

CITY OF DALY CITY

Land Use Element



Introduction

Scope and Role of the Land Use Element

Although the predominant character of Daly City has been largely established by past land use decisions, the city will continue to evolve as both population and economic growth pressures continue. And because a severe lack of vacant land suitable for development presents a major constraint to growth, Daly City's leaders must seek creative ways to maintain its appearance and fiscal health, while striving to provide housing and job opportunities for both existing and future residents. Commercial areas can be intensified, remnant infill sites become available for development, and reinvestment for some locations and land uses can be made attractive for redevelopment. There is no doubt that the decisions the city makes today will have an enduring impact for generations.

The Land Use Element of the General Plan seeks to provide the framework for future decisions, providing policy direction for the future development of vacant lands and underutilized parcels in the city. This chapter accomplishes this by not only establishing areas within the city contemplated for future growth, but also establishing broad policies to guide the *intensity and character* of this growth. These broad policies will be refined and incorporated into the Daly City Zoning Ordinance, which the Planning Division will update immediately after the General Plan is adopted.

Although Land Use is only one element in the General Plan, it constitutes the vital core which synthesizes and thus brings consistency to the proposals of each individual element into a citywide plan that will support the future development and open space network for the city. The plan is intended to provide guidance for the time period ranging from 2010 through 2030, and should be re-evaluated annually to ensure that the policies, objectives, and programs remain relevant.

Predominant Land Use Character

As identified in Figure LUE-1, Daly City is primarily a residential community. Significantly smaller portions of the city are devoted to non-residential uses such as commercial centers, recreational facilities, and open space. The majority of commercial land uses are neighborhood serving retail centers established along transportation corridors (Mission Street and Geneva Avenue) and within suburban shopping centers such as Westlake and Serramonte Shopping Centers. The city's only industrial area is primarily located in the Bayshore neighborhood north of MacDonald Avenue. The open space areas of the city are primarily located along the coastline west of the Westlake Palisades neighborhood and in private open space around the Pointe Pacific neighborhood.

While suburban neighborhoods dominate Daly City's landscape, all neighborhoods in Daly City are not the same. Pre-war residential neighborhoods east of Interstate 280 are, for example, distinctly more urban than newer post-war neighborhoods developed on the west side of the interstate where larger lot sizes allow for physical distance between homes and larger automobile-oriented shopping centers instead of corner markets serve residents' retail needs.

Regardless of location, there exists very little vacant land in Daly City today. According to City estimates, about 98 percent of the area within Daly City is built-out and there is no vacant land of any significant size in the areas surrounding Daly City that could be annexed for development. This lack of vacant land has placed increasing pressure on developers and homeowners alike to build up, intensifying existing parcels, as what little land is left is used seemingly to its maximum potential. Intensification of land use will without doubt be the pervasive issue facing the city's leaders, residents, developers, and planners throughout the planning period ending in 2030.

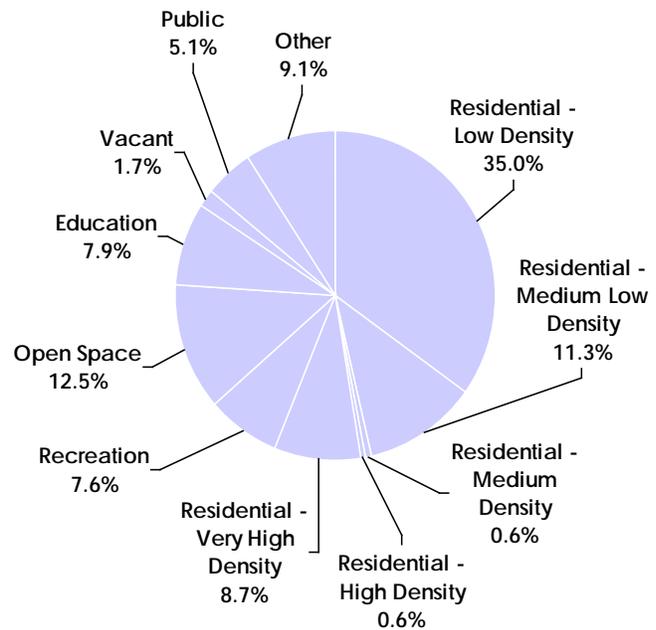
It is for this reason that many of the city's land use and housing policies are inextricably intertwined. As identified in the Housing Element, the housing policies have a wide-ranging impact to the Land Use and other elements. This is so true that, in many instances, the various elements share the same exact policies. The repetition of these policies within each element both ensures internal integration among elements and establishes a bridge between the various aspects of planning for the city's future.

State Planning Law

State planning law requires every City and County to adopt a Land Use Element which shows the general distribution, location, density, and intensity of land uses for all parts of the jurisdiction. The City must adopt a set of goals and policies that are coordinated with the proposed land use designations. In particular, Section 65302(a) of the California Government Code states that Land Use Elements must:

- Establish a pattern of land use for housing, business, industry, open space, including agriculture, natural resources, recreation, education and public buildings, solid and liquid waste facilities;
- Set clear standards for density of population and the intensity of development proposed land uses;
- Identify areas which are subject to flooding.

Figure LUE-1: Existing Land Use



Source: City of Daly City

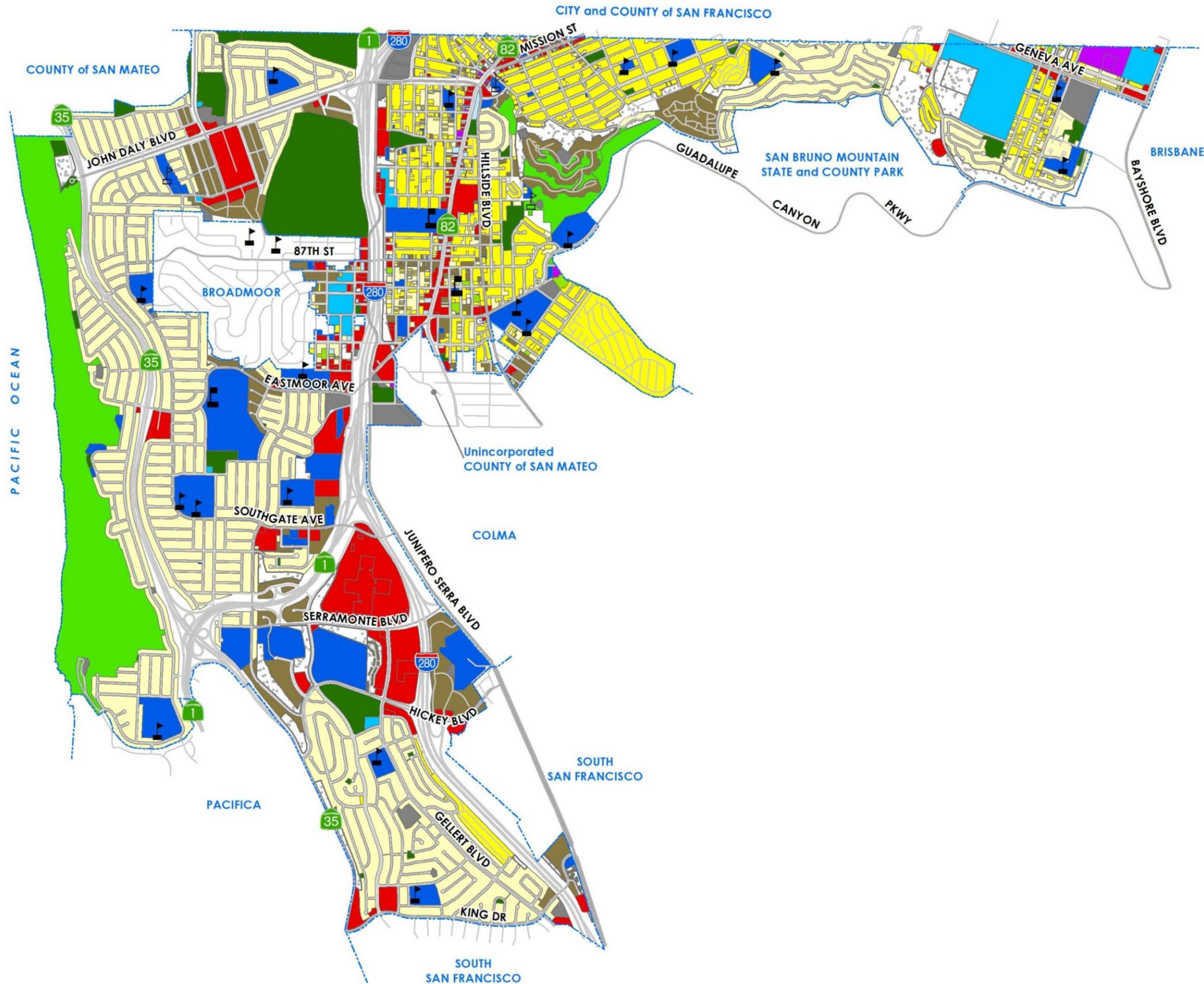
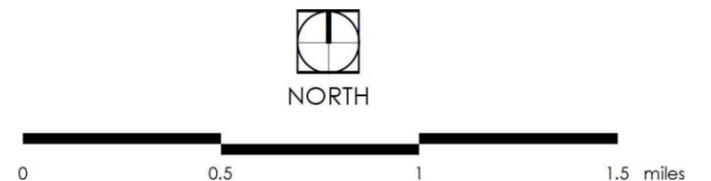


Figure LUE-1
EXISTING LAND USE

- Residential Low Density
- Residential Medium Density
- Residential High Density
- Agriculture
- Industrial
- Commercial
- Public
- Institutional
- Public Utilities
- Recreation
- Open Space
- Mixed Use
- Neighborhood
- Other

**CITY OF DALY CITY
 LAND USE ELEMENT**



Planning Areas

For the purposes of the land use element, Daly City has been divided into 13 distinct planning areas. Figure LUE-2 identifies the boundaries for each of these areas which are generally established along the lines of natural or topographic features, major roadways, or subdivision boundaries. While each planning area has its land use issues unique to its physical and economical relationship to the City as a whole, issues relating to one area in many instances overlap into an adjacent area. Also, while not inside Daly City's City Limit, unincorporated areas of San Mateo County located within Daly City's Sphere of Influence, i.e., Broadmoor Village and unincorporated Colma near the Colma – Daly City BART Station.

The following section provides an overview of the various planning areas within Daly City and the land use issues that are anticipated to confront each of these areas between 2010 and 2030.

Westlake | Planning Area 1

The Westlake neighborhood consists of two subareas. The first subarea consists of the Westlake Center commercial area and surrounding multi-family residential development. The second subarea consists of two single family residential neighborhoods, Westlake North, and Westlake Terrace. A third Westlake single family residential neighborhood, Westlake Palisades, is located in the Coastal Zone and will be discussed as part of the Skyline planning area.

The Westlake Shopping Center is a major commercial shopping center serving the entire city as well as the Westlake neighborhood. Westlake Shopping Center contains a mixture of retail and office uses, with large anchors that attract shoppers from Daly City and surrounding areas. Since 2003, the center has undergone a number of significant renovations, which have collectively added approximately 90,000 square feet of new retail to the center, two multi-level parking garages, and a complete architectural remodel of the center. An expansion of the Safeway supermarket located at the southeast corner of the shopping center has begun and is expected to be complete in 2011.

Along John Daly Boulevard, are several small commercial establishments including Joe's of Westlake restaurant and Citibank bank building. The Country Club apartments are the multi-family units which surround the shopping center. This concentration of apartments contains some of the highest residential densities in the City. Densities in the Country Club Apartments range from medium densities of over 30 dwelling units per acre to very high densities of over 70 dwelling units per acre. Most of the recreational needs for the residents of this neighborhood are provided by the facilities in the nearby Westlake neighborhoods.

The Westlake subdivision is one of the oldest in the western portion of Daly City, dating back to the early 1950's. The single family homes in this neighborhood are generally split level, detached units constructed on 3,000 square feet or larger lots. Densities in the three Westlake neighborhoods are low and typically between 12 and 15 dwelling units per acre. There was also a greater emphasis on building design, unlike the other neighborhoods west of I-280, whose differences occur only in the building facade treatments.

The Westlake neighborhoods contain the greatest number of recreational and open space opportunities within the city. The Westlake Community Center and Doelger Senior Center are both located in the Westlake neighborhood and are adjacent to Westlake Park. This neighborhood is also adjacent to the San Francisco Golf Club, the Olympic Country Club, and the Lake Merced Country Club. However, these are private facilities and are not readily accessible to the general public. There are also two elementary schools as well as one private school located in this neighborhood.

The single greatest development constraint in the Westlake neighborhood is the lack of vacant developable land.

St. Francis | Planning Area 2

St. Francis Heights was subdivided in the late 1950's and early 60's into single family residential land uses at low densities of approximately 14 dwelling units per acre. Since the parcels were platted in grid fashion they are similar in shape and configuration to those in many parts of Westlake. The housing is characterized by two story structures with living area above and two-car garage below. While not as architecturally diverse as the Westlake neighborhoods, differences in facade details are prominent.

Seton Medical Center, the largest employer in Daly City is located in this area. Also located in the southern portion of this area are several medical and dental office uses. These are located in close proximity to the St. Francis Square neighborhood serving shopping center. Skyline Plaza is also located in this neighborhood. Both are smaller centers than the Westlake or Serramonte Shopping Centers, and are neighborhood-serving commercial centers containing a mixture of retail and office uses.

The neighborhood's recreational and open space opportunities are provided by the Alta Loma tot lot, Westmoor High School and Pool, and Westmoor Park. In addition to the high school, four elementary schools are located in the St. Francis Heights neighborhood.

The major development constraint in this neighborhood is the lack of easily accessible vacant land that is not constrained by existing residential uses. Opportunities for further development in this neighborhood will center largely on the revitalization and intensification of existing neighborhood serving commercial areas.

Skyline | Planning Area 3

Although physically similar to and technically a part of the Westlake neighborhood, this area is distinguished due to its location within the California's Coastal Zone. The Coastal Zone is designated by the California Coastal Act and includes all areas in Daly City west of Skyline Boulevard and a portion of the Westlake North neighborhood located west of Eastgate Drive. Like Westlake, the housing styles in this neighborhood vary from one-story single-family homes with attached garages to the typical two-story unit with living area above a two-car garage.

The basic goals of the Coastal Act are to protect environmental resources, promote a balanced utilization and conservation of coastal resources, maximize public access (both physical and visual) to the coastline, and assure priority for coastal dependent development. The Daly City Coastal Element was been certified by the California Coastal Commission in 1984 as an implementation tool of the Coastal Act and has been incorporated into the General Plan by reference.

To ensure that the Coastal Element effectively implements the Coastal Act, the Daly City Zoning Ordinance identifies an overlay zoning district that includes all properties within 1,000 feet of the coast wherein discretionary review by the Planning Commission and City Council is required prior to any significant construction activity. Delineated by the State Geologist, the Alquist-Priolo Special Studies Zone occurs in the southwest portion of Daly City's Coastal Zone and includes all areas within 1,000 feet of the San Andreas earthquake fault.

Development constraints in the Skyline neighborhood are directly related to the lack of vacant buildable land, and the geotechnical and seismic constraints associated with parcels that have not yet been developed. Proximity to the San Andreas Fault and continual erosion of the coastal bluffs will continue to play a role in limiting the development of vacant parcels in the Skyline neighborhood.

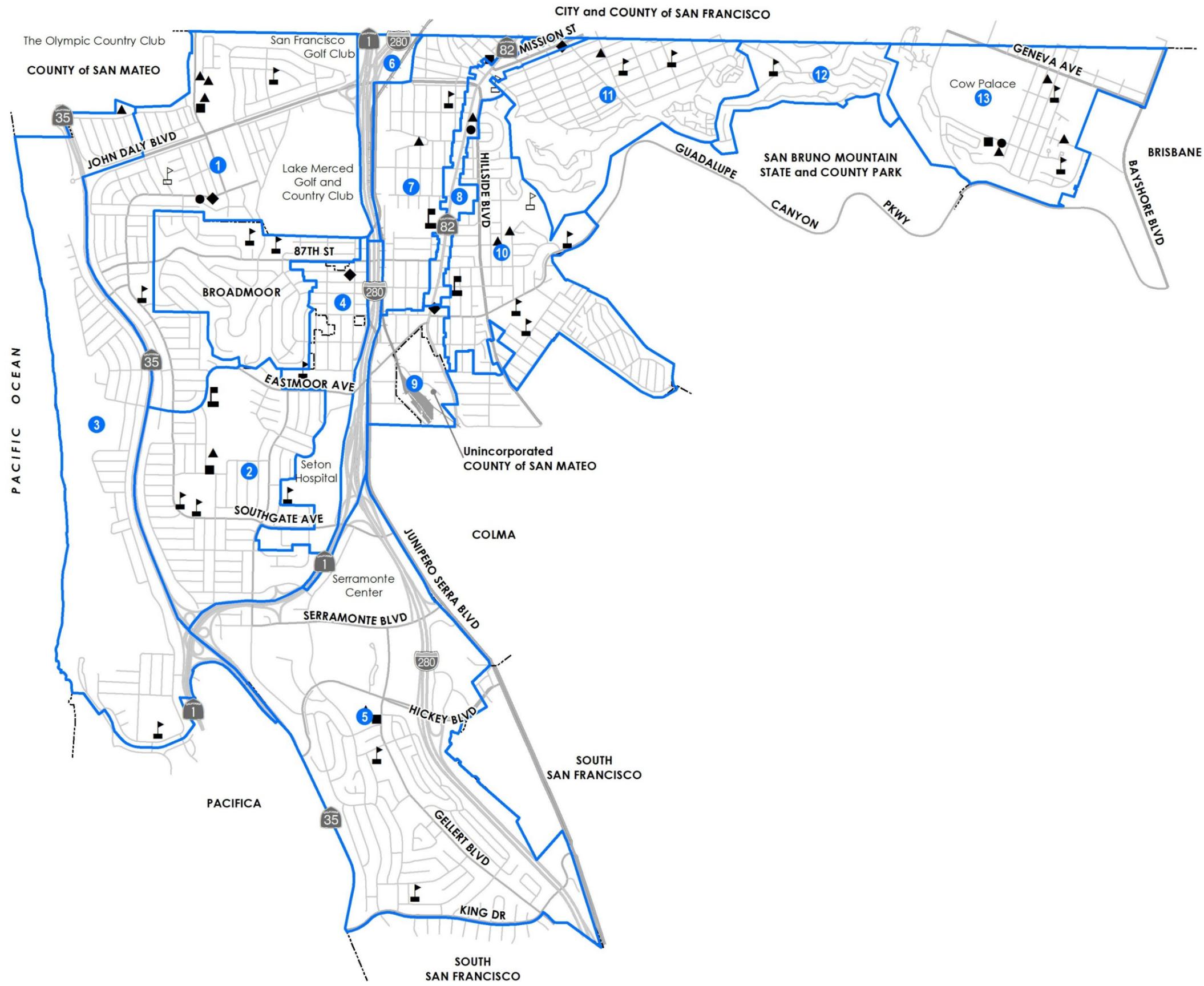


Figure LUE-2
PLANNING AREAS

- 1 Westlake
- 2 St. Francis
- 3 Skyline
- 4 Sullivan Corridor
- 5 Serramonte
- 6 Peninsula Gateway
- 7 Vista Grande
- 8 Mission Street
- 9 Colma-DC BART Station
- 10 Hillside
- 11 Crocker
- 12 Southern Hills
- 13 Bayshore

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- Residential Low Density
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- Open Space
- Mixed Use
- Neighborhood
- Other

Because of the unstable conditions of some of the bluffs in the area, 21 single-family homes located on Westline Drive were declared unsuitable for human occupancy and subsequently removed. Blufftop erosion will continue to pose a threat to existing homes. Like Westline Drive, Lynvale Court at the northern portion of Skyline Drive also experienced the loss of several homes in the 1980s. The vulnerability of these homes to natural hazards such as earthquakes is exacerbated by the fact that the San Andreas Fault bisects the southern portion of Daly City's Coastal Zone.

Sullivan Corridor | Planning Area 4

The Sullivan Corridor comprises approximately 200 acres coterminous with the area encompassed by the Sullivan Corridor Specific Plan. Adopted by the City Council in 1998, the Specific Plan provides land use policies intended to guide the revitalization of properties adjacent to and within close proximity of Sullivan Avenue that can take advantage of the area's close proximity to the civic center and the close-by Colma - Daly City BART Station.

To do so, the Specific Plan provides for a mixture of office, retail and office, and service commercial uses as well as single and multi-family residential uses. Although the designations identified for these land uses are similar in name to those identified throughout Daly City on the General Plan Land Use Map, the range of allowed land uses and description of building intensity is distinct to the Sullivan Corridor Specific Plan Area. It is therefore necessary to reference the Specific Plan and/or Zoning Ordinance (which summarizes the Specific Plan's regulations) for guidance in determining conformity to the General Plan.

Since adoption of the Specific Plan, several new construction projects have emerged that will begin to transform the corridor, including the construction of new government office buildings, an 86-room hotel, and a large mixed-use development that is presently under construction at the southwest corner of Piece Street and Sullivan Avenue. Like other areas in Daly City, constraints within the Sullivan Corridor will continue to be lack of contiguous vacant parcels of land, although several parcels which are presently devoted to agricultural uses do exist in area between Pierce Street and 92nd Street. Also with the boundaries of the Sullivan Corridor is the potential development of 4.5-acre surplus property adjacent to Daniel Webster Elementary which has been identified as surplus property by the Jefferson Elementary School District (JESD).

Serramonte | Planning Area 5

Serramonte is the newest large-scale subdivision in Daly City, constructed in the late 1960's and early 70's. Single family residences occur in strips along moderately steep hillsides in a fashion similar to that of the St. Francis neighborhood. The housing style is also similar to that of St. Francis and can be considered the most standard of all housing in the City. It is characterized by a two story structure with the living area over a two car garage at a density of approximately 14 dwelling units per acre.

While a majority of the housing stock in the Serramonte neighborhood is low-density single family residential, low to medium density multi-family residential units are located in the southeast area of the neighborhood and very high density multi-family housing is located just west of the Serramonte Shopping Center.

The Serramonte neighborhood residents' commercial needs are served by both the Serramonte regional shopping area and the King Plaza neighborhood serving commercial center. The Serramonte Shopping Center is an enclosed regional shopping center and is the largest in the City. It contains three anchor stores and numerous other shops. To the south, Serramonte Plaza, a large concentration of commercial offices, retail stores, and restaurants, exists on the eastern side of Gellert Boulevard. On the western side of the street, retail stores occur in typical "strip" fashion. Several of the City's larger

restaurants are located in Serramonte Plaza area, as well as two health and fitness clubs. King Plaza is located in the southernmost portion of this neighborhood and contains a mixture of retail uses and one of two bowling centers in the City.

The residents' recreational and open space needs are provided by Gellert Park, the largest park in the City. The main branch of the Daly City Library is located in the park as well as tennis courts, picnic areas, sports fields and a community center. Four tot-lots and two elementary schools are located in the Serramonte neighborhood.

Constraints in this neighborhood include: lack of buildable, vacant land; small number of infill single family residential parcels; and a portion of the neighborhood is in the Alquist-Priolo Special Study zone. Opportunities in this neighborhood include intensification of existing regional and neighborhood serving commercial centers, as well as the potential development of the non-operational Christopher Columbus School site which has been identified as surplus property by the Jefferson Elementary School District. The surplus school site consists of two developable areas totaling almost 13 acres.

Peninsula Gateway | Planning Area 6

This planning area is defined by the area subject to the Peninsula Gateway Plaza Specific Plan which was prepared in the 1970s to facilitate BART's expansion of service to the Colma-Daly City BART station and the Daly City Redevelopment Agency's (now dissolved and replaced by the Successor Agency to the City of Daly City Redevelopment Agency) desire to facilitate redevelopment of a portion of the Junipero Serra Corridor on the east side of Interstate 280 north of Citrus Avenue. With the completion of Pacific Plaza, the implementation of the plan is now largely complete, although the two Redevelopment Agency-owned parcels remain vacant at either end of the project area.

Vista Grande | Planning Area 7

The Vista Grande neighborhood consists of three subareas. The northern portion of the neighborhood above John Daly Boulevard is characterized by atypical patterns of development, which include dense housing construction along narrow streets, steep hillside construction, and dead-end streets. The area contains predominantly single-family residential land uses at medium-low densities between 16-20 dwelling units per acre, some among the oldest in the City. Most structures are one-story above a small one-car garage. Some California bungalows which have no garage can also be found. Medium density (21-35 dwelling units per acre) multi-family units are usually located at the corners and in close proximity to commercial areas. Hillcrest Gardens, a recently-completed affordable senior housing development located at 35 Hillcrest Drive, provides an example of how very high-density construction can be successfully blended into an established neighborhood.

The second subarea is the area located south of John Daly Boulevard and north of Jefferson High School. The area resembles the older Crocker neighborhood in terms of development patterns: wide variation in housing age and style; single residential land uses at medium-low densities (14.6-20 dwelling units per acre) laid out on an essentially regular grid; little or no side yard setbacks; and little open space other than Marchbank Park and the Jefferson High School campus. A number of duplexes have been constructed within this area, as they are allowed subject to use permit approval. Several non-conforming apartment buildings also exist in the area.

The area south of Jefferson High School contains neighborhood commercial (confined to School Street) and service commercial (confined to Station Avenue) as well as a mixture of low; medium-low and very high density residential uses. Many medium-low density multi-family units have been developed along the southern side of School Street, and on the streets that intersect with School between Station Avenue and Bruno Avenue. Below School Street, the single-family units are developed on somewhat larger lots at lower densities. A decreasing number of small vacant lots remain in this area.

Constraints to development in this neighborhood include: lack of large vacant, buildable parcels of land and aging infrastructure including water and sewer lines. Opportunities include: infill single family residential parcels; reuse of underutilized land; and increase in density of residential development with duplexes.

No concentration of large vacant parcels exists in the Original Daly City neighborhood. However, this neighborhood accounts for the majority of small and medium size infill parcels in the City. The highest assemblages of these parcels occur in the northern Top-of-the-Hill and southern portions of the neighborhood. These represent a mixture of both vacant and underutilized parcels.

Mission Street | Planning Area 8

Just over 1.5 miles in length, Mission Street is characterized largely by retail/office, personal service, and service commercial uses with the concentration of service commercial uses occurring on the southern portion of the street and the retail/office uses located closer to the Top of the Hill. Although Mission Street is largely built-out, a number of properties occupied by existing buildings and land uses approaching the end of their economic lives will very likely provide potential development opportunities over the planning period. The challenges presented in private redevelopment of parcels include limited lot size, difficult access to and from Mission Street, and neighborhood acceptance of buildings with greater mass and height.

As a means to opening a dialogue about how Mission Street could evolve into a more vibrant urban corridor, the San Mateo County Chapter of American Institute of Architects (SMAIA) conducted an Urban Design Charrette specifically for Mission Street in 2008. The Final Report issued from the charrette outlined a number of very broad development concepts that could be worthy of exploration as Mission Street continues to evolve. These concepts include a more walkable streetscape, more areas for public gathering, taller and more-intensive buildings, and visual focal points (public art, monumentation, etc.).

The idea of advancing physical change Mission Street is not a new one. In 1976, the Daly City Redevelopment Agency adopted a redevelopment plan for the street specifically for the purposes of strengthening the retail and other commercial functions of Mission Street, and assembling land into parcels suitable for modern development. One notable outcome from this Plan's implementation has been the almost-complete redevelopment of Mission Street between Hillside Boulevard and Alp Avenue where a new mixed-use building and reconstructed War Memorial Community Center have provided a notion of how Mission Street will likely continue to evolve in the coming decades. With the dissolution of the Redevelopment Agency, this Plan is no longer in effect.

With the preconception that Mission Street will change, the policies contained within this land use element strive to both promote and guide this continued evolution.

Colma – Daly City BART Station | Planning Area 9

This 110-acre area is coterminous with the BART Station Area Specific Plan area. Completed in 1993 in conjunction with SamTrans and San Mateo County, the Specific Plan was conceived to establish a physical development plan that allowed existing low-intensity uses in close proximity to the new Colma BART Station (construction completed in 1996) to gradually transition to higher-intensity uses in support the area's intended role as a transportation/transit hub.

Much emphasis within the plan was placed on making all new land uses within the Specific Plan area accessible by foot, bicycle, and transit, in addition to the automobile. For this reason, the plan provides a very strong vision for linking new development to the BART station via a network of public spaces, paths, plazas and new streets. New mixed-use development along El Camino Real exemplifies the plan's intent, providing high density residential development over ground-level commercial uses with direct pedestrian connections provided westerly to the new BART station.

This area is partially within Daly City and partially within an unincorporated area within San Mateo County, and lies completely within the Daly City Sphere of Influence boundary. Uses anticipated include a mix of moderate- and high-density housing, local and community shopping, and offices within close proximity of the Colma-Daly City BART Station. The land use designations used for these uses are similar in name to those identified throughout Daly City on the General Plan Land Use Map, the range of allowed land uses and description of building intensity is distinct to the BART Station Specific Plan. It is therefore necessary to reference the Specific Plan and/or Zoning Ordinance (which summarizes the Specific Plan's regulations) for guidance in determining conformity to the plan.

Three parcels in this planning offer the most potential for new development. The first two, located adjacent to the Colma – Daly City BART Station, are the existing 7.5-acre SamTrans-owned park-and-ride lot to the west of the station and the site previously occupied by Serra Bowl. The third is the southern portion, roughly 1.4 acres, of the existing Jefferson Elementary School District's maintenance and operations Facility located at 23 Hill Street. This property has been declared surplus by the school district and is being offered by the district for private development.

Hillside | Planning Area 10

The Hillside neighborhood contains the greatest mixture of residential densities in Daly City. Existing densities range from a low of 12 dwelling units per acre to a very high density of over 50 dwelling units per acre in the southeast corner of the Hillside neighborhood where several streets have been developed in block-long rows of four-unit buildings. This neighborhood is also one area in Daly City where vacant developable sites remain. Several blocks in the Hillside neighborhood were originally used for greenhouses, but have steadily been subdivided for housing development. The oldest housing in the area is located in the mid-section of the Hillside neighborhood adjacent to the Top of the Hill and Crocker neighborhoods. The largest mobile home park in Daly City, The Franciscan, is located in this neighborhood.

This neighborhood's recreational and open space needs are provided by Hillside Park which is located in the eastern portion of the neighborhood and Edgewood Park located in the northern portion of the neighborhood, near high density housing.

Constraints in the Hillside neighborhood include: aging sewer and water lines; lack of land zoned for commercial uses and a wide mixture of different residential densities that indicate uncertainty and lack of continuity in the neighborhood. Opportunities in this neighborhood include: reuse of underutilized parcels and infill single family and multi-family subdivisions and residences.

A limited number of vacant areas exist within the neighborhood. The largest concentration of vacant land exists in the northern and southern portions of this neighborhood. The vacant land in the northern portion is on steep slopes with limited access and is not considered easily buildable. There is also vacant land immediately east of Hillside Park. The vacant land in the southern portion of the neighborhood is a mixture of vacant and underutilized parcels. These parcels represent the majority of infill residential parcels in the neighborhood. The Colma School surplus site, approximately 2.7 acres, is a good candidate for infill development.

Crocker | Planning Area 11

The Crocker neighborhood also consists primarily of single-family homes on small lots with little or no setbacks, resulting in the density of the neighborhood as a whole being generally higher than any other neighborhood in Daly City, approaching 20 dwelling units per acre. Physically, the neighborhood is characterized by a rich diversity of housing with distinctly different ages and architectural styles, and contains a mixture of small scale services and amenities including local corner markets, the Lincoln Park and Clubhouse, and two elementary schools. There are no large commercial areas within the Crocker

neighborhood, although the commercial corridor along Mission Street provides a variety of retail and restaurant uses.

Constraints to development in the Crocker neighborhood include a lack of buildable, vacant land; aging water and sewer lines; and lack of street improvements in some areas. Many of the vacant parcels in the area are located on the base of San Bruno Mountain and are either within or in close proximity to the Habitat Conservation Plan area on steep slopes with no or limited access and no street or infrastructure improvements. Limited opportunities for development do exist however and include infill single-family residences, preservation or reconstruction of corner markets, and a five-acre development site zoned for multiple-family residential uses at the end of Hanover Street.

Southern Hills | Planning Area 12

The Southern Hills neighborhood consists entirely of detached single family homes. In terms of urban design, this neighborhood is the exception in the area east of I-280. The typical home is a post-1950's detached single-family residence, usually two stories with the living area over a two-car garage. The housing occurs in ribbons along the ridges of steeply sloped hillsides affording views of Daly City, San Francisco, the Pacific Ocean, and San Francisco Bay. Recreational needs are met by two tot lots and the playground of the Panorama Elementary School, McLaren Park in San Francisco, and San Bruno Mountain Park. The major constraint in this neighborhood is the lack of buildable, vacant land. Opportunities in this neighborhood include the maintenance of open space (remnant portions of developed parcels located on steep slopes) and park or recreational development.

Bayshore | Planning Area 13

Annexed into Daly City in 1963, the Bayshore neighborhood consists primarily of detached single-family residential homes, the Geneva Avenue commercial corridor, and a low intensity industrial area immediately north of MacDonald Avenue near the San Francisco border. The Cow Palace, an indoor arena owned and operated by the California Department of Food and Agriculture, is also located in the Bayshore and represents one of the greatest opportunities for redevelopment in Daly City. In 1999, the Daly City Redevelopment Agency established a redevelopment project area (no longer in effect) encompassing the entire Bayshore neighborhood, with the goal of eliminating physical and economic blight, while encouraging economic investment and rehabilitation/improvement of the housing supply in the neighborhood.

Major constraints in this neighborhood include: aging water and sewer systems; dead end streets with no curbs, gutter and sidewalk; and lack of large parcels of easily developable land. Major opportunities in this neighborhood include: Geneva Avenue commercial area revitalization; the redevelopment of the Cow Palace; infill single-family residences; retail and office development; and park and open space development.

Unincorporated Areas

Broadmoor Village

Broadmoor Village is a low density, single family residential neighborhood completely surrounded by Daly City thus creating an "island" or pocket of unincorporated County land. This neighborhood is characterized by single-family residences located on large lots with a resulting density below 10 dwelling units to the acre. The houses in this area are different from those located in Daly City as they are typical one story ranch style houses. From the standpoint of service delivery, Broadmoor should become a part of Daly City. Police and fire protection services could be more easily rendered, the

location and access to government would be more convenient for the Broadmoor residents and the cost of providing these services would be less expensive for the City to provide than the County or special districts.

Unincorporated Colma

Unincorporated Colma is a small urban neighborhood in the area between Daly City and the Town of Colma. Extending along both sides of El Camino Real, the area is approximately 115 acres in size. The area contains a mixture of land uses including retail and service commercial, industrial and low density single-family and medium density multi-family residential uses. The residential uses located here are considered to be one of the County's major concentrations of affordable housing, as the units tend to be smaller and older than the County average.

Land Use Categories

This section provides an overview of the land use designations identified on the General Plan Land Use Map (see Figure LUE-3). The map identifies the general proposed distribution of land uses in Daly City through the use of the land use categories described below. As such, the map is intended to serve as a general guide for the future distribution of land uses distribution rather than as a parcel-specific map of allowed land uses. Instead, zoning classifications, consistent with the land use categories identified by the General Plan Land Use Map, will be established for this purpose and will be identified on the Zoning Map. Similarly, more specific development regulations will be identified by the Zoning Ordinance.

Residential

The General Plan Land Use Map identifies six residential categories. These categories identify areas in Daly City that are acceptable for housing, clarify the type of housing to be developed within each category, and establish minimum and maximum densities.

Residential densities are expressed as "dwelling units per net acre of land", abbreviated "du/ac". Net acre means that portion of land used for development on a specific property, excluding streets, easements, and public rights-of-way. This is in contrast to "gross acre of land", a figure that includes all land, whether it be used as a roadway, utility easement, or housing site. Using a "gross" figure is best suited for communities that have not yet constructed streets. In Daly City's case, most of the streets are built; therefore, residential densities are expressed in net acreage.

In an effort to better describe future residential development and more equitably allocate density among numerous properties within a neighborhood, this General Plan requires that – for projects proposed on parcels that are over 5,000 square feet in size – residential densities be calculated on a parcel-specific basis. For example, a one-acre parcel located within an area designated Medium – Low Density, where the density range is between 14.6 and 20 units per acre, could potentially have up to 20 units. Neither adjacent public rights-of-way nor adjacent properties are included in net lot area. The number of permissible units on lots less than 5,000 square feet in size would be as prescribed by the Zoning Ordinance (one housing unit on lots zoned R-1 Single Family and two housing units, subject to use permit approval, on lots zoned R-1A or R2).

Residential — Open Space (R-OS). This designation is applied to those areas where the majority of the site should remain in open space due to site constraints or a high degree of environmental resource value. The designation allows for very low residential densities as long as the siting of the house respects site characteristics. This designation allows up to two dwelling units per gross acre.

Residential — Low Density (R-LD). This land use designation applies generally to those areas which were subdivided after January 1949, which have single family residences located on parcels of 3,000 square feet or greater. These areas are located predominantly in the portion of Daly City which is located west of Interstate 280, with the exception of the Southern Hills neighborhood located east of Interstate 280. This is the predominant residential land use category in Daly City. This designation allows between 2 and 14.5 dwelling units per gross acre, except in the BART Station Specific Plan Area, where density allowances are identified within the Specific Plan.

Residential — Medium Low Density (R-MLD). This land use designation applies to those areas which were subdivided prior to 1949 and typically have zero lot line single-family residences located on 2,500 square foot parcels. These areas are located predominantly in the older portions of Daly City which are located east of Interstate 280. This designation allows between 14.6 and 20 dwelling units per gross acre.

Residential — Medium Density (R-MD). This land use designation applies to those areas that allow two dwelling units per 2,500-3,000 square foot parcel. These areas are primarily dispersed throughout the older portions of Daly City, and correspond to areas developed with duplexes and some multi-family areas where there are small multi-unit buildings located on large lots. This designation allows between 20.1 and 35 dwelling units per gross acre, except in the BART Station Specific Plan Area, where density allowances are identified within the Specific Plan.

Residential — High Density (R-HD). This designation applies primarily to multi-family residential structures where residential density is between 35.1 and 50 dwelling units per gross acre, such as is characteristic of the existing apartments that are in close proximity to the Westlake and Serramonte shopping centers, except in the BART Station Specific Plan Area, where density allowances are identified within the Specific Plan.

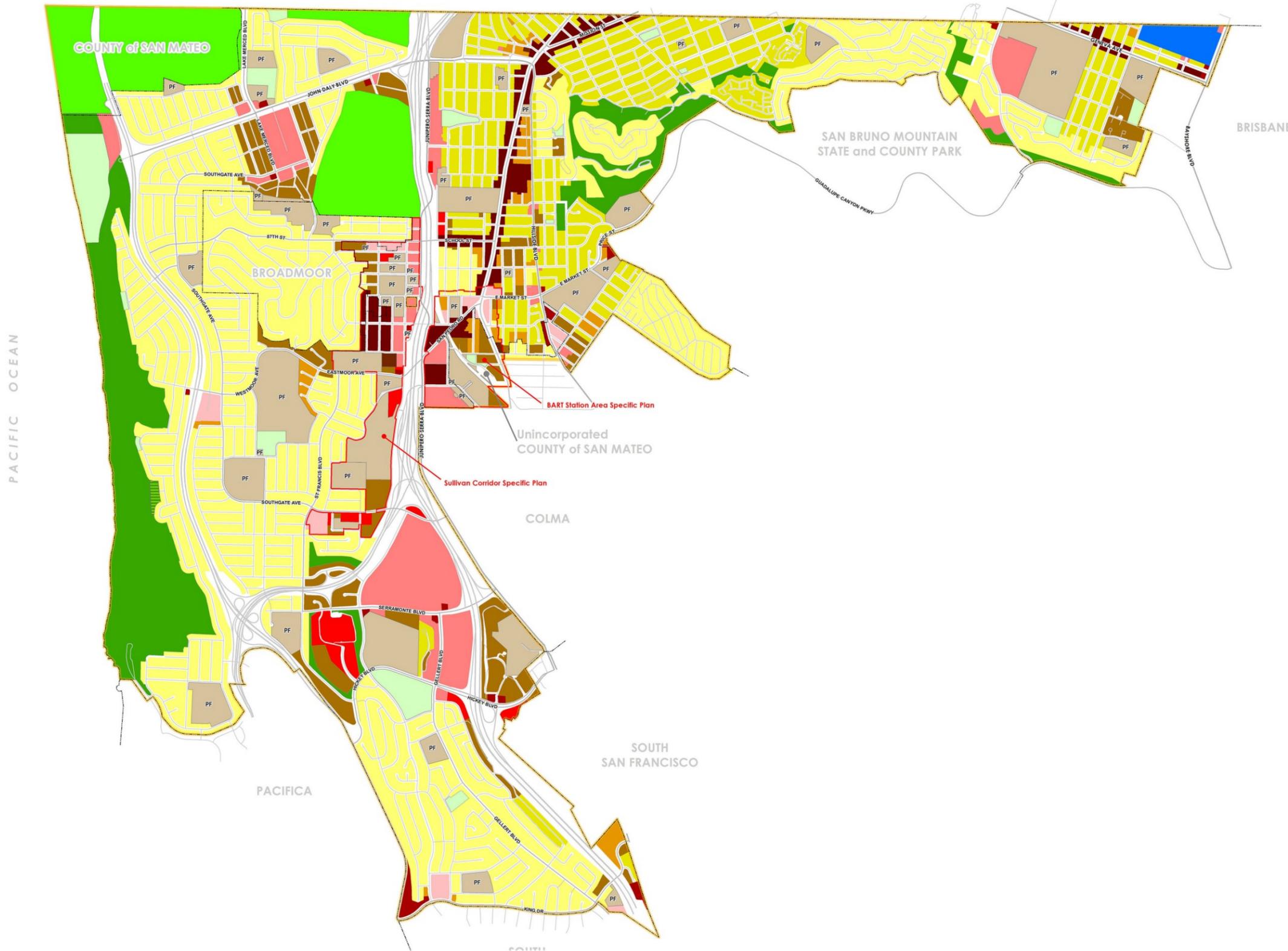
Residential — Very High Density (R-VHD). This designation applies to very dense multi-family residential development where density exceeds 50 dwelling units per acre. These developments are typically characterized by the large number of units constructed with little or no private or public open space.

Commercial/Industrial

The General Plan Land Use Map identifies six commercial/industrial categories. These categories identify areas in Daly City that are desired for commercial, mixed-use, and industrial uses, and identify the intensity to which these uses may be developed, expressed in terms of floor area ratio (FAR).

Commercial — Retail and Office (C-RO). This land use designation consists of retail and office uses both regional and citywide in scope, typically applicable to a wide range of commercial shopping areas, including Westlake Shopping Center and Serramonte Shopping Center. The FAR varies for land uses within this category and ranges from 2.5 to 5.0 square feet of building area for each square foot of land area, except in 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. While historically residential uses have been permitted within this General Plan land use category, the inclusion of the Commercial Mixed-Use General Plan designation is now the most appropriate designation for existing and new development which contains and is intended to contain residential land uses.

Figure LUE-3
FUTURE LAND USE



- Residential**
- Residential Open Space (R-OS)
 - Low Density (R-LD)
 - Medium-Low Density (R-MLD)
 - Medium Density (R-MD)
 - High Density (R-HD)
 - Very High Density (R-VHD)
- Recreation and Open Space**
- Public Park (PP)
 - Private Recreation (PR)
 - Open Space Preservation (OSP)
- Commercial**
- Neighborhood (C-N)
 - Retail and Office (C-RO)
 - Office (C-O)
 - Service (C-S)
 - Mixed Use (C-MU)
- Industrial (I)**
- Industrial (I)
- Public & Institutional Facilities**
- BART (BART)
 - Cemeteries (CEM)
 - Public Facilities (PF)
 - Hospitals (H)
- Sphere of Influence**
- Sphere of Influence

**CITY OF DALY CITY
 LAND USE ELEMENT**

- Residential Low Density
- Residential Medium Density
- Residential High Density
- Agriculture
- Industrial
- Commercial
- Public
- Institutional
- Public Utilities
- Recreation
- Open Space
- Mixed Use
- Neighborhood
- Other

Commercial — Mixed Use (C-MU). 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.

Commercial — Neighborhood (C-N). This land use designation consists of uses that serve the neighborhood and draw from the local area rather than the entire region or City. Neighborhood commercial uses include personal services such as beauty parlors and barbershops, and miscellaneous retail establishments such as liquor or grocery stores. With large surface parking lots and relatively low-profile buildings, the FARs for neighborhood commercial centers generally range between 0.5 and 1.0.

Commercial — Office (C-O). This land use designation consists primarily of office and locally-serving office serving commercial uses. This category would include those office uses described in the "Retail and Office Commercial" designation but the emphasis would be placed on the office use rather than the retail use in terms of land use intensity. In addition to office uses, this category includes office serving uses such as: health and fitness centers; small scale printing and photocopying businesses; and eating and drinking establishments. The FAR for office commercial land uses ranges from 1.0 to 3.5. Exceptions to this range do exist in a limited number of areas in the City, such as in the Sullivan Corridor Specific Plan Area and Peninsula Gateway Plaza Specific Plan Area, where FARs are established by each respective plan.

Commercial — Service (C-S). This land use designation consists of those commercial uses which are more service or heavy commercial oriented. This includes: automobile sales and repair; gas and service stations; small scale warehouse and storage; building material suppliers and small scale manufacturing; and construction related services such as contractor yards. Service commercial FARs typically range from 0.5 square foot or less to 3.0 square feet of building area per square foot of land area, except in the Sullivan Corridor Specific Plan Area where density allowances are identified within the Specific Plan.

Industrial (I). This designation includes light manufacturing, storage of merchandise produced on the site, administrative offices, and research facilities that are subordinate to the primary business. All industrial districts shall be developed with special urban design qualities that maintain and enhance the aesthetic and functional relationships of surrounding development. Maximum FAR is 1.0.

Parks and Open Space Land Use Categories

The General Plan Land Use Map identifies three open space categories, each providing differing degrees of open space preservation. These open space designations are as follows:

Public Park (PP). This land use designation applies to all developed public open space including all state, regional and local parks and city maintained tot lots which provide recreational opportunities to the community.

Private Recreation (PR). This designation includes facilities such as golf and country clubs, and golf driving ranges which are privately owned and operated.

Open Space Preservation (OSP). This designation includes all vacant lands which because of environmental factors, such as slope, soils, and topography, and/or prohibitive development costs, such as nonexistent access or lack of infrastructure, effectively render the land unusable except for permanent open space.

Public and Institutional Land Use Categories

The General Plan Land Use Map identifies four categories which relate to public and institutional facilities. These facility designations are as follows:

BART (BART). This designation applies to all properties owned by the Bay Area Rapid Transit District, including the Daly City BART Station, the Colma–Daly City BART Station, and all rights of way associated with the BART operation.

Cemeteries (CEM). This designation applies to all cemeteries located in Daly City.

Public Facilities (PF). This designation applies to all land on which federal, state or local government facilities are located. This includes the Daly City Civic Center and corporation yard, the Department of Motor Vehicles office, War Memorial Community Center, the main branch of the Post Office and the Cow Palace. This designation includes all lands which are owned by public utilities companies such as Pacific Gas and Electric, North San Mateo County Sanitation District, or other public utilities. These include telephone and electrical switching and corporation yards and the Sanitation District's wastewater treatment plant. This designation also applies to all public schools, including all elementary (K-6), middle (7-9), and high schools (9-12).

Hospitals (HOSP). This land use designation pertains to the area covered by the Sullivan Corridor Specific Plan only and relates primarily to Seton Medical Center complex located on Sullivan Avenue.

Public Property Development Sites

In addition to the above land use designations, there are several properties in Daly City owned by public agencies (school district, State, etc.) that have been designated as surplus or for which the agencies have expressed an interest in selling or leasing for private development. Although current market conditions make the ultimate redevelopment potential of these sites unclear, this redevelopment would likely have significant cumulative impacts to the City's roadway and infrastructure system.

Although amending the General Plan land use designations for these properties is premature at this time, the City has included a rough approximation of development potential for these sites in the traffic model prepared as a part of the General Plan Circulation Element. Vehicle trip generation figures have also been included in the traffic impact analysis completed as a part of the General Plan Environmental Impact Report.

A summary of public property redevelopment sites presently known to the City is as follows:

Cow Palace (2150 Geneva Avenue). This property is owned by the State of California and consists of a State-operated indoor arena on an approximately 70-acre site (partially located within the City of San Francisco). The site is designated by the General Plan Land Use Map as G - Government Facility. Redevelopment of the site for private purposes would require a General Plan amendment, and would ideally occur together with an 11-acre private owned property and 12-acre Daly City Housing Development Finance Agency property. Both the privately-owned and Agency-owned properties are situated immediately west of the State-owned parcel. In support of a cohesive and integrated redevelopment plan for the site, Land Use Element Task LU-3.2 identifies the preparation of comprehensive land use, infrastructure, and streetscape plan for the Geneva Avenue Corridor, including the Cow Palace property. For purposes of the General Plan traffic model, the City has assumed the ultimate buildout of the three aforementioned properties to include 1,700 new dwelling units in a higher density format and 300,000 square feet of retail/office commercial in a multi-story and possibly mixed-use (residential above) format.

SamTrans Park and Ride Lot (3451 Junipero Serra Boulevard). This property is owned by the San Mateo County Transit District and consists of an existing parking lot that provides daily paid parking for use by patrons to the Colma BART Station. The District has recently received responses to a Request for Qualifications process for the purpose of private redevelopment of the parking lot. For purposes of the traffic model, the City has assumed the ultimate buildout of approximately 215,000 square feet of office space on the site, although the District has communicated the possibility of introducing very-high density residential development in combination with ground-level retail. Policy LU-3.5 has therefore been added to the to this Element in an effort to provide policy support amending the BART Station Specific Plan to allow for broader mix of land uses in a more intensive format than is currently provided by the plan.

Daly City BART Station Delong Street Parking Lot (500 John Daly Boulevard). This property is owned by the San Francisco Bay Area Rapid Transit District (BART) and consists of a functioning 263-space parking lot on an 8-acre site just east of the Daly City BART Station. The entire site is zoned BART and designated BART by the General Plan Land Use Map. Development of the site for private purposes would require rezoning and General Plan amendment. For purposes of the General Plan traffic model, the City included has preliminary square footages consistent with the Comprehensive Station Plan prepared by BART in 2006 for the station. The plan envisions a development concept that replaces the Delong Street parking lot with 145 residential units, 13,600 square feet of commercial space, a 2,000 square foot community center, and 9,000 square feet of open space on land that is currently being used for surface parking. As a commitment to fully examine the potential for redeveloping the parking lot, Land Use Element Task LU-3.4 identifies the need to work with BART to develop a Daly City BART Master Plan that includes publicly-owned properties located within the Priority Development Area immediately adjacent to and including the Daly City BART station.

Colma School Surplus Site (444 East Market Street). This parcel is owned by the Jefferson Elementary School District and consists of a functionally obsolete school facility situated on an approximately 4.4-acre site. The entire site is zoned U - Un-zoned consistent with the school facility uses and is designated as a School facility by the General Plan Land Use Map. Development of the site for private purposes would require rezoning and General Plan amendment. For purposes of the General Plan traffic model, the City has assumed the ultimate buildout of this property to include 160 new dwelling units.

Daniel Webster School Surplus Site (425 El Dorado Drive). This parcel is owned by the Jefferson Elementary School District and consists of a functionally obsolete school facility situated on an approximately 11.8-acre site. The entire site is designated as a School facility by the General Plan Land Use Map. Development of the site for private purposes would require rezoning and General Plan amendment. For purposes of the General Plan traffic model, the City has assumed the ultimate buildout of this property to include 95 new dwelling units.

Christopher Columbus School site (60 Christopher Court). This parcel is owned by the Jefferson Elementary School District and consists of a functionally obsolete school facility situated on an approximately 12.7-acre site. The site is designated as a School facility by the General Plan Land Use Map. Development of the site for private purposes would require rezoning and General Plan amendment. For purposes of the General Plan traffic model, the City has assumed the ultimate buildout of this property to include 80 new dwelling units.

Hill Street Maintenance Yard (23 Hill Street). This parcel is owned by the Jefferson Elementary School District and consists of a functionally obsolete school district maintenance and operations facility situated on a 1.38-acre site. The entire site is zoned R1-B consistent with the school facility uses and is designated as a School facility by the BART Specific Plan. Development of the site for private purposes would require rezoning and General Plan amendment. For purposes of the General Plan traffic model, the City has assumed the ultimate buildout of this property to include 50 new dwelling units in a higher density format and 10,000 square feet of retail/office commercial in a multi-story and possibly mixed-use (residential above) format.

Land Use Goal, Policies, and Tasks

The direction of this land use chapter is based on recognition of the above issues and directed toward realization of a single goal. The City's land use goal is:

"Create a balanced mixture of land uses that ensure equal opportunities for employment, housing, open space, and services which adequately serve both personal needs of the citizens and economic needs of the community."

Several important issues raised in this goal should be recognized. First, the goal seeks to accomplish a "balanced mixture" of activities that serve a wide range of needs in the community. Diversity in land uses means the City can accommodate change over time. Since Daly City is primarily residential in nature, achieving a balanced mix of land uses will require an emphasis on attracting commercial and office construction. While a fully balanced land use pattern might not be achieved, the City can work toward a more equitable mixture of land uses through the intensification of existing commercial areas, annexation of developable lands, and the implementation of specific plans. Rather than converting residential or park land to commercial or light industrial uses to attain a balance of land uses, these should be continually maintained and revitalized.

Balanced development with the full complement of various land uses is desirable for many reasons. Urban areas with a wide range of residential densities provide multiple choices of housing costs, design and tenure type. This will lead to a mix of persons living within the City and thus diversity in population, the key ingredient to creating a vibrant community. Citizens benefit from a balanced land use within the city because sufficient commercial opportunity will allow for the market to be more flexible in the goods and services provided to the public, and thus offer a wider range of products for the consumer. Commercial opportunities, as well as office and industrial locations, also provide for job possibilities for local residents. The balance of housing and jobs in a local area has positive regional implications due to reduced commuting time on congested freeways, a factor that will improve air quality. The demand for urban resources in a balanced city is easier to accommodate. Water, electrical, and sewer service peak demand is spread more evenly in a city where a stable mixture of land uses has been developed.

Since property tax is the single most important income source for a municipality, the concept of a balanced use of land within the City becomes paramount in the effort to collect enough revenues to support the level of service expected by the community. Typically, residential land uses cost more in public services than they provide in revenues. While office uses are not overly productive in terms of property taxes, they produce employment opportunities, which in turn provide people with income that can be spent within the city. Office type land uses do not demand the cost in city services that are associated with residential land uses. Industrial land uses, in terms of cost/benefit to a municipality are the most productive.

The goal identifies four broad aspects of land use that are found in urban areas, "employment, housing, open space, and services". Attaining a balance of these land uses is the key to this goal and the challenge for the land use chapter. A balanced urban environment means adequate job opportunities, a range of housing stock that allows a variety of tenure type, and access to recreation and open space amenities. The reference to "services" includes the basic governmental function such as the provision of safe road conditions for travel, infrastructure needs for human activity and police and fire protection.

The most important concept behind the goal, "personal and economic needs of the citizens," confirms the City's intent to allow a variety of land uses. Basic needs of people, such as opportunity for attractive and convenient shopping and restaurants, locations for entertainment, and open space for recreational activity are recognized by the land use goal as vital to the wellbeing of the community. Economic need relates not only to job opportunity but also adequate tax base for the City so that the basic governmental services can be assured over time.

To implement the land use goal, the General Plan provides the following policies and tasks:

Commercial Vitality and Revitalization

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-2: Continue to allow neighborhood-serving businesses in neighborhoods where such businesses presently exist and where such continued operation does not impact the quality of life within the neighborhood.

Task LU-2.1: Amend the non-conforming section of Zoning Ordinance to allow the continued operation and reconstruction of neighborhood-serving businesses (markets, cafés, etc.) within neighborhoods where such uses presently exist.

Language shall be incorporated into the Zoning Ordinance which assures that only those uses with a neighborhood market are allowed and that those uses with a primarily City-wide or regional market are disallowed.

Task LU-2.2: Amend the Zoning Ordinance and Building Code to require objective standards to control noise, odor, and rooftop emissions produced by non-residential uses.

Task LU-2.3: Support the continued establishment of ground-level retail and restaurant uses along the School Street corridor by codifying a parking waiver for retail uses in this area that occupy existing commercial spaces or are beneath a pre-established size threshold.

Task LU-2.4: At the time of remodeling and additions to neighborhood commercial centers, require mitigation of existing conflicts with residential uses, including screening, access, and landscaping.

Urban Corridor Enhancement

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 to more fully realize the City's vision and long-term goals for these PDAs.

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.

Task LU-3.3: Expand on the efforts of the Mission Street Urban Design Charrette and Grand Boulevard Initiative by undertaking a residential and commercial opportunities analysis for Mission Street and developing an urban design plan. Development of the urban design plan shall include an evaluation of the Grand Boulevard Guiding Principles and, where feasible, implementation of these principles.

Task LU-3.4: Work with BART to develop a Daly City BART Master Plan that includes publicly-owned properties located within the Priority Development Area immediately adjacent to and including the Daly City BART Station. The plan shall explore development concepts that include a public partnership between BART and the City of Daly City for joint development of the Agency-owned parcel at the north end of Pacific Plaza and the adjacent BART parking lot.

Task LU-3.5: Support comprehensive land planning and new development around the Colma BART Station, with particular focus on the development of the

SamTrans parking lot and the former Serra Bowl site (collectively encompassing approximately 10 acres). Development on these properties shall support the City's Priority Development Area (PDA) status for the lands, and include transit oriented development concepts and a land use plan that may include very high density residential, office, commercial and related uses. Development plans shall also address the potential for creation of a mixed-use, "urban village" development that includes pedestrian-friendly design, along with amenities and customer services to support uses at the site and as a means of reducing vehicle trips. Development of the site shall provide a direct pedestrian connection to the Colma BART Station and shall strive to provide the aforementioned amenities and customer services in manner and location that is conveniently accessible to both site occupants and BART riders. Appropriate amendments to the 1993 BART Station Area Specific Plan would be required to support this vision for development. Such Specific Plan amendments can be processed concurrently with development entitlement applications.

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-5: Work to ensure that both public and private buildings along Mission Street and Geneva Avenue are continuously maintained in good condition.

Task LU-5.1: Examine the merits and deficiencies of the existing Façade Improvement Program and identify ways to improve the program to affect a greater number of businesses along both Mission Street and Geneva Avenue.

Task LU-5.2: Support through technical assistance the efforts of Mission Street and Geneva Avenue business owners and property owners in organizing a common benefit district.

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).

Neighborhood Preservation

Policy LU-7: Recognize the physical differences between different parts of the City and regulate land uses within these areas accordingly (same as Policy RME-20).

Task LU-7.1: Retain elements in the Zoning Ordinance which effectively preserve the architectural character of Daly City's older neighborhoods (e.g., predominant setback and tandem parking allowances) (same as Task RME-20.1).

Task LU-7.2: Amend the Zoning Ordinance to provide development regulations that more closely reflect the predominant neighborhood character established when the neighborhood was constructed (e.g., provide for three-foot side yard setbacks in Westlake where there is currently no side setback required). Where necessary, establish either separate or overlay zoning districts for such neighborhoods (same as Task RME-20.2).

Task LU-7.3: Update the Residential Design Guidelines to provide bulk, mass, and architectural guidelines for exterior additions and reconstructed homes in neighborhoods which possess unique architectural characteristics. Quantifiable guidelines shall be codified within the Zoning Ordinance where necessary (same as Task RME-20.3).

Task LU-7.4: Incorporate design features in new development that reflects the character of the neighborhood, to ensure that new construction is compatible with existing development (same as Task RME-20.4).

Policy LU-8: Ensure that landscape and hardscape improvements made to all residential properties are environmentally sound and do not negatively impact existing neighborhood aesthetics.

Task LU-8.1: Conduct a public education campaign aimed at informing the public about water conservation measures that can be incorporated into residential landscaping projects. Information shall be included about the effective implementation of low-volume irrigation systems and any City requirements for such systems.

Task LU-8.2: Establish front yard paving design regulations and require, as a condition of permit issuance, compliance with these guidelines. The guidelines shall, at a minimum, disallow solid surface pavement, including non-porous concrete, to be placed so that it covers more than a certain percentage of the front yard setback area, including the driveway. The guidelines shall also require

solid permanent vertical features constructed in non-driveway locations to ensure the inability of vehicles to park off-driveway.

Task LU-8.3: Establish a program that ensures the long-term removal of existing pavement in the front setback area of existing homes which is non-compliant with the regulations established as a part of Task LU-8.2. The requirement for pavement removal shall be applied to all building permit applications exceeding a significant valuation established by City Council resolution.

Policy LU-9: Ensure that traffic from commercial development does not significantly increase traffic on residential streets.

Task LU-9.1: Evaluate the traffic impacts associated with all discretionary projects subject to environmental review by the City and identify appropriate mitigation measures as may be necessary to reasonably ensure compliance with the City's adopted Level of Service (see Policy CI-1.6).

Policy LU-10: Ensure that new single-family homes and duplexes complement the scale, character, and street relationship of existing homes of the neighborhood in which they are constructed.

Task LU-10.1: Explore ways to decrease the bulk of single-family homes and duplexes constructed within existing neighborhoods, including the potential for applying a floor area ratio to such structures and increasing third-story setbacks. Where necessary, these requirements shall be codified in the Zoning Ordinance.

Policy LU-11: Ensure that accessory structures and additions in residential neighborhoods are architecturally compatible with the existing residence on the property and are of a character and scale compatible with the surrounding neighborhood.

Task LU-11.1: Amend the Zoning Ordinance to develop regulations limiting the type, size, and quantity of accessory structures in residential neighborhoods.

Policy LU-12: Review for consistency requests for annexations of unincorporated areas within the City's Sphere of Influence that do not negatively affect the fiscal health of the City and ensure an appropriate economy of scale in the delivery of City infrastructure and services.

Task LU-12.1: Amend the Zoning Ordinance to require that, prior to Local Agency Formation Commission (LAFCo) approval, the City Council must find that the proposed annexation is consistent with the General Plan. To assist in this determination, the Zoning Ordinance shall identify the specific findings required and the requisite analyses necessary to determine whether such findings can be made.

Policy LU-13: Continue to underground utilities when funding becomes available.

Task LU-13.1: Develop a five-year plan that identifies which areas in the City should be targeted for the undergrounding of utilities when Rule 20A funds become available. Areas targeted for undergrounded shall be prioritized in the order that such undergrounding will positively impact overall community appearance.

Permit Streamlining

Policy LU-14: Develop and implement land use regulations that are easily comprehensible, equitable, have sound justification, and do not hinder the implementation of reasonable project proposals.

Task LU-14.1: Amend the Zoning Ordinance to incorporate all of the mandates specified within the General Plan and state planning law, and perform an annual maintenance of the ordinance to ensure that the ordinance is continually updated to reflect the City's regulatory policy and consistently addresses land use issues encountered by the Planning Division.

Task LU-14.2: To provide a more pedestrian-friendly environment, explore the use of commercial development regulations that more effectively address the relationship between building facades and the adjacent public street, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks.

Task LU-14.3: Explore the concept of unifying the Zoning Ordinance into a more broad set of development regulations, including subdivision regulations, environmental compliance standards, fees payment, and public improvement construction.

Task LU-14.4: Continue to offer same-day, express plan check permitting for all second units (see also Housing Element Task HE-6.4).

Policy LU-15: Continue to streamline project review by ensuring that the City's existing Specific Plans reflect development trends in the areas to which they pertain and are easy to implement.

Task LU-15.1: Re-evaluate the lands use designations identified within the Sullivan Corridor Specific Plan and the policies associated with these designations to ensure that the plan reflects a realistic development pattern for the area governed by it. Where necessary identify and propose amendments to the plan.

Policy LU-16: Regulate of the size, quantity, and location of signs to maintain and enhance the visual appearance of Daly City.

Task LU-16.1: Review and update the existing sign regulations, where necessary, to require that all new commercial signs be high-quality design, materials, and finish, while ensuring that the sign regulations are flexible enough to allow signs that add visual interest to the building on which they are proposed and not hinder creativity in design.

Task LU-16.2: Unless specifically allowed by a Master Sign Program, amend the sign regulations to disallow cabinet signs and require that existing cabinet signs be replaced by channel letter signs at either the time of sign permit issuance or at the time of building permit issuance where the valuation of improvements exceeds a certain valuation.

Task LU-16.3: Develop sign regulations that address permissible sign sizes for each tenant in multi-tenant buildings.

Policy LU-17: Ensure that private development is responsible for providing any on- or off-site improvements related to and/or mitigating the impacts it causes.

Task LU-17.1: Ensure that, where discretionary land use approvals are required from the City, the conditions of approval imposed by the City adequately mitigate any impacts to the public infrastructure.

In instances where new projects require upgrading of services that have a benefit for existing uses and when the upgrade is a part of the City's Capital Improvement Program, the developer shall pay the proportional share of the costs based on the projected demand of the new project. This requirement shall also apply to single development of infill parcels. If infrastructure improvements are needed to service the proposal, the building permit shall not be issued until the project sponsor secures the necessary permits to upgrade the infrastructure.

Task LU-17.2: Continue to collect AB1600 impact fees from new development and, from time to time, re-assess the amount and distribution of monies collected from such fees to ensure that these amounts are sufficient to provide an adequate pro-rata contribution toward the public improvements identified in the City's Capital Improvement Program.

Task LU-17.3: Review and amend the park in-lieu fee payment requirement as necessary to assure that the formula for park in-lieu fee payment is more standardized equitable among all residential uses, including rental housing.

Task LU-17.4: Develop and implement a Capital Improvement Program (CIP) to identify the capital projects that are required to implement this plan and prioritize their importance. This program would evaluate the current process for distributing capital improvement funds and attempt to strengthen the linkage between the General Plan and the CIP.

Environmental Considerations

Policy LU-18: Development activities shall not be allowed to significantly disrupt the natural or urban environment and all reasonable measures shall be taken to identify and prevent or mitigate potentially significant effects.

Task LU-18.1: Ensure that potentially significant environmental impacts associated with development proposals are properly mitigated through conditions of approval, mitigation measures, project design, or project denial. In cases where the impacts may not be completely preventable but will not significantly disrupt the community, the City may recognize that the benefits of a project may outweigh the environmental consequences. In no case shall the City approve a project that endangers the health, safety, or welfare of the public.

Policy LU-19: Archeological resources should be preserved where possible.

Task LU-19.1: Archeological resources are a valuable educational resource for the residents of the city. Every effort should be made to preserve them in their natural state when found or be excavated by professional archeologists for display in a museum.

Policy LU-20: The City shall require that privately-owned open space be maintained in an acceptable manner when it is either used or viewed by the public. When new development occurs, the provision of open space shall be enhanced.

Policy LU-21: The City shall encourage National Park Service to incorporate the City-owned property along the coast into the Golden Gate National Recreation Area.

Task LU-21.1: The City shall continue its longstanding effort to develop the Mussel Rock site as a park and complete the hiking trail along the coastline to Mussel Rock. Including the coastline stretch of Daly City in the Golden Gate National Recreation Area would provide the final link for the recreation area from San Francisco to Sweeney Ridge above San Bruno and Pacifica.

Policy LU-22: Continue to recognize the importance of the San Bruno Mountain Habitat Conservation Plan (HCP), uphold the integrity of the concepts behind the HCP, and respect the agreements that serve to implement it.

Task RME-22.1: Through the development review process, the City shall continue to assist with the effort of preserving undisturbed habitat containing unique flora and fauna in areas adjacent to San Bruno Mountain State and County Park. Where mandated by State or federal law, the City shall adopt mitigation measures to either reduce to insignificance or eliminate the impacts on these resources as part of the approval private development occurring in the HCP area or vicinity (same as Task LU 23.1).

Task LU-22.2: Amend the Zoning Ordinance to require approval of a San Bruno Mountain Site Activity Permit for any construction projects located with the HCP area (same as Task LU-16.2).

Policy LU-23: Prior to the issuance of any discretionary zoning or land use entitlement, a conceptual Master Land Use Plan (MLUP) shall be prepared for all vacant lands west of Carter Street designated Low Density Residential (R-LD) and Open Space Preservation (OSP). The MLUP shall be adopted by City Council and the resulting conceptual land use designations and public roadways identified in the MLUP would serve to guide future development of area lands. In adopting the MLUP, the City shall consider the topography of the areas included within the MLUP boundary, the feasibility of providing utility and street access to all parcels identified for development and utility provision, and any environmental constraints to development and utility provision that may be present within the MLUP boundary (geologic constraints, special status species protection, etc.). Adjacent parcels designated Open Space Preservation (or portions thereof) may be considered for redesignation to R-LD, provided the redesignation of these parcels (or portions thereof) implements all provisions of the MLUP. This requirement to prepare a MLUP shall be held in abeyance for a period of two years for any project which has a complete Planned Development application on the date of General Plan adoption. Any applicant for a discretionary zoning or land use entitlement may seek a waiver from the City Council to the requirement to complete a MLUP.

Public Property Development Sites

Policy LU-24: In order to ensure that a comprehensive site and land planning process is considered, any discretionary land use entitlements for any of the lands contained in the 37-acre area located on the east side of Carter Street between Geneva Avenue and Martin Street (currently consisting of three properties owned by the City of Daly City Housing Development Finance Agency, Syufy Enterprises,

and the State of California), shall address cross-parcel connectivity for vehicular, bicycle and pedestrian use, and utility planning. The entitlement applications shall also consider potential connectivity and land planning issues associated with the current use and possible future redevelopment of the adjoining Cow Palace property to the east. Additionally, the City may entertain a comprehensive planning approach for development of the 37-acre area that allows for location of land uses and related site improvements based on overall site constraints and development opportunities.

Policy LU-25: Facilitate housing production by carrying out the goals and policies in the Housing Element.