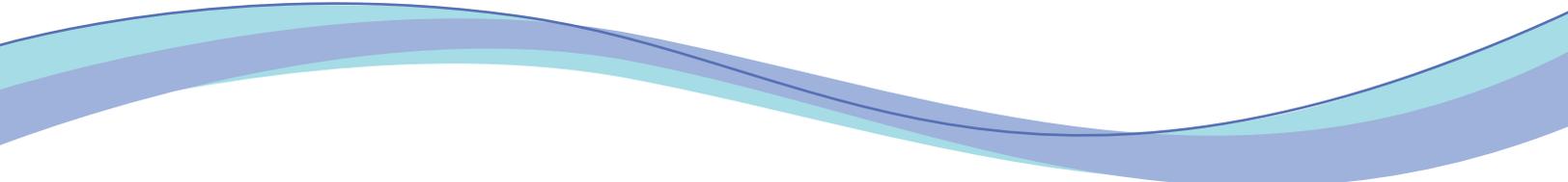


CITY OF DALY CITY GENERAL PLAN UPDATE

FINAL ENVIRONMENTAL IMPACT REPORT
SCH # 2012032024



FEBRUARY 2013

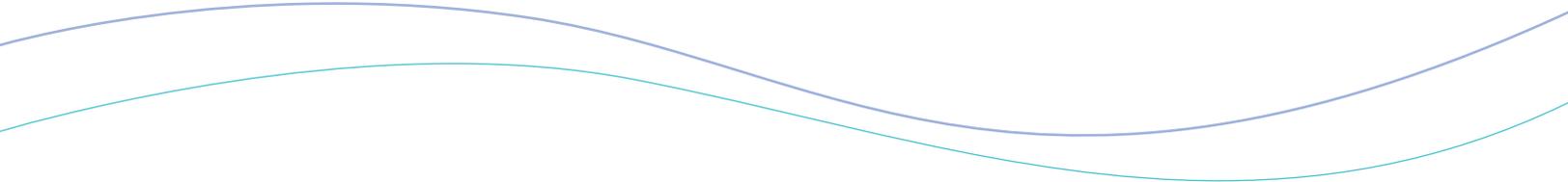
Prepared by

DYETT & BHATIA

Urban and Regional Planners

CITY OF DALY CITY GENERAL PLAN UPDATE

FINAL ENVIRONMENTAL IMPACT REPORT
SCH # 2012032024



FEBRUARY 2013

Prepared by

DYETT & BHATIA

Urban and Regional Planners

Contents

1	Introduction	1-1
1.1	Purpose.....	1-1
1.2	Organization	1-2
1.3	Process.....	1-2
2	Comments on the Draft EIR	2-1
3	Response to Comments on the Draft EIR	3-1
3.1	Agencies.....	3-1
3.2	Organizations/Individuals.....	3-3
3.3	Oral Testimony.....	3-5
4	Revisions to the Draft EIR	4-1
	Appendix: Revisions to the Draft General Plan	A-1

This page intentionally left blank.

I Introduction

This Program Final Environmental Impact Report (EIR) has been prepared by the City of Daly City (City) in accordance with the California Environmental Quality Act (CEQA). The City is the Lead Agency responsible for ensuring that the proposed Daly City Draft General Plan Update (Draft General Plan Update) complies with CEQA and pursuant to the CEQA Guidelines, including Sections 15086 (Consultation Concerning Draft EIR), 15088 (Evaluation of and Response to Comments), and 15132 (Contents of Final Environmental Impact Report).

I.1 Purpose

The Final EIR includes two volumes, the Draft EIR (Volume I) and this document (Volume II), which includes Comments on and Responses to Comments on the Draft EIR, and minor corrections and clarifications to the Draft EIR. It is intended to disclose to City decision makers, responsible agencies, organizations, and the general public, the potential impacts of implementing the proposed Draft General Plan Update. This program level analysis addresses potential impacts of activities associated with implementation of the Draft General Plan Update, which are described in Chapter 2: Project Description of the Draft EIR. The primary purpose of the Final EIR is to revise and refine the environmental analysis in the Draft EIR, published October 10, 2012, in response to comments received during the 45-day public review period. The review period for the Draft EIR (State Clearinghouse No. 2012032024) was from October 10 to November 26, 2012. This document, combined with the Draft EIR, constitutes the Final EIR on the project. This Final EIR amends and incorporates by reference the Draft EIR, which is available online at: <http://www.dalycity.org/gpeir>.

The Draft EIR contains some impacts that are significant and unavoidable despite extensive mitigating policies, specifically impacts to traffic and circulation and noise. Other potentially significant impacts can be avoided or reduced to levels that are less than significant through implementation of the policies identified in the Draft EIR.

1.2 Organization

Per CEQA Guidelines, the Lead Agency is required to complete the following upon completion of the Draft EIR:

- Section 15086 (Consultation Concerning Draft EIR): Consult with other public agencies with jurisdiction over the Project or over affected resources;
- Section 15088 (Evaluation of and Response to Comments): Obtain comments on environmental issues from public agencies, provide the general public with an opportunity to comment on the Draft EIR, respond in writing to substantive environmental points raised in this Draft EIR review and consultation process, and make revisions to the Draft EIR as necessary.
- Section 15132 (Contents of Final Environmental Impact Report)
 - Subsection (b): Include comments received on the Draft EIR;
 - Subsection (c): Include a list of persons, organizations, and public agencies commenting on the Draft EIR; and
 - Subsection (d): Include the responses of the Lead Agency to significant environmental points raised in the review and consultation process.

In compliance with CEQA requirements, this document contains the following components:

- Chapter 2 lists all of the agencies and individuals that submitted written comments on the Draft EIR, reproduces all comments, and provides a unique number for each EIR comment in the page margin.
- Chapter 3 provides responses to comments, numbered, and in order according to the comments in Chapter 2.
- Chapter 4 lists revisions to the Draft EIR by chapter and page, in the same order as the revisions would appear in the Draft EIR. Additional tables and graphics appear at the end of this chapter, also in the same order that they would appear in the Draft EIR.
- Appendix A includes revisions to the October 2012 Draft General Plan Public Review Draft.

1.3 Process

Upon publication of the Final EIR, the City Council will hold a public hearing to certify the EIR and to consider adoption of the proposed Draft General Plan. The Planning Commission and City Council will determine the adequacy of the Final EIR, and, if determined adequate, the City Council will certify the document as compliant with CEQA. For impacts identified in the EIR that cannot be reduced to a level that is less than significant, the City Council must make findings and prepare a Statement of Overriding Considerations for approval of the Project if specific social,

economic, or other factors justify the proposed Project's unavoidable adverse environmental effects.

If the City decides to approve the proposed Project for which the Final EIR has been prepared, it will issue a Notice of Determination.

Copies of the Final EIR have been provided to agencies and other parties that commented on the Draft EIR or have requested the Final EIR. The Final EIR is also available at the City of Daly City Planning Division, 333 90th Street, in Daly City and the City's website at: <http://www.dalycity.org/gpeir>.

This page intentionally left blank.

2 Comments on the Draft EIR

This chapter contains copies of the comment letters and oral comments received on the Draft EIR of the proposed Draft General Plan Update.

A total of 12 comments were received during the 45-day comment period ending on November 26th, with an extended deadline to December 10th for the California Coastal Commission. Additionally, oral comments were heard at a Planning Commission meeting on the Draft EIR, on November 7, 2012. Each comment letter is numbered, and each individual comment is assigned a number in the page margin. Responses to each comment are provided in Chapter 3 of this document. Please note that only comments on the Draft EIR are addressed in this Final EIR. Where comments are on the merits of the proposed Draft General Plan rather than on the Draft EIR, this is noted in the response. Where appropriate, the information and/or revisions suggested in these comment letters have been incorporated into the Final EIR. These revisions to the Draft EIR are included in Chapter 4 of this document.

Table 2-1: Comments Received on the Proposed Daly City Draft General Plan Update Draft EIR

<i>Letter #</i>	<i>Date</i>	<i>Agency/Organization</i>	<i>Commenter</i>
<i>Public Agencies (Federal, State Regional, Local) (A)</i>			
A1	October 30, 2012	Bayshore Sanitary District	Thomas E. Yeager, District Engineer
A2	November 20, 2012	San Francisco International Airport	John Bergener, Airport Planning Manager
A3	November 21, 2012	City/County Association of Governments of San Mateo County	David F. Carbone, C/CAG Staff
A4	November 26, 2012	California Department of Transportation	Erik Alm, District Branch Chief
A5	November 26, 2012	City/County Association of Governments of San Mateo County	David F. Carbone, C/CAG Staff
A6	December 10, 2012	California Coastal Commission	Kevin Kahn, Coastal Planner
<i>Organizations/Individuals (B)</i>			
B1	November 2, 2012		Ron Bourdon, Edgemar Street Resident
B2	November 21, 2012		Barbara Bernhart

Table 2-1: Comments Received on the Proposed Daly City Draft General Plan Update Draft EIR

<i>Letter #</i>	<i>Date</i>	<i>Agency/Organization</i>	<i>Commenter</i>
B3	November 25, 2012		Judy Wargo
B4	November 26, 2012	Sierra Club	Megan Fluke Medeiros, Conservation Program Manager
B5	November 26, 2012	San Bruno Mountain Watch	Josephine A. Coffey
B6	November 26, 2012		Mark Sustarich
<i>Oral Testimony (C)</i>			
CI	November 7, 2012	Planning Commission Meeting	Pam DiGiovanni of the Sierra Club, Del Shambari of San Bruno Watch

Bayshore Sanitary District

Comment A1

36 INDUSTRIAL WAY
BRISBANE, CALIFORNIA 94005
(415) 467-1144

BOARD OF DIRECTORS:
IRIS GALLAGHER
WALTER V. QUINTEROS
NORMAN RIZZI
MAE SWANBECK
KENNETH TONNA

JOHN BAKKER, ATTORNEY
RICH LANDI, MAINTENANCE DIRECTOR
TOM YEAGER, DISTRICT ENGINEER

30 October 2012



Mr. Michael VanLonkhuysen
Senior Planner
City of Daly City
333 90th Street
Daly City, CA 94014

Re: DEIR General Plan Update

Dear Michael:

We would like to bring to your attention a factual error contained in the Draft EIR for the General Plan. Page 3.13-6 references wastewater services and states that wastewater services are provided by the NSMCSD Wastewater Treatment Plant or by the City and County of San Francisco in the Crocker and Southern Hills area. This section does not acknowledge service provided by the Bayshore Sanitary District.

A1-1

The Bayshore Sanitary District (BSD) provides wastewater service to the entire Planning Area 13 (Bayshore). The BSD operates and maintains the wastewater collection system in this area and a pump station that pumps the wastewater to San Francisco for treatment.

Any development in this planning area needs to take into account the age of the infrastructure in this area and the capacity of this infrastructure to convey the wastewater flows to the BSD pump station and the capacity of this pump station to pump the collected wastewater to the Southeast WWTP of the SFPUC.

If you have any questions or need further clarification please contact me at 650-852-2820 or by email at TomYeager@KennedyJenks.com

Very truly yours,

BAYSHORE SANITARY DISTRICT

A handwritten signature in black ink that reads "Tom Yeager".

Thomas E. Yeager
Kennedy/Jenks Consultants
District Engineer

cc: Joann Landi, BSD
John Bakker, District Legal Counsel



November 20, 2012

Mr. Michael VanLonkhuysen
Senior Planner
Department of Economic and Community Development
City of Daly City
333 90th Street
Daly City, California 94015

Subject: *City of Daly City General Plan Update and Draft Environmental Impact Report – City of Daly City*

Dear Mr. VanLonkhuysen:

San Francisco International Airport (SFO or the Airport) appreciates the opportunity to provide comments to the City of Daly City (the City) on its General Plan Update and Draft Environmental Impact Report (DEIR). To the best of our knowledge the Airport was not informed of the availability of this DEIR; however, we request to be notified on issues related to the current General Plan Update and other land use policy changes in the future.

On November 8, 2012, the C/CAG Board, acting in its role as the Airport Land Use Commission, adopted an updated Airport Land Use Compatibility Plan (ALUCP) for SFO. The recently adopted ALUCP supersedes the 1996 San Mateo County Comprehensive Airport Land Use Plan, and contains updated land use policies with respect to airspace protection, noise and safety compatibility. State law (Govt. Code, Section 65302.3) requires local agencies to amend their general plans, specific plans, and zoning ordinances, as necessary, to be consistent with the ALUCP within 180 calendar days. C/CAG will be responsible for reviewing the Daly City General Plan Update and making a consistency determination.

A2-1

Since the City is currently in the process of updating its general plan, this would be an opportune time to address the consistency requirement between the ALUCP and new general plan policies. SFO commends the City’s efforts in addressing airport land use compatibility issues in the Land Use, Housing, and Noise Elements of the General Plan update. The City may consider the general plan policies of neighboring cities for examples of ALUCP-consistent policies:

- **City of South San Francisco, General Plan Policy 2-I-22:** “Require that all future development conforms with the relevant height, aircraft noise, and safety policies and compatibility criteria contained in the most recently adopted version of the San Mateo County Comprehensive Airport Land Use Plan for the environs of San Francisco International Airport.”
- **City of South San Francisco, General Plan Policy 9-I-10:** “Do not allow new residential or noise sensitive development in 70 dB+ CNEL areas impacted by SFO operations, as required by Airport Land Use Commission infill criteria.”
- **City of South San Francisco, General Plan Policy 9-I-11:** “Require new residential development in area between the most recent FAA-accepted 65 and 70 dB CNEL aircraft noise contours for San Francisco International Airport (SFO) to grant an aviation easement to the City and County of San Francisco, as proprietor of SFO.”

A2-1,
cont.

- **City of San Bruno, General Plan Policy HS-40:** “Prohibit new residential development within the 70+ Airport CNEL areas, as dictated by Airport Land Use Commission infill criteria.”
- **City of San Bruno, General Plan Policy HS-42:** “Require new residential development within the 65 dBA CNEL SFO noise contour to submit an avigation easement to the airport. Specific avigation easement requirements shall be consistent with the County of San Mateo Comprehensive Airport-Land Use Compatibility Plan for SFO.”

The Airport appreciates your consideration of these comments. Please include the SFO Bureau of Planning and Environmental Affairs on the notification list for future notifications. If I can be of assistance as the City considers airport land use compatibility as it relates to the General Plan Update or future projects, please do not hesitate to contact me at (650) 821-7867 or at john.bergener@fllysfo.com.

Sincerely,



John Bergener
Airport Planning Manager
San Francisco International Airport
Bureau of Planning and Environmental Affairs

cc: Rich Napier, Executive Director, C/CAG
Nixon Lam, SFO, Manager of Environmental Affairs
Bert Ganoung, SFO, Noise Abatement Manager

C/CAG
CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

November 21, 2012

Michael VanLonkhuisen, Senior Planner
Daly City Planning Division
333 90th Street
Daly City, CA 94015

Dear Michael:

RE: C/CAG Staff Comments on the Noise Element Chapter of the *City of Daly City General Plan and Coastal Element Update Revised Draft October 10, 2012*,
Re: Aircraft Noise

Thank you for the opportunity to review and comment on the above-referenced document. The following are C/CAG staff comments, per your request.

Adopted Update of the Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Francisco International Airport (SFO). The C/CAG Board of Directors, in its role as the Airport Land Use Commission, adopted the above-referenced state-mandated document at its Regular Meeting on November 8, 2012. The adopted ALUCP replaces the 1996 version of the *San Francisco Comprehensive Airport Land Use Compatibility Plan (CLUP)* in its entirety. The airport/land use compatibility policies in the new Plan address aircraft noise impacts, safety issues, and height of structures/airspace protection. The Plan also defines a two-part airport influence area (AIA) boundary that defines a geographic area within which the relevant land use compatibility policies apply. The policies in the Plan affect portions of unincorporated San Mateo County and several cities in the county, including Daly City.

Content of the Daly City General Plan Update Noise Element. Although the text in the draft Noise Element refers to “noise from aircraft associated with San Francisco International Airport”, there is very little text and supporting tables and graphics (exhibits) that address the aircraft noise environment in Daly City. A key omission is aircraft noise contour maps and related noise compatibility policy language.

A3-1

The adopted SFO ALUCP document contains a substantial amount of information that can be used to revise the Noise Element chapter to thoroughly address the aircraft noise environment in Daly City. The October 2012 version of the document that was adopted by the C/CAG Board in November 2012 can be found on the C/CAG website at: www.ccag.ca.gov. To review the document, go to the website and click “Plans/Programs” on the left-hand side of the home page, then click “Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport”.

Letter to Michael VanLonkhuysen, Senior Planner, Daly City Planning Division RE: C/CAG Staff Comments on the Noise Element Chapter of the City of Daly City General Plan and Coastal Element Update Revised Draft October 10, 2012, Re: Aircraft Noise November 21, 2012

Page 2 of 2

To revise the Noise Element, I suggest you review the following portions of the adopted SFO ALUCP:

- Chapter II San Francisco International Airport and Environs
- Chapter IV. Airport/Land Use Compatibility Policies, Sections 4.1 Introductions, 4.2 Airport Influence Area (AIA), and 4.3 Noise Compatibility Policies
- Appendix D Airport Noise Compatibility Considerations
- Table II-6 Forecast of Total Operations - 2013, 2028, San Francisco International Airport
- Table II-8 Distribution of Operations by Time of Day - 2010, San Francisco International Airport
- Table II-9 Average Annual Runway Use – 2002-2008, San Francisco International Airport
- Table II-10 Population and Housing Exposed to Aircraft Noise, 2015 and 2020, San Francisco International Airport
- Table IV-1 Noise/Land Use Compatibility Criteria
- Exhibit II-7 Arrival Flight Tracks
- Exhibit II-8 Departure Flight Tracks
- Exhibit IV-1 Airport Influence Area A – Real Estate Disclosure Area
- Exhibit IV-2 Airport Influence Area B - Land Use Policy Action/Project Referral Area
- Exhibit IV-3 Airport Influence Area B – North Side
- Exhibit IV-5 Noise Compatibility Zones

A3-1,
cont.

Revisions to the Noise Element. Based on your review of the above portions of the SFO ALUCP, the content of the Noise Element chapter should be revised to include appropriate text, including policy language, tables, and graphics to fully address the aircraft noise environment in Daly City. You may also want to review/consider the following policies from neighboring cities: City of South San Francisco General Plan policies 2-I-22, 9-I-10, and 9-I-11 and City of San Bruno General Plan policies HS-40 and HS-42. The suggested revisions will go a long way to achieve consistency with the relevant content in the adopted SFO ALUCP update.

I have enclosed a copy of the Table of Contents of the adopted ALUCP document for your use. I highlighted the items that I recommended for review, for your convenience. If you have any questions, or need more information, please contact me at 650/599-1453 T-TH, in the mornings.

Sincerely,

David F. Carbone, C/CAG Staff

Enclosure: Table of Contents from the adopted SFO ALUCP document

cc: Sandy Wong, Deputy, C/CAG Deputy Director, w/o enclosure
John Bergener, SFO Planning Manager, w/o enclosure

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

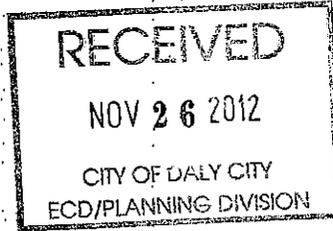
EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-6053
FAX (510) 286-5559
TTY 711



*Flex your power!
Be energy efficient!*



Comment A4

November 26, 2012

SMGen076
SCII# 2012032024

Mr. Michael VanLonkhuysen
City of Daly City - Planning Division
333 - 90th Street
Daly City, CA 94015

Dear Mr. VanLonkhuysen;

Daly City General Plan and Coastal Element Update – Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the Daly City General Plan and Coastal Element Update. The following comments are based on the project's Draft Environmental Impact Report (DEIR).

Transit and Alternative Transportation

Caltrans encourages you to locate any needed housing, jobs, and related services near the Daly City BART station and major transit stops. We recommend these transit nodes be connected to streets that are designed to facilitate walking and bicycling in such a manner as to promote the use of mass transit. This will assist in reducing regional vehicle miles travelled and associated traffic impacts on the state highway system.

A4-1

We also encourage the City of Daly City to update their Bicycle Master Plan and work with Caltrans to determine the best way to accommodate bicyclists on the state routes within the project area.

A4-2

Trip Generation

Size of Land Use (page 3.12-22)

Table 3.12-6 Project Trip Generation does not show size of each individual land use. We cannot validate the appropriate trip rates and corresponding generated trips within reasonable ranges without this information. Please provide the size of each individual land use.

A4-3

Turning Traffic Diagram under Various Conditions

We are aware *Appendix C: Traffic Data* demonstrates turning traffic at study intersection under each separate level of service computation report. In order for us to do a comparative review, we need the turning traffic diagrams for all study intersection per Existing Conditions, Project Only,

A4-4

Mr. Michael VanLonkhuyzen/City of Daly City

November 26, 2012

Page 2

**A4-4,
cont.**

General Plan/Cumulative Conditions, General Plan/Cumulative plus Project Conditions. Please provide this information to assist with our review.

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,



ERIK ALM, AICP

District Branch Chief

Local Development – Intergovernmental Review

c: State Clearinghouse

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae
• Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

November 26, 2012

Michael VanLonkhuysen, Senior Planner
Daly City Planning Division
333 90th Street
Daly City, CA 94015

Dear Michael:

RE: C/CAG Staff Comments on the City of Daly City General Plan Update and Draft Environmental Impact Report October 2012

Thank you for the opportunity to review and comment on the above-referenced document. The following are C/CAG staff comments, regarding the airport/land use compatibility content of the above-referenced documents.

Adopted Airport Influence Area (AIA) Boundary. The C/CAG Board of Directors, in its role as the Airport Land Use Commission, adopted the state-mandated *Comprehensive Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Francisco International Airport* at its Regular Meeting on November 8, 2012. The adopted Plan replaces the 1996 version of the *San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan (CLUP)* in its entirety. The airport/land use compatibility policies in the new Plan address aircraft noise impacts, safety issues, and height of structures/airspace protection. The Plan also defines a two-part airport influence area (AIA) boundary (Areas A and B) that defines a geographic area (and subarea) within which the relevant land use compatibility policies apply. The policies in the Plan affect portions of unincorporated San Mateo County and several cities in the county, including Daly City. The October 2012 version of the ALUCP document that was adopted by the C/CAG Board in November 2012 can be found on the C/CAG website at: www.ccag.ca.gov. Go to the website and click “Plans/Programs” on the left-hand side of the home page, then click “Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport”.

A5-1

The Daly City General Plan Update document should include graphics and supporting text that describes and illustrates (1) the Airport Influence Area A boundary (requires real estate disclosure) and (2) the Airport Influence Area B boundary (requires real estate disclosure and referral of proposed land use policies and related projects, if any to the C/CAG Board for an ALUCP consistency review and determination. I suggest you refer to Chapter IV, Section 4.2 in the adopted SFO ALUCP for more information about the AIA boundaries. For your convenience, I have enclosed a graphic that illustrates the configuration of the Area B boundary in Daly City.

A5-2

Daly City General Plan Update Noise Element. I reviewed the content of the Noise Element, per your request (see my comment letter to you, dated November 21, 2012). I also agree with and support the comments from John Bergener, SFO Planning Manager, in his letter to you dated November 20, 2012, re: City of Daly City General Plan Update and Draft Environmental Impact Report.

Letter to Michael VanLonkhuysen, Senior Planner, Daly City Planning Division, RE: C/CAG Staff Comments on the City of Daly City General Plan Update and Draft Environmental Impact Report October 2012

November 26, 2012

Page 2 of 3

Draft Environmental Impact Report City of Daly City General Plan Update Chapter 3, Settings, Impacts, and Mitigation Measures Section 3.7 Hazards and Hazardous Materials.

Daly City receives aircraft overflight from aircraft arrivals and departures on Runways 10/28 at San Francisco International Airport, via the San Bruno Gap corridor. However, the text in Section 3.7 in the Draft Environmental Impact Report does not address airspace protection related to aircraft overflight in Daly City. The adopted ALUCP includes several polices to protect the airspace in the San Bruno Gap corridor from incompatible development (i.e. tall buildings/structures that may be a hazard to air navigation). The boundary of Area B in Daly City is based on the configuration of the critical airspace protection surfaces in that corridor.

The City of Daly City is subject to the airspace protection policies contained in the adopted SFO ALUCP. I suggest that the text in Section 3.7 in the Draft Environmental Impact Report and the appropriate section in the General Plan Update be revised/expanded to include text and graphics that explain and illustrate the airspace protection criteria that apply to Daly City. The revised/expanded text in the General Plan should contain at least one policy to protect the airspace in the San Bruno Gap corridor from incompatible development. The policy language could be similar to that contained in the City of South San Francisco General Plan:

A5-3

“Require all future development to conform to the relevant height/airspace protection, aircraft noise, and safety policies and compatibility criteria contained in the most recent adopted version of the Comprehensive Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Francisco International Airport.”

In addition to the above policy language, I would suggest that Airspace Protection Policy “AP-4 Other Flight Hazards” in the adopted ALUCP be incorporated verbatim in the Land Use Element of the General Plan Update, as the text in this policy describes specific land use characteristics that may cause hazards to aircraft in flight.

C/CAG Review of the City of Daly City General Plan Update. Any proposed land use policy actions that affect real property within the Area B boundary in Daly City, such as the General Plan Update, must be referred to the C/CAG Board for an ALUCP consistency review/determination. The Plan would first go to the C/CAG Airport Land Use Committee (ALUC) for review and a recommendation to the C/CAG Board. The Board will consider the ALUC recommendation and evaluate the content of the General Plan Update with the relevant airport/land use compatibility policies and criteria contained in the adopted ALUCP (re: aircraft noise impacts/mitigation, runway safety zones, and height of structures/airspace protection).

A5-4

The C/CAG Board consistency determination must occur before the Daly City City Council adopts the General Plan Update. A tentative C/CAG schedule to review the Daly City General Plan Update would be as follows:

C/CAG Airport Land Use Committee (ALUC) review/recommendation : January 24, 2013
C/CAG Board final action (includes consideration of ALUC recommendation): February 14, 2013:

Letter to Michael VanLonkhuysen, Senior Planner, Daly City Planning Division, RE: C/CAG Staff Comments on the *City of Daly City General Plan Update and Draft Environmental Impact Report October 2012*

November 26, 2012

Page 2 of 3

All of the comments contained herein and in my letter to you dated November, 21, 2012 are intended to (1) improve the content of the General Plan Update document and related Draft Environmental Impact Report and (2) include specific content in the General Plan update document that is consistent with the relevant airport/land use compatibility policies and criteria contained in the adopted SFO ALUCP. If you have any questions, or need more information, please contact me at 650/599-1453, T-TH, in the mornings.

Sincerely,

David F. Carbone, C/CAG Staff

Enclosure: Graphic: Configuration of the SFO Airport Influence Area B Boundary in Daly City

cc: Sandy Wong, CCAG Deputy Director, w/o enclosure
John Bergener, SFO Planning Manager, w/o enclosure

1FINALDalyCityCCAGcomletGenPlanUpadte1121.docx

CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT OFFICE
45 FREMONT STREET, SUITE 2000
SAN FRANCISCO, CA 94105
PHONE: (415) 904-5200
FAX: (415) 904-5400

**Comment A6****December 10, 2012**

Michael VanLonkhuysen
City of Daly City Planning Division
333 90th Street
Daly City, CA 94015

Subject: Draft Environmental Impact Report (DEIR) for the City of Daly City General Plan Update, SCH #2012032024

Dear Mr. VanLonkhuysen:

Thank you for forwarding the DEIR for the City of Daly City General Plan Update to our attention for input and comment. The proposed update is an opportunity to review the issues facing Daly City's coastal zone, how the city's current Local Coastal Program (LCP) addresses those issues, and how a revised LCP can better meet the Coastal Act's objectives.

This letter addresses whether the data and information presented in the DEIR is adequate for a thorough review of an LCP update's consistency with Coastal Act Chapter 3 policies, which will be the standard of review for certification of such a LCP amendment. Along with submitting a LCP update for certification by the Commission, the City will be required to provide supporting information. To the extent the City intends to use the DEIR process as a vehicle for developing some of this required documentation, we have identified gaps in the draft report. In summary, more detailed analysis on the factors affecting the growth and development of Daly City's Coastal Zone is needed, particularly related to geologic hazards, sea level rise, bluff erosion and landslides, provision of public coastal access, and adequate public services to serve the proposed buildout.

A6-1

Please consider the following:

Hazards

The Coastal Act requires new development to avoid hazards, to minimize risks to life and property in areas of high geologic hazard, and to assure stability and structural integrity while not in any way requiring the construction of shoreline protective devices. Section 3.5 of the DEIR describes the Geology and Soils of Daly City and states that the San Andreas Fault runs directly through the Coastal Zone. The DEIR identifies ground shaking as a potentially serious seismic hazard for the city since it is underlain by weak, loose sands, which also makes the coastline very susceptible to liquefaction. Additionally, the City's coastline is very susceptible to landslides and coastal erosion. However, missing from the DEIR is analysis that shows the historic and projected erosion rates, including estimated erosion rates considering projected sea level rise, and what measures the City would need to take to ensure that existing development is protected from identified hazards. The DEIR's analysis of geologic hazards should be augmented

to include information on shoreline erosion rates (both long-term and seasonal), current high water levels, impacts from storm surge and flooding under a 100-year storm event, and sea level rise. The DEIR should then clearly describe the policies necessary to ensure consistency with Coastal Act Section 30253. Unfortunately, the policies cited to help reduce potential geologic impacts to less than significant levels, including Policies SE-1.1-6.2, do not apply to the Coastal Zone. For example, Policy SE-1.4 prohibits development in areas of slope instability unless mitigation measures are taken to reduce risks, but it is unclear whether such a policy is applicable in the Coastal Zone. As discussed in subsequent sections, a detailed analysis of coastal hazards, areas most susceptible to them, and corresponding policies to address them is pertinent, considering the residential development already present and the proposed recreation and public access and visitor-serving uses the DEIR discusses that are within geologically sensitive areas.

Biological Resources

Coastal Act Section 30240 requires environmentally sensitive habitat areas (ESHA) to be protected and only uses dependent on such resources are allowed within ESHA. The DEIR states that even though much of the Coastal Zone has been developed with single-family residences, a large portion remains in open space or public park. However, the DEIR also states that much of this open space has been overrun with exotic species such as ice plant and is therefore poor habitat for most special status species. ESHA is not, however, limited to habitat for special status species, and therefore, the EIR should evaluate the City's biological resources, regardless of whether or not they are currently suitable for special status species. In addition, the EIR should explain how new development could ensure that any biological resources, including habitat for special status plants or animals will be protected and how public access trails and increased public use of the coast's open spaces are consistent with resource protection needs.

**A6-1,
cont.**

Public Access and Recreation

Coastal Act Section 30210 requires maximum access and recreational opportunities along the California coast. As stated earlier, the DEIR states that much of the Coastal Zone is open space and public parkland owned by either the city, state, or federal governments. However, because of geologic hazards including erosion and landslides, public coastal access to the shoreline is limited to protect the public from hazards. The DEIR should address the potential for such hazards to be mitigated and whether opportunities exist to increase coastal recreation along the city's Coastal Zone. In addition, the EIR should include information about the use of existing public access sites for recreational purposes, including information about the number and type of visitors. Finally, analysis is needed with regards to the city's proposal to develop part of 140-acre undeveloped Mussel Rock area into a community park. The DEIR should address the park's existing and future geologic hazards, potential impacts to sensitive species, and mitigation measures. Any new trails, parking facilities, and other structures must meet such requirements. The DEIR should also consider the impacts of increased public access, such as increased vehicle congestion and whether measures to reduce the number of vehicle trips generated by the project,

such as increased connectivity to public transportation and other alternative modes of transportation, can mitigate such impacts.

Utilities and Service Systems

Section 30250 of the Coastal Act requires new development to be located in existing developed areas able to accommodate it with adequate public services, including water, sewer, and transportation. The proposed amendment includes a comprehensive background on existing and future water supply and wastewater demand.

Please also include the methodology and information about the City's build out and public works demand projections. The term 'build out' should be used to describe the ultimate demand for services based on the number of residential and transient units, in addition to commercial and industrial development that could be permitted consistent with the LCP. Such build out is constrained not only by zoning restrictions, but also by limitations on development that would be required to protect coastal resources, including biological resources, public access and availability of public works capacity. The DEIR states that water demand by 2030 will be 14,814 AFY, which is less than the projected capacity of 16,231 AFY, and wastewater demand will be 6.66 mgd, while the capacity is 8 mgd. The city should explain how projected development, particularly how increased commercial development at the current horse stables, can be served by alternative methods, such as recycled water and water conservation features, and the potential capacity and associated environmental impacts of increased recycled water use throughout the Coastal Zone. The analysis should include a discussion of the water quality impacts of increased water and wastewater use. Finally, the DEIR needs a more thorough analysis of water quality in the Daly City Coastal Zone, and how new and redevelopment can improve the health of coastal waters through such means as Low-Impact Development strategies.

A6-1,
cont.

The City should also provide information supporting the availability of water supplies and the location, use and capacity of the existing public and private wells. Please provide any hydrological reports on the health of the aquifer and other water supplies.

In order to guide new development to ensure public access to the coast is protected, enhanced, and maximized consistent with the Coastal Act, traffic level of service (LOS) criteria and analysis should address traffic during peak recreational periods, such as Saturday afternoon, as well as peak commuter traffic. Further, depending on existing and projected traffic congestion, it may be necessary to include policies requiring new projects to mitigate congestion impacts, including through the use of transportation demand management measures.

Conclusion

As discussed above, the City must provide adequate information to enable an analysis of the consistency of an LCP update with the Coastal Act upon submission for certification by the Commission. The information necessary for this analysis may or may not be included in the subject EIR, but it must be provided as part of any City amendment submittal. The above

**A6-1,
cont.**

comments indicate information that appears necessary that is not yet in the EIR or in enough detail. Of course, if the substance of the LCP update changes in the future, the corresponding needed documentation may also change.

This letter is not intended to constitute comments on the LCP update itself; we will be providing those separately. As discussed previously, including our meeting with you on December 9, 2012, the City has an array of approaches it may take in structuring its LCP, including as a stand-alone document or a combined General Plan/Local Coastal Program in which policies that apply only within the inland portions of the City verses those that apply in the Coastal Zone are clearly distinguished. We look forward continuing to work with the City as you consider the structure and content of an LCP update. If you have any questions or concerns about this letter or more generally about the LCP update, please contact me at (415) 904-5260.

Sincerely,



Kevin Kahn
Coastal Planner
North Central Coast District

Comment B1

From: Ronald Bourdon [<mailto:jock1@sbcglobal.net>]
Sent: Thursday, November 01, 2012 4:30 PM
To: Michael Van Lonkhuisen
Subject: DEIR Comments re Edgemar Street Lot for Sale

Mike -

I talked with you earlier today regarding my concern over a *Lot For Sale* sign I noticed a few weeks ago on the "mountain" (Better Homes Real Estate - 650.696.2800), and as I understand it this San Bruno mountain area is zoned as residential.

Putting in 20+ houses would certainly affect the aesthetics of this area - the mountain greenery, disturb the bird habitat and create additional parking and traffic problems on an already crowded street. I would imagine that our dead-end street would be no longer.

B1-1 Our family has lived here since 1969 and have seen substantial building on the mountain, primarily above us. Hopefully, as has been the case in the past on our street....this development project will also turn out to be financially unfeasible.

It would be great if the City could do a review and consider whatever it takes to re-zone this mountain area to conserve this open space San Bruno mountain habitat.

Thanks for listening.

Ron Bourdon
Edgemar Street resident
415.587.3983

From: Barbara Bernhart [<mailto:bbernhart@yahoo.com>]
Sent: Wednesday, November 21, 2012 10:23 PM
To: Michael Van Lonkhuysen
Subject: Draft Environmental Report - comments

Comment B2

B2-1

1. I would like to comment on Chapter 3.3.19-20, the section referring to the " undeveloped parcels that could accommodate development located at the end of Thiers Street.." I strongly urge the city to keep this area undeveloped, since it contains an ancient dune system and rare plants. This would also be in conformity with your stated goal in Policy RME-17.
2. I would prefer that the city focus on developing the Mission and Geneva corridors, not only in regard to commercial development, but also increased housing density and improved public transit, and fewer single family housing squeezed into areas on the periphery where infrastructure and transportation are nonexistent.
3. Considering that other communities are developing transit villages around their BART stations, why is there nothing in your plan to increase housing density around the local BART stations?

Barbara Bernhart
262 Greenview Drive
Daly City, CA

No virus found in this message.

Checked by AVG - www.avg.com

Version: 2012.0.2221 / Virus Database: 2629/5420 - Release Date: 11/26/12

----- Forwarded message -----

From: **richard wargo** <rich1440@yahoo.com>

Date: Sun, Nov 25, 2012 at 12:43 PM

Subject: Re: Follow up to my last email blast re Daly City General Plan

Comment B3

B3-1 To: Megan Fluke Medeiros <megan.fluke.medeiros@sierraclub.org>

Hello, I don't know if this comment is on target or not. There are increased vehicle omissions at the NE corner of Mission St. and Hillside since the lane markings were changed. There used to be two lanes for crossing Mission to go down John Daly Blvd. that were also left and right turn lanes. That was changed to a left turn only lane and a combination right turn/straight ahead lane which causes long lines, especially when pedestrians are crossing Mission, not allowing the cars turning right to proceed and also holding up the ones waiting to cross Mission, possibly through another signal cycle or two. Please pass this on to any appropriate person.

Thank you,
Judy Wargo



Sierra Club Loma Prieta Chapter
serving San Mateo, Santa Clara & San Benito Counties since 1933

November 26, 2012

Michael VanLonkhuysen
mvanlonkhuysen@dalycity.org
Department of Economic and Community Development
333 90th Street
Daly City, CA 94015

RE: Comments on the Draft Environmental Impact Report and Draft General Plan

Dear Mr. VanLonkhuysen,

The Sierra Club Loma Prieta Chapter promotes livable, walkable neighborhoods, which group new homes, jobs, and shops near transit stations and transit corridors. We believe that new development in our region should reduce greenhouse gas emissions, protect the natural environment, increase transit use, balance the jobs/housing ratio, move the preponderance of new development away from existing open space and single-family neighborhoods, support cleaner mobility choices for local residents and businesses, and expand the range of choices and the variety of services available for all.

We greatly appreciate the opportunity to comment on the Draft Environmental Impact Report for the Draft General Plan and would like to thank the city staff and decision makers for their responsiveness and work they put in to draft the Daly City General Plan.

We respectfully submit the following recommendations for your consideration that we believe will strengthen the Draft Environmental Impact Report.

Land Use and Housing

- A. Consider rezoning the vacant lots around the Colma/Daly City BART Station as mixed use. Mixed Use with Residential, Retail and Office Space with increased density will provide an emphasis on healthy jobs-housing impact balance.
- B. Transfer of development rights from environmentally-sensitive locations on the coast and the San Bruno Mountains to areas that the city wants to intensify such as the Colma BART station and Mission Street. This is essential to reduce the conflict of open space limits while also reducing pollutants and noise from commuting. A successful example of a Transfer of Development Rights Program is in the City of Redmond, Washington¹. Lake Tahoe, California also has a Transfer of Development Rights Program.
- C. Pedestrian-focused Station Area Plans around the Daly City BART Station and Colma BART Station should be included as a mitigation element. Planning for pedestrians helps

B4-1

¹ www.redmond.gov/PlansProjects/ComprehensivePlanning/TransferOfDevelopmentRights

**B4-1,
cont.**

to lower safety harms through pedestrian friendly sidewalks and intersections, plazas, and open space. Examples of exceptional station area planning processes include the City of South San Francisco² and the City of San Mateo³.

- D. Incentive zoning should be included so that the entitlements can be obtained with public benefits.

Parking

- A. Park once and walk land use criteria should be included to reduce pollutants. The City of Pasadena, California has had a lot of success with their “Park & Walk” program.
- B. Place parking lots within a lease authority for large employers within close proximity to station areas and major transit corridors to allow for parking cash-out as a significant air pollution reduction. In order to qualify for California’s cash-out program⁴, the city must include lease parking within its zoning code for parking. As an example, Genentech has had a parking cash-out program since 2006. All employees who commute to work by other means than driving alone receive a \$4 subsidy per day, either as a tax-free transit or vanpool incentive or as a taxable amount in the paycheck if walking, biking or carpooling to work. Just two weeks after the launch, more than a quarter of the employee population had signed up for the program.
- C. Unbundled parking from housing in order to reduce apartment rents and auto ownership.

B4-2

Air and Noise

- A. Installation of rubberized asphalt should be included as a solution for mitigation of traffic noise.
- B. Trees should be planted in order to mitigate both noise and air pollution from the freeways.
- C. Connect the Colma BART Station and Civic Center through a main street that covers the freeway and makes use of the space above for parkland in order to mitigate for air pollution and noise issues.

B4-3

A helpful resource that would be valuable for staff to consider is the Sacramento General Plan 2030⁵ (adopted March 3, 2009) which has similar mitigations for air pollution and noise as those we have recommended in this comment letter including tree plantings, an upgraded parking code, pedestrian-friendly areas, and covering the waste treatment plant.

Thank you for considering our comments and suggestions on this Draft Environmental Impact Report, we look forward to working with you again in the future.

Respectfully submitted,

Megan Fluke Medeiros
Conservation Program Manager

² <http://www.ssf downtownplan.org>

³ <http://www.cityofsanmateo.org/index.aspx?NID=1945>

⁴ <http://www.arb.ca.gov/planning/tsaq/cashout/cashout.htm>

⁵ <http://www.sacgp.org>



San Bruno Mountain Watch • PO Box 53, Brisbane, CA 94005

www.mountainwatch.org • sanbruno@mountainwatch.org • 415-467-6631

November 26, 2012

Michael Von Lonkhuysen
Senior Planner
Daly City Planning Division

Dear Michael,

Here are comments on the Daly City General Plan Draft EIR (DEIR). I have two major comments, and a couple of minor comments.

Major comments:

Biological Resources.

On p. 3-3.20, speaking of the Dunes area on the western side of San Bruno Mountain, adjacent to San Bruno Mountain State and County Park, it says:

Areas along the periphery of San Bruno Mountain are mainly designated Open Space Preservation (OSP) or Low Density Residential (R-LD). While development potential along the periphery of San Bruno Mountain is limited, there are a couple of undeveloped parcels that could accommodate development located at the end of Theirs Street in the Reservoir Hill area of the Crocker Planning Area. Under the proposed General Plan, this area is designated Open Space Preservation (OSP) and Low Density (R-LD) Residential.

On p. 17 of Draft General Plan, there is a Future Land Use Map (Figure LU-3), where much of the Dunes area is shown with OSP zoning. But it appears that a few parcels are designated R-LD.

On p. 19 of the Draft General Plan, R-LD is defined:

This land use designation applies generally to those areas which were subdivided after January 1949, which have single family residences located on parcels of 3,000 square feet or greater. These areas are located predominantly in the portion of Daly City which is located west of Interstate 280, with the exception of the Southern Hills neighborhood located east of Interstate 280. This is the predominant residential land use category in Daly City. This designation allows between 2 and 14.5 dwelling units per gross acre

Since the Dunes area as a whole is a rare remnant of an ancient dune system, is host to a number of native plants, including the threatened San Francisco spineflower and the federally endangered San Francisco Lessingia and to a listed

San Bruno Mountain is the second largest urban open space in the United States. It is recognized globally by biologists as a separate evolutionary center and biodiversity hotspot.

San Bruno Mountain Watch Board of Directors

David Schooley, Pres.
Philip Batchelder, Sec.
Tom Lambert, Treas.
Del Schembari
Robert Carrillo
Paul Bouscal
Michele Salmon
Christine Hansell
Joe Cannon
John Haffner
Christine Martens

Ken McIntire,
Executive Director

San Bruno Mountain Watch is a non-profit 501c3 corporation, Employer ID # 943235791

**B5-1,
cont.**

archaeological site (P-41-002281), the area as a whole qualifies for more protective zoning - OSP, or, at a minimum, Residential - Open Space (R-OS).

Cultural and Historic Resources

On p. 3.41 speaking of the state requirement to consult local Indians about policies relating to archaeological sites, it says,

B5-2

The NAHC was contacted on March 26, 2012, for a contact list of local tribal representatives who may have knowledge of Native cultural resources within the city. A response from the NAHC dated April 26, 2012 was received. The list of local tribal representatives provided by the NAHC was contacted on April 30, 2012 via first class certified mail and/or email. No responses have been received.

The names of the local tribal representatives are not given. But Corrina Gould, an Ohlone woman representing a local Indian organization, Indian People Organizing for Change (IPOC), did contact Daly City Planner Jeannie Naughton in December 2011 about a proposed development on the dunes area because of the shellmound on or adjacent to that land. Was IPOC consulted during this process?

Minor comments

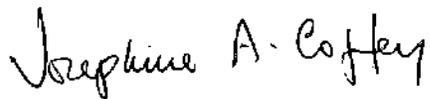
Biological Resources

B5-3

The dunes on the western side of San Bruno Mountain are identified on the map on 3.3-3 as 'Coastal Dune', and that is the only dune area on the map. In the definition of 'Coastal Dune' on p. 3.3-4 one plant is mentioned as existing on dunes - ice plant , a very invasive non-native plant. To be sure, there is ice plant on the Daly City dunes. But, fortunately, there are also many native plants, including the only population of the federally endangered *Lessingia germanorum* outside San Francisco's Presidio. I think that deserves mention! San Bruno Mountain Watch has a list of native plants on the dunes at <http://www.mountainwatch.org/dune-plant-community/>

B5-4

On page 3.3-23, it says, "there are no streams or rivers within the city" Colma creek flows through Daly City.



Jo Coffey

From: msustarich@comcast.net [mailto:msustarich@comcast.net]
Sent: Monday, November 26, 2012 11:41 AM
To: Michael Van Lonkhuysen
Subject: Daly City Dunes

Comment B6

Dear Mr. Vanlonkhuysen:

B6-1

I understand that you are accepting comments on the DEIR until 5:00 PM.

While I have not done an exhaustive review of the DEIR, I am in a position to comment on the San Francisco Lessingia (*Lessingia germanorum*). It is fact that it only naturally occurs at the Daly City Dunes and the San Francisco Presidio.

The proposed development at the Daly City Dunes site would most likely fragment this population to point that it would not survive at this location. The plant is dependent on shifting sand as the proper substrate for germination and establishment.

During the recent pipeline break the resultant gully appeared to have a soil profile of pure sand down to the bottom with no bedrock in sight. It is safe to assume that this geologic structure would be a challenge to house construction, roads and related infrastructure.

Putting economic issue aside, the most prudent action would be to attach this parcel of land to San Bruno Mountain State and County Park.

Thank you,
Mark Sustarich
140 W. Moltke St.
Daly City, CA 94014-2234
No virus found in this message.
Checked by AVG - www.avg.com

Version: 2012.0.2221 / Virus Database: 2629/5420 - Release Date: 11/26/12

PC Comment:

What about suggestions from the public on how to mitigate the impacts?

Public Comment:

Pam DiGiovanni

Sierra Club

C1-1

- Support certain sections
- Reviewing it, may make some suggestions regarding land use policies
- Policies: CE-20, CE-21, LU-3, LU-4...likes those transportation policies

Del Shembari

Cool Cities Team

C1-2

- Lives in SSF, son lives in Daly City
- Board member of San Bruno Watch....specifically interested in Dunes...environmentally significant area...endangered flower and butterfly (butterfly not listed as endangered species but will provide that information to the City)...City should do all it can to expand the area for natural resources, ecology, restoration, natural education

CLOSE

This page intentionally left blank.

3 Response to Comments on the Draft EIR

This chapter includes responses to each comment, and in the same order as presented in Chapter 2. The responses are marked with the same number-letter combination as the comment to which they respond, as shown in the margin of the comment letters.

Proposed Draft General Plan Update policies are referenced in several responses below. During preparation of this Final EIR, additional policy measures and edits were identified to accommodate new information such as the recently adopted Airport Land Use Compatibility Plan (ALUCP) for the San Francisco Airport (SFO), adopted by C/CAG on November 8, 2012. Please see Chapter 4 for revisions to the Draft EIR and the Appendix for revisions to the October 2012 Draft General Plan Update. Comments on the policies of the Draft General Plan rather than the Draft EIR have been noted.

3.1 Agencies

A1: BAYSHORE SANITARY DISTRICT

A1-1: The comment notes that the discussion of wastewater services in Section 3.13-6 to 7 of the Draft EIR does not include wastewater services provided by the Bayshore Sanitary District (BSD), and that the age of BSD infrastructure and capacity of conveyance and pump station to the Southeast Wastewater Treatment Plant should be included. Section 3.13 has been amended to include discussion on wastewater collection, treatment, and capacity provided by the BSD. See Chapter 4 of this document for the amended language.

A2: SAN FRANCISCO INTERNATIONAL AIRPORT

A2-1: Comment noted. The series of comments with this number pertain to incorporation of specific policies into the Draft General Plan in conformance with the latest ALUCP for SFO, adopted November 8, 2012. Therefore, these comments are not related to the Draft EIR.

A3: CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

A3-1: The comment refers to updating the Draft General Plan to reflect the latest adopted ALUCP for SFO, not the DRAFT EIR. However, to the extent these changes impact the Draft EIR, this has been done through citing the source for the maps in the EIR; please see response to comments A5-2 and Appendix A for revision to the Draft General Plan.

A4: CALIFORNIA DEPARTMENT OF TRANSPORTATION

- A4-1: The comment recommends the location of housing, jobs, and related services near the Daly City BART station and major transit stops as a means to reduce traffic impacts on the state highway system. See Pages 3.12-57 to 58 of the Draft EIR for a list of the Draft General Plan policies that encourage transit and bicycle use and reduce potential traffic impact. Additionally, the Draft General Plan Policy HE-3 encourages regulatory incentives for higher-density mixed-use developments in close proximity to public transit.
- A4-2: Comment noted. The comment pertains to the Draft General Plan, not the Draft EIR as it recommends the City to update the 2004 Bicycle Master Plan to accommodate bicyclists on state routes in the City.
- A4-3: The comment requests revising Table 3.12-6 Project Trip Generation to include the size or quantity of each land use category. Please see revisions per comment in Chapter 4 of this document.
- A4-4: The comment requests addition of turning traffic diagrams for all study intersections for existing condition, Project, and alternatives as part of Appendix C: Traffic Data.

The lane geometries and the intersection turning volumes for the following have been added to Appendix C (See end of Chapter 4 of this document):

- Existing AM
- Existing PM
- Cumulative No Project AM
- Cumulative No Project PM
- Cumulative With Project AM
- Cumulative With Project PM
- Difference between with/without Project AM
- Difference between with/without Project PM

A5: CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

- A5-1: The comment refers to updating the Draft General Plan to reflect the latest adopted ALUCP for SFO, not the Draft EIR. Please see response to comments A5-2 and Appendix A for revision to the Draft General Plan.
- A5-2: The Draft EIR noise contour maps are based on data obtained from SFO dated July 9, 2012 during the update of the ALUCP, which has been recently verified by SFO to be the same as the noise contour maps included in the latest adopted ALUCP.¹ Thus, infor-

¹ Email conversation, John Kim, San Francisco Airport, December 20, 2012.

mation and analysis regarding noise contours and land use compatibility has not changed. The Draft General Plan has been revised to include commenter's recommended policies, an updated Land Use Compatibility Table, and Noise Contour Map. See Appendix A for revision to the Draft General Plan. The revised Draft General Plan is available for review at the City's website: http://www.dalycity.org/City_Hall/Departments/ECD/General_Plan_Update.htm.

A5-3: The commenter notes that the text in Section 3.7 does not address airspace protection related to aircraft overflight as shown in the latest adopted ALUCP for SFO. Texts in Section 3.7 Hazards and Section 3.9 Land Use have been revised to reflect this recommendation. See Chapter 4 of this document for revisions. The comment regarding policies pertains to the Draft General Plan, not the Draft EIR. Please see response to comment A5-2 and Appendix A for revision to the Draft General Plan.

A5-4: The comment refers to updating the Draft General Plan to reflect the latest adopted ALUCP for SFO, not the Draft EIR. Please see response to comments A5-2 and Appendix A for revision to the Draft General Plan.

A6: CALIFORNIA COASTAL COMMISSION

A6-1: Comments noted. The comment misconstrues the intent of the Local Coastal Program (LCP) Update as proposing new development, when neither the Draft General Plan nor the LCP propose any new development in the Coastal Zone. Nonetheless, the City has decided to withdraw the Coastal Element as a component of the Draft General Plan Update, and the City is no longer seeking to make any changes to its previously adopted LCP. Thus, these comments are no longer pertinent. See Chapter 4 for revisions to the Project Description of the Draft EIR and Appendix A for revision to the Draft General Plan.

3.2 Organizations/Individuals

B1: RON BOURDON, EDGEMAR STREET RESIDENT

B1-1: Comment noted. The Draft General Plan does not propose specific projects or changes to existing land use designations in these areas. It should also be noted that any future development in the area will be required to undergo site specific environmental review.

B2: BARBARA BERNHART

B2-1 Comment noted. The comment refers to the Draft General Plan land use designations, not the Draft EIR.

B3: JUDY WARGO

B3-1: The comment refers to increased vehicle emissions at Mission Street and Hillside Boulevard. Tables 3.12-8 and 3.12-9 show that Intersection #8 at John Daly Blvd/Mission St/Hillside Blvd currently performs at LOS D and that in 2035, it is expected to perform at LOS F during AM and PM peak hour traffic, with or without the implementation of the Draft General Plan. This impact is significant and unavoidable as mitigation measures

such as street widening or adding additional lanes to improve traffic delays would require land acquisition of fully developed operating businesses that “would be prohibitively costly given the expense associated with acquiring the land, costs of relocating businesses and disruption to the community” (Page 3.12-29), and as stated in Page 3.12-31, “directly conflicts with the proposed Draft General Plan’s Circulation goal of providing complete streets that are pedestrian oriented and walkable.”

B4: SIERRA CLUB

- B4-1: Comment noted. The commenter recommends consideration of rezoning, transfer of development rights, pedestrian-focused station areas plans, and incentive zoning for the Draft General Plan, not the Draft EIR.
- B4-2: Comment noted. The commenter recommends a park-once-and-walk policy, incorporation of lease parking in the zoning code, and unbundled parking in the Draft General Plan, not the Draft EIR.
- B4-3: The commenter recommends air pollution and noise mitigation measures from the freeway such as rubberized asphalt, trees, and a street and parkway over the freeway connecting Colma BART Station and Civic Center. The Draft General Plan does not propose specific buildings with new noise or air pollution sources or receptors. As such, it does not provide specific physical mitigation measures such as rubberized asphalts or street/parkland connection of Colma BART Station and Civic Center. Furthermore, the Draft EIR assessment of noise and air quality is analyzed at the Plan level and compares proposed policies in relation to consistency and compliance with regional air quality plans such as the 2010 Bay Area Clean Air Plan’s Transportation control Measures as listed in Table 3.2-5. Table 3.2-5 lists the Draft General Plan policies that reduce noise and air quality impact to a less than significant level; nonetheless these do not preclude the commenter’s recommendations from consideration as policies or mitigations in future when specific projects are proposed.

B5: SAN BRUNO MOUNTAIN WATCH

- B5-1: The comment pertains to land use designation of certain properties northeast of Hillside Park in the Draft General Plan, not the Draft EIR.
- B5-2: The comment regards Government Code Section 65352.3 that requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) prior to adoption of the Draft General Plan, not the Draft EIR.
- B5-3: The commenter notes that *Lessingia germanorum* is not mentioned in the description of Coastal Dune on Page 3.3-4. The commenter is correct that some habitat on the edge of San Bruno Mountain does contain more than just ice plant. There are many native plants in this habitat including: blue beach lupine (*Lupinus arboreus*), mock heather (*Haplopappus ericoides*), and dune knotweed (*Polygonum paronychia*). Additionally, this habitat does support the endangered lessingia (*Lessingia germanorum*). This text has been added

to the description of Coastal Dune habitat on Page 3.3-4. See Section 4.1 of this document.

- B5-4: The comment mentions an error regarding text on page 3.3-23 stating that “there are no streams or rivers within the city.” The commenter is correct that Colma Creek briefly flows through Daly City on its way out to the San Francisco Bay. New text has been added to Page 3.3-24 of the Draft EIR to reflect this. See Section 4.1 of this document.

B6: MARK SUSTARICH

- B6-1: Comment noted. The comment pertains to land use designation of certain properties northeast of Hillside Park in the Draft General Plan, not the Draft EIR. The commenter is correct in pointing out that the San Francisco lessingia (*Lessingia germanorum*) occurs at the Dunes located above Guadalupe Canyon Parkway on San Bruno Mountain. Should development be proposed where this plant is found, the City would consult with the Department of Fish and Game and U. S. Fish and Wildlife Service as part of the CEQA review process, since this plant is a federally-listed endangered species. Comment acknowledged regarding attaching the parcel of land to the San Bruno Mountain State and County Park.

As stated on Page 3.3-20, the Draft General Plan does not propose specific projects in these areas, and future projects in this area are required to submit a development application to the City for review and undergo site specific environmental review. Additionally, all new buildings must comply with the California Building Code (California Code of Regulations Title 24, Part 2), which establishes minimum standards including structural standards, soil, and seismic requirements.

3.3 Oral Testimony

C1: PLANNING COMMISSION MEETING

- C1-1: The Sierra Club has submitted a comment B4. See response to Comments B4-1 to B4-3.
- C1-2: San Bruno Watch has submitted a comment B5. See response to comments B5-1 to B5-4.

This page intentionally left blank.

4 Revisions to the Draft EIR

This chapter includes the revisions to the Draft EIR. These revisions have been made in response to comments or based on review by the EIR preparers. The revisions appear here in the order they appear in the Draft EIR. Text additions are noted in underline and text deletions appear in ~~strikeout~~.

The City may refine the Draft General Plan Update based upon agency and public comments. These changes will not alter the conclusions presented in the Draft EIR regarding significant environmental impacts or mitigation measures and, therefore, do not trigger recirculation. Revisions to the Draft EIR are described in Table 4-1 and organized by chapter, page and table or figure, where applicable. Certain revised pages (including revised figures) have been appended to the end of this chapter, for clarity purposes; these pages are referenced in the table.

Table 4-1: Revisions to the Draft EIR

<i>Chapter/ Section</i>	<i>Page</i>	<i>Correction</i>			
Executive Summary	ES-5, 6	Table ES-3 has been revised as follows to reflect revised Noise Element policies and tasks and omission of the Coastal Element from the Draft General Plan Update: Table Es-3 Summary Of Impacts And Proposed General Plan Policies That Reduce The Impact			
			<i>Policies That Reduce the Impact</i>	<i>Significance</i>	<i>Mitigation</i>
			3.1 Aesthetics		
		3.1-1 Future development under the proposed General Plan will not affect scenic vistas to the coast and ocean, and San Bruno Mountain.	Policies RME-16, CST-12 , HE-31, LU-23 Tasks RME-16.1, RME 16.2, CST 12.1, CST 12.2, CST 12.3, CST 12.4 , HE-31.1, LU-23.1	Less than Significant	None Required

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction			
3.3 Biological Resources					
3.3-1		Future development under the proposed General Plan will not have a significant adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFG and USFWS.	Policies RME-8, LU-17, LU-18, LU-22, LU-23, RME-10, RME-16, RME-17, CST-4, CST-5, CST-6, Tasks RME-8.1, LU-18.1, LU-22.1, LU-23.2, RME-10.1, RME-17.1, CST-4.1, CST-5.1, CST-5.2, CST-6.1, CST-6.2, CST-6.3	Less than Significant	None Required
3.9 Land Use and Housing					
3.9-3		The proposed General Plan does not conflict with existing local plans and zoning ordinances	Tasks HE-6.2, HE-6.5, LU-2.1, LU-2.2, LU-4.4, LU-7.1, LU-11.1, LU-12, LU-14.1, LU-23.2, HE-6.4, HE-6.6, HE-7.1, HE-8.1, HE-9.1, HE-9.2, HE-11.4, HE-14.1, HE-14.3, HE-14.4, HE-15.3, HE-15.4, HE-16.2, HE-20.1, HE-21.1, HE-25.1, HE-28.4, CE-10.2, CE-10.4, CE-11.3, CE-15.2, RME-9.3, RME-16.2, RME-20.2, CST-5.1, CST-5.2, CST-6.1, CST-6.2, CST-8.1, CST-8.2, CST-8.4, CST-8.5, CST-9.1, CST-9.2, CST-12.1, CST-12	Less than Significant	None Required
3.9-5		The proposed General Plan does not create conflicts with land use policies in the California Coastal Act.	Policies CST-5, CST-6, CST-8, CST-11	Less than Significant <u>No Impact</u>	None Required

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction			
3.10 Noise					
3.10-1		Implementation of the proposed General Plan will result in a substantial permanent increase in ambient noise levels in the city vicinity above acceptable noise levels, which would impact existing and anticipated sensitive receptors.	<p>Policies LU-18, HE-4, NE-1, NE-2, NE-3, NE-4, NE-5, NE-6, NE-7, NE-8, NE-9, NE-10, NE-11, NE-12, NE-13</p> <p>Tasks LU-18.1, HE-4.1, HE-4.2, HE-4.3, NE-1.1, NE-1.2, NE-2.1, NE-3.1, NE-3.2, NE-4.1, NE-5.1, NE-6.1, NE-6.2, NE-7.1, NE-8.1, NE-8.2, NE-9.1, NE-10.1, NE-11.1, NE-11.2</p>	Significant and Unavoidable	None. Despite implementation of the proposed General Plan policies, the impact remains significant and unavoidable.
3.10-2		Implementation of the proposed General Plan will not result in a significant temporary or periodic increase in ambient noise levels above current levels.	<p>Policies LU-18, HE-4, NE-1, NE-2, NE-3, NE-4, NE-5, NE-6, NE-7, NE-8, NE-9, NE-10, NE-11, NE-12, NE-13</p> <p>Tasks LU-18.1, HE-4.1, HE-4.2, HE-4.3, NE-1.1, NE-1.2, NE-2.1, NE-3.1, NE-3.2, NE-4.1, NE-5.1, NE-6.1, NE-6.2, NE-7.1, NE-8.1, NE-8.2, NE-9.1, NE-10.1, NE-11.1, NE-11.2</p>	Less than Significant	None Required
3.10-3		Implementation of the proposed General Plan will not result in the exposure of persons to, or generation of, significantly excessive ground-borne vibration or ground-borne noise levels.	<p>Policies LU-18, HE-4, NE-1, NE-2, NE-3, NE-4, NE-5, NE-6, NE-7, NE-8, NE-9, NE-10, NE-11, NE-12, NE-13</p> <p>Tasks LU-18.1, HE-4.1, HE-4.2, HE-4.3, NE-1.1, NE-1.2, NE-2.1, NE-3.1, NE-3.2, NE-4.1, NE-5.1, NE-6.1, NE-6.2, NE-7.1, NE-8.1, NE-8.2, NE-9.1, NE-10.1, NE-11.1, NE-11.2</p>	Less than Significant	None Required

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction			
		3.10-4 Implementation of the proposed General Plan will not result in the exposure of persons to, or generation of, significantly excessive levels of noise from BART train operations.	Policies LU-18, HE-4, NE-1, NE-2, NE-3, NE-4, NE-5, NE-6, NE-7, NE-8, NE-9, NE-10, NE-11, NE-12, NE-13	Less than Significant	None Required
			Tasks LU-18.1, HE-4.1, HE-4.2, HE-4.3, NE-1.1, NE-1.2, NE-2.1, NE-3.1, NE-3.2, NE-4.1, NE-5.1, NE-6.1, NE-6.2, NE-7.1, NE-8.1, NE-8.2, NE-9.1, NE-10.1, NE-11.1, NE-11.2		
		3.10-5 Implementation of the proposed General Plan will not result in the exposure of persons to significantly excessive airport noise levels.	Policies LU-18, HE-4, NE-1, NE-2, NE-3, NE-4, NE-5, NE-6, NE-7, NE-8, NE-9, NE-10, NE-11, NE-12, NE-13	Less than Significant	None Required
			Tasks LU-18.1, HE-4.1, HE-4.2, HE-4.3, NE-1.1, NE-1.2, NE-2.1, NE-3.1, NE-3.2, NE-4.1, NE-5.1, NE-6.1, NE-6.2, NE-7.1, NE-8.1, NE-8.2, NE-9.1, NE-10.1, NE-11.1, NE-11.2		
3.13 Utilities and Services Systems					
		3.13-2 Future development under the proposed General Plan will not cause wastewater treatment capacity of the WWTP to be exceeded and will not require the construction of new wastewater treatment facilities or expansion of facilities.	Policy RME-8, RME-9, CST-7	Less than Significant	None Required
			Task RME-8.1, RME-8.2, RME-8.3, RME-8.4, RME-8.5, RME-9.1, RME-9.2, RME-9.3,		
2	2-1	<p>The Project Description of the Draft EIR has been amended as follows to reflect omission of the Coastal Element from the Draft General Plan:</p> <p>The project analyzed in this EIR is the Draft Daly City General Plan Update, hereinafter referred to as the proposed General Plan or the Project. California Government Code Section 65300 et seq. requires cities to prepare a general plan that establishes policies and standards for future development, housing affordability, and resource protection for a city. By law, a general plan must be an integrated, internally consistent statement of City policies. Section 65302 requires that a general plan include the following seven elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. Daly City's proposed General Plan combines the Conservation and Open Space elements into a single Resource Management Element. Also, because a portion of Daly City is located within the State Coastal Zone, the General Plan includes a Coastal Element providing background and poli-</p>			

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
		ies specific to the Coastal Zone.
3.1	3.1-14, 3.1-15	<p>Coastal Element policies and tasks have been removed from a list of policies and tasks that reduce impact to scenic vistas (Impact 3.1-1). Impacts to scenic vistas remain less than significant with the following edits:</p> <p>Policy CST-12: Establish effective regulations that reduce the bulk and mass of new buildings in the Coastal Zone and work to permanently secure scenic corridors as a part of new development proposals.</p> <p>Task CST-12.1: Amend the Zoning Ordinance to establish a sliding scale for unobstructed view width in the recognition that the Coastal Zone is comprised on many parcels with different shapes, sizes, and parcel widths. A detailed sliding scale would be developed at the time the RP Resource Protection Combining District text is amended. The scale would apply to all parcels in the RP district which are on parcel greater than 33 feet in width.</p> <p>Task CST-12.2: In the new Coastal Commercial zone, establish a maximum floor area ratio of 1:0 for all parcels.</p> <p>Task CST-12.3: Require applicants proposing any development of properties located within the RP Resource Protection Combining District and zoned Coastal Commercial to provide a visual aid (e.g., photo simulations) which would allow for an effective assessment of potential encroachment on coastal views. The visual aid shall be part of a complete application provided to the City. This requirement shall also apply to all new telecommunications facilities located in within the RP Resource Protection Combining District regardless of zone.</p> <p>Task CST-12.4: Amend the Zoning Ordinance to require that the only allowable landscaping associated with new development is with low growing species that will not obscure or block public views.</p>
3.3	3.3-4	<p>The following descriptions in the “Physical Setting” section of the Biological Resources Chapter are amended as follows:</p> <p>Coastal Scrub</p> <p>Coastal scrub is most common along moderate slopes in the southern portion of the Coastal Zone, inland from Mussel Rock Park and along ridges near San Bruno Mountain. It is characterized by thick concentrations of dry vegetation. It is frequently dominated by non-native species such as French broom (<i>Genista monspessulana</i>) and pampas grass (<i>Cortaderia selloana</i>). It supports both overstory trees and understory vegetation including coyote brush (<i>Baccharis pilularis</i>), California sagebrush (<i>Artemisia californica</i>), lizardtail (<i>Eriophyllum staechadifolium</i>), and poison oak (<i>Rhus diversiloba</i>).</p>

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
		<p>Coastal Dune</p> <p>Coastal dune land is frequently devoid of vegetation due to loose, sandy soils. Patches of dense ground cover may be found intermittently between open dunes. <u>Non-native</u> ice plant (<i>Carpobrotus edulis</i>) is frequently dominant, but remnant native plants can be present including blue beach lupine (<i>Lupinus arboreus</i>), mock heather (<i>Haplopappus ericoides</i>), and dune knotweed (<i>Polygonum paronychia</i>). Additionally, this habitat supports the endangered lessingia (<i>Lessingia germanorum</i>). Coastal dune land was historically one of the most dominant habitat types in the region. hHowever, much of that land has been converted into urban uses.</p>
3.3	3.3-19	<p>The second paragraph describing the Coastal Zone in the “Impacts and Mitigation Measures” section for Impact 3.3-1 has been revised to the following:</p> <p>Much of this area has been overrun with exotic species such as ice plant (<i>Delosperma</i>) and is poor habitat for most special status species. The proposed General Plan is not changing the land use designation of this area. The Draft General Plan Update does not include a Coastal Element and is inapplicable in the Coastal Zone. Additionally, future development in the Coastal Zone will be subject to restrictions established in the –RP Zoning District which will ensure that future development will not adversely impact sensitive resources within the Coastal Zone. Existing federal, state, and local regulations applicable to the Coastal Zone, and proposed General Plan policies will reduce impacts to candidate, sensitive, or special status species to less than significant.</p>
3.3	3.3-22	<p>Coastal Element policies and tasks have been removed from the list of policies and tasks that reduce the potential impact to species identified as candidate, sensitive, or special status species (Impact 3.3-1). Impacts remain less than significant impact with the following edits:</p> <p>Policy CST-4: Recognize the existing horse stables on Olympic Way as an important visitor-serving use and provide regulations that serve to allow stable uses to continue in the future.</p> <p>Task CST 4.1: The new Coastal Commercial zone shall allow existing horse stables (and expansions thereof) subject to the issuance a Coastal Development Permit.</p> <p>Policy CST-5: Protect the natural resources found in the Coastal Zone by conducting a rigorous environmental evaluation for all development proposals.</p> <p>Task CST-5.1: Amend the Zoning Ordinance to require that for any development proposal on a previously undeveloped parcel or undeveloped portions of parcels that site-specific biological evaluations and field observations to identify Environmentally Sensitive Habitat Areas and other sensitive resources be provided to the City as part of a complete application.</p> <p>Task CST-5.2: Amend the Zoning Ordinance to define Coastal Zone Wetland in accordance with Section 30121 of the Coastal Act and Title 14 (Section 13577).</p>

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
		<p>Policy CST-6: Take measures to ensure that new plant material introduced into the Coastal Zone are species native to the local coastal region.</p> <p>Task CST 6.1: Amend the Zoning Ordinance to require that any new landscaping introduced to the Coastal Zone as part of any landscaping or development project provide only species native to the local coastal region and that the plan identify the removal of all non-natives from the site.</p> <p>Task CST 6.2: For new development in the Coastal Zone, amend the Zoning Ordinance to require the permanent implementation of landscape plans through bonding or other method (e.g., deed restriction).</p> <p>Task CST 6.3: Ensure that landscape improvements and any future landscape upgrades at Thornton Vista incorporate species native to the local coastal region exclusively.</p>
3.3	3.3-23	<p>The “Impacts and Mitigation Measures” section for Impact 3.3.-2, impacts to movement of any native resident or migratory fish or wildlife species, is amended as follows: As shown in Figure 3.3-1, much of Daly City is classified as urban and, <u>except for a small segment of Colma Creek that runs along San Bruno Mountain</u>, there are no <u>major</u> streams or rivers within the city. Existing habitats that could support wildlife are surrounded by urban areas and therefore do not support the migration of land animals. Trees within the city may however be used by migratory birds as they travel through the region. With the development of future projects, trees within the city can potentially be temporarily or permanently removed. Though such a loss would not pose a significant obstacle to bird migration, the City’s Urban Forestry Ordinance and proposed General Plan policies will minimize the decrease of trees within the city. Therefore impacts to wildlife species movement will be less than significant.</p>
3.7	3.7-13	<p>The following has been added to the “Significance Criteria” in the Hazards and Hazardous Materials Chapter: <u>For a project located within an airport land use plan area 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</u></p>
3.7	3.7-14	<p>The following has been added to the end of the “Summary of Impacts” section. Impacts related to hazardous materials remains less than significant with the following edits: <u>There is no airport or airstrip within two miles of the City of Daly City, nor is the City located in an airspace safety compatibility zone per the latest Consolidated Airport Compatibility Land Use Plan (ALUCP) for the San Francisco Airport (SFO) (adopted November 8, 2012). Therefore, there would be no impact due to airports. Per the ALUCP for SFO, the height of critical aeronautical surfaces for Daly City is greater than 150 feet above ground level. The Draft General Plan does not propose a specific building, thus there would be no impact regarding incompatibility to the airspace protection.</u></p>
3.9	3.9-5, 3.9-6	<p>The following text under “Local Regulations” heading has been revised to reflect the latest ALUCP for SFO: San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan</p>

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
		<p>The San Mateo County Airport Land Use Commission develops and implements the Comprehensive Airport Land Use Plan (CLUP). In San Mateo County, the City/County Association of Governments of San Mateo County (C/CAG) is the designated Airport Land Use Commission. The current CLUP was adopted in 1996 <u>November 2012</u> and establishes the procedures that C/CAG uses in reviewing proposed local agency actions that affect land use decisions in the vicinity of airports in San Mateo County. Airport planning boundaries define where height, noise, and safety standards, policies, and criteria are applied to certain proposed land use policy actions. The CLUP is currently being updated with a new draft of the San Francisco International Airport Comprehensive Airport Land Use Compatibility (SFO ALUCP) section.</p> <p>At the time of this EIR preparation, a July 2012 public review draft of SFO ALUCP update was available for review. The draft includes noise/land use compatibility criteria, safety compatibility criteria, as well as new noise contour maps that represent forecast conditions in 2020. The July 2012 SFO ALUCP draft establishes maximum compatible building heights. For a project to be consistent with the ALUCP, building heights should not exceed that established in the ALUCP.</p>
3.9	3.9-7	<p>Footnote 2 has been revised to reflect the latest ALUCP for SFO:</p> <p>² C/CAG, Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport Final July <u>October 2012</u>, Adopted November 8, 2012, available at http://www.ccag.ca.gov/pdf/plans-reports/2012/SFOCLUP_Vol%20I-narrative-july%202012.pdf http://ccag.ca.gov/pdf/plans-reports/2012/ Consolidated CCAG ALUCP 10-29-12.pdf, Accessed August <u>December 2012</u>.</p>
3.9	3.9-10	<p>Coastal Element tasks have been removed from the list of policies that reduce potential conflict with existing local plans and zoning ordinances (Impact 3.9-3). Impacts remain less than significant with the following edits:</p> <p>Proposed General Plan Tasks that Reduce the Potential Impact</p> <p>The following tasks require amendments to the specific plans: HE-6.2, HE-6.5</p> <p>The following tasks require amendments to the Zoning Ordinance: LU-2.1, LU-2.2, LU-4.4, LU-7.1, LU-11.1, LU-12, LU-14.1, LU-23.2, HE-6.4, HE-6.6, HE-7.1, HE-8.1, HE-9.1, HE-9.2, HE-11.4, HE-14.1, HE-14.3, HE-14.4, HE-15.3, HE-15.4, HE-16.2, HE-20.1, HE-21.1, HE-25.1, HE-28.4, CE-10.2, CE-10.4, CE-11.3, CE-15.2, RME-9.3, RME-16.2, RME-20.2, CST-5.1, CST-5.2, CST-6.1, CST-6.2, CST-8.1, CST-8.2, CST-8.4, CST-8.5, CST-9.1, CST-9.2, CST-12.1, CST-12.4</p>
3.9	3.9-10 to 3.9-12	<p>Impacts to conflicts with airport airspace remain less than significant when compared to the latest ALUCP for SFO. The following text has been revised to reflect the latest airspace protection policies:</p>

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
---------------------	------	------------

Impact 3.9-4

The proposed General Plan does not create conflicts with height limits established for the San Francisco International Airport airspace. (Less than Significant)

Per the recently adopted SFO ALUCP (October 2012, adopted November 8, 2012), the height of critical aeronautical surfaces for most of the city is 150 feet or more above ground level (AGL). There are certain parts of the city where the height of critical aeronautical surfaces is less than 150 feet. These areas include portions of Westmoor High School in the Saint Francis Planning Area; a few blocks located east of Westlake Avenue and Hillside Boulevard in the Hillside Planning Area; Seton Medical Center and a portion of the surrounding neighborhood in the Sullivan Corridor Planning Area; and northeast (Chinese Cemetery site) and southwest portions (Chinese Christian Cemetery) of the Serramonte Planning Area.³ The July 2012 Initial Study and Negative Declaration for the July 2012 Draft SFO ALUCP identifies the following airspace protection areas of concern, as listed in Table 3.9-1.

Table 3.9-1: Airspace Protection Areas of Concern

Area	Existing Land Uses	Zoning District	Height Limit (feet)	Aeronaut heights (l)
1	Seton Medical Center	Public (Hospital)	Per discretionary review	80-120
2	Existing cemeteries, trees at hilltop, existing townhomes (Chinese Cemetery, Serramonte and Gellert)	Public, Multi-Family Residential	Per discretionary review	35-150
3	Existing cemeteries, trees (Chinese Christian Cemetery, Junipero Serra and Hickey)	Public	Per discretionary review	50-150

1 AGL above ground level. The height of the airspace above any point on the ground varies within range. This is because of the varied terrain elevations and the sloping aeronautical surfaces.

Source: C/CAG, Initial Study and Negative Declaration for the Comprehensive Airport Land Use Compatibility Environs of San Francisco International Airport, July 2012.

The proposed General Plan does not establish height restrictions for the city. Height is currently restricted by the Zoning Ordinance. The July 2012 SFO ALUCP airspace protection policy would limit new structures and appurtenances to existing structures to heights ranging from 65 to 100 or 100 to 80 to 120 or 150 feet above ground level, depending on the exact location.

The area with less than 150 AGL that includes the Westmoor High School in the Saint Francis Planning Area is already built out and is not currently planned for other uses. The area

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
		<p><u>with less than 150 AGL within the Sullivan Corridor Planning area</u> Area 1 is designated for public use and is occupied by Seton Medical Center. The ALUCP airspace protection policy would limit new structures and appurtenances to existing structures to heights ranging from 80 to 120 feet above ground level, depending on the exact location. Seton Medical Center has indicated it may pursue future construction of additional hospital and administrative office space at its existing facility, though it is not part of this proposed General Plan. The current zoning requirement in the area sets no maximum height limits, per se. Building heights are limited through a discretionary review process.</p>
		<p><u>The area with less than 150 AGL in the Hillside Planning Area includes a single and multi-family residential area with 12 to 50 dwelling units per acre. Building heights are not expected to exceed aeronautical surfaces.</u> Area 2 <u>The northwest area with less than 150 AGL within the Serramonte Planning Area</u> is designated in the Daly City General Plan for public and multi-family residential uses. The area is currently developed with cemeteries and townhomes. Maximum heights allowed under the ALUCP range from 35 to 150 feet, while the zoning regulations limit building heights through a discretionary review process. No undeveloped land in the area is available for new construction. Should redevelopment of the townhomes be considered in the future, new construction could be limited to 35 feet, as the townhomes are on a ridgeline and are likely subject to the lowest height limit, when measured from ground level. Area 3 <u>The southwest area with less than 150 AGL within the Serramonte Planning Area</u> is designated for public use and is occupied by a cemetery. The maximum height limits of the ALUCP in this area range from 50 to 150 feet above the ground. Because the site is fully developed as a cemetery, no redevelopment is likely in this area.⁴</p>
		<p>Currently, the tallest height permitted by the Zoning Ordinance is in the BOC BART office commercial district, where building height is permitted to go up to 90 feet. The height of the critical aeronautical surfaces for this district is 150 feet or more AGL. Overall, airport height limits are above the height limits in the Zoning Ordinance and proposed land uses and intensities will not require changes to height regulations that will result in airport height limits to be exceeded. The areas with less than 150 AGL in the of concern cited in the Initial Study and Negative Declaration for the July Draft SFO ALUCP are relatively small, and are nearly fully developed; future redevelopment of the area would have to adhere to the policies of the most recently adopted SFO ALUCP per State law, and consistency will be determined through the City's discretionary review process that would include development application referral to the Airport for review and comment <u>and compliance with 14 CFR Part 77, Subpart B, notice of proposed construction or alteration per Airspace Protection Policies and will require preparation of Form 7460-I, Notice of Proposed Construction or Alteration with the FAA for any proposed project that would exceed the FAA notification heights or present findings of the FAA's aeronautical study or evidence demonstrating exemption from filing an FAA Form 7460-I.</u> Therefore, conflicts with height limits established</p>

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
		for the San Francisco International Airport airspace will be less than significant.
		Proposed General Plan Policies that Reduce the Potential Impact
		Policy NE-10: Continue to participate on the Airport Land Use Committee and participate in update of the Comprehensive Airport Land Use Plan (CLUP). <u>Work with SamTrans and MUNI in the placement of bus stops in order to reduce noise associated with bus activity to noise sensitive receptors.</u>
		Policy NE-11: <u>Require that all future land use actions and/or associated development conforms to the relevant height, aircraft noise, and safety policies and compatibility criteria contained in the most recently adopted version of the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.</u>
		<u>Task NE-11.1: Route any proposed land use policy actions, including new specific plans, zoning ordinances, general plan amendments, and rezoning involving land development to the Airport Land Use Commission in compliance with the Airport Land Use Plan.</u>
		<u>Task NE-11.2: Require that development involving the construction of one or more dwelling units within the 65 dBA CNEL SFO noise contour to submit an aviation easement to the airport, when required by the Airport Land Use Commission. Specific aviation easement requirements shall be consistent with the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. This requirement shall be implemented prior to final project approval or, if the project requires construction, prior to building permit issuance.</u>
		Policy NE-14: The City shall encourage San Francisco International Airport to increase the use of the shoreline take-off route and discourage the use of the gap departure route.
3.9	3.9-12 and 3-9-13	As the City has decided to withdraw the Coastal Element as a component of the Draft General Plan Update, there would be no impact to land use policies in the California Coastal Act (Impact 3.9-5). Impact analysis has been revised as follows: Impact 3.9-5 <i>The proposed General Plan does not create conflicts with land use policies in the California Coastal Act. (Less than Significant No Impact)</i> <u>The Coastal Element is not included in the Draft General Plan Update. Thus, the Draft General Plan is inapplicable to the Coastal Zone, and there would be no impact to land use policies in the California Coastal Act.</u>

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
		<p>The predominant land use designation for the developed areas within the coastal zone is Low Density Residential (R-LD) which is implemented by the Single-Family Residential (R-1) zone. Most of the remaining area is designated Open Space Preservation (OSP) and Public Park (PP) which are implemented with the Open Space (OS) zone or are not zoned. One parcel within the coastal zone is designated Residential Open Space (R-OS) which is implemented with Planned Development zoning and permits very low density residential (two units per acre) with a use permit. Seven parcels within the coastal zone are designated Retail and Office (C-RO) and implemented by the Light Commercial (C-1) zone. As an implementation measure in the proposed General Plan, the seven parcels will be re-zoned Coastal Commercial (CC), which will only permit visitor serving uses desired along the coast, such as hotels and restaurants, while disallowing those uses that are not suitable to serving visitors. This change is consistent with the California Coastal Act's prioritization of visitor-serving commercial recreational facilities.</p> <p>Additionally, potential new development within the coastal zone will have to adhere to standards established in the Resource Protection (RP) overlay zone. Potential new development will be subject to additional development standards, such as increased setbacks from a blufftop and the provision of vista corridors of a minimum size. Therefore, existing standards and proposed General Plan policies aimed at the protection of natural resources within the coastal zone will ensure consistency between the proposed General Plan and the California Coastal Act, resulting in less than significant impacts.</p> <p><i>Proposed General Plan Policies that Reduce the Potential Impact</i></p> <p>Policy CST-5: Protect the natural resources found in the Coastal Zone by conducting a rigorous environmental evaluation for all development proposals.</p> <p>Policy CST-6: Take measures to ensure that new plant material introduced into the Coastal Zone are species native to the local coastal region.</p> <p>Policy CST-8: Ensure that new development does not contribute to blufftop erosion and will not need a shoreline protective device for the duration of its economic life.</p> <p>Policy CST-11: Maintain the boundaries of the RP Resource Protection Combining District as containing the all blufftop properties.</p>
3.10	3.10-6	<p>The following text included in the "Physical Setting" section has been revised to reflect the latest ALUCP for SFO, October 2012, Adopted November 8, 2012:</p> <p>Aircraft Noise</p> <p>The city is located northwest of SFO, and the southern portion of Daly City lies below the flight path of aircraft departures from SFO. The Federal Aviation Administration (FAA), the agency charged with ensuring air safety, mandates that most airports create computer-generated noise contour maps using the Integrated Noise Model program. The most recent</p>

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
		<p>FAA-approved noise contour maps are contained in the <u>2001 Noise Exposure Map Update (01 NEM)</u>, which includes 2001 baseline noise contours and projected 2006 noise contours. As of July 2012, SFO is currently in the process of updating the NEMs. After public comment, they will be submitted to the FAA for review and approval. <u>On November 8, 2012, C/CAG adopted the latest Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP), which contains a noise contour map.</u>⁶</p> <p>Based on the FAA-approved NEMs, the southern portion of the city up to about Southgate and Mayfield avenues falls within the 60-65 dB noise contours, <u>and a smaller area up to Gellert Boulevard is located within the 65-70 dB noise contours</u> as shown in Figure 3.10-2. No part of the city is within 70+ noise contours.</p>
3.10	3.10-6	<p>Footnote 6 has been revised to the latest ALUCP SFO:</p> <p>⁶ <u>Email correspondence with Bert Ganoung, Manager of Aircraft Noise Abatement at San Francisco International Airport, July 9, 2012. City/County Association of Governments of San Mateo County, Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport, October 2012, Adopted November 8, 2012.</u></p>
3.10	3.10-11	<p>The following text under subheading “Local Regulations” was updated to reflect the latest ALUCP SFO:</p> <p><i>San Mateo County Comprehensive Airport Land Use Plan/San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan</i></p> <p>The San Mateo County Airport Land Use Commission develops and implements the Comprehensive Airport Land Use Plan (CLUP). In San Mateo County, the City/County Association of Governments of San Mateo County (C/CAG) is the designated Airport Land Use Commission. <u>The current CLUP, the latest SFO ALUCP, dated October 2012, was adopted on November 8, 2012 in 1996</u> and establishes the procedures that C/CAG uses in reviewing proposed local agency actions that affect land use decisions in the vicinity of <u>San Francisco Airport, airports in San Mateo County. Airport planning boundaries define where height, noise, and safety standards, policies, and criteria are applied to certain proposed land use policy actions. The CLUP is currently being updated with a new draft of the San Francisco International Airport Comprehensive Airport Land Use Compatibility (SFO ALUCP) section.</u></p> <p>At the time of this EIR preparation, a July public review draft of SFO ALUCP update was available for review. The latest SFO ALUCP draft includes noise/land use compatibility criteria, safety compatibility criteria, as well as new noise contour maps that represent forecast conditions in 2020.</p>
3.10	3.10-15, 3.10-16	<p>The noise impact analysis of the Draft EIR was based on the July 2012 airport noise contour data that has remained the same as the latest SFO ALUCP noise contour data per email confirmation by John Kim of SFO on December 20, 2012. The source name and date have been revised in the updated Fig. 3.10-3 and 3.10-4 (See end of this chapter).</p>

Table 4-1: Revisions to the Draft EIR

<i>Chapter/ Section</i>	<i>Page</i>	<i>Correction</i>
3.10	3.10-19	<p>The following revises tasks and policies listed under the subheading “Proposed General Plan Policies and Tasks that Reduce the Impact” without changing the significant and unavoidable noise impact level (Impact 3.10-1):</p> <p>Policy NE-10 Work with SamTrans and MUNI in the placement of bus stops in order to reduce noise associated with bus activity to noise sensitive receptors. Continue to participate on the Airport Land Use Committee and participate in update of the Comprehensive Airport Land Use Plan (CLUP).</p> <p>Task NE-10-1 Review the environmental review performed for airport expansions to ensure consistency with the CLUP.</p> <p>Policy NE-11 <u>Require that all future land use actions and/or associated development conforms to the relevant height, aircraft noise, and safety policies and compatibility criteria contained in the most recently adopted version of the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.</u></p> <p><u>Task NE-11.1: Route any proposed land use policy actions, including new specific plans, zoning ordinances, general plan amendments, and rezoning involving land development to the Airport Land Use Commission in compliance with the Airport Land Use Plan.</u></p> <p><u>Task NE-11.2: Require that development involving the construction of one or more dwelling units within the 65 dBA CNEL SFO noise contour to submit an avigation easement to the airport, when required by the Airport Land Use Commission. Specific avigation easement requirements shall be consistent with the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. This requirement shall be implemented prior to final project approval or, if the project requires construction, prior to building permit issuance.</u> Work with SamTrans and MUNI in the placement of bus stops in order to reduce noise associated with bus activity to noise sensitive receptors.</p> <p>Policy NE-12 Coordinate with the Metropolitan Transportation Commission (MTC) transportation planning efforts of adjacent jurisdictions in order to reduce regional and local noise sources and impacts.</p> <p>Policy NE-13 Participate in the environmental review process for the location of commuter facilities in order to ensure appropriate siting and /or mitigation of noise impacts as appropriate.</p>
3.10	3.10-23	<p>The following Impact Analysis for Impact 3.10-5 regarding exposure of persons to airport noise levels has been revised as follows without changing the less than significant impact level:</p> <p>As previously discussed, the CLUP is currently being updated with a new draft of the latest SFO ALUCP section, which includes a future noise contour map that represents forecast conditions in 2020. At the time of this EIR preparation, a July 2012 public review draft of</p>

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
		<p>SFO ALUCP update was available for review.</p> <p>SFO will be evaluating land use projects using the 2020 noise contours in the <u>July October 2012 Draft SFO ALUCP (adopted November 8, 2012)</u>, which were developed as part of the NEPA environmental review process for the Runway Safety Area improvement program. These contours were developed for and approved by the FAA in the Final Environmental Assessment for the Runway Safety Area Program through issuance of their Finding of No Significant Impact/Record of Decision, dated December 2011.⁹</p> <p>Although a larger portion of the city is projected to be within the 65-70 dB CNEL in 2020, compared to existing conditions, no part of the city is projected to be within the 70+ dB CNEL range. All land uses, with the exception of outdoor music shells and amphitheaters are either allowed or conditionally allowed within the 65-70 dB CNEL in the <u>July October 2012 Draft SFO ALUCP</u>.</p> <p>Land uses in the proposed General Plan will not conflict with the policies established in the SFO ALUCP nor exposure to excessive airport noise, resulting in less than significant impacts.</p>
3.10	3.10-23	<p>Footnote 9 has been revised to the following:</p> <p>⁹ Email correspondence with John Bergener, Bureau of Planning & Environmental Affairs at San Francisco International Airport, July 17, 2012. <u>City/County Association of Governments of San Mateo County, Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport, October 2012, Adopted November 8, 2012.</u></p>
3.11	3.11-13	<p>The following reference to the Coastal Element has been deleted:</p> <p><i>Task RME-12.1:</i> Program for and undertake improvements to develop Mussel Rock Park as a passive recreational area for community use (see also Task CST-1.4). All improvements within the park shall be in substantial conformance with a Public Access Management Plan prepared for the site which shall include the following:</p> <ol style="list-style-type: none"> 1. Public access paths provided in such a way as to ensure connectivity, maximize utility, and provide access along the entirety of the park site. 2. Public access amenities (such as benches, table and chairs, bicycle racks, trash and recycling receptacles, etc.), including benches in the public view overlook at appropriate locations. 3. Public access signs to facilitate, manage, and provide public access to the park, including the provision of directional signs. 4. At a minimum, two interpretive panels relevant to the site shall be provided at locations that maximize their utility.

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
---------------------	------	------------

3.12 3.12-6 The existing level of service and average delay times for the following intersections in Table
to 3.12-3 have been revised:
3.12-9 **Table 3.12-3: Intersection Level Of Service – Existing (Am And Pm Peak Hours)**

Intersection	Existing Traffic Control	Jurisdiction	Existing			
			AM Peak		PM Peak	
			LOS ¹	Average Delay	LOS ¹	Average Delay
6 John Daly Blvd/BART Exit	Signalized	Daly City	A	3.78	A	4.01
27 Sullivan Ave/Washington St	Signalized	Daly City	B	16.12	B	17.5
28 Sullivan Ave/Pierce St	Signalized	Caltrans	B	13.67	B	15.76
29 Sullivan Ave/San Pedro Rd/Eastmoor Ave	Signalized	Daly City	C	31.030 3	C	25.624 0
47 Hickey Blvd/I-280 SB On/Off-Ramp	Signalized	Caltrans	A	6.87 1	B	11.81 0.4
50 Geneva Ave/Carter St	Signalized	City of San Francisco	B C	13.120 3	B	12.31 9.0

Source: Kittelson & Associates, Inc., August 2012 and January 2013

3.12 3.12-22 A column showing the quantity for each land use category has been added to Table 3.12-6:
Table 3.12-6: Project Trip Generation

Land Use Category	Quantity	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Single Family Dwelling Units	<u>200 DU</u>	1,914	37	113	150	127	75	202
Apartment	<u>68 DU</u>	452	7	28	35	27	15	42
High Rise Residential Condo	<u>92 DU</u>	535	7	33	40	32	16	48
Specialty Retail	<u>22.50 KSF</u>	997	10	6	16	27	34	61
Total		3,898	61	180	241	213	140	353

Source: Kittelson & Associates, Inc., August and December 2012

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
3.12	3.12-26	The 2035 Cumulative No Project and 2035 Cumulative With Project AM and PM average delay times at Intersection #8 (John Daly Boulevard/Mission Street/Hillside Boulevard2) have been revised. The following edits do not change the impacts to any significant criteria analyzed in Chapter 3.12:

Table 3.12-7: Summary Of Intersections That Will Result In Los E Or F In 2035 Cumulative No Project

Intersection	Peak Hour	Existing		2035 Cumulative No Project		2035 Cumulative With Project		2035 Cumulative With Project and Improvements	
		LOS ¹	Average Delay	LOS ¹	Average Delay	LOS ¹	Average Delay	LOS ¹	Average Delay
8 John Daly Blvd/Mission St/Hillside Blvd2	AM	C	33.1	F	84.7 <u>89.3</u>	F	101.4 <u>118.1</u>	n/a	n/a
	PM	D	37.6	F	134.6 <u>145.2</u>	F	148.6 <u>145.8</u>	n/a	n/a

Source: Kittelson & Associates, Inc., August 2012 and January 2013

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
3.12	3.12-33 to 3.12-42	The 2035 Cumulative No Project and 2035 Cumulative With Project AM and PM average delay times and level of service have been revised in Table 3.12-8 and Table 3.12-9. The following edits do not change the impacts to significant criteria analyzed in Chapter 3.12:

Table 3.12-8: Intersection Levels Of Service– Future (Am Peak Hour)

Intersection	LOS Standard	AM Peak Hour							
		Existing		2035 Cumulative No Project		2035 Cumulative With Project		2035 Cumulative With Project and Improvements	
		LOS ¹	Average Delay	LOS ¹	Average Delay	LOS ¹	Average Delay	LOS ¹	Average Delay
6 John Daly Blvd/BART Exit	D	A	<u>3.78</u>	A	3.45	A	3.45	-	-
7 John Daly Blvd/DeLong St	D	C	30.2	C	30.9 <u>24.3</u>	C	30.8 <u>24.4</u>	-	-
8 John Daly Blvd/Mission St/Hillside Blvd ²	D	C	33.1	F	84.7 <u>89.3</u>	F	101.4 <u>118.1</u>	n/a	n/a
27 Sullivan Ave/Washington St	D	B	<u>16.42</u>	B	17.9	B	17.9	-	-
28 Sullivan Ave/Pierce St	D	B	<u>13.67</u>	B	<u>154.0</u>	B	<u>154.0</u>	-	-
29 Sullivan Ave/San Pedro Rd/Eastmore Ave	D	C	<u>304.0</u>	C	34.3 <u>32.3</u>	C	34.4 <u>32.3</u>	-	-
47 Hickey Blvd/I-280 SB On/Off-Ramp	D	A	6.8 <u>7.1</u>	A	7.9	A	7.9	-	-
50 Geneva Ave/Carter St	D	<u>CB</u>	<u>20.3</u> 13.4	B	<u>13.0</u> 8.3	B	<u>14.9</u> 9.6	-	-

Source: Kittelson & Associates, Inc., August 2012 and January 2013

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
---------------------	------	------------

Table 3.12-9: Intersection Levels Of Service – Future (Pm Peak Hour)

Intersection	LOS Standard	PM Peak Hour							
		Existing		2035 Cumulative No Project		2035 Cumulative With Project		2035 Cumulative With Project and Improvements	
		LOS'	Average Delay	LOS'	Average Delay	LOS'	Average Delay	LOS'	Average Delay
6 John Daly Blvd/BART Exit	D	A	<u>4.10</u>	A	<u>3.67</u>	A	3.7	-	-
7 John Daly Blvd/DeLong St	D	C	29.8	<u>CD</u>	<u>22.1</u> 35.1	<u>CD</u>	<u>22.1</u> 35.1	-	-
8 John Daly Blvd/Mission St/Hillside Blvd ²	D	D	37.6	F	<u>145.2</u> 134.6	F	<u>145.8</u> 148.6	n/a	n/a
27 Sullivan Ave/Washington St	D	B	17.5	C	20.4	C	<u>20.54</u>	-	-
28 Sullivan Ave/Pierce St	D	B	<u>15.67</u>	B	<u>17.01</u>	B	<u>17.01</u>	-	-
29 Sullivan Ave/San Pedro Rd/Eastmore Ave	D	C	<u>24.0</u> 25.6	C	<u>26.0</u> 30.9	C	<u>26.2</u> 31.3	-	-
47 Hickey Blvd/I-280 SB On/Off-Ramp	D	B	<u>10.4</u> 11.8	B	<u>12.8</u> 18.7	B	<u>17.8</u> 18.6	-	-
50 Geneva Ave/Carter St	D	B	<u>19.0</u> 12.3	B	<u>16.0</u> 10.4	B	<u>16.4</u> 10.6	-	-

Source: Kittelson & Associates, Inc., August 2012 and January 2013

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
3.13	3.13-6, 3.13-7	<p>Information regarding wastewater service by Bayshore Sanitary District has been added to the “Physical Settings” section. Impact to wastewater facilities remains less than significant with the following edits:</p> <p>Wastewater</p> <p>Wastewater collection and treatment for <u>the majority of</u> Daly City is managed by the North San Mateo County Sanitation District (NSMCSD), which is a subsidiary of the City of Daly City. <u>The Bayshore (Planning Area #13) is served by the Bayshore Sanitary District (BSD).</u> Wastewater produced within the <u>NSMCSD District</u> is treated at the NSMCSD Treatment Plant (<u>NSMCSD WWTP</u>), which is located at the corner of John Daly Boulevard and Lake Merced Boulevard. Also, Wastewater produced within a portion of the NSMCSD District in Daly City (Crocker and Southern Hills) <u>and the Bayshore Area in the BSD flows and is treated by the City and County of San Francisco via contract at the Southeast Treatment Plant (Southeast WWTP) located at 750 Phelps Street in San Francisco and owned and operated by the City and County of San Francisco.</u></p> <p>The treatment system at <u>NSMCSD WWTP</u> consists of screening, compaction, primary clarification, pure oxygen activated sludge aeration, secondary clarification, chlorination by sodium hypochlorite, and dechlorination by sodium bisulfate. Flow into the <u>NSMCSD WWTP Plant</u> is measured with a Parshall flume, and then flows through two microscreens, where it is dispersed evenly to six primary basins. Two additional primary basins are only brought into service when needed during wet weather flows. The primary effluent is then split, with 70 percent pumped to two pure oxygen activated sludge reactors that each has three turbine mixers. The other 30 percent is stored in equalization basins until late evening when it is pumped back into the secondary system for treatment. Flows from the activated sludge basins are then dispersed between three secondary clarifiers for settling. The effluent then flows over weirs into a chlorine contact mixing chamber.⁴</p> <p>The <u>NSMCSD WWTP</u> has an average dry weather flow design capacity of 10.3 mgd; however, the NSMCSD discharges and operates the <u>NSMCSD WWTP</u> at or below the permitted average dry weather flow rate of eight mgd (averaged over 3 consecutive dry months) and does not anticipate a need to increase the permitted flow rate in the next five years.⁵ Dry weather flow to the <u>NSMCSD WWTP</u> averaged 6.3 mgd in 2009.⁶</p> <p>In 2004, the City completed a \$7.5 million tertiary treatment project at the <u>NSMCSD WWTP</u>. The upgrades provided the City with an unrestricted tertiary recycled water capacity of approximately 3,100 AF. Based on the June 2005 golf course use, annual golf course recycled water use is approximately 517 AF, City use is approximately 42 AF, and in-plant use is 550 AF. The recycled water program currently pumps recycled water for irrigation of three golf courses (Olympic, San Francisco and Lake Merced), two city parks (Westlake and Marchbank) and median strips along John Daly Boulevard, Junipero Serra Boulevard and Westlake off ramp. The Harding Park Golf Complex in San Francisco is scheduled to receive tertiary water delivery by winter 2012.</p> <p>Currently wastewater treatment at the <u>NSMCSD WWTP</u> includes full biological secondary treatment for all flow and disinfects all effluent. The <u>NSMCSD WWTP’s</u> permit allow for</p>

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
		<p>tertiary treatment of up to 2.77 mgd, including coagulation, filtration, chlorination and stringent disinfection, to produce recycled water that meets the standards of California’s Title 22, for full public contact unrestricted reuse.⁷ The City treats captured solids and ultimately disposes of the biosolids through alternative daily cover, land spreading on crops or in the future by composting.</p> <p><u>The BSD currently serves a total of 1,480 parcels, of which 1,326 are residential parcels (1,582 dwelling units) and 118 non-residential parcels in Daly City, and 36 non-residential parcels in Brisbane.² Per BSD, the average wastewater generation rate is 200 gallons per day per household. BSD has an average household density of three persons per household, which yields a per capita generation rate of 66.67 gallons per day³. In the 2012-2012 year, BSD service area generated 162,213.3 hundred cubic feet (ccf) or 121.3 million gallons of residential and non-residential wastewater.</u></p> <p><u>The wastewater flow from BSD service areas are treated at the Southeast WWTP, which has an average dry weather design capacity of 84.5 mgd and 250 mgd wet weather design flow capacity (150 mgd receiving primary and secondary treatment and an additional 100 mgd receiving only primary treatment).⁴ The Southeast WWTP serves a total of 556,000 service population in the eastern half of the City of San Francisco, the Bayshore Sanitary District (non-residential portion of Brisbane and the Bayshore area of Daly City), the City of Brisbane’s residential sector, and a portion of the Daly City area in the NSMCSD. The Southeast WWTP receives 90 percent of its wastewater from San Francisco and 1.65 mgd from other agencies (an average of 0.79 mgd from NSMCMD, 0.49 mgd from BSD, and 0.37 mgd from the City of Brisbane).⁵ Currently dry-weather average flow is 63 mgd.⁶</u></p> <p><u>Per the City of San Francisco’s Draft Sewer Master Plan, the Channel Force Main that connects discharge of Channel Pump Station to the Southeast WWTP, has failed three times and needs renovation. All other major stations including the Southeast Lift Station at the Southeast WWTP are equipped with auxiliary pumps to guarantee full pumping capacity. The Southeast Lift Station has dry-weather average flow of 20.6 mgd and a peak wet-weather flow of 70 mgd. It also has a peak pumping capacity of 70 mgd with 2 pumps in dry weather and 140 mgd capacity with 4 pumps in wet weather.⁷ The Southeast WWTP provides secondary wastewater treatment during dry weather conditions for the entire service area and a combination of secondary and primary treatment for mixed stormwater and</u></p>

² Email conversation, Tom Yeager, District Engineer, Bayshore Sanitary District, December 14, 2012.

³ Ibid.

⁴ California Regional Water Quality Control Board, Order No. R2-2008-0007/NPDES No. CA0037664, January 31, 2008.

⁵ Draft San Francisco Sewer Master Plan, page 3-3, June 15, 2010

⁶ Ibid, Page 3-14, 2003 to 2007 average.

⁷ Ibid, Page 3-10.

Table 4-1: Revisions to the Draft EIR

<i>Chapter/ Section</i>	<i>Page</i>	<i>Correction</i>
		<p><u>sewage and industrial wastes in wet weather.</u></p> <p><u>The treatment system at the Southeast WWTP consists of pretreatment, primary, secondary, disinfection, and sludge stabilization and dewatering. The Southeast WWTP accepts flows from the Southeast Lift Station, Channel Pump Station and the Bruce Flynn Pump Station. Additionally, if the Southeast WWTP exceeds its capacity, the wastewater can be re-routed to the North Point Facility in San Francisco. Combined, the Southeast WWTP and the North Point WWTP have a combined capacity of 400 mgd. If these capacities are exceeded, then, surplus flows can be discharged at permitted sites.</u>⁸</p>
3.13	3.13-14	<p>The following underlined text has been added to the “Methodology” section of wastewater impact analysis:</p> <p>Wastewater Treatment</p> <p>The analysis of wastewater treatment demand will assess the impact of the proposed General Plan on the sanitary sewer systems and identify whether adequate capacity exists to serve buildout under the proposed General Plan. Wastewater generation, services, and facilities are based on assumptions and data from the City of Daly City, <u>Bayshore Sanitary District, City and County of San Francisco, Department of Finance, and ABAG projections.</u></p>
3.13	3.13-18, 3.13-19	<p>Impact to wastewater facilities remains less than significant with the following edits to the “Impacts and Mitigation” section of wastewater impact analysis:</p> <p>Impact 3.13-2</p> <p>Future development under the proposed General Plan will not cause wastewater treatment capacity of the WWTP to be exceeded and will not require the construction of new wastewater treatment facilities or expansion of facilities. (Less than Significant)</p> <p>The <u>NSMCSD</u> WWTP has an average dry weather flow design capacity of 10.3 mgd; however, the NSMCSD discharges and operates the <u>NSMCSD</u> WWTP at or below the permitted average dry weather flow rate of eight mgd (averaged over three consecutive dry months) and does not anticipate a need to increase the permitted flow rate in the next five years.⁹ Dry weather flow to the <u>NSMCSD</u> WWTP averaged 6.3 mgd in 2009.¹⁰ That results in a wastewater generation per capita rate of 62.6 gallons per day.</p>

⁸ Ibid, Page 3-31

⁹ City of Daly City 2010 Urban Water Management Plan, June 29, 2011

¹⁰ City of Daly City, 2010 Urban Water Management Plan, June 29, 2011, available at [http://www.dalycity.org/Assets/Departments/Water+and+Wastewater/2010+Urban+Water+Management+Plan/Daly+City\\$127s+2010+Urban+Water+Management+Plan.pdf](http://www.dalycity.org/Assets/Departments/Water+and+Wastewater/2010+Urban+Water+Management+Plan/Daly+City$127s+2010+Urban+Water+Management+Plan.pdf), accessed August 2012.

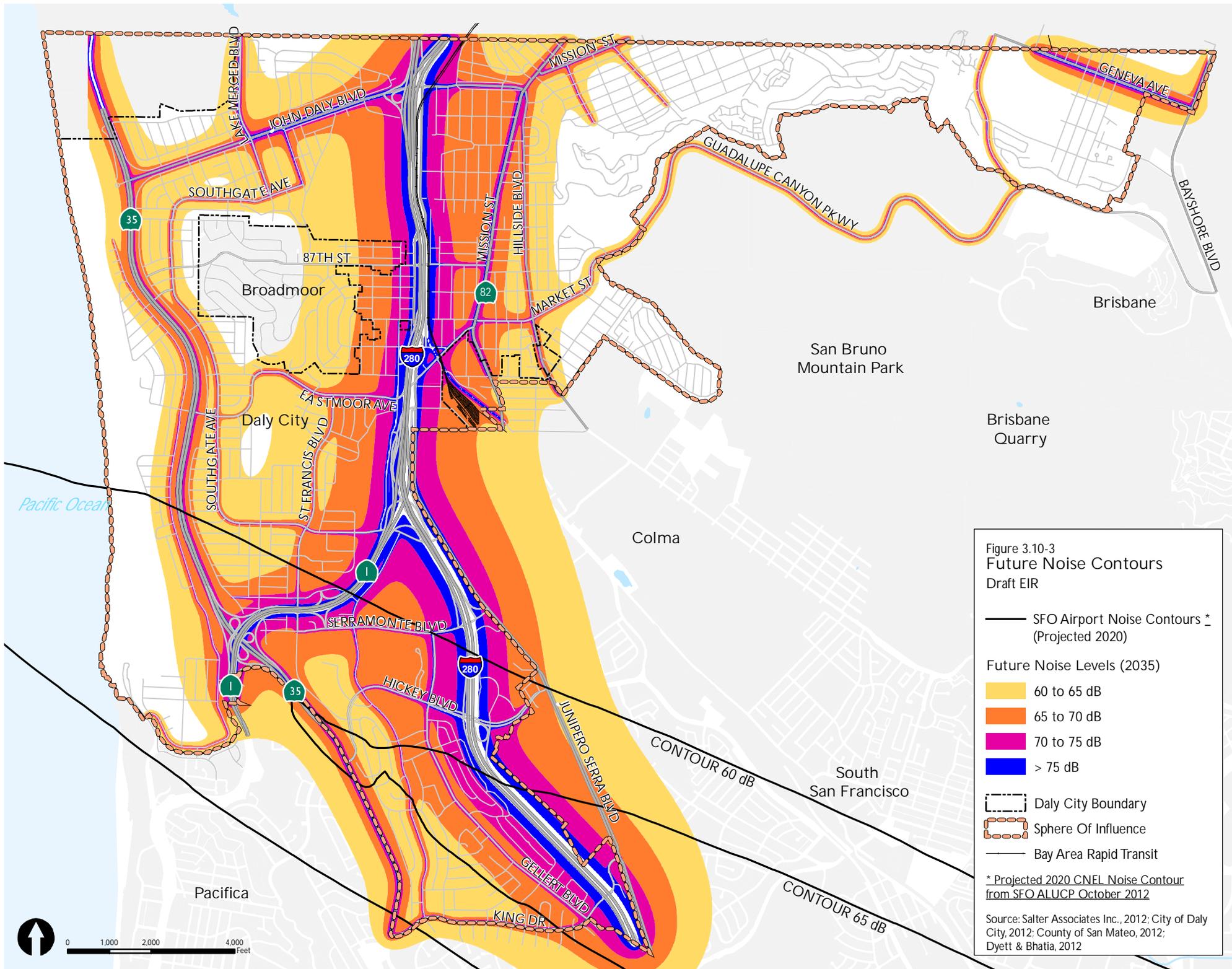
Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
Table 3.13-12: Wastewater Generated With Project		
		2009
		2030
Wastewater Generated (Gallons per Day)		6,300,000
Population		100,692
Per Capita		62.6
<p><i>Source: State of California, Department of Finance, E-4 Population Estimates for Cities, Counties and the State, 2001-2010, with 2000 & 2010 Census Counts. Sacramento, California, August 2011; City of Daly City 2010 Urban Water Management Plan, June 29, 2011; Dyett & Bhatia, 2012.</i></p>		
<p>Assuming that the per capita wastewater generation rate stays constant, the wastewater generated at buildout with the proposed General Plan would be 6.66 mgd for the <u>NSMCSD WWTP</u>. This is below the permitted flow rate of 8 mgd, leaving 1.34 mgd of unused capacity at buildout.</p> <p><u>The Draft General Plan estimates a growth of 4,268 residents and 1,686 employees in the Bayshore development area, totaling an additional 5,954 service population for the Bayshore Sanitation District (BSD) by buildout year. Per the Draft San Francisco Sewer Master Plan (2010), the Southeast WWTP receives 0.49 mgd (or 0.78 percent of average total wastewater received) from the BSD. Per the BSD’s per capita wastewater generation rate of 66.67 gallons per day¹¹, there will be an additional 0.40 mgd generated in the Bayshore area by buildout year. Considering Southeast WWTP’s dry-weather average flow of 63 mgd and its average dry weather design capacity of 84.5 mgd (from 2003 to 2007), the additional 0.40 mgd or 0.4 percent of total capacity would be accommodated.</u></p> <p>Based on the above analysis, it is expected that the proposed General Plan will have less than significant impacts on wastewater facilities.</p>		
3.13	3.13-20	<p>Impact to wastewater facilities remains less than significant with the deletion of the following policy in the subsection titled “Proposed General Plan Policies and Tasks that Reduce the Potential Impact”:</p> <p>Policy CST-7 Through the development of a Stormwater Management Program, ensure that all new development complies with applicable Municipal Regional Stormwater NPDES Permit requirements by incorporating controls that reduce water quality impacts over the life of the project in way that is both technically and economically feasible, and reduces pollutants in stormwater discharges to the maximum extent practicable.</p>

¹¹ Email conversation with Tom Yeager, District Engineer, Bayshore Sanitary District, December 14, 2012. BSD estimates 200 gallons of wastewater generated per day per household of 3 persons, which equals approximately 66.67 gallons per day per person rate.

Table 4-1: Revisions to the Draft EIR

<i>Chapter/ Section</i>	<i>Page</i>	<i>Correction</i>
Ap- pendix C		<p>Figures 1A to 27 showing intersection locations and lane geometries and intersection turning volumes have been added to Appendix C (See end of this chapter). A revised Traffic data output is available at the City of Daly City Planning Division, 333 90th Street, in Daly City and the City’s website at: http://www.dalycity.org/City_Hall/Departments/ECD/General_Plan_Update.htm.</p> <p>The following text have been added to Appendix C:</p> <p><u>The Cumulative No Project and Cumulative With Project traffic volumes are illustrated in Appendix C. The difference in traffic volume between the No Project and With Project scenarios are also shown in Appendix C. It should be noted that the Project is a combination of different additions in land use across different parts of the City. In order to forecast the traffic with the Project in place, the new land uses were used as an input to the travel demand model. During the forecasting process, there might have been a re-matching of trips origins and destinations. For example, there is new retail proposed as part of the Project in TAZ 101. Under the No Project scenario, the residents by the new retail might have to travel to another location given that the new retail would not be available. With the Project, these residents would go to the new retail in TAZ 101 since it is closer to their home. By this shift of traffic, there would be changes in traffic volumes at various intersections along their path. With the different developments being developed as part of the Project, it is hard to isolate solely the additional trips that would be generated by the Project without accounting for the shift of traffic caused by the Project. Therefore, the difference in volumes is shown in Appendix C to show where the addition of traffic and the reduction of traffic associated to the Project at the different intersections are located.</u></p>



This page intentionally left blank.

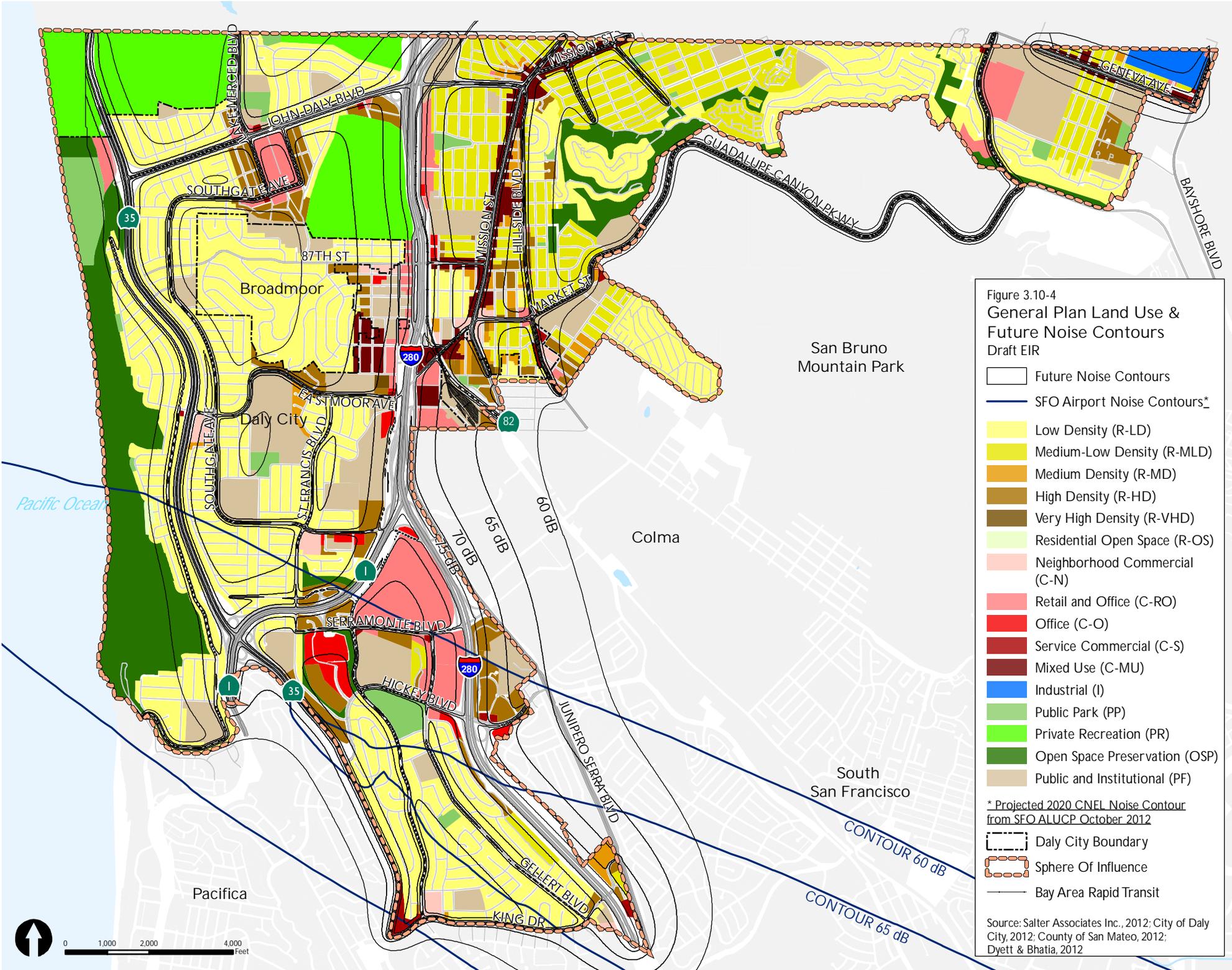


Figure 3.10-4
 General Plan Land Use &
 Future Noise Contours
 Draft EIR

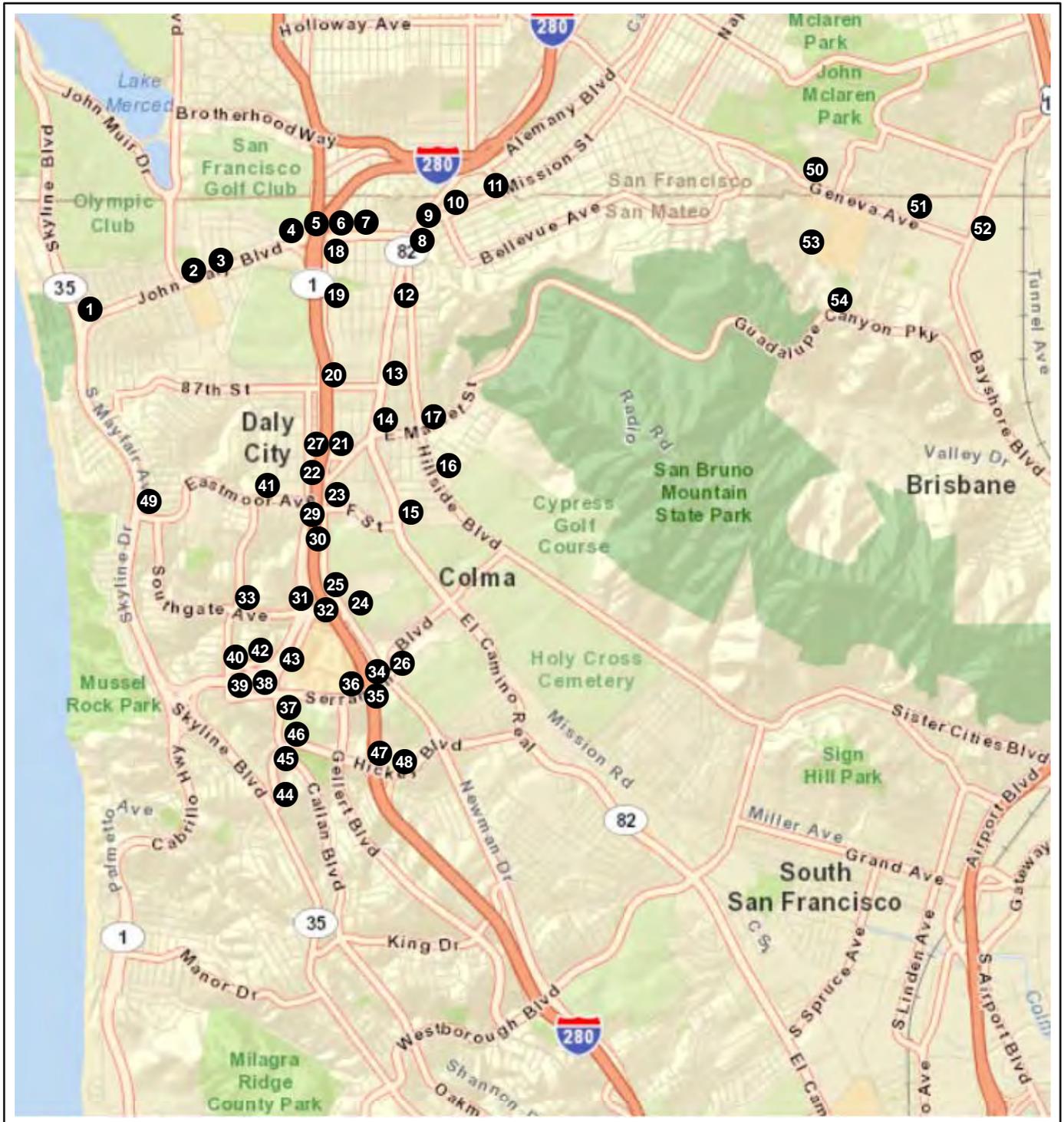
- Future Noise Contours
- SFO Airport Noise Contours*
- Low Density (R-LD)
- Medium-Low Density (R-MLD)
- Medium Density (R-MD)
- High Density (R-HD)
- Very High Density (R-VHD)
- Residential Open Space (R-OS)
- Neighborhood Commercial (C-N)
- Retail and Office (C-RO)
- Office (C-O)
- Service Commercial (C-S)
- Mixed Use (C-MU)
- Industrial (I)
- Public Park (PP)
- Private Recreation (PR)
- Open Space Preservation (OSP)
- Public and Institutional (PF)

* Projected 2020 CNEL Noise Contour from SFO ALUCP October 2012

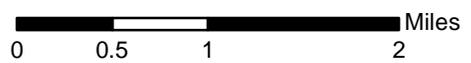
- Daly City Boundary
- Sphere Of Influence
- Bay Area Rapid Transit

Source: Salter Associates Inc., 2012; City of Daly City, 2012; County of San Mateo, 2012; Dyett & Bhatia, 2012

This page intentionally left blank.



1 in = 1 mile



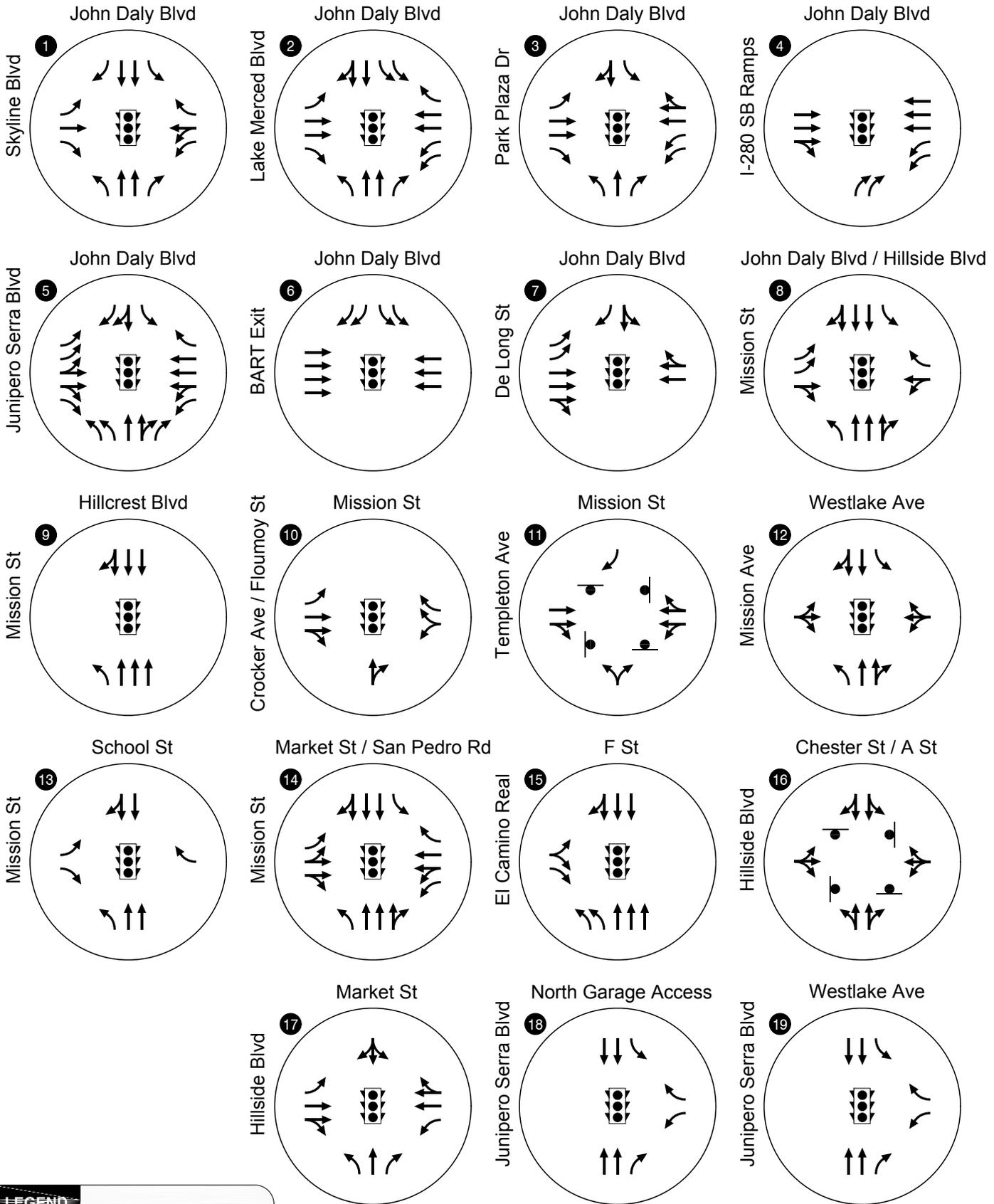
LEGEND

- # Study Intersections

H:\proj\file\15454\GIS

STUDY INTERSECTIONS
CITY OF DALY CITY, CALIFORNIA

FIGURE
1A

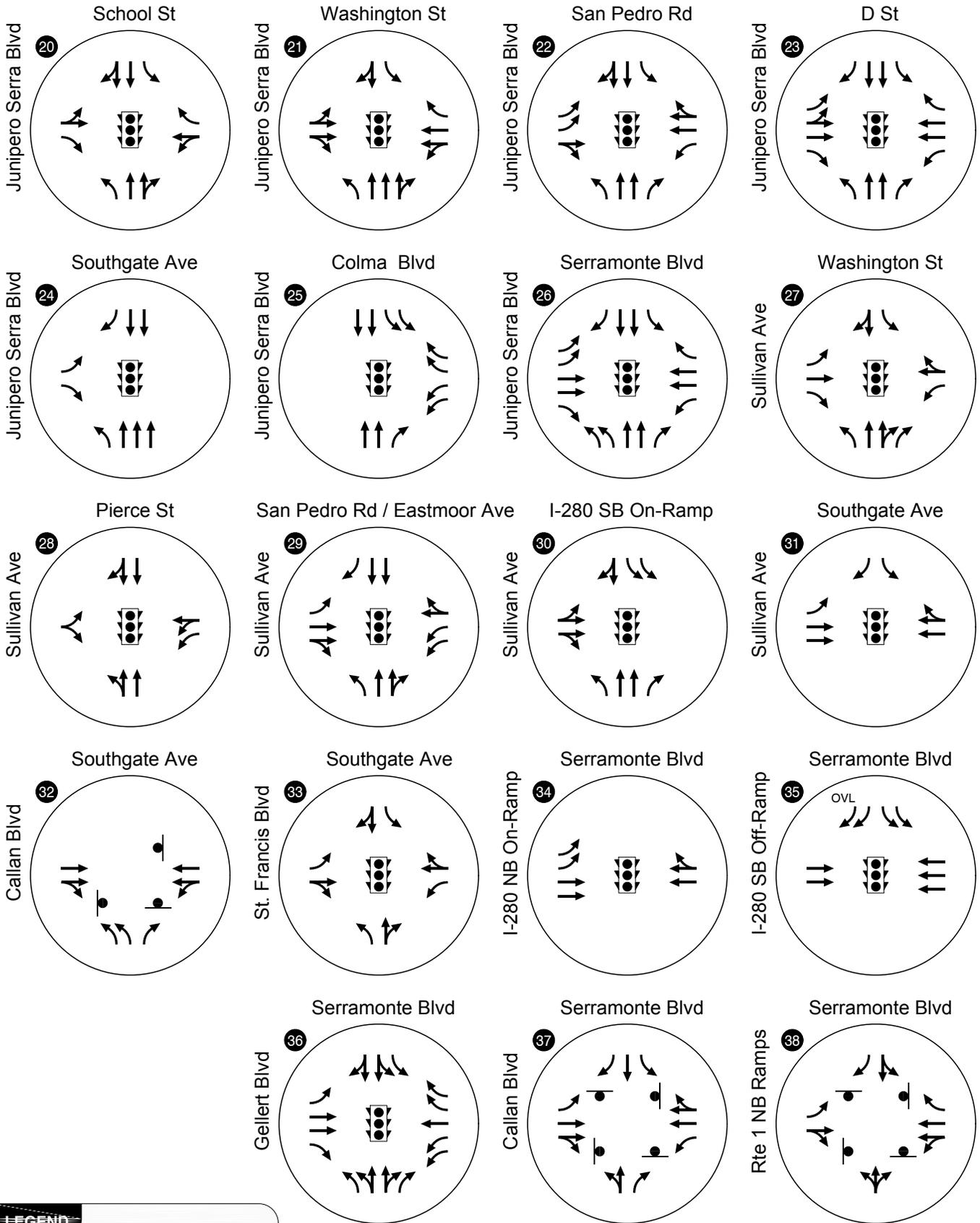


LEGEND

-  - STOP SIGN
-  - TRAFFIC SIGNAL

Existing Condition Lane Geometries
(Page 1 of 3)

H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:29pm - rholtmann Layout Tab: Ext GEO 1

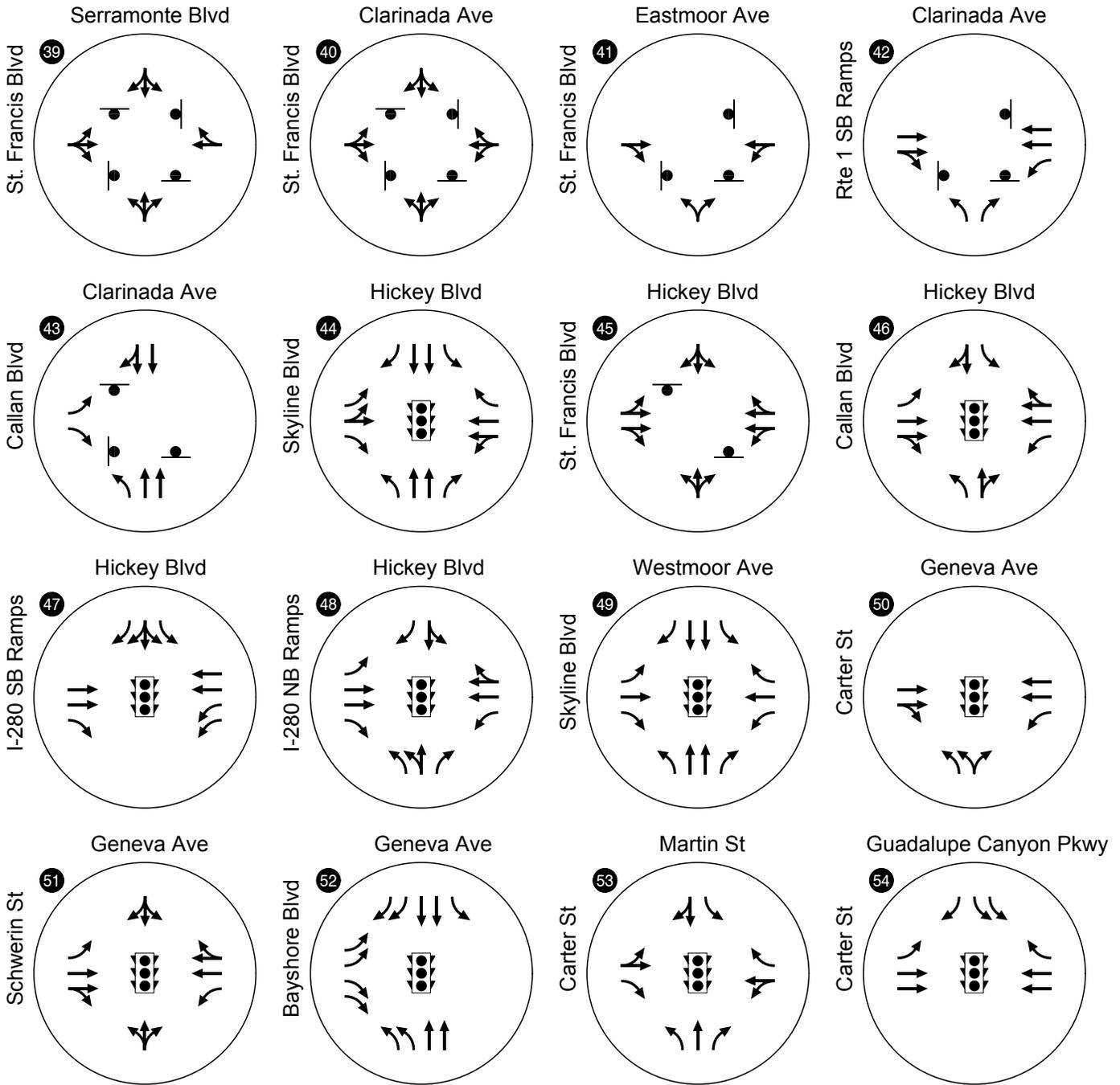


LEGEND

-  - STOP SIGN
-  - TRAFFIC SIGNAL

Existing Condition Lane Geometries (Page 2 of 3)

H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:28pm - rhollmann Layout Tab: Ext GEO 1

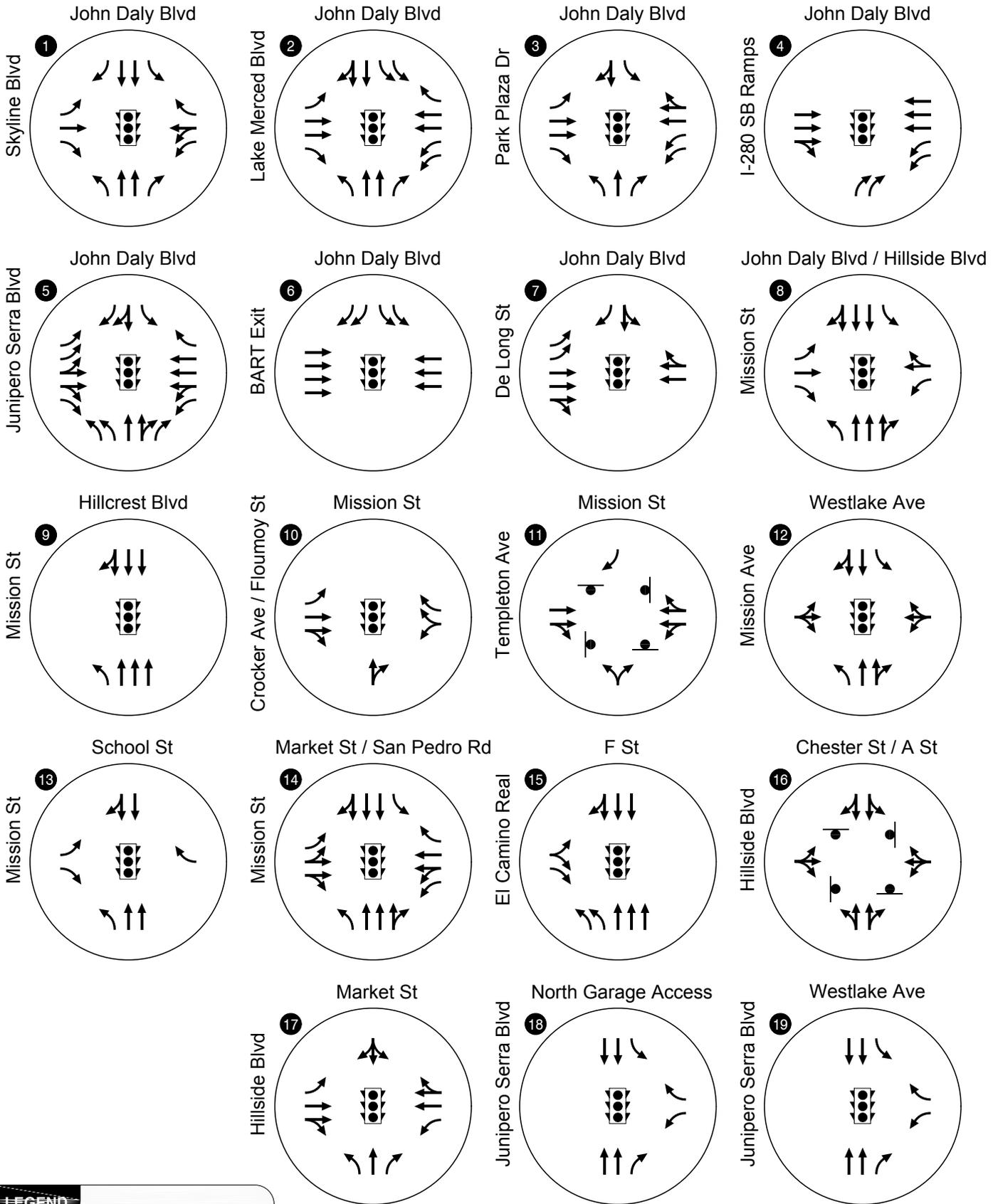


LEGEND

-  - STOP SIGN
-  - TRAFFIC SIGNAL

Existing Condition Lane Geometries
(Page 3 of 3)

H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:28pm - rhollmann Layout Tab: Ext GEO 1

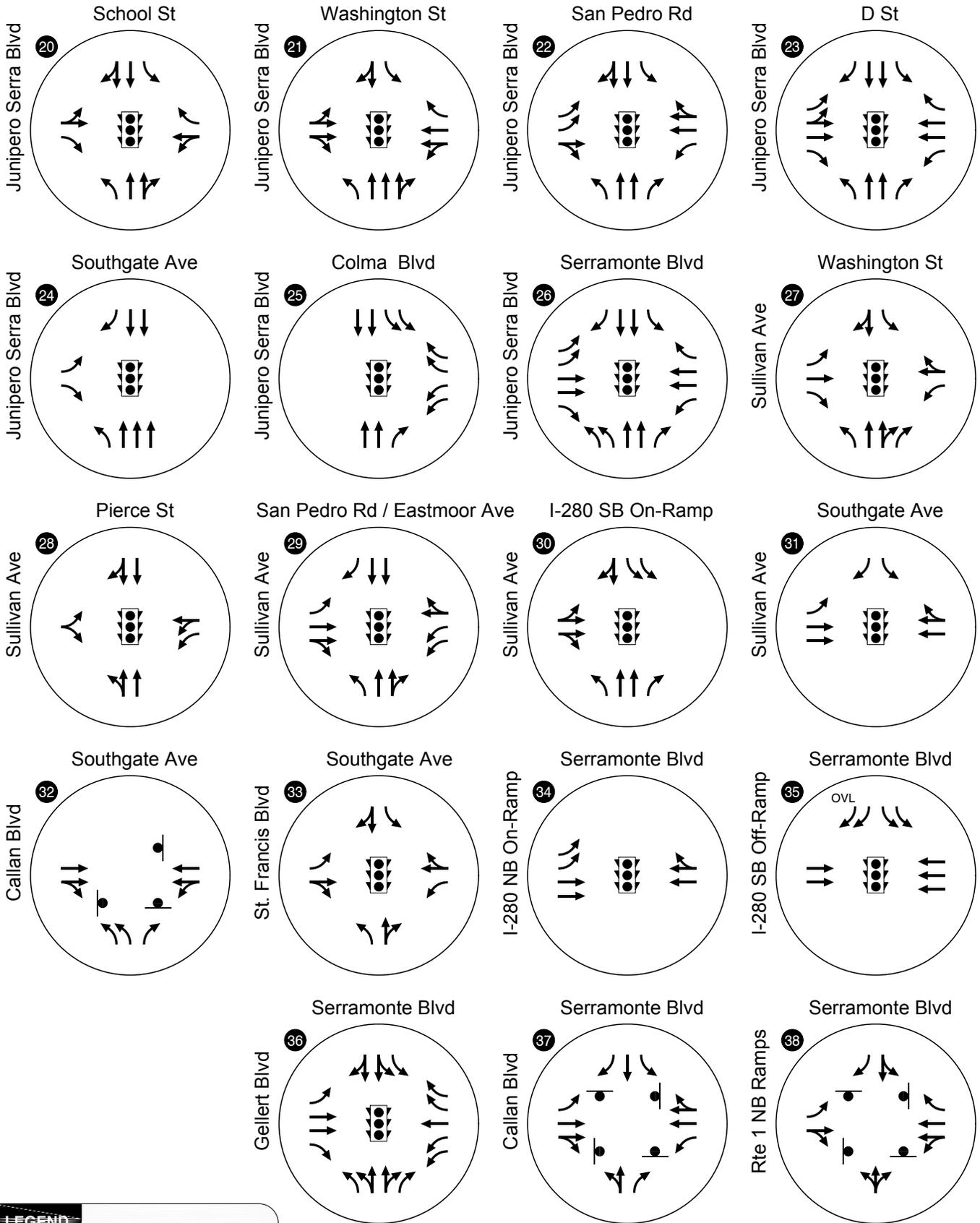


LEGEND

-  - STOP SIGN
-  - TRAFFIC SIGNAL

Cumulative No Project/Plus Project Condition Lane Geometries (Page 1 of 3)

H:\proj\file11545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:28pm - rholtmann Layout Tab: Ext GEO 1

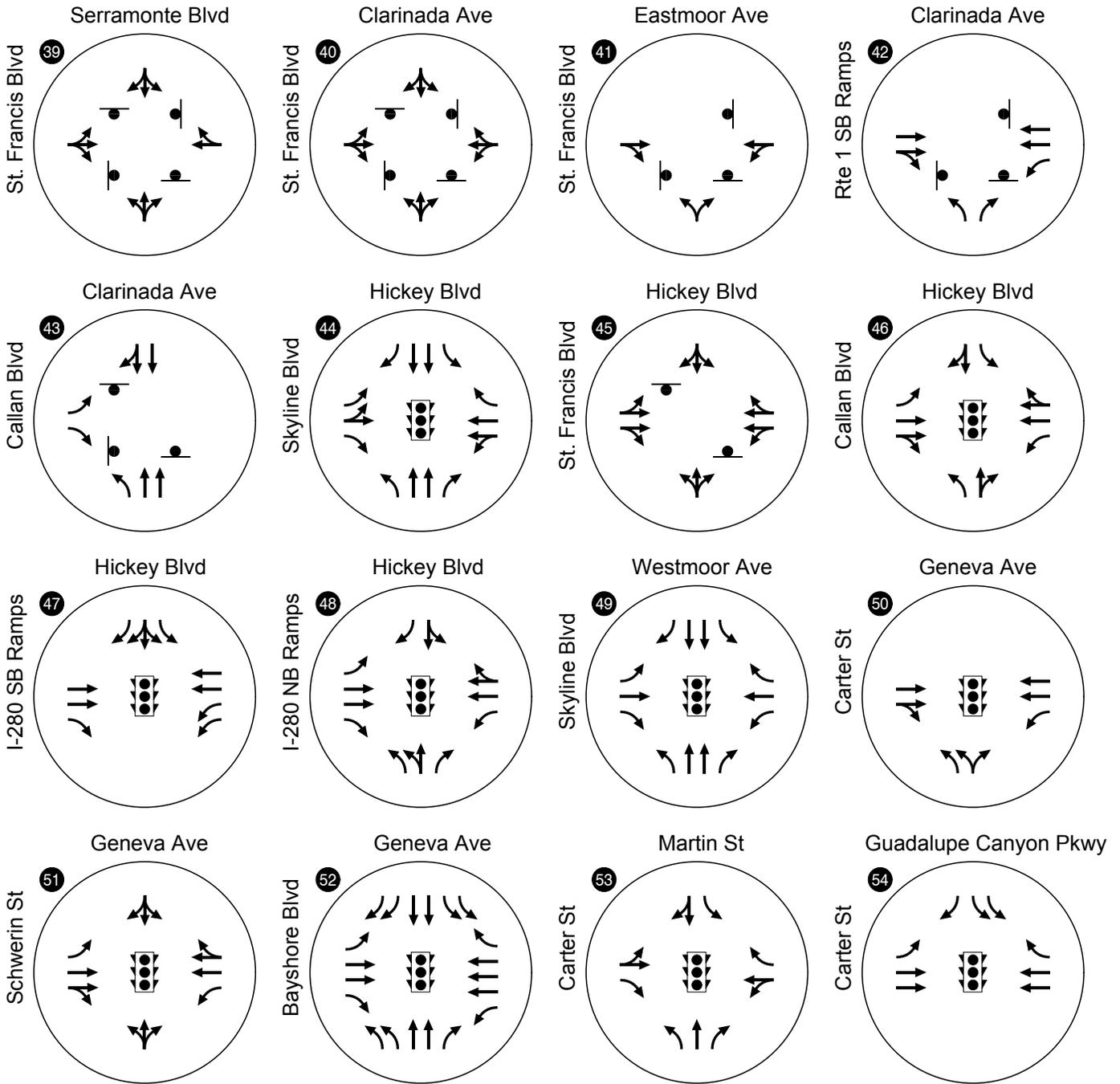


H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:28pm - rhollmann Layout Tab: Ext GEO 1

LEGEND

-  - STOP SIGN
-  - TRAFFIC SIGNAL

Cumulative No Project/Plus Project Condition Lane Geometries (Page 2 of 3)

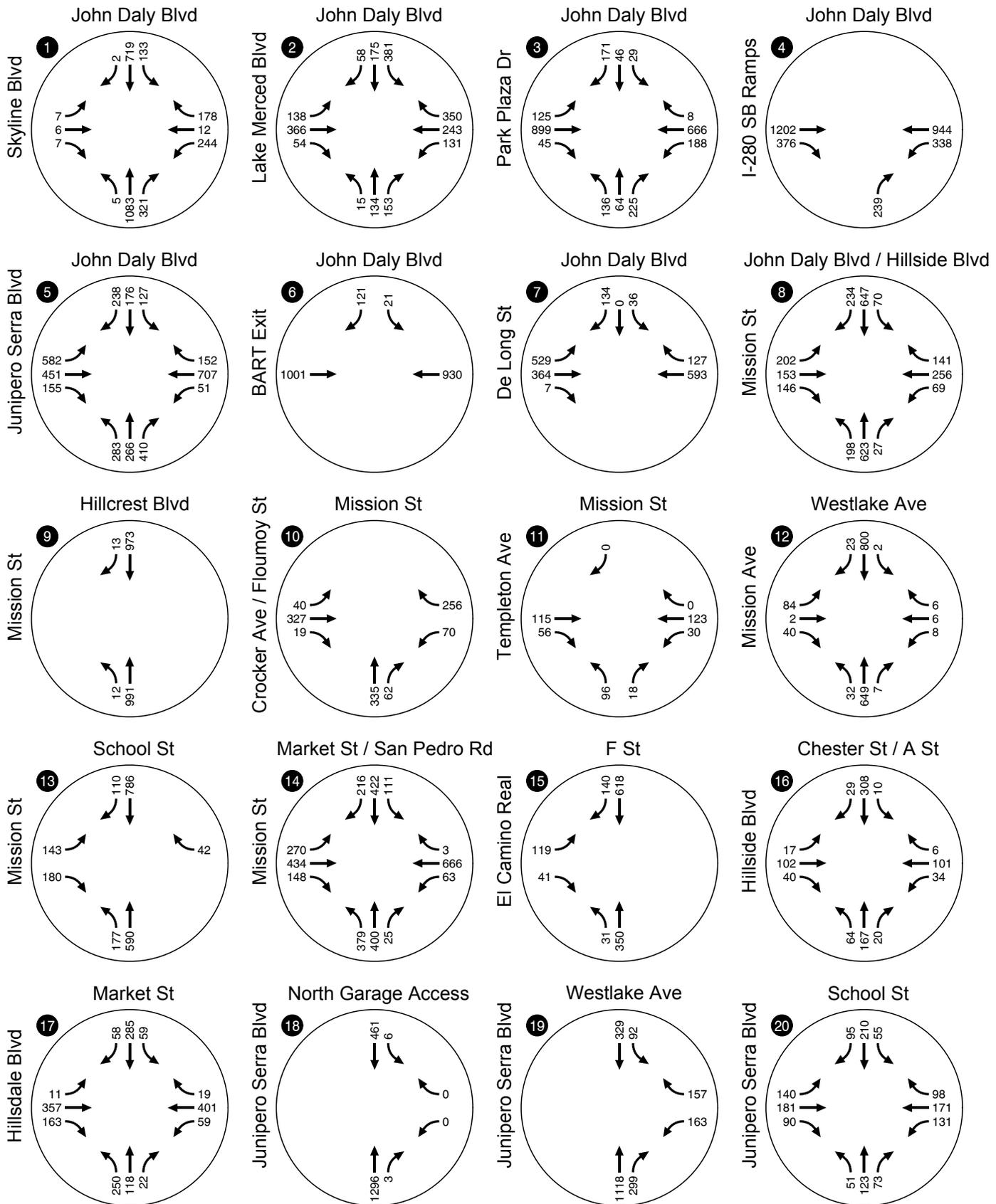


LEGEND

- STOP SIGN
- TRAFFIC SIGNAL

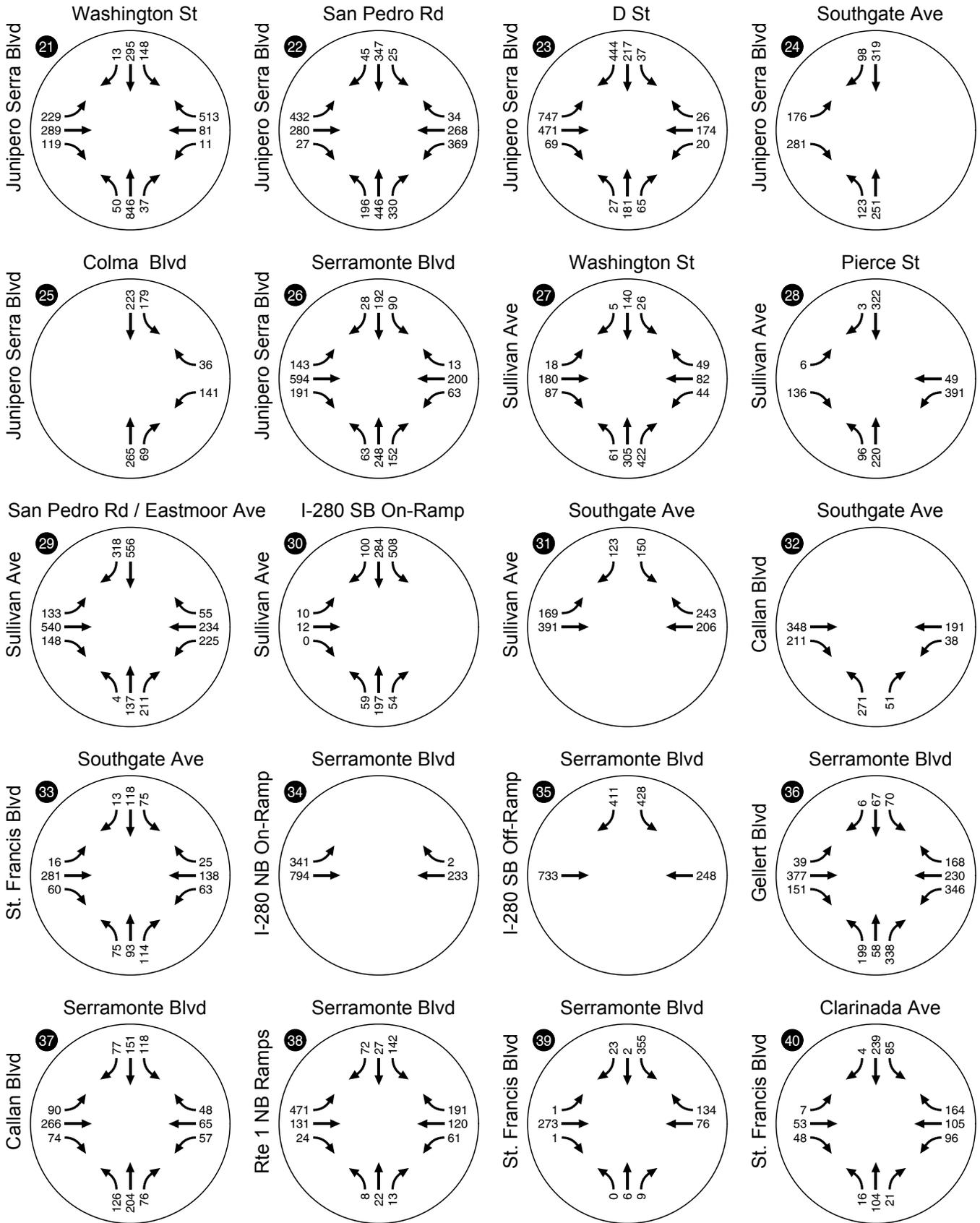
Cumulative No Project/Plus Project Condition Lane Geometries (Page 3 of 3)

H:\projfile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:28pm - rhollmann Layout Tab: Ext GEO 1



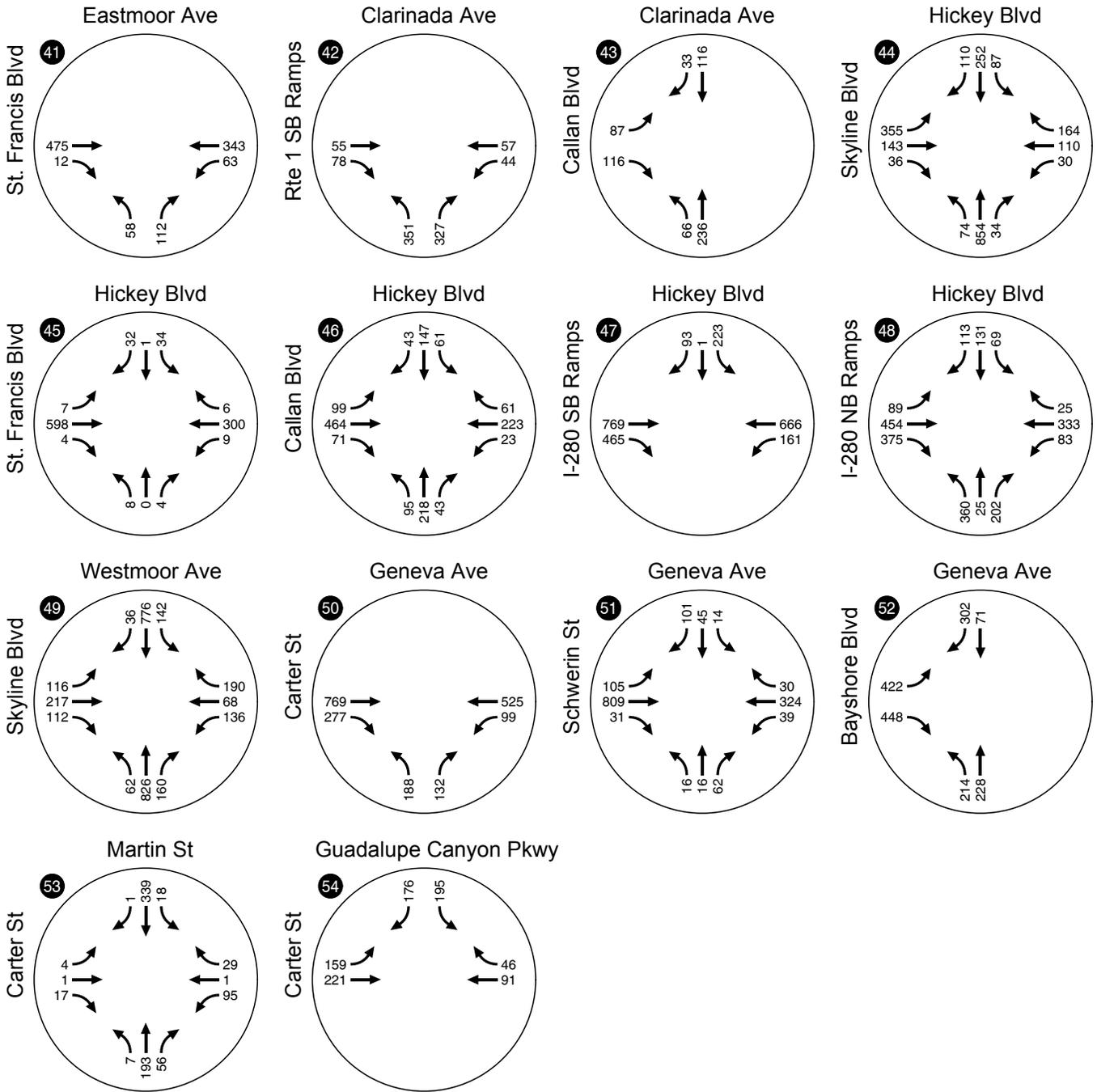
Existing Condition AM Peak Hour Volume (Page 1 of 3)

H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:29pm - rhollmann Layout Tab: Ext GEO 1



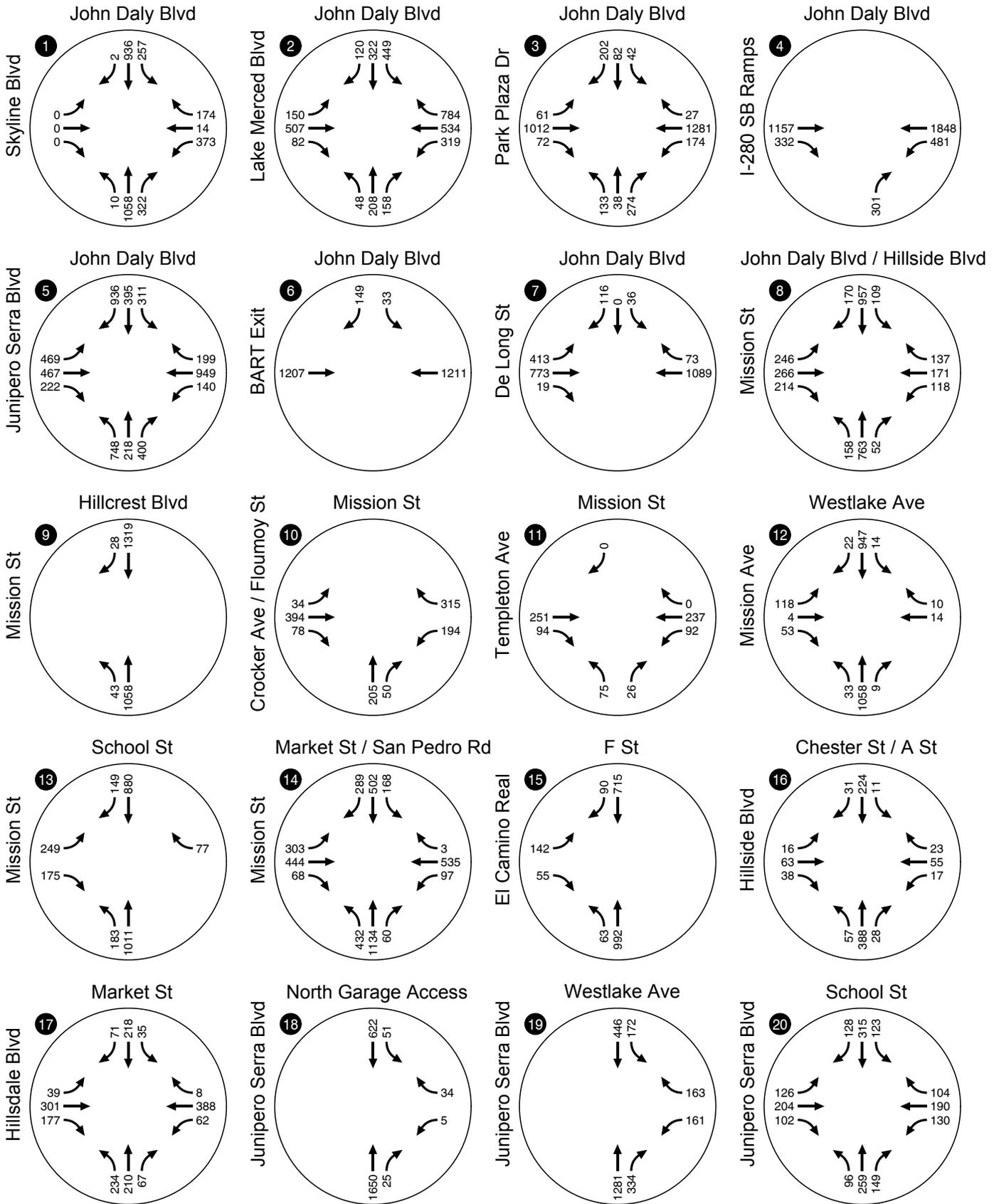
Existing Condition AM Peak Hour Volume (Page 2 of 3)

H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:28pm - rhollmann Layout Tab: Ext GEO 1



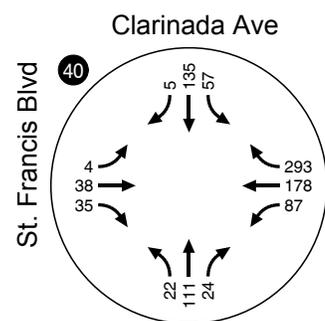
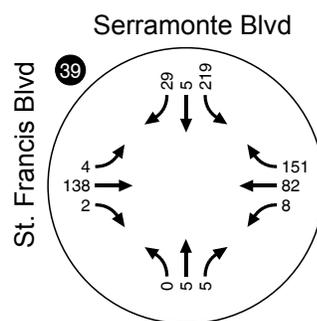
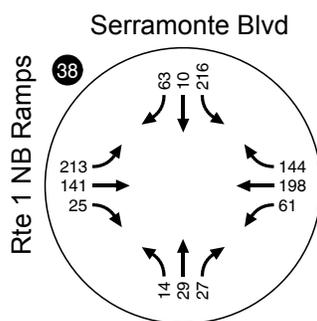
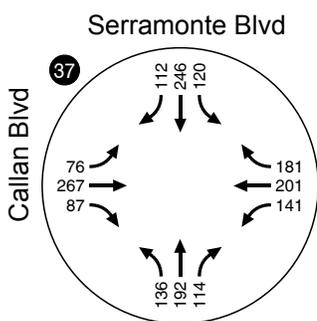
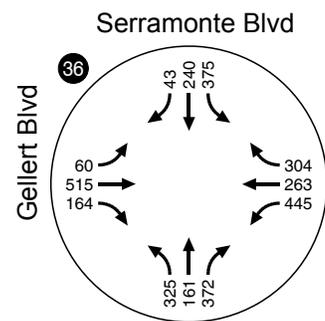
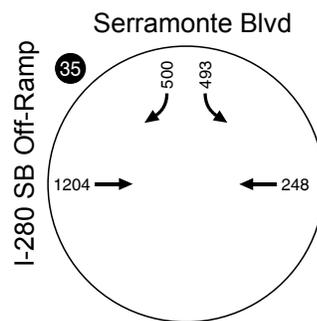
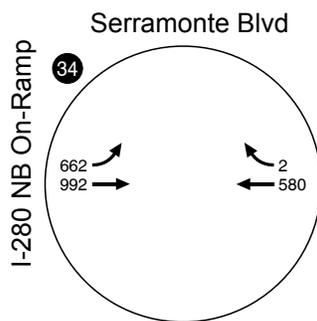
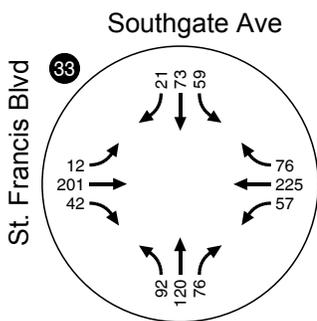
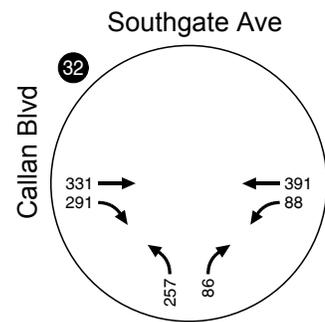
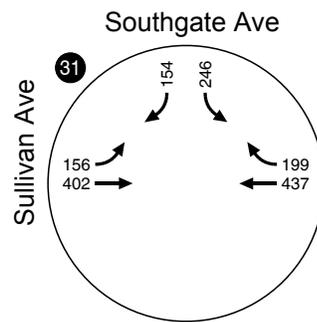
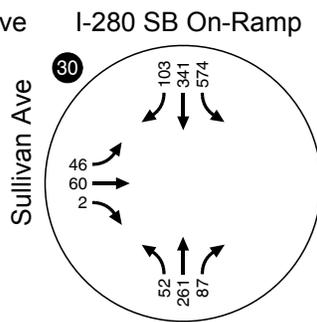
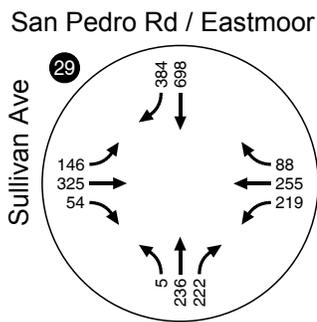
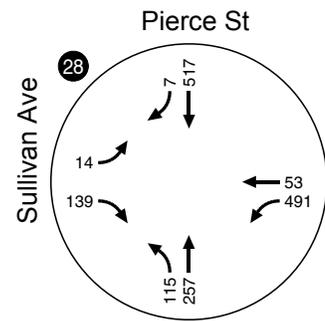
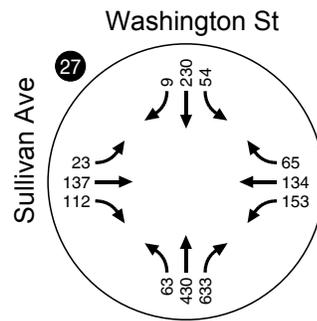
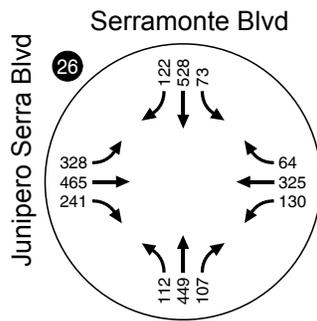
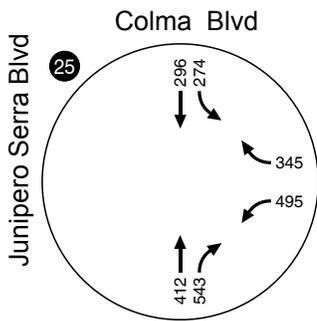
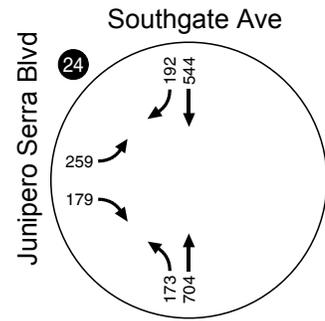
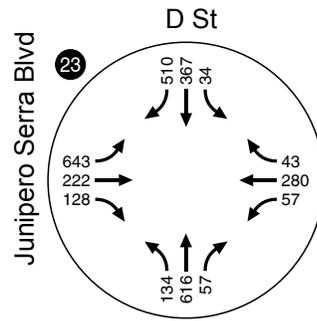
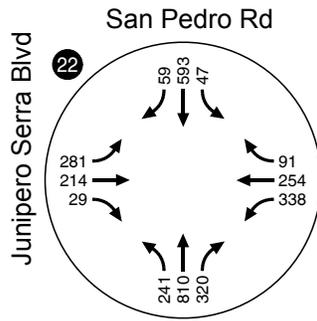
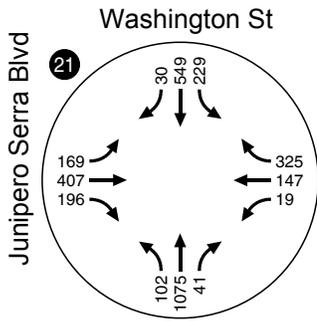
H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:28pm - rhollmann Layout Tab: Ext GEO 1

Existing Condition AM Peak Hour Volume (Page 3 of 3)



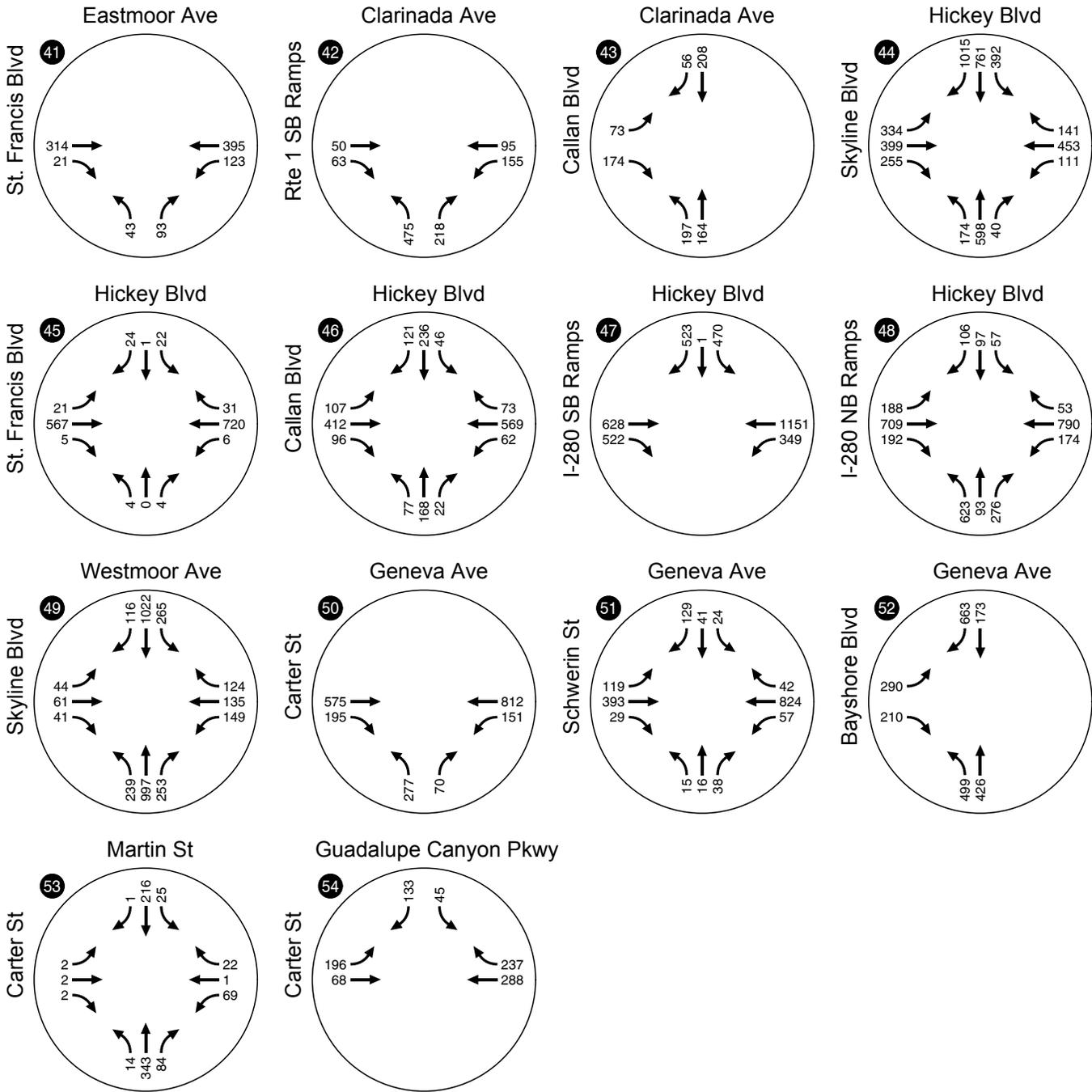
Existing Condition PM Peak Hour Volume (Page 1 of 3)

H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:28pm - rhollmann Layout Tab: Ext GEO 1



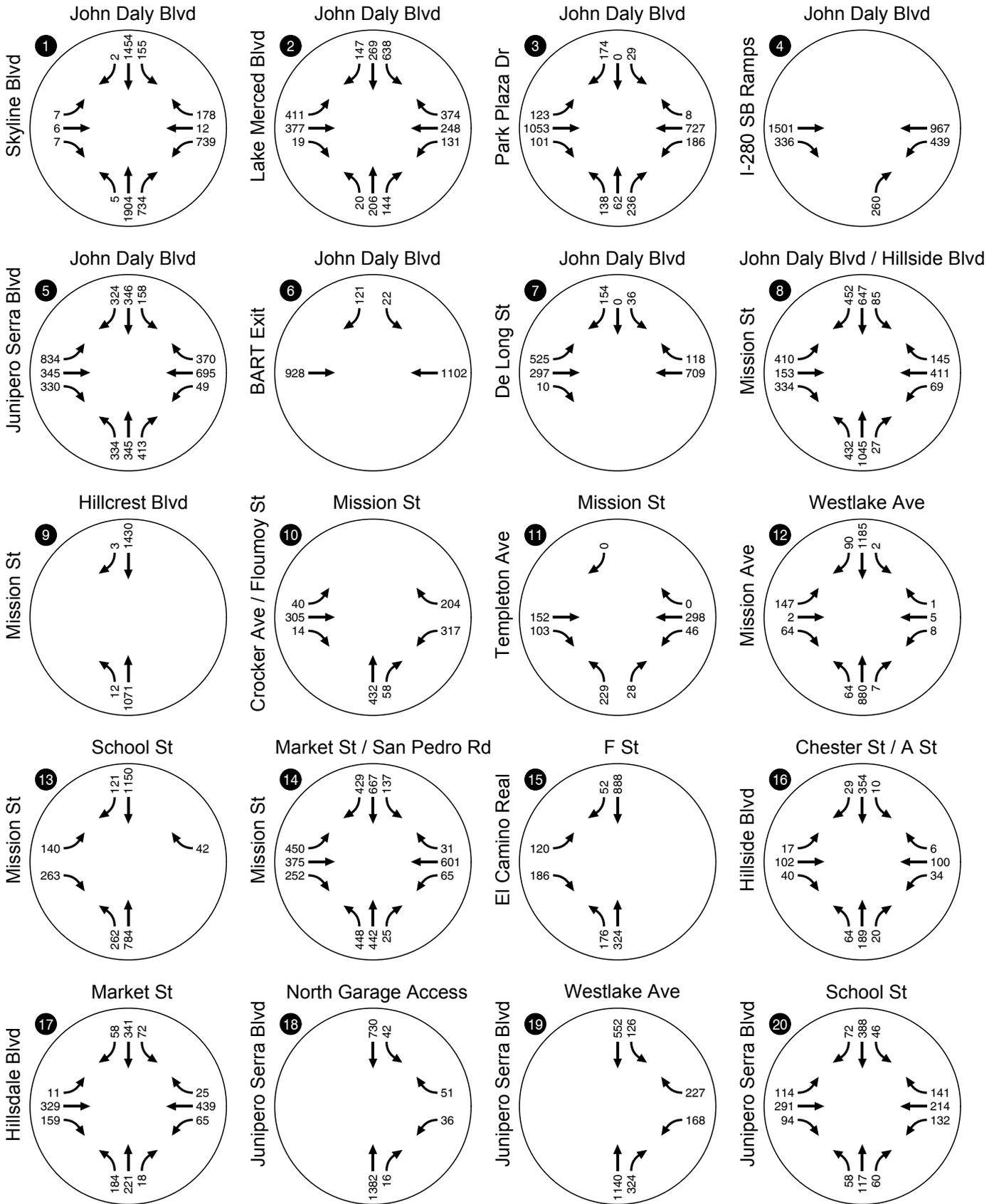
Existing Condition PM Peak Hour Volume (Page 2 of 3)

H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:28pm - rhollmann Layout Tab: Ext GEO 1



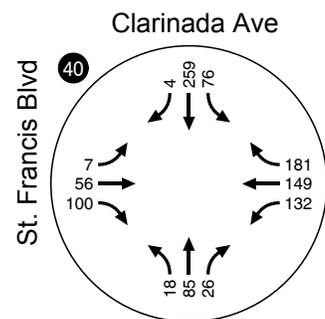
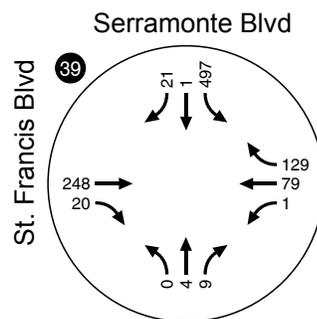
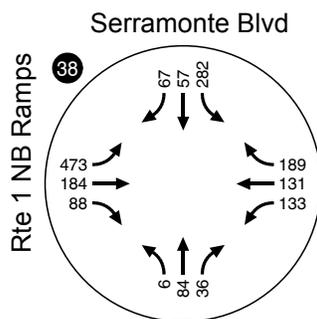
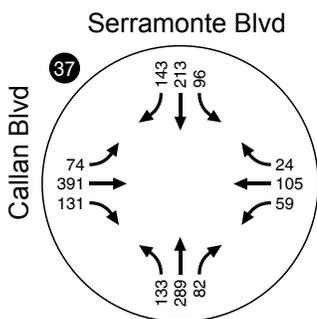
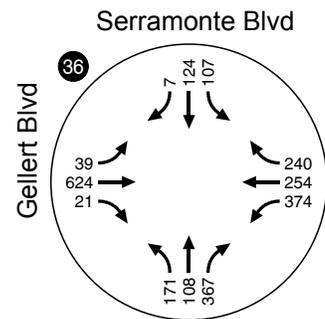
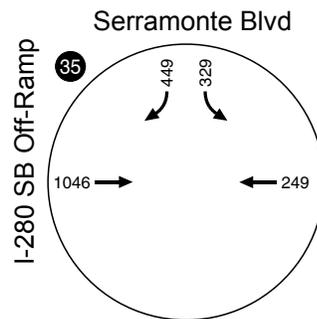
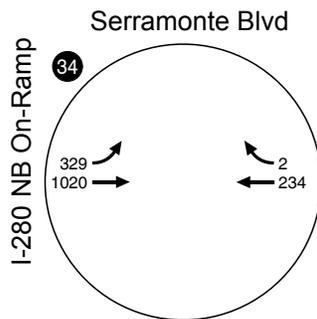
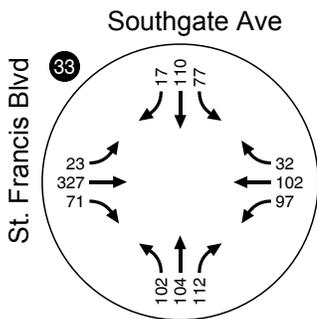
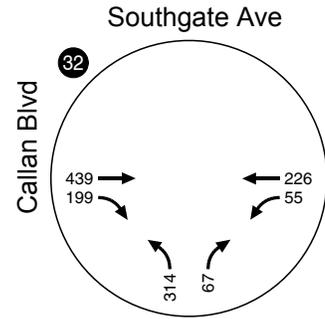
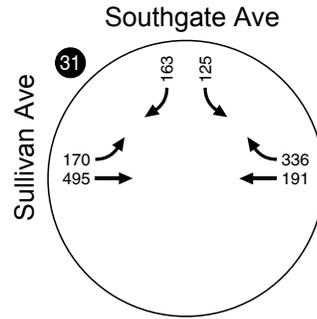
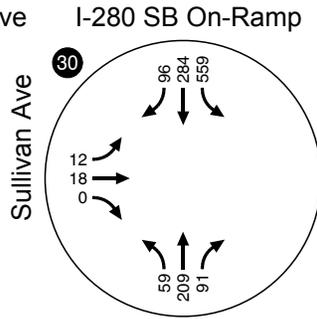
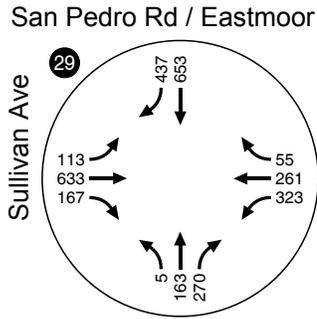
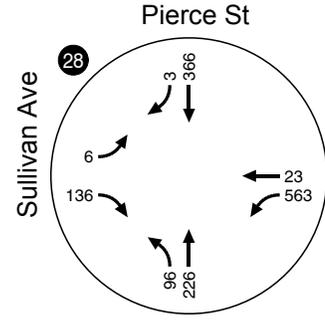
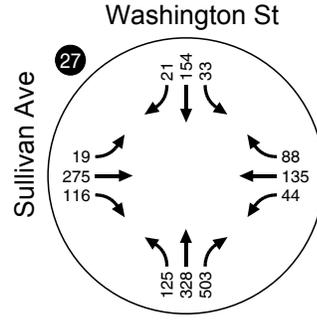
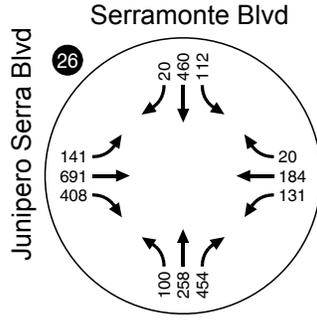
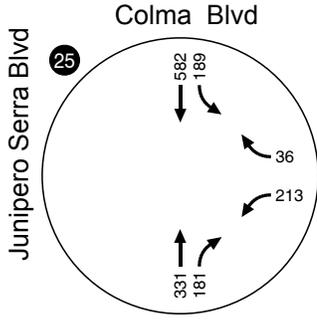
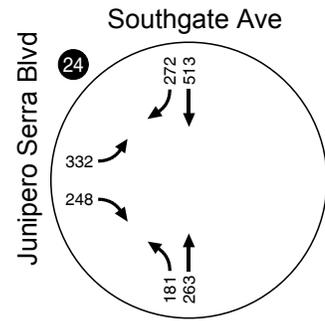
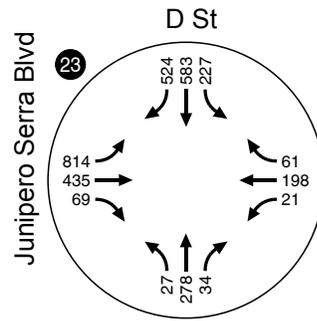
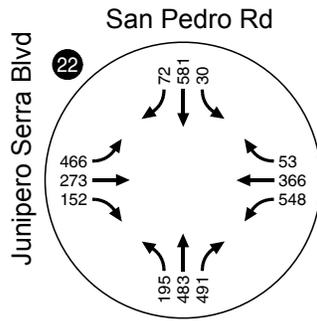
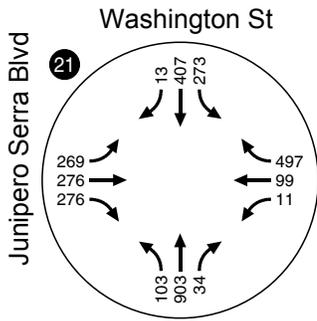
H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:28pm - rhollmann Layout Tab: Ext GEO 1

Existing Condition PM Peak Hour Volume (Page 3 of 3)



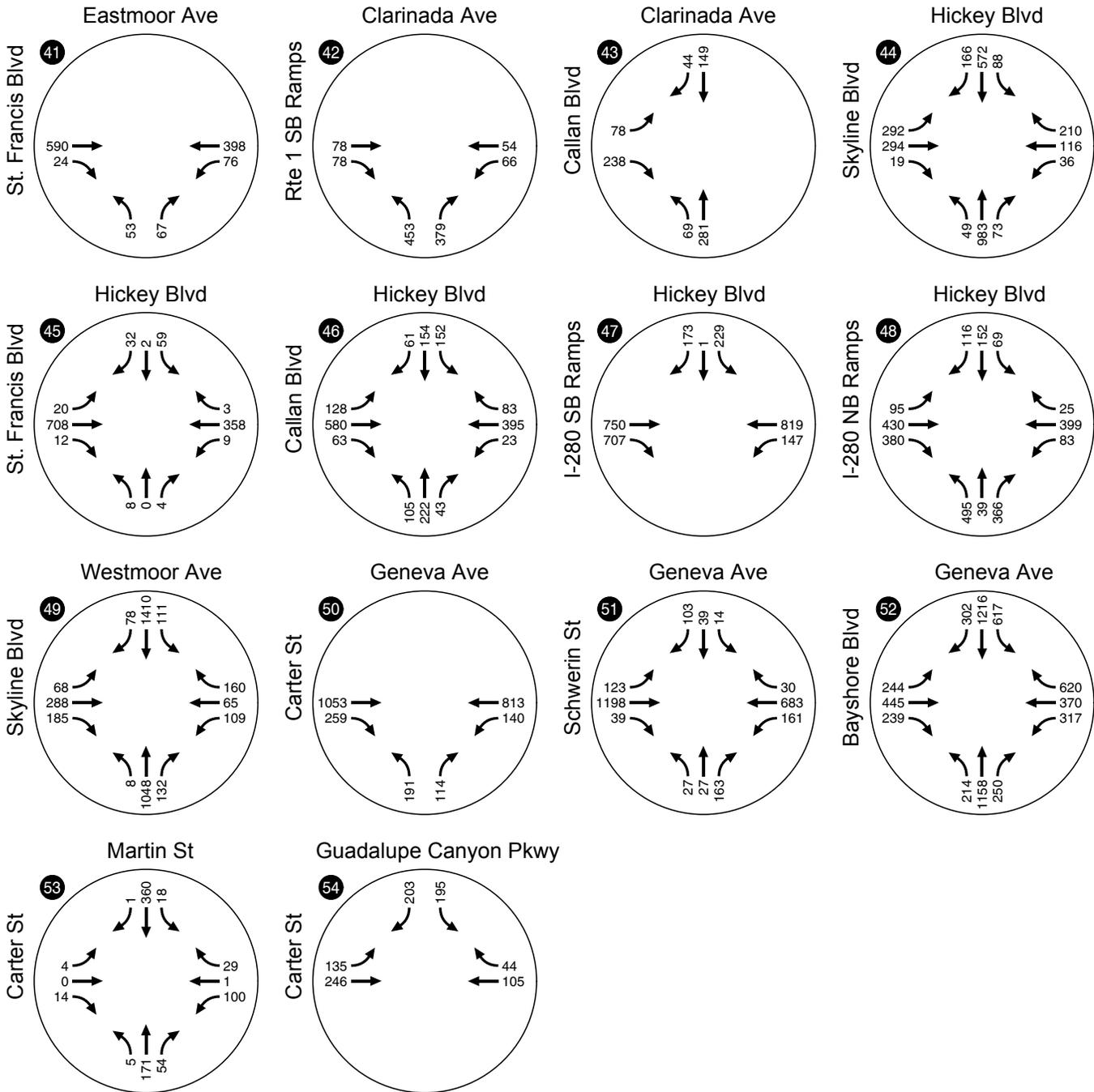
Cumulative No Project AM Peak Hour Volume (Page 1 of 3)

H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:28pm - rhollmann Layout Tab: Ext GEO 1



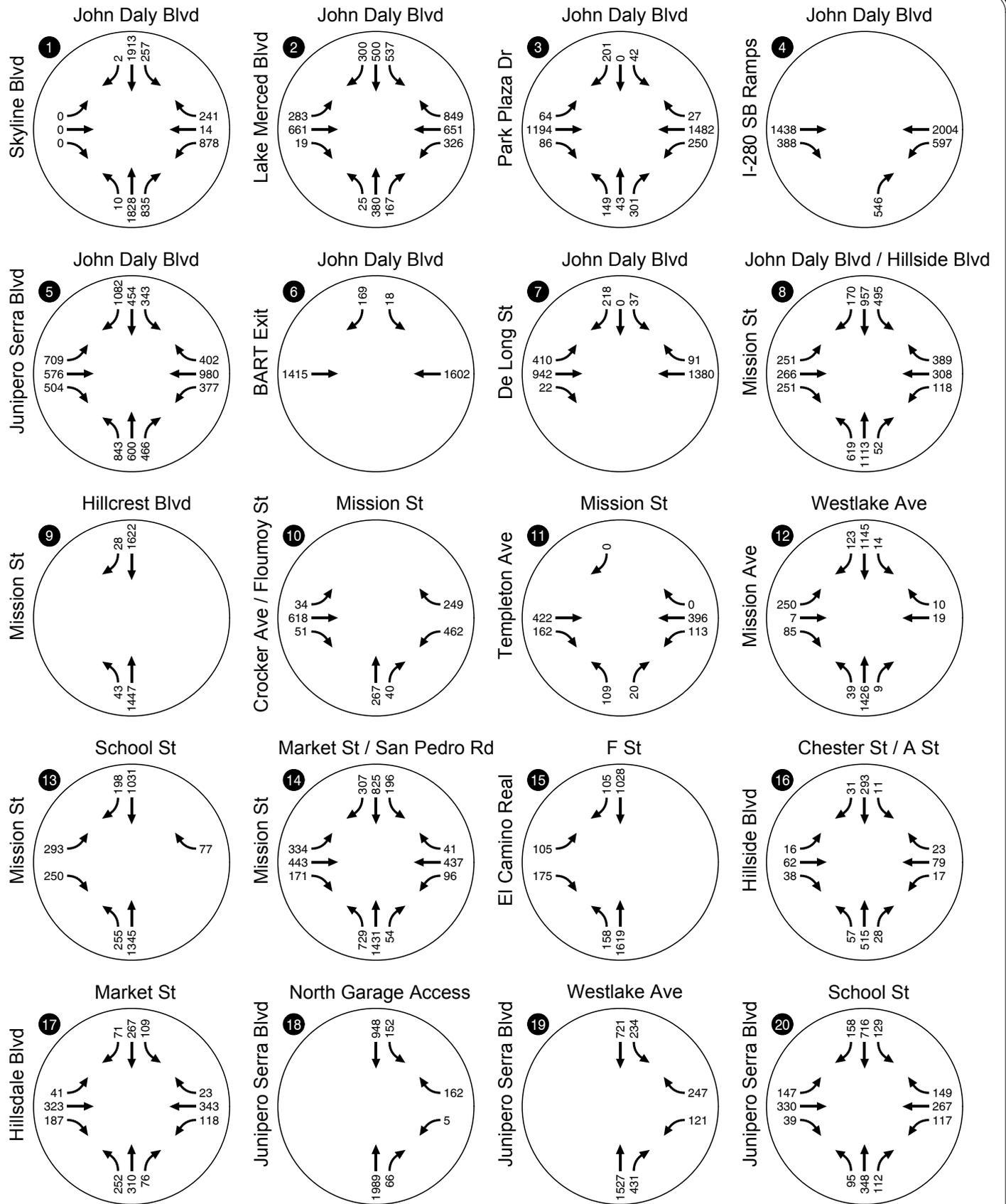
Cumulative No Project AM Peak Hour Volume (Page 2 of 3)

H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:28pm - rhollmann Layout Tab: Ext GEO 1



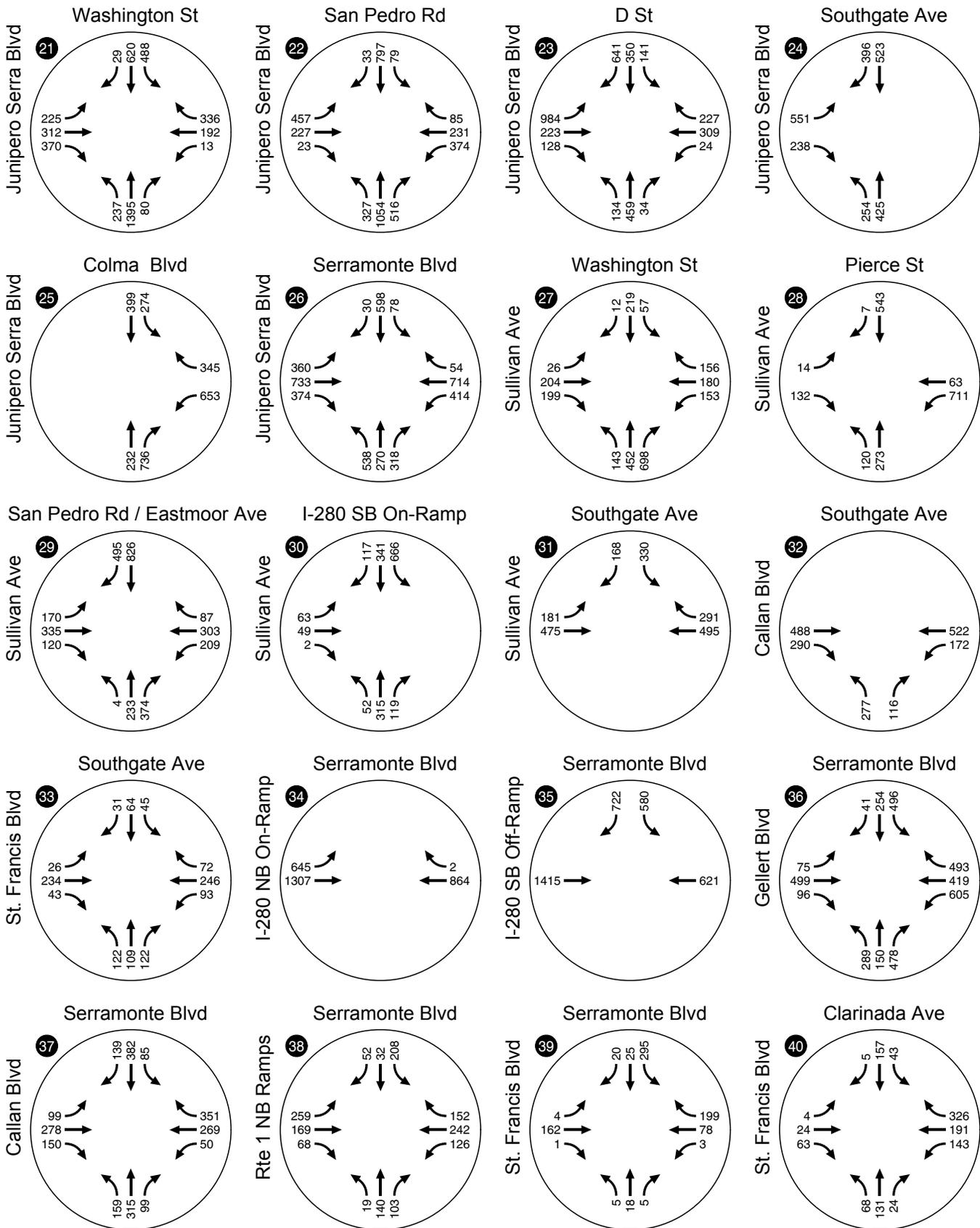
H:\profile\1545415154_PHV_ptc020613.dwg Feb 06, 2013 - 2:28pm - rhollmann Layout Tab: Ext GEO 1

Cumulative No Project AM Peak Hour Volume (Page 3 of 3)



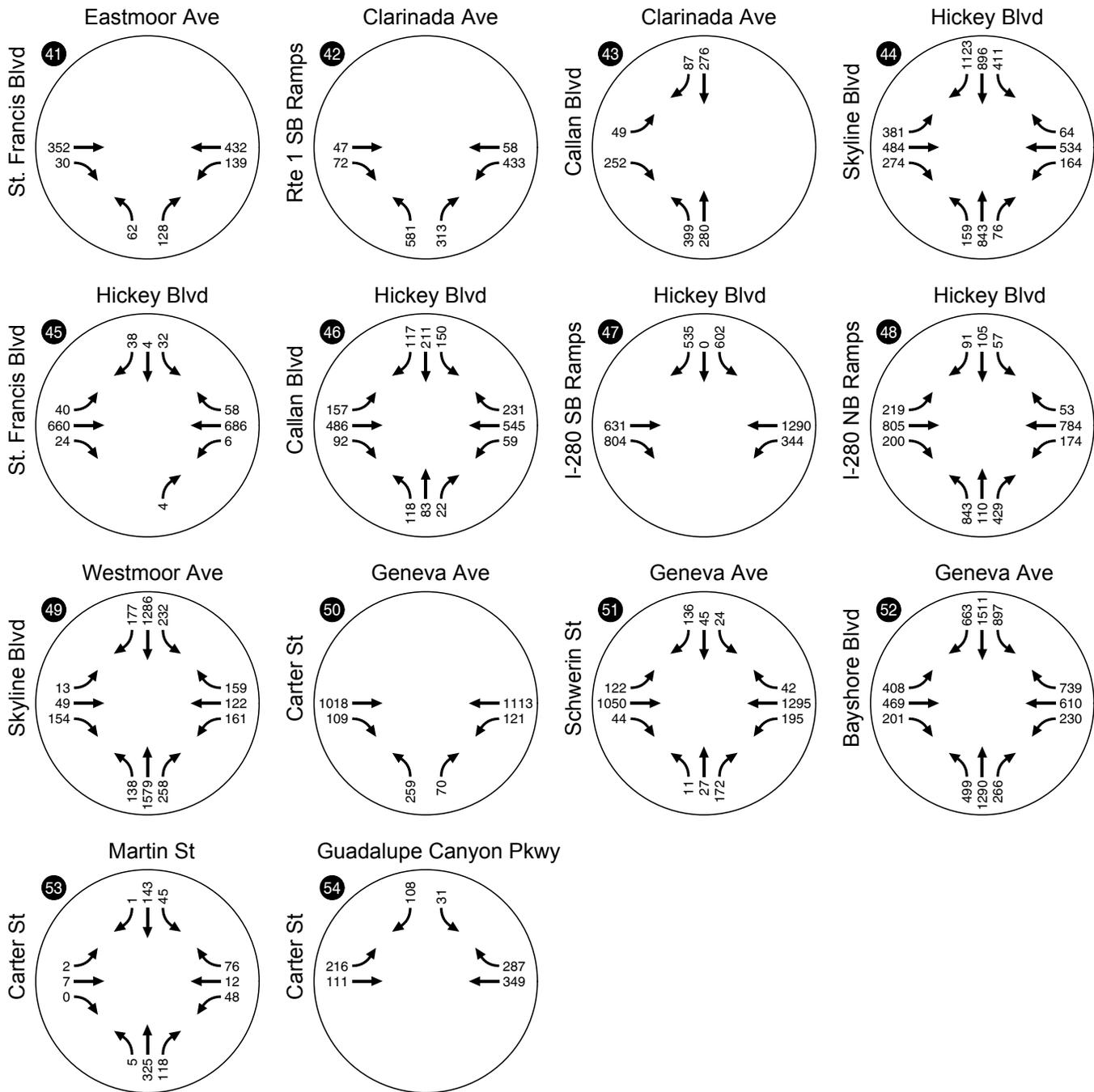
Cumulative No Project PM Peak Hour Volume
(Page 1 of 3)

H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:29pm - rhollmann Layout Tab: Ext GEO 1



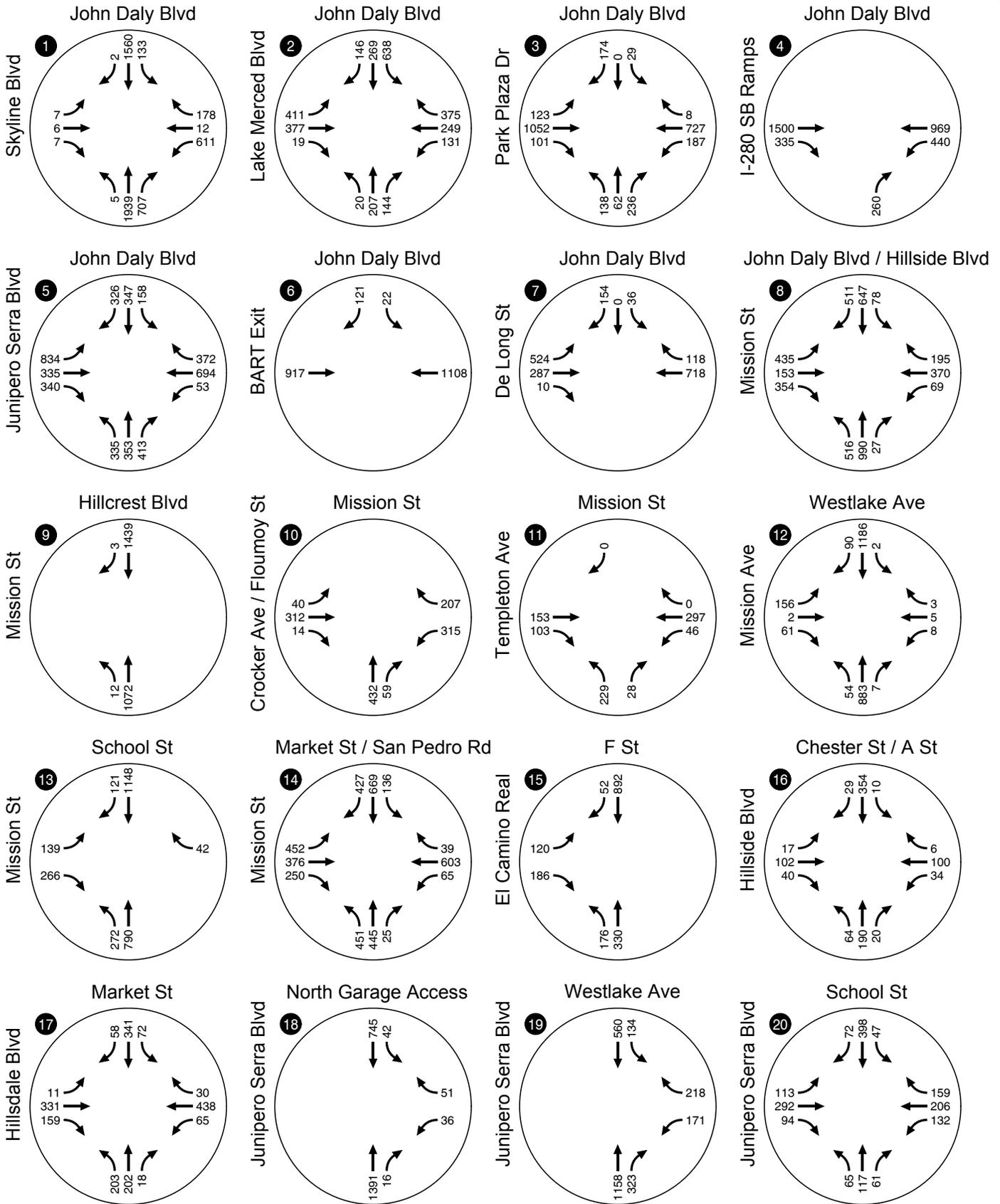
Cumulative No Project PM Peak Hour Volume (Page 2 of 3)

H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:28pm - rhollmann Layout Tab: Ext GEO 1



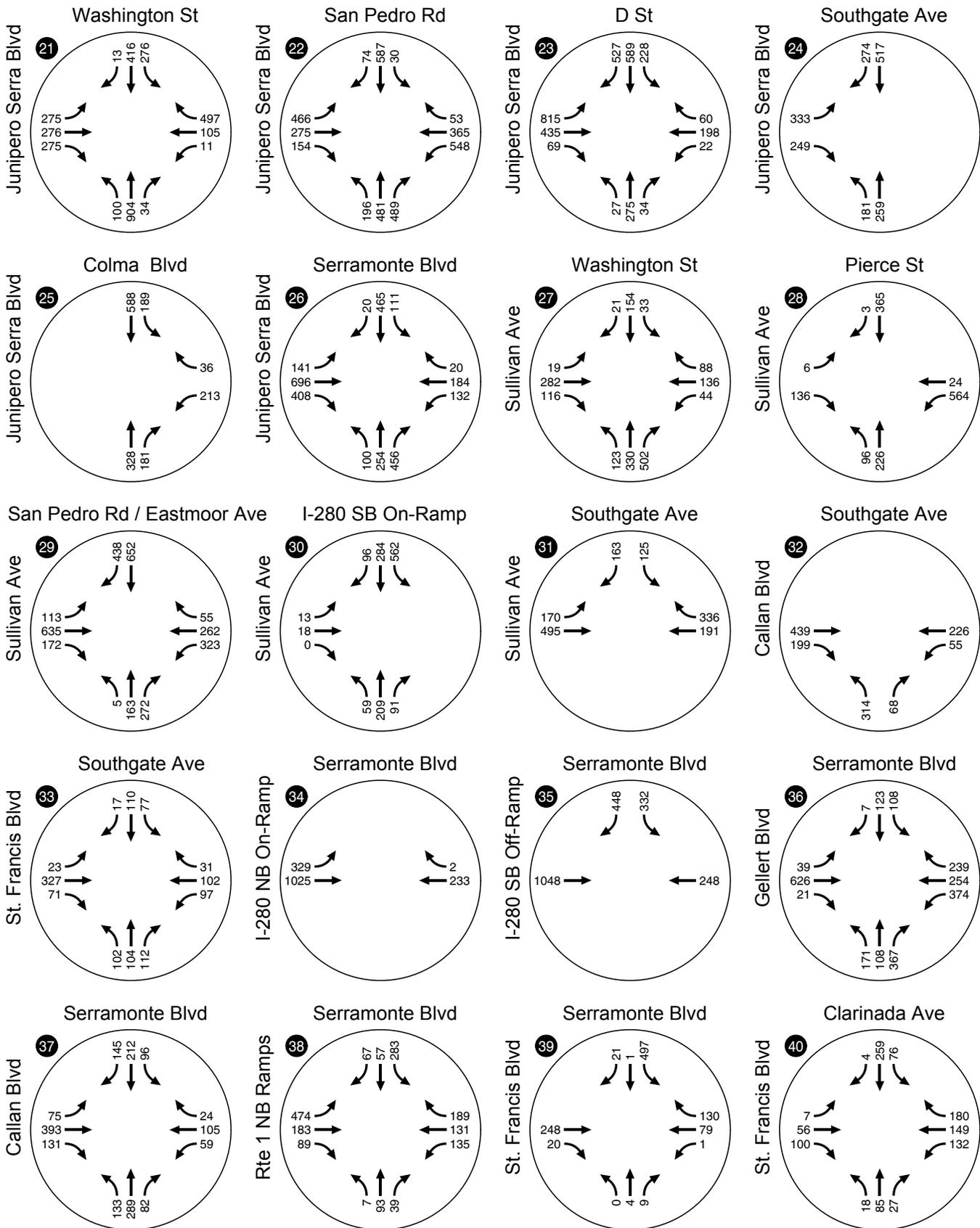
H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:28pm - rhollmann Layout Tab: Ext GEO 1

Cumulative No Project PM Peak Hour Volume
 (Page 3 of 3)



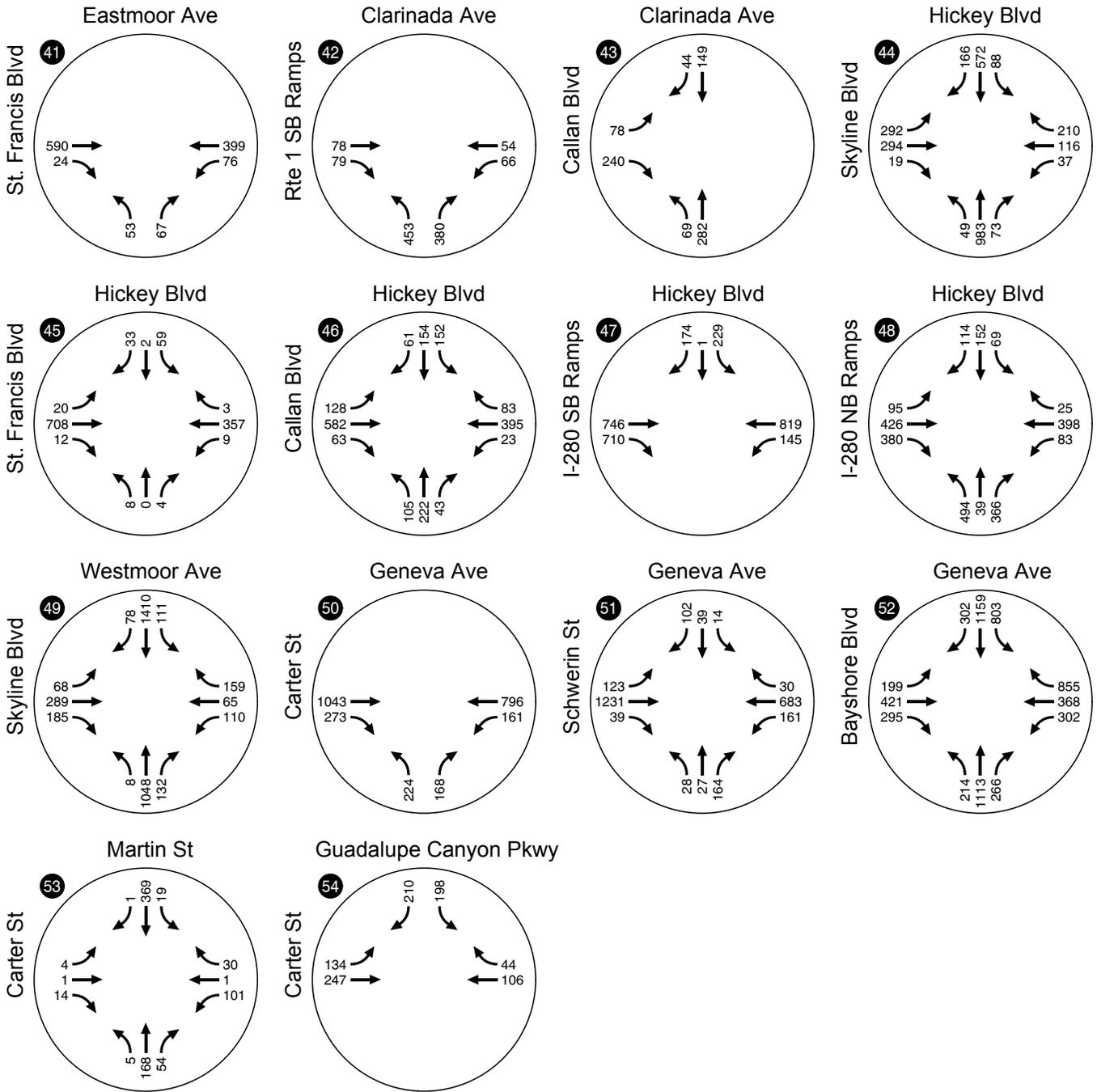
Cumulative with Project AM Peak Hour Volume (Page 1 of 3)

H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:28pm - rholtmann Layout Tab: Ext GEO 1



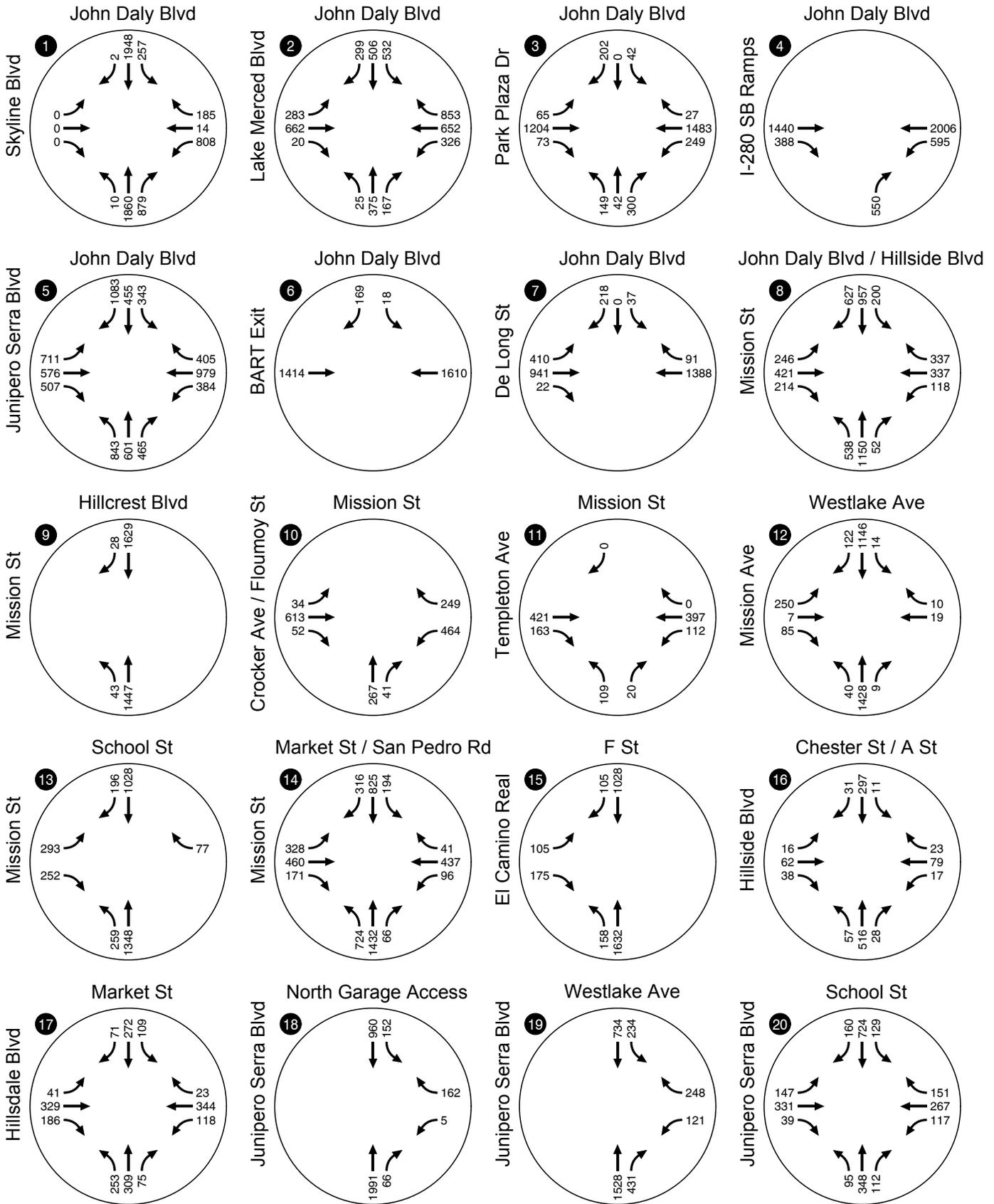
Cumulative with Project AM Peak Hour Volume
(Page 2 of 3)

H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:28pm - rhollmann Layout Tab: Ext GEO 1



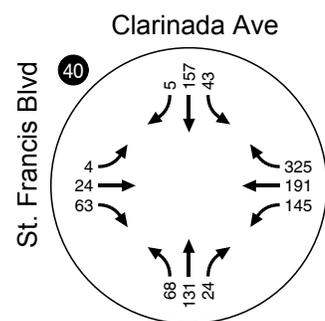
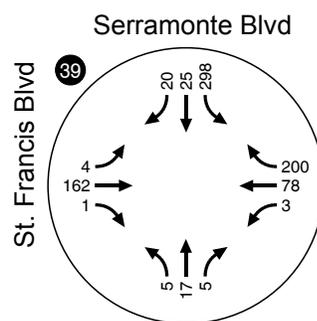
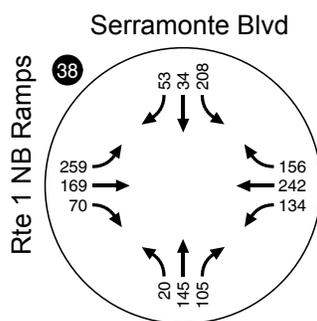
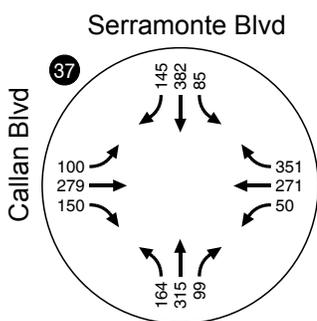
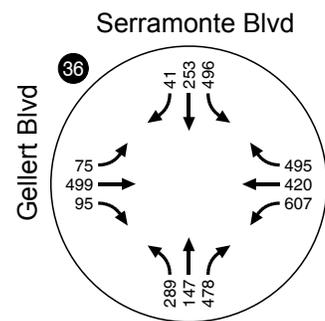
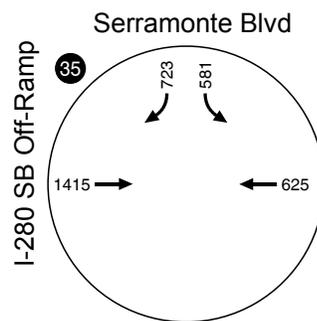
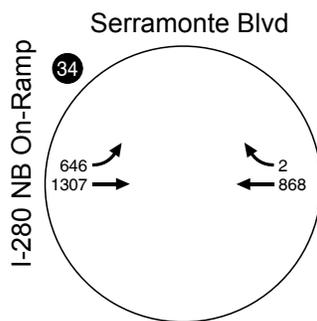
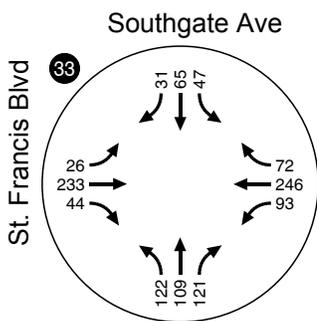
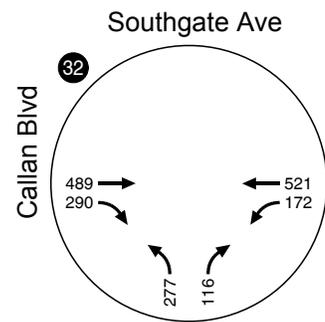
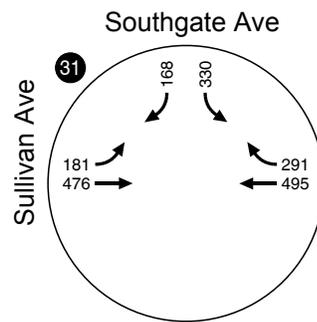
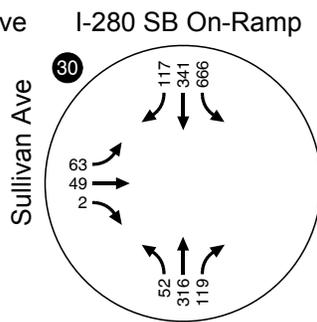
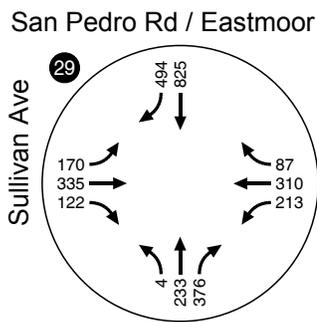
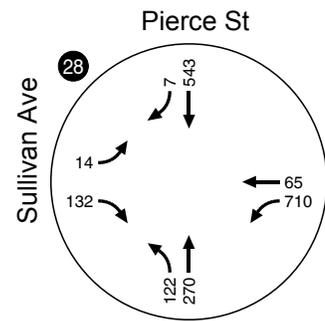
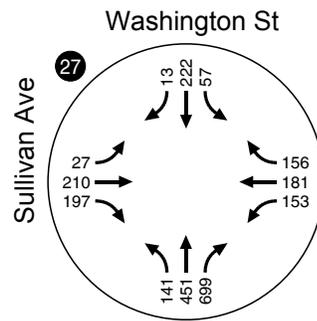
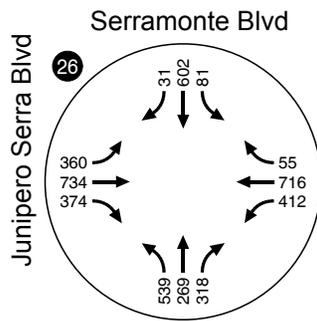
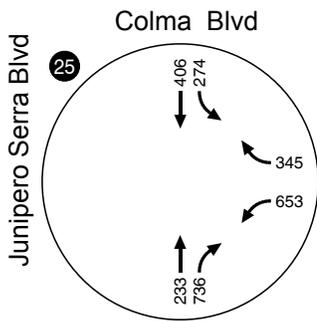
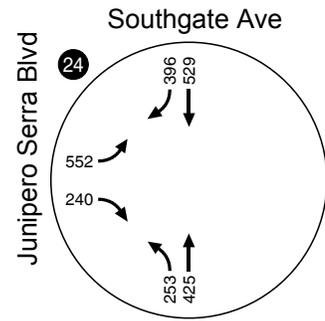
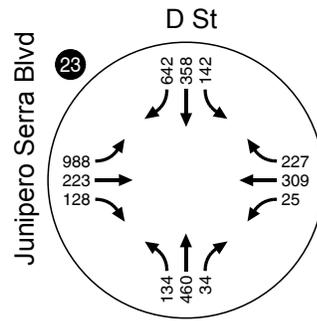
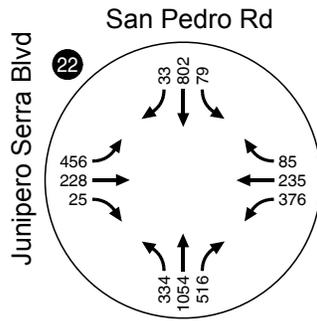
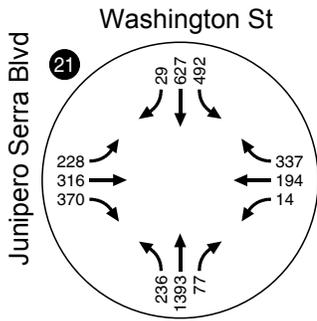
H:\profile\1545415154_PHV_ptc020613.dwg Feb 06, 2013 - 2:28pm - rhollmann Layout Tab: Ext GEO 1

Cumulative with Project AM Peak Hour Volume (Page 3 of 3)



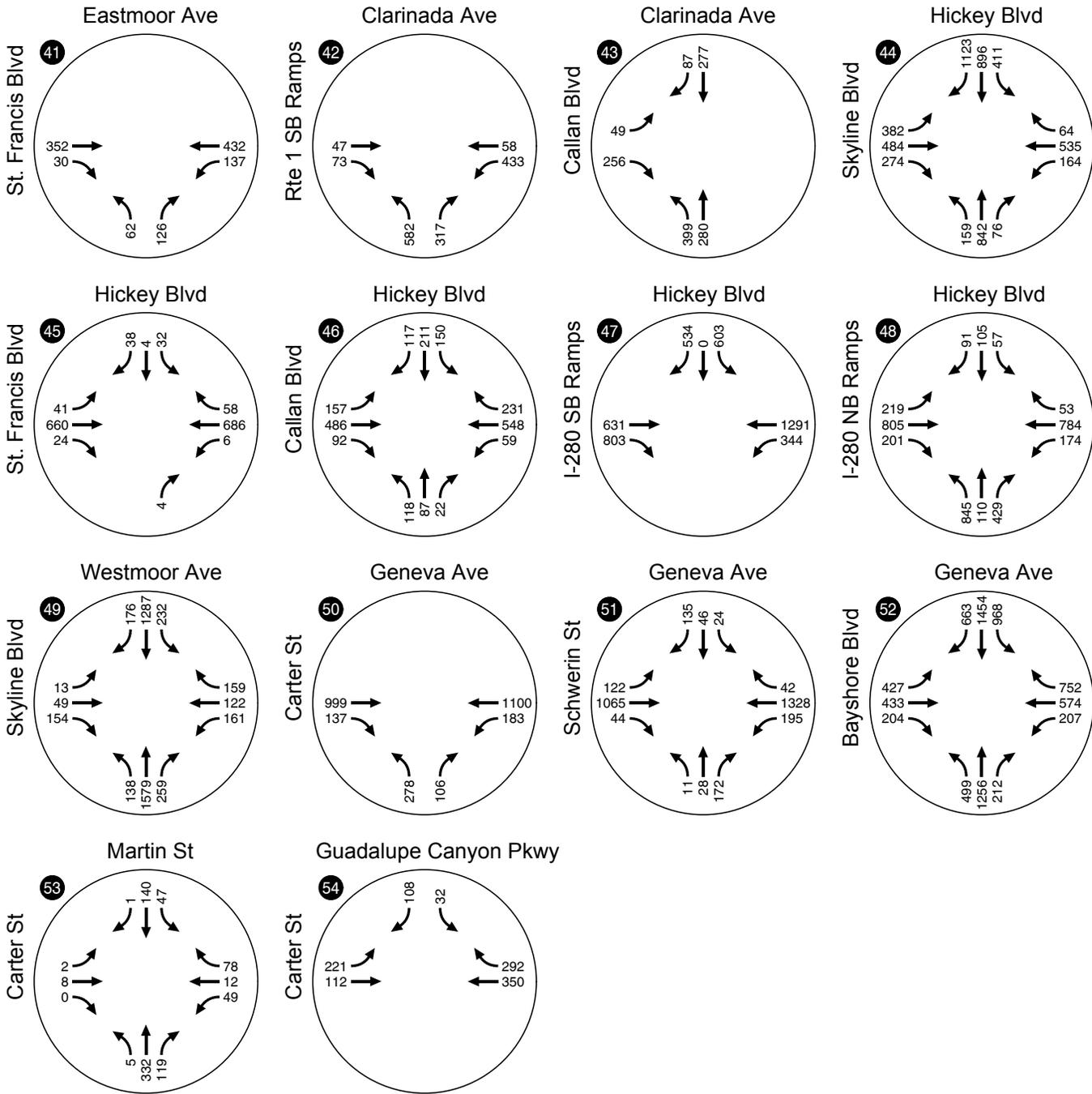
Cumulative with Project PM Peak Hour Volume (Page 1 of 3)

H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:29pm - rhollmann Layout Tab: Ext GEO 1



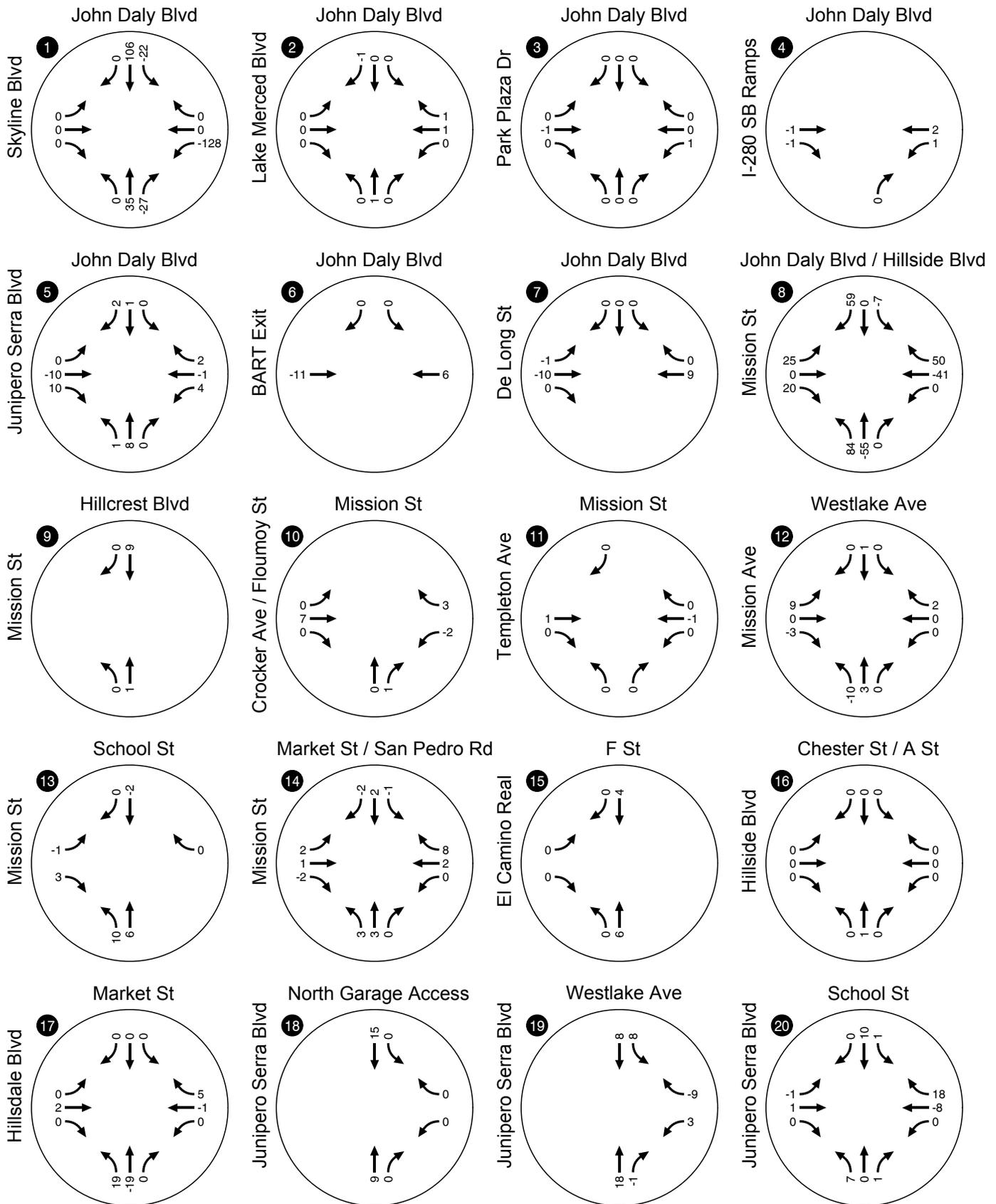
Cumulative with Project PM Peak Hour Volume (Page 2 of 3)

H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:28pm - rhollmann Layout Tab: Ext GEO 1



H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:28pm - rhollmann Layout Tab: Ext GEO 1

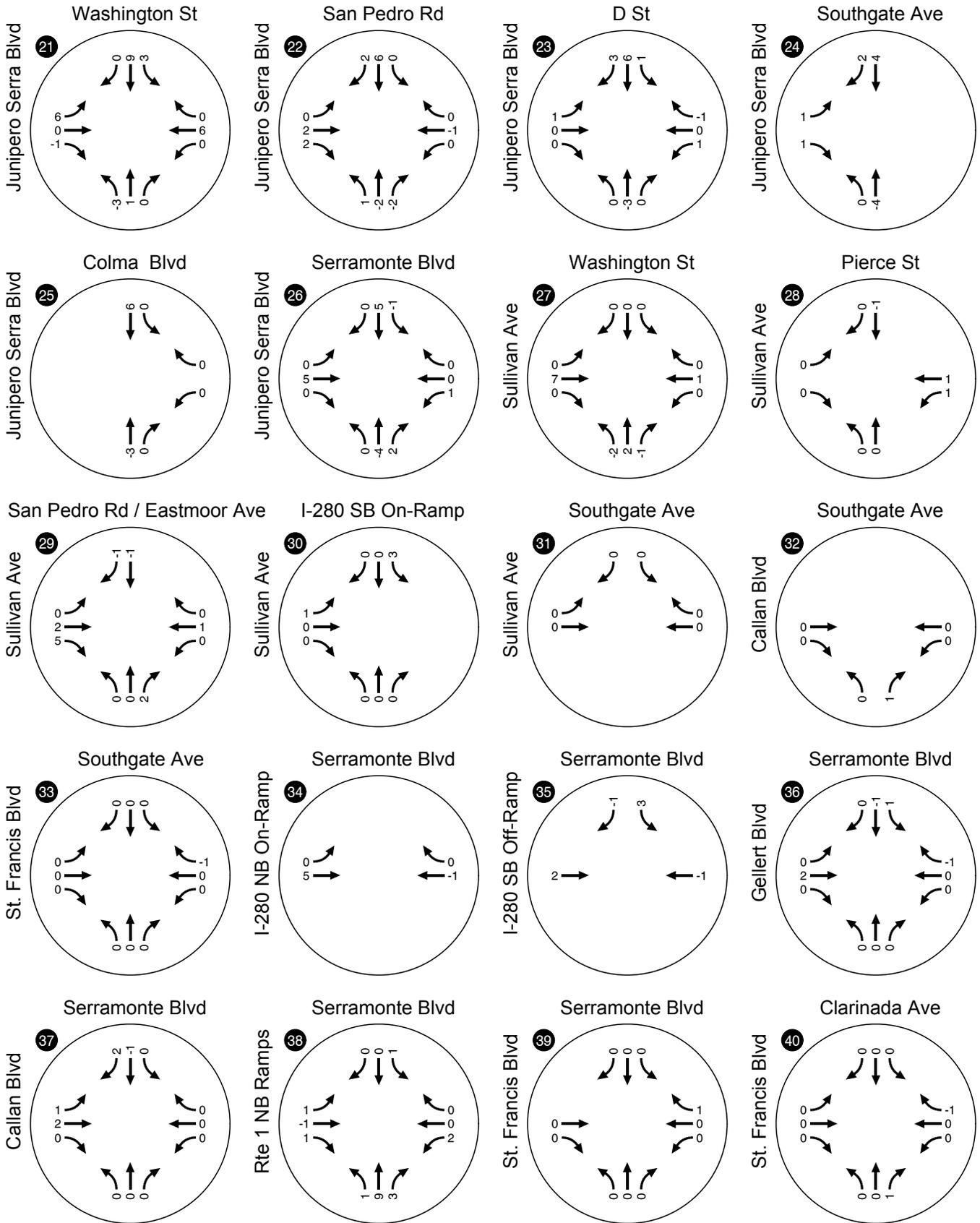
Cumulative with Project PM Peak Hour Volume (Page 3 of 3)



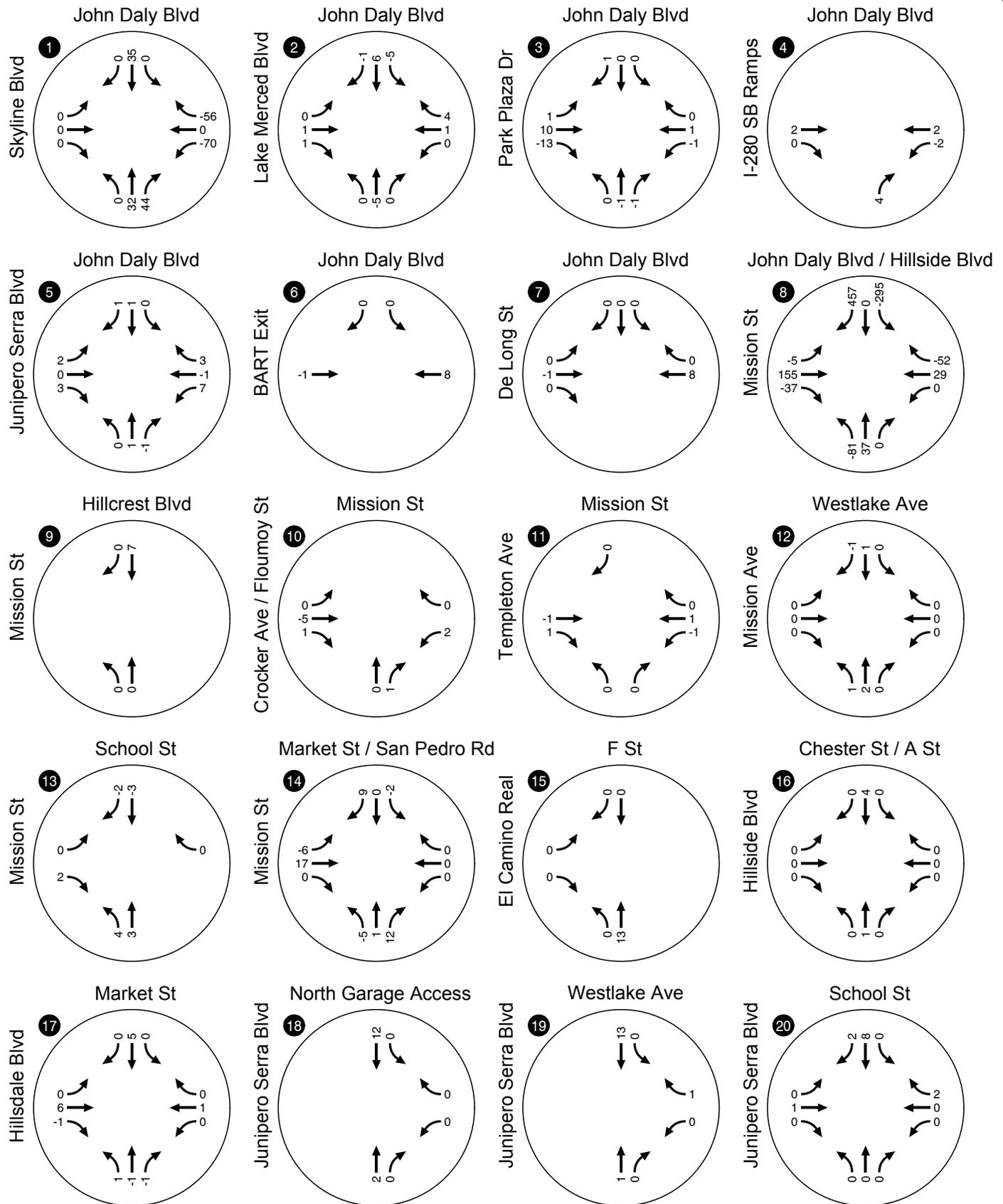
Turning Volume Differences: Cumulative with Project - Cumulative No Project AM Peak Hour Volume (Page 1 of 3)

H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:29pm - rholtmann Layout Tab: Ext GEO 1

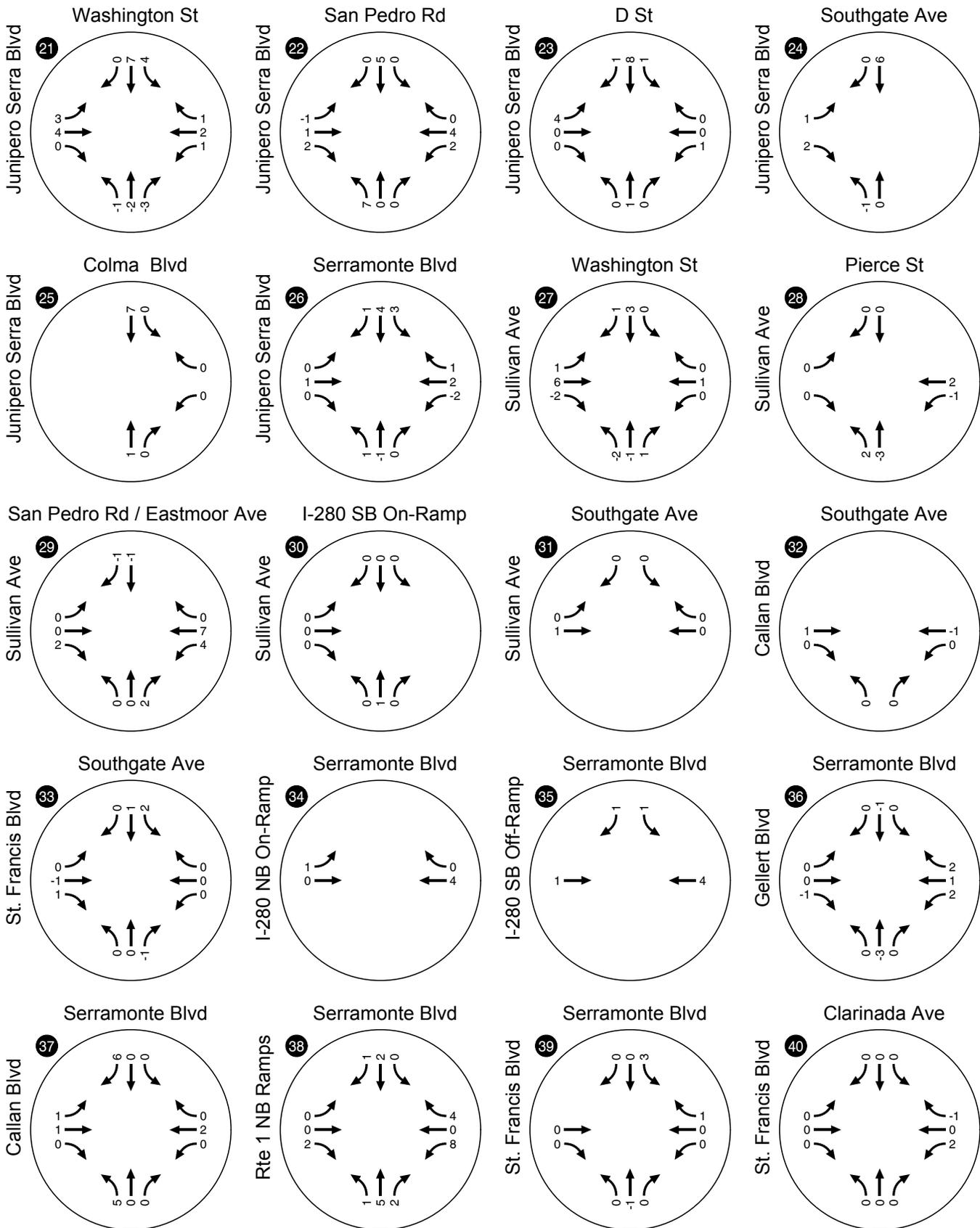
H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:28pm - rhollmann Layout Tab: Ext GEO 1



Turning Volume Differences: Cumulative with Project - Cumulative No Project AM Peak Hour Volume (Page 2 of 3)

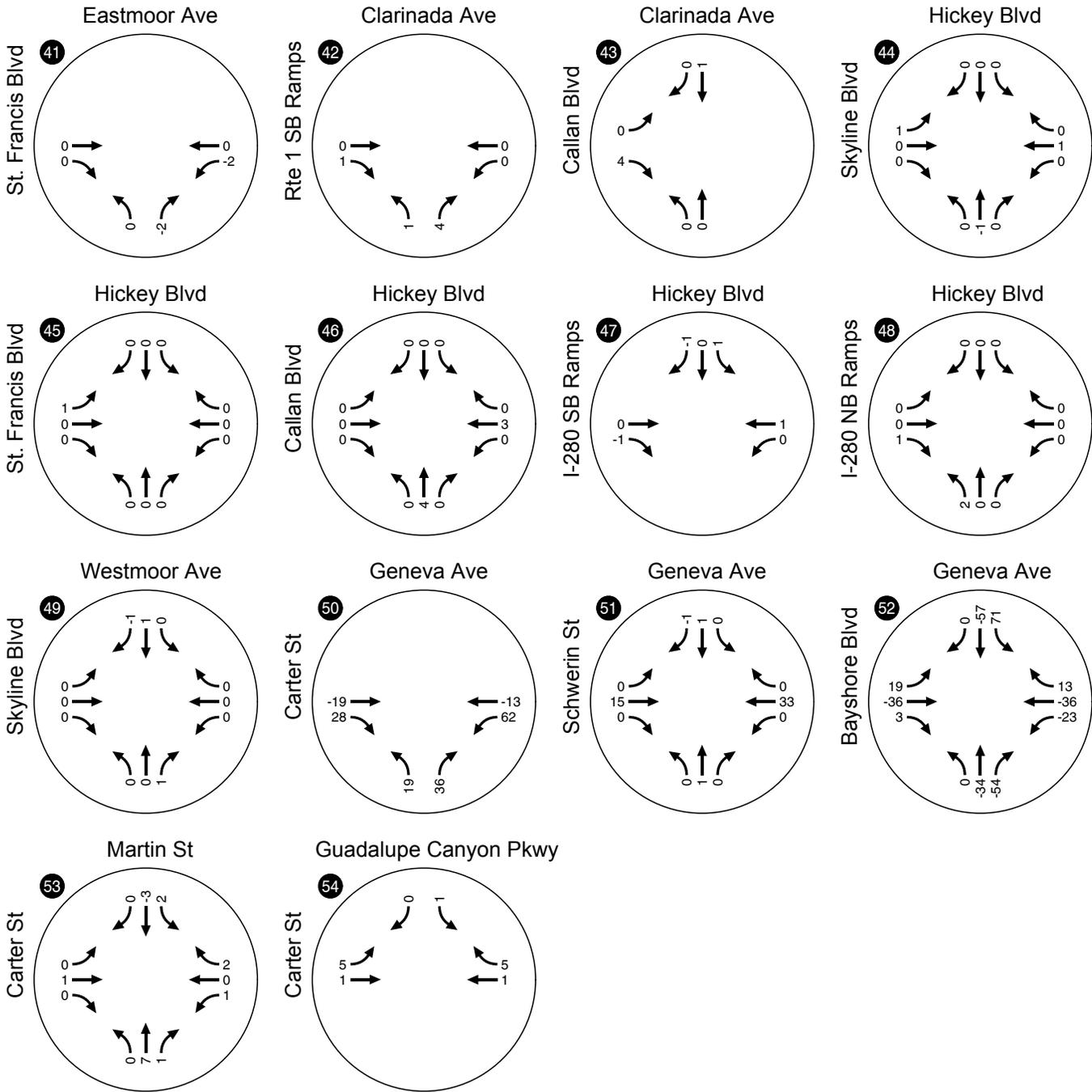


Turning Volume Differences: Cumulative with Project - Cumulative No Project
PM Peak Hour Volume (Page 1 of 3)



Turning Volume Differences: Cumulative with Project - Cumulative No Project
PM Peak Hour Volume (Page 2 of 3)

H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:29pm - rhollmann Layout Tab: Ext GEO 1



Turning Volume Differences: Cumulative with Project - Cumulative No Project PM Peak Hour Volume (Page 3 of 3)

H:\profile\1545415154_PHV_nc020613.dwg Feb 06, 2013 - 2:28pm - rhollmann Layout Tab: Ext GEO 1

This page intentionally left blank.

Appendix: Revisions to the Draft General Plan

This appendix includes revisions to the Draft General Plan Update (October 2012) drafted in response to the comments received on the Draft EIR. Please note that in addition to the changes included in the following pages, the City has decided to withdraw the Coastal Element as a component of the Draft General Plan Update. Text additions are noted in underline and text deletions appear in ~~strikeout~~. All changes in the Draft General Plan document will be incorporated into the Draft General Plan at adoption.

Location E: Daly City BART. The purpose of this measurement is to quantify the noise exposure to homes on the east side of the Daly City BART Station along Delong Street. The primary source of noise in the area is bus traffic rather than BART trains. The noise level in the area drops significantly after bus and BART train traffic ceases. The CNEL at this location is 68 dBA and the L_{eq} is 64 dBA.

Location F: Geneva Avenue. The purpose of this measurement is to quantify the noise exposure to buildings along Geneva Avenue generated by normal street traffic. The CNEL at this location is 74 dBA and the L_{eq} is 70 dBA. Increased noise levels expected along Geneva Avenue reflect the near doubling of traffic along this arterial projected as a result of increased development in the Bayshore neighborhood, Brisbane, and southeast San Francisco.

Projected Future Noise Environment

The following section describes the projected future noise environment in Daly City. The projected future year selected on which to base the noise contours is 2030, the end of the planning period of the current General Plan. See Figure NE-4 on page 225 for a depiction of future noise contours.

Future Noise Environment Predictions

The increase in CNEL noise exposure levels between the existing conditions and the 2035 future conditions is low throughout the City. It is generally accepted that a three decibel increase is barely perceptible.

Arterial roads in the Bayshore neighborhood are expected to increase between three and five decibels. Bayshore Boulevard is projected to increase by 3 dB (to CNEL 72 dBA), Geneva Avenue by 2 dB (to CNEL 76 dBA), Carter Street by 4 dB (to CNEL 68 dBA), and Guadeloupe Canyon Parkway by 5 dB (to CNEL 68 dBA).

Portions of Junipero Serra Boulevard are expected to see a noise increase of 6 dB to 7 dB from new developments. Hickey Boulevard between Gellert Boulevard and Interstate 280 is expected to increase by 4 dB.

Portions of Lake Merced Boulevard, Serramonte Boulevard, Skyline Boulevard (Highway 35), Templeton Avenue, and John Daly Boulevard are expected to have noise levels increase 2 dB. Interstate Highway 280 and State Highways 1 and 82 are expected to see increases of 1 dB. Other roads are expected to see increases of 1 dB or less.

Generally, aircraft noise is projected to be reduced in the future based on quieter aircraft technology and stricter regulations surrounding aircraft operations. An absolute prediction, however, cannot be made due to the lack of data on future airport operations.

San Francisco International Airport Noise Environment

San Francisco International Airport (SFO) is located approximately six miles southwest of the City of Daly City in a mostly unincorporated area of San Mateo County. The airport serves as the primary air carrier airport in the San Francisco Bay area and the Northern California region. In 2009, approximately 18.2 million enplaned passengers (37.3 million annual passengers) used the airport, making it the tenth busiest airport in the country and 20th busiest in the world based on passenger totals. SFO is owned and operated by the City and County of San Francisco, and is administered by the San Francisco Airport Commission and the Airport Director.

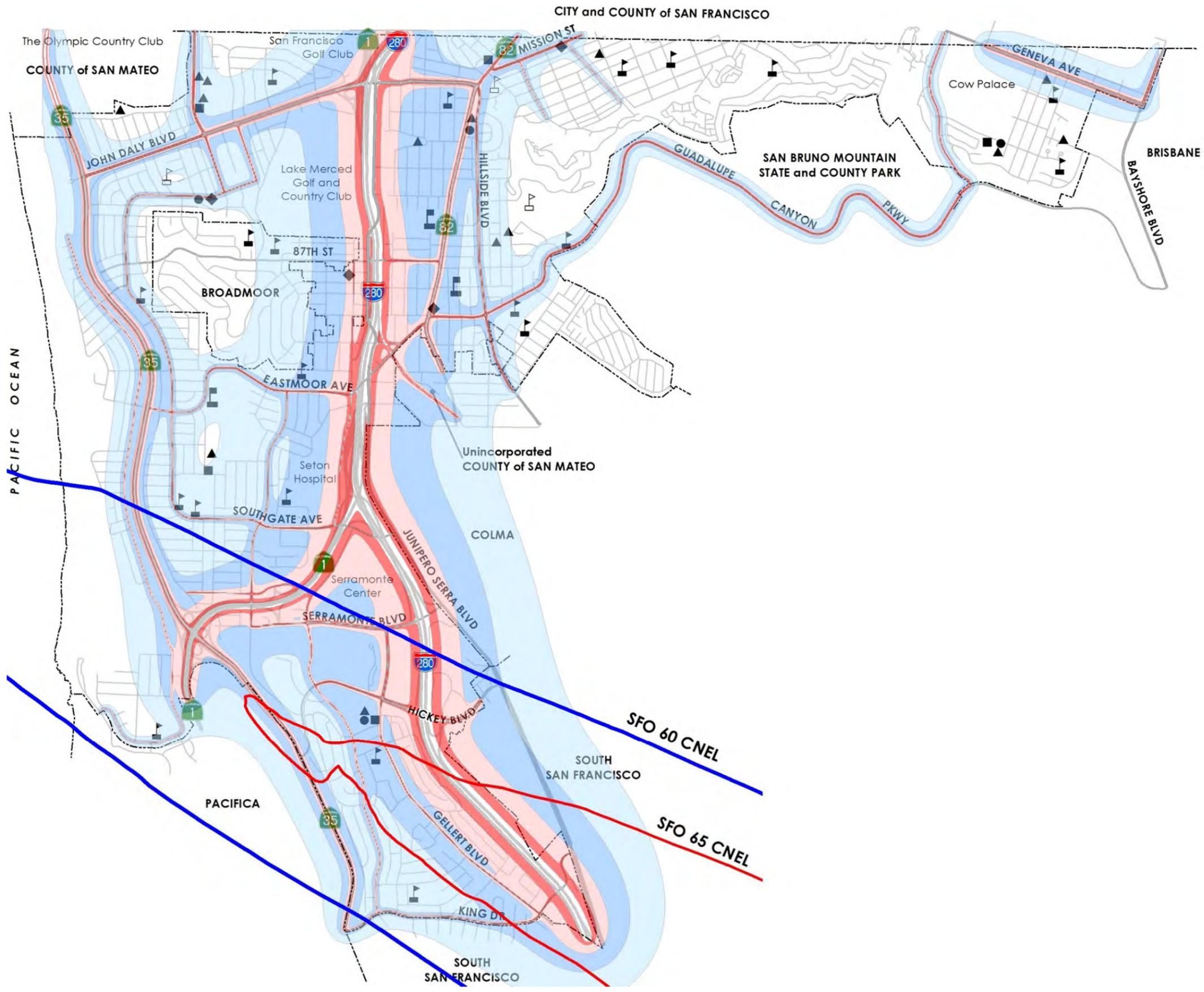


Figure NE-4
**FUTURE
 NOISE LEVELS**

Traffic Noise Levels 2035

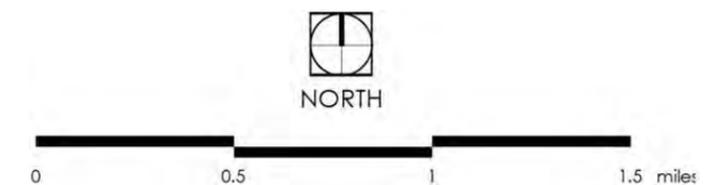
- 60-65 CNEL
- 65-70 CNEL
- 70-75 CNEL
- Greater Than 75 CNEL

SFO Noise Levels 2020

- 60 CNEL
- 65 CNEL

Sources: Charles Salter and Associates
 City and County of San Francisco

**CITY OF DALY CITY
 NOISE ELEMENT**



Airport Land Use Compatibility Plan

State law requires airport land use commissions to prepare and adopt an Airport Land Use Compatibility Plan (ALUCP) for airports within their jurisdiction. In San Mateo County, the City/County Association of Governments (C/CAG) has prepared the ALUCP for SFO in its designated role as the Airport Land Use Commission (ALUC) for San Mateo County. C/CAG adopted the SFO ALUCP in 2012. The Plan identifies the following four areas of concern:

- Aircraft Noise Impact Reduction – To reduce the potential number of future airport area residents who could be exposed to adverse noise impacts from airport and aircraft operations.
- Overflight Notification – To establish an area within which aircraft flights to and from the Airport occur frequently enough and at a low enough altitude to be noticeable by noise-sensitive residents.
- Safety of Persons on the Ground and in Aircraft in Flight – To minimize the potential number of future residents and land use occupants exposed to hazards related to aircraft operations and accidents.
- Height Restrictions/Airspace Protection – To protect the navigable airspace around the Airport for the safe and efficient operation of aircraft in flight.

Airport Influence Areas

In compliance with State law, the ALUCP identifies the Airport Influence Areas (AIA) for SFO where airport-related factors may significantly affect land uses or necessitate restrictions on those uses as determined by the Airport Land Use Commission. The AIA includes two parts: Area A and Area B. Area A is the larger of the two areas and encompasses all of San Mateo County. Area B lies within Area A and includes much of westerly Daly City exposed either to aircraft noise above CNEL 65 dB or lying below critical airspace. Within Area A, state law requires that people offering subdivided property for sale or lease to disclose the presence of all existing and planned airports within two miles of the property. Within Area B, the ALUC reviews proposed land use policy actions, including new general plans, specific plans, zoning ordinances, plan amendments, rezonings, and land development proposals. Task NE-11.1 requires routing such projects to the ALUC in compliance with this requirement.

Noise Compatibility Criteria

When reviewing development or policy actions, the ALUC is required to determine airport/land use compatibility using the safety compatibility criteria, airspace protection/height limitation criteria, and noise compatibility criteria identified in the ALUCP. Figure NE-4 identifies the area within Daly City where airport noise exposure is great enough to warrant land use controls to promote noise compatibility. This area is generally where aircraft noise is or is projected in the year 2020 to be at levels above CNEL 65 dB and primarily lies within the Serramonte neighborhood.

Within this area, compatibility of proposed land uses shall be determined according to the noise/land use compatibility criteria shown in Table NE-2, which reflects the compatibility criteria identified in the ALUCP. These criteria indicate whether a proposed land use is “compatible,” “conditionally compatible,” or “not compatible” within each zone, designated by the identified CNEL ranges.

Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL 65 dB or greater may be required by the ALUC to record an avigation easement to the benefit of the City and County of San Francisco, as proprietor of the Airport. Policy NE-11 ensures the City’s continued compliance with the ALUCP, and provides that the City shall ensure that any ALUC requirement for an avigation easement will be implemented prior to final approval or, if the project requires construction, prior to building permit issuance.

Table NE-2: SFO Noise/Land Use Compatibility Criteria

LAND USE	COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)			
	< 65 dB	65-70 dB	70-75 dB	> 75 dB
Residential				
Residential, single family detached	Y	C	N (a)	N
Residential, multi-family and single family attached	Y	C	N (a)	N
Transient lodgings	Y	C	C	N
Public/Institutional				
Public and Private Schools	Y	C	N	N
Hospitals and nursing homes	Y	C	N	N
Places of public assembly, including places of worship	Y	C	N	N
Auditoriums, and concert halls	Y	C	C	N
Libraries	Y	C	C	N
Outdoor music shells, amphitheaters	Y	N	N	N
Recreational				
Outdoor sports arenas and spectator sports	Y	Y (c)	Y (c)	N
Nature exhibits and zoos	Y	Y	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N
Golf courses, riding stables, and water recreation	Y	Y	Y	Y
Commercial				
Offices, business and professional, general retail	Y	Y	Y	Y
Wholesale; retail building materials, hardware, farm equipment	Y	Y	Y	Y
Industrial and Production				
Manufacturing	Y	Y	Y	Y
Utilities	Y	Y	Y	Y
Agriculture and forestry	Y	Y (b)	Y (d)	Y (d)
Mining and fishing, resource production and extraction	Y	Y	Y	Y

Notes:

CNEL = Community Noise Equivalent Level, in A-weighted decibels.

Y (Yes) = Land use and related structures compatible without restrictions.

C (conditionally compatible) = Land use and related structures are permitted, provided that sound insulation is provided to reduce interior noise levels from sources to CNEL 45 dB or lower and that an avigation easement is granted to the City and County of San Francisco as operator of SFO. See Policy NE-X.exterior

N (No) = Land use and related structures are not compatible.

(a) Use is conditionally compatible only on an existing lot of record zoned only for residential use as of the effective date of the ALUCP. Use must be sound-insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources. The property owners shall grant an avigation easement to the City and County of San Francisco prior to issuance of a building permit for the proposed building or structure. If the proposed development is not built, then, upon notice by the local permitting authority, SFO shall record a notice of termination of the avigation easement.

(b) Residential buildings must be sound-insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources.

(c) Accessory dwelling units are not compatible.

SOURCES: Jacobs Consultancy Team 2010. Based on State of California General Plan Guidelines for noise elements of general plans; California Code of

Regulations, Title 21, Division 2.5, Chapter 6, Section 5006; and 14 CFR Part 150, Appendix A, Table 1.

PREPARED BY: Ricondo & Associates, Inc., June 2012.

Task NE-7.1: Either discourage new development or mitigate the noise impacts to it in areas identified as “Clearly Unacceptable” in the Noise Compatibility Guidelines.

Policy NE-8: Discourage noise sensitive land uses from locating in areas of inappropriate or high noise levels.

Task NE-8.1: Work to ensure that the outdoor ambient noise levels for uses such as day care centers, extended care facilities, and group care homes in residential neighborhoods not exceed 70 dBA, CNEL. For such uses allowed by right, the City should encourage a potential care provider to maintain an appropriate noise environment.

Task NE-8.2: Continue to attach conditions of project approval to residential day care centers in excess of eight children through the administrative use permit process to maintain an appropriate noise environment.

Policy NE-9: Work to ensure that the expansion of or changes to existing land uses do not create additional noise impacts for sensitive receptors in the vicinity of the project from intensification or alteration of existing land uses by requiring applicants .

Task NE-9.1: Depending upon the hours of operation, intensity of use, and the location of sensitive receptors in the area, the expansion or change of use could cause noise impacts. Acoustical studies should be performed, at the applicant's expense, during the discretionary and environmental review processes and conditions should be placed on the project accordingly.

~~**Policy NE-10:** Continue to participate on the Airport Land Use Committee and participate in update of the Comprehensive Airport Land Use Plan (CLUP).~~

~~**Task NE-10-1:** Review the environmental review performed for airport expansions to ensure consistency with the CLUP.~~

Policy NE-11: Work with SamTrans and MUNI in the placement of bus stops in order to reduce noise associated with bus activity to noise sensitive receptors.

Regional Cooperation in Noise Reduction

~~**Policy NE-12:** Coordinate with the Metropolitan Transportation Commission (MTC) transportation planning efforts of adjacent jurisdictions in order to reduce regional and local noise sources and impacts.~~

~~**Policy NE-13:** Participate in the environmental review process for the location of commuter facilities in order to ensure appropriate siting and /or mitigation of noise impacts as appropriate.~~

~~**Policy NE-14:** The City shall encourage San Francisco International Airport to increase the use of the shoreline take-off route and discourage the use of the gap departure route.~~

~~**Task NE-14.1:** The Noise Element specifically addresses policies concerning the impacts and regulations of noise within the community. From a land use standpoint, however, increases in air traffic would affect all types of land uses within the City. Depending on the usage of a particular departure route, there could be a negative impact in terms of safety and noise on the residential sector of the City. The City shall~~

~~require the use of noise mitigation measures for noise reduction in new residential construction in areas affected by the gap departure route.~~

San Francisco International Airport Noise Environment

Policy NE-11: Require that all future development conforms to the relevant height, aircraft noise, and safety policies and compatibility criteria contained in the most recently adopted version of the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.

Task NE-11.1: Route any proposed land use policy actions, including new specific plans, zoning ordinances, general plan amendments, and rezoning involving land development to the Airport Land Use Commission in compliance with the Airport Land Use Plan.

Task NE-11.2: Require that development involving the construction of one or more dwelling units within the 65 dBA CNEL SFO noise contour to submit an avigation easement to the airport, when required by the Airport Land Use Commission. Specific avigation easement requirements shall be consistent with the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. This requirement shall be implemented prior to final project approval or, if the project requires construction, prior to building permit issuance.

Noise Programs

Noise Programs are action programs defining what Daly City is doing or intends to do to implement the policies and achieve the Goal and Objectives of the Noise Element. The Noise Programs are organized into two major categories: Current Programs for Noise Reduction and Proposed Programs for Noise Reduction. The program identifies the specific action; the existing or anticipated funding source, as appropriate; the responsible agency; and, the time frame for each component. The following specific actions have been undertaken by Daly City in response to the needs of the noise environment.

Current Programs for Noise Reduction

Daly City Municipal Code

Chapter 9.22 of the Daly City Municipal Code contains language to protect residents from excessive noise exposure. Section 9.22.010 prohibits an individual from causing a disturbance such that it disturbs the public peace off-site. Section 9.22.020 states that no person shall maintain, operate, or conduct any loudspeaker or amplifier in such a manner as to cause the sound to be projected outside any building or out of doors in any part of the City without first obtaining a permit to do so, Section 9.22.030 deals more specifically with noise and states that between the hours of 10:00 p.m. and 6:00 a.m. no person shall cause, create, or permit any noise which may be heard beyond the confines of the property of origin. The Police Department enforces Chapter 9.22 of the Municipal Code.

Title 24 Noise Insulation Standards for Multi-Family Development

Title 24 of the California Administrative Code requires a particular set of noise insulation features be incorporated into multi-family residential construction. Additional noise insulation is required because multi-family development is usually permitted in a slightly noisier environment than single-family and because adjacent apartments are an additional source of noise in multi-family areas. Title 24 is prescribed by state law and enforced by the Building Division through the permit process and building inspection prior to issuance of the Certificate of Occupancy.

DYETT & BHATIA
Urban and Regional Planners

755 Sansome Street, Suite 400
San Francisco, California 94111
☎ 415 956 4300 📠 415 956 7315