

3.9 Land Use and Housing

Environmental Setting

PHYSICAL SETTING

Land Use Evolution

Much of Daly City occupies what were original Spanish land grants, largely unoccupied in the years that followed the sighting of San Francisco Bay by Spanish explorers in 1769. In the early 1850's a few settlers claimed lands on the old Spanish grants. By 1868, a dairy farmer named John Daly purchased about 250 acres near what is today the Top of the Hill. As owner of the San Mateo Dairy, Daly became a prominent businessman and leader among the burgeoning population of the area.

The 1906 earthquake and fire in San Francisco caused population to surge in the areas in and around Daly's ranch as he opened his farmlands for emergency use by scores of refugees who fled the devastation. Supplying temporary shelter and food supplies, Daly began to realize that his lands were far more useful for living on than grazing cattle. As a small community and railway station blossomed in the vicinity of the ranch, Daly subdivided his property in 1907, establishing the city's first residential subdivisions in the area known today as the Crocker neighborhood.

By 1911, Daly City had incorporated into the newest town in San Mateo County, named in honor of John Daly. Streets were paved, sewers and a water system were constructed; police and fire protection became a reality. In the decades that followed, population gradually increased, but very little land had been added to Daly City by World War II.

Significant growth in Daly City would not occur until after World War II when a San Francisco builder, Henry Doelger, purchased 600 acres of sand dunes and cabbage patches that occupied much of the land between the city's original westerly edge and the ocean. Doelger's land was annexed to Daly City in 1948 and developed by him into the Westlake community. In the decade that followed, Doelger doubled his land purchases and continued building west and south, as he and other builders constructed thousands of homes and new satellite shopping centers in the St. Francis Height and Serramonte subdivisions. Meanwhile, the 1963 annexation of the Bayshore neighborhood expanded the city's boundaries to the east.

As single-family neighborhoods in Daly City continue to flourish, certain areas of the city have recently been redeveloped at higher intensities, especially along major corridors. The sections below evaluate Daly City's recent and current development trends.

Existing Land Use

Daly City is primarily a residential community with portions of the city devoted to non-residential uses such as commercial centers, recreational facilities, and open space. The majority of commercial land uses are neighborhood-serving retail centers established along transportation corridors (Mission Street and Geneva Avenue) and shopping centers such as Westlake and Serramonte. The city's only industrial area is primarily located in the Bayshore neighborhood north of MacDonald Avenue. The open space areas of the city are primarily located along the coastline west of the Westlake Palisades neighborhood and in private open space around the Pointe Pacific neighborhood. Almost entirely built out with little vacant land remaining, Daly City's growth has primarily been through redevelopment of existing land uses.

Residential

Daly City currently has an estimated population of 101,123 living in approximately 31,778 housing units. Approximately 35.3 percent of housing units in the city are multi-family, with most of these developments located within the center of the city. Single-family residential neighborhoods are located to the west near the coast and to the east, near San Bruno Mountain.

Non-Residential

Commercial uses are also a critical land use component in Daly City. There exist major regional shopping areas within the city: Mission Street retail corridor, which borders San Francisco; Serramonte Center, an 860,000 square-foot regional shopping center located on Interstate 280; and Westlake Shopping Center, another regional shopping center of 620,000 square feet that recently underwent extensive renovation. In total, Daly City has approximately 3.1 million square feet of retail space which also includes ground floor retail located along major corridors and in neighborhood markets.

Existing office uses within the city mainly comprise of small professional offices. However, larger office buildings have been recently developed, such as a 352,000 square foot, Class A, office building as part of the Pacific Plaza project. The Pacific Plaza project is one of the newer development projects in Daly City and represents the trend towards higher intensity mixed-use development in the city, particularly in proximity to transit opportunities, such as BART. With a 20 screen theater, aforementioned office space and 23,000 square feet of street level retail completed, the next two phases plans for additional office space and a full service hotel, which will expand the number of hotel rooms in the city.

Medical services continue to be an important land use component in Daly City. Seton Medical Center, an acute care hospital with 357 beds, is one of the city's largest employers. Among the newest additions to Daly City's health care sector is Kaiser Permanente with 130,000 square feet of medical offices and clinics in a new building at 395 Hickey Boulevard near Interstate 280.

The city's only industrial area is primarily located in the Bayshore neighborhood north of MacDonald Avenue. The agricultural uses in the city are limited to greenhouses and nurseries, many which have historically been converted to residential uses.

Approved and Under Construction Development

Approved and under construction development projects are included in the build out analysis. Pipeline projects are those that were approved, under construction and/or completed during the General Plan Update process. These projects included a mix of residential types, ranging from single-family homes and townhomes to senior apartments, and are located primarily in the Sullivan Corridor and Bayshore planning areas, as well as along Mission Street.

REGULATORY SETTING

State Regulations

The California Coastal Act of 1976

The California Coastal Act (Public Resources Code Section 30000 *et seq.*) authorizes the State of California to regulate development within the State Coastal Zone, defined as the area between the seaward limits of State jurisdiction and 1,000 yards landward from the mean high tide line. The coastal zone within Daly City includes all areas west of Skyline Boulevard and a portion of the Westlake North neighborhood located west of Eastgate Drive.

The basic goals of the Coastal Act per Public Resources Code Section 30001.5 are:

- (a) Protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources.
- (b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.
- (c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.
- (d) Assure priority for coastal-dependent and coastal-related development over other development on the coast.
- (e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

The Coastal Act's coastal resources planning and management policies cover six areas: public access, recreation, the marine environment, land resources, development, and industry. The policies articulate requirements for public access and for protection of marine resources and environmentally sensitive habitat areas. They lay out clear priorities for concentrating development in urbanized areas, preserving agriculture and open space, protecting fishing and coastal-dependent industry, promoting recreational use of the coast, and giving priority to visitor-serving commercial uses over general commercial or residential development.

General Plan Consistency with Airport Land Use Compatibility Plans

Public Utilities Code Section 21675 requires each airport land use commission to formulate an airport land use compatibility plan. California Government Code Section 65302.3 further requires that general plans be consistent with airport land use compatibility plans. In addition, general plans and applicable specific plans must be amended to reflect amendments to the airport land use compatibility plan. The San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan is discussed further below.

Local Regulations

1987 General Plan (Amended)

The current General Plan was adopted in 1987, with subsequent amendments, and includes a series of objectives and recommended policies. These objectives are broken down into subgroups that reflect six of the seven elements required by the State – land use, circulation, open space, noise, conservation, and safety. The General Plan also includes the housing and coastal elements. State law requires all elements to be consistent with one another. The land use goal laid out in the General Plan is to create a balanced mixture of land uses that ensure equal opportunities for employment, housing, open space and services which adequately serve both personal needs of the citizens and economic needs of the community.

BART Station Area Specific Plan (1993)

This Specific Plan applies to the area around the Colma BART Station, which is partially within Daly City and partially within an unincorporated portion of San Mateo County, in the Colma-Daly City BART Station Planning Area. Land use objectives of the Specific Plan include:

- Create a vibrant urban community that is compatible with the urban form and function of existing adjacent neighborhoods in Daly City and Colma.
- Cluster a mix of intensive and interdependent land uses around the BART station to encourage transit use and create a vibrant and active center for the community.
- Connect and tie the BART station and surrounding land uses together into a community where land uses complement and support one another.
- Provide a range of housing opportunities for different household types and incomes.

Sullivan Corridor Specific Plan (1998)

This Specific Plan applies to the Sullivan Corridor Planning Area. The Specific Plan land use goals provide a framework for the development of new governmental, commercial and residential uses, provide a sense of identity for the Sullivan Corridor and retain the character and viability of existing uses within the Planning Area. A land use goal of the Specific Plan is establishing the Daly City Civic Center as a governmental and community focal point.

Zoning Ordinance

Chapter 17.27 – RP Resource Protection Combining District

The -RP combining district provides development regulations for designated open space areas and for a buffer zone surrounding designated open space areas to ensure that the character and intensity of allowable development is compatible with, and does not create or contribute to adverse impacts on sensitive resources or geotechnically hazardous areas.

17.27.050 – Development regulations.

Following are regulations governing all construction within an -RP district:

- A. As specified for the underlying zone or zones;
- B. Conditions specified as part of the use permit approval;
- C. If the development is on a blufftop:
 - 1. No building or structure shall be placed closer than fifty feet from the edge of the bluff, the setback line to be determined by the city engineer;
 - 2. No grading or filling operations shall be permitted except for required drainage or erosion control and, if required, the same shall meet the standards and requirements of the state and city in connection with grading and filling operations;
 - 3. All structures hereafter constructed shall provide a permanent vista corridor with an unobstructed width of at least five feet or fifteen percent of the lot width of each lot, whichever is greater. If more than a single lot is included in a development, the vista corridors shall be combined into a single location;
- D. No development shall be allowed on a bluff or other such surface with a slope of thirty degrees or greater and a vertical relief of ten feet or more, except an approved stairway, ramp or developed trail;
- E. If the development is a shoreline accessway, the standards adopted by the city in its local coastal plan, or as amended, shall be applicable to an accessway

San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan

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 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.

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.

San Bruno Mountain Area Habitat Conservation Plan

The San Bruno Mountain Area Conservation Plan (HCP) is designed as a long-term program for conserving the ecology of San Bruno Mountain. It provides comprehensive planning of development activities and conservation efforts on San Bruno Mountain, so as to allow public and private development projects while minimizing effects to sensitive biological resources on the mountain. As adopted, the HCP designated approximately 370 acres of the mountain for development and approximately 2,750 acres to be conserved and managed as habitat for HCP "species of concern," including the callippe and mission blue butterfly species, per the HCP Section VI-7.2. The HCP also imposed fees on authorized development activities, to be used to fund management and monitoring activities within conserved habitat.¹

Impact Analysis

SIGNIFICANCE CRITERIA

Implementation of the proposed General Plan would have a potentially significant adverse impact on land use and housing if the proposed General Plan would:

- Physically divide an established community;
- Displace substantial numbers of existing housing, population, or jobs, necessitating the construction of replacement housing or relocation of services elsewhere;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

METHODOLOGY AND ASSUMPTIONS

This analysis considers current and proposed General Plan policies, goals, existing and proposed land use conditions within Daly City, and applicable regulations and guidelines.

The total development potential for 2030 under the proposed General Plan would result in increased development of residential units as well as retail, hotel, and office square feet. This development potential is presented in Chapter 2.

¹ LSA, San Bruno Mountain Habitat Conservation Plan Environmental Impact Report Environmental Assessment Addendum, December 2009.

SUMMARY OF IMPACTS

The proposed General Plan does not physically divide any established community. Rather, by allowing for neighborhoods along Mission Street and Geneva Avenue, increasing opportunities for housing, and improving linkages, the proposed General Plan provides improved connections to and continuity with surrounding neighborhoods. The proposed General Plan will increase the number of housing units as well as non-residential square footage, and subsequently jobs, within the city; removal of existing housing units as a result of the proposed General Plan is not anticipated. Any housing removed as a result of the proposed General Plan would be replaced through additional housing within the city. Overall, the number of housing units in the city is expected to increase from 31,778 to 33,935 through the end of the General Plan planning period.

Following adoption of the proposed General Plan, the specific plans and Zoning Ordinance will be amended to ensure consistency among the three types of planning documents as specified by tasks in the proposed General Plan. Additionally, the proposed General Plan is consistent with the land use policies set forth in the California Coastal Act. Potential conflicts with biological resources are discussed in detail in Section 3.3 while potential conflicts in regards to scenic resources are discussed in detail in Section 3.1.

The proposed General Plan does not establish height limitations; rather heights are limited through the Zoning Ordinance. Overall, the building heights permitted by the current Zoning Ordinance are within the Airport height restrictions; the proposed General Plan will not require height limit changes to result in exceedance of airport height limits. Therefore, there will be no conflicts with Airport height restrictions established by the SFO ALUCP. The city does not lie within any airport safety compatibility zones.² Potential conflicts as it relates to noise are discussed in detail in Section 3.10.

A portion of the city is adjacent to the San Bruno Mountain which is subject to the San Bruno Mountain Area Habitat Conservation Plan (HMP). Potential conflicts with the HMP are discussed in detail in Section 3.3.

IMPACTS AND MITIGATION MEASURES

Impact 3.9-1

The proposed General Plan does not make substantial changes to the types of land uses in an area that may physically divide an established community. (*Less than Significant*)

The proposed General Plan will result in modest land use changes compared to the existing General Plan. Where there are changes in land use designations, the proposed General Plan will not physically divide any established community. Rather, by providing areas for new neighborhoods to develop and promote community-oriented mixed uses in several corridors, the proposed General Plan provides linkages among the more established neighborhoods in Daly City. The proposed General Plan includes a new Mixed Use (C-MU) land use designation which applies to the areas fronting Mission

² C/CAG, Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport Draft Final July 2012, available at http://www.ccag.ca.gov/pdf/plans-reports/2012/SFOCLUP_Vol%20I_narrative_july%202012.pdf, accessed August 2012.

Street and Geneva Avenue and parcels fronting Junipero Serra Boulevard that are subject to the BART Station Area Specific Plan. The new C-MU land use designation is intended to accommodate residential intensification of these corridors as well as provide incentive to provide active ground floor uses such as retail or restaurants. These corridors are well-served by public transportation and through the proposed land use changes, can transform into more vibrant urban mixed-use streets.

Another land use change resulting from the proposed General Plan will occur in Carter Canyon, in the Crocker Planning Area. The areas that are currently designated Retail and Office (C-RO) west of Carter Street are designated as Low Density Residential (R-LD) in the proposed General Plan. The R-LD land use designation will be more consistent with the surrounding residential land uses and will continue to allow for residential development in the area.

Actions under the General Plan will ensure a more cohesive and comprehensive approach to how future development may occur. Given that the proposed General Plan will not physically divide an established community, impacts will be less than significant.

Proposed General Plan Policies that Reduce the Potential Impact

Policy LU-4: Provide regulatory incentives for developers to construct higher-density mixed-use development along Mission Street, Geneva Avenue, and any other locations within close proximity to public transit.

Policy LU-6: Eliminate obstacles to the development of new retail businesses and restaurants on Mission Street and Geneva Avenue.

Mitigation Measures

None required.

Impact 3.9-2

Implementation of the proposed General Plan will not displace substantial numbers of existing housing, population, or jobs. (*Less than Significant*)

As stated earlier, the proposed General Plan proposes modest land use changes to the existing General Plan. In addition, the majority of the city is comprised of residential uses, which are not anticipated to undergo significant land use changes under the proposed General Plan. Because the proposed General Plan is long-range in nature, it is possible that some residential uses may convert to higher density residential or mixed uses; however, the proposed General Plan will increase the overall number of dwelling units (2,157 new units added) in the city such that any displaced residents will be able to find accommodations within the city.

Similarly, while it is possible for some businesses may be temporarily displaced during redevelopment, the additional commercial and retail space added by the proposed General Plan (1,437,260 square feet) will more than accommodate relocation within the city. The increase in nonresidential square footage will also result in an overall increase of jobs (3,990 new jobs) within the city.

Given that the proposed General Plan will not displace substantial numbers of existing housing, population, or jobs, impacts will be less than significant.

Proposed General Plan Policies that Reduce the Potential Impact

Policy LU-1: Maintain and, where possible, encourage larger commercial development sites throughout the city.

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

Task LU-2.1: Amend the non-conforming section of Zoning Ordinance to allow the continued operation and reconstruction of neighborhood-serving businesses (markets, cafés, etc.) within neighborhoods where such uses presently exist. Language shall be incorporated into the Zoning Ordinance which assures that only those uses with a neighborhood market are allowed and that those uses with a primarily City-wide or regional market are disallowed.

Policy LU-4: Provide regulatory incentives for developers to construct higher-density mixed-use development along Mission Street, Geneva Avenue, and any other locations within close proximity to public transit.

Policy HE-20: Encourage voluntary housing rehabilitation and reconstruction.

Task HE-20.1: Amend the Zoning Ordinance non-conforming building regulations to allow the voluntary reconstruction, restoration, or rebuilding of any multifamily residential building with three or more units. Examples of non-conformity may include unit count, parking provision, and building setback and height. Such reconstruction, restoration, or rebuilding shall be limited for both single-family and multiple-family buildings in the ways described by California Government Code Section 65852.25.

Mitigation Measures

None required.

Impact 3.9-3

The proposed General Plan does not conflict with existing local plans and zoning ordinances. (*Less than Significant*)

Since a General Plan updates policies and land use designations for future development, by its nature it may often be inconsistent with existing regulations. But since the General Plan serves as the lead or guiding policy document for a city, changes to existing regulations, which are used to implement a General Plan, typically occur as part of any General Plan implementation program or strategy. Amendments may also be needed from time to time to conform to State or federal law passed since the last General Plan adoption, and to eliminate or modify policies that may become obsolete or unrealistic due to changed conditions.

In addition to its General Plan, Daly City maintains specific plans for some areas within the city to tailor appropriate policies and development standards to the unique character of some areas. These plans are described in the regulatory setting above. As required by State law, a specific plan must be consistent with the adopted general plan of the jurisdiction within which it is located. In turn, zoning must be consistent with general and specific plans. The City's Zoning Ordinance will translate plan policies into specific use regulations, development standards and performance criteria that will govern development on individual properties. The Zoning Ordinance will ultimately prescribe standards, rules and procedures for development and the Zoning Map will provide more detail than the General Plan Diagram.

Implementation of the various policies in the proposed General Plan is listed as "Tasks" immediately following each individual proposed General Plan policy. Specific duties related to General Plan implementation would include preparing a comprehensive update to the Zoning Ordinance, and possible specific plan amendments. Other changes to the Municipal Code may also be considered to fully implement key General Plan policies. Given that the proposed General Plan requires the preparation of amendments where necessary as detailed in the proposed General Plan, conflicts with existing local plans and zoning ordinances are expected to be less than significant.

Proposed General Plan Tasks that Reduce the Potential Impact

The following tasks require amendments to the specific plans: HE-6.2, HE-6.5

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

Mitigation Measures

None required.

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*)

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 a few blocks located at 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 and southwest portions of the Serramonte Planning Area.³ The July 2012 Initial Study and Negative Declaration for the July 2012

³ C/CAG, Initial Study and Negative Declaration for the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport, July 2012, available at http://www.ccag.ca.gov/pdf/plans_reports/2012/Draft_SFO%20CLUP%20IS_ND_v04_%20070312.pdf, accessed August 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

<i>Area</i>	<i>Existing Land Uses</i>	<i>Zoning District</i>	<i>Height Limit (feet)</i>	<i>Aeronautical Surface heights (Feet AGL)¹</i>
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 the indicated 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 Plan for the 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 80 to 120 or 150 feet above ground level, depending on the exact location.

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.

Area 2 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 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

⁴ Ibid.

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 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. Therefore, conflicts with height limits established 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).

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.

Mitigation Measures

None required.

Impact 3.9-5

The proposed General Plan does not create conflicts with land use policies in the California Coastal Act. (*Less than Significant*)

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.

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.

Proposed General Plan Policies that Reduce the Potential Impact

- Policy CST-5:** Protect the natural resources found in the Coastal Zone by conducting a rigorous environmental evaluation for all development proposals.
- Policy CST-6:** Take measures to ensure that new plant material introduced into the Coastal Zone are species native to the local coastal region.
- 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.
- Policy CST-11:** Maintain the boundaries of the –RP Resource Protection Combining District as containing the all blufftop properties.

Mitigation Measures

None required.

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