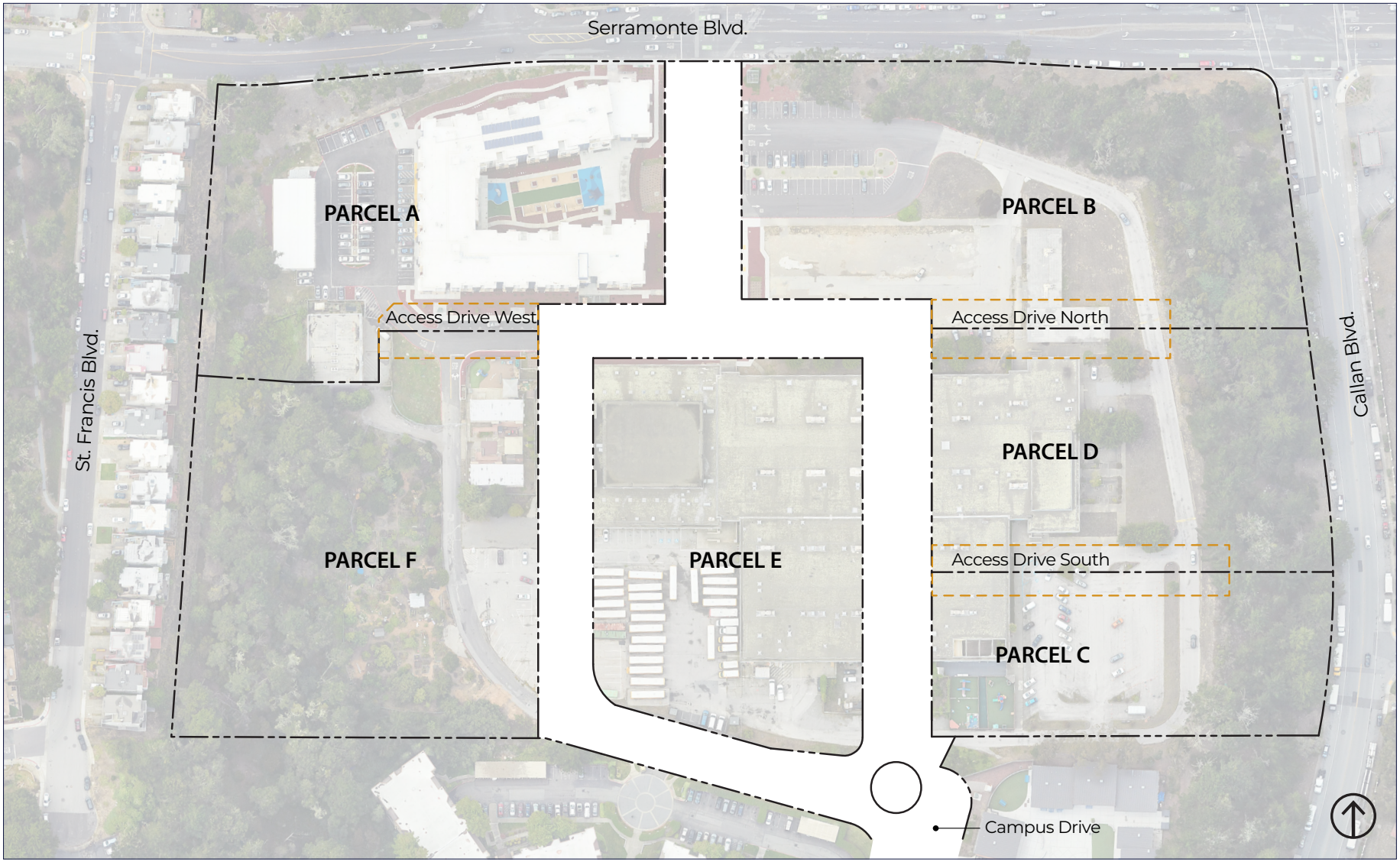
3 For parcels and access easements please see Tentative Map exhibits.

A.2 Permitted Uses

The General Plan Land Use designation for the Precise Plan Area is Commercial - Mixed Use (C-MU) as shown in Figure 3.2 Precise Plan Land Uses.

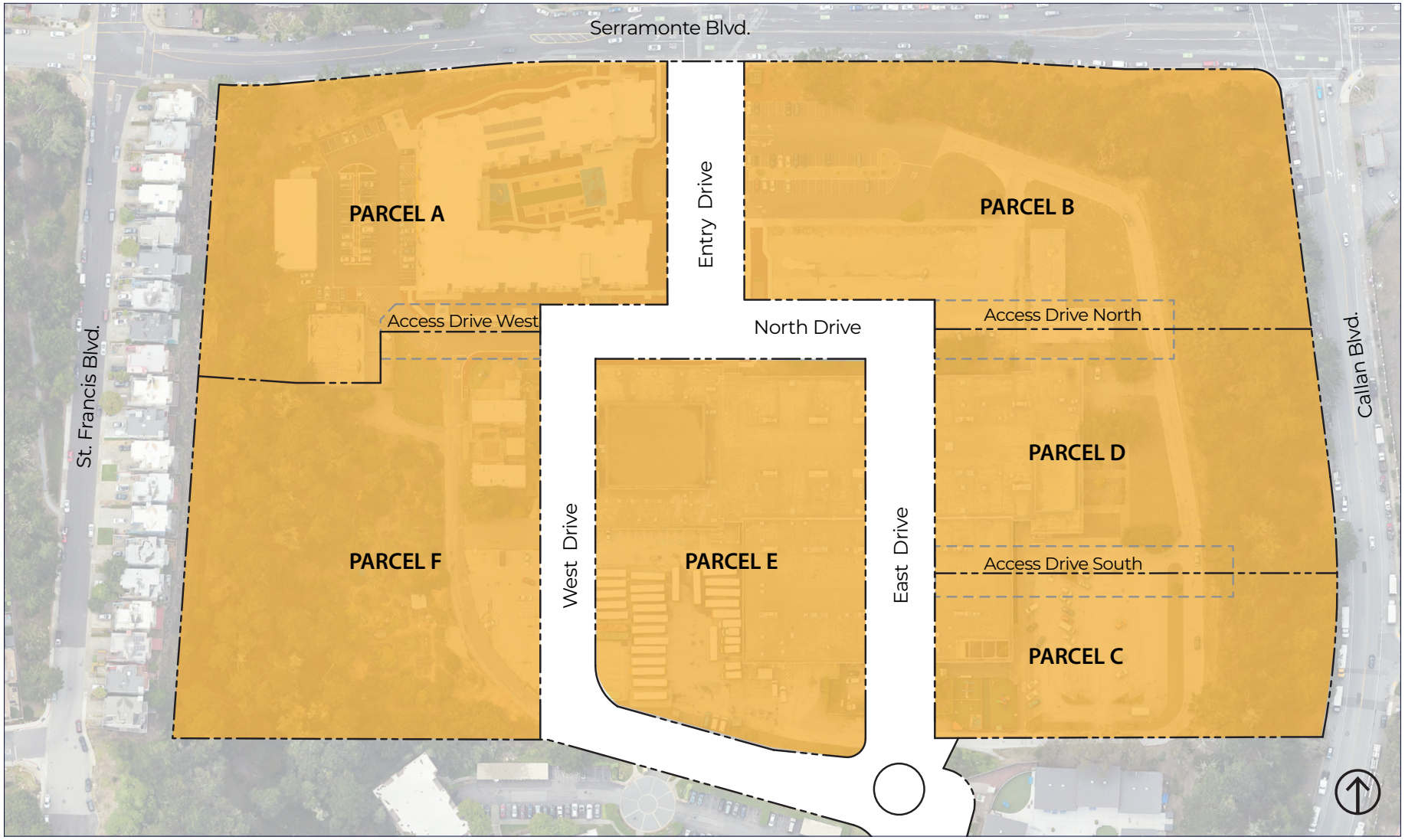
Table 3.1 Permitted Uses establishes uses permitted by right as part of Planned Development Zone PD-31B.

Figure 3.1 Parcelization Plan



Note: Lot C' is zero-square-foot lot within Parcel C and Lot F' is zero-square-foot lot within Parcel F, see note 3, Table 7.1 for implementation of zero-square foot lots.

Figure 3.2 Precise Plan Land Uses



Note: Lot C' is zero-square-foot lot within Parcel C and Lot F' is zero-square-foot lot within Parcel F, see note 3, Table 7.1 for implementation of zero-square foot lots.

Table 3.1 - Permitted Uses
Residential Uses
Accessory dwelling units as permitted by the California Government Code
Apartment buildings meeting the density prescription contained herein
Townhouses[4]
Live work dwelling units[5]
Commercial Uses[6, 7, 8]
Athletic clubs and health studios
Assembly uses, including churches, lodges, and social and meeting halls
Business and trade schools
Childcare facilities, day care centers, and play gyms

4. Three story walk-up apartment townhouses are permitted as part of a multi-family residential of at least four stories on any parcel. Up to 15 walk-up apartment townhouses are permitted on a single parcel, not to exceed a maximum number of 40 walk-up apartment townhouses for the plan area.
5. Live-work units combine residential and non-residential uses. Live-work units require business owner occupancy of the unit and that no less than 50 percent of the floor area is workspace. Live-above is permitted, where residential living space is above the workspace, including a separation between the two uses, so that the commercial section can be independently leased out for limited use. Occupants of a live-work unit are required to maintain either a Daly City business license, or a Home Occupation Permit per City code requirements, and as permitted by San Mateo County, such as a microenterprise home kitchen operation. Live-work uses are not included in retail/commercial floor area limits.
6. The uses prescribed in this list shall be permitted when proposed within a building containing residential uses that meet the density prescription identified in this ordinance. They shall not be permitted in freestanding buildings.
7. Other commercial uses not listed here can be permitted at discretion of the Planning Manager.
8. When a use is not specifically listed, it shall be assumed that when the unlisted use is similar to or less objectionable than a permitted use, such use shall be permitted in the district to the same requirements of the most similarly listed use. Otherwise, the use shall be presumed to be not allowed.

(Table Continued)

Table 3.1 - Permitted Uses
Food sales on a temporary basis, including farmer's markets and food truck sales where such uses are conducted on hardscape surfaces and do not displace any existing parking space
Offices use including professional office, medical and dental office, and medical clinics
Veterinarian offices
Personal service uses, including nail and hair salons, massage businesses where employees are licensed by the State of California
Restaurants that do not provide a drive-through window
Retail uses, including retail sales of beer, wine and distilled spirits. Where less than 50 percent of the store stock retail value is such products
Seasonal temporary uses (e.g. Christmas store)
Community Service Uses
Community center, library
Public Utility and Public Service Uses
Pumping stations, public utility buildings

A.3 Use Permit

Table 3.2 establishes uses that are permitted with a Use Permit in the PD-31B zone.

Table 3.2 - Uses Permitted with a Use Permit
Use Permit
At the Community Garden at Overlook Park on Parcel B, a Use Permit is required to replace the Community Garden with park and open space uses, including active and passive recreation, landscaping and structures incidental to such use. The City shall issue a use permit if the applicant demonstrates substantial evidence the Community Garden is not being substantially utilized, is being misused by any members of the community, or has otherwise become infeasible to operate.

A.4 Prohibited Uses

Table 3.3 establishes uses that are not permitted in the PD-31B zone.

Table 3.3 - Prohibited Uses
Residential Uses
Single-family attached or detached residential uses, and other similar uses, that do not meet the density prescription contained herein.
Commercial Uses
Retailers where more than 10 percent of the retail value of the store stock are firearms, such as handguns and long guns, in an open shopping format, or firearm parts, or any business that engages in the repair of firearms and/or firearm parts.
Retail sales where 50 percent or more of the store stock retail value is products that are beer, wine, and distilled spirits.
Retailer sales where 50 percent or more of the store stock retail value is products containing tobacco, electronic cigarettes, personal vaporizers, or electronic nicotine delivery systems.
Vehicle or equipment rental and vehicle storage.
Car wash and detailing shops.
Manufacturing uses.
Restaurants and any other uses providing a drive-through window.
Service stations, including operational and physical expansions thereto.

A.5 Development Density

Residential

A.5.1 Maximum residential units permitted on each parcel are shown in Table 3.3 Permitted Residential Density by Parcel. The sum of the total residential units developed on all parcels A-F shall not exceed 1,235 units. Any two of parcels D, E and F may be developed with high-rise buildings up to 14 stories up to parcel maximums. There is no maximum residential density in dwelling units/acre.

A.5.2 The minimum residential density for any parcel shall be 45 dwelling units/acre and minimum density for the Precise Plan area overall shall be no less than 60 dwelling units per acre.

A.5.3 Minimum lot size shall be 10,000 square feet.[9] Minimum lot width shall be 25 feet.

A.5.4 For the purpose of calculating minimum residential density, land area shall include the building and covered parking area of a parcel not including park, open space, private streets, private accessways, paths and trails, setbacks and hillsides with slopes greater than three percent.

Commercial

A.5.5 Parcels may provide retail/commercial square footage on the ground floor up to the maximum in Table 3.3, however the total retail/commercial square footage for the overall buildout of the Plan Area is limited to 14,000 sq.ft.

Table 3.4 Permitted Density By Parcel presents the maximum allowed density per parcel and the minimum residential density per parcel and the minimum density for the overall plan area. Calculation of minimum density for the plan area is the sum of net land areas of Parcels B, C, D, E, F and excludes Parcel A. These are maximums by parcel, buildout can be up to these limits.

9 The Tentative Map includes Parcels A-F. It also includes, and these development standards authorize, two zero-square-foot lots that allow for the subsequent establishment of developable sub-parcels, providing the parcel developers with flexibility during project buildout (e.g., allowing for separate estates in land, buildings, or portions thereof). The sub-parcels do not expand the site density beyond maximums established in the Precise Plan. The approval of any sub-parcels shall be processed administratively by City staff (unless exempt under applicable law), and any proposed sub-parcel must comply with all objective development standards in the Precise Plan, including without limitation minimum lot size requirements.

Table 3.4 - Permitted Density By Parcel			
Parcel Number	**Maximum Residential Units Allowed Per Parcel**	**Maximum Retail/ Commercial Square Footage Per Parcel**	**Minimum Residential Density or Units**
Parcel A	122	0	122
Parcel B	210	6,000 sq.ft.	45 DU/AC per parcel 60 DU/AC for the plan area
Parcel C	152	8,000 sq.ft.*	
Parcel D	270	8,000 sq.ft.	
Parcel E	330	8,000 sq.ft.	
Parcel F	400	8,000 sq.ft.	

*Parcel C is permitted to build up to 2,800 sq. ft of daycare center facilities within its allotment of retail/commercial square footage.

The Table 3.5 Anticipated Development summarizes the anticipated number of housing units and square feet of floor area at build-out for each parcel within the Plan Area. These numbers may be less than the total capacity of each site.

Table 3.5 - Anticipated Development

Parcels	Area (Acres)	Housing Units	Retail / Commercial	Other
Parcel A	3.68	122		1,000 sq.ft. (existing Comcast facility)
Parcel B	4.26	201	6,000 sq.ft.	
Parcel C	1.93	152	**	2,800 sq.ft. (relocated Head Start facility)
Parcel D	2.83	188*	**	
Parcel E	2.99	290*	**	
Parcel F	3.99	282*	**	
Total Development	**19.59**	**1,235**	**14,000 sq. ft.**	
Street Parcels within Plan Area***	2.59			
Total Development	**22.16**	**1,235**	**14,000 sq.ft.**	**3,800 sq.ft.**

(*) Denotes parcels with high-rise building potential (up to 14 stories). Only two of these three parcels may be developed with high-rise buildings. This table includes an assumption that Parcel D and Parcel F will be developed with high-rise residential buildings, but during implementation the high-rise location may be transferred to Parcel E from either Parcel D or F. In any case, the overall buildout of the Plan Area is limited to 1,235 residential units.

(**) Denotes parcels that may provide retail/commercial square footage on the ground floor in addition to 6,000 sq.ft. assumed for Parcel B. Each of these parcels may or may not build commercial square footage on the ground floor; in any case, the total retail/commercial square footage for the overall buildout of the Plan Area is limited to 14,000 sq.ft.

(***) Does not include the 2.59 acres of "Lot 3" on the Tentative Map, comprised of West Drive south of Parcel E, the roundabout, and Campus Drive south to Hickey Boulevard.

A.6 Building Height

Permitted building height for the Plan Area is shown in Figure 3.3 Building Heights. For Parcels A, B, C, D, E and F, the height limit for a podium shall be 90 feet, and for Parcels D, E and F the height limit for a tower shall be 150 feet. Buildings can be any height up to these limits, provided the project meets the minimum density standard set forth herein. Townhouses shall be constructed with a minimum three- story building height. Multi-family buildings shall be constructed with a predominant building height of a four-story minimum. Stepbacks are required at 65 feet in height, with locations as shown on Figure 3.3 Building Heights. Exceptions to the height limit are:

A.6.1 Ornamental architectural features, such as turrets, parapets, corner towers, or other accentuating features.

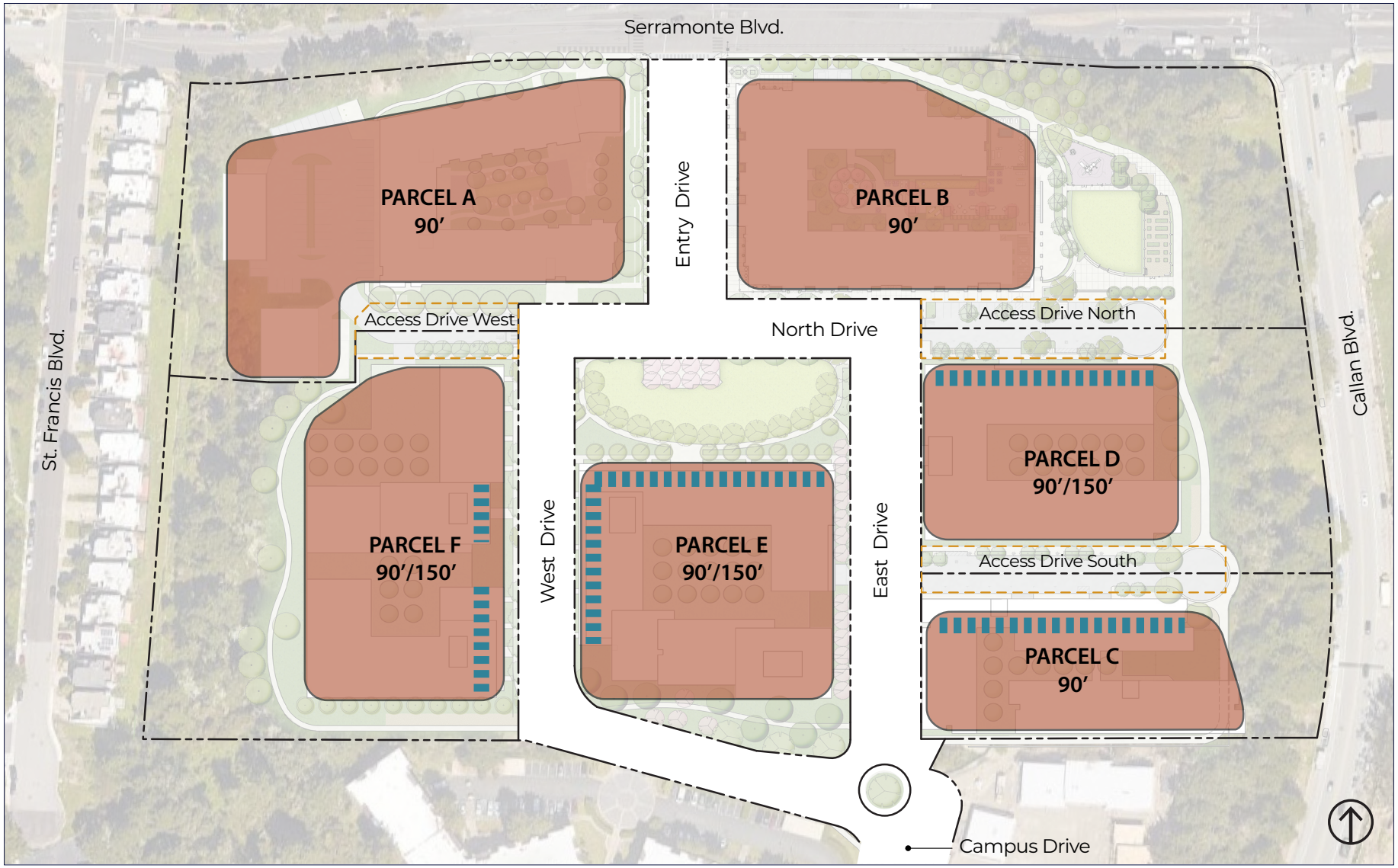
A.6.2 Mechanical and roof-mounted elevator core equipment up to a maximum of 18 feet above maximum height, provided their combined coverage does not exceed 30% of building roof area. Equipment less than four feet above maximum height is exempt from the coverage calculation.

A.6.3 Architectural and landscape screening designed to conceal mechanical and roof mounted equipment.

A.6.4 Sustainability elements, such as photovoltaic cells, small-scale wind turbines suitable for residential development, storm water catchment / treatment equipment, solar water heating equipment.

A.6.5 Enclosed amenity spaces to a height of 12 feet where roof is designed as an accessible outdoor common area if coverage of enclosed amenity space is no more than 30 percent of building roof area.

Figure 3.3 Building Heights



A.7 Street Frontage

The Precise Plan utilizes build-to lines to define urban street and park frontages for buildings. Figure 3.4 Street Frontages indicates the location and percentage of building walls required to be located at a build-to line. A build-to line sets the location of the primary building wall. Table 3.6 Location of Build-to Line for Parcels specifies the distance in feet of the build-to line from a parcel boundary. Together, these standards set the location and street wall for buildings throughout the neighborhood.

Building frontage standards are:

A.7.1 The building frontage on all parcels shall comply with the percentage of building that is required to be aligned along the build-to-line, as shown in Figure 3.4.

A.7.2 The primary wall of a building shall align with the build-to line. The primary wall can be located up to 6 feet from a build-to-line. Ground floor building frontages may be recessed from the build-to line.

A.7.3 Balconies and other projections above 16' from ground level may encroach across the build-to line up to 6 feet, provided such projections meet Building and Fire Codes, and do not interfere with underground infrastructure.

A.7.4 Building entry canopies, arcades, and galleries with a height no greater than 16 feet may encroach up to 15 feet across the build-to-line.

A.7.5 Stairs to podium level courtyards overlooking parks, stoops, and appropriate fencing can encroach up to 10' on the park side of a build-to line.

Figure 3.4 Street Frontage

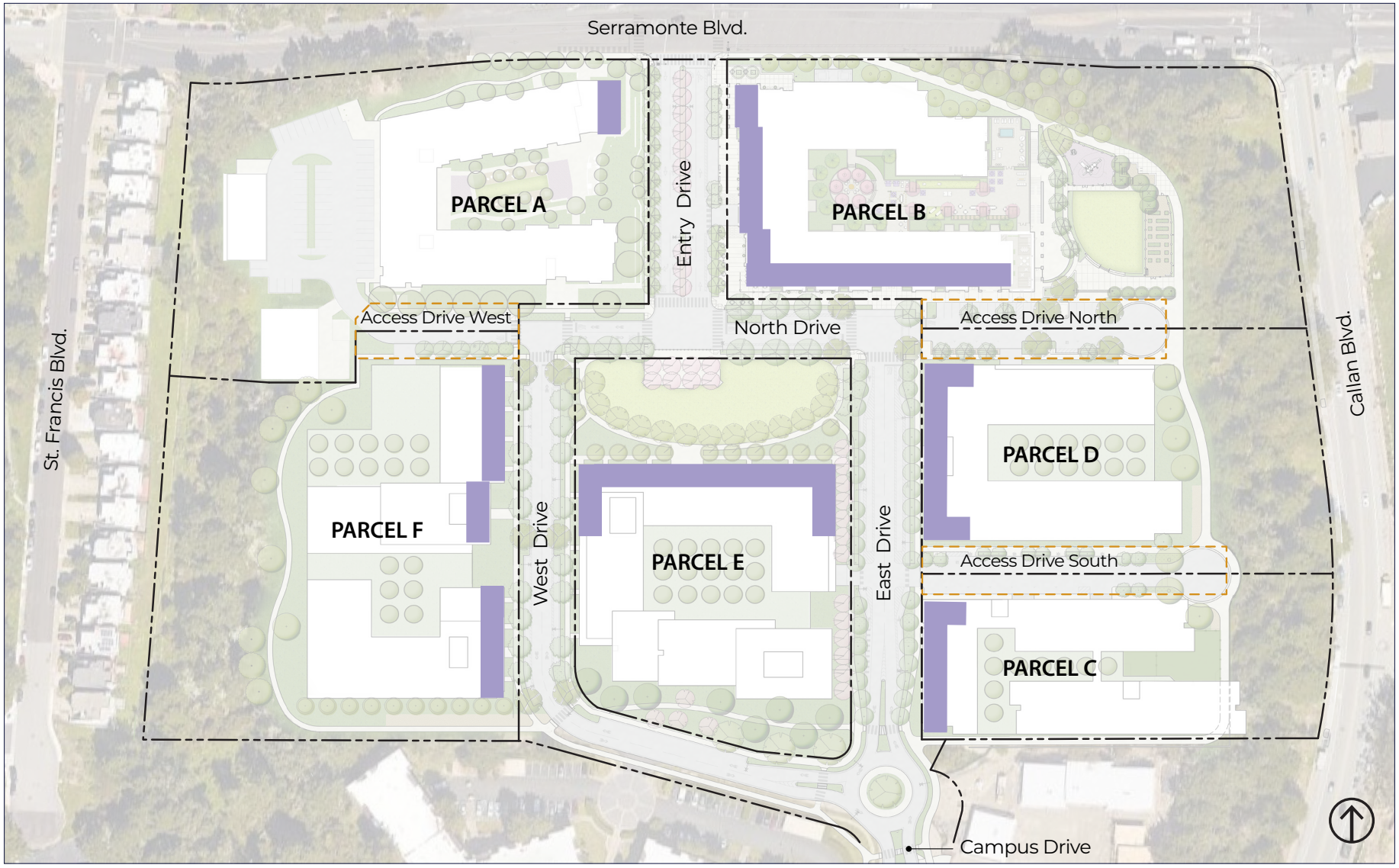


Table 3.6 - Location of Build-to-Line for Parcels		
Parcel	**Frontage**	**Build-to Line**
Parcel A	Entry Drive	N/A
	Access Drive West	N/A
Parcel B	Entry Drive	Varies from 7.5 feet to 28 feet from north to south
	North Drive/Access Drive North	43 feet
Parcel C	East Drive	2 feet
	Access Drive South	25 feet 9 inches
Parcel D	East Drive	6 feet
	Access Drive North	40 feet
	Access Drive South	40 feet
Parcel E	East Drive	14 feet
	West Drive	10 feet
	West Drive (southside)	15 feet (setback measured from Public Access Easement)
	Central Green	10 feet (setback measured from Public Access Easement)
Parcel F	West Drive	10 feet
	Access Drive West	40 feet

Example of Residential Active Use.

Example of Residential Unit Entries at Ground Floor.

A.8 Ground Floor Use

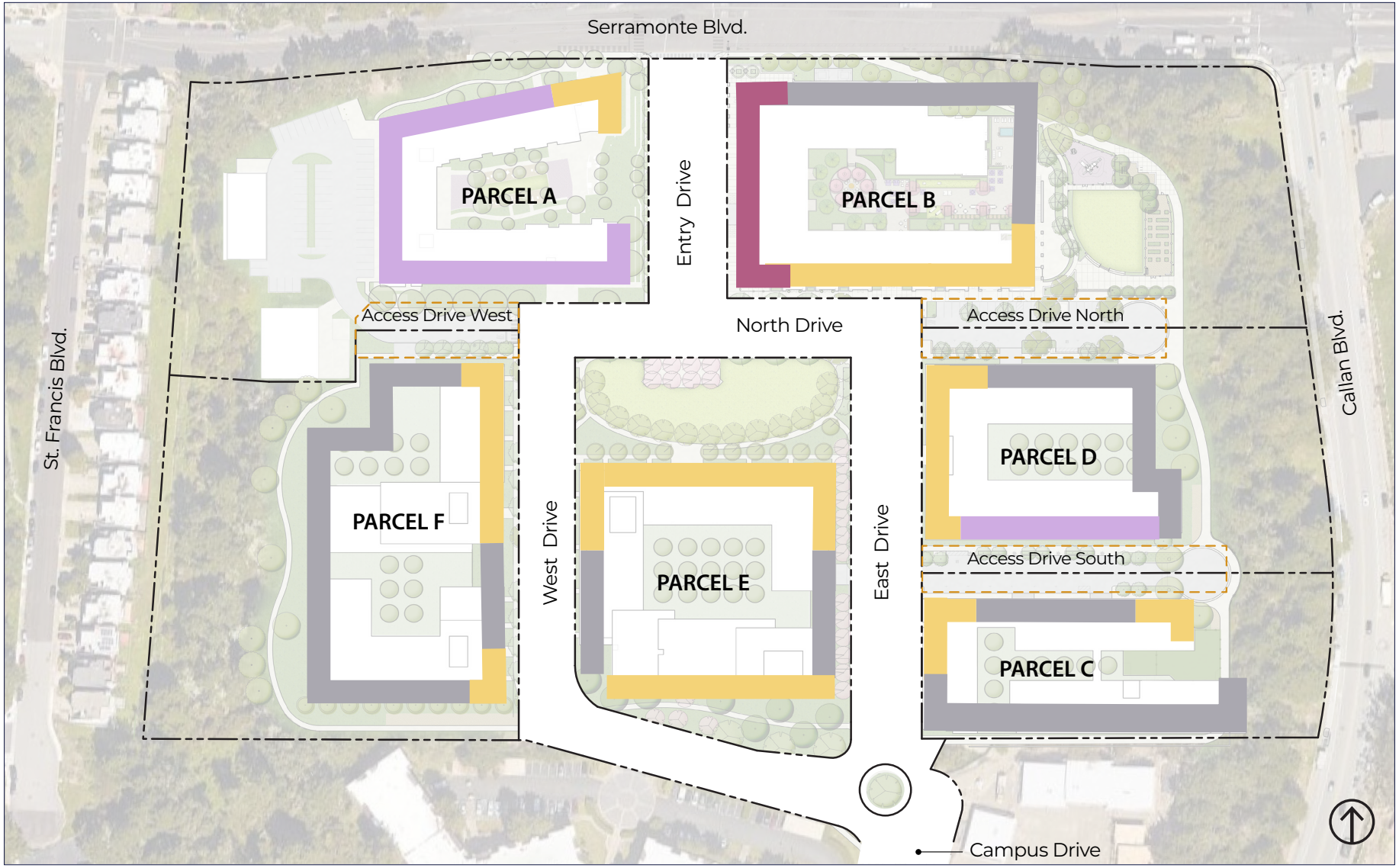
The distribution of ground floor uses is essential to creating an active pedestrian environment. Figure 3.5 Ground Floor Use identifies the location, type and orientation of ground floor uses by parcel for the Plan Area. Five types of ground floor uses are defined as follows:

A.8.1 Mixed Use. This requires retail, café, and restaurant uses with outdoor dining, building entries, residential lobbies, commercial or community uses that attract pedestrian activity with physical and visual access to and from the adjacent sidewalk.

A.8.2 Active Residential Use. Ground floors shall have one or more of the following: commercial or community uses; main building entry, residential lobby, residential amenity spaces, and individual ground floor residential unit entrances. Ground floor residential unit entrances shall be accessible units at grade or elevated ground floor units with transitional space such as a stoop or porch not greater than five feet in height above grade.

A.8.3 Residential Use. This requires ground floor residential use, such as residential units without individual unit entries accessible from the street (which can have a back porch, garden, or patio), or other residential use, and excludes parking, loading and services areas.

Figure 3.5 Ground Floor Use



Notes:
1. All buildings on Parcels B, C, D, and F are required to provide direct access to adjacent hillside open space from ground foor level and/or podium level.
2. One parking structure is permitted on Parcel F. If a parking structure is provided, the ground foor uses on West Drive shown in this diagram are not required if the parking structure frontage provides ground foor uses such as bicycle parking, bike share stations, information kiosks for transportation options or other active uses.

Example of Active Use.

A.8.4 Parking, Loading and Service Use. The location for parking, loading and service uses fronting streets, yards and accessways which are not permitted elsewhere.

A.8.5 Required Street Frontage. Where Mixed-Use, Active Residential Use, and Residential Use frontages are required:

- No more than one 24' wide vehicle access driveway or two 12' wide vehicle access driveways are permitted. Loading docks are not permitted at active ground floor use frontages.
- Blank walls or walls opening to structured parking areas at the ground floor are limited to 30' maximum.

A.9 Setbacks

The perimeter of the Plan Area shall have the following setbacks along neighboring properties or street right-of-way. These are minimum setback dimensions.

Table 3.7 - Setbacks

Location	Setback
North Perimeter Property Line	20 feet from Serramonte Boulevard
East Perimeter Property Line	75 feet from Callan Boulevard
South Perimeter Property Line	Parcel C: 7.5 feet Parcel E: 10 feet from pedestrian public access easement Parcel F: 40 feet
West Perimeter Property Line	30 feet
Within a parcel	Minimum separation between buildings shall comply with local and state building codes.
Side yard	6 feet up to 90 feet in height, 10 feet above 90 feet in height.

B. ARCHITECTURAL DESIGN

Buildings conforming to the architectural design standards will visually and functionally fit and contribute to the pedestrian-oriented urban realm of the Plan Area. Architectural design standards define the architectural character, form and function of buildings including building massing, façade composition, architectural details, materials, color, and sustainability features.

B.1 Architectural Character

Architectural character is the appearance of a building created by its form, function, construction technology and visual features.

B.1.1 Buildings shall be of high quality, contemporary architectural design. Contemporary architectural design is 21st century design: it reflects current trends in architecture. Contemporary architectural design does not adhere to a particular style of set of standards; rather, it seeks to distinguish itself from the past by incorporating the latest innovations in building technology and design.

B.1.2 Buildings shall not directly reference historic architectural styles or use materials associated with specific periods or styles.

B.1.3 Building shall not use terracotta tile roofing, mansard roofs, asphalt roof tiles or shingles.

B.1.4 Ribbon windows and flat building facades shall not be permitted.

B.1.5 Auto-oriented ground floor building design, such as continuous, open to the street, at grade covered parking spaces and extended curb cuts, shall not be permitted.

Proportion

Proportion is the correspondence of the size of building elements to human scale, to each other and to the whole building, thus creating a balanced, harmonious composition of elements that achieve a visually coherent architectural aesthetic related to scale of human experience.

B.1.6 The size of the pedestrian, podium and tower levels shall be in proportion to one another.

B.1.7 Visual discord due to the mixing of too many differently shaped and sized building elements, forms, colors, or textures, shall not be permitted.

B.1.8 Random, oversized building elements shall not be permitted.

B.2 Building Massing

Building massing is the three-dimensional configuration of a building's size and shape. Vertically organized massing standards for pedestrian, podium and skyline levels are:

Pedestrian Level

B.2.1 To create a pedestrian level setback for active uses with occupied floor above, pedestrian level façade setbacks from the build-to-line shall not exceed 10 feet.

B.2.2 Where Active Uses or Required Building Entry, Lobby or Residential Amenity Space uses are required, the minimum floor-to-floor height for the ground floor shall be no less than 14 feet where there is amenity space.

Tall ground floor level provides differentiation from floors above.

Podium Level

B.2.3 Podium level building massing shapes the spatial definition of the public realm. Building street walls up to 90 feet are considered the podium level.

B.2.4 The first one to three levels of all buildings shall be differentiated from the upper floors to provide a visual support for the floors above. They shall have high quality materials appropriate for a pedestrian environment.

B.2.5 Stepbacks are required as shown on Figure 3.3, Building Heights. Where required, stepbacks shall be no higher than 65 feet above grade with the building set back no less than six feet from the street wall.

Tower Level

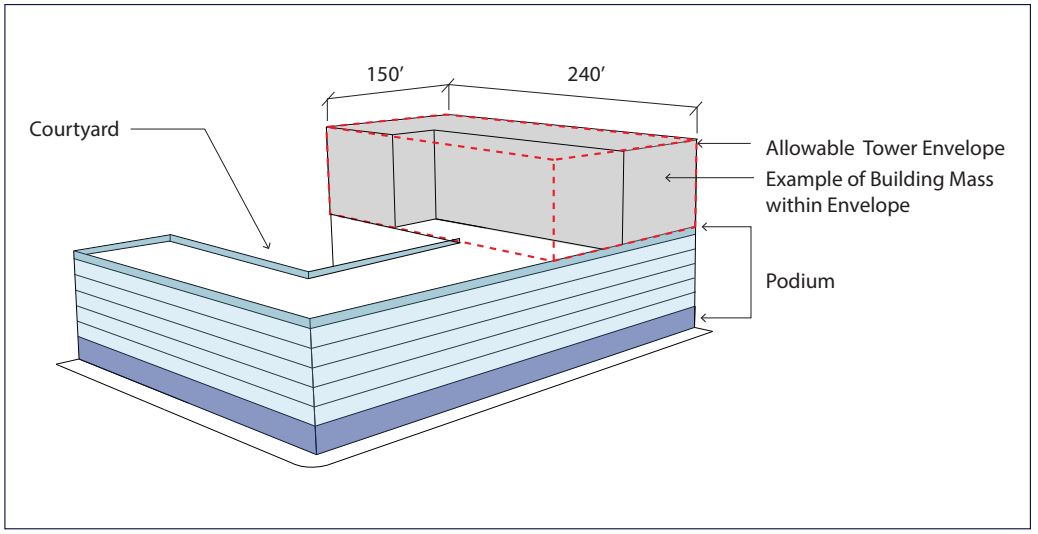
B.2.6 The tower, or skyline level consists of all building levels above 90 feet from grade. The skyline level contributes to the visual identity of the Plan Area.

B.2.7 Tower massing shall extend to ground level to visually anchor the tower to the ground.

B.2.8 Towers extending to ground shall be set back 10 feet minimum from the build-to line.

B.2.9 Towers shall be oriented in an east-west direction to minimize impacts to views from residences along Saint Francis Boulevard.

Figure 3.6 Podium Level and Skyline Level Massing

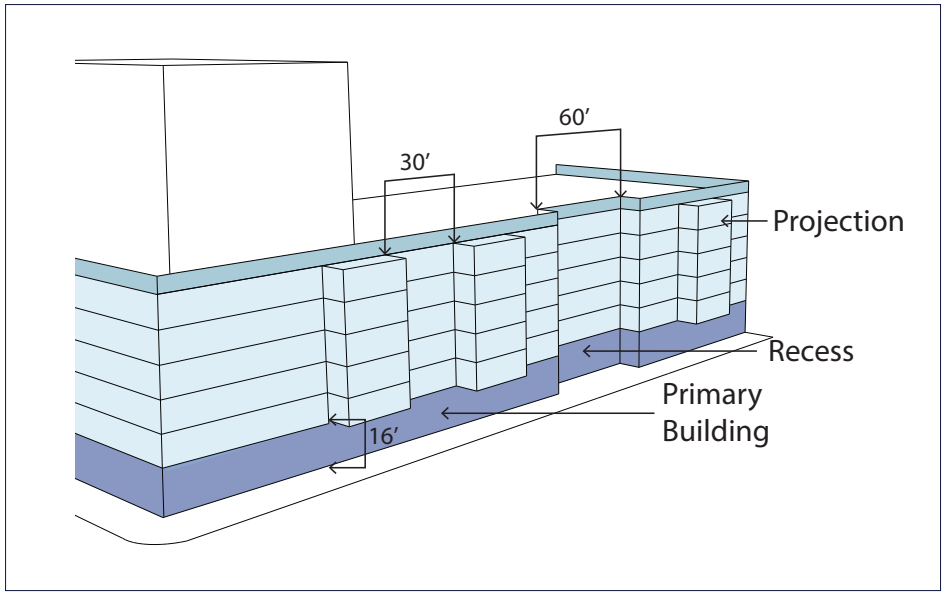


B.2.10 Each tower shall not exceed a massing envelope of 240 feet long by 150 feet wide, as shown in figure 3.6.

B.2.11 A minimum separation of 60 feet shall be provided between any two towers or portions of skyline level building massing.

B.2.12 Towers are not permitted adjacent to the central open space.

Figure 3.7 Façade Modulation



Façade modulation provided by vertical shifts and balconies.

B.3 Façade Composition

Facade composition is the arrangement of architectural elements of the exterior of a building to shape a harmonious, public human scale experience.

Façade Modulation

B.3.1 Long continuous facades that extend the length of a parcel or city block shall not be permitted. Buildings over 100 feet in width shall provide vertical breaks in building massing in the form of projections and recesses to reduce the overall scale of the building.

B.3.2 Occupiable projections, such as balconies or bay windows, are permitted to project up to six feet from building face above streets and open spaces above the pedestrian level, in accordance with the City's Building and Fire Codes. The recess or projection shall be a minimum of 3 feet in depth.

B.3.3 The façade shall be divided into segments of 30 to 60 feet in width, as shown in figure 3.7, using one or more of the design approaches below:

- Vertical shifts
- Balconies or bay windows
- Corner expression
- Volumetric recesses (including balconies)
- Volumetric projections

- Change of Material: to achieve modulation by a change of material, the material change must occur for at least 20% of the façade and must change in plane at least 18 inches in depth from the facade.

Fenestration

Fenestration is the arrangement of the location, grouping and scale of windows and doors as part of the wall system that comprises the façade of a building.

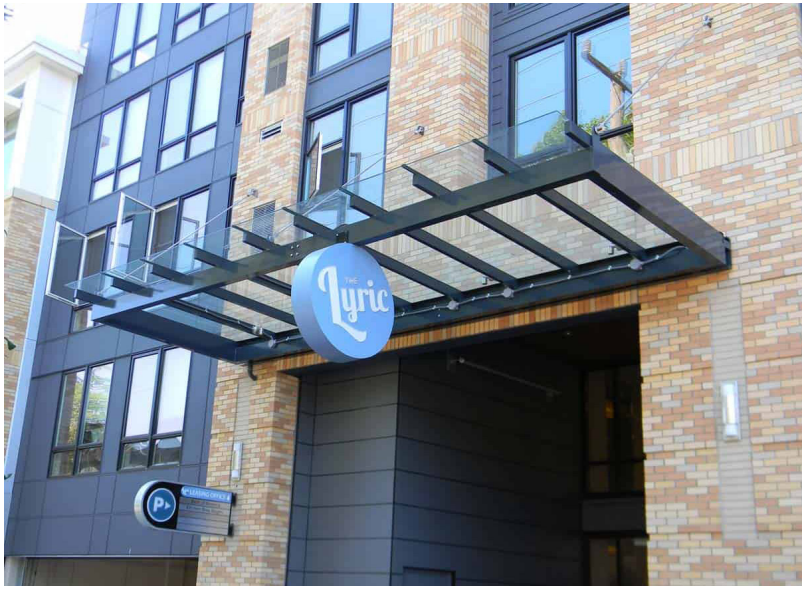
B.3.4 Building fenestration shall incorporate recessed and/or projecting window bays, balconies, canopies, and architectural elements, contrasting surfaces, and/or a rhythm to the building's light and shadow.

B.3.5 Avoid featureless expanses of fenestration that eliminate a sense of human scale.

Blank Facades

A blank façade is a building wall without any windows or doors and is a featureless expanse with no variation in plane in terms of horizontal and vertical projections, openings or change in materials.

B.3.6 Ground floor blank facades at building walls facing public spaces or streets greater than 50 feet shall not be permitted.



Building lobby with canopy to give the entry prominence.

Building showing facade modulation, including vertical shifts and corner expression.

B.3.7 At the ground floor, blank facades longer than 50 feet shall provide landscaping, public art, or architectural relief with design interest to the satisfaction of the Planning Division.

Ground Floor Design

B.3.8 Transparent windows, storefronts, show windows, building entries, dwelling entries, and/or other active uses shall be placed along street and public open space frontages, as required in the Ground Floor Active Frontage standards.

B.3.9 Doors or sliding windows shall be used by ground-floor restaurants, eating and beverage services to enable outdoor dining along sidewalks and plazas.

B.4 Windows and Doors

The selection, design and proportion of windows and doors highly influence the appearance of a building.

Entries

B.4.1 Buildings shall have identifiable main entrances that are directly visible and accessible from public rights-of-way. An entry canopy, recessed building volume, a sculptural volume, change in scale or identifiable architectural treatments are acceptable features.

Façade modulation provided by recesses and projections of architectural elements.

B.4.2 In mixed-use buildings, residential entries are to be differentiated from commercial entries.

B.4.3 Pedestrian seating and bicycle parking shall be located near building entrances.

Windows

B.4.4 Upper story windows shall provide architectural details, such as sills, or lintels, that recess or project from the facade.

B.4.5 Reflective glazing is not permitted.

B.4.6 Non-reflective coatings, low-emissivity glass, external shade devices and other elements shall be used.

B.5 Materials and Color

Materials and color play a powerful role in creating the visual experience of a building. For the exterior of buildings:

B.5.1 Building materials, colors and finishes shall be coordinated to create a visually harmonious color palette appropriate for a family-oriented residential neighborhood, consistent with contemporary building design.

B.5.2 High quality building materials and architectural detailing, with a preference for natural materials at the ground level, shall be used where people directly experience buildings.

B.5.3 Changes in color, texture or materials shall be used to differentiate architectural elements and building massing.

B.5.4 Monolithic use of color, where an entire building is one color or tone shall not be permitted.

B.5.5 Garish, or discordant use of color shall not be permitted.

C. PARKING AND LOADING

C.1 Parking Ratios[10]

C.1.1 The following parking ratios are currently anticipated for Parcels B through F:

- The parking ratio for residential units is zero[11] to 1.5 spaces per dwelling unit[12].
- The Applicant may increase parking above the foregoing ratio if supported by a parking analysis prepared by a qualified traffic engineer.[13]
- By way of example, at Parcel C, if the parking ratio for the affordable housing is 0.5 parking space per dwelling unit, such is permissible because it falls within the foregoing range of parking ratios. Develop-

10 The City finds that all parking standards that differ from the Daly City municipal code are designed and necessary to maintain the unity or livability of the Project.

11 Per AB-2097, cities can no longer impose minimum parking requirements on new developments within a half-mile of major public transit stops, for which the Serramonte Del Rey Neighborhood qualifies. The state legislation does not prevent property owners from building parking and Applicant anticipates providing the appropriate amount of parking that balances the supply and demand generated for the proposed project, based upon Applicant's analysis. These regulations shall explicitly not require a maximum number of parking spaces for any use.

12 This may vary, based on AB-2097, see C.1.3.

13 Parking ratios are based on current conditions and assumptions. The City and JUHSD acknowledge that future parking demand will be in considerable flux over the lifetime of the Development Agreement, and may increase or decrease significantly. The intent of this approach is to provide adequate parking within the Precise Plan area based on demand as determined by a parking analysis study provided at the Applicant's discretion that will be based on objective analysis by a qualified traffic engineer demonstrating reductions to parking impacts to on-street parking in the surrounding neighborhood.

ment of Parcel C may provide parking at a parking ratio up to 1.5 spaces/unit. To the extent parking is provided, the parking ratio will be included in the documents submitted to the City for review and approval of Parcel C.

C.1.2 Parking for pick-up and drop-off for the Head Start Program at Parcel C may be accommodated by on-street parking marked by appropriate signage, with such signage reserving parking spaces for this use during the appropriate hours.

C.1.3 Overflow parking for Parcel A may be accommodated within the Plan Area with surface parking, on-street parking, or within future parking podiums or structures on Parcels B through F. To the extent that Applicant demonstrates that overflow parking is not needed for a particular development, it will be eliminated as a requirement in the future.

C.1.4 Residential parking can be accommodated in mechanical puzzle lifts.

C.1.5 No more that 10% of residential parking can be tandem, and tandem spaces may only be assigned to users of the same dwelling unit. Tandem units may be designed as either front to rear spaces or mechanical puzzle lift spaces.

C.1.6 Parking Enforcement: Applicant or a delegee will be responsible for enforcement of any parking rules on JUHSD property. If private parking restrictions for on-street parking are put in place, parking spaces available for public use will be designated to access publicly accessible parkland, trails, and open space during time periods of private parking restrictions.

C.1.7 One bicycle parking stall per unit shall be provided and accessible from street level, unless otherwise mandated by the building code. Bicycle parking, if in excess of one stall per unit, can be located anywhere on site.

C.2 Design of Off-Street Parking and Loading

C.2.1 Parking shall be located behind, within, or under buildings, or within separate structures. Surface parking areas are prohibited between any building and Entry Drive, North Drive, East Drive and West Drive street frontages.

C.2.2 Parking stall and drive aisle dimensions for each parcel may comply with either approach 1 or 2 below, or a combination of both approaches:

- The current City standards for off-street parking (including the ratio of standard spaces to compact spaces) at the time of the Applicant's submittal for conformance review, and/or
- A "Uni-stall" standard size parking space which is based upon a stall dimension of 8'–6" x 18'–0", unless constrained by a wall on one or both sides, in which case the minimum

stall width will be 9'–0" minimum. The drive aisle shall maintain a minimum of 24' clear.

C.2.3 For mixed-use projects, shared parking is encouraged to allow uses with different peak hours of operation to utilize off-street parking facilities of other buildings in the Precise Plan.

C.2.4 Loading docks and service areas shall be located at the rear of the development or inside parking structures for parcels deeper than 80 feet, separate from parking areas. For smaller parcels, loading docks and service areas must be located on the side street, wherever possible. Loading zones should not disrupt the flow of traffic within a given project area.

C.2.5 Loading docks shall be located on Access Drives North, South, and West. If this is not possible, loading docks may be provided on East, North or West Drive, if enclosed within a building.

C.3 Vehicle and Bicycle Access

C.3.1 Location of vehicular parking entrances shall be as follows:

- Parcel A shall be accessed from Access Drive West.
- Parcel B shall be accessed from Entry Drive or Access Drive North; or any combination of these.
- Parcel C shall be accessed from Access Drive South.
- Parcel D shall be accessed from Access Drive North, Access Drive South; or both.
- Parcel E shall be accessed from East Drive or West Drive; or both.
- Parcel F shall be accessed from West Drive or Access Drive West; or both.

C.3.2 Vehicular entries shall be located a minimum of 100 feet from intersections and crosswalks except for driveways located along access ways.

C.3.3 Bicycle access shall be from street level, and not required through garage entrances. Bicycle storage for each building shall be accessible from ground level, as close to the driveway entry as practicable, and clearly signed. Bicycles in excess of one per unit can be stored anywhere on site.

C.4 Vehicle Access Design

C.4.1 Two-way vehicular entrances designed as a single driveway shall have a maximum width of 24'.

C.4.2 Where a driveway crosses a sidewalk, clearly demarcate the sidewalk across the entire width of the driveway by using colored paving or materials.

C.4.3 On-street parking may be provided in the form of parallel parking or angled parking.

C.5 Parking Structures

Parking for mixed-use and residential buildings can be in underground, partially above-ground, or above-ground garages.

C.5.1 Above-ground garages not screened by residential uses shall include façade treatments or screening.

C.5.2 Parking garages shall be lined with ground floor active uses or residential entries where indicated per street frontage requirements, and designed with building façades that screen structural elements of the garage where not required by street frontage requirements.

Parking Structure with screening to reduce visual impact.

C.5.3 The design of entries to parking garages shall not be more prominent on the building façade than the primary pedestrian entry.

C.5.4 Above-ground parking garages shall be designed with human scale design elements that complement and do not contrast with buildings and public spaces of the Precise Plan.

C.5.5 Parcels B, C, D, E, and F may contain above-ground parking garages.

C.5.6 Parking structure lighting shall be designed to avoid direct glare towards adjacent residential buildings.

C.6 Bicycle Facilities

C.6.1 Bicycle parking should be in close proximity to building entrances and bicycle routes for user convenience.

C.6.2 Bicycle parking shall accommodate a range of bicycle types, including standard bicycles, E-bikes, tandem bicycles, and trailers.

C.6.3 On-street bicycle parking shall be separated from automobile parking by use of a landscaped buffer or curb.

C.6.4 Off-street bicycle parking shall be in secure locations in each building in the Precise Plan area.

D. OPEN SPACE

D.1 Open Space Requirement

Projects within the Plan Area shall provide a minimum of 150 sq. ft. of open space per dwelling unit.[14] The requirement for open space is to be met parcel-by-parcel through a combination of the following:

- Publicly accessible private open space, which are public spaces, such as park, trails, and open space areas, which are publicly accessible to residents, visitors, and public. Such spaces may have limited hours of availability.
- Private open space such as balconies, patios, or other open spaces for the exclusive use of an individual unit.
- Common open spaces such as communal open spaces or recreational areas with access limited to tenants of a residential or mixed-use development. Examples include at grade open space or plazas, podium level courtyards, rooftop terraces, and similar areas that can provide communal amenities, such as swimming pools, play areas, and cabanas.

14 Per Daly City zoning code section 17.38.020 requirement for 150 sq. ft. of usable open space.

Example of a public open space.

Allocation of open space can be off-site of the specific parcel and within the Plan Area, including the areas designated by easement, such as allocation to Overlook Park, Central Green, South Point Park and the Recreation Trail at parcels B, C and D.

The Recreation Trail, Overlook Park, Central Green, and South Point Park will be counted towards satisfaction of the Open Space requirements for individual parcels as designated by the Applicant. The allotted Open Space will be assigned to a specific parcel at the time the parcel is submitted for conformance review.

The open space at the Retail Plaza at Entry Drive is allocated to Parcel B exclusively.

Land that does not meet the City's gradient criteria for usable space (e.g., excessive slopes in the Hillside Area) will not be counted toward satisfaction of open space required for any parcel.

D.2 Common Open Space

D.2.1 Buildings shall provide spatial enclosure for common open spaces to create privacy, limit views from streets, and wind protection.

D.2.2 Common open space shall be visible and accessible to and from building amenity areas.

D.3 Private Open Space

D.3.1 Private open spaces shall be directly accessible from the unit and large enough to permit outdoor activities with a minimum of five feet width and depth.

D.3.2 Private open space shall be constructed with high quality durable materials.

D.3.3 Fencing or screening between ground floor private open spaces shall permit visibility in and out of the open space for the top 18 inches.

Example of common open space with rooftop garden.

Building with balconies as private open space.

E. LANDSCAPE DESIGN

This section establishes landscape standards for park, open space, street, and development site planting.

E.1 Hillside Woodlands

To care for the hillside wooded areas to reduce fire hazards, enhance existing vegetation and promote urban forestry, the Precise Plan requires:

E.1.1 A tree succession operations plan for aging mature trees prepared by a qualified arborist will guide the replacement of existing trees over time due to age or fire vulnerability.

E.1.2 Removed trees shall be replaced with a diverse plant ecology governed by the area's unique coastal/ Mediterranean climate including evergreen and deciduous species as recommended by an arborist.

E.1.3 The project's wooded hillside perimeter to the west and east shall be cleaned of surface and ladder fuels. Replacement trees shall include evergreen and deciduous species as described in the Project Tree List.

E.2 Planting

E.2.1 Plant material shall be comprised of at least 75% drought tolerant plant species. Planting plans shall comply with Daly City's Water Conservation in Landscaping regulations and the Water Use Classification of Landscape Species (WUCOLS).

E.2.2 Where turf grass is used, low water use hybrids and/ or no mow varieties shall be used. A variety of shrubs and ground covers should be used to create layering around building foundations, keeping shrubs at or below windowsills. Plant selections should be such that sightlines remain open and clear, and places of concealment are not fostered. Plants should be used to screen above-ground utilities. Along streets and sidewalks, plants shall be used in planters within the right of way to create spatial separation between sidewalk and vehicular traffic.

E.2.3 Pollinator plants that attract native birds and insects should be used strategically in locations well-suited to attract and sustain native populations. Use of fruiting plant material should occur away from hardscape areas to prevent staining of pavements and to minimize maintenance.

E.3 Planters

E.3.1 Landscape planters within any private street shall be a minimum of four feet wide.

E.3.2 Tree wells shall be 4'x 4' minimum. Tree grates shall be cast iron with a baked oil finish in plaza areas and be an ADA accessible design consistent with the neighborhood.

E.3.3 Where landscape planting is provided under trees, planters shall be 4'W x 6'L minimum.

E.3.4 Planted medians shall provide at least a five feet wide planting area in addition to a minimum 12 inches wide maintenance band at the back of curb consisting of concrete, pavers, or fixed cobbles.

E.4 Site Irrigation

E.4.1 Site Irrigation systems shall comply with all local and state requirements as of time of project approval and shall meet the City's water efficiency regulations.

E.4.2 All irrigation equipment shall be controlled with weather-based controllers located in easily accessible, locked stainless steel pedestal boxes. The equipment shall include flow sensors and automatic shut off valve capability with a wi-fi based alarm system to alert maintenance controller team(s).

E.4.3 Irrigation systems shall provide quick couplers or hose bibbs in lockable wall boxes in all common use areas.

E.5 Soil & Drainage

E.5.1 On-grade planting areas shall be comprised of amended topsoil import or amended native soil as required, based on a soil analysis report and soil laboratory recommendations. Excavation, clearing and grubbing, or soil preparation shall occur within established tree protection zones as per the advice of a landscape architect or arborist.

E.5.2 Planting areas shall by dressed with a 3-inch layer of mulch.

E.5.3 Cast iron or similar drain grates shall be used in turf and pedestrian circulation areas. Landscape planters shall be drained with cast iron, decorative metal, plastic or similar flat or atrium-style grates and factory-fabricated bodies.

E.6 Site Furnishings

E.6.1 Site furnishings shall be comprised of materials designed to withstand outdoor conditions.

E.6.2 Short term bicycle parking shall be dispersed throughout the Plan Area, as required to meet project requirements, city standards, and bicycle parking standards. Bicycle racks shall be galvanized, vinyl covered, or stainless steel, and meet all City requirements. In ground- or surface-mounted attachment is acceptable.

E.6.3 Seating shall be provided at retail, parks, open spaces, adjacent to the trails, and in front of primary building lobbies. Benches shall be made of metal and/or wood. Where wood is used, it should be thermally modified, or a suitable hardwood built to withstand weather and heavy public usage.

E.6.4 Café tables with chairs shall be movable with a variety of sizes for public use in gathering spaces and shall be constructed of materials suitable for outdoor public usage.

E.6.5 At least one drinking fountain shall be provided at each of the following: Overlook Park, Central Green, and the Recreation Trail. Dog bowl and water bottle filling attachments are recommended but not required.

E.6.6 Within Overlook Park, Applicant shall provide play equipment for children ages two through twelve. All play areas will be designated for children between the ages of two to five and for ages five to twelve years old. Any community garden shall provide raised beds and a regular water service connection with water spigot at 100-foot intervals.

E.7 Trees

E.7.1 Trees within the street right of way, in plazas, and high-visibility open space areas shall be provided in 24-inch box size or larger and be secured with at least three tree stakes or below-grade root ball guying systems appropriate for the windy conditions found in Daly City. Above-ground cabling guying shall not be used in public spaces. Trees shall be pruned up to 6 feet to 8 feet clear off the ground or as required by ADA or City guidelines.

E.7.2 Individual developments within the Plan Area shall use trees that are provided in minimum 15-gallon size or larger for no greater than 50 percent of the trees planted. All other trees shall be box-specimen.

E.7.3 Entries at the north and south shall have unique tree plantings, and the design of these planting shall be approved by the Planning Division.

E.7.4 Seasonal interest shall be created with deciduous trees providing spring flowers and fall color.

E.7.5 Driveway entries, curb cuts, and curb ramps shall be constructed of concrete and shall match sidewalks to provide a consistent look and feel for hardscape along vehicular and pedestrian circulation routes.

E.7.6 Enhanced finishes and/or striping shall be used at the master plan entry, at all driveway entries, and at all crosswalks.

E.8 Trail and Paths

E.8.1 Trail surfaces shall be asphalt or concrete, provide for adequate clearances along the edges and overhead, and be suitable for their intended use. Refer to trail sections in Chapter 5 for trail dimensions.

E.8.2 Signage, ornamental landscaping, and trees shall be provided along the trail system to enhance user experience.

E.9 Stormwater Management

E.9.1 Project submittals shall comply with the Precise Plan's phased, performance-based approach to stormwater management, consistent with the San Mateo County Municipal Regional Stormwater Permit, and Daly City's municipal code pertaining to stormwater management. Projects shall minimize the amount of paved area. Where feasible, paved areas shall include "green" stormwater collection and treatment, and employ Low Impact Development (LID) features that minimize surface water runoff. LID features may include bioretention systems, swales, green roofs, and permeable pavers.

E.9.2 Stormwater retention features that minimize runoff into streets, parking lots, landscaped areas, and open spaces shall be incorporated, where feasible. Stormwater retention features include drainage swales and rain gardens.

E.10 Open Space Landscaping Standards

E.10.1 Landscaping shall define the edges of paths, plazas, and seating areas.

E.10.2 Trees shall be planted to shade walkways, gathering areas, parking, and other larger expanses of pavement.

E.10.3 Landscaping in setback areas shall create a transition zone between the sidewalk and street-level residential units and entries.

E.10.4 Landscaped areas shall be regularly maintained to keep them aesthetically pleasing, and to remove dead and dying plants.

E.10.5 Gateway or entry points shall be emphasized with distinctive trees and plants.

E.10.6 Existing trees, to the extent feasible, and healthy, are to be preserved and integrated into site designs.

E.10.7 To reduce water usage, all developments shall employ water-efficient irrigation techniques, including micro–irrigation, drip systems, and weather-based irrigation controllers, instead of conventional sprinklers.

E.10.8 Native, drought-tolerant, or well-adapted tree and plant species shall be used.

E.10.9 Seasonal and year-round flowering shrubs and trees shall be located where they can be most appreciated by site users and passersby, such as adjacent to walks and open space areas, or as frames for building entrances and stairs.

E.10.10 All landscaped areas shall be designed by a landscape professional to the satisfaction of the Planning Division.

F. SIGNAGE

Where this section does not set standards, the Applicant and City staff shall use the Daly City Municipal Code. City review and approval of wayfinding signage shall be part of Conformance Review where there is a conflict with the Daly City sign ordinance, this Precise Plan governs.

F.1 Signage Standards

F.1.1 Signs within the Plan Area shall comply with all regulations stated in the City's Zoning Ordinance (Chapter 17.32) unless otherwise specified in the Precise Plan.

F.1.2 Signs shall be made of high-quality, durable, and environmentally friendly materials.

F.1.3 Multi-tenant development anchor-identity signs should be complementary to any Plan Area signage or established by the Master Developer. Individual property owners will be allowed to use letter styles, but the overall sign should have one consistent material for letters and background.

F.2 Monument/Gateway Signage

F.2.1 The Precise Plan shall include up to two freestanding monument/gateway signs: at the Serramonte Boulevard and Entry Drive intersection and at the West Drive and Campus Drive intersection, which form major entry points to the Plan Area.

F.2.2 If provided, a single gateway or monument sign at the southern portion of the Plan Area near the round-about shall be located at Parcel E and be less than 4 feet high. The sign shall not obstruct sightlines for drivers to the extent safety is compromised.

F.2.3 If provided, a single gateway or monument sign at the northern portion of the Plan Area near the Retail Plaza shall be located at Parcel B. It may either be less than 4 feet high and no longer than 20 feet, or may be a tower structure--either integrated with the Parcel B building corner or separate from the building. If an integrated tower structure, the structure shall not project more than five feet beyond the face of the building in any direction. If an independent tower structure, it may not be greater than 32 feet in height and not more than 64 sq. ft. in area. The maximum face area of signage of the tower structure shall not exceed 200 sq. ft.

F.2.4 Gateway or monument signs shall not have internal illumination but will be lighted with externally mounted luminaires.

Example of building signage.

F.3 Building Signage

F.3.1 The physical design of signage shall conform to the architectural detailing of the associated building and shall be in proportion to the surface onto which such signage is mounted, as determined by the Planning Division.

F.3.2 Signage shall not obstruct architectural details such as recesses, structural bays, or windows.

F.3.3 Externally illuminated or halo lit signs shall be required. The use of internally lighted or box type signs are prohibited. Internally lighted signs measuring 2 sq. ft. or less are allowed.

F.3.4 No more than three (3) building residential signs shall be provided per building. These shall be limited to address number, street name, and/or a building name if

desired. If only one is provided, it shall be placed close to the main entry to the building. If signage is provided at more than one location, a minimum of one shall be placed close to the main entry. The second and third can be located such that the top of the signage is not greater than 25' feet from grade. The aggregate sign area shall not exceed 150 sq. ft.

F.3.5 Durable, vandal-resistant materials and finishes shall be utilized for address signs.

F.3.6 Conduit, tubing, or raceways shall be concealed. Transformers and other equipment for the signage shall also be concealed.

F.4 Storefront Signage

F.4.1 Signage for multi-tenant retail buildings shall be developed to minimize potential visual conflict, clutter, and competition.

F.4.2 Maximum size for sign area per retail tenant is 30 sq. ft. on the face of a building. A second sign per retail tenant, not exceeding 20 sq. ft., may be hung as either a banner or a rigid sign perpendicular to the building face. Either of these two sign types may be attached to a building's architectural canopy.

Blade sign as storefront signage.

F.4.3 For ground floor retail uses, hanging or projecting signs should be located near the front entry of a store. Coordinate with the overall design of the street wall. Hanging or projecting signs shall meet Americans with Disabilities Act (ADA) clearance requirements.

F.4.4 Ancillary retail space or leasing offices shall be signed in a manner consistent with the storefront signage standards in this section.

F.5 Prohibited Signs

Prohibited signs include:

F.5.1. Signs which rotate, move mechanically or by the wind, flash, blink or reflect light by means of a polished or mirrored surface.

F.5.2 Open flames, balloons, loudspeakers used to call attention to a product, service, or a property.

F.5.3 Signs which identify or advertise a product or service not available on the premises.

F.5.4 Externally illuminated signs where the source of light is directly visible or cause glare or reflections that are a traffic hazard or nuisance.

F.5.5 Signs which emit or reflect light by means of direct fluorescence, phosphorescence, or "day-glow" colors.

F.5.6 Any sign illumination which exhibits undue glare.

F.5.7 Any sign placed or displayed on vehicles parked primarily for the purpose of displaying the sign. (This does not apply to food trucks that are parked while they provide service.)

F.5.8 Internally lit signs where the entire face of the sign is illuminated, rather than just the graphics.

F.5.9 Advertising bench signs, unless required by Sam-Trans at Serramonte Blvd.

F.5.10 Off-site directional signs.

F.5.11 Roof signs.

F.5.12 Outdoor advertising billboard signs.

F.5.13 Abandoned signs.

G. LIGHTING

See Figure 3.8 Lighting Diagram. A uniform lighting approach will contribute to overall community aesthetic and ensure safety for walkways, bikeways, and roadways.[15]

G.1 General Lighting Standards

G.1.1 Lighting shall incorporate dark sky principles by shielding fixtures to prevent light from emitting above a 90-degree angle. Any lighting source located on parking or rooftop parking shall be a full cutoff type.

G.1.2 Light shall be designed to minimize glare and light trespass into neighboring buildings and properties.

G.1.3 High-efficiency technology such as LED lighting with advanced controls shall be utilized to minimize energy consumption.

G.1.4 The use of energy–efficient, long-life LEDs with light color rendered as a warm white (maximum K 3000) is encouraged.

G.2 Street Lighting

G.2.1 Provide streetlights in general locations shown on Figure 3.8, Lighting Diagram for Locations.

G.2.2 Streetlights shall comply with Daly City standards.

G.3 Pedestrian Lighting

G.3.1 Provide pedestrian lighting in general locations shown on Figure 3.8, Lighting Diagram. Additional locations for pedestrian lighting are along pedestrian pathways in open spaces and in surface parking areas.

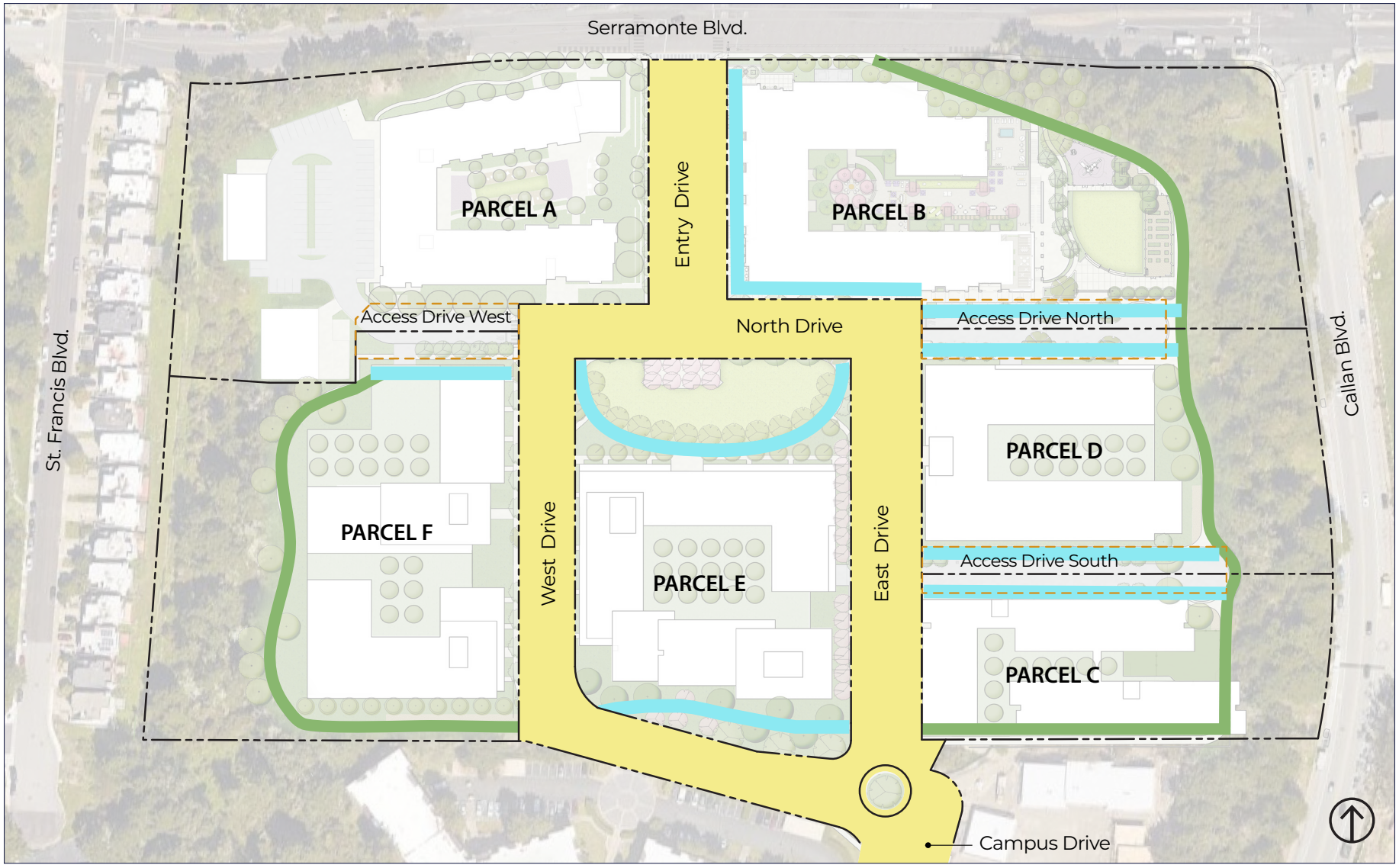
G.3.2 Pedestrian lighting shall not be taller than 25 feet in height.

G.3.3 Pedestrian lighting may be integrated with street-lighting by providing additional luminaires facing the sidewalk on streetlight poles, installed at a lower height than street luminaries.

G.3.4 Lighting in surface parking lots and service areas shall be directed away from surrounding buildings and properties using fixtures that minimize light trespass and glare.

15 For Parcel A, no additional lighting is required to what is installed.

Figure 3.8 Lighting Diagram



G.4 Lower Illumination Pedestrian Lighting

G.4.1 Commercial grade bollards, step lights, and path lights shall be used as appropriate along pedestrian walkways and plazas.

G.4.2 Nighttime lighting for recreational uses in parks and public spaces should be unobtrusive and control glare.

G.5 Building Lights

G.5.1 Lighting should be integrated into the design of buildings and building architecture to highlight significant architectural features such as signs, entrances, walkways, or storefront displays.

G.5.2 Building facades may be illuminated using shielded fixtures to highlight architectural features.

Pedestrian lighting in a park setting.

Retail lighting.

Landscape lighting.

Luminaires highlighting a building facade.

H. DEFINITIONS

Active Ground Floor Use: Active ground floor uses are land uses that generate pedestrian activity at the interior and exterior of buildings at the ground floor at streets and public spaces. Active uses can be retail, commercial, educational, artistic, institutional or community uses such as a community room or daycare.

Amenity Space: Residential amenity space may include co-working space, health, and wellness, grab and go snack items, pet amenities and other shared or community uses that can be visible to the street.

Building Envelope: The building envelope defines the spatial area within which permitted density can be configured. The Precise Plan defines the allowable building envelope horizontally by block size and required street frontage and vertically by building height, massing, and guidance for pedestrian, podium, and skyline levels of architectural design.

Build-to Line: The build-to line for a parcel is the line where the façade of the building, or the podium street wall, is located, parallel to and measured perpendicular from the property line.

Corner Expression: Corner expression is accentuating building massing at the joining of two facades with a projected, recessed, or vertical change in building massing.

Face of Curb: The face of curb is the vertical sloping surface of the side of a roadway curb, not including bulb-outs, curb extensions, curb-cuts, or pull-outs for drop off and loading zones.

Height: The height for a building is calculated from the building's Average Finished Grade to the top of the parapet at the building's primary roof. The Average Finished Grade is the average of the high and low elevations at the building's exterior adjacent to North Drive, West Drive, East Drive, or Entry Drive, or the three access drives leading from East Drive or West Drive.

Massing: Massing is the three-dimensional bulk of a building in terms of general shape, form, height, width, and depth.

Pedestrian Level: Pedestrian level is the design of the ground floor public experience shaped by active ground floor use, diversity of use, and street frontage design.

Podium Level: The podium level is the portion of the building above the ground floor and below the skyline level that provides spatial definition to the adjacent street or public space.

Primary Building Wall: The primary building wall is the building façade. Window or wall recesses or projections are not counted as primary building wall or façade of the building.

Privately-Owned, Public Open Space: Privately-owned outdoor space that functions as public space but may have limited hours of availability.

Property Line locations: Property line locations to measure Build-to lines are measured from the face-of-curb for publicly accessible private streets, a designated property line along an access drive, or back of sidewalk along public streets.

Public Realm: The public realm is an exterior urban space shaped by buildings comprised of publicly accessible streets, parks, open spaces, pathways, and civic facilities.

Street Wall: The street wall is the continuous façade of a building that establishes the edge of the public realm for a street or public space.

Skyline Level: The Skyline level is the uppermost occupiable portion of the building above the podium level. The Skyline level contributes to the overall urban form and skyline of the plan area.

Setback: The required minimum distance for the placement of a building measured from a property line, face of curb or another feature.

Streetscape: The visual character of a street comprised of the travel way, bike facilities, sidewalk, site access, landscape, paving, street furniture, building frontage, open space, views, and other perceptible urban features.

Stepback: Stepback is a horizontal recess applied to the upper floor or floors of a building to reduce shadow area on the adjacent street or open space.

Transparency: Pedestrian level building design that creates visibility and permeability between the building and the adjacent sidewalk or public space.

Vertical Shift: Vertical shift is variation in the roof line or vertical massing of the building or building elements.

This page intentionally left blank.

4. Circulation

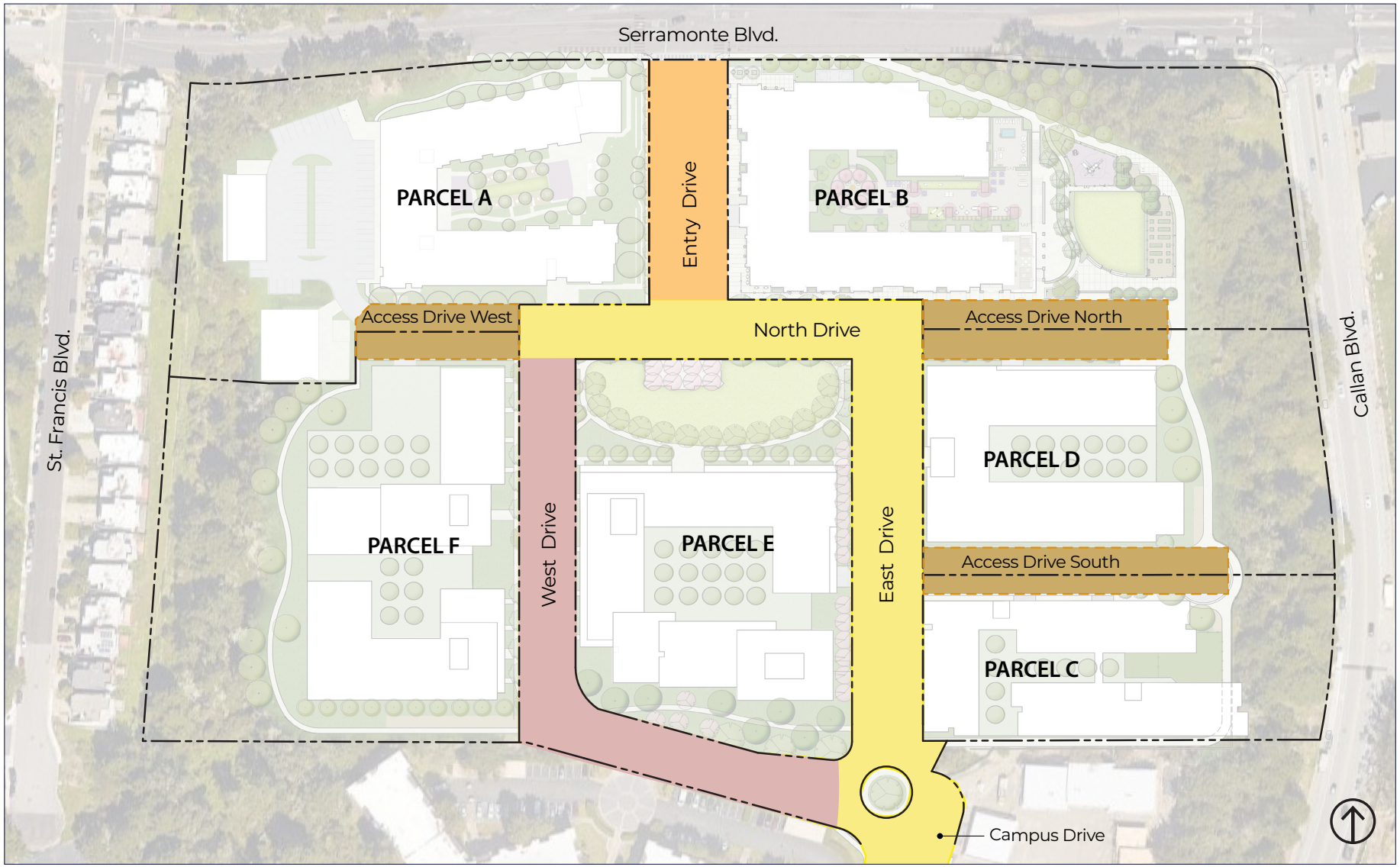
The Plan Area's circulation network is a system of "complete streets" to support active transportation for healthy living and advance Daly City's Vision Zero program to reduce pedestrian fatalities. Members of the public may park on private streets and access ways to use publicly accessible park, trail and open space areas except as may be reserved for loading, drop-off/pick-up, short term retail parking, spaces accommodating Head Start or during time limits for public use for residential parking

A. STREET NETWORK

As shown in Figure 4.1, the neighborhood circulation system is a loop of traffic calmed low-speed streets, connected to regional roadway, transit, bicycle, and pedestrian systems. Serramonte Boulevard is a transit, vehicle and bike corridor connecting city neighborhoods to regional shopping and the highway network. The Precise Plan circulation is comprised of the following five street types[1]:

1 See Development Agreement for scope of Serramonte Boulevard and Highway 1 ramp intersection improvements, including transit, bike lane, and pedestrian crossing improvements.

Figure 4.1 Street Hierarchy



Entry Drive – Main Street

Entry Drive is the Plan Area's "pocket" Main Street with shops spilling outdoors onto a linear pedestrian plaza extending from Serramonte Boulevard to the heart of the plan area, Central Green. The street section, as shown in Figure 4.2, is comprised of:

- Two 11-foot travel lanes, two 10-foot continuous through/turn lanes, five-foot protected bike lanes with a two-foot buffer, and a six-foot landscape median.
- On the west side, a six-foot sidewalk and five-foot planting strip.
- On the east side, a wide sidewalk comprised of three zones: a planting and street furniture zone, and through zone for pedestrians and a frontage zone for active ground floor uses to extend onto the sidewalk.

Figure 4.2 Entry Drive and Retail Plaza

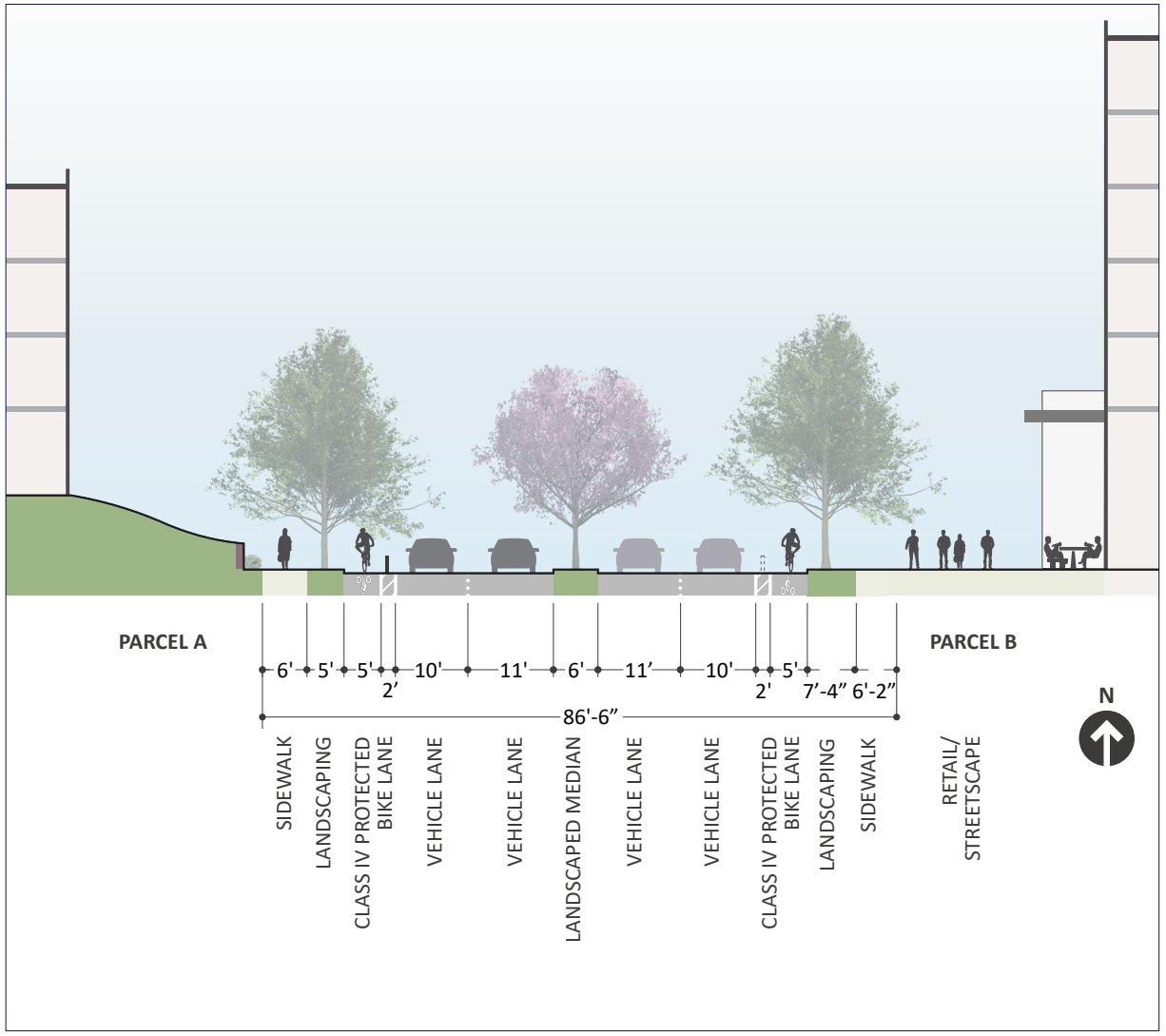


Figure 4.3 Plaza/Park Entry at North Drive

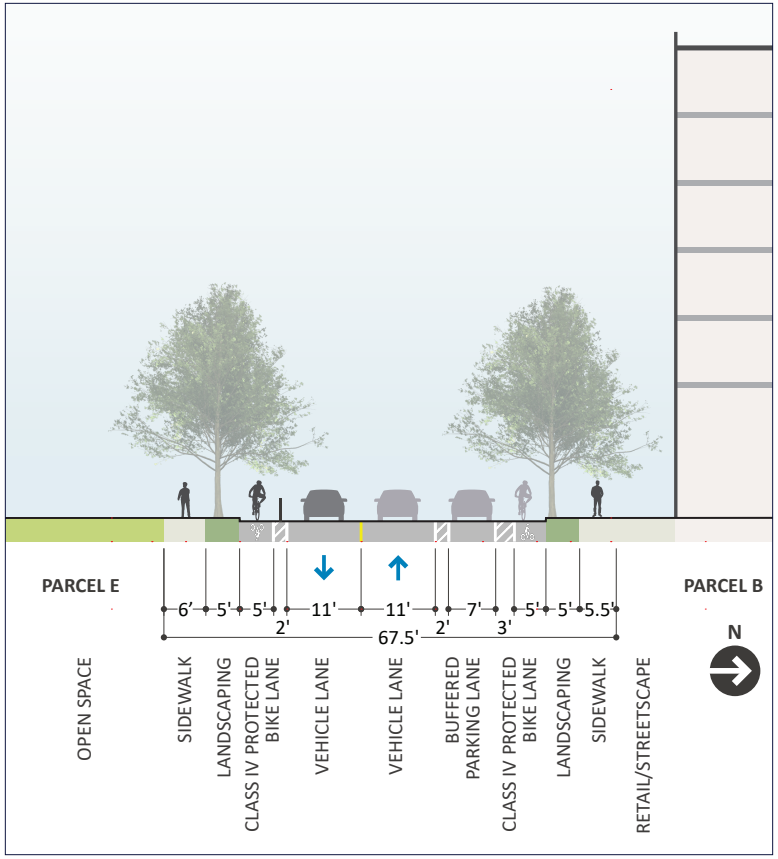
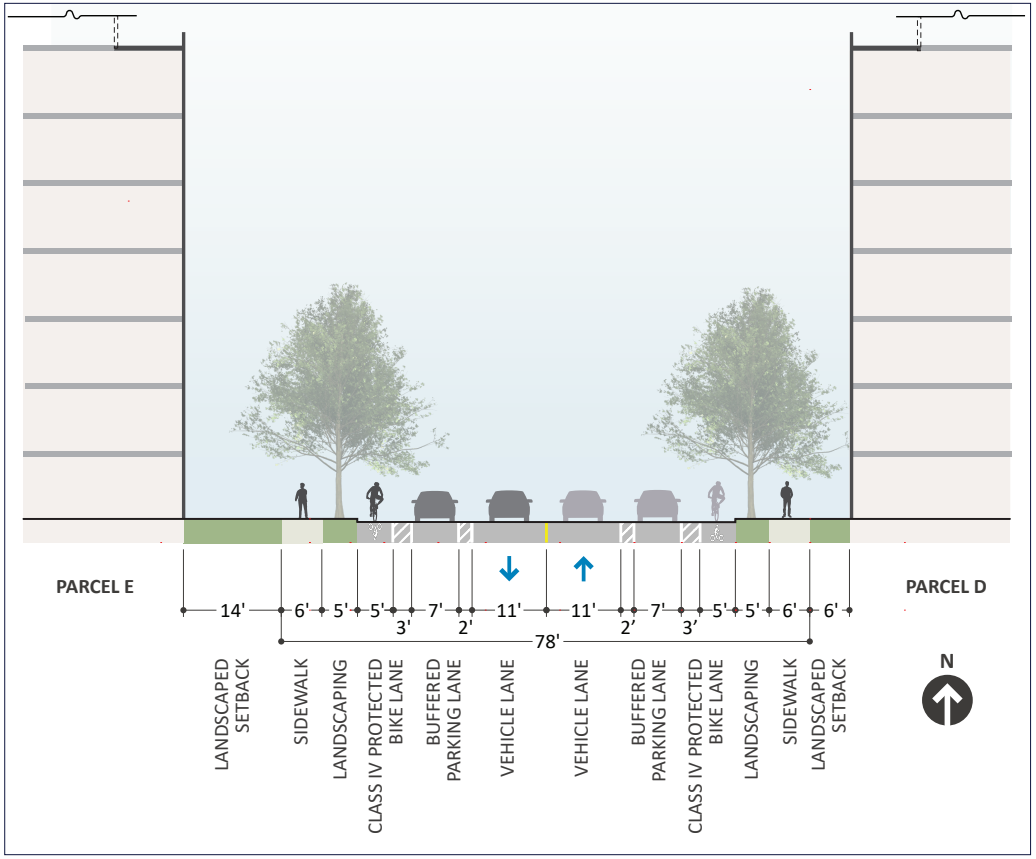


Figure 4.4 East Drive



North Drive and East Drive - Local Connector Streets

North Drive and East Drive are connector streets as a through route from Entry Drive to Campus Drive for vehicles and cyclists to travel from Serramonte Boulevard and Highway 1 ramps intersection to Campus Drive and Hickey Boulevard intersection. The street sections, as shown in Figures 4.3 and 4.4, are comprised of:

- Five-foot Class IV protected bike lanes in both directions and two 11-foot travel lanes with buffered on-street parking.
- Five-foot tree-lined planting strips with six-foot sidewalks on both sides of the street
- Existing Campus Drive is to be improved with Class II bike lanes on both sides of the street from East Drive to Hickey Boulevard.

- Restripe Campus Drive from roundabout south to Hickey Boulevard for buffered Class II bike lanes with six-foot bike lane and four-foot buffer on both sides of the street.

West Drive - Neighborhood Street

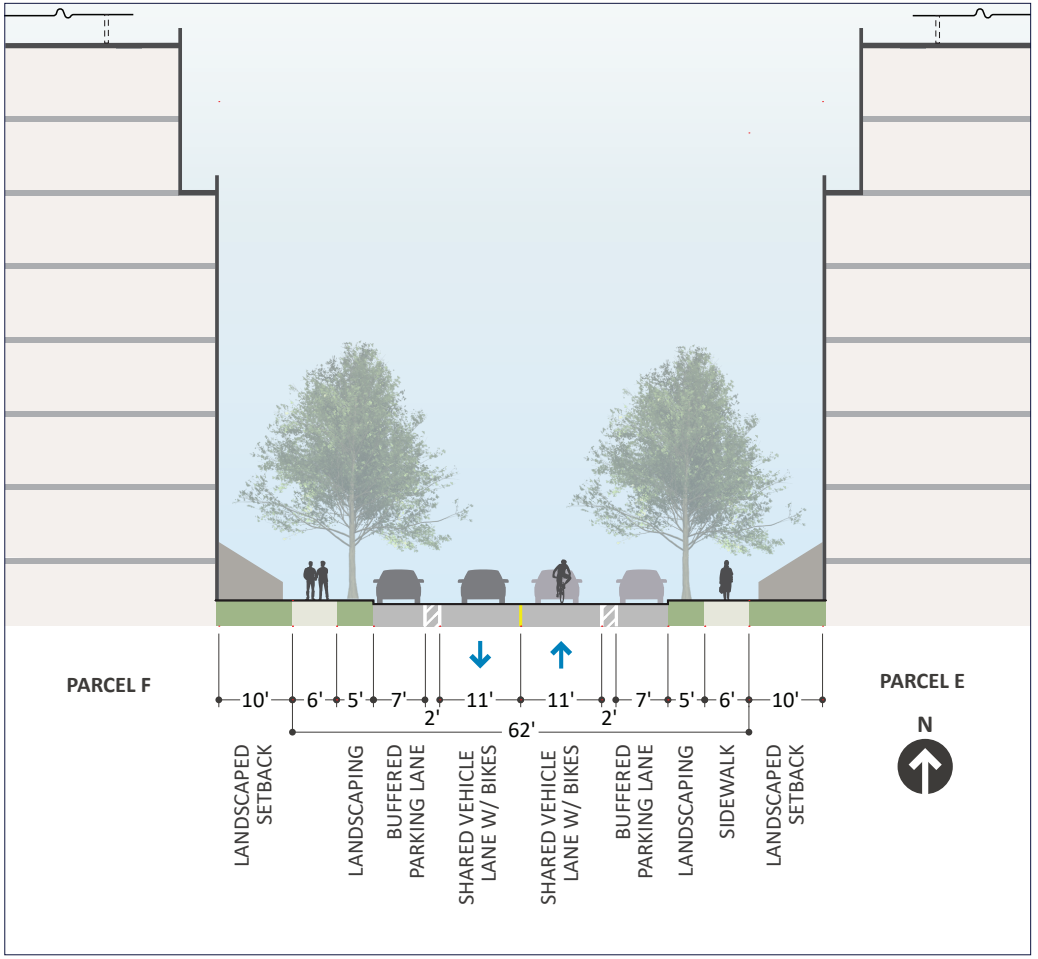
West Drive is a low vehicle speed residential street. West Drive connects with North Drive and Campus Drive to create a loop roadway network. The street section, as shown in Figure 4.5, is comprised of:

- Two 11-foot travel lanes with sharrows and buffered on-street parking.
- Five-foot tree-lined planting strips with six-foot sidewalks on both sides of the street.

West, North and South Access Ways – Access Easements

Access ways are two-way, pedestrian-oriented access easements with on-street parking designed for pedestrian access to park, daycare, retail, parking and hillside open space and trails. North and South Access ways are cul-de-sac streets with on street parking.

Figure 4.5 West Drive



- North Access Way provides access to Overlook Park, the recreational trail and east hillside open space.
- South Access Way provides access to daycare, the recreational trail and east hillside open space.
- West Access Way provides entry to parking for Parcel A and Parcel F.

B. MOBILITY

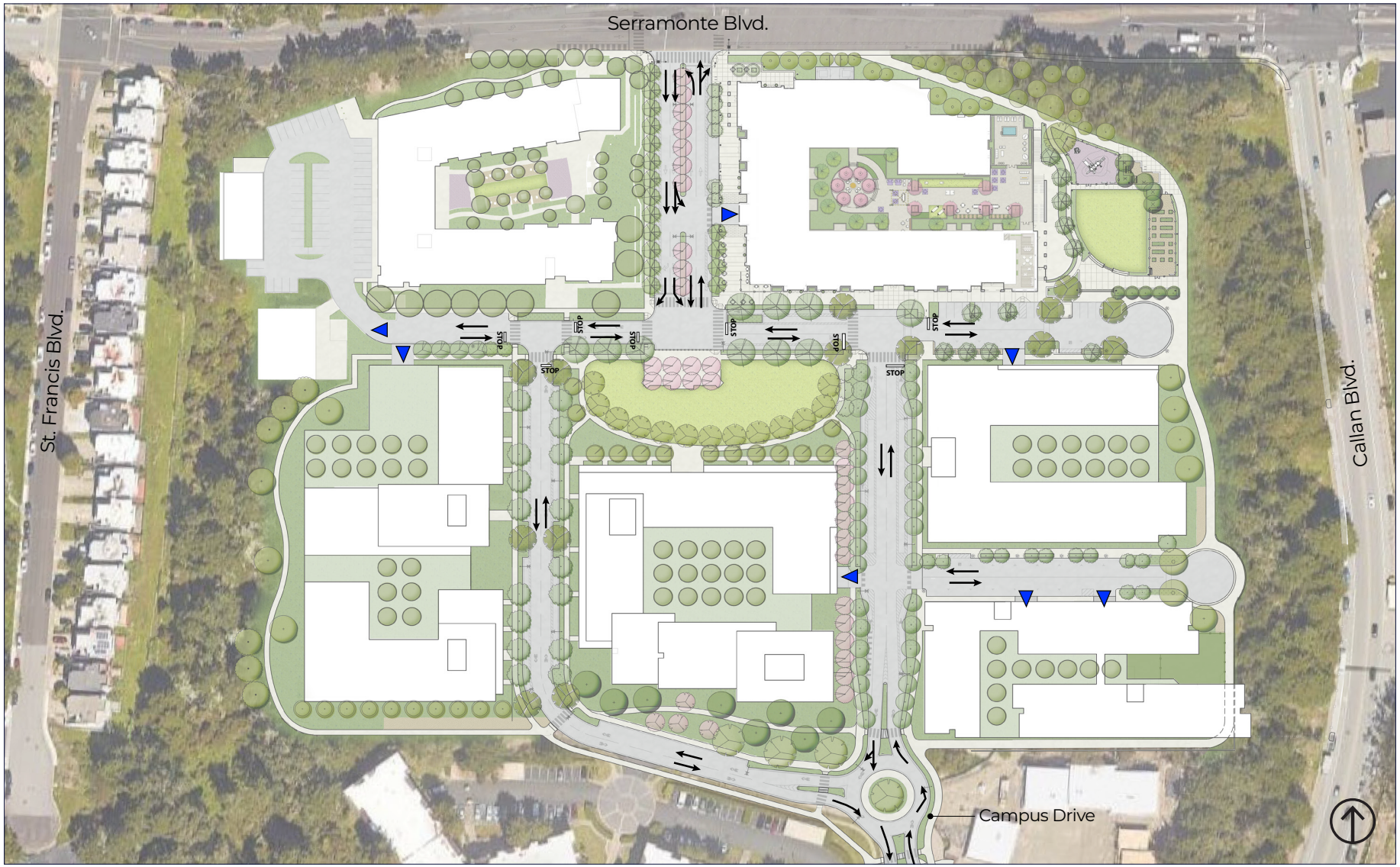
Vehicles

Vehicular access through the Serramonte Del Rey neighborhood is a system of low-speed tree-lined private streets connecting Campus Drive south of the site to Serramonte Boulevard at Entry Drive. Traffic calming measures are proposed to minimize cut-through vehicle traffic. Entry Drive has direct access to State Route 1. Interstate 280 is approximately one-half mile east of the site, with full-movement interchanges provided via Serramonte Boulevard and Hickey Boulevard. From State Route 1 and Interstate 280, vehicles can access the regional roadway network of the Bay Area. See Figure 4.6.

Transit

The Plan Area is well served by local and regional transit systems. This stop is served by SamTrans Route 120 with direct service to the Colma and Daly City BART Stations. This route operates on frequent, 15-minute headways during weekday commute hours. Located approximately one mile from the Daly City BART Station and in close proximity to the Colma BART station, SamTrans bus service links the site to the regional transit system serving the Bay Area, including downtown San Francisco, Oakland, and the East Bay. Connections to Caltrain, and eventually California's high-speed rail, are available at the Millbrae Transit Center just south of the City. SamTrans Route 121 connects to Skyline College.

Figure 4.6 Vehicle Circulation



Source: https://nacto.org/wp-content/uploads/gallery/2012_bufferedbikelane/bufferedbikelane_austin02.jpg

Street with buffered Class II bike lanes.

Bicycles

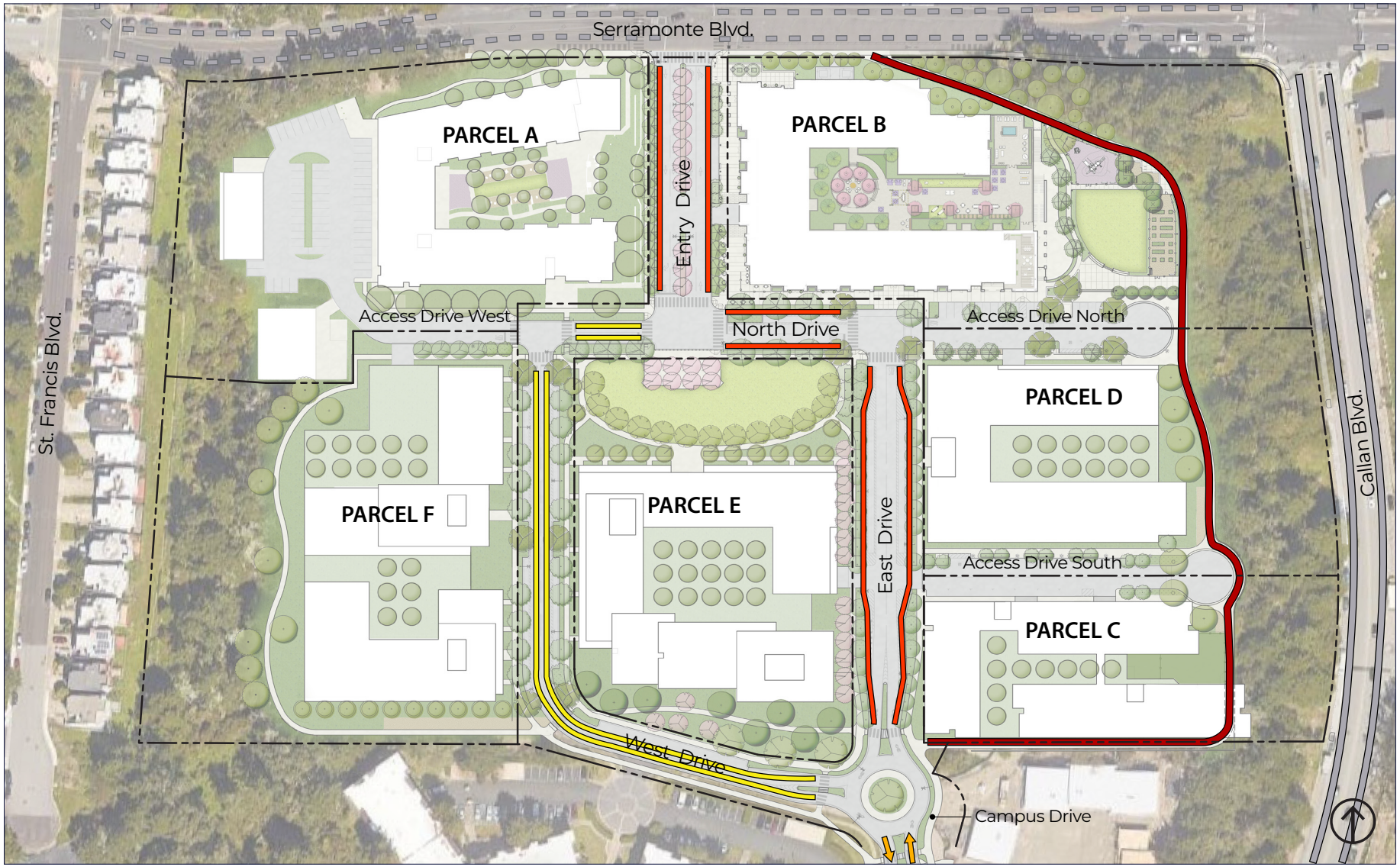
Existing bicycle facilities include Class II on-street bike lanes on Callan Boulevard south of Serramonte Boulevard and a Class III bike route on Callan Boulevard north of Serramonte Boulevard. A Class II on-street bike lane is striped on St. Francis Boulevard north of Serramonte Boulevard. Daly City's Walk Bike Daly City Plan envisions pedestrian and bicycle improvements adjacent to the Plan Area. One priority improvement in the Walk Bike Daly City Plan is the construction of Class IV on-street protected bicycle lanes on Serramonte Boulevard.

Planned bicycle facilities in the Plan Area are Class II buffered bike lanes, Class IV protected bike lanes, a dedicated Class I pedestrian/bike path and Class III bike "sharrows." With short block lengths, low traffic volumes, and narrow cross sections, the site's roadways will provide bicyclists with a comfortable on-street experience. For younger and more recreational riders, the off-street trail provides a safe route from the SamTrans bus stop on Serramonte Boulevard and Entry Drive to Summit Shasta Charter High School.

Pedestrians

Residents can walk through the site and access on-site recreation and retail amenities. Sidewalks are provided on every street within the Plan Area, with curbside planting strips for street trees and storm water filtration. The trail loop will also serve to provide pedestrian access around the site that is separated from vehicles and in a more natural setting. Sidewalk and trails offer unimpeded access to walk between the Plan Area's parks, open spaces, residences, and retail shops.

Figure 4.7 Bicycle Circulation



This page intentionally left blank.

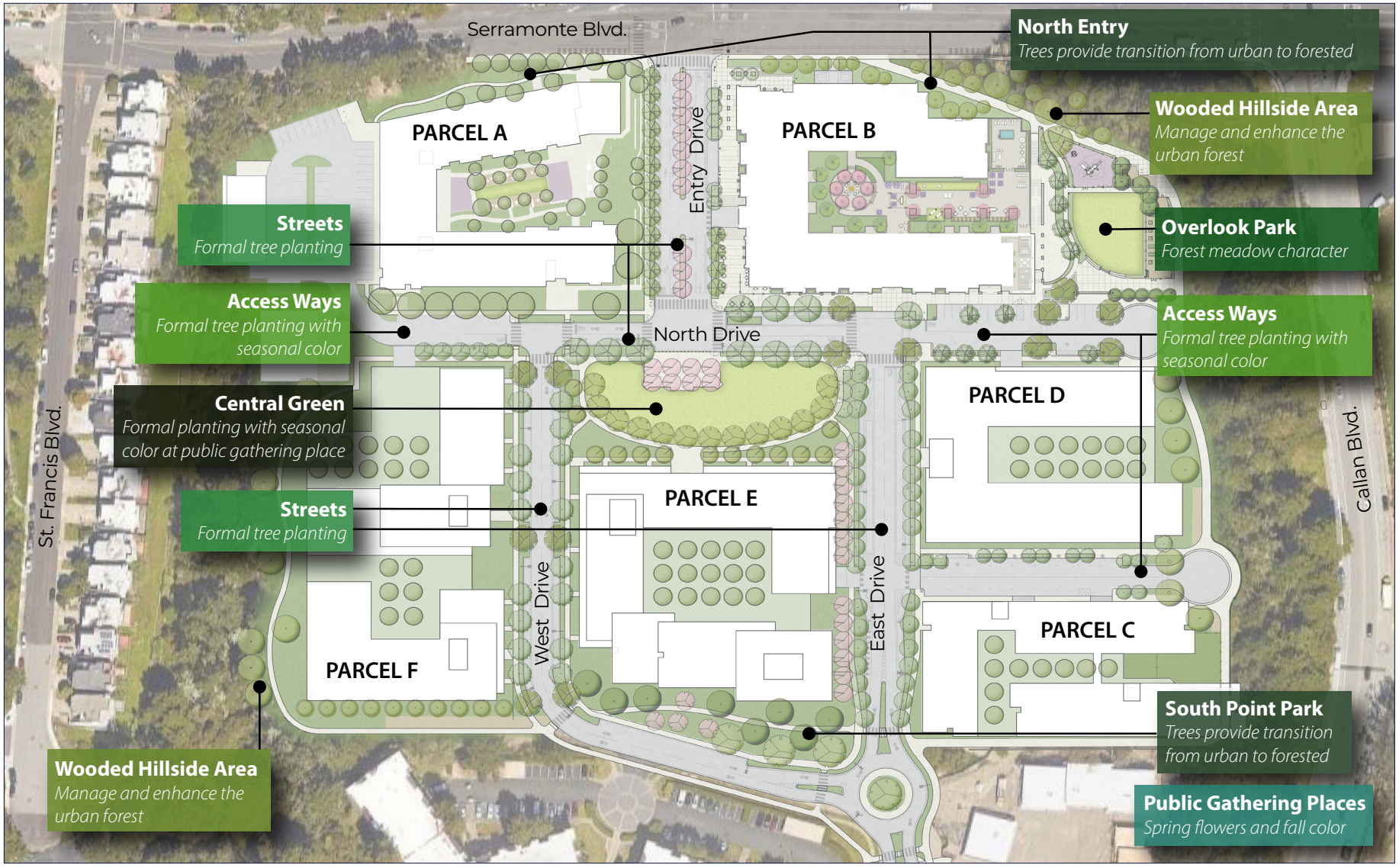
5. Parks and Open Space

This section describes the landscape design concept, design objectives, neighborhood park and open spaces, tree planting plan, and landscape design standards.

A. LANDSCAPE DESIGN CONCEPT

The Precise Plan's landscape design concept is to shape a diverse urban landscape as shown in Figure 5.1. A distinguishing feature of the Precise Plan are the wooded hillsides to the west and east of the plan area. Trees vary in health, ranging from young to mature and were planted by the District with the development of the high school. A rectangular street and block pattern of buildings is organized around a central neighborhood park, the Central Green. Along the east hillside is a recreational trail featuring Overlook Park, to the south is South Point Park and to the west is a walking trail along western hillside wooded open space. The combination of park and open spaces with recreational and walking trail access offers residents and visitors diverse opportunities to connect to nature, restore human well-being, socialize with neighbors, and satisfy needs for outdoor recreation for families and people of all ages. A variety of street and park tree species, suitable for the climate and context of the area are selected to create identity and sense of place. Seasonal interest is created with deciduous trees providing spring flowers and fall color at public gathering places, streets, and access drives.

Figure 5.1 Urban Forest Concept Plan



Objectives

The parks and open spaces shown here are concept level design plans, to guide buildout of the parks, streets, and landscape. The purpose of the landscape design concept is to improve physical and psychological health, strengthen community relationships, and create an attractive urban setting for family living. Landscape design objectives are as follows:

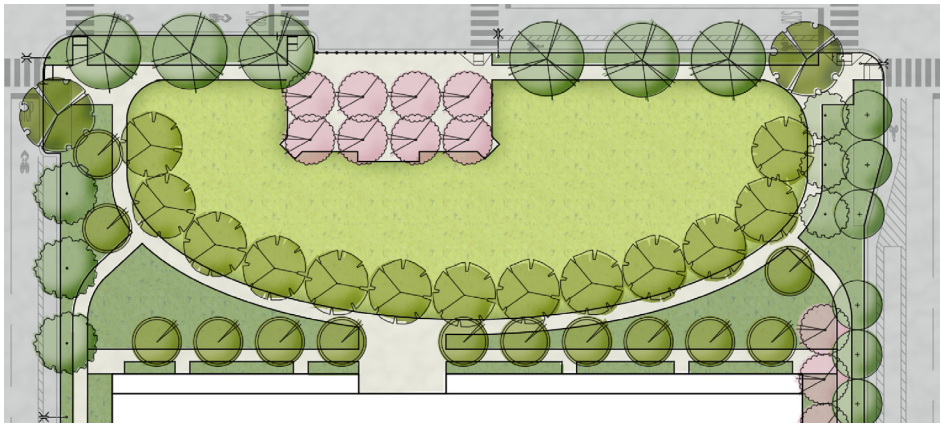
- Create safe, attractive outdoor places for healthy living to foster physical activity, meet resident and visitor needs for recreation and play for people of all ages, as well as encourage walking and biking.
- Design public places to encourage social interaction and community life with social gathering places that are family-oriented, active places.
- Shape environments that visually and physically connect people to nature, neighborhood parks, green spaces, and recreational trails.
- Preserve and enhance the aesthetic and ecological quality of the hillside open space areas and expand the diversity of street trees and park plantings to cultivate an urban forest for the plan area.
- Enhance community sustainability and resilience through climate-positive environmental design.

B. NEIGHBORHOOD PARK AND OPEN SPACES

Central Green

Central Green is the heart of the neighborhood – a park extending an entire city block greeting residents and visitors into the site from Entry Drive. Organized by a tree-lined crescent shaped walk, the park features an entry plaza with tree-shaded seating, an open meadow, and a backdrop of evergreen woodlands with social spaces nestled under the tree canopy and along the park edges for community enjoyment. This open lawn is a flexible open space for recreation and enjoyment of nature to picnic, walk a dog, or enjoy the sunshine.

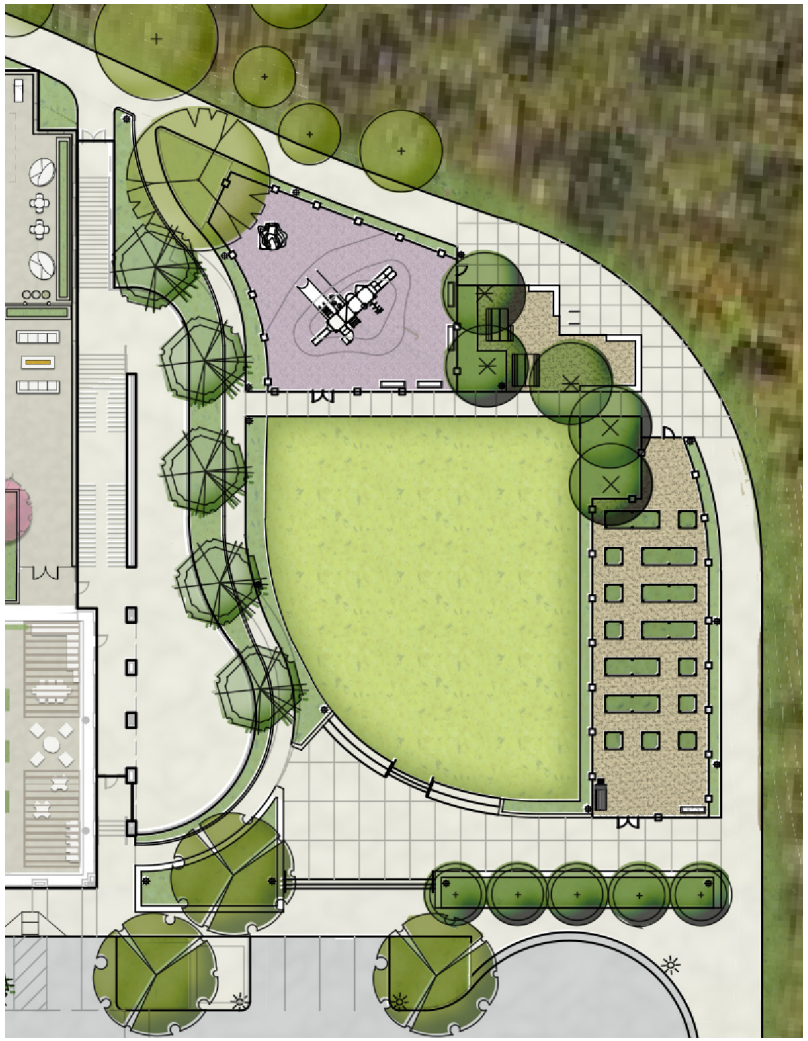
Central Green Plan



Overlook Park Rendering

Overlook Park looking from the Eastside Recreation Trail.

Overlook Park Plan



Overlook Park

Overlook Park is designed as a family-friendly open space. Gently sloped lawns provide ample space for a wide range of activities: dining and gathering, outdoor fitness classes, community events, and an opportunity to sit and enjoy the views. A community garden with raised beds is at the pedestrian and bicycle path along the east hillside. A large playground provides inclusive play opportunities on interpretive play structures for young children, while a small plaza at the park edge provides a connection to the multi-use loop trail and reinforces the viewer's sense of place. Viewsheds look towards regional landmarks including Daly City, San Bruno Mountain, and beyond.

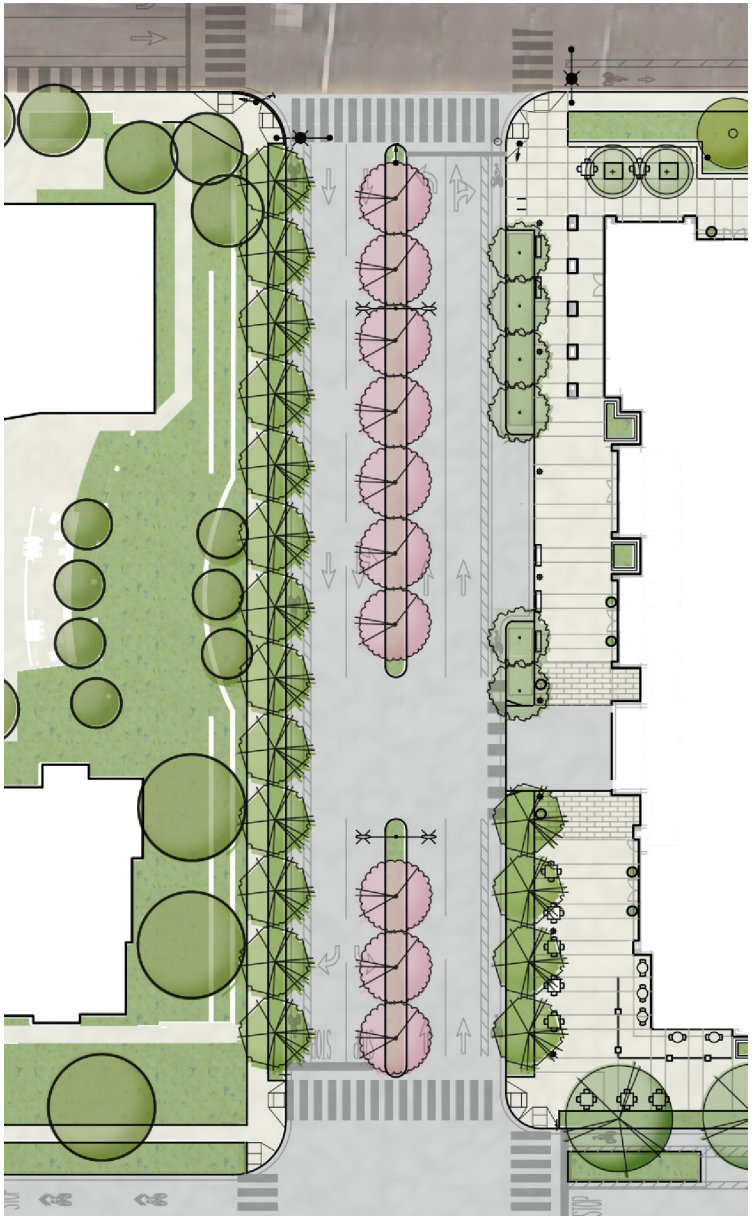
Entry Drive Plaza

Entry Drive Plaza is a "pocket" Main Street with plaza-width sidewalk space for retail activity to bring life out-doors to the street. The Plaza provides a building frontage zone for access to retail uses and sidewalk seating; a pedestrian through zone for pedestrian movement; and a zone for street furniture, lighting, benches, street trees, bicycle parking, fixed and movable seating. Together these zones create an attractive and comfortable setting for neighborhood shopping and social life. The plaza sidewalk space will have enhanced pavement treatments with color and/or pavers to high- light active public spaces.

Hillside Open Spaces

Hillside Open Spaces are existing east and west hillsides of the plan area with mature trees planted as part of the landscape development of District property. These areas offer residents an opportunity to connect to nature and provide a visual screen of the planned buildings for residents of the surrounding community.

Entry Drive Plaza Plan



South Point Park Plan

South Point Park

South Point Park on Parcel E is a landscape area that provides entrance identity to the plan area, landscape continuity for the "urban forest," and social space for residents. Enhancements to South Point Park include passive open space, a pedestrian path, and lighting, sitting area or water feature with unique landscaping and plantings.

Eastside Recreational Trail

Eastside Recreational Trail is a pedestrian-bicycle trail for strolling and recreation extending from Serramonte Boulevard to the roundabout along Campus Drive to the south. This 8 to 10-foot-wide multi-use trail provides an off-street connection for pedestrians and bicyclists to access Overlook Park and access to the westside hillside open space.

Westside Walking Trail

Westside Walking Trail is a six-foot-wide trail around the west side of Parcel F, weaving along the base of the wooded hillside slope. Together the east and westside trails create an off-road half-mile loop trail system. This trail system connects each parcel, every street, and all members of the community to direct access to the wooded hillside open space.

Westside Walking Trail Section

0 6
Scale (Feet)

Eastside Recreational Trail Section

0 6
Scale (Feet)

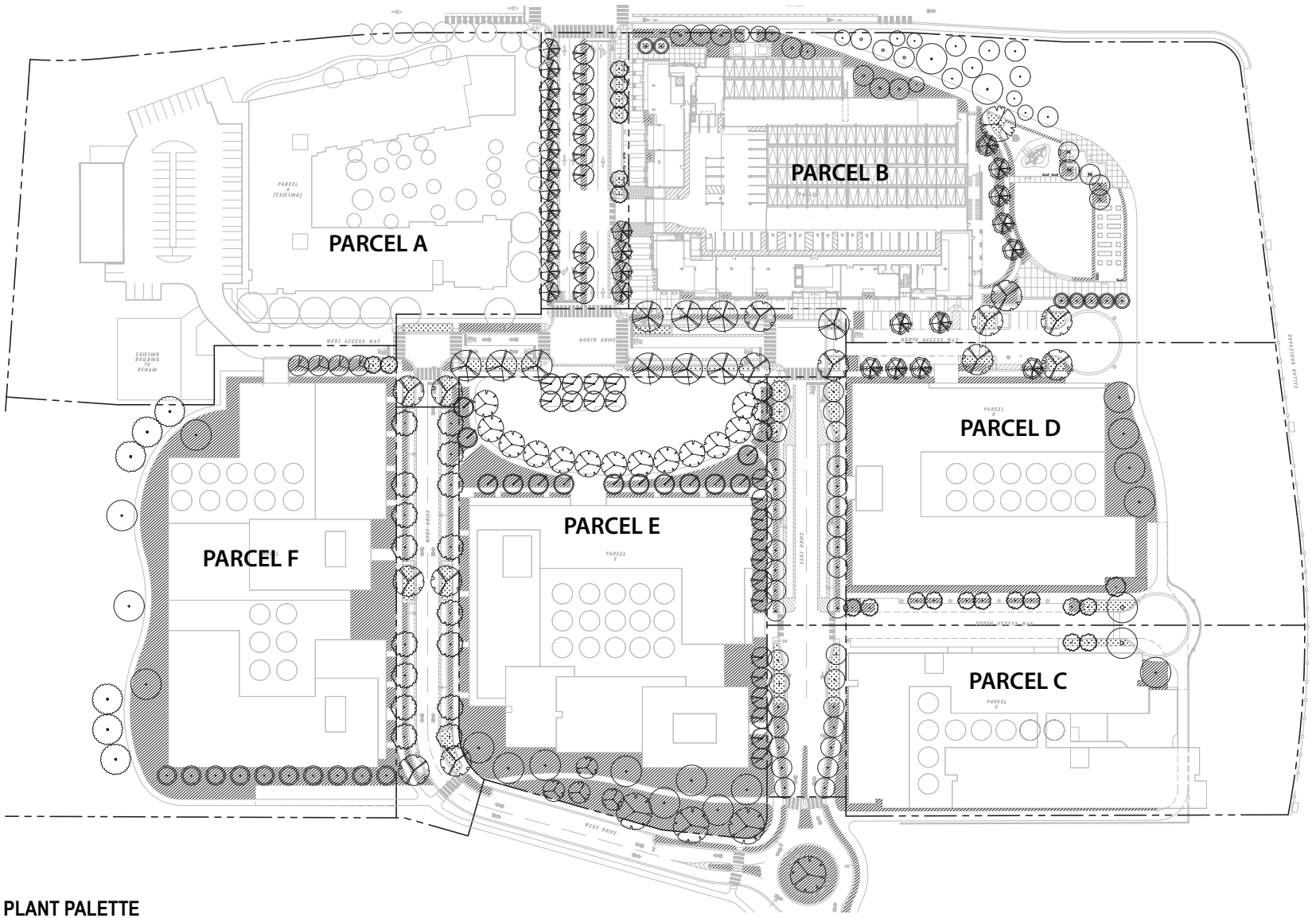
C. PLANTING PLAN

The type and arrangement of street trees and park plantings will contribute to a healthy and attractive urban neighborhood. The trees used throughout the Plan Area shall be carefully selected to work within the Urban Forest framework while allowing expression of individual character. The tree species list in Table 5.1 shall be used for specifying tree species for parks, streets and open spaces located per the street tree planting plan in the Appendix and as shown in Figure 5.2.

A diversity of tree species, suitable for the climate and context of the plan area are selected to create identity and sense of place. Seasonal interest will be created with deciduous trees providing spring flowers and fall color at public gathering places along Entry Drive, Central Green, and access drives. Continuous planter strips separating streets from sidewalks are along all internal streets and drives, and are planted with broad canopy trees, low shrubs, and groundcovers.

The north and south entries to the plan area will be visible locations of tree plantings selected and arranged to transition from the informality of a forest to a more ordered urban setting. Entering the neighborhood from the north on Entry Drive from Serramonte Boulevard, residents and visitors are greeted by a tree-lined gateway of flowering trees in a planted median and along the sidewalk, while a vibrant public plaza welcomes pedestrians. The south entrance at Campus Drive features a landscaped round-about marking the entry into the new neighborhood.

Figure 5.2 Planting Plan



PRELIMINARY PLANT PALETTE

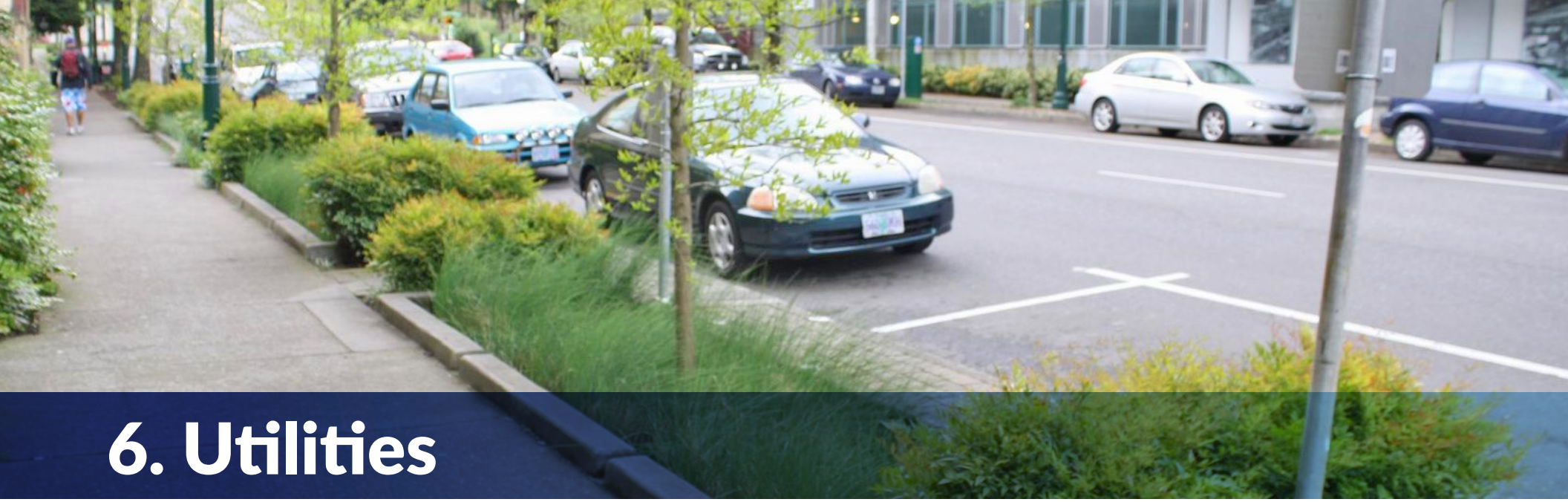
KEY/ SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE	QYT
TREES						
T–1	**ACER BUERGERIANUM**	TRIDENT MAPLE	24" BOX	PER PLAN	M	10
T–2	**ACER X FREEMANII AUTUMN BLAZE**	AUTUMN BLAZE FREEMAN MAPLE	24" BOX	PER PLAN	M	31
T–3	**ACER MACROPHYLLUM**	BIG LEAF MAPLE	24" BOX	PER PLAN	M	6
T–4	**ARBUTUS 'MARINA'**	MARINA STRAWBERRY TREE	24" BOX	PER PLAN	L	14
T–5	**CERCIS 'FOREST PANSY'**	FOREST PANSY REBUD	24" BOX	PER PLAN	M	17

KEY/ SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE	QYT
TREES						
T–6	**CERCIS OCCIDENTALIS**	WESTERN REBUD	24" BOX	PER PLAN	M	3
T–7	**CUPRESSUS MACROCARPA**	MONTEREY CYPRESS	24" BOX	PER PLAN	L	13
T–8	**GINKGO 'PRINCETON SENTRY**	MAIDENHAIR TREE	24" BOX	PER PLAN	M	16
T–9	**HYMENOSPORUM FLAVUM**	SWEETSHADE	24" BOX	PER PLAN	L	16
T–10	**KOELREUTERIA PANICULATA 'FASTIGIATA'**	GOLDENRAIN TREE	24" BOX	PER PLAN	L	1

KEY/ SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE	QYT
TREES						
T–11	**LAGUNARIA PATERSONII**	NORFOLK ISLAND HIBISCUS	24" BOX	PER PLAN	M	13
T–12	**LOPHOSTEMON CONFERTUS**	BRISBANE BOX	24" BOX	PER PLAN	L	34
T–13	**LYONOTHAMNUS FLORIBUNDUS**	CATALINA IRONWOOD	24" BOX	PER PLAN	L	6
T–14	**MELALEUCA QUINQUENERVIA**	SEJEPUT TREE	24" BOX	PER PLAN	M	4
T–15	**OLEA EUROPEA 'SWAN HILL'**	OLIVE TREE	24" BOX	PER PLAN	L	10

KEY/ SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE	QYT
TREES						
T–16	**PISTACIA CHINENSIS**	CHINESE PISTACHE	24" BOX	PER PLAN	L	2
T–17	**QUERCUS AGRIFOLIA**	EVERGREEN OAK TREE	24" BOX	PER PLAN	L	13
T–18	**QUERCUS SUBER**	CORK OAK	24" BOX	PER PLAN	L	3
T–19	**SEQUOIA SEMPERVIRENS**	COAST REDWOOD	24" BOX	PER PLAN	L	13
T–20	**TRISTANIOPSIS LAURINA**	WATER GUM	24" BOX	PER PLAN	L	19

Table 5.1 - Recommended Tree Species for Public Streets and Open Spaces within the Precise Plan			
Forested Hillsides (Tree Succession Species)		**Streets & Parks**	
Species	**Common Name**	**Species**	**Common Name**
Aesculus californica	California Buckeye	*Acer buergeranum*	Trident Maple
Acer macrophyllum	Big Leaf Maple	*Acer x freemanii 'Autumn Blaze'*	Autumn Blaze Maple
Arbutus menziesii	Pacific Madrone	*Acer Macrophyllum*	Big Leaf Maple
Calocedrus decurrens	Incense Cedar	*Arbutus 'Marina'*	Strawberry Tree
Ceanothus 'Ray Hartman'	Wild Lilac	*Cercis 'Forest Pansy'*	Forest Pansy Rebud
Hesperocyparis macrocarpa	Monterey Cypress	*Cercis occidentalis*	Western Redbud
Fremontodendron californicum	Fremontia	*Cupressus macrocarpa*	Monterey Cypress
		Ginkgo 'Princeton Sentry	Maidenhair Tree
		Hymenosporum flavum	Sweetshade
		Koelreuteria paniculata 'Fastigiata'	Goldenrain Tree
		Lagunaria pattersonii	Primrose Tree
		Lophostemon confertus	Brisbane Box
		Lyonothamnus floribundus	Catalina Ironwood
		Melaleuca quinquenervia	Cajeput Tree
		Olea europea 'Swan Hill'	Fruitless Olive
		Pistacia chinensis	Chinese Pistache
		Quercus agrifolia	Coast Live Oak
		Quercus suber	Cork Oak
		Sequoia sempervirens	Coast Redwood
		Tristaniopsis laurina 'Elegant'	Water Gum



6. Utilities

Plan Area utility infrastructure is for stormwater, sanitary sewage and water supply and distribution. Dry utilities systems are for power, natural gas, and communications.

A. STORMWATER

Existing and planned stormwater system flows are for the 18.4-acre Plan Area not including Parcel A. Refer to Appendix C for Precise Plan storm water plans.

Existing Conditions

The site is bound by Serramonte Boulevard to the north, Callan Boulevard to the east, Campus Drive to the south and residential buildings to the west. Post school closure uses on the campus include a bus yard, district offices, churches, child day care facilities, a Comcast building, and the recently completed Faculty and Staff housing. Faculty and Staff Housing (including the apartments, car barn, and surface parking lot located west of the apartments) and the Comcast building will remain operational throughout and after construction of the Precise Plan. The Faculty and Staff Housing was approved separately and storm water improvements for the building, surface parking lot and area immediately adjacent to the building will not be modified as part of this Precise Plan. The driveway

just to the south of the Faculty and Staff Housing will be replaced and is included in the plan.

Existing ground coverage consists of approximately 410,035 sq. ft. impervious and 236,194 sq. ft. pervious surfaces (63.5% impervious). Site elevations vary from approximately elevation 495 feet to the west and 480 at the main parking lot near the entrance to the site. Stormwater onsite is collected in area drains or inlets and conveyed in below grade pipes to two storm drain outfalls located around the perimeter of the project. The first outfall is located in the existing parking lot near the main vehicular entrance at Serramonte Boulevard. The outfall discharges to an existing 24" storm drain main in Serramonte Boulevard that flows to the east. The second outfall is located near the southeast corner of the plan area and discharges to an existing 27" storm drain main in Callan Boulevard.

Planned System

The Plan Area's stormwater drainage system generally maintains existing drainage patterns and replaces the existing drainage system on site. The system is designed to not increase the peak flow rate of stormwater leaving the site to the City's storm drainage system during the design rainfall event to a level greater than existing, pre-construction conditions.

The proposed changes in the Plan Area consist of open space, parks, landscape areas, concrete paths, private roadways, asphalt drives, asphalt parking lots, and multi-story residential buildings.

The proposed drainage system will consist of area drains, drop inlets, manholes, stormwater treatment areas with overflow structures, and below grade pipes. The drainage system will convey runoff to the existing outfalls located near the main vehicular entrance and the southwest corner of the site.

The proposed ground coverage consists of approximately 516,185 sq. ft. impervious and 130,044 sq. ft. pervious surfaces (79.9% impervious). The Plan Area will increase the amount of impervious surface from the existing condition and will require retention to control the peak flow and volume leaving the site. Overall, the proposed condition will increase the site's impervious footprint by approximately 106,150 sq. ft. and will therefore require stormwater retention.

The Plan Area proposes to satisfy the retention requirement with a Master Plan approach that will allow one parcel to overcompensate and accrue credits that can be applied to other parcels that will have more difficulty meeting the requirement.

Although the sequence of the development is flexible, at no time in the development process will the Plan Area increase the peak rate of stormwater runoff leaving the site at any phase of the project to a level greater than pre-construction conditions.

For each phase of development, pre- and post-construction areas of impervious surfaces will be calculated within the phase limits to determine if there will be an increase in the peak runoff rate. If there is a calculated increase in peak runoff rate, a temporary stormwater detention system such as a detention basin or below-grade detention pipe would be located within the footprint of undeveloped parcels, to be replaced with the project's on-site, below grade stormwater detention system at Overlook Park. The Overlook Park system is designed to satisfy detaining peak flows for new development in excess of existing conditions.

Stormwater Requirements

The Plan Area will not increase the flow or volume leaving the site for the design storm. If a development project proposes to increase the impervious area of a development parcel, stormwater retention will be required to retain the increased flow and volume. Each phase of development will conform to stormwater treatment requirements. Stormwater treatment requirements for the buildings will be met on each individual lot. Stormwater treatment requirements for the streets will be met with best management practices (BMPs) located in the private roadways or in temporary stormwater treatment facilities located within the footprint of undeveloped parcels, to be replaced with on-street BMP as streets are built out in the Precise Plan area.

B. SANITARY SEWER

Existing Condition

The existing City sewer system in the vicinity of the Plan Area consists of a 10-inch sewer main in Serramonte Boulevard, 8-inch and 10-inch sewer mains that run through the Plan Area, an 8-inch sewer main in Campus Drive south of the school site, and a 6-inch sewer main in Callan Boulevard. A portion of the existing sewer system that runs through the District's property connects the 8-inch main in Campus Drive to the 10-inch main in Serramonte Boulevard. Sewer generated by Faculty and Staff housing and the existing school site discharge into the main that runs through the Plan Area, which ultimately connects to the 10-inch main in Serramonte Boulevard. Elevations and sizes of the existing system are from field and record data. Rim and invert elevations are obtained from field data with elevations based on North American Vertical Datum (NAVD 88).

Planned System

The Precise Plan will construct a public sewer system in the private street (to be located in an easement) and an on-site (within each development parcel) sewer system to connect the buildings to the public sewer system. The planned sewer system will consist of manholes and pipes. The onsite sewer system consists of pipes, cleanouts, and manholes. The Plan Area will connect to the 10-inch sanitary sewer main in Serramonte Blvd at Entry Drive and the new sewer connection on Callan Boulevard. Refer to Appendix C for Precise Plan sewer system plans.

Sewage Generation Calculations

The City of Daly City establishes sewage demand numbers for different types of building uses based on the demands provided in the City's 2009 Master Sewer Study. The Plan area will replace the existing buildings, including an existing school building and modular units. The sewage generation flows from the buildings to be removed will be applied as a credit to the project. This information will be used by the City to determine the impacts the proposed project will have on the City's sewer system and determine if the existing sewer system has sufficient capacity to serve the project. Despite the credit, the City is anticipated to experience an increase of sewer flows of 173,468 gpd. A detailed sewer study is included in the entitlement documents.

C. WATER SUPPLY

Existing Condition

The existing City water system in the vicinity of the project consists of a 6-inch AC water main in Serramonte Boulevard and a 10-inch water main in Entry Drive constructed with the high school project. The existing domestic water system for the school campus is fed by a 3-inch service near the main entrance off Serramonte Boulevard while the existing fire service for the site is served from an 8-inch line from Callan Boulevard. The existing Faculty & Staff Housing project is served from the existing 10-inch main.

Planned System

The Precise Plan will construct a new public water main within a public easement within the new streets and provide new domestic water, fire water, and irrigation water services to the proposed buildings. Planned services are to be fed from a portion of the existing 10-inch main constructed as part of the Faculty and Staff Housing and a new 10-inch water main constructed with the new private streets. The on-site (within each development parcel) domestic water system will consist of service lines from the public main to each building. Refer to Appendix C for Precise Plan water system plans.

D. DRY UTILITIES

Dry utility infrastructure modifications and additions will be required and will be built in phases to accommodate the development. Utility providers serving the Plan Area include PG&E, Comcast, and AT&T. PG&E recently installed infrastructure to serve Parcel A and maintains service to the existing Comcast Building and high school building. Data/Telecom services were also extended to serve the Faculty & Staff Housing project. A joint trench will be provided in the private streets to extend the utility providers' infrastructure throughout the development to serve the development parcels. Dry utilities will be coordinated with the appropriate utility provider to establish new service routes to support the Plan Area. Refer to Appendix C for Precise Plan dry utility plans.

This page intentionally left blank.

7. Implementation

A. MAINTENANCE

Public and private improvements in the Plan Area shall abide by the maintenance requirements of this section. Subject to the provisions of any applicable State law, the following shall apply:

A.1.1 Master Association. Prior to the issuance of any building permit to construct any market-rate residential unit in the project, the Jefferson Union High School District (District) shall form and perpetually maintain a Master Association for the Serramonte Del Rey Neighborhood ("Master Association"). The Master Association shall be self-governing and govern common areas for the term of the Precise Plan uses are in operation. The purpose of the Master Association, among other responsibilities, shall be to maintain all common areas within the Precise Plan area in a neat, safe and healthful condition, including the on-going removal of litter throughout and including streets, parks, and other areas not maintained by individual parcel developers that are not dedicated or otherwise conveyed to a public agency. Until the Master Association is formed, the District is responsible for the foregoing.

A.1.2 Maintenance Plan. A maintenance plan for roadway, parks, and private utilities shall be submitted by the applicant and approved by the City prior to the issuance of any building permit to implement the project. A litter control maintenance plan shall be submitted that includes provision for on-going letter and garbage control. The maintenance plan shall be incorporated into the CC&R's in connection with the creation of the Master

Association at the discretion of the District and recorded at such time.

Minimum Requirements for Trash and Litter Disposal shall be as follows:

- All trash shall be confined in approved receptacles and enclosures. Any building permit application submitted to the City for review shall be accompanied by a letter from the trash hauler indicating that the proposed trash receptacles provided in the building for which the permit is sought to meet the hauler's requirements for quantity, size, and accessibility.
- All unenclosed materials, equipment and/or supplies of any kind shall be maintained within approved enclosure areas. Any stacked or stored items shall not exceed the height of the enclosure.
- All trash and storage enclosures shall be properly maintained in accordance with approved plans.
- All waste materials generated by the development, such as cardboard boxes, skids, garbage, litter, etc., must be stored in the enclosure for disposal.
- No waste material shall be visible at any time.
- All enclosures shall be designed to conceal the contents.
- All enclosures should be kept clean and free of odor.

A.1.3 Maintenance and Repair - Master Association.
The Master Association shall develop a maintenance plan (including a street sweeping, street surface repair and replacement, and garbage disposal plan approved by the Planning Division and the Department of Public Works) for the upkeep of common areas, private streets, and private infrastructure. The Master Association will be responsible for the maintenance, litter removal and repairs of privately owned, but publicly accessible[1] common areas that are not part of individual parcel development, including privately owned streets, sidewalks, bicycle lanes, parks, open spaces, trails and paths, utilities and improvements in streets including temporary and permanent storm water infrastructure, stormwater retention system and stormwater treatment areas located in park, open space, private streets and accessways, street lighting, landscaping, planter strips, street furniture and the fixtures, furniture and equipment located in the parks. The Master Association is responsible for maintenance of storm water infrastructure in private utility easements on development parcels.

1 References to publicly accessible spaces and infrastructure, as used below, shall refer to spaces and infrastructure that is privately owned, but publicly accessible, to be distinguished from spaces and infrastructure that are dedicated or otherwise conveyed to a public agency, including without limitation the City.

A.1.4 Maintenance and Repair - Parcel Specific Responsibilities. Parcel Developers or, if the property interests of such Developers are conveyed, their successors in interest, are responsible for the maintenance, replacement, repairs and litter removal for on-site improvements on their respective parcels, including exterior equipment, fixtures, walls, roofs, windows, doors and other architectural, landscaping and publicly accessible common areas on private parcels in a clean, sanitary and attractive condition. The Developer of a parcel shall be responsible for the maintenance, replacement, repairs, and cleaning of improvements on the development parcel, including private storm water improvements and stormwater treatment areas serving the parcel. This excludes stormwater infrastructure in private utility easements and stormwater retention facilities serving other parcels and the plan area.

A.1.5 Maintenance and Repair – Facilities Owned by City. The City of Daly City is responsible for the maintenance and repair of water mains and sewer mains owned by the City located in water easements and sewer easements granted to the City.

A.1.6 Maintenance and Repair – Utility Providers. In any joint trench, public utility easements, maintenance, and repair responsibility for improvements within such easements is by the specific utility owner that owns or is otherwise legally responsible for such improvements (i.e. PG&E, Comcast, AT&T, others).

A.1.7 Budget. The Master Association shall prepare an annual budget to fund the costs incurred in maintaining the publicly accessible common facilities. The Master Association shall undertake an inventory of publicly accessible common area improvements requiring maintenance, litter removal and repairs, such that each phase of development is adequately budgeted for maintenance and operations of improvements. Landscape maintenance budget shall include consideration of level of maintenance and operation expenses commensurate to the anticipated level of use of park and recreational facilities. The Master Association may employ or contract out to perform maintenance, litter removal and repairs.

B. PHASING

B.1 Timing. The sequence and timeline of development will ultimately depend on market conditions. The pace of development will fluctuate with the regional economy, capital expectations and availability, costs for development and the conditions of the Daly City housing market.

B.2 Public Improvements. For each phase of development there are corresponding street, park, open space improvements and utilities necessary to support development of individual parcels per Table 7.1 and as shown in Figure 7.1.

Figure 7.1 Phasing

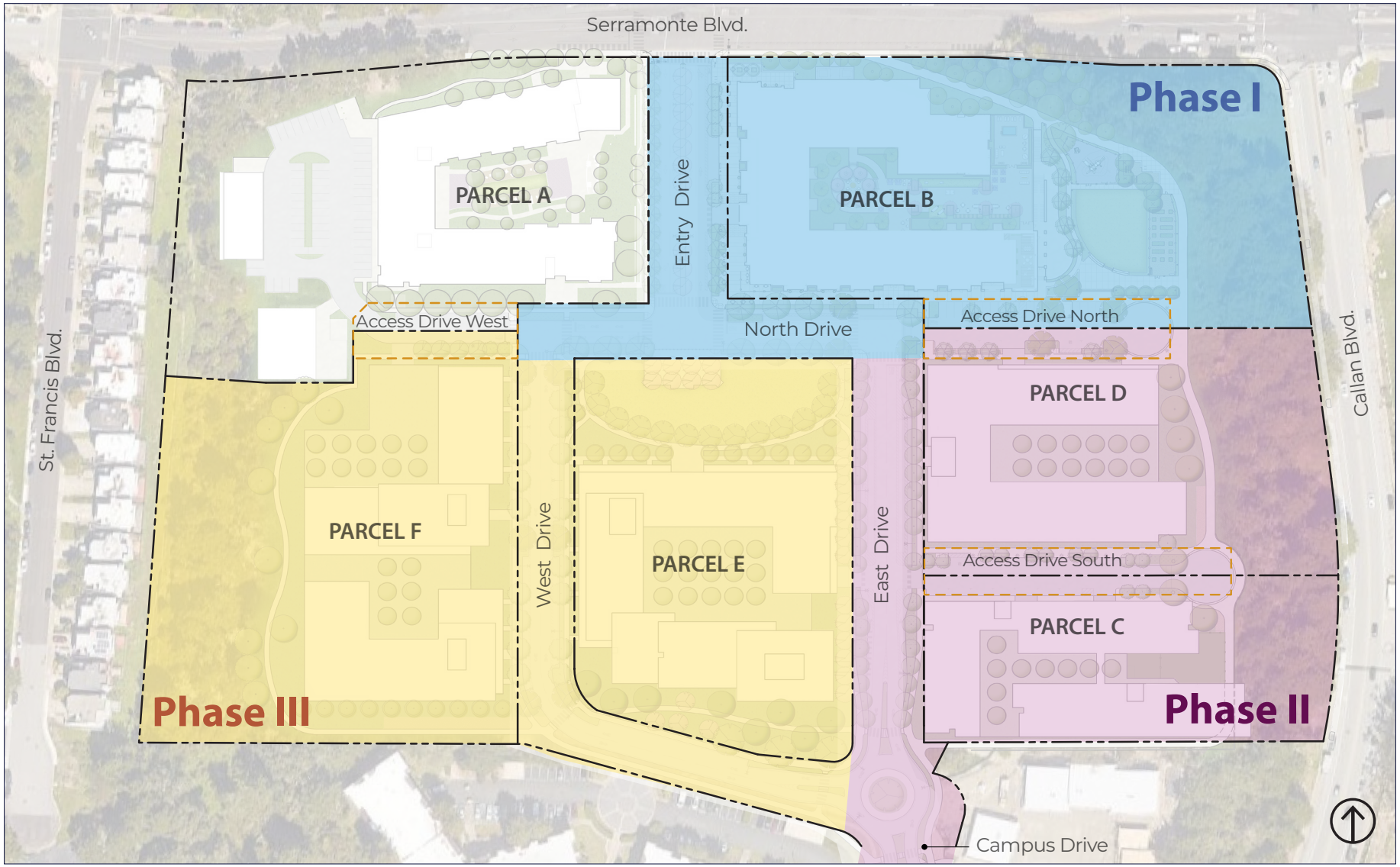


Table 7.1 - Anticipated Phasing of Private Streets and Private and Publicly Accessible Park and Open Space Improvements Required by Development Parcel

Phase	Parcels	Private Streets and Accessways	Private and Publicly Accessible Park and Open Space
1	B	▪ Entry Drive ▪ North Drive ▪ North Access Way	▪ Entry Drive Plaza ▪ Overlook Park ▪ Eastside Recreation Trail within parcel
2	C and C'	▪ East Drive from South Access Way to Campus Drive ▪ South Access Way	▪ Eastside Recreation Trail within parcel
	D	▪ East Drive from North Access Way to South Access Way ▪ North Access Way	▪ Eastside Recreation Trail within parcel
3	E	▪ West Drive from North Drive to Campus Drive	▪ Central Green ▪ South Point Park
	F and F'	▪ West Drive from North Drive to Campus Drive	▪ Westside Walking Trail

Notes:

1. The chronology of phasing in Table 7.1 is not intended to be binding, and the number of phases, number of units, and timeline for the project build-out will ultimately depend on market conditions. The rate of the buildout of housing will fluctuate with the regional economy, capital expectations and availability, costs for development and the conditions of the Daly City housing market. For the purposes of assessing consistency with the Table 7.1 for conformance review, a reviewer shall assess whether development of a listed parcel includes the streets, park, open space, and utilities needed to support the development of the parcel.
2. Off-site public circulation improvements are to be implemented per Exhibit C Public Circulation Improvements in the Development Agreement, which are: sidewalk and retaining wall improvements along Callan Boulevard within each parcel B, C and D; Serramonte Blvd. and Highway 1 intersection and traffic signal improvements; Serramonte Blvd./Entry Drive intersection pavement reconstruction; contribution to City park, bicycle and pedestrian improvements; and off-site intersection improvements.[2]
3. Tentative Map lots C' and Lot F' are zero-square-foot lots contained within Parcel C and Parcel F respectively. These lots may not be developed until the time a lot line adjustment is approved which creates a lot that is at least 10,000 square feet in area, and which complies with the other objective standards of the Precise Plan. The purpose of lot line adjustments to a zero-square foot lot is to streamline ministerial review to facilitate affordable housing financing and/or the buildout of the plan area consistent with the objective development standards of the Precise Plan. Corresponding street, park, open space and utility improvements for Parcel C and F are required with development of Parcels C' and F'.
4. See the Tentative Map for utility improvements associated with each parcel. On and off parcel utility improvements in the Precise Plan Area shall be sized to support buildout of the Precise Plan, unless identified as interim and to be replaced when future parcels are built out.
5. The extent of street improvements will vary depending on the sequence of parcel development as follows:
   a. If Parcel C is developed first, East Drive shall be constructed from Campus Drive to South Access Way.
   b. If Parcel D is developed first, East Drive shall be constructed from Campus Drive to North Access Way (with a temporary EVA on South Access Way) or alternatively, Entry Drive, North Drive and North Access Way shall be constructed.
   c. If Parcel E is built before Parcels C and D, East Drive and North Drive will be constructed including the roundabout and/or West Drive and North Drive will be constructed including the roundabout.
   d. If Parcel F is built before Parcels C, D and E, then West Drive and the roundabout will be constructed.
   e. When the first of either Parcel B or Parcel D is developed, North Access Way from their building to the curb across the access way shall be built such that there is a two-way paved travel way. The subsequent parcel B or D is required to complete the sidewalk, landscaping and storm water treatment facilities between their building and the curb on their side of North Access Way.
   f. If Parcel C is developed before Parcel D, Parcel C p is required to build South Access Way from their building to the curb across the access way, so there is a two-way paved travel way. Parcel D, when developed, is required to complete the sidewalk, landscaping and storm water treatment facilities between their building and the curb on their side of the South Access Way.
   g. Serramonte Boulevard and Highway 1 ramp intersection improvements will be constructed with the first market rate development per the Development Agreement.
   h. Bike lanes on Campus Drive to Hickey Blvd will be striped concurrent with the roundabout construction.
6. A Storm Drain Memo shall be submitted for conformance review for each phase in accordance with the Master Plan Drainage Memo. At Building Permit submittal: a Hydrology & Hydraulics report based on final design will be provided with the Building Permit submittal in accordance with the Master Plan Drainage Memo.
7. The Head Start facility may be located on other parcels.

2 Improvements in public right of way to be maintained by the City, with the exception of the Parcel B, C and D sidewalk and retaining wall improvements on Callan Blvd, which will be subject to the City's standard landscape maintenance agreement, mutually acceptable to the City and applicant's civil engineers, as addressed in the project's Development Agreement.

C. CONFORMANCE REVIEW

C.1.1 Purpose. Conformance Review is the Precise Plan's ministerial, streamlined process to approve proposed projects "as-of-right" that demonstrate Plan Consistency with the Precise Plan and Entitlement Documents and Compliance with the Objective Development Standards of the Precise Plan, as defined below. Design Review is not required for projects ministerially approved "as-of-right."

C.1.2 Plan Consistency. Plan Consistency is the review of project submittal documents for conformance to:

1. Precise Plan requirements for the scope and phasing of park, open space, street, accessway, storm water, water, wastewater, utility, emergency access, and on and off-site transportation improvements associated with each parcel per Precise Plan Figure 7.1 Phasing, Table 7.1 Development Phasing and Appendix C: Civil Engineering Exhibits, and
2. Entitlement Document requirements of the Development Agreement, Tentative Map, Conditions of Approval, Inclusionary Housing Agreement and the Mitigation and Monitoring program.

C.1.3 Compliance with Objective Development Standards ("Compliance"). Compliance with objective development standards is the review of project submittal documents for conformance with the Precise Plan's Objective Development Standards as listed in Section II above.

C.1.4 Variance from Numerical Standards and Precise Plan. Deviations from the numerical standards in Section II above may be permitted by up to 20 percent for any parcel, upon approval by the Planning Division. Deviations from the minimum and maximum densities prescribed in Table 3.3, the requisite amount of private open space (150 square feet per dwelling unit), and the quantity and general location of common open space shall not be permitted.

Modification or reconfiguration of the Precise Plan pattern of streets and blocks, shape of open space areas, site layout, orientation, or location of buildings, architectural or landscape elements may be permitted provided all other Objective Design Standard can be met. Deviations from the approved roadway configurations, including lane provision and width, shall not be permitted unless approved by the Department of Public Works.

C.1.5 Submittal Requirements. Submittal requirements shall include documentation as set forth in the 2023 Daly City Municipal Code Section 17.28.030 C. 2. (a) – (f), Procedure for Application for Planned Development of the Daly City Zoning Ordinance, and shall include a completed Conformance Review Check List, as attached to the Precise Plan as Appendix A, and any additional information requested by the Planning Manager. Submittal requirements for minor modifications to approved and constructed projects to be per Planning Manager request.

C.1.6 Review Process and Timing.

1. **Pre-submittal conference.** Upon request of the Applicant, the Planning Manager shall convene a pre-submittal conference to review the scope of the project, submittal requirements, conformance review process, timeline, and staff availability. It is an opportunity for the Applicant and the design team to ask technical questions to prepare a submittal. The Planning Manager, City Engineer, and Development Coordinating Committee members shall attend upon request.
2. **Submittal.** The Applicant shall submit documentation as described under "Submittal Requirements" above.
3. **Conformance Review.** The Planning Manager, designated staff or third-party consultants shall conduct the Conformance Review per the responsibilities described in Table 7.2. The Planning Manager shall coordinate reviewer comments and provide them to the Applicant no later than 45 business days after filing a project submittal.[3]
4. **Determination.** The Planning Manager shall review the project submittal and reviewer comments to determine whether the submittal is plan consistent and standards compliant and therefore approved as-of-right.

   If the Planning Manager deems a project application inconsistent with the Precise Plan or Entitlement Documents, and/or non-compliant with the Objective Development Standards in Section II, prior to a decision to deny approval of the proposed project, the Planning Manager shall provide the Applicant with written documentation as to what elements of the submittal are not in conformance.[4]

3 Notwithstanding anything in this chapter, to the extent the Permit Streamlining Act or other State Law applies for shorter deadlines, the regulations in such laws shall govern.

4 This process is separate and independent from the Planning Manager's coordination and provision of any reviewer comments on the Applicant's initial project submittal, as required under the "Review Process and Timing" section of this Chapter.

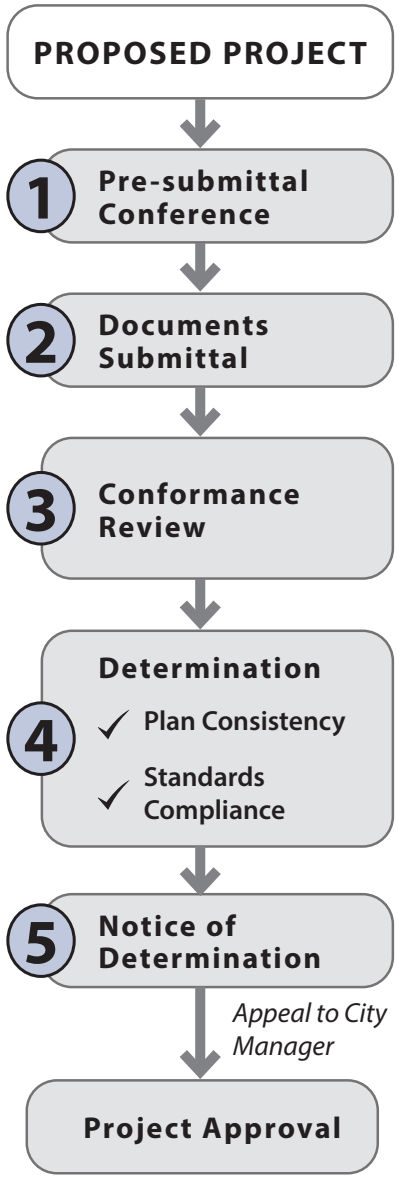
The Applicant can revise the submittal and resubmit. The Planning Manager, upon receipt of the re-submittal, shall make their determination. Total City Review Time from submittal to determination shall not exceed 90 business days.[5]

If the City fails to complete Conformance Review per the above timing requirements, the submittal shall be deemed to be conforming with the Precise Plan and Entitlement Documents, planning review shall be complete, and requested permits shall be issued.

5. **Notification of Determination.** The Planning Manager shall communicate in writing to the Applicant the Planning Manager's determination.
6. **Appeal.** A Conformance Review determination may be appealed within 20 business days to the City Manager by the Applicant. City Manager shall make a determination within 20 business days of receipt of the appeal. The City Manager's decision on appeal shall be final and not appealable.

5 For this paragraph, "City Review Time" shall mean the time, measured in business days, taken by the City to review a project submittal and provide comments to the applicant or render a Conformance Review decision. City Review Time does not include the Applicant's time from the date of receiving comments to the date of resubmitting a revised project submittal responsive to comments.

Figure 7.2 Conformance Review and Approval Process



C.1.7 Review Criteria. The following criteria shall guide the determination of plan consistency and standards compliance:

- All Figures in the Precise Plan illustrate the general arrangement and relationships among parcels, buildings, streets, accessways, parks and open spaces, and exact compliance or conformance is not required so long as other objective criteria are met.
- The final configuration of parcels, buildings, streets, accessways, parks and open spaces are subject to refinement, and exact compliance or conformance is not required so long as other objective criteria are met.
- Consistency and conformance with the Precise Plan shall be construed rationally and shall accommodate unforeseen solutions or innovation that can occur over the extended build-out of the Precise Plan. Notwithstanding the above, no deviations are permitted to minimum residential densities and minimum open space area requirements.

C.1.8 Standards Interpretation. The nature of the Objective Standards is such that consistency determinations are ministerial, without the exercise of discretion. Accordingly, it is not anticipated there will be cause for interpretation of these standards by the City. In the unforeseen event that interpretation is required, the Planning Manager shall make any interpretation of the Precise Plan's development standards required to evaluate the proposed project and shall inform the reviewer of any interpretations as needed. The Planning Manager shall include any interpretations as part of its written determination of consistency with the objective development standards of the Precise Plan.

C.1.9 Staffing. The Planning Manager shall check staff availability prior to the pre-submittal conference to meet the conformance review timeline. If staffing is not available, the City can designate a third-party consultant to be paid for by the Applicant. Consultants shall have professional planning experience on similar projects. The Applicant shall pay all reasonable staff coordination and third-party consultant costs.

C.1.10 Staff or Consultant Review Responsibilities. Staff or consultant review responsibilities are per Table 7.2, Reviewer Responsibilities.

- The Planning Manager shall provide oversight and make all Conformance Review determinations.
- Staff of consultant shall compare the project submittal, Conformance Check List, and applicable plan elements, standards and requirements of the Precise Plan and the Entitlement Documents.

Table 7.2 - Reviewer Responsibilities

Responsibility		Reviewer			
Plan Consistency	**Standards Compliance**	**Planning Manager**	**City Engineer**	**Development Coordinating Committee**[6]	**Housing And Community Development Manager**
Phasing		X	X		
Parks		X			
Streets		X	X		
Utilities, Off-Site Transportation Improvements		X	X	X	
Development Agreement		X	X		X
Final Map		X	X		
MMRP		X	X	X	
Inclusionary Housing Agreement		X			X
Tentative Map and Conditions of Approval		X	X		
	Land Use and Urban Design	X			
	New Buildings	X			
	Parks	X			
	Streetscapes	X			

6 Development Coordinating Committee includes Planning Division, Building Division, Engineering Division, Department of Water and Wastewater Resources, North County Fire Authority and other committee members as deemed appropriate by the Planning Manager.

- Reviewers are to provide written comments on plan consistency to the Planning Manager. In the case where the reviewer concludes inconsistency with plan elements, or non-compliance to objective development standards, the reviewer shall identify specific objective standards to be addressed to achieve a consistency.
- If requested by the Applicant, the Planning Manager and any reviewers shall meet with the Applicant to discuss steps to resolve any comments.

The Planning Manager shall consider the recommendations of the reviewers, and shall make the final determination for approval, approval with conditions, or denial of the submittal based on objective criteria as set forth herein.

D. PLAN AMENDMENTS

Amending the Precise Plan shall follow the requirements of the Daly City Municipal Code section 17.28.020 (I) as of the date of approval of the Precise Plan. This Municipal Code section is included as a part of Supporting Documents provided with this Precise Plan.

E. SUBDIVISIONS

The subdivision of parcels shall conform to the requirements of the Precise Plan and the Daly City Municipal Code Title 16 Subdivisions.

F. INCLUSIONARY HOUSING

The following requirements are subject to the terms and exceptions provided in the affordable housing agreement:

F.1 Units Required. Construction of inclusionary units is required within the Planned Development Zone PD-31 area pursuant to an Affordable Housing Plan.

F.2 Timing. This Precise Plan authorizes flexibility in timing of construction and geographic distribution of inclusionary units throughout the PD-31 area to allow for a greater number of inclusionary units and deeper level of affordability than the minimum levels required by the City Ordinance.

F.3 Percentage of Total Residential Units. The Precise Plan requires, for Parcels B-F, not less than 20 percent of the total number of total residential units completed at final build-out to be affordable housing, consisting of 13.5% low-income units at no greater than 60% AMI and 6.5% moderate income units at no greater than 120% AMI. One market rate residential building can be constructed prior to construction of affordable units. 150 low-income affordable units are planned to be located on Parcel C. The subsequent phases after the first market rate building and the first residential structure built on Parcel C have been constructed can be phased and include unit counts proposed by the developer in any way such that the overall percentage of affordable units does not drop below 20% of all constructed residential units at Parcels B-F at any time consisting of 13.5% low-income units and 6.5% moderate income units.

G. CALIFORNIA ENVIRONMENTAL QUALITY ACT

All proposals for development shall be subject to the mitigation measures specified in the Environmental Impact Report (EIR) certified by the City Council as part of this Precise Plan.

H. ENTITLEMENT DOCUMENTS

The term "Entitlement Documents" shall refer to all the below except the Precise Plan.

- **General Plan Amendment**. By Resolution No. [], City Council approved text and map amendments to the General Plan to enable high density residential and mixed-use residential development.
- **Precise Plan.** By Resolution No. [], City Council approved the Serramonte Del Rey Precise Plan, which modified land use designations and created a new street and open space network.
- **Development Agreement.** The District and the City of Daly City entered into a Development Agreement to secure vested development rights and terms.

- **Affordable Housing Agreement**. The District and the City of Daly City entered into an Affordable Housing Agreement to secure rights and terms for the Project's Affordable Housing Plan.
- **Tentative Map and Conditions of Approval**. The City Council approved a Tentative Map indicating the subdivision of the District lands into parcels with infrastructure and open space improvements, including Conditions of Approval.
- **Mitigation Monitoring and Reporting Program.** The City of Daly City, as the lead agency under the California Environmental Quality Act (CEQA) prepared the project's Environmental Impact Report (EIR) to disclose to the City, public and other agencies the environmental impacts of the project. By Resolution No. [] the City certified the EIR for the project, adopted findings, statement of overriding considerations [if needed] and a Mitigation Monitoring and Reporting Program (MMRP). The Precise Plan is consistent with and will implement the MMRP as approved by the City Council.

This page intentionally left blank.

Appendix A:
Conformance Review Checklist

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Land Use and Urban Design	A	2	See Table 3.1 Permitted Uses		
Land Use and Urban Design	A	3	See Table 3.2 Uses Permitted with a Use Permit		
Land Use and Urban Design	A	4	See Table 3.3 Prohibited Uses		
Land Use and Urban Design	A	5	See Table 3.4 Permitted Density By Parcel		
Land Use and Urban Design	A	5	See Table 3.5 Anticipated Development		
Height	A	6	See Figure 3.3 Building Heights		
Height	A	6.1	Ornamental architectural features, such as turrets, parapets, corner towers, or other accentuating features.		
Height	A	6.2	Mechanical and roof-mounted elevator core equipment up to a maximum of 18 feet above maximum height, provided their combined coverage does not exceed 30% of building roof area. Equipment less than four feet above maximum height is exempt from the coverage calculation.		
Height	A	6.3	Architectural and landscape screening designed to conceal mechanical and roof mounted equipment.		
Height	A	6.4	Sustainability elements, such as photovoltaic cells, small-scale wind turbines suitable for residential development, storm water catchment / treatment equipment, solar water heating equipment.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Height	A	6.5	Enclosed amenity spaces to a height of 12 feet where roof is designed as an accessible outdoor common area if coverage of enclosed amenity space is no more than 30 percent of building roof area.		
Building Frontage/ Build-to-line	A	7.1	The building frontage on all parcels shall comply with the percentage of building that is required to be aligned along the build-to-line, as shown in Figure 3.4.		
Building Frontage/ Build-to-line	A	7.2	The primary wall of a building shall align with the build-to line. The primary wall can be located up to 6 feet from a build-to-line. Ground floor building frontages may be recessed from the build-to line.		
Building Frontage/ Build-to-line	A	7.3	Balconies and other projections above 16’ from ground level may encroach across the build-to line up to 6 feet, provided such projections meet Building and Fire Codes, and do not interfere with underground infrastructure.		
Building Frontage/ Build-to-line	A	7.4	Building entry canopies, arcades, and galleries with a height no greater than 16 feet may encroach up to 15 feet across the build-to-line.		
Building Frontage/ Build-to-line	A	7.5	Stairs to podium level courtyards overlooking parks, stoops, and appropriate fencing can encroach up to 10’ on the park side of a build-to line.		
Ground Floor Use	A	8	Figure 3.5 Ground Floor Use identifies the location, type and orientation of ground floor uses by parcel for the Plan Area.		
Ground Floor Use	A	8.1	Mixed Use. This requires retail, café, and restaurant uses with outdoor dining, building entries, residential lobbies, commercial or community uses that attract pedestrian activity with physical and visual access to and from the adjacent sidewalk.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Ground Floor Use	A	8.2	Active Residential Use. Ground floors shall have one or more of the following: commercial or community uses; main building entry, residential lobby, residential amenity spaces, and individual ground floor residential unit entrances. Ground floor residential unit entrances shall be accessible units at grade or elevated ground floor units with transitional space such as a stoop or porch not greater than five feet in height above grade.		
Ground Floor Use	A	8.3	Residential Use. This requires ground floor residential use, such as residential units without individual unit entries accessible from the street (which can have a back porch, garden, or patio), or other residential use, and excludes parking, loading and services areas.		
Ground Floor Use	A	8.4	Parking, Loading and Service Use. The location for parking, loading and service uses fronting streets, yards and accessways which are not permitted elsewhere.		
Ground Flor Use	A	8.5	Required Street Frontage. Where Mixed-Use, Active Residential Use, and Residential Use frontages are required: - No more than one 24’ wide vehicle access driveway or two 12’ wide vehicle access driveways are permitted. Loading docks are not permitted at active ground floor use frontages. - Blank walls or walls opening to structured parking areas at the ground floor are limited to 30’ maximum.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Setbacks	A	9	The perimeter of the Plan Area shall have minimum setback dimensions that comply with Table 3.7.		
Architectural Character	B	1.1	Buildings shall be of high quality, contemporary architectural design. Contemporary architectural design is 21st century design: it reflects current trends in architecture. Contemporary architectural design does not adhere to a particular style of set of standards; rather, it seeks to distinguish itself from the past by incorporating the latest innovations in building technology and design.		
Architectural Character	B	1.2	Buildings shall not directly reference historic architectural styles or use materials associated with specific periods or styles.		
Architectural Character	B	1.3	Building shall not use terracotta tile roofing, mansard roofs, asphalt roof tiles or shingles.		
Architectural Character	B	1.4	Ribbon windows and flat building facades shall not be permitted.		
Architectural Character	B	1.5	Auto-oriented ground floor building design, such as continuous, open to the street, at grade covered parking spaces and extended curb cuts, shall not be permitted.		
Proportion	B	1.6	The size of the pedestrian, podium and tower levels shall be in proportion to one another.		
Proportion	B	1.7	Visual discord due to the mixing of too many differently shaped and sized building elements, forms, colors, or textures, shall not be permitted.		
Proportion	B	1.8	Random, oversized building elements shall not be permitted.		
Pedestrian level massing	B	2.1	To create a pedestrian level setback for active uses with occupied floor above, pedestrian level façade setbacks from the build-to-line shall not exceed 10 feet.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Pedestrian level massing	B	2.2	Where Active Uses or Required Building Entry, Lobby or Residential Amenity Space uses are required, the minimum floor-to-floor height for the ground floor shall be no less than 14 feet where there is amenity space.		
Podium level massing	B	2.3	Podium level building massing shapes the spatial definition of the public realm. Building street walls up to 90 feet are considered the podium level.		
Podium level massing	B	2.4	The first one to three levels of all buildings shall be differentiated from the upper floors to provide a visual support for the floors above. They shall have high quality materials appropriate for a pedestrian environment.		
Podium level massing	B	2.5	Stepbacks are required as shown on Figure 3.3, Building Heights. Where required, stepbacks shall be no higher than 65 feet above grade with the building set back no less than six feet from the street wall.		
Tower level massing	B	2.6	The tower, or skyline level consists of all building levels above 90 feet from grade. The skyline level contributes to the visual identity of the Plan Area.		
Tower level massing	B	2.7	Tower massing shall extend to ground level to visually anchor the tower to the ground.		
Tower level massing	B	2.8	Towers extending to ground shall be set back 10 feet minimum from the build-to line.		
Tower level massing	B	2.9	Towers shall be oriented in an east-west direction to minimize impacts to views from residences along Saint Francis Boulevard.		
Tower level massing	B	2.1	Each tower shall not exceed a massing envelope of 240 feet long by 150 feet wide, as shown in figure 3.6.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Tower level massing	B	2.11	A minimum separation of 60 feet shall be provided between any two towers or portions of skyline level building massing.		
Tower level massing	B	2.12	Towers are not permitted adjacent to the central open space.		
Façade modulation	B	3.1	Long continuous facades that extend the length of a parcel or city block shall not be permitted. Buildings over 100 feet in width shall provide vertical breaks in building massing in the form of projections and recesses to reduce the overall scale of the building.		
Façade modulation	B	3.2	Occupiable projections, such as balconies or bay windows, are permitted to project up to six feet from building face above streets and open spaces above the pedestrian level, in accordance with the City's Building and Fire Codes. The recess or projection shall be a minimum of 3 feet in depth.		
Façade modulation	B	3.3	The façade shall be divided into segments of 30 to 60 feet in width, as shown in figure 3.7, using one or more of the design approaches below: -Vertical shifts -Balconies or bay windows -Corner expression -Volumetric recesses (including balconies) -Volumetric projections -Change of Material: to achieve modulation by a change of material, the material change must occur for at least 20% of the façade and must change in plane at least 18 inches in depth from the facade.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Fenestration	B	3.4	Building fenestration shall incorporate recessed and/or projecting window bays, balconies, canopies, and architectural elements, contrasting surfaces, and/or a rhythm to the building's light and shadow.		
Fenestration	B	3.5	Avoid featureless expanses of fenestration that eliminate a sense of human scale.		
Blank facades	B	3.6	Ground floor blank facades at building walls facing public spaces or streets greater than 50 feet shall not be permitted.		
Blank facades	B	3.7	At the ground floor, blank facades longer than 50 feet shall provide landscaping, public art, or architectural relief with design interest to the satisfaction of the Planning Division.		
Ground floor design	B	3.8	Transparent windows, storefronts, show windows, building entries, dwelling entries, and/or other active uses shall be placed along street and public open space frontages, as required in the Ground Floor Active Frontage standards.		
Ground floor design	B	3.9	Doors or sliding windows shall be used by ground-floor restaurants, eating and beverage services to enable outdoor dining along sidewalks and plazas.		
Entries	B	4.1	Buildings shall have identifiable main entrances that are directly visible and accessible from public rights-of-way. An entry canopy, recessed building volume, a sculptural volume, change in scale or identifiable architectural treatments are acceptable features.		
Entries	B	4.2	In mixed-use buildings, residential entries are to be differentiated from commercial entries.		
Entries	B	4.3	Pedestrian seating and bicycle parking shall be located near building entrances.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Windows	B	4.4	Upper story windows shall provide architectural details, such as sills, or lintels, that recess or project from the facade.		
Windows	B	4.5	Reflective glazing is not permitted.		
Windows	B	4.6	Non-reflective coatings, low-emissivity glass, external shade devices and other elements shall be used.		
Materials and color	B	5.1	Building materials, colors and finishes shall be coordinated to create a visually harmonious color palette appropriate for a family-oriented residential neighborhood, consistent with contemporary building design.		
Materials and color	B	5.2	High quality building materials and architectural detailing, with a preference for natural materials at the ground level, shall be used where people directly experience buildings.		
Materials and color	B	5.3	Changes in color, texture or materials shall be used to differentiate architectural elements and building massing.		
Materials and color	B	5.4	Monolithic use of color, where an entire building is one color or tone shall not be permitted.		
Materials and color	B	5.5	Garish, or discordant use of color shall not be permitted.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Parking ratios	C	1.1	The following parking ratios are currently anticipated for Parcels B through F: - The parking ratio for residential units is zero to 1.5 spaces per dwelling unit . - The Applicant may increase parking above the foregoing ratio if supported by a parking analysis prepared by a qualified traffic engineer. - By way of example, at Parcel C, if the parking ratio for the affordable housing is 0.5 parking space per dwelling unit, such is permissible because it falls within the foregoing range of parking ratios. Development of Parcel C may provide parking at a parking ratio up to 1.5 spaces/unit. To the extent parking is provided, the parking ratio will be included in the documents submitted to the City for review and approval of Parcel C.		
Parking ratios	C	1.2	Parking for pick-up and drop-off for the Head Start Program at Parcel C may be accommodated by on-street parking marked by appropriate signage, with such signage reserving parking spaces for this use during the appropriate hours.		
Parking ratios	C	1.3	Overflow parking for Parcel A may be accommodated within the Plan Area with surface parking, on-street parking, or within future parking podiums or structures on Parcels B through F. To the extent that Applicant demonstrates that overflow parking is not needed for a particular development, it will be eliminated as a requirement in the future.		
Parking ratios	C	1.4	Residential parking can be accommodated in mechanical puzzle lifts.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Parking ratios	C	1.5	No more than 10% of residential parking can be tandem, and tandem spaces may only be assigned to users of the same dwelling unit. Tandem units may be designed as either front to rear spaces or mechanical puzzle lift spaces.		
Parking ratios	C	1.6	Parking Enforcement: Applicant or a delegee will be responsible for enforcement of any parking rules on JUHSD property. If private parking restrictions for on-street parking are put in place, parking spaces available for public use will be designated to access publicly accessible parkland, trails, and open space during time periods of private parking restrictions.		
Parking ratios	C	1.7	One bicycle parking stall per unit shall be provided and accessible from street level, unless otherwise mandated by the building code. Bicycle parking, if in excess of one stall per unit, can be located anywhere on site.		
Design of Off-street parking and loading	C	2.1	Parking shall be located behind, within, or under buildings, or within separate structures. Surface parking areas are prohibited between any building and Entry Drive, North Drive, East Drive and West Drive street frontages.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Design of Off-street parking and loading	C	2.2	Parking stall and drive aisle dimensions for each parcel may comply with either approach 1 or 2 below, or a combination of both approaches: - The current City standards for off-street parking (including the ratio of standard spaces to compact spaces) at the time of the Applicant's submittal for conformance review, and/or - A "Uni-stall" standard size parking space which is based upon a stall dimension of 8'–6" x 18'–0", unless constrained by a wall on one or both sides, in which case the minimum stall width will be 9'–0" minimum. The drive aisle shall maintain a minimum of 24' clear.		
Design of Off-street parking and loading	C	2.3	For mixed-use projects, shared parking is encouraged to allow uses with different peak hours of operation to utilize off-street parking facilities of other buildings in the Precise Plan.		
Design of Off-street parking and loading	C	2.4	Loading docks and service areas shall be located at the rear of the development or inside parking structures for parcels deeper than 80 feet, separate from parking areas. For smaller parcels, loading docks and service areas must be located on the side street, wherever possible. Loading zones should not disrupt the flow of traffic within a given project area.		
Design of Off-street parking and loading	C	2.5	Loading docks shall be located on Access Drives North, South, and West. If this is not possible, loading docks may be provided on East, North or West Drive, if enclosed within a building.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Vehicle and bicycle access	C	3.1	Location of vehicular parking entrances shall be as follows: - Parcel A shall be accessed from Access Drive West. - Parcel B shall be accessed from Entry Drive or Access Drive North; or any combination of these. - Parcel C shall be accessed from Access Drive South. - Parcel D shall be accessed from Access Drive North, Access Drive South; or both. - Parcel E shall be accessed from East Drive or West Drive; or both. - Parcel F shall be accessed from West Drive or Access Drive West; or both.		
Vehicle and bicycle access	C	3.2	Vehicular entries shall be located a minimum of 100 feet from intersections and crosswalks except for driveways located along access ways.		
Vehicle and bicycle access	C	3.3	Bicycle access shall be from street level, and not required through garage entrances. Bicycle storage for each building shall be accessible from ground level, as close to the driveway entry as practicable, and clearly signed. Bicycles in excess of one per unit can be stored anywhere on site.		
Vehicle access design	C	4.1	Two-way vehicular entrances designed as a single driveway shall have a maximum width of 24’.		
Vehicle access design	C	4.2	Where a driveway crosses a sidewalk, clearly demarcate the sidewalk across the entire width of the driveway by using colored paving or materials.		
Vehicle access design	C	4.3	On-street parking may be provided in the form of parallel parking or angled parking.		
Parking structures	C	5.1	Above-ground garages not screened by residential uses shall include façade treatments or screening.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Parking structures	C	5.2	Parking garages shall be lined with ground floor active uses or residential entries where indicated per street frontage requirements, and designed with building façades that screen structural elements of the garage where not required by street frontage requirements.		
Parking structures	C	5.3	The design of entries to parking garages shall not be more prominent on the building façade than the primary pedestrian entry.		
Parking structures	C	5.4	Above-ground parking garages shall be designed with human scale design elements that complement and do not contrast with buildings and public spaces of the Precise Plan.		
Parking structures	C	5.5	Parcels B, C, D, E, and F may contain above-ground parking garages.		
Parking structures	C	5.6	Parking structure lighting shall be designed to avoid direct glare towards adjacent residential buildings.		
Bicycle facilities	C	6.1	Bicycle parking should be in close proximity to building entrances and bicycle routes for user convenience.		
Bicycle facilities	C	6.2	Bicycle parking shall accommodate a range of bicycle types, including standard bicycles, E-bikes, tandem bicycles, and trailers.		
Bicycle facilities	C	6.3	On-street bicycle parking shall be separated from automobile parking by use of a landscaped buffer or curb.		
Bicycle facilities	C	6.4	Off-street bicycle parking shall be in secure locations in each building in the Precise Plan area.		
Common open space	D	2.1	Buildings shall provide spatial enclosure for common open spaces to create privacy, limit views from streets, and wind protection.		
Common open space	D	2.2	Common open space shall be visible and accessible to and from building amenity areas.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Private open space	D	3.1	Private open spaces shall be directly accessible from the unit and large enough to permit outdoor activities with a minimum of five feet width and depth.		
Private open space	D	3.2	Private open space shall be constructed with high quality durable materials.		
Private open space	D	3.3	Fencing or screening between ground floor private open spaces shall permit visibility in and out of the open space for the top 18 inches.		
Hillside woodlands	E	1.1	A tree succession operations plan for aging mature trees prepared by a qualified arborist will guide the replacement of existing trees over time due to age or fire vulnerability.		
Landscape design	E	1.2	Removed trees shall be replaced with a diverse plant ecology governed by the area's unique coastal/Mediterranean climate including evergreen and deciduous species as recommended by an arborist.		
Landscape design	E	1.3	The project's wooded hillside perimeter to the west and east shall be cleaned of surface and ladder fuels. Replacement trees shall include evergreen and deciduous species as described in the Project Tree List.		
Planting	E	2.1	Plant material shall be comprised of at least 75% drought tolerant plant species. Planting plans shall comply with Daly City's Water Conservation in Landscaping regulations and the Water Use Classification of Landscape Species (WUCOLS).		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Planting	E	2.2	Where turf grass is used, low water use hybrids and/ or no mow varieties shall be used. A variety of shrubs and ground covers should be used to create layering around building foundations, keeping shrubs at or below windowsills. Plant selections should be such that sightlines remain open and clear, and places of concealment are not fostered. Plants should be used to screen above-ground utilities. Along streets and sidewalks, plants shall be used in planters within the right of way to create spatial separation between sidewalk and vehicular traffic.		
Planting	E	2.3	Pollinator plants that attract native birds and insects should be used strategically in locations well-suited to attract and sustain native populations. Use of fruiting plant material should occur away from hardscape areas to prevent staining of pavements and to minimize maintenance.		
Planters	E	3.1	Landscape planters within any private street shall be a minimum of four feet wide.		
Planters	E	3.2	Tree wells shall be 4'x 4' minimum. Tree grates shall be cast iron with a baked oil finish in plaza areas and be an ADA accessible design consistent with the neighborhood.		
Planters	E	3.3	Where landscape planting is provided under trees, planters shall be 4' W x 6' L minimum.		
Planters	E	3.4	Planted medians shall provide at least a five feet wide planting area in addition to a minimum 12 inches wide maintenance band at the back of curb consisting of concrete, pavers, or fixed cobbles.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Site irrigation	E	4.1	Site Irrigation systems shall comply with all local and state requirements as of time of project approval, and shall meet the City's water efficiency regulations.		
Site irrigation	E	4.2	All irrigation equipment shall be controlled with weather-based controllers located in easily accessible, locked stainless steel pedestal boxes. The equipment shall include flow sensors and automatic shut off valve capability with a wi-fi based alarm system to alert maintenance controller team(s).		
Site irrigation	E	4.3	Irrigation systems shall provide quick couplers or hose bibbs in lockable wall boxes in all common use areas.		
Soils and drainage	E	5.1	On-grade planting areas shall be comprised of amended topsoil import or amended native soil as required, based on a soil analysis report and soil laboratory recommendations. Excavation, clearing and grubbing, or soil preparation shall occur within established tree protection zones as per the advice of a landscape architect or arborist.		
Soils and drainage	E	5.2	Planting areas shall by dressed with a 3-inch layer of mulch.		
Soils and drainage	E	5.3	Cast iron or similar drain grates shall be used in turf and pedestrian circulation areas. Landscape planters shall be drained with cast iron, decorative metal, plastic or similar flat or atrium-style grates and factory-fabricated bodies.		
Site furnishings	E	6.1	Site furnishings shall be comprised of materials designed to withstand outdoor conditions.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Site furnishings	E	6.2	Short term bicycle parking shall be dispersed throughout the Plan Area, as required to meet project requirements, city standards, and bicycle parking standards. Bicycle racks shall be galvanized, vinyl covered, or stainless steel, and meet all City requirements. In ground- or surface-mounted attachment is acceptable.		
Site furnishings	E	6.3	Seating shall be provided at retail, parks, open spaces, adjacent to the trails, and in front of primary building lobbies. Benches shall be made of metal and/or wood. Where wood is used, it should be thermally modified, or a suitable hardwood built to withstand weather and heavy public usage.		
Site furnishings	E	6.4	Café tables with chairs shall be movable with a variety of sizes for public use in gathering spaces and shall be constructed of materials suitable for outdoor public usage.		
Site furnishings	E	6.5	At least one drinking fountain shall be provided at each of the following: Overlook Park, Central Green, and the Recreation Trail. Dog bowl and water bottle filling attachments are recommended but not required.		
Site furnishings	E	6.6	Within Overlook Park, Applicant shall provide play equipment for children ages two through twelve. All play areas will be designated for children between the ages of two to five and for ages five to twelve years old. Any community garden shall provide raised beds and a regular water service connection with water spigot at 100-foot intervals.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Trees	E	7.1	Trees within the street right of way, in plazas, and high-visibility open space areas shall be provided in 24-inch box size or larger and be secured with at least three tree stakes or below-grade root ball guying systems appropriate for the windy conditions found in Daly City. Above-ground cabling guying shall not be used in public spaces. Trees shall be pruned up to 6 feet to 8 feet clear off the ground or as required by ADA or City guidelines.		
Trees	E	7.2	Individual developments within the Plan Area shall use trees that are provided in minimum 15-gallon size or larger for no greater than 50 percent of the trees planted. All other trees shall be box-specimen.		
Trees	E	7.3	Entries at the north and south shall have unique tree plantings, and the design of these planting shall be approved by the Planning Division.		
Trees	E	7.4	Seasonal interest shall be created with deciduous trees providing spring flowers and fall color.		
Trees	E	7.5	Driveway entries, curb cuts, and curb ramps shall be constructed of concrete and shall match sidewalks to provide a consistent look and feel for hardscape along vehicular and pedestrian circulation routes.		
Trees	E	7.6	Enhanced finishes and/or striping shall be used at the master plan entry, at all driveway entries, and at all crosswalks.		
Trails and paths	E	8.1	Trail surfaces shall be asphalt or concrete, provide for adequate clearances along the edges and overhead, and be suitable for their intended use. Refer to trail sections in Chapter 5 for trail dimensions.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Trails and paths	E	8.2	Signage, ornamental landscaping, and trees shall be provided along the trail system to enhance user experience.		
Stormwater management	E	9.1	Project submittals shall comply with the Precise Plan's phased, performance-based approach to stormwater management, consistent with the San Mateo County Municipal Regional Stormwater Permit, and Daly City's municipal code pertaining to stormwater management. Projects shall minimize the amount of paved area. Where feasible, paved areas shall include "green" stormwater collection and treatment, and employ Low Impact Development (LID) features that minimize surface water runoff. LID features may include bioretention systems, swales, green roofs, and permeable pavers.		
Stormwater management	E	9.2	Stormwater retention features that minimize runoff into streets, parking lots, landscaped areas, and open spaces shall be incorporated, where feasible. Stormwater retention features include drainage swales and rain gardens.		
Open Space Landscaping Standards	E	10.1	Landscaping shall define the edges of paths, plazas, and seating areas.		
Open Space Landscaping Standards	E	10.2	Trees shall be planted to shade walkways, gathering areas, parking, and other larger expanses of pavement.		
Open Space Landscaping Standards	E	10.3	Landscaping in setback areas shall create a transition zone between the sidewalk and street-level residential units and entries.		
Open Space Landscaping Standards	E	10.4	Landscaped areas shall be regularly maintained to keep them aesthetically pleasing, and to remove dead and dying plants.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Open Space Landscaping Standards	E	10.5	Gateway or entry points shall be emphasized with distinctive trees and plants.		
Open Space Landscaping Standards	E	10.6	Existing trees, to the extent feasible, and healthy, are to be preserved and integrated into site designs.		
Open Space Landscaping Standards	E	10.7	To reduce water usage, all development shall employ water-efficient irrigation techniques, including micro–irrigation, drip systems, and weather-based irrigation controllers, instead of conventional sprinklers.		
Open Space Landscaping Standards	E	10.8	Native, drought-tolerant, or well-adapted tree and plant species shall be used.		
Open Space Landscaping Standards	E	10.9	Seasonal and year-round flowering shrubs and trees shall be located where they can be most appreciated by site users and passersby, such as adjacent to walks and open space areas, or as frames for building entrances and stairs.		
Open Space Landscaping Standards	E	10.1	All landscaped areas shall be designed by a landscape professional to the satisfaction of the Planning Division.		
Signage	F	1.1	Signs within the Plan Area shall comply with all regulations stated in the City's Zoning Ordinance (Chapter 17.32) unless otherwise specified in the Precise Plan.		
Signage	F	1.2	Signs shall be made of high-quality, durable, and environmentally friendly materials.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Signage	F	1.3	Multi-tenant development anchor-identity signs should be complementary to any Plan Area signage or established by the Master Developer. Individual property owners will be allowed to use letter styles, but the overall sign should have one consistent material for letters and background.		
Monument & gateway signage	F	2.1	The Precise Plan shall include up to two freestanding monument/gateway signs: at the Serramonte Boulevard and Entry Drive intersection and at the West Drive and Campus Drive intersection, which form major entry points to the Plan Area.		
Monument & gateway signage	F	2.2	If provided, a single gateway or monument sign at the southern portion of the Plan Area near the round-about shall be located at Parcel E and be less than 4 feet high. The sign shall not obstruct sightlines for drivers to the extent safety is compromised.		
Monument & gateway signage	F	2.3	If provided, a single gateway or monument sign at the northern portion of the Plan Area near the Retail Plaza shall be located at Parcel B. It may either be less than 4 feet high and no longer than 20 feet, or may be a tower structure--either integrated with the Parcel B building corner or separate from the building. If an integrated tower structure, the structure shall not project more than five feet beyond the face of the building in any direction. If an independent tower structure, it may not be greater than 32 feet in height and not more than 64 sq. ft. in area. The maximum face area of signage of the tower structure shall not exceed 200 sq. ft.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Monument & gateway signage	F	2.4	Gateway or monument signs shall not have internal illumination but will be lighted with externally mounted luminaires.		
Building signage	F	3.1	The physical design of signage shall conform to the architectural detailing of the associated building and shall be in proportion to the surface onto which such signage is mounted, as determined by the Planning Division.		
Building signage	F	3.2	Signage shall not obstruct architectural details such as recesses, structural bays, or windows.		
Building signage	F	3.3	Externally illuminated or halo lit signs shall be required. The use of internally lighted or box type signs are prohibited. Internally lighted signs measuring 2 sq. ft. or less are allowed.		
Building signage	F	3.4	No more than three (3) building residential signs shall be provided per building. These shall be limited to address number, street name, and/or a building name if desired. If only one is provided, it shall be placed close to the main entry to the building. If signage is provided at more than one location, a minimum of one shall be placed close to the main entry. The second and third can be located such that the top of the signage is not greater than 25' feet from grade. The aggregate sign area shall not exceed 150 sq. ft.		
Building signage	F	3.5	Durable, vandal-resistant materials and finishes shall be utilized for address signs.		
Building signage	F	3.6	Conduit, tubing, or raceways shall be concealed. Transformers and other equipment for the signage shall also be concealed.		
Storefront signage	F	4.1	Signage for multi-tenant retail buildings shall be developed to minimize potential visual conflict, clutter, and competition.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Storefront signage	F	4.2	Maximum size for sign area per retail tenant is 30 sq. ft. on the face of a building. A second sign per retail tenant, not exceeding 20 sq. ft., may be hung as either a banner or a rigid sign perpendicular to the building face. Either of these two sign types may be attached to a building's architectural canopy.		
Storefront signage	F	4.3	For ground floor retail uses, hanging or projecting signs should be located near the front entry of a store. Coordinate with the overall design of the street wall. Hanging or projecting signs shall meet Americans with Disabilities Act (ADA) clearance requirements.		
Storefront signage	F	4.4	Ancillary retail space or leasing offices shall be signed in a manner consistent with the storefront signage standards in this section.		
Prohibited signs	F		See following standards for Prohibited Signs (F.5.1 to F.5.13)		
Prohibited signs	F	5.1	Signs which rotate, move mechanically or by the wind, flash, blink or reflect light by means of a polished or mirrored surface.		
Prohibited signs	F	5.2	Open flames, balloons, loudspeakers used to call attention to a product, service, or a property.		
Prohibited signs	F	5.3	Signs which identify or advertise a product or service not available on the premises.		
Prohibited signs	F	5.4	Externally illuminated signs where the source of light is directly visible or cause glare or reflections that are a traffic hazard or nuisance.		
Prohibited signs	F	5.5	Signs which emit or reflect light by means of direct fluorescence, phosphorescence, or "day-glow" colors.		
Prohibited signs	F	5.6	Any sign illumination which exhibits undue glare.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Prohibited signs	F	5.7	Any sign placed or displayed on vehicles parked primarily for the purpose of displaying the sign. (This does not apply to food trucks that are parked while they provide service.)		
Prohibited signs	F	5.8	Internally lit signs where the entire face of the sign is illuminated, rather than just the graphics.		
Prohibited signs	F	5.9	Advertising bench signs, unless required by SamTrans at Serramonte Blvd.		
Prohibited signs	F	5.1	Off-site directional signs.		
Prohibited signs	F	5.11	Roof signs.		
Prohibited signs	F	5.12	Outdoor advertising billboard signs.		
Prohibited signs	F	5.13	Abandoned signs.		
General lighting standards	G	1.1	Lighting shall incorporate dark sky principles by shielding fixtures to prevent light from emitting above a 90-degree angle. Any lighting source located on parking or rooftop parking shall be a full cutoff type.		
General lighting standards	G	1.2	Light shall be designed to minimize glare and light trespass into neighboring buildings and properties.		
General lighting standards	G	1.3	High-efficiency technology such as LED lighting with advanced controls shall be utilized to minimize energy consumption.		
General lighting standards	G	1.4	The use of energy–efficient, long-life LEDs with light color rendered as a warm white (maximum K 3000) is encouraged.		
Street lighting	G	2.1	Provide streetlights in general locations shown on Figure 3.8, Lighting Diagram for Locations.		
Street lighting	G	2.2	Streetlights shall comply with Daly City standards.		
Pedestrian lighting	G	3.1	Provide pedestrian lighting in general locations shown on Figure 3.8, Lighting Diagram. Additional locations for pedestrian lighting are along pedestrian pathways in open spaces and in surface parking areas.		

Topic	Section	Number	Standard	Applicant To Fill Project Compliance (Yes/No/Not Applicable)	City Staff Comments
Pedestrian lighting	G	3.2	Pedestrian lighting shall not be taller than 25 feet in height.		
Pedestrian lighting	G	3.3	Pedestrian lighting may be integrated with streetlighting by providing additional luminaires facing the sidewalk on streetlight poles, installed at a lower height than street luminaries.		
Pedestrian lighting	G	3.4	Lighting in surface parking lots and service areas shall be directed away from surrounding buildings and properties using fixtures that minimize light trespass and glare.		
Low illumination pedestrian lighting	G	4.1	Commercial grade bollards, step lights, and path lights shall be used as appropriate along pedestrian walkways and plazas.		
Low illumination pedestrian lighting	G	4.2	Nighttime lighting for recreational uses in parks and public spaces should be unobtrusive and control glare.		
Building lights	G	5.1	Lighting should be integrated into the design of buildings and building architecture to highlight significant architectural features such as signs, entrances, walkways, or storefront displays.		
Building lights	G	5.2	Building facades may be illuminated using shielded fixtures to highlight architectural features.		

Appendix B:
Compliance Review - Example Projects

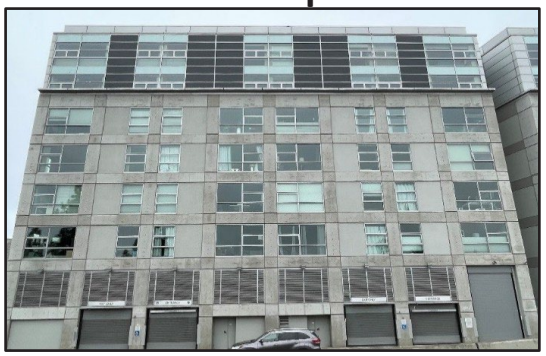
URBAN DESIGN STANDARDS

Street Frontage – Mixed-Use Ground Floor Use

Compliant

Building meets street frontage standards for mixed-use ground floor uses:
A.7.2 Primary elevation aligns with build-to-line
A.7.3 Projections with a height greater than 16 feet can encroach across the build-to-line up to 6 feet.
B.2.2 Ground floor height meets 14-foot minimum
B.3.8 Physical and visual pedestrian access required

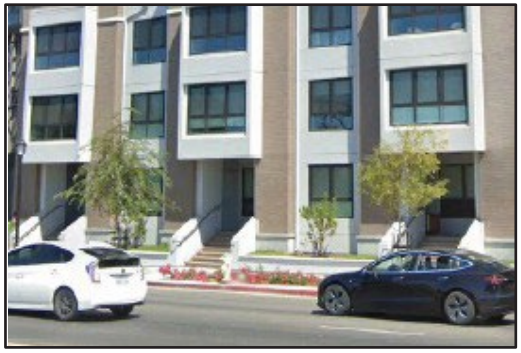
Non-Compliant



Building does not meet street frontage standards for mixed-use ground floor uses:
A.8.5 Exceeds permitted maximum of two 12-foot driveways - loading areas prohibited for active street frontages
B.2.2 Does not meet minimum floor-to-floor ground floor height of 14 feet
B.3.8 No physical or visual pedestrian access from sidewalk

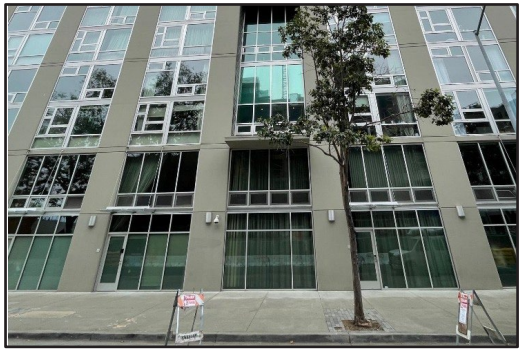
Street Frontage - Active Residential Ground Floor Use

Compliant



Building meets street frontage standards for active residential ground floor use:
A.7.2 Primary elevation aligns with build-to-line
B.3.8 Residences have physical and visual pedestrian access from sidewalk

Non-Compliant



Building does not meet street frontage standards for active residential ground floor use:
B.3.8 Lack of ground floor uses with physical and visual pedestrian access from sidewalk

ARCHITECTURAL DESIGN STANDARDS

Building Massing - Pedestrian and Podium Level

Compliant

Building meets building massing standards for pedestrian and podium levels:
B.2.4 First one to three levels of all buildings shall be differentiated from the upper floors to provide a visual support for the floors above; high quality materials at pedestrian level.
B.2.5 Upper levels of building stepback from lower building wall

Non-Compliant

Building does not meet building massing standards for pedestrian and podium levels:
B.2.4 Lack of differentiation between upper and ground floors
B.2.5 No upper level building stepbacks

Building Massing - Tower Level

Compliant

Building meets building massing standards for towers:
B.2.7 Tower massing extends to ground level
B.2.8 Tower massing extending to the ground is setback minimum 10 feet

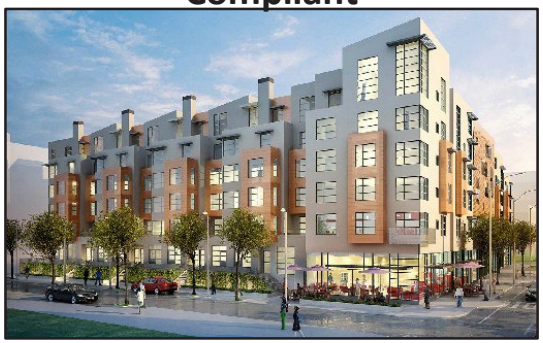
Non-Compliant

Building does not meet building massing standards for towers:
B.2.7 Tower extending to the ground is not setback minimum 10 feet

ARCHITECTURAL DESIGN STANDARDS

Architectural Character; Massing; Facade Composition; Windows & Doors; Materials & Colors

Compliant



Building complies with the following standards:

Architectural Character

B.1.1 Contemporary architectural design

B.1.2 No reference to historic styles or materials

B.1.3 Avoids prohibited roof forms and materials

B.1.4 Avoids ribbon windows and flat building facades

B.1.5 Avoids auto-oriented ground floor

B.1.6 Building elements are in proportion to one another

B.1.7 Avoids visual discord of too many sizes and shapes

B.1.8 Avoids randomly sized building elements

Building Massing

B.2.2 Ground floor storefronts floor-to-floor height 14 feet

B.2.4 Ground floor differentiated from upper floors

B.2.5 Upper levels of building stepback from building wall

Facade Composition

B.3.1 No continuous long flat facade

B.3.2 Occupied projections

B.3.3 Facade divided using projecting and recessed volumes

B.3.4 Fenestration uses projecting bays and recesses

B.3.5 Avoids featureless fenestration

B.3.6 Avoids blank facades

B.3.8 Transparent storefront windows

B.3.9 Sliding ground floor doors for outdoor dining

Windows and Doors

B.4.1 Identifiable building entrances

B.4.2 Residential entries differentiated from retail entries

B.4.4 Upper story windows with detail

B.4.5 No use of reflective glazing

Materials and Colors

B.5.1 Materials and colors coordinated for visual harmony

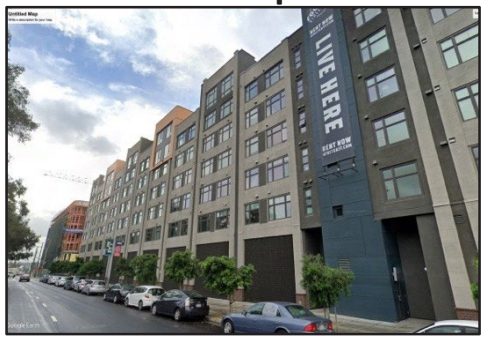
B.5.2 High quality materials used at ground floor

B.5.3 Color differentiates architectural elements

B.5.4 No monolithic color

B.5.5 No garish or discordant colors

Non-Compliant



Building does not comply with the following standards:

Building Massing

B.2.4 Ground floor not differentiated from upper floors

Facade Composition

B.3.1 Continuous long flat façade – no building projections or recesses for facade over 100 feet in length

B.3.2 No occupied projections

B.3.3 Facade not divided using projecting or recessed volumes

B.3.4 Fenestration is flat, with no visual relief, no contrasting surfaces or use of projecting or recessed planes to create a rhythm of light and shadow

B.3.8 No active ground floor uses

Windows and Doors

B.4.1 Entrances not identifiable or easy to find from sidewalk

B.4.4 Upper story windows have no architectural details that recess or project from facade

Materials and Colors

B.5.2 Color does not differentiate architectural elements

B.5.3 Building is a monolithic color

ARCHITECTURAL DESIGN STANDARDS

Architectural Character; Massing; Facade Composition; Windows & Doors; Materials & Colors

Compliant

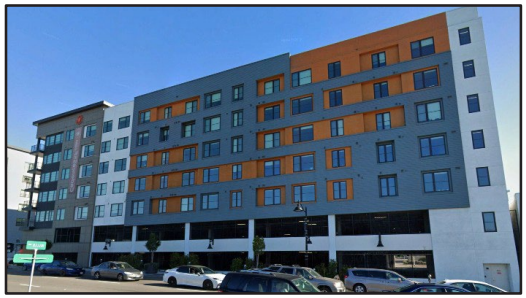
Building complies with architectural character, massing, facade composition, windows & doors, materials & color standards.

Building complies with architectural character, active ground floor use, building massing, facade composition, window detail, and color standards.

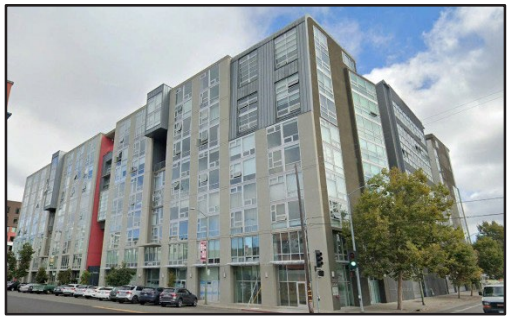
Building complies with architectural character, massing, facade composition, windows & doors, materials & color standards.

Non-Compliant

Building does not comply with architectural character (use of historic architectural style) and color standards (monolithic color).



Building does not comply with architectural character (auto-oriented ground floor), no ground floor use, flat building massing, no facade modulation, no identifiable pedestrian entrance.



Building does not comply with architectural character (vertical ribbon windows), no active ground floor use, flat building massing, no facade modulation, no clear building entrance, no window detail, monolithic building color.

ARCHITECTURAL DESIGN STANDARDS
Parking Structures

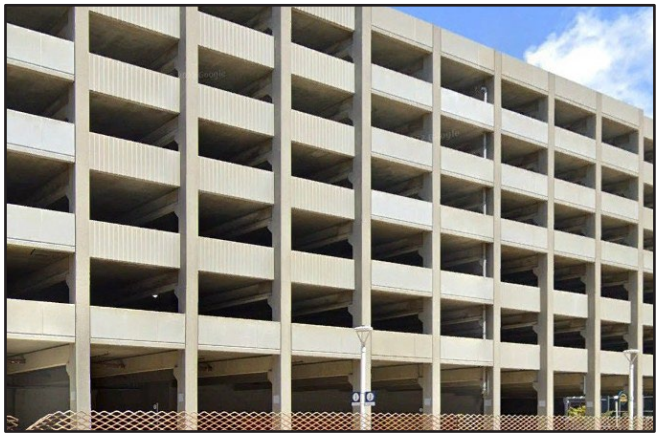
Compliant

Parking structure complies with the following standards:

C.5.1 Above grade parking structure applies screening to minimize visual impact

C.5.4 Above grade parking structure designed with human-scale elements that complement and does not contrast with buildings and public spaces

Non-Compliant



Parking structure does not comply with the following standards:

C.5.1 Above grade parking structure does not apply screening to minimize visual impact

C.5.4 Above grade parking structure does not visually recede, rather it visually contrasts with surrounding buildings and public spaces

Acknowledgements

Jefferson Union High School District

Board of Trustees

- Andrew Lie, President
- Kalimah Salahuddin, Vice President
- Jerome Gallegos, Trustee
- Sherrett Walker, Trustee
- Rosie Tejada, Clerk

District Staff

- Toni Presta, Superintendent of Schools
- Tina Van Raaphorst, Associate Superintendent of Business Services
- Austin Worden, Director of Communications & Staff Housing
- Monica Casey, President American Federation of Teachers (AFT) Local 1481

Brookwood Equities

- Alan Katz, President
- Bruce Fukuji, Planning Manager
- Chris White, Project Manager

PlaceWorks

- Bruce Brubaker, Principal-in-Charge
- Janet Chang, Project Manager
- Pranjali Deokule, Project Manager

Seidel Architects

- Alex Seidel, FAIA, Founding Principal
- Paul Dent, Senior Associate
- Michael Rizza, Associate

Fehr & Peers Transportation Planning

- Bill Burton, Senior Associate

Jett Landscape Architecture + Design

- Bruce Jett, Principal
- Jesse Markman, Principal
- Samantha Elms, Landscape Designer
- Rebecca Vanni, Associate

BKF Engineers

- Brian Scott, Principal
- Tim Heffernan, Senior Project Manager

Office of the San Mateo County Counsel

- John D. Nibbelin, Chief Deputy County Counsel
- Timothy J. Fox, Lead Deputy County Attorney

This page intentionally left blank.

PLACEWORKS

ORANGE COUNTY • BAY AREA • SACRAMENTO • CENTRAL COAST • LOS ANGELES • INLAND EMPIRE • SAN DIEGO