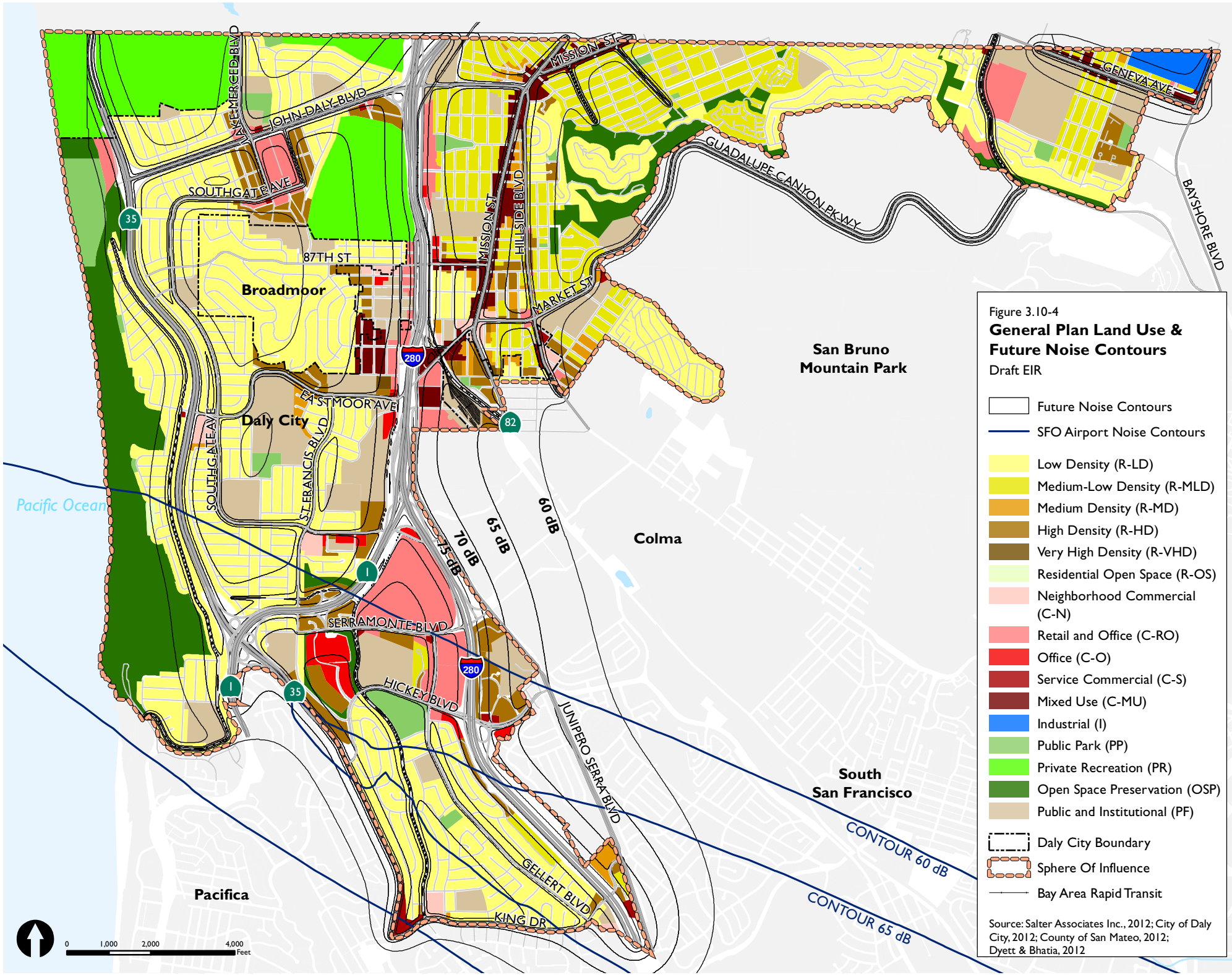
Figure 3.10-4
General Plan Land Use & Future Noise Contours
Draft EIR
Future Noise Contours
SFO Airport Noise Contours
Low Density (R-LD)
Medium-Low Density (R-MLD)
Medium Density (R-MD)
High Density (R-HD)
Very High Density (R-VHD)
Residential Open Space (R-OS)
Neighborhood Commercial (C-N)
Retail and 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)
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
Broadmoor
Daly City
Colma
San Bruno Mountain Park
South San Francisco
Pacifica
Pacific Ocean
JOHN DALY BLVD
SOUTHGATE AVE
87TH ST
MISSION ST
HILLSIDE BLVD
GUADALUPE CANYON PKWY
GENEVA AVE
BAYSHORE BLVD
MARKET ST
FAST MOOR AVE
ST FRANCIS BLVD
SERRAMONTE BLVD
HICKEY BLVD
JUNIPERO SERRA BLVD
GELLERT BLVD
KING DR
60 dB
65 dB
70 dB
75 dB
CONTOUR 60 dB
CONTOUR 65 dB
0
1,000
2,000
4,000
Feet

Proposed General Plan Policies and Tasks that Reduce the Impact

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

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

Policy HE-4 Assure that standards for new housing construction comply with appropriate aircraft noise abatement requirements.

Task HE-4.1 All new housing development within the 65dB CNEL aircraft contour, as shown on the most recent FAA accepted San Francisco International Airport Noise Exposure Map, shall be constructed to achieve an interior noise level of 45 dB CNEL or less based on aircraft noise events.

Task HE-4.2 For all development proposals with the 65dB CNEL noise contour, the City shall require a noise study that identifies the proposed project's compliance with requirement of Task 4.1 above. If the project qualifies for review under the California Environmental Quality Act (CEQA), the City shall incorporate the noise study and any mitigation measures into the CEQA document and shall adopt findings that the project, as conditioned, complies with the interior noise level requirement.

Task HE-4.3 The City shall incorporate compliance with this policy into adopted CEQA compliance guidelines. The guidelines shall identify detailed compliance requirements, such as the methods of acceptable noise mitigation (insulation, windows, etc.).

Policy NE-1 Use the future noise contour map to identify existing and potential noise impact areas.

Task NE-1.1 Use the existing and projected noise contours in conjunction with the State Office of Noise Control Guidelines (Guidelines) to identify areas where land use incompatibilities exist and to guide future noise sensitive development to appropriate and compatible locations.

Task NE-1.2 Use the existing and projected noise contours to identify existing noise impact areas that could benefit from noise insulation programs.

Policy NE-2 Use the State Office of Noise Control Guidelines as a guide to assess development that will need additional noise study and mitigations.

Task NE-2.1 Use the Noise Control Guidelines to assess the suitability of a site for new development in combination with the noise contours to accurately identify areas that may need additional noise study and mitigation. Noise mitigations include additional insulation, double glazing of windows and increasing building setbacks from the noise source. Mitigations should also be creative and attractive whenever possible and appropriate. Creative noise mitigation measures can include incorporation of fountains using water to mask freeway noise and noise walls of an appropriate scale painted with decorative murals.

Policy NE-3 Maintain a CNEL level of not more than 70 dBA L_{eq} in residential areas.

Task NE-3.1 Continue to enforce the environmental noise requirements of the State Building Code (Title 24).

Task NE-3.2 Encourage noise insulation programs in areas that do not meet the current noise standard and ensure that future development is mitigated appropriately or avoided in areas where the noise levels exceed or is projected to exceed 70 dBA, L_{eq}.

Policy NE-4 Maintain a noise level not in excess of 75 dBA CNEL in open space, parks, and tot lots, including outdoor activity areas such as outdoor entertainment or green space of multi-family projects.

Task NE-4.1 When feasible, situate new parks and tot-lots away from busy streets or other known noise sources.

Policy NE-5 Maintain the City's current standard of 75 dBA CNEL for office, commercial and professional areas.

Task NE-5.1 Additional noise studies should be conducted in "Conditionally Acceptable" noise environments to ensure adequate mitigation features are employed. Usually conventional construction with closed windows and fresh air supply systems will maintain a healthy noise environment.

Policy NE-6 Require new development to perform additional acoustical studies in noise environments that are identified as 'Conditionally Acceptable' or 'Normally Unacceptable' to the Guidelines.

Task NE-6.1 Require acoustical studies for new development through the discretionary review and California Environmental Quality Act processes, while paying particular attention to borderline noise environments. Conditions and mitigations, as appropriate, should be attached to projects.

Task NE-6.2 As part of the development of the new Commercial Mixed-Use zone, identify and codify, where possible, noise attenuation measures to assure that noise impacts by more intensive development to adjacent residential uses are reduced.

Policy NE-7 Require proposed intensification of development and proposed new development in noise environments identified as "Clearly Unacceptable" in the Guidelines to reduce ambient interior noise levels to 45 dBA, CNEL.

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.

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.

Mitigation Measures

None.

Impact 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. *(Less than Significant)*

Ambient noise levels near areas of new development may temporarily increase due to construction activities. Future development under the proposed General Plan would be required to comply with the limitations on construction related noise in Title 9 of the Daly City Municipal Code.

Construction-related noise is considered a short-term noise impact associated with demolition, site preparation, grading, and other construction-related activities. Two types of short-term noise impacts could occur during these construction-related activities. First, the transport of workers and the movement of materials to and from the construction site could incrementally increase noise levels along local access roads. The second source of noise would result from the physical activities (e.g., grading) associated with any construction-related activities. Construction is performed in various distinct steps, each with its own mix of equipment, workers, and activities. Consequently, each step has its own noise characteristics. However, despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 3.10-3 shows typical exterior noise levels at various phases of commercial construction, and Table 3.10-4 shows typical noise levels associated with various types of construction related machinery.

TABLE 3.10-3: TYPICAL CONSTRUCTION PHASE NOISE

Construction Phase	*Noise Level (dB, L_{eq})*[1]
Ground Clearing	84
Excavation	89
Foundations	78
Erection	85
Finishing	89

[1] Average noise levels 50 feet from the noisiest source and 200 feet from the rest of the equipment associated with a given construction phase. Noise levels correspond to commercial projects in a typical urban ambient noise environment.

Source: Bolt, Beranek and Newman, U.S. EPA, 1971. Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, 1971.

TABLE 3.10-4: TYPICAL NOISE LEVELS FROM CONSTRUCTION EQUIPMENT

Construction Equipment	*Noise Level (dB, L_{eq} at 50 feet)*
Truck	88
Concrete Mixer (Truck)	85
Scraper	89
Jack Hammer	88
Dozer	85
Paver	89
Generator	81
Pile Driver (Impact)	101
Loader	85
Grader	85
Backhoe	80

Source: Federal Transit Administration, 2006. Transit Noise and Vibration Impact Assessment, May 2006.

Construction activities associated with the project would be temporary in nature and related noise impacts would be short-term. However, since construction activities could substantially increase ambient noise levels at noise-sensitive locations, construction noise could result in potentially significant, albeit temporary, impacts to sensitive receptors. Compliance with the limitations on construction activity and associated noise standards established in Chapter 9.22 of the Daly City Municipal Code, including limiting the hours during which such construction activity may occur, will ensure that construction noise impacts are less than significant.

Proposed General Plan Policies that Reduce the Potential Impact

Proposed General Plan policies listed under Impact 3.10-1 help reduce the potential impact to less than significant levels.

Mitigation Measures

None required.

Impact 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. *(Less than Significant)*

While it is difficult to quantify and describe the nature and extent of vibration impacts at the programmatic level, subsequent CEQA analysis and documentation for individual projects will have project-specific data and will be required to mitigate any potential construction/operations related vibration and noise impacts to a less than significant level. No new industrial activities are anticipated within the city which limits ground-borne vibration and noise levels from industrial activities, though

vibration in the city could be created through construction. Given the limited potential for and temporary nature of ground-borne vibration in the city, the impact is less than significant.

Proposed General Plan Policies that Reduce the Potential Impact

Proposed General Plan policies listed under Impact 3.10-1 help reduce the potential impact to less than significant levels.

Mitigation Measures

None required.

Impact 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. *(Less than Significant)*

As discussed earlier, BART runs through a portion of the city. BART tracks run below grade and underground for a large part of the city. BART trains do not result in high noise levels or excessive vibration while inside the tunnel or below grade. BART tracks are elevated approximately 30 feet above grade from Westlake Avenue to the Daly City BART Station and up to the Daly City/San Francisco border. Engine noise from accelerating trains and vibratory noise from elevated tracks result in relatively high train operations noise. Because the tracks are elevated, receptors to the east of the tracks, including residences are exposed to train noise without shielding. Maximum BART train noise was measured to range from the high 50s to the low 80s dBA (Lmax). The area adjacent to the Daly City BART station includes recent development which includes a movie theater, offices, and parking structures. These buildings act as partial shields to residences east of the area from BART noise.[8] As the development is fairly new, the area is not anticipated to be redeveloped under the proposed General Plan, continuing this partial buffer between the BART tracks and residential uses to the east. Therefore, the implementation of the proposed General Plan will not result in the exposure of person to excessive vibration and noise from BART, resulting in a less than significant impact.

Proposed General Plan Policies that Reduce the Potential Impact

Proposed General Plan policies listed under Impact 3.10-1 help reduce the potential impact to less than significant levels.

Mitigation Measures

None required.

Impact 3.10-5

Implementation of the proposed General Plan will not result in the exposure of persons to excessive significantly airport noise levels. *(Less than Significant)*

[8] City of Daly City, Peninsula Gateway Plaza Redevelopment Project, Draft Supplemental EIR, December 14, 1998.

As previously discussed, the CLUP is currently being updated with a new draft of the 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 SFO ALUCP update was available for review.

SFO will be evaluating land use projects using the 2020 noise contours in the July 2012 Draft SFO ALUCP, 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]

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 July 2012 Draft SFO ALUCP.

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.

Proposed General Plan Policies that Reduce the Potential Impact

Proposed General Plan policies listed under Impact 3.10-1 help reduce the potential impact to less than significant levels.

Mitigation Measures

None required.

[9] Email correspondence with John Bergener, Bureau of Planning & Environmental Affairs at San Francisco International Airport, July 17, 2012.

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