



APPLICATION FOR LAND USE CONSISTENCY DETERMINATION
San Mateo County Airport Land Use Commission
C/CAG ALUC

APPLICANT INFORMATION

Agency:

Project Name:

Address:

APN:

City:

State:

ZIP Code:

Staff Contact:

Phone:

Email:

PROJECT DESCRIPTION

REQUIRED PROJECT INFORMATION

For General Plan, Specific Plan or Zoning Amendments and Development Projects:

A copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to provide the following:

1. Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (ex. a summary of the planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):
 - a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP.
 - Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies.
 - b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.
 - Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.
 - c) Airspace Protection:
 - Include relevant citations/discussion of allowable heights in relation to the protected airspace/proximity to airport, as well as addressment of any land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards.

- If applicable, identify how property owners are advised of the need to submit Form 7460-1, *Notice of Proposed /Construction or Alteration* with the FAA.

2. Real Estate Disclosure requirements related to airport proximity
3. Any related environmental documentation (electronic copy preferred)
4. Other documentation as may be required (ex. related staff reports, etc.)

Additional information For Development Projects:

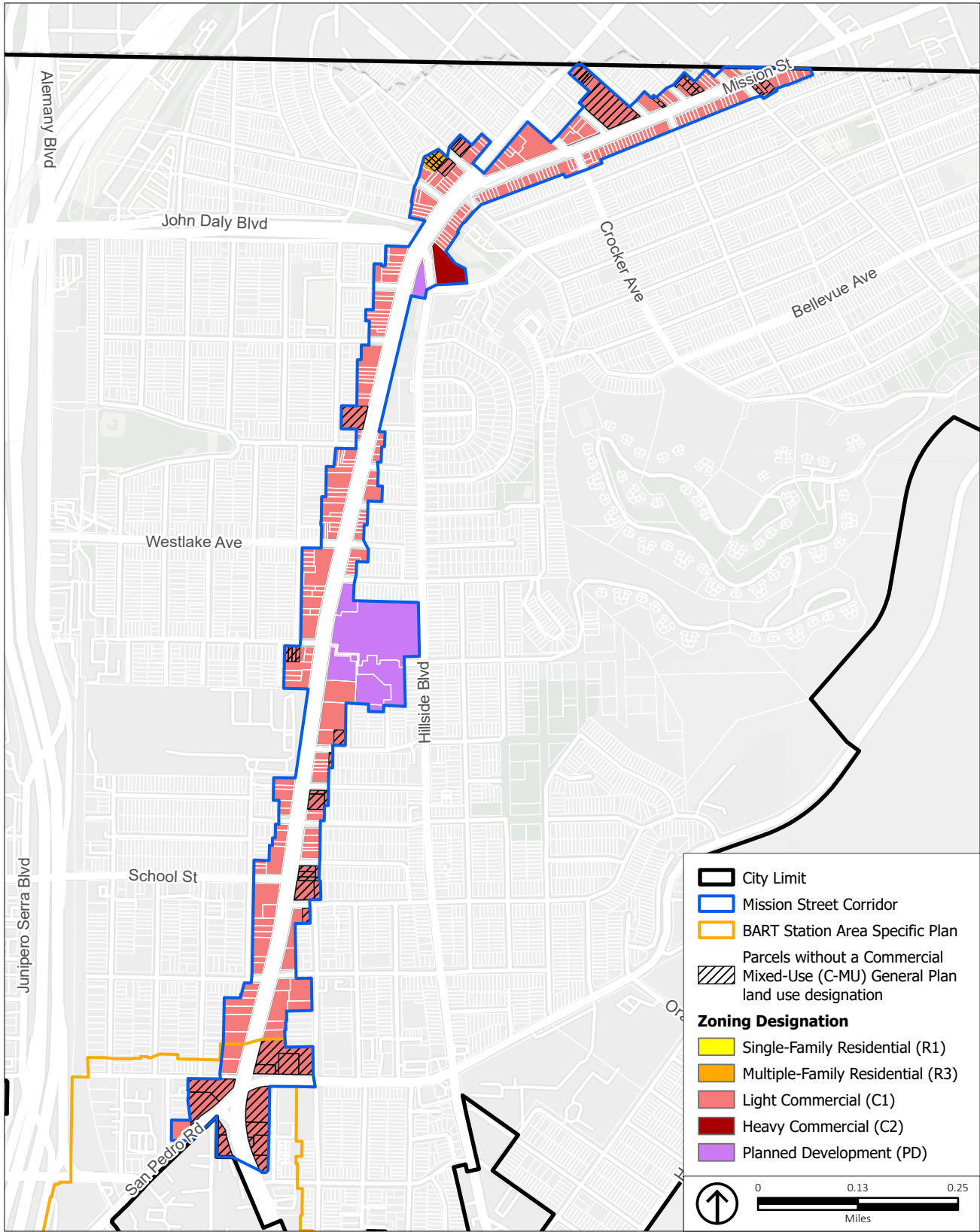
1. 25 sets of scaled plans, no larger than 11" x 17"
2. Latitude and longitude of development site
3. Building heights relative to mean sea level (MSL)

ALUCP Plans can be accessed at <http://ccag.ca.gov/plansreportslibrary/airport-land-use/>

Please contact C/CAG staff at 650 599-1467 with any questions.

For C/CAG Staff Use Only	
Date Application Received	
Date Application Deemed Complete	
Tentative Hearing Dates:	
-	Airport Land Use Committee
-	C/CAG ALUC

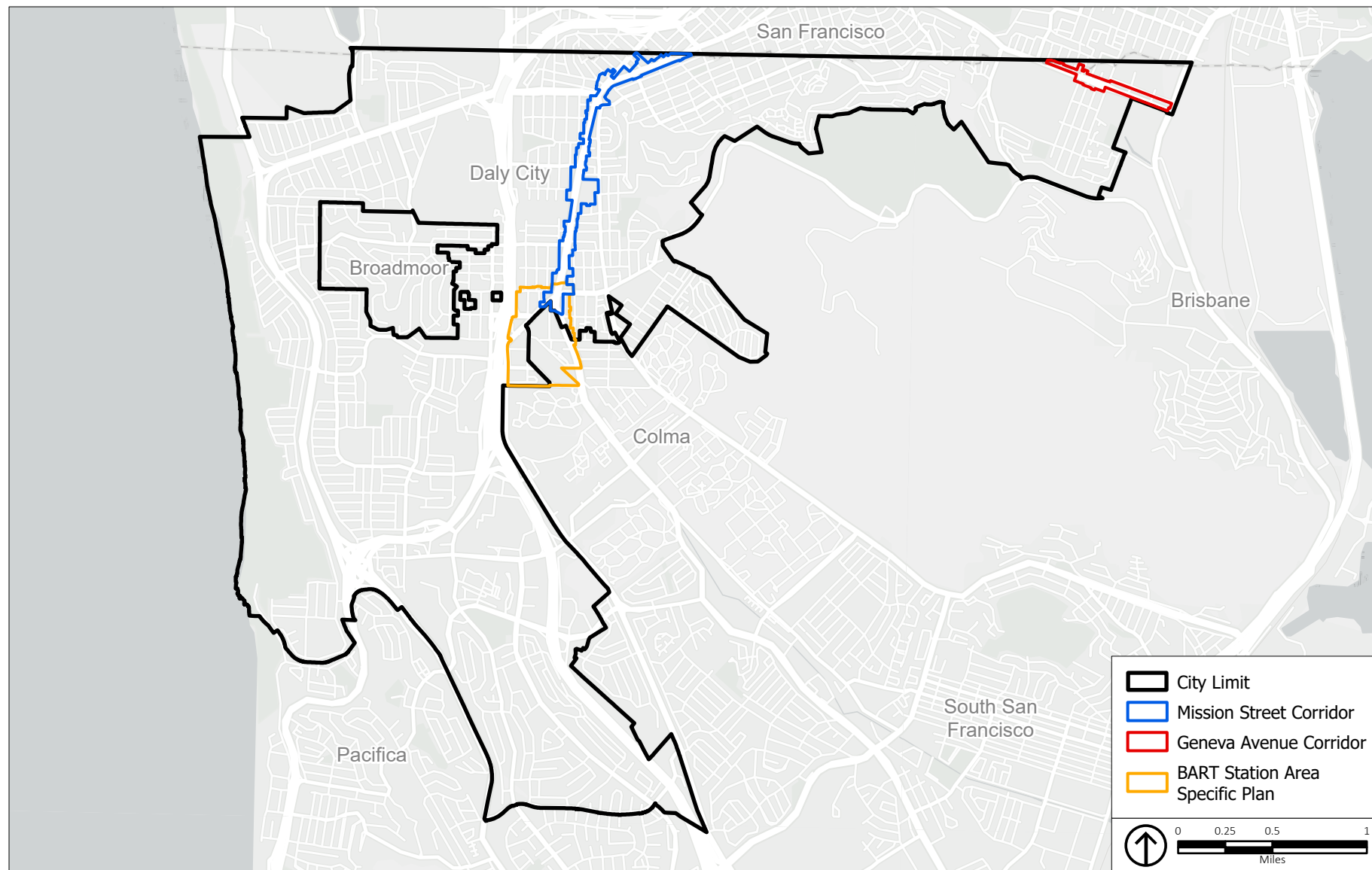
2. Project Description



Source: Daly City, 2022; PlaceWorks, 2023.

Figure 3
Mission Street Parcel Designations

2. Project Description



Source: Daly City, 2022; PlaceWorks, 2023.

Figure 1
Project Corridor and BART Station Area Specific Plan Boundaries

MEMORANDUM

DATE July 10, 2023

TO Michael Van Lonkhuysen, Planning Manager

FROM Bruce Brubaker and Janet Chang (PlaceWorks)
Brian Canepa and Mark Spencer (W-Trans)

SUBJECT Recommended Commercial Mixed Use (C-MU) Zoning District Standards

Introduction

The City of Daly City is developing a new Commercial Mixed Use (C-MU) zoning district for its Mission Street and Geneva Avenue corridors to allow for the future development of new multi-family residential and mixed use development. The new C-MU zoning district would replace the existing zoning for many of the properties adjacent to or in close proximity of the Mission Street and Geneva Avenue corridors.

Most parcels within the Mission Street and Geneva Avenue project boundaries are zoned Light Commercial (C-1) and other zoning districts that do not allow for multifamily residential development. However, these parcels have a land use designation of Commercial Mixed Use (C-MU) in the General Plan, which envisions vibrant mixed-use corridors on Mission Street and Geneva Avenue. The Land Use Element in the General Plan contains several policies that encourage the revitalization of Mission Street and Geneva Avenue and promote higher-density mixed-use development along these corridors through Zoning Ordinance amendments. These include the following:

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

- Establish parking regulations for the C-MU zone to require that any new restaurant provide the same number of parking spaces as that of a retail business (one space per each 300 square feet) (Policy LU-6)

Therefore, the zoning code needs to be updated to align with the General Plan to allow mixed use and residential development, along with commercial development. This memo describes the recommended development and design standards for the new C-MU district as proposed text to be incorporated into Chapter 17 of the City of Daly City Zoning Ordinance.

Recommended Standards

The following describes the recommended development and design language and standards to be included in the City's Zoning Ordinance for the C-MU Zoning District. The requirement standards were discussed with City staff and the project team, and influenced by case studies of model development projects and requirements from other similar cities. The standards include requirements for the following topics or sections, which are typical sections included for other zoning districts within Daly City:

- Permitted uses
- Building height
- Lot area, width, and coverage
- Parking
- Yard and open space
- Objective design standards

PURPOSE

Every zoning district within Daly City starts with a purpose statement or intent for the district. The purpose for the creation of the C-MU Zoning District is:

To allow and provide regulatory incentives and/or requirements for developers to construct buildings which contain a high density of housing and/or a vertical mix of uses (e.g., retail or restaurant uses) at the street level and office or residential uses at levels above the street. This district generally includes areas fronting Mission Street and Geneva Avenue, and includes certain areas within the BART Station Area Specific Plan intended for mixed-use development.

USES

Permitted, accessory, and conditional uses from Daly City's residential and commercial zoning districts were reviewed and adjusted accordingly to create a list of uses for the C-MU district. When a use is not specifically listed, it shall be assumed that when the unlisted use is similar to or more objectionable

than a permitted use, such use shall be permitted in the district to the same requirements of the most similarly listed use. Otherwise, the use shall be presumed to be not allowed.

Permitted Uses

The following structures and uses are permitted in the CMU district:

Residential Uses

Multiple-family Dwellings, when constructed in conjunction with retail or office space at the street level; Group home/boarder house; Rest home; Live/work residential units; Secondary dwellings (per city standards).

Non-residential Uses

Animal grooming not involving overnight boarding; Athletic clubs and health studios; Assembly uses, including churches, lodges, and social and meeting halls; Business and trade schools; Childcare facilities and play gyms; Hotels, including extended stay hotels; Movie theaters and complexes; Offices uses, including professional offices, medical and dental offices, and medical clinics; Personal service uses, including nail and hair salons, massage businesses where employees are licensed by the State of California; Restaurants that do not provide a drive-through window; Retail uses, including alcohol sales, not specified as requiring a use permit; and Seasonal temporary uses (e.g., Christmas tree lots).

Accessory Uses

The following uses are permitted in the C-MU district when accessory to or commenced concurrently with or subsequent to permitted uses:

Other accessory uses and structures customarily appurtenant to a multi-family residential permitted use when in compliance with Title 25 of the California Administrative Code.

Conditional Uses

The following structures and uses are permitted in the C-MU district upon first receiving approval of a use permit, subject to the requirements of Chapter 17.44:

Animal hospitals and kennels; Businesses whose principal use is for the operation of amusement devices, i.e., arcades; Emergency medical care, including urgent care clinics and hospitals; Food sales on temporary basis, including farmers markets and food truck sales; Retailers where more than 50 percent of the store stock retail value is products containing tobacco, electronic cigarettes, personal vaporizers, or electronic nicotine delivery systems; Vehicle or equipment rental; and Vehicle storage.

Prohibited Uses

The following uses shall not be allowed in the C-MU district:

Automotive dealers and auto retail, sales, and repair, unless previously allowed on the same site; Retailers where more than 10 percent of the store stock retail value is products that are firearms, such as handguns and long guns, to individuals in an open shopping format, or firearm parts, or any business that engages in the repair of firearms and/or firearm parts; Car wash and detailing shops; Manufacturing uses; Outdoor retail sales; Restaurants providing a drive-through window; and Service stations, including operational and physical expansions thereto.

Nonconforming Uses

As required by Chapter 17.42 “Nonconforming Uses” of the Daly City Zoning Ordinance, existing nonconforming uses within the C-MU district shall be permitted to continue or remain until there has been a structural alteration, an enlargement or increase in space occupied, change in the nonconforming use, moving of said nonconforming building, abandonment or discontinuance of the nonconforming use, damage pursuant to Section 17.42.060, or the use has been determined to be a nuisance by the city council. Otherwise, the nonconforming use shall be changed to a conforming use and the nonconforming use cannot thereafter be reestablished.

HEIGHT REGULATIONS

No new structure in the C-MU district shall exceed ten stories or 120 feet in height, as measured from any street frontage. The minimum height of any new structure in the C-MU district shall be three stories or 30 feet. Any new buildings abutting lots zoned R-1 (Single-family Residential District) or R-1/A (Single-family/Duplex Residential District) and over three stories or 30 feet high (whichever is lesser), shall adhere to the transitional height requirements in the C-MU Objective Design Standards.

Building height is measured from the curb at the centerline of the building to the building’s highest point. See Section 17.40.040 of the Daly City Zoning Ordinance for building height exceptions. For building structures with a flat roof, the height of the building shall be measured to the roof, not the parapet.

LOT AREA AND LOT WIDTH

For the purpose of subdividing land, the minimum lot area in the C-MU district shall be ten thousand square feet.

For the purpose of subdividing land, the minimum lot width in the C-MU district shall be one hundred feet.

The proposed lot area and lot width are higher than the minimum lot areas and widths required within other City zoning districts to 1) encourage lot mergers or the assemblage of smaller contiguous parcels

to develop a larger residential or mixed-use project and 2) prohibit sites larger than ten thousand square feet to subdivide into sites smaller than ten thousand square feet.

LOT COVERAGE

A minimum of fifty percent of the lot is required to be covered by new buildings and structures in the C-MU district.

A maximum of one hundred percent of the lot shall be allowed to be covered by buildings and structures in the C-MU district. These lot coverages include all accessory structures including carports, storage buildings, and awnings.

New buildings abutting lots zoned R-1 (Single-family Residential District) or R-1/A (Single-family/Duplex Residential District) and over three stories or 30 feet high (whichever is lesser) shall follow the transitional height requirements and yard requirements in the C-MU Objective Design Standards.

USABLE OPEN SPACE REQUIREMENTS

The requirements for usable open space shall follow the City's existing requirements in Section 17.38.020 of the Zoning Ordinance or requiring one hundred and fifty square feet of usable open space for each dwelling unit.

However, the C-MU district shall allow flexibility in which the one hundred and fifty square feet calculation may include private open space for the dwelling unit (i.e., decks and balconies), shared open space for the building's occupants (i.e., terraces, roof decks, etc.), and publicly accessible open space on the ground floor.

YARD REQUIREMENTS

All structures in the C-MU district shall be subject to the following regulations:

- A. **Minimum Front Yard.** Minimum front yard shall be dependent on the existing sidewalk width along the primary building frontage to create a minimum of a 10-foot sidewalk if the primary building frontage is along Mission Street and a 10-foot sidewalk if the primary building frontage is along Geneva Avenue. Any new sidewalk within the property line will require a public right-of-way easement or dedication to the City.
- B. **Maximum Front Yard.** The building structure shall be set back no more than ten feet from the property line. The setback space may be used for landscape or usable open space but not parking. Larger setbacks are allowed where needed for usable public gathering space, driveways, or garage entries.
- C. **Minimum Rear Yard.** No requirement. If the building structure is abutting lots zoned R-1 (Single-family Residential District) or R-1/A (Single-family/Duplex Residential District) and over three

stories or 30 feet high (whichever is lesser), the project must adhere to C-MU Objective Design Standards that address context sensitivity.

- D. **Minimum Side Yard.** No requirement. If the building structure is abutting lots zoned R-1 (Single-family Residential District) or R-1/A (Single-family/Duplex Residential District) and over three stories or 30 feet high (whichever is lesser), the project must adhere to C-MU Objective Design Standards that address context sensitivity.

PARKING

W-Trans has provided a set of parking requirement and management recommendations for the proposed C-MU District along Mission Street and Geneva Avenue within the Daly City boundaries. This section includes appropriate strategies given recent State legislation related to parking requirements and describe how they have been implemented in other nearby jurisdictions.

AB2097

Assembly Bill 2097 (AB2097) prohibits a City from imposing a minimum parking requirement on a development for most residential and commercial land uses within a half-mile of a major transit stop.

A major transit stop is defined in Section 21155 and 21064.3 of the *Public Resources Code* as a site containing an existing or planned rail or rapid bus station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with service intervals of 15 minutes or less during the morning and evening peak commute periods. Almost the entire study area is exempt from parking requirements as BART, SamTrans, and Muni provide rail or high-frequency bus service on Mission Street and Geneva Avenue. There is a small section roughly 800 feet long on Mission Street between Bismark Street and Gambetta Street that is not within half-mile of a major transit stop (see Figure 1), but it is recommended that the same absence of minimum requirements be applicable there to promote continuity of development.



Figure 1 Area not covered by AB2097

AB2097 also states that if no parking is required within a half-mile of a major transit stop, a public agency may impose other requirements on parking that is voluntarily provided by developers. For these developments, the City can mandate that parking provided include spaces for car share vehicles (typically through a car share provider), include publicly accessible spaces (i.e., shared between designated residential and/or commercial uses, or simply made available to the general public), or be priced by the property owners.

Parking Requirements

Although AB 2097 removes minimum parking requirements for most residential and commercial uses, many developers may still choose to provide parking to meet market demands. In order to promote broader City goals such as multi-modal access, sustainability, and affordability, the City may wish to consider the following provisions.

- **Maximum Parking** – Maximum parking requirements limit the amount of parking that can be provided for various land uses to help limit vehicle trips and associated greenhouse gas emissions. It is recommended that maximums be set high enough (e.g., peak ITE demand) to not stymie development. Local communities with maximum requirements include:
 - **Belmont (Belmont Village):** four spaces per thousand square feet of commercial space, one space per hotel room, and 2.5 spaces per residential unit.
 - **Redwood City (Downtown):** six spaces per thousand square feet of commercial space, one space per hotel room, and 1.5 to 3 spaces per residential unit, depending on the number of bedrooms.
 - **Mountain View (East Whisman):** 2.9 spaces per thousand square feet of office or research and development space, and one to two spaces per residential unit, depending on the number of bedrooms.
 - **Mountain View (North Bayshore):** 2.7 spaces per thousand square feet of office or research and development space, and 0.25 to one space per residential unit, depending on the number of bedrooms.
 - **Sunnyvale (Moffett Park):** 0.75 to two spaces per thousand square feet of office or research and development space, 1.25 spaces per thousand square feet of retail/commercial/restaurant space, 0.75 spaces per hotel room, and 0.75 to one space per residential unit.

Based on these case studies and discussion with City staff, PlaceWorks recommends the following maximum parking requirements for the C-MU district: two spaces per residential unit, six spaces per thousand square feet of commercial space, and one space per hotel room.

- **Vehicle Trip Reduction/Transportation Demand Management (TDM)** – Mandatory vehicle trip reduction goals or TDM programs reduce both vehicle trip generation and parking demand, and can improve multi-modal accessibility. Local communities with either mandatory vehicle trip reduction targets or TDM programs include Burlingame, San Carlos, Redwood City, and Menlo Park. The City/County Association of Governments of San Mateo County (C/CAG) TDM Program also provides a recommended countywide TDM policy for jurisdictions with trip reductions ranging from 13.5 to 35 percent, depending on the type and size of the development. Typical TDM measures include transit/rideshare subsidies, a designated TDM coordinator, education materials, and secure bicycle storage.
- **Shared Parking** – As noted above, AB2097 allows the City to mandate that any parking provided voluntarily must be made publicly accessible. The City should exercise this option on a case-by-case basis (considering security or other concerns) so that new developments that do provide parking share their resources during non-peak hours. Parking could be either shared between designated residential and/or commercial uses, or simply made available to the general public.

- **Unbundled Parking** – In order to reduce auto-ownership and auto use, projects can be required to “unbundle” the cost of parking from the price of residential units by charging separately for parking. In this way, residents can opt to pay for parking based on their need, in turn encouraging households with fewer vehicles to locate there based on its affordability. Local communities with required unbundled parking include Belmont (Belmont Village), Redwood City (Downtown), Mountain View (East Whisman, North Bayshore), and Sunnyvale (Moffett Park).
- **Bicycle Parking/Facilities** – The requirement to provide both short-term and long-term bicycle parking as well as other related showers, lockers, and facilities has been implemented in several jurisdictions including San Mateo, Redwood City, Palo Alto, and Burlingame. An increasing number of cities are updating their codes to conform to the latest bicycle parking standards set forth in the CalGreen Building Code. The Code currently requires short-term bicycle parking at a rate of five percent of visitor vehicle parking with a minimum of one two-bike capacity rack, and long-term bicycle parking at a rate of five percent of all tenant vehicle parking with a minimum of one secure bicycle facility (e.g., locker).

Parking Management Strategies

With the absence of minimum parking requirements, some new developments may opt to provide little to no parking while still having auto trips coming to and from them that require parking. This can result in “spillover” parking demand into on-street spaces and nearby residential neighborhoods. The following strategies should be considered and implemented on an as-needed basis.

- **Residential Parking Permit** – The City currently has a residential parking permit (RPP) program operating in four different zones. The program as a whole should be reassessed to both limit the overall number of permits available to each household and/or price permits on a graduated scale to disincentive households from parking more than two vehicles on street.
- **(Residential) Parking Benefit District** – The City may wish to consider offering the option of converting some or all of the RPP zones into Residential Parking Benefit Districts (RPBD). RPBDs function similarly to RPPs except that they offer the option for permits in those areas to be “leased” to local employees or other users if there is an adequate supply of vacant on-street spaces.
- **Dynamic Parking Pricing** – Also known as “demand-responsive pricing”, dynamic pricing means that on-street meter rates are set to meet particular occupancy thresholds (e.g., 85 percent occupancy). By doing so, motorists are better able to find available spaces and reduce vehicle traffic associated with searching for parking. Redwood City has had this policy in place for several years and updates its rates periodically.

OBJECTIVE DESIGN STANDARDS

Unlike design guidelines, objective design standards are written to have “no personal or subjective judgment by a public official and is uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant and the public

official prior to submittal.” Objective design standards will provide a clear and straight forward application and approval process for future multifamily housing and mixed use construction within the C-MU district.

After gathering a review of the Mission Street and Geneva Avenue context, input from local stakeholders and the Daly City City Council, and using our professional experience, PlaceWorks recommends the following topics and standards which we feel are relevant to the C-MU district and should be included as standards in the municipal ordinance or as a separate accompanying Objective Design Standards document:

1. Site Design

- a. Building-Street Edge
 - Building orientation
 - Building façade
- b. Corner Sites
 - Corner building siting
 - Enhanced corner treatments
- c. Public Open Space
 - Size
 - Access
- d. Parking and Service
 - Parking siting
 - Parking and service access
 - Number of curb cuts and widths for driveways
 - Services-restricted parking spaces
- e. Trash and Service Areas
 - Siting and screening
 - Access to trash collection facilities
- f. Ground-level Services and Utilities
 - Location restrictions
 - Location exception requirements
 - Utility meters
 - Location of electrical transformers and generators
 - Screening of backflow preventers

2. Building Design

- a. Street Frontage
 - Ground floor height
 - Building entrances
 - Active ground floor frontage
- b. Windows
 - Recess/trim
 - Street frontage

- Orientation and proportion
 - Glazing
 - Subdivision and mullions
 - c. Architecture
 - Architectural roof details
 - Architectural design features
 - d. Massing and Articulation
 - Massing breaks
 - Building composition
 - Rooflines
 - e. Building Materials
 - Appropriate building materials
 - Brick and stone veneer requirements
 - Inappropriate building materials
- 3. Context Sensitivity
 - Height transitions (horizontal stepbacks)
 - Windows
 - Parking
- 4. Landscaping
 - a. Parking Lot Planting
 - Fences and walls
 - Tree spacing
 - Landscaped setbacks
 -
 - Surface parking lot perimeter area
 - b. Street Trees
 - Planting pattern

August 2023 | Addendum to Environmental Impact Report (EIR)
State Clearinghouse Number 2012032024

**Daly City General Plan, Zoning Ordinance, and
BART Station Area Specific Plan Amendments and
Commercial Mixed-Use Objective Design Standards Project:
Addendum No. 1 to the Daly City General Plan Update EIR**

City of Daly City

Prepared for:

City of Daly City

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Appendices

Appendix A	Commercial Infill Housing Overlay District Objective Design Standards
Appendix B	Trip Generation Study

1. Introduction

1.1 BACKGROUND, PURPOSE, AND SCOPE

The California Environmental Quality Act (CEQA), Public Resources Code (PRC) Sections 21000 et seq. and the State CEQA Guidelines (California Code of Regulations Sections 15000 et. seq.), recognizes that between the date an environmental document is completed and the date the project is fully implemented, one or more of the following changes may occur: 1) the project may change; 2) the environmental setting in which the project is located may change; 3) laws, regulations, or policies may change in ways that impact the environment; and/or 4) previously unknown information can arise. Before proceeding with a project, CEQA requires the lead agency to evaluate these changes to determine whether or not they affect the conclusions in the environmental document.

The City of Daly City (City) certified the Daly City General Plan Update Environmental Impact Report (EIR), State Clearinghouse No. 2012032024, and approved the Daly City General Plan in March 2013. This document is an Addendum to the Daly City General Plan Update EIR. The Daly City General Plan Update EIR is considered the “Certified EIR” and the Daly City General Plan is considered the “Approved Project.” This document is the first Addendum to the Certified EIR.

The proposed project is an amendment to the Daly City General Plan, Zoning Ordinance, and the BART (Bay Area Rapid Transit) Station Area Specific Plan (BART Specific Plan) so that the parcels that make up the Mission Street and Geneva Avenue corridors will have the same General Plan and Specific Plan land use designation and zoning district. The proposed project also establishes Commercial Mixed-Use (C-MU) Objective Design Standards to provide key, objective requirements for a clear and straight forward application and approval process for future multi-family housing and mixed-use construction within the C-MU zoning district. The purpose of this Addendum is to analyze the impacts of the proposed project, herein referred to as the “proposed Modified Project,” as required pursuant to the provisions of CEQA and the State CEQA Guidelines. The proposed Modified Project does not increase the amount of development or extend beyond the boundaries analyzed in the Certified EIR. Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City of Daly City is the lead agency charged with the responsibility of deciding whether or not to approve the proposed action.

1.2 ENVIRONMENTAL PROCEDURES

Pursuant to Section 21166 of CEQA and Section 15162 of the CEQA Guidelines, when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR or negative declaration shall

1. Introduction

be prepared for the project unless the lead agency determines that one or more of the following conditions are met:

- Substantial project changes are proposed that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes would occur with respect to the circumstances under which the project is undertaken that require major revisions to the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- New information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, or the negative declaration was adopted shows any of the following:
 - a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration.
 - b) Significant effects previously examined will be substantially more severe than identified in the previous EIR.
 - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives.
 - d) Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

Where none of the conditions specified in CEQA Guidelines Section 15162¹ are present, the lead agency must determine whether to prepare an Addendum or whether no further CEQA documentation is required (CEQA Guidelines Section 15162[b]). An Addendum is appropriate where some minor technical changes or additions to the previously certified EIR are necessary, but there are no new or substantially more severe significant impacts (CEQA Guidelines Section 15164).

In accordance with the CEQA Guidelines, the City has determined that an Addendum to the Certified EIR is the appropriate environmental clearance for the Modified Project. This Addendum reviews the changes proposed by the Modified Project and examines whether, as a result of any changes or new information, a subsequent EIR may be required. This examination includes an analysis of the provisions of Section 21166 of CEQA and Section 15162 of the CEQA Guidelines and their applicability to the Modified Project. This Addendum relies on the attached environmental analysis, which addresses each environmental checklist topic section by section. The checklist includes findings as to the physical environmental impact of the proposed Modified Project in comparison with the findings of the Certified EIR.

¹ See also CEQA Guidelines Section 15163, which applies the requirements of CEQA Guidelines Section 15162 to supplemental EIRs.

2. Project Description

2.1 LOCATION

Daly City is located south of San Francisco in the northernmost edge of San Mateo County. It is bordered by the Pacific Ocean to the west, the city and county of San Francisco to the north, the city of Brisbane to the east, the town of Colma and the city of South San Francisco to the southeast, and the city of Pacifica to the southwest. The city limit for Daly City encompasses approximately 7.6 square miles (4,864 acres), and the Sphere of Influence (SOI) incorporates a total of 8.5 square miles (5,442 acres).

2.2 STUDY AREA AND PROPOSED AREAS OF CHANGE

The study area is the same as the Certified EIR, which encompasses the lands within the city limit and SOI. The proposed areas of change encompass the parcels in the Mission Street and Geneva Avenue corridors in Daly City, as shown on Figure 1, *Project Corridors and BART Station Area Specific Plan Boundaries*. The Mission Street corridor is a north-south four-lane arterial that extends through the center of the city from the Colma BART Station in the south to the city limit in the north. The Geneva Avenue corridor is an east-west four-lane arterial that extends from the northern city limit to the southern city limit.

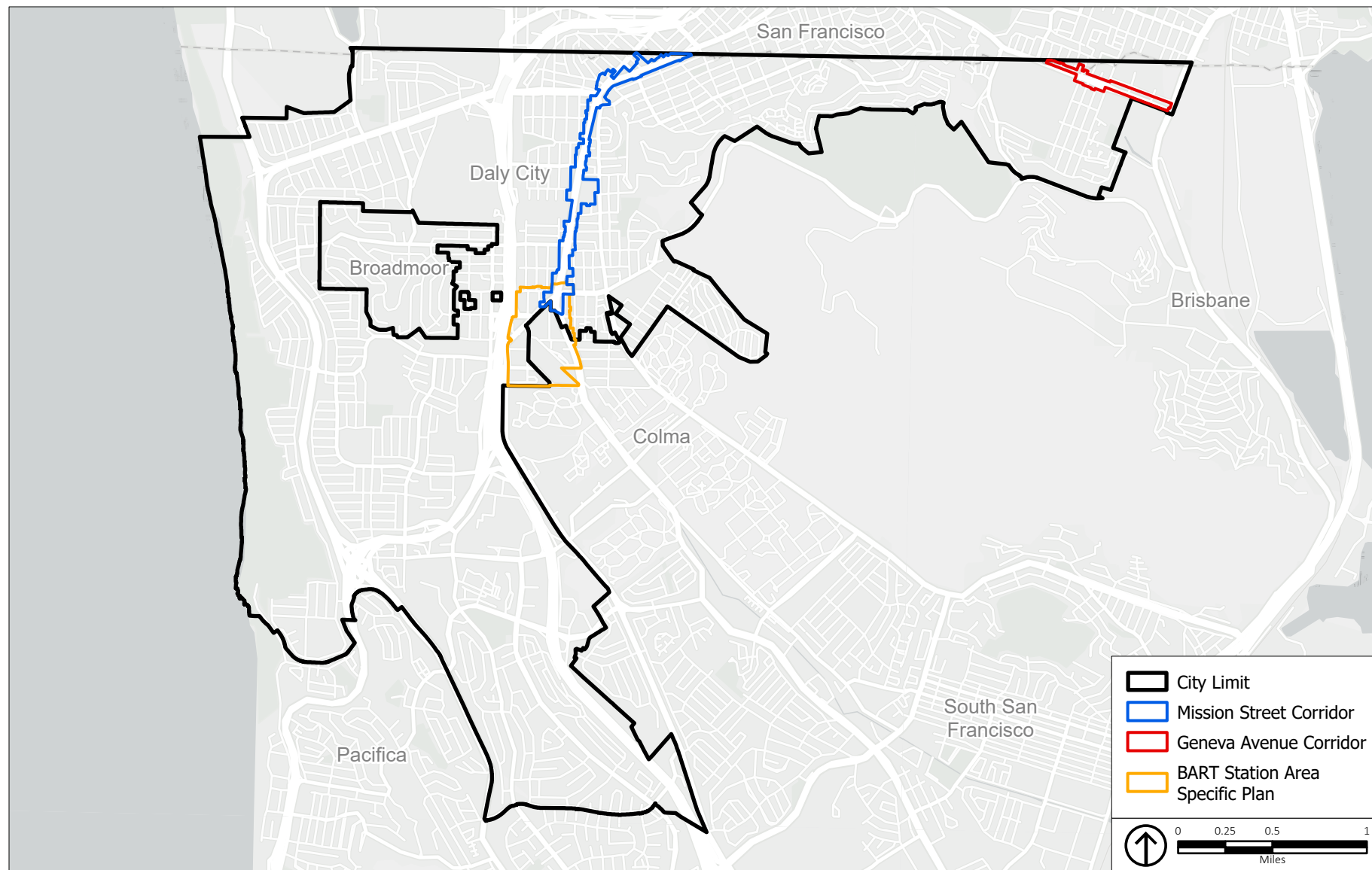
2.3 BACKGROUND

2.3.1 General Plan

The Daly City General Plan Land Use Map identifies five commercial land use designations and an industrial land use designation. The commercial land use designations include Neighborhood (C-N), Retail and Office (C-RO), Office (C-O), Service (C-S), and Mixed Use (C-MU). These land use designations identify areas in Daly City that are desired for commercial, mixed-use, and industrial uses, and identifies the intensity to which these land uses may be developed, expressed in terms of floor area ratio (FAR).²

² Standards of building intensity for non-residential uses are stated as maximum floor-area ratios (FAR). FAR is a ratio of the building square footage permitted on a lot to the square footage of the lot. For example, on a site with 10,000 square feet of land area, a FAR of 1.0 will allow 10,000 square feet of building floor area to be built. On the same site, a FAR of 2.0 would allow 20,000 square feet of floor area. This could take the form of a two-story building with 100 percent lot coverage, or a four-story building with 50 percent lot coverage. A FAR of 0.4 would allow 4,000 square feet of floor area on a 10,000 square-foot lot. In some cases, FAR may also be used to regulate residential development, allowing flexibility and recognizing variations in dwelling unit size.

2. Project Description



Source: Daly City, 2022; PlaceWorks, 2023.

Figure 1
Project Corridor and BART Station Area Specific Plan Boundaries

2. Project Description

The Daly City General Plan provides a definition of the C-MU land use designations, which is the subject of this Addendum, as follows:

This land use designation pertains generally to areas fronting Mission Street and Geneva Avenue and includes certain areas within the Sullivan Corridor Specific Plan and BART Station Area Specific Plan intended for mixed-use development. The designation applies to areas where the City intends to provide, through the Zoning Ordinance, regulatory incentives and/or requirements for developers to construct buildings which contain a vertical mix of uses, e.g., retail or restaurant uses at the street level and office or residential uses at levels above the street.

The introduction of the C-MU designation along Mission Street and Geneva Avenue is intended to allow for residential intensification of these corridors, both of which are well-served by public transportation, so that they may be transformed into more vibrant urban streets as identified during the Envision Daly City process. The FAR for mixed-use land uses generally ranges from 1.0 to 6.0, except in mixed use areas of the BART Station Area Specific Plan and Sullivan Corridor Specific Plan Area, which contain specific development standards for properties within the boundaries of these plans.

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

- **Policy LU-1:** Maintain and, where possible, encourage larger commercial development sites throughout the City.
- **Task LU-1.1:** Increase the minimum property sizes in all commercial zones and restrict the ability of existing sites within this zone to subdivide below the established minimum lot size. The minimum parcel size shall be established at the time of the Zoning Ordinance update and shall be such that it promotes the construction of mixed-use and/or higher density multifamily development, as determined by the respective zone to which it applies.
- **Task LU-1.2:** Incorporate a lot merger incentive allowance into the Zoning Ordinance whereby property owners electing to merge two or more adjacent lots for the purpose of development are provided specific incentives to do so. The incentive program shall establish incentives that are significant enough to promote voluntary lot mergers of lots that meet a minimum threshold size and shall be commensurate with the size of the parcels being merged and/or created.
- **Policy LU-3:** Implement a vision and long-term goals for Mission Street and Geneva Avenue, and consider the vision and goals in all land use planning decisions.
- **Task LU-3.1:** Maintain the Priority Development Area (PDA) status of the Bayshore Area and the Colma BART Specific Plan Area/Mission Street Corridor, and take steps to secure capital infrastructure funds, planning grants, and technical assistance from ABAG [Association of Bay Area Governments] to more fully realize the City's vision and long-term goals for these PDAs.

2. Project Description

- **Task LU-3.2:** Prepare a comprehensive land use, infrastructure, and streetscape plan for the Geneva Avenue Corridor, including the state-owned Cow Palace property. If necessary, the plan shall make specific recommendations for changes to the General Plan and Zoning Ordinance that will be necessary to assist with the plan's implementation. The plan shall also identify which, if any, public improvements will be necessary for long-term implementation, including any necessary upgrades to existing public utilities in the area, and potential financing strategies to fund these improvements.
- **Policy LU-4:** Provide regulatory incentives for developers to construct higher-density mixed-use development along Mission Street, Geneva Avenue, and any other locations within close proximity to public transit.
- **Task LU-4.1:** Establish a Commercial Mixed-Use (C-MU) zone for areas targeted for mixed-use development, including, but not limited to the boundaries of the existing C-1 Light Commercial zone presently encompassing Mission Street and Geneva Avenue, and establish development regulations in the Zoning Ordinance specifically for higher-density mixed-use development. The City shall, as a part of this task, explore increased building height within the C-MU zone, as determined sufficient to promote the construction of higher density mixed-use development within the zone.
- **Task LU-4.2:** Review the existing design guidelines for mixed-use development to ensure the guidelines adequately address pertinent issues related to the construction of the mixed-use development both within existing neighborhoods and when higher-density development is proposed adjacent to lower-density neighborhoods. Amend these guidelines and augment with development regulations identified in Task LU-4.1 above to incorporate methods for repositioning mixed-use building mass away from lower-density neighborhoods.
- **Task LU-4.3:** Remove the use permit requirement for mixed-use projects that contain a commercial component of sufficient proportion to the total building area, as identified by the Zoning Ordinance, and a residential component.
- **Task LU-4.4:** Amend the parking regulations to allow for a 30 percent parking reduction for all mixed-use development projects and clarify that the mixed-use parking reduction is allowed for buildings containing residential and retail components and parking available to both uses.
- **Policy LU-6:** Eliminate obstacles to the development of new retail businesses and restaurants on Mission Street and Geneva Avenue.
- **Task LU-6.1:** Establish separate parking regulations for the Commercial Mixed-Use zone and revise the Zoning Ordinance to require that any new restaurant provide the same number of parking spaces as that of a retail business (one space per each 300 square feet).

The C-MU land use designation and the above policies included in the Daly City General Plan support mixed use development within the city and specifically the Mission Street and Geneva Avenue corridors.

2. Project Description

2.3.2 Plan Bay Area

The Metropolitan Transportation Commission's and Association of Bay Area Governments' *Plan Bay Area* is the San Francisco Bay Area's Regional Transportation Plan/Sustainable Community Strategy. *Plan Bay Area* is the long-range integrated transportation and land use/housing strategy through 2050 for the Bay Area pursuant to the Sustainable Communities and Climate Protection Act commonly referred to by its legislative bill number, Senate Bill 375. *Plan Bay Area* lays out a development scenario for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas (GHG) emissions from transportation vehicle miles traveled (VMT) (excluding goods movement) beyond the per capita reduction targets identified by the California Air Resources Board. As shown on Figure 2, *Transit Priority Areas and Priority Development Areas*, the study area includes the Mission Boulevard and Bayshore Priority Development Areas (PDAs), as well as two Transit Priority Areas (TPAs). As part of the implementing framework for Plan Bay Area, PDAs and TPAs are identified as areas where concentrated development can have beneficial environmental effects and reduce adverse environmental impacts.

2.3.2.1 PRIORITY DEVELOPMENT AREAS

A PDA is a place that has convenient public transit service, often referred to as "transit-oriented," that is prioritized by local governments, such as Daly City, for housing, jobs, and services within existing communities. A PDA is a funding and planning tool. If a local jurisdiction voluntarily nominates an area for PDA designation, the designation provides the local jurisdiction with access to funds and grants to develop and adopt area plans to plan for, design, and regulate future growth of the area; and constructed needed and/or planned infrastructure improvements.³ PDAs are voluntarily nominated by the local jurisdiction. Further, the local jurisdiction has the full discretion to set the boundaries of the PDA within the eligible PDA areas that have been identified by *Plan Bay Area*.

Overall, well over two-thirds of all regional growth in the San Francisco Bay Area by 2050 is projected to occur in PDAs. The PDAs identified in *Plan Bay Area* 2050 were projected to accommodate 72 percent (or over 985,000 units) of new housing and 48 percent (or 679,000) of new jobs in the region.⁴ Development in PDAs leverage existing infrastructure and therefore can minimize development in green field (undeveloped) areas and maximize growth in transit-rich communities to help lower VMT and consequently reduce GHG emissions, air quality pollutants, and noise from vehicles with internal combustion engines dependent on fossil fuels. Additionally, due to the location, infill development in PDAs

³ Metropolitan Transportation Commission, Priority Development Areas (PDAs). <https://mtc.ca.gov/planning/land-use/priority-development-areas-pdas>, accessed August 1, 2023.

⁴ Metropolitan Transportation Commission, Plan Bay Area 2050, October 2021, https://planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_October_2021.pdf, accessed August 2, 2023.

2. Project Description

result in fewer impacts related to agricultural, forestry, mineral, archaeological, and biological resources, energy, geology and soils, hydrology and water quality, and wildfire.

Mission Street and Geneva Avenue corridors are both located entirely in PDAs as shown on Figure 2, *Transit Priority Areas and Priority Development Areas*. Certain potential future residential or mixed-use residential projects and projects in PDAs that meet defined criteria in the CEQA Guidelines may be eligible for CEQA streamlining. For example, while not exclusive to PDAs, due to their urban setting, development in a PDA is more likely to qualify for a CEQA Guidelines Section 15332, *Infill Development Projects*, Class 32 Categorical Exemption.

2.3.2.2 TRANSIT PRIORITY AREAS

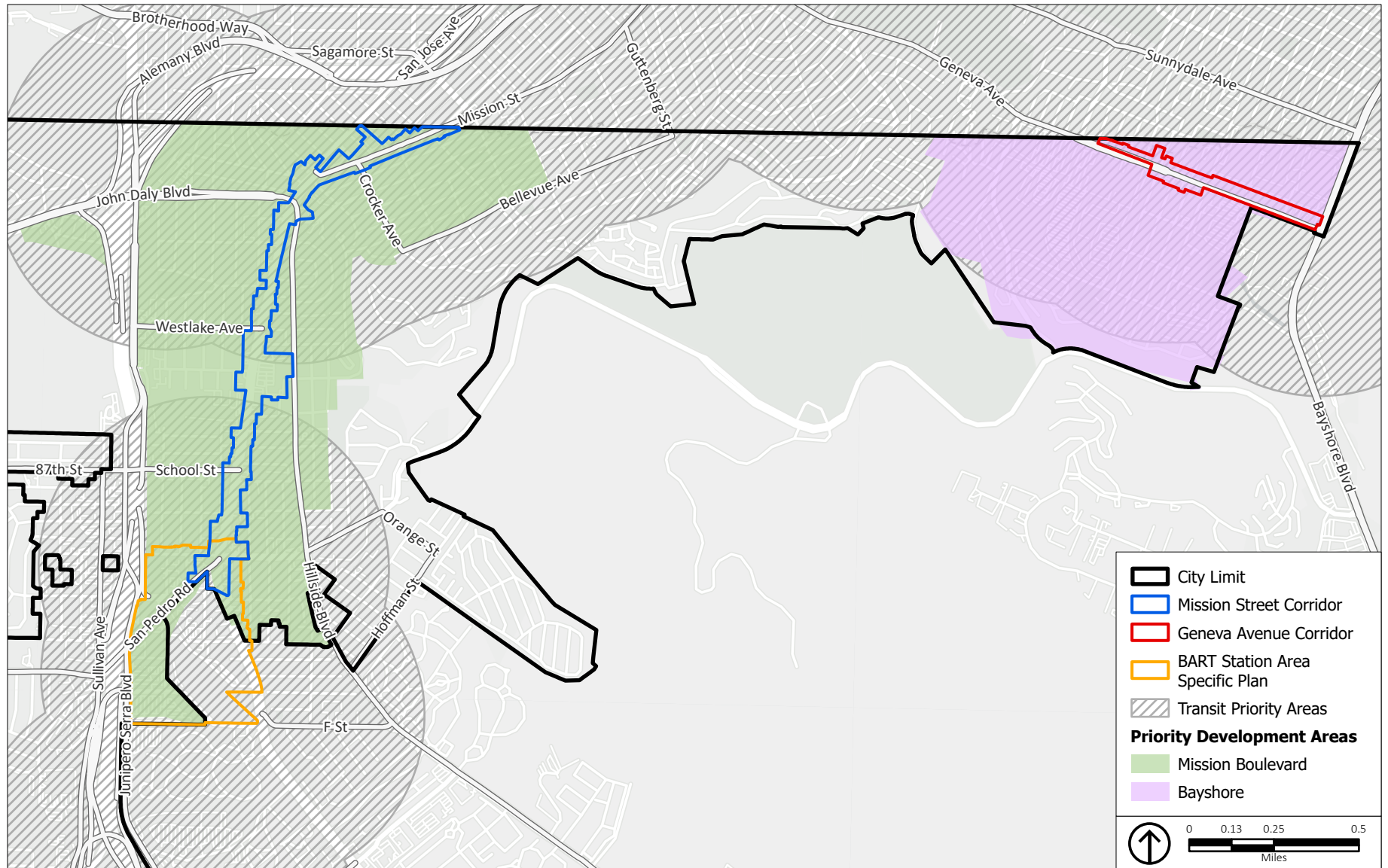
In addition to PDAs, *Plan Bay Area 2050* also identifies TPAs, which are areas within 0.5 miles of a major transit stop (i.e., a stop with service frequency of 15 minutes or less) that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon of a Transportation Improvement Program adopted pursuant to Section 450.216 or Section 450.322 of Title 23 of the Code of Federal Regulations. TPAs generally include existing neighborhoods served by transit and contain a wide range of housing options along with jobs, schools, and amenities. Certain potential future development projects⁵ in TPAs that meet defined criteria in the CEQA Guidelines may be eligible for CEQA streamlining.

Senate Bill (SB) 743, which became effective on January 1, 2014, amended CEQA by adding PRC Section 21099 (CEQA) regarding analysis of transportation, aesthetics, and parking impacts for urban infill projects, among other provisions.

With respect to transportation impacts, SB 743 required the Governor's Office of Planning and Research to identify new metrics for identifying and mitigating transportation impacts under CEQA, shifting from a congestion-based (level of service or LOS) standard to a VMT standard. According to guidance provided by the California Governor's Office of Planning and Research (OPR) in the publication *Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory*, 2018, development located within 0.5 miles of an existing major transit stop or an existing stop along a high-quality transit corridor will have a less-than-significant impact on VMT. Within the Daly City boundaries, both Geneva Avenue and Mission Street are considered high-quality transit corridors. A high-quality transit corridor contains fixed-route bus service with headways of no longer than 15 minutes during peak commute hours, as defined in PRC Section 21155.

⁵ A project in a transit priority area is referred to as a transit priority project sometimes referred to as a TPP development.

2. Project Description



Source: Daly City, 2022; ABAG/MTC, 2023; PlaceWorks, 2023.

Figure 2
 Transit Priority Areas and Priority Development Areas

2. Project Description

With respect to aesthetics and parking, CEQA Section 21099(d)(1), states, “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a TPA shall not be considered significant impacts on the environment.” Accordingly, these topics are no longer to be considered in determining significant environmental effects for projects that meet all three of the following criteria:

- Is located on an infill site which is defined as “a lot located within an urban area that has been previously developed or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.”
- Is a residential, mixed-use residential, or an employment-center project.
- Is in a transit priority area, which is defined as “an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or Section 450.322 of Title 23 of the Code of Federal Regulations.”

Accordingly, in compliance with SB 743, no significant aesthetic or parking impacts can be made in the environmental analysis for potential future qualifying development in the TPAs shown on Figure 2, *Transit Priority Areas and Priority Development Areas*.

2.4 PROPOSED CHANGES

The proposed Modified Project consists of amendments to the Daly City General Plan, Zoning Ordinance, and BART Specific Plan so that the parcels in the Mission Street and Geneva Avenue corridors have consistent land use designations and zoning districts pursuant to State law. The proposed Modified Project also establishes C-MU Objective Design Standards to streamline future multi-family housing and mixed-use development for parcels with the C-MU land use designation and zoning district. A summary of the proposed changes is listed herein, and a detailed description is provided in the sections that follow.

- Amending the Daly City General Plan land use map designations so that all parcels in the Mission Street and Geneva Avenue corridors have a C-MU land use designation.
- Amending the Daly City Zoning Ordinance to align with the Daly City General Plan by creating a new C-MU zoning district and rezoning all the parcels in the Mission Street and Geneva Avenue corridors to C-MU.
- Amending the BART Specific Plan land use designations so that all the parcels in the Mission Street corridor have a C-MU land use designation and zoning district.
- Creating C-MU Objective Design Standards to provide key, objective requirements for a clear and straight forward application and approval process for future multi-family housing and mixed-use construction on parcels with a C-MU land use designation and zoning district.

2. Project Description

The proposed Modified Project is a programmatic, policy-level change that does not propose specific development projects. When specific development projects occur on these sites, they would be subject to applicable environmental review pursuant with CEQA, as required.

2.4.1 Amendments to the General Plan Land Use Map

Table 1, *Proposed Parcels to be Amended to General Plan Land Use Commercial Mixed-Use*, shows the corridor, assessor's parcel number (APN), size, address, and existing General Plan land use designation of the parcels within the project corridor boundaries that would be redesignated as C-MU under the proposed Modified Project. Amending the General Plan land use designations for these parcels would result in C-MU designations for all the parcels in the Mission Street and Geneva Avenue corridors, consistent with Daly City General Plan policies promoting higher-density mixed-use development along these corridors (see Section 2.3.1, *General Plan*, for a list of General Plan policies and tasks)

TABLE 1 PROPOSED PARCELS TO BE AMENDED TO GENERAL PLAN LAND USE COMMERCIAL MIXED-USE

Corridor	APN	Size (Acres)	Address	Existing General Plan Land Use Designation
Mission Street	004-153-030	0.15	5983 Mission Street	Partial Medium-Low Density (R-MLD)
Mission Street	004-022-030	0.09	77 Goethe Street	Partial Medium-Low Density (R-MLD)
Mission Street	004-152-100	0.21	6036 Mission Street	Partial Medium-Low Density (R-MLD)
Mission Street	004-152-080	0.10	6024 Mission Street	Partial Medium-Low Density (R-MLD)
Mission Street	004-153-010	0.05	5999 Mission Street	Medium-Low Density (R-MLD)
Mission Street	004-031-150	0.05	6084 Mission Street	Medium-Low Density (R-MLD)
Mission Street	003-041-200	0.07	26 Bepler Street	Medium-Low Density (R-MLD)
Mission Street	003-042-180	0.10	31 Bepler Street	Medium Density (R-MD)
Mission Street	003-042-190	0.06	31 Bepler Street	Medium Density (R-MD)
Mission Street	003-042-120	0.06	39 Mission Circle	Medium Density (R-MD)
Mission Street	003-042-110	0.06	49 Mission Circle	Medium Density (R-MD)
Mission Street	003-042-150	0.12	Bepler Street & Mission Street, SWC	Partial Medium Density (R-MD)
Mission Street	003-042-160	0.03	Bepler Street & Mission Street, SWC	Partial Medium Density (R-MD)
Mission Street	003-121-030	0.32	6674 Mission Street	Partial Medium-Low Density (R-MLD)
Mission Street	003-342-050	0.06	97 Citrus Avenue	Medium-Low Density (R-MLD)
Mission Street	003-342-060	0.06	85 Citrus Avenue	Medium-Low Density (R-MLD)
Mission Street	003-342-080	0.06	61 Citrus Avenue	Medium-Low Density (R-MLD)
Mission Street	003-362-060	0.06	6 Bismark Street	Medium-Low Density (R-MLD)
Mission Street	003-361-040	0.06	NO SITUS ADDRESS	Medium-Low Density (R-MLD)
Mission Street	003-361-050	0.06	NO SITUS ADDRESS	Medium-Low Density (R-MLD)
Mission Street	003-371-130	0.17	17 Bismark Street	Medium Density (R-MD)

2. Project Description

TABLE 1 PROPOSED PARCELS TO BE AMENDED TO GENERAL PLAN LAND USE COMMERCIAL MIXED-USE

Corridor	APN	Size (Acres)	Address	Existing General Plan Land Use Designation
Mission Street	003-361-030	0.24	7073 Mission Street	Medium-Low Density (R-MLD)
Mission Street	003-351-010	0.07	7217 Mission Street	Partial Medium-Low Density (R-MLD)
Mission Street	006-231-250	0.36	7217 Mission Street	Partial High Density (R-HD)
Mission Street	006-231-030	0.12	61 Price Street	High Density (R-HD)
Mission Street	003-351-030	0.09	7217 Mission Street	Partial Medium-Low Density (R-MLD)
Mission Street	003-351-040	0.06	NO SITUS ADDRESS	Medium-Low Density (R-MLD)
Mission Street	003-351-020	0.09	7217 Mission Street	Partial Medium-Low Density (R-MLD)
Mission Street	006-373-070	0.10	NO SITUS ADDRESS	Neighborhood (C-N)
Mission Street	006-401-110	0.30	7455 El Camino Real	Neighborhood (C-N)
Mission Street	006-373-020	0.28	NO SITUS ADDRESS	Neighborhood (C-N)
Mission Street	006-251-220	0.42	NO SITUS ADDRESS	Neighborhood (C-N)
Mission Street	006-371-120	0.68	7400 Mission Street	Neighborhood (C-N)
Mission Street	006-401-080	0.78	7425 El Camino Real	Neighborhood (C-N)
Mission Street	006-251-230	1.11	7367 Mission Street	Neighborhood (C-N)
Mission Street	006-251-210	0.19	7395 Mission Street	Neighborhood (C-N)
Mission Street	006-371-130	0.61	20 SAN PEDRO RD	Neighborhood (C-N)
Mission Street	006-401-060	0.32	7469 Mission Street	Neighborhood (C-N)
Mission Street	006-401-100	0.05	NO SITUS ADDRESS	Neighborhood (C-N)
Mission Street	006-401-070	0.20	7499 El Camino Real	Neighborhood (C-N)
Mission Street	004-022-210	1.41	6100 Mission Street	Partial Medium-Low Density (R-MLD)
Mission Street	003-041-380	0.18	18 Bepler Street	Medium-Low Density (R-MLD)
Mission Street	104-440-180	0.23	89 Goethe Street, #18	Medium-Low Density (R-MLD)
Mission Street	104-440-170	0.23	89 Goethe Street, #17	Medium-Low Density (R-MLD)
Mission Street	104-440-160	0.23	89 Goethe Street, #16	Medium-Low Density (R-MLD)
Mission Street	104-440-150	0.23	89 Goethe Street, #15	Medium-Low Density (R-MLD)
Mission Street	104-440-140	0.23	89 Goethe Street, #14	Medium-Low Density (R-MLD)
Mission Street	104-440-130	0.23	89 Goethe Street, #13	Medium-Low Density (R-MLD)
Mission Street	104-440-120	0.23	89 Goethe Street, #12	Medium-Low Density (R-MLD)
Mission Street	104-440-110	0.23	89 Goethe Street, #11	Medium-Low Density (R-MLD)
Mission Street	104-440-100	0.23	89 Goethe Street, #10	Medium-Low Density (R-MLD)
Mission Street	104-440-090	0.23	89 Goethe Street, #9	Medium-Low Density (R-MLD)
Mission Street	104-440-080	0.23	89 Goethe Street, #8	Medium-Low Density (R-MLD)
Mission Street	104-440-070	0.23	89 Goethe Street, #7	Medium-Low Density (R-MLD)
Mission Street	104-440-060	0.23	89 Goethe Street, #6	Medium-Low Density (R-MLD)
Mission Street	104-440-050	0.23	89 Goethe Street, #5	Medium-Low Density (R-MLD)
Mission Street	104-440-040	0.23	89 Goethe Street, #4	Medium-Low Density (R-MLD)

2. Project Description

TABLE 1 **PROPOSED PARCELS TO BE AMENDED TO GENERAL PLAN LAND USE COMMERCIAL MIXED-USE**

Corridor	APN	Size (Acres)	Address	Existing General Plan Land Use Designation
Mission Street	104-440-030	0.23	89 Goethe Street, #3	Medium-Low Density (R-MLD)
Mission Street	104-440-020	0.23	89 Goethe Street, #2	Medium-Low Density (R-MLD)
Mission Street	104-440-010	0.23	89 Goethe Street, #1	Medium-Low Density (R-MLD)
Mission Street	006-232-020	0.11	32 Price Street	Partial Medium Density (R-MD)
Mission Street	003-342-070	0.06	75 Citrus Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-062-060	0.07	2447 Geneva Avenue	Partially Mixed Use (C-MU) and Medium-Low Density (R-MLD)
Geneva Avenue	005-062-050	0.07	2449 Geneva Avenue	Partially Mixed Use (C-MU) and Medium-Low Density (R-MLD)
Geneva Avenue	005-062-040	0.14	2455 Geneva Avenue	Partially Mixed Use (C-MU) and Medium-Low Density (R-MLD)
Geneva Avenue	005-065-140	0.06	NO SITUS ADDRESS	Medium-Low Density (R-MLD)
Geneva Avenue	005-121-160	0.06	2650 Geneva Avenue	Partially Mixed Use (C-MU) and Medium-Low Density (R-MLD)
Geneva Avenue	005-121-170	0.06	2660 Geneva Avenue	Partially Mixed Use (C-MU) and Medium-Low Density (R-MLD)
Geneva Avenue	005-121-180	0.06	2666 Geneva Avenue	Partially Mixed Use (C-MU) and Medium-Low Density (R-MLD)
Geneva Avenue	005-121-190	0.06	NO SITUS ADDRESS	Partially Mixed Use (C-MU) and Medium-Low Density (R-MLD)
Geneva Avenue	005-122-170	0.34	2750 Geneva Avenue	Partially Mixed Use (C-MU) and Medium-Low Density (R-MLD)
Geneva Avenue	005-072-020	0.08	239 MacDonald Avenue	Partial Medium-Low Density (R-MLD) and Retail and Office Commercial (C-RO)
Geneva Avenue	005-072-010	0.11	615 Schwerin Street	Partial Medium-Low Density (R-MLD) and Retail and Office Commercial (C-RO)
Geneva Avenue	005-123-390	0.52	2840 Geneva Avenue	Partially Mixed Use (C-MU) and Medium-Low Density (R-MLD)
Geneva Avenue	005-094-060	0.41	2700 Bayshore Boulevard	Service (C-S)
Geneva Avenue	005-072-310	0.14	NO SITUS ADDRESS	Medium-Low Density (R-MLD)
Geneva Avenue	005-065-190	0.11	NO SITUS ADDRESS	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-050	0.08	231 MacDonald Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-030	0.08	235 MacDonald Avenue	Partial Medium-Low Density (R-MLD) and Retail and Office Commercial (C-RO)
Geneva Avenue	005-072-040	0.08	233 MacDonald Avenue	Partial Medium-Low Density (R-MLD) and Retail and Office Commercial (C-RO)
Geneva Avenue	005-072-280	0.03	3023 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-100	0.08	121 MacDonald Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-260	0.03	3143 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-250	0.03	3147 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-240	0.03	3151 Geneva Avenue	Medium-Low Density (R-MLD)

2. Project Description

TABLE 1 PROPOSED PARCELS TO BE AMENDED TO GENERAL PLAN LAND USE COMMERCIAL MIXED-USE

Corridor	APN	Size (Acres)	Address	Existing General Plan Land Use Designation
Geneva Avenue	005-092-230	0.03	3155 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-220	0.03	3159 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-210	0.03	3163 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-120	0.08	211 MacDonald Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-200	0.03	3063 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-320	0.03	3119 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-110	0.08	117 MacDonald Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-060	0.08	227 MacDonald Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-270	0.03	3029 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-020	0.08	145 MacDonald Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-190	0.03	3067 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-310	0.03	3123 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-130	0.08	209 MacDonald Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-030	0.08	141 MacDonald Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-070	0.08	225 MacDonald Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-260	0.03	3035 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-180	0.03	3075 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-140	0.08	205 MacDonald Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-250	0.03	3039 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-040	0.08	139 MacDonald Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-170	0.03	3079 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-300	0.03	3127 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-080	0.08	223 MacDonald Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-050	0.08	135 MacDonald Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-160	0.05	3083 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-130	0.08	111 MacDonald Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-090	0.08	219 MacDonald Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-330	0.06	508 Allan Street	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-240	0.03	3043 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-290	0.03	3131 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-060	0.08	133 MacDonald Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-230	0.03	3049 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-070	0.08	131 MacDonald Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	093-252-010	0.05	3165 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-280	0.03	3135 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-100	0.08	217 MacDonald Avenue	Medium-Low Density (R-MLD)

2. Project Description

TABLE 1 PROPOSED PARCELS TO BE AMENDED TO GENERAL PLAN LAND USE COMMERCIAL MIXED-USE

Corridor	APN	Size (Acres)	Address	Existing General Plan Land Use Designation
Geneva Avenue	005-072-220	0.03	3055 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-350	0.03	3103 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-080	0.08	127 MacDonald Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-320	0.06	510 Allan Street	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-340	0.03	3107 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-110	0.08	215 MacDonald Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-072-210	0.03	3059 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-370	0.06	507 Allan Street	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-090	0.08	125 MacDonald Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-330	0.03	3111 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-270	0.03	3139 Geneva Avenue	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-360	0.05	511 Allan Street	Medium-Low Density (R-MLD)
Geneva Avenue	005-092-120	0.08	115 MacDonald Avenue	Medium-Low Density (R-MLD)

Notes: APN = assessor parcel number

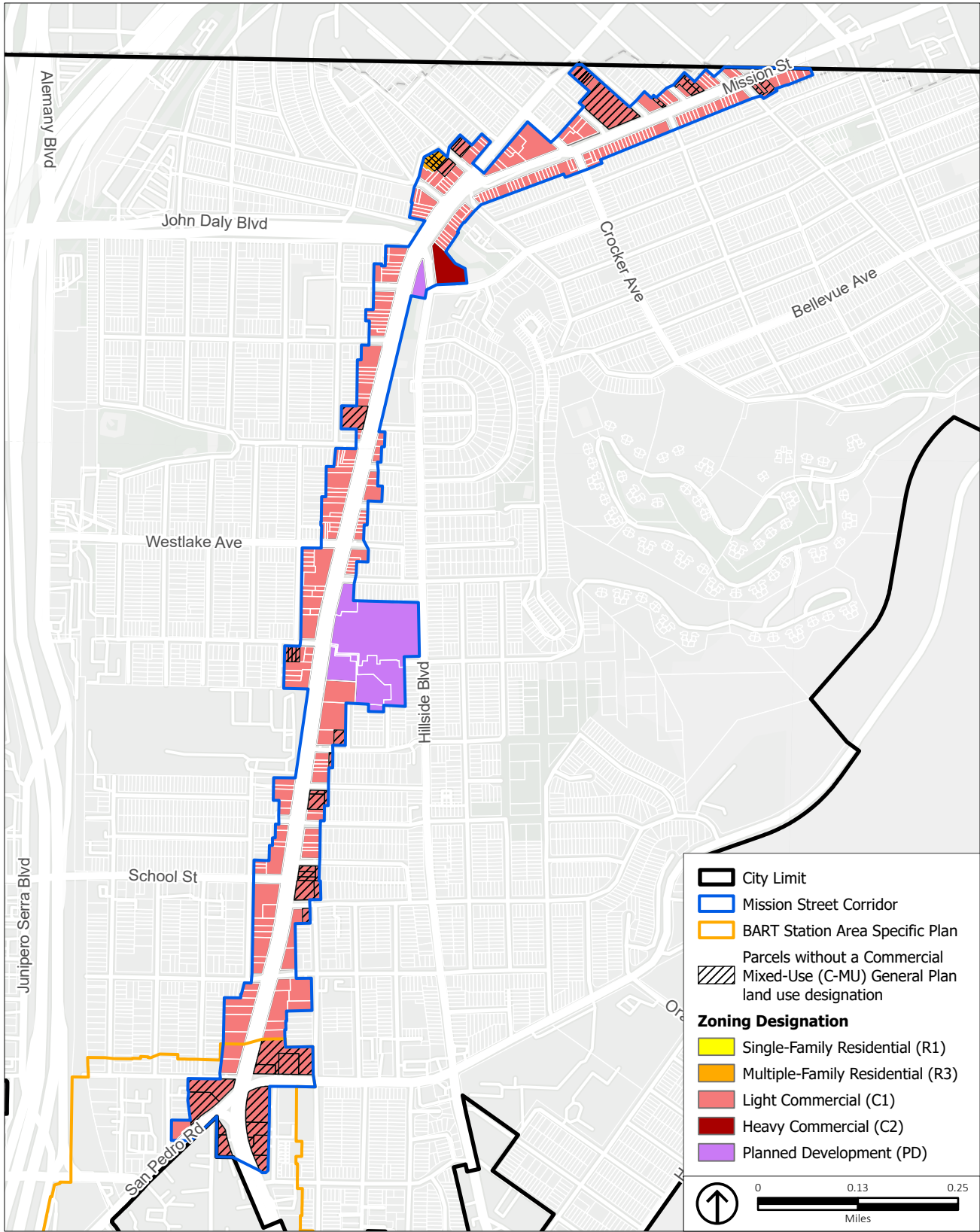
In order for many of the small parcels (e.g., 0.10 acres or less) to be developed, the small parcels would need to merge with adjacent lots.

As shown on Figure 3, *Mission Street Parcel Designations*, and Figure 4, *Geneva Avenue Parcel Designations*, most parcels in the Mission Street and Geneva Avenue corridors already have a General Plan land use designation of C-MU.

2.4.2 Amendments to the Zoning Ordinance

Pursuant to Government Code Section 65860, the Zoning Ordinance is required to be consistent with the General Plan. The proposed Modified Project would amend the Zoning Ordinance to include a new C-MU zoning district that would support the existing General Plan C-MU land use designation. The proposed Modified Project would also amend the zoning map to rezone all the parcels in the Mission Street and Geneva Street corridors to have the new C-MU zoning district so that these parcels are consistent with the same General Plan C-MU land use designation assigned to these parcels.

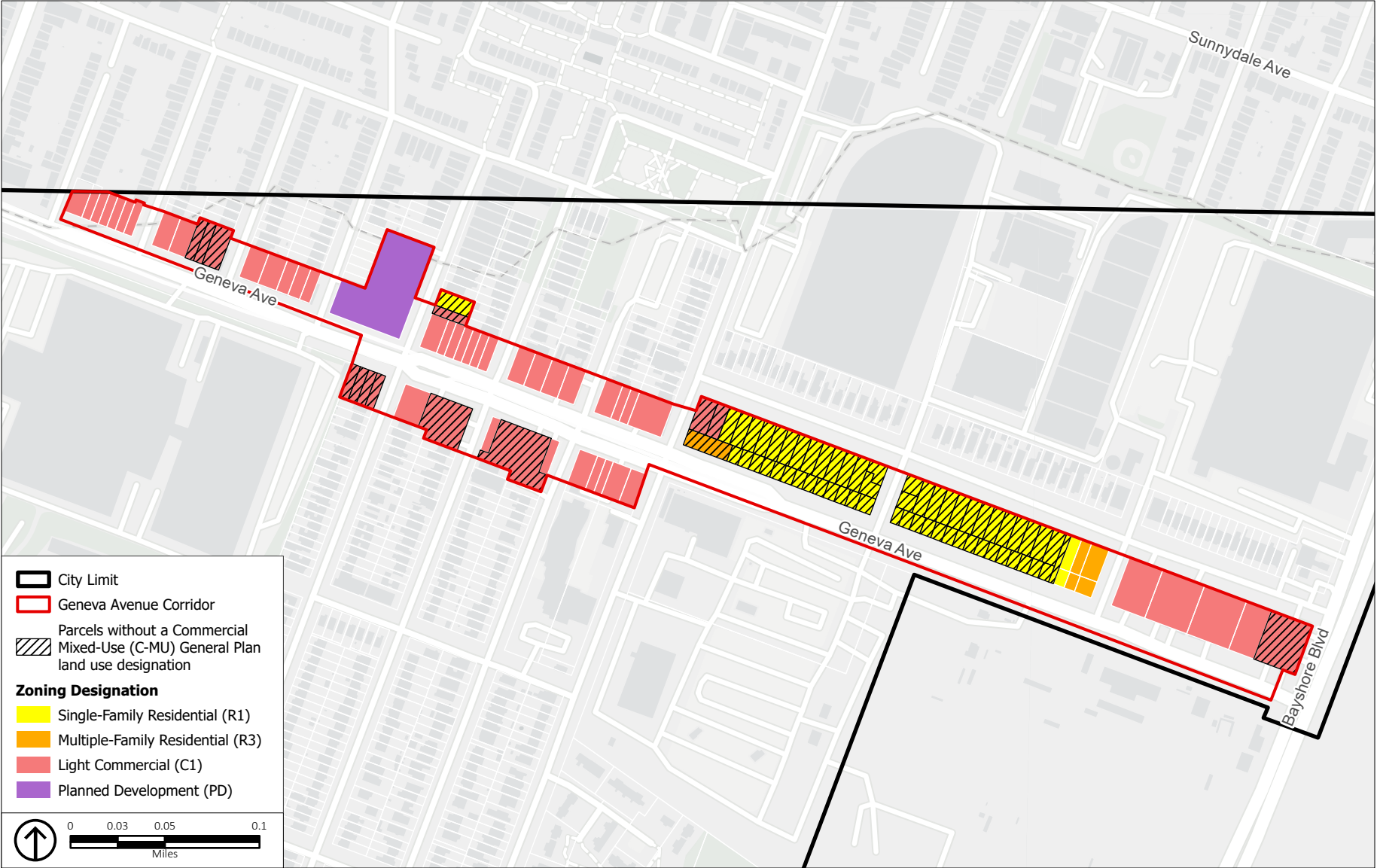
2. Project Description



Source: Daly City, 2022; PlaceWorks, 2023.

Figure 3
Mission Street Parcel Designations

2. Project Description



Source: Daly City, 2022; PlaceWorks, 2023.

Figure 4
Geneva Avenue Parcels Designations

2. Project Description

2.4.3 Proposed C-MU Zoning District

The proposed Zoning Ordinance amendment would establish additional opportunities for the location of multi-family residential and mixed-use development, and would be comprised of the following sections:

- **Purpose.** Every zoning district within Daly City starts with a purpose statement or intent for the district. The purpose of the C-MU zoning district, is:

To allow and provide regulatory incentives and/or requirements for developers to construct buildings which contain a high density of housing and/or a vertical mix of uses (e.g., retail or restaurant uses) at the street level and office or residential uses at levels above the street. This district generally includes areas fronting Mission Street and Geneva Avenue and includes certain areas within the BART Station Area Specific Plan intended for mixed-use development.

- **Uses.** Permitted, accessory, and conditional uses from Daly City's residential and commercial zoning districts were reviewed and adjusted accordingly to create a list of uses for the C-MU district. When a use is not specifically listed, it shall be assumed that when the unlisted use is similar to or more objectionable than a permitted use, such use shall be permitted in the district to the same requirements of the most similarly listed use. Otherwise, the use shall be presumed to be not allowed.
- **Permitted Uses.** The following structures and uses are permitted in the C-MU zoning district:
 - **Residential Uses.** Multi-family Dwellings, when constructed in conjunction with retail or office space at the street level; Group home/boarding house; Rest home; Live/work residential units; Secondary dwellings (per city standards).
 - **Non-residential Uses.** Animal grooming not involving overnight boarding; Athletic clubs and health studios; Assembly uses, including churches, lodges, and social and meeting halls; Business and trade schools; Childcare facilities and play gyms; Hotels, including extended stay hotels; Movie theaters and complexes; Offices uses, including professional offices, medical and dental offices, and medical clinics; Personal service uses, including nail and hair salons, massage businesses where employees are licensed by the State of California; Restaurants that do not provide a drive-through window; Retail uses, including alcohol sales, not specified as requiring a use permit; and Seasonal temporary uses (e.g., Christmas tree lots).
- **Accessory Uses.** The following uses are permitted in the C-MU district when accessory to or commenced concurrently with or subsequent to permitted uses:

Other accessory uses and structures customarily appurtenant to a multi-family residential permitted use when in compliance with Title 25 of the California Administrative Code.
- **Conditional Uses.** The following structures and uses are permitted in the C-MU zoning district upon first receiving approval of a use permit, subject to the requirements of Chapter 17.44:

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Animal hospitals and kennels; Businesses whose principal use is for the operation of amusement devices, i.e., arcades; Emergency medical care, including urgent care clinics and hospitals; Food sales on temporary basis, including farmers markets and food truck sales; Retailers where more than 50 percent of the store stock retail value is products containing tobacco, electronic cigarettes, personal vaporizers, or electronic nicotine delivery systems; Vehicle or equipment rental; and Vehicle storage.

- **Prohibited Uses.** The following uses shall not be allowed in the C-MU district: Automotive dealers and auto retail, sales, and repair, unless previously allowed on the same site; Retailers where more than 10 percent of the store stock retail value is products that are firearms, such as handguns and long guns, to individuals in an open shopping format, or firearm parts, or any business that engages in the repair of firearms and/or firearm parts; Car wash and detailing shops; Manufacturing uses; Outdoor retail sales; Restaurants providing a drive-through window; and Service stations, including operational and physical expansions thereto.
- **Nonconforming Uses.** As required by Chapter 17.42 “Nonconforming Uses” of the Daly City Zoning Ordinance, existing nonconforming uses within the C-MU district shall be permitted to continue or remain until there has been a structural alteration, an enlargement or increase in space occupied, change in the nonconforming use, moving of said nonconforming building, abandonment or discontinuance of the nonconforming use, damage pursuant to Section 17.42.060, or the use has been determined to be a nuisance by the city council. Otherwise, the nonconforming use shall be changed to a conforming use and the nonconforming use cannot thereafter be reestablished.
- **Height Regulations.** No new structure in the C-MU district shall exceed ten stories or 120 feet in height, as measured from any street frontage. The minimum height of any new structure in the C-MU district shall be three stories or 30 feet. Any new buildings abutting lots zoned R-1 (Single-family Residential District) or R-1/A (Single-family/Duplex Residential District) and over three stories or 30 feet high (whichever is lesser), shall adhere to the transitional height requirements in the C-MU Objective Design Standards.

Building height is measured from the curb at the centerline of the building to the building’s highest point. See Section 17.40.040 of the Daly City Zoning Ordinance for building height exceptions. For building structures with a flat roof, the height of the building shall be measured to the roof, not the parapet.

- **Lot Area and Lot Width.** For the purpose of subdividing land, the minimum lot area in the C-MU district shall be ten thousand square feet.

For the purpose of subdividing land, the minimum lot width in the C-MU district shall be one hundred feet.

The proposed lot area and lot width are higher than the minimum lot areas and widths required within other City zoning districts to 1) encourage lot mergers or the assemblage of smaller contiguous parcels to develop a larger residential or mixed-use project and 2) prohibit sites larger than ten thousand square feet to subdivide into sites smaller than ten thousand square feet.

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- **Lot Coverage.** A minimum of fifty percent of the lot is required to be covered by new buildings and structures in the C-MU district.

A maximum of one hundred percent of the lot shall be allowed to be covered by buildings and structures in the C-MU district. These lot coverages include all accessory structures including carports, storage buildings, and awnings.

New buildings abutting lots zoned R-1 (Single-family Residential District) or R-1/A (Single-family/Duplex Residential District) and over three stories or 30 feet high (whichever is lesser) shall follow the transitional height requirements and yard requirements in the C-MU Objective Design Standards.

- **Usable Open Space Requirements.** The requirements for usable open space shall follow the City's existing requirements in Section 17.38.020 of the Zoning Ordinance or requiring one hundred and fifty square feet of usable open space for each dwelling unit.

However, the C-MU district shall allow flexibility in which the one hundred and fifty square feet calculation may include private open space for the dwelling unit (i.e., decks and balconies), shared open space for the building's occupants (i.e., terraces, roof decks, etc.), and publicly accessible open space on the ground floor.

- **Yard Requirements.** All structures in the C-MU district shall be subject to the following regulations:
 - A. **Minimum Front Yard.** Minimum front yard shall be dependent on the existing sidewalk width along the primary building frontage to create a minimum of a 10-foot sidewalk if the primary building frontage is along Mission Street and a 10-foot sidewalk if the primary building frontage is along Geneva Avenue. Any new sidewalk within the property line will require a public right-of-way easement or dedication to the City.
 - B. **Maximum Front Yard.** The building structure shall be set back no more than ten feet from the property line. The setback space may be used for landscape or usable open space but not parking. Larger setbacks are allowed where needed for usable public gathering space, driveways, or garage entries.
 - C. **Minimum Rear Yard.** No requirement. If the building structure is abutting lots zoned R-1 (Single-family Residential District) or R-1/A (Single-family/Duplex Residential District) and over three stories or 30 feet high (whichever is lesser), the project must adhere to C-MU Objective Design Standards that address context sensitivity.
 - D. **Minimum Side Yard.** No requirement. If the building structure is abutting lots zoned R-1 (Single-family Residential District) or R-1/A (Single-family/Duplex Residential District) and over three stories or 30 feet high (whichever is lesser), the project must adhere to C-MU Objective Design Standards that address context sensitivity.

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- **Parking Requirements.** Although AB 2097 removes minimum parking requirements for most residential and commercial uses, many developers may still choose to provide parking to meet market demands. In order to promote the broader city goals, maximum parking requirements will be considered.

2.4.4 Proposed Zoning Map Amendment

Table 2, *Proposed Parcels to be Amended to Zoning District Commercial Mixed-Use*, shows the corridor, APN, size, address, and existing zoning district of the parcels within the project corridor boundaries that would be rezoned as C-MU under the proposed Modified Project. Amending the Zoning Map for these parcels would result in C-MU zoning district for all the parcels in the Mission Street and Geneva Avenue corridors, consistent with Daly City General Plan policies promoting higher-density mixed-use development along these corridors.

TABLE 2 PROPOSED PARCELS TO BE AMENDED TO ZONING DISTRICT COMMERCIAL MIXED-USE

Corridor	APN	Size (Acres)	Address	Existing Zoning
Mission Street	003-042-180	0.10	31 Bepler Street	Multiple-Family Residential
Mission Street	003-042-190	0.06	31 Bepler Street	Multiple-Family Residential
Mission Street	003-042-120	0.06	39 Mission Circle	Multiple-Family Residential
Mission Street	003-042-110	0.06	49 Mission Circle	Multiple-Family Residential
Geneva Avenue	005-072-310	0.14	NO SITUS ADDRESS	Multiple-Family Residential
Geneva Avenue	005-065-190	0.11	NO SITUS ADDRESS	Single-Family Residential
Geneva Avenue	005-072-050	0.08	231 MacDonald Avenue	Single-Family Residential
Geneva Avenue	005-072-030	0.08	235 MacDonald Avenue	Single-Family Residential
Geneva Avenue	005-072-040	0.08	233 MacDonald Avenue	Single-Family Residential
Geneva Avenue	005-072-280	0.03	3023 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-092-100	0.08	121 MacDonald Avenue	Single-Family Residential
Geneva Avenue	005-092-260	0.03	3143 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-092-250	0.03	3147 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-092-240	0.03	3151 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-092-230	0.03	3155 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-092-220	0.03	3159 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-092-210	0.03	3163 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-072-120	0.08	211 MacDonald Avenue	Single-Family Residential
Geneva Avenue	005-072-200	0.03	3063 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-092-320	0.03	3119 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-092-110	0.08	117 MacDonald Avenue	Single-Family Residential
Geneva Avenue	005-072-060	0.08	227 MacDonald Avenue	Single-Family Residential
Geneva Avenue	005-072-270	0.03	3029 Geneva Avenue	Single-Family Residential

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TABLE 2 PROPOSED PARCELS TO BE AMENDED TO ZONING DISTRICT COMMERCIAL MIXED-USE

Corridor	APN	Size (Acres)	Address	Existing Zoning
Geneva Avenue	005-092-020	0.08	145 MacDonald Avenue	Single-Family Residential
Geneva Avenue	005-072-190	0.03	3067 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-092-310	0.03	3123 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-072-130	0.08	209 MacDonald Avenue	Single-Family Residential
Geneva Avenue	005-092-030	0.08	141 MacDonald Avenue	Single-Family Residential
Geneva Avenue	005-072-070	0.08	225 MacDonald Avenue	Single-Family Residential
Geneva Avenue	005-072-260	0.03	3035 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-072-180	0.03	3075 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-072-140	0.08	205 MacDonald Avenue	Single-Family Residential
Geneva Avenue	005-072-250	0.03	3039 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-092-040	0.08	139 MacDonald Avenue	Single-Family Residential
Geneva Avenue	005-072-170	0.03	3079 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-092-300	0.03	3127 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-072-080	0.08	223 MacDonald Avenue	Single-Family Residential
Geneva Avenue	005-092-050	0.08	135 MacDonald Avenue	Single-Family Residential
Geneva Avenue	005-072-160	0.05	3083 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-092-130	0.08	111 MacDonald Avenue	Single-Family Residential
Geneva Avenue	005-072-090	0.08	219 MacDonald Avenue	Single-Family Residential
Geneva Avenue	005-072-330	0.06	508 Allan Street	Single-Family Residential
Geneva Avenue	005-072-240	0.03	3043 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-092-290	0.03	3131 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-092-060	0.08	133 MacDonald Avenue	Single-Family Residential
Geneva Avenue	005-072-230	0.03	3049 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-092-070	0.08	131 MacDonald Avenue	Single-Family Residential
Geneva Avenue	093-252-010	0.05	3165 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-092-280	0.03	3135 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-072-100	0.08	217 MacDonald Avenue	Single-Family Residential
Geneva Avenue	005-072-220	0.03	3055 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-092-350	0.03	3103 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-092-080	0.08	127 MacDonald Avenue	Single-Family Residential
Geneva Avenue	005-072-320	0.06	510 Allan Street	Single-Family Residential
Geneva Avenue	005-092-340	0.03	3107 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-072-110	0.08	215 MacDonald Avenue	Single-Family Residential
Geneva Avenue	005-072-210	0.03	3059 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-092-370	0.06	507 Allan Street	Single-Family Residential
Geneva Avenue	005-092-090	0.08	125 MacDonald Avenue	Single-Family Residential

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TABLE 2 PROPOSED PARCELS TO BE AMENDED TO ZONING DISTRICT COMMERCIAL MIXED-USE

Corridor	APN	Size (Acres)	Address	Existing Zoning
Geneva Avenue	005-092-330	0.03	3111 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-092-270	0.03	3139 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-092-360	0.05	511 Allan Street	Single-Family Residential
Geneva Avenue	005-092-120	0.08	115 MacDonald Avenue	Single-Family Residential

Notes: APN = assessor parcel number

In order for many of the small parcels (e.g., 0.10 acres or less) to be developed, the small parcels would need to merge with adjacent lots.

As shown on Figure 3 and Figure 4, the majority of the parcels currently have a C-MU General Plan land use designation. Therefore, because the C-MU land use type is already permitted, rezoning the parcels on these sites does not change the development potential. However, some of the parcels do not have the C-MU land use designation and as such a change to the General Plan land use designation and the zoning district is required to implement the General Plan. These parcels are limited to the ones shown on Figure 3 and Figure 4 as indicated by the hashed line.

2.4.5 Amendments to the BART Station Area Specific Plan

The BART Specific Plan addresses a 110-acre area partially within Daly City, in the southern part of the city east of Junipero Cerro Boulevard. The BART Specific Plan encourages a mix of moderate and high density housing, local and community shopping, and offices. To remain consistent throughout the entire Mission Street corridor, some parcels within the BART Specific Plan area would need to change their land use designation and zoning district to C-MU. These parcels are shown in Table 1 and Figure 2, and extrapolated to create Table 3, *Proposed Parcels in the BART Specific Plan Area to be Amended to General Plan Land Use Designation and Zoning District Commercial Mixed-Use*. Table 3 shows the corridor, Assessor Parcel Number (APN), size, address, and existing land use designation and zoning of the parcels within the BART Specific Plan boundaries that would be redesignated as C-MU under the proposed Modified Project. There are currently three parcels with C-MU designation in the specific plan area that would not need to be amended. Amending the land use designations of these parcels would result in C-MU designations for all the parcels in the Mission Street corridor, consistent with Daly City General Plan policies promoting higher-density mixed-use development along this corridor in addition to the Geneva Avenue corridor.

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TABLE 3 PROPOSED PARCELS IN THE BART SPECIFIC PLAN AREA TO BE AMENDED TO GENERAL PLAN LAND USE DESIGNATION AND ZONING DISTRICT COMMERCIAL MIXED-USE

Corridor	APN	Size (Acres)	Address	Existing General Plan Land Use Designation	Existing Zoning
Mission Street	006-401-080	0.78	7425 El Camino Real	Neighborhood (C-N)	Light Commercial
Mission Street	006-401-110	0.3	7455 El Camino Real	Neighborhood (C-N)	Light Commercial
Mission Street	006-401-060	0.32	7469 Mission Street	Neighborhood (C-N)	Light Commercial
Mission Street	006-401-100	0.05	7469 Mission Street	Neighborhood (C-N)	Light Commercial
Mission Street	006-401-070	0.2	7499 El Camino Real	Neighborhood (C-N)	Light Commercial
Mission Street	006-373-020	0.28	NO SITUS ADDRESS	Neighborhood (C-N)	Light Commercial
Mission Street	006-373-070	0.1	NO SITUS ADDRESS	Neighborhood (C-N)	Light Commercial
Mission Street	006-371-130	0.61	20 San Pedro Road	Neighborhood (C-N)	Light Commercial
Mission Street	006-371-120	0.68	7400 Mission Street	Neighborhood (C-N)	Light Commercial
Mission Street	006-251-210	0.19	7395 Mission Street	Neighborhood (C-N)	Neighborhood Commercial, Residential Above
Mission Street	006-251-230	1.11	7367 Mission Street	Neighborhood (C-N)	Neighborhood Commercial, Residential Above
Mission Street	006-251-220	0.42	NO SITUS ADDRESS	Neighborhood (C-N)	Neighborhood Commercial, Residential Above

Notes: APN = assessor parcel number

In order for many of the small parcels (e.g., 0.10 acres or less) to be developed, the small parcels would need to merge with adjacent lots.

2.4.6 C-MU Objective Design Standards

Unlike design guidelines, objective design standards are written to have "no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant and the public official prior to submittal." Objective design standards provide a clear and straight forward application and approval process for future multi-family housing and mixed-use development within the C-MU General Plan land use designation and zoning district. The full text of the proposed C-MU Objective Design Standards is included as Appendix A, *C-MU Objective Design Standards*, of this Addendum. These would include standards for the following project features:

- **Site Design**
 - *Building-Street Edge*
 - Building orientation
 - Building façade
 - *Corner Sites*
 - Corner building siting
 - Enhanced corner treatments
 - *Public Open Space*
 - Size
- *Access*
- *Parking and Service*
 - Parking siting
 - Parking and service access
 - Number of curb cuts and widths for driveways
 - Services-restricted parking spaces
- *Trash and Service Areas*
 - Siting and screening

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- Access to trash collection facilities
- *Ground-level Services and Utilities*
 - Location restrictions
 - Location exception requirements
 - Utility meters
 - Location of electrical transformers and generators
 - Screening of backflow preventers
- **Building Design**
 - *Street Frontage*
 - Ground floor height
 - Building entrances
 - Active ground floor frontage
 - *Windows*
 - *Recess/trim*
 - *Street frontage*
 - *Orientation and proportion*
 - *Glazing*
 - *Subdivision and mullions*
 - *Architecture*
 - Architectural roof detail
 - Architectural design features
- *Massing and Articulation*
 - Massing breaks
 - Building composition
 - Rooflines
- *Building Materials*
 - Appropriate building materials
 - Brick and stone veneer requirements
 - Inappropriate building materials
- **Context Sensitivity**
 - *Height transitions (horizontal setbacks)*
 - *Windows*
 - *Parking*
- **Landscaping**
 - *Parking Lot Planting*
 - Fences and walls
 - Tree spacing
 - Landscaped setbacks
 - Surface parking lot perimeter area
 - *Street trees*
 - Planting pattern

2.4.7 Buildout Potential

Table 4, *Daly City General Plan Buildout Numbers*, shows the total Daly City General Plan buildout that was analyzed in the Certified EIR.

TABLE 4 DALY CITY GENERAL PLAN BUILDOUT NUMBERS

	Existing (2008)	Buildout (2030)	Increase
Housing Units	31,778	33,935	2,157
Households ^a	31,090	32,239	1,149
Population ^b	101,123	106,388	5,265
Jobs	17,656	21,646	3,990

Notes:

a. Buildout households was estimated as 95 percent of the total housing units, assuming a 5 percent vacancy rate.

b. Buildout population was calculated assuming 3.3 persons per household.

Source: *City of Daly City General Plan Update Draft Environmental Impact Report, SCH # 2012032024.*

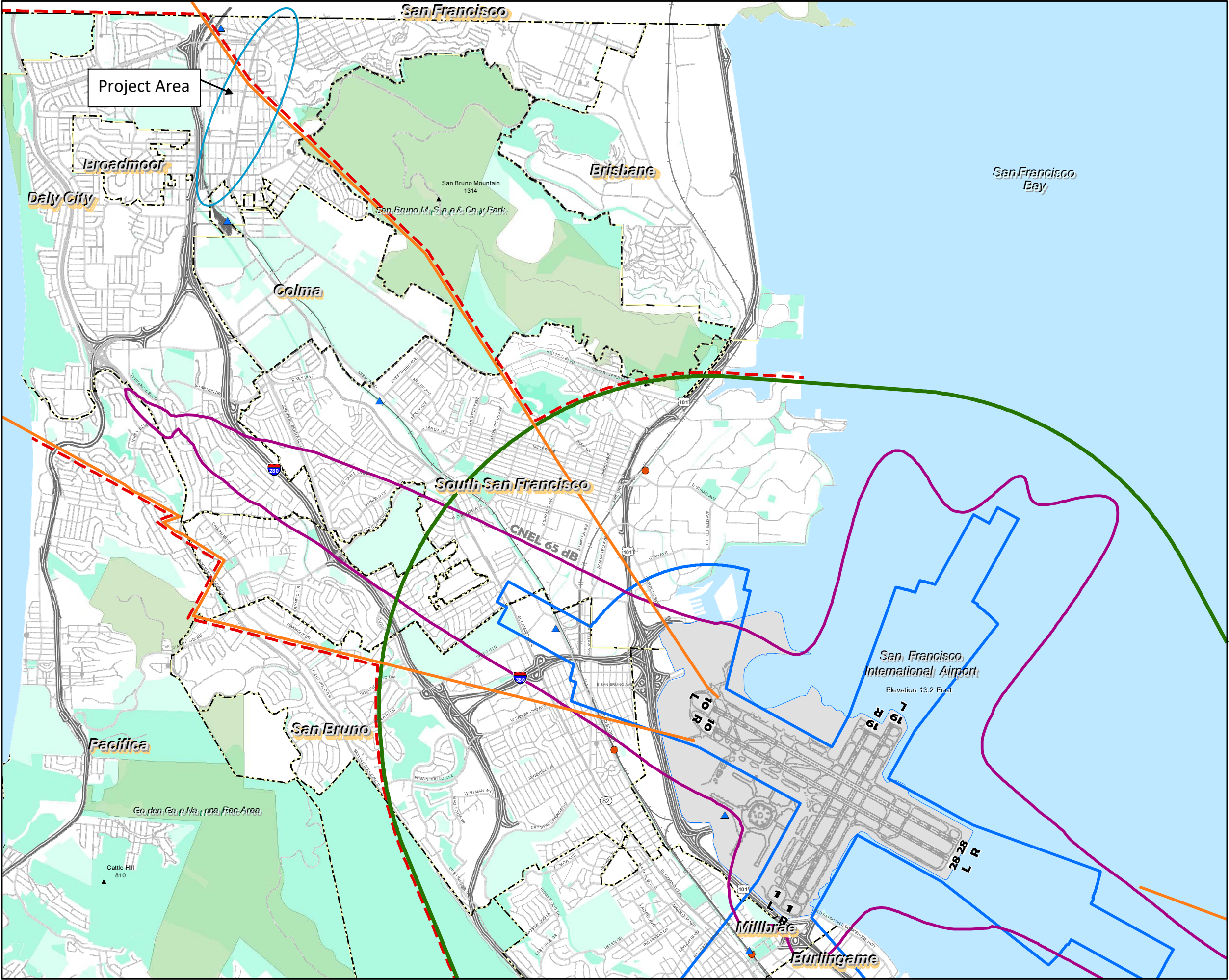
The proposed Modified Project evaluated in this Addendum would not alter (increase or decrease) the buildout that was analyzed in the Certified EIR. Rather, it would establish additional opportunities for the location of residential land uses to areas within the city that have been determined to be underutilized areas where the Daly City General Plan envisions higher-density mixed-use development. Furthermore,

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the proposed Modified Project is a policy document that does not propose specific development and only addresses future development potential on designated sites.

Assuming a density of 114.5 dwelling units per acre and maximum floor area ratio (FAR)⁶ of 0.12, the proposed amendments would facilitate additional opportunities for up to 1,759 multi-family units and reduce opportunities for commercial development by 134,462 square feet in the Mission Street and Geneva Avenue corridors. Due to the small size of many of the parcels (e.g., 0.10 acres or less) in the two corridors, in order for many of the small parcels to be developed, the small parcels would need to merge with adjacent lots.

⁶ "Floor area ratio" is determined by dividing the total proposed building area of a development project by the square footage of the development site prior to any new dedication requirements.



- LEGEND**
- Boundary for Airport Influence Area B
 - Outer Boundary of Safety Zones
 - CNEL Contour, 2020 Forecast
 - 14 CFR Part 77 Conical Surface
 - Outer Boundary of TERPS Approach and OEI Departure Surfaces
 - Airport Property
 - BART Station
 - CALTRAIN Station
 - Municipal Boundary
 - Railroad
 - Freeway
 - Road
 - Local Park, Golf Course, Cemetery
 - Regional Park or Recreation Area
 - Open Space

Sources:

100:1 FAA Notification Zone: Ricondo & Associates, Inc. and Jacobs Consultancy, based on 14 CFR Part 77, Subpart B, Section 77.9.

Outer Boundary of TERPS Approach and OEI Departure Surfaces: San Francisco International Airport, Jacobs Consultancy, and Planning Technology Inc., 2009

Safety Compatibility Zones: Jacobs Consultancy Team, 2009; Ricondo & Associates, Inc., 2011

Noise Contour: URS Corporation and BridgeNet International. Draft Environmental Assessment, San Francisco International Airport Proposed Runway Safety Area Program, June 2011

