

September 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

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City of Daly City

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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 Bay Area Rapid Transit (BART) 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 multifamily 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. Introduction

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 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 proposed Modified Project. This Addendum reviews the changes proposed by the Modified Project and examines whether, as a result of any changes or new

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

2. Project Description

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 proposed 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. Introduction

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2. Project Description

2.1 LOCATION

Daly City is 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 to west four-lane arterial that extends from the northern city limit to the southern city limit. While no roadway improvements are proposed, Mission Street until San Jose Avenue is the responsibility of the California Department of Transportation.

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 nonresidential 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. In some cases, FAR may also be used to regulate residential development, allowing flexibility and recognizing variations in dwelling unit size.

2. Project Description

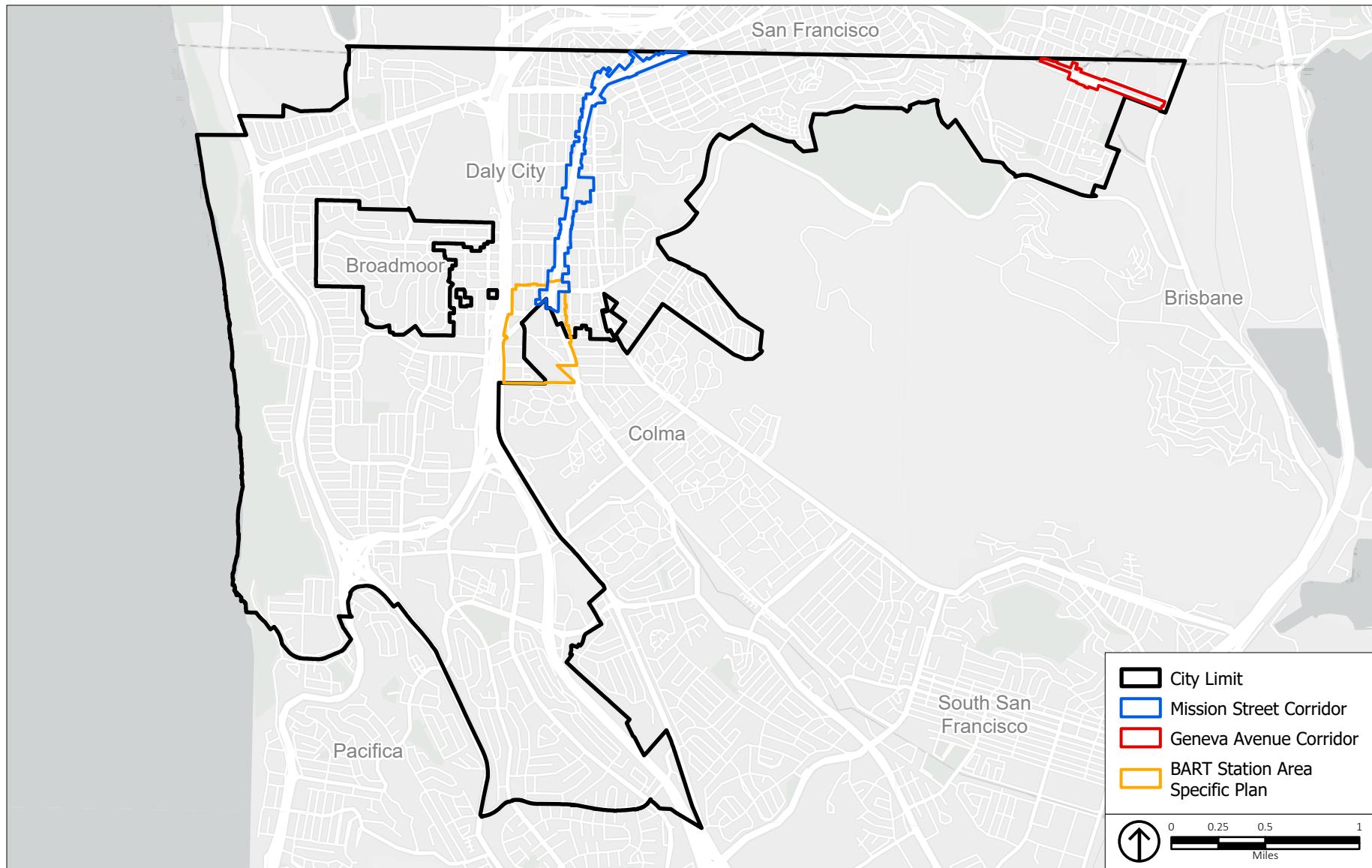


Figure 1
Project Corridor and BART Station Area Specific Plan Boundaries

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 these 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 (SB) 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 construct 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 2050*.

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) new jobs in the region.⁴

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

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

2. Project Description

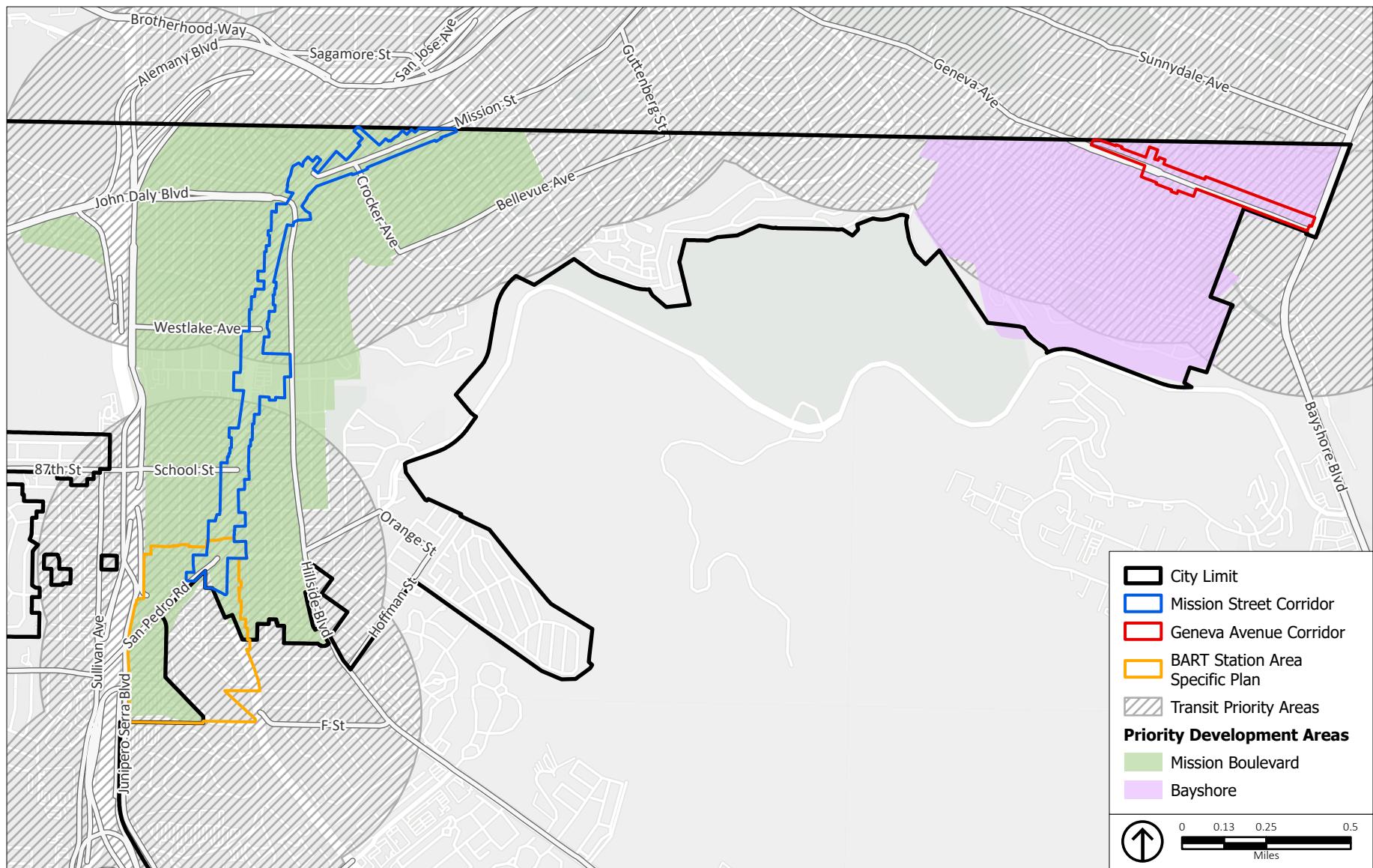


Figure 2
 Transit Priority Areas and Priority Development Areas

2. Project Description

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 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. 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 mile 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.

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 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 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, or a TPP development.

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 considered in determining significant environmental effects for projects that meet all three of the following criteria:

- It 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.”
- It is a residential, mixed-use residential, or an employment-center project.
- It 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.

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 multifamily 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 multifamily housing and mixed-use construction on parcels with a C-MU land use designation and zoning district.

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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	Assessor's Parcel Number	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 physical address	Medium-Low Density (R-MLD)
Mission Street	003-361-050	0.06	No physical 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	Assessor's Parcel Number	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 physical 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 physical 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 physical address	Neighborhood (C-N)
Mission Street	006-251-220	0.42	No physical 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 Road	Neighborhood (C-N)
Mission Street	006-401-060	0.32	7469 Mission Street	Neighborhood (C-N)
Mission Street	006-401-100	0.05	No physical 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	Assessor's Parcel Number	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 physical 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 physical 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 physical address	Medium-Low Density (R-MLD)
Geneva Avenue	005-065-190	0.11	No physical 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	Assessor's Parcel Number	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	Assessor's Parcel Number	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)

Note: For many of the small parcels (e.g., 0.10 acres or less) to be developed, they 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.

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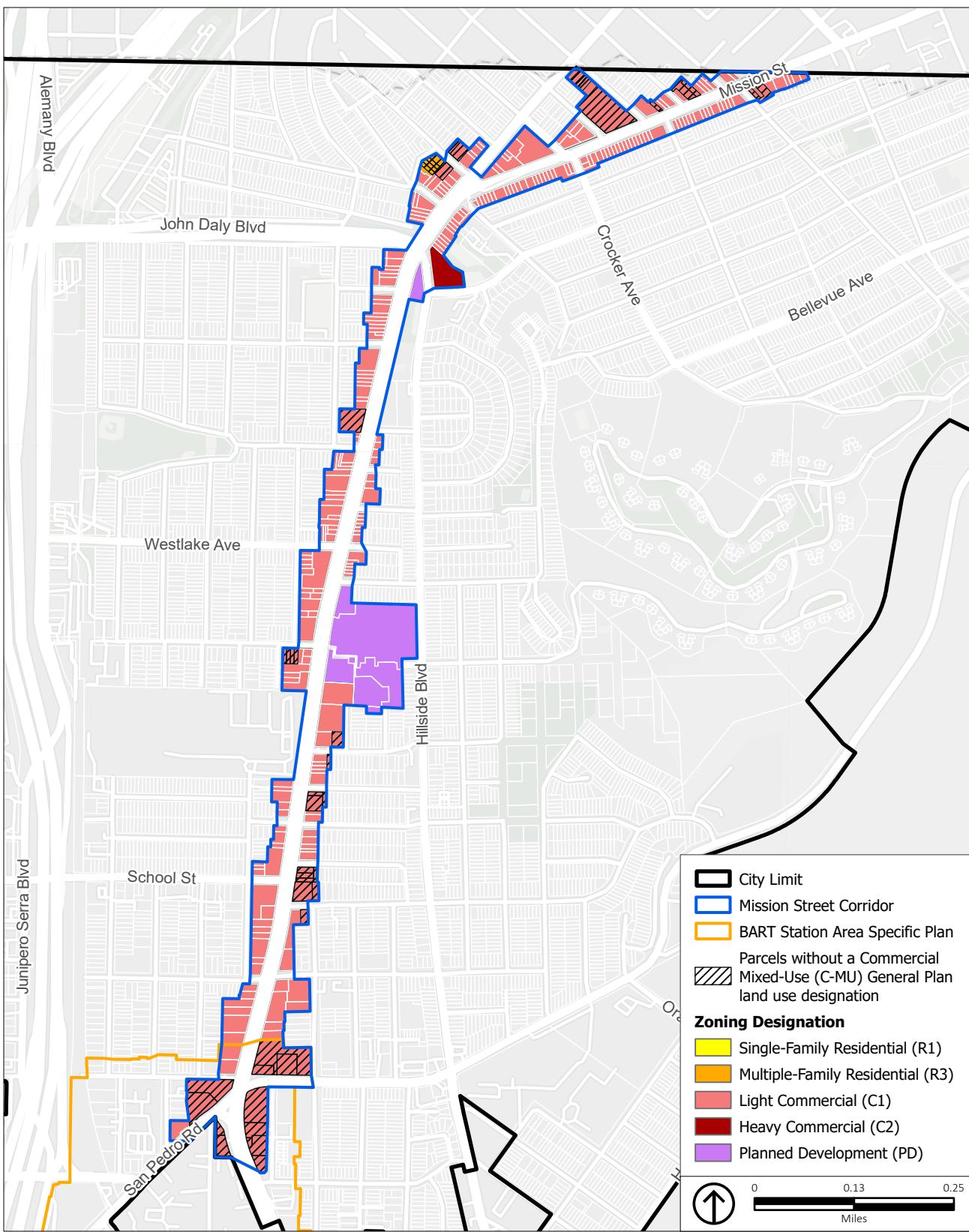
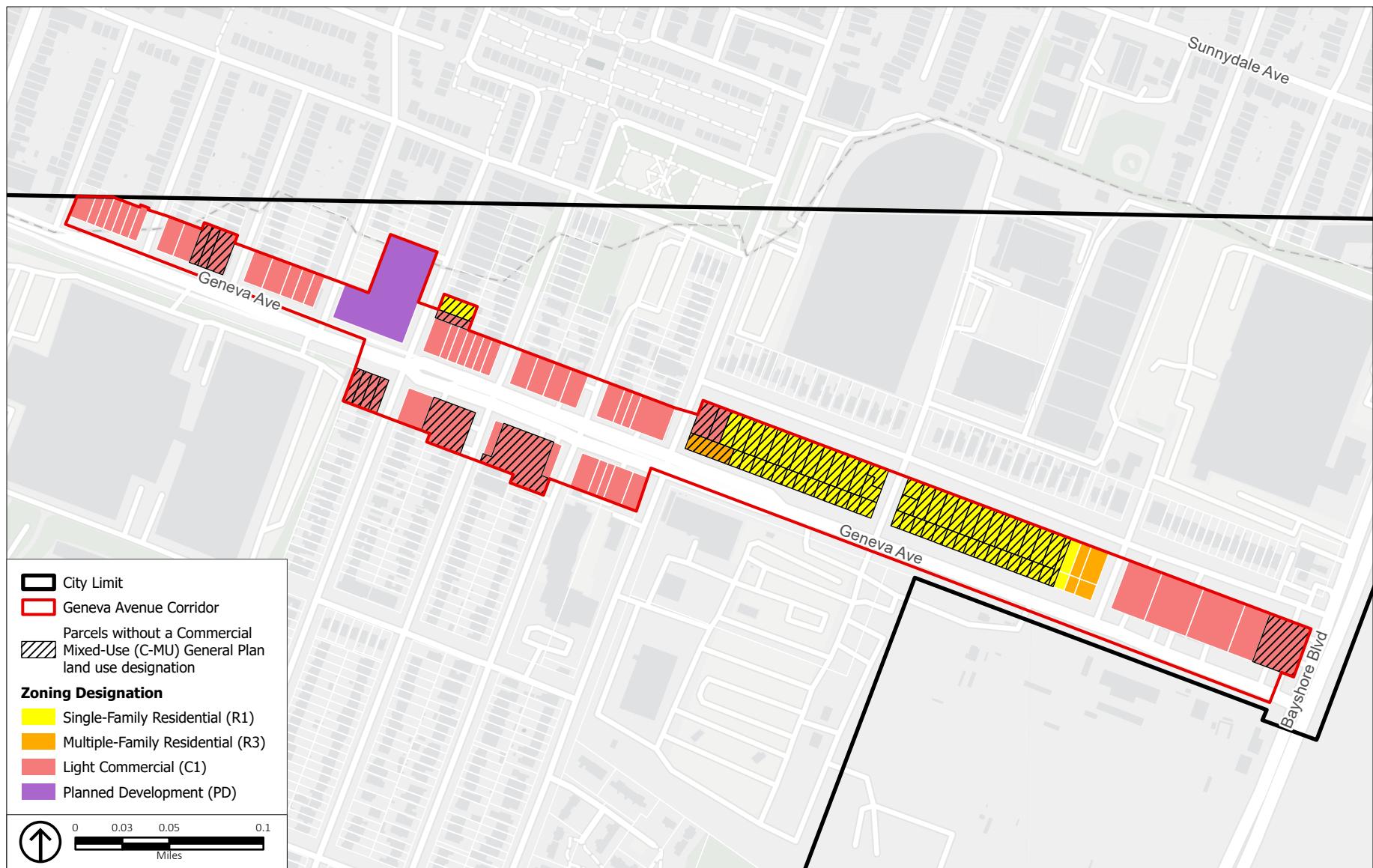


Figure 3
Mission Street Parcel Designations

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 multifamily residential and mixed-use development, and would consist of the following sections:

- **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 C-MU zoning district:
 - **Residential Uses.** Multiple-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, with the following exception: single family residential buildings may be enlarged with an addition not larger than 50% of the size of the existing residence. 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

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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:

- 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.
- 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.
- 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.
- 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

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

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

2.4.4 Proposed Zoning Map Amendment

There are 330 parcels that would be rezoned to C-MU. However, Table 2, *Proposed Residential Parcels to be Amended to Zoning District Commercial Mixed-Use*, which shows the corridor, APN, size, address, and existing zoning district of the parcels within the project corridor boundaries, only lists those parcels that are currently zoned for residential uses that would be rezoned as C-MU under the proposed Modified Project. The remaining parcels, not listed in Table 2 already have a commercial zoning district and therefore are only being modified to add residential. Appendix A, *Proposed Parcels to be Amended to C-MU Zoning District*, of this Addendum, show all parcels with existing residential and commercial zoning, within the Mission Street and Geneva Avenue corridors that would be rezoned as C-MU. 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 RESIDENTIAL PARCELS TO BE AMENDED TO ZONING DISTRICT COMMERCIAL MIXED-USE

Corridor	Assessor's Parcel Number	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 physical address	Multiple-Family Residential
Geneva Avenue	005-065-190	0.11	No physical 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

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

Corridor	Assessor's Parcel Number	Size (Acres)	Address	Existing Zoning
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
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

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

Corridor	Assessor's Parcel Number	Size (Acres)	Address	Existing Zoning
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
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

Note: For many of the small parcels (e.g., 0.10 acres or less) to be developed, they 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, 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 a 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	Assessor's Parcel Number	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 physical address	Neighborhood (C-N)	Light Commercial
Mission Street	006-373-070	0.1	No physical 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 physical address	Neighborhood (C-N)	Neighborhood Commercial, Residential Above

Note: 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 multifamily 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 B, *C-MU Objective Design Standards*, of this Addendum. These would include standards for the following project features:

2. Project Description

- **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
 - 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.

2. Project Description

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 No. 2012032024*.

The proposed Modified Project evaluated in this Addendum would not 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, 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 FAR⁶ of 0.12, the proposed amendments would facilitate additional opportunities for up to 1,759 multifamily 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, for many of the small parcels to be developed, these parcels would need to merge with adjacent lots.

⁶ “Floor-area ratio” (FAR) 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.

3. Environmental Analysis

As detailed in Section 2.4, *Proposed Changes*, the proposed Modified Project is strictly a policy document that does not provide entitlements to any specific development projects and would not result in any direct or indirect physical changes to the environment. The proposed Modified Project would implement Daly City General Plan Task LU-4.1 and Task LU-4.2 by amending the Daly City Zoning Ordinance to be consistent with the General Plan and establishing a new C-MU zoning district for Mission Street and Geneva Avenue corridors and creating C-MU Objective Design Standards. The proposed Modified Project would bring the General Plan land use designation and zoning district for the parcels in the Mission Street and Geneva Avenue corridors into alignment, which is required by State law (Government Code Section 65860). As a result of the proposed Modified Project, all of the parcels in the Mission Street and Geneva Avenue corridors would be within the C-MU General Plan land use designation and zoning district. The establishment of the C-MU zoning district and creation of C-MU Objective Design Standards were contemplated in General Plan Task LU-4.1 and Task LU-4.2, respectively, and subsequently evaluated in the Certified EIR. For these reasons, the proposed Modified Project evaluated in this Addendum would not increase or decrease the buildout that was analyzed in the Certified EIR. Rather, it would allow for additional opportunities for residential and residential mixed-use land uses to areas within the city that have been determined to be underutilized areas where the General Plan envisions higher-density mixed-use development. The proposed changes of the Modified Project would predominantly affect designated infill sites that are currently intended for housing and mixed-use residential under the Approved Project and most of which are in walkable, transit-served commercial areas that are already developed.

The implementation of the proposed Modified Project would result in changes at the policy level, there is no potential for growth in Daly City or the region associated with the proposed Modified Project, and it does not include specific development proposals. All future development projects that would implement the proposed Modified Project would be subject to applicable State and/or City regulations and requirements and undergo an appropriate level of environmental review of project-specific impacts, as required.

CEQA identifies and analyzes the significant effects on the environment, where “significant effect on the environment” means a substantial or potentially substantial adverse change in physical condition (CEQA Guidelines Section 15382). The proposed Modified Project, which does not increase the development potential evaluated under the Certified EIR, is analyzed by environmental topic in the sections that follow.

3. Environmental Analysis

3.1 AESTHETICS

Would the proposed Modified Project:	Level of Impact in Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Have a substantial adverse effect on a scenic vista?	LTS	Yes	No	No	No
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	LTS	Yes	No	No	No
c) In non-urbanized areas, substantially degrade the existing visual character or quality of the site and its surroundings, or in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality?	LTS	Yes	No	No	No
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	LTS	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

Discussion

The Certified EIR found that the Approved Project would not affect scenic vistas, would not result in the substantial degradation of the existing visual character of the city, and would not result in increased light and glare. The proposed Modified Project would establish additional opportunities for the location of multifamily residential and mixed-use development on designated infill sites that are already developed and in close proximity to existing residential and residential-serving development. Scenic resources and corridors, as defined in the Daly City General Plan, include the coastline, San Bruno Mountains, Skyline Boulevard, Cabrillo Highway, Junipero Serra Freeway, John Daly Boulevard, and Guadalupe Canyon Parkway. Pedestrian-level views of these scenic resources from public viewing locations are currently obstructed due to the natural topography, existing mature trees, and existing buildings.

The proposed Modified Project would change the maximum height allowance from 36 feet for light commercial zones under the Approved Project to a maximum allowed height of 120 feet. However, due to the existing urban setting of the city and the two corridors, the pedestrian-level scenic views from public viewing locations are already obstructed by the natural topography, existing mature trees, and existing buildings. The Certified EIR states that views of the coast are limited to locations along streets adjacent to the coastline and views of San Bruno Mountains can only be accessed where the elevation is higher than the rest of the city, like portions of Skyline Boulevard and Cabrillo Highway. Scenic views from and around

3. Environmental Analysis

the Mission Street and Geneva Avenue corridors cannot be accessed due to the existing conditions of the area, thus increased height along these corridors would not negatively affect scenic vistas or views.

The proposed Modified Project also includes C-MU Objective Design Standards that would help retain, and would not substantially degrade, the existing visual character of the city and potential future development would be required to adhere to these and other applicable design standards. Furthermore, since Daly City is primarily built out, the light and glare that exists within the city is typical of that in an urban setting and implementation of the proposed Modified Project would not create a new source of substantial light or glare. Additionally, the proposed Modified Project would decrease commercial uses and increase residential land uses that would result in less light and glare. Accordingly, the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the existing impacts identified in the Certified EIR with respect to aesthetics.

Furthermore, in accordance with PRC Section 21099 described in Section 2.3.2.2, *Transit Priority Areas*, impacts to aesthetics shall not be considered significant environmental impacts for projects that: are located within a TPA; are residential, mixed-use residential, or employment center projects; and are located on an infill site. Because the majority of the proposed C-MU land use designation and zoning district is located in a TPA, aesthetic impacts of future qualifying C-MU developments in the TPAs would be exempt from an aesthetic evaluation under CEQA.

3.2 AIR QUALITY

Would the proposed Modified Project:	Level of Impact in Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Conflict with or obstruct implementation of the applicable air quality plan?	NI	Yes	No	No	No
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	LTS	Yes	No	No	No
c) Expose sensitive receptors to substantial pollutant concentrations?	LTS	Yes	No	No	No
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	LTS	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

3. Environmental Analysis

Discussion

The Bay Area Air Quality Management District (BAAQMD) is responsible for developing the Clean Air Plan for the San Francisco Bay Area.⁷ The Certified EIR found that the Approved Project was consistent with the goals and control measures of the Clean Air Plan, would not significantly contribute to the increase of traffic that would exacerbate air quality problems, adequately addressed toxic air contaminant sources and sensitive receptors, and would not expose substantial numbers of people to objectionable odors. The proposed Modified Project involves changes at the policy level and does not include specific development proposals.

The proposed Modified Project further supports the development of infill sites in PDAs and TPAs in close proximity to existing residential and residential-serving development, and in areas with close proximity to public transportation that are currently intended for commercial, housing, and mixed-use residential under the Approved Project. The proposed Modified Project would increase infill housing and reduce nonresidential (commercial) development in the Mission Street and Geneva Avenue corridors in Daly City.

Types of land uses that typically generate substantial pollutant concentrations include industrial and manufacturing (stationary sources) and warehousing land uses. While commercial and retail uses that generate small and medium-sized truck trips for deliveries could similarly generate localized substantial pollutant concentrations, the proposed Modified Project would not increase the amount of commercial land use greater than what was analyzed in the Certified EIR, in fact, there would be a reduction of commercial land use, further decreasing pollutants generated. Implementation of the proposed Modified Project to accommodate more infill housing in the PDA and TPA would result in a net increase of residential vehicle trips compared to existing land use and zoning designations, which generates more small and medium-sized truck trips in the two corridors, as shown in the *Trip Generation Study* included as Appendix C, *Trip Generation Study*, of this Addendum.⁸ While mobile source emissions would generate the majority of criteria air pollutants, the proposed Modified Project would have reduced emissions from truck trips when compared to the Approved Project. The operation of the proposed Modified Project would not have the potential to substantially affect housing, employment, and population projections within the Bay Area, which is the basis of the Clean Air Plan projections. The proposed Modified Project would therefore not result in a new impact or substantial increase in magnitude of the existing impacts related to conflict with or obstruct implementation of the applicable air quality plan.

There are no changes in long-term emissions associated with the proposed Modified Project. Therefore, no new significant impact or substantially more severe significant impacts than those identified in the

⁷ Bay Area Air Quality Management District (BAAQMD), 2017, April, 2017 *Clean Air Plan: Spare the Air, Cool the Climate*. https://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en.

⁸ W-Trans, 2023, August 24, *Draft Trip Generation and Vehicle Miles Traveled Changes for Mission Street and Geneva Avenue within Daly City*.

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Certified EIR would occur for operational impacts. The Certified EIR determined that the construction emissions of the Approved Project would be less than significant with implementation of the Daly City General Plan policies, which identify compliance with BAAQMD best management practices and regulations required to reduce fugitive dust and manage hazardous materials during construction. Future development projects that may occur under the proposed Modified Project would be required to comply with the same policies and regulations listed in the Certified EIR, which would contribute to further reduction of GHG emissions and potential health risk to people. Therefore, the proposed Modified Project would not result in a new impact or substantial increase in magnitude of the existing impacts related to cumulatively considerable net increase of any criteria pollutants.

Neither the Approved Project nor the proposed Modified Project would involve the type of development that would generate substantial odors or be subject to odors that would affect a substantial number of people. The type of facilities that are considered to have objectionable odors from their operation include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. Residential or mixed-use buildings that would be allowed in the C-MU land use designation or zoning district are not associated with foul odors that constitute a public nuisance.

Overall, the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the existing air quality impacts that were analyzed in the Certified EIR.

3.3 BIOLOGICAL RESOURCES

Would the proposed Modified Project:	Level of Impact in Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	LTS	Yes	No	No	No

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Would the proposed Modified Project:	Level of Impact in Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	NI	Yes	No	No	No
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	NI	Yes	No	No	No
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	LTS	Yes	No	No	No
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	NI	Yes	No	No	No
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	LTS	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

Discussion

The Certified EIR concluded that the Approved Project would not have a significant adverse effect on special-status species, would not interfere with wildlife species movement, and would not conflict with the provision of the San Bruno Mountain Habitat Conservation Plan. The proposed Modified Project would not change the Certified EIR study area boundaries and would not change the size or extent of disturbed areas that were analyzed in the Certified EIR. The proposed Modified Project would establish additional opportunities for the location of multifamily residential and mixed-use development on designated infill sites that are already developed and in close proximity to existing residential and residential-serving development and therefore would not impact sensitive wildlife or habitat areas. As

3. Environmental Analysis

with the Approved Project, no biological resources would be severely impacted, and the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the existing impacts that were analyzed in the Certified EIR with respect to biological resources.

3.4 CULTURAL AND TRIBAL CULTURAL RESOURCES

Would the proposed Modified Project:	Level of Impact in Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	LTS	Yes	No	No	No
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	LTS	Yes	No	No	No
c) Disturb any human remains, including those interred outside of formal cemeteries?	LTS	Yes	No	No	No
d) Cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: <ul style="list-style-type: none"> ▪ Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or ▪ A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. In applying the criteria set forth in subdivision (c) of the Public Resource Code Section 5024.1 for the purposes of this 	2018 Checklist Question	N/A	No	No	No

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Would the proposed Modified Project:	Level of Impact in Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
paragraph, the lead agency shall consider the significance to a California Native American tribe.					

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

Discussion

The Certified EIR concluded that the Approved Project would not significantly adversely affect historic resources, undiscovered archaeological resources (including those of Native Americans), or human remains. The Certified EIR did not include an evaluation of impacts to tribal cultural resources pursuant to criterion (d) because this criterion was not introduced to the CEQA Guidelines Appendix G, *Environmental Checklist*, until 2017, and therefore not required by CEQA at that time. Changes in law, regulation, or guidelines adoption are not “new information” as that term is used in CEQA Guidelines Section 15162 if the information about the issue (i.e., tribal cultural resources) was known or should have been known at the time the original EIR was certified. *Concerned Dublin Citizens v City of Dublin* (2013) 214 CA4th 1301, 1320; *Fort Mojave Indian Tribe v Department of Health Servs.* (1995) 38 CA4th 1574, 1605. Information about tribal cultural resources was known when the Daly City General Plan Update EIR was certified in 2013. SB 18 was passed in 2004. SB 18 requires local governments to contact and consult with California Native American tribes prior to amendment or adoption of a General Plan, Specific Plan, or designation of Open Space. In addition, Governor Brown’s Executive Order B-10-11 (2011), established the Governor’s Tribal Advisor and established administration policy to encourage State agencies to communicate and consult with California Native American tribes.

There are no known tribal cultural resources on the project site, and none were identified as part of the outreach to Native American tribes conducted for the proposed Modified Project. Pursuant to California Government Code Section 65352.3-5 (SB 18), the City requested a list of local Native American representatives as potentially having local knowledge from the Native American Heritage Commission (NAHC) in June 2023. The NAHC responded and provided contact information for eight Native American tribal representatives, which are listed below. The City submitted letters and emails in July 2023 to provide an opportunity for the listed Native American tribes to participate in local land use decisions at an early planning stage, for the purpose of protecting or mitigating impacts to cultural places.

- Irene Zwierlein, Chairperson of the Amah Mutsun Tribal Band of Mission San Juan Bautista
- Tony Cerdá, Chairperson of the Costanoan Rumsen Carmel Tribe
- Ann Marie Sayers, Chairperson of the Indian Canyon Mutsun Band of Costanoan
- Kanyon Sayers-Roods, Most Likely Descendent (MLD) of the Indian Canyon Mutsun Band of Costanoan

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- Charlene Nijmeh, Chairperson of the Muwekma Ohlone Indian Tribe of the SF Bay Area
- Monica Arellano, Vice Chairwoman of the Muwekma Ohlone Indian Tribe of the SF Bay Area
- Andrew Galvan, Chairperson of the Ohlone Indian Tribe
- Kenneth Woodrow, Chairperson of the Wuksachi Indian Tribe/Eshom Valley Band

No responses were received at the time of the publication of this Addendum. The City remains open to consultation with tribal representatives. In addition, the City requested a Sacred Lands File search, which was completed by NAHC Cultural Resources Analyst, Cody Champagne, on June 15, 2023, with negative results.

The proposed Modified Project is a policy change that would not modify the scale or location of overall ground-disturbing activities that could occur as a result of future development projects in the C-MU land use designation or zoning district. As a policy-level project that would establish additional opportunities for the location of multifamily residential and mixed-use development on designated infill sites that are already developed and in close proximity to existing residential and residential-serving development, the proposed Modified Project would not adversely impact historical or tribal and non-tribal archaeological resources, as well as tribal and non-tribal human remains beyond what was evaluated in the Certified EIR. It does not affect areas outside of what was analyzed in the Certified EIR, and future development projects on sites affected by the proposed Modified Project would still be required to follow all applicable regulations pertaining to cultural resources as under the Approved Project. For example, potential future development would be required to comply with regulations for potential cultural resources or human remains that are found on-site during development, such as PRC Section 5097.98 and California Health and Safety Code Section 7050.5, among others). Furthermore, future development projects would be required to follow applicable State and local regulations pertaining to discovery of potential tribal cultural resources. Such regulations include the Native American Graves Protection and Repatriation Act and the California Health and Safety Code 7050 and 7052, and regulations requiring consultation with tribes as necessary.

Since the proposed Modified Project does not include specific development proposals or impact areas outside those included in the Certified EIR, the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the existing impacts that were analyzed in the Certified EIR with respect to cultural and tribal cultural resources.

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3.5 ENERGY

Would the proposed Modified Project:	Level of Impact in Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	LTS	Yes	No	No	No
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	2018 CEQA Checklist Question	N/A	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

Discussion

Chapter 3.6, *Greenhouse Gas Emissions and Energy*, of the Certified EIR, addressed the impacts to energy associated with buildup of the Daly City General Plan. The Certified EIR identified that there would be a slight reduction in energy use per service population, indicating that the impact of the General Plan on energy use is less than significant and that the Approved Project would not result in wasteful, inefficient, and unnecessary consumption of energy. This section also addresses additional questions regarding wildfire-related impacts pursuant to the updated CEQA Guidelines that were adopted by the California Natural Resource Agency in December 2018. As previously stated in Section 3.4, *Cultural and Tribal Cultural Resources*, changes in law, regulation, or guidelines adoption are not “new information” as that term is used in CEQA Guidelines Section 15162 if the information about the issue (i.e., energy) was known or should have been known at the time the original EIR was certified. As evidenced in the Certified EIR conclusions regarding energy impacts, information about energy was known when the Daly City General Plan Update EIR was certified in 2013.

The proposed Modified Project is a policy-level project and potential future development under the proposed Modified Project would be required to comply with existing energy-related plans, policies, or regulations to avoid wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation, and to avoid conflict with State or local plan for renewable energy or energy efficiency. Furthermore, all parcels in the proposed Modified Project are within a PDA and most are within a TPA as well as or in close proximity to existing residential and residential-serving development, thus contributing to reduced energy use from the transportation sector. As described in Section 2.3.2, *Plan Bay Area, the San Francisco Bay Area’s Regional Transportation Plan/Sustainable Community Strategy (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 GHG emissions from

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transportation VMT (excluding goods movement) beyond the per-capita reduction targets identified by the California Air Resources Board. 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, such as wasteful and inefficient uses of energy. Placing residential and nonresidential uses near each other to create self-sustaining communities and neighborhoods and offering mixed-used developments would result in shorter distances traveled between where people work and live and to amenities. The shorter distances reduce energy use by reducing the average vehicle trip distance traveled. The densification of land uses also encourages people to forego vehicle travel altogether and either bike, walk, or take public transportation, which would also contribute to minimizing VMT and energy usage. In addition, potential future development would be required to comply with existing policies, plans, and regulations pertaining to energy efficiency, such as the Building and Energy Efficiency Standards of the PRC.

Therefore, as with potential future development under the Approved Project, the proposed Modified Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation, or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Accordingly, the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the existing energy-related impacts and rather would likely decrease energy usage and impacts compared to what was analyzed in the Certified EIR.

3.6 GEOLOGY AND SOILS

Would the proposed Modified Project:	Level of Impact in Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	LTS	Yes	No	No	No
ii) Strong seismic ground shaking?	LTS	Yes	No	No	No
iii) Seismic-related ground failure, including liquefaction?	LTS	Yes	No	No	No
iv) Landslides?	LTS	Yes	No	No	No

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Would the proposed Modified Project:	Level of Impact in Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
b) Result in substantial soil erosion or the loss of topsoil?	LTS	Yes	No	No	No
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	LTS	Yes	No	No	No
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	LTS	Yes	No	No	No
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	NI	Yes	No	No	No
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	LTS	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

Discussion

The Certified EIR concluded that the Approved Project would not expose people or structures to significantly adverse effects, including the risk of loss, injury, or death involving rupture of a known fault, strong seismic ground shaking, landslides, or lateral spreading. Potential future development under the Approved Project was found to not be significantly impacted by unstable geologic unit or soil or expansive soils. The Approved Project was found to not result in significant adverse effects to paleontological resources.

The proposed Modified Project would introduce policy-level revisions that would change the type of development potential from commercial to residential and mixed-use projects in the C-MU land use designations and zoning districts and would not introduce new adverse physical impacts related to seismic ground shaking, ground failure, liquefaction, landslides, soil erosion, or expansive soils compared to the Approved Project. The proposed Modified Project would not change the scale or location of overall ground-disturbing activities that could occur as a result of future development projects in the C-MU zoning district. Additionally, as a policy-level project that would establish additional opportunities for the

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location of multifamily residential and mixed-use development on designated infill sites that are already developed and in close proximity to existing residential and residential-serving development, potential future development under the proposed Modified Project would connect to existing wastewater infrastructure and the use of septic tanks or alternative wastewater disposal systems would not be required. In addition, like the Approved Project, potential future development under the proposed Modified Project would be required to comply with State and local regulations to minimize geology and soil-related hazards. Therefore, the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the existing impacts that were analyzed in the Certified EIR related to geology and soils.

3.7 GREENHOUSE GAS EMISSIONS

Would the proposed Modified Project:	Level of Impact in Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	LTS	Yes	No	No	No
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	NI	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

Discussion

The Certified EIR found that the Approved Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. The proposed Modified Project is a policy-level project that would not affect GHG emissions directly, but potential future development under the proposed Modified Project would generate GHG emissions from construction and operation. Potential future development under the proposed Modified Project would generate GHG emissions from vehicle trips generated by future development (e.g., residents and employees), energy use (indirectly from purchased electricity use, and directly through fuel consumed for building heating), area sources (e.g., landscaping equipment used on-site, consumer products, coatings), water/wastewater generation, and waste disposal. However, the proposed Modified Project would not exceed the development potential evaluated in the Certified EIR and would reduce the amount of commercial development, further decreasing GHG emissions. Furthermore, the study area is within PDAs and TPAs and the parcels are in close proximity to existing residential and residential-serving development, thus contributing to reduced GHG emissions from the transportation sector. As described in Section 3.5, *Energy*, the project is

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consistent with *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 GHG emissions from transportation VMT (excluding goods movement) beyond the per-capita reduction targets identified by the California Air Resources Board. Placing residential and nonresidential uses near each other to create self-sustaining communities and neighborhoods and offering mixed-used developments would result in shorter distances traveled between where people work and live and to amenities. The shorter distances reduce GHG emissions by reducing the average vehicle trip distance traveled. The densification of land uses also encourages people to forego vehicle travel altogether and either bike, walk, or take public transportation, which would further contribute to minimizing VMT and GHG emissions from transportation. Therefore, the proposed Modified Project would not result in substantially greater impacts to GHG and potential future development would likely decrease GHG emissions.

Additionally, the proposed Modified Project would not conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Accordingly, the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the existing GHG-related impacts that was analyzed in the Certified EIR.

3.8 HAZARDS AND HAZARDOUS MATERIALS

Would the proposed Modified Project:	Level of Impact in Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	LTS	Yes	No	No	No
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	LTS	Yes	No	No	No
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	LTS	Yes	No	No	No
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	LTS	Yes	No	No	No

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Would the proposed Modified Project:	Level of Impact in Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	NI	Yes	No	No	No
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	NI	Yes	No	No	No
g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	LTS	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

Discussion

The Certified EIR concluded that the Approved Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, including through the routine transport, use, or disposal of hazardous materials or significant hazardous emissions or involve significant handling of hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school. The Approved Project was found to have the potential to allow development on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, but compliance with federal, State, and regional regulations would ensure no significant impacts. Furthermore, the Approved Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. As discussed in Chapter 3.9, *Land Use and Housing*, of the Certified EIR, there are no conflicts with airport height restrictions established by the 2012 San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan (SFO ALUCP) and the city does not lie within any airport safety compatibility zones.

Like the Approved Project, as a policy-level project that would establish additional opportunities for the location of multifamily residential and mixed-use development on designated infill sites that are already developed and in close proximity to existing residential and residential-serving development, the

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proposed land use change would not have the potential to result in a new or greater impact related to hazards or hazardous materials from that evaluated in the Certified EIR. The proposed Modified Project does not include any changes to land use designations or zoning districts that would have the potential to result in a new or greater impact related to hazards or hazardous materials from that evaluated in the Certified EIR. Residential land uses use less hazardous materials than commercial uses, nor do they store substantial quantities of hazardous materials. The Geneva Avenue corridor and the northern part of the Mission Street corridor are within Airport Influence Area A and the southern part of the Mission Street corridor is within Airport Influence Area B. Pursuant to the 2012 SFO ALUCP, the height of critical aeronautical surfaces for Daly City is greater than 150 feet above ground level. Under the proposed Modified Project, no new structure in the C-MU district shall exceed 10 stories or 120 feet in height, as measured from any street frontage. Pursuant to Public Resources Code Section 21676.5(a), the City is required to submit the proposed Modified Project to the City/County Association of Governments of San Mateo County Board of Directors in its Designated Role as the Airport Land Use Commission for review. Like the Approved Project, potential future development allowed under the proposed Modified Project would be required to comply with State and local regulations related to minimizing the effects of hazards and the release of hazardous materials and would be required to be consistent with the goals and policies of the 2021 SFO ALUCP. Therefore, the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the existing impacts analyzed in the Certified EIR with respect to hazards and hazardous materials.

3.9 HYDROLOGY AND WATER QUALITY

Would the proposed Modified Project:	Level of Impact in Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Violate any water quality standards or waste discharge requirements?	LTS	Yes	No	No	No
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	LTS	Yes	No	No	No

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Would the proposed Modified Project:	Level of Impact in Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					
i) result in substantial erosion or siltation on- or off-site;					
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	LTS	Yes	No	No	No
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or					
iv) impede or redirect flood flows?					
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	LTS	Yes	No	No	No
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	2018 Checklist Question	N/A	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

Discussion

The Certified EIR concluded that future development under the Approved Project would not significantly violate water quality standards or waste discharge requirements or otherwise significantly degrade water quality; would not deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level; and would not alter existing drainage patterns of the area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site. Future development under the Approved Project was also found to not expose people to significant risk of flooding or tsunami inundation.

According to the Daly City 2020 Urban Water Management Plan, in January 2016, the Cities of Daly City and San Bruno, and California Water Service Company entered into a joint funding agreement to develop

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a Groundwater Sustainability Plan for the South Westside Basin. However, no Groundwater Sustainability Plan has been approved as of the release of this Addendum.

The proposed Modified Project is a policy-level project that would establish additional opportunities for the location of multifamily residential and mixed-use development on designated infill sites in close proximity to existing residential and residential-serving development and would not generate additional water usage beyond what was evaluated in the Certified EIR. Accordingly, like the Approved Project, potential future development under the proposed Modified Project would occur in areas already covered with impervious surfaces and no additional runoff potential would occur. Like the Approved Project, potential future development under the proposed Modified Project would be required to comply with State and local regulations related to minimizing the effects of water pollutants and hazards associated with hydrology and flooding. Accordingly, the proposed Modified Project would not result in increased development that could have a potential adverse impact on the hydrology and water quality of the project area, including with obstruction of a water quality control plan or sustainable groundwater management plan. Therefore, the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the existing hydrology and water quality impacts analyzed in the Certified EIR.

3.10 LAND USE AND PLANNING

Would the proposed Modified Project:	Level of Impact in Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Physically divide an established community?	LTS	Yes	No	No	No
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	LTS	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

Discussion

The Certified EIR concluded that the Approved Project would not make substantial changes to the types of land uses in an area that may physically divide an established community and would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The proposed Modified Project would establish additional opportunities for the location of multifamily residential and mixed-use development on designated infill sites in close proximity to existing residential and residential-serving development. Implementation of the proposed Modified Project would

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not involve any structures, land use designations, or other features (e.g., freeways, railroad tracks) that would physically divide an established community. The type of anticipated development associated with the proposed Modified Project would be restricted to the existing urbanized environment. In addition, all other applicable regulations and Daly City General Plan policies pertaining to land use and planning would still apply.

The Daly City General Plan is the primary planning document for the city of Daly City. The proposed Modified Project is intended to ensure consistency between the General Plan, Zoning Ordinance, and State law. Because as described in Section 2.3, *Background*, the proposed Modified Project implements the General Plan (Task LU-4.1 and Task LU-4.2), which is the overriding planning document for the city, the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the existing land use and planning impacts analyzed in the Certified EIR.

3.11 NOISE

Would the proposed Modified Project:	Level of Impact in Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	SU	Yes	No	No	No
b) Result in the generation of excessive groundborne vibration or groundborne noise levels?	LTS	Yes	No	No	No
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	LTS	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

Discussion

The Certified EIR found that while the Approved Project would result in a substantial permanent increase in ambient noise levels in the city vicinity above acceptable noise levels, which would result in a significant and unavoidable impact to existing and anticipated sensitive receptors. However, the Approved Project

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would not result in the exposure of persons to, or generation of, significantly excessive ground-borne vibration, ground-borne noise levels, or levels of noise from BART train operations. The Approved Project would also not result in the exposure of persons to excessively significant airport noise levels.

The proposed Modified Project is a policy-level project and does not include specific development proposals. Construction noise of potential future developments under the proposed Modified Project would be similar to the impacts described in the Certified EIR. Construction of housing and mixed-use sites would generally include the same types of construction equipment; therefore, the magnitude of noise levels generated would be similar. As discussed in Section 3.2, *Air Quality*, the proposed Modified Project would result in more trips from residential uses and less trips from commercial uses. Accordingly, noise would be less since commercial trips come from light- and heavy-duty trucks, which generate more noise. Operational stationary noise, such as those from heating, ventilation, and air conditioning units, recreational activities at outdoor common uses areas, from the proposed Modified Project would also be similar to the impacts described in the Certified EIR since the type of development in the C-MU land use designation and zoning district would be similar to what is currently allowed. Since the study area is within PDAs and TPAs and the parcels are in close proximity to existing residential and residential-serving development, transportation and thus transportation noise has the potential to be reduced from that of the Approved Project. This is because placing residential and nonresidential uses near each other creates self-sustaining communities and neighborhoods and offering mixed-used developments would result in shorter distances traveled between where people work and live and to amenities. The densification of land uses has a greater potential of encouraging people to forego vehicle travel altogether and either bike, walk, or take public transportation, which would further reduce traffic noise.

The proposed Modified Project would not affect the existing policies and regulations pertaining to noise, including the Daly City General Plan policies, mitigation measures from the Certified EIR, and standards from the City's noise-control ordinance, and potential future development under the proposed Modified Project would also be subject to these regulations. Therefore, the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the existing noise impacts analyzed in the Certified EIR.

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3.12 POPULATION AND HOUSING

Would the proposed Modified Project:	Level of Impact in Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	LTS	Yes	No	No	No
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	LTS	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

Discussion

The Certified EIR concluded that the Approved Project would not displace substantial numbers of existing housing, population, or jobs. While the proposed Modified Project would result in changes to the General Plan land use designations and zoning district to facilitate additional locations for the development of new multifamily residential and mixed-use development, it would not change the overall build-out numbers from what was evaluated in the Certified EIR. Therefore, it would not induce substantial unplanned population growth, nor population growth greater than was analyzed in the Certified EIR since the proposed Modified Project is implementing the Daly City General Plan. In addition, the proposed Modified Project increases options for the location of housing in Daly City on sites currently designated for housing or light commercial use, so it would not displace existing people or housing or necessitate the construction of replacement housing elsewhere. Accordingly, the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the existing impacts analyzed in the Certified EIR related to population and housing.

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3.13 PUBLIC SERVICES

Would the proposed Modified Project:	Level of Impact in Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire protection services?	LTS	Yes	No	No	No
Police services?	LTS	Yes	No	No	No
Schools?	LTS	Yes	No	No	No
Parks?	LTS	Yes	No	No	No
Other public facilities?	LTS	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

Discussion

The Certified EIR concluded that while the Approved Project would increase the demand for fire and police protection services, promoting infill development along transit corridors would lead to shorter response times and would be located close to existing fire services.

The Approved Project would not result in increased demand for school facilities beyond existing capacity. Public service providers for fire protection, police protection, and schools in Daly City include the North County Fire Authority, the Daly City Police Department, and five public school districts: South San Francisco Unified School District, Jefferson Elementary School District, Jefferson Union High School District, Brisbane Elementary School District, and Bayshore Elementary School District, all of whom provide public services citywide. The proposed Modified Project would not increase the overall buildup numbers that were analyzed in the Certified EIR and would therefore not create new development potential or other growth-inducing opportunities to result in additional impacts to public services, including fire protection, police protection, schools, and libraries. Consistent with the Certified EIR, the proposed Modified Project would establish additional opportunities for the location of multifamily residential and mixed-use development along Mission Street and Geneva Avenue corridors, leading to shorter response times. Parks and other public facilities would also still be available city-wide. As a policy-level project, the proposed Modified Project does not include any specific development proposals. In

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summary, the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the existing impacts analyzed in the Certified EIR related to public services.

3.14 RECREATION

Would the proposed Modified Project:	Level of Impact in Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	LTS	Yes	No	No	No
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	LTS	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

Discussion

The Certified EIR concluded that the Approved Project would not result in unmet need for parkland in the city. The proposed Modified Project is a policy-level project that does not change the overall buildout numbers that were analyzed in the Certified EIR. Potential future development under the proposed Modified Project would be on designated infill sites already served by existing recreational facilities and would not result in accelerated substantial physical deterioration or require the construction or expansion of recreational facilities. Accordingly, the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the existing impacts analyzed in the Certified EIR related to recreation.

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3.15 TRANSPORTATION

Would the proposed Modified Project:	Level of Impact in Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	SU	Yes	No	No	No
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	2018 Checklist Question	N/A	No	No	No
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	NI	Yes	No	No	No
d) Result in inadequate emergency access?	NI	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

Discussion

The Certified EIR concluded that the Approved Project would result in a significant and unavoidable impact related to the increase in traffic and exceedance of intersection level of service (LOS) standards. The Approved Project was found not to result in a significant conflict with San Mateo and San Francisco Congestion Management Program standards or adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities.

With the passage of SB 743 (September 2013), which was codified in PRC Section 21099, and the subsequent adoption of revised CEQA Guidelines (December 2018), LOS can no longer be used as a criterion for identifying significant transportation impacts for most projects under CEQA. LOS is the measure of the average amount of delay experienced by vehicle drivers at an intersection or along a road segment during the most congested time of day. The new CEQA metric (vehicle miles traveled or VMT) measures the total number of daily miles traveled by vehicles on the roadway network and thereby the impacts on the environment from those miles traveled. LOS is a measure of local vehicle congestion at an intersection or on a road segment, and VMT is a measure of the total miles of vehicle travel measured area-wide or at the project level. In other words, SB 743 changed the focus of transportation impact analysis in CEQA from measuring quality-of-life impacts to *drivers*, to measuring the physical impacts of *driving* on the environment. VMT criterion (b) was not introduced to the CEQA Guidelines Appendix G, *Environmental Checklist*, until 2018, and therefore was not required by CEQA at that time. As previously

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stated in Section 3.4, *Cultural and Tribal Cultural Resources*, changes in law, regulation, or guidelines adoption are not “new information” as that term is used in CEQA Guidelines Section 15162 if the information about the issue (i.e., VMT) was known or should have been known at the time the original EIR was certified. Information about VMT was known when the Daly City General Plan Update EIR was certified in 2013. Since the certification of the Daly City General Plan Update EIR, the issue of VMT has become a more prominent issue of concern, as evidenced by passage of SB 743 in 2013.

The proposed Modified Project is a policy-level project to increase options for the location of multi-family residential and mixed-use development in designated infill sites that are in PDAs and TPAs. Pursuant to SB 743, infill residential development in high transit-oriented development areas is not considered the type of project that would generate excessive VMT resulting in a significant impact. Infill housing in transit-oriented development areas is anticipated to reduce VMT by putting residents in close proximity to services and transit options, thus reducing trips from vehicles.

Like many other jurisdictions in California, the City of Daly City has not yet adopted a policy or thresholds of significance regarding VMT. Thus, the VMT impacts were assessed based on guidance provided by the OPR in the publication *Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory*, 2018. The OPR guidance indicates that residences 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. Therefore, the proposed Modified Project’s changes in land use designations and zoning districts are expected to have a less-than-significant impact on VMT for residential uses.

The OPR guidance also states that local-serving retail projects made up of less than 50,000 square feet can be presumed to cause a less-than-significant VMT impact since these types of uses will primarily draw users and customers from a relatively small geographic area that will lead to short-distance trips and trips that are linked to other destinations. The total demand for retail in a region also tends to hold steady, and adding new local-serving retail typically shifts trips away from another provider rather than adding entirely new trips to the region. The retail space within each corridor would also have a less-than-significant VMT impact since there would be less than 50,000 square feet of retail, which is considered to be a local-serving land use. Also, there would be a net reduction in retail land use overall.

In summary, residential land uses within the planning areas would be within one-half mile of high-quality transit corridors and would be expected to have a less-than-significant VMT impact as a result. The retail spaces are also expected to have a less-than-significant VMT impact since they would be made up of less than 50,000 square feet in each sub area and therefore considered to be local-serving land uses, and overall, there would be a reduction in retail land use. See the *Trip Generation Study* included as Appendix

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C, *Trip Generation Study*, of this Addendum.⁹ Accordingly, the proposed Modified Project would not cause inconsistency with CEQA Guidelines Section 15064.3(b) regarding VMT. In addition, any potential future development in the two corridors, like the Approved Project, would be required to comply with the Daly City General Plan policies that serve to minimize transportation impacts from development in Daly City and ensure future projects do not conflict with the City's standards for the Daly City circulation system, including transit, roadway, bicycle, and pedestrian facilities and no increased hazards due to a geometric design feature (e.g., a sharp curve or dangerous intersection) would result during the construction and operation phases. Therefore, the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the existing transportation impacts analyzed in the Certified EIR.

3.16 UTILITIES AND SERVICE SYSTEMS

Would the proposed Modified Project:	Level of Impact in Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	LTS	Yes	No	No	No
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	LTS	Yes	No	No	No
c) Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	LTS	Yes	No	No	No
d) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	LTS	Yes	No	No	No

⁹ W-Trans, 2023, August 24, *Draft Trip Generation and Vehicle Miles Traveled Changes for Mission Street and Geneva Avenue within Daly City*.

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Would the proposed Modified Project:	Level of Impact in Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
e) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	LTS	Yes	No	No	No
f) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	LTS	Yes	No	No	No
g) Comply with federal, State, and local statutes and regulations related to solid waste?	LTS	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

Discussion

The Certified EIR concluded that the Approved Project would not require additional water supply beyond that available from existing entitlements and resources, cause an exceedance of water distribution capacity, exceed wastewater treatment capacity of the wastewater treatment plant, or require the construction of new wastewater treatment facilities or expansion of facilities. The Approved Project was found to be served by a landfill with adequate permitted capacity and would not fail to comply with regulations related to solid waste.

The proposed Modified Project would result in changes to the General Plan land use designations and zoning district to facilitate additional locations for residential and mixed-use development in designated infill sites but would not generate additional units beyond what was evaluated in the Certified EIR. Because there is no new development potential beyond what was already analyzed by the Certified EIR, and the proposed General Plan land use designations and zoning district affect sites that are currently developed and were considered for new growth in the Certified EIR, the proposed Modified Project would not require or result in construction or expansion of any public utilities and would be adequately served by existing water providers, wastewater treatment facilities, and landfill as evaluated in the Certified EIR. Therefore, the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the existing impacts analyzed in the Certified EIR related to utilities and service systems.

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3.17 WILDFIRE

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the proposed Modified Project:	Level of Impact in Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	2018 CEQA Checklist Question	N/A	No	No	No
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	2018 CEQA Checklist Question	N/A	No	No	No
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	2018 CEQA Checklist Question	N/A	No	No	No
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	2018 CEQA Checklist Question	N/A	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

Discussion

Chapter 3.7, *Hazards and Hazardous Materials*, of the Certified EIR, addressed the impacts to wildfire hazards associated with buildout of the Daly City General Plan. The Certified EIR identified that while no portions of Daly City are classified as having a “Very High” fire threat, wildfire threat is present.

Accordingly, the General Plan policies would ensure adequate service from the North County Fire Authority and the threat of fire hazard (wildland fire in particular) was considered less than significant. This section also addresses additional questions regarding wildfire-related impacts pursuant to the updated CEQA Guidelines that were adopted by the California Natural Resource Agency in December 2018. As previously stated in Section 3.4, *Cultural and Tribal Cultural Resources*, changes in law, regulation, or guidelines adoption are not “new information” as that term is used in CEQA Guidelines Section 15162 if the information about the issue (i.e., wildfire) was known or should have been known at the time the original EIR was certified. As evidenced in the Certified EIR conclusions regarding wildfire

3. Environmental Analysis

impacts, information about wildfire was known when the Daly City General Plan Update EIR was certified in 2013.

Daly City is not classified as a state responsibility area and does not include lands classified as very high fire hazard severity zones; therefore, the proposed Modified Project would not result in significant wildfire impacts. In addition, the proposed Modified Project is a policy-level project affecting only designated infill sites in urbanized areas where potential future development currently exists. Therefore, the proposed Modified Project would not increase in magnitude of wildfire-related impacts when compared to the Approved Project.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

Would the proposed Modified Project:	Level of Impact in the Certified EIR	Impacts of the Modified Project Compared to Certified EIR:			
		Same or Reduced Impact?	New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	LTS	Yes	No	No	No
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	SU	Yes	No	No	No
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	LTS	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

3. Environmental Analysis

Discussion

With respect to biological and cultural resources, implementation of the proposed Modified Project would not change the Certified EIR study area boundaries and would not change the size or extent of disturbed areas that were analyzed in the Certified EIR. It would also only affect designated infill sites that are currently intended for residential and commercial use to allow the development of residential and mixed-use projects on these sites. Therefore, the proposed Modified Project would not change the scale or location of overall ground-disturbing activities, such as those that could occur from implementation of the Daly City General Plan. As discussed throughout this Addendum, including, but not limited to, Section 3.3, *Biological Resources*, and Section 3.4, *Cultural and Tribal Cultural Resources*, the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the existing impacts determined in the Certified EIR.

CEQA Guidelines Section 15355 defines cumulative impacts as two or more individual effects, which, when considered together, are considerable or which compound or increase other environmental impacts. Cumulative impacts may result from individually minor, but collectively significant projects taking place over a period of time. As described in Sections 3.1 through 3.17, implementation of the proposed Modified Project would not result in a new or a substantial increase in magnitude of the existing cumulatively considerable impacts of the Certified EIR.

Implementation of the proposed Modified Project would not change from the Daly City General Plan with respect to direct and indirect effects on human beings. The proposed Modified Project would not increase the General Plan's development program and boundaries. As described in Sections 3.1 through 3.17, implementation of the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of existing impacts of those of the Certified EIR.

4. Conclusion

As demonstrated in the Certified EIR and summarized in Section 3, *Environmental Analysis*, of this Addendum, all impacts from implementation of the Daly City General Plan were found to be less than significant, except for the significant and unavoidable impacts related to noise and transportation. As shown in Section 3.11, *Noise*, these impacts would remain significant and unavoidable with implementation of the proposed Modified Project but would not be increased in severity. As shown in Section 3.15, *Transportation*, the significant and unavoidable impacts were related to LOS, which is no longer an appropriate metric for measuring impacts from vehicles. Impacts are now measured in VMT, and VMT impacts from the proposed Modified Project would be less than significant. Potential future development under the proposed Modified Project would be subject to applicable federal, State, and/or City regulations; undergo an appropriate level of environmental review; and implement mitigation measures from the Certified EIR as required.

As summarized below, and for the reasons described in Section 3, *Environmental Analysis*, the City has determined that an Addendum to the Certified EIR is appropriate for the proposed Modified Project. None of the conditions analyzed under the Certified EIR have changed, nor does the proposed Modified Project, as an implementing tool of the Daly City General Plan, meet any of the criteria for preparing a subsequent or supplemental EIR. The proposed Modified Project will not have one or more significant effects not discussed in the Certified EIR, nor does the proposed Modified Project create substantially more severe significant effects than previously examined in the Certified EIR. The proposed Modified Project as implemented would remain consistent with the analysis in the Certified EIR.

4.1 SUBSTANTIAL CHANGES TO THE PROJECT

The proposed Modified Project is not a substantial change to the Certified EIR because it is within the study area described in the Certified EIR, discussed previously in Section 2.2, *Study Area and Proposed Areas of Change*. Consequently, there are no substantial changes proposed that will require major revisions of the Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

4.2 SUBSTANTIAL CHANGES IN CIRCUMSTANCES

The proposed Modified Project would not result in substantial changes in physical circumstances that would cause a new significant impact or substantially increase the severity of a previously identified significant impact, and there have been no other changes in the circumstances that meet this criterion.

4. Conclusion

There have been no changes in the environmental conditions in the study area that were not contemplated and analyzed in the Certified EIR and that would result in new or substantially more severe environmental impacts in association with implementation of the proposed Modified Project.

4.3 NEW INFORMATION

There is no new information of substantial importance (which was not known or could not have been known at the time of the Daly City General Plan adoption on March 25, 2013) that identifies a new significant impact; a substantial increase in the severity of a previously identified significant impact; mitigation measures or alternatives previously found infeasible that would now be feasible and would substantially reduce one or more significant effects of the General Plan; or mitigation measures or alternatives that are considerably different from those analyzed in the Certified EIR and would substantially reduce one or more significant effects on the environment.

5. List of Preparers

This Addendum was prepared by the following individuals.

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CITY OF DALY CITY

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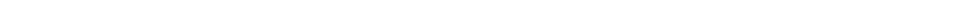
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5. List of Preparers

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A P P E N D I X A

PROPOSED PARCELS TO BE
AMENDED TO C-MU ZONING
DISTRICT



PROPOSED PARCELS TO BE AMENDED TO C-MU ZONING DISTRICT

Corridor	Assessor's Parcel Number	Size (Acres)	Address	Existing Zoning
Mission Street	004-251-060	0.10	5937 Mission Street	Light Commercial
Mission Street	004-151-010	0.07	5990 Mission Street	Light Commercial
Mission Street	004-251-050	0.10	5945 Mission Street	Light Commercial
Mission Street	004-251-040	0.05	5951 Mission Street	Light Commercial
Mission Street	004-153-030	0.15	5983 Mission Street	Light Commercial
Mission Street	004-251-030	0.05	5955 Mission Street	Light Commercial
Mission Street	004-152-030	0.03	No Physical Address	Light Commercial
Mission Street	004-251-020	0.15	No Physical Address	Light Commercial
Mission Street	004-022-030	0.09	77 Goethe Street	Light Commercial
Mission Street	004-152-050	0.07	No Physical Address	Light Commercial
Mission Street	004-152-100	0.21	6036 Mission Street	Light Commercial
Mission Street	004-152-040	0.05	6000 Mission Street	Light Commercial
Mission Street	004-152-080	0.10	6024 Mission Street	Light Commercial
Mission Street	004-152-060	0.06	6012 Mission Street	Light Commercial
Mission Street	004-251-010	0.10	5975 Mission Street	Light Commercial
Mission Street	004-022-040	0.11	No Physical Address	Light Commercial
Mission Street	004-152-070	0.07	6018 Mission Street	Light Commercial
Mission Street	004-151-020	0.12	5998 Mission Street	Light Commercial
Mission Street	004-153-020	0.05	5997 Mission Street	Light Commercial
Mission Street	004-153-010	0.05	5999 Mission Street	Light Commercial
Mission Street	004-032-070	0.08	6050 Mission Street	Light Commercial
Mission Street	004-154-370	0.04	6025 Mission Street	Light Commercial
Mission Street	004-154-390	0.13	6001 Mission Street	Light Commercial
Mission Street	004-154-380	0.04	6017 Mission Street	Light Commercial
Mission Street	004-031-130	0.05	6074 Mission Street	Light Commercial
Mission Street	004-031-120	0.12	7 Rice Street	Light Commercial
Mission Street	004-154-330	0.04	6045 Mission Street	Light Commercial
Mission Street	004-031-140	0.04	No Physical Address	Light Commercial
Mission Street	004-031-150	0.05	6084 Mission Street	Light Commercial
Mission Street	004-154-360	0.04	6027 Mission Street	Light Commercial
Mission Street	004-031-260	0.26	6098 Mission Street	Light Commercial
Mission Street	004-154-350	0.04	No Physical Address	Light Commercial
Mission Street	004-154-340	0.09	6041 Mission Street	Light Commercial
Mission Street	004-154-280	0.04	6065 Mission Street	Light Commercial
Mission Street	004-154-310	0.04	6057 Mission Street	Light Commercial
Mission Street	004-154-320	0.04	6055 Mission Street	Light Commercial
Mission Street	004-154-420	0.04	6099 Mission Street	Light Commercial
Mission Street	004-154-270	0.04	6069 Mission Street	Light Commercial
Mission Street	004-154-260	0.04	6073 Mission Street	Light Commercial

Mission Street	004-154-250	0.04	6077 Mission Street	Light Commercial
Mission Street	004-154-240	0.04	6085 Mission Street	Light Commercial
Mission Street	004-060-480	0.18	6105 Mission Street	Light Commercial
Mission Street	004-041-070	0.81	6212 Mission Street	Light Commercial
Mission Street	004-060-130	0.04	6139 Mission Street	Light Commercial
Mission Street	004-060-180	0.04	6119 Mission Street	Light Commercial
Mission Street	004-060-170	0.04	6123 Mission Street	Light Commercial
Mission Street	004-060-160	0.04	6127 Mission Street	Light Commercial
Mission Street	004-060-150	0.04	6131 Mission Street	Light Commercial
Mission Street	004-060-140	0.04	6135 Mission Street	Light Commercial
Mission Street	004-060-110	0.04	6147 Mission Street	Light Commercial
Mission Street	004-060-060	0.04	6169 Mission Street	Light Commercial
Mission Street	003-041-140	0.05	3336 San Jose Avenue	Light Commercial
Mission Street	004-060-100	0.04	6151 Mission Street	Light Commercial
Mission Street	004-060-090	0.04	6155 Mission Street	Light Commercial
Mission Street	003-041-150	0.09	3344 San Jose Avenue	Light Commercial
Mission Street	004-060-080	0.04	6157 Mission Street	Light Commercial
Mission Street	004-060-070	0.04	6163 Mission Street	Light Commercial
Mission Street	004-041-060	0.19	3317 San Jose Avenue	Light Commercial
Mission Street	003-041-130	0.05	No Physical Address	Light Commercial
Mission Street	004-060-120	0.04	6143 Mission Street	Light Commercial
Mission Street	003-041-200	0.07	26 Bepler Street	Light Commercial
Mission Street	004-060-020	0.04	6187 Mission Street	Light Commercial
Mission Street	004-060-050	0.04	6171 Mission Street	Light Commercial
Mission Street	004-041-050	0.04	3339 San Jose Avenue	Light Commercial
Mission Street	003-041-160	0.05	3348 San Jose Avenue	Light Commercial
Mission Street	004-060-040	0.07	6175 Mission Street	Light Commercial
Mission Street	004-041-040	0.04	3343 San Jose Avenue	Light Commercial
Mission Street	004-060-030	0.07	6183 Mission Street	Light Commercial
Mission Street	004-060-490	0.05	6195 Mission Street	Light Commercial
Mission Street	004-041-020	0.07	No Physical Address	Light Commercial
Mission Street	003-042-150	0.12	Bepler Street & Mission Street, SWC	Light Commercial
Mission Street	004-050-230	0.04	6201 Mission Street	Light Commercial
Mission Street	004-060-500	0.04	49 Crocker Avenue	Light Commercial
Mission Street	004-041-100	0.27	6232 Mission Street	Light Commercial
Mission Street	004-050-220	0.04	6205 Mission Street	Light Commercial
Mission Street	004-060-470	0.06	59 Crocker Avenue	Light Commercial
Mission Street	004-050-570	0.19	6215 Mission Street	Light Commercial
Mission Street	003-042-160	0.06	Bepler Street & Mission Street, SWC	Light Commercial
Mission Street	004-041-010	0.12	6250 Mission Street	Light Commercial
Mission Street	004-050-200	0.04	No Physical Address	Light Commercial

Mission Street	003-042-010	0.09	Bepler Street & Mission Street, SWC	Light Commercial
Mission Street	004-050-180	0.04	6229 Mission Street	Light Commercial
Mission Street	004-050-170	0.04	6231 Mission Street	Light Commercial
Mission Street	003-042-080	0.06	24 Hillcrest Drive	Light Commercial
Mission Street	004-050-160	0.04	6235 Mission Street	Light Commercial
Mission Street	003-042-020	0.09	Bepler Street & Mission Street, SWC	Light Commercial
Mission Street	004-050-150	0.04	6237 Mission Street	Light Commercial
Mission Street	003-042-070	0.12	22 Hillcrest Drive	Light Commercial
Mission Street	004-050-140	0.09	6241 Mission Street	Light Commercial
Mission Street	004-050-190	0.04	No Physical Address	Light Commercial
Mission Street	003-042-090	0.11	71 Mission Circle	Light Commercial
Mission Street	004-050-130	0.08	6247 Mission Street	Light Commercial
Mission Street	003-042-030	0.04	6280 Mission Street	Light Commercial
Mission Street	004-050-120	0.05	6253 Mission Street	Light Commercial
Mission Street	003-042-040	0.05	6284 Mission Street	Light Commercial
Mission Street	004-050-110	0.04	6255 Mission Street	Light Commercial
Mission Street	004-050-100	0.04	6259 Mission Street	Light Commercial
Mission Street	004-050-080	0.13	6267 Mission Street	Light Commercial
Mission Street	004-050-050	0.04	6279 Mission Street	Light Commercial
Mission Street	003-072-150	0.18	17 Hillcrest Drive	Light Commercial
Mission Street	003-042-060	0.05	6296 Mission Street	Light Commercial
Mission Street	004-050-070	0.04	6273 Mission Street	Light Commercial
Mission Street	004-050-060	0.04	6277 Mission Street	Light Commercial
Mission Street	003-072-140	0.06	23 Hillcrest Drive	Light Commercial
Mission Street	003-042-050	0.05	6288 Mission Street	Light Commercial
Mission Street	004-050-090	0.04	6261 Mission Street	Light Commercial
Mission Street	003-210-100	0.06	6379 Mission Street	Light Commercial
Mission Street	003-132-170	0.16	6400 Mission Street	Light Commercial
Mission Street	003-132-190	0.02	No Physical Address	Light Commercial
Mission Street	003-132-180	0.12	6422 Mission Street	Light Commercial
Mission Street	004-050-040	0.04	6283 Mission Street	Light Commercial
Mission Street	003-072-160	0.08	6324 Mission Street	Light Commercial
Mission Street	003-210-190	0.03	6301 Mission Street	Light Commercial
Mission Street	003-210-150	0.05	6335 Mission Street	Light Commercial
Mission Street	004-050-030	0.05	6287 Mission Street	Light Commercial
Mission Street	003-210-180	0.04	6309 Mission Street	Light Commercial
Mission Street	003-210-090	0.06	6389 Mission Street	Light Commercial
Mission Street	004-050-010	0.01	6299 Mission Street	Light Commercial
Mission Street	003-072-170	0.08	6336 Mission Street	Light Commercial
Mission Street	004-050-020	0.03	5 Wellington Avenue	Light Commercial
Mission Street	003-210-170	0.07	6315 Mission Street	Light Commercial
Mission Street	003-210-230	0.11	6351 Mission Street	Light Commercial

Mission Street	003-210-200	0.06	12 Wellington Avenue	Light Commercial
Mission Street	003-210-080	0.06	6397 Mission Street	Light Commercial
Mission Street	003-072-180	0.07	6348 Mission Street	Light Commercial
Mission Street	003-072-190	0.06	6356 Mission Street	Light Commercial
Mission Street	003-210-160	0.05	6331 Mission Street	Light Commercial
Mission Street	003-210-110	0.06	6371 Mission Street	Light Commercial
Mission Street	003-131-140	0.10	6500 Mission Street	Light Commercial
Mission Street	003-131-170	0.09	6540 Mission Street	Light Commercial
Mission Street	003-131-230	0.09	6596 Mission Street	Light Commercial
Mission Street	003-131-220	0.03	6582 Mission Street	Light Commercial
Mission Street	003-131-180	0.09	6548 Mission Street	Light Commercial
Mission Street	003-131-150	0.09	6512 Mission Street	Light Commercial
Mission Street	003-132-200	0.06	6446 Mission Street	Light Commercial
Mission Street	003-131-190	0.09	6556 Mission Street	Light Commercial
Mission Street	003-132-240	0.14	20 Theta Avenue	Light Commercial
Mission Street	003-132-210	0.07	6454 Mission Street	Light Commercial
Mission Street	003-131-160	0.17	6524 Mission Street	Light Commercial
Mission Street	003-132-220	0.07	6498 Mission Street	Light Commercial
Mission Street	003-131-300	0.12	6572 Mission Street	Light Commercial
Mission Street	003-131-200	0.07	6564 Mission Street	Light Commercial
Mission Street	003-132-230	0.15	No Physical Address	Light Commercial
Mission Street	003-122-020	0.05	6701 Mission Street	Light Commercial
Mission Street	003-121-290	0.06	No Physical Address	Light Commercial
Mission Street	003-121-330	0.10	6660 Mission Street	Light Commercial
Mission Street	003-121-340	0.45	6600 Mission Street	Light Commercial
Mission Street	003-121-350	0.17	6644 Mission Street	Light Commercial
Mission Street	003-121-260	0.07	6626 Mission Street	Light Commercial
Mission Street	003-121-030	0.56	6674 Mission Street	Light Commercial
Mission Street	003-121-270	0.07	6630 Mission Street	Light Commercial
Mission Street	003-121-280	0.07	6634 Mission Street	Light Commercial
Mission Street	003-121-320	0.05	6654 Mission Street	Light Commercial
Mission Street	003-201-260	0.05	6787 Mission Street	Light Commercial
Mission Street	003-180-450	0.08	12 Westlake Avenue	Light Commercial
Mission Street	003-201-010	0.08	6791 Mission Street	Light Commercial
Mission Street	003-172-230	0.06	301 Miriam Street	Light Commercial
Mission Street	003-172-260	0.73	6800 Mission Street	Light Commercial
Mission Street	003-192-320	0.19	6801 Mission Street	Light Commercial
Mission Street	003-201-070	0.03	6767 Mission Street	Light Commercial
Mission Street	003-202-230	0.27	6755 Mission Street	Light Commercial
Mission Street	003-180-270	0.16	6718 Mission Street	Light Commercial
Mission Street	003-180-350	0.09	6740 Mission Street	Light Commercial
Mission Street	003-180-390	0.05	6772 Mission Street	Light Commercial
Mission Street	003-201-060	0.03	6771 Mission Street	Light Commercial

Mission Street	003-180-590	0.12	6774 Mission Street	Light Commercial
Mission Street	003-203-020	0.06	6717 Mission Street	Light Commercial
Mission Street	003-202-040	0.07	6747 Mission Street	Light Commercial
Mission Street	003-180-360	0.10	6748 Mission Street	Light Commercial
Mission Street	003-201-050	0.03	6775 Mission Street	Light Commercial
Mission Street	003-180-230	0.07	7 Parkview Avenue	Light Commercial
Mission Street	003-180-240	0.03	6714 Mission Street	Light Commercial
Mission Street	003-180-550	0.10	No Physical Address	Light Commercial
Mission Street	003-180-260	0.14	6700 Mission Street	Light Commercial
Mission Street	003-180-610	0.38	6730 Mission Street	Light Commercial
Mission Street	003-180-570	0.15	6760 Mission Street	Light Commercial
Mission Street	003-201-040	0.04	6779 Mission Street	Light Commercial
Mission Street	003-180-470	0.07	32 Westlake Avenue	Light Commercial
Mission Street	003-180-460	0.04	No Physical Address	Light Commercial
Mission Street	003-180-440	0.02	No Physical Address	Light Commercial
Mission Street	003-180-420	0.05	6784 Mission Street	Light Commercial
Mission Street	003-203-010	0.06	6731 Mission Street	Light Commercial
Mission Street	003-202-030	0.08	6747 Mission Street	Light Commercial
Mission Street	003-180-600	0.25	6770 Mission Street	Light Commercial
Mission Street	003-201-310	0.04	6783 Mission Street	Light Commercial
Mission Street	003-180-430	0.04	No Physical Address	Light Commercial
Mission Street	003-180-560	0.05	6712 Mission Street	Light Commercial
Mission Street	003-172-060	0.06	367 Miriam Street	Light Commercial
Mission Street	003-342-010	0.30	6926 Mission Street	Light Commercial
Mission Street	003-342-030	0.09	411 Miriam Street	Light Commercial
Mission Street	003-342-020	0.09	415 Miriam Street	Light Commercial
Mission Street	003-380-070	0.68	No Physical Address	Light Commercial
Mission Street	003-172-220	0.05	303 Miriam Street	Light Commercial
Mission Street	003-172-070	0.06	6860 Mission Street	Light Commercial
Mission Street	003-172-210	0.06	305 Miriam Street	Light Commercial
Mission Street	003-192-050	0.04	6813 Mission Street	Light Commercial
Mission Street	003-172-110	0.06	335 Miriam Street	Light Commercial
Mission Street	003-172-120	0.04	6842 Mission Street	Light Commercial
Mission Street	003-172-250	0.39	6888 Mission Street	Light Commercial
Mission Street	003-192-040	0.03	6815 Mission Street	Light Commercial
Mission Street	003-172-100	0.06	343 Miriam Street	Light Commercial
Mission Street	003-172-090	0.07	6848 Mission Street	Light Commercial
Mission Street	003-342-050	0.06	97 Citrus Avenue	Light Commercial
Mission Street	003-342-060	0.06	85 Citrus Avenue	Light Commercial
Mission Street	003-172-200	0.05	307 Miriam Street	Light Commercial
Mission Street	003-342-080	0.06	61 Citrus Avenue	Light Commercial
Mission Street	003-342-090	0.07	No Physical Address	Light Commercial
Mission Street	003-342-100	0.07	No Physical Address	Light Commercial

Mission Street	003-342-110	0.06	No Physical Address	Light Commercial
Mission Street	003-192-030	0.03	6817 Mission Street	Light Commercial
Mission Street	003-172-190	0.08	309 Miriam Street	Light Commercial
Mission Street	003-172-080	0.25	6854 Mission Street	Light Commercial
Mission Street	003-192-310	0.03	6819 Mission Street	Light Commercial
Mission Street	003-192-300	0.04	6825 Mission Street	Light Commercial
Mission Street	003-342-040	0.23	6918 Mission Street	Light Commercial
Mission Street	003-321-130	0.08	7100 Mission Street	Light Commercial
Mission Street	003-352-060	0.11	7101 Mission Street	Light Commercial
Mission Street	003-321-190	0.14	7120 Mission Street	Light Commercial
Mission Street	003-352-590	0.13	7119 Mission Street	Light Commercial
Mission Street	003-322-070	0.16	7046 Mission Street	Light Commercial
Mission Street	003-322-100	0.10	7080 Mission Street	Light Commercial
Mission Street	003-371-140	0.68	6967 Mission Street	Light Commercial
Mission Street	003-362-050	0.11	7001 Mission Street	Light Commercial
Mission Street	003-362-060	0.06	6 Bismark Street	Light Commercial
Mission Street	003-322-080	0.08	7050 Mission Street	Light Commercial
Mission Street	003-362-040	0.06	7005 Mission Street	Light Commercial
Mission Street	003-322-090	0.22	7066 Mission Street	Light Commercial
Mission Street	003-361-040	0.06	No Physical Address	Light Commercial
Mission Street	003-322-110	0.08	7096 Mission Street	Light Commercial
Mission Street	003-361-020	0.06	7047 Mission Street	Light Commercial
Mission Street	003-362-030	0.06	7009 Mission Street	Light Commercial
Mission Street	003-361-050	0.06	No Physical Address	Light Commercial
Mission Street	003-361-010	0.13	7099 Mission Street	Light Commercial
Mission Street	003-362-020	0.06	7025 Mission Street	Light Commercial
Mission Street	003-371-010	0.25	6989 Mission Street	Light Commercial
Mission Street	003-371-130	0.17	17 Bismark Street	Light Commercial
Mission Street	003-361-030	0.24	7073 Mission Street	Light Commercial
Mission Street	003-362-010	0.19	7037 Mission Street	Light Commercial
Mission Street	006-232-190	0.33	7255 Mission Street	Light Commercial
Mission Street	006-225-040	0.16	7236 Mission Street	Light Commercial
Mission Street	003-351-010	0.07	7217 Mission Street	Light Commercial
Mission Street	003-321-170	0.06	7144 Mission Street	Light Commercial
Mission Street	003-352-030	0.08	7123 Mission Street	Light Commercial
Mission Street	003-321-030	0.05	93 Bruno Avenue	Light Commercial
Mission Street	006-231-250	0.36	7217 Mission Street	Light Commercial
Mission Street	006-231-030	0.12	61 Price Street	Light Commercial
Mission Street	003-321-180	0.44	7198 Mission Street	Light Commercial
Mission Street	003-321-020	0.05	95 Bruno Avenue	Light Commercial
Mission Street	003-351-030	0.09	7217 Mission Street	Light Commercial
Mission Street	003-352-020	0.05	7171 Mission Street	Light Commercial
Mission Street	003-351-040	0.06	No Physical Address	Light Commercial

Mission Street	003-352-010	0.15	7199 Mission Street	Light Commercial
Mission Street	006-225-150	0.66	99 School Street	Light Commercial
Mission Street	003-321-010	0.08	66 School Street	Light Commercial
Mission Street	006-225-120	0.18	7232 Mission Street	Light Commercial
Mission Street	003-351-020	0.09	7217 Mission Street	Light Commercial
Mission Street	006-251-030	0.24	No Physical Address	Light Commercial
Mission Street	006-244-100	0.24	7322 Mission Street	Light Commercial
Mission Street	006-244-110	0.44	7338 Mission Street	Light Commercial
Mission Street	006-225-050	0.12	7244 Mission Street	Light Commercial
Mission Street	006-225-100	0.13	7298 Mission Street	Light Commercial
Mission Street	006-244-070	0.12	7300 Mission Street	Light Commercial
Mission Street	006-232-090	0.28	7283 Mission Street	Light Commercial
Mission Street	006-244-080	0.12	No Physical Address	Light Commercial
Mission Street	006-251-160	0.51	7315 Mission Street	Light Commercial
Mission Street	006-225-060	0.11	7252 Mission Street	Light Commercial
Mission Street	006-244-090	0.26	7316 Mission Street	Light Commercial
Mission Street	006-225-130	0.32	7276 Mission Street	Light Commercial
Mission Street	006-225-140	0.08	No Physical Address	Light Commercial
Mission Street	006-251-020	0.49	No Physical Address	Light Commercial
Mission Street	006-251-010	0.17	7301 Mission Street	Light Commercial
Mission Street	006-371-100	0.28	66 San Pedro Road	Light Commercial (BART Specific Plan)
Mission Street	006-373-070	0.10	No Physical Address	Light Commercial (BART Specific Plan)
Mission Street	006-401-110	0.30	7455 El Camino Real	Light Commercial (BART Specific Plan)
Mission Street	006-373-020	0.28	No Physical Address	Light Commercial (BART Specific Plan)
Mission Street	006-251-150	0.17	7339 Mission Street	Light Commercial
Mission Street	006-251-220	0.42	No Physical Address	Light Commercial (BART Specific Plan)
Mission Street	006-371-120	0.68	7400 Mission Street	Light Commercial (BART Specific Plan)
Mission Street	006-251-140	0.19	7361 Mission Street	Light Commercial
Mission Street	006-244-120	0.28	7360 Mission Street	Light Commercial
Mission Street	006-244-140	0.26	22 W Market Street	Light Commercial (BART Specific Plan)
Mission Street	006-401-080	0.78	7425 El Camino Real	Light Commercial (BART Specific Plan)
Mission Street	006-251-230	1.11	7367 Mission Street	Light Commercial (BART Specific Plan)
Mission Street	006-251-210	0.19	7395 Mission Street	Light Commercial (BART Specific Plan)
Mission Street	006-371-130	0.61	20 San Pedro Road	Light Commercial (BART Specific Plan)
Mission Street	006-244-130	0.33	7370 Mission Street	Light Commercial (BART Specific Plan)
Mission Street	006-401-060	0.32	7469 Mission Street	Light Commercial (BART Specific Plan)

Mission Street	006-401-100	0.05	No Physical Address	Light Commercial (BART Specific Plan)
Mission Street	006-401-070	0.20	7499 El Camino Real	Light Commercial (BART Specific Plan)
Mission Street	003-210-250	0.05	6347 Mission Street	Light Commercial
Mission Street	004-022-210	1.41	6100 Mission Street	Light Commercial
Mission Street	004-154-430	0.09	6061 Mission Street	Light Commercial
Mission Street	003-041-380	0.18	18 Bepler Street	Light Commercial
Mission Street	003-041-390	0.16	Bepler Street & Mission Street	Light Commercial
Mission Street	003-072-130	0.06	27 Hillcrest Drive	Light Commercial
Mission Street	104-440-180	0.23	89 Goethe Street, #18	Light Commercial
Mission Street	104-440-170	0.23	89 Goethe Street, #17	Light Commercial
Mission Street	104-440-160	0.23	89 Goethe Street, #16	Light Commercial
Mission Street	104-440-150	0.23	89 Goethe Street, #15	Light Commercial
Mission Street	104-440-140	0.23	89 Goethe Street, #14	Light Commercial
Mission Street	104-440-130	0.23	89 Goethe Street, #13	Light Commercial
Mission Street	104-440-120	0.23	89 Goethe Street, #12	Light Commercial
Mission Street	104-440-110	0.23	89 Goethe Street, #11	Light Commercial
Mission Street	104-440-100	0.23	89 Goethe Street, #10	Light Commercial
Mission Street	104-440-090	0.23	89 Goethe Street, #9	Light Commercial
Mission Street	104-440-080	0.23	89 Goethe Street, #8	Light Commercial
Mission Street	104-440-070	0.23	89 Goethe Street, #7	Light Commercial
Mission Street	104-440-060	0.23	89 Goethe Street, #6	Light Commercial
Mission Street	104-440-050	0.23	89 Goethe Street, #5	Light Commercial
Mission Street	104-440-040	0.23	89 Goethe Street, #4	Light Commercial
Mission Street	104-440-030	0.23	89 Goethe Street, #3	Light Commercial
Mission Street	104-440-020	0.23	89 Goethe Street, #2	Light Commercial
Mission Street	104-440-010	0.23	89 Goethe Street, #1	Light Commercial
Mission Street	004-042-150	0.10	20 Flournoy Street	Light Commercial
Mission Street	004-021-090	0.09	35 Wilson Street	Light Commercial
Mission Street	004-021-100	0.09	27 Wilson Street	Light Commercial
Mission Street	004-042-160	0.16	6178 Mission Street	Light Commercial
Mission Street	004-021-110	0.18	6150 Mission Street	Light Commercial
Mission Street	003-122-010	0.06	6711 Mission Street	Light Commercial
Mission Street	006-232-020	0.11	32 Price Street	Light Commercial
Mission Street	003-342-070	0.06	75 Citrus Avenue	Light Commercial
Mission Street	003-132-160	0.11	No Physical Address	Single-Family/Duplex
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
Mission Street	003-042-100	0.06	63 Mission Circle	Multiple-Family Residential
Mission Street	003-121-020	0.10	6690 Mission Street	Single-Family/Duplex
Mission Street	003-121-010	0.12	499 Santa Barbara Avenue	Single-Family/Duplex

Geneva Avenue	005-061-010	0.11	2321 Geneva Avenue	Light Commercial
Geneva Avenue	005-061-040	0.05	No Physical Address	Light Commercial
Geneva Avenue	005-061-020	0.06	2333 Geneva Avenue	Light Commercial
Geneva Avenue	005-061-030	0.05	No Physical Address	Light Commercial
Geneva Avenue	005-061-050	0.05	No Physical Address	Light Commercial
Geneva Avenue	005-061-060	0.05	No Physical Address	Light Commercial
Geneva Avenue	005-061-070	0.06	No Physical Address	Light Commercial
Geneva Avenue	005-062-110	0.11	No Physical Address	Light Commercial
Geneva Avenue	005-062-060	0.07	2447 Geneva Avenue	Light Commercial
Geneva Avenue	005-062-100	0.11	2401 Geneva Avenue	Light Commercial
Geneva Avenue	005-062-050	0.07	2449 Geneva Avenue	Light Commercial
Geneva Avenue	005-062-040	0.14	2455 Geneva Avenue	Light Commercial
Geneva Avenue	005-063-130	0.12	2501 Geneva Avenue	Light Commercial
Geneva Avenue	005-063-210	0.07	2545 Geneva Avenue	Light Commercial
Geneva Avenue	005-063-120	0.12	2525 Geneva Avenue	Light Commercial
Geneva Avenue	005-063-200	0.07	2555 Geneva Avenue	Light Commercial
Geneva Avenue	005-063-090	0.06	2579 Geneva Avenue	Light Commercial
Geneva Avenue	005-065-140	0.06	No Physical Address	Light Commercial
Geneva Avenue	005-065-120	0.05	No Physical Address	Light Commercial
Geneva Avenue	005-065-100	0.06	2725 Geneva Avenue	Light Commercial
Geneva Avenue	005-065-090	0.06	2731 Geneva Avenue	Light Commercial
Geneva Avenue	005-065-080	0.06	2737 Geneva Avenue	Light Commercial
Geneva Avenue	005-065-070	0.06	88 Accacia Street	Light Commercial
Geneva Avenue	005-065-110	0.06	2721 Geneva Avenue	Light Commercial
Geneva Avenue	005-066-080	0.11	2809 Geneva Avenue	Light Commercial
Geneva Avenue	005-066-100	0.11	2801 Geneva Avenue	Light Commercial
Geneva Avenue	005-066-090	0.11	2807 Geneva Avenue	Light Commercial
Geneva Avenue	005-121-160	0.06	2650 Geneva Avenue	Light Commercial
Geneva Avenue	005-066-070	0.11	No Physical Address	Light Commercial
Geneva Avenue	005-121-170	0.06	2660 Geneva Avenue	Light Commercial
Geneva Avenue	005-121-180	0.06	2666 Geneva Avenue	Light Commercial
Geneva Avenue	005-121-190	0.06	No Physical Address	Light Commercial
Geneva Avenue	005-067-110	0.11	2901 Geneva Avenue	Light Commercial
Geneva Avenue	005-122-160	0.17	No Physical Address	Light Commercial
Geneva Avenue	005-067-100	0.06	2913 Geneva Avenue	Light Commercial
Geneva Avenue	005-067-090	0.06	2919 Geneva Avenue	Light Commercial
Geneva Avenue	005-067-080	0.23	2925 Geneva Avenue	Light Commercial
Geneva Avenue	005-122-170	0.34	2750 Geneva Avenue	Light Commercial
Geneva Avenue	005-123-380	0.06	2800 Geneva Avenue	Light Commercial
Geneva Avenue	005-072-020	0.08	239 Macdonald Avenue	Light Commercial
Geneva Avenue	005-072-010	0.11	615 Schwerin Street	Light Commercial
Geneva Avenue	005-094-020	0.41	3233 Geneva Avenue	Light Commercial
Geneva Avenue	005-123-390	0.52	2840 Geneva Avenue	Light Commercial

Geneva Avenue	005-124-030	0.12	115 Oriente Street	Light Commercial
Geneva Avenue	005-124-040	0.06	2930 Geneva Avenue	Light Commercial
Geneva Avenue	005-124-050	0.05	2950 Geneva Avenue	Light Commercial
Geneva Avenue	005-124-060	0.12	No Physical Address	Light Commercial
Geneva Avenue	005-123-200	0.06	No Physical Address	Light Commercial
Geneva Avenue	005-124-120	0.11	2990 Geneva Avenue	Light Commercial
Geneva Avenue	005-094-110	0.41	3255 Geneva Avenue	Light Commercial
Geneva Avenue	005-094-120	0.25	3275 Geneva Avenue	Light Commercial
Geneva Avenue	005-094-130	0.33	3211 Geneva Avenue	Light Commercial
Geneva Avenue	005-094-060	0.41	2700 Bayshore Boulevard	Light Commercial
Geneva Avenue	005-065-130	0.11	No Physical Address	Light Commercial
Geneva Avenue	005-065-190	0.11	No Physical 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	005-092-170	0.12	510 Talbert Street	Multiple-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	005-092-200	0.03	3167 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-092-190	0.03	3171 Geneva Avenue	Multiple-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
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	005-072-310	0.14	No Physical Address	Multiple-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	005-092-150	0.07	107 Macdonald 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	005-092-160	0.07	105 Macdonald Avenue	Multiple-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
Geneva Avenue	005-092-330	0.03	3111 Geneva Avenue	Single-Family Residential
Geneva Avenue	005-092-180	0.05	3175 Geneva Avenue	Multiple-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

Note: For many of the small parcels (e.g., 0.10 acres or less) to be developed, they would need to merge with adjacent lots.

A P P E N D I X B

C - M U O B J E C T I V E D E S I G N
S T A N D A R D S

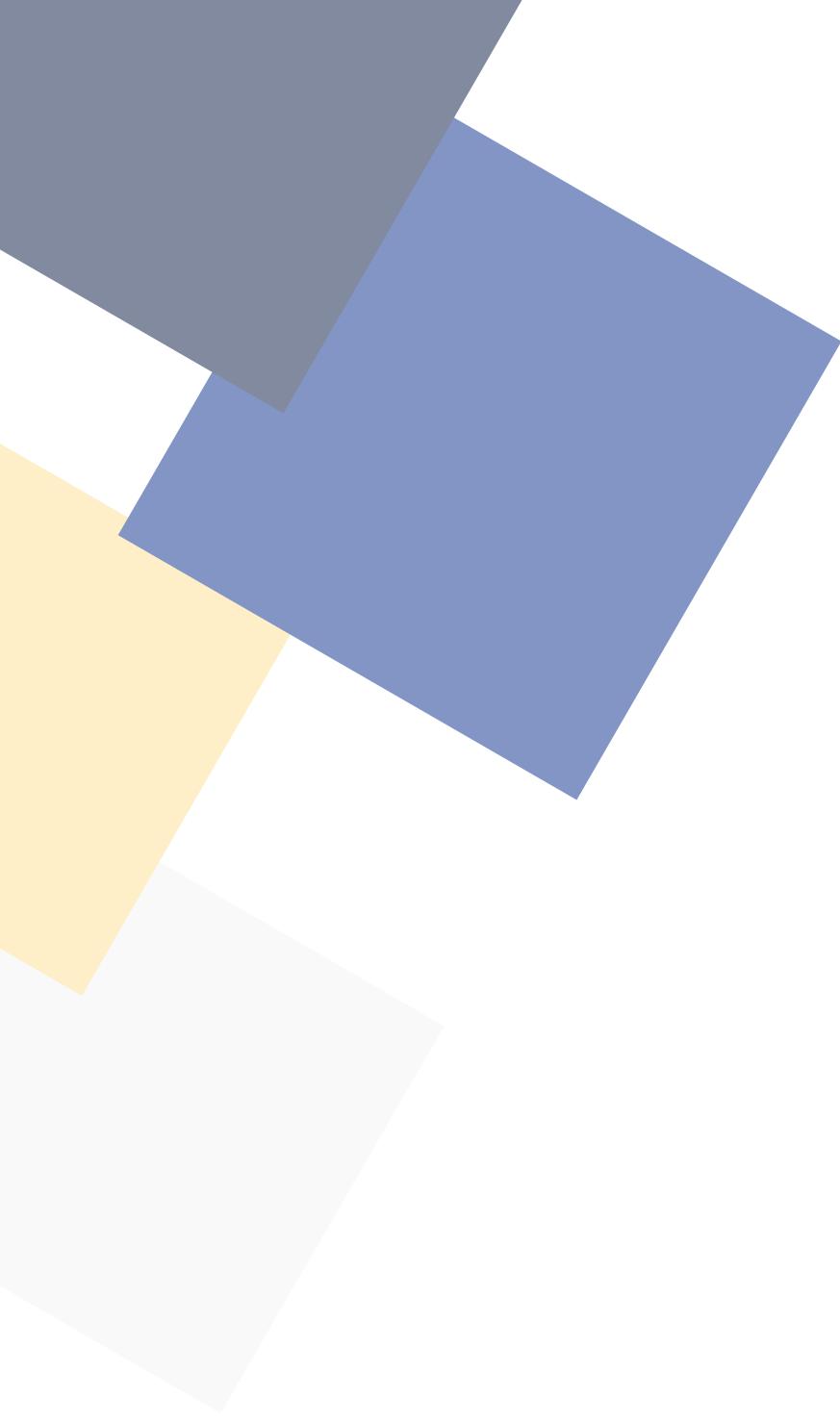


City of Daly City
Commercial-Mixed Use Zoning District

Objective Design Standards

Public Review Draft | November 2023





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1. Introduction

1.1 Purpose and Goals

The Commercial-Mixed Use Objective Design Standards provide objective requirements for the development of multifamily residential and mixed-use development within the City's Commercial-Mixed Use (C-MU) Zone. New projects on sites within this zone are intended to contribute pedestrian-oriented housing and mixed-use development as well as increase the City's housing supply.

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." In other words, the goal of these objective design standards is to provide a clear and straight forward application and approval process for multifamily housing construction within the C-MU Zone.

1.2 User Guide

This document contains objective design standards for four topic areas:

- 1. Site Design**
- 2. Building Design**
- 3. Context Sensitivity**
- 4. Landscaping**

Each standard type begins with an intent statement, followed by specific standards. The intent statements are provided to help the reader understand the overarching principle behind the standard requirements and do not serve as review criteria.

A checklist listing the objective design standard requirements is provided in the appendix of this document. This checklist should be filled out by the applicant and reviewed by staff to indicate whether the applicant's project meets the requirements for non-discretionary staff review.

1.3 Relationship to State and City Regulations

The following describes how these objective design standards relate to and comply with State and City regulations:

- » **California State Senate Bill (SB) 35.** SB 35 requires the availability of a streamlined ministerial approval process for multifamily residential developments to increase the supply of housing in jurisdictions that have not yet made sufficient progress toward meeting their Regional Housing Need Allocation (RHNA). As part of the streamlining process, jurisdictions are required to establish objective design standards for multifamily residential development.
- » **General Plan.** The General Plan's Land Use Element describes the City of Daly City's goal of developing mixed use and infill housing in the Mission Street and Geneva Avenue corridors within the city.
- » **Zoning Ordinance.** All development must comply with the regulations within the City of Daly City's Zoning Ordinance. These objective design standards are applicable to new multifamily housing and mixed-use projects built on parcels within the City of Daly City's Commercial-Mixed Use zoning district, identified and described further in the City's Zoning Ordinance.
- » **Existing Citywide Design Guidance.** Where appropriate, these objective design standards reference and are compatible with adopted design guideline documents including the Mission Street Urban Design Plan, the Mission Street Landscape Masterplan Report, and the BART Station Area Specific Plan, where they address multifamily residential and mixed-use development.

1.4 Review Process

Applications for multifamily or mixed-use development projects in the C-MU zoning district will be submitted to the Planning Department for ministerial processing and must include an application packet and design plans.

Projects will be processed administratively by staff and reviewed for conformance with these objective design standards. If the project conforms with all applicable objective design standards, the applicant can proceed with submitting a building application for the project.

If a project does not meet one or more of the Objective Design Review standards, the applicant can amend their application to comply, or when appropriate, the City of Daly City's Planning Manager can administratively approve minor deviations (e.g., when the applicant can demonstrate that site design/layout would be improved or that there is a constraint that would make complying with a standard infeasible given site layout, etc.) from the objective design standards.

For deviations not deemed minor by the Planning Manager, the applicant can choose to go before the Planning Commission for design review approval. The project will still be reviewed for conformance with the C-MU Objective Design Standards by the Planning Commission while taking into consideration whether the deviation(s) from the standards is appropriate.

Regarding compliance with the California Environmental Quality Act (CEQA), a project on a qualified site may be exempt from CEQA using a Section 15183 exemption, unless there are peculiar circumstances that would create a new impact not already identified and mitigated as part of the General Plan Addendum which covers the C-MU Zoning. Other factors like hazardous materials may require environmental review.

If the project does not meet the CEQA 15183 exemption, then the project will either require additional CEQA review or require an additional EIR or Supplemental EIR (SEIR), depending on whether the project is within the envelope of development analyzed in the General Plan EIR.

2. Development Standards

Table 1 contains the development standards for multifamily residential and mixed-use development within the C-MU Zoning District.

Table 1. C-MU Overlay District Development Standards									
Max. Height ¹	Min. height	Min. Lot Area ²	Max. Lot Coverage	Min. lot coverage	Min. usable Open space ³	Min. Front Yard ⁴	Max. Front yard ⁵	MIN. side YARD	Min. Rear Yard
120 ft. 10 stories	30 ft. 3 stories	10,000 sf	100%	50%	150 sf per unit	0 ft.	10 ft.	N/A	N/A

Notes:

1. 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.
2. 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 10,000 square feet to subdivide into sites smaller than 10,000 square feet.
3. The C-MU district shall allow flexibility in which the Usable Open Space calculation of 150 square feet 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.
4. 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 of Daly City and/or Caltrans.
5. The front yard 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.

3. Objective Design Standards

3.1 Site Design

3.1.1 Building-Street Edge

INTENT

To enhance the street character by placing active building frontages and public open spaces close to the street.

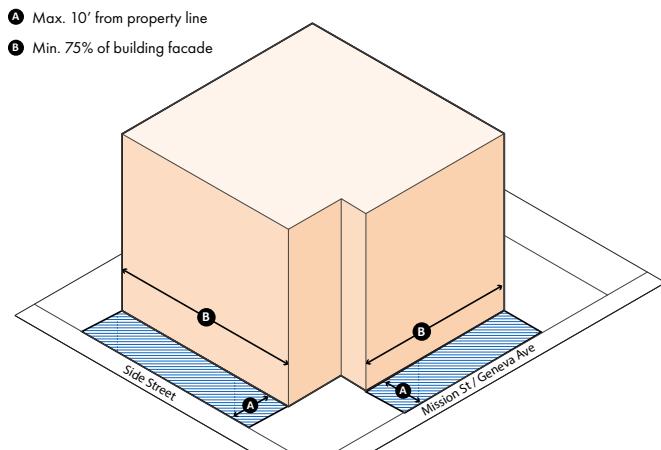
3.1.1.1 Building Orientation

At least 50 percent of the building frontage along Mission Street or Geneva Avenue shall be oriented parallel to that street.

3.1.1.2 Building Façade along Mission Street and Geneva Avenue

A minimum of 75 percent of the front façade of the building along Mission Street and Geneva Avenue shall be located on or within 10 feet of the front property line. Habitable open space on a podium above the ground level could make up 50 percent of this required front façade.

Figure 1: Building Façade along Mission Street, Geneva Avenue, and Side Streets



3.1.1.3 Building Façade on Side Streets

A minimum of 75 percent of the front façade of the building along side streets off Mission Street and Geneva Avenue shall be located on or within 10 feet of the front property line. Ground level publicly accessible open space or habitable open space on a podium above the ground level could make up 50 percent of this required front façade.

3.1.2 Corner Sites

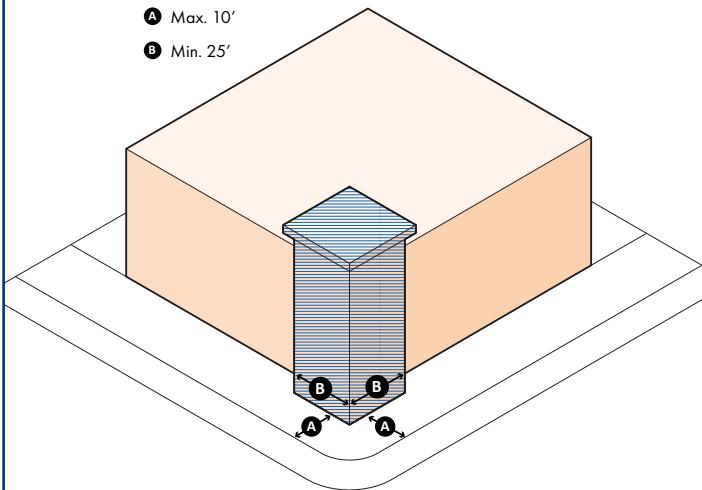
INTENT

Design building corners to provide public open space for pedestrians or apply special architectural elements to provide a strong urban edge.

3.1.2.1 Corner Building Siting

On a corner lot, a building shall be sited no more than 10 feet from either adjacent street property line for a minimum distance of 25 feet to help define the corners of street blocks unless it provides a public open space that provides direct internal access, where grading

Figure 2: Corner Building Siting





Embedded corner tower element for a mixed-use building.

permits, and contains one or more of the following: outdoor dining areas, plazas, courtyards, fountains, public art, entry forecourts, and/or landscaping.

3.1.2.2 Enhanced Corner Treatments

Buildings located at a signalized intersection along Mission Street or Geneva Avenue shall include at least two of the following:

- » Rounded or angled facet on the corner.
- » Location of the building entrance at the corner.
- » A change in material for a minimum of 25 feet on both sides of the street.
- » Public open space as defined in Standard 3.1.2.1 Corner Building Siting.
- » Embedded corner tower element for a minimum of 25 feet on both sides of the street.



Muti-family residential development with private open space.



Multifamily residential developments with publicly accessible common open space with seating.

3.1.3 Open Space

INTENT

To provide well-designed open spaces that offer opportunities to relax, socialize, and play.

3.1.3.1 Public Open Space Size

A minimum of 750 square feet of privately-owned publicly accessible open space shall be provided at the ground floor for projects on sites of one or more acre in size. The provided public open space can count toward the minimum provision of private open space requirements.

3.1.3.2 Public Open Space Access

Any required public open space shall be publicly accessible from and oriented toward the public sidewalk.

3.1.3.3 Private Common Open Space

Private common open space shall include features to promote its use by the building's residents, including outdoor fitness equipment and/or seating/gathering areas.

3.1.3.4 Private Common Rooftop Open Space

Rooftop common open spaces on rooftops shall incorporate a solid or glass screen or barrier or be entirely enclosed.

3.1.4 Parking and Service

INTENT

Minimize the public view of parking and provide easy access to parking and service areas.

3.1.4.1 Parking Siting

Locate parking to the rear, inside, or under the building. Corner parking lots are prohibited.



Multifamily residential project with podium parking on the ground floor.

3.1.4.2 Parking and Service Access

Locate parking and service access on side and/or rear streets unless the property has no rear or side frontage on a public right-of-way or if existing grading conditions do not permit side or rear street parking/service access. If the property has no rear or side frontage on a public right-of-way or if existing grading conditions do not permit side or rear street parking/service access, parking and service access may be provided from Mission Street or Geneva Avenue. In this case, vehicles shall enter Mission or Geneva moving forward only, and all parking facilities shall be designed to facilitate this requirement.

For driveways providing access to twenty or fewer parking spaces, one-way travel may be allowed. The minimum one-way driveway dimension will be twelve feet, clear of all obstructions (e.g., building support columns). For driveways providing access to more than fifty spaces, the driveway dimension shall be at least twenty-four feet, clear of all obstructions. All required driveway dimensions shall be subject to final determination by the city's traffic engineer.

For Mission Street and Geneva Avenue, all gated garages shall provide at least 12' between the back of sidewalk and the face of the proposed gate to ensure cars entering the building do not impede traffic on the adjacent street.

3.1.4.3 Curb Cuts

Minimize the number of curb cuts for driveways. For parcel street frontages less than 300 feet, no more than one curb cut at 25 feet width maximum is allowed. For parcel street frontages 300 feet or more, no more than two curb cuts at 25 feet width maximum are allowed. Where parking ingress and egress are separated, each driveway shall be not more than 12 feet wide.

3.1.4.4 Services-Restricted Parking Space Minimum

For projects with a minimum of 20 parking spaces, at least one parking space dedicated to loading/unloading or pick-up/drop-off activities (i.e., service, shuttle, taxi, rideshare service) shall be provided per building and shall be directly accessible from the building. The dedicated parking space may be in a surface parking lot area or inside a parking structure.

3.1.5 Trash and Service Areas

INTENT

Provide convenient service access to residential developments. Design and locate trash and storage facilities so that they are not visually obtrusive.



Trash collection area screened from public view by a metal gate of durable material.

3.1.5.1 Trash and Service Area Siting

Refuse collection areas and dumpsters shall be incorporated into parking areas inside buildings or enclosed by a screen wall of durable material. Planting shall screen views from streets, pedestrian areas, and neighboring properties.

3.1.5.2 Access to Trash Collection Facilities

The facility shall be located no more than 35 feet from the Truck Access Point and the slope of the truck access path leading to the facility shall be no greater than five percent in the direction of travel and two percent in the cross slope.

3.1.5.3 Review by Trash/Recycling Service Provider

Any application for a new building shall have all proposed trash/recycling storage capacity and pick-up locations reviewed and approved by the City's trash/recycling service provider.

3.1.6 Services and Utilities

INTENT

Provide services and utilities that are adequately screened from public view and are visually compatible with the surrounding development. Avoid placing utilities and services along active building frontages and in front yard of properties, unless required by regulation.

3.1.6.1 Location Restrictions

Ground-mounted utilities and mechanical equipment shall not be located in a required front setback area or between any structure and a front property line, unless required by regulation.

3.1.6.2 Location Exception Requirements

Where ground-level utilities and mechanical equipment is required to be in the front yard or between a building and the public right-of-way, at least three of the following measures shall be provided:

- » Group above-ground utilities and mechanical equipment.
- » Orient equipment to be perpendicular to the sidewalk and not parallel, as to result in a slimmer profile from street view.
- » Set equipment below grade with solid or grated coverings.
- » Install walls, fences, or screens using design features, materials, and colors used in the main structure.
- » Raise the existing grade around the equipment with a berm or earthwork.
- » Provide U-shaped plantings of shrubs that grow at least as high as the equipment without preventing maintenance access.
- » Design recesses in the building wall that provide space for equipment set back from the public right-of-way.
- » Paint equipment black or dark green to reduce their visibility.

3.1.6.3 Utility Meters

Locate utility meters in service, loading, or screened areas. Exterior surface mounted utility boxes visible from the public right-of-way are prohibited. Utility meters shall be painted to match the color of the building face to which they are attached.

3.1.6.4 Location of Electrical Transformers and Generators

If undergrounding is not feasible, at least one of the following measures shall be employed:

- » Enclose equipment within the building.
- » Place equipment behind the building and screen with walls, fences, or other screens that contain design features, materials, and colors related to the main structure. The height of the screening walls shall at least be as tall as the mounted height of the transformer/generator.
- » A solid enclosure with screening walls shall be located adjacent to the building wall and be at least as tall as the mounted height of the transformer/generator and any associated ventilation equipment.

3.1.6.5 Screening of Backflow Preventers

Backflow preventers (BFP) shall be screened from view using one or more of the design approaches below:

- » Consolidate all BFP components in a single location within 10 feet of the side property line.
- » Screen BFP with a hedge of English Boxwood, Coyote Brush, Morning Glory, Rockrose, Lavender, or other visually dense and water-wise species at least 4 feet tall and surrounding BFP on street-facing frontage and two other sides, while maintaining required access for maintenance.
- » Install a wall, fence, or screen around three sides of BFP displaying materials, colors or design features used in the principal building.
- » Paint all BFP components black or dark green.

3.1.6.6 Screening of Rooftop Mechanical Equipment

Rooftop mechanical equipment shall be screened from the view of all adjacent public rights-of-way by screens or walls designed with complimentary materials and colors to the building. Screen walls shall be located within 20 feet of rooftop parapet walls.

3.1.6.7 Stormwater Management

All building and site designs must provide stormwater treatment measures that meet Daly City Municipal Regional Permit requirements. These can have significant impacts on site design. The regulations are communicated here: <https://www.dalycity.org/stormwater>

3.2 Building Design

3.2.1 Street Frontage

INTENT

Design visually interesting and inviting spaces at ground-floor level to facilitate engagement between buildings and pedestrians.

3.2.1.1 Ground Floor Height

For residential buildings with ground-floor commercial uses, the floor-to-floor height shall be at least 12 feet to ensure appropriate scale of the base of the building in relation to the upper floors. This ground floor height shall extend 30 feet deep minimum from the frontage of Mission Street or Geneva Avenue.

3.2.1.2 Building Entrances

Locate main building entrances along the primary street (Mission Street and Geneva Avenue). A side-facing entrance may be provided if there is an entry court with a clear path from the street.



Mixed-use development with building entrances facing primary street and with ground floor height of at least 12 feet.

3.2.1.3 Active Ground Floor Frontage

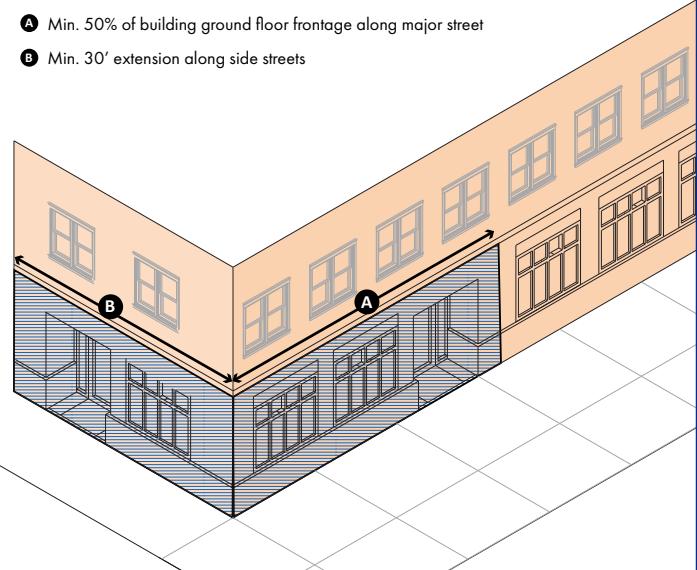
A minimum of 50 percent of a building's ground floor frontage along Mission Street and Geneva Avenue shall be "active street frontages," which includes shops, restaurants, gyms, community rooms or other amenities, building entrances, offices, or bike stations. The active ground-floor frontage shall extend 30 feet deep minimum from the frontage along Mission Street and Geneva Avenue. This active frontage shall continue around the corner on frontages along side streets for a minimum of 30 feet.

3.2.1.4 Buildout of Active Ground Floor Spaces

Ground floor retail, office and amenity areas which contribute to the Active Ground Floor Frontage standard above shall be constructed to a "tenantable" condition and shall provide accessible restroom facilities and include wall, ceiling, and flooring finishes that render them in a leasable condition prior to final occupancy of the building. This includes fully equipped code-compliant lavatories, commercial-grade wall and floor electrical outlets, plumbing stub-outs, HVAC systems and provisions for overhead lighting.

Figure 3: Active Ground Floor Frontage

- Ⓐ Min. 50% of building ground floor frontage along major street
- Ⓑ Min. 30' extension along side streets



3.2.2 Massing and Articulation

INTENT

Design buildings to have an aesthetically pleasing appearance by applying architectural detailing and variation in rooflines. Avoid creating a building with a bulky or monolithic appearance.

3.2.2.1 Massing Breaks

Large building massing shall be articulated to reduce apparent bulk and size. All street-facing facades must include at least one change in plane (projection or recess) at least 4 feet in depth and 5 feet in width, or two changes in plane at least 2 feet in depth and 2.5 feet in width, for every 100 linear feet of wall. Such features shall extend the full height of the respective façade of a building from either the ground level or the floor above ground level, to the top of the wall. Upper floors of buildings shall be allowed to project or cantilever up to 5 feet into public right-of-way, provided it is at least 12 feet clear above the level of sidewalk and does not impact any below- or above-ground utilities.

3.2.2.2 Building Composition

Buildings of three stories or more shall have a clearly defined base and roof edge so that the façade has a distinct base, middle, and top. Elements to articulate a building's façade shall include:

- » The top of the building shall have one or more of the following: a cornice line with minimum 6-inch overhang; a parapet with minimum 6-inch cap; eaves with brackets or other detailing; a recessed parapet behind the top of the building wall; a change in material or color at the top floor; or upper floor stepbacks.
- » The middle or body of the building shall have a façade made up of regular components including one or more of the following: consistent window pattern; repeating bay windows; regularly spaced pilasters; recesses; or other vertical elements.

Figure 4: Massing Breaks

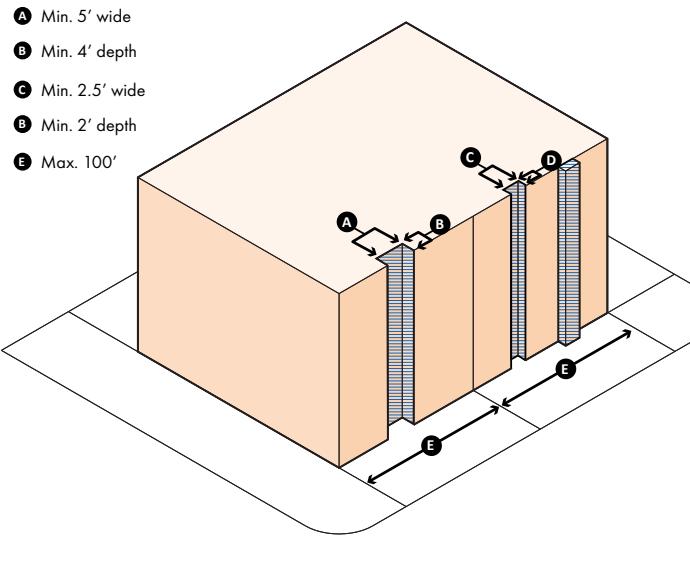
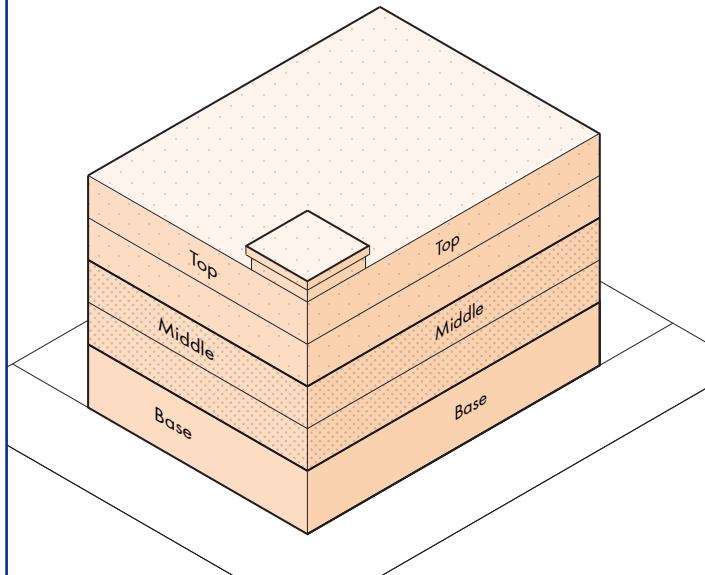


Figure 5: Building Composition



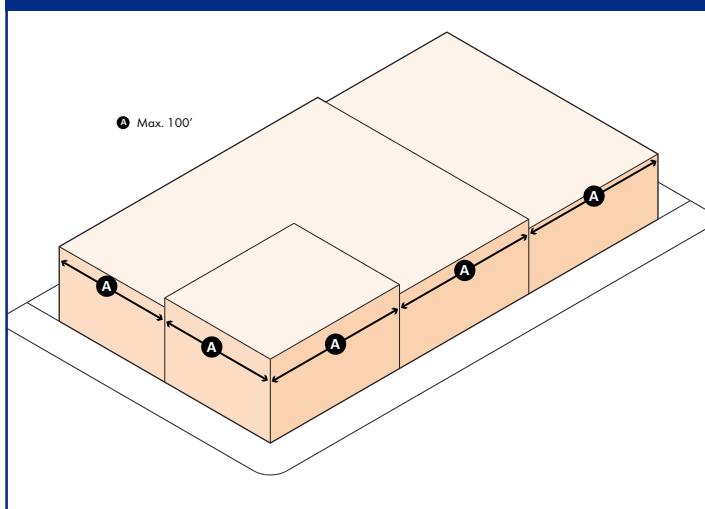
- » The base of the building shall have one or more of the following: recessed ground floor; a continuous horizontal element at the top of the ground floor; and enhanced window or entry elements such as awnings or canopies.

- » The elements comprising the base, middle, and top of the building may be interrupted by a protruding vertical element such as a tower, or a recessed vertical element such as a massing break, an entry, or a courtyard.

3.2.2.3 Rooflines

Roofline ridges and parapets shall not run unbroken for more than 100 feet. Variation for roofs shall be accomplished by changing the roof height, offsets, direction of slope, and by including elements such as dormers. Variation for parapets shall be accomplished by raising a section of parapet higher, interrupting a run of parapet with a taller volume such as a tower, or a change in the design or material of the parapet ornamentation.

Figure 6: Rooflines



Mixed-use building with varied rooflines.

3.2.3 Architecture

INTENT

Provide articulation to building facades and roofs through a variety of architectural design features. Design and locate windows so that they provide well-proportioned articulation to building façades.

3.2.3.1 Architectural Roof Details

Where buildings have a traditional architectural style, building walls along the street frontage shall have architectural detail (e.g., brackets, rafter tails, dentils, or other repeating elements) at the cornice or roof eave. Where buildings have a contemporary architectural style, the top of the wall may be expressed through the use of a clean stucco detail or a recess. Exposed and painted or unpainted sheet metal flashing at the top of the wall is not allowed.

3.2.3.2 Architectural Design Features on Elevations

At least one architectural design feature from the following list shall be integrated into all elevations of a building facing a primary or secondary street, or a common open space:

- » Projecting or bay window treatments
- » Brows or overhangs over windows
- » Canopies or Awnings over doors
- » Projecting eaves of 24' or more
- » Balconies

3.2.3.3 Windows

- » **Recess/Trim.** All individual window openings along street frontages shall either be recessed 2 inches minimum or surrounded by trim at least 4 inches in width and 2 inches in depth.
- » **Street Frontage.** Building walls along all street frontages shall have windows at all floors above ground level.



Mixed-use building with awnings to differentiate separate retail establishments.

- » **Orientation and Proportion.** Buildings shall include vertically oriented and proportioned façade openings with windows that have a greater height than width (an appropriate vertical/horizontal ratio ranges from 1.5:1 to 2:1). Where larger horizontal openings are used, they shall be divided into multiple groups of vertical windows. Smaller windows in utility areas or bathrooms may be horizontally proportioned.
- » **Materials.** Vinyl windows are not acceptable. All windows shall be metal, wood clad or fiberglass.
- » **Glazing.** Glass shall be clear with a minimum of 88 percent light transmission. Mirrored and deeply tinted glass or applied films that create mirrored windows and curtain walls are prohibited. To add privacy and aesthetic variety to glass, fritted glass, spandrel glass, and other decorative treatments are appropriate.
- » **Mullions and Muntins.** Muntins shall be three-dimensional with a minimum thickness of 1/2-inch, or true divided lites. Snap-in muntins shall not be used.

3.2.4 Building Materials

INTENT

Accentuate building design through quality building materials and attractive finishes.

3.2.4.1 Appropriate Building Materials

- » At the base of the building along public rights-of-way, high quality, durable, and easy to clean materials and finishes shall be used, such as stone, brick, cementitious board, glass, metal panels, ceramic tiles, poured in place concrete and smooth troweled plaster finishes. Windows and doors shall be framed in aluminum or other durable material – vinyl is not allowed.
- » Above the ground floor, finish materials shall be materials that are high quality and durable, such as cementitious board, plaster or stucco, ceramic tiles (as a secondary material), finished and painted wood or composite trim, durable sheet metal, and wood, aluminum, copper, steel, and fiberglass clad frames for windows and doors.
- » Due to Daly City's climate, all metal used shall be weather resistant metal such as galvanized metal, zinc, stainless steel or non-ferrous metals such as copper.

3.2.4.2 Brick and Stone Veneer

If used, brick and stone veneer shall be mortared and wrapped around corners a minimum of 4 feet to give the appearance that they have a structural function and minimize a veneer appearance.



Mixed-use building with a stone veneer at the ground floor.

3.2.4.3 Inappropriate Building Materials

The following materials are not permitted because they do not uphold the quality or lifespan that is desirable for new development:

- » Mirrored glass, reflective glass, or heavily tinted glass
- » Vinyl siding
- » Vertical wood sheathing such as T1-11
- » Plywood or similar wood

3.3 Context Sensitivity

The following standards provide context sensitivity when projects are adjacent to existing residential development. This will ensure that new development is harmonious with neighboring residential development.

3.3.1 Adjacent to Existing Residential Development

INTENT

For projects adjacent to existing residential properties of no more than two stories, apply design measures that preserve privacy and daylight for residents of those properties, and minimize additional vehicle circulation and parking on existing residential streets.

3.3.1.1 Height Transitions

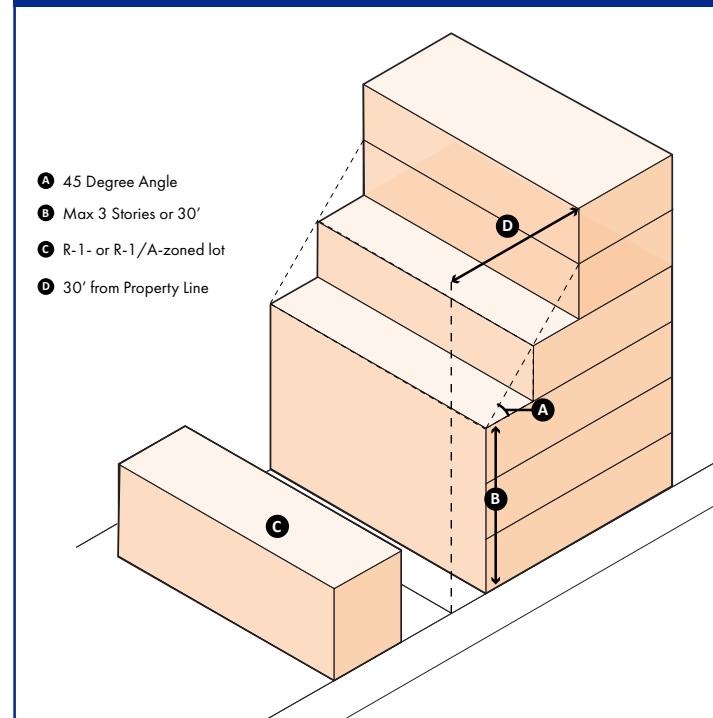
Buildings abutting lots zoned R-1 (Single-family Residential District) or R-1/A (Single-family/Duplex Residential District) and over three stories or 30-feet high (whichever is lesser), shall be designed with one or more horizontal stepbacks for the entire length of the building façade adjacent to the R-1 or R-1/A lot. This stepback is required to step back at a 45-degree angle, starting from the top of the third story to a maximum depth of 30 feet from the adjacent property. The stepback area may be used for residential terraces. Towers or other similar vertical architectural features, such as stairwells, do not require a stepback but shall not occupy more than 20 percent of the façade. The loss of mass/bulk from a required horizontal stepback may be transferred to a building façade that is not adjacent to or across the street from a R-1- or R-1/A-zoned lot, beyond the required maximum building height.

3.3.1.2 Windows

Windows facing residences within 15 feet of the property line, shall be arranged, or designed to minimize views into adjacent residences using at least one of the following privacy options:

- » Translucent or louvered windows
- » Offset window patterns
- » Locating windows 5 feet above the floor level (subject to building code requirements).
- » Screening with dense landscaping between the new development and existing residential property, using species such as *Callistemon citrinus* (lemon bottlebrush), *Rhamnus alaternus* (Italian buckthorn), or *Pittosporum tenuifolium* (kohuhu), or another similar species approved by the Community Development Director at a minimum mature height of 8 feet.

Figure 7: Height Transitions



3.3.1.3 Parking

Parking for residents, visitors, and/or employees shall be accommodated onsite in garages, parking areas, or along internal streets to minimize spillover to adjacent residential neighborhoods. Parking and loading/unloading areas shall be designed to minimize stacking/queuing issues at ingress/egress points.

3.4 Landscaping

3.4.1 Plantings

INTENT

Provide well-maintained landscape that enhances parking lots and streets adjacent to new development.

3.4.1.1 Parking Lot Landscaping

- » **Parking Lot Fencing.** For abutting lots that are zoned R-1 (Single-family Residential District) or R-1/A (Single-family/Duplex Residential District), all surface parking lots at the ground floor shall provide a minimum 6-foot-high fence or wall between the parking lot and the property line. Fences or walls shall have a planted edge of at least 4 feet between the parking lot and the face of the fence or wall.
- » **Parking Lot Trees Spacing.** For surface parking lots, provide at least one tree per 200 square feet of total area between the property line and the face of the curb of the parking area. Trees shall be 15-gallon size minimum.
- » **Parking and Service Area Landscaped Setbacks.** A fully landscaped setback area of trees and shrubs at least 5 feet deep shall be provided along the street-facing edge of all parking, driveways, and service areas.
- » **Surface Parking Lot Perimeter.** The perimeter of any surface parking lot shall terminate a minimum of 5 feet from the face of a building. This area shall be planted with shrubs, unless used as a pedestrian walkway.

3.4.1.2 Street Trees

- » **Street Tree Pattern.** Provide street trees within the public right-of-way in a linear row pattern at an interval between 20 to 40 feet on all street façades.

4. Definitions

- » **Active Ground Floor Frontage:** Active ground-floor frontage includes active uses that generate pedestrian activity at the interior and exterior of buildings at the ground floor at streets and public spaces. Active uses can be retail, commercial, educational, artistic, institutional, or community uses such as a community room or daycare.
- » **Building Frontage:** Edge of the building closest to the street bordering the property.
- » **Internal Street:** Smaller street or network of streets within a development project that provides internal circulation.
- » **Massing:** Massing is the three-dimensional bulk of a building in terms of general shape, form, height, width, and depth.
- » **Mixed Use:** Development project that has commercial uses on the ground floor with residential uses above.
- » **Multifamily Residential:** Residential rental apartments and/or condominiums with two or three stories.
- » **Podium:** Development project that has parking in an enclosed ground floor parking garage.
- » **Primary Street:** Street where the highest level of vehicle, pedestrian, and/or bicycle circulation is anticipated for a development project.
- » **Private Common Open Space: Open space accessible to residents or tenants of a building only. Common examples are open spaces above podiums or on rooftops.**
- » **Privately-Owned Publicly Accessible Open Space:** Privately-owned outdoor space that functions as public space but may have limited hours of availability.
- » **Property Line:** Property line is measured from the face-of-curb for publicly accessible private streets, a designated property line along an access drive, or back of sidewalk along public streets.
- » **Public Realm:** The public realm is an exterior urban space shaped by buildings comprised of publicly accessible streets, parks, open spaces, pathways, and civic facilities.
- » **Secondary Street:** Non-primary street adjacent to a development project.
- » **Setback:** The required minimum distance for the placement of a building measured from a property line, face of curb or another feature.
- » **Stepback:** Stepback is a horizontal recess applied to the upper floor or floors of a building to reduce the shadow casted on the adjacent street or open space.

Appendix

City of Daly City Commercial-Mixed Use Zoning District Objective Design Standards Checklist

Name of Applicant: _____

Date: _____

Project Address: _____

Project Application Number (City staff to fill out): _____

Existing Zone: _____

Project site is located adjacent to lots zoned R-1
(Single-family Residential District) or
R-1/A (Single-family/Duplex Residential) (Yes/No) _____

Development Type (check all that apply):

Multifamily Residential
 Mixed-Use

Objective Design Standards Checklist Items	Applicant Evaluation			Staff Evaluation By: _____			Evaluation and Drawing Reference	
	Yes	No	N/A	Yes	No	N/A		
3.1 SITE DESIGN STANDARDS								
3.1.1 Building-Street Edge								
3.1.1.1 Building Orientation								
3.1.1.2 Building Façade along Mission Street and Geneva Avenue								
3.1.1.3 Building Façade on Side Streets								
3.1.2 Corner Sites								
3.1.2.1 Corner Building Siting								
3.1.2.2 Enhanced Corner Treatments								
3.1.3 Public Open Space								
3.1.3.1 Public Open Space Size								
3.1.3.2 Public Open Space Access								
3.1.3.3 Private Common Open Space								
3.1.3.4 Private Common Rooftop Open Space								

Objective Design Standards Checklist Items	Applicant Evaluation			Staff Evaluation By: _____			Evaluation and Drawing Reference
	Yes	No	N/A	Yes	No	N/A	
3.1.4 Parking and Service							
3.1.4.1 Parking Siting							
3.1.4.2 Parking and Service Access							
3.1.4.3 Curb Cuts							
3.1.4.4 Services-Restricted Parking Space Minimum							
3.1.5 Trash and Service Areas							
3.1.5.1 Trash and Service Area Siting							
3.1.5.2 Access to Trash Collection Facilities							
3.1.5.3 Review by Trash/Recycling Service Provider							
3.1.6 Services and Utilities							
3.1.6.1 Location Restrictions							
3.1.6.2 Location Exception Requirements							
3.1.6.3 Utility Meters							
3.1.6.4 Location of Electrical Transformers and Generators							
3.1.6.5 Screening of Backflow Preventers							
3.1.6.6 Screening of Rooftop Mechanical Equipment							
3.1.6.7 Stormwater Management							
3.2 BUILDING DESIGN							
3.2.1 Street Frontage							
3.2.1.1 Ground Floor Height							
3.2.1.2 Building Entrances							
3.2.1.3 Active Ground Floor Frontage							
3.2.1.4 Buildout of Active Ground Floor Spaces							
3.2.2 Massing and Articulation							
3.2.2.1 Massing Breaks							
3.2.2.2 Building Composition							
3.2.2.3 Rooflines							

Objective Design Standards Checklist Items	Applicant Evaluation			Staff Evaluation By: _____			Evaluation and Drawing Reference
	Yes	No	N/A	Yes	No	N/A	
3.2.3 Architecture							
3.2.3.1 Architectural Roof Details							
3.2.3.2 Architectural Design Features on Elevations							
3.2.3.3 Windows							
3.2.4 Building Materials							
3.2.4.1 Appropriate Building Materials							
3.2.4.2 Brick and Stone Veneer							
3.2.4.3 Inappropriate Building Materials							
3.3 CONTEXT SENSITIVITY							
3.3.1 Adjacent to Existing Residential Development							
3.3.1.1 Height Transitions							
3.3.1.2 Windows							
3.3.1.3 Parking							
3.4 LANDSCAPING							
3.4.1 Plantings							
3.4.1.1 Parking Lot Landscaping							
3.4.1.2 Street Trees							





A P P E N D I X C

TRIP GENERATION STUDY





Memorandum

Date: August 24, 2023

Project: DCI007

To: Ms. Janet Chang, Senior Associate
Placeworks

From: Valerie Haines
vhaines@w-trans.com

Mr. Bruce Brubaker, Principal
Placeworks

Mark Spencer
mspencer@w-trans.com

Subject: Trip Generation and Vehicle Miles Traveled Changes for Mission Street and Geneva Avenue within Daly City

Introduction

As requested, W-Trans has prepared a trip generation study for the proposed mixed-use district along Mission Street and Geneva Avenue within the City of Daly City limits. The study area has been separated into four sub-areas, which include all of Geneva Avenue in Daly City, as well as Mission Street between Castle Street and the southern City limits, between Castle Street and Theta Avenue, and between Theta Avenue and the northern City limits.

The study area is proposed to undergo changes in land use designations and zoning which would increase the potential number of residential dwelling units from 180 to 1,590 units and decrease commercial uses from 215,000 to 80,500 square feet. It is noted that these changes are consistent with the buildout of the current General Plan and are only moving their respective locations within the City limits. As such, the total number of trips generated by the General Plan buildout would not change. The expected change in trip generation within each sub-area would change, however, as outlined below.

Trip Generation

The anticipated trip generation for the proposed uses were estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11th Edition, 2021.

Internal Capture Trips

Internal capture trips occur at mixed-use developments. In the case of these development areas this would consist of residents patronizing adjacent commercial uses, as well as employees of nonresidential uses patronizing other nonresidential uses (such as employees of the major retail anchor eating at adjacent restaurants). These trips would be made by walking or bicycle use, and therefore would not affect the adjacent street network.

Pass-by Trips

Some portion of traffic associated with commercial uses are drawn from existing traffic on nearby streets. These vehicle trips are not considered "new," but are instead comprised of drivers who are already driving on the adjacent street system and choose to make an interim stop, and are referred to as "pass-by."

Applied Trip Reductions

The ITE *Trip Generation Manual* suggests that an appropriate pass-by rate for retail establishments generally is between 10 to 50 percent. For this analysis, a more conservative rate of 10-percent trip reduction was applied to all trip generation estimates for existing and proposed uses for pass-by and internal capture trip reductions, as well as to account for trip reductions attributable to transit use since Geneva Avenue and Mission Street are high-quality transit corridors.

Geneva Avenue Sub-Area

The expected trip generation potential for proposed units on Geneva Avenue within the Daly City boundaries is indicated in Table 1 with deductions taken for trips made to and from the existing uses. Trip generation rates for "Multifamily Housing (Low-Rise) Not Close to Rail Transit" (ITE LU #220), "Single-Family Detached Housing" (ITE LU #210), "General Office Building" (ITE LU #710), and "Gasoline/Service Station" (ITE LU #944) uses were applied to the existing land uses. "Single Family Attached Housing" (ITE LU #215) and "Strip Retail Plaza (<40k)" (ITE LU #822) were applied to the proposed uses.

Within the Geneva Avenue subarea, the proposed land uses are expected to generate an average of 4,004 trips per day, including 243 trips during the a.m. peak hour and 360 during the p.m. peak hour. After deductions from the existing uses are taken into account, the proposed housing and retail uses would generate about 1,450 new trips on a daily basis, including 68 during the morning peak hour and 134 during the evening peak hour; these new trips represent the increase in traffic associated with the project within the sub-area compared to existing trip generation.

Table 1 – Trip Generation Summary for Geneva Avenue

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Existing To Be Removed											
MF Housing (Low-Rise)	-2.4 du	6.74	-16	0.40	-1	0	-1	0.51	-1	-1	0
Not Close to Rail Transit											
SF Detached Housing	-58.0 du	9.43	-547	0.70	-41	-10	-31	0.94	-55	-34	-21
General Office Building	-19.5 ksf	10.84	-211	1.52	-30	-26	-4	1.44	-28	-5	-23
Gas Station	-12 vfp	172.01	-2,064	10.28	-123	-62	-61	13.91	-167	-83	-84
Reductions		10%	284	10%	20	10	10	10%	25	12	13
Total Existing Use			-2,554		-175	-88	-87		-226	-111	-115
Proposed											
SF Attached Housing	459.0 du	7.20	3,305	0.48	220	55	165	0.57	262	154	108
Strip Retail Plaza (<40k)	21.0 ksf	54.45	1,144	2.36	50	30	20	6.59	138	69	69
Reductions		-10%	-445	-10%	-27	-9	-18	-10%	-40	-22	-18
Total Proposed Use			4,004		243	76	167		360	201	159
Net Change in Trips			1,450		68	-12	80		134	90	44

Note: MF = Multifamily; SF = Single-Family; du = dwelling unit; ksf = 1,000 square feet; vfp = vehicle fueling position

Mission Street from Castle Street to Southern City Limit Sub-Area

The expected trip generation potential for proposed units on Mission Street from Castle Street to the Southern City Limits is indicated in Table 2 with deductions taken for trips made to and from the existing uses. Trip

generation rates for the existing use "Strip Retail Plaza (<40k)" (ITE LU #822) were applied. "Multifamily Housing (Low-Rise) Close to Rail Transit" (ITE LU #220) and "Strip Retail Plaza (<40k)" (ITE LU #822) were applied to the proposed uses as these uses are located within one-half mile of the Colma BART Station and will be on BART property.

The proposed land uses would be expected to generate approximately 3,733 trips per day, which include 253 a.m. peak hour trips and 472 p.m. peak hour trips. After deductions are taken from the existing use, the proposed housing and retail uses would be expected to generate 4,333 fewer trips on a daily basis, including 96 fewer during the morning peak hour and 504 fewer during the evening peak hour; these net negative trips represent the decrease in traffic associated with the new land uses within the sub-area compared to the existing use.

Table 2 – Trip Generation Summary for Mission Street from Castle Street to Southern City Limits

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Existing To Be Removed											
Strip Retail Plaza (<40k)	-164.6 ksf	-54.45	-8,962	2.36	-388	-233	-155	6.59	-1,085	-542	-543
Reductions		10%	896	10%	39	23	16	-10%	109	54	55
Proposed											
MF Housing (Low-Rise) Close to Rail Transit	575.5 du	4.72	2,716	0.38	219	63	156	0.61	351	211	140
Strip Retail Plaza (<40k)	26.3 ksf	54.45	1,432	2.36	62	37	25	6.59	173	87	86
Reductions		-10%	-415	-10%	-28	-10	-18	-10%	-52	-30	-22
Total Proposed Use			3,733		253	90	163		472	268	204
Total			-4,333		-96	-120	24		-504	-220	-284

Note: MF = Multifamily; du = dwelling unit; ksf = 1,000 square feet

Mission Street from Theta Avenue to Castle Street Sub-Area

Table 3 includes the expected trip generation potential for proposed units on Mission Street from Theta Avenue to Castle Street, which includes deductions taken for trips made to and from the existing uses. Trip generation rates for the existing "Single-Family Detached Housing" (ITE LU #210) use were applied. "Multifamily Housing (Low-Rise) Not Close to Rail Transit" (ITE LU #220), "Single Family Attached Housing" (ITE LU #815), and "Strip Retail Plaza (<40k)" (ITE LU #822) were applied to the proposed uses.

The proposed units would be expected to generate an average of 1,412 daily trips, including 85 trips during the a.m. peak hour and 127 during the p.m. peak hour. After deductions from the existing units are taken into account, the proposed dwelling units and retail would be expected to generate 1,153 additional daily trips, including 66 during the morning peak hour and 101 during the evening peak hour; these additional trips represent the increase in traffic associated with the proposed land uses within the sub-area compared to the existing commercial uses.

Table 3 – Trip Generation Summary for Mission Street from Theta Avenue to Castle Street

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Existing To Be Removed											
SF Detached Housing	-30.6 du	9.43	-288	0.70	-21	-5	-16	0.94	-29	-18	-11
Reductions		10%	29	10%	2	0	2	10%	3	2	1
Proposed											
MF Housing (Low-Rise) Not Close to Rail Transit	14.0 du	6.74	94	0.40	6	1	5	0.51	7	4	3
SF Attached Housing	148.7 du	7.20	1,071	0.48	71	18	53	0.57	85	50	35
Strip Retail Plaza (<40k)	7.4 ksf	54.45	403	2.36	17	10	7	6.59	49	24	25
Reductions		-10%	-156	-10%	-9	-3	-6	-10%	-14	-8	-6
Total Proposed Use			1,412		85	26	59		127	70	57
Total			1,153		66	21	45		101	54	47

Note: SF = Single-Family; MF = Multifamily; du = dwelling unit; ksf = 1,000 square feet

Mission Street from Theta Avenue to Northern City Limit Sub-Area

Table 4 includes the expected trip generation potential for proposed units on Mission Street from Theta Avenue to the northern City limits, which includes deductions taken for trips made to and from the existing housing units at the site. "Single-Family Detached Housing" (ITE LU #210) and "Single Family Attached Housing" (ITE LU #215) were applied to the existing units, while "Single Family Attached Housing" (ITE LU #215) and "Strip Retail Plaza (<40k)" (ITE LU #822) were applied to the proposed uses.

The proposed units would be expected to generate about 4,903 daily trips, including 298 trips during the a.m. peak hour and 441 during the p.m. peak hour. After deductions from the existing units are taken into account, the proposed dwelling units and retail would be expected to generate approximately 4,166 additional daily trips, including 244 during the morning peak hour and 369 during the evening peak hour; these additional trips represent the increase in traffic associated with the proposed uses within the sub-area compared to the existing single-family homes.

Table 4 – Trip Generation Summary for Mission Street from Theta Avenue to Northern City Limit

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour				
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out	
Existing To Be Removed												
SF Detached Housing	-77.6 du	9.43	-732	0.70	-54	-14	-40	0.94	-73	-46	-27	
SF Attached Housing	-12.1 du	7.20	-87	0.48	-6	-1	-5	0.57	-7	-4	-3	
Reductions		10%	82	10%	6	2	4	10%	8	5	3	
Total Existing Use		-737		-54			-41	-72			-45	-27
Proposed												
SF Attached Housing	562.4 du	7.20	4,049	0.48	270	67	203	0.57	321	189	132	
Strip Retail Plaza (<40k)	25.7 ksf	54.45	1,399	2.36	61	36	25	6.59	169	85	84	
Reductions		-10%	-545	-10%	-33	-10	-23	-10%	-49	-27	-22	
Total Proposed Use		4,903		298			205	441			247	194
Total		4,166		244			164	369			202	167

Note: SF = Single-Family; du = dwelling unit; ksf = 1,000 square feet

Total Project Trip Generation

The total expected trip generation potential for all four sub areas is summarized in Table 5. The proposed uses are expected to generate an average of 14,052 trips per day, including 879 trips during the a.m. peak hour and 1,399 during the p.m. peak hour. With deductions, the project would be expected to generate 2,436 net new additional trips on a daily basis, including 281 during the morning peak hour and 99 during the evening peak hour; these new trips represent the difference in traffic associated with the project within all four sub-areas compared to existing volumes.

Table 5 – Trip Generation Summary for All Sub Areas

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Existing To Be Removed											
SF Detached Housing	-166.2 du	9.43	-1,567	0.70	-116	-29	-87	0.94	-156	-98	-58
SF Attached Housing	-12.1 du	7.20	-87	0.48	-6	-1	-5	0.57	-7	-4	-3
MF Housing (Low-Rise) Not Close to Rail Transit	-2.4 du	6.74	-16	0.40	-1	0	-1	0.51	-1	-1	0
Strip Retail Plaza (<40k)	-164.6 ksf	-54.45	-8,962	2.36	-388	-233	-155	6.59	-1,085	-542	-543
General Office Building	-19.5 ksf	10.84	-211	1.52	-30	-26	-4	1.44	-28	-5	-23
Gas Station	-12 vfp	172.01	-2,064	10.28	-123	-62	-61	13.91	-167	-83	-84
Reductions		10%	1,291	10%	66	35	31	10%	144	73	71
Total Existing Use			-11,616		-598	-316	-282		-1,300	-660	-640
Proposed											
SF Attached Housing	1,170.1 du	7.20	8,425	0.48	562	140	422	0.57	667	394	273
MF Housing (Low-Rise) Close to Rail Transit	575.5 du	4.72	2,716	0.38	219	63	156	0.61	351	211	140
MF Housing (Low-Rise) Not Close to Rail Transit	14.0 du	6.74	94	0.40	6	1	5	0.51	7	4	3
Strip Retail Plaza (<40k)	80.4 ksf	54.45	4,378	2.36	190	114	76	6.59	530	265	265
Reductions		-10%	-1,561	-10%	-98	-32	-66	-10%	-156	-88	-68
Total Proposed Use			14,052		879	286	593		1,399	786	613
Total			2,436		281	-30	311		99	126	-27

Note: SF = Single-Family; MF = Multifamily; du = dwelling unit; ksf = 1,000 square feet; vfp = vehicle fueling position

Vehicles Miles Traveled (VMT)

Senate Bill (SB) 743 established VMT as the metric to be applied for determining transportation impacts associated with development projects. Like many other jurisdictions in California, the City of Daly City has not yet adopted a policy or thresholds of significance regarding VMT. Thus, the VMT impacts were assessed based on 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*.

The publication indicates that residences located within one-half mile 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 Section 21155 of the *Public Resources Code*. Therefore, the proposed changes in land uses are expected to have a less-than-significant impact on VMT for residential uses.

This guidance also states that local-serving retail projects comprised of less than 50,000 square feet can be presumed to cause a less-than-significant VMT impact since these types of uses will primarily draw users and customers from a relatively small geographic area that will lead to short-distance trips and trips are that are linked to other destinations. The total demand for retail in a region also tends to hold steady, and adding new local-

serving retail typically shifts trips away from another provider rather than adding entirely new trips to the region. The retail space within each of the four sub areas is also expected to have a less-than-significant VMT impact since there would be less than 50,000 square feet of retail, which is considered to be a local-serving land use. Also, there would be a net reduction in retail land use overall.

Finding – Residential land uses within the planning areas would be located within one-half mile of high-quality transit corridors and would be expected to have a less-than-significant VMT impact as a result. The retail spaces are also expected to have a less-than-significant VMT impact since they would be comprised of less than 50,000 square feet in each sub area and therefore considered to be local-serving land uses, and overall, there would be a reduction in retail land use.

Conclusions

- The study area is proposed to undergo changes in land use designations and zoning on certain parcels. This will result in increasing the potential number of residential dwelling units from 180 to 1,590 units and decreasing commercial uses from 215,000 to 80,500 square feet within the four sub-areas evaluated.
- The changes would be expected to result in a net addition of 2,436 trips per day, including 281 a.m. peak hour trips and 99 p.m. peak hour trips within the four sub-areas evaluated. It is noted that the total number of trips generated by buildup of the Daly City General Plan would not change, as these land use changes are consistent with the buildup of the General Plan.
- Within the evaluated sub-areas, the changes in land use designations and zoning are expected to have a less-than-significant impact on vehicle-miles-traveled since all residential uses would be located within one-half mile of high-quality transit corridors, and the retail space would be considered local-serving, with an overall reduction to total retail land use.

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

MES/kbj-vh/DCI007.M3

