Serramonte Del Rey Precise Plan

4-21-2021

Table of Contents

List of Figures and Tables

1. Introduction

A. OVERVIEW

This update to 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Precise Plan (Precise Plan) will enable the Jefferson Union High School District (JUHSD) to transform their existing outdated high school facilities into a new walkable, bikeable and family-friendly residential neighborhood with retail, park, Head Start, and surrounding recreational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. 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 ten-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 to be completed by 2022. Phase 1 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, context, standards, and guidelines 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 an urban design framework, or regulating plan, comprised of streets, blocks, and open spaces 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 project approval process consistent with the City's General Plan, ordinances, and procedures.

Figure 1.1 Existing and Updated Plan Area Boundaries

B. DISTRICT GOALS

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 goals are 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.

View of Faculty and Staff Housing from Serramaonte Boulevard.

The Faculty and Staff Housing project along Serramonte Boulevard, planned for completion in 2022, is the first step to build-out the Serramonte Del Rey neighborhood. This project will provide affordable housing for teachers and staff members, which will help 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 an important access point at Highway 1 along the northern edge of the site. The project entry point interfaces with the freeway on and off ramp. This unique location allows the project to act as an attractive gateway into Daly City. Figure 1.2 shows the regional location and Figure 1.3 shows the surrounding context of the Plan Area.

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 community 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, and open spaces including the Chinese Cem-

etery 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 extremely well 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 and Route 24 right outside of the project entry along Serramonte Boulevard. In addition, many surrounding streets have bicycle facilities, including Class II bicycle lanes on Serramonte Boulevard and Callan Boulevard as well as Class III bicycle facilities on Hickey Boulevard.

Plan Area Character

The existing Plan Area site sits on 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 situation at a higher elevation, there are expansive views of the San Bruno Mountains and city skyline to the east

Figure 1.2 Regional Location (looking north)

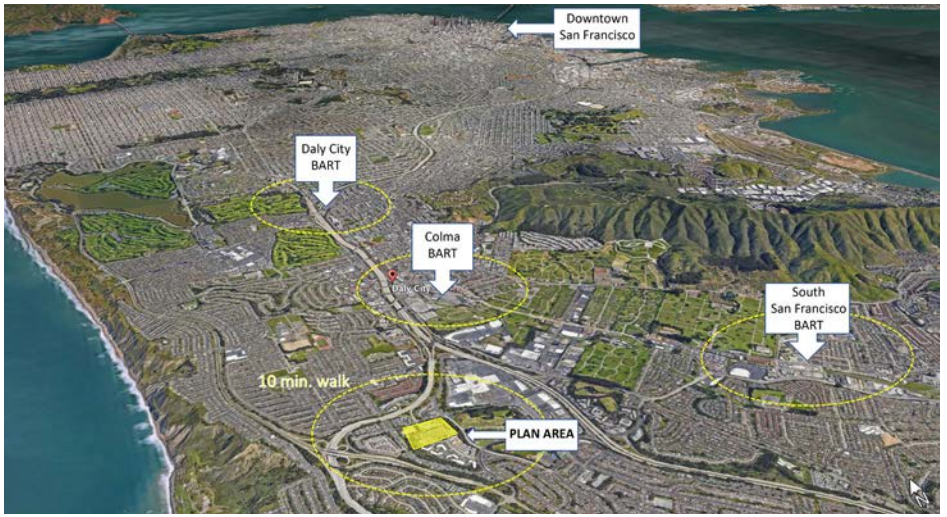
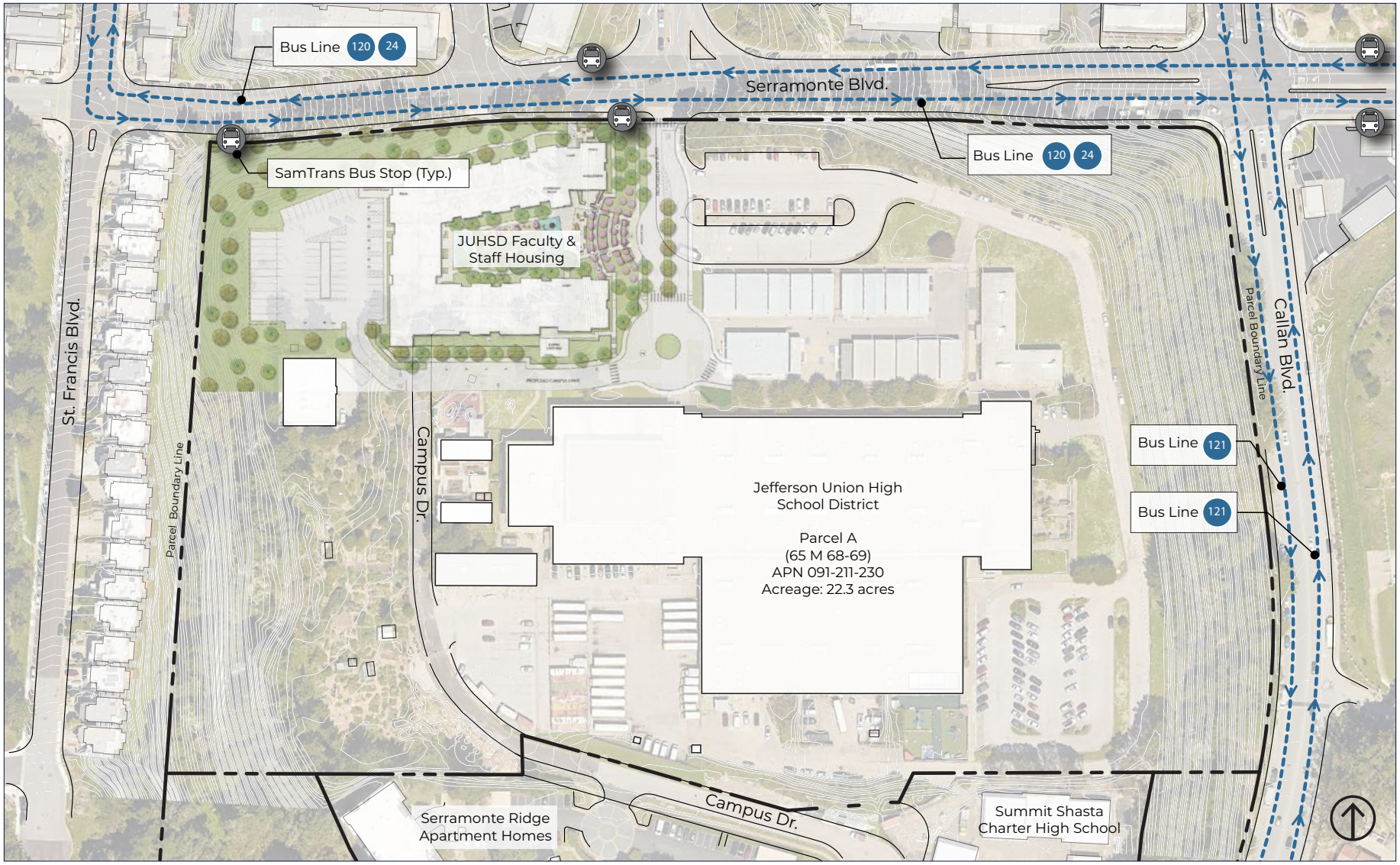


Figure 1.3 Context Map (looking south)

Figure 1.4 Existing Conditions and Topography



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 either side of the site.

The Plan Area is occupied by a decommissioned high school building, now partially used as administrative offices. The facility is a low-slung single-story building that presents mostly blank walls to 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.

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 as amended with the 2015 Housing Element.

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 Plan.

Municipal Ordinance

The Daly City Municipal Code designates the Plan Area as a "Planned Development District (PD31)". 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. Any uses not identified in the Precise plan may be permitted within the planned development upon securing a use permit. General provisions for a planned development that are applicable to the Precise Plan are established in Section 17.28.020 of the Municipal Code.

1985 Precise Plan (PD31)

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 is developed south of the existing high school. The Faculty and Staff housing now under construction was entitled under the PD31 Precise Plan. The rest of the 22-acre second phase has not been realized and is the subject of this Precise Plan Update. Provisions for Phase I 1985 Precise Plan are as follows:

Land Use

- Open Space (10.2 acres)
- Residential (1.2 acres)
- Office (1.6 acres)
- Streets, Parking Structure, and General Parking (9.3 acres)

Land Density and Intensity

- **Residential:** 23.6 DU/AC; up to 175 Apartments
- **Commercial:** .77 FAR (Floor Area Ratio)
- **Office space:** Up to 700,000 sq. ft. office

Height limits

- Apartment buildings are limited to 3 stories over a partially depressed garage.
- Office buildings are limited to 6 stories along Callan Boulevard, increasing to a maximum of 12 stories at the center of the project.
- Office buildings are to be built along the eastern edge of the site to take advantage of the views and to be visible from the I-280 and Highway 1 freeways. Apartments to be tucked back against the western slope bank.

- Text concerning Visual Quality/Community Character states: "Buildings over six stories will be placed on an east/west axis to minimize impacts on the St. Francis views."
- Structured Parking: Residential: 175 spaces; Office: 1,252 spaces.
- Surface Parking: Residential: 125 spaces; Office: 498 spaces.
- Residential parcels will conform with Daly City parking standards. For multiple-family residential, this amounts to 1 space per studio, 1.5 spaces per one bedroom, and 2 spaces per two-bedroom unit or larger.

These provisions continue to govern the southern part of the PD31 Precise Plan. For the northern part (the Plan Area) they are included for reference only; upon adoption of the Serramonte Precise Plan Update, they will be fully replaced by the provisions included in the following pages.

This page intentionally left blank.

2. Vision and Goals

A. VISION

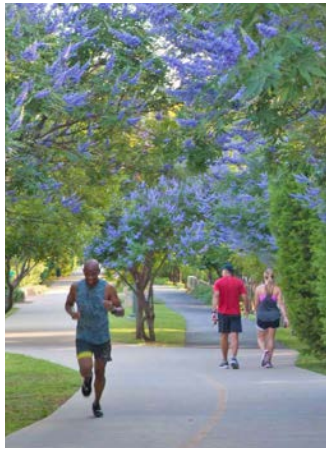
Experience

The Serramonte Del Rey Precise Plan enables the transformation of a former high school with outdated facilities and surface parking over 22-acres 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 stores, cafes and restaurants;
- A collection of open spaces, parks, and recreational trails suitable for use by a variety of ages and household types;

Walkable tree-lined streets will enhance the neighborhood.

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



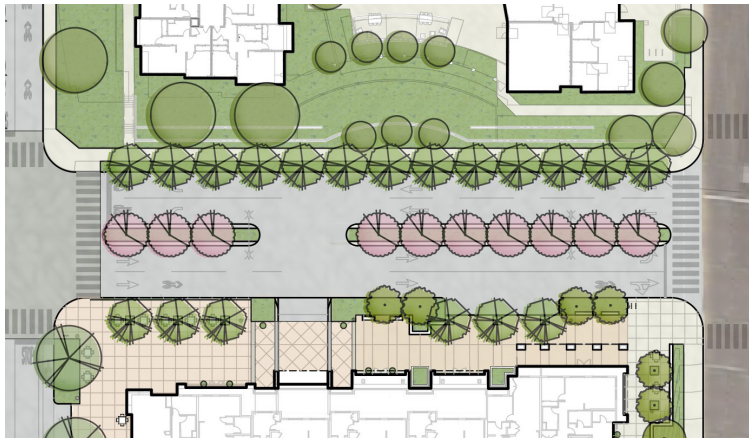
Open space and recreation areas will serve all age groups.

- Architecture for modern living, with amenities and contemporary, sustainable design;
- A diverse residential neighborhood that includes units affordable to a variety of 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 from the site's hillside setting;
- A highly accessible location with direct transportation and transit access to major job centers in San Francisco and along the San Mateo Peninsula within walking distance to regional shopping and Gellert Park;
- One of the world's best climates, with the beautiful, diverse ecology of a coastal zone, 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 extending the entire city block from Serramonte Boulevard and wrapping around the corner along North Drive. This lively area features uses such as a café and retail shops opening onto tree-lined gathering spaces with outdoor seating at both intersections. 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. Plan area streets are lined with residential buildings organized to shape an urban park and create a sense of place at the center of the neighborhood. Buildings vary from four to seven stories around the Central Green. Up to two 14-story towers are permitted south of the Central Green. The buildings are to be of high architectural quality, with attention to the pedestrian-experience at the ground level and the massing of podium and skyline levels of buildings. Ground floor uses are located to create a gradient of activity from quiet residential areas to active shopping. 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 buffered bike lanes and large street trees. West Drive is a narrower 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.

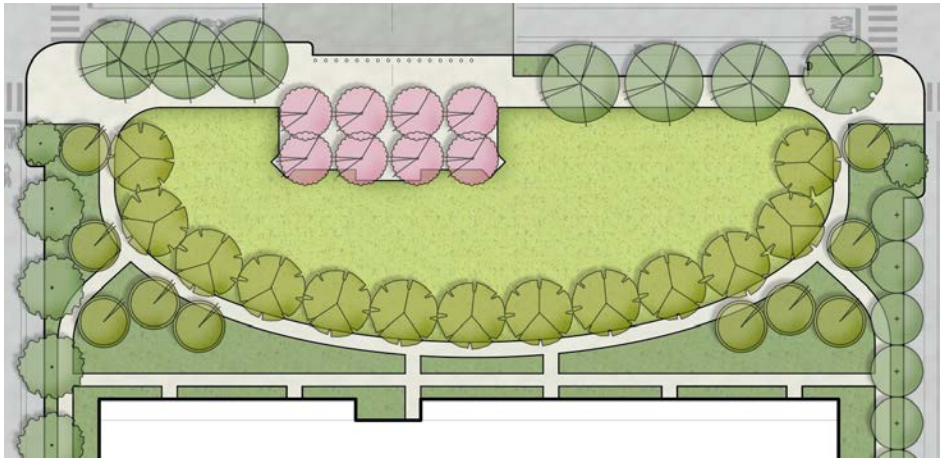
A landscaped roundabout at the south entry will provide a gateway to the neighborhood.

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. The eastbound SamTrans bus stop is improved with a new shelter and seating.

Diversity of Housing. Affordable and market rate rental housing is mixed-throughout the site. 122 units of affordable housing for JUHSD Faculty and Staff, which includes very-low, low, and moderate-income rental dwelling units, are at the corner of Serramonte Boulevard and Entry Drive. A second affordable housing development is planned along East Drive, at the southeast corner of the Plan Area. The balance of affordable housing is spread throughout the three other residential development sites.

Figure 2.1 Illustrative Plan

Neighborhood Parks, Trails and Open Space. The plan features two publicly accessible parks and a loop trail, with walking and biking along the east downslope hillside and walking along the west upslope hillside. The Central Green is the heart of the neighborhood with a tree-shaded plaza at Entry Drive and 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 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.



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 and is provided in secure garages and screened from view from neighborhood streets by building frontages or landscape. Parking serving neighborhood public spaces, overflow parking and Head Start is located on-street.

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:

2.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 restaurants to recreational trails and parks that can accommodate a range of play and other activities.

2.B.2 Promote Housing Equity

Address the housing shortage in Daly City through the percentage of affordable housing provided. Meet and exceed the City's 10% below market rate (BMR) rental housing requirement. Combined with the Faculty and Staff Housing under construction, plan for 20% of housing to be low and moderate-income rental housing for an anticipated total of approximately 245 units. The balance of up to 990 units will be market rate rental housing.

2.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 support-

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

Walkable tree-lined streets will enhance the neighborhood.

ing Head Start's effort to fundraise for the buildout of their new facilities.

2.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. From lowest to highest density, building types for the housing may include:

- Four stories of light gauge metal frame with surface parking
- Four stories of wood or light gauge metal frame over a concrete "podium" of structured parking
- Up to seven stories comprised of 5 stories (plus mezzanine) of wood or light gauge metal frame and two to three stories of concrete podium
- Up to 14 stories comprised of 10 stories of metal frame or steel and concrete construction and three to four stories of concrete parking podium

The Head Start facility will provide dedicated outdoor activity space.

2.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 can have roof top solar panels, electric vehicle charging stations, water conservation, waste management, alternative transportation options and green materials. Landscapes will feature storm water treatment gardens, drought tolerant landscapes, street trees to reduce heat island effects, and pedestrian-oriented design.

2.B.6 Fit Hillside Context

Set buildings into the hillside to obscure them from view. Utilize the topography of the site as a hillside setting that is screened by existing mature trees and supplemental trees to the west, east and north to limit views from Serramonte Boulevard and south from Campus Drive. Limit the location of towers to sites set back from Serramonte Boulevard and orient towers in an east-west direction to minimize obstructions of views from uphill neighbors.

2.B.7 Provide Active Transportation

Design for active transportation and healthy living. The Precise Plan's streets can be 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. Additionally, alternative transportation options are supported such as ride hailing services, electric vehicles, shuttles, and frequent bus service to BART at Serramonte Boulevard.

2.B.8 Right-size Parking

"Right-size" the supply of parking in relation to parking demand, based on best engineering practices used in places similar to Daly City. Parking

Before view from intersection of Callan Boulevard and Serramonte Boulevard.

After view with trees shown transparent to show new development.

Protected bike lanes.

The open space network will include a recreational trail.

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.B.9 Connect to Nature

Provide diverse neighborhood park spaces for resident and visitor enjoyment that support the ecology of the hillside setting with mature trees. Create recreational trails open to the public, as well as a series of private and common open spaces available to residents.

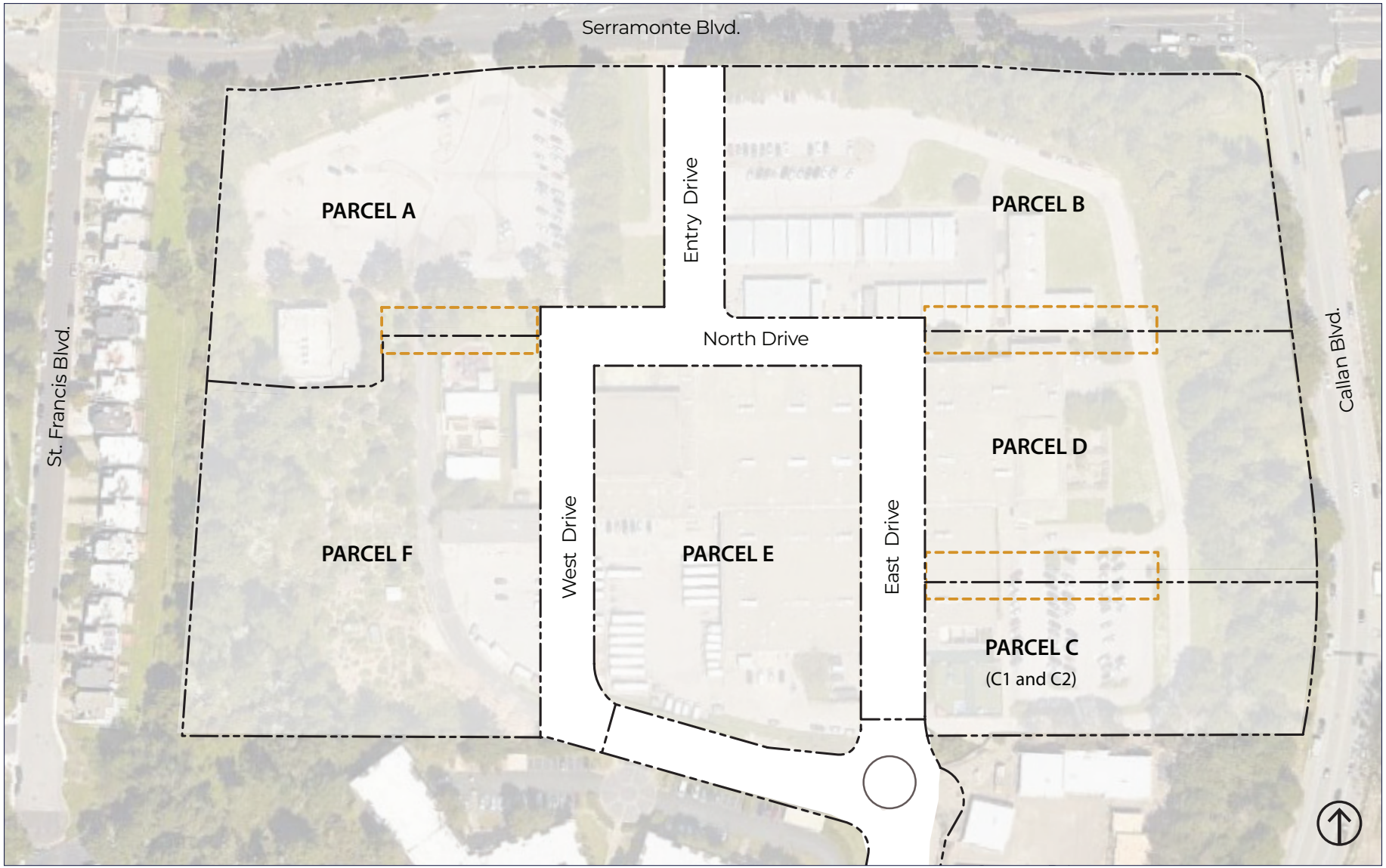
2.B.10 Ensure Long-term Financial Stability for the School District

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

C. PARCELIZATION

To achieve the vision, the Plan Area has been subdivided into seven distinct development parcels and a series of additional parcels containing streets. See Figure 2.2. The street parcels have public access easements that require the streets to be publicly accessible. There are also easements between Parcels A and F, Parcels B and D, and Parcels D and C which will allow shared access for pedestrian and vehicle access.

Figure 2.2 Plan Area Parcels



Note: Parcel C will be subdivided into two separate parcels, C1 and C2. This division will be recorded in the Tentative Map application.

This page intentionally left blank.

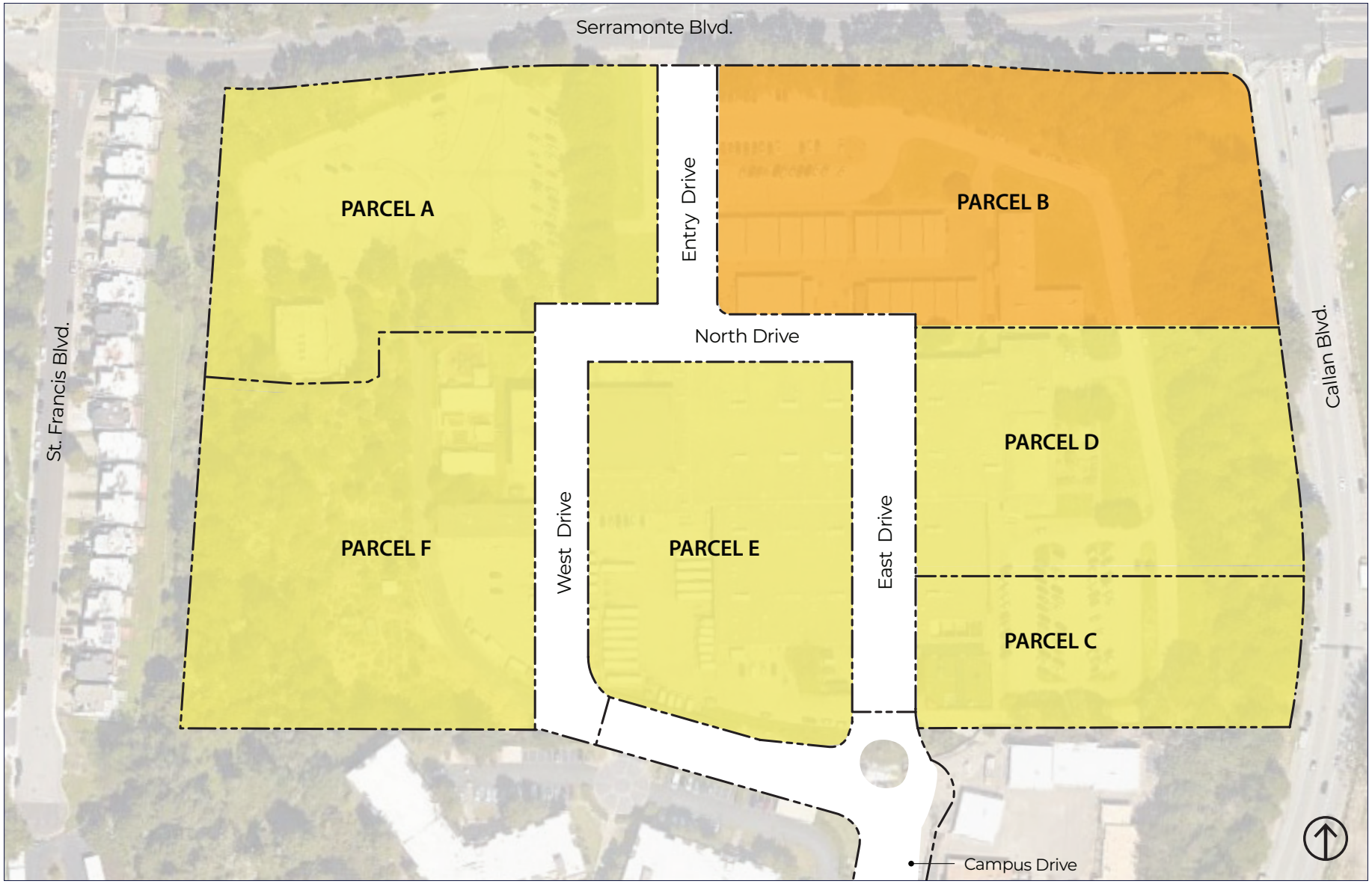
3. Development Standards and Guidelines

This chapter establishes development standards and design guidelines for the Plan Area. All development planned within the Plan Area will be required to adhere to standards contained in this chapter. Guidelines will serve as recommended actions, offering more flexibility in implementation. Definitions of terms are located at the end of this chapter.

A. PLAN AREA LAND USES

The Plan Area is organized into two land uses: The Mixed Use and the Residential. See Figure 3.1. The Mixed Use District applies to Parcel B and supports mixed-use residential development, such as commercial uses on the ground floor with residential uses on upper floors. The Residential District applies to remaining Plan Area Parcels A, C, D, E, and F. The Residential District is intended for primarily residential uses but does allow certain other uses. Permitted land uses within each of these Districts are stated in the Permitted Uses Table (Table 3.1). Other design and development standards are established in Chapter 3 of this document.

Figure 3.1 Plan Area Land Uses



The following land uses table states the different types of residential, commercial, community services, and public uses that are permitted within the Plan Area Districts.

Permitted uses are marked with a P; uses requiring a Use Permit are marked with a UP, blanks indicate uses not permitted in that district.

Table 3.1 - Permitted Land Uses

Table Of Land Uses	Mixed Use District	Residential District
Residential Uses		
Single-family dwellings, 12 DU/Acre minimum	P	P
Two-unit structures (duplexes); Townhouses	P	P
Multiple-family dwellings	P	P
Live-work within dwelling units	P	P
Day care center in accordance with the regulations specified in Chapter 17.49 of the Municipal Code	P	P
Commercial Uses		
Medical services (as part of a mixed-use building): Medical-Dental Clinic; Prescription Pharmacies; Veterinary Clinic	P	UP
Commercial Services (on ground floor of a mixed-use building only): Bakery; Bank or financial institution; Barber or beauty shop; Book store; Camera store; Clothing store; Coffee store; Delicatessen; Dry cleaner; Florist; Food store; Gift store; Hardware store; Health club, gym; Home furnishings; Instruction studio (dance, exercise, music, and so on); Laundromat; Office supplies/copy shop; Pet store; Restaurant, but not a drive-thru restaurant; Shoe sales and repair; Small appliance sales and service (only in conjunction with sales); Sporting goods; Stationary store; Tailor; Toy store; Travel agent; Variety store	P	UP

(Table Continued)

Table 3.1 - Permitted Land Uses		
Table Of Land Uses	**Mixed Use District**	**Residential District**
Bar and Cocktail lounge; Small theater; Hotel; Cannabis sales	UP	-
Professional offices (as part of a mixed-use building)	P	UP
Medical-Dental Clinic (as part of a mixed-use building)	P	UP
Community Service Uses		
Community center, library (as part of a mixed-use building)	P	UP
Public Utility and Public Service Uses		
Pumping stations, public utility buildings and uses	P	P
Wireless communications facilities in accordance with the regulations specified in Chapter 17.39 of the Municipal Ordinance	P	P

B. PLAN AREA DEVELOPMENT CAPACITY

Development Program

The following table summarizes the anticipated development program at build-out for parcels within the Plan Area. These numbers may be less than the total capacity of each site. These numbers will be used in the project description for environmental review of the Precise Plan.

Table 3.2 - Development Program

Parcels	Area (Acres)	Housing Units	Density	Retail / Commercial	Other
Parcel B	4.3	201	49 DU/Acre	8,000 sq.ft.	
Parcel C	1.94	100	63 DU/Acre	**	1,400 sq.ft. (relocated Head Start facility)
Parcel D	2.84	240*	85 DU/Acre	**	
Parcel E	3.02	290*	96 DU/Acre	**	
Parcel F	3.77	282*	66 DU/Acre	**	
Total New Development	**15.87**	**1,113**	**70 DU/Acre**	**14,000 sq. ft.**	
Parcel A (existing, not counted as new development)	3.6	122	34 DU/Acre		1000 sq.ft. (existing Comcast facility)
Street Parcels within Plan Area	2.9				
Total Development	**22.38**	**1,235**		**14,000 sq.ft.**	**2,400 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 8,000 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.

Development Maximum Per Parcel

The following table presents the maximum allowed density per parcel. Note these are maximums, and the buildout is likely to be less than the maximum on some parcels. This table is intended to provide guidance to developers of individual parcels within the Plan Area.

Table 3.3 - Development Maximum Per Parcel

Parcel Number	Maximum Residential Units Allowed Per Parcel*	Maximum Retail/ Commercial Square Footage Per Parcel**
Parcel A	122	0
Parcel B	210	8,000 sq.ft.
Parcel C	125	6,000 sq.ft.***
Parcel D	270	6,000 sq.ft.
Parcel E	330	6,000 sq.ft.
Parcel F	400	6,000 sq.ft.

*The total number of units may not be realized on every parcel. As noted in Chapter Two, Urban Design Framework, the total buildout of the Plan Area is limited to 1,235 residential units.

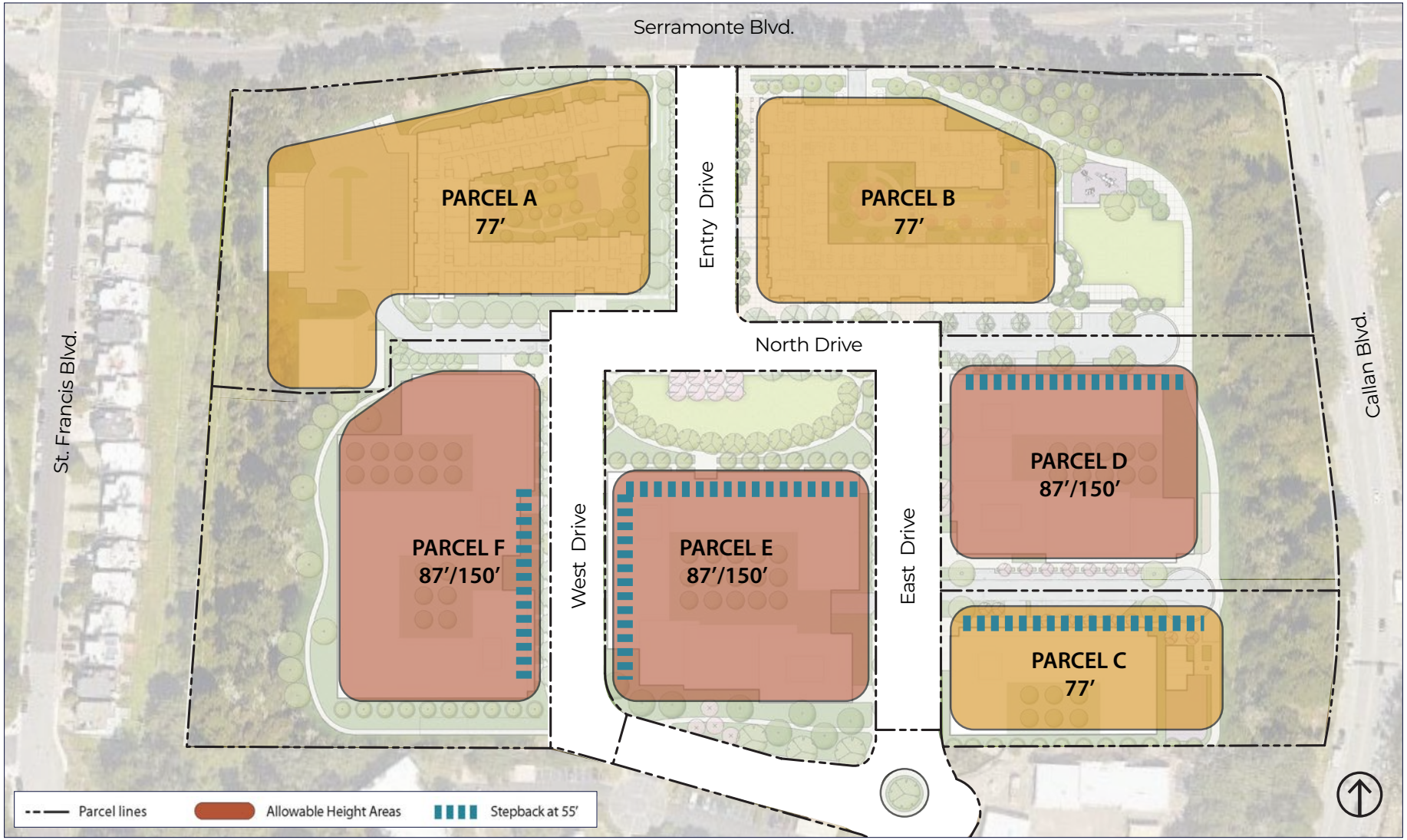
** The total square footage of retail/commercial may not be realized on every parcel. As noted in Chapter Two, Urban Design Framework, the total buildout of the Plan Area is limited to 14,000 sq.ft. of retail/commercial space. There is no restriction on the amount of Amenity Space (to be used primarily by residents) per parcel.

***Parcel C is permitted to build up to 2,000 sq. ft of daycare center facilities within its allotment of retail/commercial square footage.

C. BUILDING HEIGHT

Permitted building height for the Plan Area is shown in Figure 3.2.

Figure 3.2 Building Heights



Height Exceptions

The following exceptions to the height limit are allowed:

C.1.1 Ornamental architectural features, such as turrets, parapets, corner towers, or other accentuating features.

C.1.2 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 4 feet above maximum height is exempt from the coverage calculation.

C.1.3 Architectural and landscape screening designed to conceal mechanical and roof mounted equipment.

C.1.4 Sustainability elements, such as photovoltaic cells, small-scale wind turbines suitable for residential development, storm water catchment / treatment equipment, solar water heating equipment.

C.1.5 Enclosed amenity spaces to a height of 12 ft where roof is designed as an accessible outdoor common area if coverage of enclosed amenity space is no more than 20% of building roof area.

D. STREET FRONTAGES

The streetscape character of the Plan Area is defined by ground floor uses, street type, and the configuration of the streetwall along streets and open spaces. The following Precise Plan standards ensure the unique character of each of the streets and open spaces in the Plan Area contribute to the overall quality of the neighborhood.

Ground Floor Uses

The distribution of ground floor uses is essential to creating an active pedestrian environment. Figure 3.3 Ground Floor Use identifies the location, type and orientation of ground floor uses by parcel for the Plan Area. Six types of ground floor uses are specified:

1. **Active Use.** This use requires retail, café, and restaurant uses with outdoor dining, or may also include building entries and residential lobbies.

2. **Residential Active Use.** For this frontage, ground floors shall have one or more of the following: Active Use; Building Entry, Residential Lobby, Amenity Space; Entries to Ground Floor Residential Units.

3. **Residential Unit Entries.** This frontage type requires 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.

4. **Residential Use.** This includes ground floor units without individual unit entries accessible from the street, which can have a back porch, garden, or patio.

5. **Parking and Service.** These areas may be used for parking and other service uses, which are not permitted elsewhere.

Standards for Ground Floor Uses

D.1.1 Active Uses shall have physical and visual access from the adjacent sidewalk or open space.

D.1.2 Where Active Use is required, building frontage at the ground floor shall include building entries, retail space and/or garage entries.

D.1.3 Where Residential Active Use is required, building frontage at the ground floor shall include building entry lobbies, residential amenity space and/or garage entries.

D.1.4 Where Residential Unit Entries at Ground Floor are required, building frontage at the ground floor shall include accessible units at grade, elevated ground floor units with transitional space such as a stoop or porch not greater than five feet in height above grade, and/or garage entries.

D.1.5 Where any of the use frontages listed above 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 on active ground floor use frontages.

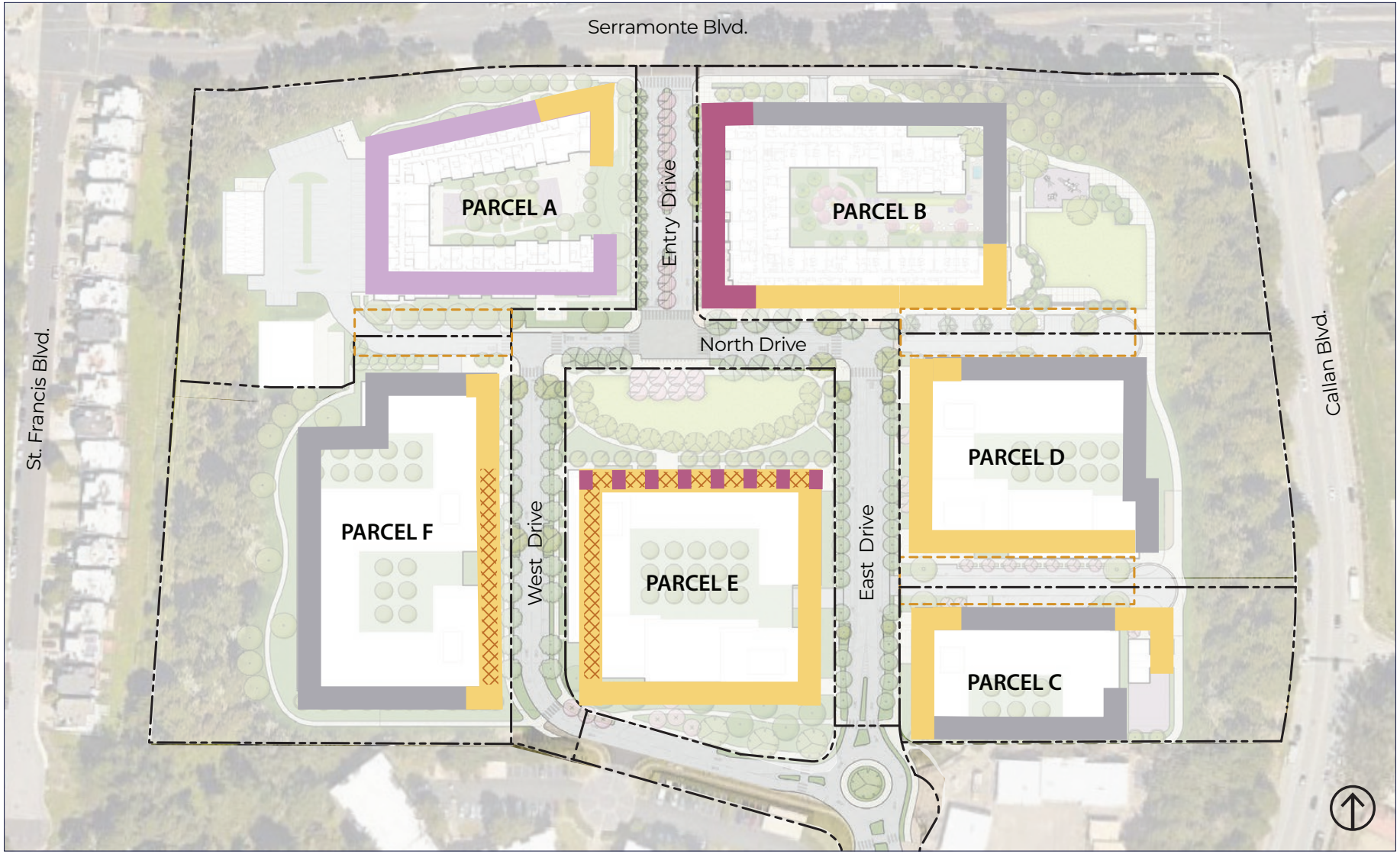
D.1.6 Where any of the use frontages listed above are required, blank walls or walls opening to structured parking areas at the ground floor are limited to 30' maximum.

D.1.7 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 is 16'.

Building Frontages

A build-to line is a setback line that sets the location of the main part of the building wall. Table 3.4 shows the location of build-to lines for each parcel. Figure 3.4 Street Frontages shows the percentage of building walls required to be at the build-to line. Taken together, these standards set the location and streetwall for buildings throughout the neighborhood.

Figure 3.3 Ground Floor Use



Example of Residential Unit Entries at Ground Floor.

Example of Residential Active Use.

Example of Active Use.

Building Frontage Standards

D.3.1 The perceived primary wall of a building should align with the build-to line. Buildings can be located up to 6 feet from a build-to-line. Ground floor frontages may be recessed from the build-to line.

D.3.2 Balconies and other projections above 16' from ground level may encroach over the build-to line up to 6 feet.

D.3.3 Building entry canopies, arcades and galleries with a height no greater than 16 feet may encroach into the right-of-way up to 15 feet from the build-to-line.

D.3.4 Stairs to podium level courtyards overlooking parks, stoops, and appropriate fencing may encroach up to 10' on the park side of the build-to line.

Figure 3.4 Street Frontage

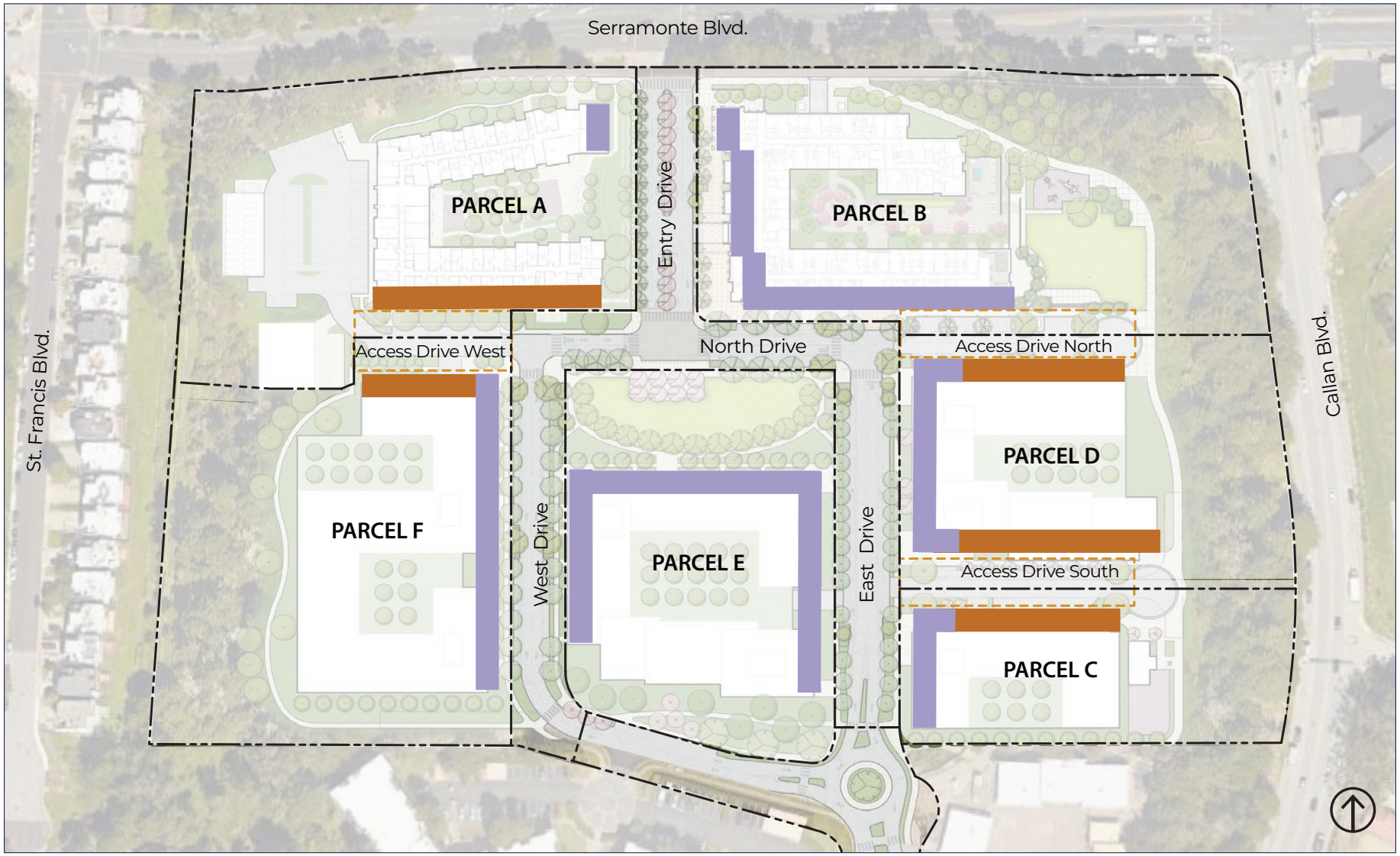


Table 3.4 - Location of build-to-line for parcels		
Parcel	**Frontage**	**Build-To Line Or Setback Requirements**
Parcel A	Serramonte Boulevard	N/A
	Entry Drive	N/A
	Access Drive West	N/A
Parcel B	Serramonte Boulevard	N/A
	Entry Drive	N/A
	North Drive/Access Drive North	N/A
Parcel C	East Drive	14 feet
	Access Drive South	43 feet
	South Parcel Line	10 feet
Parcel D	East Drive	14 feet
	Access Drive North	40 feet
	Access Drive South	32 feet
Parcel E	East Drive	14 feet
	West Drive	10 feet
	West Drive Extension	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
	South Parcel Line	30 feet

E. BUILDING MASSING

Building massing is the three-dimensional bulk of a building in terms of general shape, form, height, width, and depth. Massing requirements for buildings are organized vertically for pedestrian, podium and skyline levels area as follows:

Pedestrian Level

E.1.1 To create a pedestrian level setback with occupied floor above, pedestrian level façade setbacks from the streetwall shall not exceed one third of the setback height.

Podium Level

Podium level building massing shapes the spatial definition of the public realm. Podium level building massing requires articulation to shape a human-scale environment. Building streetwalls up to 87 feet are considered the podium level.

E.2.1 Ground Floor Emphasis. The first two levels of all buildings require particular care in design and execution. From a building massing perspective, they should be differentiated from the upper floor to provide a visual support for the floors above. In addition, they should have high quality materials appropriate for a pedestrian environment.

E.2.2 Façade Modulation. Long continuous facades that extend the length of a parcel or city block are to be avoided. Buildings over 100 feet in width require vertical breaks in building massing in the form of projections and recesses to reduce the overall scale of the building. 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. The recess or projection shall be a minimum of 3 feet in depth. The façade shall be divided into segments of 30 to 50 feet in width using one of the design approaches below:

- Vertical shifts
- Balconies or bay windows
- Corner expression
- Volumetric notches (including balconies)
- Volumetric projections
- Change of Material:
    - » To achieve modulation by a change of material, the material change must occur for a least 20% of the façade and must change in plane at least 18 inches in depth from the facade.

Tall ground floor level provides differentiation from floors above.

Façade modulation provided by vertical shifts and balconies.

Figure 3.5 Facade Modulation

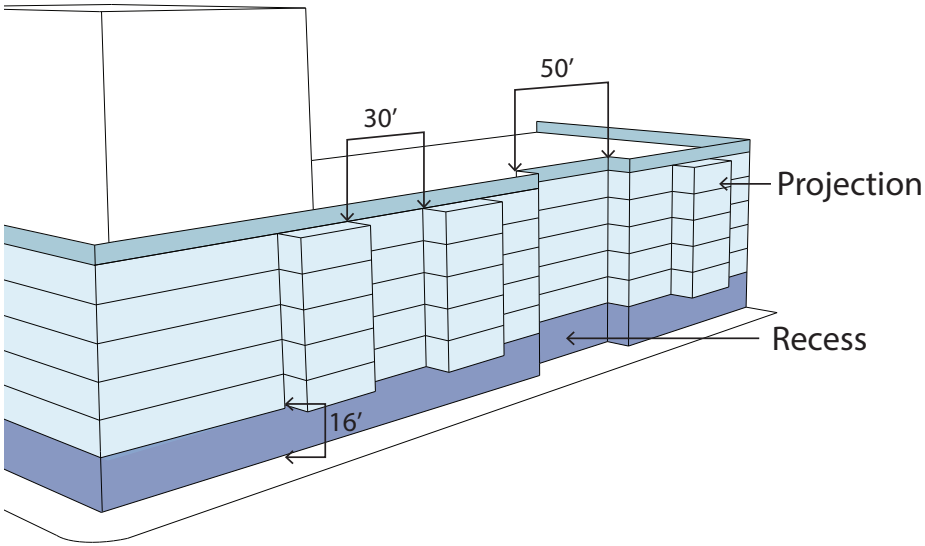
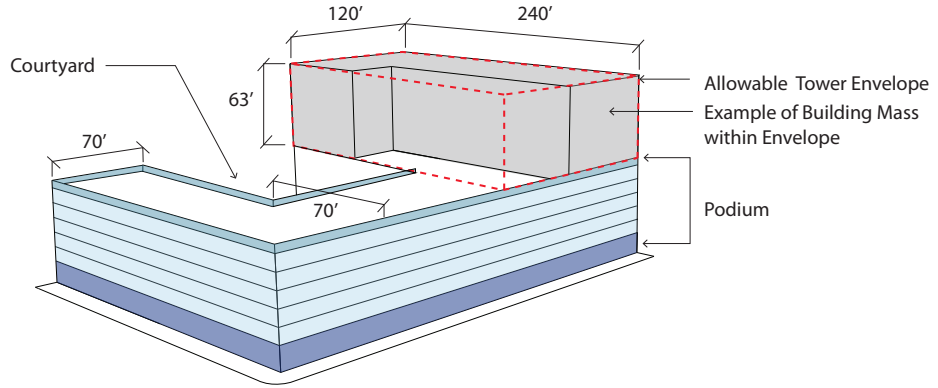


Figure 3.6 Podium Level and Skyline Level Massing



E.2.3 Building Stepbacks. Stepbacks are required as shown on Figure 3.2 Building Heights. Where required, stepbacks shall be no higher than 55 feet above grade with the building set back no less than six feet from the streetwall.

Skyline Level Tower Massing

The skyline level consists of all building levels above 87 feet from grade which are considered towers. The skyline level helps to set the visual identity of the Plan Area. The location, height and massing of the towers will shape the skyline views from Saint Francis Boulevard. Tower massing shall adhere to the following standards.

E.3.1 Tower massing may extend to ground level to visually anchor the tower to the ground.

E.3.2 Towers extending to ground shall be set back 10 feet minimum from the build-to line.

E.3.3 Towers shall be oriented in an east-west direction to minimize impacts to views from residences along Sant Francis Boulevard.

E.3.4 Each tower shall not exceed a massing envelope of 240 feet long by 120 feet wide.

E.3.5 A minimum separation of 60 feet is required between any two towers or portions of skyline level building massing.

E.3.6 Towers are not permitted adjacent to the central open space.

Special Conditions

Buildings in the following locations should be designed to acknowledge and celebrate the special condition.

E.4.1 Corner Sites. Buildings located at the intersection of two streets shall have a special architectural treatment at the corner. This may include tower elements, continuous vertical elements, or recesses.

E.4.2 Gateways. Buildings located at the corner of Serramonte and Entry Drive on Parcel B, and South Campus Drive and West Drive on Parcel E, shall have special architectural treatment acknowledging the importance of the entry to the neighborhood.

Design of corner element provides architectural emphasis at the street intersection.

F. PERIMETER SETBACKS

The perimeter of the Plan Area should have the following setbacks from neighboring properties or street rights-of-way.

- North Perimeter Property Line: Outside of areas with defined street frontage and ground floor use requirements, buildings shall be set back a minimum of 30'.
- East Perimeter Property Line: Buildings shall be set back a minimum of 75'.
- South Perimeter Property Line: Buildings shall be set back a minimum of 10'.
- West Perimeter Property Line: Buildings shall be set back a minimum of 30'.
- Within a parcel, no setback is required for individual buildings to be set back from each other.

These are minimum dimensions; if greater setbacks are outlined in Table 3.4, those will apply.

G. BUILDING DESIGN GUIDELINES

Building Articulation and Massing

Large buildings shall be broken up by modulating building exteriors. To establish a human scale along project frontages, building façades shall provide features that break the apparent size of buildings into smaller components by doing the following in addition to the Building Massing Standards above.

Balconies and large window bays differentiate individual units.

G.1.1 In residential buildings, changes in massing and architectural details should be used to differentiate individual units, including window bays, balconies, porches, and recessed features.

G.1.2 Upper levels should be shaped to increase solar access, light, and air to adjacent lower structures, on- and off-site open spaces, and adjoining land uses.

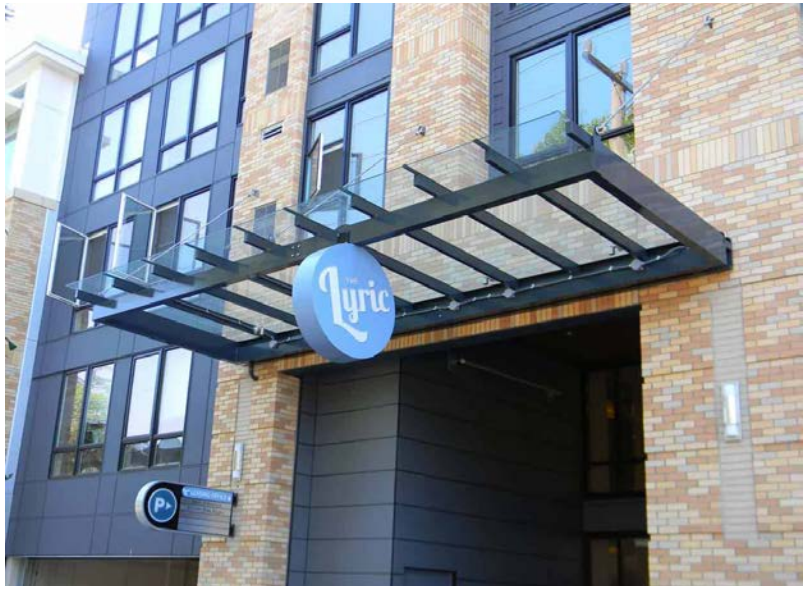
G.1.3 Buildings should be designed so that all entries are easy to find and are visible from public rights-of-way.

G.1.4 In mixed-use buildings, residential entries should be differentiated from commercial entries using different scales and architectural design.

G.1.5 Primary building entrances should include architectural features that give them prominence, such as recessed entry bays, canopies, tower elements, moldings, lighting, overhangs, or awnings.

G.1.6 When locating pedestrian seating and bicycle parking, areas near building entrances should be prioritized.

G.1.7 Provide multiple entrances into large buildings where possible. These entrances should be located and arranged to create a rhythm.



Building lobby with canopy to give the entry prominence.

Ground Floor Design

G.2.1 Transparent windows, storefronts, show windows, building entries, dwelling entries, and other active uses shall be placed along street and public open space frontages, as required in the Ground Floor Active Frontage standards in Section D above.

G.2.2 Doors or sliding windows should enable ground-floor restaurants and retail to expand into outdoor amenity areas along sidewalks.

G.2.3 High-quality materials, detailing, and intensity of color should be utilized adjacent to sidewalks. Particular attention should be given to enhancing building entries and other ground floor openings.

Windows

G.3.1 Upper story windows should be enhanced with architectural details, such as sills, molded surrounds, and lintels, or the use of recessed or projected windows.

G.3.2 Windows should be arranged and aligned to establish rhythms across the façade. Recessed or projected windows could create patterns.

G.3.3 Street-level glazing should be clear. Transparent glazing at upper levels may be lightly tinted. Reflective glazing is strongly discouraged.

G.3.4 Non-reflective coatings, low-emissivity glass, and external shade devices should be used for heat and glare control.

Blank Facades

G.4.1 A blank façade is a building wall without any variation in plane in terms of horizontal and vertical projections, openings or change in materials. Such blank walls should be avoided for any buildings facing public spaces or streets.

G.4.2 At the ground floor, blank facades longer than 50 feet should provide landscaping or public art for pedestrian interest.

G.4.3 Above the ground floor facades longer than 100 feet should provide projections, openings or change in materials in addition to the standards in Building Massing in Section E above.

Architectural Character

G.5.1 Contemporary and innovative design styles are encouraged provided that the design includes human-scaled proportions and engaging, pedestrian-oriented ground-floor features.

G.5.2 Franchise retail should adapt to the design character of the Plan Area.

Sustainable Building Design

G.6.1 Sunlight exposure shall be considered when determining building locations and orientation, to maximize comfort and minimize energy use for building inhabitants by taking advantage of solar heat and light.

G.6.2 Green building features and elements should be integrated into building designs. Consider incorporation of vegetated roofs and building walls, and horizontal and vertical photovoltaic panels. These features can also contribute to the realization of a unique building character.

G.6.3 Potable water consumption shall be reduced, and recycled water use should be increased with efficient plumbing fixtures, rainwater harvesting, dual plumbing, on-site greywater systems (systems designed to reuse wastewater from showers, baths, and handwash basins for other uses because of its relative cleanliness), and other stormwater features.

G.6.4 Energy-efficient insulation, heating, ventilation, and cooling systems that regulate the interior temperature of buildings throughout the day shall be used. Fully operable windows should be provided that can be adjusted throughout the day for maximum ventilation.

H. ACCESS, PARKING AND LOADING STANDARDS

All new development within the Plan Area will be responsible for providing its own required parking. Following are standards for parking and loading for development in the Plan Area.

Vehicle and Bicycle Access

H.1.1 Vehicular and bicycle entries to parking facilities inside buildings shall be provided as follows for each parcel.

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

H.1.2 Vehicular entries into Parcel E or Parcel C from East Drive shall be located a minimum of 100 feet from the entry point of the roundabout at Campus Drive.

H.1.3 Each vehicular entry may be accessed by two driveways with a width of 12' or a single driveway with a maximum width of 24'.

H.1.4 Bicycle access shall be shared with vehicular entries. Bicycle storage for each building shall be located at the ground level, as close to the driveway entry as practicable, and shall be clearly marked.

Vehicle Access Design

H.2.1 Access points should be designed to minimize conflicts with pedestrians and bicyclists. The number and width of driveways from parking areas onto the main frontage roadway should be minimized. Wherever possible, common access driveways are encouraged for adjacent lots to reduce the number of access points along roadways.

H.2.2 Where a driveway crosses a sidewalk, clearly demarcate the sidewalk across the entire width of the driveway by using colored paving or materials.

H.2.3 Indicate major vehicle entrances with special design treatments, such as entry signage or distinctive landscaping.

Parking Ratios

H.3.1 The parking ratio required for the Plan Area shall be between 1.5 spaces and 1.7 spaces per residential unit. The parking ratio for affordable housing units may be adjusted upon application from the affordable housing developer. The parking ratio for retail at Parcel B is 5.0 spaces per 1,000 square feet of retail space.

H.3.2 The parking ratios above are based on current conditions. Parking demand in the region may increase or decrease over the implementation of the project, therefore a project applicant may request future adjustments to the applicable parking ratios to reflect parking trends at the time of the individual parcel application.

H.3.3 If a project applicant requests a reduction or increase in the parking ratios noted above, the City may request a parking demand study be performed by a traffic engineering firm that demonstrates the revised parking ratio will be appropriate.

H.3.4 When calculating the parking supply, the analysis for the residential parking will include parking provided on-street within the Precise Plan Update Area.

H.3.5 Parking for pick-up and drop-off for Head Start may be accommodated on-street in proximity to the Head Start Program, with signage reserving these parking spaces for this use during the appropriate hours. Likewise, parking for Head Start's staff may be accommodated with reserved on-street parking rather than within structured parking facilities.

H.3.6 Residential parking may be accommodated in mechanical puzzle lifts.

H.3.7 No more than 20% of the required parking spaces may be tandem, and tandem spaces may only be assigned to spaces for the same dwelling unit. Tandem units may be designed as either front to rear spaces or mechanical lift spaces.

On-street Parking

H.4.1 On-street parking may be provided in the form of parallel parking or angled parking based on the width of the street.

H.4.2 On-street parking shall be provided behind buildings and along North Drive, West Drive and East Drive.

H.4.3 On-street parking shall be separated from building by providing a buffer containing sidewalk or curbside landscaping.

Off-Street Parking and Loading

H.5.1 Parking shall be located behind, within, or under buildings, or within separate structures. Surface parking areas shall never be provided between buildings and streets. This will contribute to an attractive and active street frontage that is pleasant to walk along.

H.5.2 Parking stall and drive aisle dimensions will comply with Daly City standards or may be based on a "unistall" or similar model standard size which has 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 be a minimum of 24 feet clear.

H.5.3 For mixed-use projects, landowners should be encouraged to enter into shared parking agreements that allow uses with different peak hours of operation to utilize off-street parking facilities provided by another building or use.

H.5.4 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 area must be located on the side street, wherever possible. Loading zones should not disrupt the flow of traffic within a given project area.

H.5.5 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.

Parking Structures

H.6.1 Parking for residential buildings may be provided as underground, partially above-ground, or above-ground garages. Above-ground garages shall apply at grade façade treatments or be screened to minimize visual impact on the building's façade.

H.6.2 Parking garages shall be lined with active uses or residential entries at the ground floor or designed with attractive building façades to screen structural elements of the garage. Above-ground parking garages should be designed to complement the overall building design on project sites. They should be wrapped with facades that either include active spaces or screen the garage in an attractive way.

H.6.3 The design of entries to parking garages should not be more prominent on the building façade than the primary pedestrian entry.

H.6 4 Parcels B, C, D, E, and F may contain above-ground parking garages.

Parking Structure with screening to reduce visual impact.

Bicycle Facilities

H.7.1 Bicycle parking should be located close to building entrances and bicycle routes to help make bicycling more convenient. Bicycle parking should be designed to accommodate a range of bicycle types, including standard bicycles and bicycles with trailers.

H.7.2 Design bicycle commuter amenities into the buildings, including showers, lockers, repair stands, and wayfinding information.

H.7.3 On-street bicycle parking shall be separated from automobile parking with the help of a landscaped buffer or curb.

H.7.4 Off-street bicycle parking shall be provided in secure locations in each building in the Precise Plan area.

H.7.5 Bicycle racks for parking shall be placed close to building bicycle entrances and should provide easy access to bikeways planned within the Plan Area.

H.7.6 Bicycle parking shall be designed to serve different types of bicycles, including regular bicycles, E-bikes, tandem bicycles, and trailers.

I. PRIVATE OPEN SPACE STANDARDS

The following standards and guidelines apply to those open spaces provided in private development. See Chapter 5 for standards pertaining to publicly accessible open space.

Open Space Requirement.

All residential development projects, except for existing buildings, are required to provide a minimum amount of open space on-site, as required by Daly City Ordinance for Usable Open Space (17.38.020) or as required by the City.

Projects within the Plan Area shall meet Daly City's Open Space requirement by providing a minimum of 150 square feet of open space per dwelling unit. The requirement for open space is to be met parcel-by-parcel through a combination of the following:

- Open space on-site to include private balconies serving individual units, common area open space (such as the common area podium level, common area roof terraces, and applicable open space at grade)
- Allocation of open space that may be off-site from the specific parcel, including the areas designated by easement that includes Overlook Park, Central Green and the Recreation Trail at Parcels B, C and D.

Building with balconies as private open space.

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

The allotted Open Space will be assigned to a specific parcel at the time the parcel is submitted for review for approval.

Land that does not meet the City's gradient criteria for usable space (e.g., excessive slopes) will not be counted towards Open Space.

Podium courtyard as common space with access from residential units.

Common Open Space

Common open spaces are communal open spaces or recreational areas with access limited to tenants of a residential, commercial, or mixed-use development. Forms of common open space include plazas, courtyards, rooftop gardens, and similar areas that often provide communal amenities, such as swimming pools, playgrounds, and cabanas.

I.2.1 Buildings should provide enclosure for common open spaces, and secondary building facades should be oriented toward the common open spaces.

I.2.2 Common open space should be accessible from all surrounding buildings. In multi-family residential developments, dwelling units or amenity areas should be sited adjacent to the common open space areas.

I.2.3 Some building windows should be oriented toward the common open space areas for natural surveillance of these areas.

Private Open Space

Private open spaces include balconies, patios, or other open spaces for the exclusive use of a single unit. Where private open space is provided for residential units, follow the guidelines below.

I.3.1 Private open spaces shall be directly accessible from the unit and large enough to permit outdoor activities – a minimum of 5 feet in all dimensions.

I.3.2 Private open space shall be constructed with high quality durable materials just as with other open spaces.

I.3.3 Fencing or screening for private open spaces should balance visibility and privacy.

On-Site Landscaping

Landscaping should be used to provide an attractive setting for development, soften hard building contours, shade walkways, gathering areas, parking areas, and other larger expanses of pavement, and screen any unsightly uses. Additionally, landscaping should aid in managing stormwater.

I.4.1 Landscaping shall be used at the edges of paths, plazas, and seating areas as appropriate to help define the spatial organization of the site.

At-grade open space for residential uses.

I.4.2 For multi-family residential development, setback areas shall be landscaped to establish transition zones between the sidewalk and street-level residential units and entries.

I.4.3 Landscaped areas shall be regularly maintained to keep them aesthetically pleasing, and to remove dead and dying plants.

I.4.4 Gateway or entry points should be emphasized with distinctive trees and plants.

I.4.5 Existing trees should be preserved and integrated into site designs to the extent feasible.

I.4.6 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.

I.4.7 Native, drought-tolerant, or well-adapted tree and plant species shall be used since they generally require less water and maintenance.

I.4.8 Seasonal and year-round flowering shrubs and trees should 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.

Stormwater Management

I.5.1 Projects should minimize the amount of paved area. Where feasible, paved areas should 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.

I.5.2 Stormwater retention features that minimize runoff into streets, parking lots, landscaped areas, and open spaces should be incorporated, whenever feasible. Stormwater retention features include drainage swales, and rain gardens.

I.5.3 Where feasible, use permeable paving and materials for streets, sidewalks, parking lots, and driveways.

J. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Streetscapes and private development shall be designed to ensure safety and crime prevention by applying the principles of Crime Prevention Through Environmental Design (CPTED). CPTED is a crime prevention philosophy based on the theory that the proper design and effective use of the built environment can lead to a reduction in the public perception and incidence of crime. CPTED principles include natural surveillance or "eyes on the street" as well as territorial reinforcement, which means a clear sense of ownership of space, both public and private.

J.1 Natural Surveillance: The design of space shall promote "eyes on the street" by strategically locating windows, entrances, lighting, and other activity generators near a potential crime area.

J.2 Natural Access Control: The design of walkways, fences, lighting, signage, and landscape should provide people with a sense of direction, while keeping unauthorized people out of a particular place.

J.3 Territorial Reinforcement: Development shall use physical designs, such as pavement treatments, landscaping, and signage, to help users create a sense of proprietorship. Clear boundaries between public and private areas shall be provided.

J.4 Maintenance: All development projects shall develop a maintenance plan to avoid neglected and poorly maintained properties, which can attract criminal activity.

K. SIGNAGE

The following section establishes standards and guidelines for signage proposed within the Plan Area, to encourage high quality signage that is complimentary to the vision for the neighborhood. Where this section does not set standards or guidelines, the applicant and City staff shall use the Daly City Code.

Example of building signage.

Types of Signage

Monument/ Gateway Signage

Monument or Gateway signs are used to mark an entry into a neighborhood or district with a primary purpose to inform pedestrians and vehicular traffic. The Precise Plan may 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.

Building Signage

Building signs are mounted on building surfaces and may include colorful and illuminated feature signs, parapet signs (that do not extend above the parapet), building entry signs, and address signs. Parapet signs are intended for long distance viewing, whereas building entry signs are oriented to closer viewing.

Storefront Signage

Storefront signage is intended to emphasize the presence of retail stores and other commercial development, such as leasing offices. This signage type includes retail signage, business identification, and residential tenant information. Signage for storefronts may be designed as hanging signage under canopies or mounted on the building.

Blade sign as storefront signage.


Moveable signage placed to leave open zone for pedestrians.

Example of wayfinding signage.

Temporary/Moveable Signage

Temporary signs augment the storefront character and provide timely information regarding available products and services. This sign type includes poster display cases, banners, display stands or easels, and painted sandwich signs.

Wayfinding Signage

Wayfinding signage for pedestrians, bicyclists and drivers will help visitors make their way to destinations within the neighborhood. They should be appropriately scaled for each user.

Signage Standards

K.2.1 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.

K.2.2 All signage shall be considered an important architectural and aesthetic feature within the overall project design. Signage shall be complimentary to the buildings' use, composition, scale, and architecture.

K.2.3 Signs shall be made of high-quality, durable, and environmentally friendly materials.

K.2.4 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.

Wall mounted vertical building signage.

Monument/Gateway Signage

K.3.1 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 5 feet high. The sign shall not obstruct sightlines for drivers to the extent safety is compromised.

K.3.2 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 5 feet high and no longer than 25 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 feet in area. The maximum face area of signage of the Tower Structure shall not exceed 200 SF.

K.3.3 Gateway or monument signs shall not have internal illumination, but will be lighted with externally mounted luminaires.

Building Signage

K.4.1 The physical design of signage should conform to the architectural detailing of the associated building.

K.4.2 Signage should not obstruct architectural details such as recesses, structural bays, or windows.

K.4.3 Externally illuminated or halo lit signs are encouraged. The use of internally lighted or box type signs should be discouraged.

K.4.4 No more than two (2) wall mounted building residential signs shall be provided. 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 two locations, a minimum of one shall be placed close to the main entry. The second can be located such that the top of the signage is not greater than 25' feet from grade.

K.4.5 Durable, vandal-resistant materials and finishes should be utilized for address signs.

Storefront Signage

K.5.1 Signage for multi-tenant retail buildings shall be developed to minimize potential visual conflict, clutter, and competition.

K.5.2 Maximum size for sign area per retail tenant is 30 SF on the face of a building. A second sign per retail tenant, not exceeding 20 SF 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.

K.5.3 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.

K.5.4 Ancillary retail space or leasing offices may be signed in a manner consistent with the storefront signage standards in this section.

Prohibited Signs

Sign types, materials and sizes prohibited by the Daly City Municipal Code are not permitted in the Plan Area. Prohibited signs include:

K.6.1 Signs which rotate, move mechanically or by the wind, flash, blink or reflect light by means of a polished or mirrored surface.

K.6.2 Open Flames, balloons, loudspeakers used to call attention to a product, service, or a property.

K.6.3 Signs which identify or advertise a product or service not available on the premises.

K.6.4 Externally illuminated signs where the source of light is directly visible to pedestrians or vehicular traffic.

K.6.5 Signs which emit or reflect light by means of direct fluorescence, phosphorescence, or "day-glow" colors.

K.6.6 Any sign illumination which exhibits undue glare.

K.6.7 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.)

K.6.8 Internally lit signs where the entire face of the sign is illuminated, rather than just the graphics.

K.6.9 Conduit, tubing, or raceways shall be concealed. Transformers and other equipment for the signage shall also be concealed.

K.6.10 Advertising bench signs, unless required by SamTrans at Serramonte Blvd.

K.6.11 Off-site directional signs.

K.6.12 Roof signs.

K.6.13 Outdoor advertising billboard signs.

K.6.14 Abandoned signs.

L. LIGHTING

Lighting in the Plan Area will be comprised of street lighting, pedestrian-scale lighting, lower-illumination pedestrian lighting, and building lighting. See Figure 3.7 Lighting Diagram for locations. A uniform lighting approach will contribute to overall community aesthetic and ensure safety for walkways, bikeways, and roadways. All lighting implemented within the Plan Area should adhere to the following standards.

General Lighting Standards

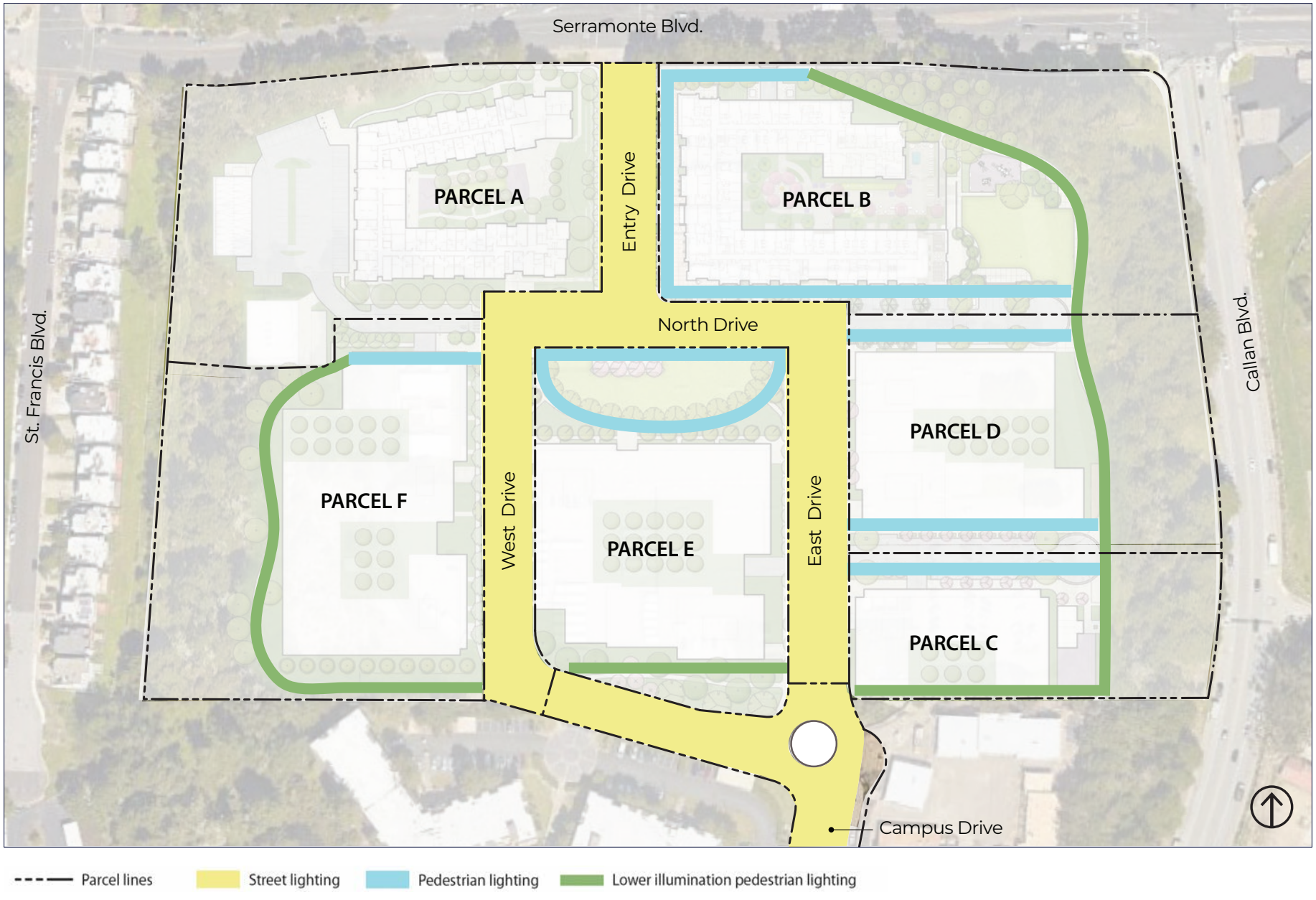
L.1.1 Lighting shall incorporate dark sky principles by shielding fixtures to prevent light from emitting above a 90-degree angle. Any lighting source located on parking or rooftop parking shall be a full cutoff type.

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

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

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

Figure 3.7 Street Lighting



Street Lighting

L.2.1 Provide streetlights in general locations shown on Figure 3.7, Lighting Diagram.

L.2.2 Streetlights shall comply with Daly City standards.

L.2.3 Sufficient illumination shall be provided at pedestrian crossings within Plan Area to provide pedestrian safety.

Pedestrian Lighting

L.3.1 Provide pedestrian lighting in general locations shown on Figure 3.7, Lighting Diagram. Additional locations for pedestrian lighting are along pedestrian pathways in open spaces and in surface parking areas.

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

L.3.3 Pedestrian lighting may be integrated with streetlighting by providing additional luminaires facing the sidewalk on streetlight poles.

L.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.

Lower Illumination Pedestrian Lighting

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

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

Building Lights

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

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

Pedestrian lighting in a park setting.

Landscape lighting.

Luminaires highlighting a building facade.

Retail lighting.

M. DEFINITIONS

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

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 streetwall, is located, parallel to and measured perpendicular from the property line. Build-to line locations for development are set in the street frontage standards in this Chapter.

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.

Face of Curb: The face of curb is along a street, 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 where 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.

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

Public Realm: The public realm is the area outside of buildings accessible to and visible to the public such as streets, parks, and open spaces.

Streetwall: The streetwall is the continuous façade of a building that establishes the edge of the public realm for a street or public space. The street wall extends from the ground floor up to the top of a podium level.

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.

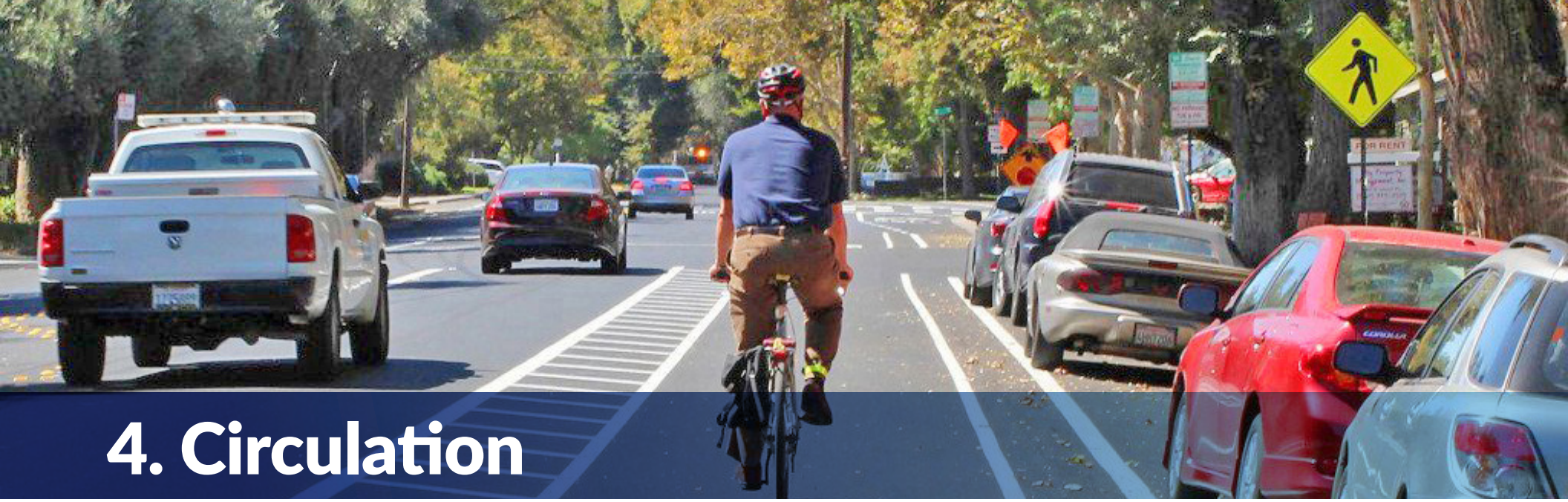
Setback: The required minimum distance for the placement of a building measured from a property line, face of curb or another feature.

Streetscape: The visual and experiential character of 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.

This page intentionally left blank.



4. Circulation

The Plan Area's circulation network envisions a comprehensive internal system of "complete streets" that support active transportation for healthy living. These complete streets encourage walking and biking and serve to advance Daly City's Vision Zero program to reduce pedestrian fatalities to zero. The Plan Area's circulation network responds to the illustrative plan (Figure 2.1) which arranges courtyard housing in walkable blocks around tree-lined parks. As part of the design, neighborhood connectivity through the site is provided within a system of calmed low-speed roadways. These facilities take advantage of and provide access to the surrounding regional roadway, transit, bicycle, and pedestrian systems.

A. CITY AND REGIONAL CONNECTIVITY

Located just over a mile from the Daly City BART Station and adjacent to State Route 1, the project site has remarkable access to the Bay Area's regional transportation network. The Precise Plan envisions amenities that complement and provide access to these networks, while maintaining a compact walkable neighborhood.

Regional Location and Local Context

Direct access to State Route 1 is provided immediately north of the Plan Area, where residents and visitors can connect to the regional vehicle network. In addition, Interstate 280 is located 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, project vehicle trips can access the greater regional roadway networks of the Bay Area.

Locally, the development of the Plan Area will restore north-south connectivity through the project site for vehicles, pedestrians, and bicycles. This connection will occur via the northward extension of Campus Drive to Serramonte Boulevard, which is envisioned as a low-speed traffic-calmed street. With this connection, Daly City residents will be able to walk and bike through the site and access the many planned on-site recreation and retail amenities. Traffic calming measures are proposed to minimize cut-through vehicle traffic.

Transit Routes and Stops

The Plan Area is well served by local and regional transit systems. SamTrans Route 120 provides direct service to the Colma and Daly City BART Stations with bus stops conveniently located at the project site's Serramonte Boulevard/Campus Drive entrance. This bus route operates on frequent, 15-minute headways during weekday commute hours. In addition, SamTrans Route 121 provides connection to Skyline College. The Plan Area will improve the site's existing bus stop with new amenities including a shelter and widened/improved sidewalks. From BART, transit access is provided to the greater 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.

B. MOBILITY NETWORK

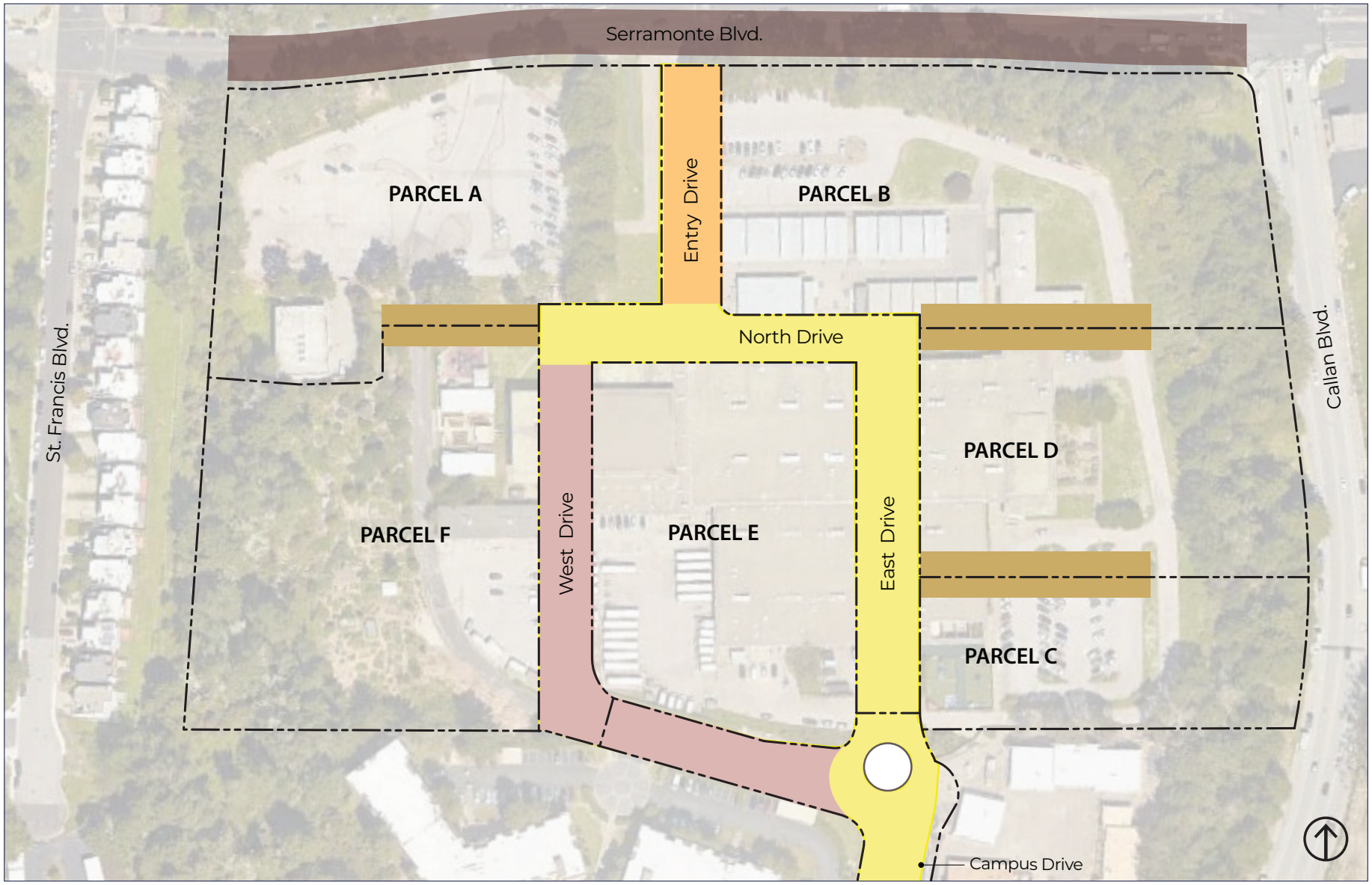
The Plan Area's mobility network provides residents and visitors access and permeability throughout the project site through a system of complete, traffic-calmed streets.

Street Hierarchy

Streets are designed to support both transportation function and adjacent land uses. The Precise Plan identifies the following five street types as shown in Figure 4.1.

1. **Boulevard:** Serramonte Boulevard is a transit – bike corridor connecting city neighborhoods to regional shopping and transit stations.

Figure 4.1 Street Hierarchy



2. **Main Street:** Entry Drive is a combined Main Street, which prioritizes pedestrian access in a safe social/commercial environment and a Residential Street which prioritizes safe, walkable environment with slow vehicle speeds.
3. **Local Connector Street:** East Drive and North Drive are two lane streets that prioritize pedestrians and cyclists with buffered bike lanes in both directions.
4. **Neighborhood Street:** West Drive is a two-lane street that prioritizes pedestrians in a safe and inviting environment with low vehicle speeds and sharrows/vehicle lanes.
5. **Access Drives:** Access Drives are two-way, pedestrian-oriented access easements with diagonal back-in, perpendicular and parallel parking designed for pedestrian access to park, daycare, retail, structured parking and hillside open space and recreational trails.

Street Network

Using the street hierarchy described above, vehicular access through the Serramonte Del Rey neighborhood will be provided through a system of low-speed tree-lined private streets connecting Campus Drive south of the site to Serramonte Boulevard at Entry Drive. A pedestrian paseo and café plaza along Entry Drive will be a "pocket" Main Street with shops spilling outdoors. This tree-lined destination street leads you from Serramonte Boulevard to the Central Green. North Drive, West Drive, East Drive, and West Drive loop around the Central Green and Parcel E and provide access to the remainder of the residential parcels. A round-about is proposed at the Plan Area's southern interface with Campus Drive as it enters the site. This pedestrian- and bicycle-friendly landmark feature will slow vehicle traffic, without requiring a stop, as it enters and exits the project.

Bicycle Network

Daly City has a robust existing bicycle network, and the Plan Area is well located to take advantage of the opportunities it provides. In addition, in February 2020 Daly City approved the ***Walk Bike Daly City Plan.*** This plan includes an extensive network of pedestrian and bicycle improvements throughout the City and around the Plan Area. Existing bicycle facilities proximate to the Plan Area 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. Serramonte Boulevard and Hickey Boulevard are Class III bike routes. A Class II on-street bike lane is striped on St. Francis Boulevard north of Serramonte Boulevard. One of the priority improvements included in the Walk Bike Daly City Plan is the construction of Class IV on-street protected

bicycle lanes on Serramonte Boulevard. The Precise Plan modifies the City of Daly City's conceptual design for priority pedestrian and bike improvements at the intersection of Serramonte Boulevard and Highway 1 ramps to accommodate a wider Entry Drive and a new westbound left turn lane from Serramonte Boulevard to Entry Drive.

Within the Plan Area, bicycle facilities will include Class II buffered bike lanes along East Drive and North Drive, and other streets will include Class III bike "sharrows" (bicycle markings on vehicle lanes indicating the lane is for shared use). Along the neighborhood's eastern side, the trail loop will function as a full Class I off-street bicycle path. 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.

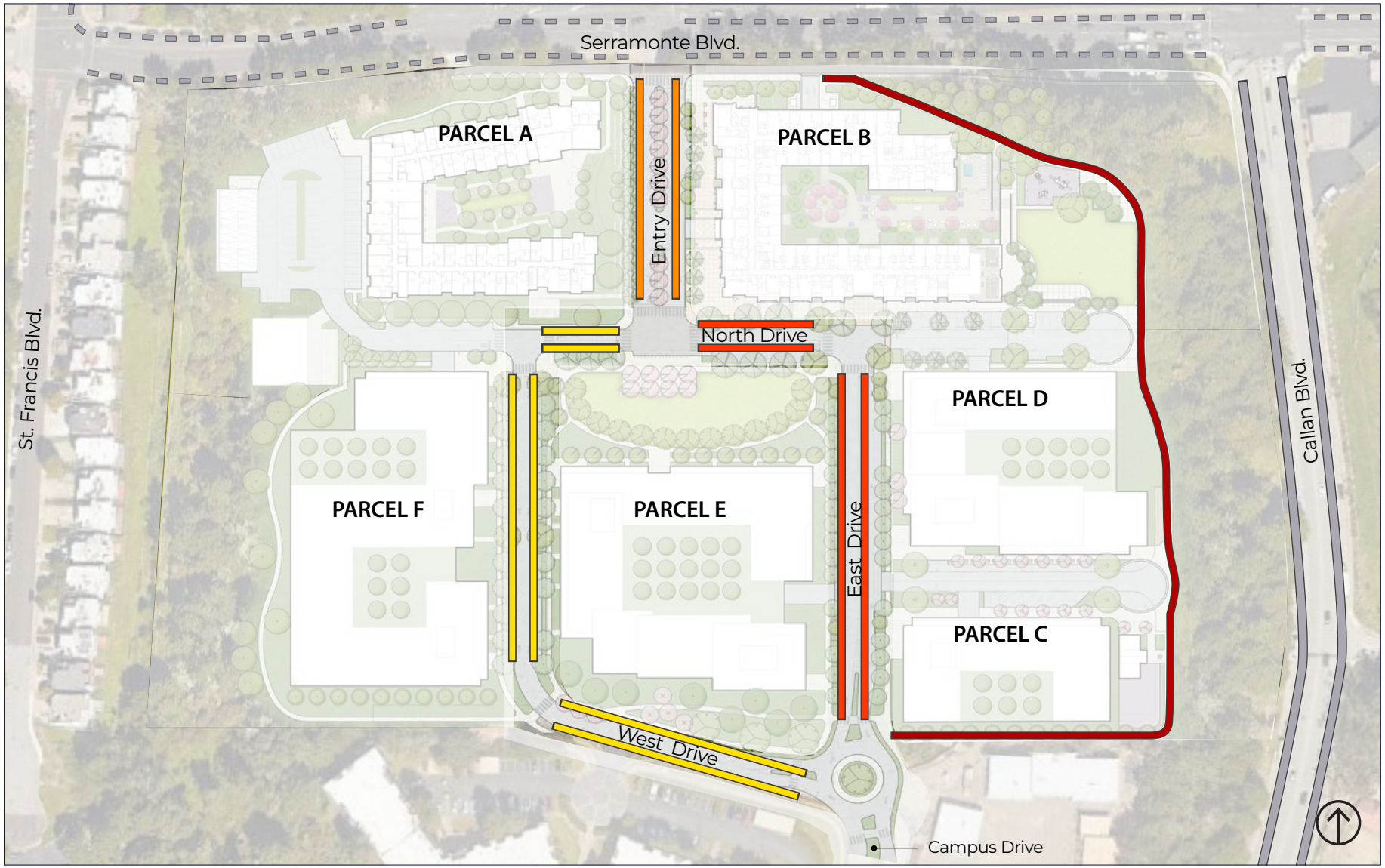
Pedestrian Network

Sidewalks will be provided on every street within the Plan Area, with adjacent curbside landscaping. The trail loop will also serve to provide pedestrian access around the site that is separated from vehicles and in a more natural setting. Pedestrian facilities and permeability planned throughout the neighborhood will allow unimpeded access for visitors and residents walking between the Plan Area's parks, open spaces, residences, and retail shops.

Street with buffered Class II bike lanes.

Figure 4.2 Vehicle Circulation

Figure 4.3 Bicycle Circulation



C. STREET SECTIONS

Entry Drive

Entry Drive connects Serramonte Boulevard to North Drive. The roadway's section shown in Figure 4.4 is comprised of 11-foot travel lanes, 10-foot continuous through/turn lanes, five-foot class II bike lanes and a six-foot landscape median. On the westside is a six-foot sidewalk and five-foot planting strip. On the east side, the sidewalk is 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.

North Drive

North Drive connects East Drive, Entry Drive, and West Drive. The roadway section in Figure 4.5 shows a two-lane facility, with on-street parking and a five-foot-wide landscape strip. A Class II buffered bicycle lane is provided on the segment between East Drive and Entry Drive, continuing the facility provided on East Drive. West of Entry Drive, the roadway section widens, and the on-street buffered bicycle lane is not provided (this segment of North Drive is designated as a class III bike

Figure 4.4 Entry Drive and Retail Plaza

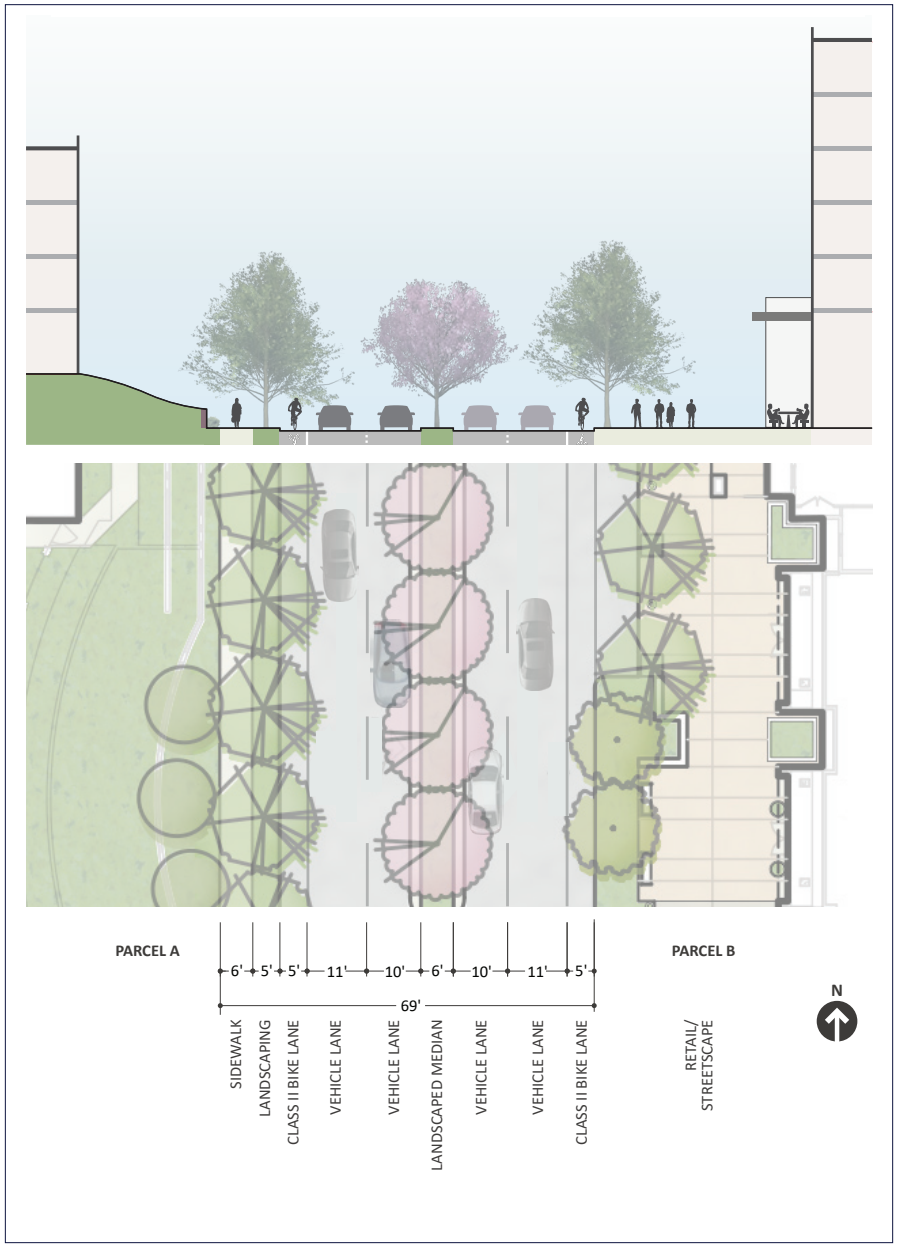
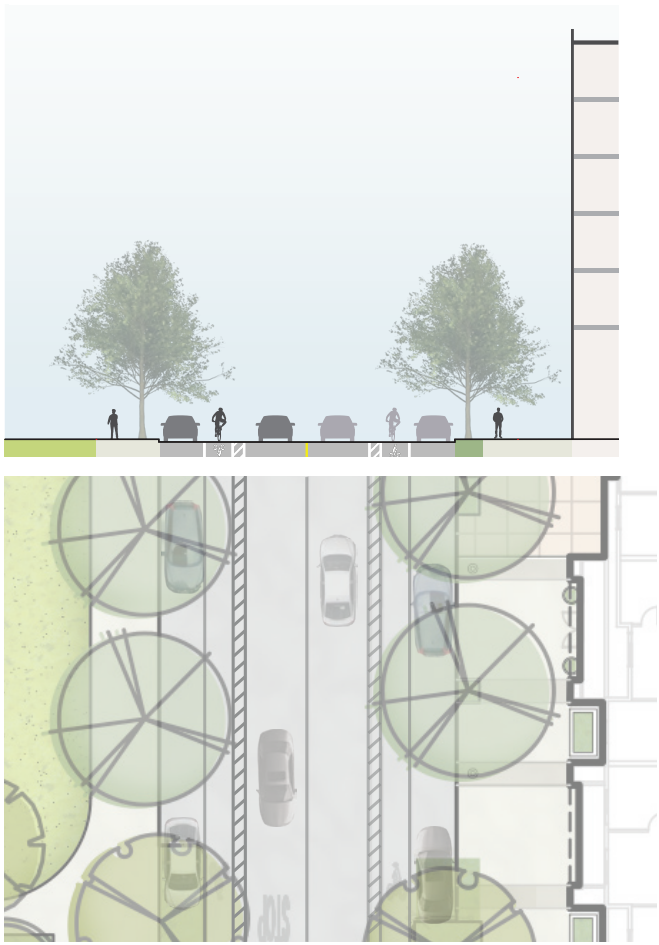


Figure 4.5 Plaza/Park Entry at North Drive



route). The segment of North Drive east of East Drive is envisioned as a cul-de-sac providing access to Overlook Park and residential parcels. Ninety-degree on-street parking is proposed on the south side of this cul-de-sac segment.

West Drive

West Drive is envisioned as a narrow two-lane residential roadway providing access to adjacent residential properties. The section in Figure 4.6 includes two 11-foot travel lanes with nine-foot buffered on-street parallel parking on both sides of the roadway. Five-foot-wide tree-lined landscape strips and six-foot-wide sidewalks complete the sections. West Drive completes the western side of the development's internal loop roadway network.

East Drive

East Drive is the primary north-south roadway extending through the project site. The roadway extends from the southern entry roundabout to North Drive. It provides for two 11-foot-wide travel lanes (one in each direction) with buffered on-street Class II bicycle lanes. Eight-foot-wide on-street parallel parking, five-foot-wide tree-lined landscape strips, and six-foot-wide sidewalks on each side of the street as shown in Figure 4.7.

Figure 4.6 West Campus Drive

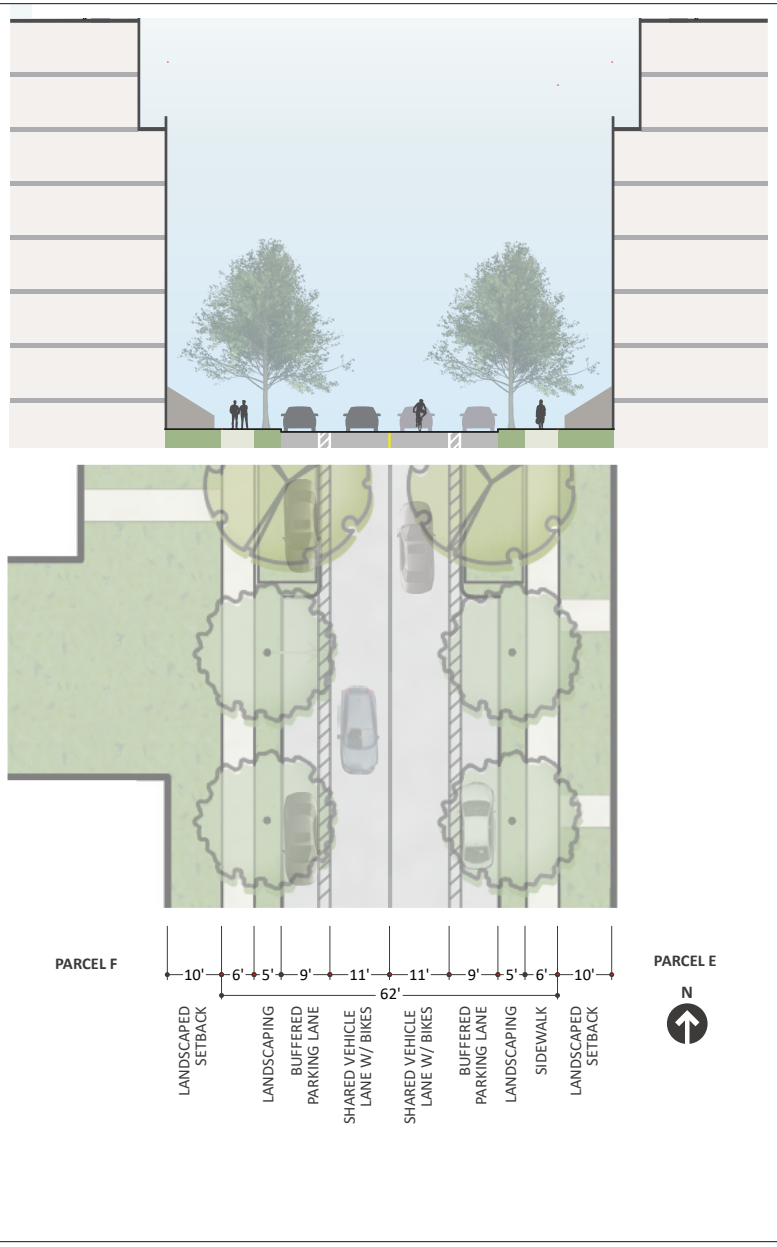
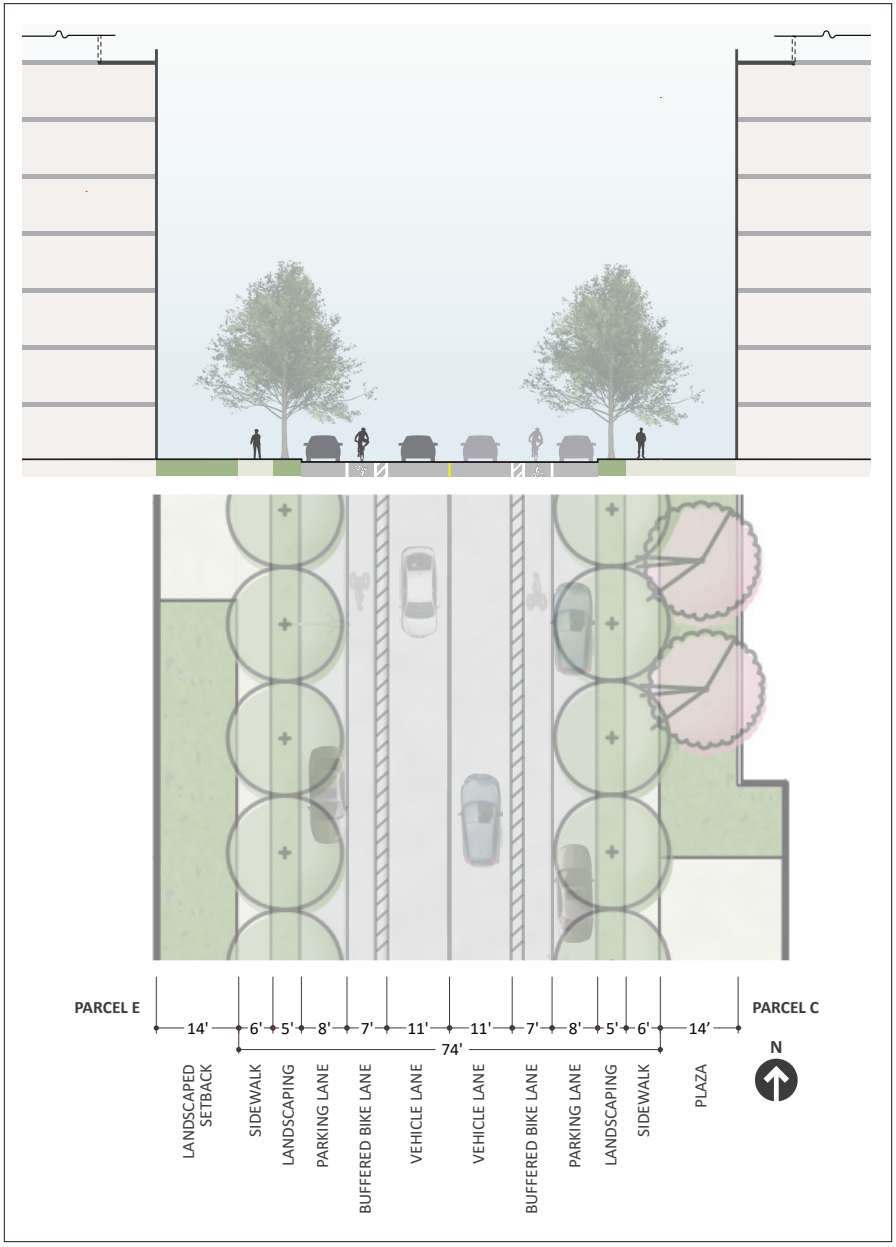


Figure 4.7 East Campus Drive



D. STREET LANDSCAPING

Landscaping plays an important role to provide pedestrian scale, for buffering and screening, to punctuate important connection points and nodes, and to soften the overall experience of moving through and around the site.

Serramonte Del Rey neighborhood entries are punctuated with enhanced landscape features. 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. As mentioned above, the entrance from the south on West Drive from Campus Drive includes a large, landscaped roundabout, providing a welcoming transition from the surrounding streets and marking the entry into this new neighborhood.

Continuous planter strips separating streets from sidewalks have been provided along all internal streets and drives. Broad canopy trees, low shrubs and groundcovers, and generous sidewalks provide a comfortable and safe pedestrian environment. Adequate visual clearance shall be provided at all safety vision triangles at intersections and driveways to ensure a clear line of sight for pedestrian and bicycle safety. 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. Enhanced finishes and/or striping shall be used for crosswalks.

The 10-foot-wide multi-use trail and six-foot- wide pedestrian trail together create a 0.6-mile loop around the neighborhood. Trail surfaces shall be asphalt or concrete, provide for adequate clearances along the edges and overhead, and be suitable for their intended use. Signage, ornamental landscaping, and trees will be provided along the trail system to enhance the user experiences.

This page intentionally left blank.

5. Park and Open Space

This section describes the park and open space objectives, neighborhood open spaces of the plan area, and landscape design guidance for public and private park and open spaces.

A. OBJECTIVES

Precise Plan park and open spaces are designed to improve physical and psychological health, strengthen community relationships, and create an attractive urban setting for family living, in support of the following objectives:

- 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.

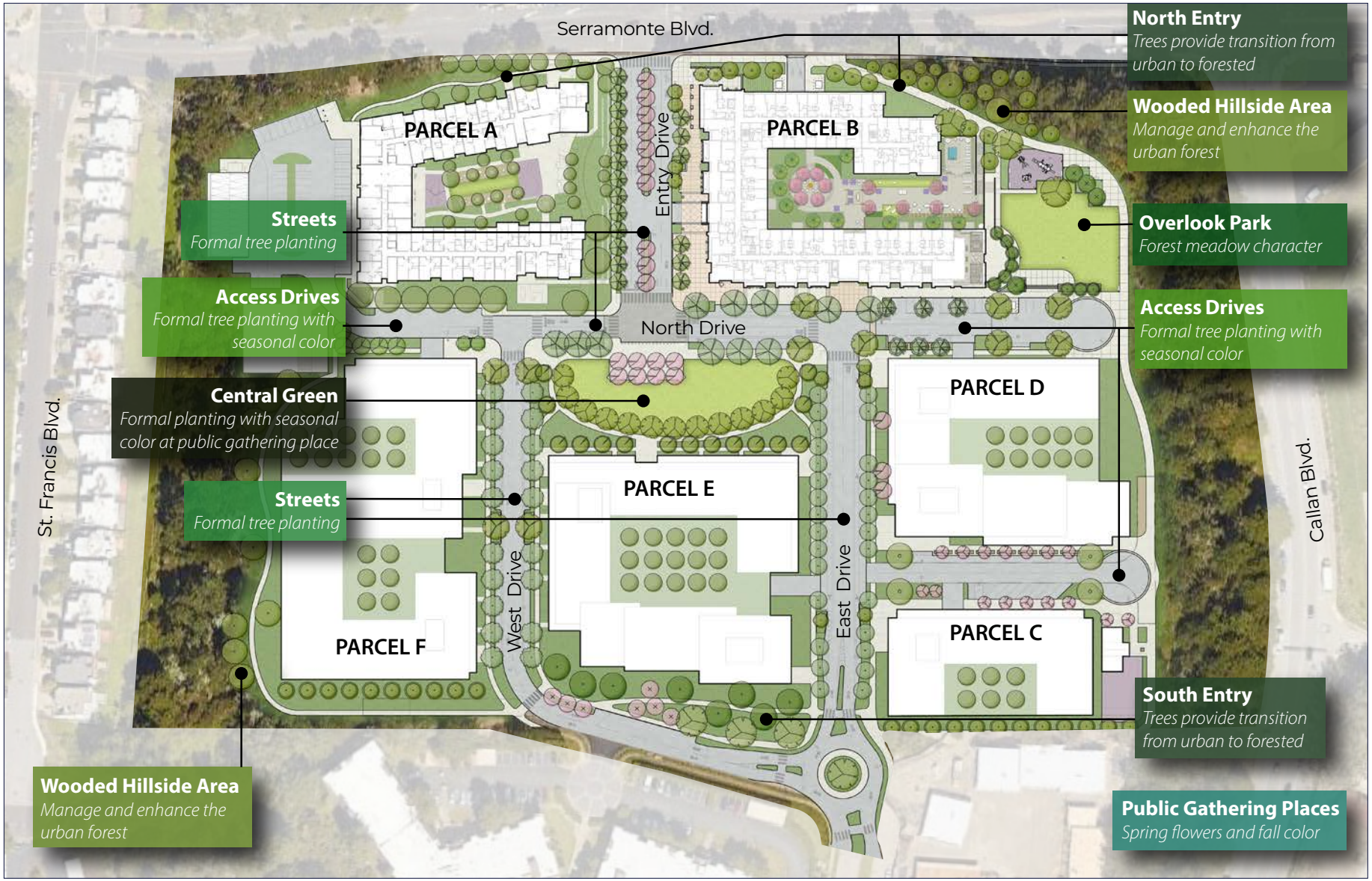
- Shape environments that visually and physically connect people to nature, neighborhood parks, green spaces, and recreational trails.
- Preserve and enhance the aesthetic and ecological quality of the hillside open space areas and expand the diversity of street trees and park plantings to cultivate an urban forest for the plan area.
- Enhance community sustainability and resilience through climate-positive environmental design.

B. A DIVERSE URBAN LANDSCAPE

Landscape concepts for the Plan Area are presented in Figure 5.1. A distinguishing feature of the Precise Plan are the hillsides to the west and east of the plan area which contain numerous trees, all trees planted as part of development of District property. Trees range from young to mature, are in varying health and are densely planted. The intent is to care for the hillside wooded areas to reduce fire hazards, enhance existing vegetation and promote urban forestry. A tree succession plan for aging mature trees will guide the replacement of existing trees over time due to age or fire vulnerability. Removed trees will be replaced with a diverse plant ecology governed by the area's unique coastal/Mediterranean climate including evergreen and deciduous species.

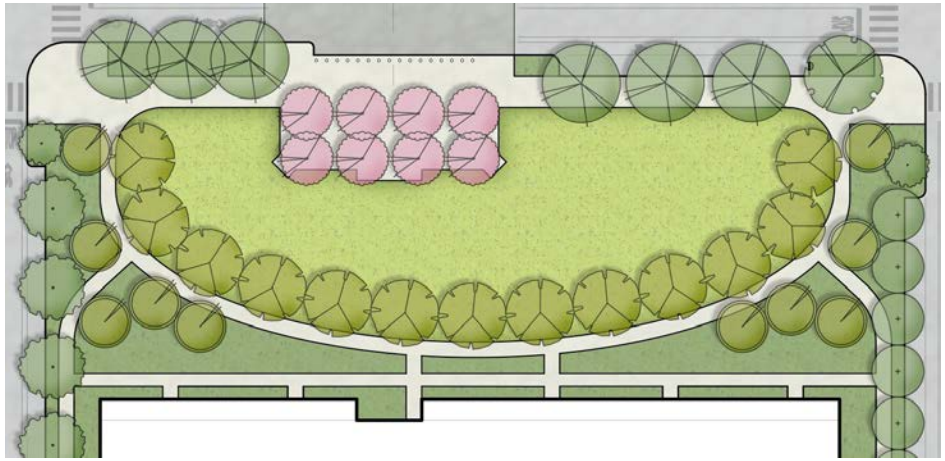
The type and arrangement of street trees and park plantings will contribute to a healthy and attractive urban neighborhood. The north and south entries to the plan area will be visible locations of tree plantings selected and arranged to transition from the informality of a forest to a more ordered urban setting. A diversity of tree species, suitable for the climate and context of the plan area are selected to create identity and sense of place that features the Central Green as a formal center to the neighborhood and Overlook Park as a forest meadow. Seasonal interest

Figure 5.1 Urban Forest Concept Plan



will be created with deciduous trees providing spring flowers and fall color at public gathering places along Entry Drive, Central Green and access drives.

Central Green Plan

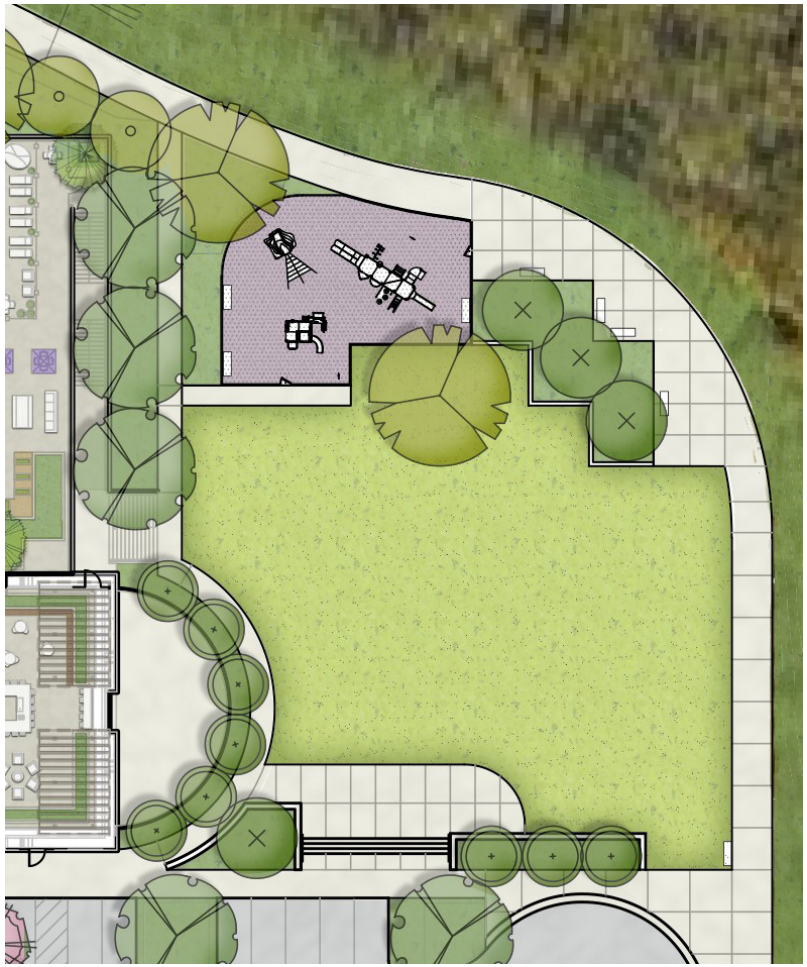


C. NEIGHBORHOOD PARKS AND OPEN SPACES

The street and block pattern of residential development is organized around a central neighborhood park – the Central Green – and is bounded by hillside open space to the east with Overlook Park and hillside open space to the west. The combination of park and open spaces with recreational access will offer residents and visitors a diversity of 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.

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.

Overlook Park Plan



Overlook Park Rendering

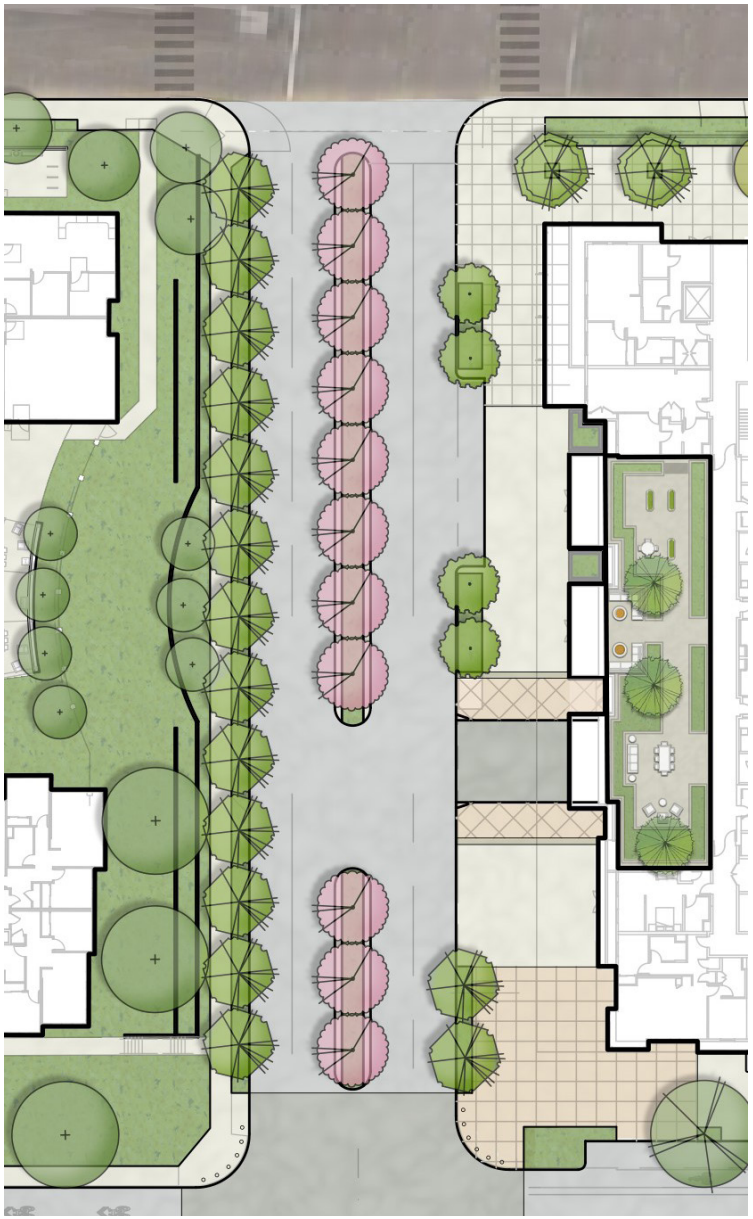
Overlook Park looking from the Eastside Recreation Trail.

Overlook Park is designed as 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 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 is a "pocket" Main Street with plaza-width sidewalk space for retail activity to bring life outdoors 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 street furniture/curb 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 highlight active public 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 the nature and provide a visual screen to the planned development.

Entry Drive Plaza Plan



South Entrance Open Space 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. Enhancement of the South Entrance Open Space at Parcel E is expected. Examples include a corner tower element, a sitting area or water feature with unique landscaping and plantings, a winter garden/ indoor social area, a concave building corner referencing the round-about, or a specific design gesture in materials, scale, or massing that specifically enhances the open space.

Eastside Recreational Trail is a pedestrian-bicycle trail for strolling and recreation extending from Serramonte Boulevard to the north to the roundabout along Campus Drive to the south. This 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 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.

South Entrance Open Space Plan

Westside Walking Trail Section

Eastside Recreational Trail Section

D. LANDSCAPE DESIGN STANDARDS AND GUIDELINES

This section establishes the standards and guidelines that apply to public and private open space.

General Standards and Guidelines

D.1.1 Landscape planters within the street right of way shall be a minimum of four feet wide.

D.1.2 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.

D.1.3 Where landscape planting is provided under trees, planters shall be 4'W x 6'L minimum.

D.1.4 Planted medians shall provide at least 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.

D.1.5 Enhanced pedestrian spaces should be provided at retail plazas as well as at major and minor lobbies for each residential building. Seating opportunities should be provided at retail, parks, open spaces, adjacent to the trails, and in front of primary building lobbies.

Sidewalk with landscape planting provided under trees.

Landscape median planted with trees and shrubs.

Sidewalk with landscape planter bed and tree grates.

Landscaping and furnishings enhance seating areas next to the sidewalk.

Landscape Materials

Plants

D.2.1 Plant material shall comply with all City and regional guidelines and be comprised of at least 75% drought tolerant plant species. Planting plans shall comply with the Model Water Efficient Landscape Ordinance (MWELO) guidelines and the Water Use Classification of Landscape Species (WUCOLS).

D.2.2 Where turf grass is used, low water use hybrids and/or no mow varieties should 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 sight lines remain open and clear and places of concealment are not fostered. Where allowed, plants should be used to screen above-ground utilities. Along streets and sidewalks, plant species shall be used that promote a feeling of separation from vehicular traffic and be appropriate for narrow planters within the public right of way.

D.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.

Trees

D.2.4 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 below.

D.2.5 Trees within the street right of way, in plazas, and high-visibility open space areas should be provided in 24-inch box size or larger and be secured with 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.

D.2.6 Individual developments within the Plan Area shall use trees that are provided in 15-gallon size or larger, with 24-inch box preferred.

D.2.7 Entries at the north and south shall have unique tree plantings.

D.2.8 Seasonal interest shall be created with deciduous trees providing spring flowers and fall color.

Project Tree List

D.2.9 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 following list shall be used for specifying tree species on public streets and open spaces.

Table 5.1 - Recommended Tree Species for public streets and open spaces within the Precise Plan			
Forested Hillsides (Tree Succession Species)		**Streets & Parks**	
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	*Ginkgo 'Princeton Sentry*	Maidenhair Tree
		Hesperocyparis macrocarpa	Monterey Cypress
		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

Site Furnishings

D.3.1 Site Furnishings shall be comprised of materials designed to withstand outdoor conditions.

D.3.2 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.

D.3.3 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.

D.3.4 Public café tables with chairs should be movable and provided in a variety of sizes in and around gathering spaces and shall be constructed of materials suitable for outdoor public usage.

Bicycle parking area.

Circular bicycle rack.

An integrated group of furnishings including bicycle rack, tree fence, streetlight and bench.

Seating and landscape along sidewalk.

Movable outdoor seating provides flexibility.

D.3.5 Drinking fountains shall be provided at Overlook Park, Central Green, and the Recreation Trail. Dog bowl and water bottle filling attachments are recommended.

D.3.6 Within Overlook Park, Applicant shall provide play equipment for children ages two through twelve. All play areas will be designated for children between ages of two to five and for ages five to twelve years old. These structures should offer a variety of stand-alone features and a wide variety of varied physical activities for the children. The equipment should promote fitness, physical activity, and connection.

An attractive playground bordered by landscaping and trees.

Irrigation Systems

D.4.1 Site Irrigation systems shall comply with all local and state requirements, including the Model Water Efficient Landscape Ordinance (MWELO).

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

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

Soil & Drainage

D.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.

D.5.2 Planting areas shall by dressed with a 3-inch layer of mulch or as dictated by local or regional guidelines.

D.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.

6. Utilities

The Plan Area will have utility infrastructure to address stormwater collection, sanitary sewage collection and water supply and distribution. There will also be systems for power, natural gas and communications, which are called Dry Utilities. Utility infrastructure systems are described in the following sections.

A. STORMWATER

The following sections describe the existing and proposed stormwater flows for the 18.4-acre area impacted by the Precise Plan area.

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. The current uses on the campus include a bus yard, district offices, churches, child day care facilities, a Comcast building, and the Workforce Housing project (currently under construction). The Workforce Housing project (including the apartment building, car barn, and surface parking lot located at the northern portion of the existing campus) and the Comcast building will remain operational throughout and after construction of the Precise Plan. The Workforce Housing project is under separate approval and storm water improvements for the building, surface parking lot and area immediately adjacent to the building are

to remain and are not modified as part of the plan area. The driveway just to the south of the Workforce Housing project will be replaced and is included in the plan area.

The existing ground coverage consists of approximately 108,830 sq. ft. impervious and 59,440 sq. ft. pervious (64.7% 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 the storm drain outfall 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.

Proposed System

The proposed changes in the plan area consist of open space, park areas, landscape areas, concrete paths, private roadways, asphalt drives, asphalt parking lots, and multi-story residential buildings. The project proposes to maintain the existing drainage patterns and replace the existing drainage system.

The proposed ground coverage consists of approximately 120,300 sq. ft. impervious and 47,970 sq. ft. pervious (71.5% impervious). The project 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 11,470 sq. ft. and will therefore require stormwater retention. The project 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.

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 outfall located near the main vehicular entrance.

Stormwater Requirements

The project shall not increase the flow or volume leaving the site for the design storm. If a project increases the imperviousness of the site stormwater retention will be required to retain the increased flow and volume.

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 main that runs through the district's property, 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 the Workforce housing project (currently under construction) and the existing school site is discharged into the main that runs through the District's property, 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).

Proposed System

The project proposes to construct a public sewer system in the private streets (to be located in an easement) and an onsite sewer system to connect the buildings to the public sewer system. The proposed public sewer system will consist of manholes and pipes. The onsite sewer system consists of pipes, cleanouts, and manholes. The project will connect to the 10-inch sanitary sewer main in Entry Drive and the new sewer connection on Callan Drive.

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 proposed project 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 previous 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 Jefferson Union High School District Workforce Housing project is fed from the existing 10-inch main.

Proposed System

The proposed project will construct a new public water main within the new streets and provide new domestic water, fire water, and irrigation water services to the proposed buildings. All proposed services are anticipated to be fed from a portion of the existing 10-inch main constructed with the previous project and new 10-inch water mains constructed with the new private streets. The on-site domestic water system consists of service lines from the public main to each building.

Water Generation Calculations

The City establishes water demand numbers for different types of building uses. A summary of existing demands, proposed building type, area, and number of units, and area of irrigated landscape area is included in the entitlement documents. This information will be used by the City to determine the water demand for the proposed project. The flows generated by the proposed project and the reduction in flows from the existing building and landscaping being removed will be used in the City's model to determine if the City's water system has enough capacity to serve the project.

D. DRY UTILITIES

Dry utility infrastructure modifications and additions will be required and will be built out in phases to accommodate and support 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 School Building. Data/Telecom services were also extended to serve the development at Parcel A.

A joint trench will be provided in the Private Streets to extend the utility providers' infrastructure throughout the development to serve the Parcels. Dry utilities will be coordinated with the appropriate utility provider to establish new service routes to support the Plan Area.

This page intentionally left blank.

7. Implementation

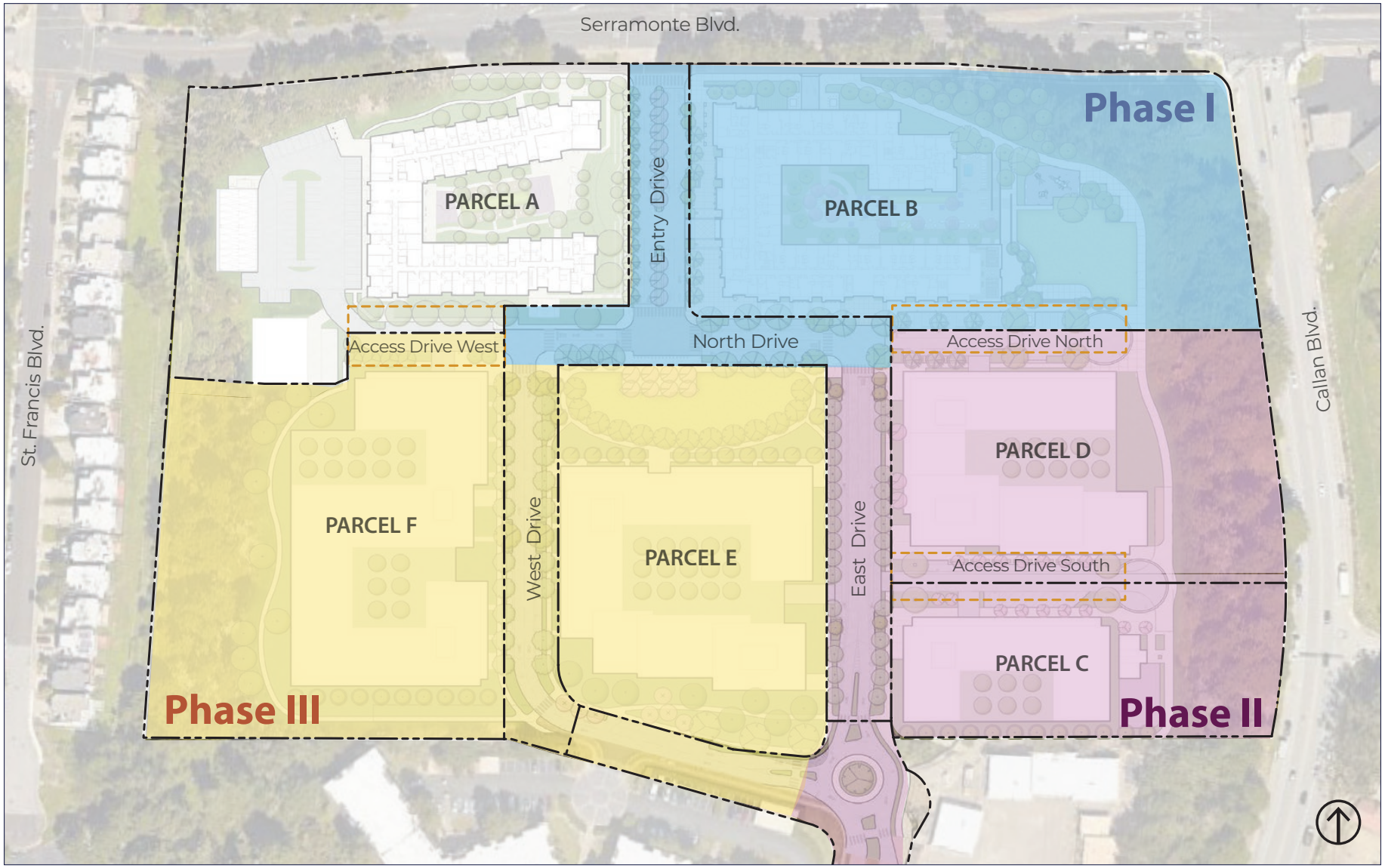
A. PHASING

The Plan Area is to be built-out in phases over a period anticipated to be eight to twelve years but may be up to 15 years. Each phase of development includes the infrastructure necessary to support development, open space and public improvements associated with specific parcels as follows and as shown in Figure 7.1:

- **Phase I** is the development of Parcel B housing, retail, Overlook Park, North Drive, north side of North Access Way and associated utility improvements.
- **Phase II** is the development of Parcel C affordable housing, Head Start, East Drive, south side of North Access Way, South Access Way and Parcel D housing, and associated utility improvements.
- **Phase III** is the development of Parcel E housing and Central Park together, Parcel F housing, West Drive, and associated utility improvements. Parcel E or Parcel F may develop independently and in any order.

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.

Figure 7.1 Phasing



B. CONFORMANCE REVIEW

Planning and engineering review and approval of development applications shall be in accordance with the Daly City Municipal Code and the Precise Plan conformance review process as shown in Figure 7.2: Conformance Review and Approval Process.

Planning Review

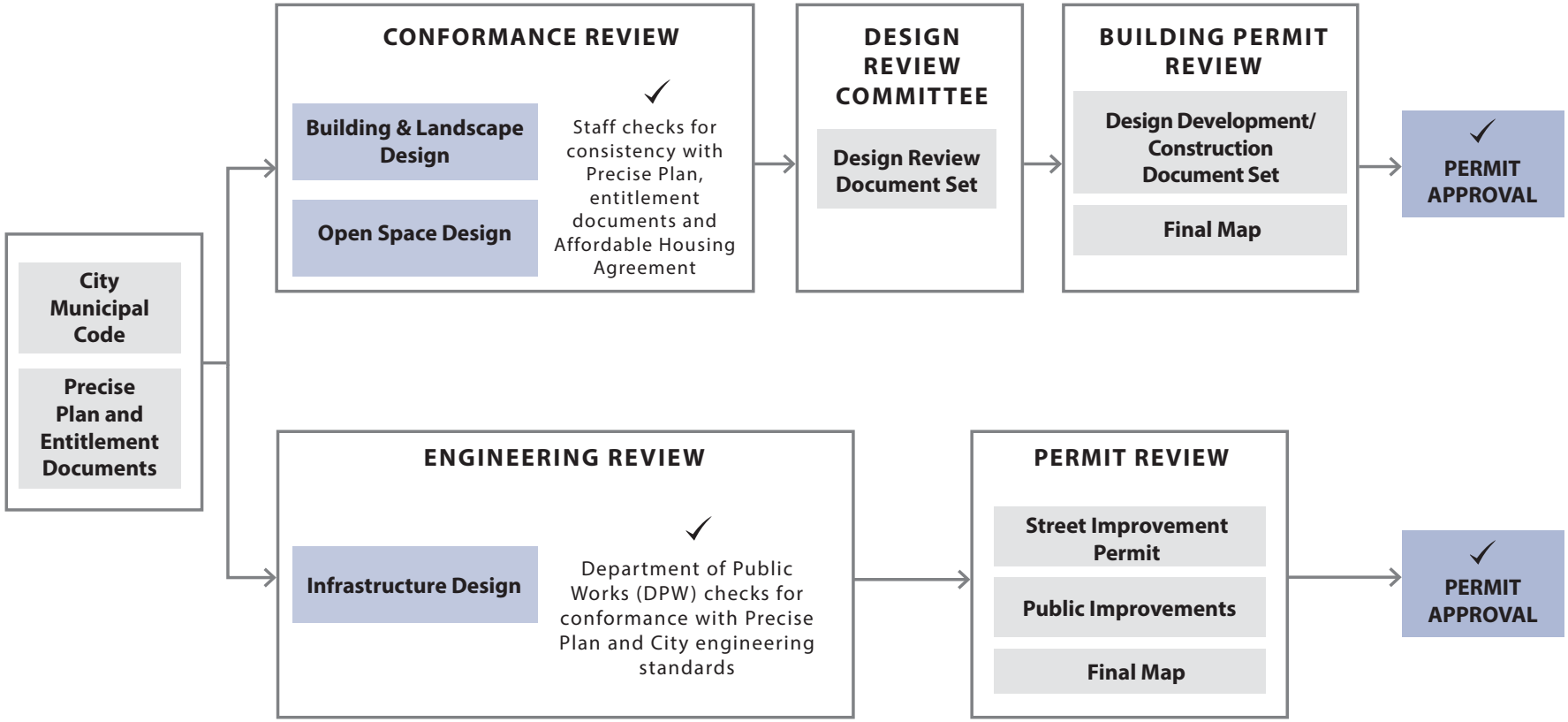
Development applications shall be submitted to the City for Design Review in accordance with Daly City Municipal Code. Planning staff shall review the application for consistency with the Precise Plan's goals, development standards and design guidelines and applicable entitlement documents. The Precise Plan is consistent with and implements the Daly City General Plan.

Land Uses in the Plan Area shall be permitted according to the general category of uses submitted with this Precise Plan. A use proposed which is not similar in character to an identified use by general category may be permitted upon securing a use permit. Changes that reflect minor differences between the Precise Plan and construction documents, including modifications in the location of off-street parking, changes in the phasing of development, the distribution of private open space, the design of private street systems, and building design, may be approved by the city planner, if in the opinion of the planner, the change is not substantial. The applicant shall provide a narrative describing the requested change, a rationale for why the change is needed and how the change achieves the design intent of the Precise Plan.

Engineering Review

The applicant shall apply for approval of final subdivision maps and improvement plans per the Precise Plan, City of Daly City's Municipal Code and City Engineering Division standards. The development application for a final subdivision map shall be consistent with the approved tentative map for horizontal infrastructure, including utilities, streets, roads, sidewalks, and other improvements, and shall be submitted at the same time as a development project submittal. Final subdivision maps and improvement plans may address all or a portion of the Plan Area per the general direction on phasing per Section A above.

Figure 7.2 Conformance Review and Approval Process



C. ENTITLEMENT DOCUMENTS

By Resolution No. [ ] the City Council approved text and map amendments to the General Plan to enable high density residential and mixed-use residential development. By Resolution No. [ ] the City Council approved the update to the Serramonte Del Rey Precise Plan, which modified land use designations and created a new street and open space network. The District and the City of Daly City entered into a Development Agreement to secure vested development rights and terms for an Affordable Housing Agreement. The City Council approved a Tentative Map indicating the subdivision of the District lands into parcels with infrastructure and open space improvements. 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, general 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.

D. PROCESS FOR AMENDING THE PRECISE PLAN

An applicant can request an amendment to the Precise Plan as part of future development application. The applicant shall provide a narrative describing the requested change, a rationale for why the change is needed and how the change will achieve the design intent of the Precise Plan. Amending the Precise Plan shall follow the requirements of the City's Zoning ordinance as of the date of project approval.

E. 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. Subsequent environmental review of development of Phase I, Phase II, or future phases of development shall be reviewed for compliance with the EIR and MMRP prepared for this Precise Plan and the California Environmental Quality Act.

This page intentionally left blank.

Acknowledgements

Jefferson Union High School District

Board of Trustees

- Andrew Lie
- Carla Ng-Garrett
- Nick Ochipinti
- Kalimah Salahuddin
- Rosie Tejada

District Staff

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

Brookwood Advisors

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

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

Jett Landscape Architecture + Design

- Bruce Jett, Principal
- Jesse Markman, Principal
- Samantha Elms, Landscape Designer

Fehr & Peers Transportation Planning

- Bill Burton, Senior Associate

BKF Engineers

- Tim Heffernan, Senior Project Manager

Office of the San Mateo County Counsel

- John D. Nibbelin, Chief Deputy County Counsel

This page intentionally left blank.

PLACEWORKS

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